

# 10 – Mer Bleue Developing Neighbourhood Secondary Plan

## Section 1: Introduction

The purpose of this secondary plan is to guide and provide direction for the future growth and development of the Mer Bleue Developing Neighbourhood lands.

This secondary plan is Council's policy direction for municipal actions, particularly in the review of plans of subdivision, zoning and site plan applications, applications to the Committee of Adjustment and the undertaking of public works.

This secondary plan is based on the Mer Bleue Urban Expansion Area Community Design Plan (CDP) and translates the key aspects of the CDP into Official Plan policy. The CDP includes detailed land use descriptions and design guidelines that must be referred to in the review of development applications. This secondary plan therefore is closely linked to the CDP and is to be read in conjunction with the CDP, to assist with the interpretation and implementation of this secondary plan's policies.

The Mer Bleue Developing Neighbourhood Secondary Plan area is generally bounded to: the west by Mer Bleue Road; the east by Tenth Line Road; to the north by Mer Bleue area (Avalon West development) and to the south the boundary runs along Wall Road through community of Notre Dame Des Champs to Tenth Line Road (approximately the mid-way point between Wall Road and Navan Road). The plan area is illustrated by Schedule A - Designation Plan.

## Section 2: Vision

The planning area is envisaged to be a contemporary master-planned community which embraces the assets of its natural heritage features, particularly McKinnons Creek and a woodlot, and captures the expanded usage of the existing physical attributes.

Design of this community is predicated on:

- Prioritizing a walkable, transit-supportive street and block network
- Having an integrated greenspace linkage system
- Having a well-defined community core and mixed-use areas at strategic locations

to serve the community and beyond. Each distinctive and liveable neighbourhood will have a park, school or other amenities within walking distance. Well-designed street



grid and block patterns, connections, streetscapes and built form will be the cornerstone of development throughout the area.

### Planning and Design Framework

The following principles provided the policy framework for the Plan and form the foundations of creating a vibrant, attractive, livable, healthy and sustainable community for the planning area:

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

### Section 3: Designations, Land Use and Key Urban Design Direction

The following subheadings and policies provide guidance for the future development of the planning area with respect to land designation mobility, servicing, community development, urban design and implementation. Further detail and guidance regarding their interpretation is found within the CDP.

#### Land Designation

##### Mix of densities, forms and uses

- 1) A mix of residential forms and unit types will be provided, to create housing options and diversity throughout the planning area. In particular, the various dwelling types in the low-density designation (detached, semi-detached, linked-detached, grade-related multiple-attached dwellings, such as townhouses) should, where appropriate, be mixed together by blocks or within blocks to preclude large areas with only single

types of housing forms and to distribute density more evenly throughout the area and to maximize on-street parking opportunities in accordance with Section 3: Designations, Land Use and Key Urban Design Direction Policies 13) and 15) of this secondary plan.

- 2) Residential development is to be at least 30 per cent single detached but not more than 55 per cent single detached dwellings, at least 10 per cent apartment dwellings and the remainder multiple dwellings, other than apartments.
- 3) The overall residential development will meet the minimum average density target of 34 units per net hectare. Net residential density is based on the area of land exclusively for residential use, including lanes and parking areas internal to developments but excluding public streets, right of way and all non-residential uses.

### **Small-scale commercial uses**

- 4) In addition to the Commercial areas identified on Schedule A - Designation Plan, small-scale convenience commercial or micro-retail uses that are easily accessible by foot or bicycle will be permitted without the requirement of zoning change in specific areas. The implementing zoning should apply use of the suffix “-c” to the parent residential zone to permit small-scale commercial businesses in a residential zone to reflect an effort to provide a very traditional, yet sustainable and healthy, form of city building.

### **Parks**

- 5) A hierarchy of parks in the greenspace network is to be provided including community and neighbourhood parks and parkettes, with amenities as recommended in the Mer Bleue Urban Expansion Area Parks Plan. One of these, a local parkette of not less than 0.5 hectares shall be located adjacent to the McKinnons Creek corridor to act as a trailhead and complement to this natural feature while providing typical parkette amenities to the neighbourhood.

### **Special Study Area**

- 6) The limits of the SWM Facility, in relation to the Urban Natural Feature in this location, shall be refined to reflect the final approved, environmental management plan, master servicing study and detailed engineering analyses conducted in conjunction with a development application(s). No amendment to this secondary plan is required to modify such limits, as required.

### Pedestrian and Cycling Mobility

#### **Cycling Facilities**

- 7) Cycling facilities will be established along Collector Roads as illustrated in the CDP.



### **Pedestrian Corridor**

8) A significant pedestrian corridor shall be established linking McKinnons Creek to the neighbourhood park abutting the planned elementary school site. The corridor will comprise both street, with sidewalks and a pathway corridor, as a pedestrian through-block, as shown on the demonstration plan (Figure 4) and the Pathway and Greenspace Plan (Figure 7), in the CDP. The pathway corridor will be at the cost of the developer. Given this pedestrian through-block portion will be a key mobility spine through the neighbourhood, it should be designed with a greater width than standard through-block connections. This will establish better visibility linkages for safety, comfort and identity through more attractive landscape design.

### **Pedestrian-Priority crossing of Collector Streets**

9) Infrastructure that prioritizes pedestrian movement, such as bulb-outs, narrowing of intersection widths, pedestrian cross-overs and combinations of these will be designed and installed at places over the main collectors where they meet with the through-block pedestrian corridor and where a collector divides two sides of an offset grid. Pedestrian crossings will be provided at periodic intervals to encourage pedestrian connectivity, with particular preference given in the vicinity of transit stops.

### **McKinnons Creek Pedestrian Bridges or Crossings**

10) A complete pedestrian and cycling network within the neighbourhood and adjacent neighbourhoods is a priority of this secondary plan, including those areas bisected by the McKinnons Creek corridor. The design and installation of any pedestrian bridges or other form of pedestrian crossings shall be implemented by, and at the cost of, the developer as a condition of the approval of a draft plan of subdivision.

### Community and Urban Design

#### **McKinnons Creek Community Identity Feature**

One of the defining natural heritage features for the planning area will be the enhanced McKinnons Creek corridor, as described in the Environmental Management Plan. It will link two of the largest stormwater management (SWM) ponds and the Community Park. The corridor will also function as a passive recreational corridor for mobility through the area and create a place of unique community identity where people will meet, recreate and relax.

11) A public street (or streets) will define the majority of the southwest edge of the McKinnons Creek corridor. There will be full residential frontage along the entirety of this street across from the corridor, to facilitate the creation of a community identity/feature and provide public accessibility by optimizing safety and comfort for pathway users.

12) Pathways and landscaping shall be at the cost of the developer.

### **Street and Block Pattern for People**

The street and block pattern of a new neighbourhood sets the stage for a community's quality of life and for the efficient movement of people throughout the community. The street network design is to be designed to offer a safe and pleasant experience to all users by moderating vehicle speeds. A well-planned, fully connected street grid that filters traffic through it, rather than funneling it to the largest streets, not only improves circulation, but also serves as the most important traffic calming strategy in community design. Before specific traffic-calming features (such as speed bumps or curb extensions) are planned for, the street and block patterns must be carefully planned to achieve passive traffic calming as the result of good design layout.

13) The street network will be designed to meet the following:

- a) As a priority, the street and block layout will be designed with the user experience in mind and must promote a safe and pleasant environment for all users and not only motorists; and
- b) The street system will be fully connected and primarily in an offset grid configuration. The intent of this grid configuration is to provide multiple route options for all modes of transportation throughout the CDP area while calming through traffic, providing for efficient transit operations and discouraging cut-through car traffic. Local (minor) streets and collector (major) streets should connect directly with arterials (avenues); and
- c) As illustrated in the CDP, neighbourhood blocks will, where feasible, be 1 hectare or less in size and regular in shape to support a highly permeable neighbourhood. Smaller block sizes are also intended to promote shorter active transportation trips and a variety of route and mode options; and
- d) Establish a street hierarchy in which the various street-types are designed (and not merely posted) for driving speeds that support:
  - i) Appropriate driver behaviour;
  - ii) Enhanced pedestrian and cycling safety; and
  - iii) Desired comfort levels for non-motorized users; and
- e) Vehicular operating speeds on each type of street will be passively controlled through appropriate design. Minor (local) streets will be designed to achieve lower vehicular speeds (30 km/h), major (collector) streets for moderate speeds (40 to 50 kilometres per hour) and avenues (arterials) for moderate to slightly higher speeds (50 to 60 kilometres per hour); and

- f) The street pattern and network design will facilitate access by all modes of transportation to public facilities, places of commerce, parks, schools, open space and to the public transit network; and
- g) Reverse lotting, where rear yards abut collector streets, will not be permitted; and
- h) Local streets will, where possible, be designed to connect directly to Mer Bleue Road (where it is a collector road) to improve connections, reduce single-loaded streets and increase the opportunity for more density and housing; and
- i) The mixed-use Commercial, Medium-Density Residential and High-Density Residential designations at the western edge of the planning area, between the two collector streets, is unique to this community. Whether it is developed as a condominium with private, internal streets or developed with individual parcels that front public streets, the street framework should be established on the same principles as the surrounding area with strong connectivity to adjacent streets and the broader mobility network; and
- j) The frontage of lands along public streets will feature buildings with active frontages regardless of the land uses contained therein. Surface parking areas excluding private driveways, should primarily be to the side or rear of buildings; and
- k) Where dwelling units are adjacent or opposite parks, the front, rear or side elevations will have windows and doors facing the park to provide for greater streetscape continuity and animation; and
- l) Continuous street tree planting can create community character together with other benefits, such as safety and pedestrian comfort. Street tree planting, where soil conditions permit, will be included along all street frontages, at the developers cost. Trees and other landscaping, such as plantings along noise fences, window streets and bio-swales, or other remnant pieces of land within a subdivision are also encouraged.

### **Traffic calming**

- 14) The design and implementation of traffic calming facilities shall occur at the time of development and at the cost of the developer as a condition of the approval at the draft plan of subdivision application process. This will occur in conjunction with the original street design and construction to avoid the need to return later at greater cost and inconvenience. This process will also include the identification of the appropriate traffic-calming techniques for certain streets or conditions to encourage local pedestrian and cycling and slower, but efficient vehicular movement. The highest-priority areas or streets for traffic calming are those near schools and other expected pedestrian travel routes. Determination of traffic-calming measures shall



be consistent with City guidelines for the design and implementation of such measures and will be undertaken in consultation with appropriate City departments.

### **Parking**

One objective of this secondary plan is to ensure that, in the design of subdivisions, the location of various dwelling types is planned to deliberately offset the site-specific parking strengths and challenges of each type of dwelling, by having sufficient proximity between dwelling types to absorb overall parking needs on a neighbourhood-wide basis.

- 15) At the time of draft plan of subdivision, the proponent will submit a street parking plan that demonstrates how on-street parking has been maximized, including how lots of varying widths and dwellings of varying types have been organized so as to maximize on-street parking opportunities. The CDP outlines design options for achieving the above.

### **Section 4: Natural Heritage System**

The existing Natural Heritage System is illustrated on Figure 4 and Figure 7, which shows features such as the McKinnons Creek corridor and the woodlot as identified in the Environmental Management Plan.

- 1) As part of the subdivision development application process, and in keeping with policies of the Official Plan, additional studies may be required to address constraints such as, but not necessarily limited to: unstable slopes; geotechnical hazards; flood plain and necessary setbacks to McKinnons Creek.
- 2) The woodlot in the southwest quadrant of the planning area will be preserved as an Urban Natural Feature in accordance with applicable policies in the Official Plan at the date of the development application.

### **Section 5: Implementation**

#### **Approval of Technical Studies and Financial Implementation Plan**

- 1) The City will require the completion of the master servicing study, environmental management plan and financial implementation plan, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development, prior to any development approvals in the planning area. Once approved, these plans will be implemented through and/or as part of future development approvals in accordance with the implementation policies set out in this section. Class environmental assessment approvals (including a 30-day public review following General Manager approval) will also need to be completed prior to any development approvals.

### Private Agreements for Development Costs

- 2) Landowners within the planning area shall enter into private agreement(s) to:
  - a) Share the costs of the major infrastructure projects and associated studies and plans required for the development of the planning area which are not otherwise covered by development charges
  - b) Establish a master parkland agreement, including the adjacent landowner of the approved plan of subdivision located in the northerly portion of the planning area to create a mechanism which allows for compensation of parkland dedication and associated development costs that may be inequitably distributed across the planning area
  - c) Share the dedication and costs of development of parkland

Such agreement(s) are to be initiated by the landowners within the defined planning area and provide for the fair sharing of costs among the benefiting parties, to complement or replace the provisions of a Development Charges By-law.

- 3) Each agreement under Section 5: Implementation, Policy 2) shall contain a financial schedule describing the estimated costs of the major infrastructure projects or parkland requirements and associated studies and plans, as well as the proportionate share of the costs for each landowner.
- 4) The City will require the execution of the agreement(s) by each landowner prior to the approval of any application by the landowner for draft plan of subdivision or condominium, conditional approval of a severance, or approval under site plan control. The City shall include as a condition of approval for all plans of subdivision and condominium, site plan and severance applications in planning area requiring notification from the Trustee of the Mer Bleue Urban Expansion Area Landowners Group that the owners are party to the agreement(s) and have paid their share of any costs pursuant to the agreement(s).

### Bus Transit Routes

To capture transit ridership in the initial phases of development, transit stops and routes will be available for use beginning with the early stages of development. This will provide the highest degree of convenience, safety and efficiency for new residents.

- 5) Landowners will be required to enter into an early transit service agreement to determine the method and means by which the development, as well as adjacent areas, can be efficiently and effectively serviced by transit. The Owner shall enter into the agreement to outline the provision of interim bus service with the Transportation Services Branch, prior to the registration of the subdivision or condominium.





- 6) Early transit service agreements shall include, but are not necessarily limited to, the following: establishment of routes and stops, levels of service; and provision and maintenance of stops and turnarounds. Early transit service agreements may also be required to include funding and cost-sharing arrangements and the timing and triggers for the transfer of responsibility to the City.
- 7) Pre-application consultation, which is required prior to an application for draft plan of subdivision will include OC Transpo and the relevant school boards in order to coordinate bus routes with the design of streets, blocks and pedestrian connections.

#### Affordable Housing

The *Planning Act* gives municipalities the option of requiring affordable housing units as part of residential developments through inclusionary zoning.

- 8) If the City elects to develop specific policies and procedures regarding inclusionary zoning, future development in the planning area are to become subject to inclusionary zoning policies and procedures, once approved by Council.

#### Dry Ponds

- 9) During the plan of subdivision approval process, where it is determined through detailed engineering analysis that dry ponds are not required, an alternative layout of the school and park blocks and adjacent uses, including residential uses, may be developed. Where feasible based on detailed engineering design, dry pond development will include landscape enhancements of perimeter pathways and plantings, at the cost of the developer. The dry ponds are not in the park or part of parkland dedication but are co-located with the parks.

#### Additional Conditions and Requirements for Plans of Subdivision

- 10) Applications for draft plan of subdivision shall be processed concurrently with applications under the Drainage Act for the proposed McKinnons Creek Municipal Drain. Any draft plan approval(s) shall contain appropriate conditions to ensure the coordination of development with the Drainage Act approvals.
- 11) Prior to the approval of any draft plan of subdivision application, the finalized and approved environmental management plan and the master servicing study shall be consulted directly to determine what conditions are required to be completed and approved by the affected agencies.

#### Remnant Site created by Mer Bleue Road Realignment

- 12) A triangular parcel of land will be created abutting the western boundary of the planning area as a result of the future re-alignment of Mer Bleue Road. At the time of an application for its development, the land use and design of that land should be

coordinated and integrated with regard to this secondary plan and the approved master servicing study.

## Schedule

Schedule A – Designation Plan

# Mer Bleue Developing Neighbourhood / Quartier Mer Bleue (en développement)



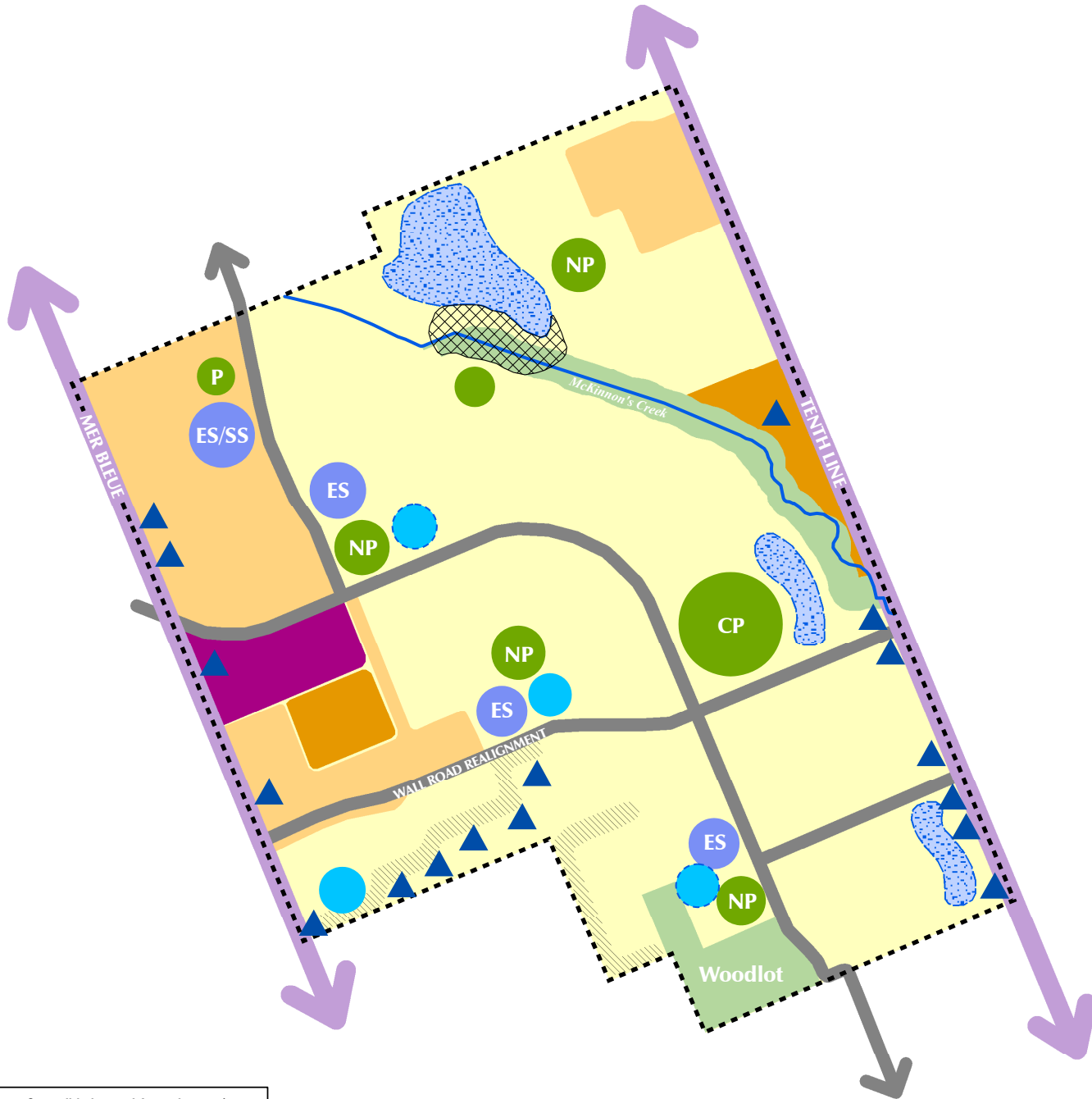
SECONDARY PLAN - VOLUME 2  
Schedule A - Designation Plan

PLAN SECONDAIRE - VOLUME 2  
Annexe A - Plan de désignation

## DESIGNATION / DÉSIGNATION

Mer Bleue Developing Neighbourhood SP Boundary /  
Limite du PS de la Quartier en développement de Mer Bleue

- General Residential /  
Zone résidentielle générale
- Medium Density Residential /  
Secteur résidentiel de moyenne densité
- High Density Residential /  
Secteur résidentiel de grande densité
- Commercial /  
Zone commerciale
- Urban Natural Feature / Passive Open Space  
Infrastructure naturelle urbaine/espace vert passif
- Existing Residential /  
Zone résidentielle existante
- Transitional Low Density Residential /  
Zone de transition de faible densité
- Community Parks (CP) / Neighbourhood Parks (NP) / Parkettes (P) /  
Parcs communautaires (CP) / de quartier (NP) / Mini-parcs (MP)
- Schools /  
Écoles
- SWM Facility /  
Installation de gestion des eaux pluviales
- Dry Pond /  
Bassin sec
- Potential Dry Pond /  
bassin sec potentiel
- Creek / Ruisseau
- Arterial / Artère
- Collector / Route collectrice
- Special Study Area /  
Aire d'étude spéciale



Consolidation and Amendments /  
Consolidation et amendements



0 87.5 175 350 525 700 Meters

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