

# **Mer Bleue Urban Expansion Area Secondary Plan**

(Amendment #192, August 17, 2017)

## **1.0 INTRODUCTION**

The purpose of this Secondary Plan (“the Plan”) is to guide/provide direction for the future growth and development of the Mer Bleue Urban Expansion Area (‘UEA’) lands.

The Plan is City 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.

The 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. The 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 the Plan’s policies.

Schedule A - Land Use Concept Plan must be read in conjunction with the policy direction.

## **2.0 PLANNING AREA**

The Mer Bleue Urban Expansion Area Secondary Plan area is described by Schedule A.

## **3.0 VISION**

The proposed Mer Bleue Urban Expansion Area is envisaged to be a contemporary master-planned community which embraces the assets of its natural heritage features (McKinnons Creek and 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, an integrated open space linkage system, and 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 Mer Bleue Urban Expansion Area:

- Creating distinctive liveable neighbourhoods;
- Promoting complete communities that support transit service, walking and cycling;
- Creating integrated, safe, passive and active green spaces;
- Ensuring that the achievement of the Official Plan minimum densities is accompanied by good subdivision design that creates residential communities that are attractive, and efficient;
- Accommodating a variety of safe and reliable transportation options that are integrated with the planned land uses and with adjacent communities;
- Creating a central focus for the community in the form of large active/passive open spaces;

- Create an environmentally sustainable community, which embraces the efficient use of land and infrastructure;
- Conserving significant forested areas and conserving and enhancing the existing landscape character of the McKinnons Creek; and,
- Balancing good urban design with long-term maintenance and operational costs.

## **4.0 LAND USE & KEY URBAN DESIGN DIRECTION**

The following subheadings and policies provide guidance for the future development of the Mer Bleue Urban Expansion planning area with respect to land use, mobility, servicing, community development, urban design, and implementation. Further detail and guidance regarding their interpretation is found within the Mer Bleue Urban Expansion Area Community Design Plan, which is to be read in conjunction with this Secondary Plan.

### **LAND USE**

#### **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 4 Policies 12 and 14 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**

1. In addition to the commercial areas identified on Schedule A, 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**

1. 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 UEA Area Parks Plan. One of these, a local parkette of not less than 0.5 ha shall be located adjacent to the McKinnons Creek Natural Feature to act as a trailhead and complement to this natural feature while providing typical parkette amenities to the neighbourhood.

#### **Special Study Area**

1. The limits of the Stormwater Management 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**

1. Cycling facilities will be established along Collector Roads as illustrated in the Mer Bleue UEA CDP.

**Pedestrian Corridor**

1. A significant pedestrian corridor shall be established linking McKinnons Creek to the public park abutting the planned school site located in the northwest quadrant of Wall Road and the new collector road, at the cost of the developer. Given this pedestrian through-block portion will be a key mobility spine, as shown on the CDP demonstration plan, it should be designed with a greater width than standard through block connections that allow better visibility linkages for safety, comfort, and identity through more attractive landscape design.

**Pedestrian-Priority crossing of Collector Streets**

1. Infrastructure that prioritizes pedestrian movement, such as bulb-outs, narrowing of intersection widths, pedestrian cross-overs (PXOs) 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**

1. A complete pedestrian and cycling network within the neighbourhood and adjacent neighbourhoods is a priority of the 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 & URBAN DESIGN****McKinnons Creek Community Identity Feature**

Linking the two largest stormwater management ponds and the Community Park, the McKinnons Creek corridor shall be enhanced, as described in the EMP, and be one of the defining natural heritage features for the Mer Bleue Urban Expansion Area. 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.

1. 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.

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.

1. 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.
  - 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).
  - 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.
  - d. Establish a street hierarchy in which the various street-types are designed (and not merely posted) for driving speeds that support:
    - o appropriate driver behaviour;
    - o enhanced pedestrian and cycling safety; and
    - o desired comfort levels for non-motorized users.
  - 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 km km/h to 50 km km/h), and avenues (arterials) for moderate to slightly higher speeds (50 km/h – 60 km/h).
  - 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.
  - g. Reverse lotting, where rear yards abut Collector Roads, will not be permitted.
  - 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.
  - i. The mixed commercial and mid-high density residential area 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.
  - 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.
  - k. Where houses 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.
  - 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**

1. 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.

1. 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.

**5.0 NATURAL HERITAGE SYSTEM**

The Existing Natural Heritage System is shown on Schedule 7, which recognizes 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; floodplain, and the necessary setbacks to McKinnons Creek.
2. The Woodlot in the southwest quadrant of the Mer Bleue Urban Expansion Area CDP will be preserved as part of the Natural Heritage System in accordance with applicable policies in the Official Plan at the date of the development application.

**6.0 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 Mer Bleue Urban Expansion 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.

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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**

1. Landowners within the Mer Bleue Urban Expansion Area shown on Annex 5 (Urban Areas Subject to a Community Design or Policy Plan Approved by Ottawa City Council), shall enter into private agreement(s) to:
  - share the costs of the major infrastructure projects and associated studies and plans required for the development of the Mer Bleue Urban Expansion Area which are not otherwise covered by Development Charges;
  - establish a Master Parkland Agreement, including the adjacent landowner of the approved plan of subdivision located in the northerly portion of the Mer Bleue Expansion Area to create a mechanism which allows for compensation of parkland dedication and associated development costs that may be inequitably distributed across the Community Design Plan area;
  - share the dedication and costs of development of parkland.

Such agreement(s) are to be initiated by the landowners within the defined Mer Bleue Urban Expansion 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;

2. Each agreement under policy 2 above 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.
3. 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 Mer Bleue Expansion 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 should 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.

1. 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 Transit Services Branch, prior to the registration of the subdivision or condominium.
2. 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.
3. Pre-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. If the City elects to develop specific policies and procedures regarding inclusionary zoning, future development in the Mer Bleue Urban Expansion Area CDP are to become subject to inclusionary zoning policies and procedures once approved by Council.

**Dry Ponds**

1. 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.

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

1. 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.
2. 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**

1. A triangular parcel of land will be created abutting the western boundary of the CDP 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 Plan and the approved Master Servicing Study.

**7.0 SCHEDULES**

Schedule A – Land Use