



2275 Mer Bleue Road

Planning Rationale
Zoning By-Law Amendment & Plan of Subdivision Applications
January 7, 2021



Prepared for Caivan Communities

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1.0 Introduction

Fotenn Consultants Inc. (“Fotenn”) has been retained by Caivan communities (“Caivan”) to prepare a Planning Rationale in support of Plan of Subdivision and Zoning By-law Amendment applications for the lands legally known as Part of Lots 2 and 3, Concession 11 and municipally known as 2275 Mer Bleue Road in Ottawa’s eastern community of Orléans (“subject lands”).

1.1 Application Summary

The proposed development is a residential subdivision comprised of 32 back-to-back townhouse units, 80 traditional townhouse units, and a future, mid-rise development containing approximately 100 to 160 apartment units. The development proposes the northern extension of an existing local street (Sculpin Street), a pathway connection to the adjacent subdivision to the east, and the extension of municipal services from the east and the south.

To permit the proposed development, Plan of Subdivision and Zoning By-law Amendment applications are required. The Plan of Subdivision application will establish the lot and street layout, while the Zoning By-law Amendment application will rezone the subject lands to permit the proposed development. More specifically, the following zones are requested:

- / “Residential Third Density Zone, Subzone YY, with a Site-Specific Exception” (R3YY[XXXX]) for the majority of the subject lands; and,
- / “Residential Fifth Density Zone” (R5) for the mid-rise, mixed-use block.

The following plans and reports have been prepared in support of the concurrent Plan of Subdivision and Zoning By-law Amendment Applications:

Plans:

- / Boundary and Topography Survey, prepared by Annis, O’Sullivan, Vollebekk Ltd, dated September 20, 2019;
- / Draft Plan of Subdivision, prepared by J.D. Barnes, dated December 23, 2020;
- / Concept Plan prepared by Gerrard Design, dated November 25, 2020;

Reports:

- / Functional Servicing Report, prepared by David Schaeffer Engineering Ltd (DSEL), dated January 6, 2021, including:
 - o Concept Plan
 - o Grading Plan
 - o Storm Servicing Plan
 - o Sanitary Servicing Plan
 - o Watermain Servicing Plan
 - o Erosion & Sediment Control Plan
- / Geotechnical Investigation Report PG5521-1, prepared by Paterson Group, dated December 22, 2020;
- / Phase 1 Environmental Site Assessment (ESA), prepared by Paterson Group, dated September 30, 2020;
- / Species at Risk Memorandum, prepared by Kilgour & Associates Ltd, dated December 17, 2020;
- / Transportation Impact Assessment, prepared by CGH Transportation, dated December 2020; and Urban Design Brief, prepared by NAK Design Strategies, dated January 2021.

1.2 Subject Lands

The subject lands are in the South Orléans in the eastern end of the City of Ottawa. They are flat and generally bound by Brian Coburn Boulevard to the north, Aquarium Avenue to the east, Decoeur Drive to the south, and Mer Bleue Road to the west (Figure 1).

The subject lands have an area of 4.05 hectares, with approximately 320 metres of frontage along Mer Bleue Road and approximately 107 metres along Brian Coburn Boulevard. The east and south lot lines abut recently subdivided lands where detached and 2 storey townhomes dwellings have been constructed. Access to the site is from the south via an existing 18 metre Right-of-Way (ROW), which is an extension of Sculpin Street. The subject lands are generally flat and cleared, containing no significant natural features, or built form elements.

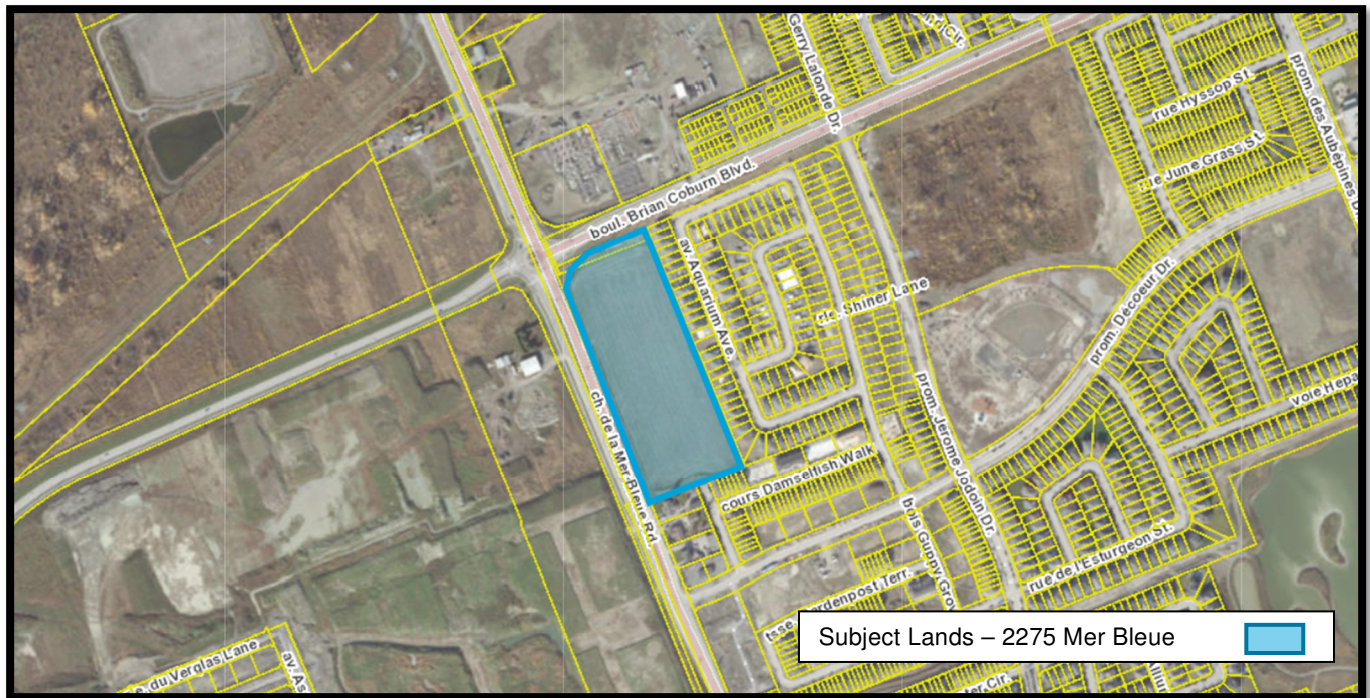


Figure 1: Site Context Map

1.3 Area Context

The following land uses are in the area surrounding the subject lands:

North: Immediately north of the subject lands is Brian Coburn Boulevard. Across this at the north east corner of Mer Bleue Road and Brian Coburn Boulevard is the Orléans Health Hub, a 96,000 square foot facility that will provide health and community services to the area (Figure 2). The first phase of the Hub, which is 1 storey (12.65 metres) in height, is currently under construction and is scheduled to open mid-2021. Just east of the Hub are six blocks of three storey back-to-back condominium townhomes along Brian Coburn Boulevard and Chaperal Private. These abut a new residential neighbourhood. Further north is a planned Bus Rapid Transit (BRT) corridor, and the site of the future Mer Bleue BRT Station, which will be located less than 400 metres from the subject lands. Parallel to the northern edge of the BRT corridor is a 91-metre wide Hydro Corridor that is managed by Hydro One Networks Inc. (HONI) via an easement over privately-owned lands.

North of the Hydro Corridor are undeveloped lands located within the East Urban Community (ECU) Phase 3 Area Community Design Plan (CDP) which are designated Urban Employment Area in the Official Plan and planned to be designated Employment in the CDP. Approximately 870 metres to the north of the subject lands are a wide range of commercial and retail uses along Innes Road, an Arterial Mainstreet.



Figure 2 - Orleans Health Hub

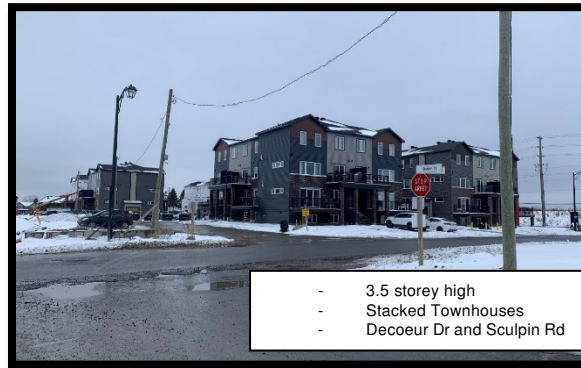


Figure 3: Neighbouring Development

In its broader context, the Orléans Town Centre/Mixed Use Centre is located approximately 3.5 kilometres north of the subject lands and contains a wide range of such uses as a regional shopping centre, the Shenkman Arts Centre, a YMCA, a movie theatre, and a range of restaurants, retail stores, and service commercial uses. Just west of this Town Centre is the start of St. Joseph Boulevard, an Arterial Mainstreet which is characterized by institutional, restaurant, retail store, and service commercial uses.

East: Immediately east of the subject lands are recently subdivided lands generally containing two storey detached homes (some homes still under construction). Additional lots continue east and are contained along local roads. Further east of this are vacant lands reserved for an Ottawa-Catholic School Board (OCSB) high school and a public park (Don Boudria Park) along the northern edge of Decoeur Drive.

Approximately 1 kilometre to the east (northwest corner of Brian Coburn Boulevard and Tenth Line Road) is a recently built large format shopping centre containing a retail food store, restaurants, gas station, bank, and retail stores. The parcel to the immediate south of this shopping centre is also planned to be developed with commercial uses and is zoned General Mixed Use (GM).

South: Immediately south of the subject lands are detached homes fronting onto Mer Bleue Road and blocks of two storey townhomes, some of which are still under construction. Further south of this is a 3.5 storey stacked townhome condominium development fronting onto Mer Bleue Road (Figure 3). Further south, across Willow Aster Circle are additional subdivided lands containing detached dwellings, and projects in the Mer Bleue Urban Expansion Area CDP area that are in various stages of development.

West: Immediately west of the subject lands is Mer Bleue Road, across which are undeveloped lands located within the EUC Phase 3 Area CDP. The draft Land Use and Demonstration Plan for the EUC Phase 3 Area CDP proposes that the block immediately opposite the subject lands should be designated “Commercial”, allowing for a range of uses. A parcel designated “Mixed-Use” is planned at the northwest corner of Mer Bleue Road and Brian Coburn Boulevard.

Further west of the planned commercial block are future phases of the Trailsedge community, which contains a mix of housing types, including detached, townhouses, stacked dwellings, schools, and parks. A second BRT station is planned at Fern Casey Boulevard. Further west of this are earlier phases of the Trailsedge neighbourhood, generally containing subdivided lands with a mix of dwelling types, community amenities, trails, and open space.

1.3.1 Photos of Subject Lands

The following photos of the subject lands that were taken on January 5, 2021.



Figure 4 - View Southwest

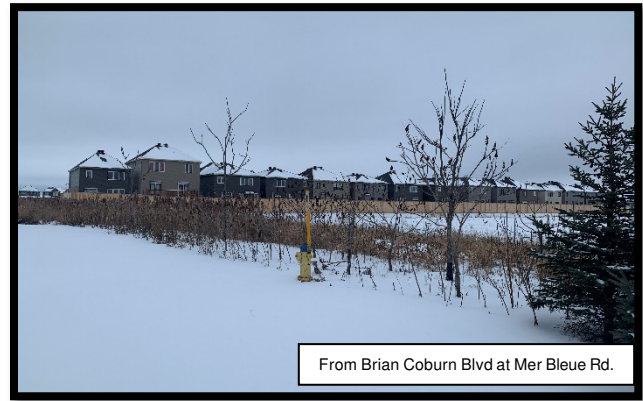


Figure 5 - View Southeast



Figure 6 - View West



Figure 7 - View East



Figure 8 - View North



Figure 9 - View Northeast

1.4 Road and Transportation Network

1.4.1 Road Network

As per Schedule E, Urban Road Network of the Official Plan (Figure 10), the subject lands abut two existing arterial roads, Mer Bleue Road to the west and Brian Coburn Boulevard to the north. Brian Coburn is planned to be expanded to four

lanes from the current two. Mer Bleue Road has existing sidewalks on both sides and Brian Coburn Boulevard currently has a Multi-Use Pathway (MUP) on the north side. The intersection of these roads is a double lane roundabout, which abuts the northwest corner of the subject lands. The site is well connected to the urban road network with other existing arterial roads, and proposed collector roads including Jerome Jodoin Drive and Decoeur Drive.

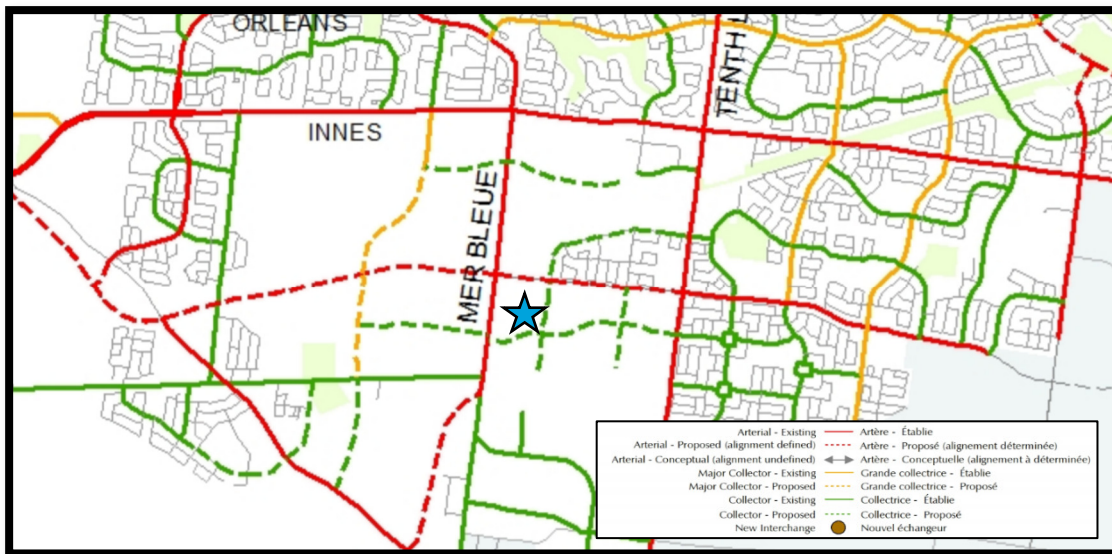


Figure 10 - Urban Road Network

1.4.2 Cycling Network

As per Schedule C, Primary Urban Cycling Network of the Official Plan (Figure 11), the subject lands are abutting a spine route along Mer Bleue Road, which has on-street cycling lanes. The subject lands are also near a cross-town bikeways and cycle routes along Innes Road and Tenth Line, which have on-street cycling lanes, and existing and planned MUPs throughout the area, including through the Hydro Corridor to the north.

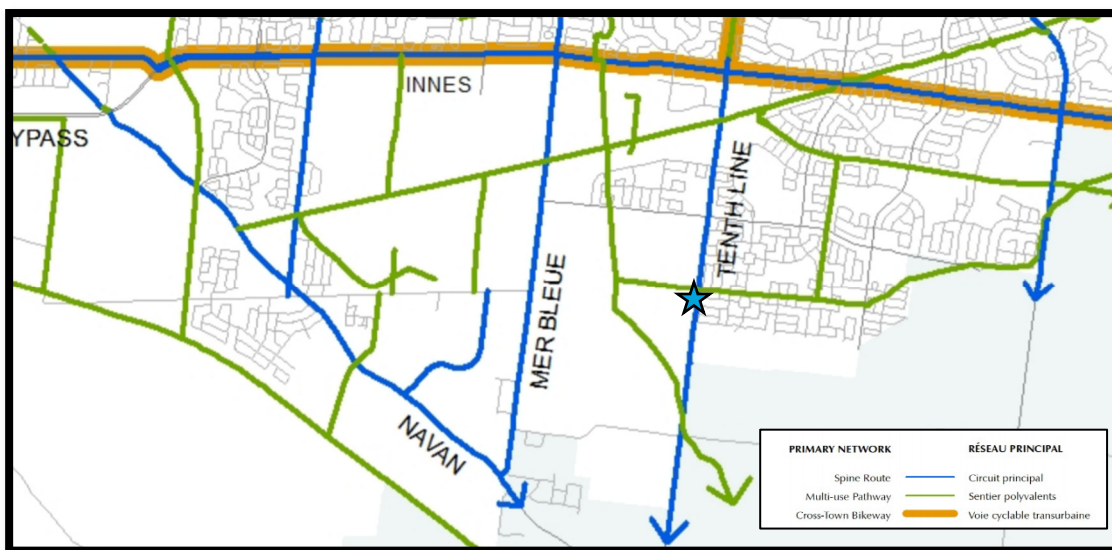


Figure 11 - Primary Urban Cycling Network

1.4.3 Greater Transit Network

As shown in Figure 12, the subject lands are located along Bus Route #30, which transports users between the Millennium BRT station to the Jeanne d'Arc BRT station, which will be converted to an LRT station through the Confederation East LRT expansion. The subject lands are also currently served by a variety of local bus routes along Innes Road, Renaud Road, and Navan Road which ultimately connect to the greater transit system. The future Mer Bleue BRT station will be less than 400 metres north of the subject lands along Mer Bleue Road, just north of the Orléans Health Hub.

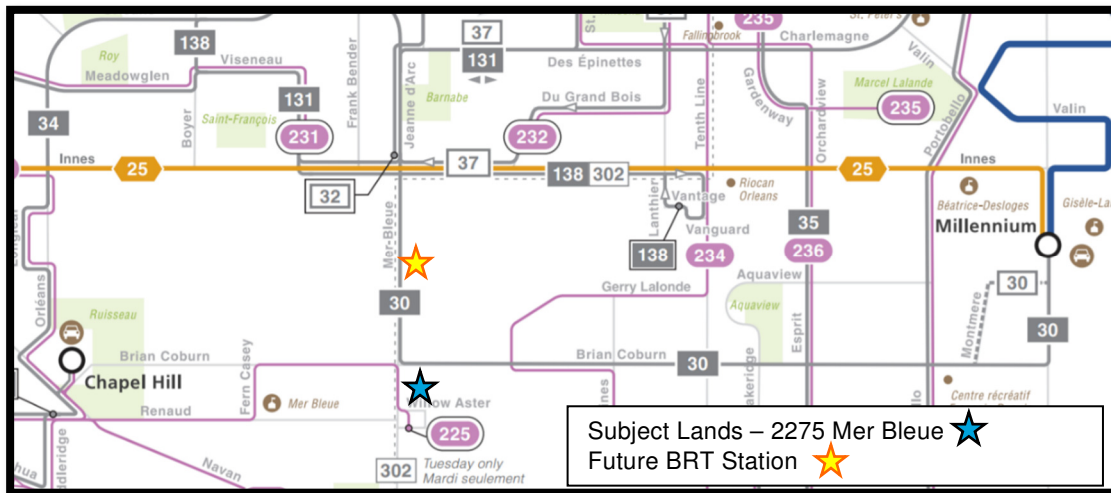


Figure 12 - OC Transpo Simplified Network Map

1.5 Neighbourhood Amenities

As the subject lands are one of the last remaining parcels to be developed in the area, so they are well served by nearby neighbourhood amenities, including commercial, retail, community spaces and parkland.

1.5.1 Commercial and Retail Uses

Most of the nearby commercial uses are generally located along the south side Innes Road from Page Road to the west and Tenth Line to the east. Commercial and retail uses include grocery stores, restaurants, hardware stores, electronic stores, pharmacies, car dealerships, and general retail. These uses are generally contained within large format shopping centres with surface parking lots. Similar commercial areas are located north along Tenth Line and Jeanne d'Arc Boulevard through to St. Joseph Boulevard, which is mainly characterized by commercial uses, services and amenities, perhaps most notably containing the Place d'Orléans Shopping Centre and Shenkman Arts Centre.

1.5.2 Schools & Community Centres

The site is well served by existing and future Ottawa-Carleton District School Board (OCDSB) and Ottawa Catholic School Board (OCSB) schools. Within 400 metres of the subject property are lands reserved for an OCDSB high school. The existing schools in the area include;

- / St. Domenic School (OCDSB)
- / Summerside Public School (OCDSB)
- / Avalon Public School (OCDSB)
- / Henry Larsen Elementary School (OCDSB)
- / Forest Valley Elementary School (OCDSB)
- / Ecole elementaire catholique Notre-Dame-des-Champs (OSCB)

- / College catholique Mer Bleue (OSCB)
- / Ecole elementaire catholique Notre-Place (OSCB)
- / Ecole elementaire catholique Alain-Fortin (OSCB)
- / St. Theresa Catholic School (OSCB)
- / Chapel Hill Catholic School (OSCB)

The subject lands are also well served by community centres in the area, including the Aquaview Community Centre, the François Dupuis Recreation Centre, the Notre-Dames-des-Champs Recreation Centre, and the South Fallingbrook Community Centre.

1.5.3 Parks & Greenspace

The site is located to take advantage of an expanding network of parks, trails and greenspace. To the east lands have been dedicated for the construction of Don Boudria Park. Immediately north of the subject lands, a new parkette is planned as part of the Orleans Heath Hub development. The site is also located within 400 metres of the Hydro Corridor to the north, which is planned to contain a MUP that will connect with the existing MUP within the Hydro Corridor on the east side of Tenth Line Road. To the west, a multi-use nature trail and parkland network is contained within the Trailsedge neighbourhood. The area surrounding the subject lands contain several parks, trails, and greenspace, including;

- / Henri-Rocque Park
- / Sweet Valley Park
- / Lakeridge Park
- / Vista Park
- / Tulip Tree Park

Additional parks and parkettes are planned per the EUC Phase 3 Area CDP, located to the north west of the subject lands. As described in Figure 13, the subject lands will be located within a 5-minute walk to two proposed municipal parks.



Figure 13: Planned Parkland and Greenspace in the EUC

2.0 Proposed Development

Caivan intends to develop the subject lands with a total of 112 townhouse dwellings (80 traditional townhomes and 32 back-to-back townhomes). Also proposed is a mid-rise, mixed-use block to be developed in the future under a separate Site Plan Application (Figure 14).

The following table identifies the proposed land uses and the associated block numbers and areas:

Table 1 - Proposed Land Uses

Land Use	Draft Plan Block(s)	Area (square metres)
Traditional Townhouse Blocks	1 to 20	16,135.65
Back-to-back Townhouse Blocks	21 and 22	3,637.13
Mid-Rise Block	25	7,592.29
Pathway/Servicing Blocks	23 and 24	477.67
0.30 reserves	26 to 30	77.56
Streets	Sculpin Street, and Streets A through F	12,552.22
Total		40,472.53

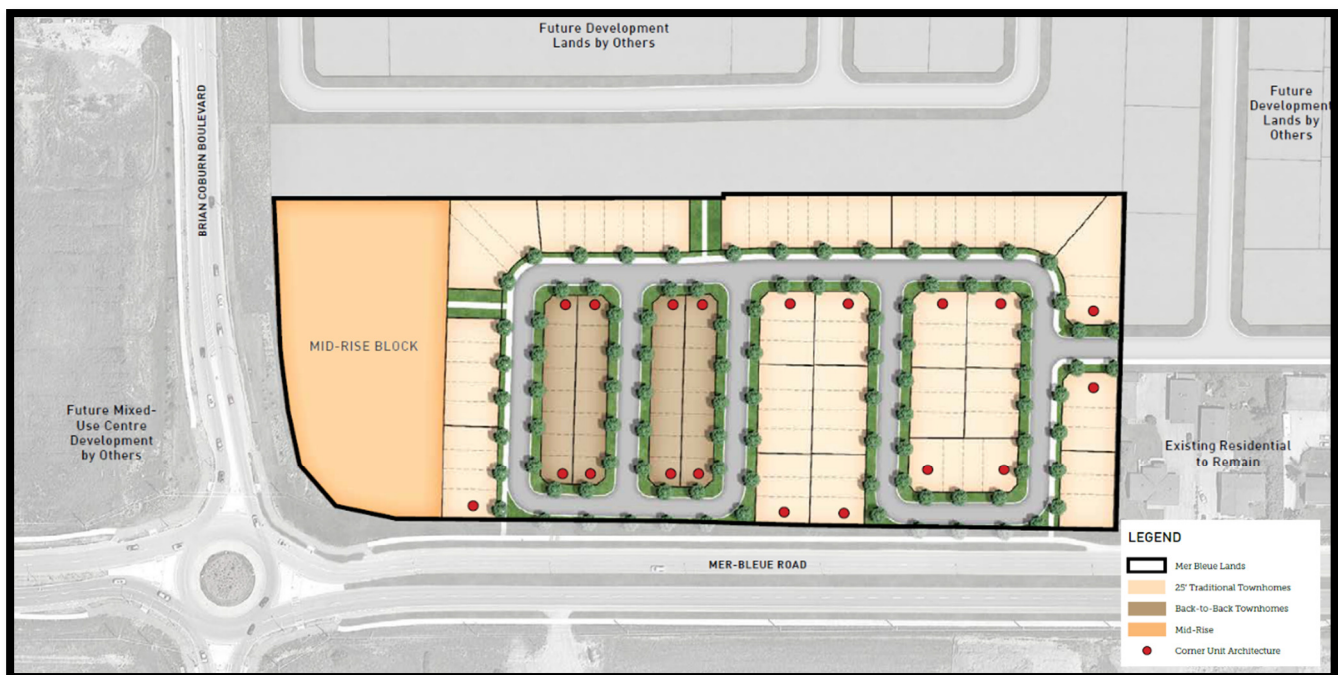


Figure 14 - Built Form Concept for 2275 Mer Bleue Road

Townhomes

The back-to-back townhomes are configured in two blocks located central to the site, with a window street at the west end (abutting Mer Bleue Road). Each block will have two rows of eight units, for a total of 32 units. The 80 traditional townhomes will be located to the south of the back-to-back townhomes blocks and along the perimeter of the development. A second window street is proposed with traditional townhouse units oriented toward Mer Bleue Road. The layout of this development will avoid the need for a continuous noise wall along Mer Bleue Road.

The lot widths for the corner unit traditional townhomes are approximately 8.8 metres, while interior lot widths are approximately 7.6 metres. The lot widths for the corner unit back-to-back townhomes are approximately 11 metres wide.

and the interior lots are approximately 8.4 metres wide. The lot depths are 21 metres for traditional townhomes and 12.5 metres for the back-to-back townhomes.

Traditional townhomes will be set back 3.75 metres from the front lot line and 6 metres from the rear lot line, with 1.2 metres setbacks from the corner side lot line for end units. Back-to-back townhomes will be set back approximately 3 metres from the front lot line and will have side yard setbacks of 1.55 to 2.25 metres. Each townhome unit (both traditional and back-to-back townhomes) will have a driveway leading to a garage, where the required parking space will be located.

The proposed development includes a 12-metre wide east-west pathway/servicing block between Street A and the existing neighbourhood to the east, and an approximately 10-metre-wide north-south pathway/servicing block between the mid-rise, mixed use block and proposed townhouse development. These will not only provide the required connections to existing municipal services and utilities but will also integrate the site into the broader pedestrian/cyclist network.

The proposed development does not propose any parkland. This is consistent with the applicable Mer Bleue CDP, which does not plan for any parks in this location. As discussed in Section 1.5.3 of this report, the subject lands are well served by existing parks and greenspace in the surrounding area.

Mid-Rise Block

A 0.76-hectare, mid-rise, mixed-use development is planned at the north end of the site. Preliminary concepts have a building at 5-storey (16.7 m) high, with landscaping, some surface parking, and pick up/drop off areas. The development is accessed via Brian Coburn Boulevard at the eastern end of the site. The building is proposed to contain between 100 to 160 residential apartment units above. Amenity space is located both indoors and outdoors, and an underground parkade will contain residential parking spaces. The greatest building height is located at the southern edge of the site. Setbacks are proposed from the abutting lower density units to the east, and south. Pedestrian connections and landscaping surround the site, with logical pathway to link the development to the south. It is understood that a future Site Plan Application will be required to proceed with the development of this mix-use block. It is during this process further details will be refined and confirmed.

Right-of-Ways

Vehicular and pedestrian access to the development will be provided through an extension of Sculpin Street. This will provide access to new streets (Streets A through F). A new vehicular access will also be required from Brian Coburn Boulevard to access the mid-rise block.

The proposed development will host three ROW widths that encourage connectivity while enhancing the visual appearance of the community. The proposed cross-sections are depicted in Figures 18, 19 and 20). The 18.0m Local (Sculpin Street) will be the gateway road into the community, connecting this development to the adjacent community to the south. This gateway road will be designed to create a sense of arrival and welcome for both residents and visitors, intersecting with the 16.5m road typology, the predominant right-of-way within this proposed subdivision (Streets A, B, D and F). This right-of-way width will have two variants, one with a sidewalk and one without, based on the location of the primary pedestrian routes. The 16.5 metre variant with sidewalks will prioritize pedestrians over vehicles and will be embedded with hard and soft-scaped features to enhance the comfortability and experience. The fourth streetscape typology will be the 14.0 metre Window Street (Streets C and E), located in streets running adjacent and parallel to Mer Bleue Road. In addition to these vehicular routes, two landscaped walkway blocks will be included in the concept, creating connections from the site to surrounding residential areas as well as existing sidewalks and bike lanes.

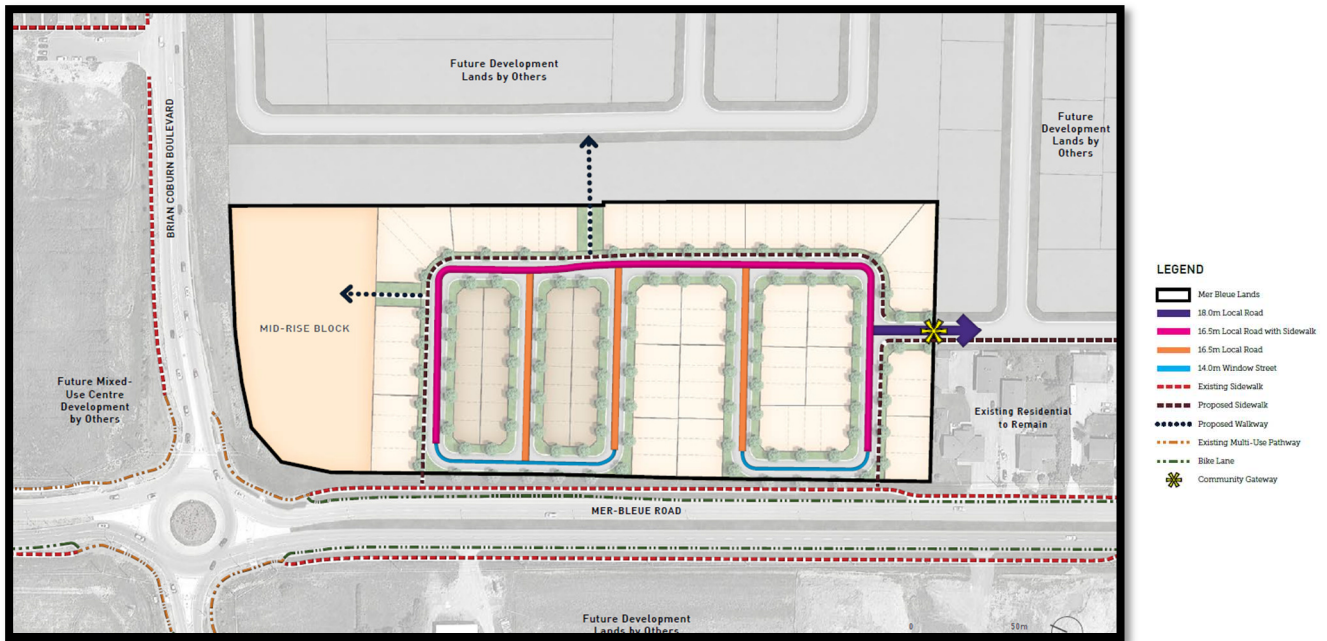


Figure 15 - Streetscape and ROW Plan for 2275 Mer Bleu Road

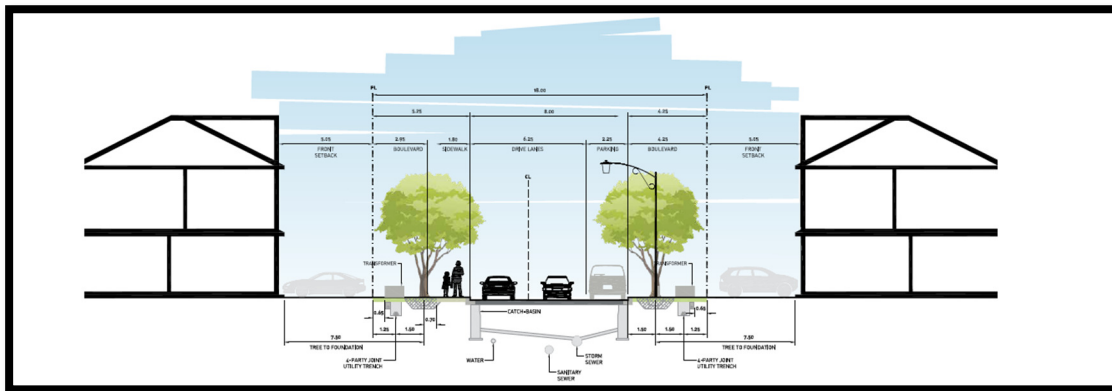


Figure 16 - 18.0 m Local Road ROW for 2275 Mer Bleu Road

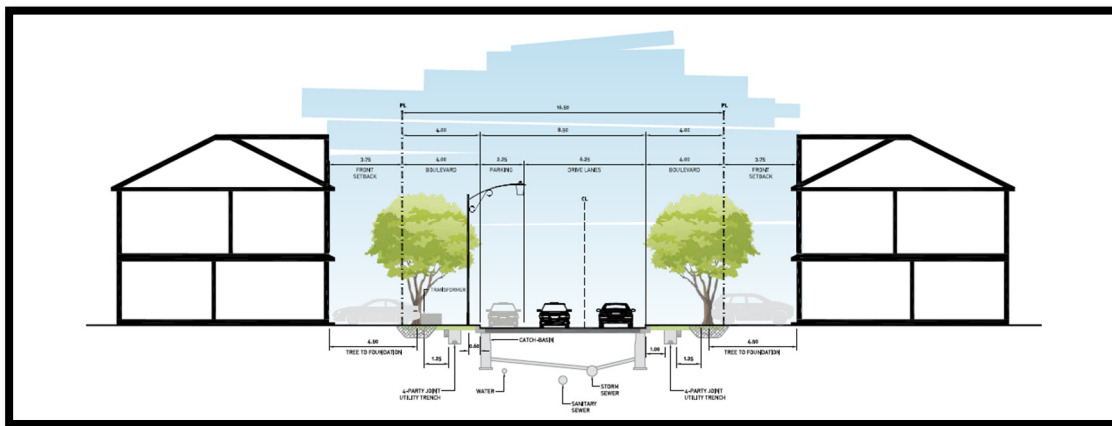


Figure 17 - 16.5 m Local Road ROW for 2275 Mer Bleu Road

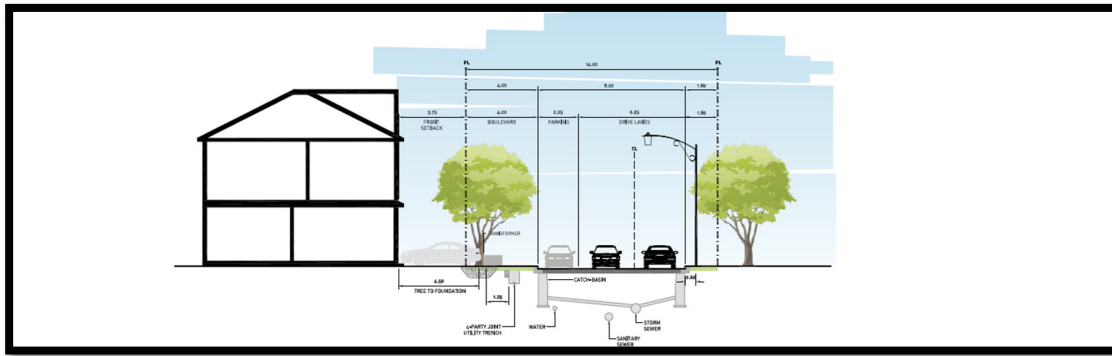


Figure 18 - 14.0 m window street ROW for 2275 Mer Bleue Road

Local roads with sidewalks will have the following elements: street trees, curb-face sidewalk on one side and on-street parking on the other. The streetscape will prioritize pedestrians over vehicles with features to enhance the comfortability and experience.

On-street parking will be provided on local roads throughout the proposed development to accommodate additional resident and short-term visitor parking.

The following sidewalk and pathway connections to the surrounding neighbourhood are proposed:

- / A sidewalk extension is proposed to connect Sculpin Street, a local street south of the site, to the proposed subdivision.
- / A sidewalk extension will connect to Brian Coburn Boulevard, an arterial road north of the proposed subdivision, to the mid-rise block mixed-use block
- / Landscaped pedestrian pathways are proposed between the mid-rise, mixed-use block and the townhouse blocks, as well as between the subdivision immediately east of the site to the proposed development.

Community gateways will be designed to create a sense of arrival and welcome for both residents and visitors.

Site Servicing

The subject site is located adjacent to an existing neighbourhood where water, wastewater, and sanitary services are available, where connections and capacities were considered for the development of this site. The proposed subdivision will connect to the adjacent existing municipal servicing infrastructure, including:

- / Water supply is provided by connections to existing 200 mm watermains via an existing Walkway Block to Aquarium Avenue and via Sculpin Street. The mixed-use density block is proposed to connect to the 400 mm diameter to Brian Coburn Boulevard. There is also a 400 mm diameter watermain on Mer Bleue Road; however, direct connections from the subject site are not proposed.
- / Sanitary flows are proposed to discharge at two locations within Avalon Encore Stage 6 – to the Walkway Block to Aquarium Avenue and to Sculpin Street. The adjacent site was designed to convey flows from the subject site.
- / The storm outlet for the subject site is the Avalon West (N5) SWM Facility, which treats the flows for quantity and quality control before discharging to McKinnon's Creek. The adjacent Avalon Encore Stage 6 was designed with capacity for the subject site and will convey flows to the SWM Facility via the Western Trunk.

The subject lands are under the jurisdiction of the Rideau Valley Conservation Authority (RVCA).

3.0 Policy Framework

3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS), which was issued under Section 3 of the *Planning Act* in 2020, provides policy direction on matters of provincial interest related to land use planning and development. Policies within the PPS address such matters as building strong healthy communities, the wise use and management of resources, and protecting public health and safety. The *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

[Section 1.1](#) of the PPS addresses managing and directing land use to achieve efficient and resilient development and land use patterns, including sustaining healthy, liveable and safe communities by:

- / Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / Accommodating an appropriate affordable and market-based range and mix of residential types;
- / Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- / Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- / Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- / Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- / Ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs;
- / Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate; and
Preparing for the regional and local impacts of a changing climate.

Further to the above policies, Section 1.1 states that sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, with sufficient land made available through intensification and redevelopment, and if necessary, designated growth areas.

[Section 1.1.3](#) identifies settlement areas as the focus of growth and development, with land use patterns in settlement areas to be based on:

- / Densities and a mix of land uses which:
 - / Efficiently use land and resources;
 - / Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - / Minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - / Support active transportation;
 - / Are transit-supportive, where transit is planned, exists or may be developed;
 - / Are freight supportive, and;
 - / Prepare for the impacts of climate change

- / A range of uses and opportunities for intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

[Section 1.5](#) of the PPS addresses parks and open space and includes policies to promote healthy and active communities by planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails, and linkages.

Finally, [Section 1.6](#) of the PPS provides policies for infrastructure and public service facilities. Policies speak to directing growth in a manner that optimizes the use of existing infrastructure and public service facilities, including municipal sewage and water services.

The proposed development is consistent with the policies of the Provincial Policy Statement as it provides new opportunities and choices for housing within an area currently serviced by infrastructure, including municipal water, stormwater, and sanitary servicing, schools, roads, transit, and open space.

3.2 City of Ottawa Official Plan (2003, as amended)

3.2.1 Managing Intensification within the Urban Area

[Section 2.2.2](#) of the Official Plan supports intensification within the Urban Area, including but not limited to:

- / “The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification.”

The subject lands are not located in a target intensification area, which includes Central Area, Mixed Use Centres, Mainstreets, and Town Centres. However, Policy 22 of Section 2.2.2 states that the City will support intensification outside of target intensification areas, including in the General Urban Area, particularly where it will enhance and complement its desirable characteristics and long-term renewal.

[Section 2.2.2 Policy 10](#) acknowledges that intensification may occur in a variety of built forms, from low-rise to high-rise, provided urban design and compatibility objectives are met and notes that low-rise intensification will be the predominant form of intensification in the General Urban Area designation.

The proposed plan of subdivision provides an opportunity to increase the number of residents living within proximity of existing parks, transit routes, and future school lands, and maximizes the use of existing municipal infrastructure. The additional residents will also serve to support the Arterial Mainstreets in Orléans (Innes Road and St. Joseph Boulevard), the Urban Employment Area to the north of the subject lands, and the Orléans Town Centre, contributing to their viability.

3.2.2 General Urban Area Designation

The subject lands are designated “General Urban Area” on Schedule B, the Urban Policy Plan of the Official Plan (Figure 21). [Section 3.6.1](#) of the Official Plan contains policies related to the General Urban Area designation, which permit a wide variety of uses, including a full range and choice of housing types to meet the needs of all ages, incomes, and life circumstances. Mixed use and low-rise residential buildings and townhomes are a permitted use in the General Urban Area. Generally, uses that have the potential for negative impacts, such as noise, traffic, or lighting, are directed to locate at the edges of communities.

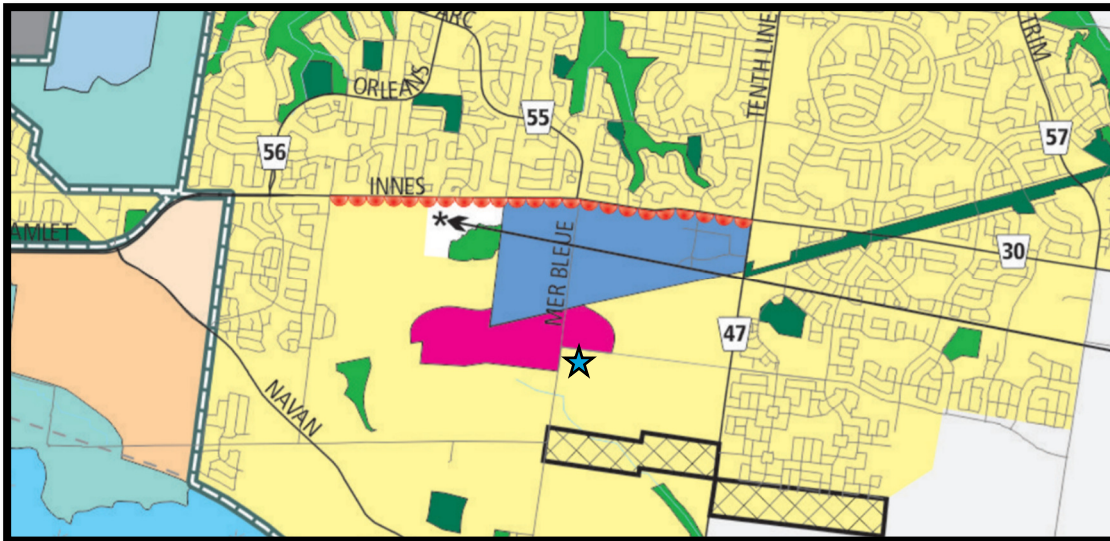


Figure 19 - Urban Policy Plan

As noted previously, building heights in the General Urban Area are expected to be predominantly low-rise (four storeys or less), with taller buildings permitted in select locations, such in proximity to transit, in areas already characterized by taller buildings, or where a Zoning by-law permits taller building heights.

The Official Plan supports intensification within the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. In reviewing applications for intensification, the City will:

- / Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces and
- / Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.

The proposed development is supported by the policies of the General Urban Area designation as it fulfills intensification policies in a manner which is compatible with the existing residential neighbourhood. More specifically, the proposed 2-storey traditional and back-to-back townhomes will reflect the existing townhomes south of the subject lands, the 3-storey back-to-back townhomes along Brian Coburn Boulevard to the north, and the existing detached homes east of the subject lands along Aquarium Avenue and Stickleback Way. The requested increase in height for the mix-use block takes advantage of the site's proximity to transit and frontage on two arterial roadways.

3.2.3 Urban Design and Compatibility

Section 2.5.1 of the Official Plan contains design objectives that are intended to be applied to new development. The design objectives of Section 2.5.1 are met by the proposed plan of subdivision in the following ways:

- / Enhance the sense of community by creating and maintaining places with their own distinct identity
 - o *The proposed subdivision makes more efficient use of an underutilized lot in an existing suburban neighbourhood by providing a mixed use, mid-rise block and traditional and back-to-back townhome development. The proposed subdivision maintains a distinct identity but connects to the adjacent communities with a roadway from the south and a pedestrian pathway to the east.*
- / Define quality public and private spaces through development
 - o *The proposed public spaces, including landscaped pedestrian connections and tree-lined streets, will serve to connect the proposed private spaces.*

- / Create places that are safe, accessible and are easy to get to, and move through
 - *The proposed ground-oriented, street-fronting units will contribute to a pleasant pedestrian realm and will also provide “eyes” on the street, increasing actual and perceived safety. Pedestrian pathways from townhome lots to the subdivision to the east and to the mid-rise block provide safe and accessible connections from the subdivision to adjacent spaces.*

- / Ensure that new development respects the character of existing areas
 - *The proposed built form is compatible with the existing townhomes and detached homes found in the immediately surrounding area.*

- / Consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice
 - *The proposed subdivision is representative of the evolution that can occur over time in communities and allow existing residents to continue to live within the community as they move through their lifecycle by providing a variety of new housing types.*

- / Understand and respect natural processes and features in development design
 - *Given the previous use, the subject lands have limited natural features. As outlined in the Tree Conservation Report prepared by Kilgour & Associates (March 17, 2020), there are no significant natural heritage elements on site, nor are there areas of potential natural heritage significance located within 120 metres of the subject lands.*

- / Maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.
 - *The proposed subdivision is considered infill development, which will add more residents within an existing urban serviced area. As such, the proposed subdivision will result in more efficient use of existing urban land and infrastructure, such as utilities, roads, transit, schools, and parkland.*

3.2.4 Urban Design and Compatibility

[Section 4.11](#) of the Official Plan addresses issues of urban design and compatibility. The following policies are applicable to the subject lands and have been evaluated with respect to the proposed subdivision.



Figure 20 - Townhouse Elevations

The proposed subdivision conforms to policies within Urban Design and Compatibility policies within Section 2.5.1 and Section 4.11, and demonstrates high quality architectural features, building materials, public realm, and streetscape design. As outlined in Table 2 above, the proposed subdivision is compatible with and compliments the existing neighbourhood and proposed subdivision lands to the east.

Table 2 - Urban Design and Compatibility

Policies	Proposed Subdivision
Views	The Official Plan does not designate any protected views in proximity to the subject lands. Given the low- to mid-rise nature of the proposed subdivision, the subdivision will not impact the existing skyline.
Building Design	<p><u>Townhomes</u> All townhome units are proposed to front directly onto a municipal street, which is consistent with the character of the proposed streetscapes within the subdivision to the east.</p> <p>The proposed townhome elevations exhibit a gable roofline, like the existing townhomes and residential dwellings in the immediate area.</p> <p>The elevations proposed by Caivan (see Figure 20) improve upon the existing streetscape by accentuating the front entrances with living space above. More specifically, the front entrances are distinguished from the garages by architectural features and a gabled awning, making the front entrances the prominent features.</p> <p>Townhome blocks will have either a craftsman elevation (traditional) or a transitional elevation (modern). The proposed cladding materials are a combination of siding and masonry, with materials differentiating by colour, texture, and pattern.</p> <p><u>Mid-Rise Block</u> The mid-rise, mixed-use building will be designed to be compatible with its surroundings as it will be designed with appropriate setbacks, heights, transitions, and architectural elements respecting its context.</p> <p>The principal façade and entrances of the mid-rise building will be oriented towards the street and provide windows on elevations adjacent to the street, providing an enhanced pedestrian realm, while mechanical elements will be located atop the building.</p> <p>Higher densities are transitioned from lower densities with setbacks. Architectural elements and a strong design will ensure visual interest at this prominent intersection of Mer Bleue Road and Brian Coburn Boulevard.</p>
Massing and Scale	<p><u>Townhomes</u> The proposed lot width is similar to the lots of the townhomes to the immediate south and east of the subject lands.</p> <p>The proposed development is proposed to be zoned for a maximum height of 14 metres, which is compatible with the zoning of the existing low-rise neighbourhoods to the immediate south and east.</p> <p>The proposed front yard setbacks of 3.05 and 3.75 metres does not vary significantly from the setbacks to the immediate south and east.</p> <p><u>Mid-Rise Block</u> The mid-rise block is oriented towards the northern end of the subject lands, abutting the existing streets.</p> <p>The mid-rise building provides appropriate setbacks from the east property line and setbacks from the proposed townhouses to the south. The mid-rise block could provide step backs up to the 5th storey, providing an appropriate transition to the greatest building height.</p> <p>Given that the proposed development will mostly consist of 2-storey townhomes, and a 5-storey mixed-use apartment block with appropriate height transitions, no concerns related to massing and scale, such as privacy, overlook, or shadowing are expected.</p>
Outdoor Amenity Areas	Like the existing townhomes in the area, the traditional townhouses will have a rear yard. A minimum rear yard setback of 6 metres is proposed, which is appropriate and compatible with the zoning of the existing townhomes in the area.

3.2.5 Walking, Cycling, Transit, Roads and Parking Lots

Policies addressing connectivity through walking, cycling, transit and roads are detailed in [Section 4.3](#) of the Official Plan. These policies address a number of aspects including active transportation, parking structures, sidewalks, and cycling facilities, among others. Policies applicable to the subject lands and the proposed development include the following:

- / The City will require that new plans of subdivision and other developments include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation.

The proposed subdivision will provide pedestrian and cycling access internally connecting to the neighbouring communities.

3.3 City of Ottawa Draft Official Plan Review

The City of Ottawa is currently undertaking the preparation of a new Official Plan, to apply to a 25-year planning horizon from 2021 to 2046. Within the Draft Official Plan, key overarching policy directions are oriented around the “Five Big Moves” that include:

- / Growth Management;
- / Mobility;
- / Urban and Community Design;
- / Climate, Energy and Public Health; and
- / Economic Development.

The following Preliminary Policy Directions from the Draft Official Plan are of relevance to the proposed subdivision:

- / Increase the minimum required density for urban expansion areas from 34 to 36 units per net hectare
- / Remove the minimum percentage of detached units in urban expansion areas (currently 30%), but keep the requirement for a minimum of 10% apartments
- / Gradually increase the intensification target over the 25-year planning horizon, servicing capacity will be addressed
- / Enable evolution to denser, walkable, 15-minute neighbourhoods
- / Require a minimum percentage of residential units with 3+ bedrooms for certain types of development
- / Encourage the “missing middle” (mid-density, ground-oriented, low-rise) near high-level transit service such as rapid transit stations and high-frequency street buses and near commercial mainstreets

The proposed subdivision conforms with the contemplated policy direction of the new Official Plan. The flexibility in unit type breakdown allows for a greater number of attached units, such as the proposed traditional and back-to-back townhomes, which generate higher densities. All the proposed townhomes have three bedrooms, making them suitable for families.

3.4 Mer Bleue Community Design Plan (2006)

The subject lands are located within the boundaries of the Mer Bleue Community Design Plan (CDP), which is now almost fully developed. The Mer Bleue CDP encompasses an area bounded to the north by the Hydro Corridor, to the west by Mer Bleue Road, to the east by Tenth Line Road and to the south by the Mer Bleue Expansion Area CDP (2017) lands. The subject lands are located on the western edge of the Mer Bleue CDP. The Land Use Plan (Figure 21) designates the subject land as “Commercial” at the northern half of the site and “Commercial / Residential” at the southern half of the site ([Section 5.1](#)).

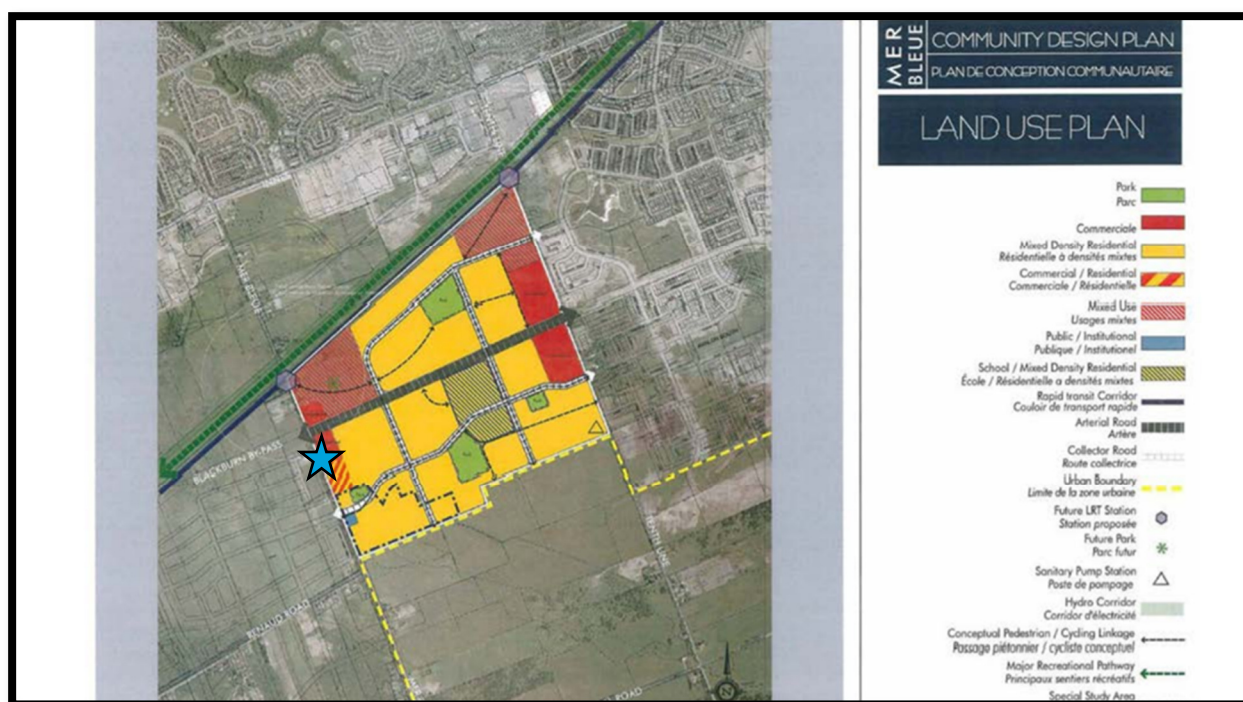


Figure 21 - Mer Bleue CDP - Land Use Plan

The intent of the Commercial designation is to provide supporting commercial uses to the Orléans Community, which has the potential to reduce vehicle trips generated by the residents of the area. The intent of the Mixed Density Residential is to provide a variety of housing forms and types to achieve a density target of at least 29-units/net hectare, with higher densities permitted near mixed-use areas. These housing types include detached dwellings, semi-detached dwellings, townhomes, and low-rise apartments ([Section 5.1.1](#)). Further, the subject lands are located on the corner of Mer Bleue Road and Brian Coburn Boulevard, both designated as arterial roads. These roads act as major linkages through the community, with capacity to support public transit, vehicle and pedestrian modes of travel, connecting to future transit stations and the wider Orléans community.

The proposed subdivision contains a mixed-use block at the north end of the subject lands. The plans for this block are still under development, but at present a mid-rise apartment building is envisioned. As noted in Section 1.3 of this report, there is already an extensive amount of commercial in proximity to the subject lands, particularly along Innes Road. This uses in this building will respond to the needs of the surrounding community, including the future Orleans Health Hub across the street.

A demonstration plan and design guidelines were included in the CDP to guide development in the CDP area (Figure 22). The intent of the guidelines was to “create attractive and livable communities” and address broader aspects of the public realm and issues related to land use. The proposed development addresses these design guidelines as follows;

3.4.1 Community Identity

- / *The neighbourhood does not turn its back on major transportation routes along Mer Bleue Road and Brian Coburn Boulevard, but creates a relationship between the lands and these routes through built form and enhanced public realm ([Guideline 6.2.2.1](#)).*
- / *The mid-rise, mixed-use block is designed to address the abutting arterial road and enhances the streetscape along Mer Bleue Road and Brian Coburn Boulevard ([Guideline 6.2.2.2](#)).*



Figure 22 - Mer Bleue CDP - Demonstration Plan

3.4.2 Gateways and Prominent Corners

The subject lands are located at the south east corner of Mer Bleue Road and Brian Coburn Boulevard, a gateway and prominent corner identified in the CDP, with the following applicable guidelines:

- / The proposed development highlights the special streetscape of the prominent corner through architectural features ([Guideline 6.2.2.4](#))
- / The proposed development orients the mid-rise, mixed-use block to face both street fronts ([Guideline 6.2.2.5](#))
- / Parking is located away from the gateway intersection ([Guideline 6.2.2.6](#))

3.4.3 Streets

- / The subject lands are located along Mer Bleue Road and Brian Coburn Boulevard (formerly known as the Blackburn Hamlet By-Pass extension, as reflected in the CDP), both Arterial Roads. Mer Bleue Road has since been widened with sidewalks added, and two lanes of the ultimate four-lane Brian Coburn Boulevard have been constructed west to Navan Road ([Guideline 6.2.3.2](#)).

3.4.4 Residential Areas

- / The proposed development includes a variety of housing types with a range of design features, unit types and styles ([Guideline 6.2.5.1](#))
- / The proposed townhomes provide visual interest along all facades by providing architectural details ([Guideline 6.2.5.2](#))
- / The townhomes provide a minimal front yard setbacks of 3.05 and 3.75 metres, which is within the CDP guidelines of 3 to 6 metre range ([Guideline 6.2.3.6](#))
- / The proposed development does not include any blank walls ([Guideline 6.2.5.4](#))
- / The proposed attached garages do not protrude more than 2 metres from the main front wall, and are generally flush with the front façade ([Guideline 6.2.5.5](#))

- / The proposed corner lot dwellings are designed with architectural treatments complementary to the front elevation ([Guideline 6.2.5.9](#))
- / The proposed landscaping on the proposed corner lots treat front and side yards with equal attention ([Guideline 6.2.5.10](#))

3.4.5 Guidelines for Townhouses or Row Units

- / The proposed development provides a mix of built forms, including traditional townhouses, back-to-back townhouses, and a mid-rise mixed-use block, providing variety and visual interest ([Guideline 6.2.5.14](#))
- / Proposed townhouse units within the same block provide consistent setback from the street lot line, as well as architectural detailing to avoid a monotonous façade ([Guideline 6.2.5.17](#))

3.4.6 Guidelines for Low to Mid-Rise Apartments

- / The proposed mixed-use apartment block is oriented to the public streets ([Guideline 6.2.5.19](#))
- / Building entries will be facing and directly accessible via a public sidewalk ([Guideline 6.2.5.20](#))
- / The proposed building façades will be well articulated with entry features, window detailing and appropriate setbacks at all storeys ([Guideline 6.2.5.21](#)).

The proposed development is consistent with the direction of the Mer Bleue CDP and applies several of the community design guidelines. As most of the CDP area is already developed, or approved for development, the subject lands represent one of the final sites for development and responds to the existing and approved conditions of the area. Although the northern portion of the subject lands is not solely proposed for commercial use, commercial space could occupy some floor area in the mid-rise, mixed-use block. The highly established commercial areas along Tenth Line Road and Innes Road have provided the commercial uses to support the CDP area. Further additional commercial is planned immediately west of the subject lands, at the southwest corner of the intersection of Mer Bleue Road and Brian Coburn Boulevard. The proposed development provides a variety of housing types and densities, compatible with existing housing types found immediately south and east of the site. The proposed development includes visually interesting built form and an enhanced public realm, integrated into the adjacent existing conditions and road network.

3.5 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

The Urban Design Guidelines for Greenfield Neighbourhoods were approved by Council in September 2007. The purpose of these design guidelines is to assist developers in understanding the City's expectations during the development review process. They are focused on providing guidance for neighbourhood design during the subdivision review and zoning processes. The Urban Design Guidelines for Greenfield Neighbourhoods are meant to be used as a tool to implement the design objectives and principles of the Official Plan.

The guidelines define a Greenfield Neighbourhood as a large area of land within the urban area that has not been developed previously or that has the potential to be extensively redeveloped. The subject property is a Greenfield Neighbourhood as defined by the guidelines.

The proposed development meets several of the guidelines, including:

3.5.1 Structuring Layout

- / The proposed development locates its higher density mid-rise, mixed-use block at a focal point of the site, the intersection of an arterial roads ([Guideline 9](#)).
- / The proposed development's sidewalks and pedestrian pathway connections will help create a walkable neighbourhood ([Guideline 10](#)).
- / The proposed development's new street will connect to Sculpin Street to the south. The proposed development will also incorporate pathways connecting to existing subdivisions and streets ([Guideline 11](#)).

- / *The proposed development generally lays out local street patterns so that development blocks are easily walkable and includes pathways connections to the east between existing neighbourhoods and the subject lands (Guideline 13).*
- / *The proposed development places and orients the mid-rise block to the north west corner of the site, along arterial roads, and will provide appropriate building setbacks to transition to lower buildings (Guideline 15).*

3.5.2 Street Design

- / *The proposed development incorporates the most suitable zoning setback and road right-of-way width for the land use context and the road function. The proposed rights-of-way will provide sufficient space for the various elements in the front yard, the pedestrian ROW and the road including trees, utilities, parking, and sidewalks in select locations (Guideline 21).*
- / *The proposed rear yard private amenity areas are located away from the road network (Guideline 22).*
- / *The proposed development will design roads at the entrances to neighbourhoods to create a sense of arrival (Guideline 25).*
- / *The proposed development will plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Additionally, the proposed development will base the selection and location of trees on soil conditions, bearing capacity, and urban forestry principles (Guideline 27).*
- / *Pathways provided in the proposed development connect to sidewalks along the road ROW (Guideline 32).*

3.5.3 Residential Building and Site Design

- / *The proposed development will locate residential buildings appropriately to the property line with their primary face addressing the street, while making room for trees and utilities. Visual interest along the streetscape is provided (Guideline 34).*
- / *The proposed development will mix various types of housing (traditional townhouse dwellings, back-to-back townhouse dwellings, and apartment dwellings) on some streets while considering the relationship (height, size, bulk) between each other, and to existing houses (Guideline 35).*
- / *The proposed mid-rise block, at the intersection of Mer Bleue Road and Brian Coburn Blvd, will act as a “landmark building” with enhanced height, massing, and architectural elements (Guideline 36).*
- / *Windows and doors are the prominent features on townhouse dwellings, addressing the streets in which they front (Guideline 37).*
- / *Townhomes located on corner lots are designed and oriented to the public street with a similar quality and style (Guideline 38).*
- / *The proposed residential buildings’ design will ensure that garages do not dominate the width of the front façade (Guideline 44).*
- / *Shared driveways are proposed for ground-oriented attached dwellings to maximize area for landscaping, trees, and on-street parking, and to minimize the disruption of sidewalks (Guideline 45).*

The proposed development meets several of the City of Ottawa’s Urban Design Guidelines for Greenfield Neighbourhoods.

3.6 Building Better and Smarter Suburbs (2015)

The City launched the Building Better and Smarter Suburbs (BBSS) initiative in 2013. The intent of the study is to identify challenges associated with new, dense suburban communities and to develop solutions to resolve these issues and conflicts. Completed BBSS Initiatives include the following:

- / **Arterial Road Cross-Sections and Collector Road Cross-Section guidelines:** *Neither apply to the proposed plan of subdivision as Sculpin Street is a local street.*
- / **Traffic Calming and Pedestrian Priority Measures:** *The proposed plan of subdivision facilitates active transportation through neighbourhood connections.*

- / Updated Park Development Manual (2017): *This does not apply as there is no park proposed as park of this development.*
- / Mini-Roundabout Guidelines: *This does not apply as there are no mini-roundabouts proposed in the subdivision.*
- / Pedestrian Crossovers information for new subdivisions: *Pedestrian crossovers will be evaluated through detailed design of the subdivision.*
- / Tree Planting in Sensitive Marine Clay Soils: *The guidelines are currently being reviewed by the City of Ottawa, a draft version of the 2020 guidelines is not yet available. As such, the 2017 guidelines will be referenced when preparing the landscape plan for this development.*

On March 10, 2015, Planning Committee approved the report titled “Building Better and Smarter Suburbs (BBSS): Strategic Directions and Action Plan” (dated February 20, 2015), which aims to support land efficiency and functionality in new suburban subdivisions. The Vision for the BBSS initiative is “the principles of good urbanism should apply to the suburbs as they do to other parts of the City.” This Vision is supported by four principles which speak to Ottawa’s suburbs being: land efficient and integrated; easy to walk, bike, bus, or drive; well designed; and financially sustainable.

The following nine core topic areas are identified in the BBSS document, each of which has its own objectives, strategic directions, and action plan:

- / Street Network and Land Use
- / Parks and Open Space
- / Stormwater Management
- / School Sites
- / Parking
- / Road Rights-of-Way
- / Rear Lanes
- / Trees
- / Utility Placement

The following table identifies the BBSS Strategic Directions that are met in the proposed subdivision.

Table 3 - BBSS Strategic Directions

BBSS Core Topic Area	Strategic Direction	Proposed Subdivision
Street Network and Land Use	Design the street network as an integral part and extension of the municipal grid, taking into consideration its future adjustments and evolution.	<i>The subdivision plans for the northern extension of Sculpin Street, an existing local street.</i>
	Design the street network based on a modified or offset grid to maximize choices of travel routes and opportunities for utility connections.	<i>A roadway extension to the north is proposed from Sculpin Street to provide connection to the proposed subdivision.</i>
	and	<i>Given that Sculpin Street is a local street, the extension is proposed as an internal loop as opposed to connection to Mer Bleue, an arterial road, to the west.</i>
	Design the street network in conjunction with the land use and open space system to ensure direct pedestrian and cyclist connectivity to key destinations in the community (schools, shops, bus stops and stations, etc.).	<i>Sidewalks and pedestrian connections are proposed order to be consistent with the character of the existing portion of Sculpin Street, and to provide access to the future subdivision to the east.</i>
	and	
	Ensure that a range of appropriately sized roadways complements the character and functional needs of each community area.	
	Avoid reverse frontage lots (rear yards abutting public streets) within the community	<i>No rear yards abutting a public street are proposed.</i>

Parks and Open Space	Identify opportunities to connect separate features of the open space network (e.g. a park to a nearby woodlot) with streets that support canopy trees.	<i>A pathway connection and street trees are provided throughout the proposed subdivision, integrating the proposal into the existing and proposed park and open space network.</i>
Parking	<p>Minimize the potential for conflicts between sidewalk users and vehicles in driveways.</p> <p>Use on-street parking as a traffic calming measure on streets already wide enough to accommodate on-street parking.</p>	<p><i>The proposed subdivision provides a landscaped boulevard between the pedestrian right of way and vehicle driveways.</i></p> <p><i>The proposed subdivision provides streets wide enough to accommodate on street parking and paring up driveways will allow for more on-street parking opportunities.</i></p>
Road Right-of-Way	<p>ROW cross-sections, roadway widths, and design speeds should respond to built form and land use context.</p> <p>Ensure components of a `complete street` are provided in the ROW, such as:</p> <ul style="list-style-type: none"> - Pedestrian facilities - Cycling facilities - On-street parking - Traffic calming features - Trees on both sides of the street, including canopy trees - Utility placement and operational considerations that do not interfere with the attributes of complete streets. 	<p><i>An 18 metre ROW is proposed for the northern extension of Sculpin Street, efficiently utilizing land and responding to the existing road network conditions</i></p> <p><i>The proposed ROW design of road network throughout the subdivision ensures components of a complete street by providing;</i></p> <ul style="list-style-type: none"> <i>/ On street parking</i> <i>/ Sidewalks and pedestrian walkways</i> <i>/ Boulevard separations between vehicle ROW and front yard lot lines</i> <i>/ Canopy trees on both sides of the street</i> <i>/ Utility placement that does not interfere with the complete street, including underground utility location</i>
Trees	In new ROW cross-sections, ensure conditions to support healthy street trees, including canopy trees, in the ROW	<i>The proposed subdivision ROW cross section which support healthy canopy street trees (see Figures 18, 19 and 20).</i>

The proposed subdivision employs many of the strategic directions found in the Building Better and Smart Suburbs Initiative.

3.7 City of Ottawa Comprehensive Zoning By-Law

3.7.1 Existing Zoning

The subject lands are currently zoned “General Mixed Use” (GM) in the City of Ottawa Zoning By-law 2008-250 (Figure 21). The purpose of the GM zone is to:

- / allow residential, commercial and institutional uses, or mixed-use development in the General Urban Area;
- / limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Arterial Mainstreets as viable mixed-use areas;
- / permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and
- / impose development standards that will ensure that the uses are compatible and complement surrounding land use.

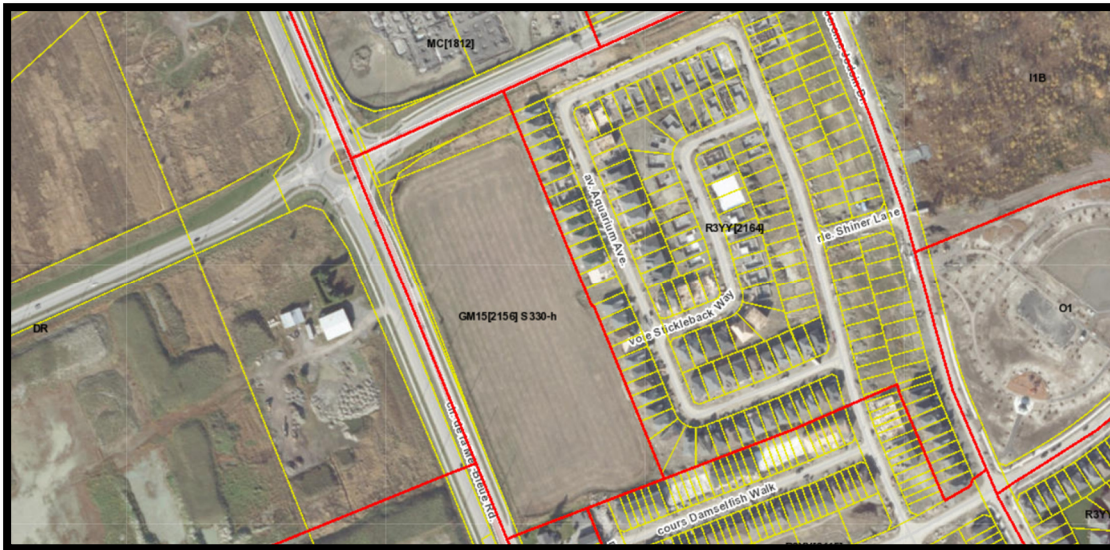


Figure 23 - Existing Zoning

Permitted uses in the GM zone include, but are not limited to, a broad range of residential and commercial uses described in Table 3 below:

Table 3 - Existing Permitted Uses

Non-Residential		Residential
/ animal hospital	/ office	/ apartment dwelling, low rise
/ artist studio	/ payday loan establishment	/ apartment dwelling, mid rise
/ bank	/ personal brewing facility	/ bed and breakfast
/ catering establishment	/ personal service business	/ dwelling unit
/ community centre	/ place of assembly	/ group home
/ community health and resource centre	/ post office	/ planned unit development
/ convenience store	/ recreation and athletic facility	/ retirement home
/ day care	/ residential care facility	/ retirement home, converted
/ emergency service	/ restaurant	/ rooming house
/ hotel	/ retail food store	/ stacked dwelling
/ instructional facility	/ retail store	/ townhouse dwelling
/ library	/ storefront industry,	
/ medical facility	/ technology industry	
/ municipal service centre	/ training centre	

3.7.2 Proposed Zoning

Townhomes

To facilitate the development of the subject lands as proposed, it is recommended that the portion of the site accommodating the proposed townhouse dwellings, be rezoned to “Residential Third Density, Subzone YY, with a Site-Specific Exception (R3YY[XXXX])”. Caivan has applied the same zoning to other new communities across Ottawa.

The purpose of the R3 zone is as follows:

- / Allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan;

- / Allow a number of other residential uses to provide additional housing choices within the third density residential areas;
- / Allow ancillary uses to the principal residential use to allow residents to work at home;
- / Regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and
- / Permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

The proposed subdivision has been designed to meet the provisions of this zone as outlined in Table 4 below.

Table 4 - Proposed Zoning

R3YY[XXXX] Proposed Zoning Provisions								
Unit	Min. lot width (m)	Min. lot area (m ²)	Max. building height (m)	Min. Front Yard Setback (m)	Min. Corner Yard Setback (m)	Min. Rear Yard Setback (m)	Min. Interior Yard Setback (m)	Maximum Lot Coverage
Detached	9	198	12	3 ¹	2.5 ^{2, 3}	6 ^{4,5}	Total 1.8, with one no less than 0.6 ⁶	55%
Townhouse	5.5	137	14	3	2.5	6	1.5	65% ⁷
Back-to-back townhouse	5.5	81	14	3	2.5	0	1.5	No maximum
Endnotes								
1	Front yard setback for an attached garage: 3.5m.							
2	Despite the foregoing, no more than two portions of the building, not exceeding a total floor area of 3m ² , may be located no closer than 2 m from the side lot line abutting a street.							
3	Detached dwellings on corner lots must keep street facing side yards consistent in the quality and detail of the front elevation.							
4	With minimum 4.5 m for a maximum of 50% of the lot width, the total area of the rear yard must not be less than 54 m ² .							
5	Minimum rear yard setback may be reduced to 2.5 m for part of the building that is no higher than 4.5 m and any part of the building, excluding projections, located less than 6 m from the rear lot line must be located at least 4 m from any interior side lot line.							
6	Where there is a corner lot on which is located only one interior side yard, the minimum required interior side yard setback equals the minimum required for at least one yard.							
7	Except where the side lot line abuts New Greenbank Road, the maximum lot coverage is 60%.							
General Provisions for Exception								
A	A maximum of 60% of the area of the front yard, or the required minimum width of one parking space, whichever is the greater, may be used for a driveway, and the remainder of the yard, except for areas occupied by projections permitted under Section 65 and a walkway with a maximum width of 1.8 metres, must be landscaped with soft landscaping, except where the side lot line abuts New Greenbank Road.							
B	Where an attached garage accesses a public street by means of a driveway that crosses a sidewalk, the attached garage must be setback at least 5.2 m from the nearest edge of the sidewalk							
C	Despite Table 65, Rows 1, 2 and 3, a chimney, chimney box, fireplace box, eaves, eave-troughs, gutters and ornamental elements such as sills, belts, cornices, parapets and pilasters may project 1 m into a required interior side yard but no closer than 0.2 m to the lot line.							
D	Despite Table 65, Row 6(b), balconies and porches may project to within 0 m of a corner lot line.							
E	Despite Table 65 Row 6(b), the steps of a porch may project 2.5 m into a required yard, but may be no closer than 0.5 m from a lot line other than a corner lot line, from which they can be as close as 0 m.							
F	Despite Table 65, Row 6(a), any portion of a deck with a walking surface higher than 0.3 m but no higher than 0.6 m above adjacent grade may project to within 0.6 m of a lot line, and any portion of a deck with a walking surface equal to or less than 0.3 m may project to within 0.3 m of a lot line.							

G	Despite Table 65, Row 8, an air conditioning condenser unit may project 1 m, but no closer than 0.2 m to a lot line. An air conditioning condenser unit may not be located in a corner side yard except in the case of a townhouse dwelling and may not be located in a front yard except in the case of a back-to-back multiple dwelling.
H	Despite Section 57(2), for townhouse dwellings, the corner sight triangle will be calculated using 57(1) and in the instance of any dwelling listed in 57(1) including townhouse dwellings, the distance used to determine a corner sight triangle is a minimum of 2.75 m.
I	In the case of a home based business operating within a townhouse or semi-detached dwelling, a parking space is only required if a non-resident employee works on-site.
J	Section 136 does not apply.

Mid-rise Block

The mid-rise block is proposed to be rezoned to a “Residential Fifth Density” (R5) zone to permit the mid-rise building height.

The purpose of the R5 – Residential Fifth Density Zone is to:

- / Allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;
- / Allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;
- / Permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size;
- / Regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced; and
- / Permit different development standards identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

The preferred R5 subzone and any required site-specific exceptions will be identified as the detailed design of the mid-rise block progresses. A maximum building height of 17 metres (5 storeys) and minimum setbacks of 15.0 metres to the east and 6 metres to the south are proposed.

4.0 Summary of Plans and Reports

4.1 Functional Servicing Report

David Schaeffer Engineering Limited (DSEL) prepared a Functional Servicing Report (FSR) dated January 6, 2021 in support of this application. The objective of the report is to provide sufficient detail to demonstrate that the proposed development area can be supported by municipal services. It is noted that the adjacent Minto Avalon Encore Subdivision to the east was designed accommodating the capacity for this site, however at that time it was assumed the whole site would be commercial. This proposal has changed that assumption.

Water Supply

- / Water supply is provided by connections to existing 200 mm watermains via an existing Walkway Block to Aquarium Avenue and via Sculpin Street. The mixed-use density block is proposed to connect to the 400 mm diameter to Brian Coburn Boulevard. There is also a 400 mm diameter watermain on Mer Bleue Road; however, direct connections from the subject site are not proposed. A detailed hydraulic analysis will be completed to confirm that the proposed water network can deliver all domestic and fire flows as per the MECF, City of Ottawa and FUS criteria. It is expected that adequate water supply will be available for the subject site based on the robust existing watermain system surrounding it.

Wastewater Servicing

- / It is confirmed that there is sufficient residual capacity in the downstream infrastructure. The adjacent site was designed to convey flows from the subject site. Sanitary flows are proposed to discharge at two locations within Avalon Encore Stage 6 – to the Walkway Block to Aquarium Avenue and to Sculpin Street.

Stormwater Management:

- / The design has regard for the 100-year emergency HGL from the Tenth Line Pump Station overflow, and will provide 0.30 m freeboard from the sanitary HGL
- / The adjacent Avalon Encore Stage 6 was designed with capacity for the subject site and will convey flows to the SWM Facility via the Western Trunk.
- / There is sufficient capacity in the downstream storm system. The minor system inflow rate shall be limited to the 220 L/s/ha with a time of concentration of 10 minutes. The two outlets are located at the Walkway Block to Aquarium Avenue and at Sculpin Street, and both outlets were designed to convey a larger flow than was generated by the current design.
- / Major system conveyance will be provided to accommodate flows in excess of the minor system capacity, generally accommodated by generally storing stormwater up to the 100-year design event in road sags, then routing additional surface flow along the road network to the proposed outlets
- / Erosion and sediment control measures will be implemented and maintained throughout construction. Adjacent properties and watercourses will be protected from any negative impacts from construction.
- / The design for 2275 Mer Bleue Road will be completed in general conformance with the City of Ottawa and MECP Design Guidelines and criteria presented in other background study documents

4.2 Geotechnical Investigation

Paterson Group conducted a geotechnical investigation dated December 22, 2020. The purpose of the investigation was to determine the sub soil and groundwater conditions and to provide geotechnical recommendations for the design of the proposed development based off these findings.

Generally, the subsurface profile consists a topsoil layer underlain by a deep deposit of silty clay. A hard to stiff brown silty clay crust was observed within the upper 2.7 to 3.0 m below the ground surface. The weathered silty clay crust was observed to be underlain by a firm to stiff layer of unweathered grey silty clay.

The Geotechnical Report states that the subject site is suitable for the proposed residential development. It is expected that the proposed buildings will be founded over conventional shallow footings placed mainly on an undisturbed very stiff to stiff silty clay crust layer.

Due to the presence of the sensitive silty clay deposit, the proposed development will be subjected to grade raise restrictions. Permissible grade raise recommendations have been designed for the subject site, with recommended permissible grade raise areas presented in the report. If higher than permissible grade raises are required, preloading with or without a surcharge, lightweight fill and/or other measures should be investigated to reduce the risks of unacceptable long-term post construction total and differential settlements.

Significant slopes were not noted at the time of the field investigation. The sloped ditches observed between the subject site and the western property boundaries are considered to be stable.

Tree planting setbacks are recommended for the low to medium sensitivity silty clay deposit throughout the subject site where silty clay was encountered. Large trees (mature height over 14 m) can be planted within these areas provided a tree to foundation setback equal to the full mature height of the tree can be provided. Tree planting setback limits may be reduced to 4.5 m for small (mature height up to 7.5 m) and medium size trees (mature tree height 7.5 to 14 m), based on conditions within the report.

The study recommends the following are completed once the master plan and site development are determined:

- / Grading plan review from a geotechnical perspective, once the final grading plan is available.

- / Observation of all bearing surfaces prior to the placement of concrete.
- / Sampling and testing of the concrete and fill materials used.
- / Periodic observation of the condition of unsupported excavation side slopes in excess of 3 m in height, if applicable.
- / Observation of all subgrades prior to backfilling.
- / Field density tests to determine the level of compaction achieved.
- / Sampling and testing of the bituminous concrete including mix design reviews.

4.3 Phase 1 Environmental Site Assessment

Paterson Group prepared a Phase I Environmental Site Assessment (ESA) dated September 30, 2020. The purpose of this environmental assessment was to research the past and current use of the subject site and neighbouring properties and identify any environmental concerns with the potential to have impacted the subject property. A review of historical sources confirmed that the property has been agricultural land since at least 1945 with no historical potentially contaminating activities (PCAs) identified on the site.

The report further confirms that the surrounding properties have historically been used for primarily agricultural purposes, with residential and limited commercial development first occurring in the 1970s. PCAs identified in the Phase I study area include a former welding company (40 m west), existing automotive service garage (65 m south) and an excavation company (235 m northwest); but due to their distance and/or down- or cross-gradient orientation with respect to the subject site, these PCAs are not considered to have resulted in APECs on the subject property. Following the historical review, a site visit was conducted on September 16, 2020. The site consists of an agricultural crop field. No buildings or structures exist on the subject property. No environmental concerns were identified on the subject site at the time of the site visit. At the time of the site visit, the former welding company, existing automotive service garage and excavation company were identified as PCAs. These PCAs are not considered to represent APECs on the subject site.

The report concludes that a Phase II Environmental Site Assessment is not required for the subject property.

4.4 Species at Risk Memorandum

Kilgour & Associates Ltd prepared a Species at Risk (SAR) memorandum related to the proposed development of the subject site dated December 17, 2020. The memorandum provides an assessment of species listed under the provincial Endangered Species Act, 2007 (ESA) and the federal Species at Risk Act, 2002 (SARA) having some potential to occur in the broader area, including Extirpated, Endangered, Threatened, and Special Concern species.

A field visit was performed on December 8, 2020 to confirm the findings of the background review and to identify areas with potential to function as habitat for SAR. The visit confirmed that no SAR were assessed as having a moderate or high potential to interact with the proposed development, and no impacts are anticipated to SAR and/or their habitat and no SAR-specific mitigation measures are required.

The report concludes that the proposed project poses a low risk of impacting SAR and wildlife and should follow recommended mitigation measures provided in the memorandum.

4.5 Traffic Impact Assessment

CGH Transportation prepared a Transportation Impact Assessment (TIA) in December 2020. The report describes the proposed conditions of the development, and notes that the site is proposed to have two accesses. The first will be an extension of an existing street which will serve the townhouses only and will connect to the residential development south and out to Mer-Bleue Road at Decoeur Drive. The second will be a right-in / right-out access on Brian Coburn Boulevard, and will serve the mid-rise, mixed-use development block only.

5.0 Conclusion

It is Fotenn's professional opinion that the proposed subdivision and its corresponding zoning represents good planning and is in the public interest for the following reasons:

- / The proposed development is consistent with the Provincial Policy Statement (2020) by providing additional housing within an established, serviced neighbourhood, which will make more efficient use of existing infrastructure and contribute to reducing the need to expand the City's existing settlement areas;
- / The proposed subdivision conforms to the Official Plan (2003, as amended), including those policies which support intensification in existing urban areas. The subject lands are designated General Urban Area, which permits a range of uses including the proposed townhome use. The proposed subdivision is compatible with the surrounding context, which includes existing 2-storey detached dwellings and townhomes similar in character to the proposed townhomes;
- / The proposed subdivision conforms with the policy directions shaping the creation of the New Official Plan (currently being drafted);
- / The proposed subdivision conforms to the Mer Bleue Secondary Plan (2006) by considering its planned context and the area's growth and development since the release of the plan, and by applying several of the community design guidelines.
- / The proposed subdivision meets a number of the Building Better and Smarter Suburbs Strategic Directions (2015) and the City's Urban Design Guidelines for Greenfield Neighbourhoods (2007);
- / The proposed development meets some of the Preliminary Policy Directions of the City's New Official Plan (November 2020);
- / The proposed Zoning By-law Amendment would apply a zoning to the proposed townhome blocks and mid-rise mixed-use block that is compatible with the existing neighbourhood with respect to minimum lot widths, minimum yard setbacks, and maximum building heights; and
- / The proposed development is supported by a range of technical studies, including geotechnical, civil engineering, transportation, and environmental reports.

Sincerely,



Lisa Dalla Rosa, MCIP RPP
Senior Planner



Nathan Petryshyn, M.PI
Planner