

Engineering

Land/Site
Development
Municipal
Infrastructure
Environmental/
Water Resources
Traffic/
Transportation
Recreational

Planning

Land/Site
Development
Planning Application
Management
Municipal Planning
Urban Design
Expert Witness
(LPAT)
Wireless Industry

Landscape Architecture

Streetscapes &
Public Amenities
Open Space, Parks &
Recreation
Community &
Residential
Commercial &
Institutional
Environmental
Restoration



Claridge Homes

Mer Bleue Subdivision – Phase 1

Planning Rationale & Integrated Environmental Review Statement

Prepared for: Claridge (Mer Bleue) Inc.

Claridge Homes Mer Bleue Subdivision – Phase 1

**2666 Tenth Line Road &
2503 and 2559 Mer Bleue Road
Ottawa, Ontario**

**Planning Rationale & Integrated Environmental Review Statement
In Support of Applications for
Plan of Subdivision and Zoning By-law Amendment**

Prepared For:

Claridge (Mer Bleue) Inc.



Prepared By:



NOVATECH
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

June 17, 2022
Revision 1: September 1, 2022

Novatech File: 122070
Ref: R-2022-081

September 1, 2022

City of Ottawa
Planning, Real Estate & Economic Development Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON K1P 1J1

Attention: Shoma Murshid, Planner II

**Reference: Claridge Homes Phase 1 - Mer Bleue Urban Expansion Area
Planning Rationale & Integrated Environmental Review Statement for
Zoning By-law Amendment and Plan of Subdivision Applications**

Our File No.: 122070

Novatech was retained by Claridge (Mer Bleue) Inc. to prepare this Planning Rationale and Integrated Environmental Review Statement in support of applications for *Plan of Subdivision* and *Zoning By-law Amendment* for their properties municipally known as 2666 Tenth Line Road and 2503 and 2559 Mer Bleue Road in Ward 19 – Cumberland, Ottawa, Ontario (the “Subject Lands”).

Claridge is proposing to develop the first phase of their subdivision within the *Mer Bleue Urban Expansion Area* that will consist of 644 dwelling units comprised of 274 single-detached dwellings and 370 standard townhouse units, two blocks for future medium-density residential development, two park blocks, three walkway blocks, one stormwater management facility block, one open space block for the McKinnon Creek Corridor, and one commercial block. The proposed development will be served by a network of collector and local streets, sidewalks, cycle tracks through the community, and a multi-use pathway along the McKinnon Creek Corridor.

A Zoning By-law Amendment application is required to implement the proposed phase one development by rezoning the Subject Lands from *Rural Countryside (RU)* to a suggested combination of *Residential Third Density, Subzone Z (R3Z)*, *Parks and Open Space (O1)* and *Local Commercial (LC)*.

This report outlines the proposed development in relation to the *Mer Bleue Urban Expansion Area Community Design Plan* and demonstrates that the proposal is consistent with the *Provincial Policy Statement* and conforms to the City of Ottawa’s existing *Official Plan (2003, as amended)*, new *Official Plan (Council adopted, November 2021)*, and the *Mer Bleue Urban Expansion Area Secondary Plan*.

Sincerely,

NOVATECH

Ellen Potts, B.E.S (PI)
Planner

Table of Contents

| | |
|---|-----------|
| 1.0 INTRODUCTION | 1 |
| 1.1 Site Location and Surrounding Context..... | 1 |
| 2.0 THE PROPOSAL | 2 |
| 2.1 Proposed Draft Plan of Subdivision..... | 2 |
| 2.2 Proposed Zoning By-law Amendment..... | 6 |
| 3.0 PLANNING POLICY AND REGULATORY FRAMEWORK | 7 |
| 3.1 Provincial Policy Statement..... | 7 |
| 3.2 City of Ottawa Official Plan | 10 |
| 3.2.1 Existing Official Plan | 10 |
| 3.2.2 New Official Plan | 14 |
| 3.3 Mer Bleue Urban Expansion Area Secondary Plan | 16 |
| 4.0 INTEGRATED ENVIRONMENTAL REVIEW | 21 |
| 4.1 Assessment of Adequacy of Public Services..... | 21 |
| 4.2 Noise Control Feasibility Study | 21 |
| 4.3 Headwaters Report..... | 21 |
| 4.4 Scoped Environmental Impact Assessment | 22 |
| 4.5 Tree Conservation Report..... | 22 |
| 4.6 Transportation Impact Assessment..... | 23 |
| 4.7 Phase 1 Environmental Site Assessment..... | 23 |
| 5.0 CONCLUSION | 23 |

Appendices

Appendix A: Draft Plan of Subdivision

Appendix B: Mer Bleue Urban Expansion Area Community Design Plan Demonstration Plan

Appendix C: Development Concept Plan

1.0 INTRODUCTION

Novatech was retained by Claridge Homes (Mer Bleue) Inc. (“Claridge”) to prepare a Planning Rationale and Integrated Environmental Review Statement in support of *Plan of Subdivision* and *Zoning By-law Amendment* applications for the first phase of their subdivision in Ward 19 – Cumberland in the City of Ottawa. The phase one lands are municipally known as 2666 Tenth Line Road and 2503 and 2559 Mer Bleue Road in the City of Ottawa, and legally described as Part of Lots 5 and 6, Concession 11, Geographic Township of Cumberland (the “Subject Lands”).

The Subject Lands are centrally located within the Mer Bleue Urban Expansion Area (MBUEA), which is subject to the *Mer Bleue Urban Expansion Area Community Design Plan (CDP)* and the *Mer Bleue Urban Expansion Area Secondary Plan*. The Secondary Plan is being carried over into the City’s new Official Plan under the name *Mer Bleue Developing Neighbourhood Secondary Plan*.

Claridge proposes to develop a residential subdivision consisting of single-detached and townhouse dwellings in accordance with the MBUEA CDP and Secondary Plan policies. The Phase 1 development will also include two blocks for future medium-density residential development, a commercial block, walkway blocks, community and neighbourhood park blocks, a stormwater management block, and an open space block for the McKinnons Creek Corridor.

1.1 Site Location and Surrounding Context

The Subject Lands are generally bound by Tenth Line Road to the east, Wall Road to the south, Mer-Bleue Road to the west and Phase 4 to 6 of Mattamy’s Summerside West residential subdivision (City File No. D07-16-17-0028) to the north, as shown in **Figure 1**. The Subject Lands have frontages of approximately 446 metres along Tenth Line Road and 416 metres along Wall Road, and a total area of approximately 51 hectares. The frontage along Tenth Line Road is broken into three parts due to existing properties owned by others.

The Subject Lands are generally flat with a gentle slope from west to east towards McKinnons Creek, which bisects the northeast corner of the site. The Subject Lands are vacant, consisting of wooded areas and agricultural fields.

Surrounding land uses are as follows, and as shown in **Figure 1**:

- **North:** A developing residential subdivision by Mattamy abuts the Subject Site to the north and is also within the MBUEA. The Mer Bleue CDP area is located immediately north of the MBUEA boundary.
- **East:** The urban boundary runs along Tenth Line Road adjacent to the Subject Site with rural lands located on the east side of the road.
- **South:** Wall Road abuts the south edge of the eastern half of the Subject Lands, with the urban boundary extending south of this portion of Wall Road to the limit of the MBUEA. These lands are occupied by rural residential lots along Tenth Line Road, fields, and wooded areas. Wall Road jogs further south to touch the northern limit of the Village of Notre-Dame-des-Champs which is located south of the western half of the Subject Lands. Existing rural residential lots are located along this western portion of Wall Road.

- **West:** The developing East Urban Community Phase 2 CDP area is located on the west side of Mer Bleue Road, followed by the East Urban Community CDP area.



Figure 1: Subject Lands and Surrounding Area (GeoOttawa, 2019)

2.0 THE PROPOSAL

2.1 Proposed Draft Plan of Subdivision

The proposed Draft Plan of Subdivision for the first phase of Claridge’s development consists of the following, as shown in **Figure 2** (see **Appendix A** for a larger version of the Draft Plan of Subdivision):

- 274 single detached dwellings (Lots 1-274)
- 18 future single-detached dwelling lots (Blocks 275-278, 292-305)
- 370 townhouse units (Blocks 280-290, 306-309, 311-313, 315, 317-323, 329-332)
- 2 future townhouse blocks (Blocks 279 and 291)
- 2 future medium density residential blocks (Block 326 and 328)
- 1 commercial block (Block 314)
- 1 neighbourhood park (Block 332)
- 1 community park (Block 324)
- 1 stormwater management pond (Block 325)
- McKinnons Creek Corridor
- 3 walkway blocks (Blocks 310, 316, 323)
- 3 road widening blocks along Tenth Line Road (Blocks 333-335)

- 1 servicing block (Block 327)

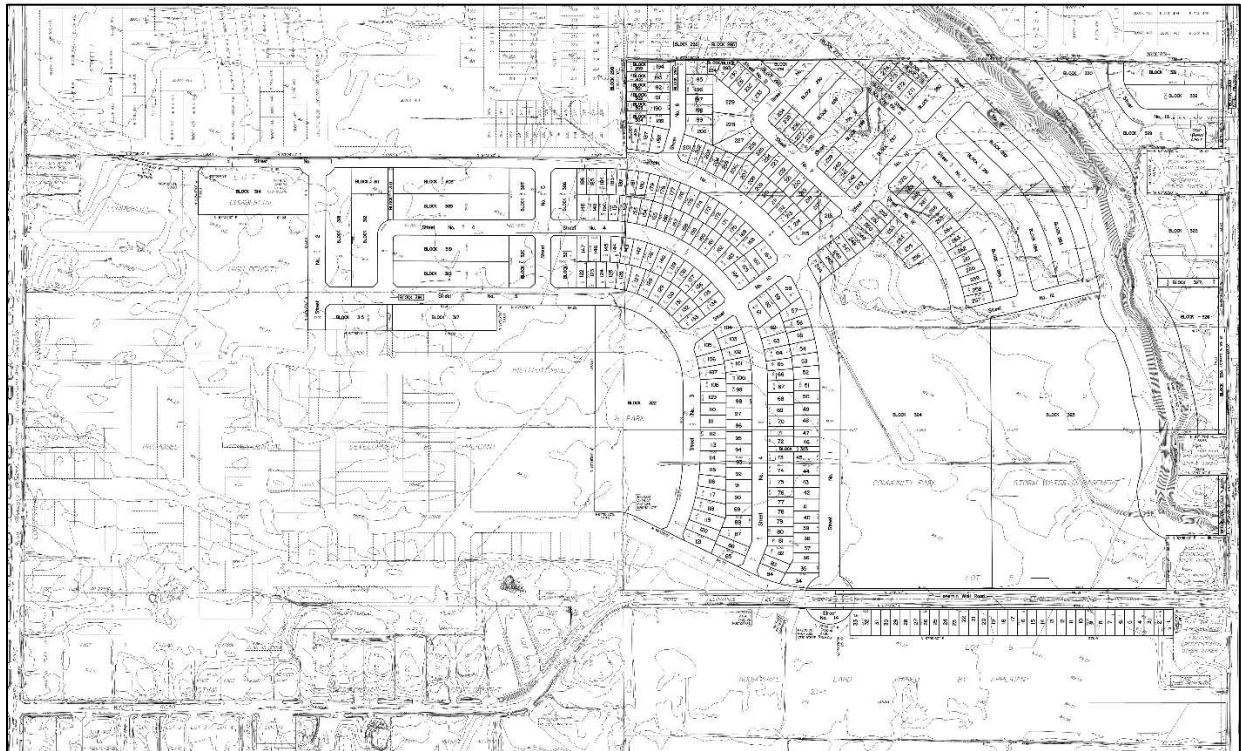


Figure 2: Excerpt of the Proposed Draft Plan of Subdivision (prepared by AOV, dated July 13, 2022)

The land uses and layout of the draft plan of subdivision are consistent with the Demonstration Plan in the MBUEA Community Design Plan (CDP) and have been planned in accordance with its design guidelines. A coloured comparison of the proposed Draft Plan of Subdivision and CDP Demonstration Plan is in **Figures 3 and 4** (see **Appendix B** for the full CDP Demonstration Plan).

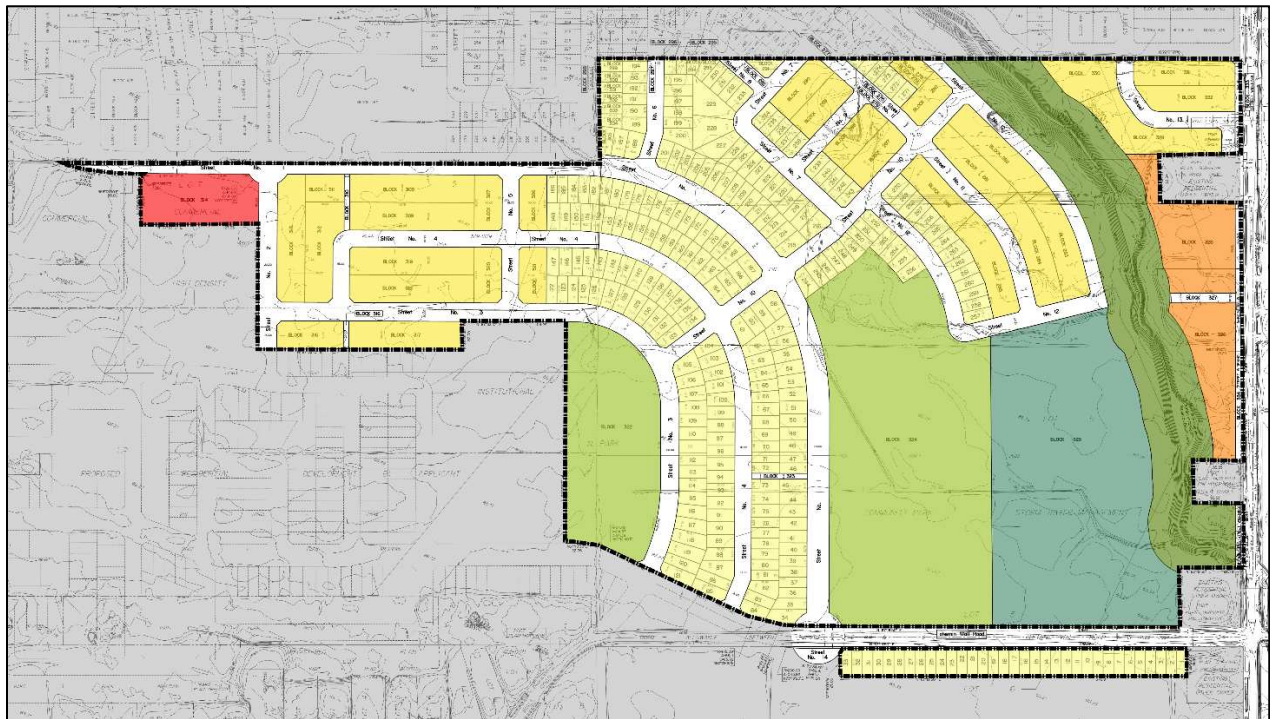


Figure 3: Coloured Excerpt of Proposed Draft Plan of Subdivision



Figure 4: Excerpt of MBUEA CDP Demonstration Plan

As illustrated in Figures 3 and 4 above, the proposed Draft Plan of Subdivision closely resembles the MBUEA Demonstration Plan. The following provides a summary of the various elements of the proposed development as they relate to the MBUEA CDP:

Residential

The residential component is comprised of single detached and townhouse dwellings, as well as future medium density residential blocks, consistent with the residential areas on the Demonstration Plan. Per Section 3.5 of the CDP, the low-density residential designation permits detached, semi-detached, linked detached and grade-related townhouses. The medium density residential designation permits various types of townhouses and low-rise apartments up to four storeys.

Commercial

One commercial block (Block 314) is proposed along Street 1 and reflects the size and configuration of the commercial block on the Demonstration Plan.

Per Section 3.7 of the CDP, the *“Commercial area is intended to accommodate a mix of commercial uses to serve the personal and commercial needs of both the Mer Bleue Expansion Area CDP area and adjoining communities.”* Residential uses may also be permitted in free-standing or mixed-use buildings that contain commercial and high-density residential uses.

The design of the proposed commercial block will be Subject to a separate Site Plan Control application.

Street and Pedestrian Network

The proposed street network incorporates the collector street (shown as Street #1 on the Draft Plan of Subdivision) and interconnected offset grid of local streets per the CDP to maximize mobility within the development and to adjacent developments within the surrounding community. The collector road is a 24-metre right-of-way (ROW), while the local streets consist mainly of 18 metre ROWs, with 20 metre ROWs provided along the neighbourhood park block (Street #3) and a future phase of development (Street #2), and a 14.75 metre single-loaded ROW along the McKinnons Creek Corridor (Street #12).

Pedestrian sidewalks and multi-use pathways will be provided where appropriate to facilitate connections through the community and to key destinations. Exhibit 11 of IBI’s Transportation Impact Assessment (Reference No. 116761, dated November 5, 2021) indicates the locations of potential sidewalks through the proposed development. Consistent with the CDP, sidewalks are proposed on both sides of collector streets and at least one side of local streets. The proposed pedestrian network is also illustrated on the Development Concept Plan, included as **Appendix C** to this Planning Rationale.

Parks

A 2.28 hectare neighbourhood park and a 6.44 hectare community park are proposed in accordance with the locations shown on the Demonstration Plan. The Community Park has been co-located with the proposed 5.56 hectare stormwater management facility (SWMF) to create a large central gathering place for the community. Park design and programming will be determined as part of the detailed design of the subdivision.

McKinnons Creek Corridor

The McKinnons Creek Corridor is designated as a Natural Heritage Feature in the CDP and as an Urban Natural Feature in the Official Plan. Per Section 3.8.1 of the CDP, the McKinnons Creek Corridor has been identified for enhancement and long-term protection as an Urban Natural Feature with no development permitted therein except for pathways and limited recreational uses which will be located outside of any identified constraints. As shown in **Figures 2** and **3** above, the boundary of the McKinnons Creek Corridor Urban Natural Feature has been respected by the proposed development.

Through the CDP process, it was determined that McKinnons Creek will undergo enhancements to transition it into a Municipal Drain that will serve as the legal stormwater outlet for the MBUEA. The design and approval of the Municipal Drain is subject to a separate process under the *Drainage Act*, but the Draft Plan of Subdivision has been prepared in coordination with the *Drainage Act* application.

Stormwater Management Facilities

The proposed SWMF is consistent with the size, location, and configuration of the SWMF shown on the CDP Demonstration Plan. As noted above, the SWMF will outlet into the future McKinnons Creek Municipal Drain.

2.2 Proposed Zoning By-law Amendment

The Subject Lands are currently zoned RU – Rural Countryside. A Zoning By-law Amendment application is required to implement the land uses contemplated for the MBUEA per the CDP and Secondary Plan as reflected in the proposed Draft Plan of Subdivision.

It is suggested to rezone the proposed residential portions of the Subject Lands to *Residential Third Density, Subzone Z (R3Z)*. The purpose of the R3Z zone to:

1. *allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan; (By-law 2012-334);*
2. *allow a number of other residential uses to provide additional housing choices within the third density residential areas;*
3. *allow ancillary uses to the principal residential use to allow residents to work at home;*
4. *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*
5. *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 suggested residential zone will provide flexibility to achieve the type of density and neighbourhood design expected in new development. The proposed residential subdivision will feature a mixture of detached and townhouse dwelling units which are permitted under the suggested R3Z zone.

It is suggested to rezone commercial block 314 to *Local Commercial (LC)*. The purpose of the LC zone is to:

1. *allow a variety of small, locally-oriented convenience and service uses as well as residential uses in the General Urban Areas and in the Residential Character Areas of the Central Area designations of the Official Plan;*
2. *restrict the non-residential uses to individual occupancies or in groupings as part of a small plaza that would meet the needs of the surrounding residential areas;*
3. *provide an opportunity to accommodate residential or mixed uses development; and*
4. *impose development standards that will ensure that the size and scale of development are consistent with that of the surrounding residential area.*

It is suggested to rezone the parks, SWMF and McKinnons Creek Corridor as *Parks and Open Space (O1)*. The purpose of the O1 zone is to:

1. *permit parks, open space, and related and compatible uses to locate in areas designated as General Urban Area, General Rural Area, Major Open Space, Mixed Use Centre, Village, Greenbelt Rural and Central Area as well as in Major Recreational Pathway areas and along River Corridors as identified in the Official Plan, and*
2. *ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.*

The suggested zones above will be subject to further discussion with City Staff through the development review process.

3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Policy Statement

The Provincial Policy Statement, 2020 (PPS) was issued under section 3 of the Planning Act and came into effect May 1, 2020. The PPS provides policy direction on matters of provincial interest and lays the foundation for the regulation of development and land use planning. All decisions affecting planning matters are required to “be consistent with” policies of the PPS. The following demonstrates consistency with the relevant policies to the proposed development.

Building Strong Healthy Communities

Section 1.1 of the PPS speaks to managing and directing land use to achieve efficient and resilient development and land use patterns.

Policy 1.1.1 states that healthy, liveable, and safe communities are sustained by:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent to or close to settlement areas;*
- e) *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;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs; and*
 - h) *promoting development and land use patterns that conserve biodiversity.*
- The proposed residential subdivision is designed consistent with the direction of the MBUEA CDP master studies and plans. The proposed development will be served by municipal infrastructure (water, sanitary, and stormwater management), and by an extension of the municipal road network that ensures that appropriate connections are available to future development lands within and surrounding the MBUEA. The proposed development also preserves the McKinnons Creek corridor as a natural feature within the community and provides a single-loaded road along its frontage to allow for public viewing and access to the Creek Corridor. A mixture of single-detached and townhouse dwellings provides for additional housing options to the community.

Section 1.1.3 of the PPS describes the importance of the vitality and regeneration of Settlement Areas (i.e. cities, towns, villages, and hamlets) for the long-term economic prosperity of communities. Accordingly, Policy 1.1.3.1 states that *settlement areas shall be the focus of growth and development* and Policy 1.1.3.2 directs that *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*
- b) *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;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed;*

Policy 1.1.3.6 states that *new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

- The proposed development is within the MBUEA, which was designated as an Urban Expansion Area through a comprehensive review and evaluation by the City of Ottawa, resulting in the preparation of the CDP by the Mer Bleue Landowners Group, in collaboration with the City of Ottawa. The CDP is based on a comprehensive review of planning, engineering, and environmental matters. It was integrated with a Class Environmental Assessment (EA) process, which was required for the approval of municipal infrastructure including water, sanitary and storm sewers, roads, and transit. The combined CDP and EA process provided for the review of the MBUEA under both the *Planning Act* and *Environmental Assessment Act*. The proposed development has been designed in accordance with the CDP, which implements the policies of the PPS.

Wise Use and Management of Resources

Section 2.0 of the PPS provides policies for the protection and management of natural heritage, water, agriculture, mineral aggregate, petroleum, and cultural heritage and archaeological resources for their economic, environmental, and social benefits. These resource interests have been reviewed in the context of the proposed development, as summarized below:

- Section 2.1 – Natural Heritage: McKinnons Creek is the only identified Natural Feature within the Subject Lands. As discussed in Section 4.4 of this report, a Scoped Environmental Statement (sEIS) was prepared for the proposed development and included a discussion of the Natural Feature. It notes that the ecological functions of the Natural Feature corridor are limited to the protection of the valley banks and erosion and sediment control protection to the fish habitat and concludes that no additional buffer beyond the corridor designated in the CDP is required to maintain the Creek's existing ecological functions. The proposed development respects the McKinnons Creek corridor as defined in the CDP.
- Section 2.2 – Water: As noted above, the McKinnons Creek corridor bisects the northeast corner of the Subject Lands. Through the CDP process, McKinnons Creek was also designated as a Municipal Drain under the *Drainage Act* to serve as the legal stormwater outlet for the MBUEA. As such, the creek design is subject to a separate approval process under the *Drainage Act*. The sEIS for the proposed development provides avoidance and mitigation measures for anticipated construction works related to the transition of McKinnons Creek to a municipal drain.

Several headwater features also exist within the Subject Lands, which were assessed as part of a Headwaters Report for the proposed development. See Section 4.3 of this Planning Rationale for a discussion of the report conclusions.

- Section 2.3 – Agriculture: The Subject Land are located within the City's urban boundary and will not impact prime agricultural areas.
- Section 2.4 – Minerals and Petroleum: The proposed development has no impact on the supply of mineral and petroleum resources.
- Section 2.5 – Mineral Aggregate Resources: The proposed development has no impact on the supply of mineral aggregate resources.
- Section 2.6 – Cultural Heritage and Archaeology: The Subject Lands do not have archaeological potential. As such Cultural Heritage Impact Statement and Archaeological Assessment reports were not required to support for the proposed development.

Protecting Public Health and Safety

Section 3.0 of the PPS states that development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety, or of property damage, and not create new or aggravate existing hazards.

Regarding Section 3.1 – Natural Hazards, a Geotechnical Investigation Report (Report No. 13-1121-0123, dated June 2017) and Technical Memorandum (dated July 2018) were prepared by Golder Associates Ltd. for the MBUEA CDP lands. Information and findings can be found in Section 4.1 of this report and in the *Assessment of Adequacy of Public Services* report prepared by IBI Group for the proposed development.

Regarding Section 3.2 – Human-Made Hazards, a Phase 1 Environmental Assessment (ESA) was prepared by Paterson Group (Report No. PE5526-1, dated December 5, 2021) for the proposed development and concluded that a Phase 2 ESA was not required. Information and findings can be found in Section 4.7 of this report and in the Phase I ESA.

Based on the information provided in these reports, there are no concerns regarding natural or human-made hazards.

3.2 City of Ottawa Official Plan

The City of Ottawa’s new Official Plan was adopted by City Council on November 24, 2021. During the writing of this report, the new Official Plan had not yet received approval from Ontario’s Ministry of Municipal Affairs and Housing. This report will address the existing *Official Plan* (2003, as amended) and new *Official Plan* (Council Adopted, November 2021) per *Official Plan Document 6 – Transition of In-Stream Applications*.

3.2.1 Existing Official Plan

The Subject Lands are designated as “General Urban Area” and “Urban Natural Feature” (McKinnons Creek Corridor) on *Schedule B – Urban Policy Plan* in the existing Official Plan, as shown in **Figure 5**.

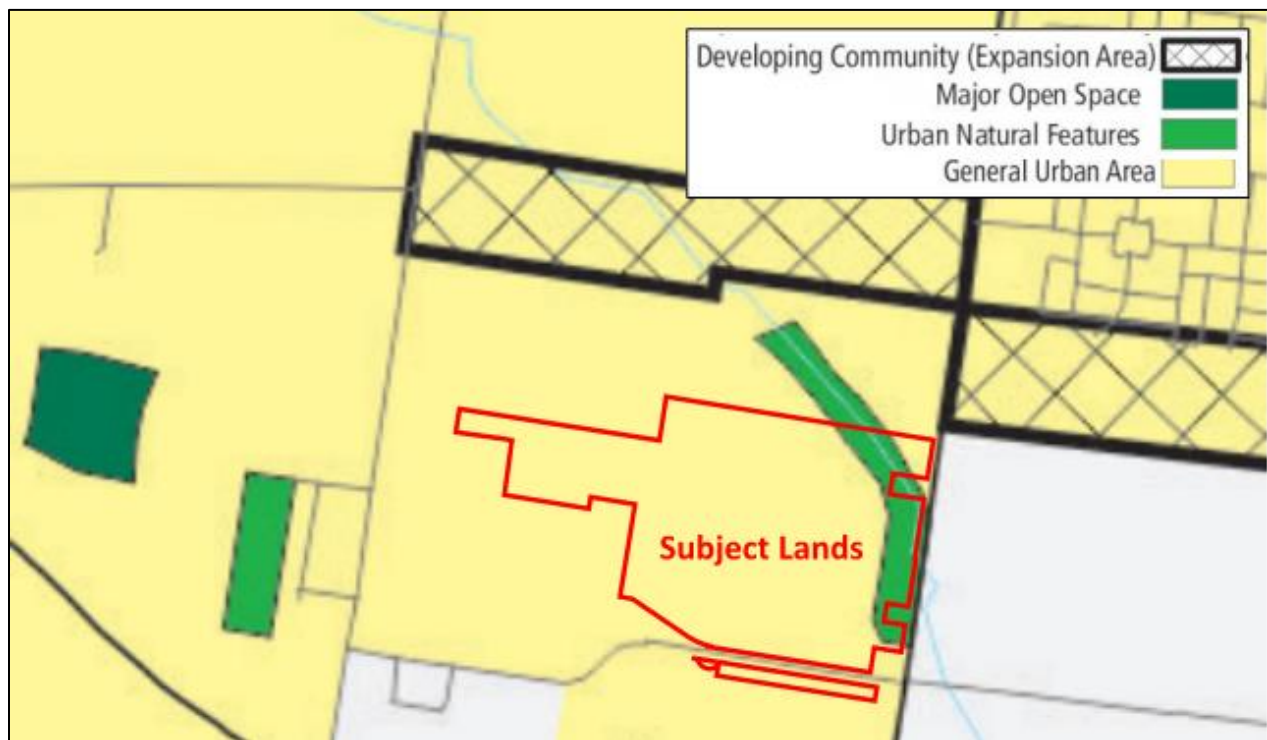


Figure 5: Excerpt of Official Plan Schedule B – Urban Policy Plan

General Urban Area Designation

Per Section 3.6.1 of the *Official Plan*, the *General Urban Area* “permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses”. The proposed development conforms to the General Urban Area policies by providing a range of low and medium density residential dwellings, as well as commercial, park, and open space uses to implement the design and community structure of the MBUEA CDP. The CDP reflects the principles, objectives and policies for community development as directed by the Official Plan.

Official Plan policy 3.6.1.2 states that the evaluation of development applications undertaken by the City in the General Urban Area will be in accordance with the design objectives of Section 2.5.1 and the design criteria of Section 4.11.

Design Objectives

The Design Objectives of Section 2.5.1 are listed below with a summary how the proposed development has addressed them.

1. *To enhance the sense of community by creating and maintaining places with their own distinct identity.*

The proposed development implements a portion the MBUEA community thereby contributing the creation of a place that has its own unique identity as planned through the CDP.

2. *To define quality public and private spaces through development.*

Future residents of the proposed residential subdivision will have access to private backyards and to the future neighbourhood and community parks, and open space within the stormwater management facility and McKinnon Creek Corridor.

3. *To create places that are safe, accessible and are easy to get to, and move through.*

The proposed road network will provide for a safe and navigable community. A network of sidewalks and multi-use pathways will be provided where appropriate to facilitate pedestrian and cyclist movements within the MBUEA and beyond to link schools, parks, community facilities, open spaces, and adjacent communities.

4. *To ensure that new development respects the character of existing areas.*

The proposed residential subdivision maintains the low-density residential character of Mattamy’s abutting residential subdivision to the north and implements the planned character of the MBUEA CDP. The CDP Demonstration Plan includes *Transitional Low Density Residential Density* area adjacent to existing residential dwellings to be incorporated into future phases of development that abut existing residential dwellings.

5. *To 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 residential subdivision is in the MBUEA which is already experiencing growth and new development. Once built out and completed, it is not anticipated to evolve without consideration of the existing built form.

6. To understand and respect natural processes and features in development design.

The McKinnons Creek Corridor is a designated Urban Natural Feature (UNF) that will be enhanced and maintained as it is transitioned into a Municipal Drain for the MBUEA. The UNF corridor shown on the CDP Demonstration Plan has been incorporated into the proposed development and will be protected in accordance with the recommendations of the Scoped Environmental Impact Statement (sEIS) prepared by Bowfin Environmental Consulting Inc. and the Tree Conservation Report (TCR) prepared by IBI Group.

7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

Access to institutional, commercial, and recreational uses will be within walking and cycling distance to future residents to reduce reliance on vehicles.

Design Criteria

Section 4.11 – Urban Design and Compatibility works in conjunction with the policies of Section 2.5.1 and focuses on the relationship between new and existing development. The relevant policies of Section 4.11 are reviewed below:

Views

No significant viewsheds are near the Subject Lands or impacted by the proposed development.

Building Design

Conceptual renderings of the proposed detached and townhouse dwellings are provided in **Figures 6 and 7**. As demonstrated in the renderings, a variety of design elements are proposed to add visual interest while maintaining a consistent architectural style for a cohesive feel in the community. Also, garages do not project beyond the front wall of the dwellings to avoid dominating the streetscape.



Figure 6: Conceptual single detached renderings



Figure 7: Conceptual townhouse rendering

The building a site design of the proposed commercial block, as well as the future medium-density residential blocks, will be addressed through separate Site Plan Control applications.

Massing and Scale

The massing and scale of the proposed single-detached and townhouse dwellings will be consistent with residential character intended in the CDP for the Subject Lands. The residential dwellings will not exceed two-storeys and will respect the required yard setbacks determined through the concurrent zoning by-law amendment application.

Outdoor Amenity Areas

The proposed residential dwellings will have private backyard amenity areas. The area of these private amenity spaces will be determined in consultation with City Staff through the concurrent zoning by-law amendment application.

Urban Natural Feature Designation

Per Section 3.2.3 of the *Official Plan*, Urban Natural Features (UNF) “provide a valuable contribution to the biodiversity and wildlife habitat in the urban area and are enjoyed by residents”. The McKinnons Creek Corridor is an UNF within the Subject Lands and is identified on the proposed Draft Plan of Subdivision.

Policy 3.2.3.5 states that “Development and site alteration will not be permitted within 30 metres of the boundary of a designated Urban Natural Feature unless an Environmental Impact Statement demonstrates that there will be no negative impacts on the natural features within the area of the ecological functions.” As noted in Section 4.4 of this report, a Scoped Environmental Impact Statement was prepared for the proposed development which assessed the McKinnons Creek Corridor and determined that no additional buffer beyond the boundary of the UNF was required to protect the Creek’s ecological functions.

The proposed stormwater management block and a single-loaded road (Street 12) have been provided along the creek corridor to allow for public access to and enjoyment of the McKinnons Creek Corridor. Multi-use pathways (MUPs) are proposed along the creek corridor, with their exact locations to be determined as part of detailed design and in coordination with the ongoing creek design process under the *Drainage Act*. Conceptual locations for the MUPs can be seen on the Concept Plan in **Appendix C** of this report.

3.2.2 New Official Plan

Per Schedule B8 – Suburban (East) Transect of the City of Ottawa’s new Official Plan, the Subject Lands are designated as “Neighbourhood” and “Greenspace”. Mer Bleue Road and Tenth Line Road are also designated as “Minor Corridor”, as shown in **Figure 8**.

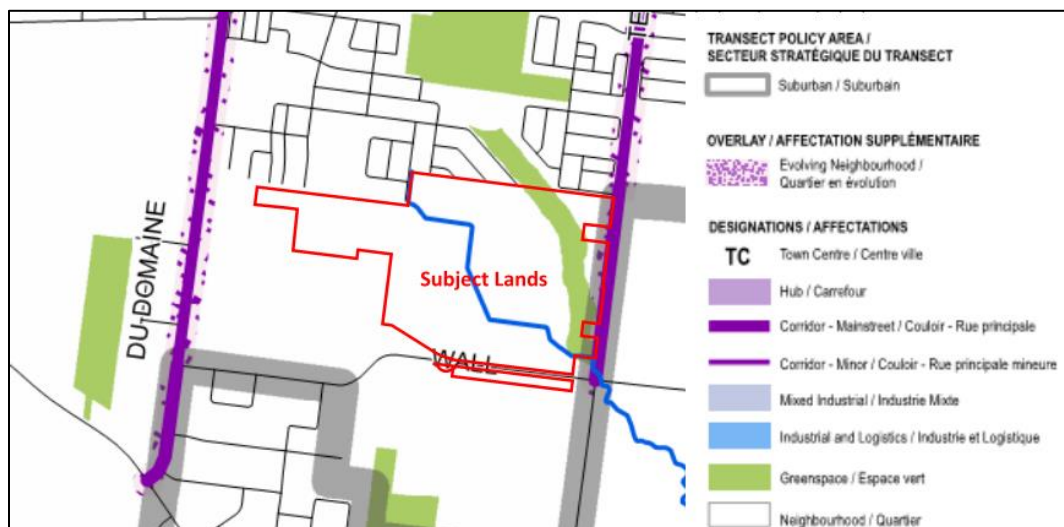


Figure 8: Excerpt of new Official Plan Schedule B8 - Suburban (East) Transect

Neighbourhood Designation

Per Section 6.3 of the new Official Plan, the intent of the Neighbourhood designation is to permit a mix of building forms and densities that contribute to the creation of “15-minute neighbourhoods”. The Official Plan defines 15-minute Neighbourhoods as:

“Compact, well-connected places with a clustering of a diverse mix of land uses where daily and weekly needs can be accessed within a 15-minute walk; this includes a range of housing types, shops, services, local access to food, schools and child care facilities, employment, greenspaces, parks and pathways. They are complete communities that support active transportation and transit, reduce car dependency, and enable people to live car-light or car-free.”

The proposed development reflects this 15-minute neighbourhood model by introducing a mix of single-detached and townhouse dwellings that will be in proximity to future schools, commercial, park, and open space uses connected by a network of sidewalks and pathways, in accordance with the MBUEA CDP.

Green Space Designation

The Greenspace designation is applied to the McKinnons Creek Corridor. This Greenspace designation is further broken in sub-designations on *Schedule C12 – Urban Greenspace*. Per Schedule C12, the McKinnons Creek Corridor is designated as “Open Space”, as shown in **Figure 9**.

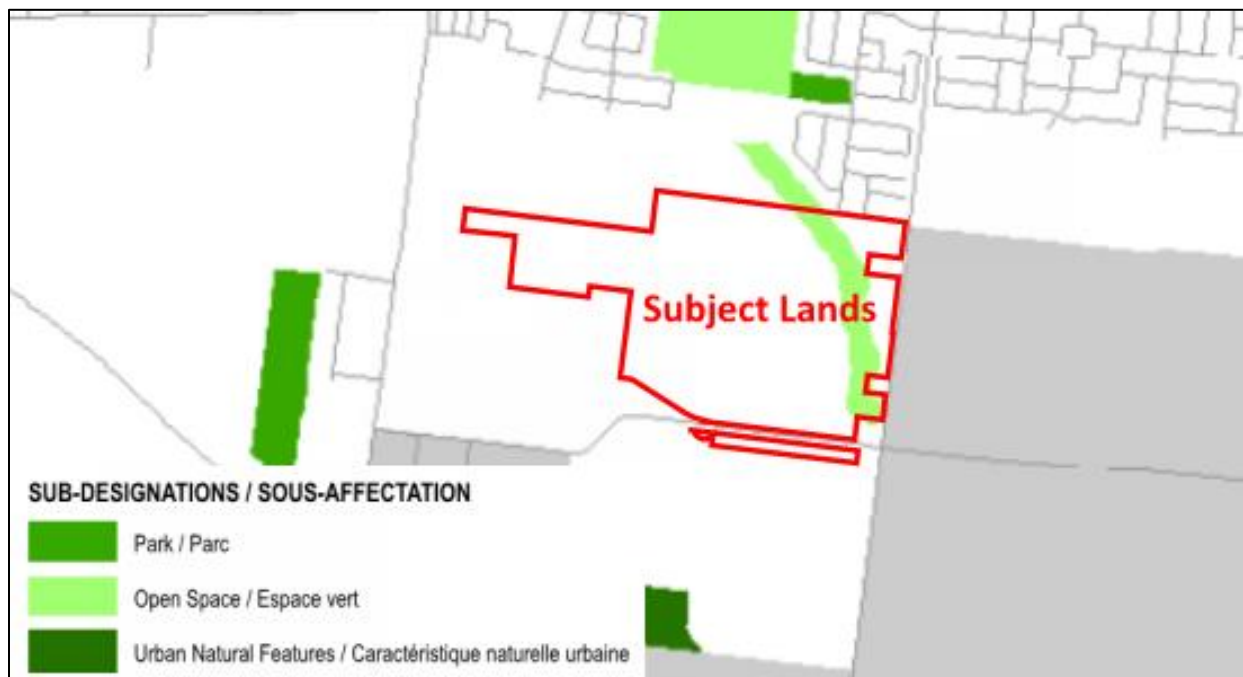


Figure 9: Excerpt of new Official Plan Schedule C12 - Urban Greenspace

Policy 7.1.7 states that “Open Spaces provide many of the benefits associated with other Greenspaces but are intended primarily for recreation or natural heritage protection purposes and are not suitable for dedication as Parks. The City shall:

- a) *Seek to secure public access to, and enjoyment of, Open Space lands in a manner that supports this Plan's goals for 15-minute neighbourhoods, through partnerships with other public landowners or through development;*
- b) *Identify the intended primary function(s) of Open Spaces as green transportation and utility corridors, stormwater management facilities, capital greenspaces, or passive open spaces, through the Urban Forest and Greenspace Master Plan, secondary plans or community design plans and the Zoning By-law as appropriate.*

The McKinnons Creek Corridor is to undergo enhancement works to transition it into a Municipal Drain that will function as the legal stormwater outlet for the MBUEA. In addition to stormwater management, it will serve as a passive open space for enjoyment by the public. Further detail is provided in the MBUEA Secondary Plan discussion in Section 3.3 of this report.

Minor Corridor Designation

Per Policy 6.2.1.1(a)(ii), the Minor Corridor designation applies to a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor. The proposed Draft Plan of Subdivision is outside of the Minor Corridor designation along Mer Bleue Road. From Tenth Line Road, the 120-metre area includes lands within Stormwater Management Block 325, the McKinnons Creek Corridor, townhouse Blocks 329, 331 and 332, and medium density residential Blocks 328 and 329.

Per Policy 6.2.2.2, the Minor Corridor designation will *“permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may include:*

- a) *Residential-only and commercial-only buildings;*
- b) *Buildings with an internal mix of uses, but which remain predominantly residential;*
- c) *Limited Commercial uses which are meant to mainly serve local markets; or*
- d) *Be required, where contextually appropriate, to provide commercial or service uses on the ground floor.*

Based on the foregoing, the proposed townhouse and medium density residential blocks abutting Tenth Line Road are appropriate for the Minor Corridor designation.

3.3 Mer Bleue Urban Expansion Area Secondary Plan

The Subject Lands are subject to the Mer Bleue Urban Expansion Area (MBUEA) Secondary Plan, which provides direction for the future development of the MBUEA. The Secondary Plan is based on the MBUEA Community Design Plan (CDP) and translates key aspects of the CDP into Official Plan Policy. The CDP is meant to be read in conjunction with the Secondary Plan to assist with the interpretation and implementation of the Secondary Plan policies. The Policies of this Secondary Plan are being carried forward into Volume 2 of the new City of Ottawa Official Plan under the name *“Mer Bleue Developing Neighbourhood Secondary Plan”*.

Per Section 3.0 of the Secondary Plan, the vision for the MBUEA is a master-planned community which embraces its natural assets and prioritizes a walkable, transit supportive street and block network, with an integrated open space system, and a well-defined community core with mixed use areas at strategic locations to serve the local community and beyond.

Section 4.0 of the Secondary Plan provides policy guidance for the future development of the MBUEA with respect to land use, mobility, servicing, community development, urban design, and implementation. The following table summarizes the applicable policy requirements and demonstrates conformity with the proposed development:

| Policy Topic | Policy Requirement | Proposed Phase 1 Development |
|----------------------------------|--|---|
| Mix of Densities, Forms and Uses | <p>Policy 4.1 In the Low-density residential areas, mix dwelling types together by blocks or within blocks to avoid large areas with one housing form.</p> | <p>Single detached lots and townhouse blocks are mixed within the low-density designation area.</p> |
| | <p>Policy 4.2 Residential development is to be between 30 % and 55 % single detached dwellings, at least 10 % apartment dwellings and the remainder multiple dwellings, other than apartments.</p> | <p>Per the Draft Plan of Subdivision, Towns: 370 units = 58% Singles: 274 units = 42%</p> <p>Medium density blocks for apartment dwellings are provided as Blocks 326 and 328.</p> |
| | <p>Policy 4.3 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.</p> | <p>Total residential units = 644 (excluding future medium-density blocks) Total Net Area = 19.46 ha Residential Density = 33 units per net ha</p> |
| Parks | <p>Policy 4.5 A hierarchy of parks in the greenspace network is to be provided including Community and Neighbourhood Parks and Parkettes, with amenities as recommended in the Mer Bleu UEA Area Parks Plan</p> | <p>A Community Park (Block 324) and a Neighbourhood Park (Block 322) are provided in accordance with the Secondary Plan and CDP.</p> |
| Special Study Area | <p>Policy 4.6 The limits of the Stormwater Management Facility (SWMF), in relation to the Urban Natural Feature in this location, shall be refined to reflect the final approved, Environmental Management Plan,</p> | <p>The proposed SWMF (Block 325) has been prepared in accordance with the Master Servicing Study (MSS) for the MBUEA. As noted in the <i>Assessment of Adequacy of Public Services Report</i> (prepared by IBI Group, dated</p> |

| Policy Topic | Policy Requirement | Proposed Phase 1 Development |
|---------------------|---|--|
| | <p>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 needed.</p> | <p>November 15, 2021) the proposed development will be serviced by the SWMF (identified as the Northern SWMF in the MSS), which will discharge into the improved McKinnons Creek. See IBI's report for further detail.</p> |
| Cycling Facilities | <p>Policy 4.7 Cycling facilities will be established along Collector Roads as illustrated in the MBUEA CDP.</p> | <p>Collector Roads in the Subject Lands include Wall Road and Street No. 1 on the Draft Plan of subdivision, which have 24 metre right-of-ways (ROWs). Consistent with the CDP and as indicated on Exhibit 11 of IBI's Transportation Impact Assessment Reference No. 116761, dated November 5, 2021), cycling tracks are proposed on both sides of the Collector Roads.</p> |
| Pedestrian Corridor | <p>Policy 4.8 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.</p> | <p>Street 10, which is an 18 metre ROW, is proposed in place of the through block connections shown on the Demonstration Plan to provide better connection for improved mobility through the subdivision and visibility for safety and comfort.</p> |

| Policy Topic | Policy Requirement | Proposed Phase 1 Development |
|---|--|---|
| Pedestrian-Priority crossing of Collector Streets | <p>Policy 4.9 Infrastructure that prioritizes pedestrian movements 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.</p> | Potential pedestrian crossings are indicated on Exhibit 11 of IBI's Transportation Impact Assessment (Reference No. 116761, dated November 5, 2021). Details for pedestrian crossings will be determined through detailed design. |
| McKinnons Creek Pedestrian Bridges or Crossings | <p>Policy 4.10 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.</p> | Potential locations for a pedestrian crossing over McKinnons Creek are being proposed as part of the Creek Corridor design. Please refer to the Concept Plan, prepared by Novatech, dated September 1, 2022 (Appendix C) for the conceptual location of a pedestrian bridge connecting Mattamy's development to the north to proposed Street 10. |
| McKinnons Creek Community Identity Feature | <p>Policy 4.11 A public street (or streets) will define most 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.</p> | Street 12 on the Draft Plan of Subdivision is a single-loaded road to allow for full residential frontage on and access to the southwest edge of the Creek Corridor. |
| Street and Block Pattern for People | <p>Policy 4.12 The street network will be designed to meet the following:</p> <ul style="list-style-type: none"> • Promote a safe and pleasant environmental for all users • Be fully connected and primarily in an offset grid | The proposed street network is consistent with the offset grid network established in the CDP. Internal roads have been designed to discourage high vehicular speeds using curvilinear alignments. No |

| Policy Topic | Policy Requirement | Proposed Phase 1 Development |
|-----------------|---|--|
| | <ul style="list-style-type: none"> • Neighbourhood blocks that are 1ha or less in size and regular in shape to support permeability • Establish a street hierarchy and speed limits that support appropriate driver behaviours, pedestrian and cycling safety, and comfort for non-motorized uses • Do not permit reverse lotting on collector roads • Provide active frontages along public streets and windows and doors that face parks • Provide continuous street tree planting | reverse lotting is proposed on collector streets and units are oriented to face the proposed parks. |
| Traffic Calming | <p>Policy 4.13 Provide traffic calming measures on appropriate streets to encourage local pedestrian and cycling movements and slower, but efficient vehicular movement.</p> | Conceptual traffic calming measures are provided in Exhibit 12 of IBI’s Transportation Impact Assessment (Reference No. 116761, dated November 5, 2021) and will be refined following draft plan approval through detailed design. |
| Parking | <p>Policy 4.14 Prepare a street parking plan that demonstrates how on-street parking has been maximized.</p> | On-street parking will be determined as part of detailed design. |

Section 5.0 of the Secondary Plan provides Natural Heritage Policies:

Policy 5.1 states that *“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.”*

- Additional studies have been prepared in support of the proposed development as summarized in Section 4.0 of this report.

Policy 5.2 states that *“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.”*

- This woodlot is outside of the Subject Lands.

4.0 INTEGRATED ENVIRONMENTAL REVIEW

This section provides an Integrated Environmental Review Statement (IERS) as required under Section 4.7 of the existing Official Plan. The purpose of an IERS is to demonstrate how supporting studies influence the design of the development with respect to effects on the environment and compliance with the appropriate policies of Section 4 of the Official Plan.

The following provides an overview of the technical studies that have been prepared in support of the proposed Draft Plan of Subdivision and Zoning By-law Amendment applications.

4.1 Assessment of Adequacy of Public Services

An Assessment of Adequacy of Public Services Report was prepared by IBI Group (Report No. 116761-5.2.2.1, dated November 15, 2021) to confirm the adequacy of public services for the proposed development. The report reviews municipal water supply, wastewater collection, and stormwater collection and management and concludes that infrastructure necessary for the Phase 1 development can be constructed or extended to adequately service the Subject Lands and recommends, from an assessment of major municipal infrastructure perspective, that the Phase 1 development proceed.

The report also includes a discussion of the geotechnical considerations from the Geotechnical Investigation report (Report No. 13-1121-0123, dated June 2017) and Technical Memorandum (dated July 2018) that were prepared by Golder Associates as part of the Master Servicing Study for the MBUEA Community Design Plan lands. These documents are included as Appendix E to IBI's report. The Geotechnical Investigation and Memorandum found that the proposed residential development can proceed from a geotechnical perspective by following the grade raise restriction requirements to avoid excessive settlements of foundations and utilities.

4.2 Noise Control Feasibility Study

A Noise Control Feasibility Study was prepared by IBI Group (Report No. 116761-5.2.2.2, dated November 2021) to analyze the impact of roadway noise on the proposed development. Specifically, the report identifies Tenth Line Road, Wall Road, and the proposed Street 1 as sources of transportation noise impacts. Given the distance between Mer Bleue Road and the proposed residential development, Mer Bleue Road was not considered as a significant noise source in this study. Figure 2 in the report provides a conceptual Noise Plan which illustrates Indoor and Outdoor Noise Contours lines to indicate which units may require Warning Clauses, ventilation, air conditioning, acoustical review/design of building components, and/or physical attenuation measures to mitigate noise. The report concludes that the exact location of Warning Clauses and any other mitigation measures that may be required will be determined through the detailed design review process.

4.3 Headwaters Report

A Headwaters Report was prepared by Bowfin Environmental Consulting Inc., dated November 2020 to summarize the findings of the 2016 Headwater Drainage Feature Assessment Report that was prepared by Muncaster Environmental Planning Inc. and Bowfin for the MBUEA Community Design Plan.

Multiple headwater features in the form of shallow drainage ditches run through the existing agricultural fields on the Subject Lands and drain into McKinnons Creek, as shown in Figure 2 of

the Headwaters Report. The ditches were assessed, and the Headwaters Report concluded that no critical habitat, species at risk, species of conservation, or fish are present in any of the headwater features.

Figure 7 of the Headwaters Report categorizes the headwater features into three management recommendations: “conservation”, “mitigation”, or “no management required”. The management implications for the “conservation” and “mitigation” categories are provided in Section 5 of the report. The headwater features will be addressed in accordance with the recommendations of this report to allow for the orderly development of the Subject Lands in accordance with the CDP.

4.4 Scoped Environmental Impact Assessment

A Scoped Environmental Impact Statement (sEIS) was prepared by Bowfin Environmental Consulting Inc., dated March 2021, to provide avoidance and mitigation measures for the protection of natural features identified in the Environmental Impact Statement prepared as part of the MBUEA CDP process, and to assess Endangered and Threatened Species.

McKinnons Creek is the only identified natural feature within the Subject Lands. The sEIS concludes that the area is disturbed and consists mostly of cultural meadows. The Creek’s existing ecological functions are the protection of fish habitat and valley lands. The report concludes that no additional buffer from the natural feature is required, but that rehabilitation could occur where the opportunity exists as part of the enhancement works for the Municipal Drain. Avoidance and mitigation measures for the Creek Corridor are provided in Section 5.3.2 of the sEIS, and include:

- The boundary of the natural feature as defined in the CDP should be respected with no development occurring within its limits
- Planting native vegetation, subject to the requirements of the Municipal Drain design
- Any pathways must be located on top of the valley bank and at least 10 metres from the edge of the valley

Fourteen potential Species at Risk (SAR) were identified, but only four bat species and Butternut trees triggered the requirements for review. No SAR were identified in the Subject Lands. Mitigation measures for the protection of potential SAR are provided in Section 5.3.1 of the sEIS and generally include:

- If a SAR enters the work area during the construction period, any work that may harm the SAR must stop until the SAR has left the area
- If an SAR is harmed or killed, work must stop, and the Ministry of Environment Conservation and Parks be contacted
- Educate staff and contractors on the potential for SAR to be in the area and their significance

4.5 Tree Conservation Report

A Tree Conservation Report (TCR) was prepared by IBI Group (dated June 8, 2022) to identify trees that will be impacted by the development, identify opportunities for tree retention, and establish mitigation measures for the tree removals that allow for the implementation of impact avoidance measures where retention is possible, and to minimize risk to surrounding natural heritage features. The TCR grouped the tree inventory on the Subject Lands into two groups for analysis (see Figure 1 in the TCR):

- Woodlot #1 is adjacent to McKinnons Creek and is approximately 7 hectares in area. Since McKinnons Creek Corridor is a designated Urban Natural Feature (UNF), vegetation within the 30 metre setback of the UNF must be retained. The TCR notes that this allows for the retention of approximately 0.5 hectares of Woodlot #1.
- Woodlot #2 is centrally located within the western portion of Claridge's development lands but is generally outside the limits of the proposed Phase 1 Draft Plan, as illustrated in Figure 1 of the TCR. Woodlot #2 is approximately 9 hectares in area.

To accommodate the proposed Draft Plan of Subdivision in accordance with the City's Community Design Plan for the Mer Bleue Urban Expansion Area, tree removals will be required (see Figure 2 in the TCR). To facilitate the appropriate retention and removal of trees and minimize the risks to adjacent natural heritage features and wildlife during construction, Section 5 of the TCR provides a comprehensive list of recommended tree protection and mitigation measures to be followed prior to and during construction activities.

4.6 Transportation Impact Assessment

A Transportation Impact Assessment (TIA) was prepared by IBI Group (Reference No. 116761, dated November 5, 2021) to ensure that the transportation features of the proposed development conform to the prescribed technical standards, are aligned with City of Ottawa policies and objectives, and that impacts on the transportation network are sustainable and effectively managed. Based on the analyses undertaken and documented in the TIA, the report concludes that the proposed development will integrate well and can be safely accommodated by the surrounding transportation network.

4.7 Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA) was prepared by Paterson Group (Report No. PE5526-1, dated December 5, 2021) to analyze previous and current uses of the Subject Lands to identify any environmental concerns and potentially contaminating activities (PCAs) that would impact the proposed development. No PCAs were identified with the past or current uses of the Subject Lands and surrounding properties within 250 metres. As such, the report concludes that as Phase II ESA is not required.

5.0 CONCLUSION

It is our assessment that the proposed subdivision is consistent with the *Provincial Policy Statement*, conforms to the City of Ottawa's existing and new *Official Plans* and the *Mer Bleue Urban Expansion Area Secondary Plan*. The suggested zones for the *Zoning By-law Amendment* application will implement to the proposed development in accordance with the *Mer Bleue Urban Expansion Area Community Design Plan*. This planning rationale, along with the associated technical studies, supports the development of the proposed phase one subdivision. The proposed development is an appropriate and desirable addition to the community and represents good planning.

Sincerely,

NOVATECH

Prepared by:



Ellen Potts, B.E.S (PI)
Planner

Reviewed by:



Greg Winters, MCIP, RPP
Director, Planning & Development

Appendix A
Draft Plan of Subdivision
Prepared by Annis O'Sullivan Vollebekk Ltd.
Dated July 13, 2022

Appendix B
Mer Bleue Urban Expansion Area
Community Design Plan
Demonstration Plan



FIGURE 4: Demonstration Plan

Appendix C

Development Concept Plan

