



**801 Ralph Hennessy Avenue
(Block 211)**

Planning Rationale Report

December 20, 2018

Prepared for:

Richcraft Group of Companies

Prepared by:

Stantec Consulting Ltd.

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1.0 INTRODUCTION

This report has been prepared in support of an application for Site Plan Control approval, on behalf of Richcraft Group of Companies for the property located at 801 Ralph Hennessy Avenue in the Riverside South community.

The purpose of this application is to permit 11 four-storey residential blocks and one accessory building. The total residential blocks comprise of 7 blocks of back-to-back terrace townhouses for a total of 80 units and four blocks of back-to-back townhouses for a total of 38 units, a final total of 118 units are proposed for the site.

2.0 SITE LOCATION AND CONTEXT

The subject property is located in the City of Ottawa's Riverside South community, south of the Greenbelt and east of the Rideau River. The property is legally described as Block 221 on Plan 4M-1573, Part of Lots 21 and 22, Concession 1 (Rideau Front), former Township (City) of Gloucester, now City of Ottawa. The site is located at the southeast corner of Earl Armstrong Road and Ralph Hennessy Avenue as shown on Figure 1. The site is 1.65 hectares in area with 99.45 metres of frontage abutting Earl Armstrong (four-lane arterial), 178 metres abutting Ralph Hennessy (two-lane collector), and 60 metres along Markdale Terrace (local street). The site is currently vacant and was previously used for agriculture.

801 Ralph Hennessy is a part of the Riverside South Development Corporation's Phase 8 subdivision, registered in 2016. Phase 8 and the adjacent Phase 13 subdivision include 596 detached, townhouse, back-to-back and stacked dwellings as well as three parks, one school block and a protected woodlot.

The site is designated General Urban Area on Schedule B of the Official Plan, High Density I in the Riverside South Community Design Plan, and zoned Residential- R4Z by Zoning By-law 2008-250.

The site is surrounded by the following uses:

West: To the immediate west of the site across Ralph Hennessy Avenue is the Urbandale development at 800 Ralph Hennessy Avenue, at the southwest corner of Earl Armstrong Road and Ralph Hennessy Avenue. This development will include 68 units in 8 four storey stacked townhouses.

North: North of the site is Earl Armstrong Road, an arterial road. North of Earl Armstrong Road is an established low-rise, semi and single-detached neighbourhood. The units directly north of the site are single-detached dwellings with fenced rear yards fronting onto Ralph Hennessy Road with associated sidewalks.

East: The area east of the site is currently under development and will be occupied by townhouses.



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Back-to-back townhomes have been designed with private driveways and garages and arranged to front onto either Ralph Hennessy Drive or a private street interior to the site. Back-to-back terrace homes have been located along Earl Armstrong, Markdale Terrace and the east of the site with access to the private streets and seven smaller surface parking areas for residents and visitors. The Site Plan provides 105 parking spaces for the back-to-back terrace townhouses and 16 visitor spaces.



Figure 2: Rendering of the back-to-back terrace homes.

A communal amenity area of 460m² is located at the centre of the development. Private amenity areas, in the form of balconies or porches, are proposed for every unit.

An accessory building is located adjacent to the communal amenity area and will be used as both covered bicycle storage (with 37 spaces) and garbage/recycling storage. The accessory building has a footprint of 168m² and has been sized based on the bicycle parking provisions of the Zoning By-law and the City's Solid Waste Management Guidelines. The building exceeds the maximum footprint for an accessory building in a residential zone; Zoning By-law Table 55(6) states that the maximum footprint of all accessory buildings on a site may not exceed 55m². A minor variance application will be submitted to the Committee of Adjustment after initial Site Plan circulation comments are received.

Pedestrian movement on the site will be supported by a network of pathways connecting surface parking and entrances, to the communal amenity area and building and sidewalks along all three public street frontages. Eight additional outdoor bicycle parking spaces have been provided across the site.

The site is designed to comply with the development standards of the Residential Fourth Density- R4Z zone. The R4Z zone permits back-to-back and back-to-back terrace townhouse units and implements the Official Plan and approved Riverside South Community Design Plan. **Figure 3** illustrates the Site Plan. The accessory building and elevation drawings can be found in the appendix.



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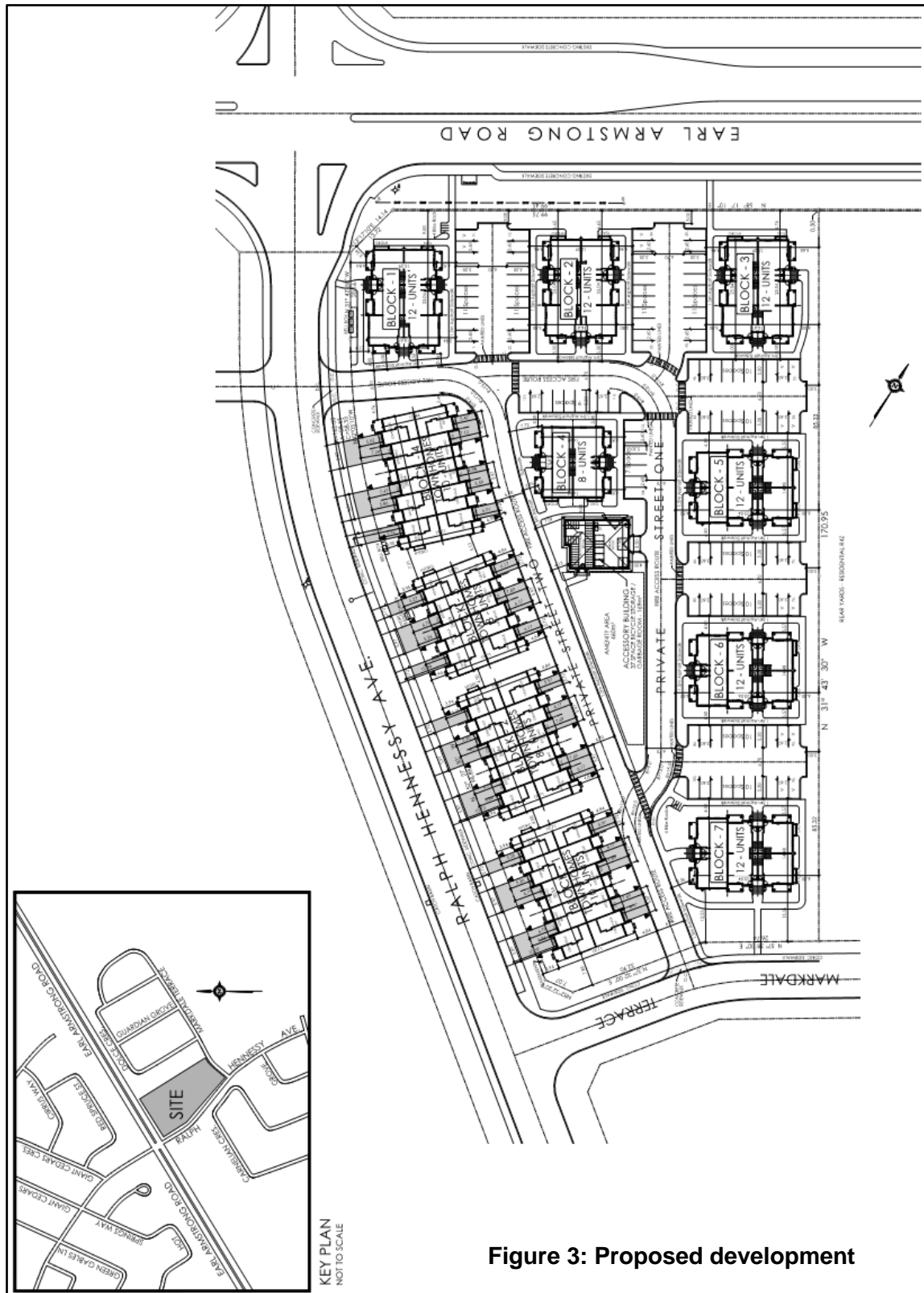


Figure 3: Proposed development



4.0 POLICY AND REGULATORY FRAMEWORK

4.1 PROVINCIAL POLICY STATEMENT 2014

The Provincial Policy Statement 2014 (PPS) provides policy direction on land use planning and development in Ontario. A main objective of the PPS is to build strong communities, promote efficient use of land, existing infrastructure, and existing public facilities. The PPS is a guide for all development by encouraging the inclusion of an appropriate range and mix of housing, land uses and employment opportunities. The PPS provides policy direction on land use planning and development matters of provincial interest. Under Section 3 of the Planning Act, decisions affecting planning matters “shall be consistent with” the PPS.

There are a number of policies that directly influence planning of lands within the site, these policies are found in Sections 1.1 and 1.6 of the PPS and specifically focus on:

- Policy 1.1.1.b) promotes healthy, livable and safe communities that are sustained by accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs.
- Policy 1.1.1.c) avoiding development and land use patterns which may cause environmental or public health and safety concerns.
- Policy 1.1.1.e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.
- Policy 1.1.1.g) 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.
- Policy 1.1.3.1 advises that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.
- Policy 1.1.3.2 and 1.1.3.3 provides policies that support intensification where it can be accommodated with sufficient infrastructure. Municipalities are called upon to identify appropriate locations for intensification.
- Policy 1.6.4.2 indicates that municipal sewage and water services are the preferred form of servicing in settlement areas.

These policies are integral to the planning process that was used to develop the subject site plan for development. In general, the City has implemented the PPS by identifying in the Official Plan areas that are a priority for intensification and by encouraging higher densities of development in greenfield subdivisions such as this site.



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Section 2.0 Wise Use and Management of Resources

This site is vacant and there are no natural resources on the property that require management.

Section 3.0 Protecting Public Health and Safety

There are no natural or human-made hazards on or near to this site.

Approval of this application for Site Plan Control is consistent with and supported by the policies of the PPS 2014.

4.2 CITY OF OTTAWA OFFICIAL PLAN AND DESIGN BRIEF

The Official Plan provides a vision for the future growth of the City and direction in its physical development to the year 2036. The current Official Plan (OPA#180) was adopted by Council in January 2017 and is partially under appeal to the Local Planning Appeals Tribunal (formerly the Ontario Municipal Board). The City of Ottawa's Official Plan implements the Provincial Policy Statement.

The property is designated as General Urban Area on Schedule B of the Official Plan (**Figure 4**). Section 3.6.1 of the Official Plan states that General Urban Area designation permits 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. A variety of uses are found within this designation, from ground-oriented single-purpose to multi-storey mixed-use. Back-to-back townhouses and back-to-back terrace townhouses are a permitted use in this designation. The maximum building height under the policies of Section 3.6.1 is four storeys, the development proposal proposes heights no higher than four storeys.

Figure 3 is an excerpt of Schedule B that shows the location of the site.

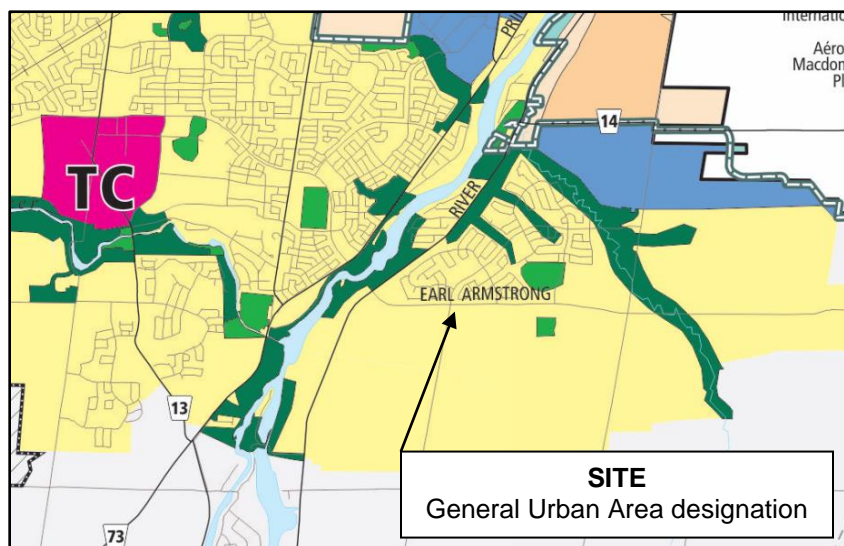


Figure 4: Extract of Schedule B of the Official Plan.



4.2.1 Design Brief

2.5.1 provides guidance on matters that will mitigate differences between existing and proposed development. Through good design, compatible development can occur even if the adjacent developments are not the same. They can fit well within their surroundings.

Section 2.5.1 contains a series of Design Objectives, they are addressed below:

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

The proposal and surrounding development are part of the larger Riverside South Community Design Plan. The CDP has arranged land uses into self-sufficient, but interconnected, neighbourhoods, each with its own combination of residential, institutional, open space and commercial uses. Buildings have been oriented with private amenity areas facing the public or private streets to allow passive surveillance and facilitate informal social interaction between neighbours. A communal amenity area at the core of the development will provide a venue for planned and informal social gatherings and function as a central feature of the development.

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

A communal amenity area of 460m² is located at the centre of the development. Private amenity areas, in the form of balconies or porches, are proposed for each unit. Several parks and a city-owned woodlot are located within a 10-minute walk of the development.

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

Vehicular entrances from Ralph Hennessy Avenue and Markdale Terrace provide access to private driveways and parking areas distributed across the site. A network of sidewalks within the site connect the parking areas, buildings accessory building and communal amenity areas with sidewalks on the three adjacent public streets. Buildings and their entrances face towards public streets, private streets and parking areas to provide passive surveillance of the surrounding area. Sidewalks, parking areas and entrances will be appropriately lighted. Building footprints and landscaping have been designed to concealed area or entrapment points to ensure the safe movement and accessibility to and throughout the site.

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

The site is surrounded by a variety of residential building types including detached (to the west and south), townhomes (to the east) and stacked townhomes (to the west) ranging from two to four-storeys. The proposed development will have a similar massing and height as a recently-approved, four-storey stacked townhouse development on the west side of Ralph Hennessy Avenue. Architectural finishes (such as brick and aluminium vertical and horizontal siding) will respect the developing character of the area.



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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 development will introduce two new forms of higher density residential development (back-to-back townhomes and back-to-back terrace homes) to the neighbourhood. While these units are often marketed to first-time home buyers due to their approachable prices and smaller unit sizes, the development can accommodate residents from a wide range of demographics and life stages.

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

There are no significant natural features on the site that require protection or preservation. Stormwater runoff is released in a controlled manner into the City's stormwater management system so as not to cause damage to downstream areas.

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

Generally, higher density developments require less energy and resources to construct and operate than lower density forms of housing, such as detached dwellings. Locating higher density uses in proximity to an existing transit stop, on Earl Armstrong Road, and within walking distance of a future rapid transit corridor provides residents with the opportunity to use low-carbon transportation modes, such as walking, biking and bus or rail.

Section 4.11 addresses urban design and compatible development. The following commentary is provided with respect to the design issues raised in Section 4.11:

In terms of building design, compatibility is achieved with adjacent development through various means:

All proposed back-to-back and back-to-back terrace townhouse buildings have a large separation distance from the existing single-storey semi-detached homes north of Earl Armstrong Road. The front façade of the buildings is articulated, and the hip-styled roofs are consistent with those of the surrounding community. There is a mix of building types which provides visual interest and character.

As noted previously, the massing of the buildings is such that the back-to-back terrace townhomes abut Earl Armstrong Road with large landscape areas between the buildings and the road. The buildings are a modest four storeys which is compatible with the abutting developments.

The rooflines are articulated as are all sides of the proposed buildings, to create visual interest and reduce the buildings' massing. All back-to-back townhomes have both front porches and balconies above the garage, providing 'eyes on the street'. Windows are large and expansive which provides passive surveillance. The back-to-back terrace townhouses have balconies for the upper level units and porches for ground floor units.

The communal amenity area located in the interior of the site will be landscaped and is accessible to all residents through sidewalks. It provides a form of visual relief and green buffer for the site in which most of the units are planned to be built close to the road. Additional landscape areas are located along the north



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edge of Earl Armstrong Road, east property line and south edge of the site. Street trees will be incorporated where appropriate.

The site is located at the intersection of an arterial and collector road which serves as a Neighbourhood Gateway in the Riverside South CDP. As encouraged in the Official Plan, buildings have been located close to the intersection to provide street presence and frame the public realm. In combination with the recently-approved development west of the intersection, the two higher density development will act as a neighbourhood gateway.

Further commentary on design as part of this Design Brief is included in Section 3.3- Riverside Community Design Plan of this Rationale. The updated Community Design Plan was approved in June of 2016 and incorporates the relevant aspects of the Building Better and Smarter Suburbs initiative. As well, Section 4.0 of this Rationale addresses how the project design meets the City's Urban Design Guidelines for Greenfield Neighbourhoods.

Schedule E to the Official Plan, Urban Road Network designates Earl Armstrong Road as an arterial road and Ralph Hennessy Avenue as a proposed collector. In addition, Earl Armstrong Road is shown as a City-wide Route as part of the City's Multi-Use Pathways, On-Road Connections on Schedule I, Multi-Use Pathways and Scenic Routes (Urban). In Section 2.2 Managing Growth, growth concentration within the urban area should support walking, cycling and transit. The proposed development is located at an existing arterial road and proposed collector road, the development will support walking, cycling and transit.

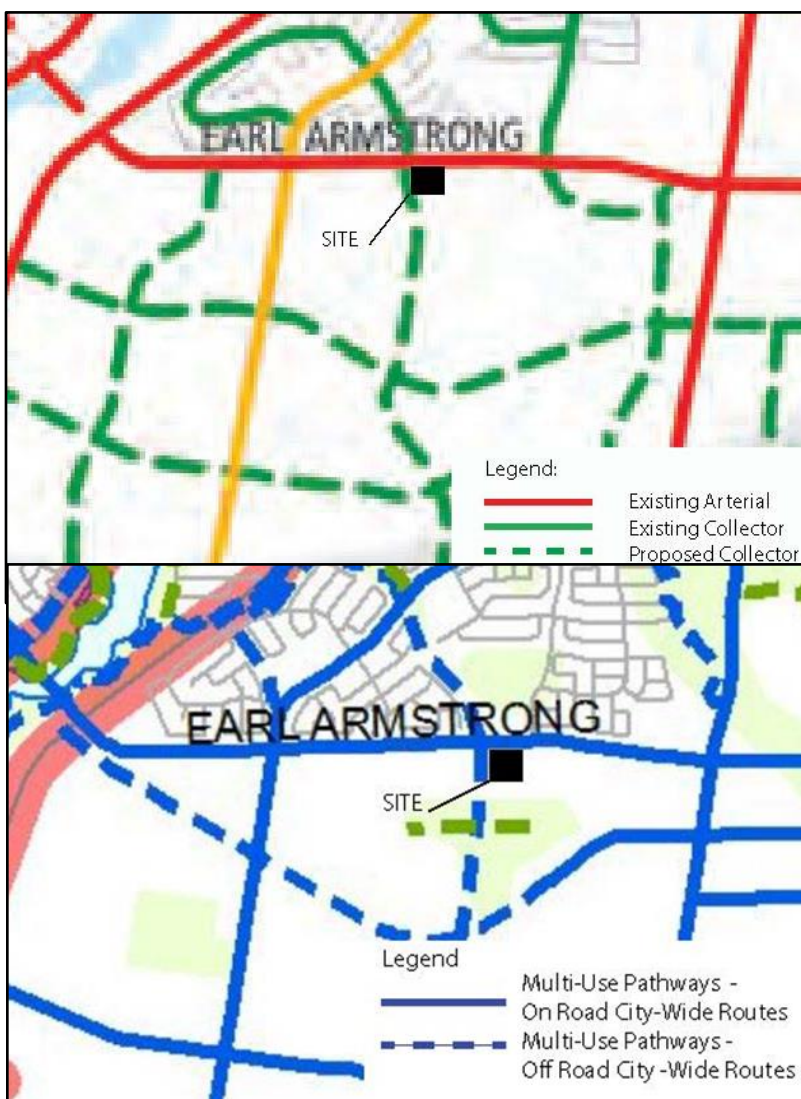


Figure 5: Extracts of Schedule E and I of the Official Plan.



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The site is within the Airport Vicinity Development Zone of the MacDonald-Cartier Airport on Schedule K Environmental Constraints as shown on **Figure 6**. A Noise Control Feasibility Study has been prepared regarding potential aircraft noise and mitigation measures and is summarized in Section 5.5 of this Rationale.

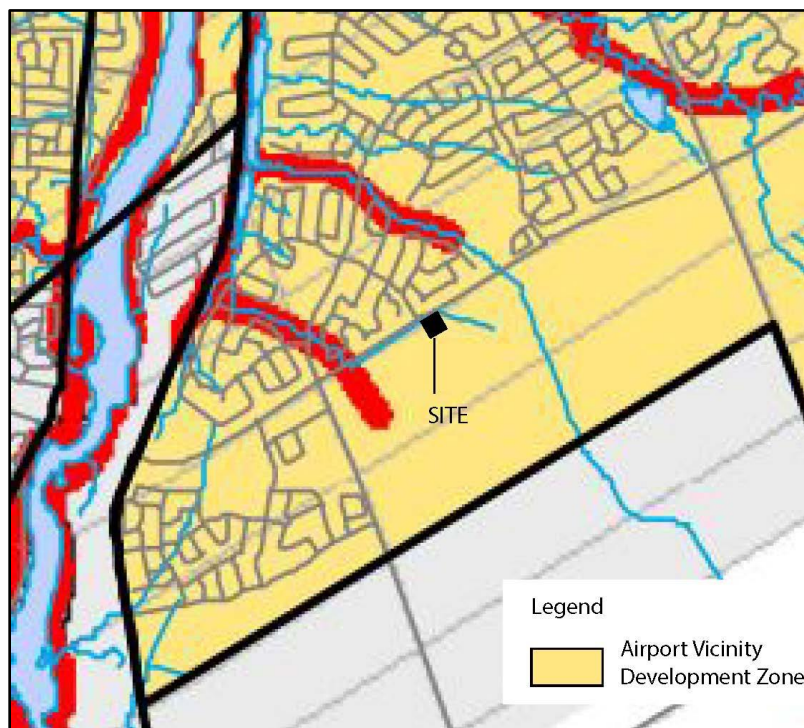


Figure 6: Extract from Schedule K of the Official Plan.

The site is located adjacent to transit stop 2755 which is served by Route 278. Stops for Routes 99 and 299 are located 450m north of the site on Spratt Road (**Figure 7**).

Section 2.3.2 of the Official Plan addresses water and wastewater services. It is Official Plan policy (Section 2.3.2.1) which states that development in the urban area have both public water and wastewater. The proposed development includes those services.

In conclusion, the proposed development conforms with the City of Ottawa Official Plan.



Figure 7: The site is within 450m of OC Transpo Routes 276, 99 and 299.



4.3 RIVERSIDE SOUTH COMMUNITY DESIGN PLAN

The site is within the limits of the Riverside South Community Design Plan (CDP) that was updated and approved by City Council on June 22, 2016. One of the most significant changes from the previously approved CDP is the provision of a rapid transit corridor and higher density housing concentrated around the corridor.

The CDP is a long-term plan that enables Riverside South community to grow from about 5,000 units in 2014 to ultimately about 20,500 units, 55,000 residents and up to 27,000 jobs. The CDP is also the first to implement the recommendations of the City's Building Better and Smarter Suburbs initiative.

The CDP also incorporates Transit-Oriented Development (TOD) principles such as locating higher density development within 600m of a rapid transit corridor. This site is beyond 600m from the corridor but is located on Earl Armstrong Road- the major east-west arterial road within the community.

The key objectives of the CDP that are relevant to this application for Site Plan Control on Block 221 are:

- To create land use and road patterns that support various modes of transportation;
- To establish a range of residential densities and foster a mix of unit types;
- To ensure consistent treatment of buildings, street edges, boulevards, landscape areas and open spaces.

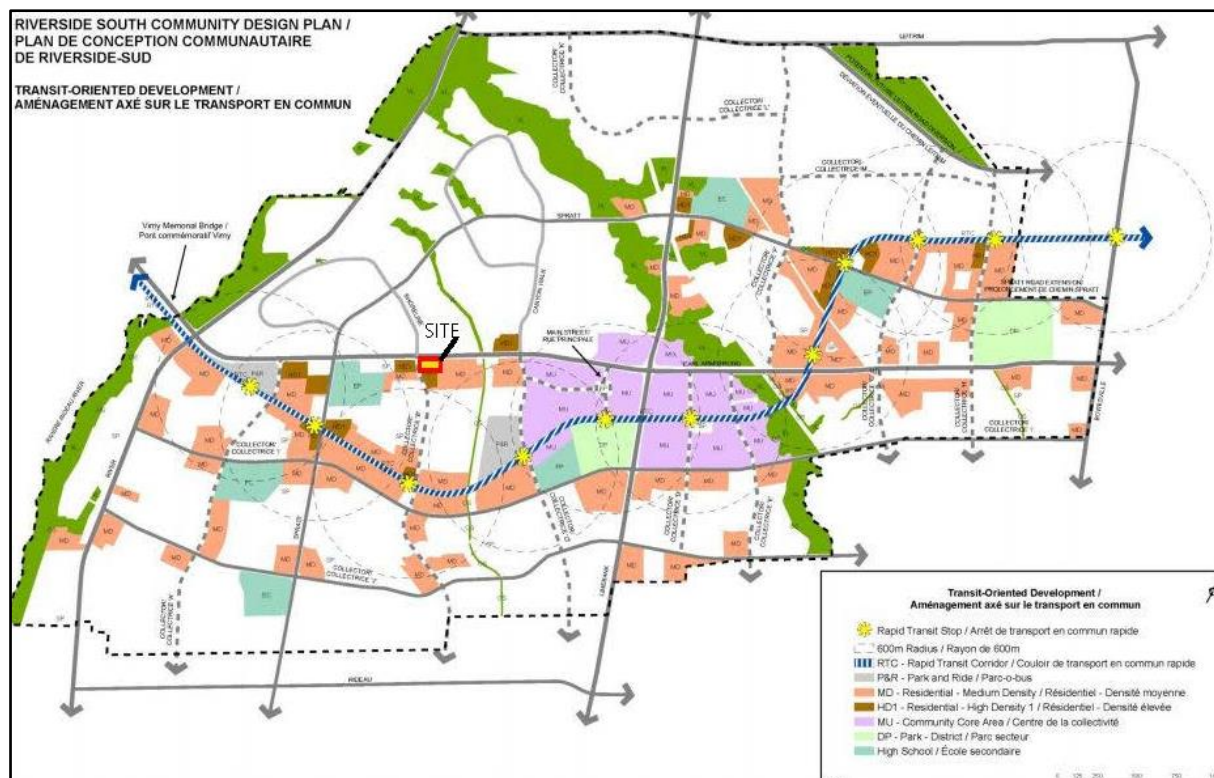


Figure 8: Transit-Oriented Development Plan (Riverside South CDP)



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Although this site is outside the 600m radius of a proposed rapid transit station, the CDP allows medium and high-density residential uses at the intersections of collector and arterial roads to provide a variety of built form in the community.

Section 2.2.3 of the CDP sets out the road hierarchy. Earl Armstrong Road is an important east-west arterial road that is connected to Strandherd Drive, west of the Rideau River via Vimy Memorial Bridge. The CDP plans for its easterly extension to Bank Street. Ralph Hennessy is a collector road with a that will serve as a connecting link between Earl Armstrong Road and a future rapid transit station to the south. The road allowance has a 26m wide right-of-way where it abuts this site.

The site is located (**Figure 8** above) in an area designated as High Density 1. High Density 1 will be predominantly ground-oriented stacked townhouse dwellings but may also include townhouse and low and medium-rise apartment dwellings. In this case, the site is adjacent to a major road, the average net density required for the site is 60 units per hectare. The proposed density for Block 221 is 71.5 units per hectare. The proposed unit types and density conform to the High Density 1 designation.

Section 3 of the Riverside South CDP contains Community Design and Streetscape Guidelines.

Section 3.1.1 speaks to creating a community identity and provides policies to create a cohesive community character within Riverside South through consistent treatment of streetscape and landscape features. Fencing along arterial and collector roads and street lighting are to be used to reinforce the Community's distinct character. The type and location of street trees may also be used to create a neighbourhood's identity.

Section 3.2 discusses streetscape guidelines. Earl Armstrong Road is a four-lane divided arterial road with a cycling lane. The road allowance includes a concrete sidewalk adjacent to the curb and a landscaped boulevard. Ralph Hennessy Avenue and Markdale Terrace will include concrete sidewalks and landscaped boulevards.

Back-to-back townhomes abutting Ralph Hennessy Avenue are oriented to the street and have porches and balconies.

For both abutting road allowances, the boulevards will be planted with street trees and sodded, consistent with the adjacent development west of the site. Pedestrian scale street lighting will be used throughout the site.

Section 6.0 Site and Built Form Guidelines addresses different housing types and other land uses. There are no design guidelines specifically for back-to-back and back-to-back terrace townhouse units however, design guidelines for street townhouse dwellings do exist; the following is a commentary on the project design and the street townhouse design guidelines.

Buildings are encouraged to have a consistent distance from the street. The proposed back-to-back townhouses and back-to-back terrace homes along Ralph Hennessy Avenue and Earl Armstrong Road achieve a consistent distance from the street. The building setback from Ralph Hennessy Avenue to the front face of the building is about 10m, this provides privacy to the residents and adequate space for



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landscaping. The setback along Earl Armstrong Road is 3m from the property line, however boulevards within the right-of-way provides a significant buffer between the units and road.

The front entries are visible from the street. Side elevations visible from the street carry the architectural treatment from the front elevation. A variety of window sizes are used on the front elevation. The townhouse buildings have cohesive rooflines, window and entry placement.

In conclusion, the use of the site for back-to-back and back-to-back terrace townhouse development and the project design is in conformity with the CDP.

4.4 URBAN DESIGN GUIDELINES FOR GREENFIELD NEIGHBOURHOODS

The Urban Design Guidelines for Greenfield Neighbourhoods was adopted by Council in September 2007. It provides general guidelines for the design of subdivisions in greenfield settings. Section 3 of the guidelines addresses residential building and site design. Commentary is provided below how the site and buildings respond to the relevant design guidelines.

Guideline 34 speaks to locating residential buildings close to the street with the front face of the building addressing the street while making room for landscaping. It encourages varied setbacks and projections.

The site plan meets Guideline 34 as the front face of the building abutting Ralph Hennessy Avenue is about 5.2m from the front lot line. The front porches are even closer at about 3.9m while leaving sufficient space for landscaping. The front façade is articulated to give visual interest.

Guideline 37 encourages design where windows and doors are prominent features that address the streets they front.

The units facing Ralph Hennessy Avenue have large windows and doors. The windows are large on the front elevation to let light into the unit and give greater prominence.

Guideline 39 calls for porches that are large enough to accommodate sitting areas into the building design. All units have porches that are large enough to have sitting areas. Balconies for the back-to-back terrace townhomes can accommodate sitting areas.

Guideline 42 speaks to the location of surface parking. All 38 back-to-back townhome units have in-unit garages and one additional parking space in front of the garage. Surface parking is provided for the back-to-back terrace townhomes, a total of 105 spaces and 16 for visitors. These are surface parking spaces in addition to the 38 spaces in front of the garages. The 16 visitors parking spaces are located throughout the surface parking lots.

Guideline 44 calls for residential buildings to be designed so that garages do not dominate the width of the front façade. All back-to-back townhomes are designed as to not allow the garage to dominate the façade of the building.



In conclusion, the site design meets the relevant design guidelines of the City's Urban Design Guidelines for Greenfield Neighbourhoods.

4.5 ZONING BY-LAW

The site, and surrounding development, is zoned Residential Fourth Density- R4Z zone. The zone allows for a wide range of housing types up to four storeys in height. The R4Z subzone that applies to this site is intended for development communities, such as Riverside South, to promote efficient land uses, and a compact building form while highlighting innovative urban design.

Back-to-back and back-to-back terrace townhomes are a permitted use, as is a planned unit development. The site complies with the development standards of the R4Z zone and standards in Section 131 for planned unit developments. The site plan has been designed to comply with the Zoning By-law and a summary of relevant zoning standards is provided on the site plan.

4.5.1 Minor Variance

A Minor Variance is required to permit the proposed accessory building. The accessory building has a footprint of 168m² and has been sized based on the bicycle parking provisions of the Zoning By-law and the City's Solid Waste Management Guidelines. The building exceeds the maximum footprint for an accessory building in a residential zone; Zoning By-law Table 55(6) states that the maximum footprint of all accessory buildings on a site may not exceed 55m².

This increase in size is required to provide the necessary size requirements for garbage and waste disposal and storage, as well as serve as a secure and covered space for bicycle storage. A minor variance application will be submitted to the Committee of Adjustment after initial Site Plan circulation comments are received.



5.0 OVERVIEW OF INDIVIDUAL TECHNICAL STUDIES

5.1 PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

Golder Associates prepared an updated Phase 1 Environmental Site Assessment (ESA) (September 17, 2018) to amend the study completed in 2015 as part of the Plan of Subdivision application (previously known as 980 Earl Armstrong Road). The updated report determined that no areas of potential environmental concern (APEC) were identified and no potentially contaminating activities were identified on-site that may result in an APEC. A Phase II ESA was not warranted, the assessment concluded that no changes affecting the environmental conditions of the site have taken place since the previous Phase I ESA.

5.2 GEOTECHNICAL REPORT AND LETTER

Golder Associates provided a study confirming that the geotechnical recommendations provided in their report to Riverside South Development Construction titled, 'Geotechnical Investigation, Proposed Residential Development, Riverside South Development (Phase 8), Ottawa, Ontario' (July 2015, Report Number 1418804) are applicable to the development of the site. The recommendations of this report have previously been accepted by the City through the subdivision review and approval process.

5.3 TREE CONSERVATION REPORT

The Tree Conservation Report (TCR) by IFS Associates is was completed March 9th, 2016 for the Riverside South Phase 8 Subdivision. An initial TCR was completed by IFS Associates on March 31, 2010 and an addendum was created June 22, 2015. This revision was prepared to meet the requirements of the City of Ottawa's Urban Tree Conservation By-law and to emphasize the integrity of the forest edge of the wooded Urban Natural Feature, which is located on the outer edge of Phase 8. As well, this report provides an update to the status of removal of the butternuts in Phase 8.

The majority of trees within the Phase 8 development zone are not of species or sizes worth retaining or preserving as the most common species are ash and elm trees. Both species are prone to disease and thus, the retention of these trees cannot be justified. Trees located in the development zone (including Block 221) will not be preserved and instead the focus of preservation will be on the northern edge of the subdivision.



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Overview of individual technical studies
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5.4 SERVICING AND STORMWATER MANAGEMENT BRIEF

Stantec prepared a Site Servicing and Stormwater Management Report in support of this application.

The proposed private water distribution network is capable of servicing the development area and meets all servicing requirements as per City of Ottawa standards under typical demand conditions as well as under emergency fire demand conditions. The site will be serviced with watermain connections to the 300 mm diameter watermain on Ralph Hennessy Avenue and the 200 mm watermain on Markdale Terrace.

Detailed grading has been designed to direct overland stormwater flow from the proposed development to a subsurface storage system with an emergency overflow to Ralph Hennessy Avenue. Major system storage will be provided within the subsurface storage system as well as roadway sags and parking areas for up to the 100-year event. The site storm sewer collection system will discharge to the 1350mm diameter storm sewer on Ralph Hennessey Avenue that ultimately directs runoff to the existing Riverside South Pond 1 which will provide quality control.

The proposed development site will be serviced by the existing 200mm diameter sanitary sewer on Ralph Hennessy Avenue. The internal collection system has been designed to direct wastewater flow to the receiving sewer which has available capacity for the design peak flow of 3.77L/s.

In summary, the proposed servicing of the site meets City of Ottawa design requirements.

5.5 NOISE ASSESSMENT REPORT

Stantec prepared a Noise Assessment Report (November 2018) that took into consideration potential noise impacts by flight activity to Macdonald Cartier International Airport as well as the abutting arterial and collector roads. The site is within the Airport Vicinity Development Zone and outside the NEF 35 contour for the airport.

The Report applied the noise level standards of the Ontario Ministry of the Environment and Climate Change NPC-300 to the site in conjunction with the City of Ottawa's Environmental Noise Control Guidelines (January 2016) to determine the extent to which noise levels will be of concern to future residents.

For Blocks 4 and 5, forced air heating and central air conditioning are required to be installed in all units and. The back-to-back townhouses in Blocks 1-3 requires Noise Warning Clause "generic indoor" to be included in all offers of purchase and sale. In order to address noise levels related to aircraft noise, appropriate building materials such as double-glazed windows are to be incorporated into the building design.

An appropriate noise warning clause will be included in all agreements of purchase and sale.



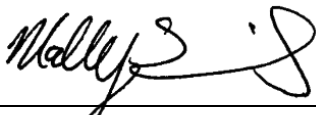
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6.0 CONCLUSION

The proposed development. It is our professional planning opinion that the application for Site Plan Control should be approved for the following reasons:

- The proposal is consistent with the Provincial Policy Statement 2014;
- The proposal conforms to the policies of the City of Ottawa Official Plan;
- The site plan is in conformity with the Riverside South Community Design Plan and its Design Guidelines;
- The site plan, landscape plan and elevation drawings meet the relevant Urban Design Guidelines for Greenfield Neighbourhoods;
- The site plan represents good land use planning.

Respectfully submitted,



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Intermediate Planner
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Eric.Bays@stantec.com

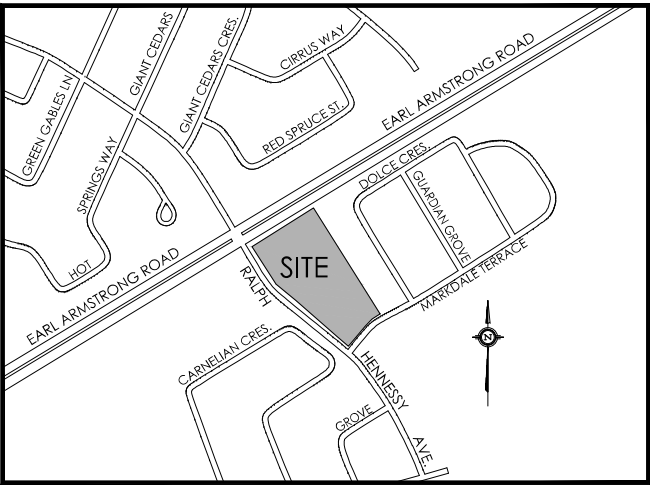


December 20, 2018

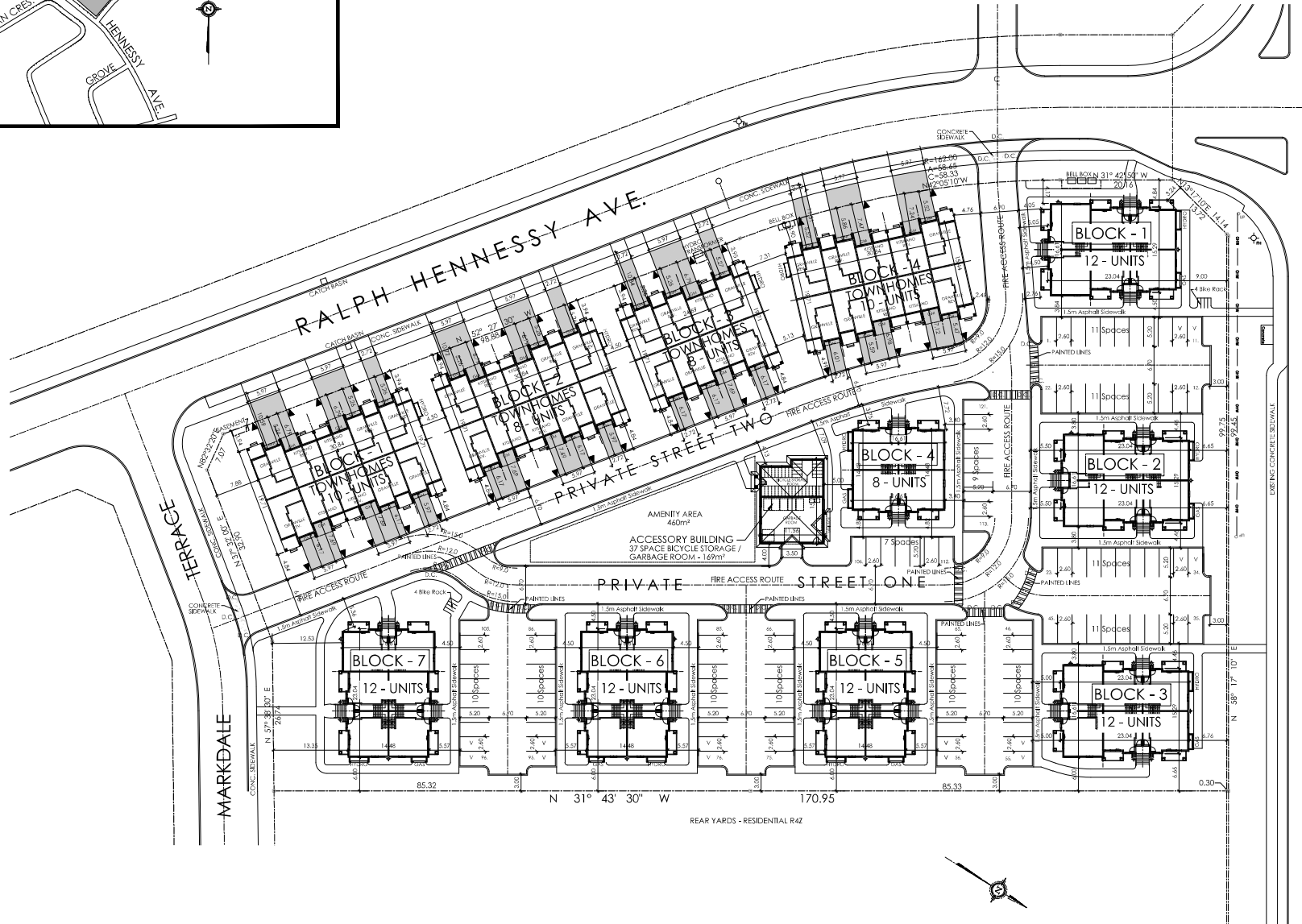
APPENDIX A

Site Plan

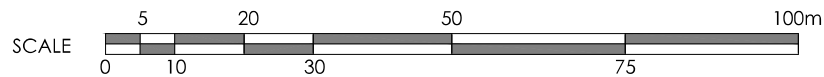




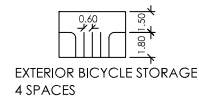
KEY PLAN
NOT TO SCALE



EARL ARMSTONG ROAD



SITE INFORMATION :		
ZONING : R4Z - PERMITTED USES : - PLANNED UNIT DEVELOPMENT - TOWNHOMES, STACKED TOWNHOMES		
SITE AREA : 16,516.20 m ² - 1.65 ha (4.08 A) TOTAL BUILDING AREA : 4,776.2 m ²		
ZONING: LOT AREA (MIN.): LOT FRONTAGE (MIN.): FRONT YARD (MIN.): EXTERIOR SIDE YARD (MIN.): INTERIOR SIDE YARD (MIN.): - ABUTTING ADJACENT REAR YARD REAR YARD (MIN.): BUILDING HEIGHT (MAX.): - TOWNHOMES - STACKED TOWNHOMES MINIMUM LANDSCAPED AREA : BUILDING SPACING :	R4Z 1,400.0m ² 18.0m 3.0m 3.0m 6.0m 7.5m 11.0m 15.0m 30.0% 1.2 m	PROVIDED: 16,516.20m ² (1.65 ha) 59.14m (Markdale Terrace) 3.50m 5.50m 6.00m N/A 10.60m 11.73m 44.6 % (7,373.3m ²) 4.0m
TOTAL AMENITY AREA REQUIRED : - APARTMENT LOW RISE - 6.0m ² x 80 = 480.0 m ² COMMUNAL AMENITY AREA REQ'D (MIN.): 50% of 480.0 m ² = 240.0 m ²		
- PRIVATE AMENITY AREA - (BALCONIES & PATIOS) 6.5m ² x 80 = 520.0m ² - COMMUNAL AMENITY AREA - 460.0m ² TOTAL AMENITY AREA PROVIDED : 980.0m ²		
ACCESSORY BUILDING REAR YARD (MIN.): BUILDING HEIGHT (MAX.): FLOOR AREA (MAX.):	R4Z 0.6 m 4.5 m 55.0 m ²	PROVIDED: N/A 4.50 m 168.00 m ²
BACK/BACK TERRACE HOME PARKING : 80 Units PARKING REQUIRED : 1.2 Spaces / d.u. + 0.2 / d.u. (Visitor) = 96 + 16 = 112 Spaces PARKING PROVIDED : 105 Spaces + 16 Visitor Spaces = 121 Spaces		
BICYCLE PARKING REQUIRED : 80 (0.5 / d.u.) = 40 Spaces BICYCLE PARKING PROVIDED : 37 Interior Spaces + 8 Exterior Spaces = 45 Spaces		
STREET BACK TO BACK TOWNHOMES BLOCK No.: BLOCK 1 = BACK TO BACK TOWNHOMES BLOCK 2 = BACK TO BACK TOWNHOMES BLOCK 3 = BACK TO BACK TOWNHOMES BLOCK 4 = BACK TO BACK TOWNHOMES TOTAL =		
BUILDING AREA: GROSS FLOOR AREA: No. UNITS: 523.0 m ² 1,281.1 m ² 10 UNITS 523.0 m ² 1,281.1 m ² 10 UNITS 425.0 m ² 1,026.6 m ² 8 UNITS 523.0 m ² 1,281.1 m ² 10 UNITS TOTAL = 1,994.0 m ² 4,869.9 m ² 38 UNITS		
BACK TO BACK TERRACE HOMES BLOCK 1 = BACK TO BACK TERRACE HOMES BLOCK 2 = BACK TO BACK TERRACE HOMES BLOCK 3 = BACK TO BACK TERRACE HOMES BLOCK 4 = BACK TO BACK TERRACE HOMES BLOCK 5 = BACK TO BACK TERRACE HOMES BLOCK 6 = BACK TO BACK TERRACE HOMES BLOCK 7 = BACK TO BACK TERRACE HOMES BICYCLE / GARBAGE = TOTAL =		
342.3 m ² 1,375.0 m ² 12 UNITS 342.3 m ² 1,375.0 m ² 12 UNITS 342.3 m ² 1,375.0 m ² 12 UNITS 246.5 m ² 917.0 m ² 8 UNITS 342.3 m ² 1,375.0 m ² 12 UNITS 342.3 m ² 1,375.0 m ² 12 UNITS 342.3 m ² 1,375.0 m ² 12 UNITS 169.0 m ² 169.0 m ² 80 UNITS 2,469.3 m ² 9,336.0 m ²		
STREET BACK TO BACK TOWNHOMES = 38 UNITS BACK TO BACK TERRACE HOMES = 80 UNITS TOTAL = 118 UNITS		
NOTE: SITE PLAN TO BE READ IN CONJUNCTION WITH : - SITE SERVING PLAN PREPARED BY : - LANDSCAPING PLAN PREPARED BY : BOUNDARIES DERIVED FROM: PLAN 4M -1573. PLAN PREPARED BY ANNIS O'SULLIVAN VOLLEBECK LTD. DATED SEPT. 29, 2016 - CLEARED SNOW TO BE REMOVED FROM SITE.		



LEGEND:
D.C. - DEPRESSED CURB & T.W.S.I.
- WALL MOUNT LIGHT FIXTURE



M. David Blakely
Architect Inc.
2200 Prince of Wales Dr. - Suite 101
Ottawa, Ontario K2E 6Z9
Phone (613) 226-8811 Fax (613) 226-7942

GENERAL NOTES:
1. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING AND VERIFYING ALL DIMENSIONS. ANY DISCREPANCY MUST BE REPORTED TO M. DAVID BLAKELY ARCHITECT INC.
2. ALL WORK AND MATERIALS TO BE IN COMPLIANCE WITH ALL CODES, REGULATIONS, AND BY-LAWS.
3. ADDITIONAL DRAWINGS MAY BE ISSUED FOR CLARIFICATION TO ASSIST THE PROPER EXECUTION OF WORK. SUCH DRAWINGS WILL HAVE THE SAME MEANING AND INTENT AS IF THEY WERE INCLUDED WITH THE PLANS IN CONTRACT DOCUMENTS.

4. DO NOT SCALE DRAWINGS.
5. THIS DRAWING SHALL NOT BE USED FOR PERMIT OR CONSTRUCTION UNLESS THE DRAWING BEARS THE ARCHITECT'S SEAL AND SIGNATURE.
6. THIS REPRODUCTION SHALL NOT BE ALTERED



CONSTRUCTION NORTH

10.					20.				
9.					19.				
8.	26/11/18	REVISED SIDEWALKS	SM		18.				
7.	26/09/18	FLIPPED BLOCKS 1, 2 & 3	SM		17.				
6.	18/09/18	REVISED FOR EASEMENT LOCATIONS	SM		16.				
5.	01/08/18	BLOCK 4 - ROTATED FOR DRIVEWAY	SM		15.				
4.	18/07/18	REVISED AS PER RICH CRAFT	SM		14.				
3.	13/06/18	REVISED BLOCK 4 TO 8 UNITS	SM		13.				
2.	15/03/18	REVISED BLOCKS 3 & 4	SM		12.				
1.	05/03/18	FOR REVIEW	SM		11.				
No.	DATE	DESCRIPTION	INT.	No.	DATE	DESCRIPTION	INT.		
REVISIONS				REVISIONS					



A - DETAIL NUMBER
B - SHEET NUMBER (DETAIL REQUIRED)
C - SHEET NUMBER (DETAIL LOCATION)

SEAL

PROJECT BLOCK 221 RIVERSIDE SOUTH
122 UNIT PLANNED UNIT DEVELOPMENT
RALPH HENNESSY ROAD
OTTAWA, ONT.

CLIENT
RICH CRAFT
Group Of Companies

DRAWING TITLE
PRELIMINARY
SITE PLAN

DATE
JAN., 2018.

SCALE
1:500

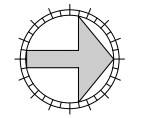
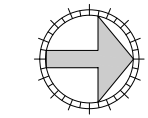
SHEET No.
SP-1

December 20, 2018

APPENDIX B

Building Elevations





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3. ADDITIONAL DRAWINGS MAY BE ISSUED FOR CLARIFICATION TO ASSIST THE PROPER EXECUTION OF WORK. SUCH DRAWINGS WILL HAVE THE SAME MEANING AND INTENT AS IF THEY WERE INCLUDED WITH THE PLANS IN "CONTRACT" DOCUMENTS.

4. DO NOT SCALE DRAWINGS.

5. THE DRAWING SHALL NOT BE USED OR COPIED WITHOUT THE AUTHORIZATION OF THE ARCHITECT.

6. THIS DRAWING SHALL NOT BE USED FOR PERMIT OR CONSTRUCTION UNLESS THE DRAWING BEARS THE ARCHITECT'S SEAL AND SIGNATURE.

7. THIS REPRODUCTION SHALL NOT BE ALTERED.

POST SCHEDULE

P1 - 3" DIA. ADJUSTABLE STEEL TELEPOST
8500 POUND CAP. (MIN.)

P2 - 2"x4" OR 8" B (AS APPLICABLE)

P3 - 3"x4" OR 8" B (AS APPLICABLE)

P4 - 4"x4" OR 8" B (AS APPLICABLE)

P5 - 5"x4" OR 8" B (AS APPLICABLE)

P6 - HSS 3"x3" x .118" C/W 2"x3"x8" B.S. PL. & CAP PL.

BRICK UNTEL SCHEDULE

OPENING ANGLE SIZE

UP TO 15° L 3 1/2"x3 1/2"x5/16"

5°-10° L 4 1/2 1/2"x5/16"

10°-15° L 5 1/2 1/2"x5/16"

15°-20° L 6 1/2 1/2"x5/16"

20°-25° L 7 1/2 1/2"x5/16"

25°-30° L 8 1/2 1/2"x5/16"

30°-35° L 9 1/2 1/2"x5/16"

35°-40° L 10 1/2 1/2"x5/16"

40°-45° L 11 1/2 1/2"x5/16"

45°-50° L 12 1/2 1/2"x5/16"

50°-55° L 13 1/2 1/2"x5/16"

55°-60° L 14 1/2 1/2"x5/16"

60°-65° L 15 1/2 1/2"x5/16"

65°-70° L 16 1/2 1/2"x5/16"

70°-75° L 17 1/2 1/2"x5/16"

75°-80° L 18 1/2 1/2"x5/16"

80°-85° L 19 1/2 1/2"x5/16"

85°-90° L 20 1/2 1/2"x5/16"

90°-95° L 21 1/2 1/2"x5/16"

95°-100° L 22 1/2 1/2"x5/16"

100°-105° L 23 1/2 1/2"x5/16"

105°-110° L 24 1/2 1/2"x5/16"

110°-115° L 25 1/2 1/2"x5/16"

115°-120° L 26 1/2 1/2"x5/16"

120°-125° L 27 1/2 1/2"x5/16"

125°-130° L 28 1/2 1/2"x5/16"

130°-135° L 29 1/2 1/2"x5/16"

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185°-190° L 40 1/2 1/2"x5/16"

190°-195° L 41 1/2 1/2"x5/16"

195°-200° L 42 1/2 1/2"x5/16"

200°-205° L 43 1/2 1/2"x5/16"

205°-210° L 44 1/2 1/2"x5/16"

210°-215° L 45 1/2 1/2"x5/16"

215°-220° L 46 1/2 1/2"x5/16"

220°-225° L 47 1/2 1/2"x5/16"

225°-230° L 48 1/2 1/2"x5/16"

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270°-275° L 57 1/2 1/2"x5/16"

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285°-290° L 60 1/2 1/2"x5/16"

290°-295° L 61 1/2 1/2"x5/16"

295°-300° L 62 1/2 1/2"x5/16"

300°-305° L 63 1/2 1/2"x5/16"

305°-310° L 64 1/2 1/2"x5/16"

310°-315° L 65 1/2 1/2"x5/16"

315°-320° L 66 1/2 1/2"x5/16"

320°-325° L 67 1/2 1/2"x5/16"

325°-330° L 68 1/2 1/2"x5/16"

330°-335° L 69 1/2 1/2"x5/16"

335°-340° L 70 1/2 1/2"x5/16"

340°-345° L 71 1/2 1/2"x5/16"

345°-350° L 72 1/2 1/2"x5/16"

350°-355° L 73 1/2 1/2"x5/16"

355°-360° L 74 1/2 1/2"x5/16"

360°-365° L 75 1/2 1/2"x5/16"

365°-370° L 76 1/2 1/2"x5/16"

370°-375° L 77 1/2 1/2"x5/16"

375°-380° L 78 1/2 1/2"x5/16"

380°-385° L 79 1/2 1/2"x5/16"

385°-390° L 80 1/2 1/2"x5/16"

390°-395° L 81 1/2 1/2"x5/16"

395°-400° L 82 1/2 1/2"x5/16"

400°-405° L 83 1/2 1/2"x5/16"

405°-410° L 84 1/2 1/2"x5/16"

410°-415° L 85 1/2 1/2"x5/16"

415°-420° L 86 1/2 1/2"x5/16"

420°-425° L 87 1/2 1/2"x5/16"

425°-430° L 88 1/2 1/2"x5/16"

430°-435° L 89 1/2 1/2"x5/16"

435°-440° L 90 1/2 1/2"x5/16"

440°-445° L 91 1/2 1/2"x5/16"

445°-450° L 92 1/2 1/2"x5/16"

450°-455° L 93 1/2 1/2"x5/16"

455°-460° L 94 1/2 1/2"x5/16"

460°-465° L 95 1/2 1/2"x5/16"

465°-470° L 96 1/2 1/2"x5/16"

470°-475° L 97 1/2 1/2"x5/16"

475°-480° L 98 1/2 1/2"x5/16"

480°-485° L 99 1/2 1/2"x5/16"

485°-490° L 100 1/2 1/2"x5/16"

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495°-500° L 102 1/2 1/2"x5/16"

500°-505° L 103 1/2 1/2"x5/16"

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535°-540° L 110 1/2 1/2"x5/16"

540°-545° L 111 1/2 1/2"x5/16"

545°-550° L 112 1/2 1/2"x5/16"

550°-555° L 113 1/2 1/2"x5/16"

555°-560° L 114 1/2 1/2"x5/16"

560°-565° L 115 1/2 1/2"x5/16"

565°-570° L 116 1/2 1/2"x5/16"

570°-575° L 117 1/2 1/2"x5/16"

575°-580° L 118 1/2 1/2"x5/16"

580°-585° L 119 1/2 1/2"x5/16"

585°-590° L 120 1/2 1/2"x5/16"

590°-595° L 121 1/2 1/2"x5/16"

595°-600° L 122 1/2 1/2"x5/16"

600°-605° L 123 1/2 1/2"x5/16"

605°-610° L 124 1/2 1/2"x5/16"

610°-615° L 125 1/2 1/2"x5/16"

615°-620° L 126 1/2 1/2"x5/16"

620°-625° L 127 1/2 1/2"x5/16"

625°-630° L 128 1/2 1/2"x5/16"

630°-635° L 129 1/2 1/2"x5/16"

635°-640° L 130 1/2 1/2"x5/16"

640°-645° L 131 1/2 1/2"x5/16"

645°-650° L 132 1/2 1/2"x5/16"

650°-655° L 133 1/2 1/2"x5/16"

655°-660° L 134 1/2 1/2"x5/16"

660°-665° L 135 1/2 1/2"x5/16"

665°-670° L 136 1/2 1/2"x5/16"

670°-675° L 137 1/2 1/2"x5/16"

675°-680° L 138 1/2 1/2"x5/16"

680°-685° L 139 1/2 1/2"x5/16"

685°-690° L 140 1/2 1/2"x5/16"

690°-695° L 141 1/2 1/2"x5/16"

695°-700° L 142 1/2 1/2"x5/16"

700°-705° L 143 1/2 1/2"x5/16"

705°-710° L 144 1/2 1/2"x5/16"

710°-715° L 145 1/2 1/2"x5/16"

715°-720° L 146 1/2 1/2"x5/16"

720°-725° L 147 1/2 1/2"x5/16"

725°-730° L 148 1/2 1/2"x5/16"

730°-735° L 149 1/2 1/2"x5/16"

735°-740° L 150 1/2 1/2"x5/16"

740°-745° L 151 1/2 1/2"x5/16"

745°-750° L 152 1/2 1/2"x5/16"

750°-755° L 153 1/2 1/2"x5/16"

755°-760° L 154 1/2 1/2"x5/16"

760°-765° L 155 1/2 1/2"x5/16"

765°-770° L 156 1/2 1/2"x5/16"

770°-775° L 157 1/2 1/2"x5/16"

775°-780° L 158 1/2 1/2"x5/16"

780°-785° L 159 1/2 1/2"x5/16"

785°-790° L 160 1/2 1/2"x5/16"

790°-795° L 161 1/2 1/2"x5/16"

795°-800° L 162 1/2 1/2"x5/16"

800°-805° L 163 1/2 1/2"x5/16"

805°-810° L 164 1/2 1/2"x5/16"

810°-815° L 165 1/2 1/2"x5/16"

815°-820° L 166 1/2 1/2"x5/16"

820°-825° L 167 1/2 1/2"x5/16"

825°-830° L 168 1/2 1/2"x5/16"

830°-835° L 169 1/2 1/2"x5/16"

835°-840° L 170 1/2 1/2"x5/16"

840°-845° L 171 1/2 1/2"x5/16"

845°-850° L 172 1/2 1/2"x5/16"

850°-855° L 173 1/2 1/2"x5/16"

855°-860° L 174 1/2 1/2"x5/16"

860°-865° L 175 1/2 1/2"x5/16"

865°-870° L 176 1/2 1/2"x5/16"

870°-875° L 177 1/2 1/2"x5/16"

875°-880° L 178 1/2 1/2"x5/16"

880°-885° L 179 1/2 1/2"x5/16"

885°-890° L 180 1/2 1/2"x5/16"

890°-895° L 181 1/2 1/2"x5/16"

895°-900° L 182 1/2 1/2"x5/16"

900°-905° L 183 1/2 1/2"x5/16"

905°-910° L 184 1/2 1/2"x5/16"

910°-915° L 185 1/2 1/2"x5/16"

915°-920° L 186 1/2 1/2"x5/16"

920°-925° L 187 1/2 1/2"x5/16"

925°-930° L 188 1/2 1/2"x5/16"

930°-935° L 189 1/2 1/2"x5/16"

935°-940° L 190 1/2 1/2"x5/16"

940°-945° L 191 1/2 1/2"x5/16"

945°-950° L 192 1/2 1/2"x5/16"

950°-955° L 193 1/2 1/2"x5/16"

955°-960° L 194 1/2 1/2"x5/16"

960°-965° L 195 1/2 1/2"x5/16"

965°-970° L 196 1/2 1/2"x5/16"

970°-975° L 197 1/2 1/2"x5/16"

975°-980° L 198 1/2 1/2"x5/16"

980°-985° L 199 1/2 1/2"x5/16"

985°-990° L 200 1/2 1/2"x5/16"

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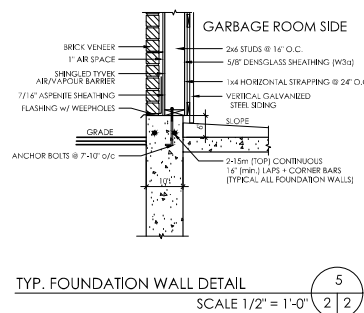
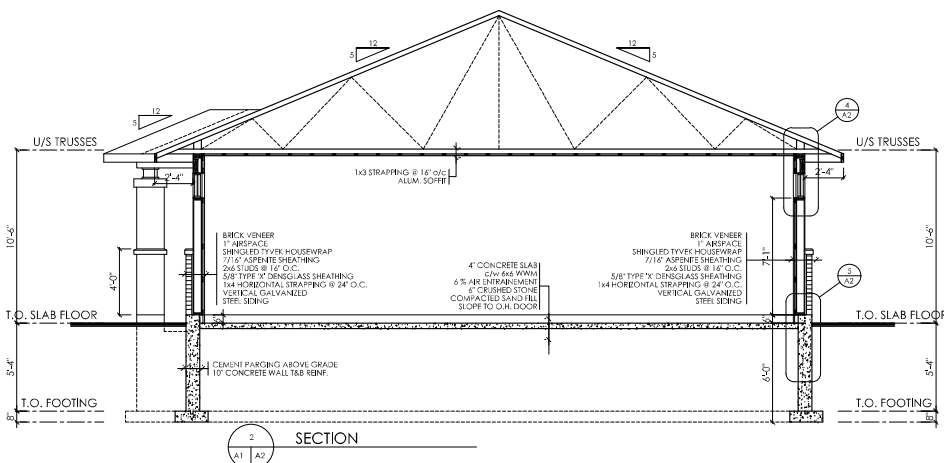
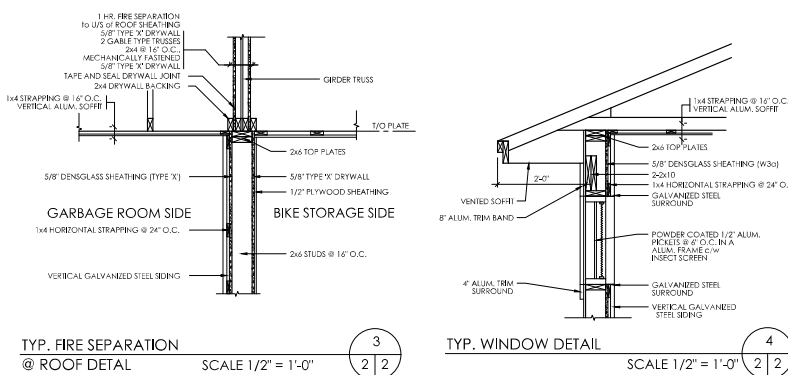
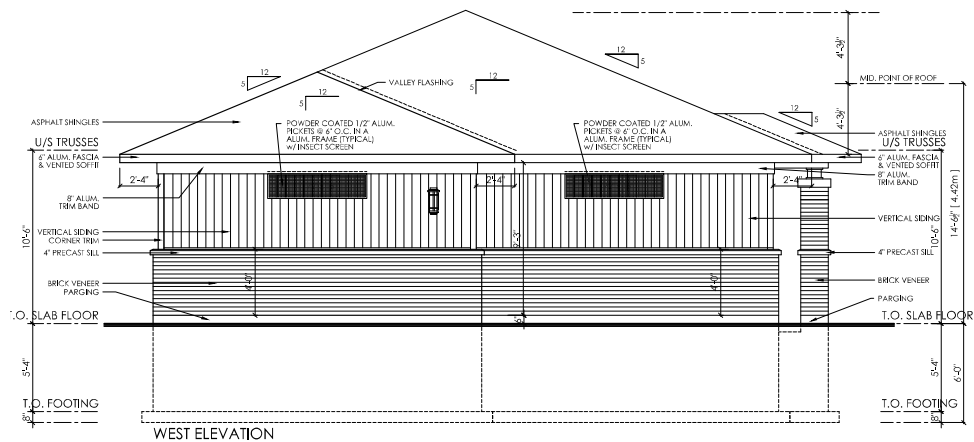
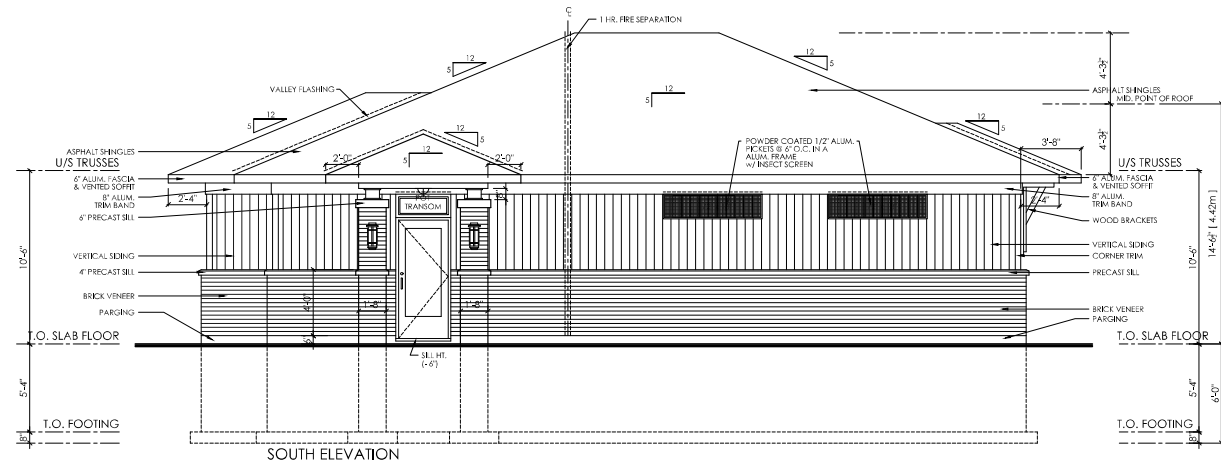
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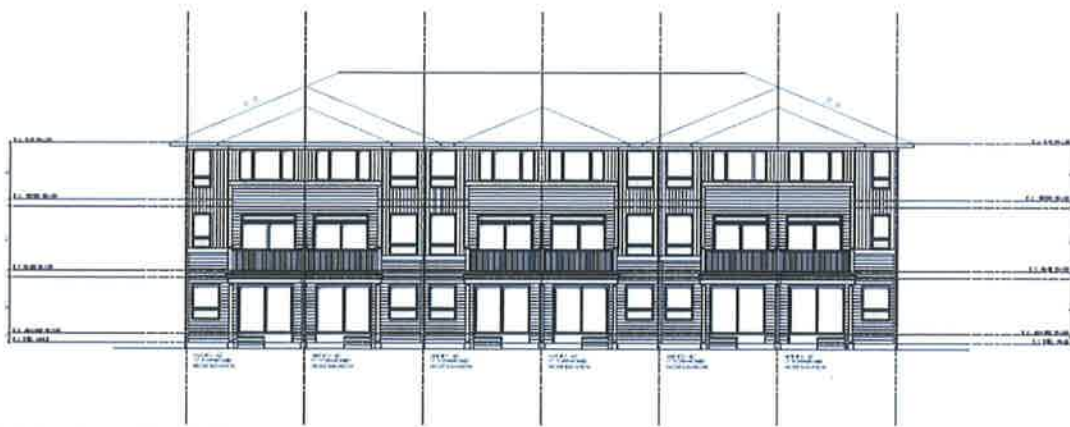
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Appendix C – Building Elevation



Townhouse – Back 2



Back-to-Back Townhomes Front Entrance



Back-to-Back Townhouses



Back-to-Back Townhouses – Side Elevation