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Draft Plan of Subdivision & Zoning By-law Amendment 788 River Road & PIN 045891862

Planning Rationale and Integrated Environmental Review Statement

788 River Road & PIN 045891862

**PLANNING RATIONALE AND INTEGRATED ENVIRONMENTAL REVIEW STATEMENT
IN SUPPORT OF DRAFT PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT
APPLICATIONS**

Prepared For:

Nicolls Island Holdings Inc.

c/o Regional Group

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August 5, 2020

Novatech File: 116037

Ref: R-2020-005

August 5, 2020

City of Ottawa
Planning, Infrastructure and Economic Development Department
110 Laurier Ave. West, 4th Floor
Ottawa, Ontario
K1P 1J1

Attention: Ms. Tracey Scaramozzino, Planner II

Reference: 788 River Road & PIN 045891862
Planning Rationale and Integrated Environmental Review Statement

Our File: 116037

Novatech has prepared this Planning Rationale and Integrated Environmental Review on behalf of the Nicolls Island Holdings Inc. to support their Draft Plan of Subdivision and Zoning By-law Amendment applications for 788 River Road & PIN 045891862.

Nicolls Island Holdings Inc. intends to develop 27 Lots for detached houses and four Blocks for 27 townhouses on the site as part of their Draft Plan of Subdivision application. The Draft Plan contains two new public streets that will ultimately be extended through future development lands to the south that are owned by others. A Zoning By-law amendment is required to rezone the lands from Development Reserve (DR) and Residential First Density (R1). A residential zoning suitable for the proposal is required.

Should you have any questions or comments, please do not hesitate to contact me.

Sincerely,

NOVATECH



James Ireland, BUPD
Project Planner

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1.0 | INTRODUCTION

Novatech was retained by Nicolls Island Holdings Inc. to prepare a Planning Rationale in support of a Draft Plan of Subdivision application and Zoning By-law Amendment application to permit the development of lands municipally known as 788 River Road & PIN 045891862 (hereafter the 'subject site'). The subject site is legally described as PT LT 23 CON BFRF GLOUCESTER PART 2, 5R494 ; GLOUCESTER (788 River Road) and PART LOT 23, CONCESSION BROKEN FRONT,(RF) GLOUCESTER BEING PART 1 ON PLAN 4R-30806 CITY OF OTTAWA (PIN 045891862).

At the pre-application consultation on May 15, 2019, the City of Ottawa required that compliance with the Riverside South Community Design Plan (CDP) and the Building Better and Smarter Suburbs document be demonstrated in a Design Brief, which forms part of this rationale. An Integrated Environmental Review Statement (IERS), as required under Section 4.7 of the Official Plan, also forms part of this rationale.

2.0 | CONTEXT ANALYSIS

2.1 SITE LOCATION AND LOCAL CONTEXT

The subject site, shown in Figure 1 below, comprises two lots: 788 River Road, which is occupied by a detached dwelling and a 4.79 ha agricultural parcel to its west without a municipal address but with the Property Identification Number (PIN) 045891862. To accommodate the proposed layout, minor land transfers with the neighbouring property to the south are proposed, resulting in a total area of site of 4.79 ha. The site is generally flat, with a gentle slope from east to west. A less than 5m high slope separates it from the adjacent lower-lying RCMP campground located to the west. A tributary of the Rideau River flows along the northern edge of the site (referred to as the northern watercourse) and running north-south through the site is a linear drainage feature that outflows to the northern watercourse.

To the north is 760 River Road, a 15 ha vacant lot. On February 3, 2020 Claridge Homes Inc. submitted a Draft Plan of Subdivision application (City reference: D07-16-20-0003) to develop the land for 55 detached dwellings, with the remainder to be a stormwater management pond and open space. As of February 21 (the latest status update by the City), the comment period for the application is in progress. To the east are detached dwellings on lots that vary in size between 1500-3500m². To the south is 425 Nicolls Island Road, a 10.2 ha lot with an apparently abandoned house in its south west corner. To the west is the Long Island Recreational and Conference Centre (an RCMP facility) and the Rideau River.

The site is part of the developing community of Riverside South, being 1.5km south of the Vimy Memorial Bridge and approximately 3.5km north of the historic village of Manotick. Reflecting the site's location, surrounding land uses include newly developed detached dwellings and townhouses and longer established detached dwellings on larger lots. There is a retail centre centred on an Independent Grocer supermarket 1.5km to the north on Earl Armstrong Road and retail centre centred on a Shoppers Drug Mart 3km to the south.



Figure 1: Subject Site (Image Source: GeoOttawa)

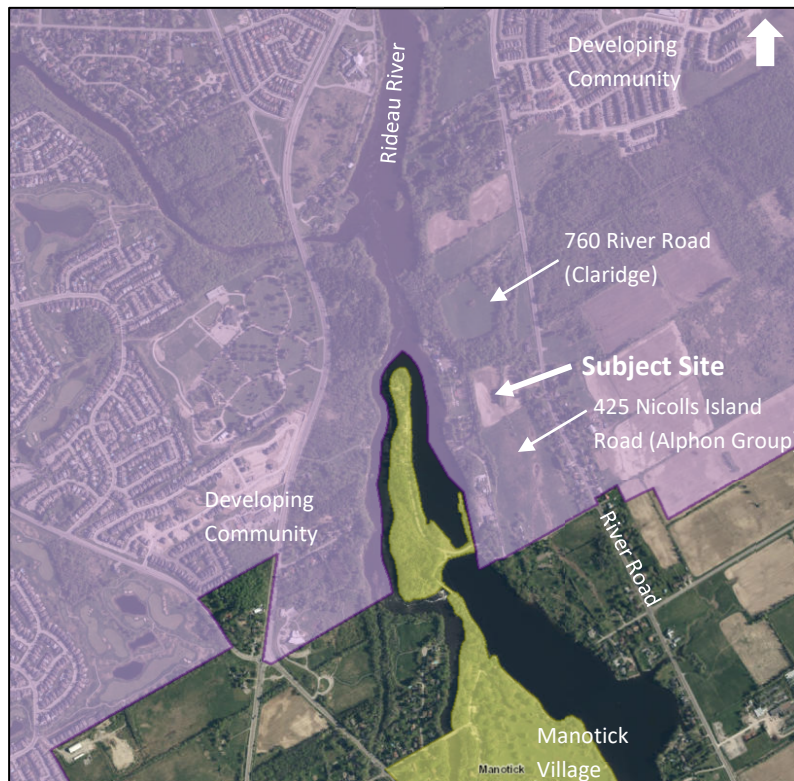


Figure 2: Surrounding Land Uses (Image Source: GeoOttawa, 2018)

2.2 PLANNING CONTEXT

2.2.1 CITY OF OTTAWA OFFICIAL PLAN

The subject site is designated as General Urban Area on Schedule B (Urban Policy Plan) in the City of Ottawa Official Plan. Per Section 3.6.1 of the Official Plan, the General Urban Area permits the development of a full range 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.

Schedule C (Primary Urban Cycling Network) in the Official Plan designates River Road as a spine route, with a multi-use pathway (MUP) close to the western edge of the site and linking to River Road.

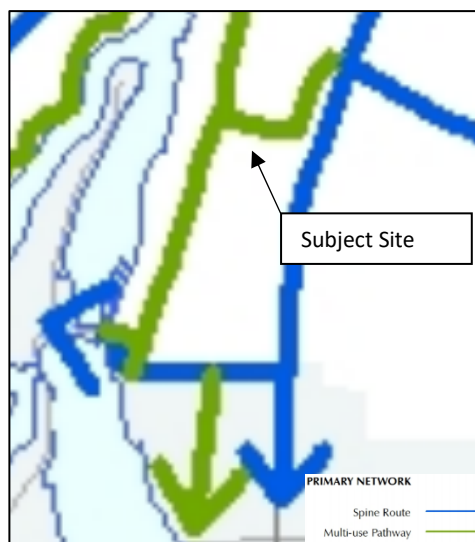


Figure 3: Excerpt of OP Schedule C (Primary Urban Cycling Network)

Schedule D (Rapid Transit and Transit Priority Network) shows that the subject site is 2km from the Riverview Bus Rapid Transit (BRT) Station and Park-and-Ride along Earl Armstrong Road.

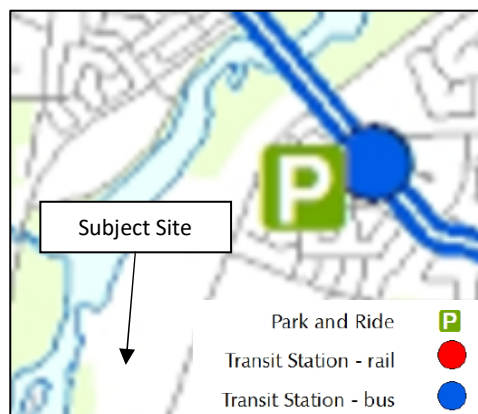


Figure 4: Excerpt of OP Schedule D (Rapid Transit and Transit Priority Network)

Schedule E (Urban Road Network) designates River Road as an Arterial Road. It has an approximately 34 metre right-of-way and no sidewalks. Annex A (Road Classification and Rights-of-Way) in the Official Plan requires a 37.5m right-of-way for this section of River Road. This is shown on the Draft Plan along with a proposed widening shown as Block 35.

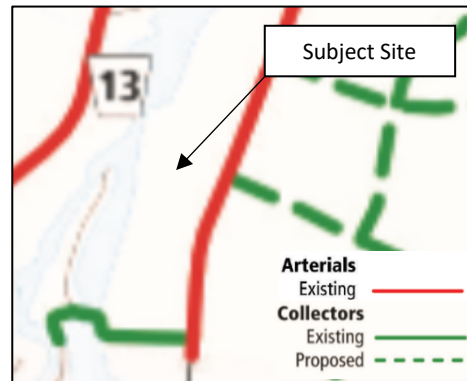


Figure 5: Excerpt of OP Schedule E (Urban Road Network)

Schedule K (Environmental Constraints) shows the subject site adjacent to an area of potential unstable slopes along the Rideau River. The blue lines shown on the Schedule K are watercourses.

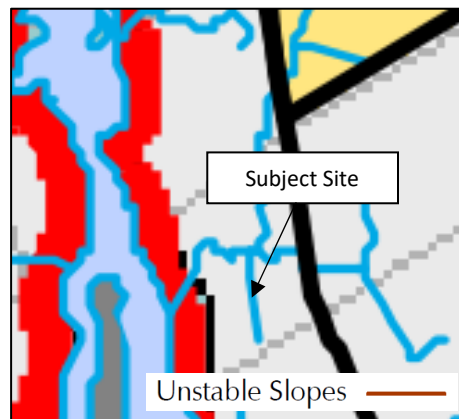


Figure 6: Excerpt of OP Schedule K (Environmental Constraints)

Schedule L1 (Natural Heritage System Overlay South) shows that no identified Natural Heritage System features are located on the subject site. There appears to be a floodplain to the west of the site below the ridge.

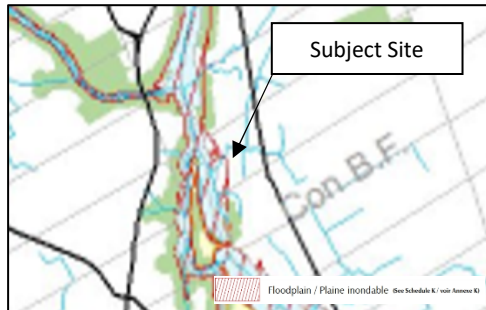


Figure 7: Excerpt of OP Schedule L2 (Natural Heritage System Overlay South)

Annex 10 in the Official Plan (Land Use Constraints Due to Aircraft Noise) shows that the subject site is outside the Airport Vicinity Development Zone and the Airport Zoning Regulations.

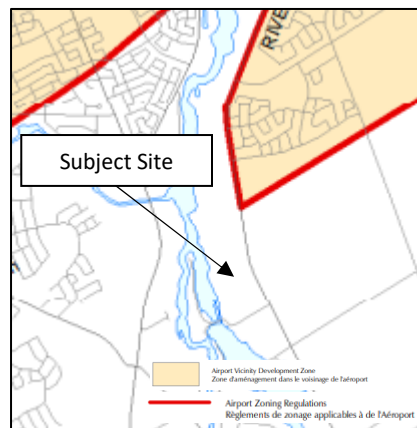


Figure 8: Excerpt of OP Annex 10 (Land Use Constraints Due to Aircraft Noise)

2.2.2 RIVERSIDE SOUTH COMMUNITY DESIGN PLAN

Annex 5 in the Official Plan (Urban Areas Subject to a Community Design Plan or Policy Plan) confirms that the Riverside South Community Design Plan 2005 (CDP) applies to the site. It is currently being translated into a Secondary Plan, but this has not yet been finalized. The proposed development conforms with the policies of the CDP, as discussed in Section 4.3 of this Rationale. The CDP study area is broken into eight geographic sectors. The subject site is situated within Sector 2, as shown in Figure 9 below. The site is classified as medium density in the currently available CDP.

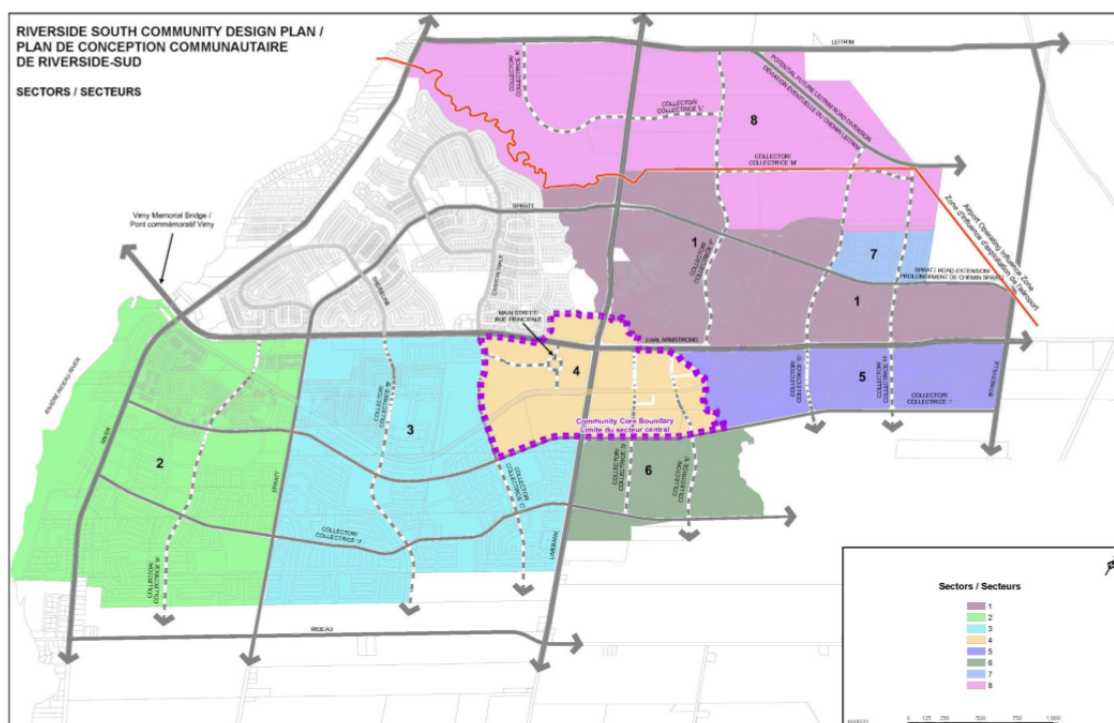


Figure 9: Riverside South Community Design Plan Sectors (Base Image Source: City of Ottawa)

In late 2019, Novatech on behalf of the Regional Group (the ultimate owner and developer of the site) made submissions to the City that the site should not be designated medium density residential but should be low density. The primary basis for our submission was that the site is not located close to transit or other services and these are important supporters of higher density. Furthermore, the constraints on the site suggest a lower density of development. The City accepted our submissions and confirmed in an email from Emily Davies, Planner II on October 9, 2019 that as part of the current translation of the CDP into a Secondary Plan, the site would be re-designated low density residential.

2.2.3 CITY OF OTTAWA ZONING BY-LAW 2008-250

The majority of the subject site is currently zoned Development Reserve (DR) with the exception of 788 River Road which is zoned Residential First Density (R1WW). The DR zone is a 'placeholder' zone used in CDP areas. The purpose of the DR zone reflects this: *'limit the range of permitted uses to those which will not preclude future development options'*. This proposal is an example of a future development option and is not one of the permitted uses in the zone. As such, the Development Reserve zone is no longer required, and rezoning will be necessary to enable the future residential development. The current R1WW zone is not suitable for the proposal as it does not permit townhouses.

See Section 3.1.2 of this Rationale for a description of the proposed zoning by-law amendment.

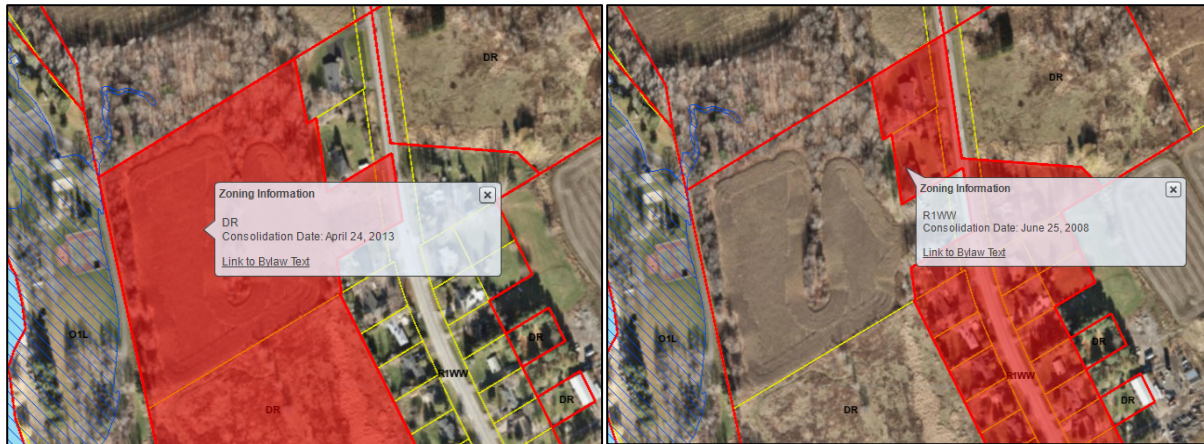


Figure 10: Existing Zoning (Image Source: GeoOttawa, 2018)

3.0 | THE PROPOSAL

3.1 PRE-APPLICATION CONSULTATION

A pre-application consultation meeting was held with City Staff on May 15, 2019 to discuss the proposed development and application submission requirements. It was determined that an application for draft plan of subdivision and an application for a zoning by-law amendment would be required. Comments were provided regarding engineering, planning, parks and environmental and tree considerations. These comments have been considered and integrated into the proposed design.

3.2 SITE LAYOUT

The layout of the subject site takes into consideration the site's constraints and opportunities. Lots are setback from the watercourses and slopes in accordance with the geotechnical report prepared by Golder dated February 2020 and the policies of the Official Plan and requirements of the Rideau Valley Conservation Authority (RVCA). Sufficient space is set aside to accommodate a future MUP planned by the City and a required pump station. It is not proposed to construct the MUP itself. Lots are located to capitalise on view of the Rideau River to the west and proximity to the natural area in the northern part of the site.

The street layout is logical and will enable connection to future development to the south and the continuation of a modified grid network. A combination of 27 single detached Lots and four Blocks for 27 townhouses are proposed. The detached dwellings are arranged around the perimeter of the site. Six will be on 50 foot wide lots and 21 on 42 foot wide lots. A range of bungalows and two storey models are available to suit each size lot. The townhouses are in blocks of three and are grouped in the central area of the development and on Street 1 intersection with River Road.

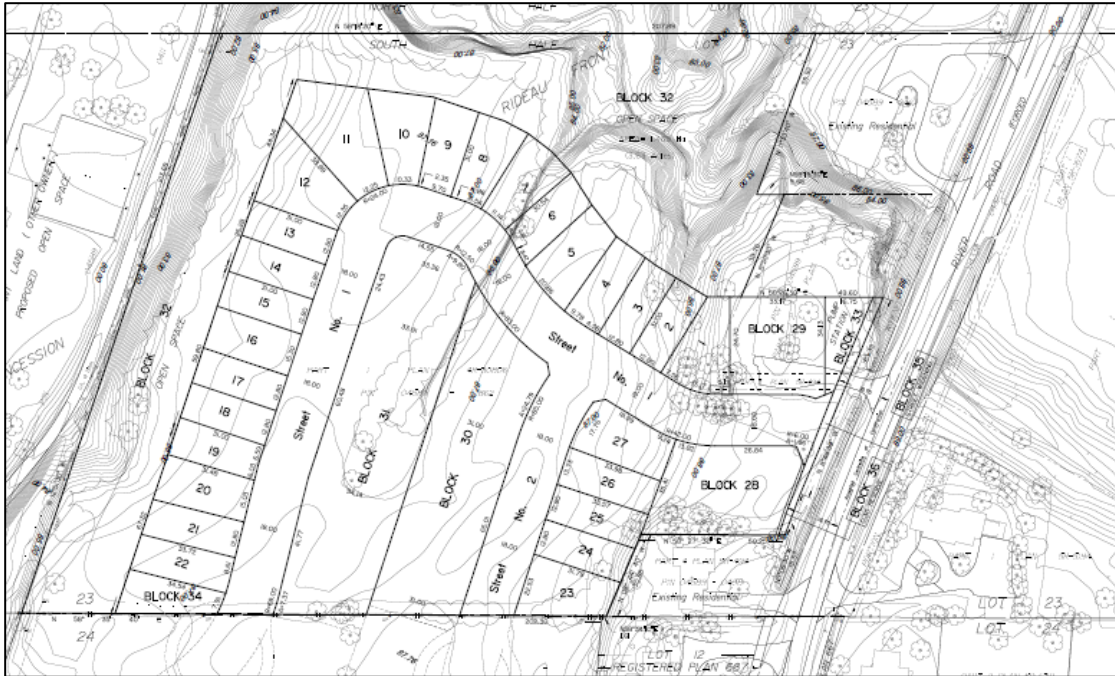


Figure 11: Excerpt from the proposed Draft Plan prepared by AOV

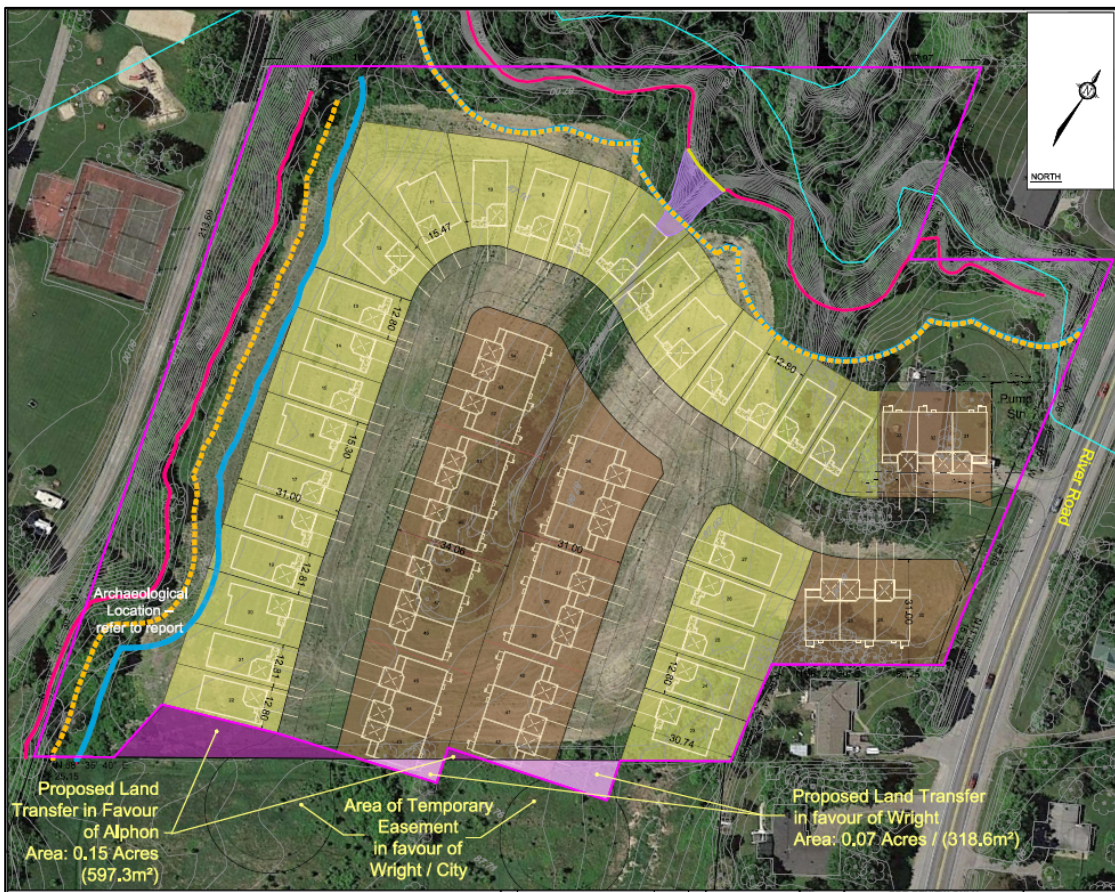


Figure 12: Excerpt from Constraints Plan prepared by Novatech

SITE ACCESS AND PARKING

Two new public streets provide access to the lots from River Road. One provides access from River Road into the site and then turns to terminate at the southern boundary. A second street branches off from this and also turns to terminate at the southern boundary. It is expected that both streets will connect into future development of the land to the south. Until this time, it is proposed that the two streets will either end in temporary cul-de-sacs or could be temporarily connected to each other with a loop. Either of these options will be discussed with the neighbouring property owner.

Section 101 of the Zoning By-law requires that 54 car spaces and 27 bicycle spaces are provided for residents and 11 car spaces for visitors. Each house will have a single garage with a driveway space in front of it (i.e 108 total car spaces plus bicycle parking) which meets the parking requirement. Additional visitor parking will be available on-street.

3.3 ZONING BY-LAW AMENDMENT

It is suggested that the whole site be rezoned the to Residential Third Density, Subzone Z (R3Z). The purpose of the zone is 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 proposal is consistent with purpose of the zone. It is appropriate to apply the 'Z' subzone as the subject site is part of the Riverside South developing community and this is an opportunity to promote more compact form and newer design approaches. Detached and townhouse dwellings are both permitted uses. The proposal meets all the provisions of the 'Z' subzone.

4.0 | POLICY JUSTIFICATION

4.1 PROVINCIAL POLICY STATEMENT 2020

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect on May 1, 2020. Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” the policies of the *Provincial Policy Statement* (PPS). The PPS is organized into three main policy sections: (1) Building Strong Healthy Communities, (2) Wise Use and Management of Resources, and (3) Protecting Public Health and Safety. The following sub-sections explain how the proposed development is consistent with the applicable PPS policies.

4.1.1 BUILDING STRONG HEALTHY COMMUNITIES

Section 1.1 of the PPS is focused on managing and directing land use to achieve efficient and resilient development and land use patterns. The relevant policies are addressed below:

Policy 1.1.1 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 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;*
- (f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- (g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- (h) promoting development and land use patterns that conserve biodiversity; and*
- (i) preparing for the regional and local impacts of a changing climate.*

The proposed development contributes to a healthy, liveable and safe community because it:

- **is a compact building form on a vacant lot within a developing area which minimizes land consumption and servicing costs;**

- diversifies the housing choice in the area to cater to people of all ages and life stages; and
- does not create environmental or public health and safety concerns or prevent the efficient expansion of settlement areas.

Policy 1.1.3.1 *Settlement areas shall be the focus of growth and development..*

The subject site is in the Settlement Area.

Policy 1.1.3.2 *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;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive; and*

The proposed development efficiently uses land and existing infrastructure. The provision of space for a possible future MUP supports active transportation. The addition of 54 households to the area will support existing transit on River Road.

Policy 1.1.3.6 *New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall 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 adjacent to residential development under construction and by introducing townhouses it increases the mix of residential types and densities available in the area which is currently dominated by detached dwellings on large lots.

Section 1.4 of the PPS provides policies on housing. The relevant policies are addressed below:

Policy 1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by: permitting and facilitating:*

- 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities;*

The proposed development offers a range of residential dwelling types and lot sizes to accommodate various needs. The addition of townhouses increases the mix of residential types and densities available in the area.

- (b) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

Appropriate levels of infrastructure and public service facilities exist to support the proposed residential development.

- (c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed*

The density of the proposed development represents an efficient use of land, resources, and infrastructure. It is not close enough to rapid transit (it is 2km to the BRT) to justify higher density development.

Section 1.5 of the PPS provides policies on public spaces, recreation, parks, trails and open space. The relevant policies are addressed below:

Policy 1.5.1 *Healthy, active communities should be promoted by:*

- (a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*

A modified grid pattern is proposed that will connect with development lands to the south. Due to the shape of the site, the road pattern will have an entry/exit street until the land to the south is developed. Sidewalks are provided to enable safe and convenient pedestrian movement through the site. Space is provided for a possible future MUP.

- (b) planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources*

The proposed development will contribute cash-in-lieu of parkland. There is open space immediately adjacent to the site and a park 350m to the south of the site.

Section 1.6 of the PPS provides policies on infrastructure and public service facilities.

Policy 1.6.3 *Before consideration is given to developing new infrastructure and public service facilities:*

- (a) the use of existing infrastructure and public service facilities should be optimized*

A Servicing Brief prepared by Novatech dated July 2020 details how the proposed development will utilize municipal sewage, water and stormwater services. Please see Section 5.2 for a summary of the report.

Section 1.8 of the PPS provides policies on energy conservation, air quality and climate change.

Policy 1.8.1 *Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

a) promote compact form and a structure of nodes and corridors;

The subject site is designated low density residential. Notwithstanding this, a more compact form is introduced by the 27 townhouses proposed (50% of the total).

b) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;

The proposed development improves the mix of housing uses in proximity to transit and the future BRT station. It has a residential designation, so employment uses are not part of the proposal.

4.1.2 WISE USE AND MANAGEMENT OF RESOURCES

Section 2.1 of the PPS provides policies on Natural Heritage.

Policy 2.1.1 *Natural features and areas shall be protected for the long term.*

The slopes at the north and west boundaries are protected by appropriately setting back development as per the Environmental Impact Statement and Geotechnical Report submitted with the application. Erosion is managed by directing stormwater away from these slopes into the municipal network and retaining the vegetation on the slopes.

Section 2.2 of the PPS provides policies on Water.

Policy 2.2.2 *Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.*

No sensitive surface or ground water features exist on or adjacent to the subject site.

Section 2.3 of the PPS provides policies on Agriculture.

Policy 2.3.1 *Prime agricultural areas shall be protected for long-term use for agriculture.*

The subject site is not located within or adjacent to prime agricultural land.

Section 2.4 of the PPS provides policies on Minerals and Petroleum.

Policy 2.4.1 *Minerals and petroleum resources shall be protected for long-term use.*

No mineral or petroleum resources exist on or adjacent to the subject site.

Section 2.5 of the PPS provides policies on Mineral Aggregate Resources.

Policy 2.5.1 *Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.*

No mineral aggregate resources exist on or adjacent to the subject site.

Section 2.6 of the PPS provides policies on Cultural Heritage and Archaeology.

Policy 2.6.1 *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*

Policy 2.6.2 *Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.*

Archaeological reports for both parts of the subject site by Golder Associates form part of this application. The report for the larger part of the site (788 River Road) is dated October 5, 2017 and for PIN 045891862 is dated February 28, 2020.

Policy 2.6.3 *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

The subject site is not adjacent to protected heritage property.

4.1.3 PROTECTING PUBLIC HEALTH AND SAFETY

Section 3.1 of the PPS provides policies on Natural Hazards.

Policy 3.1.1 *Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of:*

- a) hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
- b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
- c) hazardous sites.*

The proposed development is not occurring within or adjacent to natural hazard lands or sites.

Section 3.2 of the PPS provides policies on Human-Made Hazards.

Policy 3.2.1 *Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate*

operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.

Policy 3.2.2 *Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.*

The Phase 1 Environmental Site Assessment prepared by Golder Associates dated May 2019 forms part of this application. It is summarized in Section 5.1 of this rationale.

4.2 OFFICIAL PLAN

SECTION 4.2.1 – LAND USE DESIGNATION AND COMPATIBILITY

As stated in Section 2.2.1 of this rationale, the subject site is designated General Urban Area per Schedule B of the *Official Plan*. Section 3.6.1 of the *Official Plan* contains policies for this land use designation.

Policy 1 states that the *General Urban Area designation permits all types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.*

The proposed residential use and density is permitted within the General Urban Area

Policy 2 states that the *evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.*

The following demonstrates conformity with these policies of Sections 2.5.1 and 4.11.

SECTION 2.5.1 – URBAN DESIGN AND COMPATIBILITY

Section 2.5.1 of the *Official Plan* presents seven Design Objectives in the form of statements which express how the City wants to influence the built environment as the city evolves. The following is a list of the Design Objectives with a description below each regarding the proposed development:

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

Riverside South is a developing community with an emerging identity. The area surrounding the site is changing from rural and un-serviced residential uses to serviced urban residential. The natural features of the area – the watercourses and existing vegetation – are retained to give the place a distinct identity.

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

The proposed street-oriented single-detached and townhouse dwellings frame the public streets, creating a consistent setback to define public and private spaces. The open space to the north and west of the residential area will be delineated by appropriate fencing as a quality, useable space.

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

The modified grid street network that will connect to development to the south and a possible future MUP past the site creates a residential area that is safe, accessible and are easy to get to, and move through.

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

The proposed development has taken into consideration the surrounding existing and proposed developments to establish a consistent community identity. The proposed two-storey detached dwellings and townhouses respect the emerging built form of the community.

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. [OMB decision #2649, September 21, 2006]*

The proposed development introduces an additional housing option to the community to increase variety and choice for residents of all ages and life stages.

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

The proposed development has been designed with understanding of the existing natural conditions as discussed in the Integrated Environmental Review in Section 5 of this rationale.

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

The proposal includes 27 townhouses (50% of the total) which are a compact form of residential development which reduces land consumption.

SECTION 4.11 – URBAN DESIGN AND COMPATIBILITY IN REVIEW OF DEVELOPMENT APPLICATIONS

In accordance with Section 4.11 of the *Official Plan*, development applications will be evaluated against compatibility criteria to measure their appropriateness within the surrounding local context. The following is a compatibility analysis of the proposed development based on these criteria:

Views

The proposed development does not impact any public viewpoints.

Building Design

The proposed two-storey single-detached and townhouse dwellings are consistent with the low-density residential designation applied to the subject site.

Massing and Scale

The massing and scale of the proposed residential dwellings is consistent with the existing surrounding and proposed residential dwellings.

High-Rise Building

No high-rise buildings are proposed as part of the development.

Outdoor Amenity

The proposed development does not impact any existing private amenity areas. Each proposed single-detached and townhouse will have a rear yard private amenity area.

The proposed subdivision conforms to the Policies of the Official Plan for development in the General Urban Area, and with regard to design and compatibility.

4.3 SCOPED DESIGN BRIEF

Policy 1 in section 4.11 of the Official Plan (Urban Design and Compatibility) requires a Design Brief as part of a complete application, except where identified in the Design Brief Terms of Reference. The terms of reference state that a municipality can only request a Scoped Design Brief for a Zoning By-law Amendment application. At the pre-application consultation, the City required a (scoped) design brief that addressed compliance with the Riverside South CDP and the Building Better and Smarter Suburbs document. As per the terms of reference, these matters *inter alia* comprise Section 1 of a Scoped Design Brief and should be incorporated into the planning rationale. They are addressed below.

4.3.1 RIVERSIDE SOUTH CDP

The Subject Site is located within an area designated for low density residential development which has a density target of 22 units per hectare. The proposal has a net density of 23 units per hectare.

The CDP contains design guidelines. Those relating to community design and streetscape are applicable.

3.1 Community Design

3.1.3 Street and Block Pattern - In order to provide opportunities for residents to walk to local amenities, retail or to transit, blocks are designed to offer alternative routes and ease of orientation.

The proposal has a walkable curvilinear grid layout to adapt to topographical features, with block lengths in the 150m – 200m range. Sidewalks are provided to enable safe and convenient pedestrian movement through the site. Space is provided for a possible future MUP.

3.1.5 Development Adjacent to Existing Residential Lots

The subject site is immediately adjacent to two existing residential lots. The dwelling to the north is separated from new dwellings by a creek and open space (a separation distance of 50m+). The dwelling to the south will have a typical residential interface with the new dwellings with appropriate fencing as required.

3.2 Streetscape Guidelines

3.2.1 Building-to-Street Relationship

The proposed townhouses and singles on relatively narrow lots enclose the streetscape. The exact heights and setbacks of the proposed dwellings is unknown, but based on the 18m wide ROW, a desirable separation distance in keeping with the low-density nature of the development will be achievable.

The fronts of buildings should, wherever possible, be oriented to the street, be articulated to provide interest, avoid blank walls and have pedestrian-scale architectural features, such as functional porches and recessed garage design.

Dwellings will front the street in all cases, with windows to provide ‘eyes on the street’. Specific dwelling designs have not yet been settled, but homebuilders do typically provide products that are articulated to provide interest, avoid blank walls and have pedestrian-scale architectural features.

3.2.2 Road Typologies This section offers a summary of streetscape treatment according to road typologies as shown on Figure 19.

Local Roads These roads constitute the primary neighbourhood pedestrian, cycling and vehicular access network, and provide linkages to local destinations such as parks and schools.

The proposal only includes local roads. The specific requirements relating to trees will be determined at detailed design stage as a landscape plan was not required for draft plan approval. The pedestrian plan that forms part of this application shows pedestrian connections.

4.2 Natural Features (woodlots, valleylands)

The limits of development adjacent to the valleylands will be determined at the time of subdivision approval based on an Environmental Impact Study (EIS) and a geotechnical study.

The majority of this section refers to woodlots, which are not applicable here. In accordance with the section above the limits of development were determined based on the EIS and Geotechnical Study.

4.3.2 BUILDING BETTER AND SMARTER SUBURBS

“Building Better and Smarter Suburbs: Strategic Directions and Action Plan” was approved by the City of Ottawa Planning Committee in March 2015. The document is part of a larger initiative and action group

working to address the challenge of supporting land efficiency and functionality in new suburban subdivisions, while at the same time improving urban design and long-term cost effectiveness.

The document sets out four principles for suburban neighbourhoods: Suburban neighbourhoods will be (1) land efficient and integrated; (2) easy to walk, bike, bus or drive; (3) well designed and (4) financially sustainable. The BBSS report further defines nine core topic areas, each of which contains a set of objectives, strategic directions and an action plan for implementation. These are split in to two sections: better and smarter community plans and better and smarter streets.

The document is intended to guide policy for the City of Ottawa rather than as an assessment tool for individual development proposals. As such the document was considered during the development of the Riverside South CDP.

5.0 | INTEGRATED ENVIRONMENTAL REVIEW STATEMENT

Section 4.7 of the *Official Plan* states that: *design components will be considered as inputs into the development process and must be assessed and considered prior to establishing an initial design or lot pattern.* Section 4.7.1 states that *the integrated environmental review considers as a whole the significant findings from individual support studies ... [and] ensures that development proceeds in keeping with the analysis and recommendations of any watershed and subwatershed studies and federal or provincial environmental assessments documents, where applicable.*

The following technical studies have been prepared in accordance with Section 4.7 of the *Official Plan* and as per the City's recommendations at the pre-consultation meeting.

Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment was prepared by Golder Associates dated May 2019 . The ESA assesses past and present uses of the subject site and adjacent properties and identifies any environmental concerns that may impact the proposal. The ESA concludes that one potentially contaminating activity, a furnace oil underground tank at the dwelling at 788 River Road was identified and that a Phase II ESA is required for the Subject Site. A Phase 2 ESA would be undertaken as a condition of draft plan approval.

Environmental Impact Statement and Tree Conservation Report

An Environmental Impact Statement was prepared by Golder Associates dated February 2020 to assess the potential for any Species at Risk on the Subject Site. The report concluded that no negative impacts on the natural environment are expected to result from the proposed development. This conclusion is based on a number of recommendations. Please see the Environmental Impact Statement for details.

Servicing Brief

A Servicing Brief was prepared by Novatech dated July 2020 to detail the existing and proposed servicing conditions for the Subject Site. The report concludes that water, wastewater and stormwater systems

required to develop the Subject Site are designed in accordance with the MOE and City of Ottawa's current level of service requirements. Further, it provides sediment and erosion control techniques to be used during construction which will minimize harmful impacts on surface water. Please see the Servicing Brief for details.

Geotechnical Study

A Geotechnical Investigation was prepared by Golder dated February 2020 to determine the limit of hazard lands and general soil and groundwater conditions on the site. The report concludes that the Subject Site is adequate from a geotechnical perspective for the proposed development. Please see the Geotechnical Study for details.

Noise Control Feasibility Study

A Noise Control Feasibility Study was prepared by Novatech dated July 2020. The study evaluates the environmental impact of noise to the proposed residential development, the feasibility of mitigation measures, and recommends the appropriate noise attenuation measures. This study confirms the predicted outdoor noise levels for the proposed residential development from the surface transportation and stationary noise are in excess of the City of Ottawa's required criteria and are above the maximum tolerance per the City of Ottawa Environmental Noise Control Guidelines, January 2016. As such, a number of measures are proposed. Please see the Noise Control Feasibility Study for details.

6.0 | CONCLUSION

It is our assessment that the proposed development is consistent with the *Provincial Policy Statement 2020*, generally conforms to the *City of Ottawa Official Plan*, the *Riverside South Community Design Plan* and generally complies with the *Zoning By-law 2008-250* provisions as well as other relevant guidelines.

This planning rationale, along with the associated technical studies, supports the proposed development. The mix of detached dwellings and townhouses is compatible with existing and planned surrounding uses and functions well within the surrounding context. The suggested R3Z zone will ensure the implementation of the development as described in this rationale. It is an appropriate and desirable addition to the community and represents good planning.

Sincerely,

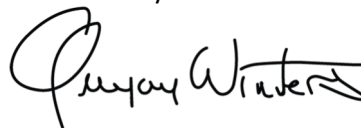
NOVATECH

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