



DILLON
CONSULTING

RIVERSIDE SOUTH DEVELOPMENT CORPORATION

Planning Rationale

Phase 12

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Acronyms, Abbreviations, Definitions

- A -

APEC – *Areas of Potential Environmental Concern*

- B -

BBSS – *Building Better and Smarter Suburbs*

- C -

CDP – *Community Design Plan*

- E -

EIA – *Environmental Impact Assessment*

ESA – *Environmental Site Assessment*

- O -

OP – *Official Plan*

OPA – *Official Plan Amendment*

- P -

PCA – *Potentially Contaminating Activity*

PPS – *Provincial Policy Statement*

1.0 Introduction

Dillon Consulting Limited ('Dillon') was retained by Riverside South Development Corporation ('RSDC') to prepare a planning rationale to assess the appropriateness of a **Zoning By-law Amendment ('ZBLA') and Plan of Subdivision for the proposed Riverside South Phase 12 Development** (subject property). The subject property is split into two parcels, located at 708 River Road and the adjacent 720 River Road in the north, and 750 River Road in the south (Part of Lots 20, 21 and 22 and Part of the Road Allowance between Lots 20 and 21). The location of the subject property is shown in **Figure 1: Location Map**.

This report assesses this development with the Provincial Policy Statement ('PPS'; 2020), the City of Ottawa Official Plan ('OP'), and the Riverside South Community Design Plan ('CDP') to determine whether the development is consistent with these policies, is appropriate, and represents good planning. The Riverside South CDP was updated in 2016. The update was implemented by City Council on June 22, 2016, through City of Ottawa By-Law No. 2016-220, By-law No. 2016-221, and By-law No. 2016-222, which constituted Official Plan Amendment ('OPA') No. 171, OPA No. 172, and an amendment to Zoning By-law No. 2008-250. An update to the CDP (2018) is currently being worked on but does not yet have status.

The total proposed development of this approximately 22ha site would include 258 residential units, comprised of single detached units, townhouse dwelling units, and apartments. In addition, the development would include two parcels dedicated for open space. The two parcels of the subject property are approximately 171 metres apart.

2.0 Existing Conditions: Subject Lands & Surrounding Area

As indicated above, RSDC is proposing to develop this approximately 22ha site south of Earl Armstrong Road and west of River Road. The following sections provide a brief summary of the existing land uses within the property and in the immediate surroundings.

2.1 Subject Lands

The subject property consists of vacant rural land, and the majority of the site was previously used for agricultural purposes. Between the north and south site, there are some privately owned residential lots – two residential lots that extend from River Road to the Rideau River, and two residential lots that extend approximately 46m back from River Road.

Property Information

The following provides an overview of the property information:

Owner: Riverside South Development Corporation

Address: 708 River Road, the adjacent 720 River Road (northern parcel), and 750 River Road (southern parcel).

Lot and concession number: Part of Lots 20, 21 and 22 and Part of the Road Allowance between Lots 20 and 21, Broken Front Concession (Rideau Front)

Property Identification Number(s): 045891865, 045891866 (the Property Identification Number for 720 River Road was not readily available on geoOttawa)

Zoning: Development Reserve Zone, Development Reserve 1 Subzone

OP designation: General Urban Area



Phase 12 lands, 2014

2.1.1 Location of the Subject Property

The subject property is located within the area of the Riverside South CDP. The subject property is comprised of two parcels. The municipal addresses are 708 River Road and the adjacent 720 River Road ('northern parcel'), and 750 River Road ('southern parcel'). The northern parcel is located south of Earl Armstrong Road and west of River Road. The southern parcel is located west of River Road.

The northern and southern parcels are separated by two large private lots that are located between River Road and the Rideau River. There are an additional two lots located along River Road between the two parcels, but they only separate the two parcels for a portion of the distance between River Road and the Rideau River. See **Figure 1** for the location of these lots.

The subject property is in the southwest portion of the Riverside South CDP Area, identified in the CDP as Sector 2.

Figure 1 shows the two parcels making up the subject property.



Figure 1: Location Map

2.2 Surrounding Area

2.2.1 Existing Residential & Rural Uses

There are a total of five existing residential properties fronting on the west side of River Road. Four of these existing residential properties are located between the north and south parcel, which are owned by others and are not part of the subject property. The fifth existing residential property lies within the southern portion of the northern parcel, and it has been incorporated into the draft Phase 12 subdivision plan (dated December 18, 2020) as Block 69.

Across from the northern parcel is an existing subdivision, while across from the southern parcel is a planned subdivision (i.e., Phase 15-1) that is currently under construction.



Existing residential property between the north and south parcels

2.2.2 Other Phases of Riverside South Development

The residential community of Riverside South is largely established on the north side of Earl Armstrong Road, with some development beginning to be phased-in south of Earl Armstrong Road. Riverside South Phase 9, another residential development, is located directly east of the site between River Road and Spratt Road. Phase 15-1 is located opposite the southern parcel of the proposed Phase 12 development.

2.3 Transportation System

The subject property fronts onto River Road, at the eastern edge of the site. River Road is classified as an Arterial and a Scenic Route in the City of Ottawa OP. River Road intersects with Earl Armstrong Road north of the parcel. Earl Armstrong is the main east-west artery for the Riverside South Community. The planned future rapid transit corridor runs parallel to Earl Armstrong Road to the north of the site, with the closest stop proposed located midway between River Road and Spratt Road. This can be seen in **Figure 8**. One collector road is shown in the Riverside South CDP which terminates at River Road, opposite where the northern site is proposed. This is shown in the CDP as “Collector I” (major route).

2.4 Natural Features & Open Space

There are no significant natural features identified on the subject property. There is, however, a significant amount of open space along the Rideau River.

The subject property borders the Rideau River, which runs to the west of the property. Along the Rideau River, the land is listed in the CDP as being Open Space and Valley Land. This area also falls within the Rideau River flood plain, as seen in the City’s Zoning By-law 2008-250 Consolidation. The land slopes down towards the Rideau River from River Road. In the western portion of the southern parcel, there is land that is dedicated to stormwater management. These lands are also shown in the CDP.

3.0 Proposed Development

The following section describes the proposed Plan of Subdivision and the Zoning By-law Amendment.

3.1 Plan of Subdivision

The proposed 22ha subject property will include single-detached, townhouse, and apartment dwelling units, as well as areas for open space uses. The plan also includes a local and collector street network and sets aside space for street widening along the existing roads (River Road) that bound the property. The proposed development is illustrated in **Figure 2** and **Figure 3**.

Table 1 provides a summary of the proposed land uses contained within the plan, and **Table 2** (on the following page) provides a summary of the total number of proposed residential units by unit type.

Table 1: Summary of Uses

Proposed Uses	Quantity	Location
Residential (single dwellings)	91 full and partial blocks 91 dwellings	Northern parcel
Residential (townhouse dwellings)	4 full and partial blocks 55 dwellings	Southern parcel
Residential (apartments)	1 lot (Block 93) 112 Apartment Units	Northern part of north parcel
Open space (community parks multi-use pathway, stormwater management)	7 lots (Blocks 92, 94, 95, 96, 97, 106, and 107)	Northern parcel – between Blocks 91 and 93; immediately west of Blocks 69 to 91; and in the area along the Rideau River. Southern parcel – at the rear of the existing residential parcels; at the rear of Block 98 and along the Rideau River.
Local Roads 24m	Northern Parcel: Street No.1	Throughout site, providing access to residential blocks.
Local Roads 18m	Northern Parcel: Street No.1, Street No. 3 Southern Parcel: Street No. 1	Throughout site, providing access to residential blocks.
Local Roads 16.5m	Northern Parcel: Street No. 1, Street No. 3, Street No. 2	Throughout site, providing access to residential blocks.
Local Roads 14.8m	Northern Parcel: Street No. 1	Throughout site, providing access to residential blocks.

Table 2: Summary of Proposed Residential Units

Type of Units	No. of Units	Density
Detached dwellings	91	Low
Townhouse/Semi-detached dwellings	55	Low-Medium
Apartment Units	112	Medium
Total	258	---

The entirety of this development will comprise of residential units, two parks, a stormwater management pond, and open space along the River. Single detached dwellings will all be located together in the northern parcel. The townhouses will be located entirely within the southern parcel, and the apartment units will be located in a large block at the northern most part of the northern parcel.

There will be a network of local roads, being 14.8m, 16.5m, 18m, or 24m wide to service the residential blocks and link to the arterial road. The public streets will be designed in accordance with the City of Ottawa Standards for new roads, sanitary sewers and stormwater management for drainage.

Other uses on the site include:

- Two open spaces to be used as parks (Blocks 92 and 97), totalling 0.46ha, whereby the northern parcel and southern parcel will each contain one of the two open spaces.
- Open space along the Rideau River in the northern parcel; and,
- Open space along the Rideau River in the southern parcel with stormwater management lands.

The development will be on full municipal water and sanitary sewer servicing.

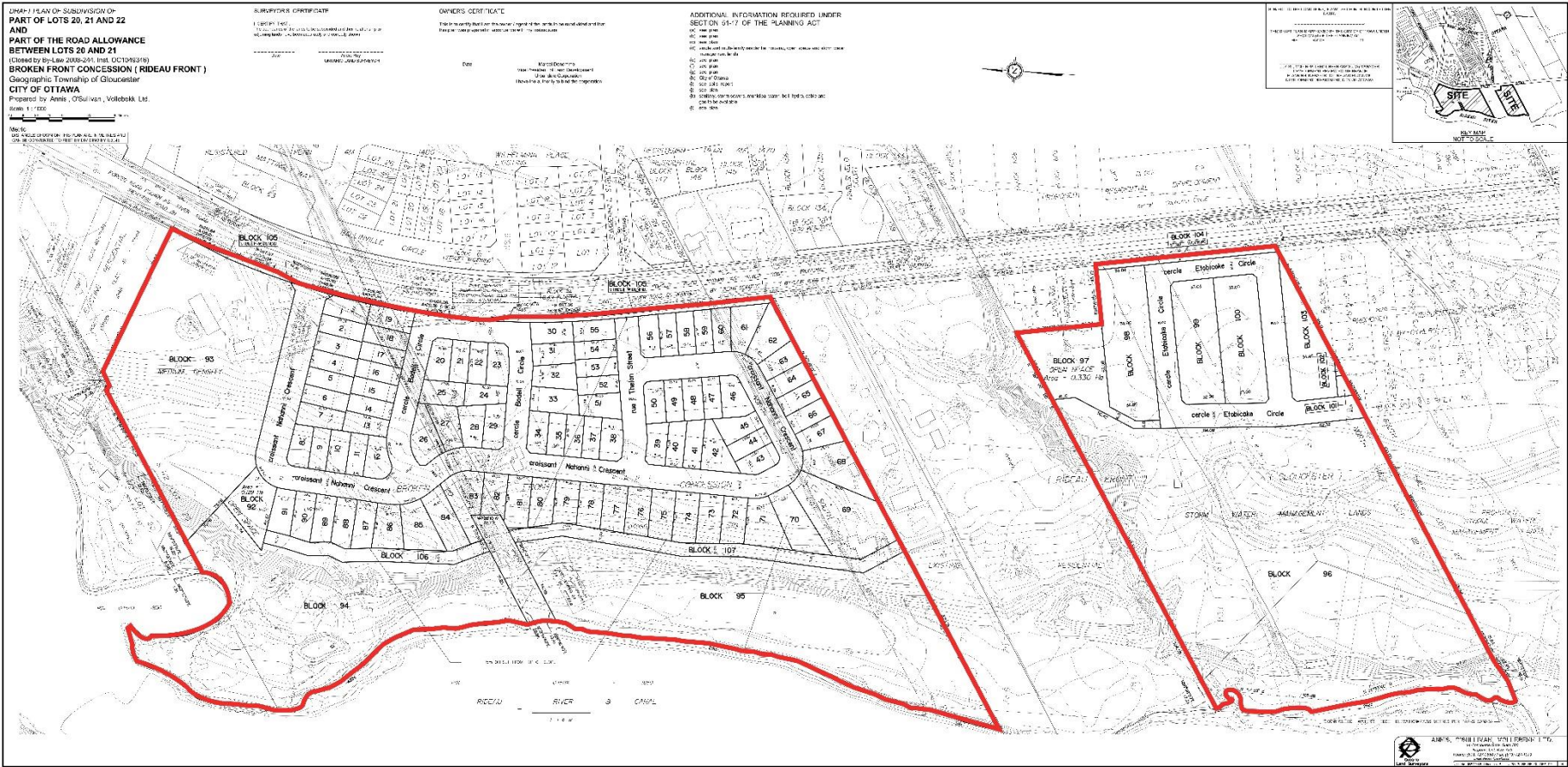


Figure 2: Draft Plan of Subdivision, dated December 18, 2020

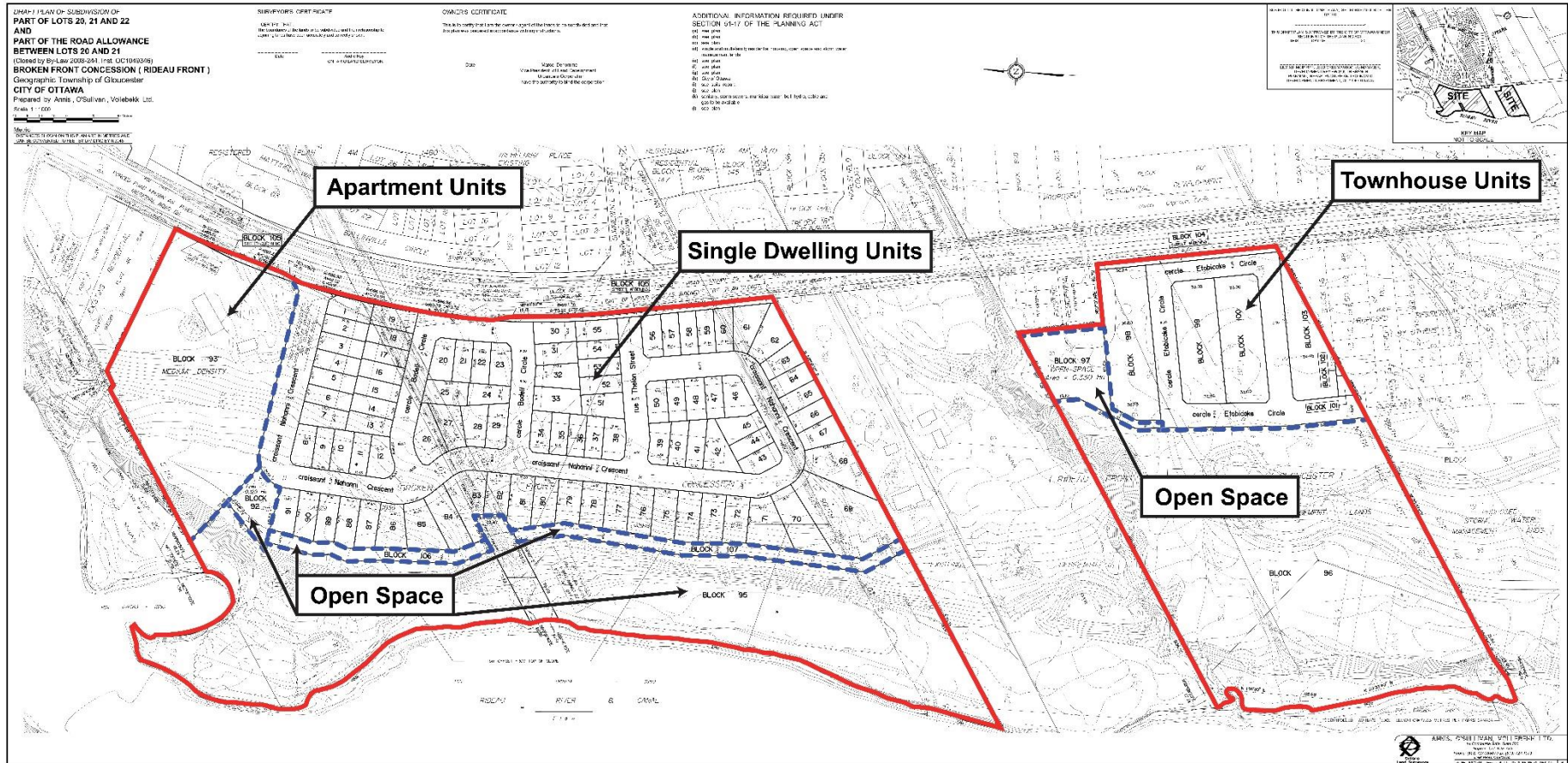


Figure 3: Summary of Proposed Development

3.2 Zoning By-law Amendment

3.2.1 Existing Zoning

The site is currently zoned as Development Reserve Zone (DR) and Development Reserve – Subzone 1 (DR1) (720 River Road only) in the City of Ottawa’s Zoning By-law 2008-250 Consolidation. The Development Reserve zoning category recognizes lands that are intended as areas for future urban growth that are designated as General Urban Area in the OP.

The residential area to the east of the northern parcel (Riverside South Phase 9) is zoned Residential Third Density – Subzone Z (R3Z). The Residential Third Density zone is intended to allow a mix of residential building forms ranging from detached to townhouse dwellings.

The residential area to the east of the southern parcel (Riverside South Phase 15-1, which is currently under development) is zoned Residential Fourth Density – Subzone Z (R4Z). The Residential Fourth Density zone is intended to allow a mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys.

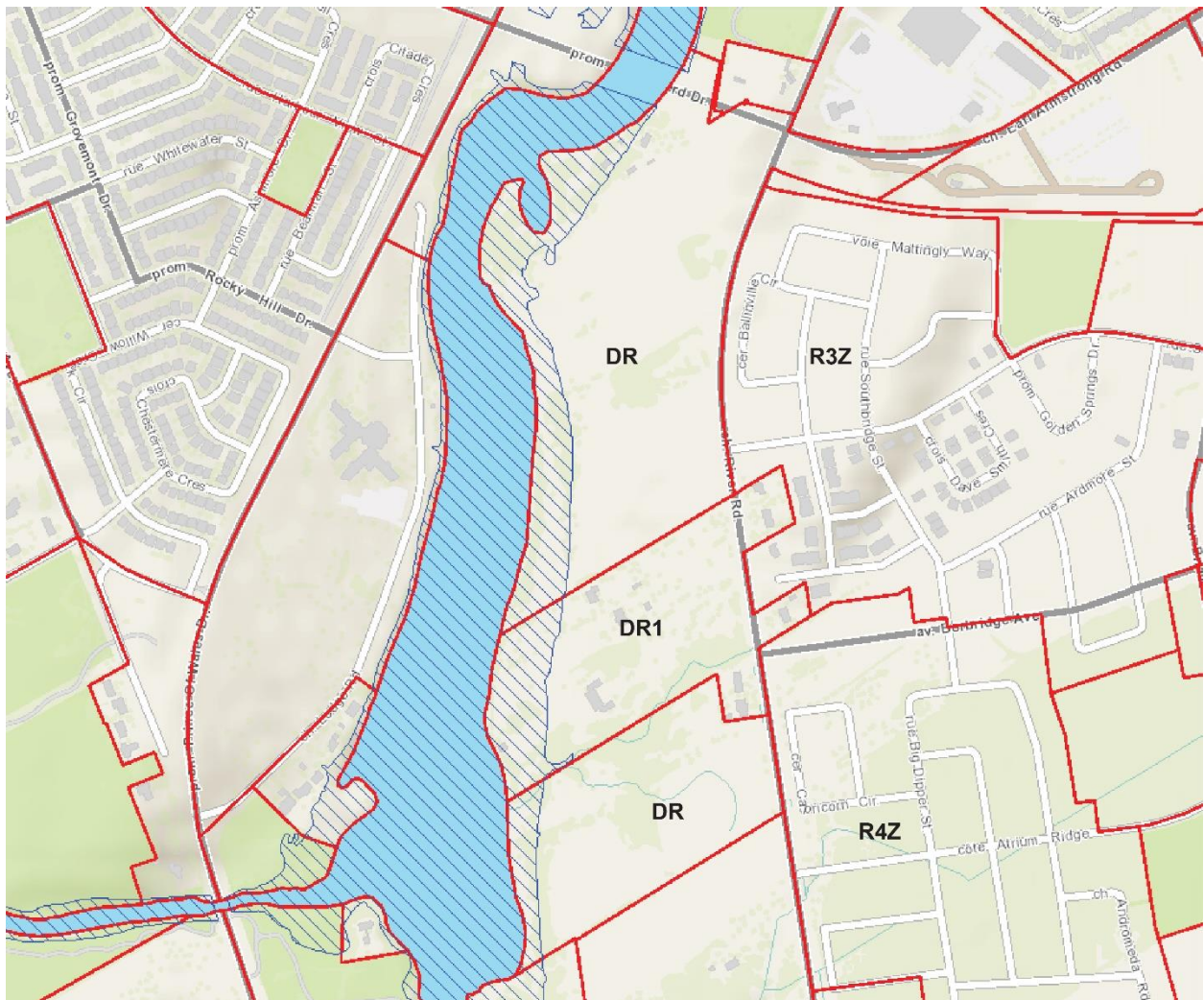


Figure 4: Current Zoning

3.2.2 Proposed Zoning

The proposed by-law amendment would re-zone the site as Residential Fourth Density – Subzone Z (R4Z) and Open Space (O1, O1C and O1R) (see Table 3 - Proposed Zones, and **Figure 5**).

These zones are in keeping with the anticipated progression of the Development Reserve Zone.

Table 3: Proposed Zones

Proposed Zone	Code	Purpose of Zone
Residential Fourth Density – Subzone Z	R4Z	A wide mix of residential building forms ranging from detached to low rise apartment dwellings.
Parks and Open Space	O1	Permits the use of parks, open space and variety of other related and compatible uses.
Parks and Open Space	O1C	O1C permits the use of parks only.
Parks and Open Space	O1R	O1R permits the use of environmental preserves and education areas and forestry operations only
Floodplain Overlay	--	Applies to land uses within an area affected by a floodplain to restrict development.

The two open spaces proposed as part of the subdivision will be rezoned as O1C. This zone permits the use of a park only.

The natural area to the west of the northern parcel that abuts the Rideau River will be rezoned as O1R. While this area is not to be developed and is protected as an environmental area, it cannot be zoned as an Environmental Zone, as it needs to be designated as such in the OP, which has identified the area as being in the General Urban Area (see **Figure 6**). Therefore, it is proposed to be rezoned O1R, which permits “environmental preserve and education area” and “forestry operation” and achieves the same uses as the Environmental Zone, as stated in Section 183 of the City’s Zoning By-law (2012-334).

The linear open space immediately to the west of the northern parcel and adjacent to the natural area along the Rideau River will be rezoned as O1, which is similar zoning used for portions of multi-use pathways abutting the river elsewhere in Riverside South.

The Storm Water Management lands identified in the western portion of the southern parcel, abutting the Rideau River, are proposed to be rezoned as O1. Storm water management uses are listed as a Utility Installation in the City’s Zoning By-law. As per Section 91 of By-law 2012-334 (Utility Installations), these uses are permitted in all zones. The recommendation to rezone this area as O1 is in keeping with how other stormwater management areas are zoned in the City of Ottawa.

The existing Zoning By-law also identifies the location of the Rideau River flood plain, as shown in **Figure 3**. This flood plain zoning extends onto parts of the subject property. As part of this rezoning, it is proposed that the flood plain remain as it is currently identified as part of the future zoning of the property.

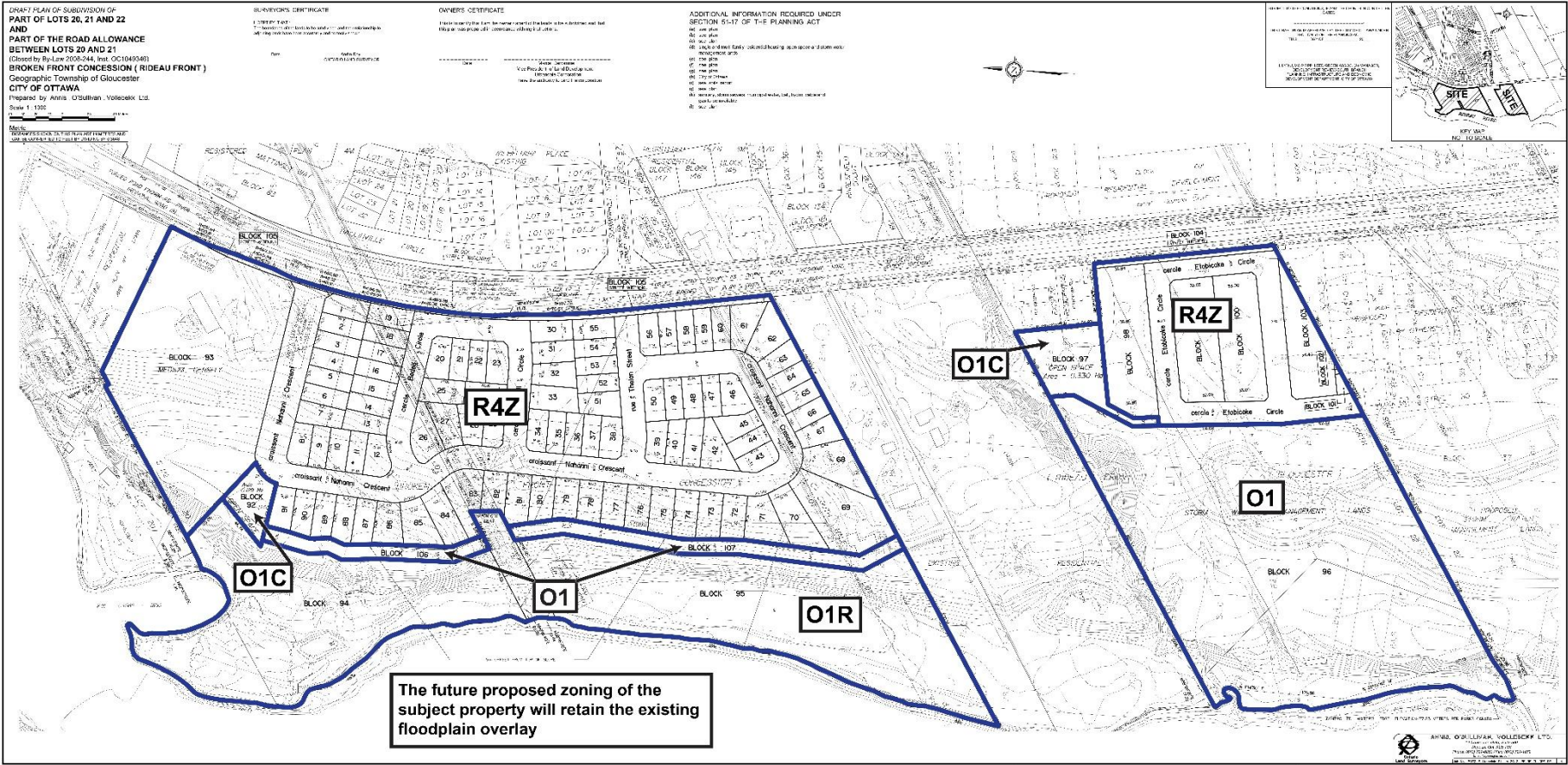


Figure 5: Proposed Zoning By-Law Map

4.0 Policy Context

The following sections assess the proposed development against the policies established in the PPS (2020), the City of Ottawa OP, and the Riverside South CDP.

4.1 Provincial Policy Statement (2020)

The PPS is issued by the provincial government under Section 3 of the *Planning Act* and provides direction on matters of provincial interest related to land use planning and development. The most recent version of the PPS has been in effect since May 1, 2020. This document is meant to be considered by planning authorities when making land use decisions, including in review of development proposals and in creating official plans.

The proposed development is consistent with the PPS (2020). The proposed development represents an efficient use of land and services (Section 1.1.3.6), supports the Settlement Area as the focus of growth (Section 1.1.3.1), is a natural expansion of the existing community (Section 1.1.3.6), and protects the natural environment and public health.

The Proposed Development will Support the Goals of the Provincial Policy Statement (2020)

The increase in density proposed by this development is consistent with the policies of the PPS (2020) regarding intensification and efficient use of land and existing or planned infrastructure and planned public service facilities. This development is in an area that has been identified by the City as an appropriate location for growth and intensification. It is located in the settlement area that is intended to be the focus of growth. Further, the proposal falls within a larger planned community of Riverside South, which is designed to prioritize rapid transit and has a road pattern that supports various modes of transportation. The Riverside South community will develop a vibrant neighbourhood centre and promote a range of housing types while protecting existing natural features.

In particular, this development:

- Provides a range and mix of residential uses as well as open space to meet the long term needs of residents (Section 1.1.1(b));
- Creates opportunities for recreation and services to meet the long term needs of residents (Section 1.1.1(b));
- Facilitates active transportation and community connectivity by planning and providing for a range and equitable distribution of publicly-accessible built and natural settings for recreation, including open space areas and linkages (Section 1.5.1(a) and (b));
- Is compact and makes efficient use of land and existing and planned infrastructure and public service facilities (Section 1.1.3.2(a));
- Is transit-supportive (Section 1.1.3.2(f));
- Is supportive of active modes of transportation (Section 1.6.7.4); and,
- Protects the Environment and Public Health and Safety by directing development away from the floodplain (Section 3.1.1).

4.2 City of Ottawa Official Plan (2003, as amended by OPA 150 and 180)

The City of Ottawa OP provides a vision and policy framework to guide growth in the city. The City undertook a 5-year review of the OP in 2013. This resulted in a wide-reaching OPA (OPA 150) that was subsequently approved by the Ministry of Municipal Affairs and Housing; however, several provisions of the OPA are currently under appeal at the Ontario Municipal Board. Further, the OP was amended by OPA 180, which was approved by the Minister in 2017 and is partly under appeal.

For the purposes of this report, the 2003 OP consolidation was used, with reference to the new policies in OPA 150 and 180.

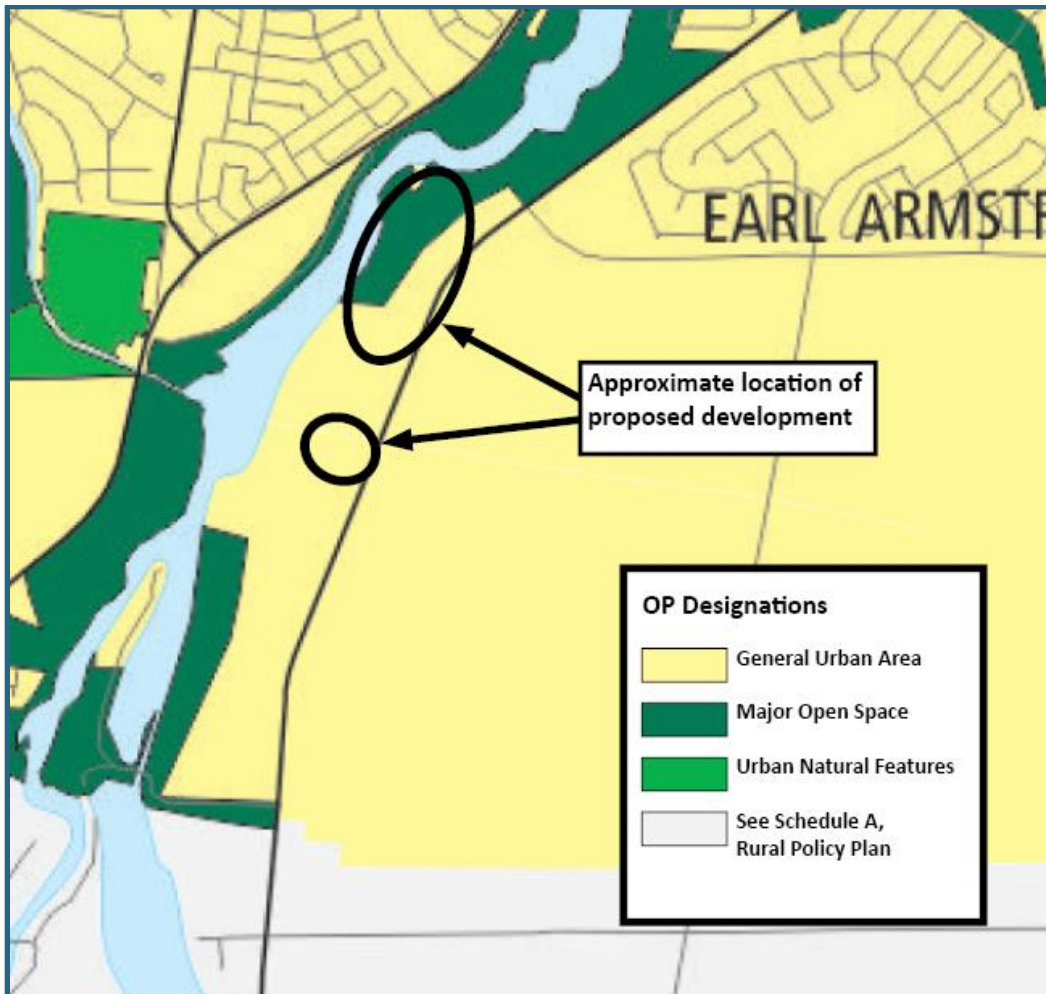


Figure 6: City of Ottawa OP, Urban Policy Plan (Schedule B)

The subject property is designated as General Urban Area, with areas closer to the Rideau River designated as Major Open Space. The purpose of the General Urban Area designation is to permit the development of a range of housing types to meet a variety of needs and in combination with conveniently located employment uses, retail uses, etc. (OP Section 3.6.1).

As required by the OP, the subject property is being developed in the context of implementing the Riverside South CDP. The CDP was prepared in accordance with the City's OP policy requiring the

preparation of such a plan to guide long-term development before construction can occur in an area designated as a “Developing Community”. The purpose of the CDP is to translate the principles of the OP to the community scale. The CDP was approved by City Council in 2005, was updated in 2010 and again in June of 2016. Further details about the CDP and the compliance of this proposal with its policies can be found in Section 4.4 of this report.

River Road, located towards the eastern portion of the subject property is designated as an ‘Arterial Road’ and a ‘Scenic-Entry Route’ in the OP. According to the OP (Section 4.6.4.), scenic-entry routes should be oriented and designed per the criteria for Arterial Roads but with additional attention to creating a safe and attractive environment. The OP indicates that the City intends to develop design guidelines for Scenic-Entry Routes, but it appears that they have not been developed yet.

The Proposed Development Meets the Objectives of the City of Ottawa Official Plan

In particular, the proposed development:

- Is located within an area that has been identified as appropriate for growth (Section 2.2);
- Will help the City accommodate projected growth (Section 2.2);
- Represents efficient provision of transportation infrastructure, water and wastewater infrastructure, and other municipal services (Section 2.3);
- Is easy to get to and to travel around on foot, by bicycle, transit and automobile (Section 2.3.1);
- Protects the Natural Heritage System (Section 2.4); and,
- Implements the Riverside South CDP (Section 3.6).

4.3 Building Better and Smarter Suburbs (City of Ottawa, 2015)

Building Better and Smarter Suburbs (BBSS) is an initiative led by the City of Ottawa. The goal of this initiative is to take the next step in improving the way new communities are designed in a context where suburban developments are now being developed at higher densities than previously. This trend reflects the successful implementation of the City’s policies around intensification and compact and efficient land use. At the same time, the higher density suburbs present new challenges in terms of certain land use conflicts and in terms of providing certain infrastructure and services.

BBSS identified the following principles for new suburban development:

- Land Efficient and Integrated;
- Easy to Walk, Bike, Bus or Drive;
- Well Designed; and,
- Financially Sustainable.

The Proposed Development Aligns with the City’s Strategies to “Build Better and Smarter Suburbs”

In particular the proposed development:

- Incorporates required sidewalks (viz., roads will be built in accordance with the right-of-way requirements in Section 3.2.2 of the Riverside South CDP, 2016 Update);
- Provides pedestrian access pathways (i.e., sidewalks) to River Road where appropriate; and,
- Attempts to limit the length of blocks to a maximum of 125m to support pedestrian movement (some blocks are longer than 125m, such as Street No. 1 in the northern parcel, due to the rectangular shape of the subject lands and an intent to achieve a desirable density of development).

4.4 Riverside South Community Design Plan (2016¹ Update)

As discussed, the Riverside South CDP is prepared in accordance with the policies of the City’s OP. The latest update of the CDP was approved by City Council in June of 2016.

The objectives for the Riverside South Community, as established in the CDP, are:

- To support transit-oriented development focused on the rapid transit corridor;
- To create land use and road patterns that support various modes of transportation;
- To maximize the benefits from existing natural features;
- To create a network of open spaces accessible to residents and visitors;
- 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;
- To encourage the development of an attractive, mixed use Community Core area; and,
- To advance BBSS directions.

The proposed development is in the southwest portion of the CDP (See **Figure 7**). The plan calls for low- and medium-density residential development. The land uses and distribution of these uses in the proposed development mirrors the CDP.

¹ Another update to the CDP began in 2018 (the finalized policy update is expected to be presented to the Planning Committee for consideration/recommendation for approval in Spring 2021), however the changes will primarily affect the undeveloped parts of the Riverside South community located east of Limebank Road.

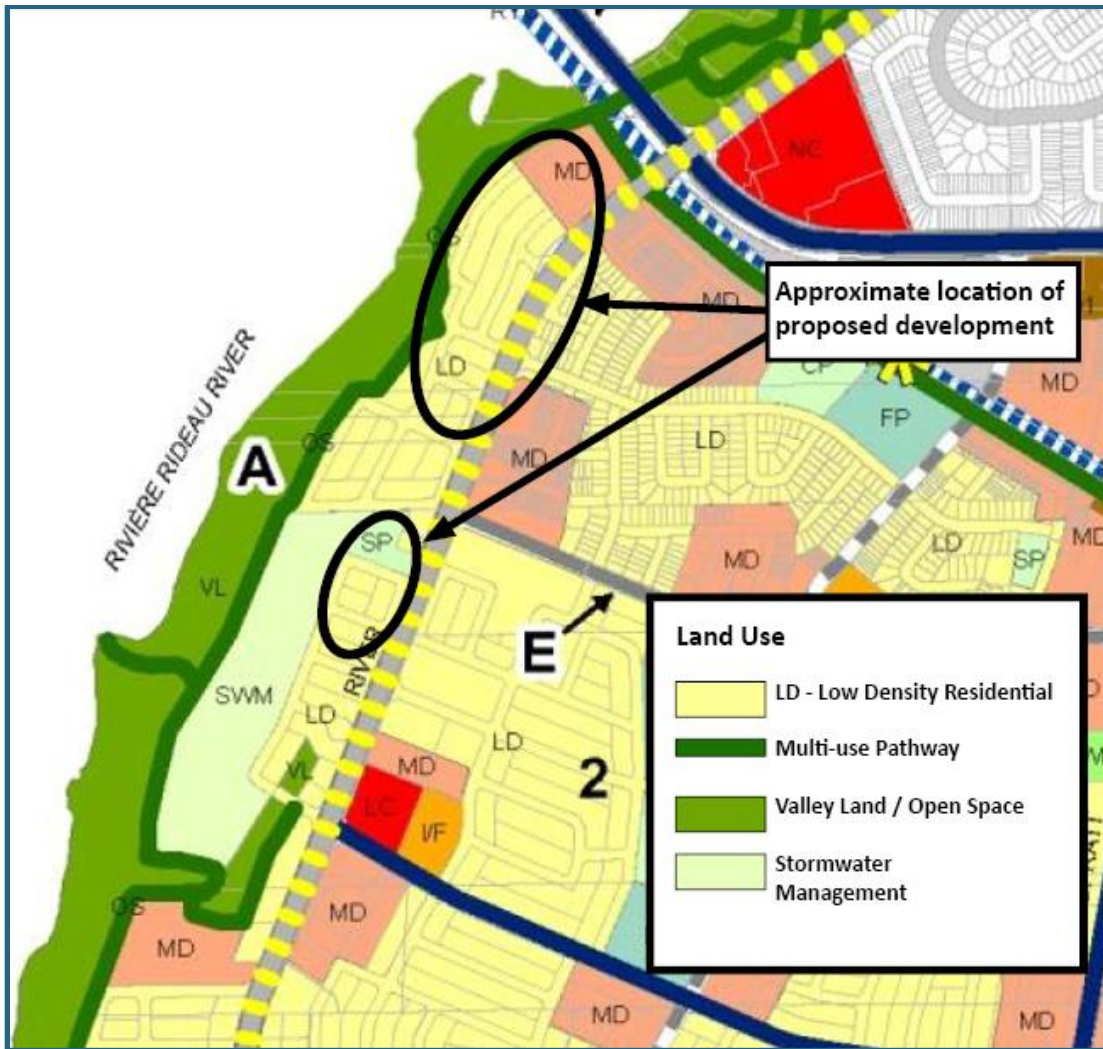


Figure 7: Riverside South Community Design Land Use Plan

4.4.1 Range of Residential Densities and Unit Types

The proposed development contains appropriate residential densities to achieve the community's goals and to facilitate the efficient use of infrastructure.

The minimum average density for ground-oriented units (including townhouses and single dwellings) as required in the OP and the CDP is 29 units per net hectare.

The total area of the subject site is 22ha, however a large portion of the subject property is constrained by the Rideau River floodplain, while another portion of the subject property is dedicated to stormwater management. As such, the buildable area is not 22ha; the area where residential lots, parks and new streets are proposed is approximately 12.27ha.

This proposed subdivision approaches the desired minimum density with 146 detached, semi-detached, and townhouse units on 10.23 net hectares, resulting in 14.27 units per net hectare. When the proposed apartment site comprising of 112 units on 2.04ha is factored in, the average density is 21.03

units per net hectare, which approaches the blended CDP average of 29 units per net hectare. It is worth noting that these density numbers also include the area for the new roads.

The CDP also calls for an overall mix of building types with a maximum of 60% detached and semi-detached dwellings, a minimum of 30% multiple dwellings and 10% apartments. Based on a total of 258 units, this proposed development contributes to this target by including 91 detached dwellings (35%), 55 semi-detached and townhouse dwellings (21%), and 112 stacked/apartment dwellings (43%).

The CDP indicates that this area should be largely low density with some medium density located close to Earl Armstrong Road. This proposed subdivision reflects the desired mix by placing the medium density in the location shown in the CDP and providing low density elsewhere.

While the proposed density and mix of dwelling types do not match what is stated in the CDP, the proposed development contributes to the overall mix and density for Riverside South. The CDP states that the “overall residential densities for the Riverside South Community achieves the (density) targets”. The targets are applied to the whole CDP and not on a sub-division by subdivision basis.

4.4.2 Distribution of Land Uses

The distribution of land uses – comprising residential and open space – reflects the distribution established by the CDP. The design of the community is focused on the rapid transit corridor, the open space system, and the organization of residential areas around community features. The CDP shows that low density and medium density development is expected for the subject property, and this has been provided.

4.4.3 Transit-Oriented Development

A portion of the proposed development falls within a 600m radius of a transit station along the planned rapid transit corridor. The corridor running parallel to Earl Armstrong Road is part of the planned bus rapid transit line that will connect to the south end of the Phase 2 LRT project. This Phase 12 development enhances the transit-supportive design of the CDP by providing medium density housing near the intersection of River Road and Earl Armstrong Road. These residents will have direct access to the transit station on Earl Armstrong Road. This is shown in **Figure 8**.

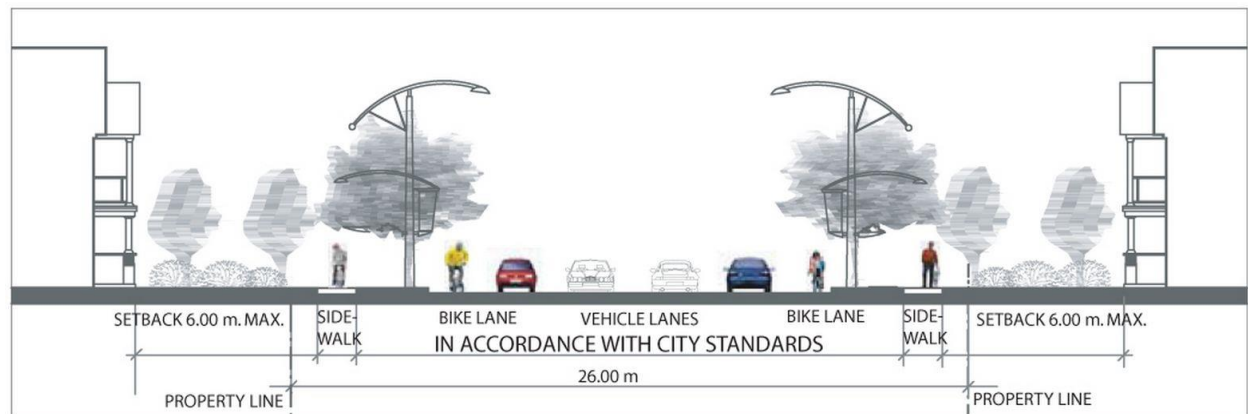


Figure 9: Riverside South CDP Cross-Section for 26m Road Allowances

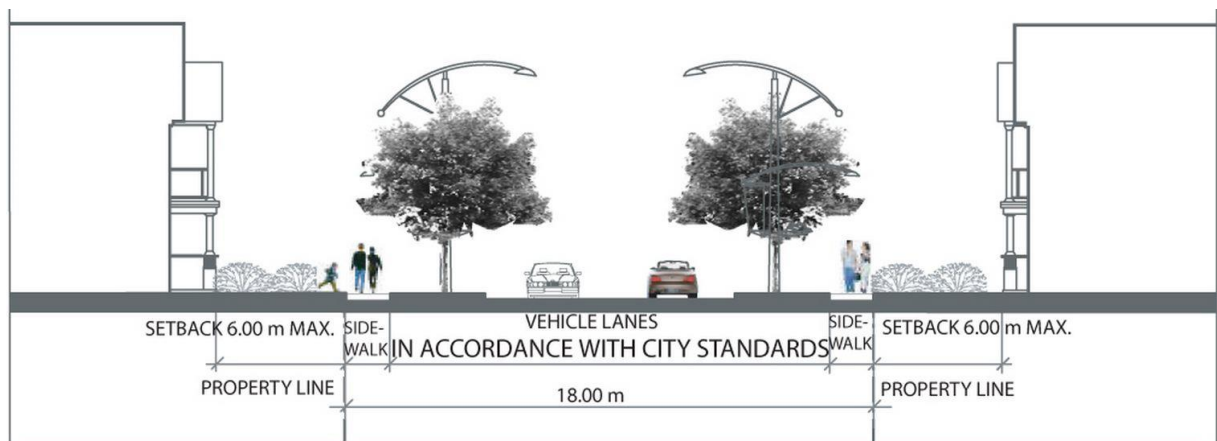


Figure 10: Riverside South CDP Cross-Section for 18m Road Allowances

4.4.5 Natural Features, Parks & Open Spaces

The subject property includes two lots dedicated for open space, totalling 0.46ha. One block of open space (Block 92, 0.129ha) is located in the northern parcel, and the other block (Block 97, 0.330ha) is in the southern parcel.

Blocks 94 and 95 are areas of open space located along the Rideau River. These areas are natural features and will be retained as part of the proposed development of the subject property. They are listed as Open Space and Valley Lands in the CDP and will retain this use.

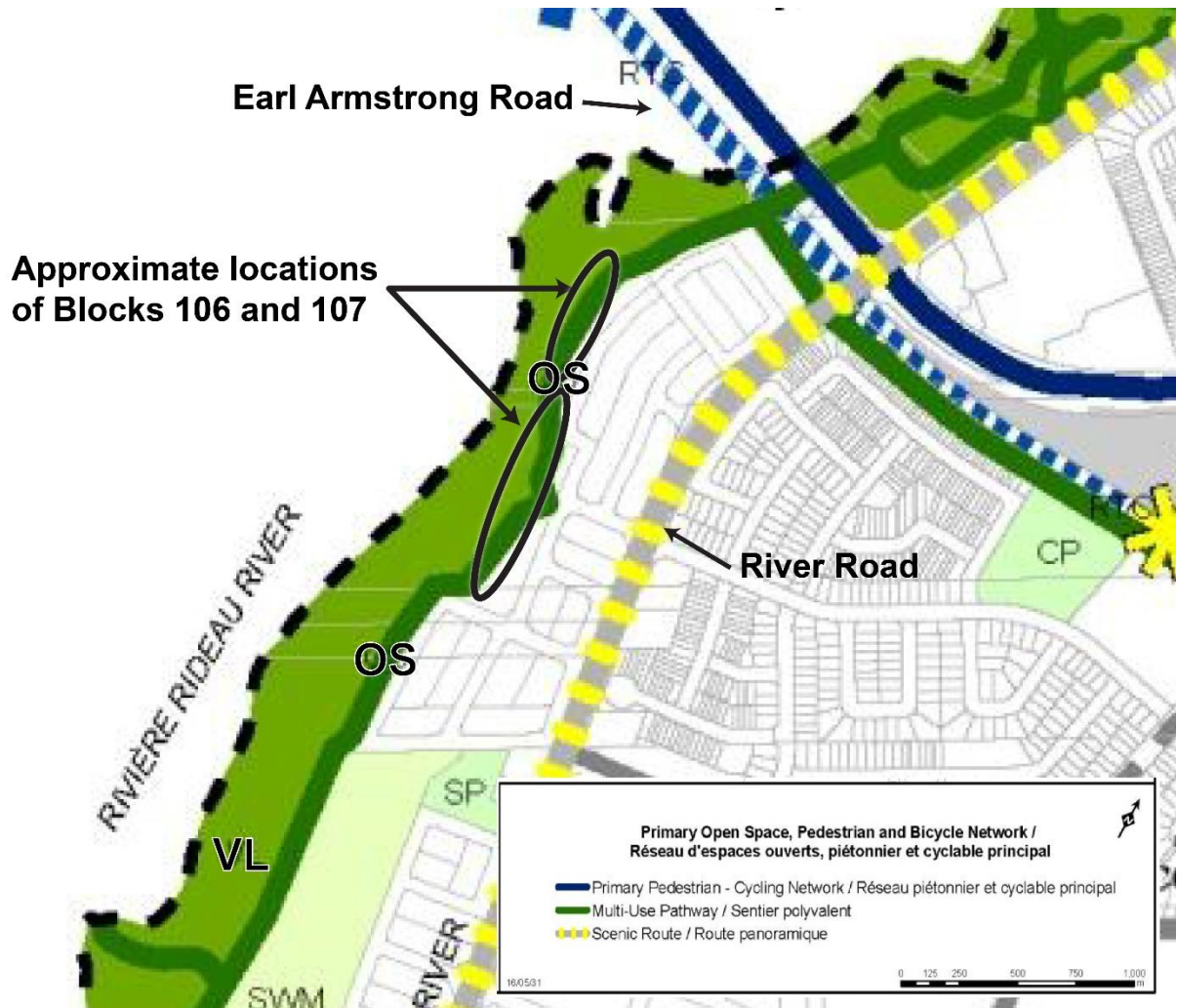


Figure 11: Primary Open Space, Pedestrian and Bicycle Network Map (adapted from Riverside South CDP, 2016)

Blocks 106 and 107 are linear areas of open space that run between the western blocks (Blocks 63 to 91) of the northern parcel and the open space along the river (Blocks 94 and 95). These blocks are planned to be developed into a multi-use pathway that will connect to the existing pathway north of Earl Armstrong Road to Pond 5, as well as to the larger pedestrian and bicycle network (**Figure 11**). They are listed as Open Space in the CDP and will retain this use.

The CDP recognizes stormwater management facilities as amenity features for the community, and it calls for designs that are safe, low maintenance, and well integrated. Stormwater management features are identified east of the proposed southern parcel of the subject property and are incorporated into the proposed development of the subject site.

4.4.6 Servicing

The proposed development will be brought onto municipal water and wastewater servicing in an efficient and coherent manner, as outlined in the Infrastructure Servicing Study for the Riverside South community.

The Proposed Development Respects the Riverside South Community Design Plan

In particular, the proposed development:

- Aligns with the land uses and distribution of land uses from the CDP;
- Provides open space in appropriate locations;
- Provides an appropriate mix of residential building types and densities; and,
- Meets roadway requirements including appropriate network design and specific infrastructure to support active transportation and transit.

5.0 Summary of Supporting Studies & Reports

The following section summarizes the conclusions of the other technical studies and reports that are required in support of this development application. The studies itemized were prepared based on a pre-consultation meeting with City of Ottawa Staff. For further details of the findings and recommendations, please refer to the individual reports.

5.1 Geotechnical Investigation, Paterson Group (November 2020)

This study presents the findings of geotechnical investigations on the general subsoil and groundwater conditions of the site and also on the stability of the slope along the eastern riverbank of the Rideau River. The report indicates that it “provides geotechnical recommendations pertaining to the design and construction of the subject development.”

The report found that the site is satisfactory from a geotechnical perspective for residential development.

5.2 Noise Control Feasibility Study, IBI Group (November 2020)

The Noise Impact Study was prepared in 2020 in support of the application. The report was prepared to determine the impact of roadway traffic on residential lands and has been prepared in accordance with City of Ottawa Environmental Noise Control Guidelines.

The report found that residential units that back onto or flank River Road are impacted by the 65 dBA noise contour. For residential buildings which are impacted by noise between 55 and 65 dBA, there will be a mandatory requirement (Type C or Type D) for the provision of central air conditioning to allow for windows and doors to remain closed. These will need to be determined during the detailed design phase.

With regards to outdoor noise levels, the report found that all outdoor areas that back onto or flank River Road were impacted and recommended the installation of noise barriers to reduce the noise impacts. A clause will need to be provided for residents (Type A or Type B) depending on the location of the residential property warning them of occasional noises between 55 and 65 dBA.

5.3 Assessment of Adequacy of Public Services, IBI Group (November 2020)

This report aimed to investigate and confirm the adequacy of public services for the proposed Phase 12 development. The report found that all major infrastructure that is needed to service the site already exists. The proposed development will be connected to the major infrastructure network to ensure adequate servicing of the site; this includes water supply, wastewater collection and disposal, and management of stormwater runoff.

5.4 Phase 1 Environmental Site Assessment (ESA), Paterson Group (January 2021)

This study determined that the subject site’s surrounding properties historically consisted of agricultural homestead use, and some Potentially Contaminating Activities (‘PCAs’) were identified to the northeast and to the west across the Rideau River on Lodge Road. Given their distances from the subject site, these PCAs are not considered to represent Areas of Potential Environmental Concern (‘APECs’). A site

visit was also conducted to assess the subject site and Phase I ESA study area, which confirmed that the subject properties were vacant and undeveloped, aside from a temporary sales centre, residential structures, and stormwater management pond. The study concluded that a Phase II ESA is not required for the subject site.

5.5 Environmental Impact Assessment and Tree Conservation Report, Dillon Consulting Limited (January 2021)

This study determined that the proposed Urbandale Corporation Phase 12 Development can be accepted, with the conditions that:

- Requirements under the *Endangered Species Act* will be addressed through the applicable processes, as required; and,
- “The mitigation measures ... will be implemented”.

5.6 Transportation Impact Assessment, IBI Group (November 2020)

The Transportation Impact Assessment (TIA) was prepared in accordance with the City of Ottawa’s TIA guidelines. The report only includes the screening and scoping components of the TIA and have been submitted to the City for review. Following the City’s review, the remaining components of the TIA will be prepared. This includes the forecasting and analysis component of the TIA. Following comments from the City on the subsequent components of the TIA, there may be need for a Functional Design Drawings and a Monitoring Plan.

The report also states that the “TIA Guidelines provide exemption considerations for elements of the Design Review and Network Impact components.” The remaining requirements for the TIA include:

- Development Design for new street networks (4.1.3);
- Transportation Demand Management (4.5); and,
- Network Concepts (4.8).

With respect to this Planning Rationale, it is presumed that the remaining steps required by the City’s 2017 TIA Guidelines 3 and 4 will be completed to the satisfaction of the City.

5.7 Stage 1 Archaeological Assessment, Golder Associates (February 2015)

The Phase 1 study determined that there are areas with high potential for aboriginal resources. The proposed development is also within 300m of the Rideau River, which is considered a potential transportation corridor for aboriginal navigation as well as settlement. Further, there is historical site potential with the location of three known nineteenth century buildings within the study area.

The Phase 1 study recommended that the site should be subject to a Stage 2 archaeological assessment conducted by a licenced archaeologist prior to construction. The assessment should involve shovel testing at 5m intervals in overgrown/treed areas and surface surveys in ploughable grassed areas at 5m intervals.

5.8 Heritage Impact Statement

As an alternative to a standalone heritage study, reference can be made to the Stage 1 Archaeological Assessments and the “Property History” section of the reports. The topographic map and air photo review outlined in the reports state that a structure was on the property until the mid-twentieth century and that foundations were discovered during the site inspection.

The stage 1 Archaeological Assessment Report does not make any recommendations regarding further study of cultural heritage resources.

6.0 Conclusions

This report was prepared to assess the appropriateness of the Phase 12 development proposed by the Riverside South Development Corporation. The development application comprises a Plan of Subdivision and a Zoning By-law Amendment.

Accordingly, I have assessed the proposed development based on the information in the supporting studies, as well as based on my understanding of the policy framework and planning goals as established by the Province of Ontario and the City of Ottawa. It is my independent professional opinion that the proposed development of Riverside South Phase 12 – Part of 708, 720, and 750 River Road, represents good planning, is in the public interest, and should be approved.



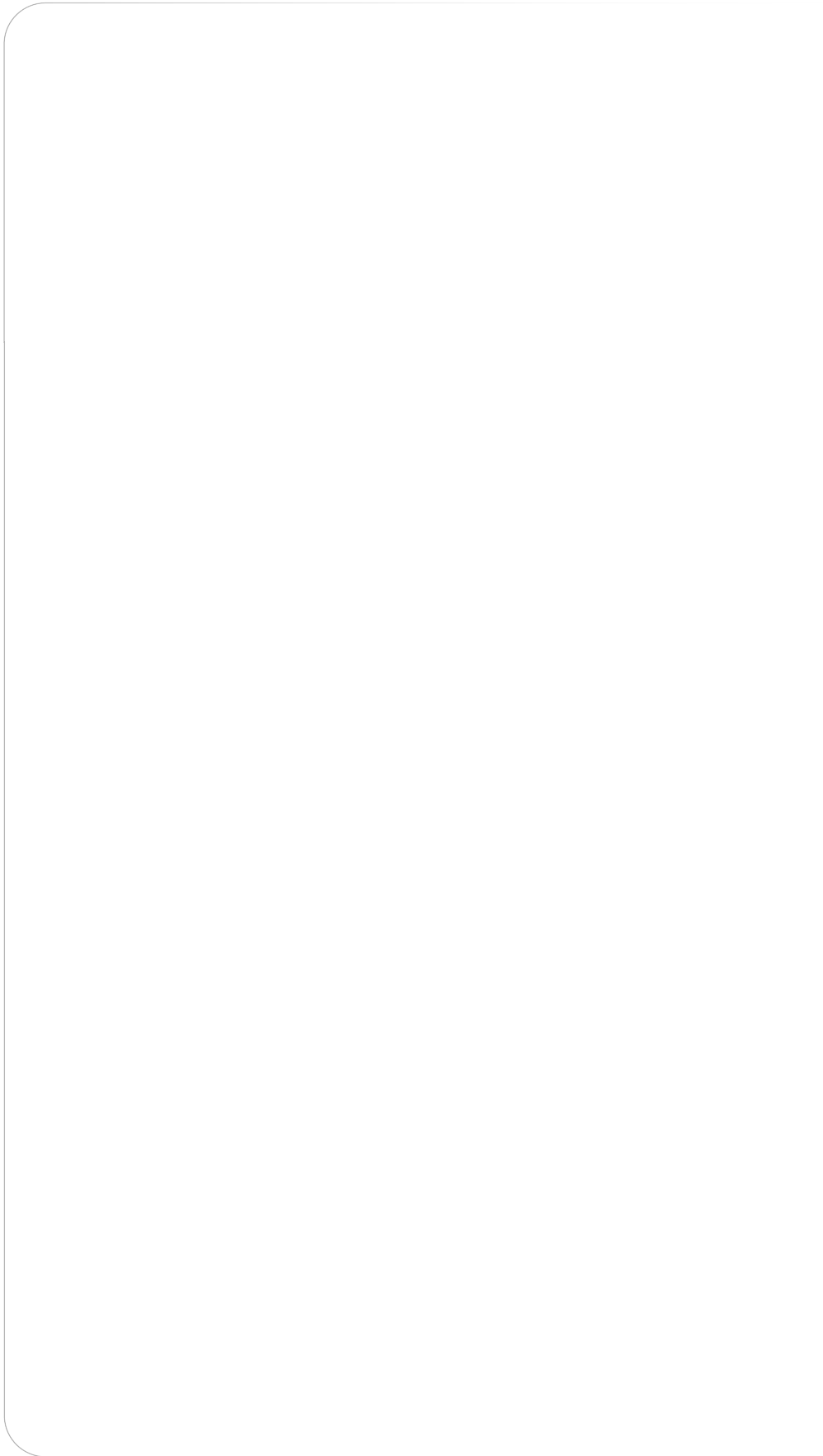
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Appendix 0

Appendix 0



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