



1515 Earl Armstrong Road, Ottawa

Planning Rationale
Plan of Subdivision
May 10, 2022

Prepared for Urbandale Corporation

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1.0 Introduction

Fotenn Consultants Inc. ('Fotenn') has been retained by Urbandale Corporation ('Urbandale') to prepare a Planning Rationale in support of a Plan of Subdivision application for the lands known municipally as 1515 Earl Armstrong Road (the 'subject lands') in the Riverside South community of the City of Ottawa.

Urbandale is seeking to develop the lands with a mix commercial and retail uses.

1.1 Purpose of the Application

A Draft Plan of Subdivision is being submitted to identify the blocks within the proposed development and demonstrate how the property is intended to be subdivided. The Draft Plan includes three (3) development blocks and a new street public street intended to connect Earl Armstrong Road with Limebank Road.

Lot/Block	Use	Area (ha)
1	Commercial/Retail	2.55
2	Commercial/Retail	0.79
3	Commercial/Retail	2.15
4	Street	0.65

The lands have been previously zoned "General Mixed Use, Subzone 26" to accommodate the proposed development. The development blocks would be subject to future Site Plan Control applications where site-specific issues such as landscaping, materiality, and loading would be resolved.

Subject Property and Surrounding Area

The subject lands are municipally known as 1515 Earl Armstrong Road, in the Riverside South community of the City of Ottawa at the northwest corner of Earl Armstrong Road and Limebank Road. The subject lands have a total area of approximately 6.15 hectares (61,522 square metres) with approximately 323 metres of frontage on Earl Armstrong Road and 172 metres of frontage on Limebank Road. The subject lands currently consist of undeveloped vacant land, with a gravel access road entering the property from Earl Armstrong Road.



Figure 1: Subject Lands

2.1 Surrounding Context

The subject lands are located within the developing Riverside South community and are generally located east of the majority of existing built-up areas. The context surrounding the subject lands is described as follows:

North: Immediately north of the subject lands is a stormwater management pond and adjoining Nimiq Park. The subject lands also abut low-rise detached dwellings on Dusty Miller Crescent, west of the pond. Northwest and northeast of the subject lands are additional low-rise neighbourhoods, with a mix of dwelling types including detached dwellings, townhouses, and low-rise apartments. Further north at the corner of Limebank Road and Spratt Road is a neighbourhood retail shopping centre and St. Francis Xavier Catholic High School.

East: The subject lands abut Limebank Road to the east. On the east side of Limebank Road are vacant lands which are planned (site plan approved) as a retail shopping centre with a retail food store. Further east is the Mosquito Creek corridor and planned residential development lands. Southeast of the subject lands is a future retail shopping centre being developed by Morguard. That plan is currently in the final stages of Site Plan approval.

South: South of the subject lands are Earl Armstrong Road. The south side of Earl Armstrong Road are future development lands within the Riverside South Community Core. Further south is a transit corridor which includes the Limebank LRT station (currently under construction) and a future BRT connection to Barrhaven to the west. “Main Street” is a future north-south street that will connect Earl Armstrong to the future east-west “Transit Street” that runs alongside the LRT corridor.

West: West the subject lands is a low-rise residential subdivision with a mix of detached, semi-detached, and townhouse dwellings. The community also includes a series of parks, a community centre, and schools in addition to the Earl Armstrong – North Woods woodlot. Further west, at the intersection with River Road is a retail shopping centre.

2.2 Transportation Network

2.2.1 Road Network

As shown on Schedule E – Urban Road Network of the current Official Plan (Figure 2), both Earl Armstrong Road and Limebank Road are classified as existing Arterial Roads. These roads are intended to serve as major public and infrastructure corridors serving vehicles, pedestrians, cyclists, public transit buses, and public utilities. The proposed subdivision will have access to both Earl Armstrong Road and Limebank Road.

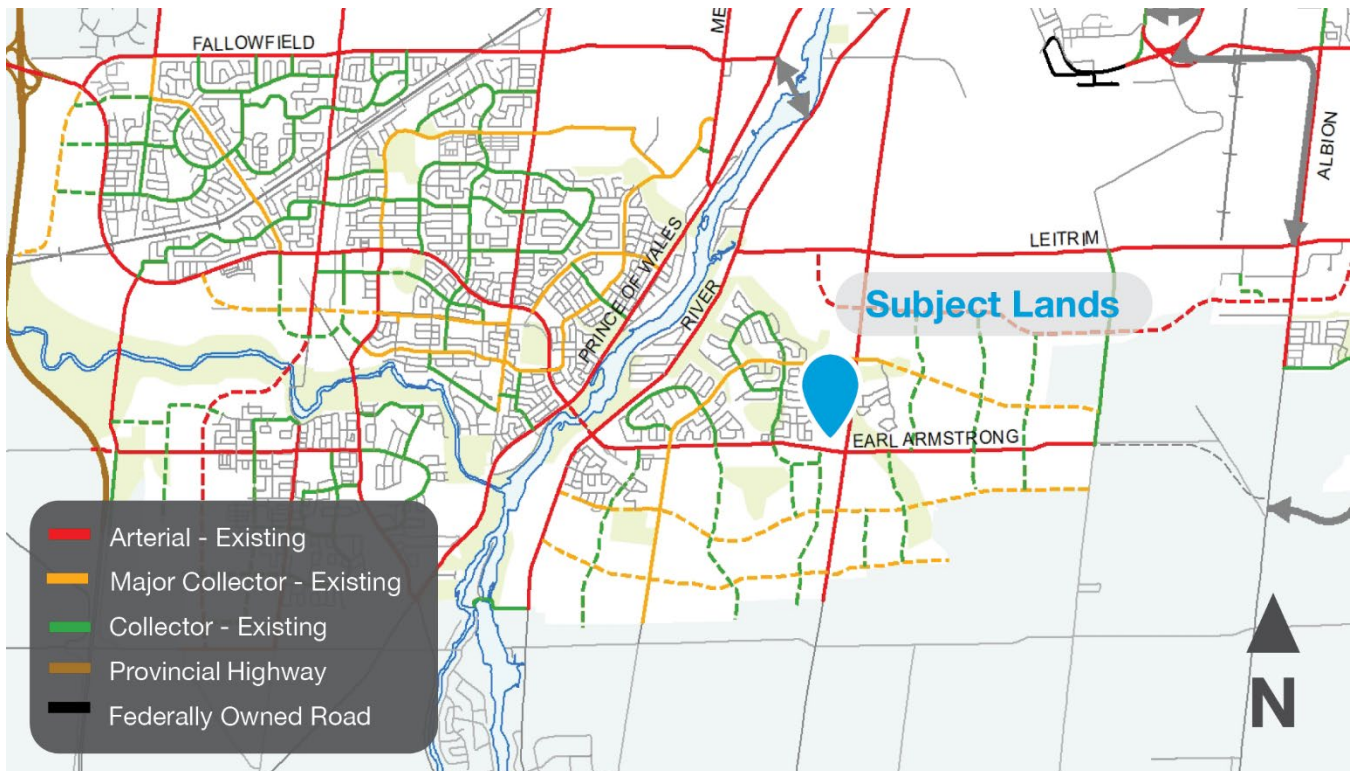


Figure 2: Schedule E of the Current Official Plan - Urban Road Network

2.2.2 Transit Network

The subject lands are located within 400 metres walking distance of the future Limebank Station, currently under construction as part of the Trillium Line south LRT extension. Local buses will ultimately connect to Limebank Station to serve the immediate community and ultimately will travel west from the station to Barrhaven across the reserved BRT corridor. The subject lands are served today by peak-hour route 278 between Tunney’s Pasture Station and Riverside South or by Routes 99 and 299 north of the site.

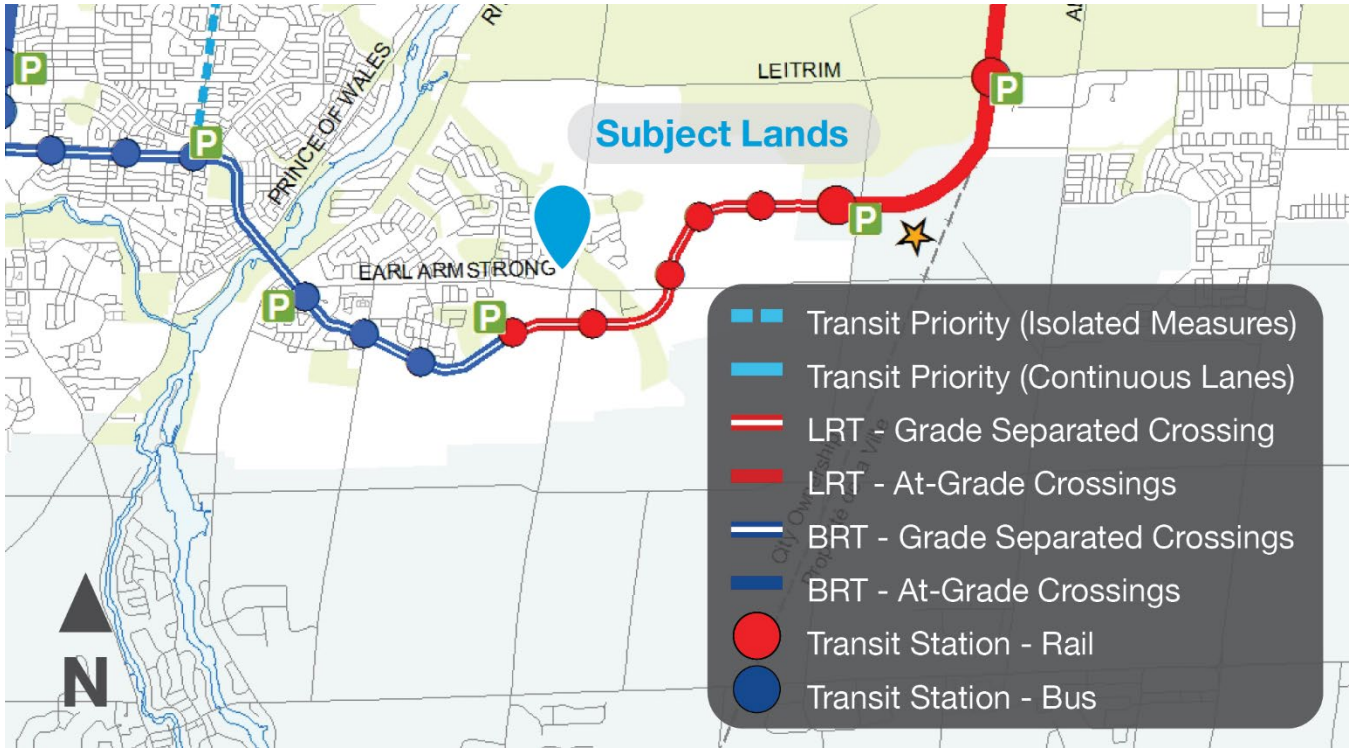


Figure 3: Schedule D of the Current Official Plan – Rapid Transit and Transit Priority Network

2.2.3 Active Transportation Network

As shown on Schedule C – Primary Urban Cycling Network of the current Official Plan (Figure 4), the subject lands front onto two (2) cycling spine routes (Earl Armstrong Road and Limebank Road). There is also a Multi-use Pathway that runs along Mosquito Creek to the north, connecting to the broader multi-use path network.



Figure 4: Schedule C of the Current Official Plan - Primary Urban Cycling Network

3.0 Proposed Development

The proposed development of the subject lands is as a commercial and retail centre on both sides of the new proposed public street. The proposal includes three (3) development blocks, separated by a new right-of-way linking Earl Armstrong Road to Limebank Road.

North of the new public street will be two (2) development blocks (Part B and D on the Concept Plan). Within Part B, the plan is for approximately 1,718 square metres of retail space in single-storey buildings (building H and J). Part B also include approximately 2,508 square metres of office space within a four (4) storey building (Building I on the Concept Plan). Parking is generally proposed as surface parking within Part B, with 182 surface spaces and 20 underground spaces beneath the office building. Within Part D, approximately 2,729 square metres of retail are proposed within buildings K and L. A total of 226 surface parking spaces are provided within Part D to serve the retail uses.

South of the public street is Part A on the Concept Plan which is anticipated to include 5,340 square metres of retail space arranged within seven (7) buildings (A to G). A total of 299 vehicular parking spaces are envisioned within this area of the plan.

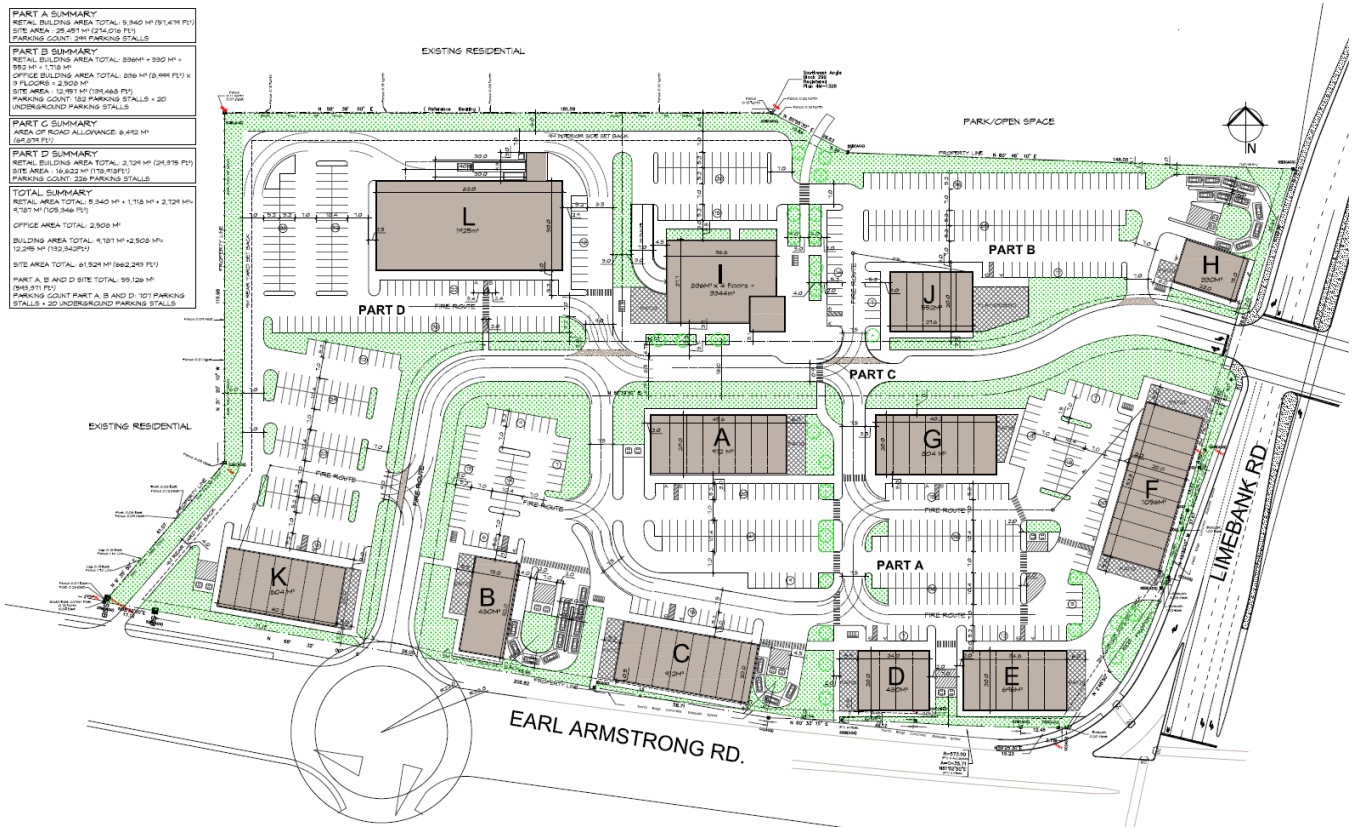


Figure 5: Proposed Concept Plan with Block layout

The proposed public road has an 18-metre right-of-way and will connect from the existing intersection at Earl Armstrong Road to a new intersection along Limebank Road. Along Earl Armstrong, the proposed road will align with the future “Main Street” to be constructed south of Earl Armstrong Road. This intersection also provides sufficient room to accommodate a roundabout at this intersection (as planned for in the Draft Riverside South Secondary Plan). The intersection location along Limebank has been coordinated with the approved site plan for the retail plaza to the east of Limebank.

The proposed development includes significant landscaping throughout, including along the public street and along the abutting residential. A six (6) metre wide landscape buffer is provided along the north and west edges of the subject lands where it abuts existing residential uses. Landscaped area has also been integrated throughout the parking lots and along the public road frontages.

A pedestrian path connection is envisioned to the stormwater management pond north of the site and further pedestrian connections to the residential community through Nimiq park and to Dusty Miller Crescent. Pedestrian connections are also proposed to the existing sidewalks along Limebank and Earl Armstrong.

Bicycle parking has been incorporated throughout the site with surface parking in proximity to the retail buildings to provide opportunities for active transportation.

4.0

Policy and Regulatory Framework

4.1 Ontario Planning Act

The Ontario Planning Act regulates the land division processes in the province. Section 51(24) of the Act contains evaluation criteria for the consideration of subdivisions. The proposed development meets the applicable criteria in the following ways:

The effect of development of the proposed subdivision on matters of provincial interest	The proposed development is consistent with matters of provincial interest in Section 2 of the Planning Act and is consistent with the policies of the Provincial Policy Statement, as outlined below Planning Rationale.
Whether the proposed subdivision is premature or in the public interest	The proposed development is reasonable, appropriate, and in the public interest, as outlined in this Planning Rationale. The subject lands are in a developing area where retail and service commercial uses are important to support the creation of a complete community.
Whether the plan conforms to the Official Plan and adjacent plans of subdivision	The proposed development conforms with the policies of the Official Plan, as discussed in greater detail below. The proposed development is designed to integrate with existing plans of subdivision or planned developments on surrounding lands.
The suitability of the land for the purposes for which it is to be subdivided	As confirmed through a Geotechnical Investigation and Phase I Environmental Site Assessment, the subject property is suitable for the proposed development.
The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them	The condition and design of the public streets abutting the subject property are adequate and appropriate for the anticipated vehicular traffic generation. The proposed access points have been coordinated with the broader planned road networks to minimize interruptions to the pedestrian realm.
The dimensions and shapes of the proposed lots	The proposed development blocks are suitable for the proposed purposes and will comply with the zoning requirements in terms of lot area and frontage.
Conservation of natural resources and flood control	Stormwater management is proposed within the development to mitigate impacts of the development. No natural resources are identified on the subject lands.
The adequacy of utilities and municipal services	As demonstrated through the submitted Adequacy of Servicing report, the municipal services in the area are sized for the proposed development or are within anticipated improvements required.

The proposed development satisfies the criteria for subdivision of land as established in Section 51(24) of the Planning Act.

4.2 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) establishes direction for land use planning in the Province of Ontario that encourages planning and development that is environmentally sound, economically strong and that enhances quality of life. The relevant policy interests to the subject application are as follows:

- 1.1.1 Healthy, liveable and safe communities are sustained by:
- / Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
 - / Accommodating an appropriate affordable and market-based range and mix of residential types (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;
 - / Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
 - / 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;
 - / Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs; and
 - / Promoting development and land use patterns that conserve biodiversity.
- 1.1.3.1 Settlement areas shall be the focus of growth and development;
- 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; and
 - f. are freight supportive.
- Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.
- 1.3.1 Planning authorities shall promote economic development and competitiveness by:
- / Providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
 - / Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- 1.5.1 Healthy, active communities should be promoted by:
- / Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;

The subject lands are located within a settlement area that is capable of accommodating retail and employment uses on existing and planned infrastructure, where it is compatible with existing uses.

- 1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- a. financially viable over their life cycle, which may be demonstrated through asset management planning; and
- b. available to meet current and projected needs.

- 1.6.6.1 Planning for sewage and water services shall:

- a. accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
 1. municipal sewage services and municipal water services; and
 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;
- d. integrate servicing and land use considerations at all stages of the planning process; and
- e. be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.

- 1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

- 1.6.6.7 Planning for stormwater management shall:

- a. be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;
- b. minimize, or, where possible, prevent increases in contaminant loads;
- c. minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;
- d. mitigate risks to human health, safety, property and the environment;
- e. maximize the extent and function of vegetative and pervious surfaces; and
- f. promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

The proposed subdivision will utilize existing municipal sewage, water, and stormwater services.

The proposed Plan of Subdivision is consistent with the Provincial Policy Statement by providing additional office and retail uses within an established, serviced area, which will make efficient use of existing infrastructure, including transportation infrastructure. The proposed land uses will also support the creation of a complete community with retail and service uses in proximity to existing residential development.

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

The City of Ottawa has recently undertaken a comprehensive review of their Official Plan (OP). The draft of the New OP was endorsed by Council on November 27, 2021. The Ontario Minister of Municipal Affairs and Housing is expected to provide approval and/or comments later in 2022, after the Ontario provincial election (to be held on June 2, 2022). Given the timing of this application, consideration must be had for the in-force Official Plan, as well as the New Official Plan. The following sections address the relevant policies of the in-force Official Plan.

4.3.1 Managing Growth

The City anticipates that approximately 90 percent of the growth in population, jobs and housing will be accommodated within the urban area. Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles.

Growth will be distributed throughout the urban area to strengthen the City's liveable communities through new development on vacant land in designated growth areas that contributes to the completion of an existing community or builds a new community. This growth will be directed towards the hierarchy of nodes and corridors that help structure the city at different scales. Nodes are active areas built to accommodate a mix of uses that range in scale from local shopping plaza to dense office and apartment cores in Mixed Use Centres. New urban communities on vacant land are also anticipated to follow a growth pattern that supports this objective.

4.3.2 Land Use Designation

The subject lands are designated "General Urban Area" on Schedule B – Urban Policy Plan. The General Urban Area designation is intended to provide for, in addition to, a full range and choice housing types, conveniently located employment, retail, service, cultural, leisure, entertainment and industrial land uses.

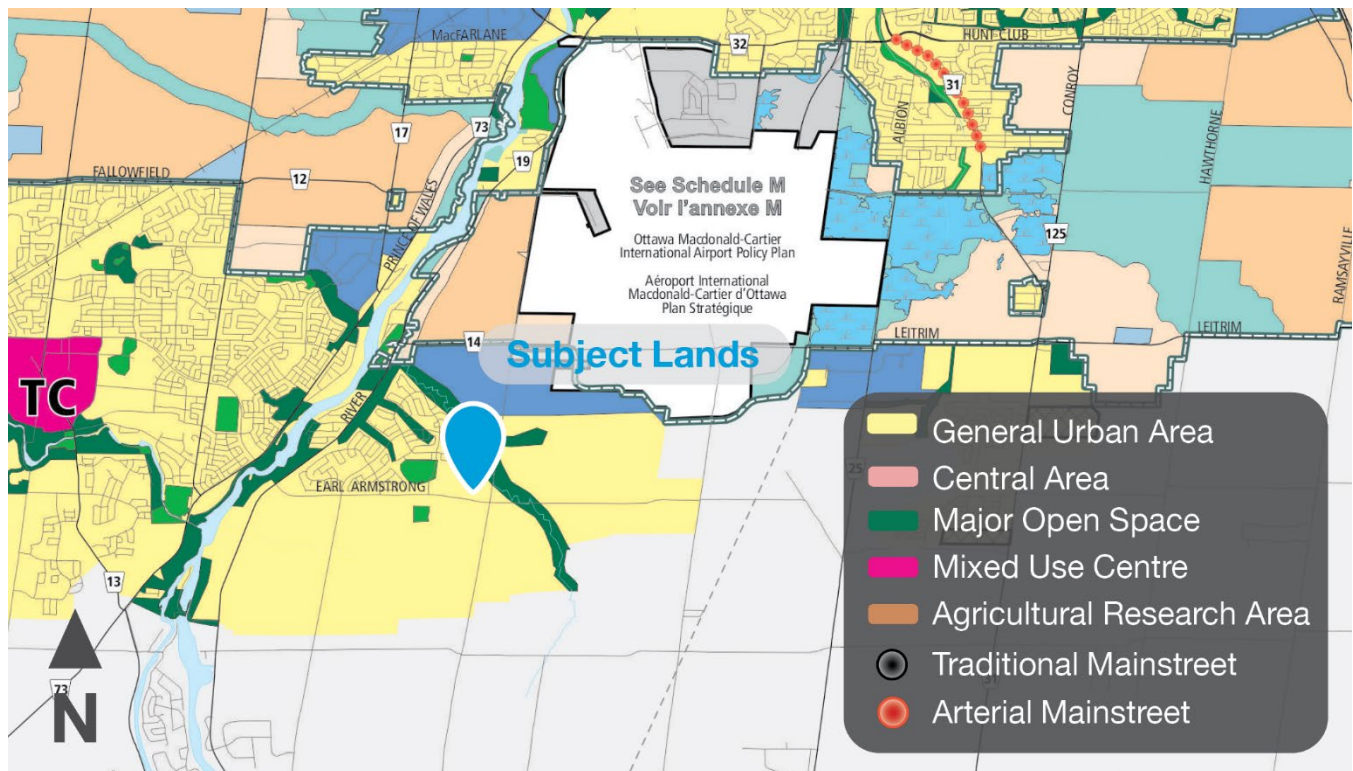


Figure 6: Schedule B – Urban Policy Plan

Within the General Urban Area, the Zoning By-law will allow for those uses that provide for the local, everyday needs of residents, including shopping and other services. Uses that serve to provide for a wider area are to be located at the edges of neighbourhoods on roads where the needs of these land uses (such as transit, car and truck access, and parking) can be more easily be met and impacts controlled. The policies for lands designated General Urban Area are outlined in section 3.6.1 of the Current Official Plan.

Per policy 1 of Section 3.6.1, the General Urban Area designation is intended to permit many types and densities of housing, as well as employment, retail uses, and service uses. The area is intended to continue to be predominantly low-rise (i.e. 4 storeys or less).

Policy 7 of section 3.6.1 states that within the General Urban Area permits uses that generate traffic, noise or other impacts that serve or draw from broader areas. The City will ensure that anticipated impacts can be adequately mitigated or otherwise addressed. Such uses will be directed to:

- / Locations on the Rapid Transit and Transit Priority network, or an arterial or major collector road with sufficient capacity to accommodate the anticipated traffic generated and where frequent, all-day transit service can be provided;
- / Suitable locations on the perimeter of, or isolated from, established residential development or other sensitive uses. In this regard, existing or proposed building orientation, massing and design, and the presence of mitigating circumstances such as distance, changes in topography, natural and constructed buffering, or the presence of features such as significant depths of mature forest may be taken into account.

The proposed Plan of Subdivision conforms to the policies for the General Urban Area in Section 3.6.1. The proposed lands uses are permitted in the designation and are located on the edge of the established residential area, in proximity to transit, and with direct access to two arterial roads so as to mitigate impacts from the proposed uses.

4.3.3 Urban Design and Compatibility

Section 2.5.1 provides guidance on how to appropriately incorporate compatible development into new building projects. Compatible development is defined in the Official Plan as development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts. It 'fits well' within its physical context and 'works well' among those functions that surround it.

Section 2.5.1 contains design objectives intended to guide development. The applicable guidelines are discussed below:

To enhance the sense of community by creating and maintaining places with their own distinct identity	The proposed subdivision makes more efficient use of an underutilized vacant lot and will integrate with the infrastructure and character of surrounding subdivisions.
To define quality public and private spaces through development	The proposed development includes a public street that delineate the public and private realms.
To create places that are safe, accessible and are easy to get to, and move through	The proposed ground-oriented, street-fronting retail buildings will contribute to a pleasant pedestrian realm. The design of the retail buildings will contribute to the street frontage along Earl Armstrong and Limebank Roads.
To ensure that new development respects the character of existing areas	The built form of the proposed subdivision is compatible with the existing homes and development found in the immediately surrounding area. The low-rise, retail and office buildings proposed are compatible with the character of the Riverside South community.
Consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice	The proposed subdivision includes a range of housing types, providing accommodations in the community for residents at all life stages.

<p>Understand and respect natural processes and features in development design</p>	<p>Stormwater management will be captured within the development and directed towards adjacent public rights-of-way. Landscaped front, rear, and side yards on each block in the subdivision will reduce microclimate impacts and allow for water infiltration.</p>
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Section 4.11 of the Official Plan provides criteria that can be used to objectively evaluate the compatibility of a proposed development. These criteria will be further assessed during a future Site Plan Control application for the development of the blocks.

The proposed Plan of Subdivision conforms to the policies of the Current City of Ottawa Official Plan.

4.4 New City of Ottawa Official Plan (2021)

On November 24, 2021, the City of Ottawa Council adopted a new Official Plan to guide development in the City until 2046. The new OP is now with the Ministry of Municipal Affairs and Housing (MMAH) for review and approval. Until approved by the MMAH, the policies of the new OP are not applicable.

One of the major moves of the new Official Plan is to accommodate 60% of new dwelling units as intensification by 2046. To achieve this, the City has established a minimum area-wide density requirement for the Riverside South Community Core of 100 people and jobs per gross hectare. The minimum residential density requirements for intensification continues to be specified by the Secondary Plan. The new OP also requires a minimum of 5% of new dwellings in Hubs to be “large dwellings”, defined as units with three or more bedrooms or an equivalent floor area and typically ground-oriented.



Figure 7: Schedule B6 - Suburban (Southwest) Transect

The subject site is located within the “Hub” designation in the “Suburban” transect, and has an “Evolving Neighbourhood” Overlay applied, as shown in Schedule B6 - Suburban (Southwest) Transect of the new Official Plan. The Suburban transect is intended to recognize the suburban pattern of development while supporting an evolution towards 15-minute neighbourhoods in a generally low to mid-density development form. Within Hubs, high-rise (10-40 storeys) is generally permitted within 400 metres of a rapid transit station with mid-rise (5-9 storeys) along the periphery (generally within 800 metres of a rapid transit station).

Within the Suburban transect, a fine grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces is envisioned. Hubs are intended to act as the focal point of the neighbourhood, consisting of higher density residential, office, employment, and commercial services catering to neighbourhood, as well as neighbourhood or regional needs, and community infrastructure such as recreational facilities or institutional uses.

Within Suburban Hubs, surface parking within a 300-metre radius, or 400 metres walking distance, whichever is greatest, of an existing rapid transit station shall be located at the interior of the block, behind or beside the building. If beside the building, the parking area cannot have a greater width than the widest building along the same frontage. Where surface parking is proposed, visual impacts of the parking on the public realm should be mitigated by setbacks, landscaping, location on site or a combination of these measures.

Hubs are areas centred on planned or existing rapid transit stations or frequent transit stops and their planned function is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub.

The new OP requires that, within Hubs, development shall establish buildings that edge, define, address, and enhance the public realm through building placement, entrances, fenestration, signage, and building façade design. They shall also place principal entrances to prioritize convenient access to the transit station, and minimize the impacts of parking, loading, and vehicle access on the public realm.

Hubs are identified as Protected Major Transit Station Areas (PMTSAs) for the purposes of the Provincial Policy Statement. Within PMTSAs, permitted uses include a range of mid- and high-density housing types as well as a range of non-residential functions. The minimum building heights and lot coverage requirements, except as otherwise specified in a Secondary Plan, for site within a 300-metre radius, or 400 metres walking distance (whichever is greater), are not less than 4 storeys with a minimum lot coverage of 70 percent. Outside of this radius, the minimum height is not less than 2 storeys with a minimum lot coverage of 70 percent.

Low-density employment uses such as auto wreckers, warehousing and storage facilities and auto oriented uses such as gas stations, service centres and drive-through establishments are prohibited from locating within a PMTSA.

The proposed Plan of Subdivision conforms to the policies for the Suburban Transect by providing a commercial development that will contribute to the evolution towards 15-minute neighbourhoods. The planned block structure and proposed public street configuration will include treed corridors, screened parking lots, convenient access to public transit, and active transportation linkages that work together to provide for a high-quality public realm that is supported by transit.

The proposed development does not conform to all aspects of the PMTSA policies in the new Official Plan. Specifically, the majority of buildings within the development are 1 storey (where 2 storeys is required), the proposed development would not achieve the 70 percent lot coverage, and drive-through facilities are envisioned on the lands (where they are not permitted within a PMTSA).

Overall, the proposed Plan of Subdivision conforms to the policies of the New Official Plan including the policies for a Hub within the Suburban Transect. The proposed Plan of Subdivision will provide a block structure that is consistent with

the surrounding context while contributing uses to the neighbourhood that will aid in the evolution towards a 15-minute community.

4.5 Riverside South Community Design Plan (2016)

In June 2016 Council approved an update to the Riverside South Community Design Plan (CDP). The CDP guides the future location and form of land use in the Riverside South community, including residential typologies, shopping areas, schools, parks, roads, and pathways.

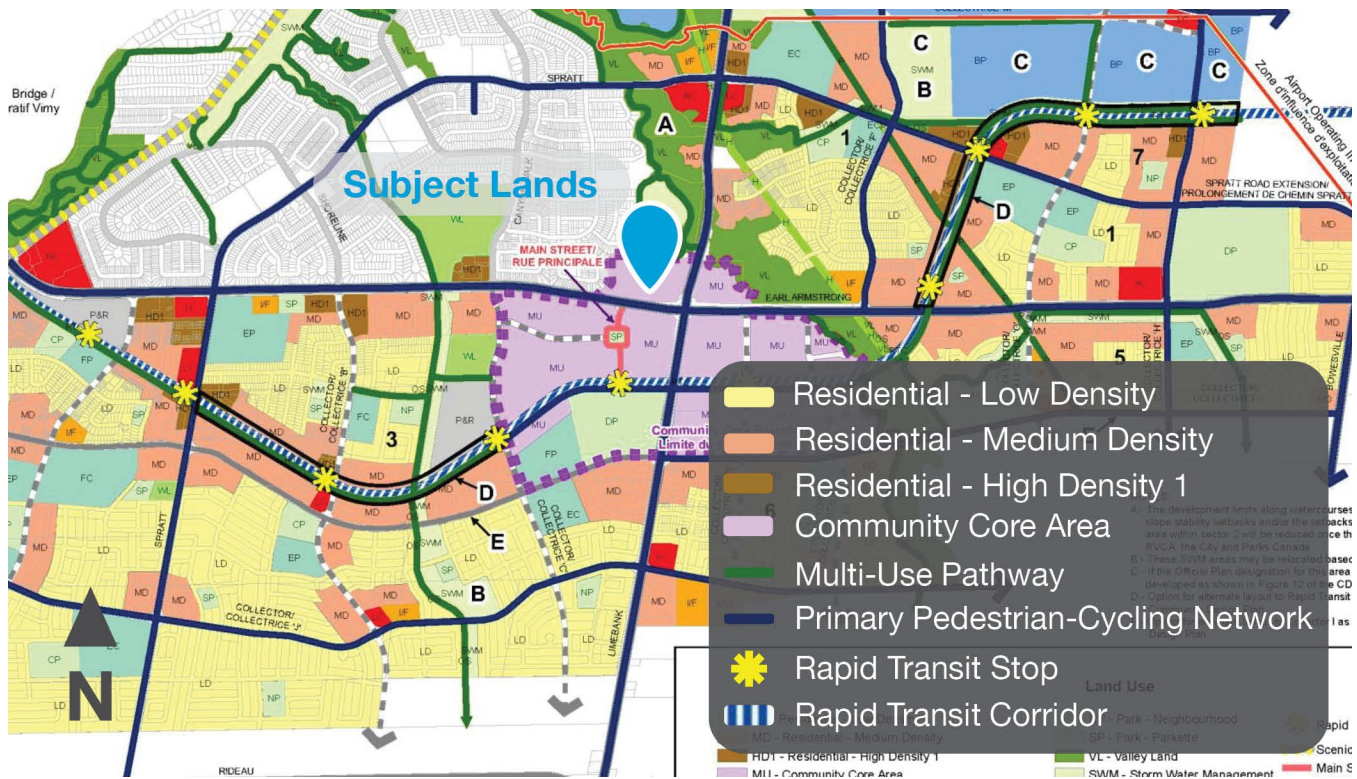


Figure 8: Riverside South Community Design Plan Land Use Plan

The subject lands are designated “Mixed Use – Community Core Area” on the Land Use Plan. This area is envisioned to provide retail, office, entertainment, public and institutional services to the wider community. The Community Core is intended to have a variety of retail and service commercial uses that provide specialized goods and services to the wider community. Large format retail and service commercial uses totaling approximately 32,500 square metres of gross leasable floor area will be located within the Community Core, generally around the Earl Armstrong and Limebank intersection.

The CDP notes that the subject lands are intended to provide for up to approximately 18,600 square metres of gross leasable floor area in the form of large stores, such as building supply and home and auto supply stores, motor vehicle sales dealerships, and community level retail uses.

The proposed development envisions 12,295 square metres of retail and office on the subject lands, consistent with the CDP’s vision for the lands.

Section 5 of the CDP contains Community Core guidelines. These guidelines are generally related to site layout and design and will be reviewed as part of future Site Plan Control applications for the subject lands.

4.6 Draft Riverside South Secondary Plan (2019)

City staff have prepared a Draft Riverside South Secondary Plan and implementing Zoning By-law Amendment to guide the development in Riverside South given the decision to bring LRT into the community as part of Stage 2. The latest public version of these documents was posted in 2019.

The Secondary Plan will replace the existing Community Design Plan and give Official Plan status to the policy directions for future growth within the areas surrounding the new O-Train Line 2 extension. The draft policies of the Secondary Plan are consistent with the policy direction established in the New Official Plan and focuses principally on transit-supportive designations and mobility targets.

The Subject lands are designated Community Core in the March 2019 plan. The boundaries of the Community Core are relatively unchanged from the CDP (discussed above). Proposed policies for the Community Core state that it is to have a variety of mixed-use buildings, retail stores, restaurants, theatres, entertainment facilities, office space, and public spaces. Building heights are to be at least two (2) storeys with high-rise buildings closer to the rapid transit station.

Large-format commercial buildings and stand-alone uses should be sited close to, and framing the public street with active frontages, be designed to avoid long expanses of blank walls, and have parking located on the block's interior. Only the parcels directly abutting the Earl Armstrong and Limebank intersection are permitted to have large-format commercial uses and are to be designed to establish a clear visual and functional connection to uses across the street or on abutting parcels.

The draft Secondary Plan also includes several policies relating to the layout and design of sites which will be applicable to future Site Plan Control applications for the subject lands.

The proposed Plan of Subdivision is consistent with the policy direction of the Draft Riverside South Secondary Plan by providing for a block structure and street network that will support the proposed commercial development and any potential future development.

4.7 Building Better and Smarter Suburbs Strategic Directions (2015)

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

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

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

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

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

Table 1: BBSS Strategic Directions

BBSS Core Topic Area	Strategic Direction	Proposed Subdivision
Street Network and Land Use	Design the street network as an integral part and extension of the municipal grid, taking into consideration its future adjustments and evolution.	The Plan of Subdivision proposes accesses from the existing roadways of Earl Armstrong Road and Limebank Road. The access off Earl Armstrong Road is aligned with an existing break in the median and aligns with the future "Main Street" ROW to the south while providing enough space for a future roundabout at this intersection.
	Design the street network based on a modified or offset grid to maximize choices of travel routes and opportunities for utility connections. and Design the street network in conjunction with the land use and open space system to ensure direct pedestrian and cyclist connectivity to key destinations in the community (schools, shops, bus stops and stations, etc.). and Ensure that a range of appropriate-sized roadways complements the character and functional needs of each community area.	The extension of the roads and the street networks are designed to minimize cut-through traffic. A pedestrian pathway is proposed to connect to the existing path off Dusty Miller Crescent in order to provide pedestrian and cyclist connections to the local streets.
	Avoid reverse frontage lots (rear yards abutting public streets) within the community	The proposed retail buildings will face out towards the arterial roads with parking provided internally.
	Provide flexibility in zoning to accommodate a mix of land uses within a community, such as areas that allow live-work units or local commercial land uses.	The proposed land uses will contribute to the local community by providing local commercial and employment services.
	Road Right-of-Way	ROW cross-sections, roadway widths, and design speeds should respond to built form and land use context.
Ensure components of a `complete street` are provided in the ROW, such as: -Pedestrian facilities; -Cycling facilities; -Traffic calming features; -Trees on both sides of the street, including canopy trees; -Utility placement and operational considerations that do not interfere with the attributes of complete streets.		The proposed ROW design will have dedicated pedestrian facilities. Street trees and utility placements will be addressed at detailed design (subdivision registration).

4.8 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject lands are zoned “General Mixed Use Zone, Subzone 26 (GM26)” in the City of Ottawa comprehensive Zoning By-law (2008-250). The purpose of the GM Zone is to allow residential, commercial and institutional uses, or mixed use development in the General Urban Area designation of the Current Official Plan and to permit uses that are often large and serve or draw from broader areas and which may generate traffic while adequately mitigating these concerns.

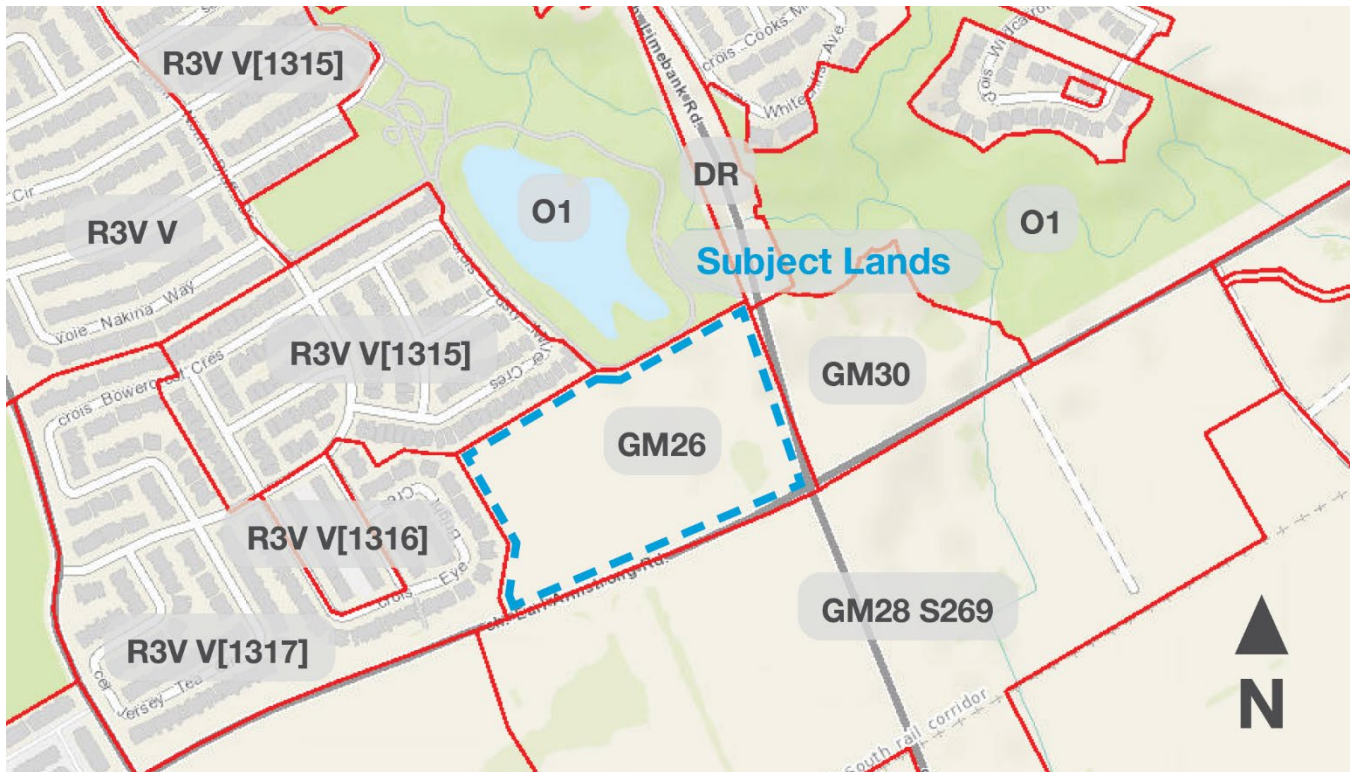


Figure 9: Zoning map showing subject lands and surrounding zones

Permitted uses within the GM zone include banks, convenience stores, office, restaurants, retail stores, retail food stores, drive-through facilities, and day cares.

Subzone 26 permits additional uses including amusement centres, automobile dealerships, car washes, cinemas, hotels, parking lots and garages, and sports arenas. The subzone also restricts residential uses to low- and mid-rise apartments, dwelling units in a mixed-use building, and townhouses, with a maximum FSI equal to 50% of the permission, the residential uses being within a mixed-use building, and all residential being above the ground floor.

Further provisions of Subzone 26, include:

- / Building faces are required to occupy at least 45% of the width of street frontages along Earl Armstrong Road and Limebank Road within 6 metres of these streets;
- / A minimum of 50% of the area of the ground floor part of the walls facing a public street must consist of openings such as windows and customer entrances; and
- / Despite any other setbacks, the following applies:
 - o Minimum interior side yard abutting a residential zone: 9 metres,
 - o Minimum rear yard abutting a residential zone: 9 metres,
 - o Minimum width of landscaped area abutting a residential zone: 6 metres.

The GM zone has no minimum lot area requirement or lot width requirement. As a result, the proposed blocks of the subdivision comply with the Zoning By-law. Applicable setbacks for future Site Plan Control applications are outlined in the table below:

Zoning Mechanism		Provision
Minimum Lot Area		No Minimum
Minimum Lot Width		No Minimum
Minimum Front Yard Setback		3 metres
Minimum Corner Side Yard Setback		3 metres
Minimum Interior Side Yard Setback		9 metres
Minimum Rear Yard	Abutting a residential zone	9 metres
	Abutting a street	3 metres
Minimum width of Landscaped Area	Abutting a residential zone	6 metres
	Abutting a street	3 metres

The proposed blocks in the Plan of Subdivision comply to with the zoning provisions for the GM26 zone and provides ample space for the required setbacks and landscape buffers.

5.0 Summary of Supporting Studies

The following offers a summary of supporting studies reviewed in the preparation of this Planning Rationale.

5.1 Assessment of Adequacy of Public Services

IBI Group undertook the Assessment of Adequacy report for the draft plan of subdivision application. The intent of this study is to investigate and confirm the adequacy of public services for the subject lands. This includes a review of major municipal infrastructure including water supply, wastewater collection and disposal and stormwater management.

The report concludes that all infrastructure needed to service the subject lands already exists. The water, sanitary and stormwater connections are already in place and ready to service the subject lands.

5.2 Phase 1 Environmental Site Assessment Update

Paterson Group prepared an update memo for their Phase 1 Environmental Site Assessment (ESA) prepared for the subject site and dated April 14, 2020. The update is to be read together with the 2020 report. The report has been prepared in accordance with O.Reg 153/04 and concludes that a Phase 2 ESA is not required.

5.3 Noise Control Feasibility Study

IBI Group completed a Noise Control Feasibility Study in support of the current applications to conduct a preliminary review of the internal and external transportation noise impacts to the site. A cursory review of on- and off-site potential stationary noise sources was also evaluated as part of this study.

In terms of stationary noise, a preliminary review did not identify any off-site noise sources within the study area, while on-site noise sources will require further review as the proposed development plans are further refined through a future Site Plan Control (SPC) application process. Any 'noise-sensitive' land uses proposed on-site will be further investigated, following Draft Plan approval for the subject property. Detailed noise analysis will be conducted, as required, to inform the recommendations for appropriate warning clauses, Sound Transmission Class (STC) ratings for windows/doors or physical attenuation with respect to either aircraft or traffic noise in support of future Site Plan Control application(s).

6.0 Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities will be undertaken in the following months after the application has been submitted.

- / Notification of Ward Councillor
 - The Ward Councillor will be notified of the application and invited to discuss the proposed development.
- / Community “Heads Up” to local registered Community Associations
 - A ‘heads up’ notification to local registered community associations will be completed by the City of Ottawa during the application process.
- / Statutory Public Meeting for Draft Plan of Subdivision
 - As required by the Planning Act, a Statutory Public Meeting for the Plan of Subdivision will be held in the community. This meeting will also provide an opportunity to give an overview of the proposed Zoning By-law Amendment application.

7.0 Conclusion

It is Fotenn's professional opinion that the proposed Plan of Subdivision application represents good planning and is in the public interest for the following reasons:

- / The proposed Plan of Subdivision meets the criteria for consideration in section 51(24) of the Ontario Planning Act;
- / The proposed Plan of Subdivision is consistent with the Provincial Policy Statement (2020) by providing additional office and retail uses within an established, serviced area, which will make efficient use of existing infrastructure, including transportation infrastructure;
- / The proposed Plan of Subdivision conforms to the Current City of Ottawa Official Plan (2003, as amended), including those policies which support the development of greenfield sites within existing urban areas. The subject lands are designated General Urban Area, which permits a range of uses including the proposed commercial uses. The proposed subdivision is compatible with and serves the surrounding area;
- / The proposed Plan of Subdivision advances strategic directions of the New City of Ottawa Official Plan (2021) by providing a block structure that is consistent with the surrounding context and that provides for future development that aides in the evolution towards a 15-minute community;
- / The proposed Plan of Subdivision is consistent with the objectives and land use direction of the Riverside South Community Design Plan (2016) for the subject lands. Large-format retail uses were envisioned on the subject lands;
- / The proposed Plan of Subdivision is consistent with the policy direction of the Draft Riverside South Secondary Plan (2019); and,
- / The proposed Plan of Subdivision complies with the provisions for the GM26 zone in the City of Ottawa Comprehensive Zoning By-law (2008-250).

Sincerely,



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Planner



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Associate