



3930 + 3960 Riverside Drive, Ottawa

Planning Rationale + Design Brief
Zoning By-law Amendment + Plan of Subdivision
December 22, 2022



Prepared for St. Mary's Lands Corporation
c/o Taggart Realty Management

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1.0 Introduction

Fotenn Consultants Inc. has been retained by Taggart Realty Management (TRM) on behalf of St. Mary's Lands Corporation to prepare and submit of Zoning By-law Amendment and Plan of Subdivision applications for their lands. The lands are known municipally as 3930 and 3960 Riverside Drive in the City of Ottawa. TRM is proposing to redevelop the lands with a new residential community.

1.1 Application History

The subject lands were the subject of a Zoning By-law Amendment application in 2008 (File No. D02-02-08-0116) that was ultimately approved in March 2010 by By-law 2010-19. The purpose of the previous Zoning By-law Amendment was to allow retirement facilities (i.e. retirement home and residential care facility) as permitted uses in the General Mixed-Use, Subzone 1 (GM1) zone and to address the appropriate delineation of the Environmental Protection (EP) zone along the Rideau River.

Since the approval of the previous Zoning By-law Amendment, a development application was submitted and approved in 2018, but development of the site ultimately did not proceed. The 2018 submission included two applications: a Zoning By-Law Amendment and a Plan of Condominium (Vacant Land). The ZBLA was approved, but the Plan of Condominium (Vacant Land) was never completed.

The 2018 development application proposed a Zoning By-law Amendment to add “automobile dealership”, “apartment dwelling, mid-rise”, “apartment dwelling, high rise”, and “dwelling unit” as additional permitted uses within exception 1719 as it applied to the subject site. The ZBLA also added a provision to Exception 1719 for all lands within the GM1[1719] zone are considered one lot for zoning purposes. A Plan of Condominium application was submitted and intended to establish development parcels along a private internal street that were to be developed individually.

1.2 Purpose of Applications

Zoning By-law Amendment and Plan of Subdivision applications are being submitted to facilitate the development of the subject lands as a residential community.

1.2.1 Zoning By-law Amendment

The lands are currently zoned “General Mixed-Use, Subzone 1, Exception 1719, subject to Schedule 251, Maximum Height 137 above sea level (GM1[1719] S251 H(137 A.S.L.)” in the City’s comprehensive Zoning By-law. Exception 1719 was introduced through the previous Zoning By-law Amendment (By-law 2010-19) and amended in 2018 and contains site-specific provisions relating to the development of the lands.

The proposed Zoning By-law Amendment seeks to rezone the northern portion of the lands to “Residential Third Density, Subzone Z (R3Z)” to permit the development of the townhouse and detached dwellings, to remove Schedule 251, to add a new height schedule for the apartment blocks to permit heights consistent with the Airport Zoning Regulations, to amend the provisions the GM1 subzone to permit high-rise apartments to utilize the full floor space index. The proposed zoning by-law amendments would facilitate the redevelopment of the subject lands in conformity with the Official Plan.

1.2.2 Plan of Subdivision

A Plan of Subdivision is required to subdivide the lands into separate blocks and support the proposed development. It would create 51 new blocks for single-detached dwellings, townhouse dwellings, a mid-rise apartment building, high-rise apartment buildings, parklands, environmental lands, a new public street and a road widening. The site would be accessed through a new public roadway connection to Riverside Drive.

2.0 Site Context and Surrounding Area

The subject site, known municipally as 3930 and 3960 Riverside Drive, is located at the northwest corner of Hunt Club Road and Riverside Drive (Figure 1) in the City of Ottawa. The site is situated immediately east of the Rideau River and immediately northwest of the Ottawa Macdonald-Cartier International Airport. The subject site is legally described as being Part of Lot 5, Concession 2 (Rideau Front), Geographic Township of Gloucester, City of Ottawa.



Figure 1: Subject Site

The subject site is irregular in shape and is approximately 8 hectares in area, with approximately 285 metres of frontage along Riverside Drive and 90 meters of frontage along Hunt Club Road. The site was formerly an aggregate resource area and has remained vacant since being depleted in in the 1970's. Due to this, the site has a significant grade change from Riverside Drive down to the Rideau River.

An easement currently crosses the subject site, which provides the Ottawa Hunt and Golf Club access to a pumping station adjacent to the Rideau River. This easement will be retained and has been integrated into the development.

While the subject site includes lands that extend to the river in the northwest portion of the site, much of these lands are zoned Environmental Protection, Subzone 1 (EP1). A multi-use path (MUP) is proposed to run along the river and through these lands, providing a connection to the stormwater pond to the north.

2.1 Surrounding Area

The following identifies the land uses around the site:

- / **North:** North of the subject property is “Uplands Riverside Park”, a municipal park containing a play structure, soccer field and basketball court. Further north is a low-rise residential neighbourhood with Environmental Protection lands along the Rideau River. A Stormwater Management Pond is located further north, adjacent to the Rideau River.
- / **East:** Immediately east of the subject property is Riverside Drive. On the east side of Riverside Drive is the Ottawa Hunt & Golf Club golf course. Lands north and east of the golf course are existing low-rise residential neighbourhoods. Along Riverside Drive are non-residential uses including office and retail buildings.
- / **South:** On the south side of Hunt Club Road are a range of retail uses and a gas station. Further south is the Ottawa Macdonald-Cartier International Airport and airport and related facilities, light industrial uses, truck transport terminals, warehouses, and parking. South-east of the airport is the Canadian Forces Base Uplands Fields, a military housing community.
- / **West:** Immediately west of the subject property is the Rideau River. Across the River is Prince of Wales Drive, a major arterial providing north-south access along the west side of the Rideau River. Prince of Wales Drive north of Hunt Club is characterized by a range of large residential homes abutting the Rideau River, and office/light industrial uses within the Hunt Club West Business Park and Merivale Industrial Park. Southwest of Hunt Club Road is the Pineglen low-rise residential neighbourhood.

2.2 Transit Network

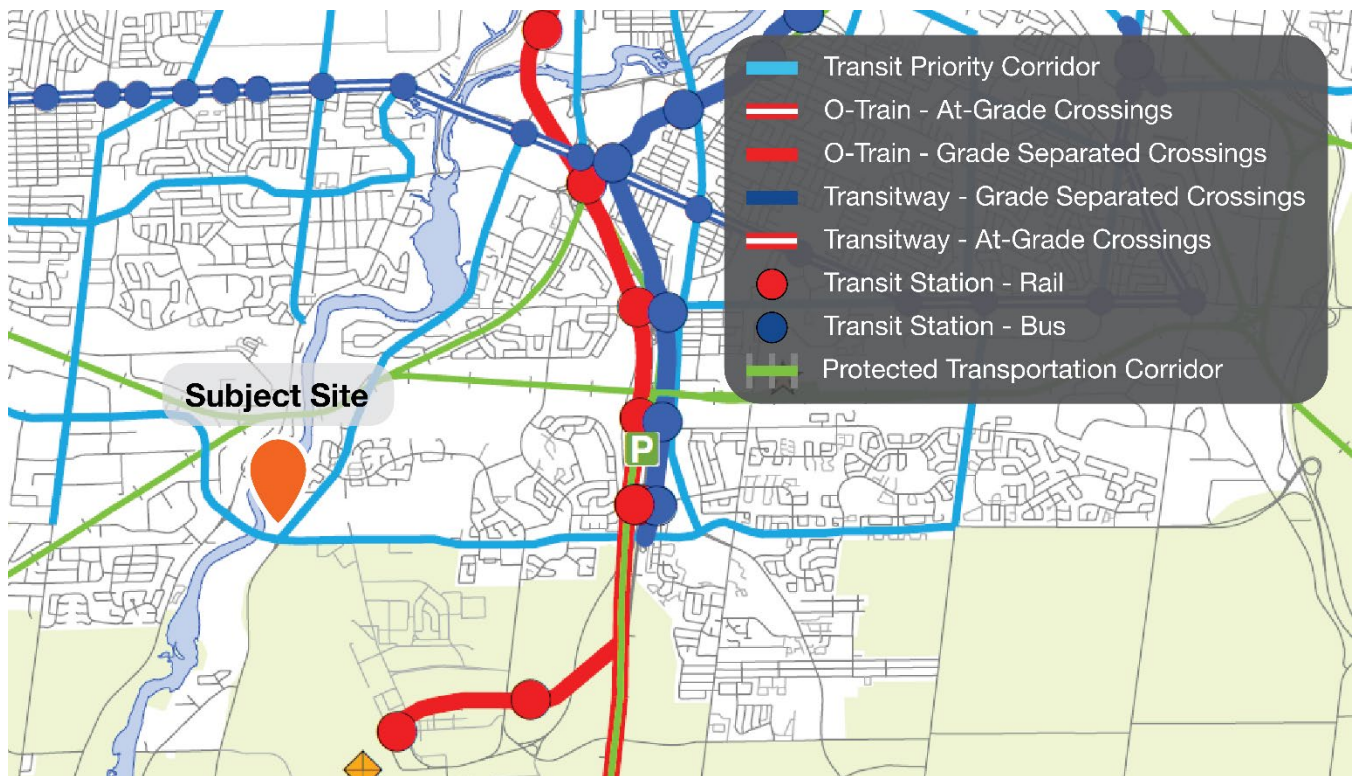


Figure 2: Schedule C2 – Ultimate Transit Network (City of Ottawa Official Plan)

As per Schedule C2 – Transit Network in the Official Plan, the subject site is located at the intersection of two transit priority corridors along Riverside Drive and Hunt Club Road. The nearest rapid transit station, South Keys Station, is located east along Hunt Club Road, at the intersection with Bank Street. Greenboro Station is the current terminus of the north-south Trillium Line of the O-Train system, which is currently under construction to expand south to South Keys Station and continue to the new terminus, Limebank Station, with a spur to the airport.

2.3 Active Transportation Network

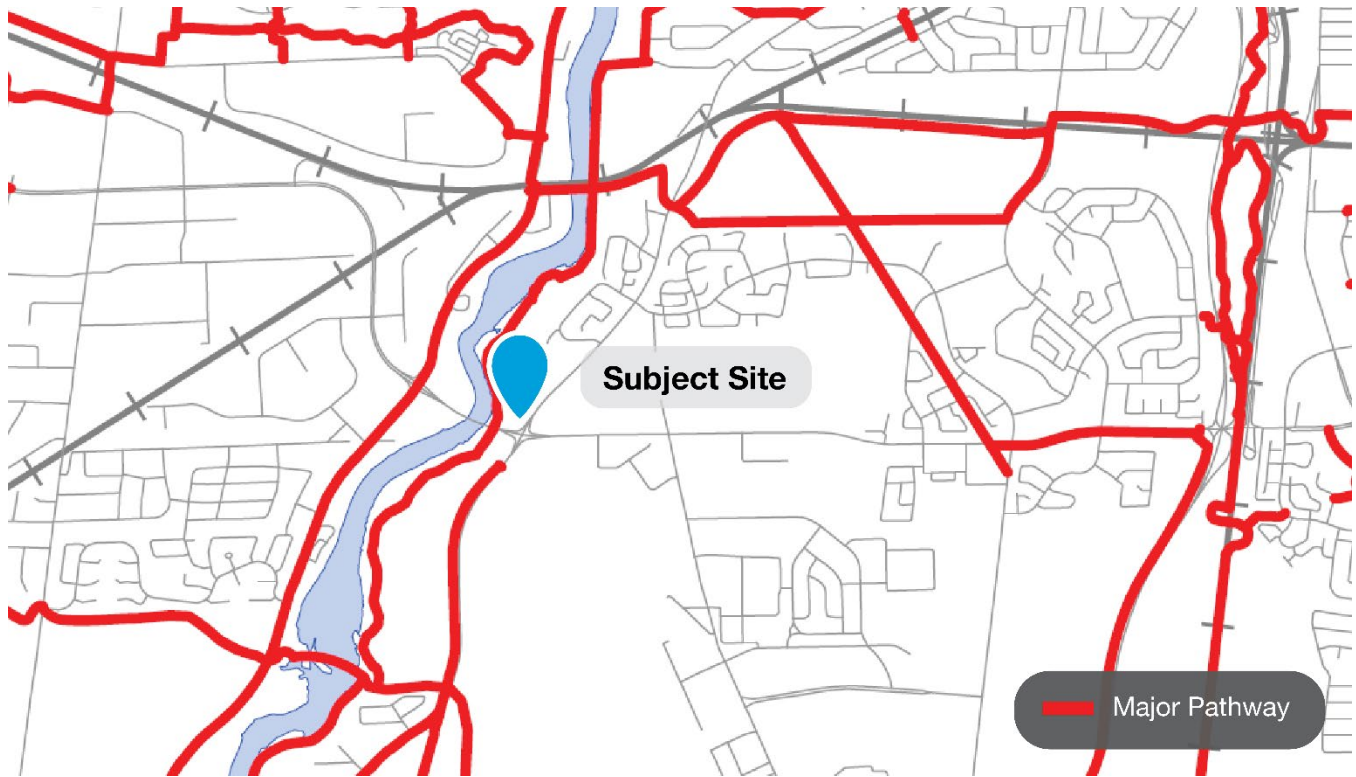


Figure 3: Schedule C3 – Active Transportation Network (City of Ottawa Official Plan)

A major pathway is intended to run along the western edge of the site both north and south underneath the Hunt Club Road bridge and is depicted in Schedule C3 – Active Transportation Network. Policy 12 of section 4.1.2 notes that all urban area collectors, major collectors and arterial roads are designated cycling routes that will, over time, be upgraded with appropriate cycling facilities, which includes both Riverside Drive and Hunt Club Road, as both are identified as arterial roads. The schedule should be read in conjunction with the Transportation Master Plan and Active Transportation Plan for a more comprehensive understanding of the entire network; consultation is currently underway to update the Transportation Master Plan, with Fall 2024 being the targeted date of completion.

The note on Schedule C3 recommends referring to the GeoOttawa cycling layer for detailed route location information. As shown in Figure 4, below, the existing cycling network includes a bike lane on Hunt Club west of Riverside Drive and a bike lane on Riverside Drive south of Hunt Club Road as well as a portion of Riverside Drive on the east side of the street (northbound) for approximately 135 metres.

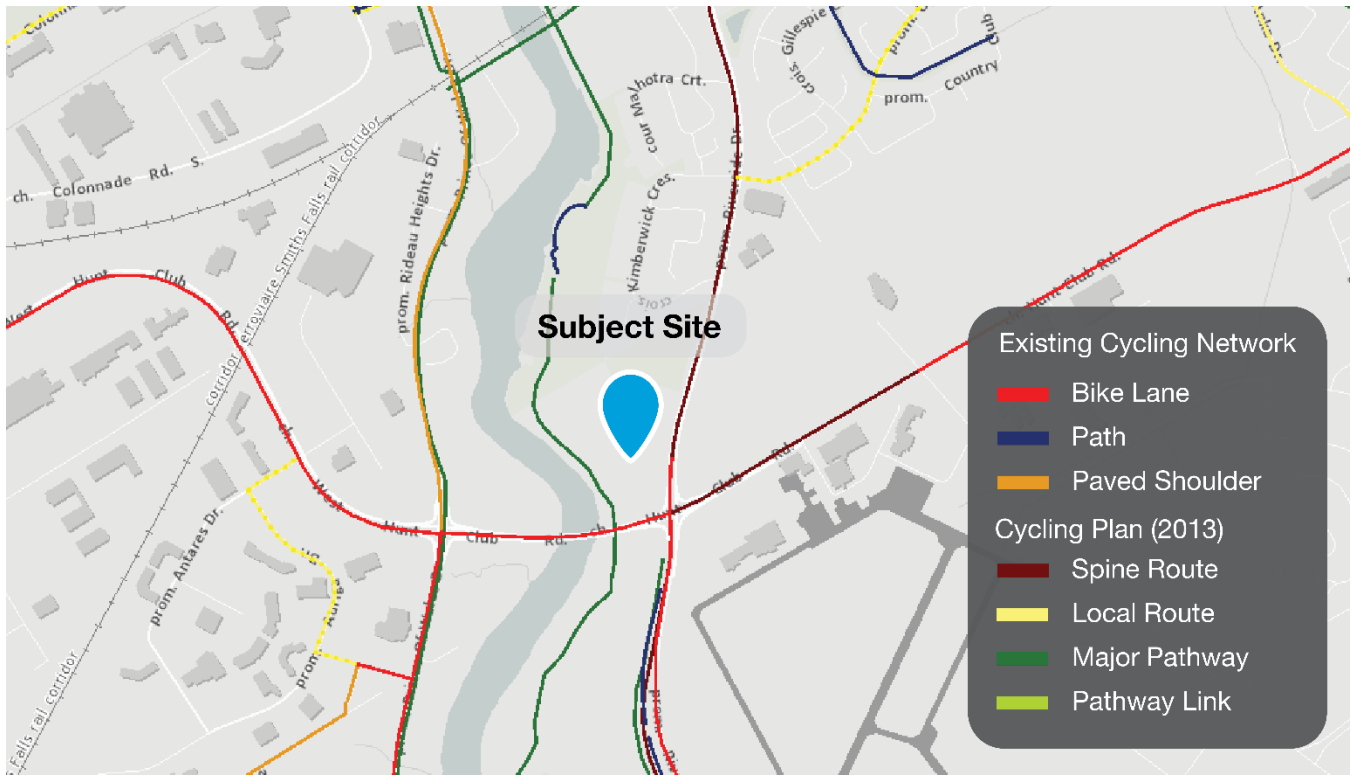


Figure 4: Existing Cycling Network and Cycling Plan (2013) from GeoOttawa

2.4 Road Network

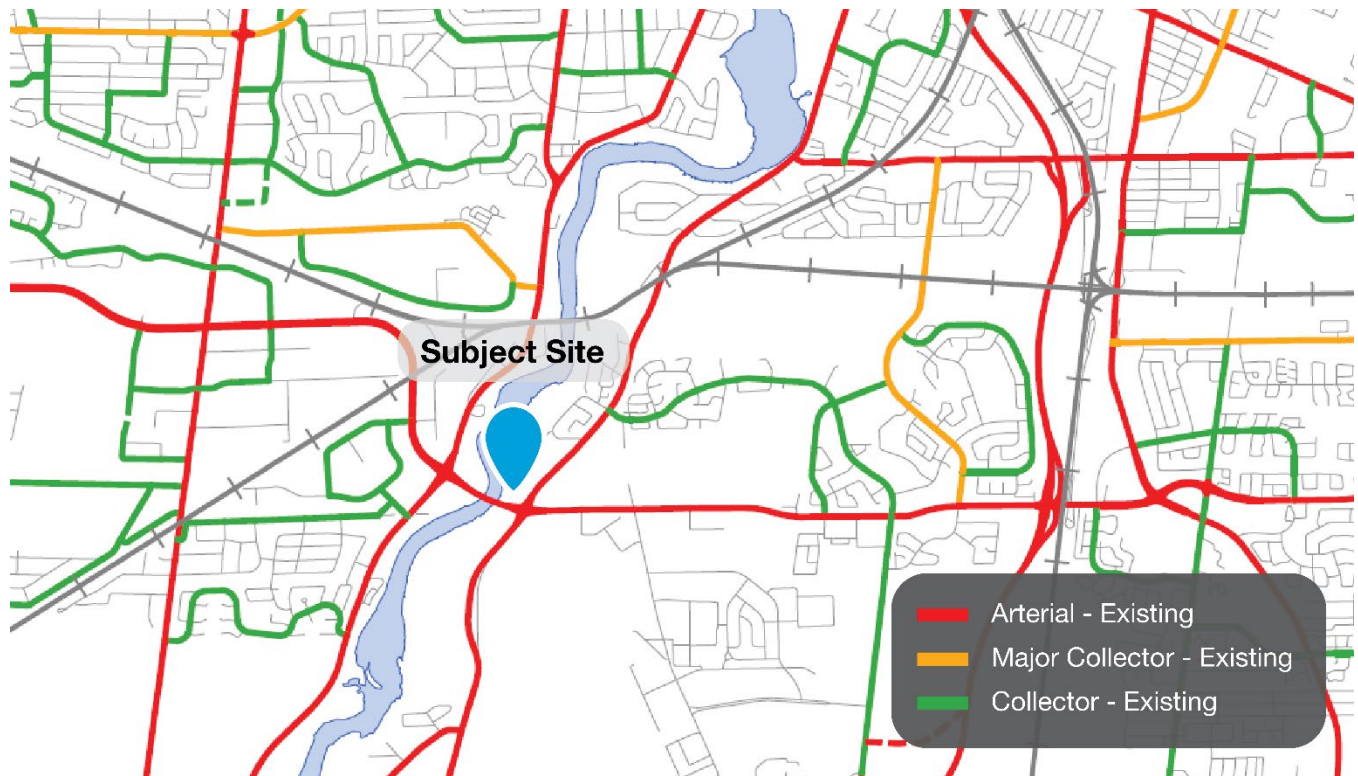


Figure 5: Schedule C4 – Urban Road Network

The subject site is adjacent to two major arterial roads within the City as identified on Schedule C4 of the Official Plan. Arterial roads are the major roads of the City that carry large volumes of traffic over the longest distances. Both Hunt Club Road and Riverside Drive facilitate east-west and north-south routes across the city. On the west side of the Rideau River, Prince of Wales Drive provides another north-south route.

3.0

Proposed Development

The proposed development consists of a new residential community of varying heights and densities. Four (4) apartment buildings are proposed with heights of nine (9), 11, 14, and 17 storeys located on the southeastern portion of the site along Riverside Drive and Hunt Club. The apartment towers are each envisioned to include low- to mid-rise podiums with towers above. The heights of the towers have been designed to respect the applicable Ottawa Macdonald-Cartier Airport Zoning Regulations which applies over the site. Building heights follow the angle and slope of the northerly takeoff approach for runway 14-32. The height restriction is greatest at the southern portion of the site and slopes upward moving north. Therefore, the nine (9) and eleven storey buildings have been located to the south, adjacent to Hunt Club Road, and the 14 and 17 storey towers have been located slightly to the north along Riverside Drive. Each of the apartment blocks would be subject to future Site Plan Control applications to deal with design specifics for each of the buildings including access/egress, and site specifics.

The balance of the site is proposed to be developed with townhouse and detached dwellings. A total of 53 townhouse units are proposed, each with their own driveway and garage and an addition 24 detached dwellings complete the site. The plan of subdivision would create the various development blocks for each of the different unit types, while also identifying blocks for parkland, environmental lands, and public streets.

Given the significant grade change on the site, access is a challenge. Historically, an agreement between the City of Ottawa and TRM anticipated a new site access as shown on the concept Plan, adjacent to the Uplands Riverside Park. This is a proposed signalized, full-movement intersection that would provide access to the proposed development and to a future parking lot for the existing park (which currently has no parking). The proposed public street drops from Riverside Drive into the site before looping through the new community to provide access to each of the apartment and low-rise residential blocks. A mix of 18 and 20 metre rights-of-way are proposed within the development which provides adequate width for sidewalks on at least one side of all proposed streets.

The proposed Plan of Subdivision also proposes a block for parkland dedication which will be added to the existing Uplands Riverside Park. This block has a total area of 3,851 square metres and provides an important connection point to the adjacent Riverwood Park where none exists presently. An additional 4,387 square metres of lands along the riverbank are proposed as open space lands to be conveyed to the City and used for a multi-use pathway (MUP) while two pathway blocks, totalling 435 square metres, have also been proposed. As part of the redevelopment process, TRM will provide graded lands to the City for future installation of the MUP.

The proposed plan will open up access to the Rideau Riverbank for recreational purposes and create new connections to and from the existing community. Streets within the proposed development will include sidewalks on at least one side, including a sidewalk into the community from Riverside Drive. The existing path within Uplands Riverside Park (terminating at the basketball court) will be extended into the community and will connect to the new multi-use pathway along the riverbank behind the proposed development. This pathway will also connect to the pathway within Riverwood Park which circles the existing stormwater management pond. Future expansion of the pathway south under Hunt Club Road is anticipated in the City's plans and would be completed by others to further expand the network.

Multiple easements currently cross the subject site. One provides the Ottawa Hunt and Golf Club permits the installation of a pumping station and associated piping, and access for it's repair adjacent to the Rideau River. This easement will be retained and has been integrated into the development.

The proposed development also proposes to extend a major sanitary sewer to the Hunt Club Bridge to service the proposed development and future development lands south of Hunt Club along the west side of Riverside Drive. The sanitary sewer would come into the public street and connect to the existing sewer which exists at the north end of the subject site, within Uplands Riverside Park.

As part of the proposed development's stormwater management plan, a storm sewer will be installed across City land to deposit in the existing Kimberwick Stormwater Management Pond. A pathway will be installed atop the sewer alignment as part of the reinstatement efforts.

The proposed Plan of Subdivision seeks to create the following blocks:

Lots/ Blocks	Proposed Use	Area (square metres)
Blocks 1-24	Detached dwellings	10,219
Blocks 25-32, 34-36, 42-45	Townhouse dwellings	12,221
Block 38	9 storey mid-rise apartment dwelling	13,192
Block 39	11 storey high-rise apartment dwelling	
Block 40	14 storey high-rise apartment dwelling	
Block 41	17 storey high-rise apartment dwelling	
Blocks 33, 37, 46, 47	Park	8,673
Block 48	Environmental	19,882
Streets 1-4	Streets	15,663
Blocks 49, 50	Widening	386
Block 51	Embankment	1,335

4.0 Design Brief

4.1 Context Plan

The subject site is located at the intersection of Hunt Club Road and Riverside Drive. Within a 100-metre radius are features, including:

- / Parks and Open Space: Uplands Riverside Park to the northeast and Ottawa Golf and Hunt Club to the east on the other side of Riverside Drive
- / Heritage Resources: The Rideau River forms the western boundary for a portion of the site and is located to the west
- / Three (3) bus stops are located within 100 metres of the subject site: Southbound Riverside/ Hunt Club, Westbound Hunt Club/ Riverside, and Eastbound Hunt Club/ Riverside. Three (3) bus routes serve the site: 98 Hawthorne ↔ Hurdman, 198 Riverview ↔ Greenboro, and 199 Leikin ↔ Hurdman. Route 98 is a “Rapid” route, which provides station-to-station service and operates seven (7) days a week and routes 198 and 199 are “Local” routes, which provide routing to local destinations.
- / On-road bike lanes are present on portions of Hunt Club Road and Riverside Drive.
- / As discussed in section 2.4, Riverside Drive and Hunt Club Road are designated Arterial Roads.
- / Sidewalks are present on the east side of Riverside Drive and both sides of Hunt Club Road within the 100-metre radius of the site.
- / A retail shopping centre is located on the southeast corner of the Riverside Drive and Hunt Club intersection which includes a retail food store, restaurants, and retail stores.



Figure 6: Context Plan showing key destinations and linkages within a 100-metre radius

4.2 Site Photos

The below photographs illustrate the existing site conditions and surrounding contexts. The key map in Figure 7 pinpoints where each photo was taken, with an arrow illustrating the direction of the photo. Figure 8 to Figure 13 demonstrate the various site conditions and correspond to the key map.



Figure 7: Site photo key map



Figure 8: Looking southwest toward Uplands Riverside Park



Figure 9: Looking southwest toward the site south of Uplands Riverside Park



Figure 10: Looking west toward the site



Figure 11: Looking west toward the site at the entrance to the pumphouse



Figure 12: Looking northwest toward the site from the south side of Hunt Club Road at the intersection with Riverside Drive



Figure 13: Looking northeast toward the site from the Michael J. E. Sheflin Bridge

4.3 Design Proposal

Hobin Architecture has prepared an Urban Design Brief, included under a separate cover, which addresses Section 2.0 onward of the Urban Design Brief Terms of Reference.

5.0 Policy and Regulatory Framework

5.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) is a policy document issued under the Planning Act. It sets out a vision 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 PPS provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns...”. To respond to current and future needs, a range of housing options is encouraged through new development and intensification.

Policies for achieving the vision of the PPS address efficient development and land use patterns; accommodating an appropriate range and mix of residential types to meet long-term needs; promoting cost-effective development patterns; and supporting transit and active transportation. Furthermore, the policies direct development to locations that have been identified for intensification and redevelopment by the municipality.

The relevant policy interests to the subject application are as follows:

- 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; 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;
 - 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;
- 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;
 - e) support active transportation; and
 - f) are transit-supportive, where transit is planned, exists or may be developed.

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

The proposed development promotes the intensification of infill lands in the existing built-up area within the urban boundary, on a serviced lot, making use of existing infrastructure, and in proximity to existing transit service along a transit priority corridor. The mix of uses also contributes to the liveability of the surrounding community and will contribute to the range of housing options in the area. The proposed development contributes to expanding the mix of housing type sizes to accommodate a variety of family and tenant compositions, as low-, mid-, and high-rise dwelling typologies are proposed.

Environmental considerations have guided the location of the dwelling units, which are located an appropriate distance from the river, top of slope, and the floodplain to mitigate any potential impacts.

- 1.2.6.1 Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.
- 1.2.6.2 Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:
 - (c) adverse effects to the proposed sensitive land use are minimized and mitigated; and
 - (d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

The proposed development is located outside of the 30 NEF/NEP contour and as demonstrated in the Transportation Noise Feasibility Assessment prepared by Gradient Wind Engineering Inc., the noise impacts resulting from airport operations on residential uses can be attenuated with upgraded building components, central air conditioning, and warning clauses. The building components of the townhouses and single detached dwellings will meet Ontario Building Code (OBC) standards, which makes them sufficient to attenuate airport noise. The building components of the towers will have to be upgraded on some façades.

- 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:
 - b) 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; and
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
 - c) 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;

- d) 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;
- 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;
 - 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;
- 1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.
- 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.
- 1.7.1 Long-term economic prosperity should be supported by:
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce

The subject site's proximity to public transit and along a transit priority corridor supports the provincial goals of healthy, livable, and safe communities that efficiently use infrastructure, improve the range and mix of housing types, and support transit use. The proposed development will take place in an existing community and add infill development to an existing neighbourhood. Multiple housing typologies are proposed, including dwellings in single detached, townhouse, a mid-rise apartment building, and high-rise apartment buildings, providing a range of choice for potential residents.

- 2.1 Natural features and areas shall be protected for the long term.
- 2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.
- 2.2.1 Planning authorities shall protect, improve or restore the quality and quantity of water by:
- e) maintaining linkages and related functions among ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas;
- 2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.
- 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 proposed development is adjacent to the Rideau River which, as part of the Rideau Canal is an identified cultural heritage resource. Given the adjacency of the proposed development to the heritage landscape, a Heritage Impact Assessment (HIA) has been prepared by Contentworks Inc., which recommended mitigation efforts to minimize the impacts to the heritage attributes of the Rideau River and Canal, including conveying 0.44 acres of land adjacent to the Rideau River and Environmentally Protected lands. The proposed development will convey these lands to the City. The HIA concluded that while heritage values of the Rideau Canal National Historic Site of Canada and World Heritage Site would be best-served by rewilding the lands, this option is neither contemplated by the project owners nor envisaged in the City of Ottawa's Official Plan.

5.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

5.2.1 Strategic Directions

Ottawa will grow by 402,000 people from 2018 to 2046. This growth presents significant challenges in terms of how to provide choice in housing types and prices, how to reduce greenhouse gas emissions and how to design a transportation system that will move people efficiently and sustainably. It also presents incredible opportunities to shape Ottawa in a way that promotes healthy, vibrant and walkable 15-minute neighbourhoods.

The Official Plan provides guidance for major strategic directions and focuses on intensification and diversifying housing options in section 2.2.1 as follows:

Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods

Ensuring that by 2046, 60% of all new dwelling units are constructed in existing neighbourhoods as opposed to undeveloped greenfield lands. This Plan envisions directing residential intensification towards Hubs, Corridors and surrounding Neighbourhoods with the goal of these areas evolving towards becoming 15-minute neighbourhoods.

Provide housing options for larger households

Providing opportunities for new ground-oriented units in residential Neighbourhoods within a short walking distance to Hubs and Corridors and to build dwelling units with enough floor space to accommodate larger households within buildings typologies that increase densities on existing lots. Provide more choices for housing with three or more bedrooms within the developed built-up portions of the urban area. Locate smaller dwelling units with one- and two-bedroom apartments adjacent to transit stations and along corridors with transit stops.

Improve public amenities and services

To achieve the goal of directing 60% of all new development to existing neighbourhoods by 2046, the City will direct residential intensification to residential Neighbourhoods within a short walking distance of those Hubs and Corridors and help Neighbourhoods evolve towards being inclusive, walkable, 15-minute neighbourhoods that will provide the public and private amenities that will attract new residents.

The city's goals for intensification and diversification of housing options generally seek to develop in the existing built-up area. The subject site's location at the intersection of two Corridors with transit stops means that it is a preferred location for apartment dwellings. As well, the subject site provides a unique opportunity to introduce ground-oriented units for larger households within an existing residential neighbourhood.

5.2.2 Transect, Designation, and Overlay

The subject site is in the Outer Urban Transect and is designated "Mainstreet Corridor" and "Greenspace" on Schedule B3 of the Official Plan. The lands within 150 metres of Riverside Drive are also subject to the Evolving Neighbourhood Overlay. The subject site is adjacent to the Ottawa International Airport Economic District.

The Outer Urban Transect has an established pattern of built form and site design that is suburban. Over the medium- to long-term, this area will evolve toward an urban (15-minute) model. The Plan allows for, and anticipates that, this evolution will occur gradually within a fundamentally suburban pattern. The Outer Urban Transect is generally characterized by low- to mid-density development and new development shall be:

- / Low-rise within Neighbourhoods and along Minor Corridors;
- / Generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted; and

- / Mid- or High-rise in Hubs.

In the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of this Plan, by:

- / Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations; and
- / Targeting Hubs and selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern.

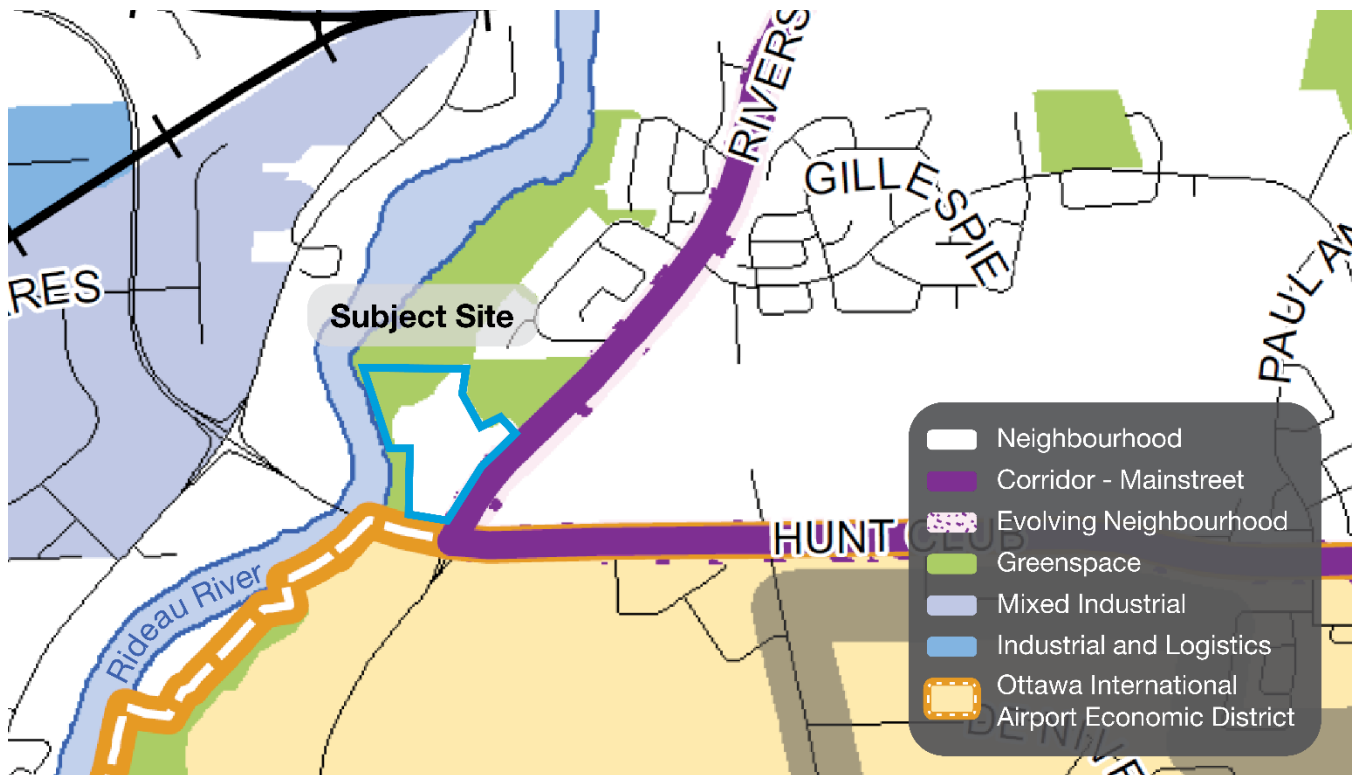


Figure 14: Schedule B3 – Outer Urban Transect (City of Ottawa Official Plan, 2022)

The Zoning By-law is intended to provide for a range of dwelling unit sizes in multi-unit dwellings on Corridors within the Outer Urban Transect. Along Mainstreets, permitted building heights are based on the width of the abutting mainstreet and subject to appropriate height transitions, stepbacks and angular planes. As the subject site abuts Riverside Drive, which has a width greater than 30 metres (protected width is 44.5 metres), heights of at least two (2) storeys and up to high-rise (40 storeys) are permitted (policy 6.2.1.1a).

The proposed development conforms to the policies outlined in the Official Plan with regards to the Outer Urban Transect and proposes high-rise development adjacent to the streets with wide protected rights-of-way and transitions to the adjacent existing low-rise with similar built form (detached and townhouse dwellings). The variety in building typologies permits the creation of both large unit sizes in family-oriented dwellings as well as smaller unit sizes in multi-unit apartment buildings, providing choice and variety to future residents within the community.

Corridors are bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses, and a higher level of street transit service than abutting Neighbourhoods, but lower density than Hubs.

The Corridor designation applies to any lot abutting the Corridor, subject to a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor. Development within the Corridor designation shall establish buildings that locate taller buildings and higher densities closer to the Corridor, subject to building setbacks where appropriate. The development shall ensure appropriate transitions in height, use of land, site design and development character through the site, where the Corridor designation meets abutting designations.

For larger sites (generally greater than 1 hectare or with a depth greater than 100 metres), an enhanced circulation network should be provided within the site prioritizing the needs of pedestrians, cyclists and transit users, and should encourage development closer to the corridor first.

Per policy 6.2.1.3, Corridors generally permit residential and non-residential uses that integrate within a dense, mixed-use urban environment. Mainstreet Corridors also permit offices.

The subject property is generally located within 220 metres of the centreline of Riverside Drive and is therefore entirely within the Mainstreet Corridor designation. The proposed building heights conform to the heights envisioned by the Official Plan for Mainstreet corridors, and the greatest heights are proposed adjacent to Riverside Drive, the Mainstreet Corridor, as well as Hunt Club Road, which although not designated as a Mainstreet Corridor, has a similarly wide protected right-of-way.

The proposed development includes residential uses and proposes an internal network of sidewalks and pathways with connections to adjacent lands and subdivisions, and the potential for further connection to the south in the future, resulting in a well-connected community.

Lands designated as Greenspace are further delineated in Schedule C12 – Urban Greenspace, which identifies the lands located within the subject site as being an Urban Natural Feature. Per Section 7.1, lot creation shall not be permitted within the Greenspace designation and associated sub-designations, to protect and maintain their overall integrity and character. Public access and connections to Greenspaces shall be facilitated and enhanced wherever possible, such as through but not limited to acquisition, conveyance, or dedication of new greenspaces through the development review Process.

Urban Natural Features are primarily intended to be publicly-owned urban natural areas that are managed for conservation or passive leisure uses. Development and site alteration are prohibited in these areas and permitted uses are limited to passive open spaces; scientific, educational, or conservation uses associated with the natural features; and forestry.

Development and site alteration within 30 metres of the boundary of an Urban Natural Feature must demonstrate no negative impacts on the natural features within the area or their ecosystem services.

The proposed development will maintain the integrity of the lands designated as Greenspace and will convey additional lands to expand the existing Uplands Riverside Park and to consolidate lands adjacent to the Rideau River as environmental protection lands. For the lands adjacent to the Rideau River, no development is proposed with the exception of a multi-use pathway designed to respect and preserve the environment and slope stability. Existing access to the existing pumping station along the River will be maintained.

The Evolving Neighbourhoods Overlay is applied to areas in proximity to Hubs and Corridors and signals the intention for a gradual change over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

Per policy 5.6.1.1.1, the Evolving Overlay generally applies to lands within 150 metres of the boundary of a Hub or Mainstreet designation. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- / Guidance for a gradual change in character based on proximity to Hubs and Corridors;
- / Allowance for new building forms and typologies, such as missing middle housing;
- / Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- / Direction to govern the evaluation of development.

Per policy 5.6.1.1.2, where an Evolving overlay is applied, development standards for the built form and buildable envelope should reflect the planned characteristics of the overlay area and should include minimum, density requirements consistent with the Official Plan. For Mainstreets, the minimum residential density requirement for intensification is 120 dwellings per net hectare. A minimum of 5% (target 10%) must also be “large dwellings” which are dwellings with three (3) bedrooms, or that are of sufficient size to accommodate three (3) bedrooms.

Table 1: Hubs, Mainstreets, and Protected Major Transit Station Area (PMTSA) Density and Large Dwelling Requirements (Table 3a in the Official Plan)

Designation	Minimum Area-wide Density Requirement, People and Jobs per Gross Hectare	Minimum Residential Density Requirement for Intensification, Dwellings per Net Hectare	Minimum Proportion of Large-household Dwellings within Intensification
Mainstreet	120	120	Minimum: 5 per cent Target: 10 per cent

The proposed development will contribute to achieving the residential intensification targets identified in the Official Plan by introducing a range of new residential units, including low-, mid-, and high-rise building typologies, within the urban growth area. The proposed density of the subdivision is 184 units per net hectare and includes 77 low-rise “large dwellings” in addition to the future unit mix within the apartment towers.

5.2.3 Growth Management Framework

Section 3 of the Official Plan outlines a growth management framework, which is premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth so as to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions.

The Official Plan notes that most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon. The City anticipates 93 percent of growth will be within the urban area, and 47 per cent of that growth is to occur within the existing urban area as it existed on July 1, 2018.

In Section 3.2, the Official Plan outlines its goals for intensification, including directing it to Hubs and Corridors, where the majority of services and amenities are located. Policy 3.2.8 states that intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms, while large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.

The proposed development, which is located within the urban boundary and on a site that is presently serviced, represents an ideal location for residential intensification and contributes to the City’s goals of directing growth to its built-up areas. The proposed development introduces both ground-oriented units appropriate for large households as well as apartment units appropriate for small household dwellings, contributing to the city’s goal of providing diverse housing stock.

5.2.4 Urban Design

Section 4.6 outlines policies related to Urban Design. Policy 4.6.5 provides the following direction for development of Mainstreet Corridors:

- / Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.
- / Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.
- / Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

The proposed development is consistent with the intent and general direction of the design guidelines contained in the Official Plan. Development frames Hunt Club Road and new internal streets, although due to the grade change, could not frame Riverside Drive. Buildings are set back appropriately from Hunt Club Road and new internal roads; visible main entrances are visible for all buildings.

Section 4.6.2 provides direction on how to protect views and enhance Scenic Routes. Both Hunt Club Road and Riverside Drive are identified in Schedule C13 as Scenic Routes.

According to Policy 4, development abutting Scenic Routes, as identified on Schedule C13, shall contribute to conserving or creating a desirable context by such means as:

- / Protecting the opportunity to view natural and cultural heritage features;
- / Preserving and restoring landscaping, including but not limited to distinctive trees and vegetation along the right of way;
- / Orienting buildings towards the Scenic Route and providing direct pedestrian access, where appropriate; and
- / Providing screening by way of opaque fencing or landscape buffers to hide surface parking lots or outside storage; and
- / Managing the intensity and spill-over of lighting on adjacent parcels.

The proposed development protects opportunities to view natural features – most notably, the Rideau River. A multi-use path will ensure that access to the river is preserved. The natural landscape, including vegetation adjacent to the river, is also preserved. Along the scenic route, buildings have been oriented to address both internal roads and the scenic route. Due to significant grade impacts, the primary entrances are internal, but nonetheless, these buildings will not turn their backs onto the scenic route. Mitigation will be made to ensure that screening is provided and lighting is managed to reduce visual impacts and lighting spillover.

Section 4.6.6 focuses on how to enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all.

Policy 1 indicates that, to minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- / Between existing buildings of different heights;

- / Where the planned context anticipates the adjacency of buildings of different heights;
- / Within a designation that is the target for intensification, specifically:
 - Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
 - Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

Policy 2 states that transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning Bylaw or by other means in accordance with Council-approved Plans and design guidelines.

Policy 3 notes that where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

Policy 4 directs that amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential

- / Provide protection from heat, wind, extreme weather, noise and air pollution; and
- / With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

Policy 5 confirms that low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

Per Policy 7, mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- / Frame the street block and provide mid-block connections to break up large blocks;
- / Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
- / Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and
- / Provide sufficient setbacks and step backs to:
 - Provide landscaping and adequate space for tree planting;
 - Avoid a street canyon effect; and
 - Minimize microclimate impacts on the public realm and private amenity areas.

Policy 8 notes that high-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

Policy 9 states that high-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

All mid- and high-rise buildings have been designed with transition to the adjacent low-rise residential dwellings in mind. Due to the site's significant grade change and due to restrictions in height resulting from the Ottawa Macdonald-Cartier Airport Zoning Regulations SOR/2009-231, the placement of the high- and mid-rise buildings was carefully considered. Building heights increase gradually moving north and frame Hunt Club Road and Riverside Drive. The low-rise residential dwellings are all placed interior to the site and adjacent to the environmental lands and river.

Public and private amenity areas are included as part of this redevelopment. Low-rise dwellings have ground-oriented units with front and rear yards. All residents will have access to the multi-use path along the river and will be able to easily access the park; to which lands will be dedicated.

Low-rise dwellings have been designed to respond to the context of the surrounding environmental landscape, with many backing onto an MUP providing access to the river. Low-rise dwellings provide at-grade main entrances and soft landscaping.

5.2.5 Cultural Heritage and Archaeology

Section 4.5 of the Official Plan outlines the City's approach to conserving cultural heritage resources and honouring diverse cultural communities as part of the City's planning and decision-making. Cultural heritage landscapes will be identified and evaluated to determine their significance and cultural heritage values, including in partnership with the National Capital Commission where appropriate.

Per policy 4.5.2.4, development including or adjacent to the Rideau Canal World Heritage Site (which includes the Rideau River) shall have regard for its cultural heritage value, as defined in Federal designation documentation. The City may require demonstration that development does not adversely impact these resources.

The proposed development adheres to the policies outlined in the Official Plan regarding the conservation of cultural heritage resources. As outlined in the Heritage Impact Assessment prepared by Contentworks Inc., the design of the proposed development mitigates the negative impacts on the heritage values including by:

- / **the choice of architectural firm that will almost certainly propose a set of harmonious designs that draw inspiration from the site and natural materials;**
- / **placing low-rise town homes and single homes along the ridge above the river;**
- / **setting the apartment towers along the edges next to Hunt Club Road and Riverside Drive, with the shortest tower closest to the Rideau River; and**
- / **conveying 0.44 acres of land adjacent to the Rideau River and Environmentally Protected lands.**

The proposed development will not detract from the cultural heritage landscape of the Rideau River.

5.2.6 Natural Heritage, Greenspace, and the Urban Forest

Section 4.8 of the Official Plan outlines policies related to natural heritage, greenspace, and the urban forest. The Natural Heritage System and the features within it are subject to a higher standard of protection than features outside the Natural Heritage System.

Portions of the subject site are indicated as Urban Natural Features and the site has a Natural Heritage Features Overlay on Schedule C11-C of the Official Plan.

Policy 4.8.1.2 states that the City shall seek to improve the long-term integrity and connectivity of the Natural Heritage System through land use planning, development processes, acquisition and conservation of land and support for voluntary, private land conservation and stewardship.

Policy 4.8.2.3 states that growth, development and intensification shall maintain the urban forest canopy and its ecosystem services. This includes providing space for mature, healthy trees on private and public property with sufficient soil volumes.

Finally, Section 4.8.3, policy 2, states that in general, and to support health, climate resiliency, accessibility and gender and social equity, the City shall seek to provide all urban residents with the following minimum access to high-quality greenspace:

- / Within a 5-minute safe walking distance (400 metres), a public greenspace providing space for passive or active recreation;
- / Within a 10-minute safe walking distance (800 metres), two green public spaces; and
- / Within a 15-minute trip by transit, a publicly-owned natural area.

The proposed development will not negatively affect the integrity of the Natural Heritage Features and will make a significant dedication of land to ensure that they are publicly-owned and preserved for the future. Further, the connectivity and useability of the will be improved. Lands to be dedicated to the City include lands adjacent to the rivers edge so that the city will have the lands to construct a north-south multi-use pathway, access points to the environmental lands from within the subdivision, and lands adjacent to the existing Uplands Riverside Park to round out the park and create pathway connections between Uplands Riverside and Riverwood Parks. Residents of the proposed development will have access to multiple greenspaces in the immediate vicinity as the site is adjacent to two public parks, and benefits from the environmental lands along the River.

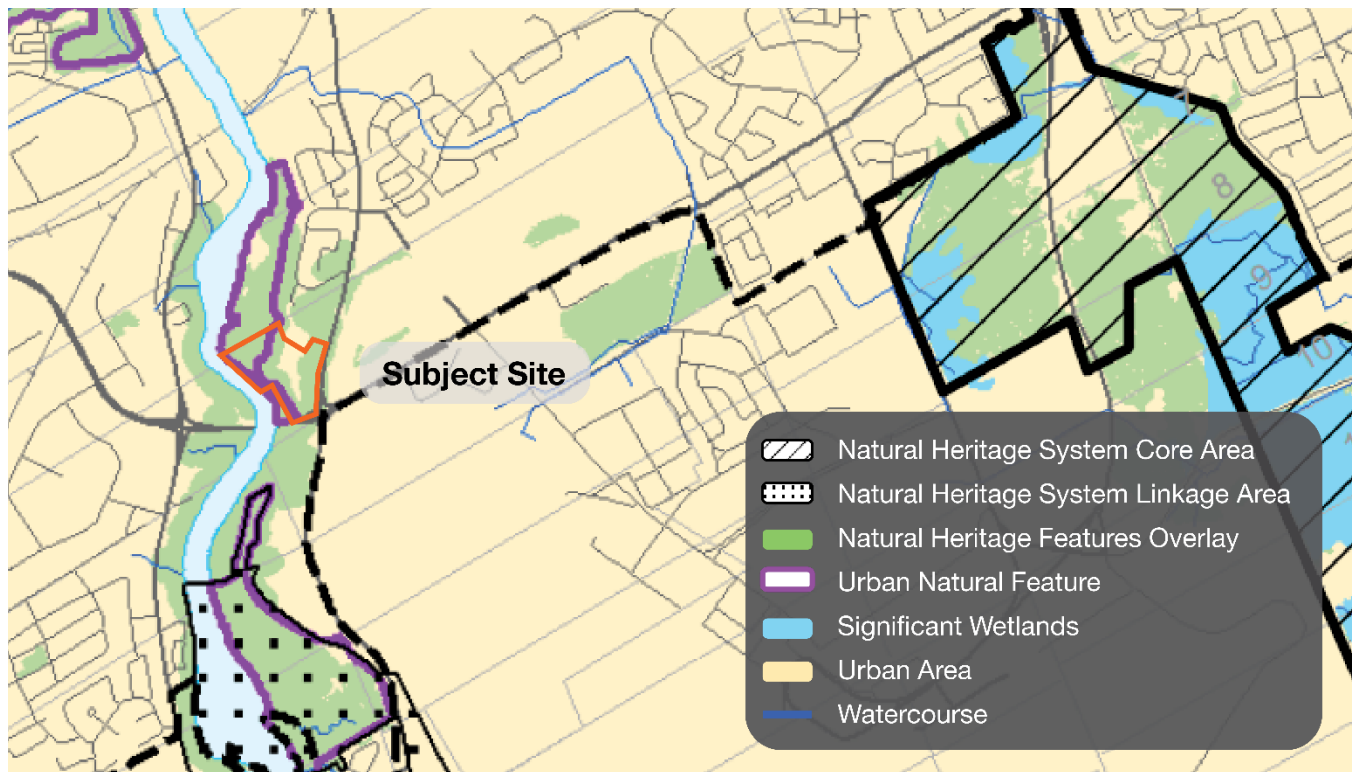


Figure 15: Schedule C11-C – Natural Heritage System (East)

Section 5.6.4 provides further detail regarding the Natural Heritage Overlays that affect the site. The City shall protect natural heritage features for their natural character and ecosystem services.

Development or site alteration proposed in or adjacent to natural heritage features shall be supported by an Environmental Impact Study prepared in accordance with the City's guidelines. Further, development and site alteration shall have no negative impact on the Natural Heritage System and Natural Heritage Features. Development and site alteration shall be consistent with the conclusions and recommendations of an approved environmental impact study.

Natural heritage features have been preserved: lands have been dedicated to the city and an Environmental Impact Statement has been included as part of this submission which assesses the impacts of the proposed development and multi-use pathway on the lands.

5.2.7 Water Resources

The subject site is adjacent to the Rideau River. The Official Plan seeks to protect the water resource system.

Per section 4.9.2 of the Official Plan, natural watercourses shall be kept in a natural condition. Section 4.9.3 states that the minimum setback from surface water features is the greatest of:

- / Development limits as established by the conservation authority's hazard limit, which includes the regulatory flood line, geotechnical hazard limit and meander belt;
- / Development limits as established by the geotechnical hazard limit in keeping with Council approved Slope Stability Guidelines for Development Applications;
- / 30 metres from the top of bank, or the maximum point to which water can rise within the channel before spilling across the adjacent land; and
- / 15 metres from the existing stable top of slope, where there is a defined valley slope or ravine.

Further, lands within the minimum setback shall remain in a naturally vegetated condition to protect the ecological function of surface water features from adjacent land-use impacts, subject to the exceptions in the policies which include pathways and river access points (policy 4.9.3.6b) and slope stability works approved by the City and the Conservation Authority. Any natural vegetation that is disturbed due to development or site alteration activities shall be restored and enhanced, to the greatest extent possible, with native species and shall avoid non-native invasive species.

No site alteration or development is permitted within the minimum setback, except as otherwise provided for in this section. Exceptions to this policy include but are not limited to alterations necessary for passive open spaces (including pathways and river access points), environmental restoration or slope stability works that are approved by the City and the conservation authority in accordance with an assessment of site-specific conditions.

The proposed development is set back 30 metres from the top of bank of the Rideau River. Lands adjacent to the river will be conveyed to the city. Retained lands will be developed with an allowance for a multi-use path (MUP) running adjacent to the river and behind the proposed residential uses to connect to Uplands Riverside Park, the Riverwood Park MUP to the north, and to provide a connection point for a future MUP extension to the south.

5.2.8 Land Use Constraints due to Airport Noise

Schedule C14 of the Official Plan identifies land use constraints and identifies the subject site as being located within the Airport Vicinity Development Zone (AVDZ). The boundary of the AVDZ is based on the most restrictive of either the 25 NEF and NEP contours (the 25 noise composite line) as well as the 'Outer Limitation' and 'Bird Hazard Zone' boundaries as defined by the Ottawa Airport Zoning Regulations.

Per section 10.2.2 of the Official Plan, any development occurring within the 25 Line (composit of the 25 NEF/NEP) will require noise control study consistent with the Council-approved Environmental Noise Control Guidelines. Within the Airport Vicinity Development Zone, noise-sensitive uses may be permitted between the 25 Line and the Airport Operating Influence Zone. Development shall comply with the Ottawa Macdonald-Cartier International Airport Zoning Regulations as enacted under the Federal *Aeronautics Act*.

The proposed development is located within the AVDZ; therefore, the proposed residential land uses are permitted subject to a noise control study. Gradient Wind has prepared a Roadway Traffic & Aircraft Noise Feasibility Assessment for this submission, which concludes that warning clauses will be required to be placed on all Lease, Purchase and Sale Agreements for all buildings. Select lots where noise levels range between 55 dBA and 65dBA will require forced air heating with provisions for air conditioning and a noise barrier will be required for rear yards where noise levels exceed 55 dBA. For the mid- and high-rise buildings, upgraded building component with higher Sound Transmission Class (STC) ratings will be required at select facades. Air conditioning, or a similar mechanical system, will be required to keep a comfortable indoor living environment when windows are open. These recommendations can be implemented through future Site Plan Control applications to ensure that they are implemented in the future apartment buildings and through the draft Plan of Subdivision conditions for the low-rise developments.

The proposed Zoning By-law Amendment seeks to remove Schedule 251 from the lands which was, based on historical research, based on a previous version of the Airport Operating Influence Zone (AOIZ) which affected the southwest corner of the subject site. The proposed amendment would remove the schedule, which prohibits residential uses within a small area of the site, to be consistent with the Official Plan and the current limits of the AOIZ on Schedule C14.

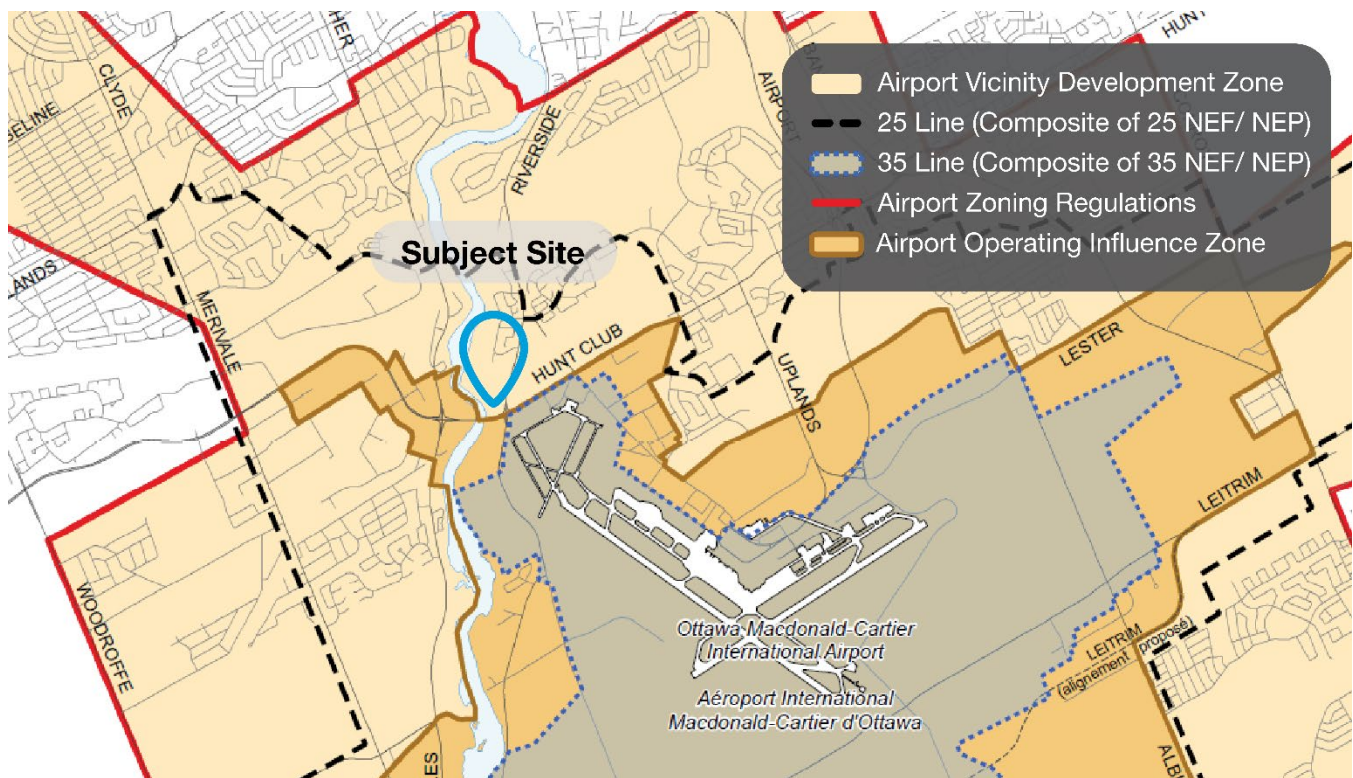


Figure 16: Schedule C14 – Land Use Constraints due to Aircraft Noise (City of Ottawa Official Plan, 2022)

5.3 Zoning By-Law (2008-250)

The majority of the subject site is currently zoned “General Mixed Use, Subzone 1, Urban Exception 1719, Schedule 251, Maximum Height of 137 metres above sea level (GM1[1719] S251 H(137 A.S.L))”. The balance of the lands are zoned “Environmental Protection Zone, Subzone 1 (EP1)”.

The GM zone permits a range of residential and non-residential uses, including low and mid-rise apartments, retirement homes, residential care facilities, townhomes, stacked dwellings, retail uses, restaurants, and office uses, amongst several others.

Subzone 1 of the GM zone states that no more than 50% of the permitted floor space index may be used for specific uses. These do not include residential uses.

Exception 1719 contains site-specific provisions that apply to the subject site. This includes:

- / Limits commercial uses to 60,385 square metres of gross floor area;
- / Permits a number of additional uses, including: apartment dwelling, high-rise, hotel, and more, some with restrictions on total floor area or location;
- / Specifies a parking rate of 1.8 spaces per 100 square metres of floor area required for office uses greater than 2,500 square metres in gross floor area;
- / Permits a parking lot for a park on an adjacent property;
- / Restricts residential uses within Area A of Schedule 251; and,
- / Notes that the lands are considered one lot for zoning purposes.

Area A of Schedule 251 is the southwest corner of the subject property. The purpose of the schedule is to restrict residential uses within this area on the schedule.

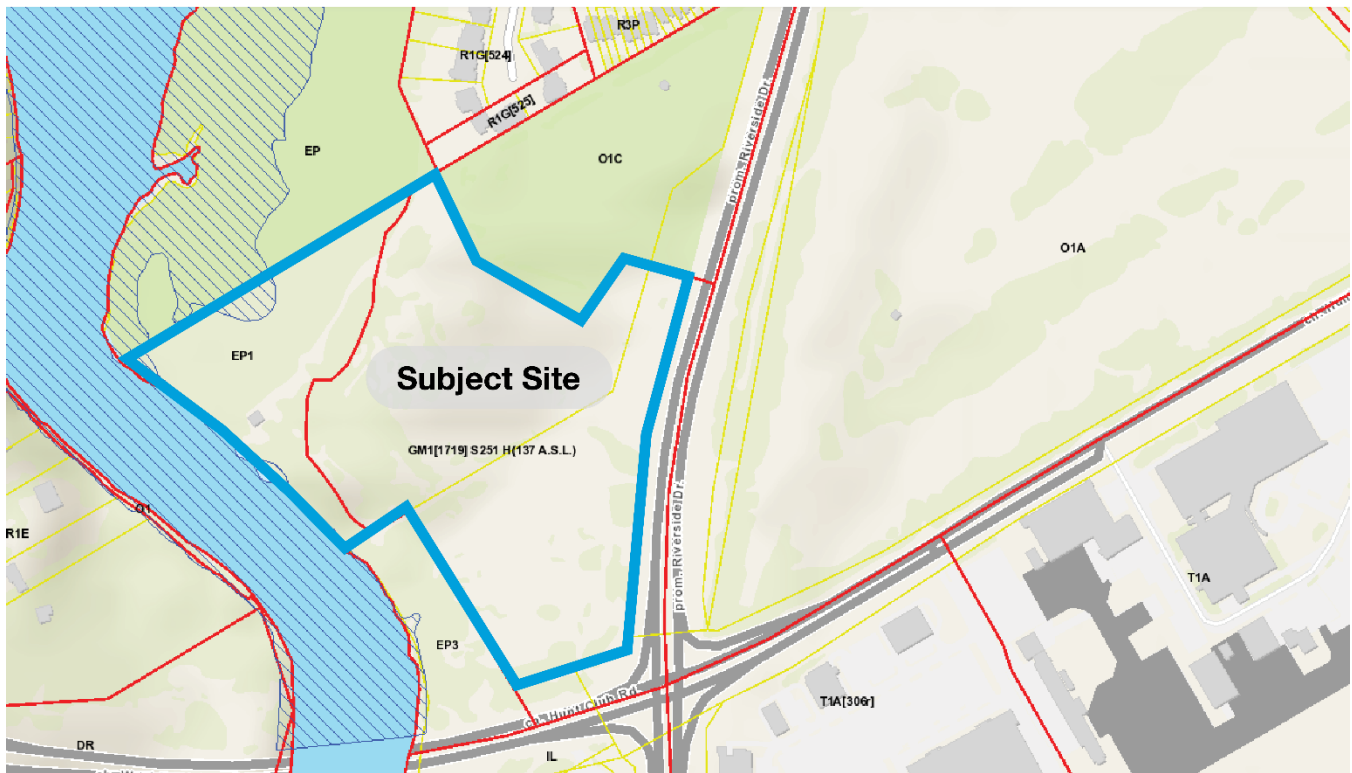


Figure 17: Zoning By-law (2008-250)

The Environmental Protection zone recognizes lands which are designated in the Official Plan as Significant wetlands, Natural Environment Areas and Urban Natural Features that contain important environmental resources which must be protected for ecological, educational and recreational reason. This zone has limited permitted land uses as to protect the urban natural features.

Subzone 1 of the EP zone permits a utility installation as an additional permitted use.

Section 70 of the Zoning By-law contains zoning provisions relating to the protection of airport operations. Schedule 6 of the Zoning By-law defines the Airport Vicinity Development Zone, consistent with the Official Plan policies. The subject site is within the Vicinity Zone per Schedule 6.

The details of the proposed Zoning By-law Amendment are discussed in Section 6.0 below.

5.4 Ottawa Macdonald-Cartier Airport Zoning Regulations SOR/2009-231

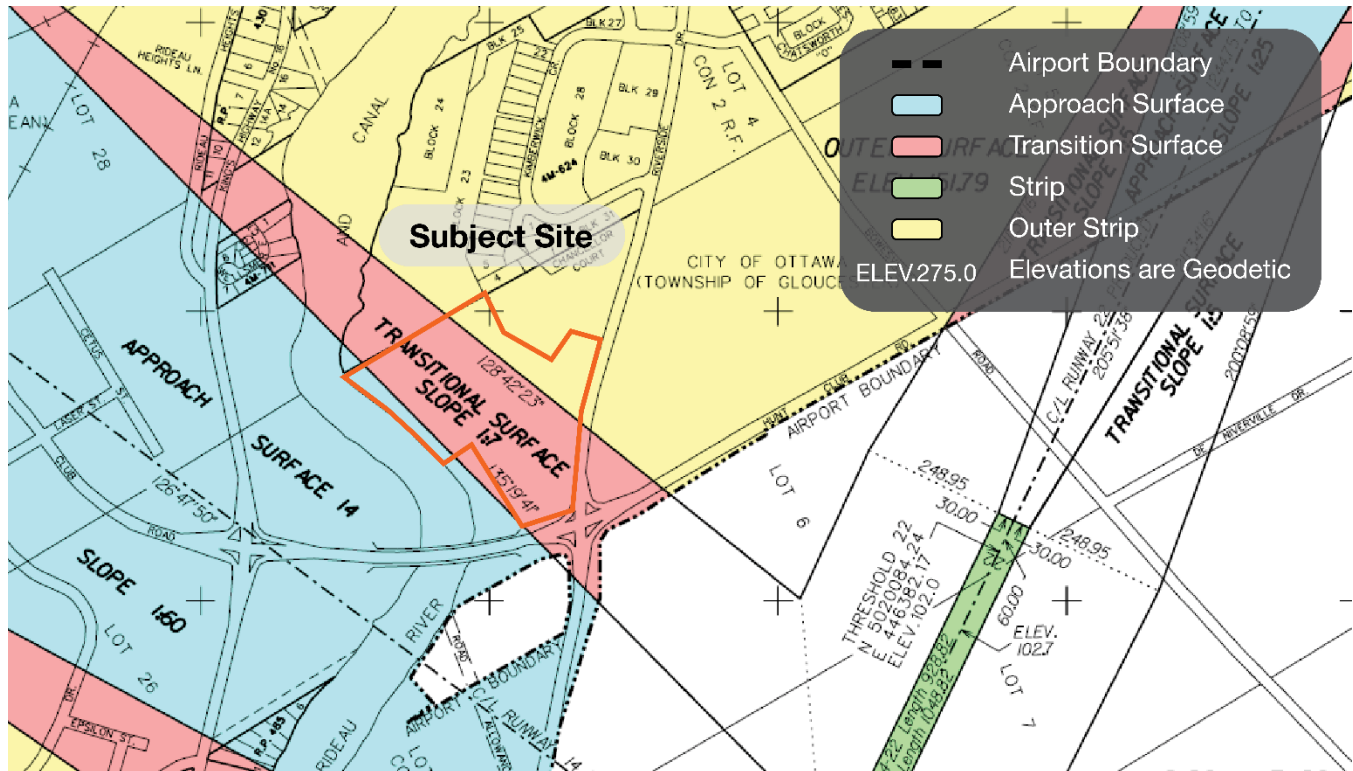


Figure 18: Ottawa Macdonald-Cartier Airport Zoning Map

The subject site is subject to the Ottawa Macdonald-Cartier Airport Zoning Regulations SOR/2009-231 and is located within the transition surface and the outer strip, with a portion of the lands adjacent to the Rideau River located within the approach surface. The Transition Surface has a slope of 1:7, which has been calculated in the Sketch Illustrating the Northerly Take-Off Approach for Runway 14-32 prepared by AOV, and is included under a separate cover.

The airport zoning supersedes the zoning by-law and therefore the maximum height permitted is based on the angular plane calculated using the 1:7 slope.

Proposed Zoning By-law Amendment

The proposed Zoning By-law Amendment would amend the zoning of the subject site to “Residential Third Density, Subzone Z, Urban Exception XXX (R3Z[XXX])” for the detached and townhouse dwellings and “General Mixed Use, Subzone 1, Urban Exception XXX, Schedule YYY (GM1[XXX] SYYY)” for the mid-rise and high-rise apartment dwellings.

For the R3Z[XXX] subzone, an exception is required to seek relief on the minimum required rear yard setback for townhouse dwellings.

For the GM1[XXX] SYYY subzone, a new site-specific schedule will establish permitted building heights for the apartment blocks, while the site-specific exception would provide relief from some site specific provisions.

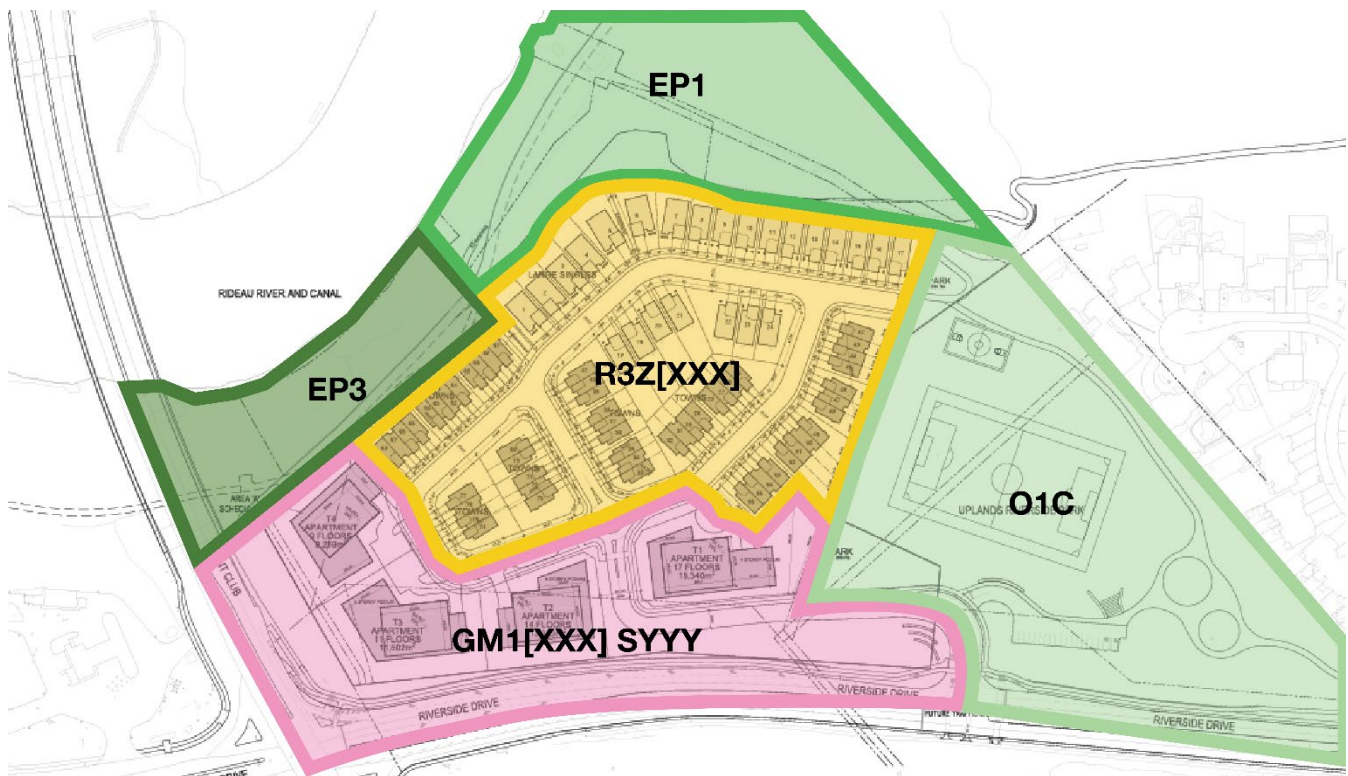


Figure 19: Proposed zones

Specifically, the proposed Amendments would:

Remove Schedule 251

Schedule 251 restricts residential uses within Area A and is based on an outdated outline of the Airport Operating Influence Zone (AOIZ). The limit of the AOIZ now follows Hunt Club Road and therefore Schedule 251 is proposed to be removed to permit residential uses on the whole site, subject to the outcomes of the Noise Study.

Establish New Height Schedule

A new site-specific height schedule for the apartment blocks would permit heights that are consistent with the Airport Zoning Regulation. The proposed heights would be absolute, as specified in the exception, to limit any projections over the height limit.

Allow “Apartment Dwelling, High-Rise” to use the full Floor Space Index

Subzone 1 of the GM zone currently limits development to 50% of the permitted floor space index. Specific uses, including residential uses permitted in the GM zone, are excluded from this requirement. The proposed amendment would add “Apartment Dwelling, High-Rise” to the list of permitted land uses in section 188(7)(c) to allow the buildings to use the full floor space index.

Table 2, below, provides a summary of the proposed zoning for the apartment blocks:

Table 2: GM1[1719] S251 Performance Standards

GM1[1719] S251	Requirement	
Minimum Lot Area	No minimum	
Minimum Lot Width	No minimum	
Minimum Front Yard and Corner Side Yard Setbacks	3 m	
Minimum Interior Side Yard Setbacks	Non-residential or mixed-use building, from any portion of a lot line abutting a residential zone	5 m
	Residential use building > 11 m	3 m
Minimum Rear Yard Setback	abutting a street	3 m
	any portion of a rear lot line abutting a residential zone	7.5 m
	Residential building	7.5 m
	All other cases	No minimum
Maximum Building Height	Per proposed height schedule	
Minimum Width of Landscaped Area	Abutting a street, residential, or institutional zone	3 m
	Other cases	No minimum
	May be reduced	May be reduced to 1 m where a 1.4 m high opaque screen is provided

The lands located in blocks 1-24, 25-32, 34-36, and 42-45 on the Plan of Subdivision are planned for detached and townhouse dwellings. The detached dwellings and townhouse dwellings are proposed to be rezoned “Residential Third Density, Subzone Z (R3Z), Urban Exception [YYYY]”. The proposed rezoning of these lands reflects their intended use as low-rise residential. The exception for the townhouse dwellings would permit an adjustment to the rear yard setback.

The purpose of the R3 - Residential Third Density Zone is to allow a mix of residential building forms ranging from detached to townhouse dwellings and permit different development standards, identified in subzone Z, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches. Subzone Z is proposed in the current development as the development will be stand-alone and can continue to transition to the older low-rise in terms of built form.

Table 3, below, provides a summary of the Residential Third Density, Subzone Z, Urban Exception XXX (R3Z[XXX]) as detailed in Zoning By-law 2008-250. Text shown in red indicates where a site-specific exception would be required.

Table 3: Proposed R3Z[XXX] Subzone Performance Standards

R3Z[XXX]	Requirement	
Minimum Lot Width	Detached	9 m
	Townhouse	6 m
Minimum Lot Area	Detached	240 m ²
	Townhouse	150 m ²
Maximum Building Height*	Detached	10 m
	Townhouse	
Minimum Front Yard Setback	Detached	3 m
	Townhouse	
Minimum Corner Side Yard Setback	Detached	3 m
	Townhouse	
Minimum Rear Yard Setback	Detached	6 m
	Townhouse	5 m
Minimum Interior Side Yard Setback	Detached	1.8 total, 0.6 for one side yard
	Townhouse	1.2 m

* For lands within the Schedule 342, where a building has a peaked roof having a slope of 1 in 3 (4/12 pitch) or steeper, the maximum building height is 11 metres

Table 4, below, provides a summary of parking provisions for the proposed development as detailed in Zoning By-law 2008-250. The table demonstrates how the detached and townhouse dwellings meet the provisions.

Table 4: Parking Requirements

Parking provisions		Required	
Parking requirements Area C on Schedule 1A	Resident parking	Townhouse or detached dwelling	1 per dwelling unit
		Mid- and high-rise apartment dwelling	1.2 per dwelling unit
	Visitor parking	Townhouse*, mid-rise, or high-rise apartment dwelling	0.2 per dwelling unit
Bicycle parking		Mid- or high-rise apartment dwelling	0.50 per dwelling unit
Bicycle parking space dimensions		Horizontal: 0.6 m x 1.8 m Vertical**: 0.5 m x 1.5 m	
Bicycle parking aisle width		1.5 m	

* In the case of a townhouse dwelling, where each dwelling unit has a driveway accessing a garage or carport located on the same lot as that dwelling unit, and in the case of a planned unit development, where a dwelling unit has a driveway accessing its own garage or carport; no visitor parking is required for that dwelling unit.

** Max 50% of the required spaces

7.0 Supporting Studies

7.1 Transportation Impact Assessment (TIA) Report

Parsons completed a TIA Strategy Report dated December 22, 2022. The Report noted that a traffic signal warrant was completed, and a traffic signal was not warranted; however, due to sight line issues and general collision history sensitivity, a traffic signal is recommended at this location. The traffic signal is recommended to have a protected northbound left-turn phase and no right on red for the eastbound approach.

The 2029 full buildout queuing analysis confirmed the following:

- / A 15m for southbound right-turn at site access is sufficient,
- / A 40m for northbound left-turn lane at site access is sufficient, and
- / Extending the southbound right-turn lane as far as possible at Riverside/Hunt Club is recommended, without reaching the Riverside/Site access.

The traffic implications will be revisited, and proposed design of the Riverside/Site intersection be refined in future Site Plan Control Applications for subsequent phases of development.

Based on the TIA report, the proposed development is recommended from a transportation perspective.

7.2 Roadway Traffic & Aircraft Noise Feasibility Assessment

GradientWind prepared a Roadway Traffic & Aircraft Noise Feasibility Assessment dated December 22, 2022. The report found that noise levels at the lots reserved for townhomes and single-family homes are below 65 dBA, assuming massing of the midrise buildings are not present. Therefore, standard building components in compliance with the Ontario Building Code are sufficient to attenuate noise when windows are closed. Results also indicate that select lots where noise levels range between 55 dBA and 65dBA will require forced air heating with provisions for air conditioning, as summarized in Section 6. Furthermore, noise barrier will be required for rear yards where noise levels exceed 55 dBA. Warning Clauses will also be required be placed on all Lease, Purchase and Sale Agreements for all buildings.

Noise levels at buildings T1-T4 exceed the 65dBA criterion; therefore, upgraded building component with higher Sound Transmission Class (STC) ratings will be required at select facades. Furthermore, air conditioning, or a similar mechanical system, will be required to keep a comfortable indoor living environment when windows are open. Warning Clauses will also be required be placed on all Lease, Purchase and Sale Agreements for all buildings. If the podium roofs were to be used as an outdoor amenity space, noise barriers protecting these areas will be required.

For aircraft fly-overs, sound exposure will approach the NEF/ NEP 30 which is equivalent to a 24 hour L_{eq} of 62 dBA outside the buildings. The noise inside the dwellings would need to be reduced to 32 dBA for bedrooms and 37 dBA for indoor living rooms. Typical commercial windows with STC rating of 35 is expected to be sufficient to attenuate aircraft noise. A detailed noise assessment will be required at the time of site plan approval to determine specific noise control measures for each of the midrise buildings. For the townhomes and single-family homes, prescribed measures for aircraft noise should be followed as outlined in the City of Ottawa's Environmental Noise Control Guidelines (ENCG) Part 6.

With regard to stationary noise impacts, a stationary noise study is recommended for the site during the detailed design once mechanical plans for the proposed block become available. This study would assess impacts of stationary noise from rooftop mechanical units serving the proposed midrise blocks on surrounding noise sensitive areas. This study will include recommendations for any noise control measures that may be necessary to ensure noise levels fall below ENCG limits. As the mechanical equipment will primarily reside in the mechanical level located on the high roof, noise levels on the surrounding noise sensitive properties are expected to be negligible. In the event that noise levels exceed

the ENCG criteria, noise impacts can generally be minimized by judicious selection and placement of the equipment. Stationary noise studies for the townhomes and single-family homes are not required, as associated mechanical equipment are small air conditioning units.

7.3 Site Plan

Hobin Architecture has prepared a Site Plan dated December 22, 2022, showing the proposed arrangement of buildings and land uses, and is available under a separate cover.

7.4 Urban Design Brief

Hobin Architecture has prepared an Urban Design Brief dated December 22, 2022, included under a separate cover, which addresses Section 2.0 onward of the Urban Design Brief Terms of Reference.

7.5 Sketch Illustrating the Northerly Take-Off Approach for Runway 14-32

AOV has prepared a Sketch Illustrating the Northerly Take-Off Approach for Runway 14-32 dated December 22, 2022. A thumbnail of the sketch is shown below:

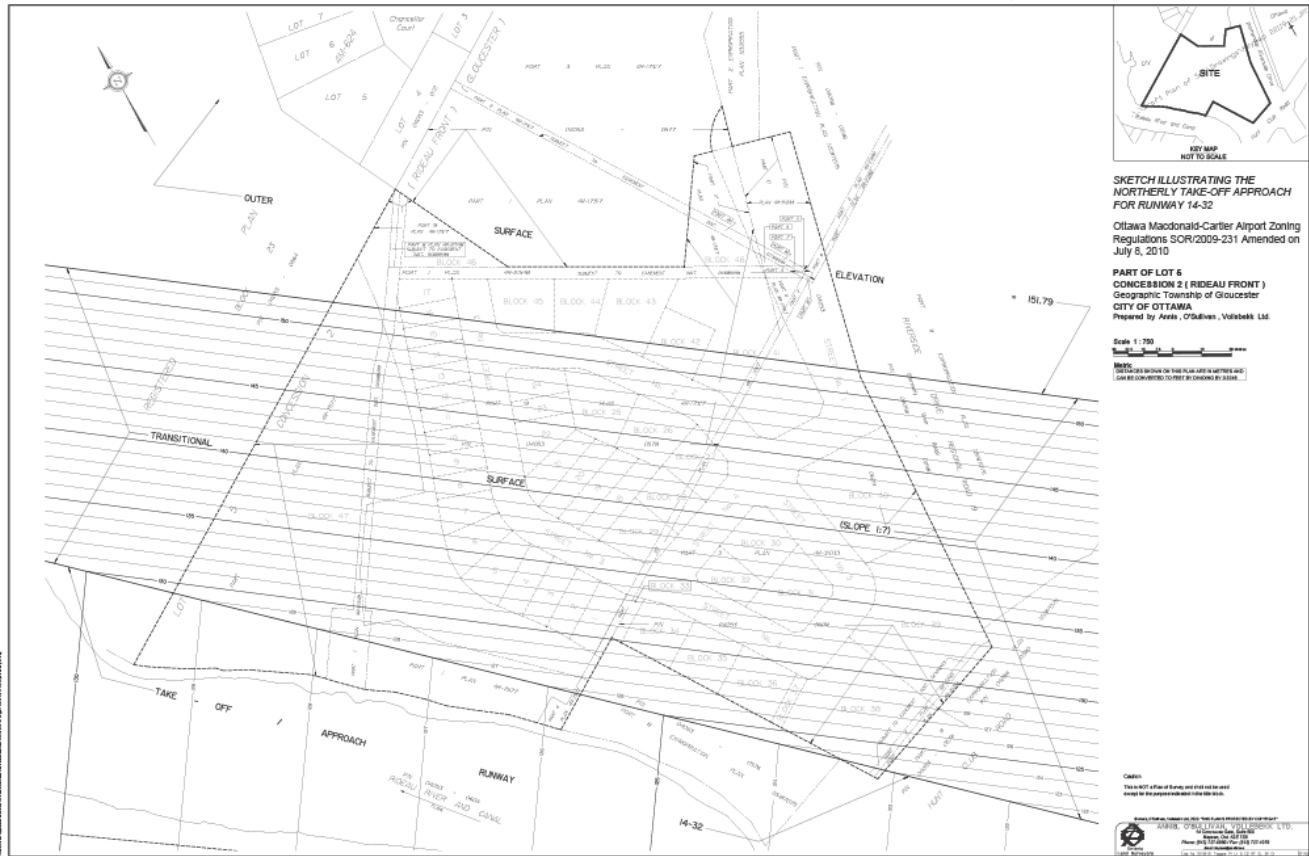


Figure 20: Northerly Take-Off Approach for Runway 14-32 (AOV).

7.6 Draft Plan of Subdivision

Annis, O’Sullivan, Vollebakk Ltd. (AOV) has prepared a Draft Plan of Subdivision dated December 22, 2022, available under a separate cover.

7.7 Survey Plans

Three (3) survey plans prepared by AOV, including:

- / Plan 4R-7577, dated October 31, 1990;
- / Plan 4R-17317, dated November 20, 2001; and
- / Plan 4R-31033, dated January 30, 2018.

7.8 Fluvial Geomorphic Assessment

Golder Associates Ltd. (WSP Golder) prepared a Fluvial Geomorphic Assessment dated December 22, 2022. Environmental Noise Control Guidelines specifically to confirm an appropriate geomorphic hazard (erosion) limit between the east bank of the Rideau River and the proposed footprint of the development property. Based on the results of the fluvial geomorphology assessment at the study reach of the Rideau River, WSP Golder is of the opinion that the proposed development property should include a minimum geomorphic (erosion) setback of 15 m to accommodate the potential for long-term channel migration/ movement. This recommended setback combines the estimated 100-year migration rate for the river of ~ 10 m with a safety factor of 50% or 5 m (to account for the potential of added channel movement via widening processes) and generally aligns with the previously inferred toe erosion allowance from WSP Golder (2022), as well as the upper limit of the toe erosion estimate for the current study. The recommended erosion setback at the study reach of the Rideau River is expected to be sufficiently conservative.

7.9 Pedestrian Level Wind Analysis

GradientWind prepared a Pedestrian Level Wind Analysis dated December 22, 2022, which found that:

- / All grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, laneways, walkways, transit stop, surface parking, Uplands Riverside Park, and in the vicinity of building access points, are considered acceptable. An exception is described as follows:
 - To achieve the sitting comfort class in all areas over the proposed parks during the typical use period, we recommend implementing targeted wind barriers installed around sensitive areas. Wind barriers could take the form of wind screens, clusters of coniferous trees in dense arrangements, or a combination of both options.
- / Regarding the common amenity terrace serving T3 at Level 6, conditions during the typical use period are predicted to be suitable for sitting within the majority of the terrace, while standing conditions at the southwest corner and within small areas near the northeast and southeast corners of the terrace.
 - Depending on the programming of the space, the noted wind conditions may be considered acceptable. Specifically, if the areas in question will not accommodate seating or lounging activities, the noted wind conditions would be considered acceptable.
 - If required, sitting percentages in the noted windier area at the southwest corner of the terrace could be increased by implementing wind screens along the south and west perimeters, extending at least 1.8 m above the walking surface of the terrace.
- / Regarding the common amenity terrace serving T3 at the mechanical penthouse (MPH) level, conditions during the typical use period are predicted to be suitable for sitting within the majority of the terrace, while standing conditions are predicted to occur within the northern half of the terrace.

- Depending on the programming of the space, the noted wind conditions may be considered acceptable. Specifically, if the area in question will not accommodate seating or lounging activities, the noted wind conditions would be considered acceptable.
- If required, sitting percentages in the noted windier area could be increased by implementing a full perimeter wind screen, extending at least 1.8 m above the walking surface of the terrace
- / Regarding the common amenity terrace serving T4 at Level 6, conditions during the typical use period are predicted to be suitable for sitting within the majority of the terrace, while standing conditions are predicted to occur at the northwest corner, near the southeast corner, and to the south of the terrace.
 - Depending on the programming of the space, the noted wind conditions may be considered acceptable. Specifically, if the areas in question will not accommodate seating or lounging activities, the noted wind conditions would be considered acceptable.
 - If required, sitting percentages in the noted windier areas could be increased by implementing wind screen along the south and west perimeters, extending at least 1.8 m above the walking surface of the terrace, and along the north perimeter, extending at least 2 m above the walking surface of the terrace.
- / To achieve the sitting comfort class in all areas within the common amenity terrace serving T1 at Level 5 and the common amenity terrace serving T4 at the MPH level during the typical use period, we recommend implementing a full perimeter wind screen, extending at least 2 m above the walking surface of the terrace.
- / To achieve the sitting comfort class in all areas within the common amenity terrace serving T1 at the MPH level and the common amenity terraces serving T2 at Level 6 and at the MPH level during the typical use period, we recommend implementing a full perimeter wind screen, extending at least 2 m above the walking surface of the terrace.
 - Depending on the programming of the terrace, mitigation inboard of the perimeter may also be required and could take the form of wind screens and/or other landscaping features.
- / The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. During extreme weather events, (for example, thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover

7.10 Shadow Analysis

Hobin Architecture prepared a Shadow Analysis, which is included in the Architectural Design Boards package dated December 22, 2022.

7.11 Phase I + II Environmental Site Assessment

WSP Golder prepared a Phase I and II Environmental Site Assessment dated December 22, 2022.

7.11.1 Phase I ESA

Based on the information obtained as part of this Phase One ESA, the following Potentially Contaminating Activity (PCA) was identified within the Phase One Study Area:

- / #30. Importation of Fill Material of Unknown Quality – Fill material of unknown quality and origin has been used to backfill the sand and gravel pits formerly located on the Site and adjacent lands north, east, south and southwest of the Site. This fill material reportedly contains construction debris.
 - Rationale for Potential Contribution of the PCA to an area of potential environmental concern (APEC): Fill is present across the Site used to fill in the former pit. Historical information suggests some of the fill may contain building debris with soil exceedances of the site condition standards. As such, the presence of the fill material on the Site is considered to be a PCA that will result in an APEC on the Site.

- / #28. Gasoline and Associated Products Storage in Fixed Tanks – Current presence of retail fuel outlet with three associated fuel underground storage tanks (USTs) located approximately 70 m south of the Site at 4000 Riverside Drive.
 - Rationale for Potential Contribution of the PCA to an APEC: Given the distance and amount of infrastructure between the Site and this facility and that this facility is located hydraulically cross-gradient with respect to the Site, it is not considered to be a PCA that will result in an APEC on the Site.

Based on the information collected as part of this Phase One ESA, one APEC was identified on the Site as follows:

- / APEC 1 – Potential for subsurface impacts due to the presence of fill material on the Site
 - Location of Area of Potential Environmental Concern on Phase One Property: site-wide
 - Potentially Contaminating Activity: Fill material of unknown quality and origin is present Site-wide
 - Location of PCA (on-Site or off-Site): on-site
 - Contaminants of Potential Concern: PHC F1 to F4, Benzene, ethylbenzene, toluene and xylenes (BTEX), polycyclic aromatic hydrocarbons (PAHs), EC and metals
 - Media Potentially Impacted (Groundwater, soil and/or Sediment): Soil and Groundwater

Based on the findings of the Phase One ESA, further investigation in the form of Phase Two ESA is required at the Site in order to assess the potential for soil quality impacts related to the one APEC identified on the Site.

7.11.2 Phase II ESA

The objectives of the Phase Two ESA were to obtain information about environmental conditions in the soil and groundwater on, in or under the Site, and to develop the information necessary to complete a Record of Site Condition for the property. The objectives of this Phase Two ESA were achieved by:

- / Developing an understanding of the geological and hydrogeological conditions at the Site; and,
- / Conducting field sampling for all contaminants of concern (COCs) associated with each area of potential environmental concern (APEC) identified in the Phase One ESA

The Phase Two ESA investigated the APECs identified in the 2022 Phase One ESA. The reported concentrations of the contaminants of potential concern in soil as of the certification date of November 9, 2022 were identified above the applicable site condition standards in two areas of the Phase Two Property. Groundwater satisfied the site condition standards. Therefore, remediation and/or risk assessment will be required to obtain a Record of Site Condition.

7.12 Environmental Impact Statement/ Impact Assessment of Endangered Species

Kilgour & Associates Ltd. Prepared an Environmental Impact Assessment (EIS) dated December 22, 2022. The requirement of an EIS for the proposed development was triggered by 1) proximity of the proposed development to wetland and floodplain areas; 2) the encroachments into an Urban Natural Area (UNA); and 3) potential impacts to species at risk (SAR) and SAR habitat.

The proposed project has potential to interact with ten SAR listed as Endangered or Threatened in Ontario, including Blanding's Turtle, Butternut, Black Ash, three species of birds, and four species of bats. It is recommended that breeding bird surveys and acoustic bat monitoring surveys are completed prior to the removal of trees within the mature forests. Once surveys are completed and the final EIS is produced appropriate vegetation-clearing windows would be followed to minimize impacts to birds and bats. Wildlife exclusion fencing would be installed around the project perimeter to ensure reptiles do not access the construction site.

This initial EIS provides a set of mitigation measures for employment in the design and construction of the proposed development, such as the use of standard erosion and sediment control (ESC) measures, and recommends further

studies and mitigation measures to prevent impacts to SAR. The final EIS will provide additional, detailed mitigation measures.

The report provides a set of mitigation measures for employment in the design and construction of the proposed development. The assessment of the potential for impacts to the natural heritage system is based on the implementation of these mitigation measures. Based on Kilgour & Associates Ltd.'s professional opinion, the proposed development is not expected to have negative impacts to existing natural features or ecological functions if the recommended mitigation measures provided in the report are implemented.

7.13 Concept Landscape Plan by CSW

CSW has prepared a Concept Landscape Plan dated December 22, 2022, available under a separate cover.

7.14 Electrical Servicing Concept

McKee Engineering has prepared an Electrical Servicing Concept dated December 22, 2022, available under a separate cover.

7.15 Assessment of Adequacy of Public Services Report + Sediment and Erosion Control Plan + Stormwater Management + Conceptual Grading Plan

IBI Group Professional Services (Canada) Inc. prepared an Assessment of Adequacy of Public Services Report, dated December 22, 2022, which also included a Sedimentation and Erosion Control Plan and Stormwater Management dated December 22, 2022. The report outlined a conceptual servicing scheme to support both the Zoning Bylaw amendment and the Plan of Subdivision applications and has illustrated that the proposed development can be serviced by extending municipal services in an effective manner and in accordance with the City of Ottawa's current level of service requirements.

The water network will be extended to provide necessary service. All sanitary and storm sewer designs for this development will be completed in conformance with City of Ottawa standards while acknowledging downstream constraints.

Adherence to the Sediment and Erosion Control Plan during construction will minimize harmful impacts on surface water.

The significant slope across the existing topography will most likely result in roadway slopes up to 5% and residential units with "Walk-Out" basements to reduce the need for retaining walls while minimizing the impact on the bordering lands. It is also anticipated that the structural elements of the apartment buildings will be designed and constructed to retain the abutting lands where applicable.

A conceptual macro grading plan has been prepared as part of the report to identify the possible grading of the proposed development.

Based on the information provided within this report, the plans prepared for the proposed development can be serviced to meet City of Ottawa requirements.

7.16 Heritage Impact Assessment (HIA)

Contentworks, Inc. prepared the HIA dated December 22, 2022. The report found that, while heritage values of the Rideau Canal National Historic Site of Canada and World Heritage Site would be best-served by rewinding the lands, this option is neither contemplated by the project owners nor envisaged in the City of Ottawa's Official Plan.

Mitigation to reduce negative impacts on heritage values is built into the planning of the project as follows:

- / the choice of architectural firm that will almost certainly propose a set of harmonious designs that draw inspiration from the site and natural materials
- / placing low-rise town homes and single homes along the ridge above the river, and
- / setting the apartment towers along the edges next to Hunt Club Road and Riverside Drive, with the shortest tower closest to the Rideau River
- / conveying 0.44 acres of land adjacent to the Rideau River and Environmentally Protected lands.

7.17 Tree Conservation Report

Kilgour & Associates Ltd. was retained to prepare a Tree Conservation Report. As part of the survey process, Butternut (*Juglans cinerea*) and Black Ash (*Fraxinus nigra*) trees (Endangered under the ESA) will be reviewed and assessed as required. To-date, KAL is aware of one Butternut and one Black Ash on the Site. While general tree surveys can be completed at any time of year, Butternut health assessments (BHAs) following the Ministry of Environment, Conservation and Parks' (MECP) Butternut assessment guidelines must be completed between May 15 and August 31. The assessment evaluates Butternut health for the purpose of compliance with the ESA.

During a tree survey to be complete in 2023, trees with a DBH ≥ 10 cm on the Site will be identified, enumerated, mapped, their DBH measured, and their general health and condition documented. "Wildlife" trees with DBH > 25 cm will be looked for to assess bat and Chimney Swift habitat potential. Wildlife trees are standing live or dead trees with cracks, crevices, hollows, cavities, and/or loose or naturally exfoliating bark in early stages of decay (decay class 1-3). Finally, during the tree surveys stick nests used by birds of prey will be documented if observed.

8.0 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 have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted.

- / Pre-Application Consultation Meeting - A pre-application consultation meeting was held with city staff and the applicant team on September 1, 2021.
- / Notification of Ward Councillor, Councillor Riley Brockington - The Ward Councillor will be notified following submission of concurrent Zoning By-law Amendment and Plan of Subdivision applications 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.
- / A Statutory Public Meeting will be held for the Plan of Subdivision (at the discretion of the City).
- / Planning Committee Meeting Advertisement and Report Mail out to Public - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee - The statutory public meeting will take place at the City of Ottawa Planning Committee.

9.0 Conclusions

In considering the proposed development and the applicable policy framework, it is our professional opinion that the proposed development represents good planning and is in the public interest for the following reasons:

Consistent with the Provincial Policy Statement (2020)

The proposed development seeks to develop an area within the City of Ottawa's Urban Area that contributes to the range of housing types and services within the community. The proposed development will utilize existing infrastructure and public service facilities, while also recognizing the adjacent cultural heritage resource in the Rideau River.

Conforms to the Official Plan (2022)

The proposed development conforms to the Official Plan with regard to intensification and diversification of housing, growth management, urban design, cultural heritage, natural heritage and greenspace, water resource system management, designation, and land use constraints due to airport noise. The proposed land uses conform to the policies of the Official Plan and are appropriate for the context of the site.

Maintains the Intent of the Zoning By-law

The proposed Zoning By-law Amendment is proposed to permit "apartment dwelling, high rise" in the GM1 subzone, remove Schedule 251 to permit development in the southwest corner of the site, and rezone a portion of the lands R3Z to permit the development of townhouse and detached dwellings.

The GM1 subzone is intended to permit a range of uses, including residential, commercial, and institutional uses, often which draw on a broader area and generate traffic or noise. The R3Z subzone is intended to allow a mix of residential building forms, including detached to townhouse dwellings. Rezoning a portion of the lands better maintains the intent and purpose of the zoning by-law rather than amending the GM1 subzone to permit detached dwellings.

The proposed uses are appropriate and will not create undue negative impacts on the community or surrounding properties.

Plan of Subdivision Facilitates the Orderly Development of the Lands

The lands for the proposed subdivision are appropriate for their use and the proposed development conforms with the official plan, zoning by-law, and Provincial Policy Statement. The development would not place undue strain on existing community facilities and will provide new community amenities for the existing park, including dedicating more land to the park, which will permit the expansion of the park and the construction of a parking lot, which presently does not exist. The proposed plan of subdivision has blocks and roads that are appropriate given the proposed development and existing site context, particularly the grading.

Represents Good Planning

Based on the above discussion, it is our professional opinion that the proposed development is compatible with the existing and planned land uses in the surrounding area, conforms to the policies, goals, and objectives of the Official Plan, complies to the intent of the Zoning By-law that the proposed Zoning By-law Amendment is appropriate for the future development of the site. The proposed development permits the redevelopment of an underutilized site and includes a range of low-, mid-, and high-rise housing typologies within the urban boundary.

Sincerely,



Paul Black, MCIP RPP
Associate



Tamara Nahal, MPI
Planner