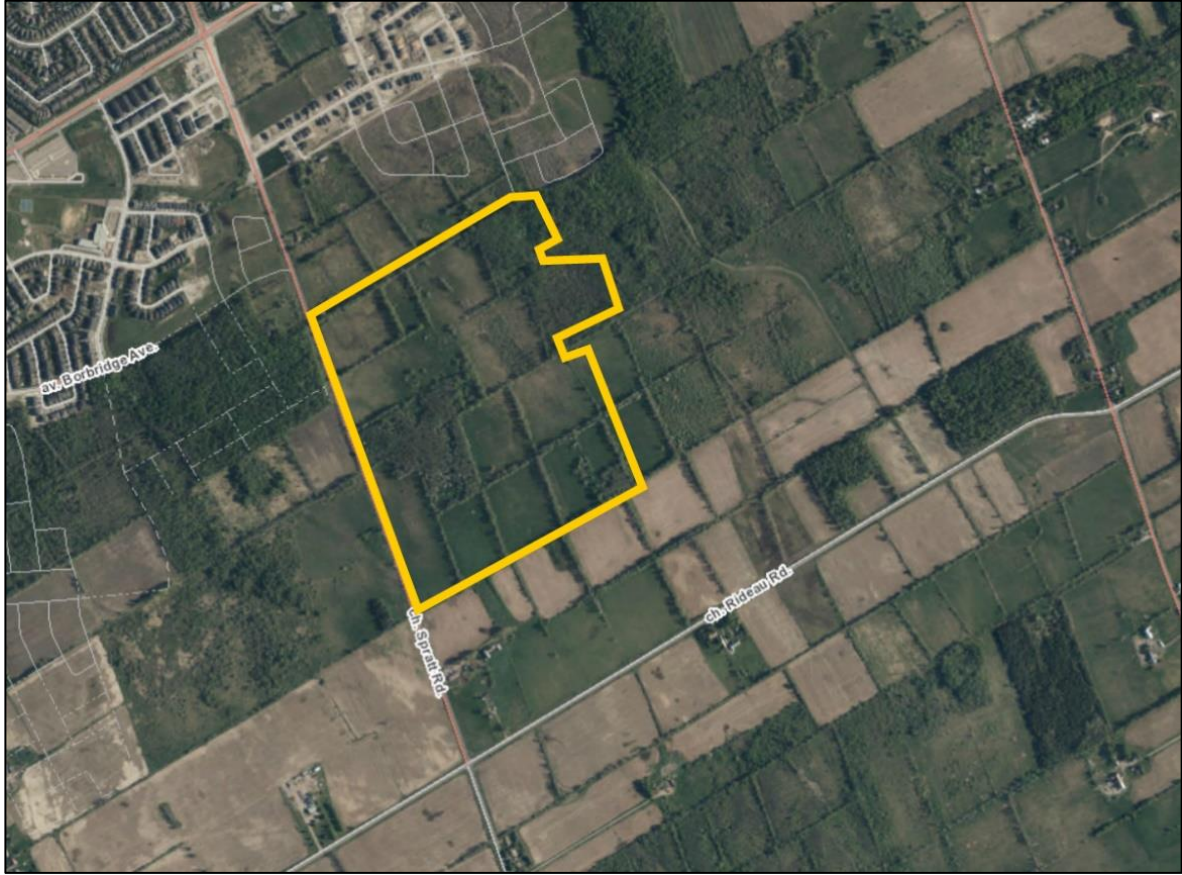




# RIVERSIDE SOUTH - PHASE 17 PLANNING RATIONALE

DRAFT PLAN OF SUBDIVISION APPLICATION

JULY 2020



# RIVERSIDE SOUTH – PHASE 17 PLANNING RATIONALE

## DRAFT PLAN OF SUBDIVISION APPLICATION

**JULY 2020**

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# 1 INTRODUCTION

WSP was retained by the Riverside South Development Corporation (RSDC) to prepare a Planning Rationale (the “Report”) in support of a Draft Plan of Subdivision application for Phase 17 of the Riverside South subdivision, located east of Spratt Road at 4775 and 4875 Spratt Road (“the site”), in the City of Ottawa. The site is currently owned by the Riverside South Development Corporation.

A future Zoning By-law Amendment application will be filed separately and will need to be approved prior to development taking place.

The proposed development consists of a mix of blocks for single-detached dwellings, freehold townhomes, and back-to-back townhomes, one medium density residential block, one Community park and one parkette, one school block, and one commercial block as part of Phase 17 of the Riverside South subdivision.

This Report has been prepared in accordance with the City of Ottawa and Planning Act requirements to assess the Draft Plan of Subdivision in the context of the surrounding community and the overarching policy and regulatory framework for the site.

A number of supporting technical studies have been prepared in support of the application and have been submitted to the City. These studies are available under separate cover and will be summarized as part of the Integrated Environmental Review (IER). The IER will also be submitted under separate cover.

This Report is set up as follows:

- **Section 2** provides a description of the site location and community context;
- **Section 3** provides an explanation of the proposed development;
- **Section 4** outlines the policy and regulatory framework applicable to the site and a planning rationale for the proposed development;
- **Section 5** summarizes the planning opinion regarding the Draft Plan of Subdivision.

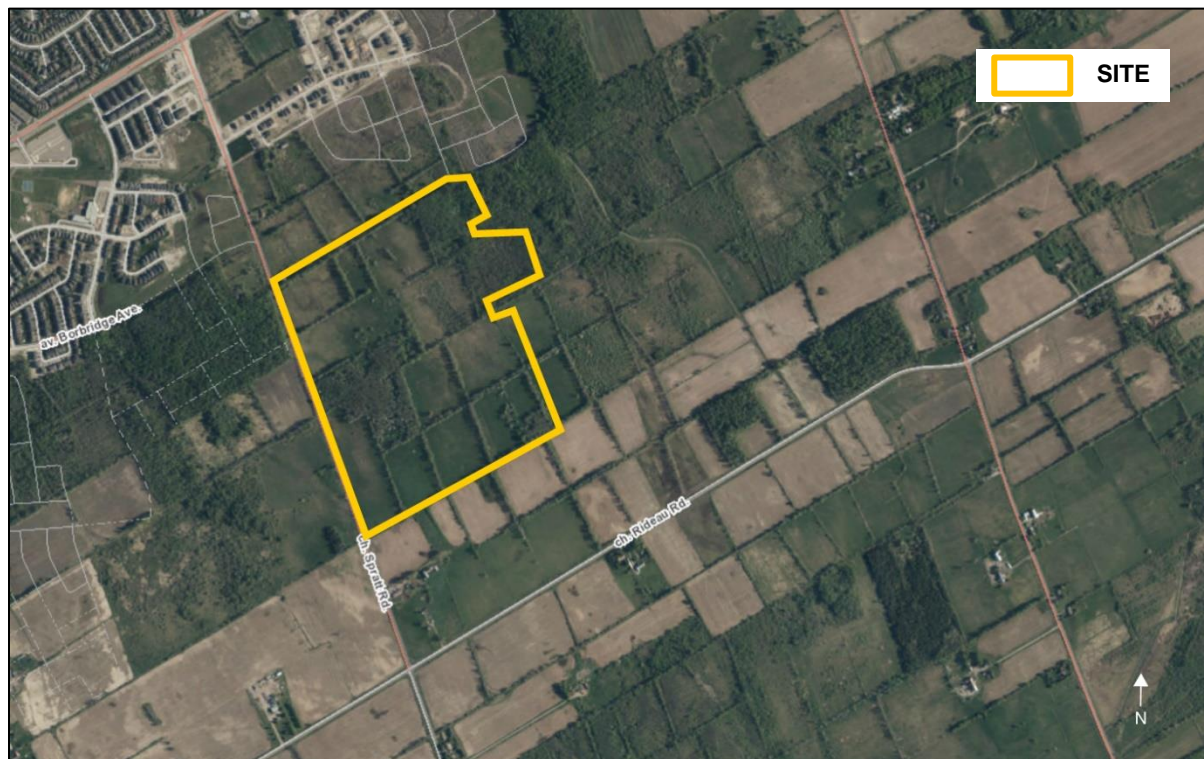
## 2 SITE LOCATION AND COMMUNITY CONTEXT

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### 2.1 SITE LOCATION

The proposed development is located east of Spratt Road at 4775 and 4875 Spratt Road (“the site”), in the City of Ottawa, as illustrated in **Figure 2-1**. The site is legally described as Part of Lots 23 and 24 Concession 1 (Rideau Front) in the Geographic of Township of Gloucester in the City of Ottawa. It has an approximate area of 58.7 hectares (145 acres), and is comprised of vacant lands.

**Figure 2-1: Site Location (geoOttawa, 2020)**



### 2.2 COMMUNITY CONTEXT

The site is located within Phase 17 of the Riverside South community. It is located in Ward 22 (Gloucester-South Nepean). As illustrated in **Figure 2-1**, land uses adjacent to the site are as follows:

- North: low-rise residential dwellings and vacant development reserve land;
- South: vacant development reserve land;
- East: vacant development reserve land; and

– West: vacant development reserve land.

## 2.2.1 SURROUNDING DEVELOPMENT ACTIVITY

**Figure 2-2** illustrates recent development applications in the vicinity of the site, which are summarized in **Table 2-1**, including their address, development type, proposed building heights, number of units or gross floor area (GFA), and the status of the applications.

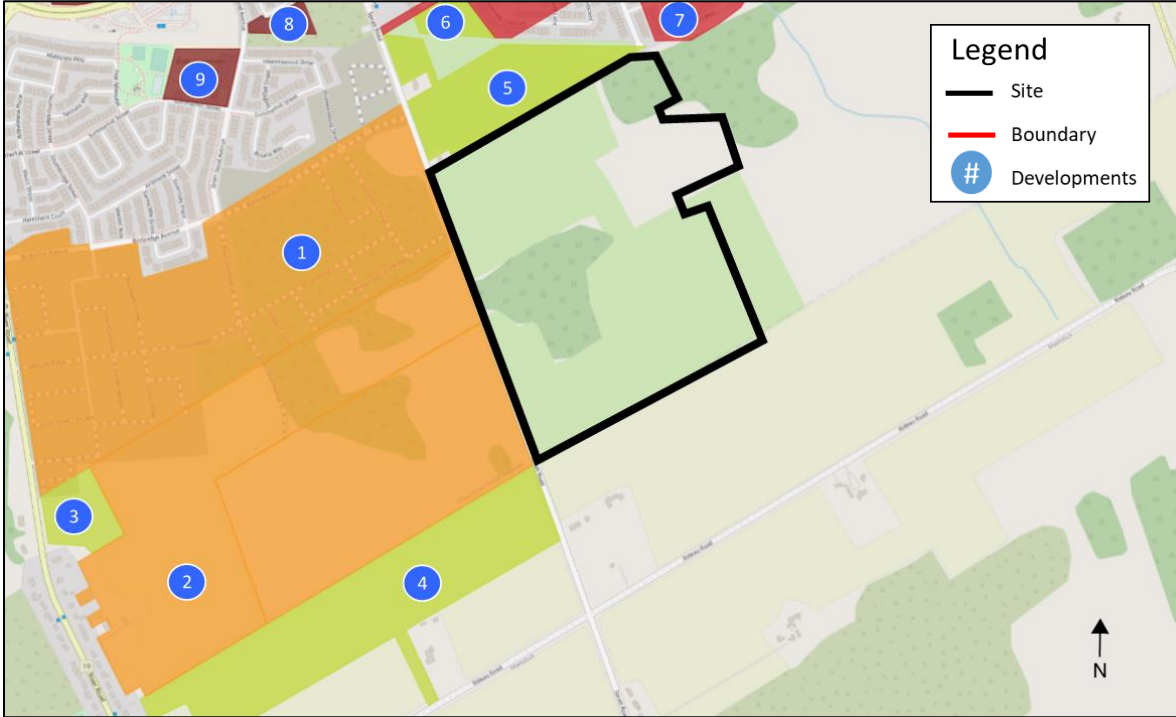
**Table 2-1: Development Activity within the Vicinity of the Site**

NO.	ADDRESS	LAND USE	MAX. HEIGHT (STOREYS)	NO. OF UNITS or GFA	DEVELOPMENT APPLICATION STATUS
1	Part of 4650 Spratt Rd. & 4800 Spratt Rd.	Residential	n/a	Approx. 1,350 residential units	Draft Plan of Subdivision and Zoning By-law Amendment applications approved. Lifting of Holding Symbol application was circulated on June 2, 2020.
2	807 River Rd. and 4720 Spratt Rd.	Residential	n/a	Approx. 343 single detached dwellings, 52 semidetached dwellings, 342 townhomes, for a total of 737 residential units	Draft Plan of Subdivision application approved.
3	879 River Rd.	Residential	n/a	Approx. 177 townhouse units	Draft Plan of Subdivision application draft approved. Zoning By-law Amendment application pending as of June 22, 2018.
4	673 Rideau Rd. (between River Rd. & Spratt Rd.)	Residential	n/a	Approx. 234 single detached and 260 townhouse units.	The application files have been pending since April 5, 2018.
5	4725 Spratt Rd.	Residential	n/a	Approx. 275 townhouse units.	Zoning By-law Amendment application pending since Sept. 19, 2019. Draft Plan of Subdivision application pending since Dec. 1, 2019.



NO.	ADDRESS	LAND USE	MAX. HEIGHT (STOREYS)	NO. OF UNITS or GFA	DEVELOPMENT APPLICATION STATUS
6	4623 Spratt Rd.	Residential	n/a	Approx. 2 semi-detached dwellings and 64 townhouse dwellings.	Draft Plan of Subdivision application pending since Oct. 24, 2019. Zoning By-law Amendment application pending since July 23, 2019.
7	4619 Spratt Road, Part of 4623 Spratt Road, Part of 980 Earl Armstrong Drive	Residential	n/a	Approx. 218 single detached dwellings, 172 townhouse dwellings, and approx. 360 ground-oriented residential units.	The development is under construction.
8	76 Nutting Cres.	Residential	3 storeys	Approx. 42, 3-storey townhouse units in 9 buildings.	The development is built and occupied.
9	715 Brian Good Ave.	Institutional	2 storeys	A two-storey elementary school with a day care centre.	The development is built and occupied.

**Figure 2-2: Recent Development Activity within the Vicinity of the Site**

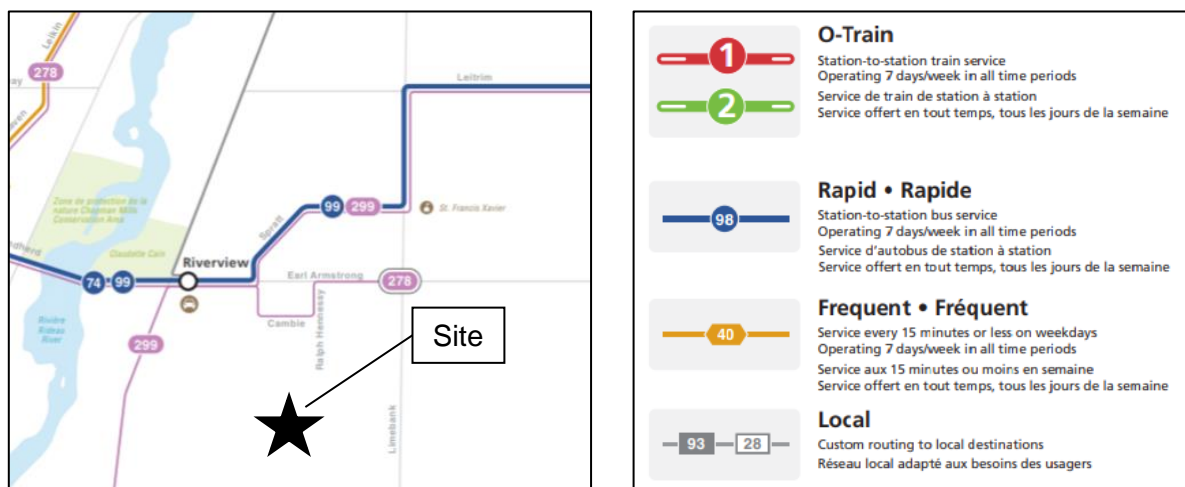


## 2.3 TRANSPORTATION NETWORK

Spratt Road is a major Collector Road running primarily north-south. It is located west of the site and provides access from Mitch Owens Road to the south, to Limebank Road to the northeast.

The site does not currently have direct transit service, as illustrated in **Figure 2-3**. However, the rapid transit route 99 (Barrhaven Centre to Hurdman and Greenboro) is located north of the site along Earl Armstrong Road, which then moves north via Spratt Road. The rapid transit route 74 (Riverview to Tunney's Pasture) also runs along Earl Armstrong Road north of the site.

**Figure 2-3: OC Transpo Network Map (April 2020)**



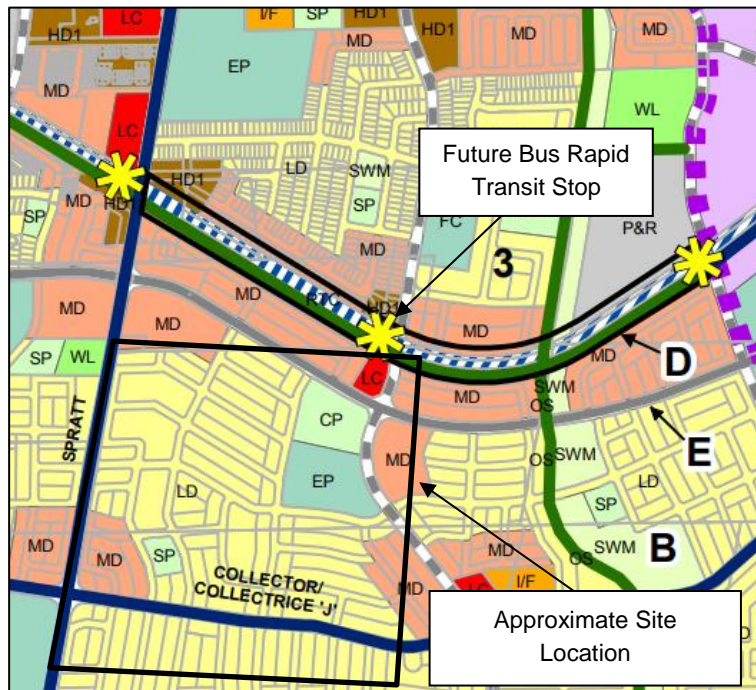
The site will be in proximity to the future O-Train Trillium Line Extension as part of the City's Stage 2 Light Rail Transit (LRT) system, which is currently under construction. The Trillium Line Extension will be located south of Earl Armstrong Road between Bowesville Road and the future Core Area (Town Centre) of the Riverside South Community Design Plan area. The closest future LRT Station will be Limebank Station, which is located approximately 1.2 km from the eastern edge of the site, as illustrated in **Figure 2-4**.

The Riverside South Community Design Plan (2016) (CDP) also shows a Rapid Transit Corridor, planned as Bus Rapid Transit, to be located north of the site. A future Rapid Transit Stop is planned to be located along Ralph Hennessy Avenue, north of the future Borbridge Avenue extension running east-west through the northern portion of the site, as illustrated in **Figure 2-5**.

Figure 2-4: Future Trillium Line Extension O-Train Station within proximity to the site



Figure 2-5: Future Rapid Transit Corridor and Bus Rapid Transit Stop in proximity to the site (Riverside South Community Design Plan, 2016, Excerpt)



### 3 THE PROPOSED DEVELOPMENT

The proposed development consists of a mix of blocks for single-detached dwellings, freehold townhomes, and back-to-back townhomes, one medium density residential block, one Community park and one parkette, one school block, and one commercial block as part of Phase 17 of the Riverside South subdivision. An approximate breakdown of proposed residential units is provided in **Table 3-1**.

**Table 3-1: Unit Breakdown - Riverside South Phase 17**

UNIT TYPE	NUMBER OF BLOCKS	NUMBER OF UNITS
Single-detached	50 full blocks	400
Freehold townhomes	47 full and partial blocks	602
Back-to-back townhomes	5 full blocks	138
Medium density residential area	1 full block	100
<b>TOTAL</b>	<b>103</b>	<b>1,240</b>

The distribution of unit types throughout Phase 17 is shown in the concept plan in **Figure 3-2**, and is described below:

- Single-detached dwellings and freehold townhomes are proposed throughout the site, fronting on internal roads;
- In the southwestern corner of the site, single-detached dwellings with rear yards facing Spratt Road are proposed in order to achieve an desirable internal street and block configuration;
- Back-to-back townhomes are proposed immediately east of Spratt Road in the southwestern portion of the site, surrounding the proposed parkette, as well as in the southeastern corner of the site;
- A medium density residential block, with an area of 1.472 hectares (3.64 acres) and anticipated to consist of stacked townhouses, is proposed in the northeastern portion of the site, abutting the proposed Community park, and west of the future school site.

One (1) parking space is proposed for each dwelling unit.

The site also includes a 3.07 hectare (7.59 acre) block on the eastern edge of the site reserved for a future English Public Elementary School, and a 0.929 hectare (2.30 acre) commercial block.

The proposed development will be on full municipal water and sanitary sewer services, which currently service nearby developments and the broader Riverside South community.

The Draft Plan of Subdivision for Phase 17 is illustrated in **Figure 3-3**. A full-size copy is provided in **Appendix A**.

The site is proposed to be developed in three phases, from north to south,, as illustrated in **Figure 3-4**.

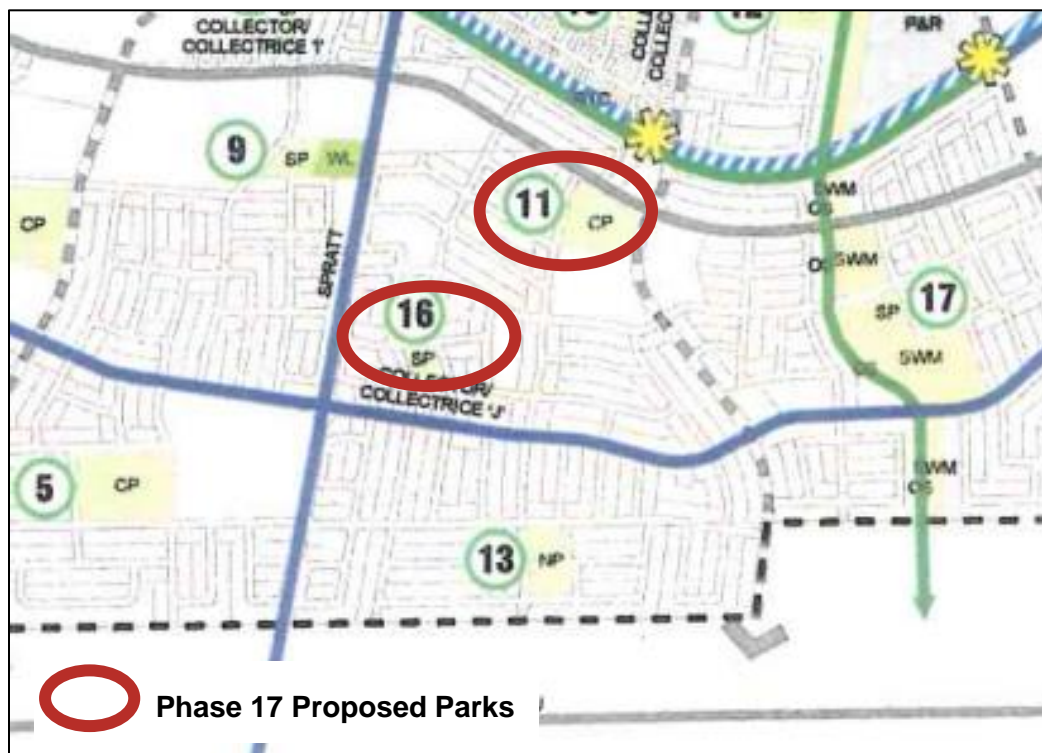
### 3.1 PARKLAND DEDICATION

Pursuant to the parkland dedication provisions of the Planning Act and the City of Ottawa’s Parkland Dedication By-law, conveyance of parkland to the City will include 2.72 hectares (6.72 acres) comprised of the following proposed parks:

- A Community park of 2.124 hectares (5.25 acres), bounded by the Ralph Hennessy Avenue extension and Street #6; and
- A parkette of 0.596 hectares (1.47 acres), bounded by Streets #7, #4, and #11.

The proposed parks in Riverside South Phase 17 are consistent with the location of Park #11 (Community Park - CP) and Park #16 (Parkette – SP) in the Riverside South Community Design Plan and the Riverside South Modified Area Parks Plan (see **Figure 3-1**), with the exception that the proposed location of the Community Park has been shifted to the south along Ralph Hennessy Avenue (Minor Collector “B”) to achieve an improved subdivision layout.

**Figure 3-1: Riverside South Modified Area Parks Plan Excerpt**



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## 3.2 PROPOSED RIGHTS-OF-WAY

As shown in **Figure 3-2**, three (3) existing collector roads are proposed to be extended, including:

- Borbridge Avenue running east-west (Major Collector “I” in the CDP) in the north end of the site;
- Ralph Hennessy Avenue running north-south (Minor Collector “B” in the CDP) along the eastern edge of the site; and
- Solarium Avenue running east-west (Major Collector “J” in the CDP) in the south end of the site.

The extensions of these collector roads will have a right-of-way width of 26 m.

Twenty-two (22) new internal local roads are proposed, with a right-of-way width of 18 m. The Solarium Avenue extension and Street #6 are proposed to connect with Spratt Road.

Figure 3-2: Riverside South – Phase 17– Concept Plan

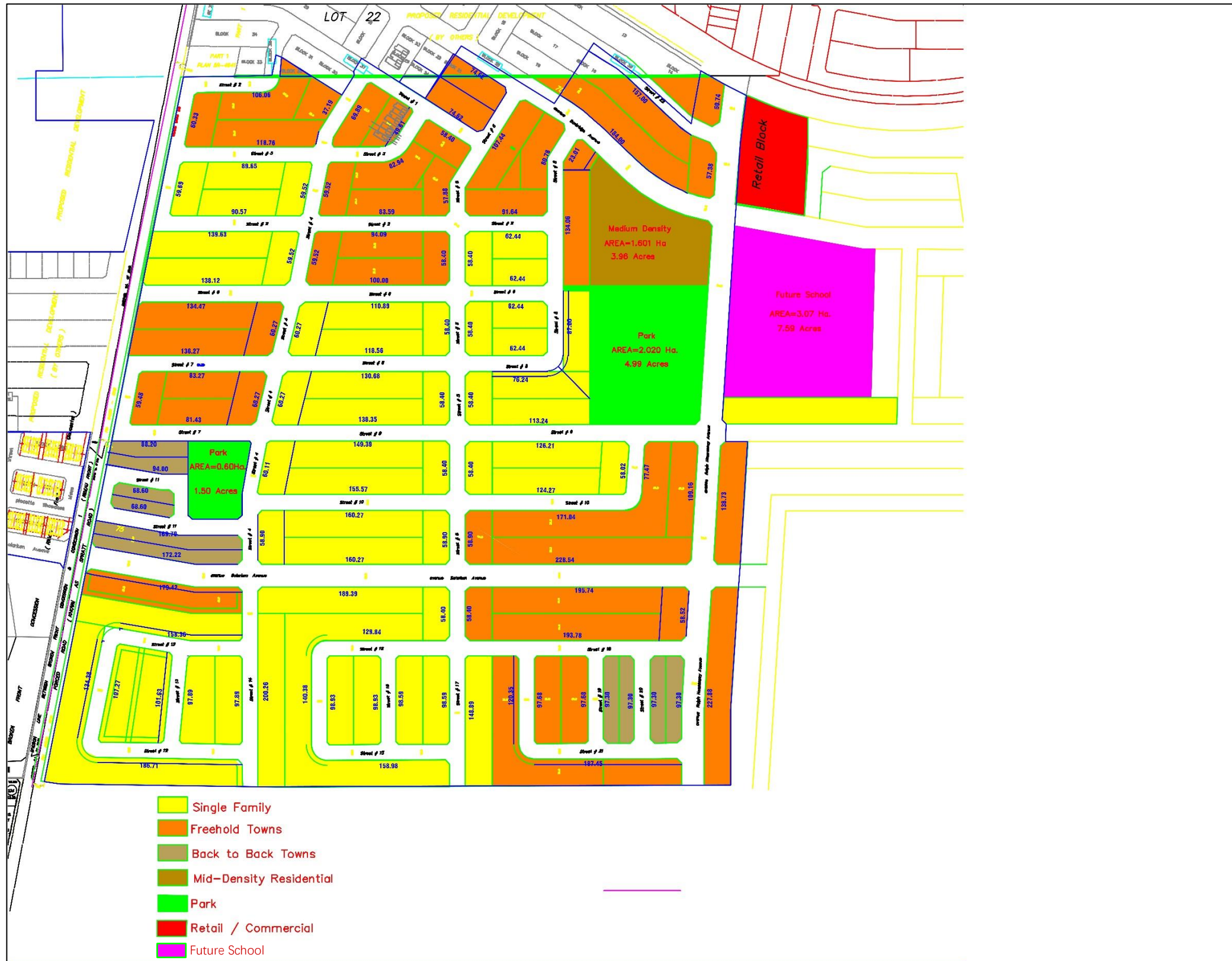
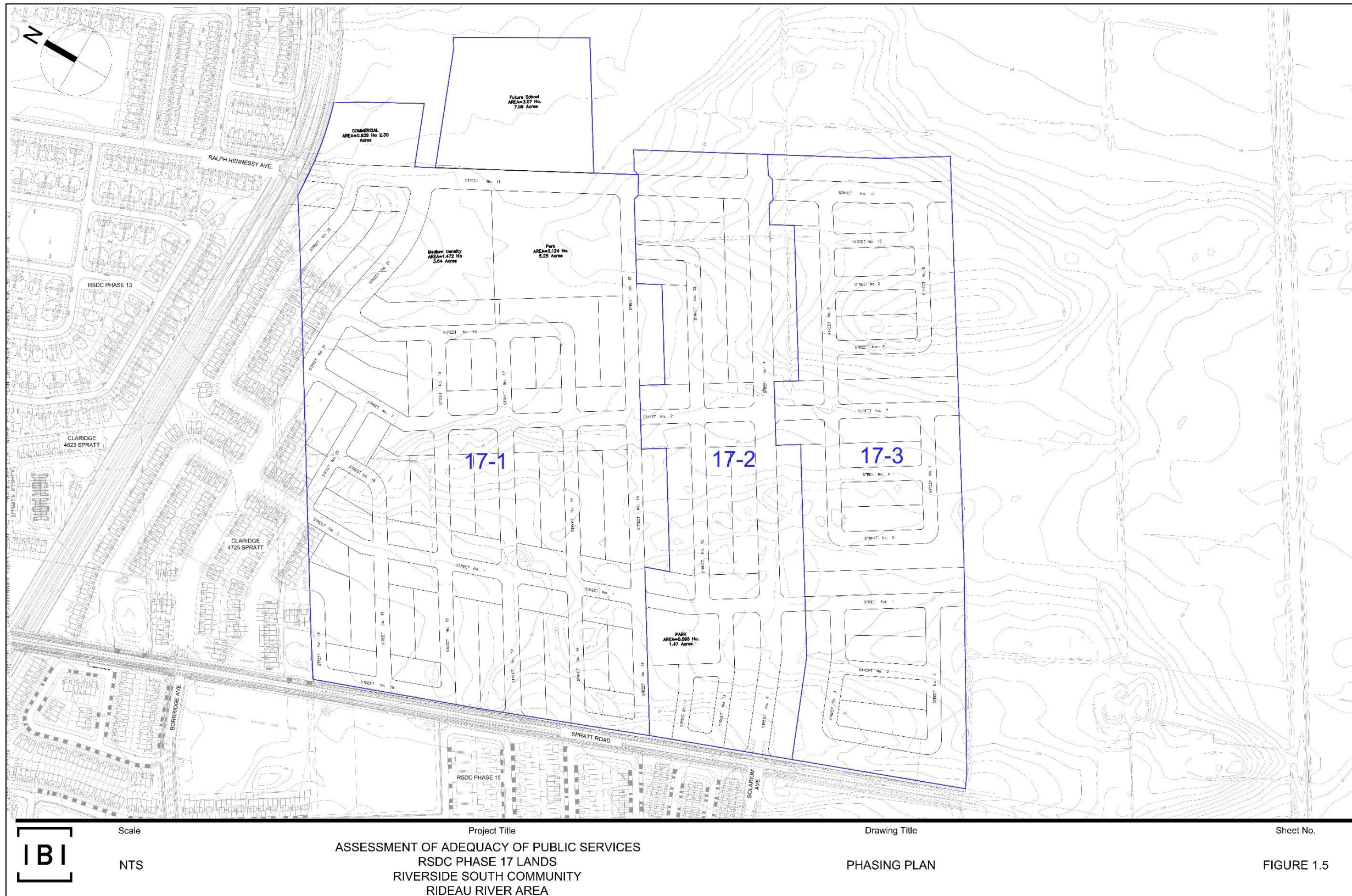


Figure 3-3: Riverside South - Phase 17 - Draft Plan of Subdivision





Figure 3-4: Phasing Plan



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## 4 POLICY AND REGULATORY FRAMEWORK

This section describes the provincial and local policy framework that is relevant or applicable to the proposed development of the site.

---

### 4.1 PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement, 2020 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating development and use of land.

The PPS seeks to strike a balance between the Province's economic, social, and environmental interests through the following:

- Promoting cost-effective development patterns which stimulate economic growth;
- Protecting resources for their economic use and/or environmental benefits; and
- Directing development away from areas where there is a risk to public health and safety or of property damage.

Section 1.1, Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns, includes policies to sustain healthy, liveable, resilient and safe communities.

Policy 1.1.1 states that healthy, liveable and safe communities are sustained by promoting efficient development and land use patterns, accommodating an appropriate range and mix of uses to meet long term needs, accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit 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. Further, these communities are sustained by promoting cost-effective development patterns and standards, and focusing growth within settlement areas and away from significant or sensitive resources and areas which may pose a risk to the environment or public health and safety.

Policy 1.1.3.1 directs that settlement areas shall be the focus of growth and development. Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) "efficiently use land and resources;

- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the impacts of a changing climate;
- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed; [...]"

Policy 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment.

Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.4.3 directs planning authorities to 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 a 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;
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety."

Policy 1.5.1 states that 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; [...]”

**The proposed development is consistent with the 2020 PPS. It will provide residential development within a settlement area, utilizing land and existing infrastructure efficiently. The proposed unit mix of low density single-detached dwellings, freehold townhouses, back-to-back townhouses, and a medium density residential block are intermixed in the proposed development, to provide a variety of housing options at a range of densities. The future school block will support long-term needs of the community. In particular, the proposed townhome units and medium density residential block promote compact form.**

**The proposed development is transit-supportive and located within proximity to a future LRT Station, and Bus Rapid Transit. In the northern portion of the site, freehold townhouses and a medium density residential block, as well as a retail block, are proposed in proximity to the future Bus Rapid Transit Corridor and Bus Rapid Transit Stop along Ralph Hennessy Avenue, which will be located to the north.**

**Phase 17 has been designed to promote a healthy and active community, by integrating both a Community park and parkette. The proposed fine-grained internal street network is intended to meet the needs of pedestrians and promotes active transportation.**

**Phase 17 will be serviced by municipal water and sanitary sewer services, which currently services nearby developments and the broader Riverside South community.**

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## **4.2 CITY OF OTTAWA OFFICIAL PLAN (2003, WEBSITE CONSOLIDATION)**

The City of Ottawa Official Plan (2003, Website Consolidation) (OP) provides a comprehensive vision and policy framework for managing growth and development to the year 2036. The OP contains policies that address matters of provincial interest as described in the PPS, and “is not a tool to limit growth but rather to anticipate change, manage it and maintain options” (Section 1.1).

---

## 4.2.1 STRATEGIC DIRECTIONS

**Section 2.1 – Patterns of Growth** indicates that Ottawa’s growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people’s everyday needs, including schools, community facilities, parks, a variety of housing options, and places to work and shop.

Growth is to be directed to urban areas where services already exist. Growth in existing designated urban areas is to be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking, and cycling facilities. Further, infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the housing, employment, or services in the area.

**Section 2.2 – Managing Growth** indicates that the majority of the City’s growth will be directed to areas designated within the urban boundary of the OP. This strategy has the least impact on agricultural land and protected environmental areas, and allows for a pattern and density of development that supports transit, cycling and walking. Growth is to be distributed throughout the urban area to strengthen the city’s liveable communities through intensification and infill, and new development on vacant land in designated growth areas that contributes to the completion of an existing community or builds a new community(ies).

**Section 2.5.1 – Designing Ottawa** encourages good urban design and quality and innovative architecture as it can help create lively community places with distinctive character. In order for a development to be compatible, it does not necessarily have to be the same or similar to existing buildings in the vicinity, but has to enhance an established community and coexist with existing development without causing undue impact on the surrounding properties. The design objectives in this section are addressed in detail in **Section 4.2.3** of this Report.

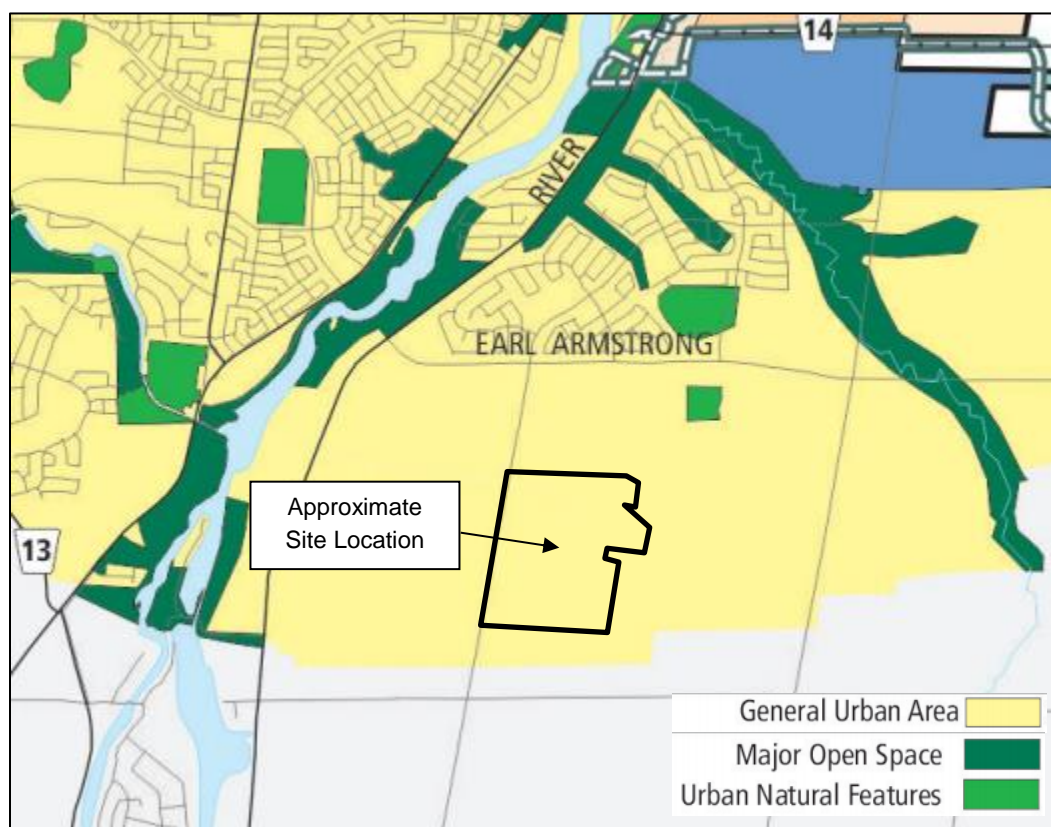
**The proposed development supports the strategic directions of the OP by accommodating growth on vacant land within the existing urban boundary and General Urban Area, which will contribute to the completion of the growing community of Riverside South. The proposed development integrates a variety of housing options, parks, a school, and a commercial block, to meet people’s everyday needs, in proximity to future rapid transit.**

---

## 4.2.2 LAND USE DESIGNATION

The site is located within the City’s urban boundary and is designated as General Urban Area on Schedule B Urban Policy Plan, as illustrated in **Figure 4-1**.

Figure 4-1: City of Ottawa Official Plan, Schedule B - Urban Policy Plan (Excerpt)



Policy 3.6.1.1 states that the designation “permits all types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.”

Furthermore, Policy 3.6.1.3 states that “Building height in the General Urban Area will continue to be predominantly Low-Rise.”

**The proposed development is primarily comprised of low-rise residential uses, including a mix of housing options and densities, as well as institutional and commercial uses, and greenspace. The mix of permitted uses on the site will contribute to the existing Riverside South community.**

---

### 4.2.3 URBAN DESIGN

The City of Ottawa has a framework in place to guide urban design in accordance with a series of policies and guidelines documents. The following section identifies the urban design policies which are applicable to the site.

## **SECTION 2.5.1 – DESIGNING OTTAWA**

Policy 3.6.1.2 of the Official Plan states that the evaluation of development applications in the General Urban Area will be in accordance with the Design Objectives in Section 2.5.1 and the Compatibility policies set out in Section 4.11.

Compatible development is defined in Section 2.5.1 Designing Ottawa of the OP, as “development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impact on surrounding properties. It ‘fits well’ within its physical context and ‘works well’ with the existing and planned function.”

The proposed development supports the seven (7) urban design objectives set out in Section 2.5.1, as demonstrated below. It should be noted that the OP specifies “proponents are free to respond in creative ways to the Design Objectives and are not limited only to those suggested in this Plan.”

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

- The proposed development will enhance the sense of community by providing for the development of residential, commercial, parks, and school uses on vacant lands. It will maintain and strengthen the existing identity and character of Riverside South, by contributing to a complete community.

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

- The proposed development will contribute to the overall coherency of the community fabric and to the vitality of the surrounding area. It will contribute to the existing public space network in the Riverside South community, by dedicating parkland contributions to improve existing parkland amenities for future residents.
- The proposed development will extend and front onto existing collector roads and new local roads, providing a continuous and attractive streetscape throughout the community.
- Other key public amenities will include a local neighbourhood commercial area.
- High-quality private spaces will be provided through single-detached dwellings and townhouses.

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

- The proposed development is in close proximity to the future Rapid Transit Corridor and a



Rapid Transit Stop to the north of the site on Ralph Hennessy Avenue, which will provide future residents with convenient transit access and mobility within the broader city.

- The grid street network and block lengths will provide safe, accessible and easy connections throughout the community.
- Parks and landscape treatments, including signage and lighting, will consider safety for all users.

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

- The proposed development has been designed to respect the existing Riverside South community by introducing densities, heights, and built form which reflect and compliment the existing community, as well as the vision for development set out in the Riverside South Community Design Plan.

**5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.**

- The proposed development integrates a variety of housing options in the form of single-detached dwellings, freehold townhouses, and back-to-back townhouses, to accommodate the needs of future residents with varying incomes and lifestyles.

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

- An Environmental Impact Study (EIS) and a Tree Conservation Report (TCR) are being completed in support of the proposed development and will be made available under separate cover. The findings and any relevant mitigation measures will be summarized in the Integrated Environmental Review (IER).
- Stormwater be will managed through the Riverside South Pond 5 stormwater management facility, which is located west of River Road. The facility is operational and will provide the necessary treatment for runoff from the site.

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

- Buildings, where practical and where block patterns allow, will be oriented north-south to take advantage of daylighting and passive solar gain, in order to reduce the need for artificial lighting;
- The proximity of the proposed development to the future Rapid Transit Corridor and the Rapid Transit Stop to the north of the site on Ralph Hennessy Avenue offers future residents a convenient and viable alternative to the private automobile, thus contributing to a reduced carbon footprint.

In addition to the Design Objectives described above, development proposals are evaluated against the compatibility criteria set out in Section 4.11 Urban Design and Compatibility of the OP.

**Table 4-1** provides an evaluation of the proposed development against the compatibility criteria set out in Policy 4.11.2.

**Table 4-1: Evaluation of Proposed Development - City of Ottawa Compatibility Criteria**

<b>Policies</b>	<b>Measure of Compatibility</b>
<b>Views</b>	The proposed development includes a grid street pattern and walkable block lengths to maximize permeability through the community, and to facilitate views to parks and open space. The two parks will have ample street frontage to enhance their visibility.
<b>Building Design</b>	The proposed development design fits with the existing desirable character and planned function of the surrounding area by reflecting the vision for development set out in the Riverside South Community Design Plan. Buildings have been designed to fit with and respect the existing character of the community, through heights, densities, and built form. Buildings have been designed to front onto the street, contributing to a continuous streetscape.
<b>Massing and Scale</b>	The massing and scale of the proposed development is intended to complement and complete the existing Riverside South community by providing heights, densities, setbacks, and a built form which is similar to the surrounding neighbourhood. These will be further reinforced through the future rezoning.
<b>Outdoor Amenity Areas</b>	Outdoor amenity areas will be provided in the form of a new Community park and a parkette, as well as through private outdoor amenity areas associated with single-detached dwellings and townhouses.

**The proposed development meets the intent of the City of Ottawa’s urban design objectives and compatibility criteria, as established in Sections 2.5.1 and 4.11 of the OP.**

#### **4.2.4 WALKING, CYCLING, TRANSIT, AND ROADS**

Section 4.3 of the OP outlines policies for Walking, Cycling, Transit, Roads and Parking Lots. It includes policies promoting active transportation and the importance of new development which is easy to get to and travel through on foot, by bicycle, transit, and automobile.

Specifically, Policy 4.3.15 states that:

“The City will require that new plans of subdivision and other developments include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation. Furthermore, the City will ensure that new developments are linked to the existing or planned network of public sidewalks, multi-use pathways and

on-road cycle routes, which connect parks and other open spaces, transit stations and transit stops, and community services and facilities [...].”

**The proposed development’s grid street network is intended to provide safe, easy, and convenient movement through the site for pedestrians and active transportation users. The grid street network will also facilitate easy access to transit, including to the future Rapid Transit Stop to the north of the site on Ralph Hennessy Avenue. Block lengths have been minimized to the extent possible to encourage walkability and permeability through the community. Sidewalks will be provided on both sides of Collector Roads, and will generally be provided on one side of Local Roads within the subdivision.**

#### 4.2.5 ANNEX 1 – ROAD CLASSIFICATION AND RIGHTS-OF-WAY

As per Section 2.0 of the OP, the City may acquire land for rights-of-way or the widening of rights-of-way through conditions of approval for a subdivision, severance, site plan, condominium or minor variance.

Section 7, Annex 1, Table 1 of the OP sets forth the right-of-way (ROW) widths that the City may acquire for roads, as indicated in **Table 4-2**.

**Table 4-2: Annex 1 – Right-of-Way Protection**

ROAD	FROM	TO	ROW TO BE PROTECTED	CLASSIFICATION	SECTOR
Spratt Road	Earl Armstrong Road	Rideau Road	26 m	Major Collector	Urban

**The proposed development incorporates space for the required widening of Spratt Road to provide a 26-metre right-of-way.**

#### 4.2.6 RIVERSIDE SOUTH COMMUNITY DESIGN PLAN (2016)

As required in the Official Plan, the site is being developed to implement the Riverside South Community Design Plan (June 22, 2016) (CDP). The CDP was prepared to direct the long-term development of the community and provide guidelines for the review of development applications to reflect the community’s priorities for the future. It should be noted that the City of Ottawa is currently in the process of updating the CDP, through the anticipated implementation of the Riverside South Secondary Plan. At this time, the Secondary Plan is anticipated to be brought to Planning Committee later this year; the 2016 CDP is the most recent Council-approved document which applies to this area.

Riverside South is comprised of a Developed Area, consisting of the older part of the community, as well as a Planning Area. The Planning Area is subject to the CDP and includes the proposed Phase 17 subdivision. The CDP’s Land Use Plan reflects the desire for new

suburban communities to be well designed as complete communities and sustainable through the efficient use of land and through measures to support sustainable transportation modes and infrastructure. The CDP translates the broader Official Plan designations and policies to the community scale.

The proposed development achieves some of the key objectives of the CDP, which include to:

- Support transit-oriented development focused on the rapid transit corridor;
- Create land use and road patterns that support various modes of transportation;
- Create a network of open spaces accessible to residents and visitors; and
- Establish a range of densities and foster a mix of unit types.

## **TRANSIT-ORIENTED DEVELOPMENT**

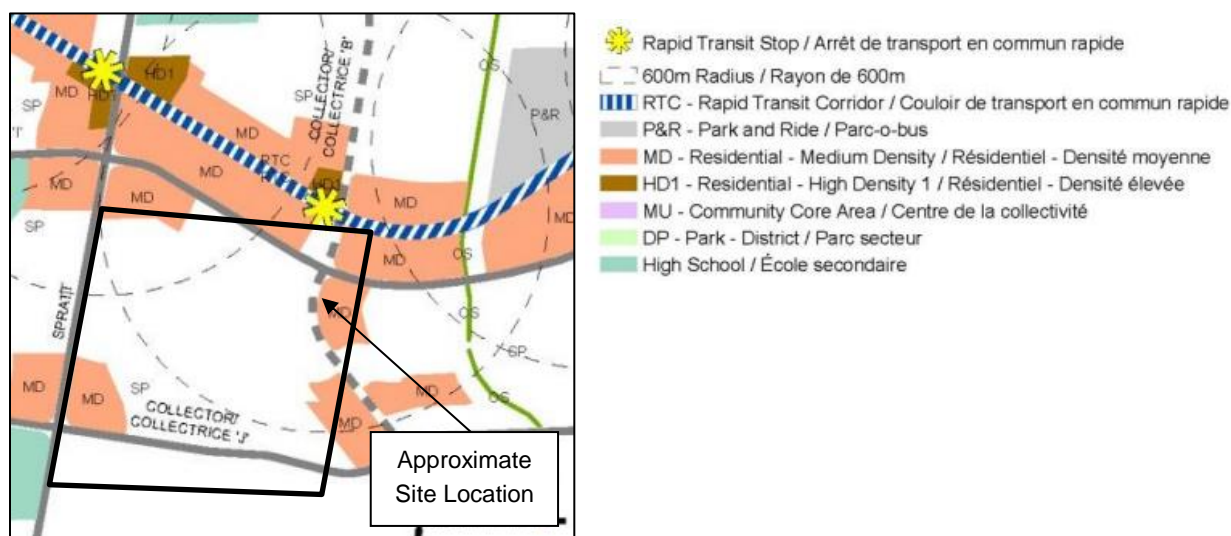
Section 2.2.1 of the CDP identifies key features that support efficient land use patterns and transit-oriented development, including:

- Unit types such as apartments, stacked townhouses, and townhouses are located in proximity to transit, while semi-detached and single-detached dwellings are generally located further from transit; and
- Amenities such as schools, parks and shopping areas are located to generate focal areas, centred and accessible to each neighbourhood.

As illustrated in **Figure 4-2**, much of the proposed development falls within a 600 m radius of a future Rapid Transit Stop. The CDP states that highest density land uses are located in proximity to the planned Rapid Transit Corridor and collector roads, and that development densities within 600 m of the Rapid Transit Corridor are generally in the medium and high density categories. However, they are intended to contain a variety of unit types, such as apartment buildings, stacked townhouses, townhouses, semi-detached and detached units.

**Freehold townhouses and a medium density residential block are located closest to the future Rapid Transit Station, which is planned to be located north of the site along Ralph Hennessy Avenue (a minor Collector Road). Back-to-back townhouses are also proposed along Ralph Hennessy on the east side of the site, as well as on the west side of the site abutting Spratt Road (a major Collector Road). The proposed school block, commercial block, and Community park are also located closest to the future Rapid Transit Station, and as focal areas along Ralph Hennessy Drive – a main north-south access into the community.**

**Figure 4-2: Transit-Oriented Development Map Excerpt (Riverside South CDP, 2016)**



## TRANSIT-SUPPORTIVE ROAD NETWORK

To promote walking within the community, the CDP requires sidewalks on both sides of arterial roads and collector roads, and sidewalks on one side of local roads that provide connections to transit, schools, parks, recreational centres, institutional uses, and commercial and employment areas. Sidewalks shall also be provided to complete local walking loops within neighbourhoods.

**The road network for the proposed development reflects the network and hierarchy of major and minor collector and local roads that has been established through the CDP. The road network has been designed to make travel to and within the area efficient, as well as to support transit and active modes of transportation. The proposed development includes a fine-grained grid block pattern to promote walkability, cycling, and connections through the future neighbourhood, including access to the future Rapid Transit Stop via Ralph Hennessy Avenue.**

## PARKS

Section 2.2.4 of the CDP discusses the distribution of parks throughout the Riverside South community in a manner that facilitates access by all residents. Community parks are targeted to be approximately 3.2 hectares, and parkettes are targeted to be 0.6 hectares. However, it is noted that the final determination of park types and locations may change. As per Table 7 in the CDP, the required area for the Community Park in Sector 3 is 2.0 hectares, and the required area for the Parkette is 0.6 hectares.

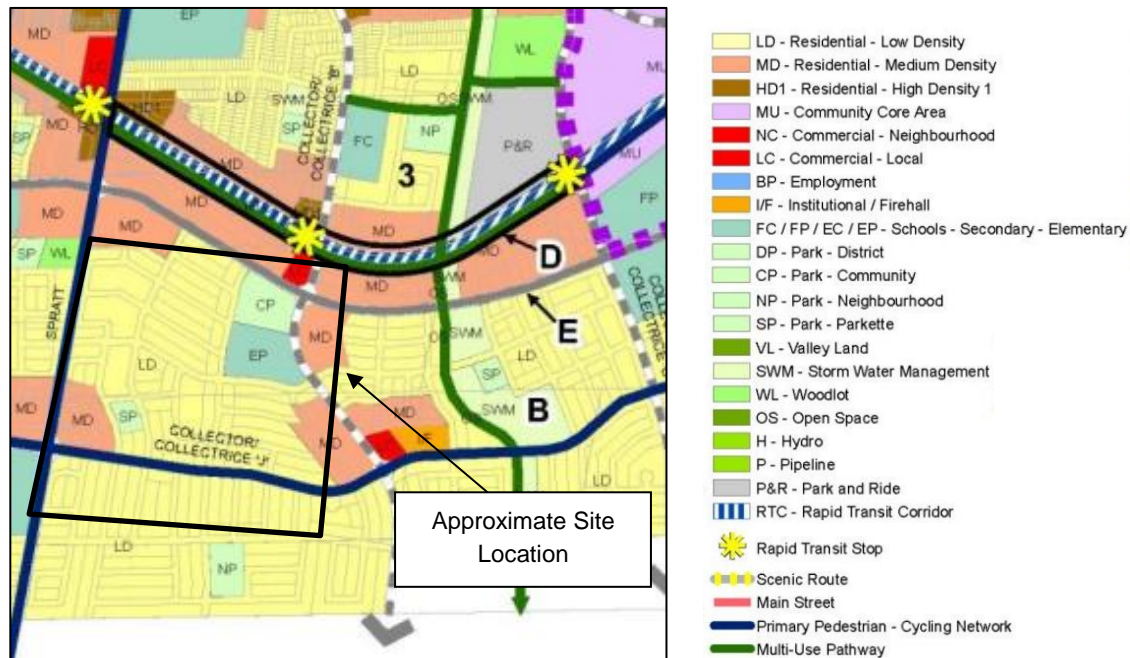
**A 2.124-hectare Community Park is proposed to be located along Ralph Hennessy Avenue, and would be accessible by residents on Phase 17 and residents of future neighbourhoods to the east of the site. A 0.596-hectare parkette is included in order to**

provide open space within walking distance for future residents in the southwest portion of Phase 17.

## LAND USE PLAN

Section 2.3 of the CDP describes the Land Use Plan for the Riverside South community, as illustrated in **Figure 4-3**. The proposed development includes lands designated Low Density Residential (LD), Medium Density Residential (MD), Local Commercial (LC), a Community Park (CP), a Parkette (SP), and an English Public Elementary School (EP).

**Figure 4-3: Land Use Plan Excerpt (Riverside South Community Design Plan, 2016)**



The proposed development and the mix of single-detached, freehold townhouse, and back-to-back townhouse unit types conform with the primarily Low Density Residential (LD) designation in the CDP. Back-to-back townhouses are proposed in the Medium Density Residential area in the southwest of the site, as shown in the Land Use Plan. The Medium Density Residential (MD) area in the northeast of the site is proposed to be relocated from the east side of Collector B (Ralph Hennessy Avenue) to the west side, closer to the future Rapid Transit Station, and is anticipated to include stacked townhouses. The Local Commercial (LC) retail block and the English Public Elementary School (EP) block are proposed to be relocated from the west side of Ralph Hennessy Avenue to the east. The proposed school block, retail block, and Community park (CP) are located at the eastern limit of Phase 17, in order to be centred and accessible both to the proposed subdivision and future phases of development east of the site.

## DENSITY DISTRIBUTION

The overall density target for the community is comprised of: a maximum of 60% single/semi-detached dwellings; a minimum of 30% multiple dwellings; and minimum of 10% apartments, for an average community-wide density of 29 units per net hectare for ground-oriented units. Low density residential areas will be predominantly single-detached dwellings, but may also include semi-detached and townhouse dwellings. Medium density residential areas will be predominantly townhouse dwellings, but may also include single-detached, semi-detached, and ground-oriented multi-unit dwellings, including stacked townhouse dwellings, and in the case of lands abutting a rapid transit station or stop, may include apartment dwellings. Within low density residential areas, townhouses may be interspersed throughout the area close to major roads and bus routes.

An average net density of 22 units per hectare has been assumed for the low density category to achieve the community-wide density target, with a variety and mix of lot frontages being encouraged. Within the medium density areas, the built form character is encouraged to be similar, in height and architecture, to the character of lower density areas. An average net density of 38 units per hectare has been assumed for the Medium Density category to achieve the community-wide density target.

**The proposed development contributes to the targeted community-wide density distribution for ground-oriented units in the CDP; approximately 32% of units are proposed to be single-detached, 60% of units are proposed to be townhouses; and 8% are proposed to be medium density residential. The proposed development is anticipated to include 1,240 residential units on approximately 38.2 net hectares, which achieves a density of approximately 32.5 units per net hectare for ground-oriented units<sup>1</sup>. The proposed net density exceeds the average community-wide density requirement of 29 units per net hectare for ground-oriented units in the CDP, and the proposed unit types are distributed on the site in conformity with the CDP Land Use Plan.**

## COMMERCIAL SITES

Section 2.3.3 of the CDP discusses retail commercial sites in Riverside South. Local commercial retail sites (LC) are located at the intersection of collector roads or at the intersection of collector and arterial roads. These sites are intended to serve the immediate residential area, provide convenience shopping and services, and range in size up to approximately 3,000 m<sup>2</sup> of gross leasable floor area.

**As previously noted, the proposed development includes a Local Commercial (LC) retail**

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<sup>1</sup> This density calculation considers only land proposed for residential uses, to be consistent with how the average community-wide density was calculated in the CDP.

**block which is proposed to be relocated from the west side of Ralph Hennessy Avenue to the east side of the road.**

## **SCHOOLS**

Section 2.3.6 of the CDP describes the school sites assigned to the four School Boards serving Riverside South, as well as the target area for each school site. Phase 17 includes an English Public Elementary School (EP) site, with a target size of 2.8 hectares. School sites will be dual-zoned for school and medium density residential purposes, and may be developed for residential purposes in the event that school sites are not acquired by the School Board for school purposes.

**As previously noted, the proposed development includes a 3.07-hectare English Public Elementary School (EP) site, which is proposed to be relocated from the west side of Ralph Hennessy Avenue to the east side of the road.**

## **COMMUNITY DESIGN AND STREETScape GUIDELINES**

The CDP contains a series of community design and streetscape guidelines. The proposed development meets the following guidelines in **Table 4-3**:

**Table 4-3: Community Design and Streetscape Guidelines (Riverside South Community Design Plan, 2016)**

<b>GUIDELINE</b>	<b>MEASURE OF COMPATIBILITY</b>
<b>3.1.3 Street and Block Pattern</b>	
<p>Grid street patterns with walkable block lengths generally in the range of 150-200 m are used to facilitate access within the neighbourhoods to schools, parks and transit stops.</p> <p>A grid pattern can have a curvilinear form to adapt to topographical features and/or to create variety in views and vistas.</p> <p>Block orientation in areas adjacent to open spaces is used to create view corridors that terminate at the open space.</p>	<p>The proposed development is primarily comprised of a straight grid street pattern, with some curvilinear forms to enclose blocks located on the edge of the subdivision. Blocks are walkable and do not exceed 200 m in length, with the exception of some longer blocks in the southern end of the site, which are required to maintain the straight grid street pattern on the site. Blocks adjacent to the two proposed parks are oriented to provide high visibility to the parks, and open access from surrounding streets.</p>
<b>3.1.4 Community Edge: Development Adjacent to Arterial and Collector Roads</b>	
<p>Walkways and open areas along arterials and collectors should be landscaped and be designed to provide pedestrian access into the neighbourhoods.</p>	<p>Collector roads will include boulevards with soft landscaping.</p> <p>There are no arterial roads in Phase 17.</p>



GUIDELINE	MEASURE OF COMPATIBILITY
<b>3.1.6 Development Adjacent to the Rapid Transit Corridor</b>	
<p>Development sites adjacent to the rapid transit corridor will be designed to mitigate noise and potential pedestrian, cycling and vehicular conflicts. However the use of noise fencing to mitigate noise shall be a last resort. Alternate layout arrangements including buildings facing the corridor and single-loaded roads shall be the first solution.</p> <p>If, as a last resort, noise fencing is required, a consistent design style is to be selected at the time of subdivision approval to avoid a “patchwork” of fence styles along the right-of-way.</p>	<p>No noise fencing / noise walls are required adjacent to the Rapid Transit Corridor. Any alternative noise attenuation measures that may be required will be reviewed at the detailed design stage.</p>
<b>3.1.7 Focal Areas, Landmarks, Community Hubs and Focal Points</b>	
<p>Focal areas, such as schools, parks, transit stations and institutional uses, serve as reference points and as community activity areas and when combined serve as hubs for community life; landmarks, such as natural features, significant mature trees, significant buildings and public spaces, serve to orient and give character to a community; and focal points are single elements such as architectural features, park entry features and natural vegetation.</p> <p>Focal Areas are reinforced through street orientation. Site layout and special landscaping may also be used to enhance their location.</p> <p>Parks and other open spaces should incorporate focal points such as a specially landscaped path intersection or ‘green’.</p>	<p>The proposed Community park and school block are located at the intersection of minor collector roads in the community, including Borbridge Avenue and Hennessy Avenue, and are located to be accessible from Phase 17 and from future development to the east of the site. Site layout, special landscaping, and focal points will be determined at future stages of the development process.</p>
<b>3.2.1 Building-to-Street Relationship</b>	
<p>The fronts of buildings should, wherever possible, be oriented to the street, be articulated to provide interest, avoid blank walls and have pedestrian-scale architectural features, such as functional porches and recessed garage design.</p>	<p>Buildings will generally front onto streets, and will incorporate pedestrian-scale architectural features.</p>
<b>3.2.2 Road Typologies</b>	
<b>Collector Roads</b>	
<p>Collector roads act mainly as links within the community to local destinations and as links to the</p>	<p>The proposed development includes extensions of three collector roads: Borbridge Avenue (east-</p>

GUIDELINE	MEASURE OF COMPATIBILITY
wider arterial road network. As such, pedestrian and cycling movements are an important consideration in their design. Most collector roads are designed with a degree of curvature to support a safe vehicular speed.	west); Ralph Hennessy Avenue (north-south); and Solarium Avenue (east-west). These extensions have been designed to incorporate curvature, where appropriate and conducive to the block pattern.
Boulevards will be sodded, and will have trees planted at regular intervals in accordance with City standards. Tree location should be coordinated with street lights and sidewalks. Where possible, tree species should be selected to give each road a character with preference for high branching, large caliper trees.	Boulevards will be sodded with trees planted at regular intervals.
Sidewalks will be provided on both sides of all collector roads.	Sidewalks will be provided on both sides of all collector roads, per City standards.
Where possible, pedestrian-scale lighting should be provided where buildings front onto the street, at intersections and at bus stops.	Street lighting will be determined at the detailed design stage.
Where retail fronts the street, the boulevards should have wide sidewalks.	Sidewalks adjacent to the proposed commercial block will be addressed through site plan control.
Reversed lotting and associated fencing is discouraged. Residential lots will be permitted to front on collector roads, except in proximity to arterial road intersections.	A minor amount of reversed lotting is proposed in the southwest corner of the proposed development, with rear yards of single-detached dwellings facings Spratt Road, in order to accommodate a desirable internal block pattern.
Where the road is adjacent to an open space, the pedestrian environment should be reinforced through walkways, enhanced tree planting, and special landscape features such as park benches.	These elements will be considered adjacent to the Community park, which will front on Ralph Hennessy Road, and will be confirmed at the detailed design stage.
The right-of-way will incorporate on-street parking wherever possible as a traffic calming measure to promote a safe pedestrian environment.	The collector road cross-section has yet to be determined; traffic calming measures (e.g. bulbouts) will be added in select locations after Draft Plan approval.
<b>Local Roads</b>	
Boulevards should be sodded and should have trees planted at regular intervals.	Boulevards adjacent to local roads will be sodded and will include trees, the location of which will be determined at the detailed design stage.
Sidewalks will be located on both sides of all streets in the Community Core and on one side of local roads that provide connections to transit, schools, parks, recreational centres, institutional uses and	Sidewalks will generally be located on one side along local roads.

GUIDELINE	MEASURE OF COMPATIBILITY
retail, commercial and employment areas. In addition, sidewalks shall be provided to complete walking loops within neighbourhoods.	
Tree species should be selected to give each street/neighbourhood a distinct character, preferably using dense canopy trees.	Tree species will be determined at the detailed design stage.
Traffic calming measures within the right-of-way should be considered near schools, parks and other high pedestrian activity areas.	Pavement marking, signage, and roadway geometry plans will be developed at the detailed design stage and will include traffic calming measures on collector roads.
On-street parking also contributes to lower vehicular speed, and will be permitted on at least one side of all local roads.	Noted and will be taken into consideration.
<b>4.1.3 Community Parks</b>	
Where possible, the design of abutting school/park blocks will be coordinated. Landscape elements such as trees, fencing, park furniture and pathways should provide visual continuity from one block to another.	In order to improve the subdivision layout, the English Public Elementary School (EP) block has been relocated to the east side of Ralph Hennessy Road, with the proposed Community park (CP) located on the west side of the road opposite the school. As such, these blocks are not abutting.
To optimize site layout, overlap of sports fields between park and school blocks will be considered.  Pedestrian connections should be provided to link school and park blocks.  School and park vehicular parking areas should be joint use where possible.	Pedestrian connections and parking areas will be confirmed at the detailed design stage.
Pathways should connect to sidewalks at intersections and other pedestrian crossings.	Pathways to parks will be confirmed at the detailed design stage.
Natural features should be protected by: locating high activity play in locations away from the natural features; carefully planning pathways; and providing transitional planting areas.	Protection of any existing natural features will be confirmed at the parks detailed design stage.
Groups of trees should be planted to provide opportunities for shade.	Tree planting will be confirmed at the parks detailed design stage.

GUIDELINE	MEASURE OF COMPATIBILITY
<b>4.1.4 Neighbourhood Parks and Parkettes</b>	
Provide open frontage on at least two streets surrounding the park, with adjacent uses oriented toward the park.	<p>The proposed Community park includes open frontage on two streets.</p> <p>The proposed parkette in the southwest area of the proposed development includes open frontage on four sides.</p>

**In summary, the proposed development respects the Riverside South Community Design Plan. In particular, it aligns with the land uses and their distribution in the CDP, with minor relocations to achieve more desirable development patterns. The proposed development provides parks and open space in appropriate locations, co-located with a future school and with convenient access for residents. It provides an appropriate mix of residential building types and densities, in keeping with the CDP, and meets the road hierarchy and design requirements, including supporting active transportation and transit use. The proposed development has taken into consideration the applicable community design and streetscape guidelines in the CDP, and incorporated these design elements wherever possible.**

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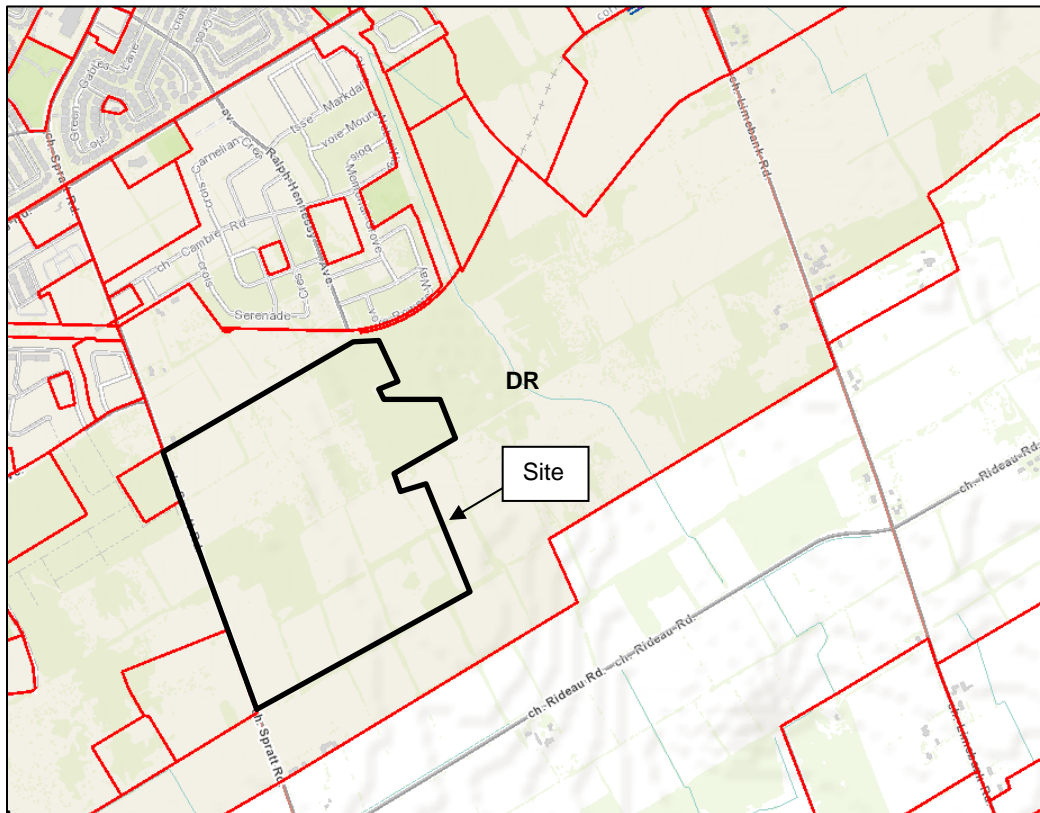
### **4.3 CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW 2008-250 (CONSOLIDATION MAY 27, 2020)**

Under the City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation June 27, 2018), the site is currently zoned Development Reserve (DR), as illustrated in **Figure 4-4**. The adjacent zones are not visible on geoOttawa at the scale shown.

The purpose of the DR Zone is to “recognize lands intended for future urban development in areas designated as General Urban Area and Developing Communities in the Official Plan [...]”; “limit the range of permitted uses to those which will not preclude future development options”; and to “impose “regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land uses”. This type of zone is typically used by municipalities on land where further land use planning is required.

A rezoning is required to implement the Riverside South Phase 17 subdivision. A Zoning By-law Amendment application will be filed separately by Riverside South Development Corporation, and will need to be approved prior to development taking place.

**Figure 4-4: Site Zoning (geoOttawa, 2020)**



At this time, it is anticipated that the following zoning will be proposed for Phase 17:

- Residential Fourth Density, Subzone Z (R4Z), for the blocks of single-detached dwellings, freehold townhomes, back-to-back townhomes, and the medium density residential block;
- Minor Institutional, Subzone A (I1A), for the school block;
- Local Commercial (LC), for the commercial block; and
- Community Leisure Facility (L1), for the proposed Community park block;
- Parks and Open Space (O1), for the proposed parkette block.

These Zones are in keeping with previous phases of development in the Riverside South community (e.g. Phase 15).

## **5 SUMMARY OF OPINION**

It is the professional opinion of WSP that the proposed Draft Plan of Subdivision development represents good land use planning and is appropriate for the site for the following reasons:

- The proposed development supports and is consistent with the 2020 Provincial Policy Statement.
- The proposed development conforms to the strategic directions and policies of the Official Plan.
- The proposed development meets several design objectives under Section 2.5.1 of the Official Plan, as well as the Compatibility criteria under Section 4.11.
- The proposed development conforms to the Riverside South Community Design Plan.
- The proposed development will seek to rezone the lands within Phase 17 from Development Reserve (DR), to comply with the general intent and purpose of the Zoning By-law.

Under Section 51(24) of the Planning Act, there are 13 criteria when considering a Draft Plan of Subdivision:

- a) “the effect of development of the proposed subdivision on matters of provincial interest;”
  - The proposed subdivision supports, and will not negatively effect, provincial interests. As previously noted in this Planning Rationale, the proposed subdivision is consistent with the 2020 Provincial Policy Statement.
- b) “whether the proposed subdivision is premature or in the public interest;”
  - The proposed subdivision is in the public interest as it will continue to provide diverse and appropriate housing options for residents of the City, in conformity with the Riverside South Community Design Plan. The proposed development will complement the existing surrounding community by introducing new compatible development.
- c) “whether the plan conforms to the official plan and adjacent plans of subdivision, if any;”
  - As previously noted in this Report, the proposed development conforms to the City’s Official Plan and the Riverside South Community Design Plan. The proposed development conforms to adjacent plans of subdivision by rounding out existing development in the area. The design and scale of the proposed development is intended to complete and compliment the adjacent neighbourhoods.
- d) “the suitability of the land for the purposes for which it is to be subdivided;”
  - The land is suitable for the subdivision and development of Riverside South Phase 17, as demonstrated in this Report and in the supporting technical studies.
- e) “the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;”
  - The proposed road network is designed to be safe for pedestrians, cyclists, and motorists. The grid street network and hierarchy of streets ensure easy orientation and movement throughout the community, as well as pedestrian-oriented scale and permeability. Detailed information about the adequacy of the road network within the proposed subdivision and in relation to the surrounding network is available through the Transportation Impact Assessment under separate cover.

- f) “the dimensions and shapes of the proposed lots;”
  - Blocks and lots are intended to reflect the existing character of the Riverside South community. Townhouse blocks and lots support denser development in close proximity to future Rapid Transit and reflect the location of planned medium density residential areas in the Riverside South Community Design Plan.
- g) “the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;”
  - There are no existing or proposed restrictions on the land for the proposed development of Riverside South Phase 17.
- h) “conservation of natural resources and flood control;”
  - The lands are not located in a flood zone. Conservation of natural resources will be addressed in the Environmental Impact Statement and Tree Conservation Report being completed in support of the proposed development; any required mitigation measures and permitting will be summarized in the Integrated Environmental Review under separate cover.
- i) “the adequacy of utilities and municipal services;”
  - Municipal services are required to be constructed in order to service the proposed subdivision. Details regarding the provision of utilities and municipal services in support of the Draft Plan of Subdivision application have been submitted under separate cover.
- j) “the adequacy of school sites;”
  - A future site has been reserved for an English Public Elementary School in the northeast portion of the subdivision, in accordance with the Riverside South Community Design Plan.
- k) “the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;”
  - A 2.124-hectare Community park and a 0.596-hectare parkette are included in the Draft Plan of Subdivision to fulfill parkland dedication requirements, and will be conveyed to the City of Ottawa.
- l) “the extent to which the plan’s design optimizes the available supply, means of supplying, efficient use and conservation of energy; and”
  - The density of the proposed subdivision and the range of housing options, including single-detached dwellings, freehold townhouses, and back-to-back townhouses, optimize the available land supply.
  - The location of the proposed subdivision in proximity to future Rapid Transit will promote active transportation, further contributing to conservation of energy through a lower carbon footprint.

- m) “the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act.”
- Any development blocks requiring site plan control, such as the Commercial Block would be designed with consideration for the existing policy, CDP, and zoning requirements that are in place.

In conclusion, the Draft Plan of Subdivision approval being sought to support the proposed development represents good planning, the development is in the public interest and meets numerous criteria under the Planning Act.

Please feel free to contact us at Nadia.De-Santi@wsp.com or 613-690-1114, or Anita.Sott@wsp.com or 613-690-1121, if you have any questions or require additional information.

Yours truly,

**WSP**



Nadia De Santi, MCIP, RPP  
Senior Project Manager



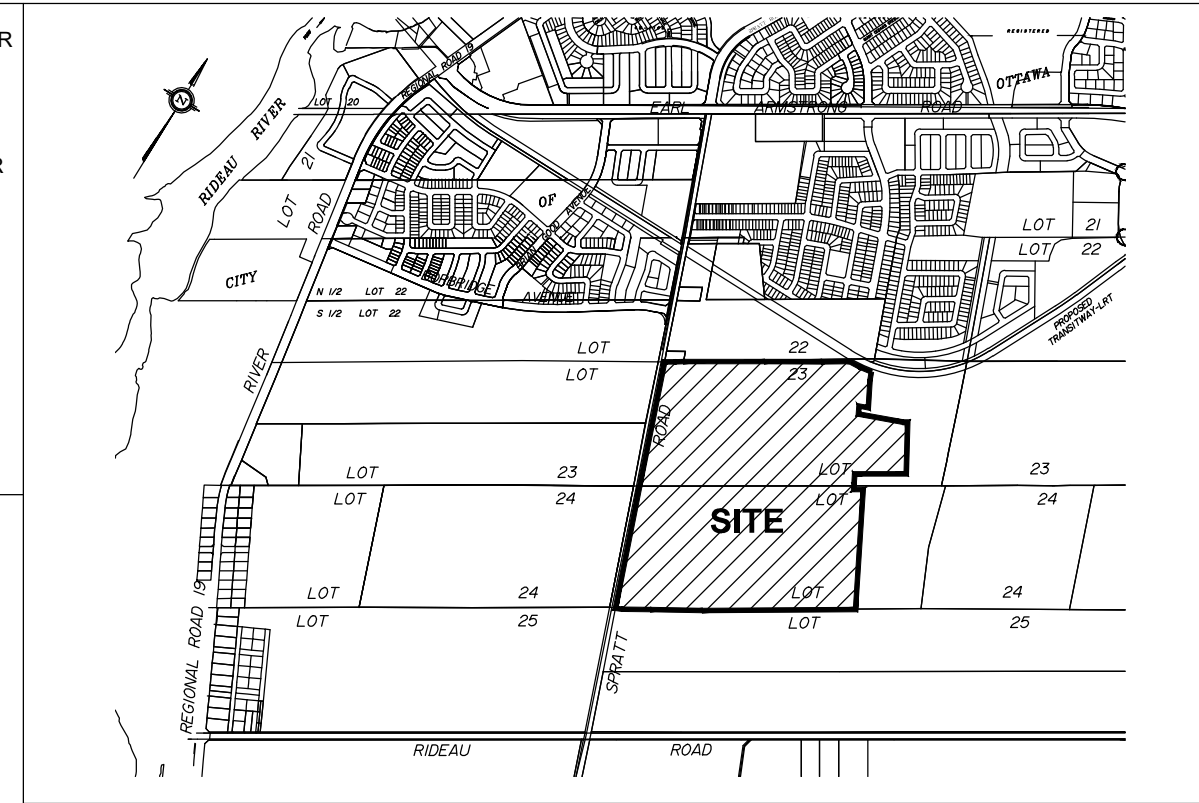
Anita Sott, MCIP, RPP  
Senior Planner



**A** DRAFT PLAN OF  
SUBDIVISION

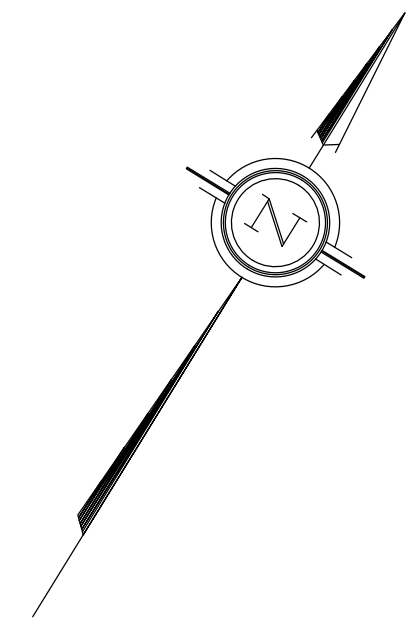
SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR LETTER DATED \_\_\_\_\_ THIS DRAFT PLAN IS APPROVED BY THE CITY OF OTTAWA UNDER SECTION 51 OF THE PLANNING ACT, THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 2019.

LELY XU, MCP, RPP, LEED GREEN ASSOC. (A) MANAGER, DEVELOPMENT REVIEW SOUTH BRANCH, PLANNING, INFRASTRUCTURE AND ECONOMIC DEVELOPMENT DEPARTMENT, CITY OF OTTAWA



KEY MAP NOT TO SCALE

**DRAFT PLAN OF SUBDIVISION OF PART OF LOTS 23 And 24 CONCESSION 1 ( RIDEAU FRONT )**  
 Geographic Township of Gloucester  
**CITY OF OTTAWA**  
 Prepared by Annis, O'Sullivan, Vollebek Ltd.



Scale 1 : 1250

Metric DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

**SURVEYOR'S CERTIFICATE**

I CERTIFY THAT: The boundaries of the lands to be subdivided and their relationship to adjoining lands have been accurately and correctly shown.

Date: \_\_\_\_\_ T. Harwick  
 ONTARIO LAND SURVEYOR

**OWNER'S CERTIFICATE**

This is to certify that I am the owner / agent of the lands to be subdivided and that this plan was prepared in accordance with my instructions.

Date: \_\_\_\_\_ Marcel Denomme  
 Authorized Signing Officer  
 Riverside South Development Corporation  
 I have authority to bind the corporation

**ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51-17 OF THE PLANNING ACT**

- (a) see plan
- (b) see plan
- (c) see plan
- (d) see plan
- (e) see plan
- (f) see plan
- (g) see plan
- (h) City of Ottawa
- (i) see soils report
- (j) see plan
- (k) sanitary, storm sewers, municipal water, bell, hydro, cable and gas to be available
- (l) see plan

REVISION SCHEDULE			
NO.	REVISION	DATE	BY
6	revisions per city comments	April 30, 2020	N
5	PLAN PREPARED FOR DISCUSSION	AUG. 27, 2019	N

