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807 River Road & 4720 Spratt Road Planning Rationale & Integrated Environmental Review Statement

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807 River Road & 4720 Spratt Road
City of Ottawa
Planning Rationale &
Integrated Environmental Review Statement

Prepared By:

NOVATECH
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

December 4, 2017

Novatech File: 117136
Ref: R-2017-197

December 4, 2017

City of Ottawa
Planning, Infrastructure & Economic Development
110 Laurier Avenue West, 4th Floor
Ottawa, ON K1P 1J1

Attention: Don Herweyer, Program Manager Suburban South

Dear Mr. Herweyer:

**Reference: 807 River Road & 4720 Spratt Road
Draft Plan and Zoning By-law Amendment
Planning Rationale and Integrated Environmental Review Statement
Our File No.: 117136**

Novatech has been retained by Claridge Homes to prepare this Planning Rationale and Integrated Environmental Review Statement as part of Draft Plan of Subdivision and Zoning By-law Amendment applications for their properties at 807 River Road and 4720 Spratt Road in the City of Ottawa. The two properties are owned by subsidiaries of Claridge: 13646160 Ontario Ltd. and 1167867 Ontario Ltd.

The subject properties are located in the community of Riverside South, east of River Road, south of Earl Armstrong Road and west of Spratt Road. Claridge has developed a Draft Plan of Subdivision which integrates with other proposed developments to the north (by Riverside South Development Corporation) and south (by Cardel Homes).

The subdivision would accommodate 343 detached 52 semi-detached and 342 multiple attached dwellings for a total of 737 dwellings. A neighbourhood park straddles the property line with the subdivision to the north, and a school block is proposed at the intersection of a major and minor collector street.

To permit the proposed development, an amendment to the Zoning By-law is required to change the zoning to residential, open space and institutional uses.

Regards,

NOVATECH

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1.0 INTRODUCTION

Novatech has been retained by Claridge Homes to prepare this Planning Rationale and Integrated Environmental Review Statement as part of Draft Plan of Subdivision and Zoning By-law Amendment applications for their properties at 807 River Road and 4720 Spratt Road, in Ottawa's Riverside South community. The two properties are owned by subsidiaries of Claridge: 807 River Road is owned by 13646160 Ontario Ltd.; 4720 Spratt Road is owned by 1167867 Ontario Ltd.

Claridge is seeking permission to develop a predominantly residential subdivision which, when completed, would accommodate 343 detached, 52 semi-detached and 342 multiple-attached dwellings for a total of 737 dwellings. The subdivision will also include a neighbourhood park, elementary school, and a portion of a community park which straddles the property line with the subdivision to the north.

This Planning Rationale has been prepared as a requirement of the proposed Draft Plan of Subdivision and Zoning By-law Amendment applications and in-line with the City's Terms of Reference for Planning Rationales.

2.0 CONTEXTUAL ANALYSIS

The subject properties are located 18 kilometres south of central Ottawa in the community of Riverside South; they are south of Earl Armstrong Drive, north of Rideau Road, east of River Road and west of Spratt Road, as shown in Figure 1.

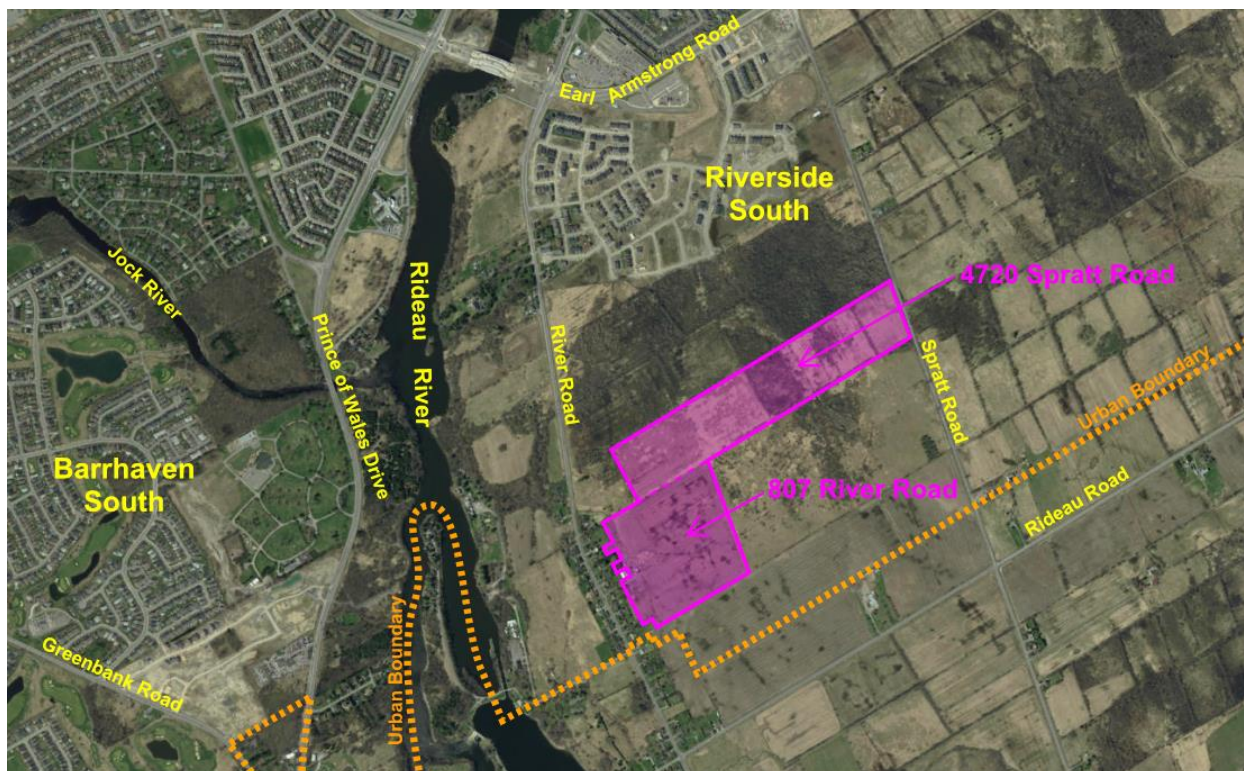


Figure 1: Aerial imagery of the subject properties (fuchsia) and surrounding area (source: GeoOttawa)

2.1 Existing Site Conditions

The proposed development would occupy two adjacent properties. The western property is owned by 1364160 Ontario Ltd., municipally known as 807 River Road (PIN: 043300073) and legally described as *Part of Lot 24 Broken Front Concession (Rideau Front), Parts 1, 4 & 6 on 5R-638, save and except Parts 1 & 7 on 5R-4594 former Township of Gloucester, now City of Ottawa*. The eastern property is owned by 1167867 Ontario Ltd., municipally known as 4720 Spratt Road (PIN: 043300076) and legally described as *Part of Lot 23 Broken Front Concession (Rideau Front), Part 1 on 5R-8085, former Township of Gloucester, now City of Ottawa*.

For the purposes of this Rationale, the two properties will be referred to as the “subject property”.

The subject property is surrounded to the north, east and south by vacant land (Figure 2) owned by the Riverside South Development Corporation. The property immediately south of 807 River Road is known as 673 Rideau Road and owned by 2356349 Ontario Inc. (Cardel Homes). To the west, the property abuts 12 detached dwellings fronting on River Road and zoned Residential-R1WW. There is a 20-metre wide untraveled road allowance, owned by the City of Ottawa, between 805 and 809 River Road which provides access to the subject property from River Road.

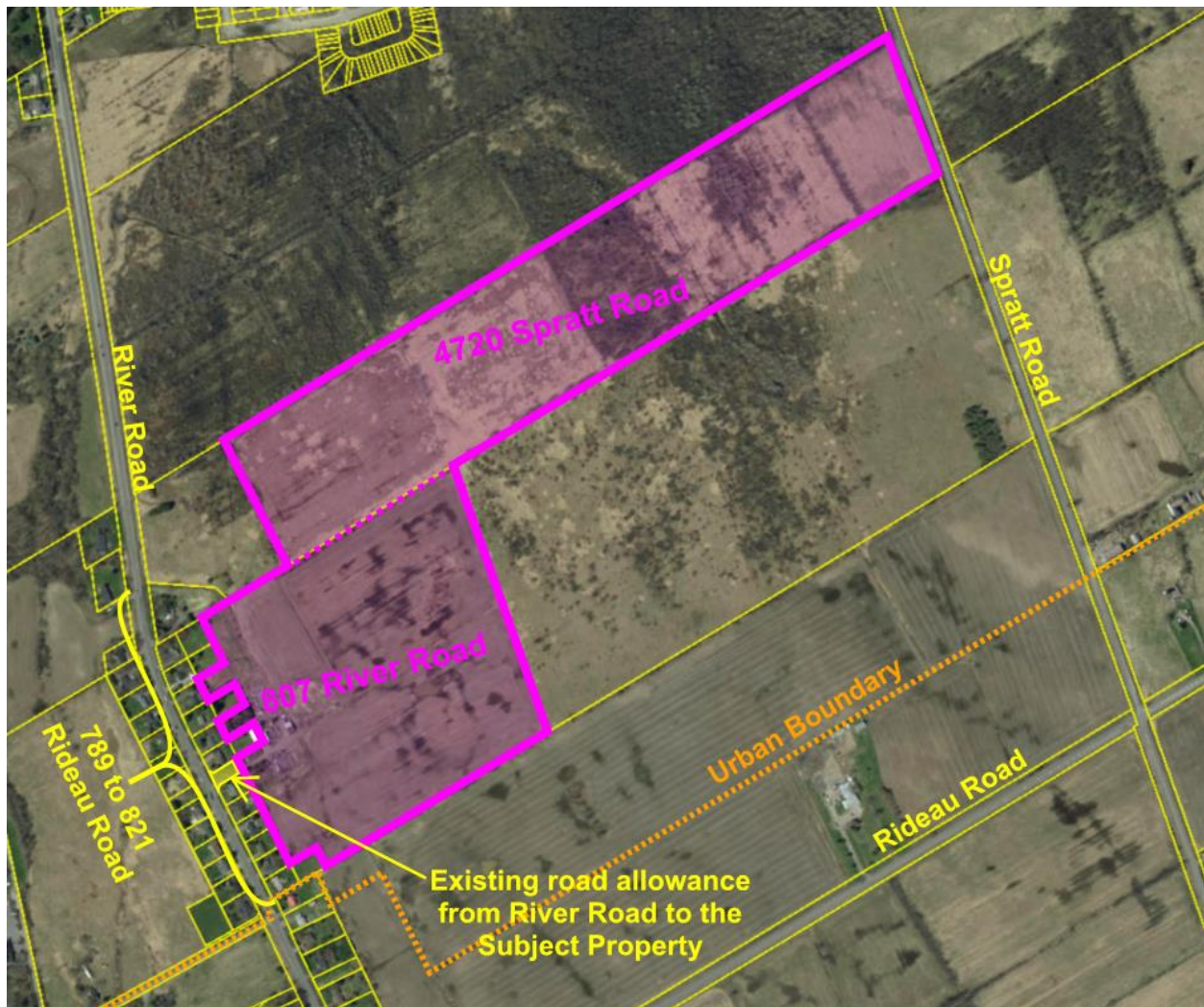


Figure 2: Aerial imagery of the subject property (fuchsia) and adjacent properties and features (source: GeoOttawa)

On the western portion of the property, near the untraveled road allowance, is a former barn, currently used as a vehicle maintenance building, and outbuildings currently being used as a shop and outdoor storage. The remainder of the property is occupied fallow agricultural fields, hedgerows, limited forested areas, and marsh and swamp.

The property has a combined area of 40.3 hectares and 212.6 metres of frontage on Spratt Road and the untraveled road allowance to River Road.

2.2 Land Use Policy Context

The subject property is designated as General Urban Area on Schedule B of the City of Ottawa Official Plan. The General Urban Area is intended to permit a range of housing types to accommodate people from a wide variety of demographic groups. General Urban Area policies support the development of complete, sustainable communities by accommodating employment uses, retail, service, cultural, leisure, entertainment and institutional uses in the designation.

Section 3.6.1- General Urban Area of the Official Plan will be discussed further in Section 5.2 of this rationale.

An excerpt from Official Plan Schedule B (Urban Policy Plan) is provided as Figure 3 below.

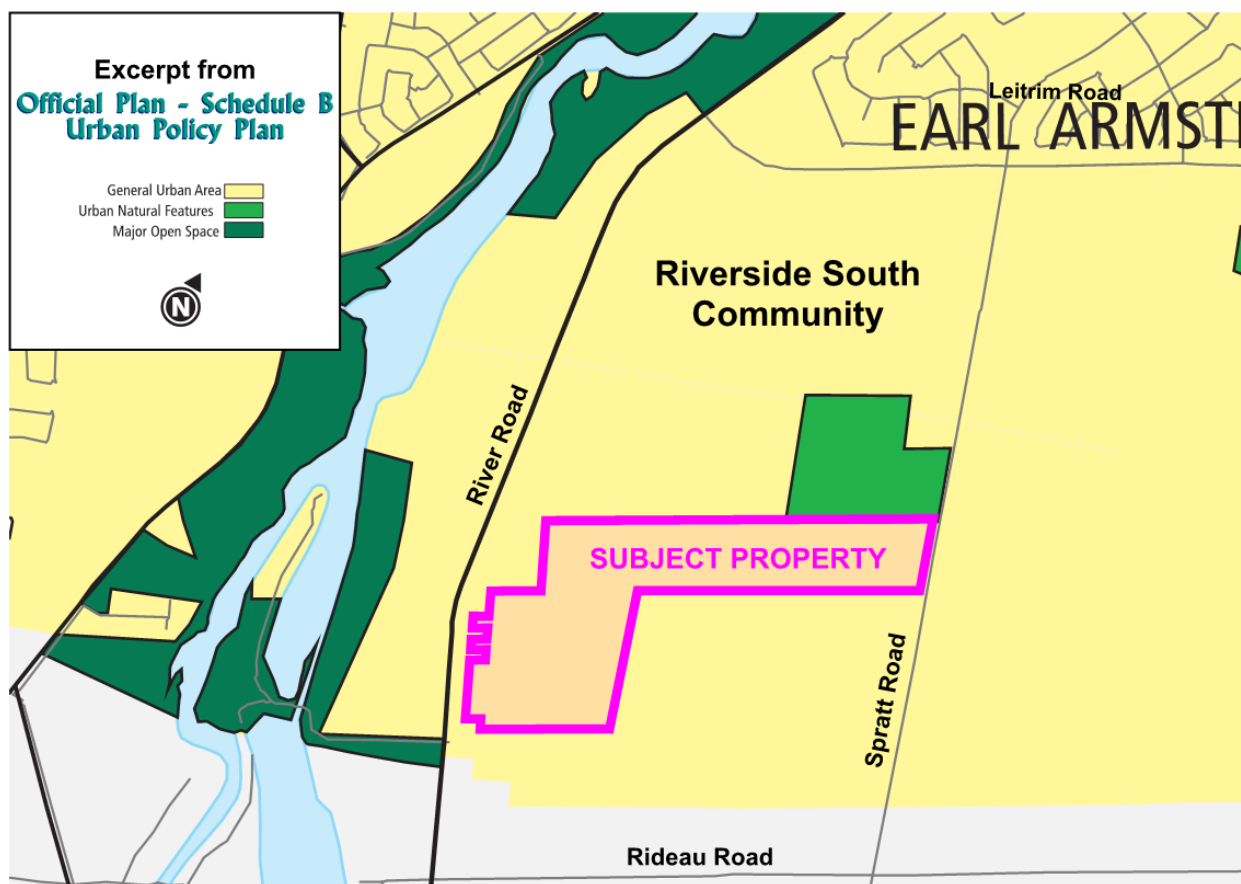


Figure 3: Excerpt from Schedule B of the City of Ottawa Official Plan (OPA#150) showing the subject property (fuchsia).

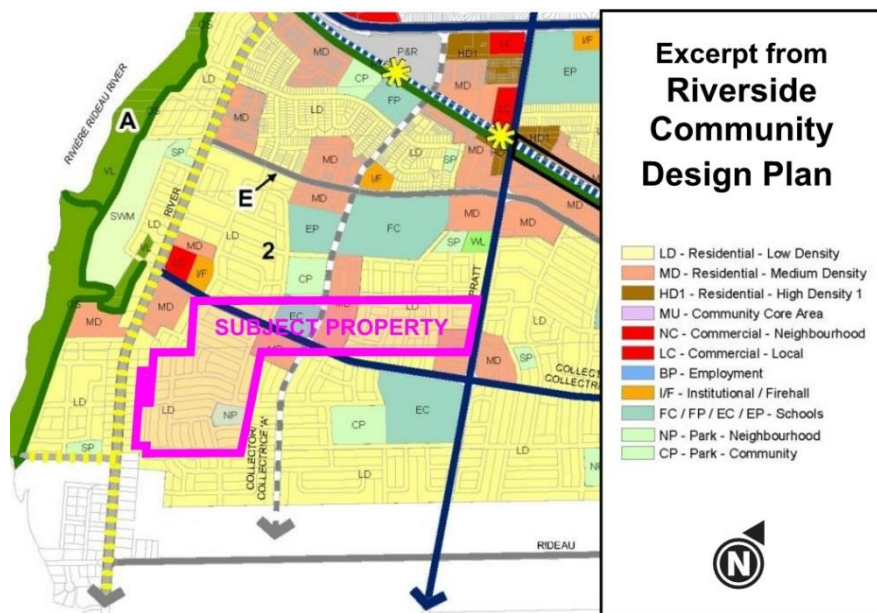


Figure 4: Excerpt from the Riverside South CDP Land Use Plan showing the subject property (fuchsia).

The subject property, and surrounding lands, are part of Sector 2 of the Riverside South Community Design Plan (CDP), which was approved by the City of Ottawa in 2005, and updated in 2016. The lands are predominantly designated for low density residential, with pockets of medium density residential along collector roads A and J. A neighbourhood park is proposed on the southwest portion of the property, while an elementary school and part of a community park are in the centre of the property.

An excerpt from the CDP Land Use Plan is provided as Figure 4 above.

The subject property is zoned Development Reserve- DR by Zoning By-law 2008-250. The intent of the DR zone is to recognize lands intended for future urban development and limit land uses to those which will not preclude future development. An amendment to the Zoning By-law is required to permit the proposed development and will be discussed in Section 6.0 of this rationale.

The Draft Plan of Subdivision for the subject property (see Figure 5) has a different layout but is largely consistent with the Riverside South CDP land use plan and was designed as an integrated development with the adjacent development proposals to the west, north and south. When completed, the community would accommodate 343 detached, 52 semi-detached and 342 multiple-attached dwellings for a total of 737 dwellings. The subdivision will also include a neighbourhood park, elementary school, and a portion of a community park which straddles the property line with the subdivision to the north.



Street 1, a proposed collector road, traverses the proposed development in an east-west alignment and will connect to River Road and Spratt Road. An extension of Brian Good Avenue is shown as Street 20 on the draft plan above and will also function as a collector road. Both will have 26-metre right-of-ways and will be designed to support public transit. Local streets will have right-of-way widths of 18 or 20 metres. Collector roads and some local streets will have sidewalks to provide connections to surrounding parks and pathways.

3.0 INTEGRATED ENVIRONMENTAL REVIEW STATEMENT

The Official Plan contains policies that require development applications to be supported by various engineering studies to demonstrate that proposed development can be achieved in a responsible manner.

Section 4.7 of the Official Plan states that “design components will be considered as inputs into the development process and must be assessed and considered prior to establishing an initial design or lot pattern. This process will be implemented through an application of the integrated environmental review process”. Section 4.7.1 states the “integrated environmental review process considers, as a whole, the significant finding from individual support studies and ensures that development design complies with the environmental policies contained in Section 4, and that the principles of design with nature have been applied.”

The following section provides a summary of each technical study prepared in support of the proposed development. Detailed and technical information can be obtained by reviewing the respective studies.

3.1 Archaeological Assessment

Section 4.6.2 of the Official Plan states that an Archaeological Assessment is required when development is proposed on lands identified as having archaeological potential on the City's Archaeological Resource Potential Mapping. Golder conducted a combined Stage 1 & 2 archaeological assessment (July 19, 2017) of the subject property. The assessment was prepared to fulfill the objectives and requirements of the Ontario Ministry of Tourism, Culture and Sport (MTCS) Standards and Guidelines for Consultant Archaeologists (2011).

The assessment concluded that no evidence of archaeological sites was encountered and no artifacts were recovered. No further investigations are warranted.

3.2 Preliminary Environmental Impact Statement, Headwater Drainage Feature Assessment and Tree Conservation Report

A Preliminary Environmental Impact Statement (EIS) was prepared by Golder (September 2017) and addresses existing vegetation communities, Species at Risk and their habitat, and other features of the natural environment. The EIS includes a Headwater Drainage Feature Assessment and Tree Conservation Report in the appendices (Appendix D and E, respectively). A subsequent memorandum prepared by Golder (November 14, 2017) included the results of an acoustical bat survey.

The existing structures are currently being used as nesting habitat for barn swallows, a threatened species. One butternut tree was also identified in a deciduous hedgerow on the east portion of the site.

To permit the proposed development the existing structures will be removed from the property. Due to grading requirements, the butternut tree will also need to be removed. Both removals will comply with all *Endangered Species Act* rules and regulations.

The EIS noted the presence of buildings and large dead and dying trees that could provide suitable maternity roost habitat for three endangered bat species (small-footed myotis, little brown

myotis and northern myotis). Golder subsequently performed an acoustical bat survey. As stated in their memorandum (November 14, 2017) the survey did not identify any endangered bat species and did not recommend further investigation.

No fish habitat, significant woodlands or valleylands, areas of natural or scientific interest, migration corridors or seasonal concentration areas were identified on the site.

The EIS included an assessment of headwater drainage features on or near the subject property. The EIS notes that the subject property and surrounding lands are all designated for urban development by the Riverside South CDP and proposes the removal of all headwater features. HDF1 is located south of the subject property and will not be affected by the proposed development. Other features recommended for protection drain a wet area south of the subject property which is designated for urban development in the CDP. As the features will no longer drain water once lands to the south are developed, the EIS notes that retention is unnecessary. The function of these features will be replaced and replicated through the proposed stormwater management infrastructure.

The EIS states that the development is not anticipated to have a significant environmental impact on and surrounding natural features if recommended mitigation measures are implemented through site development. Further detail on mitigation measures are described in Sections 7.0 and 9.0 of the report.

A Tree Conservation Report (TCR) is included in Appendix D of the EIS. The TCR notes that there will be no tree retention associated with the proposed development and provides recommendations to mitigate any potential impact by the development. Recommendations include the planting of native tree species that occur in the local landscape along streets and within park areas.

3.3 Environmental Site Assessment

Policy 2 of Section 4.8.4 of the Official Plan requires that all applications for plans of subdivision be supported by Phase 1 Environmental Site Assessment (Phase 1 ESA) completed in accordance with Ontario Regulation 153/04.

Golder was retained to prepare a Phase 1 ESA (January 2017) to investigate the potential for site contamination by current or past uses. The assessment concluded that the existing vehicle maintenance building and surrounding area is an area of potential contamination (APEC) and that a Phase 2 Environmental Site Assessment is warranted.

Subsequently, Golder completed a Phase 2 Environmental Site Assessment (October 2017) focusing on a one-hectare area surrounding the vehicle maintenance building. Three areas of contaminated soil were identified by the study- two locations with petroleum hydrocarbon (PHC) impacted fill, and one location with road salt-impacted soils. The ESA recommends removal of all PHC-impacted soil from the site to an appropriate disposal facility. Soils impacted by road salt may be removed from the site, or reused in future road allowances, which will be subject to continued road salt application.

Implementation of the Phase 2 ESA's recommendations will be completed as condition of Draft Plan approval prior to registration.

3.4 Geotechnical Investigation

Policy 1 of Section 4.8.3 of the Official Plan requires that applications for plan of subdivision be supported by a geotechnical study to demonstrate that the soils are suitable for development.

Golder prepared a Geotechnical Investigation (October 2017) for the subject property. Subsurface conditions across this site generally consist of surficial layers of topsoil, fill, and silty sand. The surficial soils are underlain by a deposit of weathered silty clay, clayey silt, and silty sand, which is underlain by unweathered silty clay and/or glacial till. Shallow bedrock (i.e.: at a depth of about 3 metres depth) was encountered at the east end of the site, adjacent to Spratt Road.

Based on the subsurface conditions encountered and the soil strengths determined within the boreholes, the report divides the subject property into two “assessment areas”, labelled Areas A and B. The report states that Area A has no practical grade raise limitations, and may be developed using standard engineering practices. Due to the presence of unweathered silty clay in Area B, grade raise should be limited to 2.4m.

The report provides recommendations for foundation and footing design, and roadway design. No restrictions were placed on development of the subject property based on the findings of the geotechnical investigation and the site may be developed using standard engineering practices.

The presence of unweathered silty clay in Area B the selection of tree species may be restricted to those with lower water requirements. The planting of trees will be consistent with the City of Ottawa’s Guidelines for Tree Planting in Sensitive Marine Clay Soils (September 2017).

3.5 Assessment of Adequacy of Public Services

Policy 1 of Section 4.4.1 of the Official Plan requires all development applications in Public Service Areas to be supported by an assessment of the adequacy of public services. IBI Group prepared an Assessment of Adequacy of Services (August 2017) report for the proposed development. The report builds upon the Riverside South Community Infrastructure Servicing Study Update– Rideau River Area prepared by Stantec in 2017 as an update to several previously prepared studies. The subject property is proposed to be developed in accordance with the recommendations of Stantec’s report.

Development of the subdivision will proceed from west to east in three phases. The following sections summarize how water, sanitary and stormwater services will be provided to the proposed development.

Water

Watermains will be extended south along River Road, Brian Good Avenue (Street 20) and Spratt Road to the propose development. A number of local watermains will also tie into development from the north and south and create an integrated network. The initial phases of development will be served by a 406mm watermain from River Road along Street 1. To complete Phase 1 an additional 305mm watermain will need to be extended from River Road along Street 9 unless lands to the south are developed earlier.

Phases 2 and 3 will be serviced by the extension of a 305mm watermain from Spratt Road west of the site. Depending on the timing of development north of the subject property, a 305mm watermain may need to be extended along the future alignment of Brian Good Avenue.

Sanitary

Sanitary flows from the proposed development will be directed to one of two 525mm sub-trunk sanitary sewers under River Road or Brian Good Avenue (which, in turn, drains to Spratt Road). Both sub-trunks form part of the larger Rideau River Drainage Area which drains to a temporary pump station.

Through the Infrastructure Servicing Study Update by Stantec, an amendment has been proposed to the proportion of the subject property that will drain to each sub-trunk sewer, increasing the amount of area that will contribute to the Spratt Road sub-trunk.

Servicing of the Phase 2 property will involve some coordination with the land to the north regarding the timing of construction of Brian Good Avenue. Both sub-trunk sewer extensions in River Road and Brian Good Avenue will also need to be oversized for the upstream Cardel lands to the south.

Stormwater

Stormwater flows from the proposed development will be directed to Stormwater Pond 5, located on lands also owned by Claridge on the west side of River Road. All stormwater will drain to the west and exit the subject property through two large-diameter sewers connected to a 3.0m-diameter sewer under River Road.

3.6 Transportation Impact Assessment

Section 4.3 of the Official Plan states that a transportation impact assessment report is to be submitted where the City determines that the development may have an impact on the transportation network in the surrounding area. A Transportation Impact Assessment (TIA) (November 2017) prepared by IBI Group.

Collector streets (Brian Good Avenue and Street 1) will have 26-metre right-of-ways and will be designed to support public transit. Local streets will have right-of-way widths of 18 or 20 metres. Collector roads and some local streets will have sidewalks to provide connections to surrounding parks and pathways. The proposed pedestrian network will be designed in coordination with all adjacent owners to ensure integration between the proposed development and subsequent proposals.

The TIA assumes that the development will be completed in 2 phases, one completed in 2021, the remainder in 2026. The intersections of Street 1 with River Road and Spratt Road (both on Riverside South Development Corporation lands) will operate within City of Ottawa level of service standards through to the 2031 traffic condition as stop-controlled intersections. A southbound left turn lane is proposed on River Road to access Street 1. No additional lanes are warranted on Spratt Road during the 2031 timeframe.

The TIA assesses several surrounding intersections for vehicle level-of-service during the 2021, 2026 and 2031 timeframes. The River Road and Earl Armstrong Road intersection is currently operating over capacity, an issue that is expected to continue even with planned widenings of Price of Wales Drive and regardless of the proposed development. Based on projected increases in background traffic, the TIA recommends signalization of the intersection of Earl Armstrong and Brian Good at this time, and of River Road and Summerhill in 2021. Increases in background

traffic may also require additional auxiliary turn lane capacity at Spratt Road and Earl Armstrong at or beyond 2031. Further information can be found in IBI Group's TIA.

The TIA states that the traffic generated by the proposed development "can be accommodated on the adjacent transportation network with the appropriate actions and modifications in place."

3.7 Noise Control Feasibility Study

Section 4.8.7 of the Official Plan states that a noise-control study will required for all proposed noise-sensitive uses within 100 metres of an existing or proposed arterial or major collector. A noise control feasibility study is required as part of the plan of subdivision process to identify areas where noise generation may negatively impact proposed sensitive land uses and amend plans early in the approvals process to minimize impacts.

IBI Group prepared a Noise Control Feasibility Study (September 2017) for the proposed development in fulfillment of the City of Ottawa's Environmental Noise Control Guidelines (ENCG). The report reviewed projected traffic noise from River Road, Spratt Road, Street 1 and Brian Good Avenue.

Lots and blocks have been oriented to minimize the need for noise attenuation barriers, and to protect outdoor amenity spaces from transportation noise by orienting structures to buffer these spaces from noise sources. Figure 2 in the IBI Noise Control Feasibility Study show that dwellings in proximity to River Road, Spratt Road Street 1 and Brian Good Avenue will require the ventilation systems sized to accommodate air conditioning units (Type 'C' warning clause). A limited number of dwellings with outdoor amenity spaces flanking these arterial or collector roads may require noise attenuation barriers and type 'A' or 'B' warning clauses on title. Further information can be found in IBI Group's Noise Control Feasibility Study.

4.0 PROPOSED DEVELOPMENT

The Draft Plan of Subdivision for the subject property (see Figure 5 above) has a different layout but is largely consistent with the Riverside South CDP land use plan and was designed as an integrated development with the adjacent development proposals to the west, north and south.

A larger version of the draft plan is provided as Appendix A.

The following table lists all lots and blocks on the Draft Plan and summarizes the proposed uses, building types and proposed zoning. Land uses noted as “future” are blocks which are adjacent to the property’s boundary, and will only be developed in conjunction with adjacent property owners once proposed adjacent properties are developed.

Table 1: Showing lot and block numbers, proposed uses and corresponding proposed zoning.

Lot/Block Number	Land Use	Building Type	Proposed Zoning
Lots 1 to 343	Residential	Detached	R3Z
Blocks 344 to 371	Residential	Multiple attached & semi-detached	R3Z
Block 372	Community Park (future)	N/A	O1
Block 373	Institutional	Elementary school	I1A/R3Z
Blocks 374 to 383	Residential	Multiple attached	R3Z
Block 384	Residential (future)	Multiple attached	R3Z
Block 385 to 386	Walkway	N/A	R2Z
Block 387	Neighbourhood Park	N/A	O1
Blocks 388 to 394	Residential	Semi-detached	R3Z
Blocks 395 to 398	Residential (future)	Detached	R3Z
Block 399	Walkway	N/A	R3Z
Blocks 400 to 414	Residential (future)	Detached, semi-detached & multiple attached	R3Z
Block 415	0.3m reserve (Street 29)	N/A	R3Z
Block 416	Road widening	N/A	R3Z
<i>Note: land uses marked “future” are blocks which can only be developed once adjacent subdivisions are developed.</i>			

4.1 Residential

The proposed development is predominantly residential uses with a mix of detached, semi-detached and townhouse dwellings.

Blocks labelled as “future” in Table 1 above are located on the subdivision’s periphery and cannot be developed at this time. These blocks will be developed once adjacent subdivisions are developed with detached or townhouse dwellings which will straddle the former property line. This will ensure that existing property boundary are not an impediment to the orderly development of the larger Riverside South community.

4.2 School Block

Block 373 has been allocated as part of an elementary school (Ottawa Catholic School Board). A small portion of the proposed school block is located on lands to the north owned by the Riverside South Development Corporation.

4.3 Neighbourhood and Community Park

Block 372 will form part of a future 2.4-hectare community park north of the school block and predominantly located on lands to the north owned by the Riverside South Development Corporation which will be developed at a later date.

Block 387 will accommodate a 1.04-hectare neighbourhood park in the southwest portion of the subdivision.

4.4 Street Network and Transit Services

The street network is largely consistent with the intent of the CDP Land Use Plan and informed by the recommendations of the applications supporting environmental studies. The street pattern is arranged as a modified grid to facilitate efficient use of the land while maximising connectivity between community uses.

The alignment of collector roads (Street 1 and Street 20) is consistent with the CDP and Schedule E of the Official Plan. Street 1 traverses the property in an east-west direction, and will be a major collector with a right of way width of 26m. Street 20, a southerly extension of Brian Good Avenue, will run north-south through the middle of the property and will be a minor collector with a right-of-way width of 26m. Streets 1 and 20 will be designed to accommodate bus transit services.

Two other streets, Street 2 and Street 9, will have right-of-way widths of 20m and will facilitate circulation within the neighbourhood. The remaining local streets will have right of way widths of 18m except for Street 27, a window street adjacent to Spratt Road which will have a right-of-way width of 14.5m.

5.0 PLANNING POLICY REVIEW

The following is a review of the existing planning policy framework that will demonstrate that the proposed Plan of Subdivision and Zoning Amendment is consistent with the Provincial Policy Statement, and conforms to the general intent of the policies of the Official Plan (OPA#150).

5.1 Provincial Policy Statement

The 2014 Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest. All decisions affecting planning matters “shall be consistent with” policies issued under the authority of Section 3 of the *Planning Act*.

Generally, the PPS seeks to promote compact, efficient land use patterns which are financially, socially and environmentally sustainable. It also seeks to protect Ontario's foodlands, aggregate resources and significant environmental features. The proposed development complements and forwards the following interests of the Province as outlined in the PPS.

Building Strong Healthy Communities

Section 1.1 of the PPS speaks to managing and directing land use to achieve efficient and resilient development and land use land patterns. *Policy 1.1.1* provides the following directives on sustaining healthy, liveable and safe communities 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 range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and*
- h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*

The subject property is located within the City of Ottawa's settlement boundary, and is designated General Urban Area in the Official Plan. The General Urban Area designation permits the development of a full range of housing types and other uses to create complete and sustainable communities. Development of the Riverside Community is further detailed in the CDP, which has been prepared to ensure efficient use of land, avoid land use patterns which may cause environmental or public health concerns, provision of infrastructure and public service facilities and the protection of environmental features and assets.

Section 1.1.3.2 states that land use patterns within settlement areas shall be based on:

- a) densities and a mix of land uses which:*
 - 1. efficiently use land and resources;*
 - 2. 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;*
 - 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
 - 4. support active transportation;*
 - 5. are transit-supportive, where transit is planned, exists or may be developed;*
 - and*

6. *are freight-supportive; and*
b) *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.*

The provision of infrastructure and public service facilities will be coordinated with adjacent property owners and the overall development of the Riverside South community as per the CDP.

The new community will be serviced by transit and the interior street network is designed to be walkable, safe and convenient for active transportation modes.

The Riverside South CDP is a comprehensive community plan which accommodates a wide variety of land uses including commercial retail, institutional, parks and open space, as well as low, medium and high density residential. These uses are in proximity to planned public transit and are arranged around a modified grid street network which permits direct movement of pedestrian, bicycle and vehicular traffic. The proposed land uses are consistent with the comprehensive, community-level CDP.

Public Spaces, Recreation, Parks, Trails and Open Space

Policy 1.5.1 states that healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity.

Streets and pathways have been arranged in a modified grid pattern within the proposed development; this arrangement creates a dense, continuous network of pedestrian connections to adjacent communities, schools, parks, and public transit facilities. The majority of dwellings are within 250m of one of several nearby parks proposed in the CDP.

The TIA prepared by IBI (November 2017) addresses the required road, transit, pedestrian and cycling facilities necessary to support the proposed subdivision. The proposed development would have adequate provisions for non-auto travel modes, including easy access to local pedestrian, bicycle, and transit systems as shown in the Riverside South CDP.

Infrastructure and Public Service Facilities

Section 1.6 of the PPS states that infrastructure shall be provided in a coordinated, efficient and cost-effective manner to accommodate projected needs. The proposed development will be serviced by municipal water and wastewater infrastructure. The Assessment of Adequacy of Public Services, as discussed in Section 3.5, was prepared by IBI Group (August 2017) and is included as part of the Zoning Amendment and Draft Plan of Subdivision application submission, in support of the proposed development.

Transportation Systems

Section 1.6.7 of the PPS promotes safe, energy efficient transportation systems that facilitate the movement of people and goods. The Transportation Impact Assessment prepared by IBI Group (November 2017), and summarized in Section 3.6 of this Rationale, addresses impacts on the adjacent community and confirms that the proposed subdivision can be safely and adequately accommodated. As mentioned above, the TIA will be submitted as part of the application package to support the development proposal.

The proposed development is consistent with Section 1.0 of the PPS.

Wise Use and Management of Resources

Section 2.0 of the PPS provides further policies related to the protection natural resources, summarized below.

- Relating to 2.1 (Natural Heritage), the site is currently providing habitat for barn swallows and one butternut tree. The existing structures and butternut tree will be removed from the property. Both removals will comply with all *Endangered Species Act* rules and regulations. No fish habitat, significant woodlands or valleylands, areas of natural or scientific interest, migration corridors or seasonal concentration areas were identified on the site.
- Relating to Section 2.2 (Water), five headwater features were identified on or near the site. The Riverside South CDP designates the features and those to which they contribute for urban development. Removal of the features will not negatively impact the City's larger natural heritage system. Stormwater management infrastructure will ensure that runoff is controlled for quantity and treated for quality prior to discharging into the Rideau River west of the subject property. Headwater features identified on and near the subject property will not be retained as the features will no longer drain water once lands to the south are developed.
- Relating to Section 2.3 (Agriculture), the subject property is located within the urban boundary of the City of Ottawa; it does not have any identified agricultural potential.
- Relating to Section 2.4 (Minerals and Petroleum), the subject property has no known areas of mineral or petroleum potential; it will not impact areas of petroleum potential.
- Relating to Section 2.5 (Mineral Aggregate Resources), the subject property has no known mineral aggregate potential; it will not impact areas of mineral aggregate potential.
- Relating to Section 2.6 (Cultural Heritage and Archaeology), Golder conducted a Stage 1 & 2 archaeological assessment (July 19, 2017) of the subject property. The assessment concluded that no evidence of archaeological sites was encountered and no artifacts were recovered. No further assessment is warranted.

Protecting Public Health and Safety

Section 3.0 of the PPS provides policies related to reducing the potential public cost and protection of residents from natural or human-made hazards.

- Relating to Section 3.1 (Natural Hazards), the site is not located on lands impacted by hazardous sites, erosion and/or dynamic beach hazards, or large inland lakes. A Preliminary Geotechnical Investigation report was prepared by Golder (October 2017) that addresses public health and safety concerns. Additional details are provided in this rationale under Section 3.4.

- Regarding Section 3.2 (Human-Made Hazards), no mining, aggregate operation or petroleum resource operation hazards exist on or near the subject property. Golder was retained to conduct a Phase 1 (January 2017) and subsequent Phase 2 (October 2017) Environmental Site Assessment (ESA) for the site. The Phase 2 ESA confirmed contamination near the existing structures, including petroleum hydrocarbon and salt-impacted soils. A very limited amount of petroleum hydrocarbon-impacted groundwater was identified in proximity to existing aboveground fuel storage tanks, however the impact is localized. It is recommended that impacted fill be removed during development. Salt-impacted soils may be used as fill within future right-of-ways. Proper cleanup of the site will ensure no adverse effects.

5.2 City of Ottawa Official Plan (OPA#150)

The City of Ottawa Official Plan was adopted by City Council on May 14, 2003. There have since been numerous updates and amendments approved by City Council and the Ontario Municipal Board. For the purposes of this planning rationale, the City's Official Plan consolidation up to and including Official Plan Amendment 150 (the 'Official Plan') was used for reference. It is noted that Official Plan Amendment 150 has no official status due to a recent Ontario Municipal Board decision (PL140495 et al). Relevant policies that have been modified by OPA 150 are identified and the rationale will address the most restrictive of the current policies or the proposed policy modifications from OPA 150.

The subject property is designated General Urban Area. Section 3.6.1 of the Official Plan states that the General Urban Area designation permits a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. A broad scale of uses is found within this designation, from ground-oriented single-purpose to multi-storey mixed-use.

The proposed development will provide a range of residential dwelling types in proximity to a range of retail, service, leisure and institutional uses in keeping with the intent of the General Urban Area designation.

Site-Specific Policies and Secondary Plan Policies

Section 4.1 of the Official Plan states that further site-specific policies may be applicable to certain parts of the City, and shall conform to policies of the Official Plan, while providing additional detail and guidance. The subject property is within the boundaries of the Riverside South CDP. Conformity of the proposed development with the CDP will be discussed further in Section 5.3 of this Rationale.

Adjacent Land Use Designations

Section 4.2 of the Official Plan states that some policies may apply to proposed development that is adjacent to other land uses. Annex 5 of the Official Plan shows the subject property within the boundary of the Riverside South Community Design Plan. The subject property is not located adjacent to any land use designation requiring specific studies.

Walking, Cycling, Transit, Roads, and Parking Lots

Section 4.3 of the Official Plan outlines policies related to development of walking, cycling, transit, and roads.

Policy 1 of Section 4.3 requires new plans of subdivision to provide direct transit routes and for all buildings to be within 400 metres walking distance of a transit stop. The two collector roads (Street 1 and Brian Good Avenue) will have 26m right-of-ways and will be designed to accommodate transit services.

Policy 2 of Section 4.3 requires that the road network of new plans of subdivision accommodate the potential future extension of the network to adjacent properties. The proposed development's major street network is largely consistent with the Riverside South Land Use Plan (see Figure 4). The alignment of streets and intersections has been coordinated with proposed developments to the north, west and south, and discussions will continue with adjacent landowners as the proposal progresses to ensure coordination of street connections. Pedestrian connections to adjacent communities will be facilitated by street sidewalks and walkway blocks which will integrate with adjacent developments.

Policy 5 of Section 4.3 requires that a Transportation Impact Assessment be undertaken in accordance with the City of Ottawa Transportation Impact Assessment Guidelines. A Transportation Impact Study (November 2017) was prepared by IBI Group to address the required road, transit, pedestrian, and cycling facilities necessary to support the proposed development. The report is summarized in Section 3.6 of this Rationale and demonstrates that the proposed development can be safely and adequately accommodated.

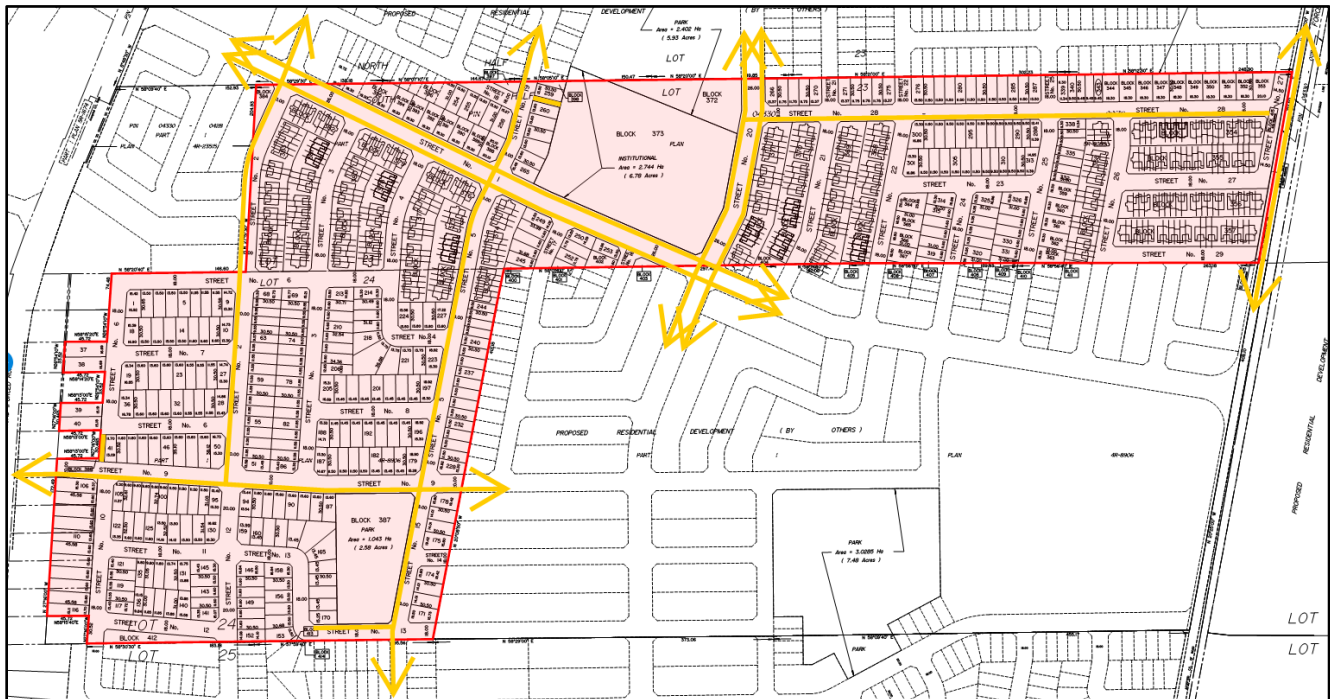


Figure 6: Sidewalks (yellow) will be provided on both sides of collector roads and on one side of some local streets to facilitate safe pedestrian movement.

Policy 9 of Section 4.3 requires that sidewalks be constructed on both sides of all new arterial and collector roads in the Urban Area. Furthermore, Policy 11 requires new developments to be linked to existing or planned networks of public sidewalks, multi-use pathways and on-road cycling routes, which in turn connect various other commercial, institutional and employment uses. The proposed development has adequate provisions for non-auto travel modes, including easy access to local pedestrian, bicycle, and transit systems as shown in the Riverside South CDP and on Figure 6 above.

Servicing in Public Service Areas

Policy 1 of Section 4.4.1 requires that development applications be supported by an assessment of the adequacy of public services. The Assessment of Adequacy of Public Services (August 2017) prepared by IBI Group assesses the adequacy of public services and demonstrates how services will be provided to support the proposed subdivision.

As stated in Section 3.5 of this Rationale, the proposed development will be adequately serviced by proposed water, sanitary and stormwater infrastructure.

Archaeological Resources

Policy 1 of Section 4.6.2 requires that an archaeological resource assessment be conducted where archaeological potential exists. A combined Stage 1 and 2 Archaeological Assessment has been completed for the subject property and summarized in Section 3.4 of this rationale. The report does not recommend any further investigation.

Protection of Vegetation Cover

Policy 1 of Section 4.7.2 of the Official Plan states that applications for subdivision will be supported by a Tree Conservation Report. Policy 2 of Section 4.7.2 lists the requirements to be met in the study, including the identification of endangered or threatened species.

A Tree Conservation Report was included in Appendix D of the Preliminary Environmental Impact Statement by Golder (September 2017) includes an assessment of existing tree species on the property, and addresses existing vegetation, potential tree retention and Species at Risk as was summarised in Section 3.2 of this Rationale.

Due to preliminary grading requirements and grade raises, vegetation retention is likely not feasible. The EIS/TCR recommends that a variety of native plantings should be provided to replace the features and functions of the woody vegetation to be removed. This recommendation will be considered through subsequent streetscape design, parks planning and subsequent Site Plan applications.

Erosion Prevention and Protection of Surface Water

Section 4.7.3 seeks to protect stream corridor and the surface water environment by ensuring appropriate setbacks are maintained between proposed land development and waterbodies.

Schedule K of the Official Plan indicates that no unstable slopes affect the subject property. This was substantiated by a Preliminary Geotechnical Assessment (August 2017) prepared Golder, summarised in Section 3.4 of this Rationale. None of the headwater features identified in the EIS will be retained as the features to which they contribute are also designated for future urban

development and removal. As such there are no required setbacks from watercourses or drainage features.

Protection of Endangered and Threatened Species

Policies 2, 3 and 4 of Section 4.7.4 state that significant habitat of endangered and threatened species will be identified through an Environmental Impact Statement. Policy 5 and 6 of Section 4.7.4 state that no development or site alteration is permitted in significant habitat of endangered or threatened species and that no development or site alteration is permitted within 120 metres of habitat unless an Environmental Impact Statement demonstrates that there will be no negative impact on the habitat of the species or their ecological function.

As discussed in Section 3.2 of this Rationale, the existing structures are currently being used as nesting habitat for barn swallows, a threatened species. One butternut tree was also identified in a deciduous hedgerow on the east portion of the site. To permit the proposed development the existing structures will be removed from the property. Due to grading requirements, the butternut tree will also need to be removed. Both removals will comply with all *Endangered Species Act* rules and regulations. As stated by Golder in their memorandum (November 14, 2017) an acoustical bat survey did not identify any endangered bat species (small-footed myotis, little brown myotis and northern myotis) and did not recommend further investigation.

No fish habitat, significant woodlands or valleylands, areas of natural or scientific interest, migration corridors or seasonal concentration areas were identified on the site.

Stormwater Management

Policy 1 of Section 4.7.6 of the Official Plan states that a stormwater site management plan will be required to support subdivision applications.

A summary of the Assessment of Adequacy of Public Services prepared by IBI Group (August 2017) has been provided in Section 3.5 of this Rationale and is consistent with the provisions of the Riverside South Community Infrastructure Servicing Study Update– Rideau River Area.

Stormwater flows from the proposed development will be directed to Stormwater Pond 5, located on lands also owned by Claridge on the west side of River Road. All stormwater will drain to the west and exit the subject property through two large-diameter sewers connected to a 3.0m-diameter sewer under River Road. Treated stormwater will discharge to the Rideau River.

Environmental Impact Statement

Policy 1 of Section 4.7.8 of the Official Plan states that an Environmental Impact Statement is required for proposed development and site alteration within or adjacent to elements of the natural heritage system.

No fish habitat, significant woodlands or valleylands, areas of natural or scientific interest, migration corridors or seasonal concentration areas were identified on the site by the EIS (September 2017) prepared by Golder and summarized in Section 3.2 of this Rationale. Headwater features identified on and near the subject property will not be retained as the features will no longer drain water once lands to the south are developed.

The site is currently providing habitat for barn swallows and one butternut tree. The existing structures and butternut tree will be removed from the property. Both removals will comply with all Endangered Species Act rules and regulations.

Unstable Soils or Bedrock

Policy 1 of Section 4.8.3 of the Official Plan requires that applications for plan of subdivision be supported by a geotechnical study to demonstrate that the soils are suitable for the proposed development. There are no unstable slopes within the subject property identified on *Schedule K* Official Plan.

A Preliminary Geotechnical Investigation was prepared by Golder for the subject property and summarised in Section 3.4 of this Rationale. No unstable slopes exist on the property. The site was determined to be suitable for the proposed development using standard engineering practices.

Contaminated Sites

Policy 1 of Section 4.8.4 of the Official Plan requires applicants to document previous uses of a property subject to a development application to determine the potential for site contamination. As noted previously, a Phase I Environmental Site Assessment was prepared by Golder to investigate the presence of anthropogenic hazards on or adjacent to the subject property.

A subsequent Phase 2 ESA confirmed petroleum hydrocarbon and salt-impacted soil contamination near the existing structures. The report recommends that the impacted fill be removed during development. Salt-impacted soils may be used as fill within future right-of-ways.

Environmental Noise Control

Policy 4 of Section 4.8.7 states that the City will require a noise study where new noise sensitive development is proposed within 100 metres of an existing or proposed arterial or major collector roadway, as identified on Schedules D through H of the Official Plan. The subject property is located adjacent to an existing major collector (Spratt Road) a proposed major collector (Street 1) and within 100m of an existing arterial (River Road) as shown on Schedule E of the Official Plan.

IBI Group has prepared a Preliminary Noise Feasibility Study (September 2017) for the proposed development which was summarised in Section 3.7 of this Rationale. The proposed development has been designed to minimize the need for noise attenuation barriers and that building facades are oriented towards arterial and collector street to buffer outdoor amenity areas from traffic noise.

Parks and Greenspace Requirements

Section 4.10 of the Official Plan sets out parkland dedication requirements for new development or redevelopment. Policy 3 states that, if the proposed density of a residential development is greater than 18 units per net hectare, parkland dedication should be provided at a minimum rate of 1 hectare per 300 units.

The location and size parks within the Riverside South Community has been determined through the CDP, and listed in Figure 29- Parks by Sector in Hectares of the CDP. The CDP allocates one 1.0-hectare neighbourhood park to the proposed development. A 2.4-hectare community park straddles the property line between the proposed development and lands to the north. The north

portion of the community park will be dedicated to the City as part of a future subdivision application by the adjacent property owner. In total, the proposed development will convey 1.5 hectares of parkland- consistent with the CDP.

Urban Design and Compatible Development

Official Plan sections 2.5.1 and 4.11 relate to design objectives qualifying how the City of Ottawa wants to influence the built environment and Urban Design and Compatible Development with regard to Views, Building Design, Massing and Scale, and Design Priority Areas.

Section 2.5.1 is addressed below:

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

The proposed development has been designed as an integrated piece of the Riverside South Community. These areas include a range of residential uses, parks, schools and commercial areas.

Collector roads and some local streets will have sidewalks to provide connections to surrounding parks and pathways. The proposed pedestrian network will be designed in coordination with all adjacent owners to ensure integration between the proposed development and subsequent proposals.

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

Street oriented dwellings will help to frame the public realm and create a consistent setback to define private amenity spaces. Dwellings facing the neighbourhood park will provide passive surveillance and frame the public realm.

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

The subdivision has been designed with an integrated road network with multiple connections to adjacent subdivisions in all directions. The neighbourhood park has frontage on three streets and will facilitate pedestrian movement.

Sidewalks will be provided along both sides of collector roads and along streets connecting pathways and parks, as per City guidelines.

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

As discussed above, the development's design has been integrated with the surrounding planned subdivisions. Buildings within the proposed development will be of a consistent quality and character to establish a community identity and sense of coherence. The proposed street layout and widths, fine-grained pedestrian network, and lot layout are consistent with other developing neighbourhoods within the larger community.

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

The proposed mix of detached, semi-detached and multiple attached will contribute to a full range of housing options within the Riverside South community.

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

As discussed in Section 3.2, Preliminary Environmental Impact Statement has been prepared for the site and the development has been designed to respect the recommendations of these reports.

The proposed development street network is largely consistent with the Riverside South Land Use Plan (see Figure 4). Existing headwater features within and adjacent to the subject property drain a wet area south of the subject property which is designated for urban development by the Riverside South CDP. As the features will no longer drain water once lands to the south are developed, the EIS notes that retention is unnecessary. The function of these features will be replaced and replicated through the proposed stormwater management infrastructure.

The TCR notes that there will be no tree retention associated with the proposed development and provides recommendations to mitigate any potential impact by the development, including the planting of native tree species that occur in the local landscape along streets and within park areas.

The EIS states that the development is not anticipated to have a significant environmental impact on and surrounding natural features if recommended mitigation measures are implemented through site development. Further detail on mitigation measures are described in Sections 7.0 and 9.0 of the EIS report.

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

The proposed subdivision will contribute to making Riverside South a complete community with a range of residential uses and densities, parks and schools. The development has been oriented to maximize solar gain to the extent possible in light of the approved Land Use Plan. The proposed development provides opportunity for sustainable transportation modes.

Urban Design and Compatible development is also discussed in Section 4.11 of the Official Plan. Policy 1 of Section 4.11 states that when evaluating compatibility of development applications, the City will have regard for the policies of the site's land use designation, and all applicable site-specific plans, policies and urban design guidelines.

Section 4.11, Urban Design and Compatible Development, discusses the relationship between new and existing development and provides policies to evaluate the compatibility of a development with regard to Views, Building Design, Massing and Scale, and Design Priority Areas. The following summarises how the proposed development meets the official plan criteria:

- Views: no significant viewsheds were identified on the subject property;
- Building Design: Good building design contributes to successful neighbourhood integration and the compatibility of new development with the existing or planned

character of its surroundings. The proposed detached, semi-detached and townhouse dwellings are oriented to the street and will display strong architectural design elements;

- **Massing and Scale:** All proposed development is low-rise and is compatible and complementary in scale to planned adjacent development. Massing and scale are regulated through zoning which is further discussed in Section 6.0 of this rationale;
- **High-Rise Buildings:** No high-rise buildings are being considered as part of this proposed development;
- **Outdoor Amenity Areas:** All detached, semi- detached and street townhouse units will have access to private rear yard amenity areas. All residents will have access to sidewalks, parks and a network of walking paths throughout the community. The proposed park block, located southwest portion of the subdivision, will provide convenient access to neighbourhood park facilities, while the neighbourhood and community parks in the surrounding community will provide choice and additional amenities;
- **Design Priority Area:** the subject property is not located in a design priority area.

The proposed development meets the requirements of Section 3.6.5 of the Official Plan and is consistent with the design and compatibility objectives of Section 2.5.1 and 4.11 of the Official Plan.

5.3 Riverside South Community Design Plan

The Riverside South Community Design Plan (CDP) was adopted by the Ottawa Council in 2005 (revised in 2016). The intent of the CDP is to create a complete residential community with a full range of housing choices to satisfy a range of demographics.

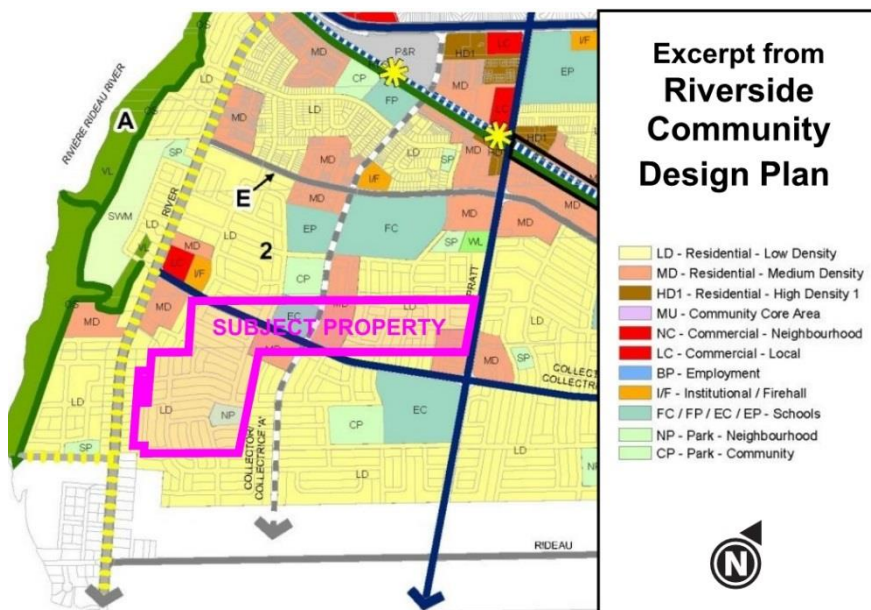


Figure 7: Excerpt from the Riverside South CDP Land Use Plan showing the subject property (fuchsia).

The subject property (outlined in fuchsia on Figure 7) is designated as: 'Residential, Low-Density', 'Residential, Medium-Density', 'Neighbourhood Park', 'Community Park' and 'Elementary School'.

Density Distribution

Section 2.3.1 of the CDP states that the overall residential density of the community is based on a target of 60% detached and semi-detached dwellings, 30% multiple dwellings, and 10% apartments. The overall net residential

density will be 29 units per hectare for ground-oriented units.

The CDP designates the subject property as “LD- Residential, Low Density” and “MD- Residential, Medium Density”. The low-density designation permits detached, semi-detached and townhouse dwellings, whereas the medium density designation permits “Predominantly townhouse dwellings, but may include singles and semi-detached and ground-oriented multi-unit dwellings, including stacked townhouse dwellings”.

Medium density residential, in the form of street-oriented townhomes, has been located adjacent to the proposed collector streets and Spratt Road, similar to the Land Use Plan. Low density residential is composed of detached and semi-detached dwellings

The following table demonstrates that the proposed dwellings types will exceed the net residential density target of 29 units/ha:

Designation	Dwelling Types	Area	Dwelling Units	Net Density
Low Density	detached, semi-detached	15.2 ha	395 units	26.0 units/ha
Medium Density	multiple-attached	7.8 ha	342 units	43.9 units/ha
Overall Residential		22.9 ha	737 units	32.1 units/ha

The proposed dwelling mix will contribute to the overall community target of 60% detached and semi-detached dwellings, 30% multiple dwellings, and 10% apartments.

Schools

Section 2.3.6 states that school sites, as noted on the Land Use Plan, will be dual-zoned for school and medium density residential uses. The school block on the subject property has been allocated to the Ottawa Catholic School Board for an elementary school, and will have an area of 2.7 hectares. This exceeds the area proposed in the CDP of 2.4 hectares. The block will be zoned institutional (including elementary school) as well as residential third density, similar to adjacent townhouse blocks.

Street and Block Pattern

Section 3.1.3 of the CDP supports the development of a modified grid street pattern, with block lengths between 150m and 200m, to facilitate pedestrian movement. The network of streets and walkways has been laid out in a modified grid pattern with lengths no greater than 200m (see Figure 7). Streets have been oriented to avoid circuitous pedestrian movement and ensure efficient pedestrian routes through the community to open space, institutional uses, and to adjacent future developments. A single-loaded local street (Street 27) has been proposed along Spratt Road to provide a “window” into the community and avoid the use of noise walls.

Focal Areas, Landmarks, Community Hubs and Focal Points

Section 3.1.7 of the CDP discusses the importance of focal areas, community landmarks and hubs and focal points in creating a legible urban landscape and establishing community character. The proposed school block, neighbourhood park, and part of the community park will all act as focal areas within the proposed development, with the proposed school likely operating as a community hub of activity during and after school hours. A greater variety of focal areas,

community landmarks and hubs and focal points are proposed across the larger Riverside South community including commercial streets, transit stations, stream corridors and employment uses.

The proposed neighbourhood park is bounded on three sides by public streets and will become a prominent feature at three neighbourhood intersections. The school will also be located at the intersection of two collector streets. The location and design of community focal points, such as park entrances or distinctive architectural features, will be determined through the detailed park design process and, in the case of the school, Site Plan Control review.

Road Typologies

Section 3.2.2 of the CDP discusses streetscape treatment for each type of streets typology. The subject property is traversed by two collector roads labelled as Collectors 'J' and 'A'. The alignments of these streets have been replicated in the draft plan. All streets will be constructed to standard City of Ottawa street cross-sections.

Community Parks and Neighbourhood Parks

Sections 4.1.3 and 4.1.4 of the CDP discuss community and neighbourhood parks respectively.

The location and size parks within the Riverside South Community has been determined through the CDP, and listed in Figure 29- Parks by Sector in Hectares of the CDP. The CDP allocates one 1.0-hectare neighbourhood park to the proposed development. A 2.4-hectare community park straddles the property line between the proposed development and lands to the north. The north portion of the community park will be dedicated to the City as part of a future subdivision application by the adjacent property owner. In total, the proposed development will convey 1.5 hectares of parkland- consistent with the CDP.

Details of park layout, facilities and design will be dealt with through the detailed design stage after Draft Plan approval.

Detached and Semi-detached Dwellings

Section 6.1.1 outlines built form guidelines for detached and semi-detached dwellings. The proposed residential zoning will ensure that all proposed dwellings will have a similar front yard setback to maintain a strong built form relationship to the street. Corner units will be oriented to minimize the visual presence of garage doors and ensure similar building elevations on both sides facing public right-of-ways. The design of specific units will be done through the detailed design stage.

Street Townhouse Dwellings

Section 6.1.2 outlines built form guidelines for multiple attached dwellings. Similar to detached and semi-detached dwellings, townhomes will have a consistent front yard setback to maintain a strong built form relationship to the street. Variation between units will be provided by modifying door and garage depth and varying dormer and window placement. Corner units will have similar architectural treatment on both the front and side elevations. Where possible, driveways will be paired to allow for on-street parking and garages will be designed to minimize their visual impact on the public realm.

5.4 Urban Design Guidelines for Greenfield Neighbourhoods

The City of Ottawa's Urban Design Guidelines for Greenfield Neighbourhoods describe and promote the same principles and goals as Section 6 of the Riverside South CDP and have been considered in the design of the proposed subdivision.

Structuring Layout

The overall layout of the proposed development is different but largely consistent with the Riverside South CDP Land Use Plan.

Street Design

The layout of collector streets is different but largely consistent with the Riverside South CDP and have been located in coordination with adjacent landowners. Local streets have been arranged in a modified grid pattern of smaller blocks to facilitate pedestrian movement while limiting opportunities for vehicular cut-through traffic.

Greenspaces

The location and layout of greenspaces has been determined by the Riverside South CDP. Further detail regarding facilities, park layout and design will be determined through the design process.

Utilities and Amenities

Guidelines 60 to 65 relate to the selection of street furniture, landscaping elements and utility locations. These considerations will be addressed during the detailed design stage.

5.5 Building Better and Smarter Suburbs Initiative (BBSS)

Building Better and Smarter Suburbs: Strategic Directions and Action Plan was approved by Planning Committee in March 2015. The document is part of a larger initiative and action group working to address the challenge of supporting land efficiency and functionality in new suburban subdivisions, while at the same time improving urban design and long-term cost effectiveness. The document considers broad, strategic planning and design issues that contribute to the quality, safety, and functionality of a community.

Street Network and Land Use

The proposed subdivision meets the following objectives for Street Network and Land Use as set out in the BBSS Strategic Directions and Action Plan:

- *Implement a network of street typologies that complements the land uses, densities and built form within a community.*
- *Create a highly connected street and block pattern with short blocks to support efficient routing of transit, short distances to transit stops and stations, and intuitive wayfinding.*
- *Design the street network to respond to and respect natural and cultural features.*
- *Design the street network to enhance access to public facilities and services; prioritize pedestrian and cycling access for short trips, and walking/cycling connections to transit stations and Park and Ride lots for longer distance trips.*
- *Integrate the street network with the park and open space system.*

- *Design the street network and block lengths to include a diversity of routes for vehicular and active transportation in order to minimize bottleneck locations.*
- *Reduce vehicle operating speeds, particularly on local streets, in order to improve safety by reducing vehicular and pedestrian/cyclist conflicts*
- *Create a street system that promotes passive traffic calming and includes traffic calming features built in to the initial designs for local and collector roads.*

The proposed development's street pattern is largely consistent with the Riverside South Land Use Plan. Collector streets (Street 1 and Brian Good Avenue) will have 26-metre right-of-ways and sidewalks on both sides of the street to facilitate pedestrian movement to community facilities (such as the school and community park). Local streets will have 18 or 20-metre wide right-of-ways and have been arranged in a modified grid pattern of smaller blocks to facilitate pedestrian movement while limiting opportunities for vehicular cut-through traffic. Local streets with shorter straight lengths will limit vehicular speeds and improve safety for pedestrians and cyclists. Traffic calming features will be explored as part of detailed design.

Parks and Open Space

The proposed subdivision meets the following objectives for Parks and Open Space as set out in the BBSS Strategic Directions and Action Plan:

- *Achieve an accessible, connected and safe network of open spaces.*
- *Aim to achieve an urban tree canopy linking the green space system.*
- *Provide access to a range of parks and open space features within reasonable walking distances.*

The proposed development is part of the larger Riverside South CDP, which allocates the number and size of open space and park facilities across the entire study area. The locations and sizes of the proposed neighbourhood park and partial community park are consistent with the CDP. Sidewalks will be provided along park frontage and will extend through the community to connect parks, open spaces and other land uses. All dwellings will be within a reasonable walking distance of proposed parks.

Stormwater Management

The proposed subdivision meets the following objectives for Stormwater Management as set out in the BBSS Strategic Directions and Action Plan:

- *Re-consider use of parks and open space areas for emergency storage and conveyance of stormwater.*
- *Plan and design beautiful stormwater management ponds that are integrated into the open space system.*

The stormwater management system designed by IBI Group is consistent with the Riverside South Community Infrastructure Servicing Study Update– Rideau River Area prepared by Stantec in 2017. Stantec's updated study proposes a stormwater management pond on the west side of River Road to manage runoff from the proposed development and surrounding lands. The use of parks or open space blocks as detention areas was not considered through the Stantec study. The stormwater pond will be located adjacent to the Rideau River and integrated with future open space along the river's corridor.

School Sites

The proposed subdivision meets the following objectives for School Sites as set out in the BBSS Strategic Directions and Action Plan:

- *Prioritize pedestrian and cycling safety on streets around schools.*
- *Plan and design school sites as part of the open space system.*

School Block 373 is located at the intersection of two collector streets which will have sidewalks on both sides. Streets 5 and 28 lead towards the school block and will also include sidewalks. Other street design measures such as stop controls, pedestrian crossings, cycling facilities etc. will be considered as part of the detailed engineering design.

Parking

The proposed subdivision meets the following objectives for parking as set out in the BBSS Strategic Directions and Action Plan:

- *Accommodate two cars per ground-oriented dwelling (one in-garage and one in-driveway in single-detached, semi-detached and townhouse units with driveways) while ensuring the visual predominance of front entrances and the inhabited parts of the residence.*
- *Minimize the potential for conflicts between sidewalk users and vehicles in driveways.*
- *Minimize driveway widening and lot area dedicated to driveways in order to maximize space for tree planting, landscaping, and stormwater retention.*
- *Use on-street parking as a traffic calming measure on streets already wide enough to accommodate on-street parking.*

The proposed zoning will ensure that each dwelling unit can accommodate two cars, one in the garage and one in the driveway, without encroaching on the public sidewalk. Sidewalks will be located to minimize potential driveway conflicts by locating along flanking lots. On-street parking will be permitted on all streets.

Road Right-of-Way

The proposed subdivision meets the following objectives for Road Right-of-Way as set out in the BBSS Strategic Directions and Action Plan:

- *Balance the needs of all elements within the street right-of-way.*
- *Ensure a range of street cross-sections that are appropriate for the application, area, and community context.*
- *Create complete streets that accommodate all modes of transportation.*
- *Create street environments that enhance safety and livability.*
- *Create beautiful tree-lined streets as a key component of the public realm.*

The street rights-of-way have been designed to accommodate all required streetscape elements including travel lanes, on street parking, sidewalks, landscaping and utilities. Detailed streetscape plans will be prepared through detailed design and will be informed by the recommendations of the Tree Conservation Report (see Section 3.2 of this Rationale).

Trees

The proposed subdivision meets the following objectives for Trees as set out in the BBSS Strategic Directions and Action Plan:

- *Ensure sufficient space for healthy trees in the ROW.*
- *Expand the urban forest and enhance its biodiversity.*
- *Select appropriate tree species for the local environment.*
- *Achieve suitable conditions to ensure mature tree development.*

Street trees are proposed throughout the development in accordance with City-approved road cross-sections. Details of species and tree location will be determined at the detailed design stage.

6.0 PROPOSED ZONING BY-LAW AMENDMENT

Figure 8 shows the proposed zoning for the proposed subdivision and described below. A larger version of the proposed zoning schedule is provided as Appendix B.

Lands that will accommodate detached, semi-detached and multiple attached dwellings will be rezoned from Development Reserve- DR to Residential- R3Z zone.

Lands that will accommodate the neighbourhood and community parks will be re-zoned from Development Reserve- DR to Open Space- O1.

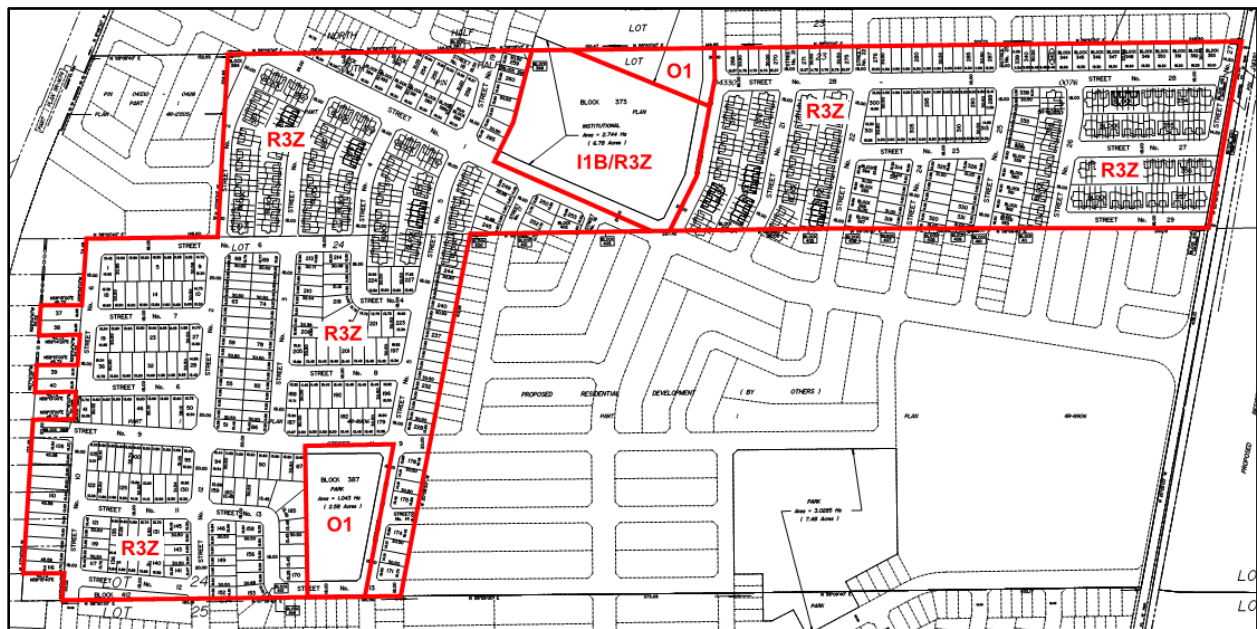


Figure 8: Proposed zones (in red) overlaid on the Draft Plan of Subdivision.

Lands that will accommodate the elementary school at the corner of Brian Good Avenue and Street 1 (Block 373) will be re-zoned from Development Reserve- DR to both Institutional- I1B and Residential-R3Z.

7.0 CONCLUSION

As demonstrated by this Rationale, the proposed development is consistent with the Provincial Policy Statement, conforms to the City of Ottawa Official Plan and Riverside South Community Design Plan, and has been designed with regard to the City's Design Guidelines for Greenfield Development.

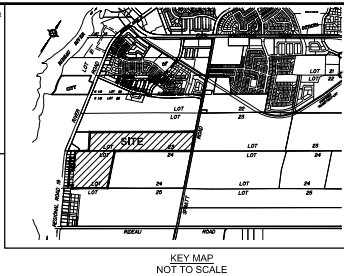
The proposed zoning will implement the development as described in this rationale and ensure the development is compatible with future surrounding development. The proposed development is an appropriate and desirable addition to the community and represents good planning.

NOVATECH

A handwritten signature in black ink, appearing to read 'E Bays', with a long horizontal stroke extending to the right.

Eric Bays MCIP, RPP
Project Planner

Appendix A: Draft Plan of Subdivision



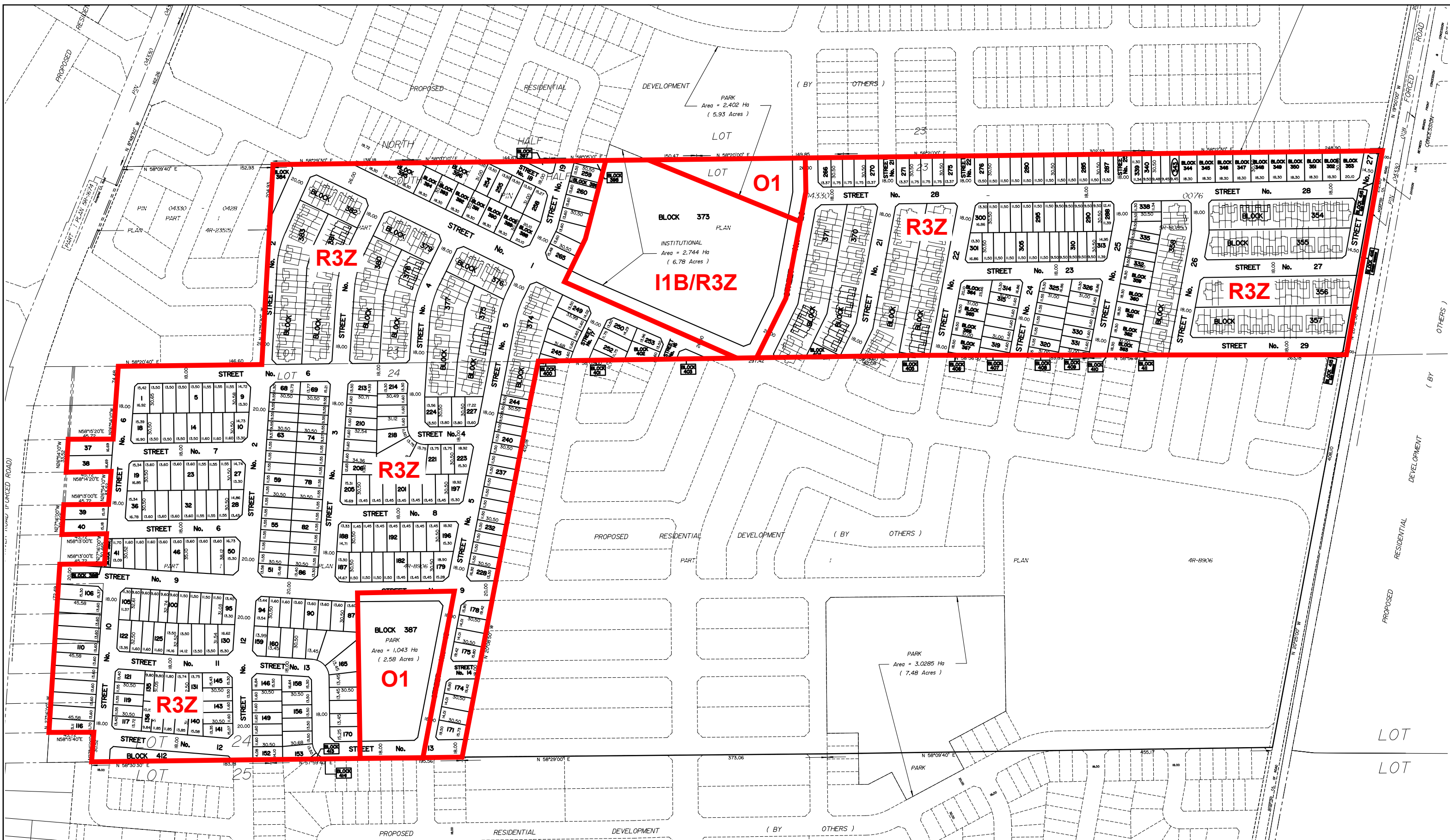
DRAFT PLAN OF SUBDIVISION OF
PART OF LOTS 23 And 24
BROKEN FRONT
CONCESSION (RIDEAU FRONT)
Geographic Township of Gloucester
CITY OF OTTAWA
Prepared by Annis , O'Sullivan , Vollebakk Ltd.

Scale 1 : 2000
Metric
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND
CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

REVISION SCHEDULE		
NO.	REVISION	DATE
1	PLAN PREPARED	MAY 4, 2017 S
2	GENERAL REVISIONS	JUNE 20, 2017 N
3	INCREASED PARK AREA	JULY 28, 2017 N



Appendix B: Schedule of Proposed Zoning Amendment



807 River Road & 4720 Spratt Road

Proposed Zoning By-law Amendment