



DILLON
CONSULTING

RIVERSIDE SOUTH DEVELOPMENT CORPORATION

Planning Rationale

Phase 15

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References

Acronyms, Abbreviations, Definitions

– C –

CDP – *Community Design Plan*

– E –

EIA – *Environmental Impact Assessment*

ESA – *Environmental Site Assessment*

– O –

OP – *Official Plan*

OPA – *Official Plan Amendment*

– P –

PPS – *Provincial Policy Statement*

1.0

Introduction

Dillon Consulting Limited (Dillon) was retained by the Riverside South Development Corporation to prepare a planning rationale to assess the appropriateness of a **Zoning By-law Amendment (ZBLA), and Plan of Subdivision, for the proposed Riverside South Phase 15 Development** ('subject property'). The proposed development is split into two parcels, located at 4650 Spratt Road, and 4800 Spratt Road (a northern and southern parcel respectively). The location of the site is shown in **Figure 1: Location Map**.

This report assesses the consistency of this development with the Provincial Policy Statement (2014), the City of Ottawa Official Plan (OP), and the Riverside South Community Design Plan (CDP) to determine whether the development is consistent with these policies, is appropriate, and represents good planning. The Riverside South Community Design Plan was updated in 2016. The update was implemented by City Council on June 22, 2016, through City of Ottawa By-Law No. 2016-220, By-law No. 2016-221, and By-law No. 2016-222, which constituted OPA No. 171, OPA No. 172, and an amendment to Zoning By-law No. 2008-250.

The total proposed development of this approximately 86ha site would include approximately 1,446 residential units, comprised of single detached, townhouse dwelling units and apartments. Of these dwellings, there would also be parcels for medium density residential (160 apartment units). In addition, the development would also establish institutional uses, stormwater management, valley lands, parks and schools. The northern and southern parcels of the proposed development are separated by an approximately 200 metre wide parcel of land owned by another developer; this land is also intended to be a mainly residential development.

2.0

Existing Conditions: Subject Lands & Surrounding Area

As indicated above, the Riverside South Development Corporation is proposing to develop this approximately 86ha site south of Borbridge Avenue between River Road and Spratt Road. The following sections provide a brief summary of the existing land uses within the property and in the immediate surroundings.

2.1

Subject Lands

The property is mainly vacant rural land and the majority of the site was previously used for agricultural purposes. There are two existing residential properties that are across from the northern development area on the west side of River Road. There is a woodlot in the northeast portion of property. The woodlot is approximately 19ha.

Property Information

The following provides an overview of the property information:

Owner: Riverside South Development Corporation

Address: 4650 Spratt Road (northern parcel), 4800 Spratt Road (southern parcel).

Lot and concession number: Part of Lot 22, 23, and 24, Concession 1 from Rideau River

Property Identification Number(s): 043301455, 043301453, and 043300067

Zoning: Development Reserve Zone

OP designation: General Urban Area



Phase 15 lands seen from Spratt Road, August 2014

2.1.1

Location of the Subject Property

The subject property is located within the area of the Riverside South Community Design Plan. The site is comprised of two parcels. The municipal addresses are 4650 Spratt Road (northern parcel), and 4800 Spratt Road (southern parcel). The northern parcel extends from River Road to Spratt Road south of Borbridge Avenue. The southern parcel is also between River Road and Spratt Road but does not extend to River Road.

The property is in the south-western portion of the Riverside South Community Design Plan Area. The northern and southern parcels are split by a property (in the south half of Lot 23, Concession 1 from Rideau River) owned by another developer that also intends to develop their lands for mainly residential uses.



FIGURE 1: LOCATION MAP

2.2 Surrounding Area

2.2.1 Existing Residential & Rural Uses

There are two existing residential properties fronting on the west side of River Road across from the northern parcel. These will be retained since they are outside of the proposed development.

There is also one existing rural residential property located across Spratt Road from the property near the northern limit of the northern parcel. There are also several rural residential properties on either side of River Road heading south from the subject property. None of these residences are part of the subdivision / subject area.



Existing Rural Residential Property of Spratt Road, August 2014 – owned by others

2.2.2 Other Phases of Riverside South Development

The residential community of Riverside South is largely established on the north side of Earl Armstrong Road, with some development beginning to be phased in south of Earl Armstrong Road. Riverside South Phase 9, another residential development that is nearing completion, is located directly north of the site between River Road and Spratt Road.

2.3 Transportation System

River Road, at the western edge of the site, is classified as an Arterial and a Scenic Route in the City of Ottawa Official Plan. The eastern edge of the property fronts on Spratt Road which is classified as a major collector in the City's Official Plan. Both of these roads intersect with Earl Armstrong Road north of the property. Earl Armstrong is the main east-west artery for the Riverside South Community. The planned future rapid transit corridor runs parallel to Earl Armstrong Road to the north of the site. Three collectors shown in the Riverside South Community Design Plan run through the subject area. Running north-south is "Collector A" (minor route) with "Collector I" (major route) and "Collector J" (major route) running east-west. Part of "Collector I" has been developed through a previous phase of development and is known as Borbridge Avenue. The northern part of "Collector A" has also been established and is known as Brian Good Avenue.

2.4 Natural Features & Open Space

There is a woodlot in the east portion of the northern parcel. The woodlot is approximately 19ha with approximately 4.5ha dating from before 1976. This woodlot was originally identified in the RSDC to be retained as an Urban Natural Feature in the City of Ottawa's Official Plan. In 2012, the City signed a Memorandum of Understanding with the Urbandale Corporation and the Riverside South Development Corporation. The Memorandum stated that the City did not wish to acquire the woodlot and that the RSDC could initiate the necessary Official Plan and Zoning amendments to allow for the woodlot to be developed. The most recent update to the Riverside South Community Design Plan implements this MOU and shows this area to be mainly residential with a school and 1ha park. The Official Plan and Zoning By-law have also been amended to reflect the removal of the woodlot as a natural feature.

The Rideau River runs to the west of the property.

3.0 Proposed Development

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

3.1 Plan of Subdivision

The proposed +/- 86ha development will include single-detached and townhouse dwelling units, an additional lot for medium density residential apartments (+/- 2.104ha), as well as areas for institutional and open space uses. The plan also includes a local and collector street network and sets aside space for street widening along the existing roads (River Road and Spratt Road) that bound the property. The proposed development is illustrated in **Figure 2: Draft Plan of Subdivision** and **Figure 3: Summary of Proposed Development**.

The following provides a summary of the proposed land uses contained within the plan.

TABLE 1: SUMMARY OF USES

Proposed Uses	Quantity	Location
Residential (singles and townhouse dwellings)	26 full and partial blocks 1,286 dwellings	Throughout
Residential (potential future stacked towns or apartments)	1 lot totalling 2.104ha 160 Apartment Units	Intersection of Spratt Road and Borbridge Avenue.
Institutional (including schools and firehall)	4 lots totalling 19.81ha	Intersection of Spratt Road and Street No. 38. (southern parcel), Intersection of Borbridge Avenue and Street No. 13 (northern parcel), and between Street No. 6 and Street No. 7 along River Road(northern parcel).
Open space (community and pocket parks)	3 lots totalling 7.023ha	Between Street No. 5 and Street No. 13 (northern parcel), at Street No. 17 and Street No. 21 (northern parcel), and between Street No. 36 and Street No. 27 (southern parcel).
Local Roads (14.8m)	3	Parallel to River Road.
Local Roads (18.0m)	Numerous	Throughout site, providing access to residential blocks.
Local Roads (20.0m)	4	Transecting the site, providing links to the collector and arterial networks.
Collector Roads (26.0m)	3	Brian Good Avenue runs north-south through the site, while Borbridge Avenue and future Collector "J" both run east-west through the site, connecting River Road to Spratt Road.

TABLE 2: SUMMARY OF PROPOSED RESIDENTIAL UNITS

Type of Units	No. of Units	Density
Detached dwellings	647	Low
Townhouse/Semi-detached dwellings	639	Low-Medium
Stacked townhouse or apartment dwellings	160	Medium
Total	1,446	---

The majority of this development will comprise residential units in the form of single-detached and townhouse dwellings. The plan also shows one additional parcel for medium density residential (+/- 2.104ha in total) that are anticipated to be developed at approximately 76 units per net hectare: the larger of these parcels is located at the intersection of Spratt Road and Borbridge Avenue; the smaller parcel is along River Road and is collocated with the commercial area.

This development will include portions of three collector roadways:

- Borbridge Avenue ("Collector I", major collector, in the CDP) runs east-west in the north part of the plan of subdivision;
- "Collector J" (major collector) is further south (labeled as Street No. 8 in the plan of subdivision); and, Brian Good Avenue ("Collector A", minor collector in the CDP).

There will also be a network of local roads with widths between 18.0 metres and 20.0 metres to service the residential blocks and to link to the collector and arterial roads. The public streets will be designed in accordance with the City of Ottawa Standards for new roads, sanitary sewers and stormwater management for drainage. An approximately 200m portion of the multi-use path along the Rideau River will also be constructed as part of the proposed development.

Other uses on the site include:

- Four parcels for institutional use, according to the Riverside South Community Design Plan. Three of these parcels are intended to be schools and one of these parcels is intended for a fire station / institutional;
- Three parks, totalling 7.023ha and representing the proposed parkland dedication for the development. Two of the parks will be community parks (located adjacent to two of the school sites) and two will be pocket parks including one that is located on the site of the existing woodlot in the northeast;

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

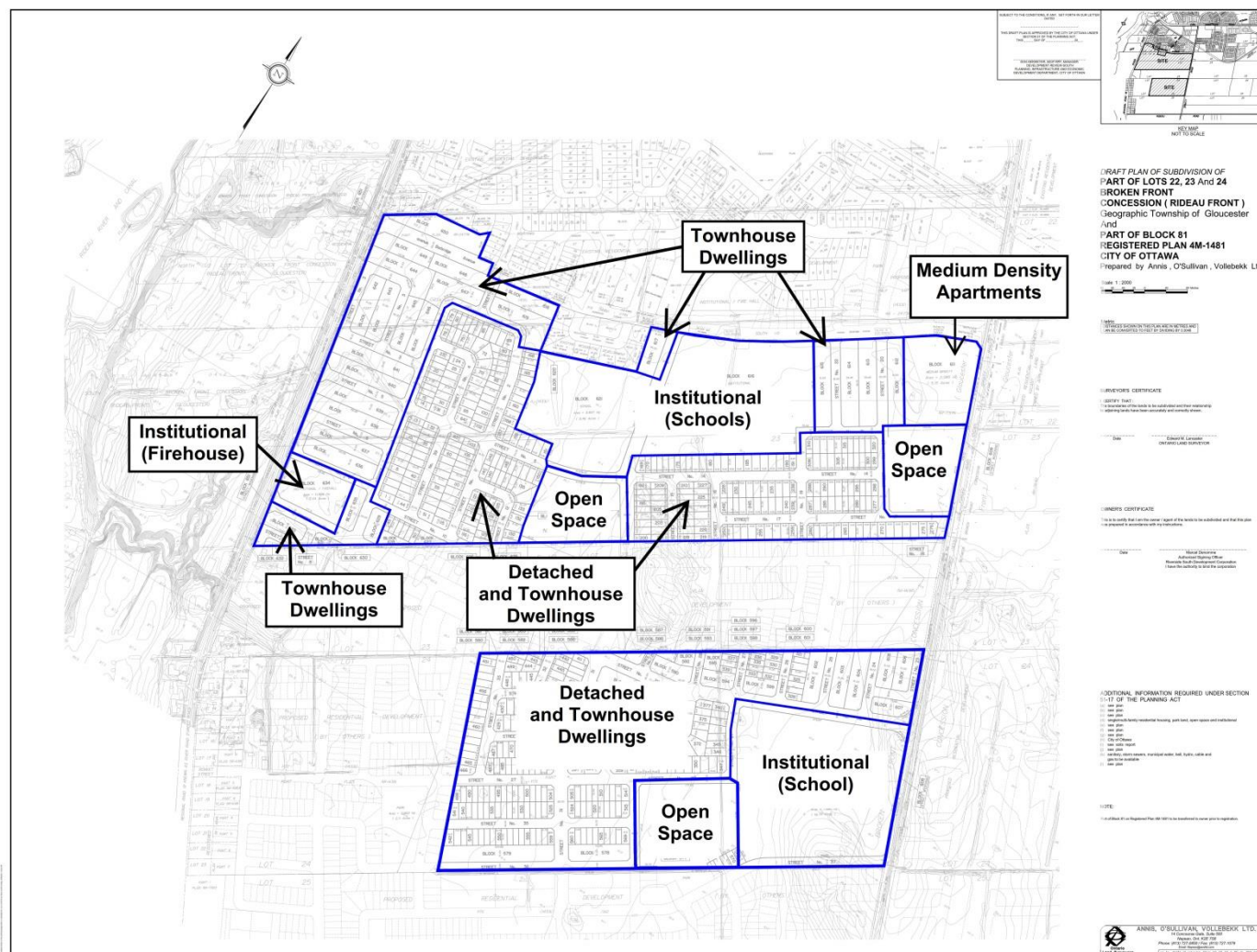


FIGURE 3: SUMMARY OF PROPOSED DEVELOPMENT

3.2 Zoning By-law Amendment

3.2.1 Existing Zoning

The site is currently zoned as Development Reserve Zone (DR) in the City of Ottawa's Zoning By-law 2008-250 Consolidation. The Development Reserve designation recognizes lands that are intended as areas for future urban growth that are designated as General Urban Area in the Official Plan.

Most of the surrounding area is also zoned Development Reserve, this includes the areas to the south and east of the site as well as the property (owned by another developer) that divides the proposed development.

The residential area to the north of the site (Riverside South Phase 9) holds Residential Third Density-Subzone Z (R3Z) zoning. The Residential Third Density zone is intended to allow a mix of residential building forms ranging from detached to townhouse dwellings. Within this area there is a parcel zoned Minor Institutional-Subzone A (I1A), according to the Riverside South Community Design Plan this is intended to become a fire station. The parcel to the north of the site at Spratt Road holds an exception, R3Z (1915)-h, which requires that some of the parcel be conveyed to the City for a Rapid Transit Station.

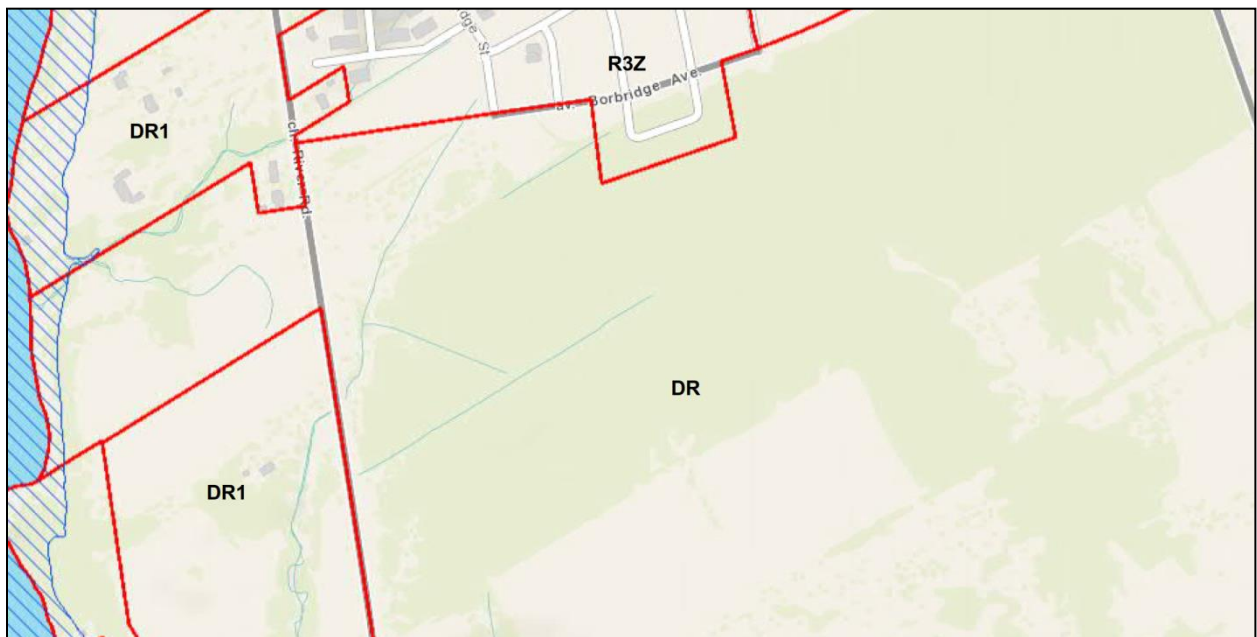


FIGURE 4: CURRENT ZONING

3.2.2 Proposed Zoning

The proposed by-law amendment would re-zone the site as, Residential Fourth Density – Subzone Z (R4Z), Local Commercial Zone (LC), Minor Institutional Zone – Subzone A (I1A), and Parks and Open Space (O1) (see Table 3 - Proposed Zones, and Figure 5: Proposed Zoning Schedule).

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

TABLE 3: PROPOSED ZONES

Proposed Zone	Code	Purpose of Zone
Residential Fourth Density – Subzone Z	R4Z	A wide mix of residential building forms ranging from detached to low rise apartment dwellings.
Minor Institutional – Subzone A	I1A	A range of community uses, institutional accommodation, and emergency service uses in close proximity to residential uses
Parks and Open Space	O1	Parks, open space and related and compatible uses

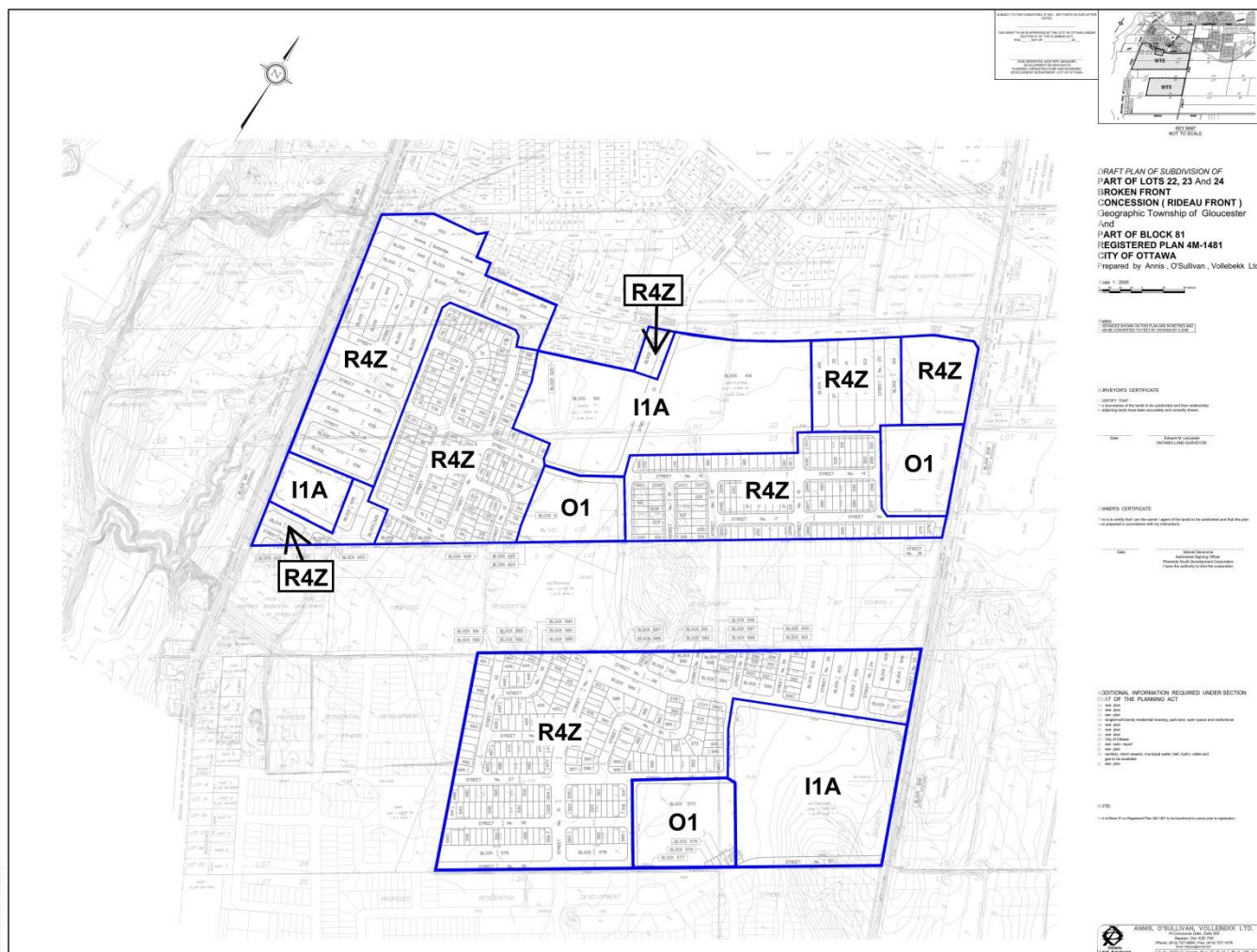


FIGURE 5: PROPOSED ZONING BY-LAW MAP

4.0 Policy Context

The following sections assess the proposed development against the policies established in the Provincial Policy Statement (2014), the City of Ottawa Official Plan, and the Riverside South Community Design Plan.

4.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS) is issued by the provincial government under Section 3 of the *Planning Act*, and provides direction on matters of provincial interest related to land use planning and development. The most recent version of the PPS was issued in April 2014. This document is meant to be considered by planning authorities when making land use decisions, including in review of development proposals and in creating official plans.

The proposed development is consistent with the Provincial Policy Statement (2014). The proposed development represents an efficient use of land and services (Section 1.1.3.6), supports the Settlement Area as the focus of growth (Section 1.1.3.1), is a natural expansion of the existing community (Section 1.1.3.6), and protects the natural environment and public health.

The Proposed Development will Support the Goals of the Provincial Policy Statement (2014)

The increase in density proposed by this development is consistent with the policies of the Provincial Policy Statement (2014) regarding intensification and efficient use of land and existing or planned infrastructure and planned public service facilities. This development is in an area that has been identified by the City as an appropriate location for growth and intensification. It is located in the settlement area which is intended to be the focus of growth. Further, the proposal falls within a larger planned community of Riverside South which is designed to prioritize rapid transit and has a road pattern that supports various modes of transportation. The Riverside South community will develop a vibrant neighbourhood centre and promote a range of housing types while protecting existing natural features.

In particular, this development:

- Provides a range and mix of residential, institutional, recreation, park and open space, and other uses to meet the long term needs of residents (Section 1.1.1);
- Creates opportunities for recreation and services to meet the long term needs of residents (Section 1.1.1);
- Is compact and makes efficient use of land and existing and planned infrastructure and public service facilities (Section 1.1.3.2);
- Is transit supportive (Section 1.1.3.2);
- Is supportive of active modes of transportation (Section 1.6.7.4); and,
- Protects the Environment and Public Health and Safety by directing development away from the floodplain (Section 3.1.1.).

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

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

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

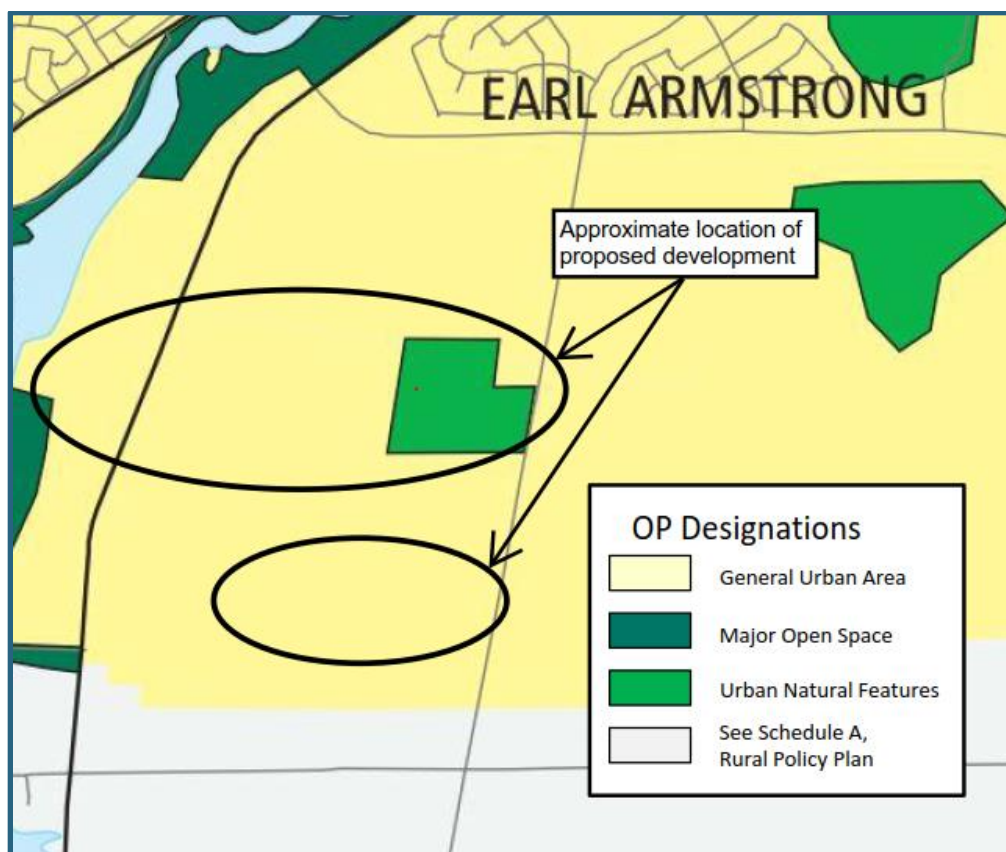


FIGURE 6: CITY OF OTTAWA OFFICIAL PLAN, URBAN POLICY PLAN (SCHEDULE B)

NOTE: the Urban Natural Feature within the subject property was converted to General Urban Area by OPA No. 171¹

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

¹ As of September 22, 2017, an office consolidation of 'Schedule B' to the City of Ottawa Official Plan was not available on the City's website.

As is required by the Official Plan, the subject property is being developed in the context of implementing the Riverside South Community Design Plan. The CDP was prepared in accordance with the City's Official Plan policy requiring the preparation of such a plan to guide long-term development before construction can occur in an area designated as a "Developing Community". The purpose of the community design plan is to translate the principles of the Official Plan to the community scale. The CDP was approved by City Council in 2005, was updated in 2010 and again in June of 2016. Further details about the CDP and the compliance of this proposal with its policies can be found in Section 4.4 of this report.

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

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

In particular, the proposed development:

- Is located within an area that has been identified as appropriate for growth (Section 2.2);
- Will help the City accommodate projected growth (Section 2.2);
- Represents efficient provision of transportation infrastructure, water and wastewater infrastructure, and other municipal services (Section 2.3);
- Is easy to get to and to travel around on foot, by bicycle, transit and automobile (Section 2.3.1);
- Protects the Natural Heritage System (Section 2.4);
- Implements the Riverside South Community Design Plan (Section 3.6); and,
- Separates residential development from the adjacent arterial road by providing local streets which parallel arterial roads (Section 3.1.3).

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

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

Better Suburbs identified the following principles for new suburban development:

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

The latest update to the CDP (p. 8-9) incorporates the Better Suburbs initiative in the following ways:

- Schools and City parks and other community facilities are co-located wherever possible; and,
- The possibility of sharing land between storm water management areas and City parks was explored.

The Proposed Development Aligns with the City's Strategies to "Build Better and Smarter Suburbs"

In particular the proposed development:

- Includes two community parks directly abutting sites earmarked for Schools;
- Has homes facing all three of the parks to provide "eyes on the park";
- Incorporates traffic calming measures into initial road construction (viz., collector roads will be built to incorporate on-street parking as traffic calming, in accordance with Section 3.2.2.b of the Riverside South CDP, 2016 Update) ;
- Incorporates a modified grid pattern;
- Includes space for local commercial development;
- Incorporates required sidewalks and bicycling lanes (viz., roads will be built in accordance with the right-of-way requirements in Section 3.2.2 of the Riverside South CDP, 2016 Update);
- Provides pedestrian access pathways (i.e., sidewalks) to River Road and Spratt Road where appropriate; and,
- Attempts to limit the length of blocks to a maximum of 125m to support pedestrian movement (some blocks are longer than 125m due to the rectangular shape of the subject lands and an intent to achieve a desirable density of development).

4.4 Riverside South Community Design Plan (2016 Update)

As discussed, the Riverside South Community Design Plan (CDP) is a Community Design Plan prepared in accordance with the policies of the City's Official Plan. The latest update of the CDP was approved by City Council in June, 2016.

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

- To support transit-oriented development focused on the rapid transit corridor;
- To create land use and road patterns that support various modes of transportation;
- To maximize the benefits from existing natural features;
- To create a network of open spaces accessible to residents and visitors;
- To establish a range of residential densities and foster a mix of unit types;

- To ensure consistent treatment of buildings, street edges, boulevards, landscape areas and open spaces;
- To encourage the development of an attractive, mixed use Community Core area; and,
- To advance Better Suburbs directions.

The proposed development is in the western portion of the CDP (See **Figure 8**). The plan calls for low- and medium-density residential development as well as parks, two school sites, and a small area for local commercial and institutional use. The land uses and distribution of these uses in the proposed development mirrors the CDP.

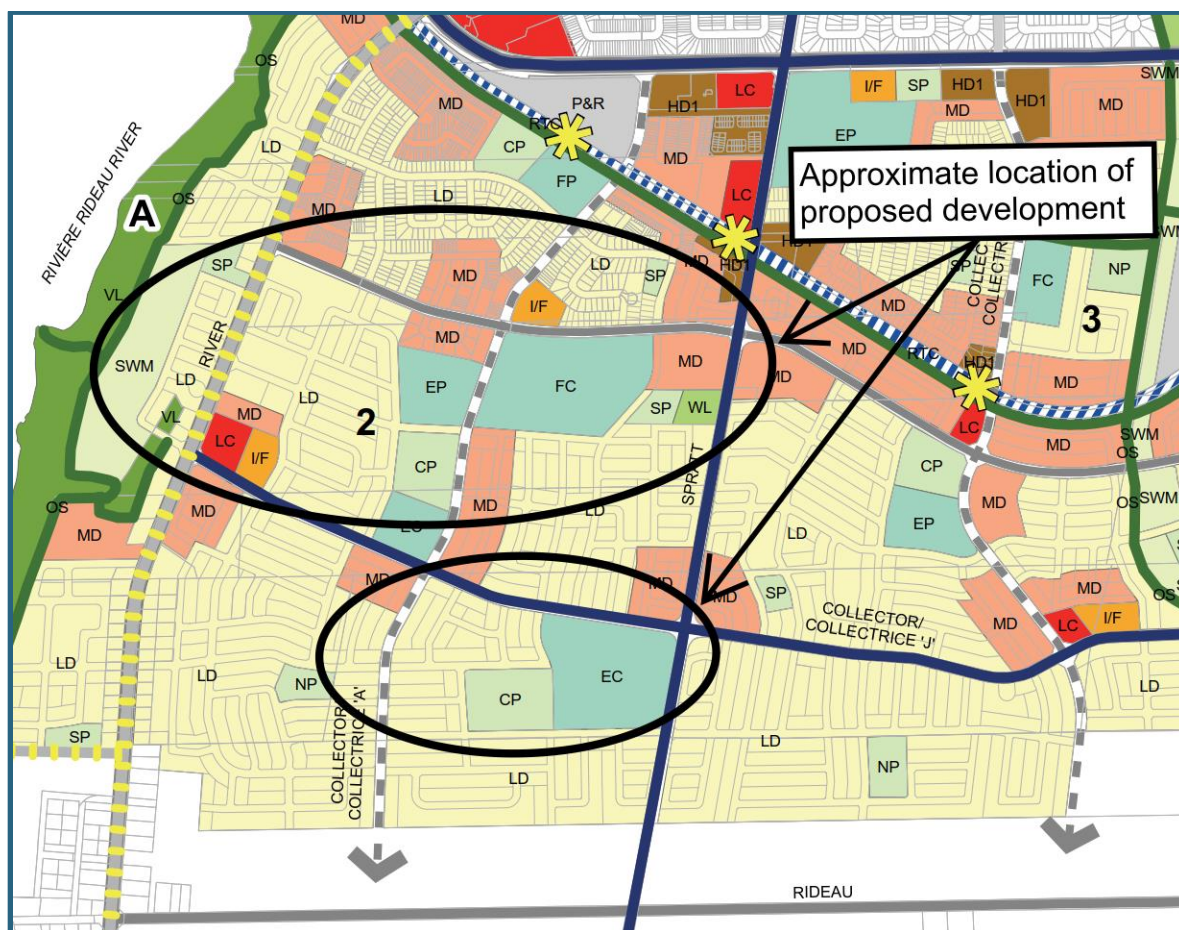


FIGURE 7: RIVERSIDE SOUTH COMMUNITY DESIGN LAND USE PLAN

4.4.1 Range of Residential Densities and Unit Types

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

The minimum average density for ground-oriented units as required in the Official Plan and the CDP is 29 units per net hectare. This proposed subdivision approaches the desired minimum density with 1,286 detached and townhouse units on 59.04 net hectares, resulting in 21.78 units per net hectare. When

the proposed apartment site comprising of 160 units on 2.1ha are factored in, the average density is 23.65 units per net hectare, which approaches the blended CDP average of 29 units per net hectare.

The CDP also calls for an overall mix of building types with a maximum of 60% detached and semi-detached dwellings, a minimum of 30% multiple dwellings and 10% apartments. Based on a total of 1,446 units, this proposed development contributes to this target by including 647 detached dwellings (45%), 639 semi-detached and townhouse dwellings (44%), and 160 stacked/apartment dwellings (11%).

The CDP indicates that this area should be largely low density with some medium density. This proposed subdivision reflects the desired mix.

4.4.2 Distribution of Land Uses

The distribution of land uses – comprising residential, institutional, parks, and commercial uses – reflects the distribution established by the CDP. The design of the community is focused on the rapid transit corridor, the open space system, and the organization of residential areas around public spaces and community features.

4.4.3 Transit Oriented Development

A portion of the proposed development falls within a 600m radius of a transit station along the planned rapid transit corridor. The corridor running parallel to Earl Armstrong Road is part of the planned bus rapid transit line that will connect to the south end of the Phase 2 LRT project. This Phase 15 development enhances the transit-supportive design of the CDP through extending the medium density housing along Spratt Road – these residents will have direct access to the planned transit station on Spratt Road.

Much of the northern portion of the site falls within 600m of the nearest planned rapid transit station which is identified in the CDP as a reasonable walking distance to the rapid transit stop. This proposal appropriately contains higher density residential along Spratt Road and Brian Good Avenue which will support the rapid transit stops at these two locations. In addition, the street layout provides a direct route for residents to access the stations via Spratt Road and Brian Good Avenue. This means that the 600m TOD radius represents close to an actual 600m walk/cycle, rather than 600m “as the crow flies.”



FIGURE 8: RIVERSIDE SOUTH TRANSIT ORIENTED DEVELOPMENT MAP

4.4.4 Road Network

The road network for the proposed development reflects the network and hierarchy 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 proposal will enhance the existing network by providing land to enable the widening of River Road and Spratt Road.

The western edge of the property is River Road which is classified as Arterial in the City of Ottawa Official Plan. The eastern edge of the property fronts on Spratt Road which is classified as a Major Collector in the City's Official Plan. Both of these roads intersect with Earl Armstrong Road, a main east-west artery, north of the site. The planned future rapid transit corridor runs parallel to Earl Armstrong Road. In addition three planned collectors run through the site. Running north-south is "Collector A" (minor route) with "Collector I" (major route) and "Collector J" (major route) running east-west. Part of "Collector I" has been developed through a previous phase of development and is known as Borbridge Avenue. The northern part of "Collector A" has also been established and is known as Brian Good Avenue.

Local road connections to service the development areas also run throughout the subject area. Road allowances within the development are 18m, 20m, and 26m. The CDP includes cross-sections for various road widths.

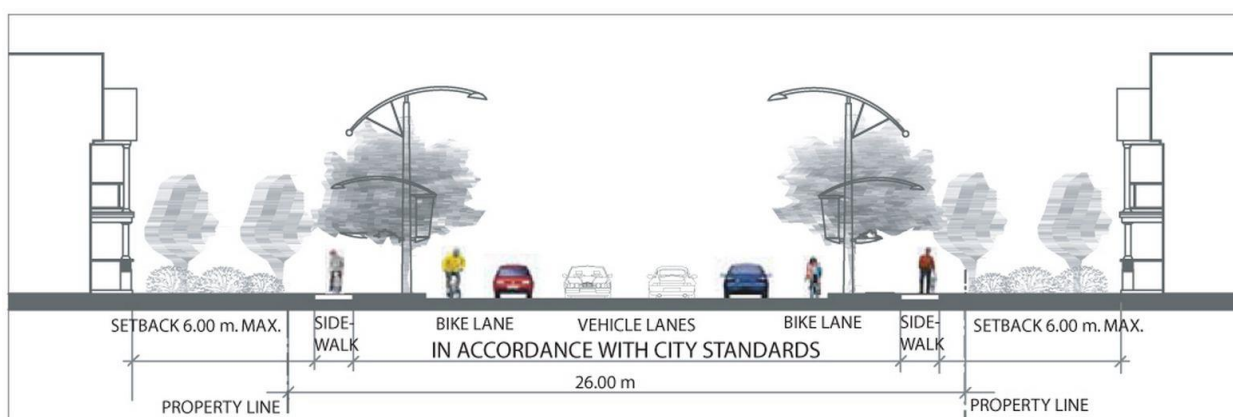


FIGURE 9: RIVERSIDE SOUTH CDP CROSS-SECTION FOR 26M ROAD ALLOWANCES



FIGURE 10: RIVERSIDE SOUTH CDP CROSS-SECTION FOR 18M ROAD ALLOWANCES

4.4.5 Natural Features, Parks & Open Spaces

The subject property includes three parks totalling more than 7ha. One of the parks is located in the existing Spratt Woodlot which should make it easier to conserve more of the mature trees from the woodlot. The CDP recognizes stormwater management facilities as amenity features for the community, and calls for designs that are safe, low maintenance, and well integrated.

For the multi-use trail, the CDP recommends providing clear signage at entry points to the trail to orient recreational users.

4.4.6 Servicing

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

The Proposed Development Respects the Riverside South Community Design Plan

In particular, the proposed development:

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

5.0 Summary of Supporting Studies & Reports

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

5.1 Geotechnical Investigation, Golder Associates (March 2015)

This study presents the findings of geotechnical investigations on the general soil and groundwater conditions of the site. The report indicates that it “provides geotechnical engineering guidelines and recommendations which should generally be suitable to support an application to the City for Draft Plan approval of the overall proposed development.”

The report indicates that additional geotechnical investigations will be needed:

- Prior to completing site plan applications or building permits in some areas of the site, where access was poor due to dense tree cover; and,
- As part of the detailed design for any heavier or taller buildings.

5.2 Noise Study, Golder Associates (August 2016)

The Noise Impact Study was prepared in 2016 in support of the application. The report is a Phase 1 Noise Control Feasibility Study prepared in accordance with City of Ottawa Environmental Noise Control Guidelines (ENCG).

The report found that “the proposed development is capable of meeting the guidelines as set out in the ENCG, provided the detailed noise control recommendations are provided and followed, which should include acoustical barriers for Outdoor Living Areas (OLAs), building component specifications (exterior walls and windows), and appropriate warning clauses.”

5.3 Servicing Brief

It is anticipated that the water distribution, sanitary sewer, and stormwater management infrastructure for the proposed subdivision will follow the design parameters established through the 2016 update to the Riverside South Infrastructure Servicing Study (currently underway). The infrastructure servicing study for Riverside South was previously updated in 2008.

5.4 Phase 1 Environmental Site Assessment (ESA), Golder Associates (April 2015)

This study determined that “the Site is not considered an enhanced investigation property as defined by O.Reg. 153/04. Based on the information obtained and reviewed as part of this Phase 1 ESA, there were no areas of potential environmental concern (APEC) identified in association with the Site. A Phase II ESA is not recommended for the Site.”

5.5 Environmental Impact Assessment, Tree Conservation Report & Headwaters Report, Dillon Consulting Limited (July 2016)

This study determined that “the proposed RSDC Phase 15 Development can be accepted” with the condition that:

- All Species at Risk permitting requirements will be fulfilled to the satisfaction of the MNRF; and,
- The compensation and mitigation measures ... will be implemented.

5.6 Traffic Impact Study , IBI Group (February 2015)

The overall conclusion of this study is that “the Riverside South Phase 15 Development can be accommodated by the adjacent road network.”

5.7 Stage 1, Stage 2 and Stage 3 Archaeological Assessments, Golder Associates (February 2015, April 2016 and June 2016)

The Phase 1 study determined that there are areas possessing archaeological potential on the site. The Phase 1 study recommended that much of the site should be subject to a Stage 2 archaeological assessment prior to any future disturbance, and that the remainder of the site requires no further archaeological assessment. The Stage 2 archaeological assessment has been completed and recommended that a Stage 3 archaeological assessment be conducted of:

- “the site located within southwest corner of Operation 2, BhFw-108”; and,
- “the site located within west half of Operation 4, BhFw-109”.

The Stage 2 archaeological assessment also indicates that “no further archaeological work be conducted in Operations 1, 3 and 5 and the remainder of Operation 2 and 4, as nothing of archaeological or cultural significance (beyond the two sites listed above) has been found.”

The Stage 3 archaeological assessment was conducted in two parts: The Nixon Site (Lot 22) and the Cameron Site (Lot 23). With regards to the Nixon Site, the report stated that “no archaeological resources of cultural heritage value were identified during the Stage 3 assessment.” As for the Cameron Site, the report found four features of archaeological significance; the report states that a “Stage 4 archaeological assessment is recommended for part of the study area where archaeological resources were encountered. This includes the area of the stone foundation, a post hole and other features that require further assessment.”

5.8 Heritage Impact Statement

As an alternative to a standalone heritage study, reference can be made to the Stage 1 and Stage 2 Archaeological Assessments and the “Property History” section of the reports. The topographic map and air photo review outlined in the reports state that “there were at least three dwellings located in the study area”; however, none of these homes from the late 1800’s appear in air photos from 1955. Based on this information in the Stage 1 and Stage 2 Archaeological Assessments, this Planning Rationale concludes that there are no built heritage resources on the site.

6.0 Conclusions

This report was prepared to assess the appropriateness of the Phase 15 development proposed by the Riverside South Development Corporation. The development application comprises a Plan of Subdivision and a Zoning By-law Amendment.

Accordingly, I have assessed the proposed development based on the information in the supporting studies, as well based on my understanding of the policy framework and planning goals as established by the Province of Ontario and the City of Ottawa. It is my independent professional opinion that the proposed development of Riverside South Phase 15 – Part of 4650 Spratt Road, and 4800 Spratt Road, represents good planning and is in the public interest.



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