



# Riverside South – Phases 15 and 17 Planning Rationale

## Minor Zoning By-law Amendment Application

March 2023



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**March 2023**

Prepared For:  
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# 1 Introduction

WSP was retained by the Riverside South Development Corporation (RSDC) to prepare a Planning Rationale (the “Report”) in support of the Minor Zoning By-law Amendment application for Phases 15 and 17 of the overall Riverside South community, located at 4650, 4800 and 4875 Spratt Road (“the site”), in the City of Ottawa. The site is currently owned by the RSDC.

The Draft Plan of Subdivision was approved on October 9, 2018. Phase 15 of the development has been registered. Phase 17 has been draft approved on August 21, 2021.

The proposed development consists of ten (10) back-to-back Townhouse Blocks located in Phases 15 and 17 of the Riverside South subdivision.

In Phase 15, the proposed Blocks include Block 284, Block 285, Block 286, Block 195 and Block 215. Phase 17 includes Block 144, Block 146, Block 147, Block 208 and Block 207.

The Minor Zoning By-law Amendment application is being sought to permit the development of back-to-back townhouse units within the Blocks listed above. The Minor Zoning By-law Amendment application will seek to amend the zoning of the specified Blocks to permit a reduced minimum lot area, increase the permitted maximum height and to permit the projection of air conditioner condensers into the front yard.

This Report is set up as follows:

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

## 2 Site Location and Community Context

### 2.1 Site Location

The site is legally described as: Part of Lots 22 and 23 Broken Front Concession (Rideau Front) and Block 132 of Registered Plan 4M-1470 and Reserve Block 80 and Part of Reserve Blocks 64 and 81 of Registered Plan 4M-1481; Part of the East Half Lot 24 Broken Front Concession (Rideau Front) and Blocks 190, 191, 192, 216 and 217 of Registered Plan 4M-1672; Part of Lots 23 and 24 Concession 1 (Rideau Front) in the Township of Gloucester in the City of Ottawa. It is municipally known as 4650, 4800 and 4875 Spratt Road and is located in Ward 22 (Riverside South-Findlay Creek). It has an approximate area of 4.7 hectares (11.6 acres) and is comprised of vacant lands.

The site is made up of Blocks 284, 285, 286, 195 and 215 in Phase 15 and Blocks 144, 146, 147, 208 and 207 in Phase 17.

**Table 1. Legal Descriptions**

NUMBER	PHASE	BLOCKS	LEGAL DESCRIPTION
1	15	195 and 215	Parts of Lots 22 and 23 Broken Front Concession (Rideau Front) and Block 132 of Registered Plan 4M-1470 and Reserve Block 80 and Part of Reserve Blocks 64 and 81 of Registered Plan 4M-1481.
2	15	284, 285 and 286	Part of the East Half Lot 24 Broken Front Concession (Rideau Front) and Blocks 190, 191, 192, 216 and 217 of Registered Plan 4M-1672.
3	17	144, 146 and 147	Part of Lots 23 and 24 Concession 1 (Rideau Front) in the Township of Gloucester
4	17	208 and 209	Part of Lots 23 and 24 Concession 1 (Rideau Front) in the Township of Gloucester



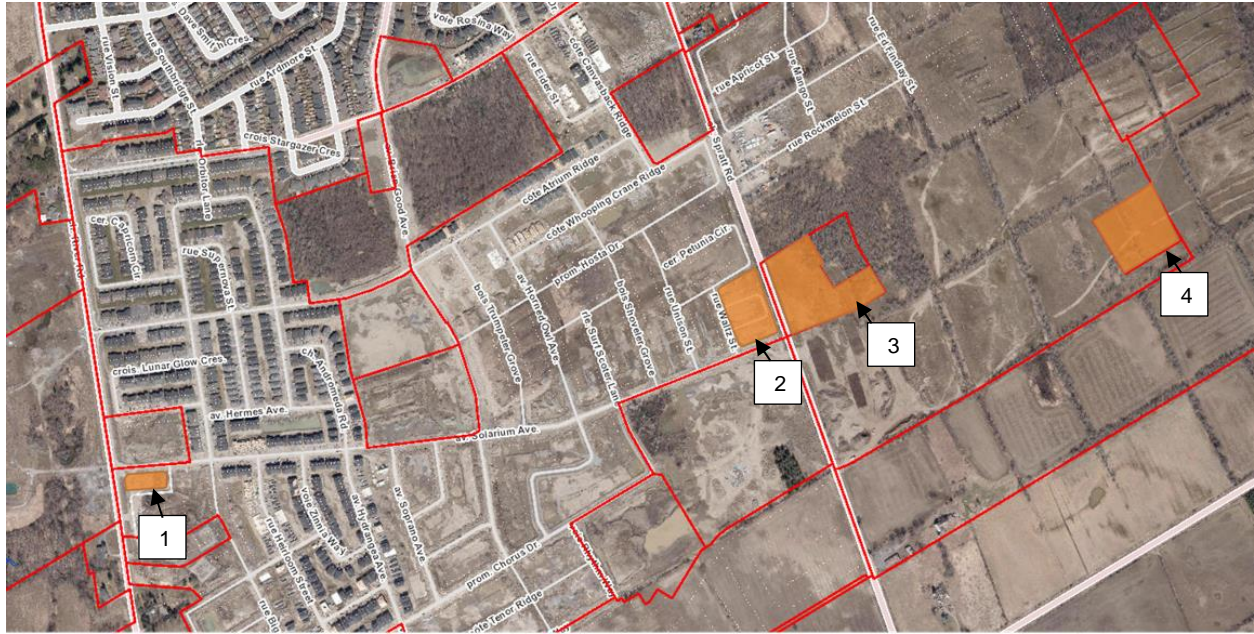


Figure 1. Site Location, Source: GeoOttawa.

## 2.2 Community Context

The site, located in Ward 22 (Gloucester-South Nepean) is located within Phases 15 and 17 of the Riverside South community. It is as illustrated in **Figure 1**, land uses adjacent to the site are as follows:

- North: low-rise residential dwellings and vacant agricultural land, draft approved for residential;
- South: vacant agricultural land, draft approved for residential;
- East: vacant agricultural land, draft approved for residential; and
- West: vacant agricultural land, draft approved for residential.

### 2.2.1 Surrounding Development Activity

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



**Table 2. Development Activity within the Vicinity of the Site**

<b>NO.</b>	<b>ADDRESS</b>	<b>LAND USE</b>	<b>NO. OF UNITS OR GFA</b>	<b>DEVELOPMENT APPLICATION STATUS</b>
1	4623 Spratt Rd.	Residential	Approx. 2 semi-detached dwellings and 64 townhouse dwellings.	Draft Plan of Subdivision and Zoning By-law Amendment applications pending since Oct. 24, 2019. Zoning By-law Amendment application pending since July 23, 2019.
2	4725 Spratt Rd.	Residential	Approx. 275 townhouse units.	Draft Plan of Subdivision and Zoning By-law Amendment applications approved.
3	4624 Spratt Rd.	Residential	Approx. 120 stacked apartment buildings.	Site Plan Application pending since October 6, 2022.
4	836 Solarium	Institutional	Approx. 4,640 sq.m. elementary school and childcare facility.	Site Plan Application pending since February 18, 2023.
5	910 Solarium	Residential	Approx. 35 townhouse units.	Site Plan Application pending since July 14, 2022.

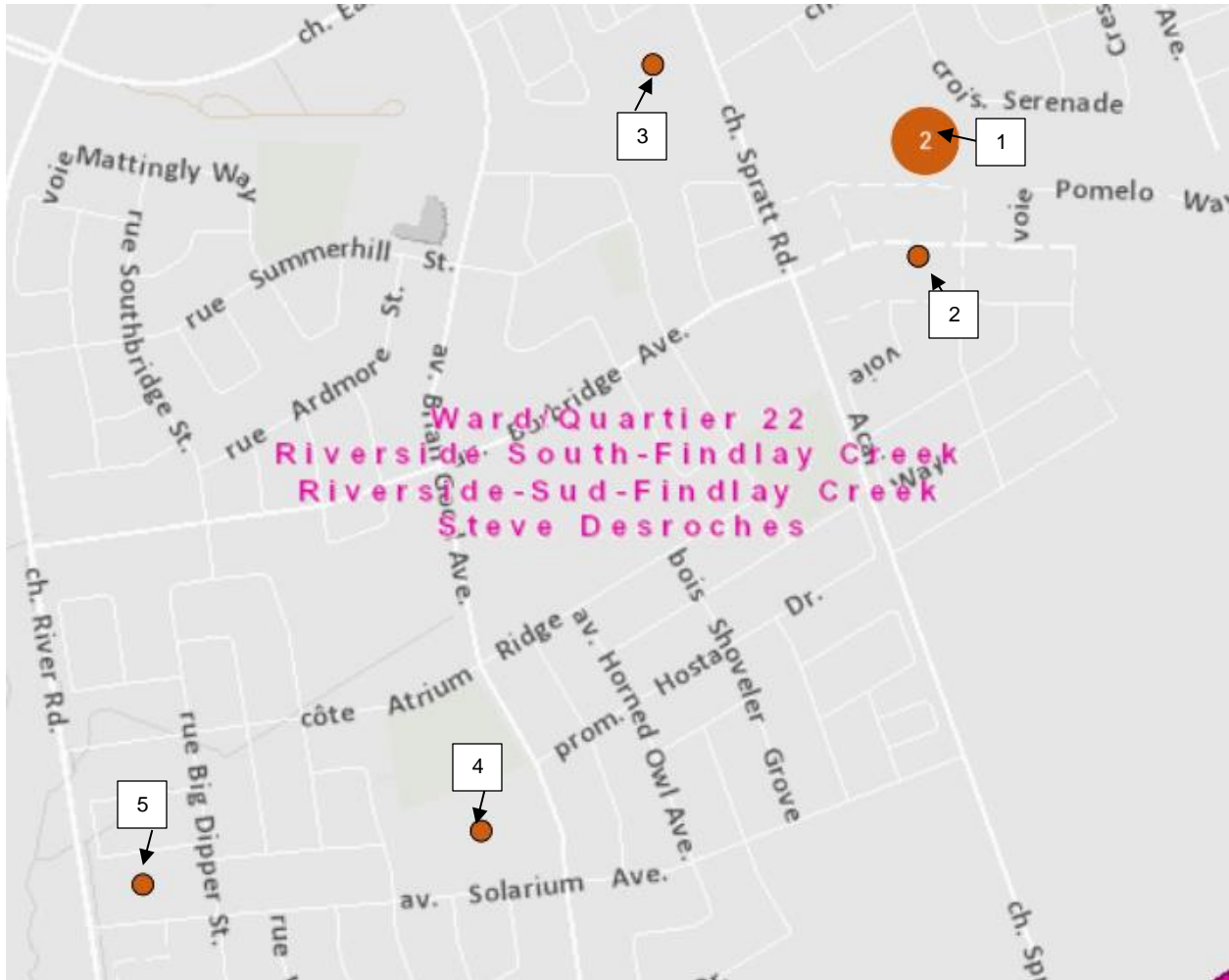
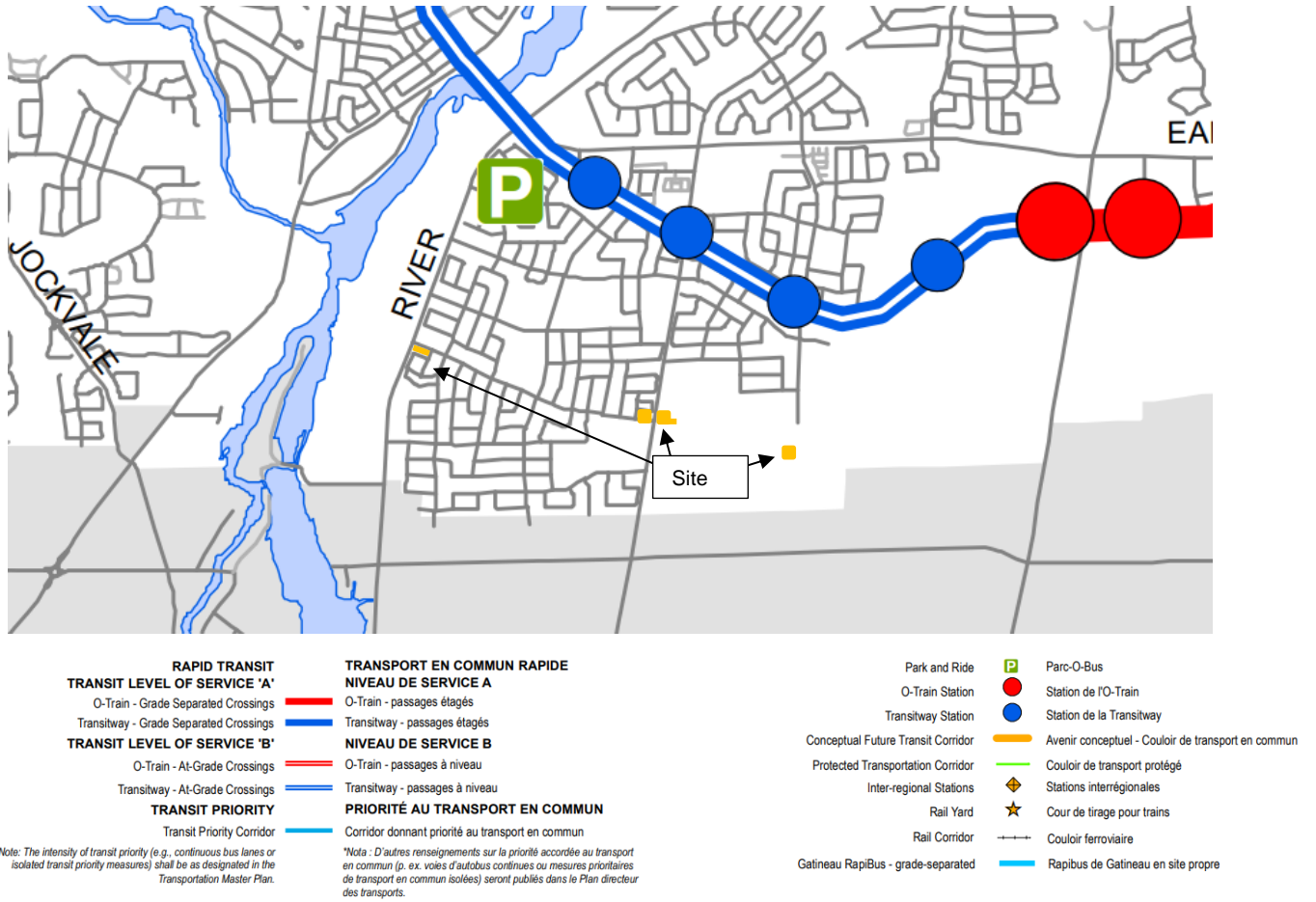


Figure 2. Nearby Active Development Applications

## 2.3 Transportation Network

Spratt Road is designated as an existing Major Collector Road running primarily north-south, as seen in Schedule C4 – Urban Road Network in the City of Ottawa’s Official Plan. Spratt Road divides Phases 15 and 17 and provides access from Mitch Owens Road to the south, to Limebank Road to the northeast. The Draft Riverside South Secondary Plan states that collector streets serve as the community’s traffic and bus transit connections, linking broader arterial roads and the transit system.

The site does not currently have direct transit service, as illustrated in **Figure 3**. However, there are several Transitway Stations located to the North of the site.



**Figure 3. Schedule C2 -Transit Network (City of Ottawa OP, 2022)**

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

The Riverside South Community Design Plan (2016) (CDP) also shows a Rapid Transit Corridor, planned as Bus Rapid Transit, to be located north of the site. A future Rapid Transit Stop is planning to be located along Ralph Henessy Avenue, north of the future Borbridge Avenue extension running east-west, north of the site.



# 3 The Proposed Development

The Minor Zoning By-law Amendment application will seek to amend the zoning of the specified Blocks to permit a reduced minimum lot area, increase the permitted maximum height and to permit the projection of air conditioner condensers into the front yard.

The proposed development consists of ten (10) back-to-back freehold townhouse Blocks within 4 specific areas of land in Phases 15 and 17 of the Riverside South Community. The site can be seen on **Figure 1**. The following will provide a breakdown of the site Blocks located in Phases 15 and 17:

In Phase 15, the proposed development consists of five (5) back-to-back townhouse blocks; Block 284, Block 285, Block 286, Block 195 and Block 215, as seen in **Figure 5** and **Figure 8**. Three of the Blocks are located to the immediate west of Spratt Road, north of Solarium Avenue, i.e., Blocks 284, 285 and 286. There are also two Blocks located east of River Road and south of Solarium Avenue, i.e., Blocks 195 and 215.



Figure 5. Blocks 195 and 215 from 4M-1641



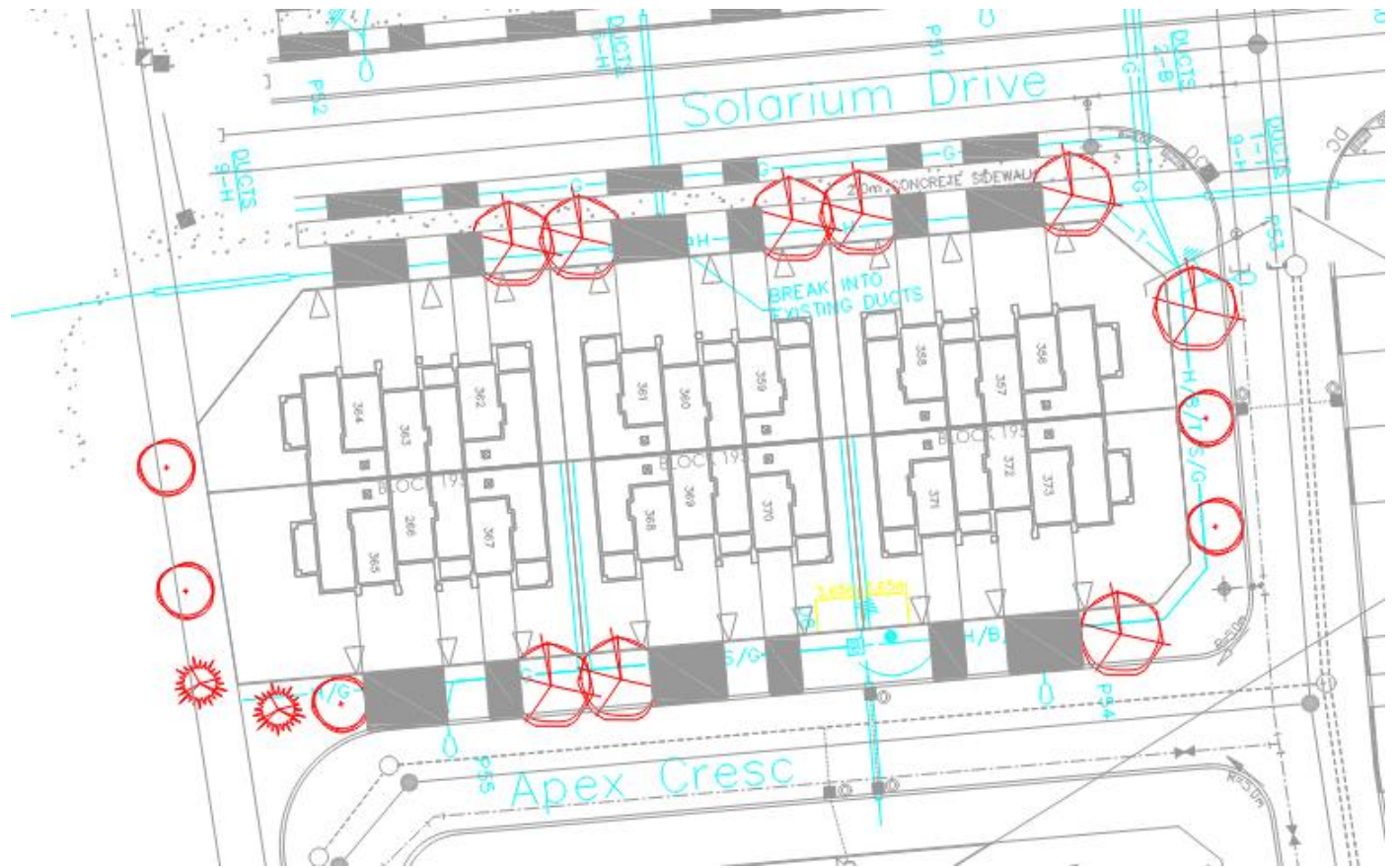


Figure 6. Site Concept for Blocks 195 and 205



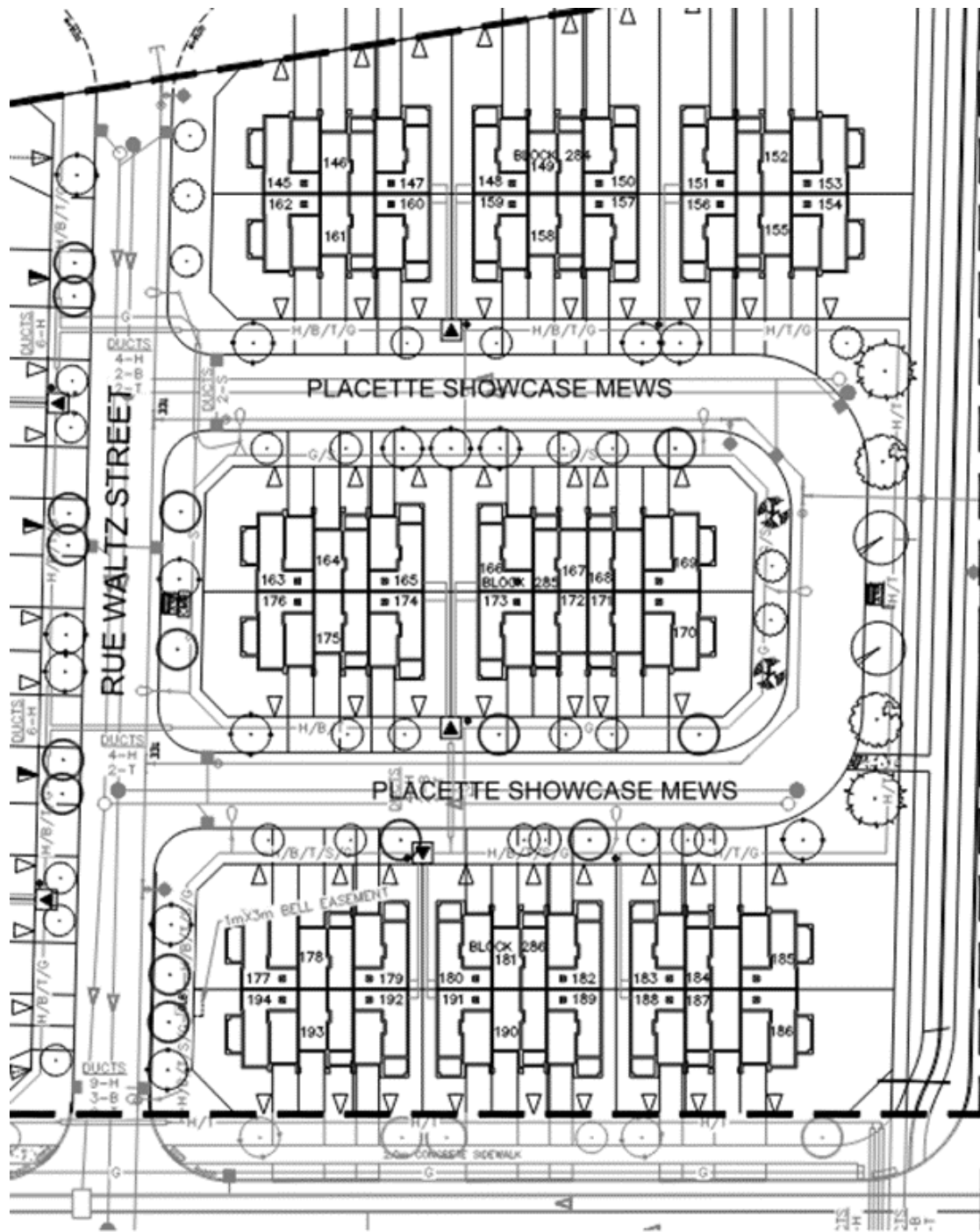
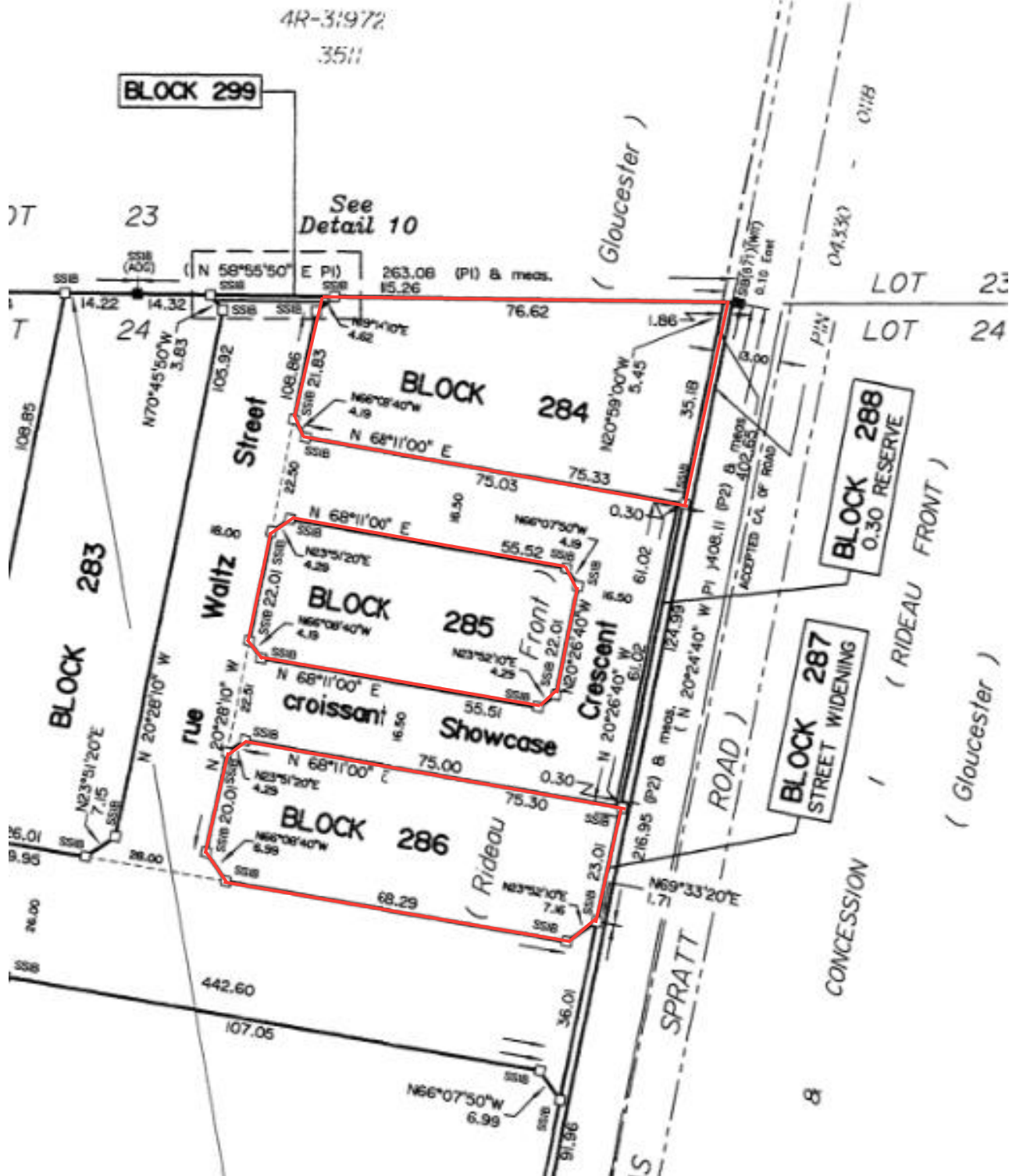


Figure 7. Site Concept for Blocks 284, 285, 286.



**Figure 8. Blocks 284, 285 and 286, from 4M-1688**

There are a total of five (5) back-to-back townhouse Blocks proposed for Phase 17. As seen in **Figure 9** and **Figure 11**, these are composed of Block 144, Block 146, Block 147, Block 208 and Block 207. Three of the Blocks, i.e., Blocks 144, 146 and 147, are located to the east and adjacent to Spratt Road in the

southwestern portion of the Phase, surrounding the proposed parkette. There are also two Blocks located in the southeastern corner of the Phase, i.e., Blocks 207 and 208.

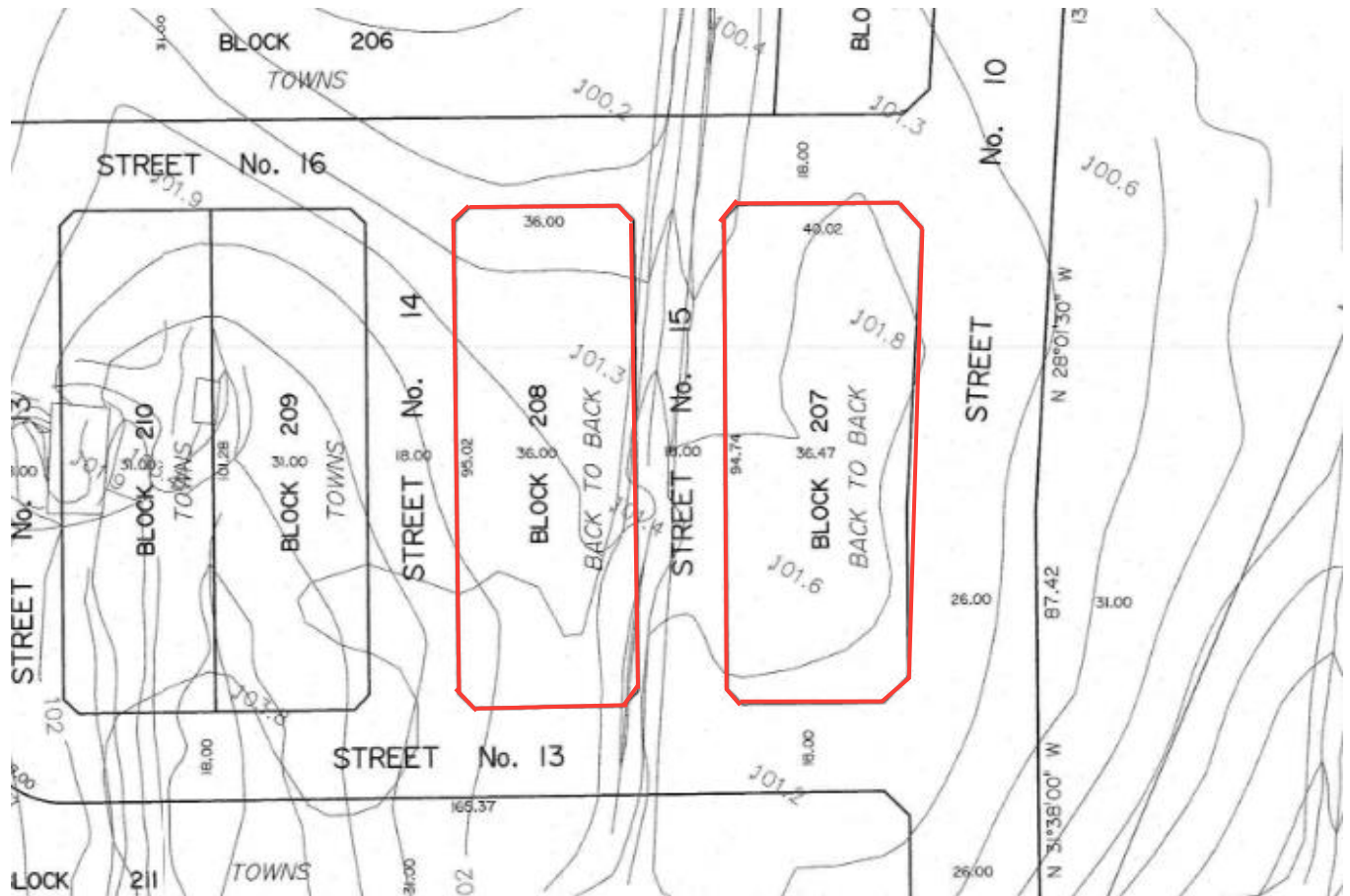


Figure 9. Blocks 208 and 209, from Draft Plan of Subdivision of Part of Lots 23 and 24

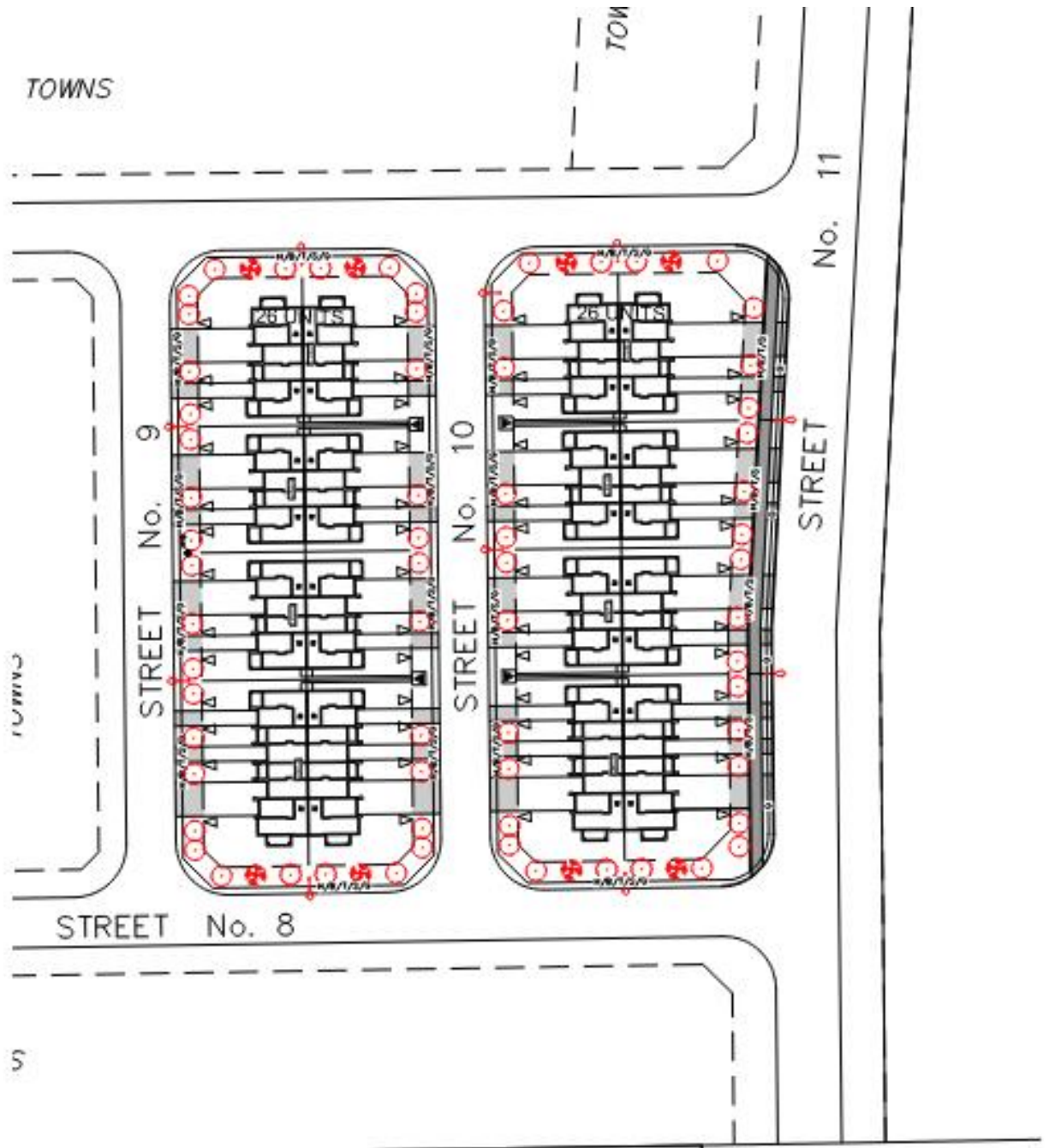


Figure 10. Site Concept for Blocks 208 and 209.



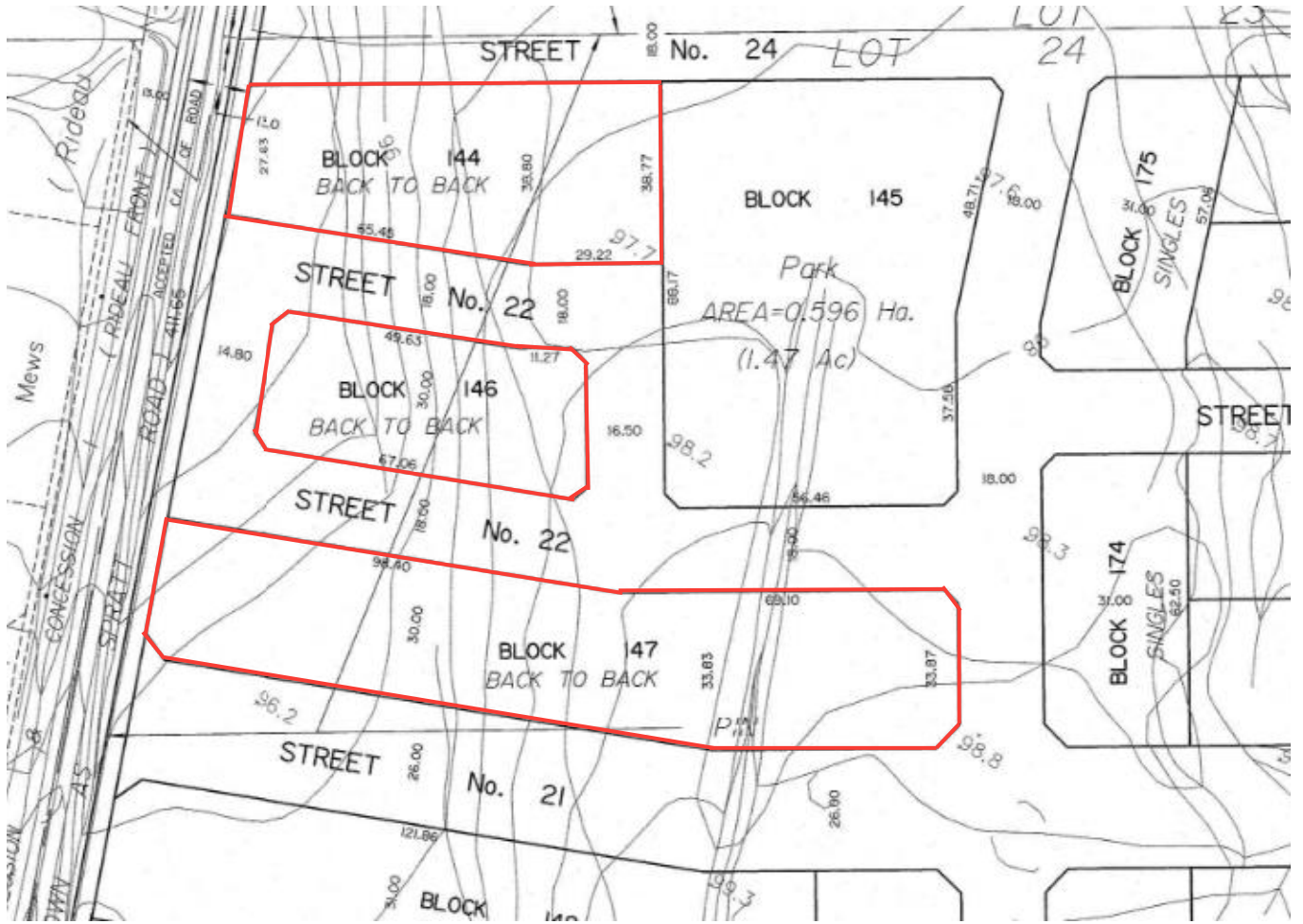
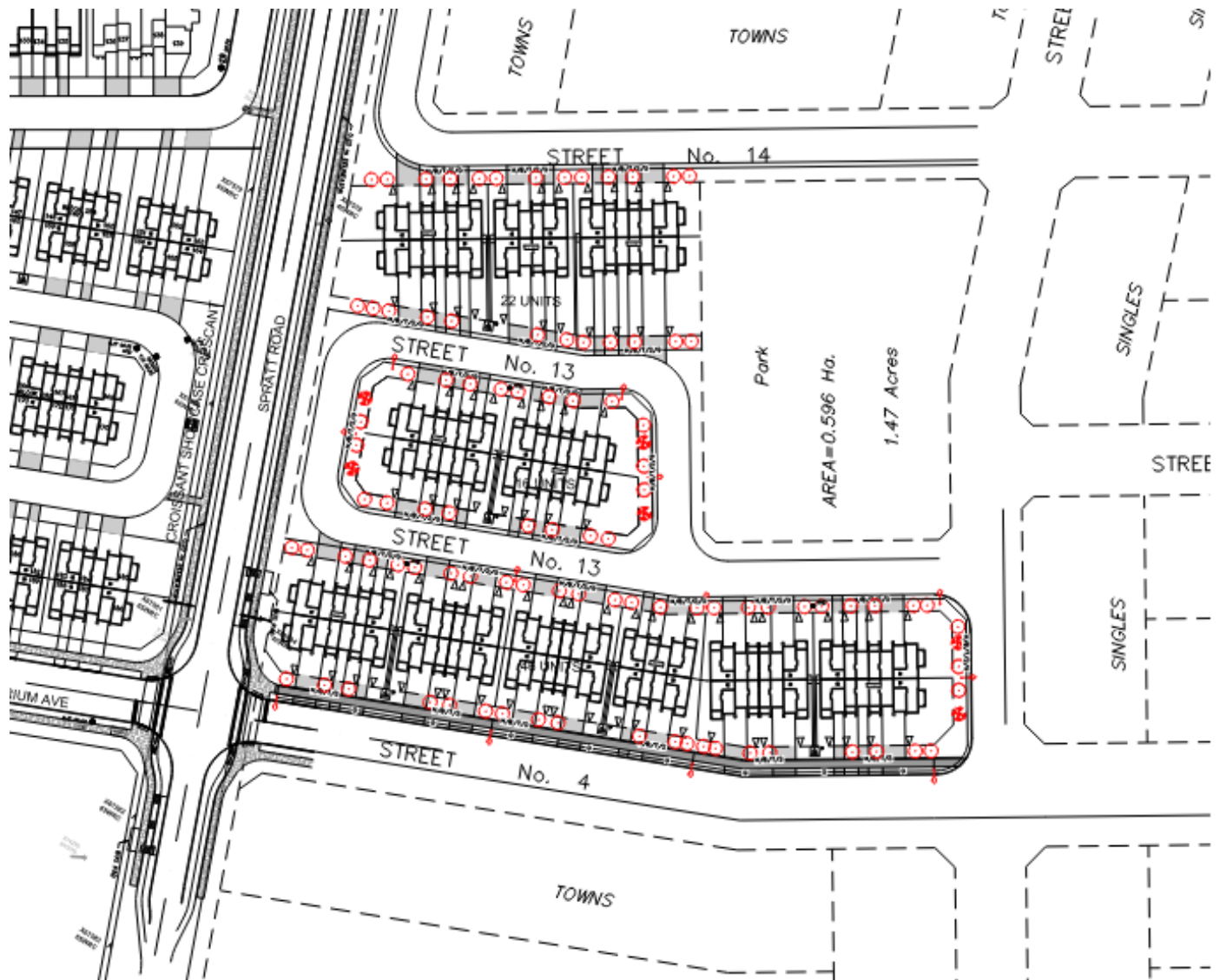


Figure 11. Blocks 144, 146 and 147, from Draft Plan of Subdivision of Part of Lots 23 and 24



**Figure 12. Site Concept for Blocks 144, 146 and 147**

Each proposed townhouse unit will have a driveway in the front yard, leading to an integral garage. The units in the middle of the block will have air conditioning units located within the front yard.

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

Concept building elevations have been included in **Appendix A**.



## 4 Policy and Regulatory Framework

This section describes the provincial, and local policy framework that is relevant or applicable to the proposed development of the site, including: the Provincial Policy Statement (2020), the City of Ottawa Official Plan (2022, Website Consolidation, and the City of Ottawa Zoning By-law 2008-250 (Consolidated September 8, 2021).

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### 4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. This includes policy foundations for regulating the quality of the natural and built environment, public health and safety and development and land use.

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

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

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

**Policy 1.1.1** states that healthy, liveable and safe communities are sustained by promoting efficient development and land use patterns, accommodating an appropriate affordable and market-based range and mix of residential types (including multi-unit housing). Communities are also sustained by promoting cost effective development patterns that avoid environmental or public health and safety concerns.

**Policy 1.1.3.1** directs that settlement areas shall be the focus of growth and development.

**Policy 1.1.3.2** states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

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

**Policy 1.1.3.2** further states that land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in **Policy 1.1.3.3**, where this can be accommodated.

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

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

**Policy 1.4.3** directs planning authorities to provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of a regional market area by:

- b) “permitting and facilitating:
  - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
  - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3.
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”

**The proposed development is consistent with the 2020 PPS, as it provides for a range of housing types within the Riverside South Community, which contributes to the social, health, economic and well-being requirements of future residents. The site is located within the settlement area boundary and efficiently uses existing infrastructure and public service facilities, given that the draft approved Plan of Subdivision will be on full municipal water and sanitary sewer services. The site is transit-supportive, being in close proximity to planned LRT and Rapid Transit infrastructure. Further, the proposed development promotes densities for new housing that meet the projected needs of current and future residents in the regional market area/**

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## 4.2 City of Ottawa Official Plan (Adopted November 24, 2021 and Approved by MMAH on November 4, 2022 with Modifications)

The City of Ottawa Official Plan (the “OP”) was approved by Ottawa City Council on October 27, 2021 and adopted on November 24, 2021. It subsequently was approved by the Ontario Ministry of Municipal Affairs and Housing (MMAH) with modifications on November 4, 2022. The OP provides a comprehensive vision and policy framework for managing growth and development to the year 2046. The OP contains policies that address matters of provincial interest and guides the development and growth of the City.

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### 4.2.1 Strategic Directions

**Section 2, Strategic Directions**, of the OP outlines the broad policies that will govern the growth and development of Ottawa over the next 25 years. **Section 2.1, The Big Policy Moves**, outlines five policy directions to guide the development of Ottawa as a livable mid-sized city in North America.

**Big Policy Move 1** directs growth to occur through intensification through a mix of housing supply that includes a diversity of supply and housing options at different levels of market-based and affordable levels.

**Big Policy Move 2** directs that by 2046, the majority of trips in the city will be made by sustainable transportation.

**Big Policy Move 3** directs that urban and community design principles and knowledge be leveraged to provide good urbanism at all scales from the largest to the very small.

**Big Policy Move 4** directs that environmental, climate and health resiliency and energy be embedded into the framework of planning policies.

**Big Policy Move 5** directs that economic development be embedded into the framework of planning policies.

**Section 2.2.1, Intensification and Diversifying Housing Options**, directs that Ottawa should provide a variety of intensification and diversifying housing options. Including providing housing options for larger households, providing guidance on the different types of housing with the desirable character of the surrounding neighbourhood and encouraging the development of a variety of housing typologies.

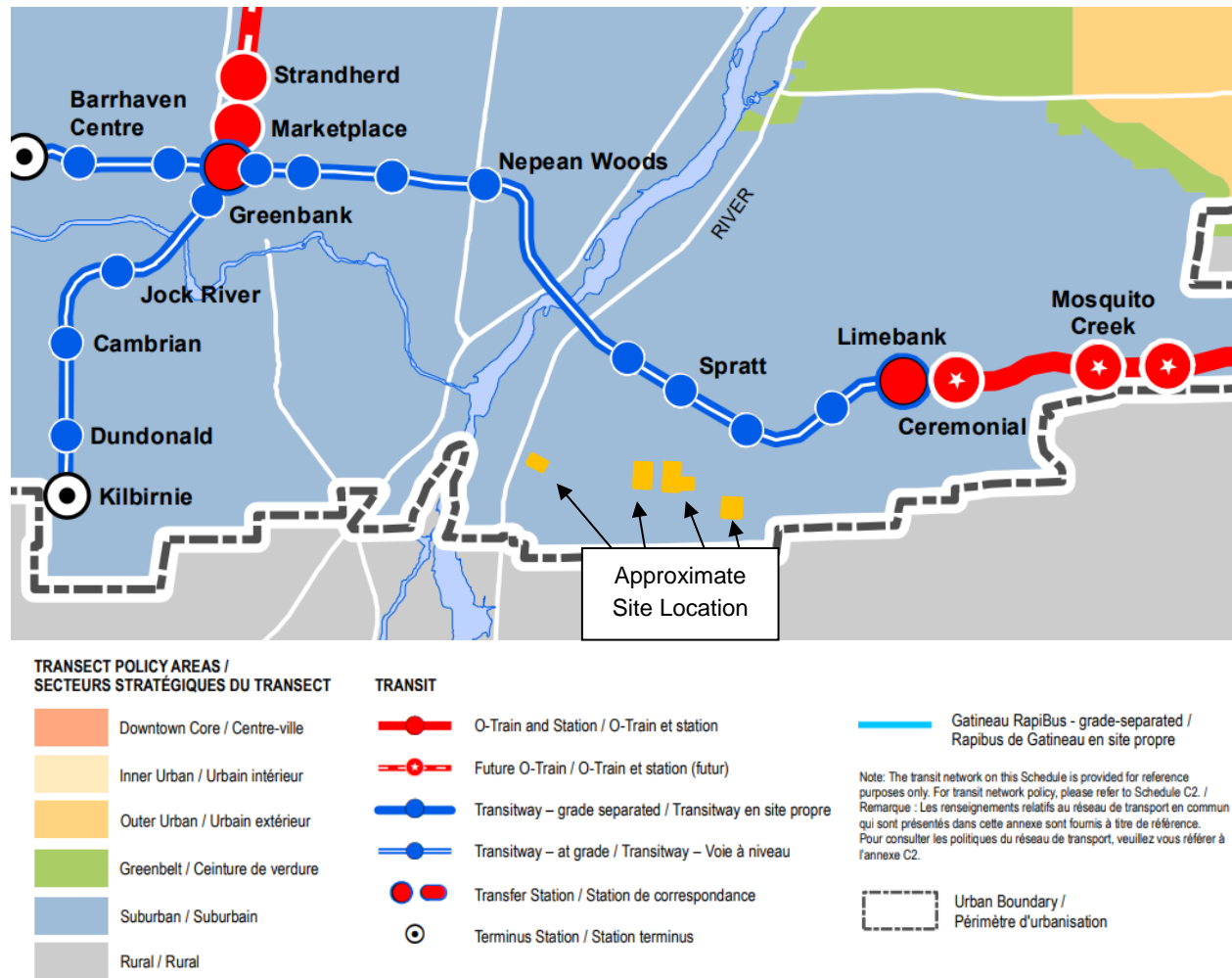
**The proposed development supports the strategic directions of the OP by encouraging growth through a mix and diversity of housing supply, providing for different levels of market-based and affordable housing options within the community. The proposed back-to-back townhouses will provide a ground-oriented development type that can be suitable for different household sizes.**

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### 4.2.2 Land Use Designation

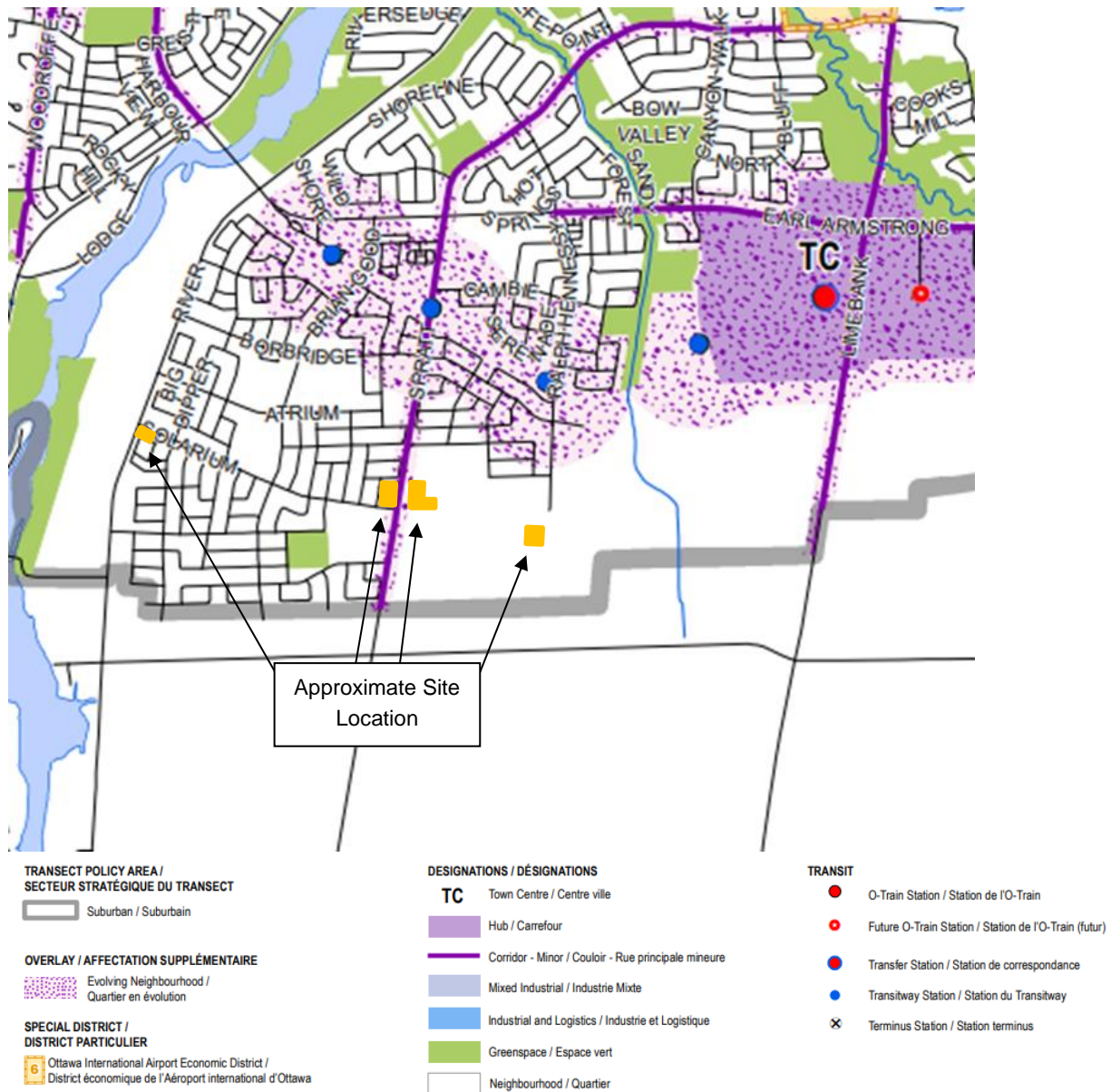
The site is located within the City’s **Suburban Transect** as illustrated in Schedule A – Transect Policy Area, **Figure 13**. The Suburban Transect is comprised of neighbourhoods within the urban boundary and

located outside of the Greenbelt. The site is further designated as **Neighbourhood** within the Suburban Transect on Schedule B6 - Suburban (Southwest) Transect, as illustrated on **Figure 14**.



**Figure 13. City of Ottawa Official Plan, Schedule A – Transect Policy Areas**

A portion of two of the sites, specifically Blocks 284, 285, 286, 144, 146 and 147, adjacent to Spratt Road, are located within an **Evolving Neighbourhood Overlay**. Spratt Road has been identified as a **Minor Corridor** in the Suburban Transect as seen on **Figure 14**.



**Figure 14. City of Ottawa Official Plan, Schedule B6 -Suburban (Southwest Transect)**

**Section 5.4.4, Provide direction for new development in the Suburban Transect** states that Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:

- Corridors that act as the focal point of the neighbourhood, consisting of higher-density residential uses;
- Corridors that closely integrate and safely connect pedestrian and cyclists to surrounding neighbourhoods, are oriented to reinforce the neighbourhood-focus function of streets, and that can be conveniently accessed by public transit, including rapid transit where relevant; and

- Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services and other neighbourhood-oriented uses, including medium-density residential uses.

The Suburban Transect policies in **Section 5.4.1, Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods**, of the OP states that the built form is generally characterized by Low- to Mid-density development. Specifically, development directed towards areas designated within Neighbourhoods should be Low-rise. Minor Corridors are also characterized by Low-rise development; however, Mid-rise and High-rise buildings may be permitted under certain circumstances.

Through **Policy 5.4.1 3)**, the OP supports a range of dwelling unit sizes. This includes multi-unit dwellings along corridors and predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit station and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes.

The proposed development supports the growth management policies of the OP, in which **Policy 5.4.5, Provide direction to Neighbourhoods located within the Suburban Transect**, states that the designation shall accommodate residential growth to meet the City's Growth Management Strategy. The density thresholds should adhere to built form requirements and that:

- a) "Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
- b) Generally provides for up to 3 storey height permission, and where appropriate 4 storey height permissions to allow for higher-density Low-rise residential development; and
- c) Provides an emphasis on regulating the maximum built form envelope, based on the context, that frames the public right of way."

The OP directs that the net residential densities of the Suburban Transect shall strive to approach the densities of the Inner Urban Transect over time.

Table 3b in the OP provides the Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets. Within the Suburban Transect, the target residential density range for intensification is 40 to 60 dwellings per Net Hectare. Net hectare refers to "privately-owned lands prior to any potential severance or division and excludes private road areas that provide the same function of a public right-of-way.". Based on the proposed development of 204 townhouse units and an approximate site area of 4.7 hectares, a residential density of approximately 43 dwellings per Net Hectare is being proposed. This aligns with the target residential density range for intensification within the Suburban Transect.

A portion of Spratt Road has been identified as a Minor Corridor with an Evolving Neighbourhood overlay. This signals a gradual evolution of this area over time in support of intensification, a change in character from suburban to urban and to allow for new built forms and a more diverse function of land. **Section 5.6.1.1, Provide built form direction for the urban area where intensification is anticipated to occur**, of the OP provides built form direction for areas located within the Evolving Overlay. These policies apply to properties that have a lot line along the Minor Corridor and provide opportunities that



allow the City to reach the goals of the Growth Management Framework for intensification. Intensification goals are achieved through the Zoning By-law provisions, providing:

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

Through **Policy 5.6.1.1 3) a)**, the City is supportive of applications for low-rise intensification within the Evolving Overlay that seek to move beyond the development standards of the underlying zone where the proposal demonstrates that the development achieve objectives of the applicable transect.

**Policy 5.6.1.1 4)** states that “where an Evolving Neighborhood Overlay abuts lands with no overlay, the overlay applies to both sides of the public street, including designated Corridors as applicable, to allow consistency in built form, generally to the depth of the lot fabric fronting such street.” This policy applies to the blocks adjacent to Spratt Road.

**The proposed development conforms with the Suburban Transect Neighbourhood policies of the OP. Townhouses are a permitted use in the Neighbourhood designation of the Suburban Transect and it constitutes a housing type that supports the focus of achieving missing-middle housing. The proposed development provides for a Low-rise, ground-oriented development type that still meets the 40 to 60 dwelling units per Net Hectare density target within the evolving neighbourhoods overlay and minor corridors.**

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### 4.2.3 Urban Design

The City of Ottawa has a framework in place to guide urban design in accordance with a series of policies and guideline documents. The following section identifies the urban design policies which are applicable to the site. The site is not located within a Design Priority Area, however there is a Design Priority Area identified near the intersection of Earl Armstrong Road and Limebank Road.

The concept of the 15-minute neighbourhood is intended to guide the evolution of existing neighbourhoods and new greenfield development. The Urban Design policies found in the OP play a role in supporting the City’s objective of building 15-minute neighbourhoods. The OP directs new development to be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Table 5 in the OP provides the three Design Priority Areas tiers that serve to sets the expectations for the level of public realm investment, place keeping and excellence in built form, and contribute to the overall image of Ottawa.

**Section 4.6, Urban Design**, of the OP includes Urban Design objective’s to:

1. Promote design excellence in Design Priority Areas.
2. Protect views and enhance Scenic Routes including those associated with national symbols
3. Ensure capital investments enhance the City's streets, sidewalks, and other public spaces supporting a healthy lifestyle.
  - **The proposed development maintains a consistent character with the surrounding neighbourhood and serves to provide an opportunity for neighbourhood placemaking.**
4. Encourage innovative design practices and technologies in site planning and building design.
5. Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes.
  - **The proposed development maintains the character of the neighbourhood and surrounding low-rise areas. The proposed design of the townhouse units is also complimentary of surrounding site designs.**
6. Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all.
  - **The proposed development provides for low-rise development that will meet the intensification targets set forth in the Provincial and Municipal policies.**

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#### 4.2.4 Walking, Cycling, Transit, and Roads

The OP speaks to **enhanced mobility options and street connectivity in the Suburban Transect.**

**Section 5.4.2** states that the City shall take opportunities to support the rapid transit system and to begin to introduce urban environments through the overlay policies of this Plan by:

- a) Supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations; and
- b) Supporting or pursuing the creation of pedestrian shortcuts that minimize walking distance to street transit stops or rapid transit stations, as a way to introduce a finer grid of active mobility options to set the stage for longer-term intensification.

**Section 5.4 2. 2)** of the OP states that within the Suburban Transect, all streets within an Evolving Overlay shall be identified as access streets.

**The proposed development is located in proximity to the future expansion of Ottawa's LRT and has transit linkages to rapid transit services. As seen in Figure 4, the site provides pedestrian connectivity to the proposed transit linkages to the north.**

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#### 4.2.5 Riverside South Community Design Plan (2016)

Phases 15 and 17 are being developed to implement the Riverside South Community Design Plan (June 2022, 2016) (CDP). CDP was prepared to direct the long-term development of the community and provide guidelines for the review of development applications to reflect the community's priorities for the

future. It should be noted that according to the City's website, <https://ottawa.ca/en/city-hall/public-engagement/projects/riverside-south-community-design-plan-2018-update#section-6aacfcbe-7928-4c32-a7d7-595c7dce1456>, the City of Ottawa is working on a Draft Riverside South Secondary Plan, which would replace the Riverside South Community Design Plan. It is anticipated that the City has begun the finalization of the policy updates within the Secondary Plan and will soon be presented to Planning Committee for approval. At this time, the Secondary Plan is anticipated to be brought to Planning Committee later this year; the 2016 CDP is the most recent Council-approved document which applies to the area.

Riverside South is comprised of a Developed Area, consisting of the older part of the community, as well as a Planning Area. The Planning Area is subject to the CDP and includes the site, Blocks 284, 285, 286, 208, 207, 144, 146, 147, 195 and 215, approved within Phases 15 and 17 of the subdivision. The CDP's Land Use Plan reflects desire for new suburban communities to be well designed as complete communities and sustainable through the efficient use of land. The CDP translates the broader Official Plan policies to the community scale.

Blocks 284, 285, 286, 144, 146, 147, 195 and 215 are designated Medium Density Residential in the Land Use Plan. Blocks 208 and 207 are designated Low Density Residential. **Section 2.3.1, Density Distribution**, of the Riverside South CDP (2016) targets an average density of 29 units per net hectare for ground-oriented units in the overall community. Blocks 208 and 207 have a targeted average net density of 22 units per hectare. Blocks 284, 285, 286, 144, 146, 147, 195 and 215 have a targeted average net density of 38 units per hectare. The proposed development provides an overall average net density of approximately 43 units per net hectare.

**Section 6.1.2** of the CDP provides the **Site and Built Form Guidelines for Street Townhouse Dwellings**. The siting criteria states that:

- Buildings within a block should be placed at a consistent distance from the street line. However, variation of unit entry setback within a townhouse building is acceptable to produce façade interest.
- Setbacks from the main wall of dwellings (or porches) to the street line should achieve satisfactory privacy for residential units and adequate front yard landscaping. Generally, setbacks from the streetline should be minimized to maintain a strong built form relationship to the street.
- On corner lots, integral garages may be located along the flankage.

**The proposed development achieves the building elevation provisions outlined in the CDP. Notably, the proposed townhouse design demonstrates front-entry areas that are visible from the street; offer a variety of window sizes to add visual interest; and maintain cohesive rooflines, corbelling, window and entry placement.**

In terms of the proposed garage design, the CDP provides provisions stating that:

- Attached garages should be designed as an integral element of the façade, using the same materials and wall detailing as the main body of the unit.
- Attached garages should generally not protrude more than 2 metres beyond, and preferably should be flush or set back from, the main front wall or front porch.

- Detached garages on lanes or flankage streets should be designed to reflect the architecture of the main building.
- On corner lots, garages may include windows that are similarly detailed as the ones on the unit's flankage elevation.
- Driveways should be paired to maximize on-street parking, unless pairing interferes with snow storage distribution.
- Flat garage roofs are discouraged unless they form a balcony.

**The proposed developments have been designed to maintain consistency with the surrounding context. While the townhouse provision stated in the CDP have been achieved, the proposed development also achieves some of the general key objectives of the CDP, including establishing a range of densities and fostering a mix of unit types.**

As noted, according to the City's website, <https://ottawa.ca/en/city-hall/public-engagement/projects/riverside-south-community-design-plan-2018-update#section-6aacfcbe-7928-4c32-a7d7-595c7dce1456>, the City is working on a Draft Riverside South Secondary Plan, which would replace the Riverside South Community Design Plan. The intent is to insert a new Secondary Plan for Riverside South within Volume 2a, with the OP's Secondary Plans. Once approved, the amendment to Volume 2a will replace the existing Riverside South Community Design Plan (2016). The proposed development Blocks are designated Medium Density in the Draft Riverside South Community Design Plan.

The Draft Secondary Plan states that Medium Density residential uses will have a minimum density per net hectare of 38 units. The proposed development provides for an approximate average net density of 43 units per net hectare. This exceeds the minimum density target for Medium Density residential within the Riverside South community.

**Section 2.2 – Medium Density** of the Draft Secondary Plan provides policy provisions for Medium Density areas within the community. The Draft Secondary Plan states that Medium Density areas will:

- Feature building types and forms that meet the density provision of 38 units per net hectare;
- Predominantly be the area where most of the community's townhouse dwellings are built; and
- Have a height of two to four storeys.

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### **4.3 City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation September 8, 2021)**

Under the City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidated September 8, 2021), the site is currently zoned Residential, 4<sup>th</sup> density, subzone Z (R4Z) zone and Residential, 4<sup>th</sup> density, subzone Z, site specific policy 2770 (R4Z [2770]), with the 2 Blocks to the west of Spratt Road being zoned R4Z, and the 2 Blocks to the east of Spratt Rd. being zoned R4Z [2770].

The purpose of the R4 Zone is to:

- allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;
- allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
- regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced; and
- permit different development standards identified in the Z subzone, primarily for areas designated as Developing Communities which promote efficient land use and compact form while showcasing newer design approaches.

The R4 Zone generally permits a variety of residential uses including townhouse dwellings.

**Table 3. City of Ottawa Zoning By-law 2008-250, Table 162A**

<b>ZONING PROVISION</b>	<b>REQUIREMENT – R4Z ZONE</b>	<b>CALCULATION (IF APPLICABLE)</b>	<b>COMPLIANCE (YES OR NO)</b>
Minimum Lot Width (m)	6	N/A	Yes, lot width larger than 6 m.
Minimum Lot Area (m <sup>2</sup> )	150	N/A	No, a minimum lot area of 80 m <sup>2</sup> is proposed.
Maximum Building Height (m)	11 (10)	N/A	No, 14 m maximum building height proposed.
Minimum Front Yard Setback (m)	3 (5)	N/A	Yes, front yard setback larger than 3 m.
Minimum Corner Side Yard Setback (m)	3 (5)	N/A	Yes, corner side yard setback larger than 3 m.
Minimum Rear Yard Setback (m)	6 (6)	N/A	No, under Section 138 this provision no longer applies.
Minimum Interior Side Yard Setback (m)	1.2	N/A	Yes, interior side yard setback larger than 1.2 m.
End-notes	5, 6, 10	N/A	N/A

**Table 4** outlines the additional provisions subject to the site.

**Table 4. City of Ottawa Zoning By-law 2008-250, Table 162B**

<b>ENDNOTE NUMBER</b>	<b>ADDITIONAL ZONING PROVISION</b>	<b>COMPLIANCE</b>
5	<p>The minimum setback between the vehicular entrance to a private garage or carport and an existing or planned sidewalk is 6.2 m. No portion of a private garage or carport shall be located more than 2.5 m closer to a street lot line than the closer of:</p> <ul style="list-style-type: none"> <li>(i) a building front wall or side wall, or</li> <li>(ii) a covered porch or veranda that is at least 2.5 m wide. (By-law 2020-288)</li> </ul>	Yes
6	<p>Interior Side Yard Setback: For any part of a building located within 21 metres of a front lot line the minimum required interior side yard setback is as follows:</p> <ul style="list-style-type: none"> <li>- Where the building wall is equal to or less than 11 m in height: 1.5 m</li> <li>- Where the building wall is greater than 11 m in height: 3 m</li> <li>- In all other circumstances the minimum required interior side yard setback is 6 m.</li> </ul> <p>The minimum rear yard setback is 25% of the lot depth which must comprise at least 25% of the area of the lot, and need not exceed 7.5 m, except on lots with depths of 15 metres or less, in which case the minimum rear yard setback is 4 m.</p> <p>The minimum required rear yard setback is 6 metres. Notwithstanding the foregoing, where the rear lot line abuts the interior side lot line of an abutting lot, the minimum required rear yard setback is equal to the minimum required interior side yard setback of the abutting lot along each point of the shared lot line.</p>	Yes
10	<p>Where the building has a peaked roof having a slope of 1 in 3 (4/12 pitch) or steeper, the maximum building height is 11 m. Where the property is located outside of Area A on Schedule 342, the maximum building height is 11 m.</p>	No, maximum height of 14 metres proposed.



R4Z [2770] permits a maximum height of 14 metres. A height provision of 14 m will be requested for the proposed blocks to ensure consistency.

Under **Section 138, Regulations Affecting Vertically Attached Dwelling Units**, of the Zoning By-law, minimum interior side yard and minimum rear yard setback are deemed to be 0 m between individual dwelling units that are permitted to be vertically attached. For this reason, an amendment to the rear-yard setback provision is not required.

**Section 136, Maximum Number of Attached Dwelling Units in a Townhouse Dwelling**, of the Zoning By-law states that no more than eight townhouse dwelling units may be in a single row and the maximum number of attached townhouse dwelling units is 16. A Townhouse Dwelling is defined in the Zoning By-law as a “residential use building containing three or more attached principal dwelling units divided vertically.”.

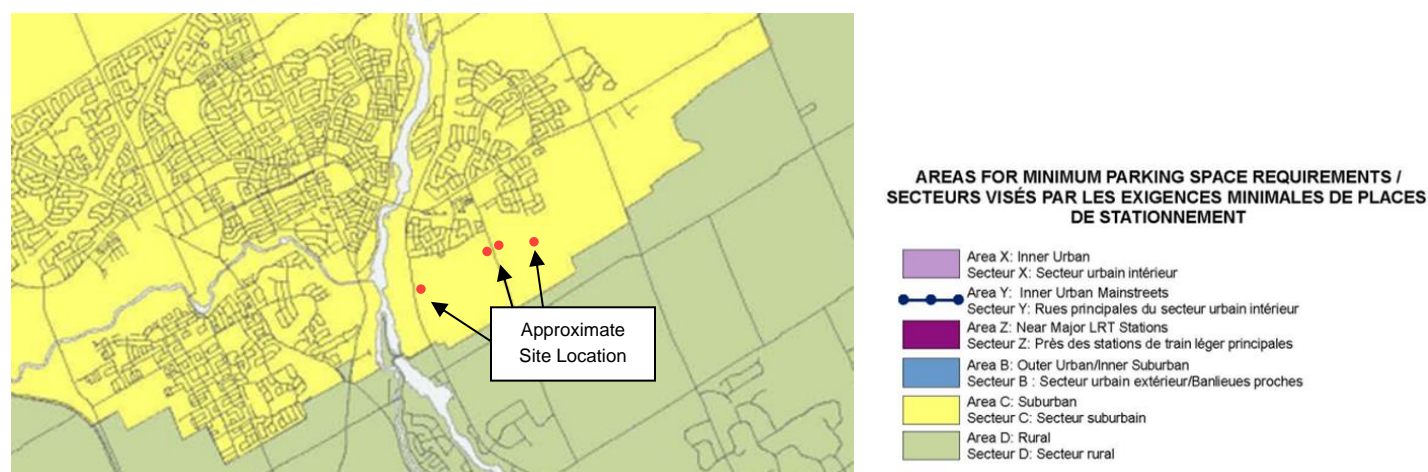
### 4.3.1 Permitted Projections into Required Yards Provision

As seen in **Section 65, Permit Projections Into Required Yards**, the Zoning By-law contains provisions which outline the permitted projections into required yards. It provides that despite any other provision to the contrary, the following features and other similar features are permitted to project from a principal building into a required or provided yard, whichever yard is lesser, in accordance with Table 65.

For Residential use buildings, Table 65 (8) of the Zoning By-law permits the projection of air conditioner condensers, heat pump or similar equipment to a maximum size and extent of projection of 1 m, but not closer to a lot line than 0.3 m, and may not be located in a front yard or a corner side yard.

### 4.3.2 Parking and Loading Provisions

**Part 4 – Parking, Queuing and Loading Provisions** of the Zoning By-law contains provisions for parking, queuing and loading. For the purposes of these provisions, the site is located within Area C – Suburban on Zoning By-law Schedule 1A, as illustrated in **Figure 15**.



**Figure 15. City of Ottawa Zoning By-law 2008-250, Schedule 1A**

Compliance with the applicable zoning provisions is set out in **Table 5**.

**Table 5. City of Ottawa Zoning By-law (2008-250), Part 4 - Parking, Queuing and Loading Provisions**

ZONING PROVISION	REQUIREMENT	CALCULATION (IF APPLICABLE)	COMPLIANCE (YES OR NO)
Minimum parking space rate for Area C – Sec. 101, Table 101	Dwelling, Townhouse: 1 per dwelling unit.	1 parking space provided per dwelling unit.	Yes, residents will park either in the garage or in the driveway.
Minimum visitor parking spaces – Sec. 102(4)	In the case of a townhouse dwelling or stacked dwelling, where each dwelling unit has a driveway accessing a garage or carport located on the same lot as that dwelling unit, and in the case of a planned unit development, where a dwelling unit has a driveway accessing its own garage or carport; no visitor parking is required for that dwelling unit.	N/A	Yes, visitor parking not required.
Dimension requirements for a motor vehicle parking space – Sec. 106(1)	(a) Width: Minimum width of 2.6 m; maximum width of 3.1 m	N/A	N/A
	(b) Length: 5.2 m	N/A	N/A
Minimum width of driveway providing	(a) the driveway must have a minimum width of 2.6 metres.	N/A	Yes, driveway width is 2.6 m or larger.

ZONING PROVISION	REQUIREMENT	CALCULATION (IF APPLICABLE)	COMPLIANCE (YES OR NO)
access to a permitted parking space for a Townhouse Dwelling - Sec. 107(3)	(b) where a driveway is providing access to a permitted parking space located outside of the front yard and corner side yard it may be located in a front yard, in a corner side yard, in an interior yard, in the extension of an interior side yard into the front yard or in the extension of a corner side yard into a rear yard provided that: (i) In the R1, R2, R3, R4 and R5 zones, no part of the driveway may be located between the front wall of the residential use building and the street nor, in the case of a corner lot, between the corner side wall of the residential use building and the street; and, (ii) the area of the driveway does not exceed the greater of: 1. 50 per cent of the area of the yard in which it is located, or 2. 2.6 metres times the depth of the yard in which it is located.	N/A	Yes

**4.3.3 Summary of Zoning By-law Amendment Required**

The proposed development complies with the general intent of the Zoning By-law, and a townhouse development is a permitted use. Accordingly, the proposed development meets all the zoning provisions established, except for those outlined as follows:

1. A reduced minimum lot area of 80 m<sup>2</sup>, whereas the R4Z provisions of the Zoning By-Law require a minimum lot area of 150 m<sup>2</sup>;
2. A permitted air conditioner condenser projection into the front yard, whereas the provisions of the Zoning By-law do not permit the projection of air conditioner condensers into the front yard; and

3. A permitted maximum height of 14.0 metres whereas the R4Z provisions of the Zoning By-Law require a maximum height of 11.0 metres.

## 5 Summary of Opinion

The proposed Zoning By-law Amendment seeks to amend the minimum lot area, maximum height and permit the projection of air conditioner condensers into the front yard.

It is the professional opinion of WSP that the four proposed back-to-back townhouse blocks, located at 4650, 4800 and 4875 Spratt Road represents good land use planning and is appropriate for the sites for the following reasons:

- The proposed development supports and is consistent with the 2020 Provincial Policy Statement.
- The proposed development conforms to the strategic directions and policies of the Official Plan by supporting low-rise intensification in the area.
- The proposed development meets the guidelines of the Riverside South Community Design Plan (2016).
- The proposed development complies with the general intent and purpose of the Zoning By-law.

In conclusion, the Minor Zoning By-law Amendment approval being sought to support the proposed development at 4650, 4800 and 4875 Spratt Road represents good planning and is in the public interest.

Please feel free to contact us at [Nadia.De-Santi@wsp.com](mailto:Nadia.De-Santi@wsp.com) or 613-690-1114, or [Breanna.Veilleux@wsp.com](mailto:Breanna.Veilleux@wsp.com) or 289-982-4936, if you have any questions or require additional information.

Yours truly,

**WSP**

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Planner

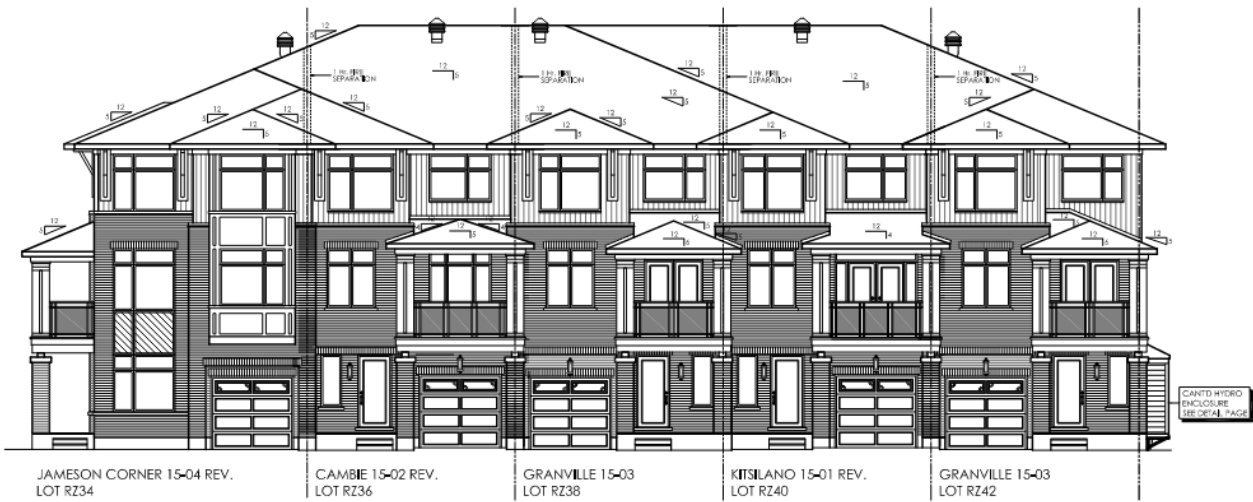




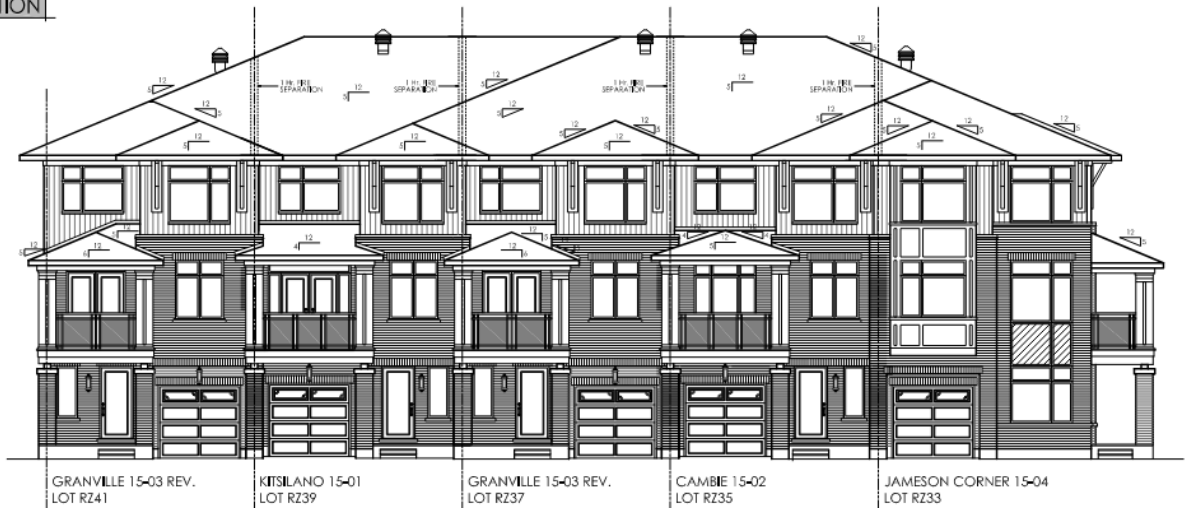
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**Concept Building Elevations**

# APPENDIX



FRONT ELEVATION



REAR ELEVATION