

FOTENN

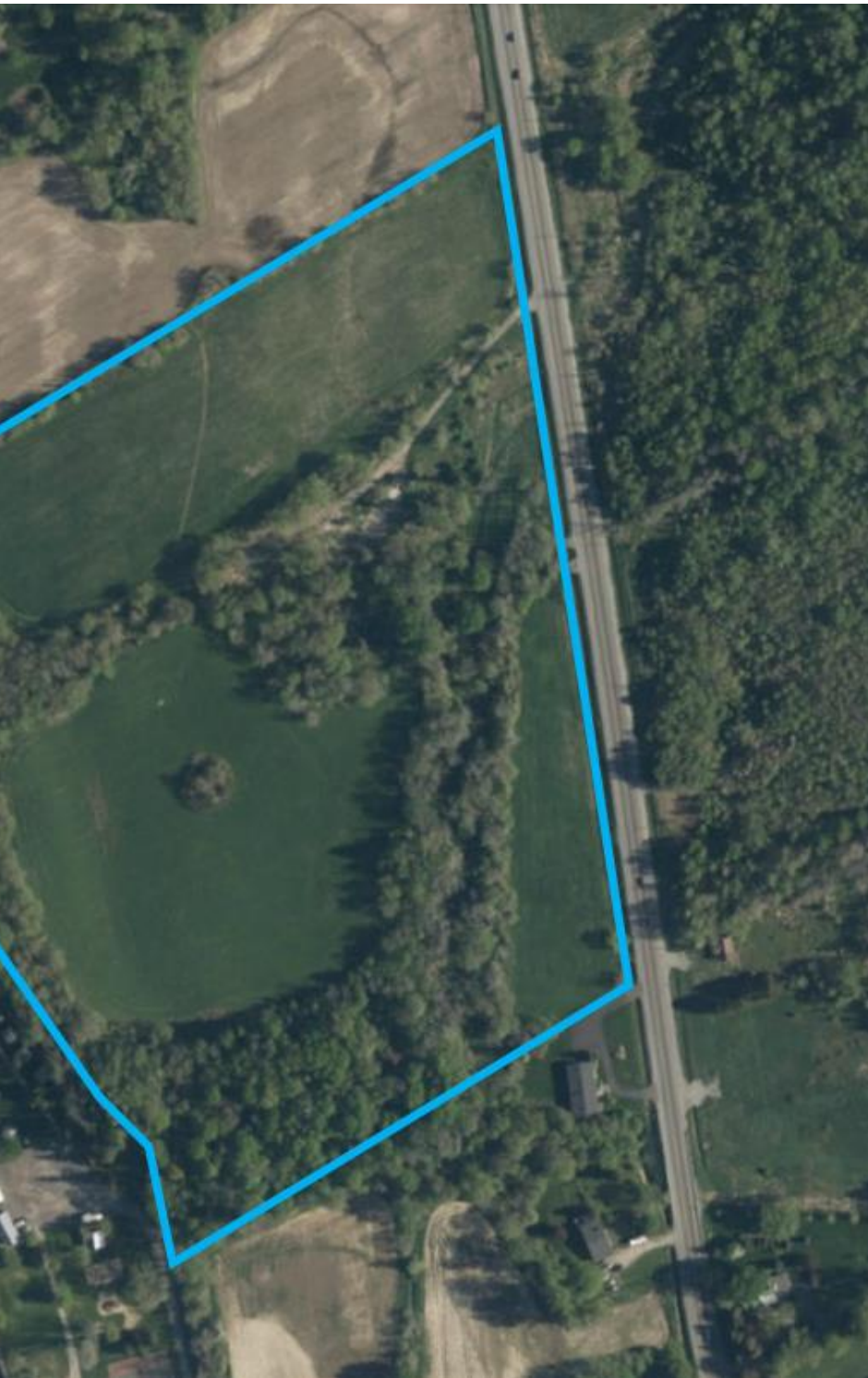
760 RIVER ROAD



January 10, 2020

Planning Rationale

Plan of Subdivision and
Zoning By-law
Amendment
Applications



Prepared for:



Claridge Homes
210 Gladstone Avenue
Ottawa, ON K2P 0Y6

Prepared by:

FOTENN Planning
+ Design

Fotenn Planning + Design
396 Cooper Street- Suite 300
Ottawa, ON K2P 2H7
fotenn.com

January 10, 2020

CONTENTS

1.0	760 River Road	1
2.0	Introduction.....	1
1.1	Overview.....	1
3.0	Surrounding Area and Site Context.....	2
2.1	Surrounding Area.....	2
4.0	Proposed Development	4
5.0	Policy and Regulatory Framework.....	10
4.1	Provincial Policy Statement (2014).....	10
4.2	City of Ottawa Official Plan (2003, as amended)	12
4.2.1	General Urban Area and Major Open Space designations.....	12
4.2.2	Section 2.5.1 – Urban Design and Compatibility	13
4.2.3	Section 4.11 – Urban Design and Compatibility	15
4.2.4	Section 2.4.2 – Natural Features and Functions.....	15
4.2.5	Section 2.5.3 – Schools and Community Facilities.....	16
4.2.6	Section 2.5.4 – A Strategy for Parks	16
4.2.7	Section 4.6.4 – Scenic-Entry Routes.....	17
4.2.8	Section 4.7.3 – Erosion Prevention and Protection of Surface Water	18
4.2.9	Section 4.8.6 – Land-Use Constraints Due to Airport and Aircraft Operations.....	19
4.2.10	Section 4.3 – Walking, Cycling, Transit, Roads and Parking Lots.....	20
4.3	City of Ottawa Official Plan Review.....	22
4.3.1	Public Health.....	22
4.3.2	Housing.....	23
4.3.3	Natural Heritage.....	23
4.4	Riverside South Community Design Plan (2005, amended 2016)	23
4.4.1	CDP Vision and Objectives (Section 2.1)	23
4.4.2	Land Use Plan (Section 2.3).....	24
4.4.3	Community Design and Streetscape Guidelines (Section 3.0)	25
4.4.4	Open Space Guidelines (Section 4.0).....	26
4.4.5	Site and Built Form Guidelines (Section 6.0).....	28
4.5	Urban Design Guidelines for Greenfield Neighbourhoods (2007).....	29
4.5.1	(1) Structuring the layout of the neighbourhood	29
4.5.2	(2) Street design.....	29
4.5.3	(3) Residential building and site design.....	30
4.5.4	(5) Greenspaces.....	30
4.6	Building Better and Smarter Suburbs	30
4.7	City of Ottawa Zoning By-law (2008-250).....	33

6.0 Supporting Studies	36
7.0 Conclusions	40
Figure 1: Aerial view of the subject property and surrounding area	2
Figure 2: Concept Plan for the proposed development.....	4
Figure 3: Proposed Draft Plan of Subdivision for the subject property	6
Figure 4: Typical front elevation drawing of a proposed dwelling unit model	7
Figure 5: Typical front elevation drawing of a proposed dwelling unit model	7
Figure 6: Typical front elevation drawing of a proposed dwelling unit model	8
Figure 7: Typical street side elevation drawing of a proposed dwelling unit model.....	8
Figure 8: Typical street side elevation drawing of a proposed dwelling unit model.....	9
Figure 9: Typical interior side elevation drawing of a proposed dwelling unit model.....	9
Figure 10: Excerpt from Schedule B - <i>Urban Policy Plan</i>	13
Figure 11: Excerpt from Schedule L2 - <i>Natural Heritage System Overlay (South)</i>	16
Figure 12: Excerpt from Schedule I – <i>Scenic-Entry Routes – Urban</i>	17
Figure 13: Excerpt from Schedule K - <i>Environmental Constraints</i>	18
Figure 14: Excerpt from Annex 10 – <i>Land Use Constraints Due to Aircraft Noise</i>	19
Figure 15: Excerpt from Schedule D – <i>Rapid Transit and Transit Priority Network</i>	20
Figure 16: Excerpt from Schedule E - <i>Urban Road Network</i>	21
Figure 17: Excerpt from Schedule C - <i>Primary Urban Cycling Network</i>	22
Figure 18: Excerpt from Figure 45 – <i>Land Use Plan</i>	24
Figure 19: Excerpt from Figure 16- <i>Community and Neighbourhood Gateway Map</i>	26
Figure 20: Excerpt from Figure 25- <i>Primary Open Space, Pedestrian and Bicycle Network Map</i>	28
Figure 21: Zoning Map	34

1.0 INTRODUCTION

Fotenn Consultants Inc. (“Fotenn”) has been retained by Claridge Homes (“Claridge”) to prepare a Planning Rationale in support of Plan of Subdivision and Zoning By-law Amendment applications for the property municipally known as 760 River Road (“subject property”) in the Riverside South community of the City of Ottawa.

1.1 Overview

The subject property is planned to be developed with a residential subdivision consisting of 55 detached dwellings. The proposed development will also include a stormwater management facility and open space/valley land.

The subject property is located in the Riverside South community. A Community Design Plan (CDP) was established for Riverside South (2005, revised 2016) to direct the long-term development of the community and provide guidelines for the day-to-day decision-making on land use planning matters. The Plan of Subdivision is in general conformance with the Riverside South CDP.

The proposed development will be accessed via River Road, an existing north-south arterial road abutting the eastern limit of the subject property. A new local street (Street No. 1) off River Road will provide vehicular access to the majority of the dwellings, while 15 dwellings located in the southern portion of the subject property will have direct vehicular access onto River Road.

The proposed Zoning By-law Amendment would rezone the subject property from Development Reserve, First Subzone (DR1) to Residential Third Density, Subzone Z (R3Z). Details of the proposed zone are provided in Section 4.7 of this Planning Rationale.

2.0 SURROUNDING AREA AND SITE CONTEXT

The subject property, municipally known as 760 River Road, is outlined in blue in Figure 1 below. The subject property is located in the Riverside South community, between River Road, a north-south arterial road to the east, and the Rideau River to the west.

The subject property is legally described as Part of Lots 22 and 23, Broken Front Concession (Rideau Front), Geographic Township of Gloucester. The subject property has a frontage of approximately 440 metres along River Road and a total area of approximately 15 hectares.



Figure 1: Aerial view of the subject property and surrounding area

The subject property is currently undeveloped with predominantly grass and tree coverage and a north-south ravine in the south and east portions of the property. A sales centre for the future residential development and associated gravel parking lot are planned in the southeast corner of the subject property.

The ground surface is relatively flat within the eastern portion of the subject property and at a slightly lower elevation than River Road, with the property sloping down towards the Rideau River.

2.1 Surrounding Area

The following land uses are located in the area surrounding the subject property:

NORTH:

To the north of the subject property is undeveloped, vegetated lands with some detached dwellings on large lots fronting onto River Road. These lands, which span both sides of River Road, are located within the Riverside South CDP area. The Vimy Memorable Bridge across the Rideau River, which provides access to Barrhaven to

the west, is located just under 1 kilometre to the north. The developing Community Core of Riverside South, which is centred on a future east-west Rapid Transit route, is located approximately 2.5 kilometres to the northeast of the subject property.

SOUTH:

To the south of the subject property is a mix of undeveloped lands, detached dwellings fronting onto River Road, and a conference centre and recreational facility located along the Rideau River which includes cottages, cabins, and camping grounds.

The urban boundary is located approximately 640 metres south of the subject property. All of the lands located between the subject property and the urban boundary are located within the Riverside South CDP area. Some of these lands are in the process of being developed with residential subdivisions.

EAST:

To the east of the subject property are undeveloped lands currently in the process of being developed with residential subdivisions (within the Riverside South CDP area).

WEST:

To the west of the subject property are the above-noted conference centre and recreational facility and the Rideau River. Nicolls Island (which forms part of the Village of Manotick and is occupied by detached dwellings at its north end) is located in the Rideau River, approximately 185 metres west of the subject property. The remainder of Manotick is located to the southwest. Ottawa's southern suburban community of Barrhaven is located on the west of the Rideau River.

3.0 PROPOSED DEVELOPMENT

Claridge intends to develop the subject property with a total of 55 detached dwellings. The proposed development will also include a municipal stormwater management facility. A portion of the subject property, namely lands along the Rideau River, will remain undeveloped and will contribute to the open space system in the Riverside South community.

The Concept Plan (Figure 2) and the Draft Plan of Subdivision (Figure 3) for the proposed development are shown below.



Figure 2: Concept Plan for the proposed development

The proposed residential lots have lot widths of 11.6 metres, 13.5-13.8 metres, and 15.2-15.5 metres. The lot depths range from 30 metres to 35.21 metres, with 35 metre lot depths proposed along River Road, 31.8 metre lot depths proposed for lots fronting onto Street No. 3, 31 to 35 metre lot depths for lots along the south side of Street No. 2, and 30 to 30.5 metre lot depths elsewhere in the subdivision.

Generally speaking, two types of lots for detached dwellings are proposed: 37-foot-wide and 45-foot-wide lots. Of the total 55 lots, 45 lots will be 45 feet wide and the remaining ten lots will be 37 feet wide.

Some of the typical front and side elevation drawings of the proposed dwelling units are shown below (Figures 4 through 9).

Schools and Parklands

The CDP does not anticipate school sites within the subject property. As such, the proposed development does not include any schools.

A significant portion of the subject property consists of open space and valley land.

Roads and Pathways

Access to the proposed development will be provided via River Road, an existing north-south arterial road located along the eastern edge of the subject property. Street No. 1, a local street to be built as part of the proposed development, will intersect with River Road and provide access to a small local street network in the northeast corner of the subject property, where most of the proposed residential dwellings will be located. A total of 15 dwellings proposed in the southeast portion of the subject property will have direct vehicular access onto River Road.

A multi-use pathway (MUP) is proposed to run through the open space on the subject property to provide greater connectivity with the open space in the broader area. The exact location of the MUP will be determined at a more detailed design stage.

Stormwater Management

As anticipated in the Riverside South CDP and the Riverside South Master Drainage Plan Update, the proposed development will include a municipal stormwater management facility located to the west of the proposed detached dwellings. The pond, known as Riverside South Pond 5, is currently located in its final stages of construction. The ultimate storm runoff outlet from the property is Pond 5.

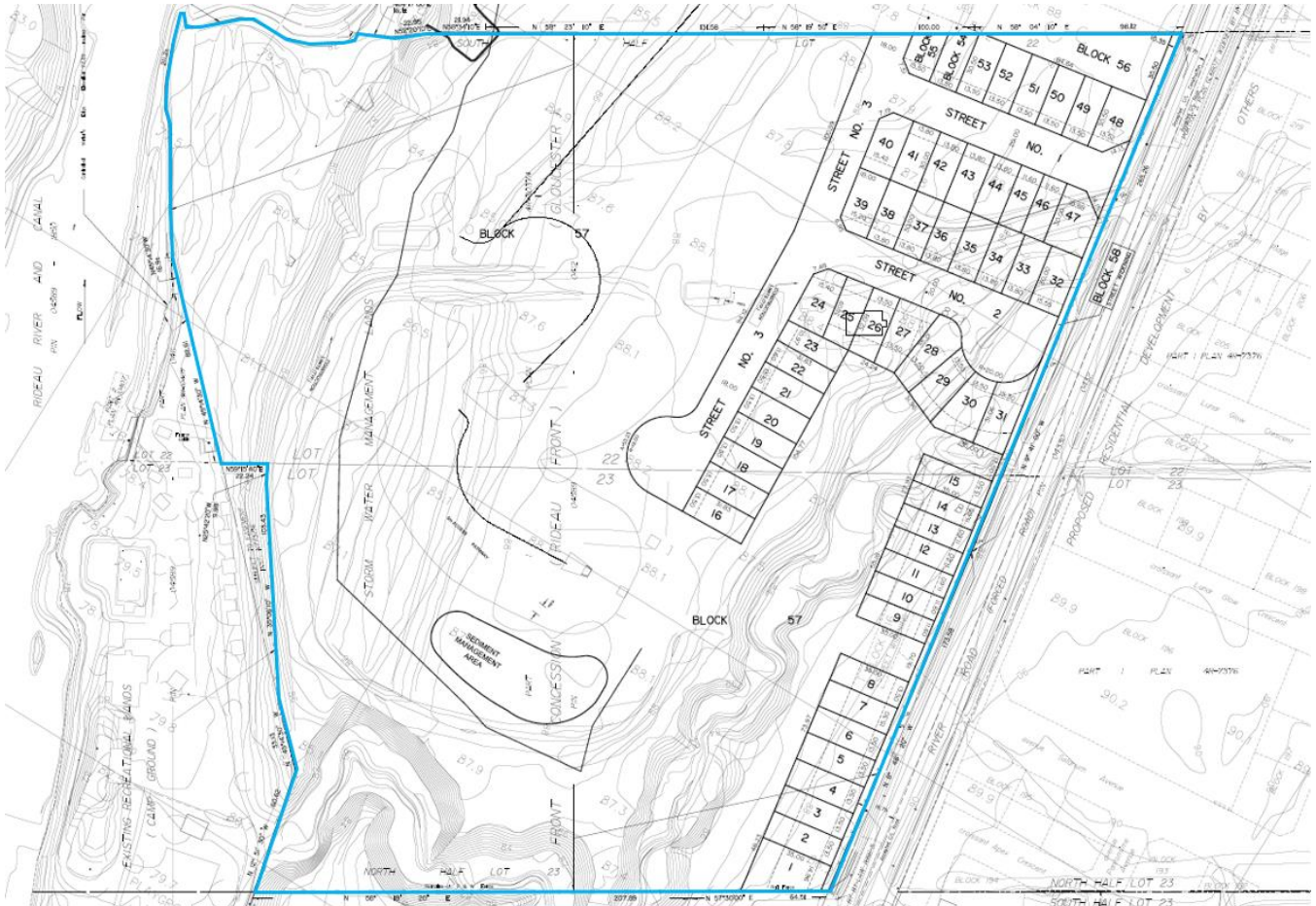


Figure 3: Proposed Draft Plan of Subdivision for the subject property

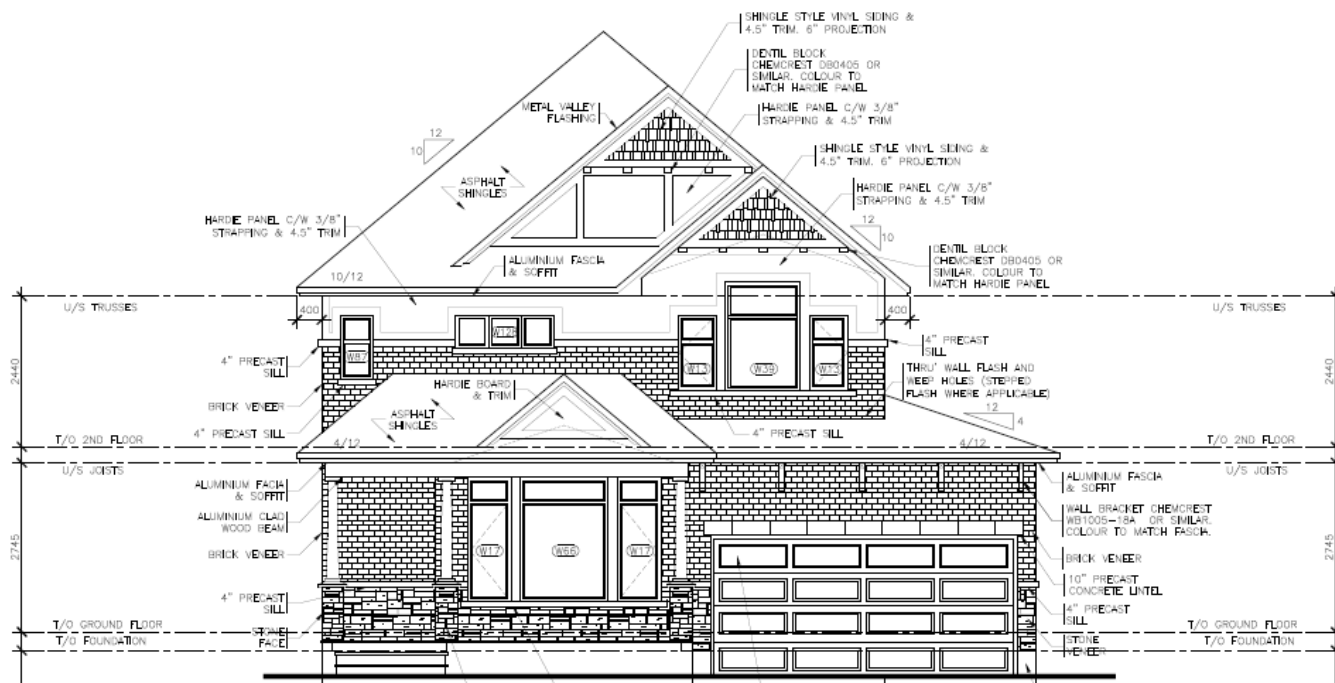


Figure 4: Typical front elevation drawing of a proposed dwelling unit model



Figure 5: Typical front elevation drawing of a proposed dwelling unit model



Figure 6: Typical front elevation drawing of a proposed dwelling unit model

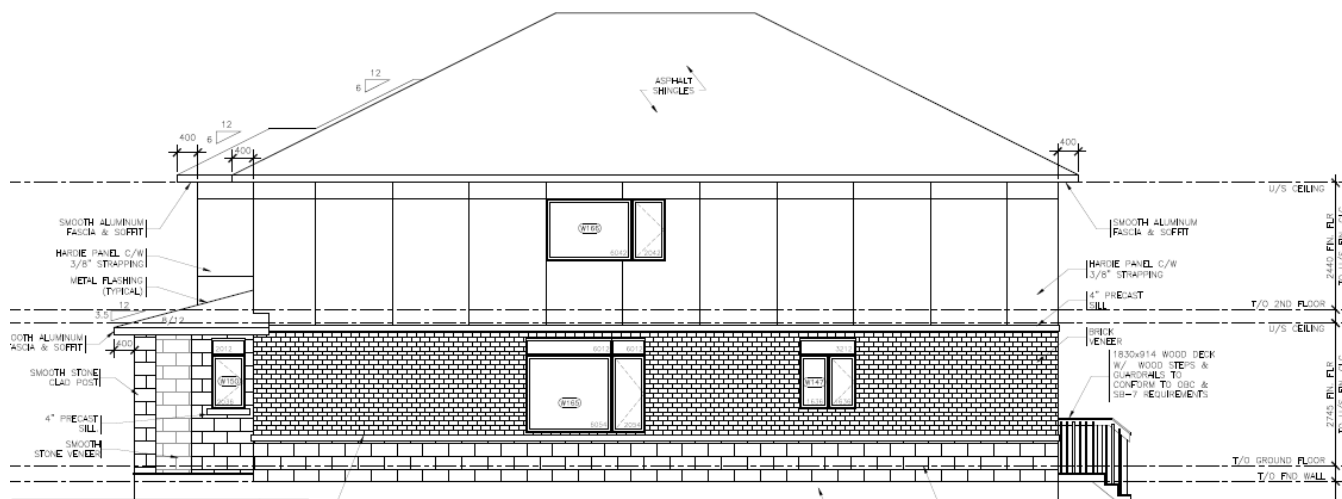


Figure 7: Typical street side elevation drawing of a proposed dwelling unit model

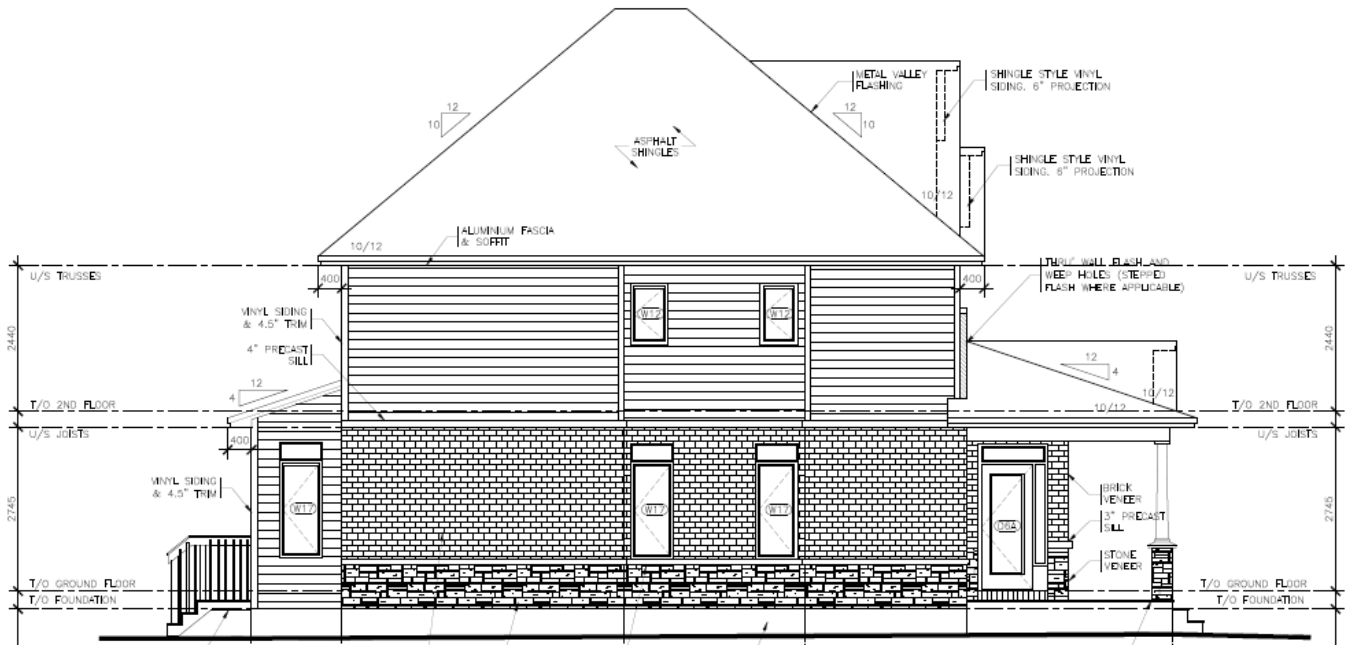


Figure 8: Typical street side elevation drawing of a proposed dwelling unit model

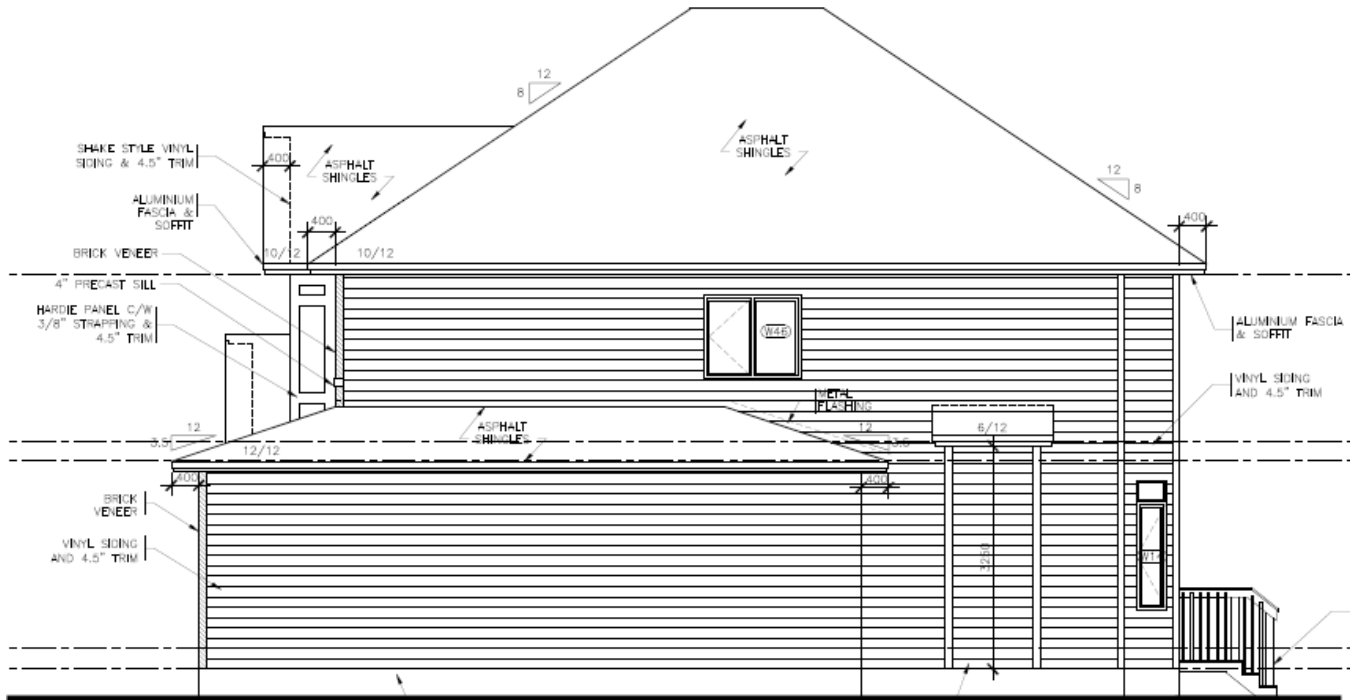


Figure 9: Typical interior side elevation drawing of a proposed dwelling unit model

POLICY AND REGULATORY FRAMEWORK

4.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in April 2014. It provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS recognizes that the long-term prosperity and social well-being of Ontarians depends on maintaining strong communities, a clean and healthy environment, and a strong economy. To this end, the PPS promotes the creation of healthy, liveable and safe communities through efficient land use patterns based on densities and a mix of uses that efficiently use land, resources, infrastructure, and public service facilities, minimize air quality impacts, promote energy efficiency, support active transportation, are transit and freight supportive, and include a range of uses and opportunities for redevelopment and intensification.

Policy 1.1.1 defines the components that sustain healthy, liveable and safe communities, including:

- 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, employment, institutional, 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.

Policy 1.1.2 states that within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

Policy 1.1.3.1 requires that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Specifically, Policy 1.1.3.2(a) clarifies that land use patterns within settlement areas shall be based on 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; and
 5. Are transit-supportive, where transit is planned, exists or may be developed.

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

Policy 1.4.3 states that planning authorities must provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

- a) Permitting and facilitating all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements;
- b) 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;
- c) 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; and
- d) 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.
- e) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Policy 1.5.1 of the PPS states that healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- b) planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- c) providing opportunities for public access to shorelines; and,
- d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

Policy 1.6.6.2 specifies that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas.

Policy 1.6.7.1 stipulates that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. Policy 1.6.7.3 adds that connectivity within and among transportation systems and modes should be maintained.

Policy 1.6.7.4 states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation. Policy 1.6.7.5 requires that transportation and land use considerations shall be integrated at all stages of the planning process.

Policy 3.1.1(b) states that development shall generally be directed to areas outside of hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards.

Similarly, Policy 3.1.2 states that development and site alteration shall not be permitted within areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and a floodway regardless of whether the area of inundation contains high points of land not subject to flooding.

The proposed Plan of subdivision is consistent with the above-noted policies of the PPS (2014). The subject property is located within the City's settlement area boundary, where there will be appropriate infrastructure to serve the new community. The proposed development includes the creation of a stormwater management pond that will serve the needs of the development's future residents as well as surrounding developments. The proposed development will also provide recreation and active transportation opportunities in the form of open spaces and multi-use pathways near the Rideau River and provide appropriate setbacks from identified floodplains and unstable slopes.

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

4.2.1 General Urban Area and Major Open Space designations

As shown in Figure 10 below, the subject property is designated "General Urban Area" and "Major Open Space" on Schedule B – *Urban Policy Plan* of the City of Ottawa's Official Plan (OP).

The General Urban Area designation permits a full range and choice of housing options combined with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses to facilitate the development of complete and sustainable communities.

The proposed development meets the policies of the General Urban Area designation as it proposes a mix of permitted residential and recreational uses in proximity to a variety of existing and planned services. The proposed two-storey building height is in keeping with the predominantly low-rise nature of the General Urban Area.

Major Open Spaces are large, open space corridors along the Ottawa and Rideau Rivers and the Rideau Canal, parkway corridors and corridors reserved for rapid-transit and major roads. Most Major Open Spaces are already in public ownership. The Rideau River and Canal are national historic sites and development of marinas on adjacent lands requires approval of Parks Canada. Major Open Spaces are a key component of the Greenspace Network, which contributes to the quality of life in neighbouring communities as well as to the overall integrity of the natural environment.

Permitted uses and activities in the Major Open Spaces designation include the following, where they do not adversely impact the natural environment, cultural heritage and open characteristics of the area:

- a) Sport, recreation, leisure and cultural facilities including water-orientated facilities and activities along shorelines;
- b) Uses that involve scientific or educational study, conservation, interpretation or restoration of the elements of the natural and cultural heritage, archaeological resource of the area or waterways;

- c) Roads and other infrastructure identified in this Plan where they maintain the overall quality and character of the open space, protect natural and cultural features, and enhance public access and opportunities for leisure use; and,
- d) Small-scale commercial activities and institutional uses that contribute to or are ancillary to a use permitted in a) and b) above subject to a zoning by-law amendment

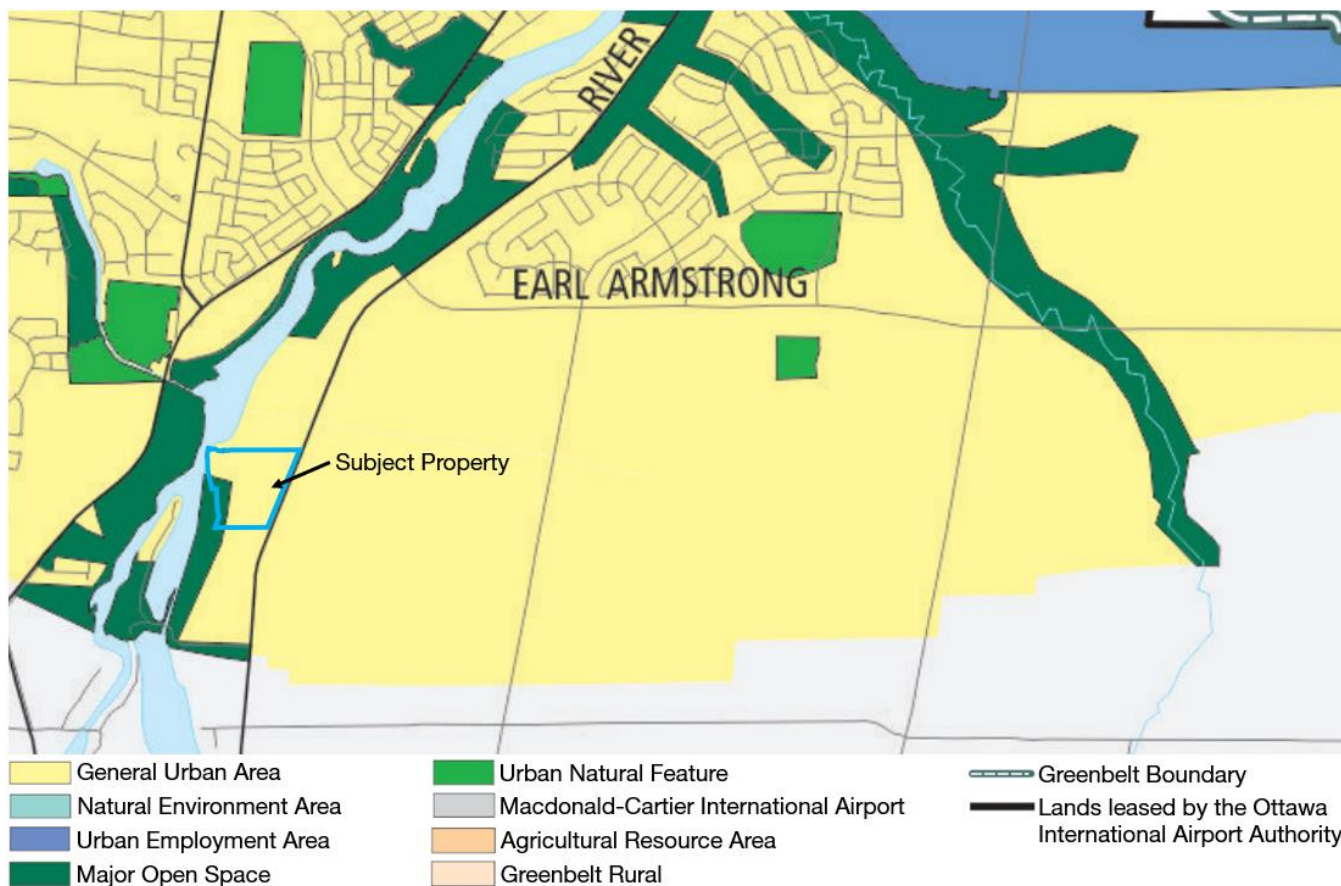


Figure 10: Excerpt from Schedule B - *Urban Policy Plan*

Policy 4 of Section 3.3 of the OP adds that where a Major Open Space abuts a river corridor, any activities or uses in the above-noted policy must be ones that require a waterfront location and require cultural heritage and archaeological resource assessment before development or public works are approved.

The proposed development does not propose any activities or uses in the Major Open Space designation lands apart from the extension of a MUP network for recreational and active transportation opportunities. The proposed use meets the policies of the Major Open Space designation.

Policy 2 of the General Urban Area designation states that development applications will be evaluated in accordance with Sections 2.5.1 and 4.11 of the OP.

4.2.2 Section 2.5.1 – Urban Design and Compatibility

Section 2.5.1 of the Official Plan contains design objectives that are intended to be applied to new development. The proposed plan of subdivision meets the design objectives of Section 2.5.1 in the following ways.

-
1. *To enhance the sense of community by creating and maintaining places with their own distinct identity.*
The proposed development will create and maintain places with their own distinct identity by providing for unique recreation opportunities through the inclusion of MUPs and open spaces near and around the Rideau River. The proposed development responds to its evolving suburban context and focuses on contributing to a mix of housing options within the Riverside South area.
 2. *To define quality public and private spaces through development.*
The proposed development clearly defines quality public and private spaces through the proposal for public open space and recreation opportunities along the Rideau River and private residential lots towards River Road.
 3. *To create places that are safe, accessible and are easy to get to, and move through.*
The buildings that are part of the proposed development will be oriented to the street in order to provide “eyes on the street” for a safer community. The proposed development will also provide enhanced active transportation opportunities thanks to a MUP near the Rideau River.
 4. *To ensure that new development respects the character of existing areas.*
The proposed development respects the character of existing areas by providing a generous setback from the Rideau River shoreline. Further, the overall design of the proposed development will complement the massing patterns, rhythm, character, and context of development throughout the neighbourhood by meeting several guidelines included in the Riverside South Community Design Plan.
 5. *To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.*
The proposed detached dwellings will contribute to the provision of a variety of dwelling types in the Riverside South community and will allow residents to continue to live within the community as they move through their lifecycle.
 6. *To understand and respect natural processes and features in development design.*
The proposed development will be designed to respect the Rideau River, lands nearest to the shoreline, and an associated tributary on the subject property.
 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 development will include a stormwater management facility, which will provide quality and quantity stormwater control for the residents of the development and the surrounding developments.

4.2.3 Section 4.11 – Urban Design and Compatibility

Section 4.11 of the OP provides direction on urban design and compatibility. Section 4.11 identifies the following relevant areas in which new development must be compatible with the surrounding community:

Table 1: Urban Design and Compatibility Criteria of Section 4.11 of the Official Plan

Compatibility Criteria	Proposed Development
Views	There are no protected views in proximity to the subject property identified in the City's Official Plan.
Building Design	The proposed low-rise building height is appropriate for the existing character and planned function of the surrounding area. The proposed detached dwellings will all be oriented towards the street on which they front.
Massing and Scale	The proposed development consists only of low-rise detached dwellings. As such, no concerns relating to massing and scale are expected.
Outdoor Amenity Areas	<p>The outdoor amenity area of an abutting residential properties to the south will not be adversely impacted, as these existing homes will abut open space and a lot with an existing detached dwelling which has a generous side yard setback.</p> <p>The residential units will be developed with sufficient public and private outdoor amenity areas in the form of public open spaces and MUPs on the lands near the Rideau River and private rear yard amenity space.</p> <p>The proposed development will also benefit from existing and planned neighbourhood parks in the area, including a small existing park approximately 560 metres to the south (Jeffrey Armstrong Memorial Park) and new parks planned within the Riverside South CDP area.</p>

4.2.4 Section 2.4.2 – Natural Features and Functions

Ottawa's natural heritage system is identified and protected through designations on Schedules L1, L2 and L3, which have associated policies to ensure that development does not result in negative impacts on natural features or their functions.

As shown in Figure 11 below, a natural heritage system feature and floodplain lands are identified on the subject property.

WSP has prepared an Environmental Impact Statement (EIS) for the proposed development which recommends a variety of compensation and/or mitigation measures. The EIS concludes that the proposed development can be approved if the above-noted measures are implemented accordingly. The EIS has been included under separate cover as part of this application.

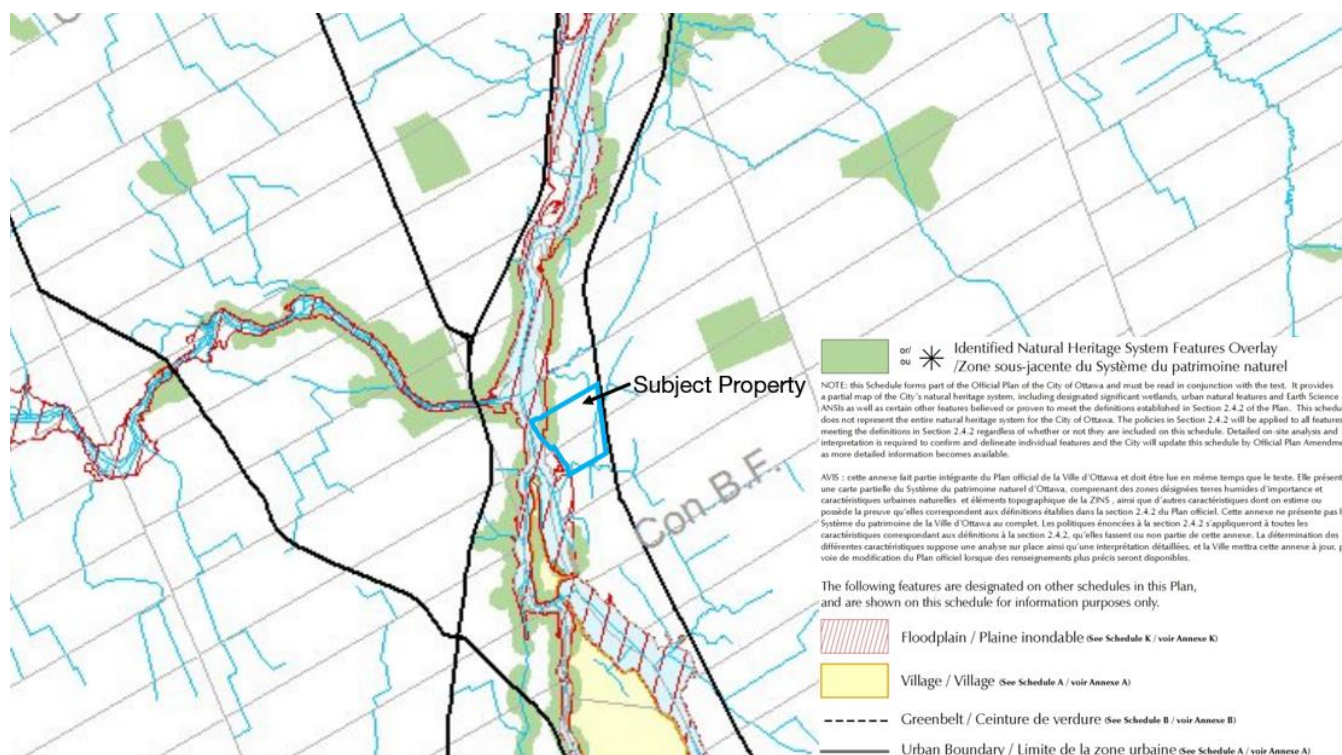


Figure 11: Excerpt from Schedule L2 - Natural Heritage System Overlay (South)

4.2.5 Section 2.5.3 – Schools and Community Facilities

Section 2.5.3 of the OP emphasizes and encourages the establishment of complete communities which can accommodate a variety of land uses, including institutional uses. A significant element of complete communities is access to schools, which are recognized as forming part of the building blocks of any community.

Although the proposed development does not include a school, the subject property is in proximity to several existing and planned schools in the Riverside South community and the Village of Manotick to the south. More specifically, the Riverside South CDP proposes three elementary schools and two high schools on the east side of River Road (south of the future BRT corridor and west of Spratt Road).

4.2.6 Section 2.5.4 – A Strategy for Parks

The City's Park and Pathway Development Manual establishes the need for a hierarchy of parks that are strategically acquired and located based on the City's approved parkland targets. It ensures the characteristics of parkland adequately support the active and passive recreational needs of the residents and specifies typical amenities found in parks, for example: playgrounds, sports fields, ice rinks, splash-pads, trails and unstructured open spaces. Park community buildings and parking lots can be integral features. Parks are one component of the Greenspace Network that provide people with their most frequent and immediate contact with greenspace.

Parks and leisure areas will be linked to the Greenspace Network through such means as developing these areas in conjunction with other facilities such as schools, stormwater management facilities and other public lands that permit public access. New parks must be easily accessible via active transportation and visible from many vantage points in the community. Further, they must have significant street frontage relative to their size.

The proposed development will provide a significant amount of open space that will be publicly accessible through the addition of multi-use pathways. The open space will be complemented by an adjacent stormwater management facility.

4.2.7 Section 4.6.4 – Scenic-Entry Routes

As shown in Figure 12 below, the subject property abuts a Scenic-Entry Route identified in Schedule I – *Scenic-Entry Routes – Urban* of the City of Ottawa Official Plan.

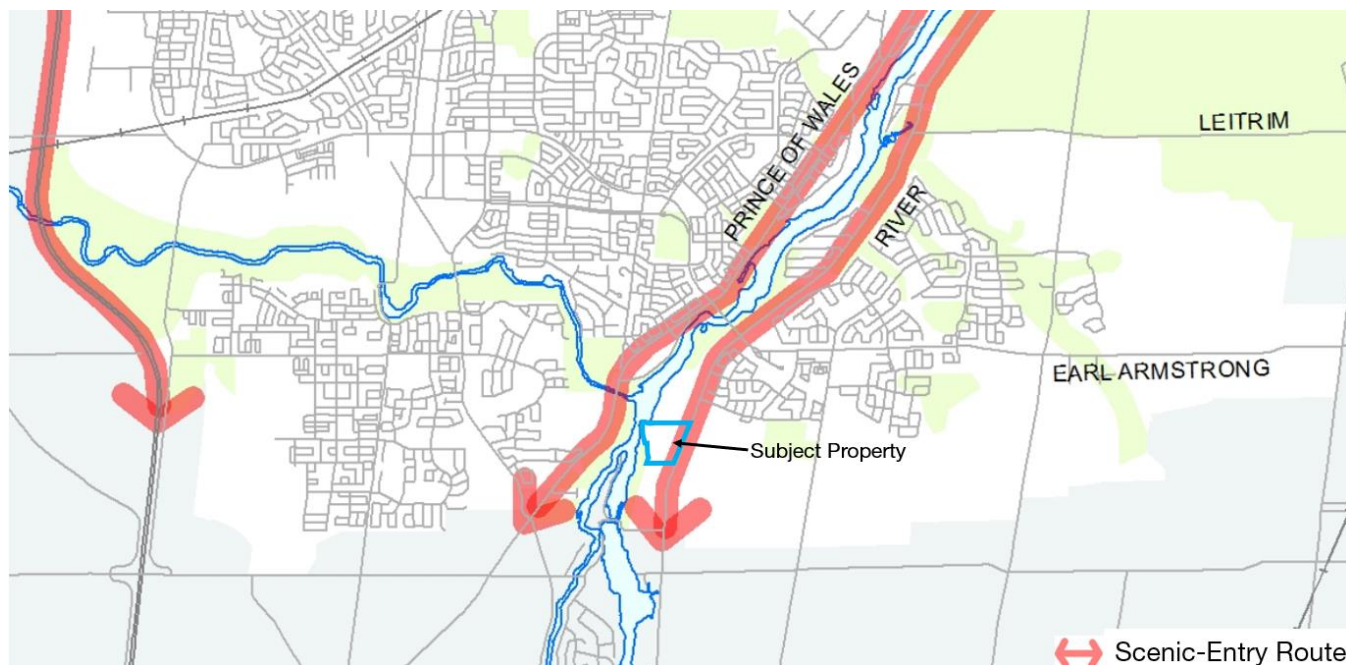


Figure 12: Excerpt from Schedule I – *Scenic-Entry Routes – Urban*

Policy 2 of Section 4.6.4 of the Official Plan states that guidelines for Scenic-Entry Routes that elaborate on the more general *Arterial Road Corridor Design Guidelines*, as updated from time to time, will be developed and implemented by the City. While respecting the primary function of the road, the guidelines will promote:

- / The creation of a safe and attractive environment for travellers including, where appropriate, such amenities as lay-bys, scenic lookouts, information, and directional signs to important urban and rural cultural, heritage, environmental and tourism destinations;
- / Attention to such matters as building orientation, outside storage, access and egress, landscaping, fencing, lighting and signage to create an aesthetically pleasing streetscape;
- / The protection of views to natural and cultural heritage features, mature trees, and roadside vegetation along and beyond the right-of-way;
- / Coordination of landscaping, berming, pathways and other features within the rights-of-way with the creation of such features on adjacent land, including the potential to locate these features on adjacent property;
- / Any other items determined by the City.

The proposed development will orient 15 dwellings along River Road, providing “eyes on the street”. More specific guidelines may be considered at a more detailed design stage.

4.2.8 Section 4.7.3 – Erosion Prevention and Protection of Surface Water

Section 4.7.3 of the Official Plan provides policies regarding the protection of stream corridor and the surface water environment, which serves the dual purpose of preserving and enhancing the environmental quality of stream and river corridor and their aquatic habitat, as well as reducing risks from natural hazards associated with watercourses.

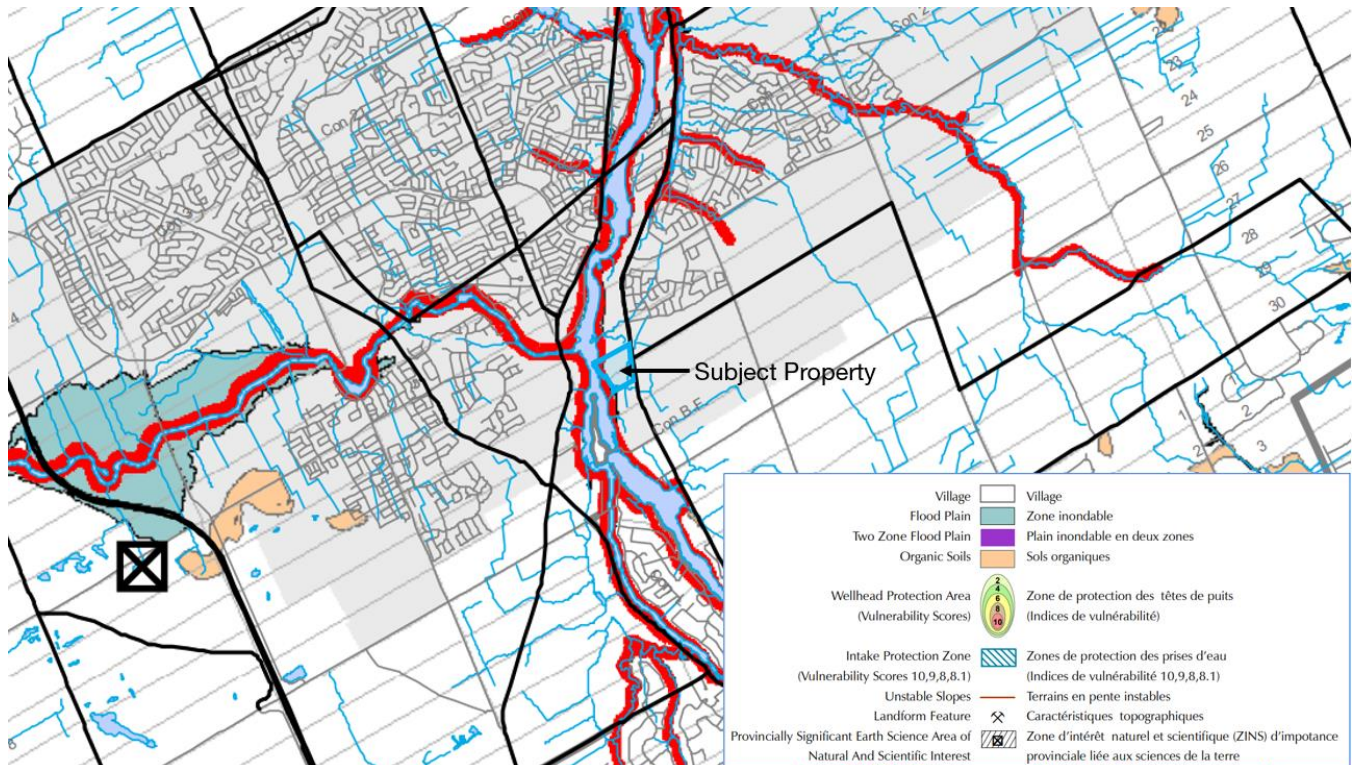


Figure 13: Excerpt from Schedule K - *Environmental Constraints*

As shown in Figure 13 above, unstable slopes are identified on the subject property, specifically along the Rideau River. A slope stability analysis has been conducted by Paterson Group as part of a Geotechnical Investigation for the subject property and submitted under separate cover as part of this application. The proposed development is located a significant distance from the geotechnical limit of the hazard lands.

The proposed development features appropriate setbacks from the regulatory flood line and geotechnical limit of the hazard lands.

4.2.9 Section 4.8.6 – Land-Use Constraints Due to Airport and Aircraft Operations

Section 4.8.6 of the Official Plan seeks to ensure the vital economic role and function of the Airport is maintained. As shown in Figure 14 below, the subject property is located just outside of the Ottawa Airport Vicinity Development Zone (AVDZ) and related airport zoning regulations. Given the above, there are no land-use constraints on the subject property and proposed development due to airport and aircraft operations.

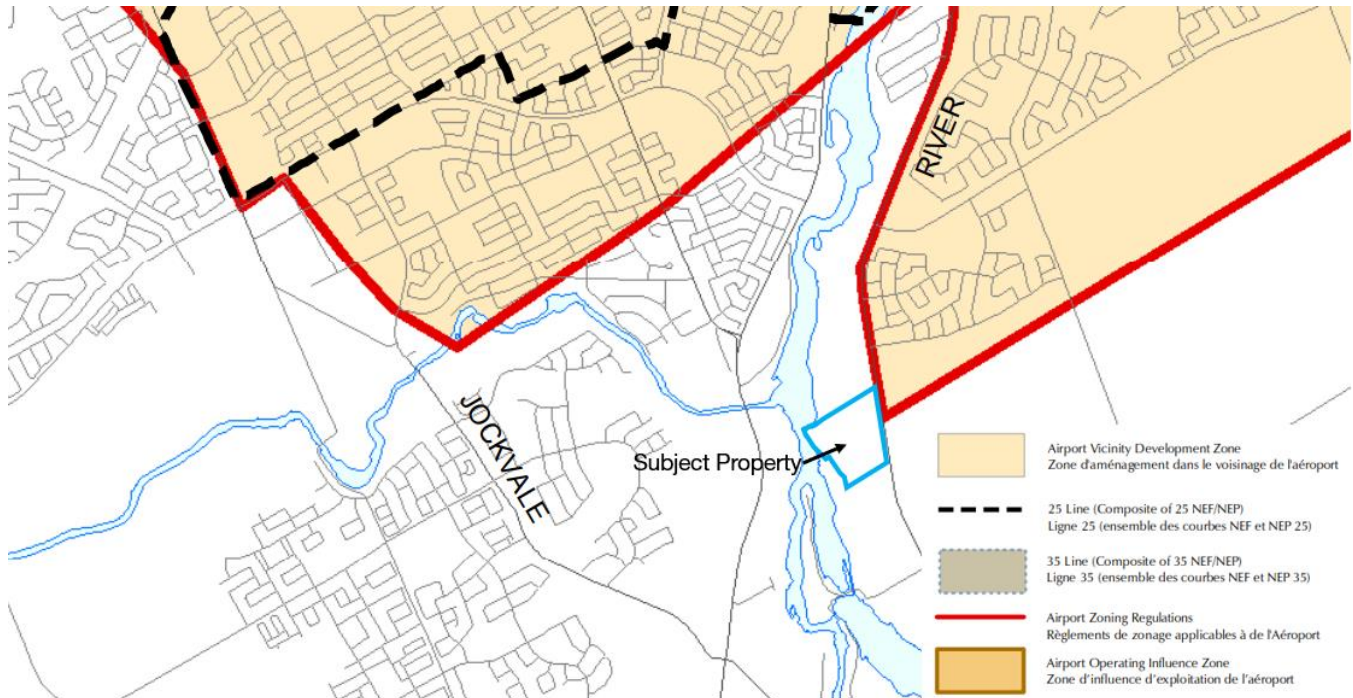


Figure 14: Excerpt from Annex 10 – Land Use Constraints Due to Aircraft Noise

4.2.10 Section 4.3 – Walking, Cycling, Transit, Roads and Parking Lots

The Official Plan recognizes the close interconnection of land use and transportation. As such, when reviewing development applications, the City will assess the adequacy of the transportation network to meet the proposed development.

As shown in Figure 15 below, the subject property is located less than one kilometre from the planned River Road Bus Rapid Transit (BRT) Station and an adjacent Park and Ride facility.



Figure 15: Excerpt from Schedule D – Rapid Transit and Transit Priority Network

As shown in Figure 16 below, the subject property is located in close proximity to an Arterial Road (River Road, to the east), as well as several Collector or Major Collector roads. River Road provides convenient access to Earl Armstrong Road, an east-west Arterial road approximately 920 metres to the north of the subject property.

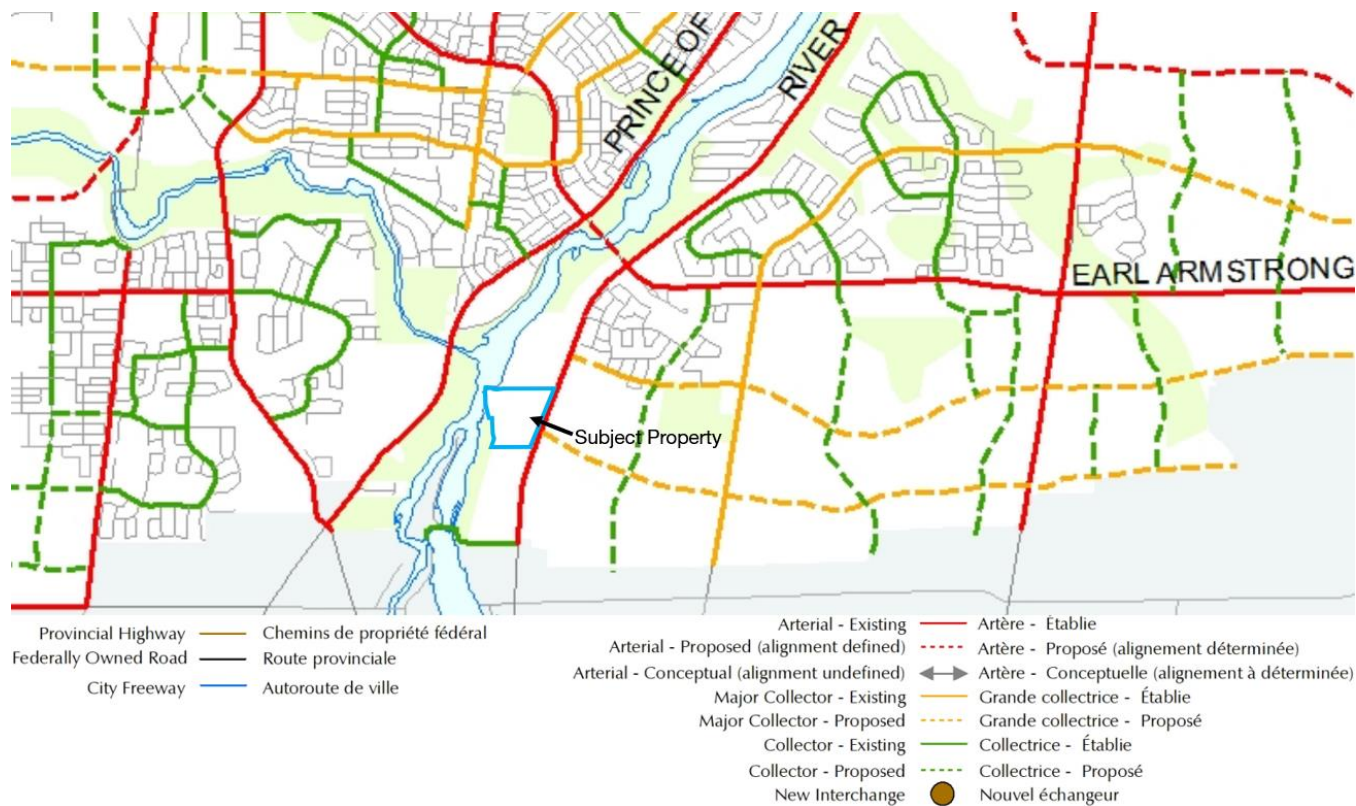


Figure 16: Excerpt from Schedule E - *Urban Road Network*

As per Figure 17 below, cycling routes in the form of MUPs and a spine route along River Road are located on or abutting the subject property.

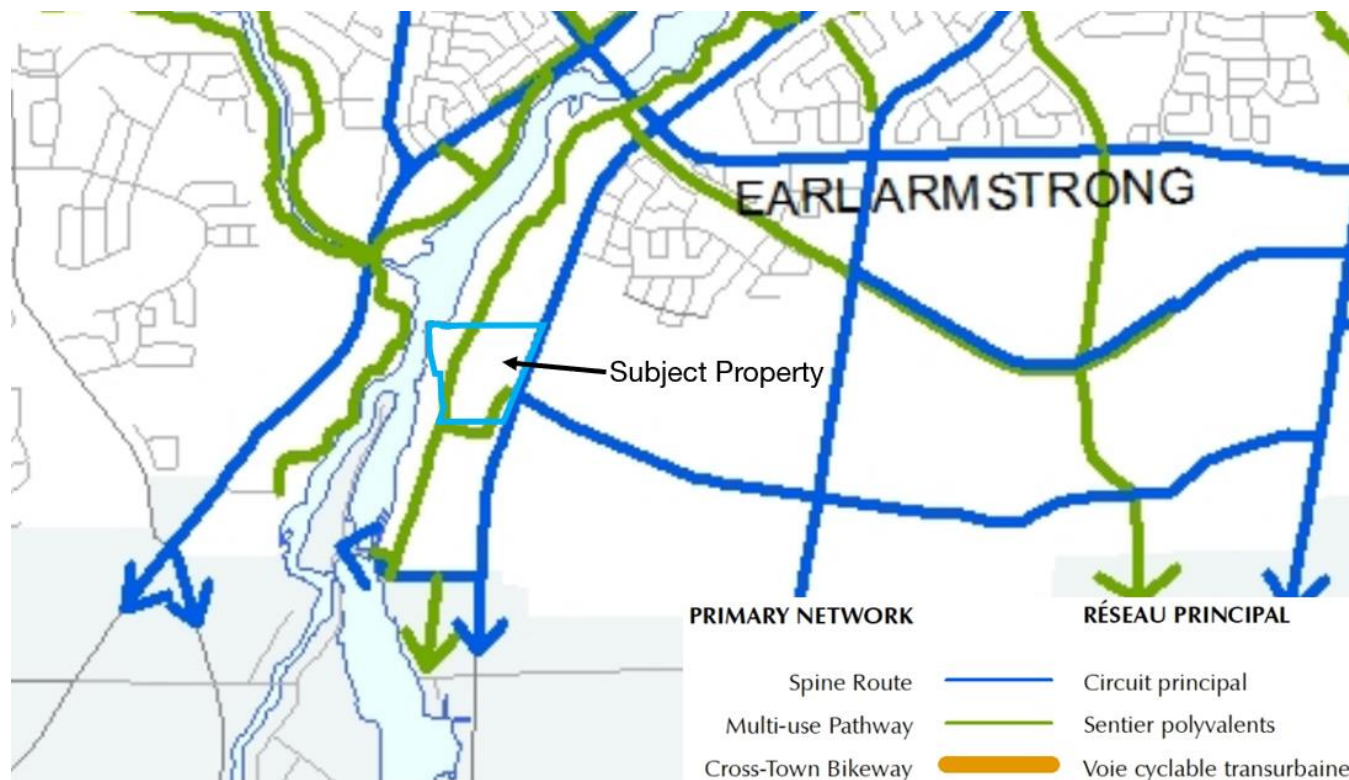


Figure 17: Excerpt from Schedule C - Primary Urban Cycling Network

The concept plan for the subject property proposes a transportation network that is consistent with Schedules C, D, and E of the Official Plan. The proposed development will be well served by nearby major roadways, is in proximity to a future rapid transit network, and provides active transportation opportunities in the form of MUPs (the exact location of which will be determined at a more detailed design stage).

4.3 City of Ottawa Official Plan Review

The City of Ottawa is currently in the process of developing a brand-new Official Plan that will replace the existing OP from 2003 (as amended). The new OP will have a 25-year time horizon (from 2021 to 2046), which is 5 years longer than the time horizon used for the previous OPs and required under the PPS. The rationale for the extended timeframe is to allow the City to make sounder long-term decisions related to the planning of major infrastructure and better manage the required supply of developable land until the next OP review. Given recent changes to the Planning Act, the new OP will likely not be reviewed for 10 years (as opposed to every 5 years, as was done previously) and it will not be appealable.

In December 2019, a staff report outlining a detailed set of Preliminary Policy Directions for the new Official Plan was released. The proposed development meets the following Preliminary Policy Directions:

4.3.1 Public Health

- / Advance policies that enable evolution to walkable, 15-minute neighborhoods.

4.3.2 Housing

- / Encourage denser, walkable 15- minute neighbourhoods to help reduce or eliminate car dependency and promote social and physical health and sustainable neighbourhoods.

The proposed development will be located in proximity to open spaces and MUPs which provide quality recreation and active transportation opportunities. Further, the Riverside South CDP proposes a Local Commercial block opposite the subject property, on the east side of River Road, which will provide retail/service opportunities to residents of the proposed subdivision. Finally, as previously discussed, several schools are proposed in proximity to the subject property, on the east side of River Road, allowing for active transportation to school.

4.3.3 Natural Heritage

- / Increase the accessibility of urban parks, greenspace, and natural areas
The proposed development contemplates the inclusion of a MUP providing access to natural open spaces primarily to the west of the subject property, along the Rideau River.
- / Protect, conserve, and restore Ottawa’s natural heritage and water system for the long term
The proposed development provides appropriate setbacks from the identified floodplains abutting the Rideau River.

The OP schedule moving forward includes:

- / March 2020: Release of a staff report addressing urban expansion;
- / October 2020: Release of the draft Official Plan; and
- / June/July 2021: Adoption of the new Official Plan by Council.

4.4 Riverside South Community Design Plan (2005, amended 2016)

The Riverside South CDP was adopted by Council in 2005, amended in 2010 and amended again in 2016. The Riverside South CDP Planning Area contains 1,480 hectares of land and is generally bounded by the Rideau River to the west, Leitrim Road to the north, Bowesville Road to the east, and almost as far south as Rideau Road. The CDP is meant to direct the long-term development of the community and provide guidelines for city staff for the day-to-day decision-making on land use planning, in line with the community’s priorities for the future.

The CDP has been prepared in accordance with the policies of the Official Plan. The CDP identifies how the land use mix contributes to the balance of jobs and households for the area; a proposed modified grid system of roads; and how the development pattern and built form achieves the design objectives as described in the Official Plan. The latest updated to the CDP also provides an opportunity for advancing the City’s Building Better and Smarter Suburbs (BBSS) initiative and associated Infrastructure Standards Review (ISR) initiatives.

4.4.1 CDP Vision and Objectives (Section 2.1)

The CDP for Riverside South is guided by Transit-Oriented Development (TOD) principles and BBSS/ISR directions that seek to achieve efficient land use patterns, while creating a community where residents have access to open spaces, shops, schools, community services, and choices in dwelling types, in a high quality urban environment. Job opportunities in designated employment lands and throughout the community will help to achieve a balance between jobs and households in the new community.

The CDP identifies the following objectives:

- / To support TOD 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; and
- / To advance BBSS/ISR directions.

The proposed development conforms to the CDP's vision and objectives outlined above. The proposed development will contribute a low-density residential housing form (as planned for this location in the CDP Land Use Plan) and will maximize the benefits from existing natural features by helping to create a network of open spaces accessible to residents and visitors. The open spaces will be complemented by the inclusion of a multi-use pathway.

4.4.2 Land Use Plan (Section 2.3)

As shown in Figure 18 below, the subject property is designated "LD – Low Density", "SWM – Storm Water Management", "VL – Valley Land", "OS – Open Space" in the Riverside South CDP Land Use Plan. A MUP is also planned to cross through the subject property.

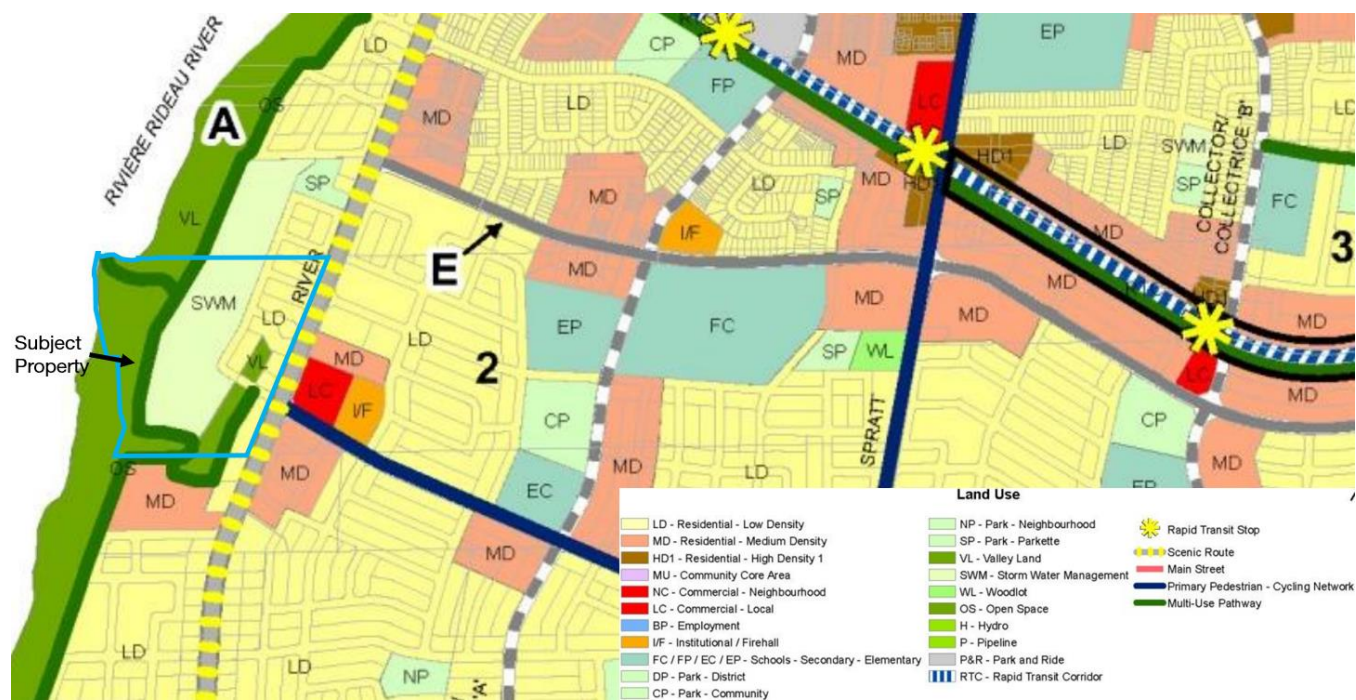


Figure 18: Excerpt from Figure 45 – Land Use Plan

Low Density

Low Density residential areas are generally located furthest from the rapid transit corridor. The unit types will range from detached to townhouses, with detached and semi-detached dwellings being the predominant built form. Townhouses, predominantly in the form of on-street townhouses, may be interspersed throughout the area

close to major roads and bus routes. In conjunction with the housing targets set out in the CDP, an average net density of 22 units per hectare has been assumed for the Low Density category.

Parks and Open Space

Active and passive recreational uses will be permitted on publicly accessible open spaces. Parks may include play areas, sports fields, community buildings (including day care centres) and recreational facilities, while natural areas (valleylands, woodlots, stormwater management areas) may include trails and low impact recreational uses, where appropriate.

Stormwater Management

The Riverside South CDP Land Use Plan identifies three existing overland stormwater drainage channels in addition to Mosquito Creek and the Rideau River in the CDP area. These have been maintained on the Land Use Plan (but may be relocated to accommodate land use patterns and road alignments) and will be used to connect the land drainage areas to eight stormwater management ponds. Six of these ponds are located within the CDP planning area and two are located within the older developed portion of Riverside South.

The location of the proposed detached dwellings, stormwater management pond, and open spaces is consistent with the Low Density, Storm Water Management, Open Space, and Valley Lands designations that apply to the subject property in the CDP Land Use Plan.

4.4.3 Community Design and Streetscape Guidelines (Section 3.0)

The CDP sets out a number of community design and streetscape guidelines to guide future development in the Riverside South community. Some of the key guidelines are as follows:

Community Design Guidelines (Section 3.1)

- / Generally, public roads are located adjacent to natural features, such as the valleylands and woodlots, to allow public access and views into the feature. In addition to single-loaded roads, crescents and cul-de-sacs are also used with open “windows” into the features at the ends of the streets (Section 3.1.3)
The proposed development includes dwellings fronting directly onto River Road. A cul-de-sac also fronts onto River Road, providing an additional “window” into the proposed development and the valleylands beyond it.
- / Rear lotting should generally be avoided along arterial roads throughout the community; window streets (service roads), cul-de-sacs and block flankages are used as alternatives wherever possible (Section 3.1.4).
No rear lotting is proposed to be placed along River Road. Instead, the proposed development includes lots fronting directly onto the arterial road, as well as a cul-de-sac offering an additional “window” into the development, and side-lotting along the remainder of the River Road frontage.
- / The use of acoustic (noise) fencing should be minimized, wherever possible, through alternative measures (e.g. unit and street orientation) as set out in the City’s updated environmental noise control guidelines (Section 3.1.4).
Although the noise study proposes the potential installation of a noise barrier for part of the subject property’s frontage along River Road, several dwelling units in the south portion of the subject property are proposed to be oriented to front onto River Road.
- / When an abutting subdivision or other development occurs, screen fencing and/or vegetative screening is to be provided abutting the property where required to reduce visual impacts. A 0.3 m reserve should be established along the right-of-way abutting the existing property to prevent legal public road frontage until the time of redevelopment approval (Section 3.1.5).

A detached dwelling is proposed where the subject property abuts the residential property to the south, and as such visual impacts to the abutting property are expected to be limited.

- / Focal areas, such as schools, parks, transit stations and institutional uses, serve as reference points and as community activity areas and when combined serve as hubs for community life; landmarks, such as natural features, significant mature trees, significant buildings and public spaces, serve to orient and give character to a community; and focal points are single elements such as architectural features, park entry features and natural vegetation (Section 3.1.7).

As per Figure 19 below, a neighbourhood gateway is planned to abut the subject property, where Collector “J” Road terminates at River Road. The proposed development provides a break between residential lots at the terminus of Collector “J”. The proposed opening provides a window into the subject property and its open spaces to the west.

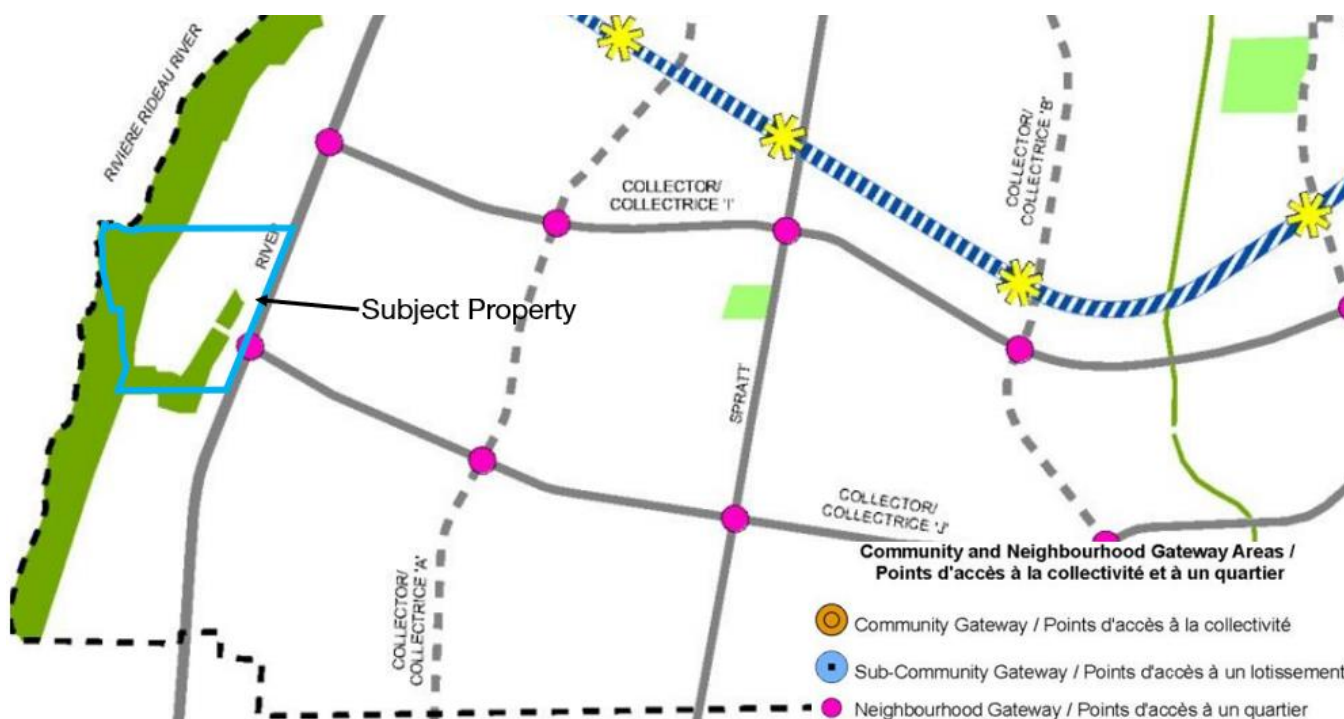


Figure 19: Excerpt from Figure 16- Community and Neighbourhood Gateway Map

Streetscape Guidelines (Section 3.2)

- / The fronts of buildings should, wherever possible, be oriented to the street, be articulated to provide interest, avoid blank walls and have pedestrian-scale architectural features, such as functional porches and recessed garage design (Section 3.2.1).

Wherever possible, the fronts of the proposed buildings are oriented to the street.

Many of the other design guidelines will be incorporated as the development progresses to detailed design of the residential dwellings and rights-of-way.

4.4.4 Open Space Guidelines (Section 4.0)

The Riverside South CDP provides guidelines relating to the open space network in the community. The components of the open space network include parks, valley lands, storm water management areas, woodlots, hydro and pipeline corridors, primary pedestrian and cycling network, scenic routes and multi-use pathways.

Natural Features (woodlots, valleylands) (Section 4.2)

- / The limits of development adjacent to the valleylands will be determined at the time of subdivision approval based on an Environmental Impact Study (EIS) and a geotechnical study.

The proposed development is located a significant distance from the limit of hazard lands from the Rideau River outlined in the Geotechnical Investigation prepared for the subject property by Paterson Group, which is included under separate cover as part of this application.

The study's slope stability analysis also considered the ravine in the southeastern and southern portions of the subject property, which corresponds to the valleylands, and remarked that only periodic flow is present after significant storm events and that no signs of active erosion were observed. Given the above, an erosion access allowance is not considered to be required for these slopes. Further, given that there is no stable slope allowance along the ravine, hazard lands are not present in the vicinity of the ravine.

The EIS prepared by WSP for the subject property and submitted under separate cover as part of this application remarks that the proposed development will accommodate a 30 metre average setback around the tributary in the valleylands and it is anticipated that the watercourse feature will not be further diverted or enclosed (as a significant portion of the tributary has already been realigned following approval from the Rideau Valley Conservation Authority (RVCA)). The EIS also recommends several mitigation measures, including the enhancement of the vegetation buffer between the proposed development and the tributary. The proposed development is located within the RVCA's jurisdiction and will require consultation and authorization from the RVCA under the *Conservation Authorities Act*, Section 28, O. Reg. 174/06 to develop within the regulated limits.

Stormwater Management (SWM) Ponds and Corridors (Section 4.3)

- / Opportunities for pathways and integration into the recreational trail system will be undertaken at the detailed design stage of the SWM facility.

A MUP is intended to be included on the subject property; its location and proximity to the SWM facility will be determined at a more detailed design stage.

Additional guidelines may be incorporated at a more detailed design stage.

Bicycle and Pedestrian Trail System (Section 4.4)

- / Two north-south trails will also follow the recommended locations along the Mosquito Creek Valley and the Rideau River Valley. The trail along the Rideau River (shown conceptually in the Open Space System Plan) will be subject to further detailed study. The land required for these trail systems will be acquired at the time of development of abutting lands. On-street connections may be required in the interim until all necessary land along the Rideau River trail has been acquired by the City.

As noted above and shown in Figure 20 below, a MUP is contemplated on the subject property. The proposed development will include a MUP; its exact location will be determined through a detailed design process.

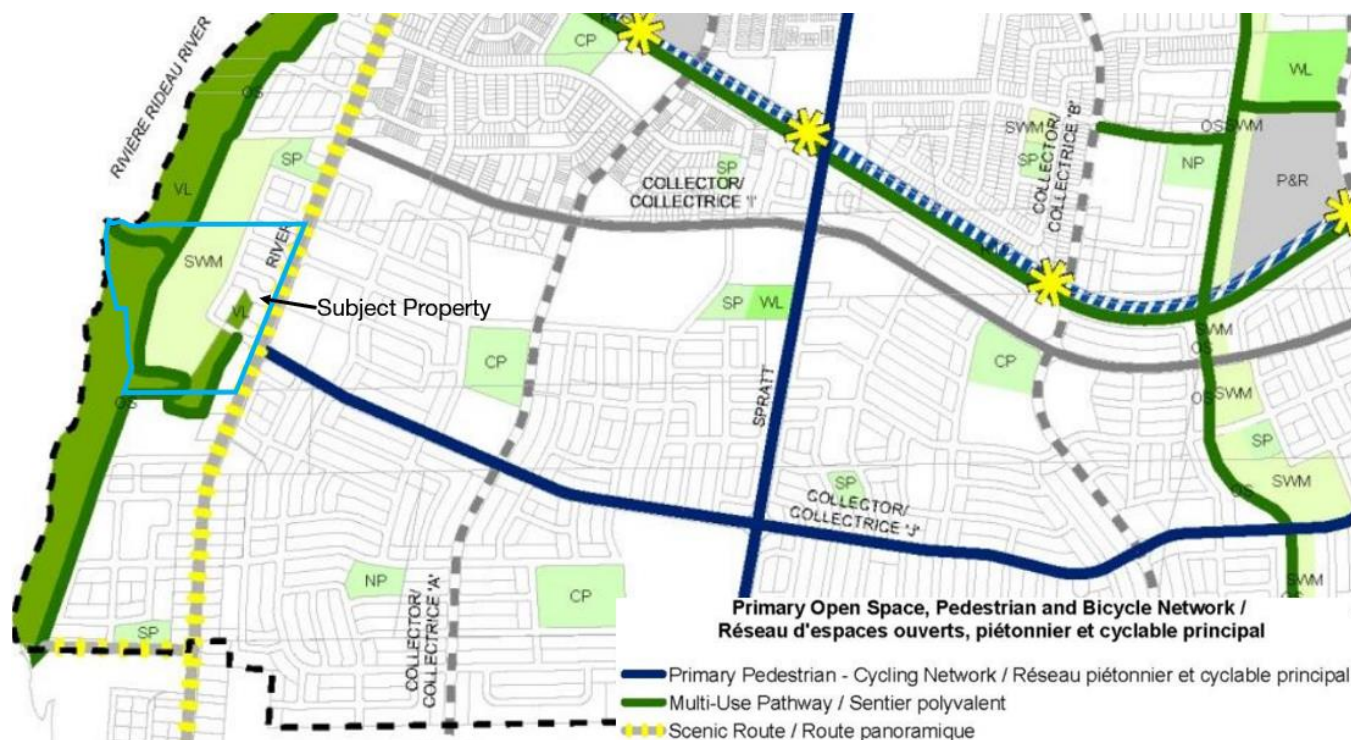


Figure 20: Excerpt from Figure 25- Primary Open Space, Pedestrian and Bicycle Network Map

4.4.5 Site and Built Form Guidelines (Section 6.0)

The Riverside South CDP outlines several site and built form guidelines to guide future development in the community, including siting criteria, building elevations, and garages.

Guidelines that are relevant to the proposed detached dwellings include the following:

Siting Criteria

- / Where possible, dwelling units sited at the end of view corridors, such as at “T” intersections and cul-de-sacs, should use landscaped areas and unit façades rather than driveways and garages to provide a view terminus.

The articulation of the façades of the proposed dwelling units will be enhanced where facing a right-of-way.

Building Elevations

- / Dwellings should be designed to emphasize views to and from the street from main windows and front doors and to minimize the visual impact of garages.
- / A sufficient number of model and elevation designs, exterior colours and materials should be offered in order to ensure a varied streetscape.
- / Functional porches and/or entry features are encouraged. Consider the use of second storey cantilever designs to assist in providing deeper front porch space.
- / On corner lots, all elevations visible from public roads should have a similar level of articulation, window detailing and use of materials. Designs that incorporate wrap-around porches and main entries from the flanking street are desirable.

Several model and elevation designs of detached dwellings are proposed to be offered in order to ensure a varied streetscape. Many of these designs offer functional front porch space. Attached

garages do not visually dominate the proposed dwellings. All elevations visible from public roads on corner lots will feature a similar level of articular, window detail and use of materials.

Garages

- / 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.

The proposed detached dwellings include garages that feature similar colours and materials to the remainder of the building. The attached garages do not appear to protrude significantly, if at all, beyond the main front wall or front porch.

4.5 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

Ottawa City Council approved the “Urban Design Guidelines for Greenfield Neighbourhoods” in September 2007. Similar to other design guidelines prepared by the City, they are not intended to act as a checklist for development and not every guideline is applicable. The applicable guidelines are listed and discussed below:

4.5.1 (1) Structuring the layout of the neighbourhood

- / Plan and build new communities based on the inherent capacity of the natural landscape to sustain the community over time. Consider soils, landforms, natural and cultural features, habitats, watercourses and climate (Guideline 1).
- / Create a connected network of parks, greenspaces and public lands that is structured by existing natural features and connected by pathways and sidewalks. Make this network easily accessible on foot or bike from homes throughout the neighbourhood (Guideline 2).
- / Conserve natural features such as woodlots, wetlands and creeks, and the natural connections between them, to sustain healthy habitats for plants and animals. When they are connected to other greenspaces, ensure that public use does not detract from the ecological functions and characteristics (Guideline 3).
- / Preserve existing green corridors such as along watercourses, as connections for wildlife and for pedestrians and cyclists. Maintain the natural character of these features and limit the number of encroachments. Ensure that public use does not detract from the environmental quality (Guideline 4).
- / Incorporate landform features and topography in the design of road and block patterns to maximize vistas and visual interest and reduce extensive earth movement requirements (Guideline 6).
- / Locate stormwater management areas to be an integral part of the overall greenspace and pedestrian network within the neighbourhood (Guideline 7).
- / Create a walkable neighbourhood with pathways, trails and sidewalks that are accessible year-round and that connect destinations such as transit stops, commercial areas, schools, community facilities and parks (Guideline 10).
- / Connect new streets to existing streets in adjacent developments and plan for future connections to land that has yet to be developed (Guideline 11).

4.5.2 (2) Street design

- / Select the most suitable zoning setback and road right-of-way width for the land use context and the road function. Provide sufficient space for the various elements in the front yard, the boulevard, and the road including: trees, sidewalks, utilities, cycling facilities, parking and travel lanes (Guideline 21).

- / Orient rear yard amenity areas away from arterial and collector roads to avoid the requirement for sound attenuation walls. Use single loaded streets, crescents, or rear access streets to access these residential properties (Guideline 22).
- / Create a cycling-supportive neighbourhood with bicycle routes that serve local destinations, and that are linked to the citywide network of bicycle routes. Routes include wide shared-use curb lanes, designated on-road bicycle lanes or multi-use pathways (Guideline 31).
- / Design pathways, trails and walkways that are connected to the road right-of-way so that they link to a sidewalk and cross at an intersection (Guideline 32).

4.5.3 (3) Residential building and site design

- / Incorporate mid-block walkways to make walking more direct and convenient where long blocks cannot be avoided. Ensure that landscaping, fencing, and facing windows support a safe and attractive environment (Guideline 46).

4.5.4 (5) Greenspaces

- / Design streetscapes with open accessible frontages along greenspaces, such as woodlots and stormwater management ponds. Provide fencing along greenspaces only to prevent direct access to sensitive environmental areas or unsafe conditions (Guideline 56).

The proposed development meets the majority of the above noted applicable design guidelines. In particular, the proposed development provides a mix of housing, open space, and stormwater management in an appropriate layout. The proposed development will have good access to open space and active transportation opportunities. The proposed housing and street layout are oriented in a way that provides “windows” into the subject property and will protect the privacy of rear yard amenity areas.

Several additional guidelines are expected to be met as the proposed development advances to a more detailed design stage.

4.6 Building Better and Smarter Suburbs

On March 10, 2015, Planning Committee approved the report titled “Building Better and Smarter Suburbs (BBSS): Strategic Directions and Action Plan” (dated February 20, 2015), which aims to support land efficiency and functionality in new suburban subdivisions. The Vision for the BBSS initiative is “the principles of good urbanism should apply to the suburbs as they do to other parts of the City.” This Vision is supported by four principles which speak to Ottawa’s suburbs being: land efficient and integrated; easy to walk, bike, bus, or drive; well designed; and financially sustainable.

The following nine core topic areas are identified in the BBSS document, each of which has its own objectives, strategic directions, and action plan:

1. Street Network and Land Use;
2. Parks and Open Space;
3. Stormwater Management;
4. School Sites;
5. Parking;
6. Road Rights-of-Way;
7. Rear Lanes;
8. Trees; and
9. Utility Placement.

Table 2 below identifies the BBSS Strategic Directions that are met in the proposed subdivision.

Table 2: BBSS Strategic Directions

BBSS Core Topic Area	Strategic Direction	Proposed development
Street Network and Land Use	Design the street network as an integral part and extension of the municipal grid, taking into consideration its future adjustments and evolution.	The proposed development provides a direct connection to River Road and to a planned east-west Major Collector Road (eastern continuation of Street No. 1). The proposed street network will also provide a direct connection (local street) to the abutting property the north, which is subject to active development applications.
	Design the street network based on a modified or offset grid to maximize choices of travel routes and opportunities for utility connections.	The streets in the proposed development have a unique pattern due to the constraints on the subject property.
	Design the street network in conjunction with the land use and open space system to ensure direct pedestrian and cyclist connectivity to key destinations in the community (schools, shops, bus stops and stations, etc.).	The proposed development's street network and future MUP will provide connectivity to open space lands to the west, along the Rideau River, providing active transportation and recreation opportunities. A MUP network will be included in the proposed development; its location and extents will be determined at a more detailed design stage.
	Ensure that a range of appropriate sized roadways complements the character and functional needs of each community area.	Where proposed units do not directly front onto River Road, the proposed development will be served by collector (Street No.1, 20 metre right-of-way (ROW)) and local streets (Street No. 2 and 3, 20 metre and 18 metre ROW respectively), which are appropriate for the small-scale nature of the development.
	Implement traffic calming measures at the outset of road design for local and collector streets.	Frequent intersections with short block lengths are proposed to mitigate the risk of speeding while providing a more porous, walkable network for pedestrians.
	Avoid reverse frontage lots (rear yards abutting public streets) within the community.	No rear lotting is proposed in the proposed development.
Stormwater Management	Examine opportunities to reduce 'end of pipe' water volume discharge.	Development of the subject property will include a stormwater strategy using the dual drainage system. The system features a combination of on-site detention (surface ponding) with inlet control

BBSS Core Topic Area	Strategic Direction	Proposed development
		<p>devices (ICDs) and direct conveyance with no ponding. It accommodates both minor and major stormwater runoff. During frequent storms the effective runoff collected by catchment areas is directly released via catch basin inlets into the network of storm sewers, called the minor system. During less frequent storms, the balance of the flow (in excess of the minor flow) is accommodated by a system of rear yard swales and street segments (or other forms of underground storage or surface storage such as dry ponds).</p>
Parking	<p>Where street-accessed parking is appropriate, establish setbacks that will allow a vehicle to be parked in front of the garage or carport, while preventing the visual prominence of garages on the streetscape.</p>	<p>The establishment of setbacks and placement of garages relative to the streetscape will be determined at a more detailed design stage.</p>
	<p>Consider options for multi-car households through the on-street residential parking permit program, and seek to provide adequate curbside parking supply by ensuring sufficient space between driveways (single or paired), or the use of rear lanes or buildings with parking at rear, where appropriate.</p>	<p>Opportunities to maximize on-street parking will be contemplated at a more detailed design stage.</p>
Road Rights-of-Way	<p>ROW cross-sections, roadway widths, and design speeds should respond to built form and land use context.</p>	<p>Collector street No. 1 and local street No. 2 (which ends in a cul-de-sac) is designed with a 20 metre ROW and local street No. 3 is designed with an 18 metre ROW.</p>
	<p>Implement traffic calming measures (such as those in the Canadian Guide to Neighbourhood Traffic Calming) at the outset of road design for local and collector streets.</p>	<p>Frequent intersections with short block lengths are proposed to mitigate the risk of speeding while providing a more porous, walkable network for pedestrians.</p>
	<p>Ensure components of a `complete street` are provided in the ROW, such as:</p> <ul style="list-style-type: none"> -Pedestrian facilities; -Cycling facilities; -On-street parking; -Traffic calming features; -Trees on both sides of the street, including canopy trees; 	<p>Detailed ROW designs for the proposed development's local streets will be addressed by the transportation consultant (IBI Group).</p> <p>The road network's short block lengths act as a traffic calming feature that will help mitigate the risk of speeding.</p>

BBSS Core Topic Area	Strategic Direction	Proposed development
	-Utility placement and operational considerations that do not interfere with the attributes of complete streets.	

4.7 City of Ottawa Zoning By-law (2008-250)

As shown in Figure 21 below, the subject property is currently zoned “Development Reserve Subzone 1 (DR1)” and “Open Space Subzone 1 (O1)” in the City of Ottawa Comprehensive Zoning By-law (2008-250). The purpose of the DR zone is to:

- / Recognize lands intended for future urban development in areas designed as *General Urban Area* and *Developing Communities* in the Official Plan, and future village development in areas designated as *Village* in the Official Plan;
- / Limit the range of permitted uses to those which will not preclude future development options; and
- / Impose regulations which ensure a low scale and intensity of development to reflect the characteristics of existing lands uses.

The purpose of the Open Space zone is to:

- / Permit parks, open space and related and compatible uses to locate in areas designated as General Urban Area, General Rural Area, Major Open Space, Mixed Use Centre, Village, Greenbelt Rural and Central Area as well as in Major Recreational Pathway areas and along River Corridors as identified in the Official Plan, and
- / Ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.



Figure 21: Zoning Map

In order to facilitate development of the subject property as proposed, it is recommended that the portion of the subject property that is currently designated as DR1 be rezoned Residential Third Density, Subzone Z (R3Z). Claridge has used the R3Z zoning for other recent developments in Riverside South and other parts of the City.

The purpose of the Residential Third Density Zone is to:

- / Allow a mix of residential building forms ranging from detached to townhouse dwellings 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 third density residential areas;
- / Allow ancillary uses to the principal residential use to allow residents to work at home;
- / Regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, 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 proposed detached dwelling use is permitted within the R3Z zoning with the provisions generally set out in Table 3 below.

Table 3: Applicable R3Z Zoning Provisions

Unit Type	Min. Lot Width	Min. Lot Area	Max. Building Height	Min. Front Yard Setback	Min. Corner Side Yard Setback	Min. Rear Yard Setback	Min. Interior Side Yard Setback
Detached	9 m	240 m ²	11 m	3 m	3 m	6 m	0.6 m, and total interior side yard of 1.8 m (where two (2) interior yards are present).

The proposed R3Z zoning will allow the development to fit well within the existing and future context of the subject property and surrounding area. The residential zoning provisions are based on similar zones utilized by Claridge in other suburban neighbourhoods within the City of Ottawa.

The following studies have been prepared in support of the applications:

Assessment of Adequacy of Public Services, prepared by IBI Group, dated September 2019

IBI Group prepared a report to investigate and confirm the adequacy of public services for the subdivision proposed on the subject property. The report reviews major municipal infrastructure including water supply, wastewater collection and disposal and management of stormwater. This report also includes a Sedimentation and Erosion Control Plan.

The report concludes that all major infrastructure which is needed to help service the subject property already exists. The development plan will include connections to the infrastructure to adequately service the site with water supply, wastewater collection and disposal and management of stormwater runoff. The extension of the existing watermains through the subject site will provide a reliable source of both drinking water and fire flows. The ultimate wastewater outlets are already in place. A new stormwater management facility, Pond 5, is substantially complete and will provide the necessary treatment for runoff from the subject property. Development of the subject property will include the recommended storm sewer plan. Therefore, there are suitable public services in place to service the subject property.

From an assessment of major municipal infrastructure perspective, the study recommends that the development application for the subject property be accepted and that the development of the property move forward.

Environmental Impact Statement & Tree Conservation Report, prepared by WSP, dated December 2019

WSP has prepared an Addendum Environmental Impact Statement (EIS) and Tree Conservation Report (TCR) for the proposed development. The addendum EIS has been prepared to describe the existing natural heritage features within the Study Area and to evaluate the potential environmental impacts associated with the proposed development based on field investigations and desktop screening results. Mitigation measures will be provided to offset the anticipated environmental impacts. The anticipated environmental impacts are based on field investigation results completed in the spring and summer of 2019 and previous desktop screening review.

Notable observations during the field surveys included the presence of Species at Risk (SAR) bats (i.e. Tricolored Bat and unknown Myotis species) and 11 Distinctive trees within the Study Area. However, the loss of habitat is non-limiting and is not expected to negatively impact habitat availability. No further SAR authorizations are required.

It is expected that construction activities and occupation of the proposed development will result in the removal or disturbance to vegetation communities of WODM5-3 and WODM5-5. Based on the proposed site plan and avoidance of the watercourse (30 m), it is expected that four Distinctive trees will be removed to accommodate development.

The mitigation measures described in this report have been developed to avoid and/or minimize environment impacts associated with the Project.

Based on the information available, it is WSP's opinion that this proposed residential development can be accepted with the condition that all mitigation measures recommended in the report will be implemented.

Geotechnical Investigation, prepared by Paterson Group, dated December 10, 2019

Paterson Group has conducted a geotechnical investigation for the proposed residential development. This report contains Paterson Group's findings and includes geotechnical recommendations pertaining to the design and construction of the subject development as understood at the time of writing this report.

From a geotechnical perspective, the subject property is considered suitable for the proposed development. It is expected that the proposed buildings will be founded over conventional shallow footings placed on an undisturbed, hard to very stiff silty clay or an engineered fill pad placed over a very stiff silty clay bearing surface. Due to the presence of the silty clay deposit, the subject property will be subjected to a permissible grade raise restriction of 3 metres above existing ground surface.

A construction setback defined as the Limit of Hazard Lands has been defined along the existing slope which runs approximately north-south along the western portion of the site.

The report discusses a variety of considerations including site grading and preparation; foundation design; design for earthquakes; basement wall and slab design; pavement structure design; and several design and construction precautions.

It is a requirement for the foundation design data provided in the report to be applicable that a materials testing and observation services program including the following aspects be performed by the geotechnical consultant.

- / Observation of all bearing surfaces prior to the placement of concrete.
- / Sampling and testing of the concrete and granular fill materials used.
- / Periodic observation of the condition of unsupported excavation side slopes in excess of 3 m in height, if applicable.
- / Observation of all subgrades prior to backfilling.
- / Field density tests to determine the level of compaction achieved.
- / Sampling and testing of the bituminous concrete including mix design reviews

A report confirming that these works have been conducted in general accordance with Paterson Group's recommendations could be issued, upon request, following the completion of a satisfactory materials testing and observation program by the geotechnical consultant.

Hydrogeological Assessment, prepared by Paterson Group, dated October 16, 2019

Paterson Group has prepared a hydrogeological assessment for the proposed development. Subsurface information was obtained from the geotechnical investigation carried out to determine the subsoil and groundwater conditions at the site by means of test holes.

The report contains the investigation findings and includes hydrogeological assessments pertaining to the proposed program as understood at the time of writing this report.

The report concludes the following:

- / The potential dewatering volumes due to groundwater infiltration into the excavation footprints are anticipated to be minimal due to the low hydraulic conductivity of the silty clay. Additionally, given the nature of the development (low lying residential housing and associated servicing), the duration of any excavation on site is expected to be short term in duration. As such, any effects related to ground surface settlement due to the water taking activities during construction are expected to be negligible.
- / Given the hydrogeological characteristics of the subject site, the theoretical radii of influence for the potential excavations related to the development and the depth of the water supply wells within 500 m, a long-term groundwater monitoring program is not required to be implemented based on our review.
- / In the interest of public perception, consideration may be given to undertaking a baseline subdivision sampling program. The premise of the program is to obtain groundwater quality information from the water supply wells in the vicinity of the proposed development prior to the project commencing. This ensures that all parties involved (developer, homeowner and City of Ottawa) are protected should a concern arise during or after construction.

-
- / A search of the Ministry of the Environment, Conservation and Parks (MECP) Brownfields Environmental Site Registry was conducted as part of the assessment of the site, neighbouring properties and the general area of the site. Using a search radius of 1 km provided no recorded Brownfield sites in that area. No concerns were identified in the review of the MECP Brownfields database.
 - / It is anticipated that the material on site will be disposed of or re-used as per the MECP policy, Management of Excess Soil - A Guide for Best Management Practices dated January 2014.
 - / The groundwater that is pumped from site excavations must be managed in an appropriate manner. The contractor will be required to implement a water management program to dispose of the pumped water.

Noise Control Feasibility Study, prepared by IBI Group, dated January 2020

IBI Group prepared a Noise Control Feasibility Study to determine the impact of roadway traffic on the proposed development. The report deals with the expected noise levels in the development and any required noise control measures. The report notes that the major source of road noise impacting the site is the traffic moving along River Road.

The study makes several indoor sound level mitigation recommendations, such as forced air heating with provision for central air conditioning; central air conditioning and an acoustical review/design of the building components; and the inclusion of warning clauses. The location of units requiring a particular type of warning clause will be determined during detailed design

Outdoor sound level mitigation recommendations include noise barriers along River Road and warning clauses in lieu of a noise barrier. The location and height of the noise barriers and location of the Type 'A' and 'B' warning clauses will be determined during detailed design.

Transportation Memorandum, prepared by IBI Group, dated November 21, 2019

IBI Group has prepared a Memorandum to City of Ottawa review staff noting that a Transportation Impact Assessment (TIA) has been prepared on behalf of Urbandale Corporation for 708 and 750 River Road in support of an ongoing Plan of Subdivision application (D07-16-19- 0014) for Riverside South Phase 12. Prior to undertaking the Phase 12 TIA, it was agreed to by City staff that the subject property would be explicitly accounted for in this study, as both developments are reliant on a single access off River Road.

The memorandum notes that the travel demand impacts associated with the 760 River Road development were considered exclusively in the TIA for Riverside South Phase 12. As there has been no revisions to the Draft Plan for 760 River Road including the land use statistics and the expected build-out date indicated in the TIA, the conclusions and recommendations of this study remain valid.

Phase I Environmental Site Assessment, prepared by Paterson group, dated October 22, 2018

Paterson Group has conducted a Phase I Environmental Site Assessment (ESA) of the subject property. The purpose of this Phase I ESA was to research the past and current use of the subject site and Phase I study area and to identify any environmental concerns with the potential to have impacted the Phase I property.

According to the historical research, the subject property was occupied by a residential dwelling/farmstead prior to 1946 until 2016 and has since been vacant land. Neighbouring land use has been residential and agricultural. No potentially contaminating activities were identified with the historical use of the subject site or surrounding lands.

Following the historical research, a site visit was conducted. The site was observed to be undergoing the initial stages of site development with some grading taking place and the construction of a sales centre. At the time of the visit, neighbouring properties within the Phase I study area were observed from publicly accessible

roadways. Potentially contaminating activities were not identified on the subject site or in the Phase I study area. Therefore, no areas of potential environmental concern with respect to the Phase I property were identified.

Based on the results of the assessment, it is Paterson Group's opinion that a Phase II Environmental Site Assessment is not required for the subject property.

In considering the Plan of Subdivision and Zoning By-law Amendment applications with respect to the applicable policy and regulatory framework, it is our professional opinion that the proposed development represents good planning and is in the public interest for the following reasons:

- / The proposal is consistent with the Provincial Policy Statement (2014) in that it seeks to develop an area within the City of Ottawa’s Urban Area, where municipal services are planned. The proposed development will provide appropriate setbacks from unstable slopes and floodplains, offer active transportation opportunities, and contribute to the mix and supply of housing in the Riverside South community.
- / The proposed development meets the policies set out in the Official Plan (2003, as amended). In particular, the proposed detached dwellings are permitted in the General Urban Area designation, no development is proposed in the Major Open Space designation, and a proposed multi-use pathway provides active transportation opportunities for the area’s future residents.
- / The proposed development meets some of the Preliminary Policy Directions of the City’s New Official Plan (December 2019).
- / The proposed development meets the policies of the Riverside South Community Design Plan (revised 2016) Land Use Plan and meets several of its Community Design and Streetscape Guidelines.
- / The proposed development meets several of the City’s Urban Design Guidelines for Greenfield Neighbourhoods (2007).
- / The proposal meets several of the strategic directions of the City’s Building Better and Smarter Suburbs initiative (2015).
- / The proposed Zoning By-law Amendment is required due to the current Development Reserve (DR1) zoning. The proposed Residential Third Density, Subzone Z (R3Z) zoning offers appropriate provisions to permit the proposed development in a manner that is consistent with the planned context for the area.
- / The proposed development is supported by a range of technical studies.

Sincerely,



Nico Church, M.P.I.
Planner



Julie Carrara, MCIP RPP
Senior Planner