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# **Planning Rationale**

## **Riverside South – Phase 10 – Employment & Related Lands**

### **Draft Plan of Subdivision and Zoning By-Law Amendment (3700 Twin Falls Place)**



# Planning Rationale

## Riverside South – Phase 10 – Employment & Related Lands

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# Planning Rationale Riverside South – Phase 10 – Employment & Related Lands

## 1.0 Introduction and Overview

### 1.1 Introduction

J.L. Richards & Associates Limited (JLR) has been retained by Riverside South Development Corporation (RSDC) to provide a Planning Rationale in support of a proposed Plan of Subdivision, and Zoning By-Law Amendment for a vacant property known as 3700 Twin Falls Place in Riverside South. This property is situated on the immediate north-west corner of the intersection of Limebank and Spratt Roads. Located in the former City Geographic Township (City) of Gloucester, now the City of Ottawa. The subject lands are approximately 83 hectares and are proposed to be developed, in accordance with the Community Design Plan, as shown on Figure 1:

- 12 blocks for urban employment uses,
- 1 block for residential uses (road status to be discussed during the process),
- 1 block to be designated as open space (Mosquito Creek corridor),
- 1 block designated as a multi-use pathway,
- 4 roads (including the intended re-alignment of Leitrim Road), and
- 1 block for future Institutional uses.

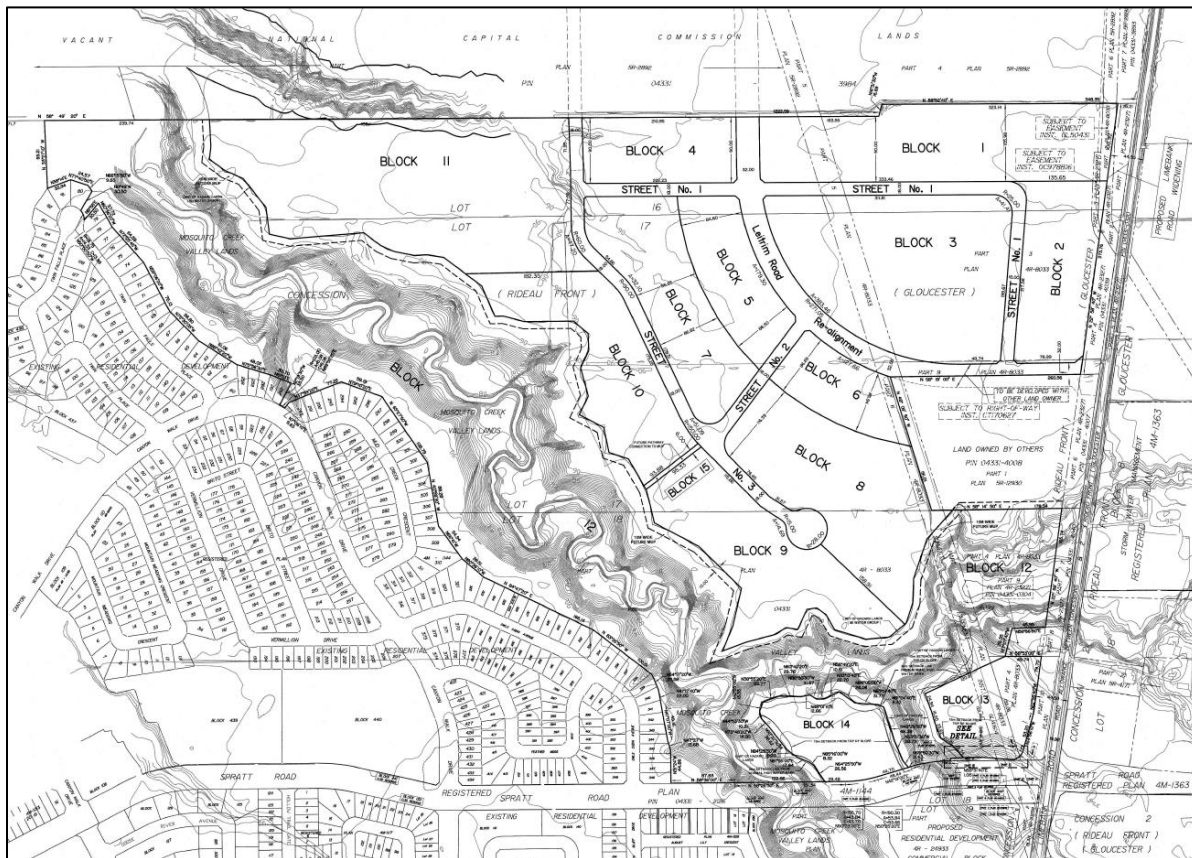


Figure 1: Draft M Plan

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To permit the proposed development, the following approvals are sought:

- To approve a plan of subdivision for 12 employment blocks, 1 block for residential development, 1 block for a multi-use pathway and, 1 block for open space; and one for a potential institutional site.
- To rezone the property from Development Reserve (DR) Zone, to:
  - **Light Industrial (IL) Zone** - permit a wide range of low impact light industrial uses, as well as office and office-type uses in a campus-like industrial park setting.
  - **Residential Fourth Density Subzone Z (R4Z) Zone** - to permit the construction of townhouse dwellings under the 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.
  - **Minor Institutional (I1) Zone** - to permit the development of institutional uses in accordance with the standard zone provisions; and
  - **Parks and Open Space (O1) Zone** - to protect and preserve the open space nature of the lands along the Mosquito Creek corridor.

In support of these applications and in accordance with the direction from the pre-application consultation and City of Ottawa study preparation guidelines, the following reports, studies and plans have been submitted along with this Planning Rationale:

- Draft Plan of Subdivision, prepared by AOV
- Geotechnical Investigation, prepared by Paterson Group
- Phase I Environmental Site Assessment, prepared by Paterson Group
- Adequacy Report, prepared by IBI Group
- Traffic and Noise Assessment, prepared by IBI Group
- Functional Servicing by IBI Group.

### 1.2 Purpose

This Rationale will demonstrate how the proposed development is consistent with the 2020 Provincial Policy Statement (PPS) and is in conformity with the City of Ottawa Official Plan, Official Plan Amendment 150/180. There are no new policies within the new Official Plan (2021) that would alter the form of development., the residential portion of the subdivision has also been evaluated in light of the City's Completed Design and Planning Guidelines for Greenfield Development and the BBSS, and the Riverside South Community Design Plan (CDP) as modified.

This Planning Rationale has been prepared for our client to assist with the City's review of a Draft Plan of Subdivision Approval, and Zoning By-law Amendment application involving the development of the proposed 12 blocks for urban employment uses, 1 block for residential development, 1 block for future institutional uses, 1 block for a multi-use pathway, 1 block for open space, and 4 new local roads and the intended re-alignment of Leitrim Road.

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### 1.3 Subject Property

#### 1.3.1 Location and Site Description

The Subject Property is located within the broader Riverside South Community Design Plan (CDP) area and is located on the immediate north-west corner of the intersection of Limebank Road and Spratt Road (see Figure 2). The site is approximately 83 hectares (205 acres) in size and is known municipally as 3700 Twin Falls Place. As shown in Figure 2, the site currently consists of undeveloped lands.

Land uses adjacent to the Subject Property are:

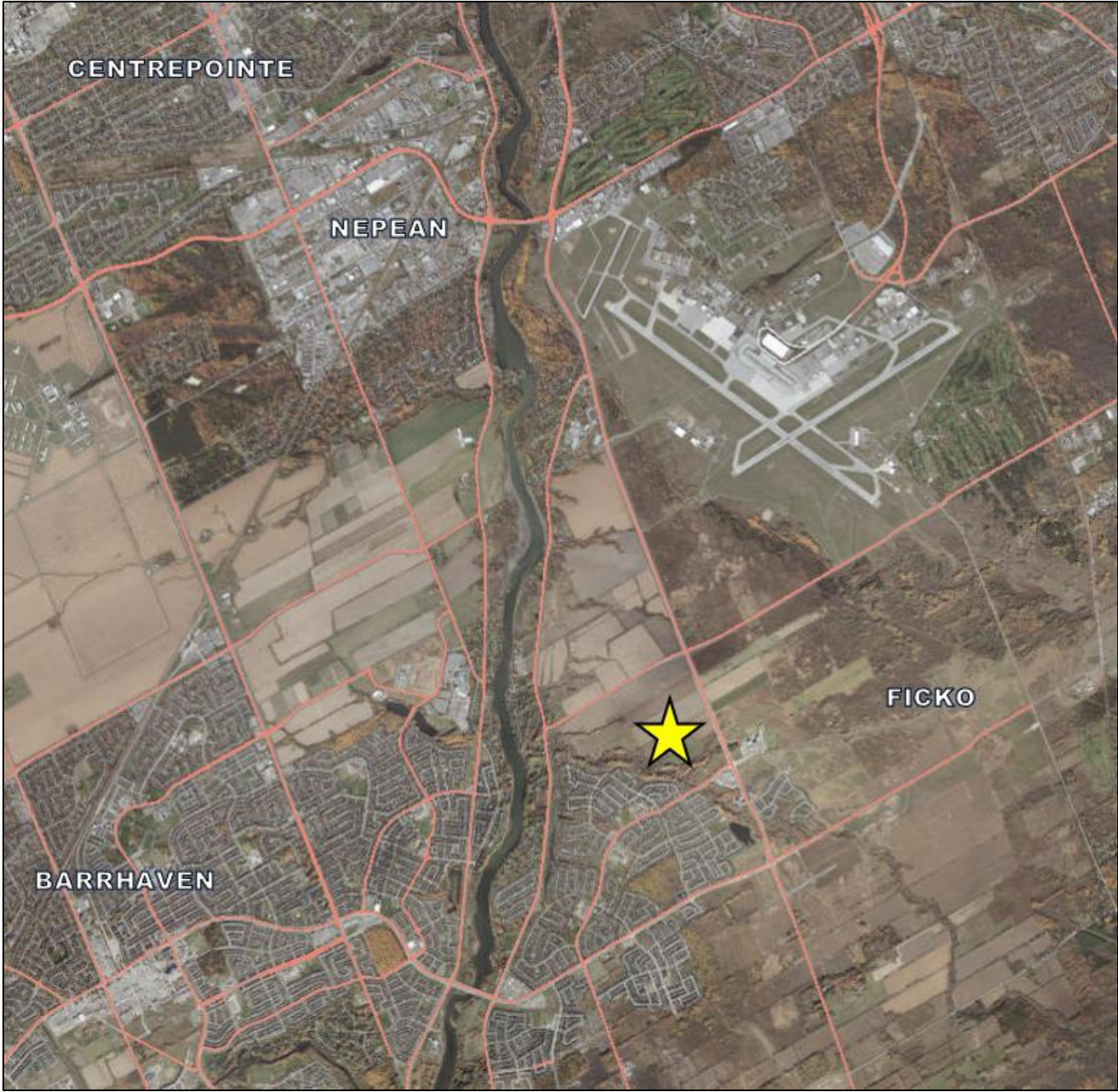
- Undeveloped agricultural lands to the north, which are owned by the National Capital Commission.
- A series of owners to the east comprised of undeveloped lands, some being used for agriculture.
- The built-out Phase 4 of the Riverside South residential community located to the south and west of the lands (across Mosquito Creek).
- St. Francis Xavier High School and Phase 5 to the east southeast, and
- The Urbandale Plaza immediately south of Spratt Road.

Figure 3 provides the concept/proposed Land Use Plan demarcating land uses in the proximity of the Subject Property.

Phase 4 of the Riverside South Development Corporation (RSDC) lands is immediately south of the subject lands. The Ottawa Macdonald-Cartier International Airport is located approximately 600 metres north-east of the site. The Rideau River is located approximately 350 metres to the west of the subject lands.

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**Figure 2: General Location of Subject Property**

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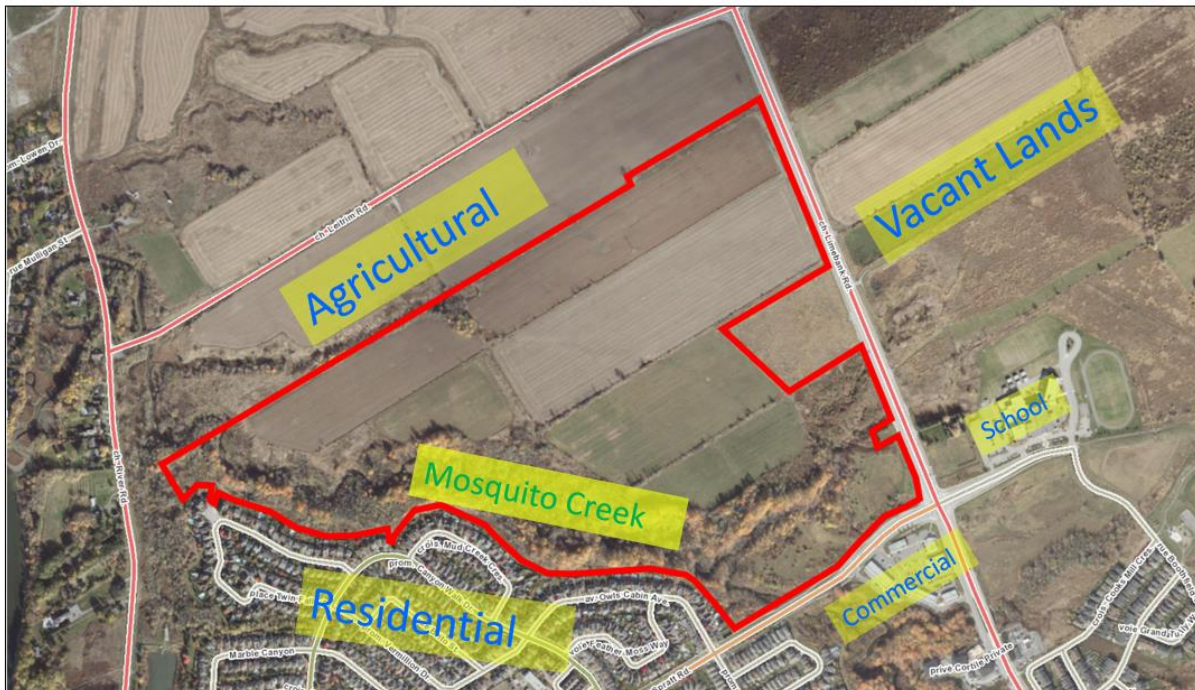


Figure 3: Approximate Footprint of Vacant Subject Property

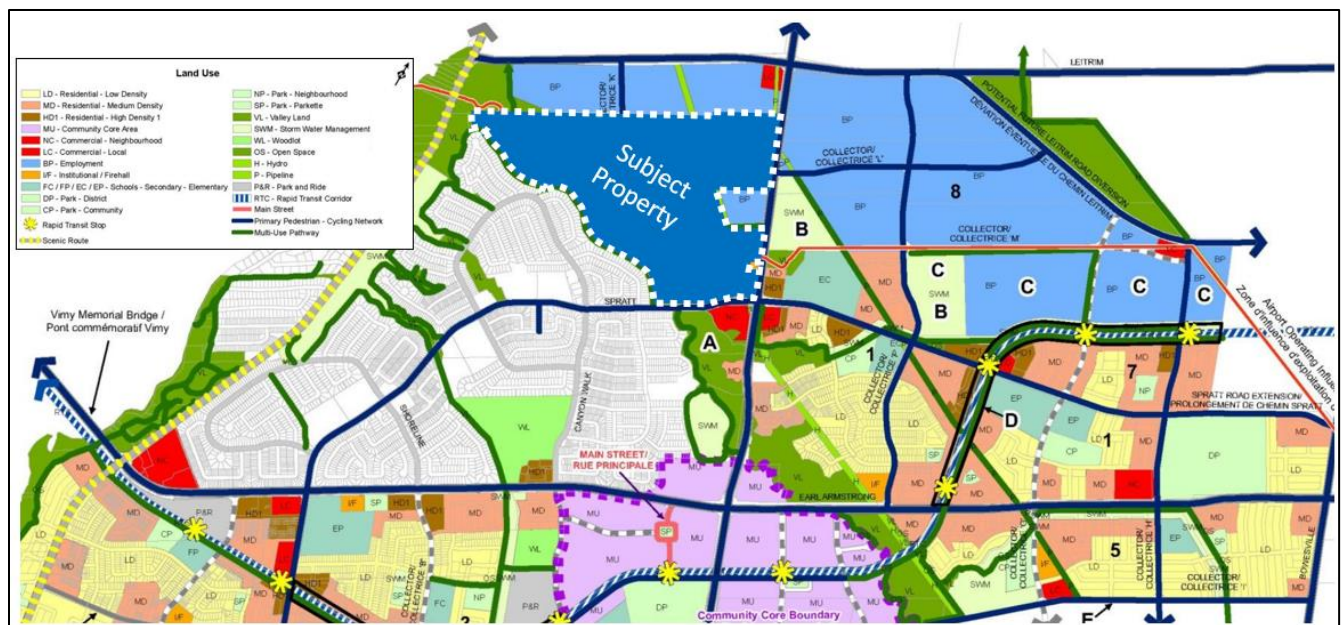


Figure 4: Land Use Plan showing planned and existing land uses located in the Riverside South Area (Source: Riverside South Community Design Plan)



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The Subject Property is designated Industrial and Logistics, and Neighbourhood as per the newly adopted City of Ottawa Official Plan (2021), Schedule 'B6'. The Mosquito Creek corridor is shown as Greenspace. The lands abutting Spratt Road are designated as Neighbourhood.

The proposed plan is proposing business park, medium density residential uses and dedication of the Mosquito Creek Corridor as Open Space to meet with the intentions of these policies.

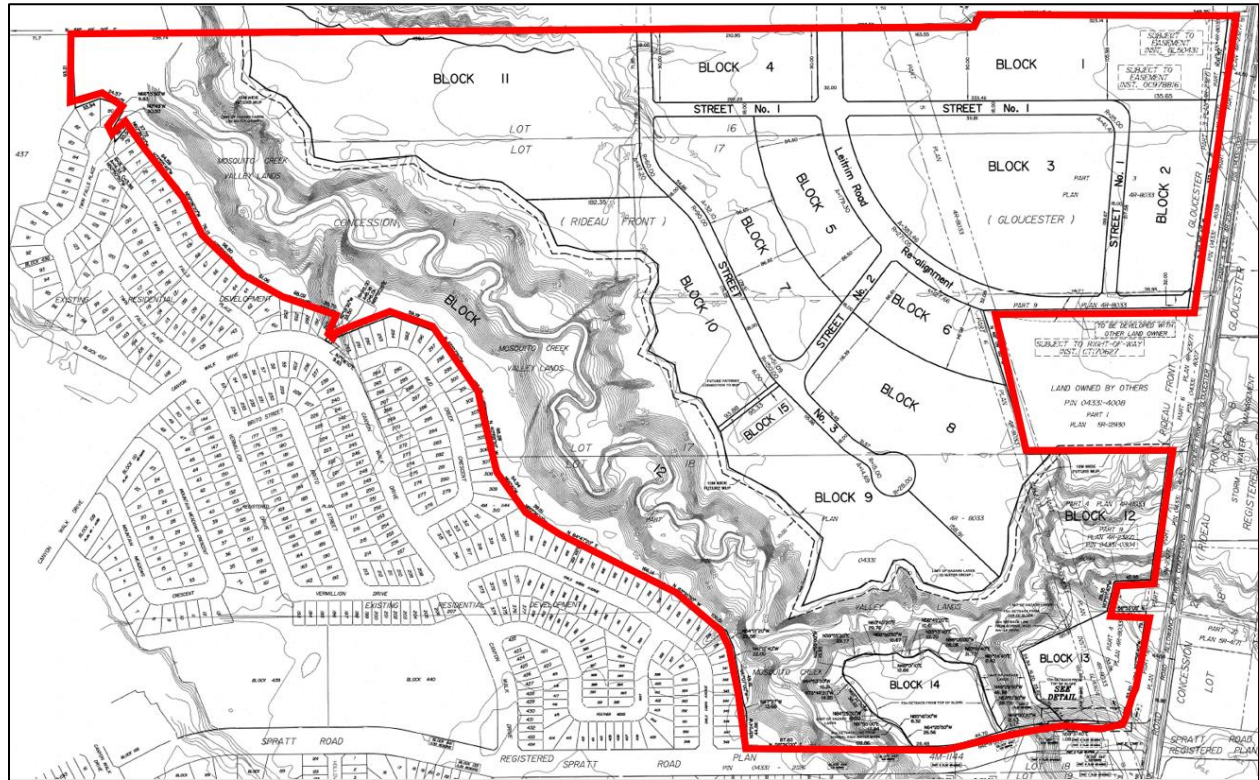
This mirrors the existing Official Plan (2003) which designated the site as Employment lands, General Urban Area and Major Open Space.

The site is presently zoned Development Reserve (DR) as per the City of Ottawa Zoning By-law (No. 2008-250).

In the Riverside South Community Design Plan (CDP), the Subject Property is shown on the Land Use Plan as Employment, Residential (Medium Density) and Valley Lands. Figure 5 shows how the Subject Property is proposed to be separated into 15 blocks, 4 local roads, and the intended re-alignment of Leitrim Road on the Draft Plan, which corresponds with the proposed land use schedule of the CDP. The residential block has not shown a municipal right-of-way as our clients are exploring their options for a Planned Unit Development.

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**Figure 5: Draft Plan of the Proposed Development**  
 (See copy of Draft Plan attached with this application for more detail)

## 2.0 The Proposal

### 2.1 Concept Plan of Subdivision

In its entirety, the proposed development is bounded by Limebank Road, Spratt Road/Mosquito Creek and vacant lands owned by the National Capital Committee to the east, south, west and north, respectively. The proposed development is divided into Blocks and Streets providing a range of block sizes for future development and can be summarized as follows:

Land Use	Block(s)	Area (ha)
Proposed Urban Employment	1	4.851
Proposed Urban Employment	2	2.524
Proposed Urban Employment	3	6.210
Proposed Urban Employment	4	1.890
Proposed Urban Employment	5	1.946
Proposed Urban Employment	6	1.511
Proposed Urban Employment	7	3.202
Proposed Urban Employment	8	4.513
Proposed Urban Employment	9	3.804
Proposed Urban Employment	10	3.356

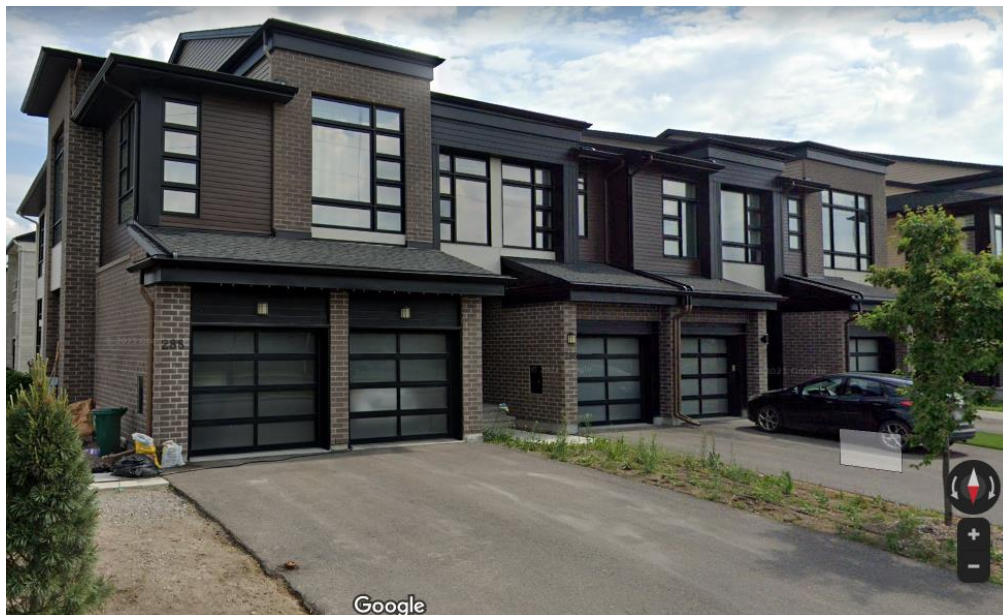
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Land Use	Block(s)	Area (ha)
Proposed Urban Employment	11	8.450
Proposed Open Space (Mosquito Creek Corridor)	12	32.379
Proposed Institutional	13	1.597
Proposed Residential	14	1.646
Proposed Multi-Use Pathway	15	0.056
Proposed Streets		5.119
Total		83.054

The 12 employment blocks are proposed to be sold to third parties as dictated by the market. Currently, the detailed design of institutional block has not been completed. The proposed multi-use pathway satisfies the CDP's intention to create a new connection to the park and open space network. The rights-of-way for the new local streets within the Draft Plan are proposed at a width of 18 metres. The proposed re-alignment of Leitrim Road is proposed at a right-of-way width of 32 metres. This alignment is intended to match the recently completed Environmental Assessment that studied the realignment question.

Block 14 of the Draft Plan intended for residential development. The residential lands are shown as 1.646 hectares in area and are proposed to be a medium density residential development in the form of townhouse dwellings. RSDC has undertaken similar townhome development recently, for example on Dolce Crescent as shown in Figure 6.



**Figure 6: Sample Townhome Development**

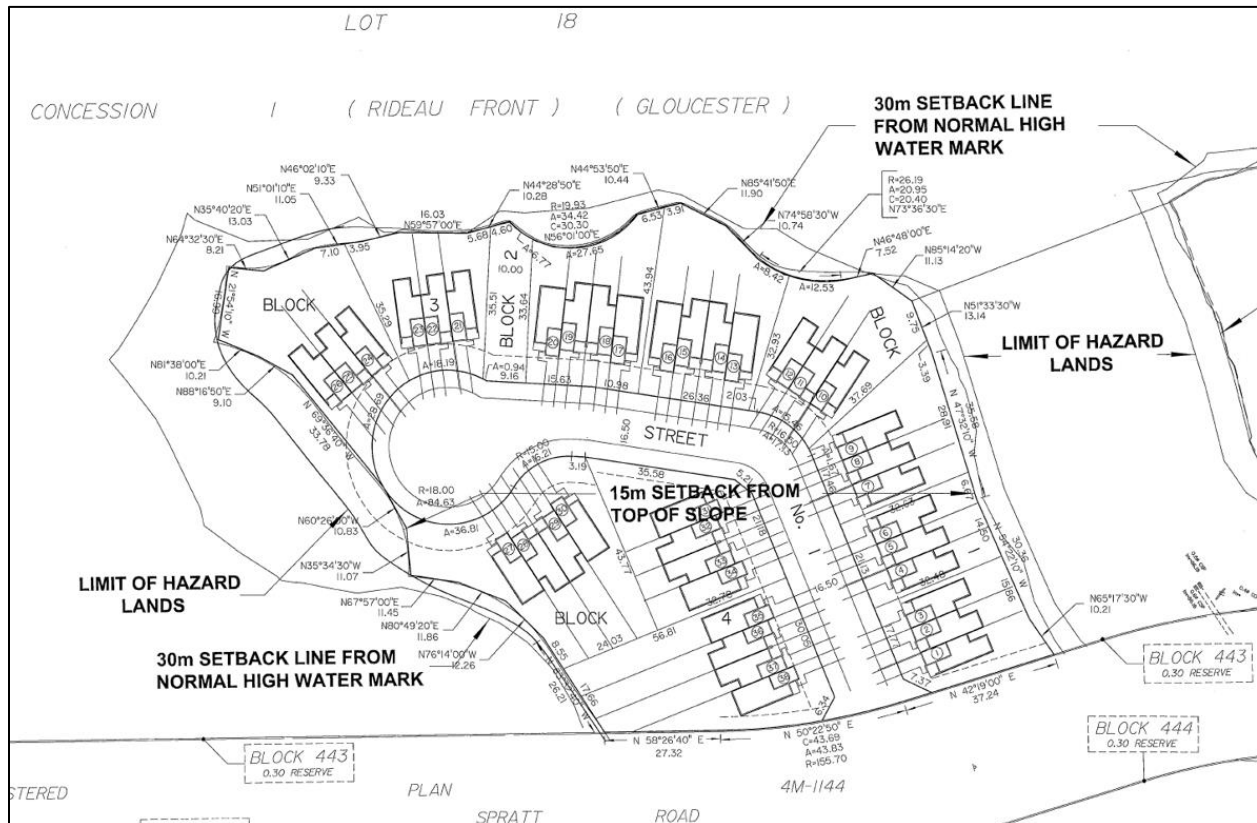
A concept plan has been prepared for the proposed residential component. Figure 7 provides a potential concept of the layout for Block 14 of this development while Figure 6 provides the

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conceptual form proposed on this block, we anticipate that the details will evolve as the details of the subdivision review progresses.

The proposed developments will be on municipal services.



**Figure 7: Concept Plan of Block 14 of the proposed Plan of Subdivision (prepared by RSDC)**

Site plan applications will be prepared for the proposed non-residential developments at a later date. The proposed development on Block 14 will be approved through the normal approval process of the detailed design of the subdivision (OR will be subject to a site plan application for development of the private road and Planned Unit Development). The following will accompany these various application submissions that will be required by the City prior to development being finalized:

- Design Brief(s).
- Composite Utility Plan.
- Landscape Plan.
- Detailed Geotechnical as required.
- Site Lighting Plan and Certification Letter.

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### 2.2 The Proposed Zoning By-law Amendment

Specifically, the requested amendment seeks rezoning of the subject lands to correspond to the intended land use designation described in the Riverside South CDP to allow for the development of employment lands, institutional, and medium density residential uses. Further, the lands associated with the Mosquito Creek corridor will be zoned in a way to continue the protection of the undisturbed natural area.

Currently, the entirety of the Subject Property is zoned Development Reserve (DR) Zone 1 in the City of Ottawa Zoning By-law No. 2008-250. In keeping with the intent of Official Plan and local CDP, the following rezoning is being requested:

Block	Proposed Uses	Proposed Zone
Block 1	Low impact light industrial uses, as well as office and office-type use in a campus-like industrial park as per OP and CDP	IL – Light Industrial Zone
Block 2		
Block 3		
Block 4		
Block 5		
Block 6		
Block 7		
Block 8		
Block 9		
Block 10		
Block 11		
Block 12	Major Recreational Pathway areas and along River Corridors as identified in the Official Plan and CDP	O1 – Parks and Open Space Zone
Block 13	Institutional as identified in the Official Plan and CDP	IL – Light Industrial
Block 14	Medium density residential as identified in the Official Plan and CDP	R4Z - Residential Fourth Density Zone Subzone Z
Block 15	Major Recreational Pathway areas and along River Corridors as identified in the Official Plan and CDP	O1 – Parks and Open Space Zone

At this time, no specific exceptions are being requested for the IL and R4Z Zones. If required, following this submission and based upon the review of the subdivision comments, the proponents will work with City staff to determine the most appropriate exceptions based upon this technical review.

The proposed rezoning is appropriately given:

- Its consistency with the Provincial Policy Statement as expressed in the Official Plan.
- Its conformity to Schedule ‘B’ of the *Existing* City of Ottawa Official Plan (2003) (i.e., Urban Policy Area).
- Its conformity to Schedule ‘B6’ of the *New* City of Ottawa Official Plan (2021) (i.e., Suburban Transect).
- Its consistency with the intent of the Riverside South CDP.

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### 3.0 Policy Context

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Section 3.0 will review relevant policies from the City of Ottawa Official Plan and the City's Completed Design and Planning Guidelines, the 2020 PPS and the *Planning Act* which support the proposed development. Review of these policies will demonstrate the appropriateness of the proposed Plan of Subdivision and justify the proposed Zoning By-law Amendments (ZBLA). This section also introduces the applicable policies of the Riverside South Community Design Plan and highlights any requirements therein.

#### 3.1 Planning Act

The Ontario Planning Act regulates the land division processes in the province. Section 51(24) of the Act contains evaluation criteria for the consideration of subdivisions. It is our opinion that the proposed development meets the applicable criteria. The following provides a summary of this opinion.

##### 3.1.1 Effect of development of the proposed subdivision on matters of provincial interest

The proposed development is consistent with matters of provincial interest in Section 2 of the Planning Act and is consistent with the policies of the Provincial Policy Statement, as outlined below in Planning Rationale.

##### 3.1.2 Whether the proposed subdivision is premature or in the public interest

The proposed development is reasonable, appropriate, and in the public interest, as outlined in this Planning Rationale. The subject lands are in a developing area where employment, retail and service commercial uses are important to support the creation of a complete community. The introduction of a block for residential will complete the development on the side of the Mosquito Creek Corridor and the introduction of an Institutional Block at the intersection of two major struts is an appropriate location for such uses.

##### 3.1.3 Whether the plan conforms to the Official Plan and adjacent plans of subdivision

The proposed development conforms with the policies of the Official Plan, as discussed herein. The proposed development is designed to integrate with existing plans of subdivision or planned developments on surrounding lands.

##### 3.1.4 The suitability of the land for the purposes for which it is to be subdivided

As confirmed through the various reports supporting the applications including: Geotechnical Investigation and Phase I Environmental Site Assessment, the subject property is suitable for the proposed development.

##### 3.1.5 The number, width, location and proposed grades and elevations of highways

The highways linking the highways in the proposed subdivision with the established highway system in the vicinity and their adequacy

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The design of the public streets abutting the subject property are adequate and appropriate for the anticipated vehicular traffic generation. The proposed access points have been coordinated with the broader planned road networks to minimize interruptions to the pedestrian realm. The roads in the vicinity have been designed with the knowledge of this form of development as shown in the detailed community plans.

### 3.1.6 The dimensions and shapes of the proposed lots

The proposed development blocks are suitable for the proposed purposes and will comply with the zoning requirements in terms of lot area and frontage.

### 3.1.7 Conservation of natural resources and flood control

The lands associated with Mosquito Creek are being preserved in their natural state and are to be dedicated to the City of Ottawa.

Stormwater management is proposed within the development to mitigate impacts of the development. No natural resources are identified on the subject lands.

### 3.1.8 The adequacy of utilities and municipal services

As demonstrated through the submitted Adequacy of Servicing report, the municipal services in the area are sized for the proposed development or are within anticipated improvements required.

## 3.2 Provincial Policy Statement 2020 (PPS)

The Provincial Policy Statement (PPS) establishes direction for land use planning in the Province of Ontario that encourages planning and development that is environmentally sound, economically strong and that enhances quality of life.

The introduction to Part IV states:

*“Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.”*

It is our opinion that this proposal meets the intent of this vision for development in Ontario.

The relevant policy interests to the subject application are as follows:

#### 1.1.1 Healthy, liveable, and safe communities are sustained by:

- Promoting efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term;
- Accommodating an appropriate affordable and market-based range and mix of residential types;

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- Employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- Promoting the integration of land use planning, growth management, transit-supportive development;
- Intensification and infrastructure planning to achieve cost-effective development patterns,
- Optimization of transit investments, and standards to minimize land consumption and servicing costs;
- Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs; and
- Promoting development and land use patterns that conserve biodiversity.

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 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; and are freight supportive.

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.

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

1.2.4 a) states that municipalities should identify and allocate population, housing and employment projections.

1.3.1 Planning authorities shall promote economic development and competitiveness by:

- Providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses; and
- Encourages mixed-use development and support livable and resilient communities.



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1.3.2 Indicates the provincial interest in protecting, preserving identifying and planning for employment uses. The transition between other uses and the economic viability of these areas must be considered.

1.5.1 Healthy, active communities should be promoted by:

- Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

The subject lands are located within a settlement area that is capable of accommodating employment and residential uses on existing and planned infrastructure, where it is compatible with existing uses.

1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- a. financially viable over their life cycle, which may be demonstrated through asset management planning; and
- b. available to meet current and projected needs.

1.6.6.1 Planning for sewage and water services shall:

- a. accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
  1. municipal sewage services and municipal water services; and
  2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;
- d. integrate servicing and land use considerations at all stages of the planning process;
- e. be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

1.6.6.7 Planning for stormwater management shall:

- a. be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;
- b. minimize, or, where possible, prevent increases in contaminant loads;

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- c. minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;
- d. mitigate risks to human health, safety, property and the environment;
- e. maximize the extent and function of vegetative and pervious surfaces; and
- f. promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

1.8.1 Supports energy conservation and preparing for a changing climate. The use of active transportation, development around transit and a mix of employment with housing area all important for community development.

Summary: The proposed subdivision will utilize existing municipal sewage, water, and stormwater services. The proposed Plan of Subdivision is consistent with the Provincial Policy Statement by providing additional employment lands, including the opportunity for office and retail uses within an appropriate area within one of the major growth areas of the city. The site is also close to the airport, is in a serviced area, and will make efficient use of existing infrastructure, including servicing, transportation and active infrastructure.

The area proposed for development is identified in the Official Plan for the proposed uses, and the intended growth has also been identified by the CDP (included in both OPs). The proposed land uses will also support the creation of a complete community with the addition of employment to this suburban community including the opportunity to supplement employment uses in proximity to both existing residential development and the airport. The integration of the existing active transportation network within the subdivision will further the integration of the site within the community. The completion of the residential development along the green corridor and the continued protection of the green corridor along Mosquito Creek are both clear objectives of the PPS.

### 3.3 City of Ottawa Official Plan (2003, as amended)

#### 3.3.1 Official Plan Designation

As shown in Figure 8, the Subject Property is designated “Urban Employment Area”, “Major Open Space” and “General Urban Area” as per the existing City of Ottawa Official Plan (2003) Schedule ‘B’, Urban Policy Plan. The site is surrounded by general urban and employment lands.

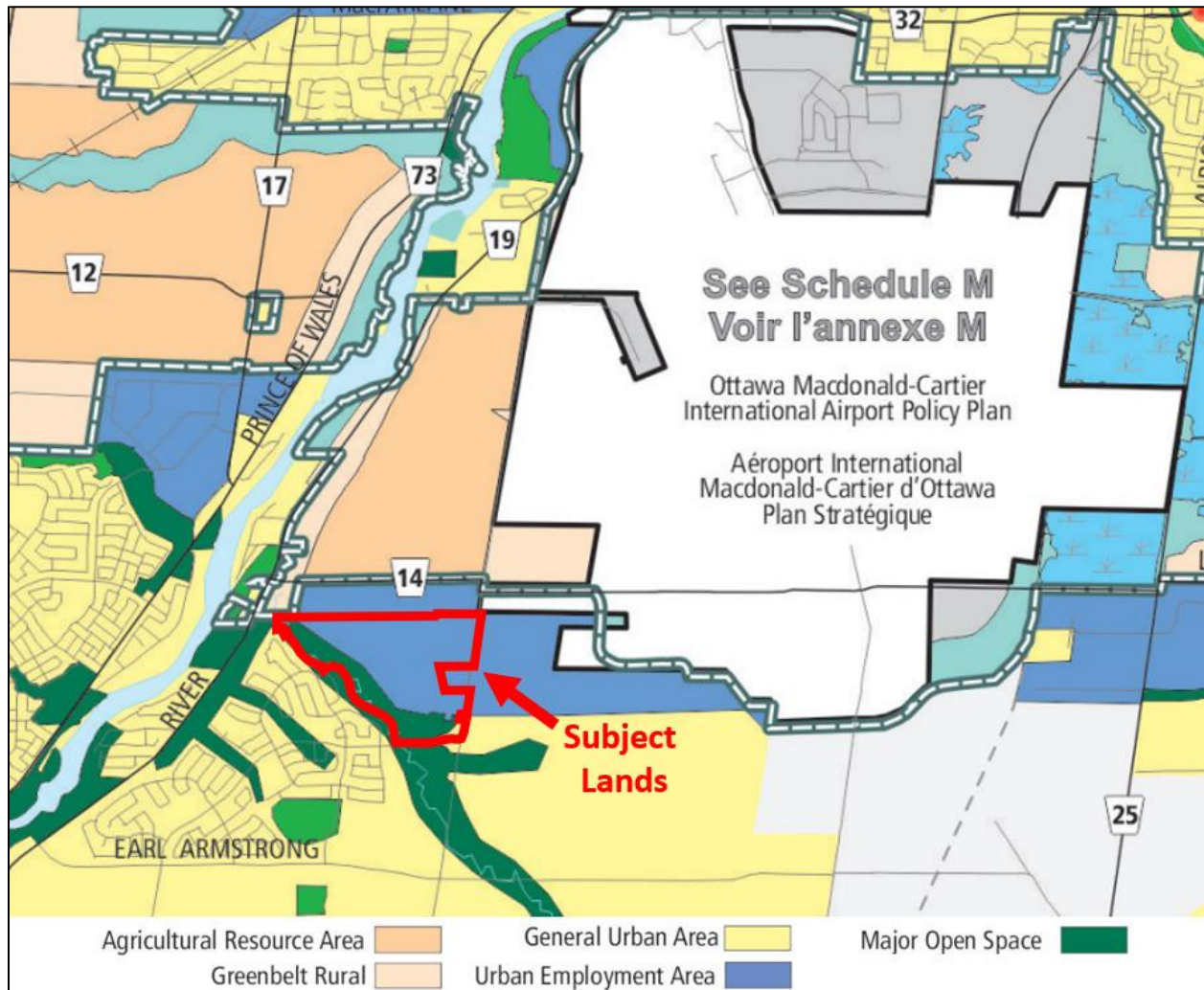
The Mosquito Creek corridor is currently and will continue to be under the “Major Open Space” designation. There are no buildings, structures or any form of development proposed within the Mosquito Creek corridor, as such, this report will not speak to the policy requirements of the “Major Open Space” designation. The EIS will address the policy issues related to development in proximity to the lands.

Blocks 13 and 14 of the Draft Plan fall under the “General Urban Area” designation.

The majority of the development is designated “Urban Employment Area”. This report will focus solely on the policies of the “General Urban Area” and “Urban Employment Area”.

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**Figure 8: Subject Property shown on Schedule 'B' – Urban Policy Plan (City of Ottawa Official Plan)**

In support of the proposed Draft Plan of Subdivision and ZBLA, the following section will consider and review the applicable policies of the Official Plan.

### 3.3.2 Transportation Network

As shown on Schedule E – Urban Road Network of the current Official Plan (Figure 9), both Limebank Road and the future extension of Leitrim Road are classified as either existing or proposed Arterial Roads. These roads are intended to serve as major public and infrastructure corridors serving vehicles, pedestrians, cyclists, public transit buses, and public utilities. The proposed employment portions for the subdivision will have access to both of these arterial roads.

Spratt Road is shown as an existing Major Collector that is appropriate to provide access to a medium density housing development and to an Institutional site.

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We also note that Limebank Road is a Designated Truck Route.



**Figure 9: Urban Road Network**

### 3.3.3 Transit

Local buses will provide connections within the current network, and we anticipate connectivity to the LRT in the future. The subject lands are served today by Routes 99, 299 and 699 on Limebank Road and Spratt Roads.

### 3.3.4 Active Transportation Network

As shown on Schedule C – Primary Urban Cycling Network of the current Official Plan (Figure 10), the subject lands front onto two (2) existing cycling spine routes (Spratt Road and Limebank Road) and we anticipate that the Leitrim Road route will follow the re-alignment that will form a part of this subdivision. There is also an existing Multi-use Pathway that runs along the opposite side Mosquito Creek connecting to the broader multi-use path network. Both Spratt Road and Limebank have existing sidewalks.

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**Figure 10: Schedule C - Urban Cycling**

### 3.3.4 Section 3.6.1 – General Urban Area

*1. General Urban Area areas are designated on Schedule B. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses. [Amendment #150, October 19, 2018]*

As outlined above, the General Urban Area designation permits a broad range of uses. The Draft Plan of Subdivision proposes low-impact light industrial uses (Block 13) and medium density residential (Block 14) on those lands under the “General Urban Area” designation.

*2. The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.*

#### Section 2.5.1 — Designing Ottawa [...]

#### *Design Objectives*

- 1. To enhance the sense of community by creating and maintaining places with their own distinct identity.*
- 2. To define quality public and private spaces through development*
- 3. To create places that are safe, accessible and are easy to get to, and move through.*

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4. To ensure that new development respects the character of existing areas.
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.
6. To understand and respect natural processes and features in development design.
7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

*Proponents are free to respond in creative ways to the Design Objectives and are not limited only to those approaches as suggested in this Plan. [Amendment #150, LPAT July 18, 2019]*

#### *Policy*

*1. In the preparation of community design plans, the review of development applications, studies, other plans and public works undertaken by the City, the Design Objectives set out above will apply, as applicable. Proponents of new development or redevelopment will also be required to demonstrate how their proposal addresses the Design Objectives. [Amendment #150, LPAT July 18, 2019]*

Section 3.6.1 – General Urban Area, requires development applications to be evaluated in accordance with Section 2.5.1 – Designing Ottawa.

Section 2.5.1 provides broad design objectives that apply to plans and development in all land use designations, and from a city-wide to a site-specific basis.

The proposed development satisfies the Design Objectives listed above. This will be further demonstrated in the review of relevant Riverside South CDP policies and in forthcoming design briefs (to be included in the submission of the site plan applications for properties within this development).

*2. The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.*

#### Section 4.11 — Urban Design and Compatibility

[...]

#### *Policies*

*1. A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. The Brief shall evaluate consistency and demonstrate that the following content is considered and/or incorporated into the development proposal with:*

- a. The provisions of this Plan that affect the design of a site or building;*

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*b. Design Guideline(s) approved by Council that apply to the area or type of development; and*  
*c. The design provisions of a community design plan or secondary plan.*  
*[Amendment #150, LPAT July 19, 2019]*

A design brief that satisfies Policy 4.11.1 of the City's Official Plan will be included in the forthcoming submissions for Site Plan Control for the individual Blocks of this Draft Plan of Subdivision.

This design brief will consider the relevant design provisions outlined in the City's Official Plan and Riverside South CDP. To support this application for the Draft Plan and Zoning it is our professional opinion that the development of a medium density residential block and light industrial block is in conformity with the Official Plan Policies as either block will provide a form of development that is appropriate and will compliment the established built form of the immediate surrounding.

The development of the employment uses will be separated from the residential parts of the community by the creek corridor. This corridor will be approximately 160 metres in width at some of its narrowest parts. This introduces a significant buffer between these land uses and negates the requirement for any detailed land use compatibility evaluation as light industrial uses require only a 70-metre separation based upon the current Ministry of Environment and Climate Change D-Series Guidelines.

At this time, it is deemed that a Design Brief is not required as these will be filed with site specific applications as needed.

Section 3.6.5 Urban Employment Area The intent of this Section states: "However, one of the key objectives of this Official Plan is to ensure that, over the long term, sufficient areas of land are reserved primarily for places of business and economic activity. Uses that support this function consist predominantly of offices, manufacturing, warehousing, distribution, research and development facilities and utilities. Maintaining a sufficient supply of land for this range of activities is key to the long-term economic health of the community and its ability to attract and retain new investment. Typically, Urban Employment Areas provide large parcel sizes, reflective of user needs for storage, parking and building floor plate, and they are usually well situated with respect to major roads. "

Specific policies for this section include:

1. The lands are to be Identified on Schedule "b".
2. Permit a range of uses including storage, showrooms warehouses, offices, ancillary uses such as recreational uses, and limited retail.

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It is our opinion that the subdivision and the related zoning application both conform to the intent of these two policies.

#### **3.4 Urban Design Guidelines for Greenfield Neighbourhoods (2007)**

These apply to the residential component of the proposed subdivision.

Ottawa City Council approved the Urban Design Guidelines for Greenfield Neighbourhoods in Fall 2007. These Guidelines outlines key expectations for new residential neighbourhoods being developed within the Urban Area of the City of Ottawa. Key elements of these guidelines include direction on:

- Subdivision design, including structuring layout;
- Street design;
- Residential building and site design;
- Non-residential building and site design; and,
- Design of greenspaces, and utilities and amenities.

The proposed Plan of Subdivision is consistent with the direction provided in the Urban Design Guidelines for Greenfield Neighbourhoods.

The development of Block 14, as shown in Figure 7, has been undertaken using these design strategies. The design has kept the natural contours in mind and has taken advantage of the creek systems to place the units within this environment in a sensitive manner.

#### **3.5 Riverside South Community Design Plan (CDP)**

In 2019, Council approved another update to the Riverside South Community Design Plan (CDP). The CDP guides the future location and form of land use in the Riverside South community, including employment, residential and institutional., As shown on Figure 11, the subject lands were identified accordingly. The changes in 2019 did not affect the subject lands.

The Vision (refer to Section 2.1), notes that the employment lands are intended to provide a balance between the residential and housing. The integration of transit within the community will support this form of development, and employment lands should be included within the transit system. The inclusion of sidewalks and MUPs are examples of other ways to activate the community. This plan includes sidewalks and connectivity with the existing sidewalk and MUP system.



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**Figure 11: Subject Property identified within the Barrhaven South Urban Expansion Area Land Use Plan**

### *Section 2.2.7 Employment Areas*

The Employment lands are shown as Business Park (BP) on the Land Use Plan as shown on Figure 11. These lands are located adjacent to the Airport lands in the northern portion of the CDP area. Initial calculations indicated that there could be as many as 17,703 jobs located on these lands. The CDEP recognizes that these are estimates and no amendments are required to support a proposed subdivision plan.

The intent was to establish these lands as BP to act as a transition between the airport development and the residential community (Section 1.1).

Section 2.2.7 established the policies for this area and notes that the area is intended to accommodate office-oriented employment, in keeping with Ottawa's high-tech and government services industries, while its strategic location close to the airport could also attract other trade-related businesses. These lands will provide the opportunity for employment from a range of industrial and some commercial, institutional, and home occupation uses within Block 14 to contribute to achieving the job target for Riverside South and the broader South Urban Area.

The intent is for 80 jobs per net hectare of development lands. As noted above there is some 42.2 hectares of net development land available in the 12 blocks which should result in approximately 3,380 new jobs for the community, which is in keeping with the estimates provided in Table 1 of Section 2.2.7. This proposal is also consistent with the intent established by Section 1.5 that discussed the targets for employment.

Section 6.3 set out the Built Form expectations for the Employment Areas. The Employment Area is located in the northerly portion of the Community as shown on the Figure 11 of this report. The

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subject lands are not included within the area subject to the approach and transitional “surfaces” to the existing and planned Airport runways that limit maximum building heights

The CDP assumed an average density in the order of 0.3 FSI would be consistent with the assumed employment density of 80 jobs per net hectare. We will work with the City to determine the appropriate density for this land based upon the possible development on the various blocks. These will be reflected in the lot coverage and height limits of the IL Zone.

The CDP sets out a series of siting criteria that should be used for development for the BP lands:

- A consistent build-to line should be established to generate a street edge.
- Buildings should be set back sufficiently from the street line in order to provide landscaping and a forecourt to entries. A setback of 6 metres is generally desirable.

Comment: This is a reduction from the standard IL Zone that will be discussed with staff and the public.

- Walkways should connect entries to parking and the public sidewalk.
- Loading areas, service areas and employee parking should be located to the rear or sides of buildings.
- Visitor parking may be located within front yard areas.
- Building Elevations should be articulated to avoid long flat walls by using texture, fenestration, punctuation, change in planes, and/or expressing structural elements such as columns and floor changes.
- For industrial buildings, office uses should be oriented to the street.
- Corner buildings should have the same architectural treatment on both street façades.
- Buildings should highlight the corner through the use of special architectural features, such as towers, change of planes and/or change in material and colours.
- Entries should be clearly articulated.
- Elevations facing a parking area should have windows to allow casual surveillance.
- Signage should be integral to the building design. Free standing directory signs should reflect the architecture of the buildings and be consistent in the use of lettering.

Comment: These are site plan matters that will be included at a future date with site specific applications.

- Enhanced landscaping and visual buffers should be provided between employment uses and Mosquito Creek stormwater management areas, as well as along the open space link in the northeast corner of the Employment Area.

Comment: The EIS and the setbacks found within the zoning by-law will ensure appropriate setbacks and site plans will ensure that appropriate landscaping is undertaken on each site that backs on to the creek.

- Building Height is only noted as a concern in the airport zone.

Comment: We are recommending that the standard IL Zone provision be included.

- Lot and Block Sizes: A variety of lot and block sizes is encouraged. To achieve this result, the deletion and/or addition of local roads at the time of subdivision is expected.

Comment: The Block sizes range from approximately 1.5 hectares to over 8 hectares in size. This range clearly meets this intent.

It is our opinion that this proposed subdivision has been designed to be consistent with the intent of the Community Design Plan for the Riverside South Community.

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### 4.0 Public Consultation Strategy

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In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following table summarizes the proposed public consultation strategy by task.

- Pre-consultation meeting with City of Ottawa Planner;
- Pre-application consultation with the Ward Councillor
- Email notifications to Councillor’s office;
- Email notifications to Community Association in advance of application submission;
- Posting of public signage, to be completed by City staff;
- Online submission of comments through the City’s Development Applications Portal;
- Public Meeting, co-ordinated with the Councillor for the subdivision approval; and,
- Statutory public meeting at Planning Committee for the Zoning Amendment.

### 5.0 Supporting Studies

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The following studies have been completed to support these applications. The list of studies was developed during the pre-application process with the City of Ottawa. Each of the studies was developed using the City of Ottawa Guidelines for the preparation of studies.

#### 5.1 Geotechnical Investigation

A Geotechnical investigation was completed by Paterson Group to address the geotechnical design requirements for the subsoil and groundwater conditions at the site to support the planned structures, private roadways, utilities, or other infrastructure.

#### 5.2 Roadway Traffic Noise Feasibility Assessment

This report was prepared by IBI Group to generate noise calculations based on the development’s Draft Plan drawings and projected future traffic volumes, corresponding to the City of Ottawa’s Official Plan (OP) roadway classifications. The study concludes that residential units near the new Spratt Road will require updated building components and internal ventilation such as central air conditioning. Furthermore, the study indicates that a traffic noise study will be required at the time of subdivision registration to determine specific noise control measures for the development. There were no concerns identified with the Business Park Development.

#### 5.3 Transportation Impact Assessment (TIA) Strategy Report

A Transportation Impact Assessment (TIA) has been prepared by IBI Group to understand the impact and required mitigation for traffic on the surrounding neighbourhood.

#### 5.4 Functional Servicing Report

A Functional Servicing Report was completed by IBI Group to demonstrate that the proposed development can be serviced and to propose an appropriate and feasible servicing strategy.

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### 5.5 Phase I Environmental Site Assessment

The City of Ottawa requested an ESA to ensure that the proposed development is being undertaken where the environmental conditions are suitable for the proposed use of the site. Paterson's Phase 1 ESA did not recommend any additional works that needed to be undertaken.

### 6.0 Conclusion

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The proposed Plan of Subdivision and Zoning By-law Amendments are supported by the following:

- The proposed employment, residential institutional and open space components of the development are appropriate uses for the site as they conform to the land use policy direction provided by the City's Official Plan.
- The proposed uses are appropriate and consistent with the intent of the Riverside South Urban CDP.
- The proposed development will contribute to the City of Ottawa's employment lands for a range of development options, increase the housing supply, and the diversification of available housing options.
- The proposed development is consistent with the 2020 PPS in that it supports Provincial policies relating to:
  - employment lands in urban areas
  - complete communities,
  - energy conservation and efficiency,
  - transit-supportive development,
  - intensification; and,
  - wise use of available public services and infrastructure.
- The proposed development respects the applicable guidelines of the Riverside South CDP Design Plan (CDP) guidelines.
- Meets the intent of the City's Urban Design Guidelines for Greenfield Neighbourhoods.
- The rezoning will increase density, encouraging increased use of and access to proximate public facilities, Bus Rapid Transit and commercial uses.

Based upon the above, it is our opinion that the proposed development is representative of good land use planning and will respect the intent and character of this planned community and is consistent with the PPS 2020, the City of Ottawa Official Plan (existing and new) and the Riverside South CDP policies.

This report has been prepared for the exclusive use of RSDC, for the development proposed at 3700 Twin Falls Place. The contents and conclusions of this report and cannot be properly used, interpreted or extended to other purposes without a detailed understanding and discussions with the client as to its mandated purpose, scope and limitations. This report was prepared for the sole benefit and use of RSDC and may not be used or relied on by any other party without the express written consent of J.L. Richards & Associates Limited.

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