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**4386 Rideau Valley Drive
Ottawa, ON
Planning Rationale**



Prepared for: Uniform Urban Developments Ltd.

Engineering excellence.

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**4386 Rideau Valley Drive
Ottawa, Ontario**

**Planning Rationale
In Support of Applications for
Plan of Subdivision & Zoning By-law Amendment**

Prepared By:

NOVATECH

Suite 200, 240 Michael Cowpland Drive
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December 2022

Revised April 2024

Novatech File: 121153

Ref: R-2022-125

April 23, 2024

City of Ottawa
Planning, Real Estate and Economic Development
110 Laurier Avenue West, 4th Floor
Ottawa, ON K1P 1J1

Attention: Erica Ogden-Fedak , Planner II

Reference: 4386 Rideau Valley Drive
Plan of Subdivision and Zoning By-law Amendment
Our File No.: 121153

Please note that this is a revised version of the Planning Rationale dated December 2022 and filed with the application. The revisions were made by the undersigned.

We are please to submit this Planning Rationale in support of Draft Plan of Subdivision and Zoning By-law Amendment applications for 4386 Rideau Valley Drive in the City of Ottawa.

The proposed development consists of 149 units including 62 single-detached dwellings, 14 semi-detached dwellings, and 73 townhouse units on a network of local streets that are accessed via Bankfield Road. A public park and a number of open space blocks are proposed as part of the development.

The site is currently zoned Development Reserve, Subzone 1 (DR1) and Rural Countryside (RU) in the City of Ottawa Zoning By-law 2008-250. A Zoning By-law Amendment is required to implement the proposed residential development.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

NOVATECH



James Ireland, MCIP, RPP
Project Manager

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1.0 INTRODUCTION

Novatech was retained by Uniform Urban Developments Ltd. (“Uniform”) to prepare a Planning Rationale in support Plan of Subdivision and Zoning By-law Amendment applications for a portion of their property municipally known as 4386 Rideau Valley Drive in Ward 21 (Rideau-Goulbourn) in the City of Ottawa (the “Subject Site”).

Uniform proposes to develop a 149-unit residential subdivision consisting of single-detached, semi-detached, and townhouse dwellings on municipal services. The proposed development also includes open space and park blocks. Several supporting technical studies have been prepared and submitted to the City in support of the applications and are summarized in Section 4.0 of this report.

1.1 Site Location and Context

For the purposes of this report, Rideau Valley Drive is oriented in the north-south direction. The Subject Site is in the Village of Manotick and is situated at the northwest corner of Bankfield Road and Rideau Valley Drive, as shown below. A small portion of the Subject Site is located on the east side Rideau Valley Drive abutting the west branch of the Rideau River.



Figure 1: Subject Site Location (image base: GeoOttawa, 2019)

The larger portion of the Subject Site on the west side of Rideau Valley Drive, has an area of 9.33 hectares with frontages of 363.33 metres on Bankfield Road and 189.08 metres on Rideau Valley Drive. The northern limit of the Subject Site is defined by setbacks from Mud Creek and the oxbow meander (originally part of the main channel of Mud Creek), and the western limit is defined by the Wilson Cowan Drain. The east property line along Rideau Valley Drive juts in around a City-owned property containing the Manotick Sanitary Pumping Station. This portion of the Subject Site is generally flat with a gentle slope towards Mud Creek. The land is primarily occupied by agricultural fields. A single-detached dwelling and a cluster of farm buildings are in the southeast corner and will be demolished. This part of the Subject Site is legally described as: PART LOTS 1 AND 2, CONCESSION 1, RIDEAU FRONT AND PART LOTS 1 AND 2, CONCESSION 2, RIDEAU FRONT AND PART OF ROAD ALLOWANCE BETWEEN CONCESSIONS 1 & 2, RIDEAU FRONT (CLOSED BY BY-LAW 22-65, AS IN CR493372), NEPEAN, BEING PARTS 1, 2 AND 7 PLAN 4R32330 SUBJECT TO AN EASEMENT IN GROSS OVER PART 7 PLAN 4R32330 AS IN OC1172233 CITY OF OTTAWA

The smaller portion of the Subject Site is a 0.74 ha parcel on the east side of Rideau Valley Drive with a frontage of 159.96 metres along Rideau Valley Drive. This part of the Subject Site is legally described as: PART LOT 1, CONCESSION 1, RIDEAU FRONT, BEING PART 5 PLAN 4R32330 CITY OF OTTAWA

Images of the Subject Site are provided below:



Figure 2: Subject Site looking northeast from Bankfield Rd at agricultural fields and existing barns

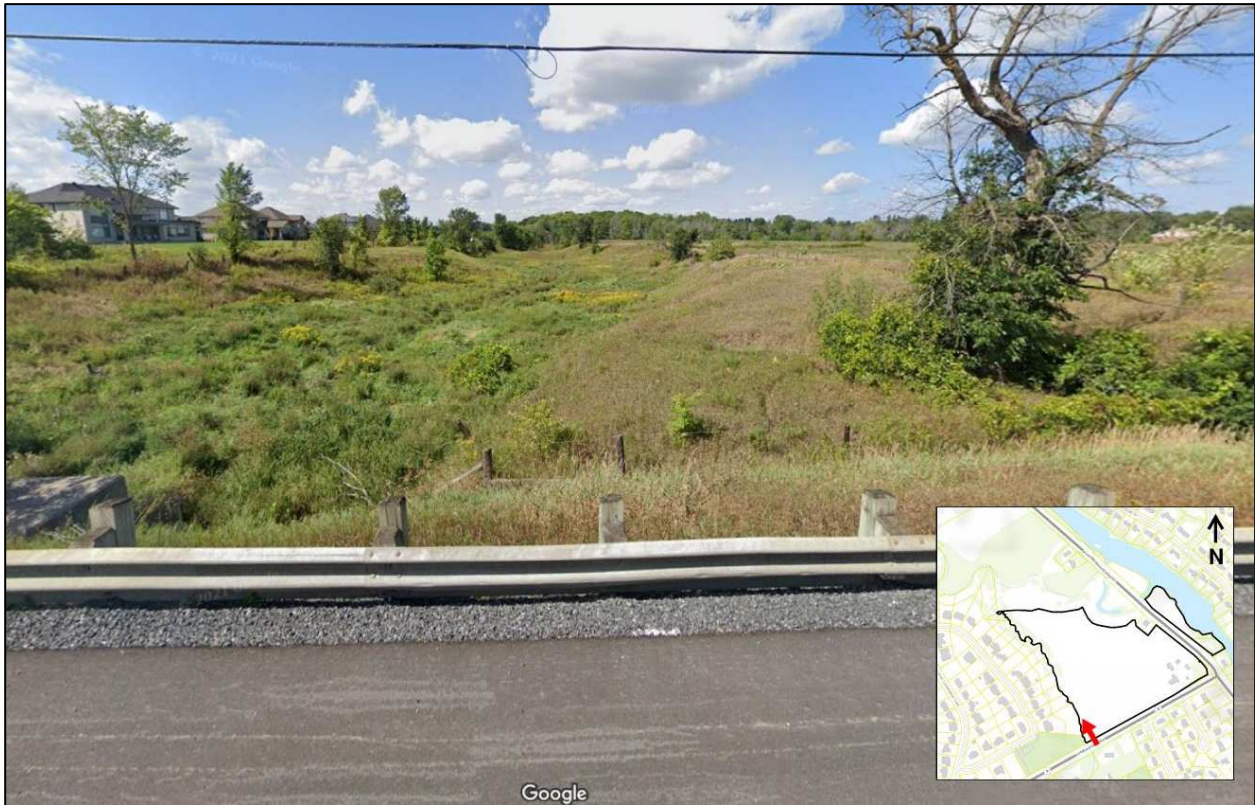


Figure 3: Subject Site looking northwest from Bankfield Rd at Wilson Cowan Drain



Figure 4: Subject Site looking west from intersection of Rideau Valley Drive and Bankfield Rd



Figure 5: Subject Site looking northwest from Rideau Valley Drive at agricultural fields and City Pumping Station



Figure 6: Subject Site looking north from Rideau Valley Drive at river parcels



Figure 7: Subject Site looking east at river parcels and Mud Creek confluence with Rideau River

Surrounding Land Uses

The following describes the land uses surrounding the Subject Site:

North: Uniform’s ownership of 4386 Rideau Valley Drive continues on the north side of Mud Creek (not subject to these applications) to where it abuts 4244 Rideau Valley Drive, which is owned by the City of Ottawa and contains the Rideau Valley Depot (City maintenance works yard). Abutting this property to the north is the Manotick Veterinary Hospital followed by agricultural fields.

East: Rideau Valley Drive and the west branch of the Rideau River form the eastern boundary of the subject site. East of the Rideau River is low-density residential dwellings on Manotick’s Long Island which is situated between the west and east branches of the Rideau River.

South: Bankfield Road forms the southern boundary of the subject site. South of Bankfield Road is low-density residential neighbourhood consisting of single detached dwellings. Manotick Main Street extends south from Rideau Valley Drive past the intersection with Bankfield Road and forms the main branch of the Village Core.

West: The Wilson Cowan Municipal Drain forms the western boundary of the subject site. West of the Drain is a residential estate lot subdivision on Lockmaster Crescent and Millers Point Park, which abuts Bankfield Road and the west side of Wilson Cowan Drain. Agricultural lands are located west of the Lockmaster subdivision outside of the village boundary.

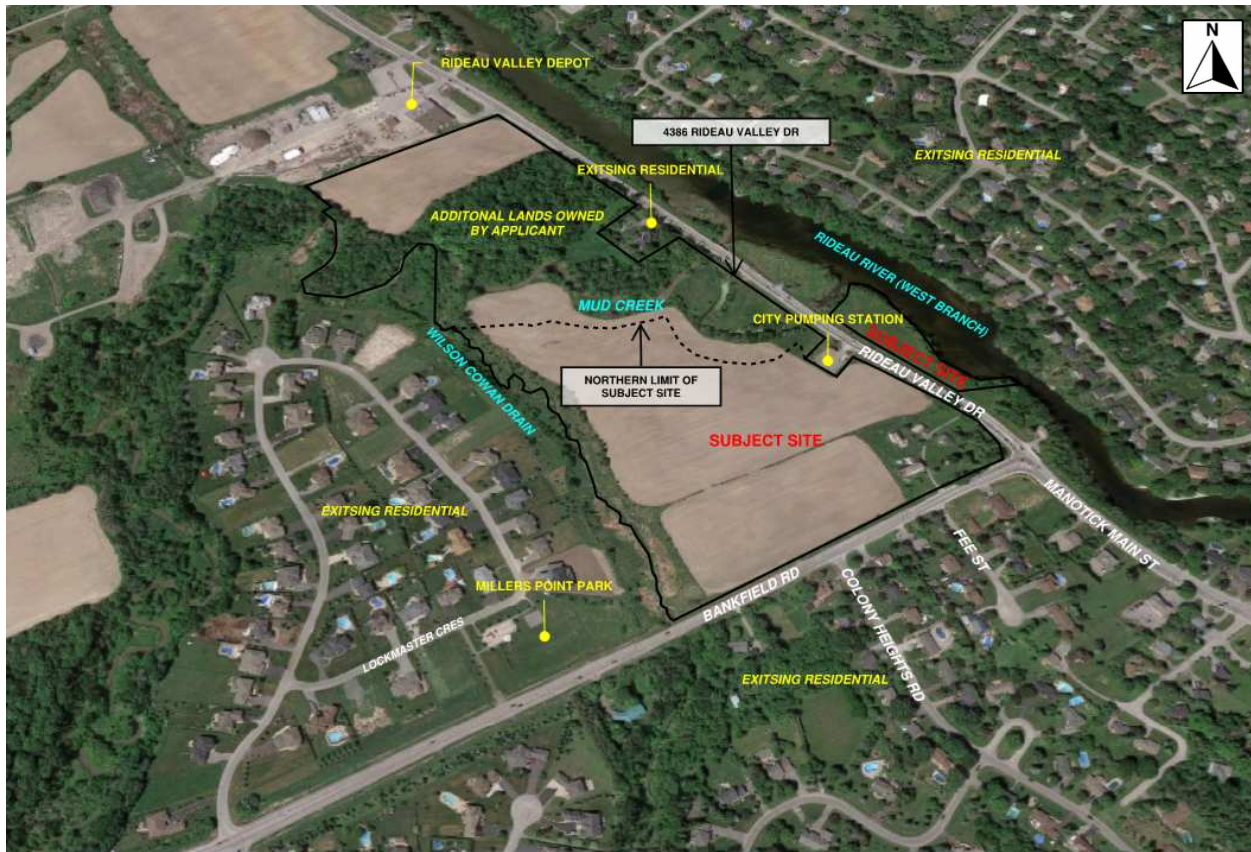


Figure 8: Surrounding Context

2.0 THE PROPOSAL

2.1 Draft Plan of Subdivision

The proposed development, as shown on the Draft Plan of Subdivision in **Appendix A**, is a residential subdivision with a total of 149 units including 62 single-detached dwellings, 14 semi-detached dwellings, and 73 townhouse units arranged along three proposed public streets.

Several lots will have rear yards backing onto Mud Creek and the Wilson Cowan Municipal Drain. Development limits along these watercourses respect the most restrictive environmental and geotechnical constraints as detailed in the reports submitted in support of the proposed development. A discussion of these reports is included in Section 4.0 of this report. An illustration of the various constraints in relation to the proposed development limit are provided in **Appendix C** of this report.

Access to the development is provided by Street #1 from Bankfield Road across from the existing intersection with Colony Heights Road. Window streets are provided in segments of Street #3 along Bankfield Road and Rideau Valley Drive to open up the development and present a welcoming streetscape entrance to the Village of Manotick. Sidewalks are proposed on one side of the proposed streets and are discussed further in response to the applicable Manotick Secondary Plan policies in Section 3.3 of this report.

Right-of-way (ROW) protections are required along Rideau Valley Drive and along Bankfield Road per Schedule C16 of the Official Plan. The ROW protection for Bankfield Road is 34 metres from Highway 416

to 100 metres west of Colony Heights Road. This ROW protection is provided as Block 86 on the Draft Plan of Subdivision. The ROW protection for Rideau Valley Drive is 30 metres and is provided as Blocks 87 and 88 on the Draft Plan of Subdivision.

2.2 Park and Open Space

A public park is proposed as part of the development. Parkland dedication is required at a rate of 1 hectare per 600 units per the City of Ottawa *Parkland Dedication By-law*. The proposed subdivision includes 149 dwelling units. This results in a required parkland dedication of 0.248 hectares. Several Open Space Blocks are also proposed throughout the development:

- Open Space Blocks 80 and 81 contain the watercourse setbacks to Mud Creek and the Wilson Cowan Drain.
- Open Space Block 83 contains the lands along the Rideau River.
- Open Space Block 84 is proposed at the southeast corner of the development to serve as an attractive landscaped community feature at the intersection of Bankfield Road, Manotick Main Street and Rideau Valley Drive.

2.3 Building Design

Conceptual renderings of some of the proposed dwellings are provided below. As demonstrated in the renderings, a variety of high-quality design elements are proposed to add visual interest while maintaining a consistent architectural style for a cohesive feel in the community and within the wider Village of Manotick. Principal entrances are oriented to the street and are accentuated with front porches, articulations in the front façade of the building, and the use of varied building materials. The buildings have been designed to avoid garage projections beyond the front wall of the dwellings and large windows contribute to an active and safe streetscape.





3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Policy Statement

The Provincial Policy Statement, 2020 (PPS) provides policy direction on matters of provincial interest and sets the foundation for regulating the development and use of all land. All decisions affecting planning matters must “*be consistent with*” policies of the PPS. The following demonstrates that the proposed development is consistent with applicable policies of the PPS.

Building Strong Healthy Communities

Per Policy 1.1.1 of the PPS, healthy, liveable, and safe communities are sustained by:

- promoting efficient development and land use patterns that avoid environmental or public health and safety concerns and the future expansion of settlement areas,
- providing a range of and mix of affordable and market-based residential unit types combined with employment, institutional, recreation, park, open space, and other uses to meet long-term needs,
- integrating land use, growth management, transit, and infrastructure planning to achieve cost-effective development that optimizes transit investments and minimizes land consumption and servicing costs, and
- preserving biodiversity and preparing for local impacts of climate change.

Accordingly, Policy 1.1.3.1 directs growth and development to ‘settlement areas’, which include cities, towns, villages, and hamlets. Per Policy 1.1.3.2, the land use patterns within settlement areas will include densities and a mix of land uses which:

- efficiently use land and resources,
- are appropriate for and efficiently use the infrastructure and public service facilities that are available or planned to avoid costly and/or unjustified expansions,
- minimize negative environmental impacts and promote energy efficiency, and
- support active and public transportation.

For new development occurring in a designated growth area within a settlement area, Policy 1.1.3.6 directs that it should occur next to existing development and should have a compact form and provide a mix of uses and densities that efficiently use the land, infrastructure, and public service facilities.

Further, Policy 1.5.1 of the PPS promotes the creation of healthy and active communities 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,
- providing a range of publicly accessible built and natural setting for recreation, and
- providing opportunities for public access to shorelines.

The Subject Site is identified as a designated growth area for medium-density residential development in the Village of Manotick Secondary Plan, as discussed in Section 3.3 of this report. The Subject Site is located adjacent to existing residential subdivisions and will be served by municipal infrastructure and an extension of the municipal road network with a connection to Bankfield Road. The proposed development consists of a mix of single-detached, semi-detached, and townhouse dwellings to increase housing choice in the area and is arranged in an efficient layout that optimizes the use of the land, while maintaining appropriate setbacks from Mud Creek and the Wilson Cowan municipal drain. The proposed development

contributes to a safe and connected pedestrian network with sidewalks provided on one side of the proposed local streets connect to the intersection of Bankfield Road and Rideau Valley Drive.

Wise Use and Management of Resources

Section 2.0 of the PPS provides policies for the protection and management of natural heritage, water, agriculture, mineral aggregate, petroleum, and cultural heritage and archaeological resources for their economic, environmental, and social benefits. These resource interests have been reviewed in the context of the proposed development, as summarized below:

- Section 2.1 – Natural Heritage: An Environmental Impact Statement (EIS) was prepared by CIMA+ (and includes the identification and assessment of natural heritage features within and surrounding the subject Site and details recommended avoidance and mitigation measures to be followed for the proposed development. See Section 4.9 of this report for further discussion on the EIS.
- Section 2.2 – Water: Several studies were undertaken to ensure the protection of the quality and quantity of water in the area. These studies include the EIS mentioned above, a Conceptual Site Servicing and Stormwater Management Report, and a Ground Water Impact Study. See Section 4.0 of this report for further discussion of these studies.
- Section 2.3 – Agriculture: The Subject Site is located within the Village of Manotick urban boundary and will not impact prime agricultural areas.
- Section 2.4 – Minerals and Petroleum: The proposed development has no impact on the supply of mineral and petroleum resources.
- Section 2.5 – Mineral Aggregate Resources: The proposed development has no impact on the supply of mineral aggregate resources.
- Section 2.6 – Cultural Heritage and Archaeology: A Stage 1 and 2 Archaeological Assessment was prepared by Matrix Heritage. No indication of archaeological remains with cultural heritage value or interest were found within or adjacent to the development area.

Protecting Public Health and Safety

Section 3.0 of the PPS states that development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety, or of property damage, and not create new or aggravate existing hazards.

Regarding Section 3.1 – Natural Hazards, a Geotechnical Investigation Report was prepared by Paterson and concluded that the Subject Site is suitable for the proposed residential development.

Regarding Section 3.2 – Human-Made Hazards, a Phase I Environmental Assessment (ESA and a Phase II ESA were prepared by Paterson Group to identify and address any potential contaminating activities (PCAs), past or present, that could potentially impact the Subject Site. The Phase II ESA concluded that all

the soil and groundwater samples taken were in compliance with the Ministry of Environment, Conservation and Parks (MECP) Table 2 Standards.

Based on the information provided in these reports, there are no concerns regarding natural or human-made hazards. Based on the foregoing, the proposed subdivision and zoning amendment are consistent with the provincial interests set out in the PPS by promoting efficient use of land, protecting biodiversity of natural features, and mitigating public health and safety risks.

3.2 City of Ottawa Official Plan

Per *Schedule A – Transect Policy Areas* of the Official Plan, the Subject Site is in the “Rural Transect” policy area. More specifically, *Schedule B9 – Rural Transect* designates the Subject Site as “Village”:

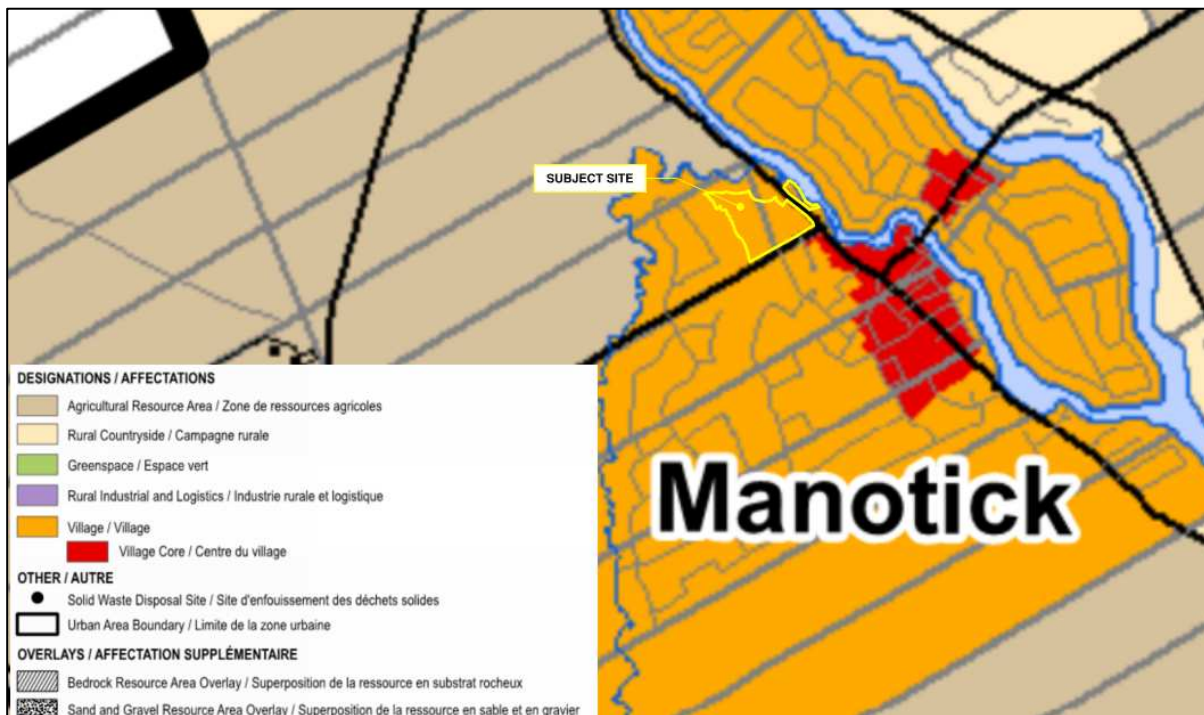


Figure 9: Excerpt of new Official Plan Schedule B9 with the Subject Site outlined in yellow

2.2.3 Energy and Climate Change

As part of the higher level Strategic Directions section of the OP, this sections sets out eight ‘Policy Intents’, which are addressed below:

1) *Plan a compact and connected city*

The Subject Site introduces compact townhouses at a density appropriate for a village setting. It is well connected (walking, cycling, transit and car) to services in Manotick and to Ottawa.

2) *Apply sustainable and resilient site and building design as part of development*

The proposed watercourse setbacks improve resiliency. Modern, energy efficient compact building designs are proposed.

3) Prioritize a shift to energy efficient transportation modes

The Subject Site is within walking distance of the centre of Manotick which allows residents to walk or cycle. Transit connections are also available within walking distance.

4) Enable the use of local renewable energy sources

The development does not preclude use of local renewable energy sources of such as solar.

5) Reduce the urban heat island effect and help protect the vulnerable from extreme heat

Large areas of the Subject Site will be left undeveloped, mitigating the urban heat island effect. Future homes will be air-conditioned.

6) Build resilience to future flood risks and increased stormwater runoff

The proposed watercourse setbacks improve resiliency. Stormwater is effectively managed on the site.

7) Protect, and enhance tree canopy and protect wetlands and other natural areas and use nature-based solutions

Large areas of the Subject Site will be left undeveloped and natural. The conceptual Landscape Plan shows the proposed tree planting.

8) Enable sustainable local food production

The dwelling types have yards large enough to grow food.

Parkland Policies

Applicable sections of 4.4 Parks and Recreation Facilities are addressed below:

4.4.5 Prioritize location of new rural parks in Villages 1) In the Rural Transect, the City will encourage the location of new parks and recreation amenities in the Villages. Development in the Rural area outside of Villages shall contribute via cash-in-lieu of parkland towards parks and recreation amenities in Villages, however the City may consider developing groupings of fields and amenities for tournament locations in the Rural Transect outside of agricultural designated land

The proposed park is in the Village.

4.4.6 Design parks that contribute to quality of life and respond to climate change

1) The design of parks should generally meet each of the following criteria:

a) The emphasis on parks will be to provide space for recreational activities;

b) Consider potential cultural development opportunities by including performance and cultural gathering spaces, or by reflecting diverse cultural groups through commemoration or park design;

c) Consistent with the City's Public Art Policy, opportunities will be explored to select appropriate sites for the installation of new public art in parks;

Criteria 1) a), b) and c) are all addressed through the City-led design of the park space. The park block can accommodate all of these items.

e) A preferred minimum of 50 per cent of the park perimeter shall be continuous frontage on abutting streets; Sidewalks shall be provided along the entirety of a park's street frontages in all cases in all transects, and required on local roads that lead directly to parks;

The proposed park block has 40 % of its perimeter fronting on abutting streets, generally consistent with this requirement.

f) Where possible, landscape, servicing study and concept plans shall preserve existing mature trees and incorporate additional tree cover in a manner that is consistent with the use of the park and prioritizes shade for users. The tree canopy cover target for parks is 40 per cent, as detailed in Subsection 4.8.2, Policy 2), to be implemented, as appropriate;

There are no existing trees in the park block. New tree canopy will be addressed through the City-led design of the park space.

g) New park space should be co-located with an existing or proposed park or another element of urban or rural greenspace, where possible; and

The proposed park abuts the greenspace alongside Mud Creek.

h) To adapt to climate change, provide cooling amenities in park design such as splash pads, wading pools, shade trees and shade structures, where possible.

This will be addressed through the City-led design of the park space.

Rural Transect Policies

Policies for the Rural Transect are provided in Section 5.5 of the Official Plan. Per Policy 1 of subsection 5.5.1, development within Villages is to be context sensitive and characteristic of the Rural area and will be guided by Secondary Plans to evolve into 15-minute neighbourhoods with vibrant core areas. A discussion of the applicable policies of the Village of Manotick Secondary Plan is provided in Section 3.3 of this Planning rationale.

Policy 2(a) of subsection 5.5.1 permits higher densities within serviced Villages. The proposed development is located within a serviced area of the Village of Manotick and will be connected to municipal services. A Groundwater Impact Study was conducted by Paterson Group Inc and determined that the proposed development will not impact the groundwater for the surrounding area in accordance with Policy 2(e) of subsection 5.5.1.

Policy 1(e) of subsection 5.5.2 states that the "Rural mobility network shall connect rural neighbourhoods with pathways and trails to provide access to services and amenities where opportunities to do so are

identified, including tourism and recreation”. The proposed development provides sidewalks on one side of the streets connecting to the intersection of Rideau Valley Drive, Bankfield Road, and Manotick Main Street.

Village Policies

Policies for the Village designation are provided in Section 9.4 of the Official plan. Per Policy 2 of subsection 9.4.1, the “distribution of land uses and permitted development within a Village shall be identified by: (a) a Secondary Plan in Volume 2 of the Official Plan, and (b) based on the ability to support development on private water and wastewater services or on municipal services where such services exist”. Regarding (a) the Village of Manotick Secondary Plan applies to the Subject Site and as such, the following section of this Planning Rationale demonstrates that the proposed development is in conformity with the applicable Secondary Plan policies. Regarding (b), a Conceptual Site Servicing and Stormwater Management Report was prepared by Novatech and confirms that the proposed development can be supported by municipal services.

Based on the foregoing, the proposed development conforms to the applicable policies of the Official Plan.

3.3 Village of Manotick Secondary Plan

Per Schedule A – Designation Plan of the Village of Manotick Secondary Plan, most of the Subject Site is designated as ‘Residential (Medium Density)’ with a conceptual Future Park. The portion of the Subject Site on the east side of Rideau Valley Drive abutting the Rideau River is designated as ‘Residential (Low Density)’:

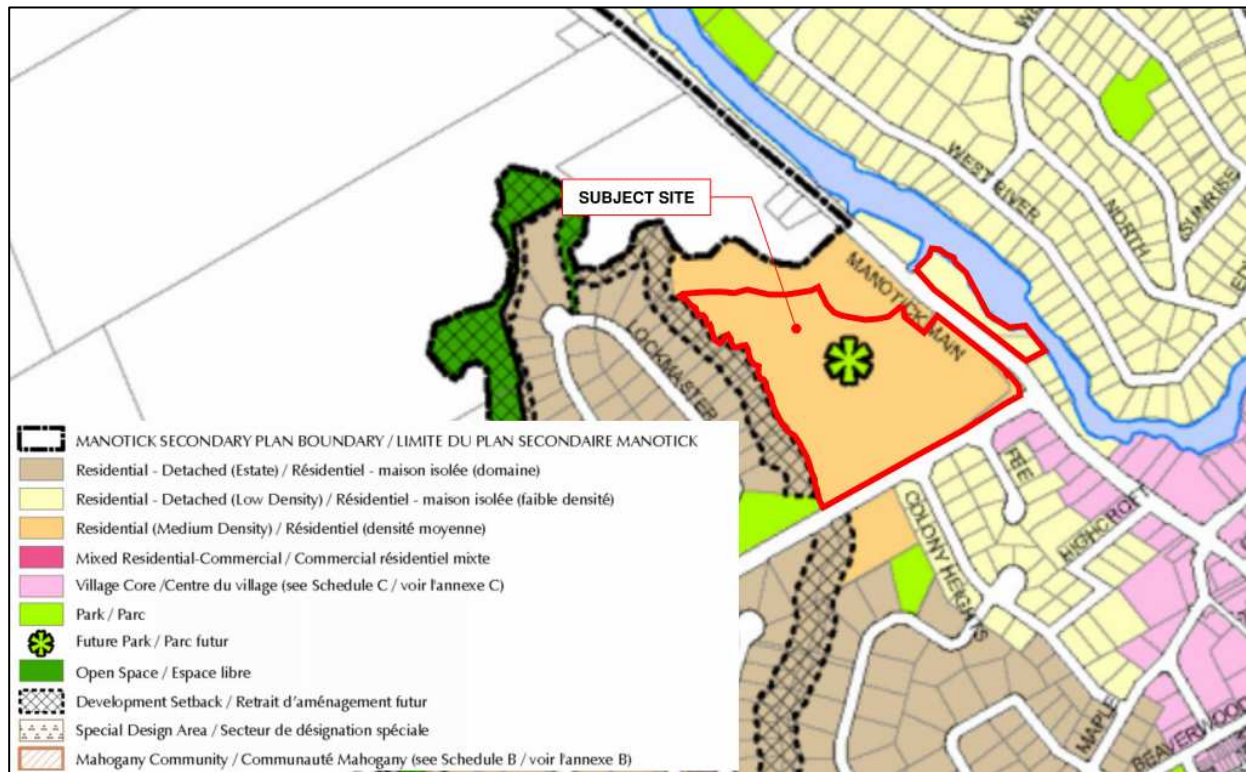


Figure 10: Excerpt of Manotick Secondary Plan Schedule A - Designation Plan with the Subject Site outlined in red

The following sections list the applicable Secondary Plan policies with a description of how the proposed development conforms to each policy.

General Policies

Policy 1: *“Development in Manotick will be low-rise with building heights limited to three storeys to reinforce its village character”*

- The proposed residential dwellings are two storeys.

Residential (Low Density) Designation Policies

Section 3.2 of the Secondary Plan contains policies specific to the ‘Residential (Low Density)’ designation.

Policy 2: *“Residential use is limited to detached dwellings built at a minimum density of five units per gross hectare to a maximum of 12 units per gross hectare”.*

- An Open Space (Block 83) is proposed in this portion of the Subject Site. Although the Secondary Plan designates this land for low density residential development, most of this land is within the floodplain. Further, the size and shape of this portion of the Subject Site limits the development potential for low-density residential.

Residential (Medium Density) Designation Policies

Section 3.3 of the Secondary Plan contains policies specific to the ‘Residential (Medium Density)’ designation.

Policy 4: *“Permitted uses include detached dwellings, semi-detached dwellings, and townhouse dwellings at a minimum density of 12 units per gross hectare to a maximum of 20 units per gross hectare. Detached dwellings are limited to no more than 50% of the total number of dwelling units. Low- rise apartment dwellings are not permitted.”*

- The proposed development consists of lots and blocks for single-detached, semi-detached, and townhouse dwellings. The single-detached dwellings comprise 42% of the total units and the proposed gross density is 12 units per gross hectare.

Policy 5: *“All new development must be serviced by public water and wastewater services.”*

- The proposed development is serviced by public water and wastewater services as detailed in the Conceptual Site Servicing and Stormwater Management Brief prepared by Novatech.

Policy 6: *“New development will be designed to reflect Manotick’s village character and integrate into the surrounding context.”*

- The proposed low-rise residential development is an extension of Manotick’s village character and is compatible with the adjacent existing low-rise residential areas, while achieving the density requirements outlined in Secondary Plan policy 4 above.

Policy 7: *“For the lands located at the north-west corner of Bankfield Road and Rideau Valley Drive, a development concept plan is required at the time of a development application. The concept plan will show uses including a park (with its size and configuration determined in consultation with City staff), built form, internal pedestrian and cycling networks and facilities connecting the site to the surrounding networks. Detached dwellings will generally be located along the west side of the site abutting the existing estate*

homes. Development must maximize and contribute to improved connectivity for pedestrians and cyclists as shown on Annex 9 – Village Connectivity. Where possible, development must improve traffic flows into and out of the Village Core. As a condition of subdivision approval, there will be a pedestrian connection on these lands linking Millers Point Park to the intersection of Bankfield Road and Rideau Valley Drive.”

- A Development Concept Plan (DCP) is provided as **Appendix B** to this report. The DCP shows the locations of the proposed uses including parks, lot/block and street configuration, the proposed pedestrian network, and integration with the surrounding existing conditions.

Parks Policies

Section 4 of the *Secondary Plan* contains policies for existing and future parks.

Policy 1: “Lands designated as Park permit a range of active and passive recreational uses including community gardens and may also include built facilities.”

- A Park Facility Fit Plan will be developed for the proposed park in consultation with City of Ottawa staff.

Policy 3: “Consideration for enhancing pedestrian and cycling linkages will be had during the development of any new or existing park to ensure connectivity to adjacent areas and the existing connectivity network, as shown on Annex 9 – Village Connectivity”.

- Sidewalks connect the proposed park to the development and beyond.

Policy 5: “The City will determine the final location and size of all new parks through the plan of subdivision application process”.

- The Draft Plan proposes a park location and size.

Policy 6: “New development will ensure that there are connections between Future Parks and the community”.

- See policy 3 above.

Connectivity, Traffic, and Parking Policies

Section 6 of the *Secondary Plan* contains policies relating to connectivity, traffic, and parking.

Policy 1: “When development occurs, new sidewalks, paved shoulders and multi-use pathways will be constructed, where possible, and will be a consideration of the development review process.”

- A network of sidewalks and pathways is proposed, as shown on the Development Concept Plan in **Appendix B** of this report, to provide connectivity within the proposed development and to the surrounding community.

Policy 9: “For proposed plans of subdivision adjacent to the Rideau River, the proponent will provide public access along the Rideau River unless there are compelling reasons to not do so. This will be undertaken by requiring land dedicated for public purposes at the shoreline or adjacent to environmental constraints. These dedicated lands should be accessible from a public road.”

- The lands adjacent to the Rideau River will be transferred to the City.

Policy 11: “On lands located along a Scenic Route as identified in the Official Plan, the Scenic Route policies of the Official Plan apply.”

- Rideau Valley Drive is designated as a “Scenic Route” on *Schedule C13 – Scenic Routes* of the Official Plan. Section 4.6.2 of the Official Plan includes policies to protect views and enhance Scenic Routes.
- Per Policy 4.6.2(4) of the Official Plan, “*Development abutting Scenic Routes, as identified on Schedule C13, shall contribute to conserving or creating a desirable context by such means as:*”
 - a) *Protecting the opportunity to view natural and cultural heritage features;*
- The lands adjacent to the Rideau River will be transferred to the City.
 - a) *Preserving and restoring landscaping, including but not limited to distinctive trees and vegetation along the right of way;*
 - A Landscape Plan and Streetscape Plan will be prepared as part of detailed design to identify street trees and other trees and vegetation plantings in the park and open space blocks.
 - b) *Orienting buildings towards the Scenic Route and providing direct pedestrian access, where appropriate;*
 - A window street (Street 3) is proposed along the Scenic Route with the fronts of the proposed townhouse units oriented towards the Scenic Route. The proposed pathway along Bankfield Road will provide a direct pedestrian connection to the Scenic Route.
 - c) *Providing screening by way of opaque fencing or landscape buffers to hide surface parking lots or outside storage; and*
 - No surface parking lots are proposed as part of the development. Each dwelling unit will have a private driveway and garage.
 - d) *Managing the intensity and spill-over of lighting on adjacent parcels.*
 - Lighting standards for the proposed development will be planned in a manner that avoids the potential for light spill over or glare on adjacent parcels.
- As detailed above, the proposed development satisfies the applicable Scenic Route policies of the Official Plan.

Policy 15: “*Through the development review process, specific road modifications will be undertaken to optimize cycle routes throughout the village.*”

- The required Right-of-Way protections along Rideau Valley Drive and Bankfield Road per *Schedule C16 – Rights-of-Way Protection Requirements* of the Official Plan are provided as Road Widening Blockson the proposed Draft Plan of Subdivision. As described and illustrated in the *Transportation Impact Assessment* a roadway modification to Bankfield Road at the Colony Heights/Street 1 intersection is proposed to provide eastbound and westbound turn lanes under 2033 background traffic conditions. In addition to the proposed paved pathway along Bankfield Road, as discussed above, the proposed roadway modification at this intersection reinstates the 2-metre-wide paved shoulders that currently exist following upgrades to Bankfield Road by the City of Ottawa. Per the Ottawa Cycling Plan, 2013 (OCP), when initiating a road reconstruction or road resurfacing project, City Staff will consult with the City Planning department to determine whether cycling facilities should be included. Further, OCP Section 5.3.2 states that, “it is much less expensive to add new on-street bicycle lanes as part of a major road reconstruction projection

or a new roadway project vs. a retro-fit of cycling facilities to an existing roadway”. Accordingly, any additional specific roadway modifications for cycling routes are a City responsibility.

Policy 19: “The City will consider a roundabout control at the intersection of Manotick Main Street / Rideau Valley Drive / Bankfield Road subject to re-alignment of approach roadways”.

- The *Transportation Impact Assessment* includes traffic sensitivity analyses with and without this potential roundabout to account for the City’s potential future construction of the roundabout.

Natural Heritage System and Environmental Constraints Policies

Section 7 of the Secondary Plan contains policies for the natural heritage system and environmental constraints.

Policy 1: “Natural heritage features that are not shown on Annex 4 - Natural Heritage and Environmental Constraints, of this secondary plan may be identified in Schedule C11B – Natural Heritage System (South) of Volume 1 of the Official Plan. Natural heritage features identified in Schedule C11B are also subject to the policies of this secondary plan.”

- Per *Secondary Plan Annex 4 – Natural Heritage and Environmental Constraints*, unstable slopes are identified along Wilson Cowan Drain, Mud Creek and the Rideau River

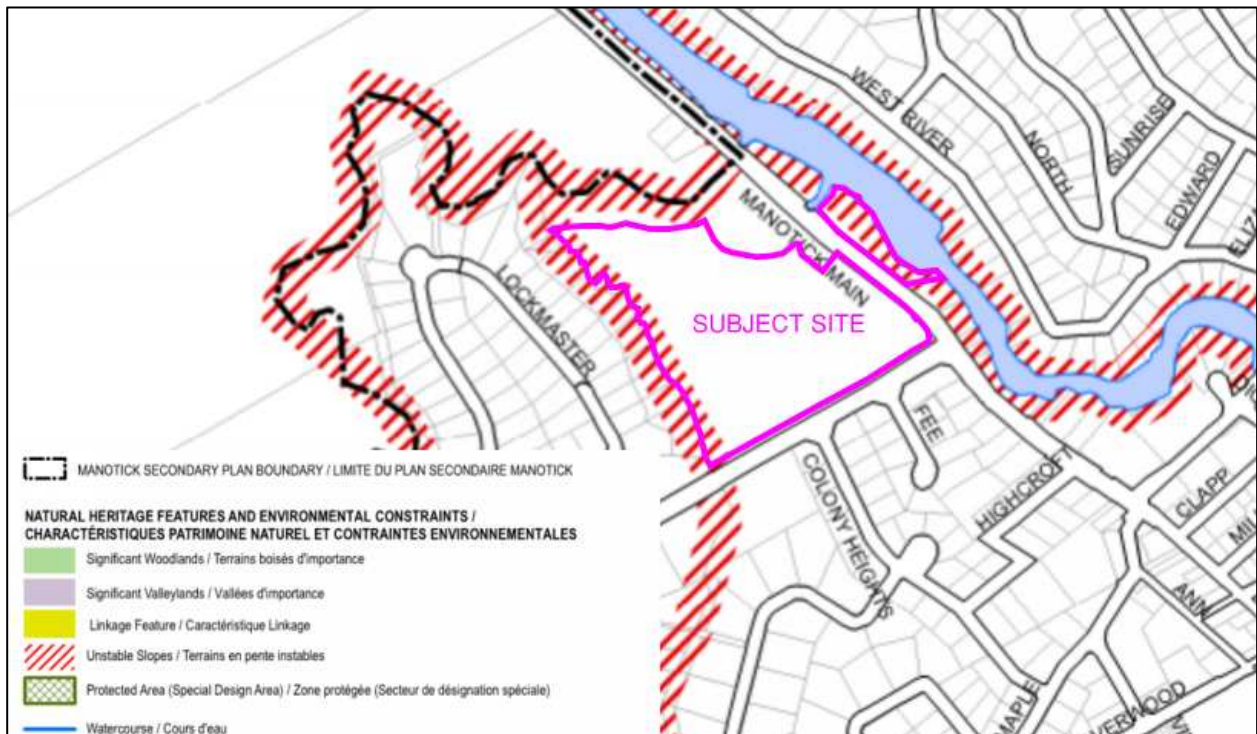


Figure 11: Excerpt of Village of Manotick Secondary Plan Annex 4 - Natural Heritage and Environmental Constraints

- Per Official Plan Schedule C11B most of the areas of potential unstable slopes are also subject to the Natural Heritage Features Overlay:

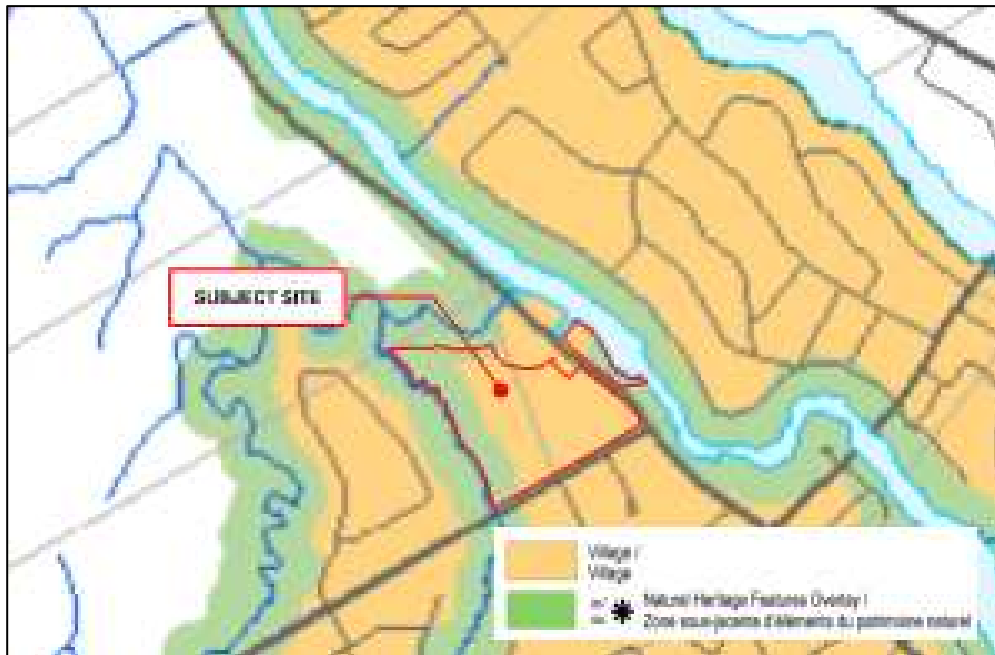


Figure 12: Excerpt of Official Plan Schedule C11B - Natural Heritage System (South)

Policy 2: “Development on or adjacent to lands forming part of the natural heritage system identified on Annex 4 – Natural Heritage and Environmental Constraints or Schedule C11B – Natural Heritage System (South), will need to be supported by technical studies as described by the policies below and in policies related to natural heritage systems within the Official Plan.”

- Paterson Group assessed slope stability along Wilson Cowan Drain and Mud Creek in their Geotechnical Investigation Report and along the Rideau River in their Slope Stability Analysis. Additionally, Matrix Solutions Inc. prepare a *Fluvial Geomorphic and Erosion Hazard Assessment* to assess Mud Creek, Wilson Cowan Drain and the oxbow. CIMA+ assessed the designated natural heritage features as part of their *Environmental Impact Statement* report. See Section 4.0 of this report for summaries of the above-noted technical studies. The proposed development limit along Wilson Cowan Drain and Mud Creek was determined based on the findings and recommendations of these studies.

Policy 3: “Where there may be inconsistencies between Annex 4 in this plan and Schedule C11B in the Official Plan, the Official Plan shall preside.”

- Section 5.6.4.1 in the Official Plan contains policies associated with Natural Heritage Features Overlay. Per Policy 3, the “City shall protect natural heritage features for the natural character and ecosystem services”. Policy 4 requires that “Development or site alteration proposed in or adjacent to natural heritage features shall be supported by an environmental impact study prepared in accordance with the City’s guidelines”. Further, Policy 5 requires that “Development and site alteration shall have no negative impact on the Natural Heritage System and Natural Heritage Features. Development and site alteration shall be consistent with the conclusions and recommendations of an approved environmental impact study”. As noted above, an Environmental Impact Study was prepared by CIMA+ for the proposed development. See Section 4.9 of this report for an overview of the report.

Based on the foregoing, the proposed development conforms to the Village of Manotick Secondary Plan.

3.4 Zoning By-law 2008-250

The portion of the Subject Site on the west side of Rideau Valley Drive is currently zoned Development Reserve, Subzone 1 (DR1). The portion of the Subject Site on the east side of Rideau Valley Drive abutting the Rideau River is currently zoned Rural Countryside (RU). A zoning by-law amendment is required to implement the proposed development in accordance with the Village of Manotick Secondary Plan.

3.5 Proposed Zoning By-Law Amendment

Amendments are required to rezone the Subject Site from RU and DR1 to a suggested Parks and Open Space (O1) zone and a suggested Village Residential, Third Density, Subzone B with a special exception (V3B[XXXX]) to permit the proposed open spaces, parks, and residential dwellings. These suggested zones will facilitate the proposed development and implement the policy direction of the Village of Manotick Secondary Plan.

The purpose of the O1 zone is to:

- (1) 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*
- (2) 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.*

An O1 zone is appropriate for the proposed to permit the proposed park on Block 79 and the open space on Blocks 80, 81, 83 and 84. The existing Floodplain Hazard Overlay will remain on Blocks 80, 81 and 83.

The purposes of the suggested V3B zone are consistent with the policy direction of the Secondary Plan and the proposed single-detached, semi-detached and townhouse dwellings are permitted:

- (1) permit a range of low and medium density housing types in areas designated as Village in the Official Plan;*
- (2) restrict the building form to low rise, medium density, based on existing development patterns;*
- (3) allow a limited range of compatible uses, and*
- (4) regulate development in a manner that adopts existing land use patterns so that development is compatible with the scale and density of a neighbourhood.*

The suggested exception would be required to permit a reduced:

- lot area of 170m²
- front yard setback of 4.5 m
- corner side yard setback of 3 m
- interior side yard setback of 1.2 m
- rear yard setback of 6 m
- maximum lot coverage for townhouse dwelling of 55%

Note that the proposal meets the existing V3B provisions for minimum lot width (6 m) and minimum landscape area (30%).

A similar special exception to the V3B subzone (V3B[847r] S375) was used for the Riverwalk residential development located south of the subject site on Artemis Circle. This is a consistent zoning approach to implementing the Medium Density Residential designation of the Village of Manotick Secondary plan. Based on the foregoing, the suggested zoning is appropriate for the use of the Subject Site, introduces standards which are in keeping with the intent of the Zoning By-law and facilitates the development of the Subject Site in keeping with the policies of the Official Plan and the Village of Manotick Secondary Plan. These suggested zones will be subject to discussion with City Staff through the development review process.

4.0 INTEGRATED ENVIRONMENTAL REVIEW STATEMENT

The following provides an overview of the technical studies that have been prepared to inform the design of the proposed development and support the proposed Draft Plan of Subdivision and Zoning By-law Amendment applications.

4.1 Conceptual Site Servicing and Stormwater Management Report

A *Conceptual Site Servicing and Stormwater Management Report* (Servicing Report) was prepared by Novatech, dated November 15, 2022 (revised April 22, 2024) to confirm the adequacy of existing and proposed services for the proposed development. The Servicing Report confirms that the proposed development can be adequately serviced with storm and sanitary sewers and watermain.

4.2 Noise Control Feasibility Study

A *Noise Control Feasibility Study* (Noise Study) was prepared by Novatech, dated November 30, 2022 (revised April 22, 2024) to evaluate the environmental impact of noise to the proposed residential development, the feasibility of the mitigation measures, and to recommend appropriate noise attenuation measures to ensure compliance with the City of Ottawa Environmental Noise Control Guidelines, January 2016 (ENCG) and the Ministry of the Environment and Climate Change *Environmental Noise Guideline*, August 2013. The location of window streets and the orientation of dwellings in the proposed development was intentional to reduce the need for noise barriers to the greatest extent possible.

The Noise Study confirms that the predicted outdoor noise levels for the proposed development from surrounding roads and the Manotick Pump Station exceed the maximum tolerance per the ENCG. To mitigate noise levels, and to inform potential buyers/tenants, the Noise Study recommends proposed measures including the construction of noise barriers along the eastern property line of residential block 64 adjacent to the Manotick Pump Station and along the southern property line of Lot 74 and Blocks 75 to 77. Additional details on building components, provisions for central air conditioning, and warning clauses will be determined as part of the detailed Noise Control Study.

4.3 Transportation Impact Assessment

A *Transportation Impact Assessment* (TIA) was prepared by Novatech, dated October 2022 (revised March 28, 2024), in accordance with the City of Ottawa Transportation Impact Assessment Guidelines (June 2017) to ensure that the transportation features of the proposed development conform to the prescribed technical standards, are aligned with City of Ottawa policies and objectives, and that impacts on the transportation network are sustainable and effectively managed. Based on the analyses undertaken and

documented in the TIA, the report demonstrates that the proposed development will integrate well and can be safely accommodated by the surrounding transportation network.

4.4 Geotechnical Investigation

A *Geotechnical Investigation* report was prepared by Paterson Group Inc., dated April 4, 2024 to determine the subsoil and groundwater conditions of the Subject Site and to provide geotechnical recommendations for the design of the proposed development including construction considerations. Based on assessments of the subsurface soil profile and groundwater levels, the report concludes that, from a geotechnical perspective, the Subject Site is considered suitable for the proposed residential development.

The Geotechnical Investigation included a slope stability assessment of Mud Creek and Wilson Cowan Drain. Based on the results of the slope stability assessment, a limit of hazard lands was established for the proposed development as illustrated in the Geotechnical Investigation report. The development limit of the lots backing onto these watercourses has been designed to respect the hazard limit. None of the proposed lots will encroach within this limit.

4.5 Slope Stability Assessment – Proposed Riverside Open Space

A *Slope Stability Assessment* for the lands abutting the Rideau River was conducted by Paterson Group Inc., dated July 5, 2022 (Report No. PG5828-LET.01 Rev.1). The existing slope conditions were assessed by Paterson to define a conceptual limit of hazard lands setback. The Slope Stability Assessment included three cross-sections that were studied as a worst-case scenario, as shown on the Limit of Hazard Lands Plan attached to the report. No development is proposed on these lands and they will be transferred to the City.

4.6 Fluvial Geomorphic and Erosion Hazard Assessment

A *Fluvial Geomorphic and Erosion Hazard Assessment* report was prepared by Matrix Solutions Inc., dated November 2022 (revised April 2024), to designate an erosion hazard limit that is projected to contain all the natural meander and migration tendencies of the watercourse channels. The purpose is to ensure that the proposed development will be safe from potential channel erosion. The report states that the erosion hazard limit should include a 6-metre erosion access allowance added to each side of the channel. Regarding the oxbow feature the report recommends that further modelling be undertaken through detailed design to formalize the connection to Mud Creek and the outflow channel design.

The proposed development limit respects the erosion hazard limit and 6 metre erosion access limits established through this Assessment and will be designed in accordance with the report recommendations.

4.7 Archaeological Assessment

A *Stage 1 and 2 Archaeological Assessment* report was prepared by Matrix Heritage Inc., dated July 2021 (Report No. MH1026-REP.01) for the proposed development. The Stage 1 Archaeological Assessment included a desktop review of the updated Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) archaeological site databases, and of relevant environmental, historical, and archaeological literature, and primary historical research. Based on this review, archaeological potential was identified. Accordingly, a Stage 2 Archaeological Assessment was undertaken, which included

fieldwork to determine whether any archaeological remains exist on the Subject Site. The Stage 2 Assessment resulted in no indication of archaeological remains with cultural heritage value. As such, the report concluded that no further archaeological study is required. Should any archaeological remains be found during construction, provincial protocols will be followed.

4.8 Environmental Site Assessment

A *Phase 1 Environmental Site Assessment* report was prepared by Paterson Group Inc., dated April 9, 2024 to research the past and present use of the Subject Site and adjacent properties to identify any environmental concerns with the potential to impact the Subject Site. Based on the results of the Phase 1 ESA, the report concluded that a Phase 2 ESA is required for the Subject Site. A *Phase 2 Environment Site Assessment* report was prepared by Paterson Group Inc., dated April 9, 2024. Based on the results of the subsurface investigation, all the soil and groundwater samples taken were in compliance with the Ministry of Environmental, Conservation and Parks (MECP) Table 2 Standards. Based on the results of the Phase 2 ESA, there are no concerns from an environmental perspective for the proposed development of the lands.

4.9 Environmental Impact Statement

An *Environmental Impact Statement* was prepared by CIMA+, dated November 16, 2022 (Report No. A001244C) and an Environmental Impact Statement Avoidance and Mitigation Measures Update was by CIMA+ dated April 22, 2024. Both identify and assess the natural heritage features on and adjacent to the Subject Site, examine potential impacts to significant natural features, and provide avoidance and mitigation measures for development. Site investigations determined the presence or potential presence of the following:

- Potential presence of Blanding's Turtle
- Presence of Butternut trees
- Presence of old Barn Swallow nests
- Low potential presence of Eastern Whip-poor-will
- Presence of fish habitat
- Presence of Northern Map Turtle

The EIS proposes a natural heritage system (NHS) consisting of Mud Creek and the Oxbow, Wilson Cowan Drain, the Rideau River, and setbacks from these watercourses ranging from 15 to 30 metres to protect the identified natural features and details additional avoidance and mitigation measures to be followed. The limits of the proposed development respect the NHS identified in the EIS and would proceed in accordance with the recommended avoidance and mitigation measures.

4.10 Tree Conservation Report

A *Tree Conservation Report* was prepared by CIMA+, dated December 7, 2022, in accordance with the *City of Ottawa Tree Conservation Report Guidelines (2021)* to determine which woody vegetation should be retained and protected on the Subject Site. Refer to Tables 2 and 3 for a summary of the trees surveyed on the Subject Site. An impact assessment was undertaken to determine impacts to the trees within the site due to proposed project construction. As noted in Section 5 of the TCR, trees recommended for removal include trees within or outside the limit of work that would not withstand construction-related impacts. Trees identified as being injured require work within the minimum critical root zone (CRZ); however, these impacts are expected to be minor, and it is likely that these trees will survive post construction. Trees identified as being retained are expected to be minimally damaged by the project and

are proposed to be protected through mitigation measures. Please refer to Section 6 of the TCR for mitigation measures and construction management recommendations.

4.11 Headwater Drainage Features Assessment

A *Headwater Drainage Features Assessment* was prepared by CIMA+, dated August 15, 2022, to evaluate and classify the Subject Site's headwater drainage features, and provide management recommendations as necessary. The Study identified one potential headwater feature of approximately 200 metres in length flowing from east to west into the Wilson Cowan Municipal Drain. Based on the assessment of the headwater feature, the report concludes that no management is required and no further assessment of the feature is required.

4.12 Groundwater Impact Study

A *Groundwater Impact Study* was prepared by Paterson Group Inc., dated April 5, 2024 for the proposed development to assess the existing geology and hydrogeology of the Subject Site and surrounding lands within a 100-metre radius, and to assess potential impacts to adjacent structures and neighbouring wells. Based on the results of the Study, the report concludes that the proposed development will not negatively affect adjacent structures or wells. The proposed development will follow the recommendations in Section 5.0 of Paterson's report.

5.0 CONCLUSION

This Planning Rationale has been prepared in support of Plan of Subdivision and Zoning By-law Amendment applications to facilitate the development of a residential subdivision consisting of 149 dwellings including single-detached, semi-detached, and townhouse units on local streets accessed via Bankfield Road. The proposed development also includes the creation of a public park.

It is our assessment that the proposed development is consistent with the Provincial Policy Statement, 2020, conforms with the policies of the Official Plan and the Village of Manotick Secondary Plan, and generally complies with the City of Ottawa Zoning By-law 2008-250 subject to the proposed rezoning. The proposed Plan of Subdivision and Zoning By-law Amendment applications are appropriate for the development of the Subject Site and represent good land use planning.

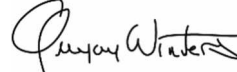
NOVATECH

Prepared by:



Ellen Potts, BES (PI)
Planner

Reviewed by:



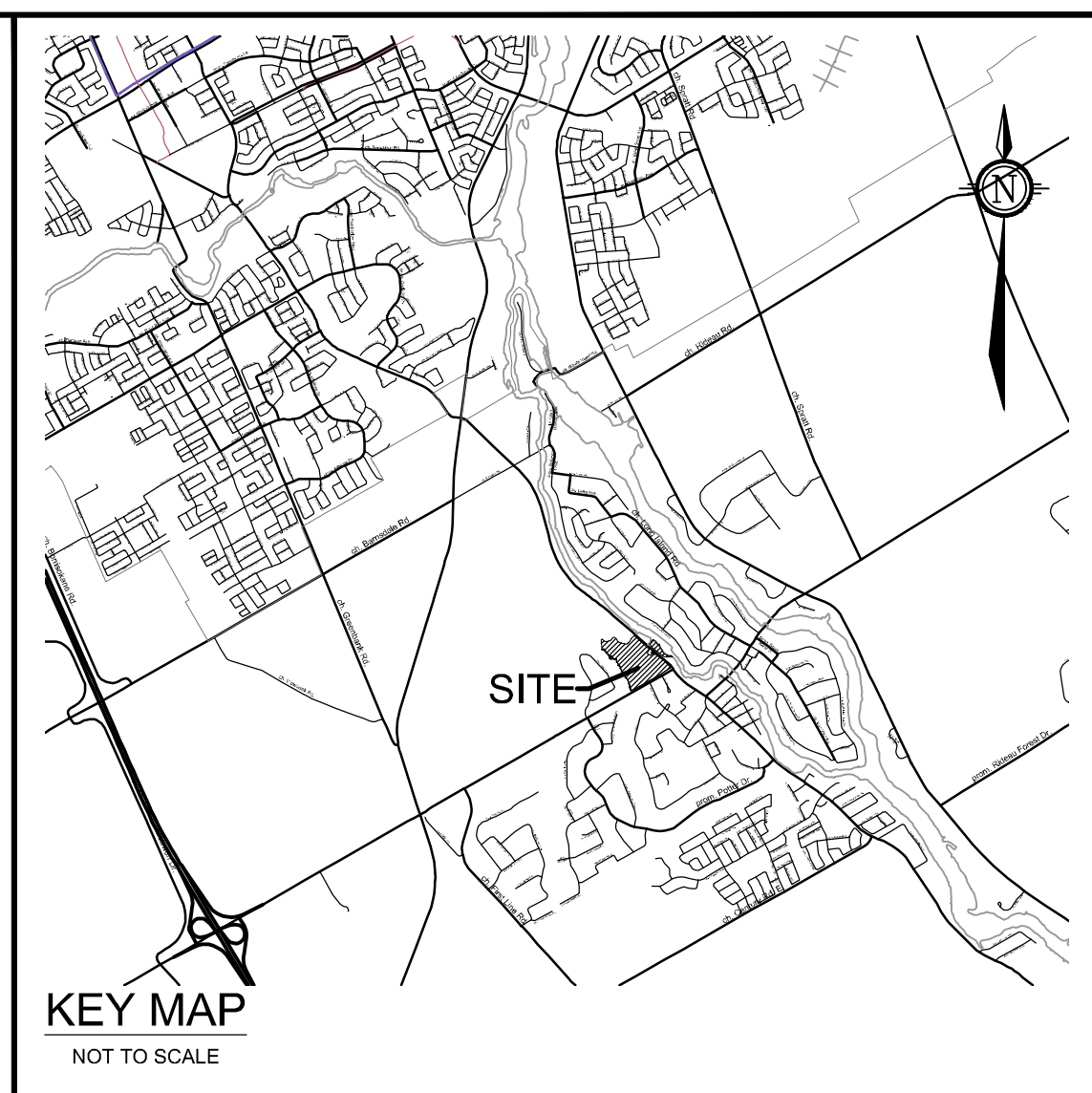
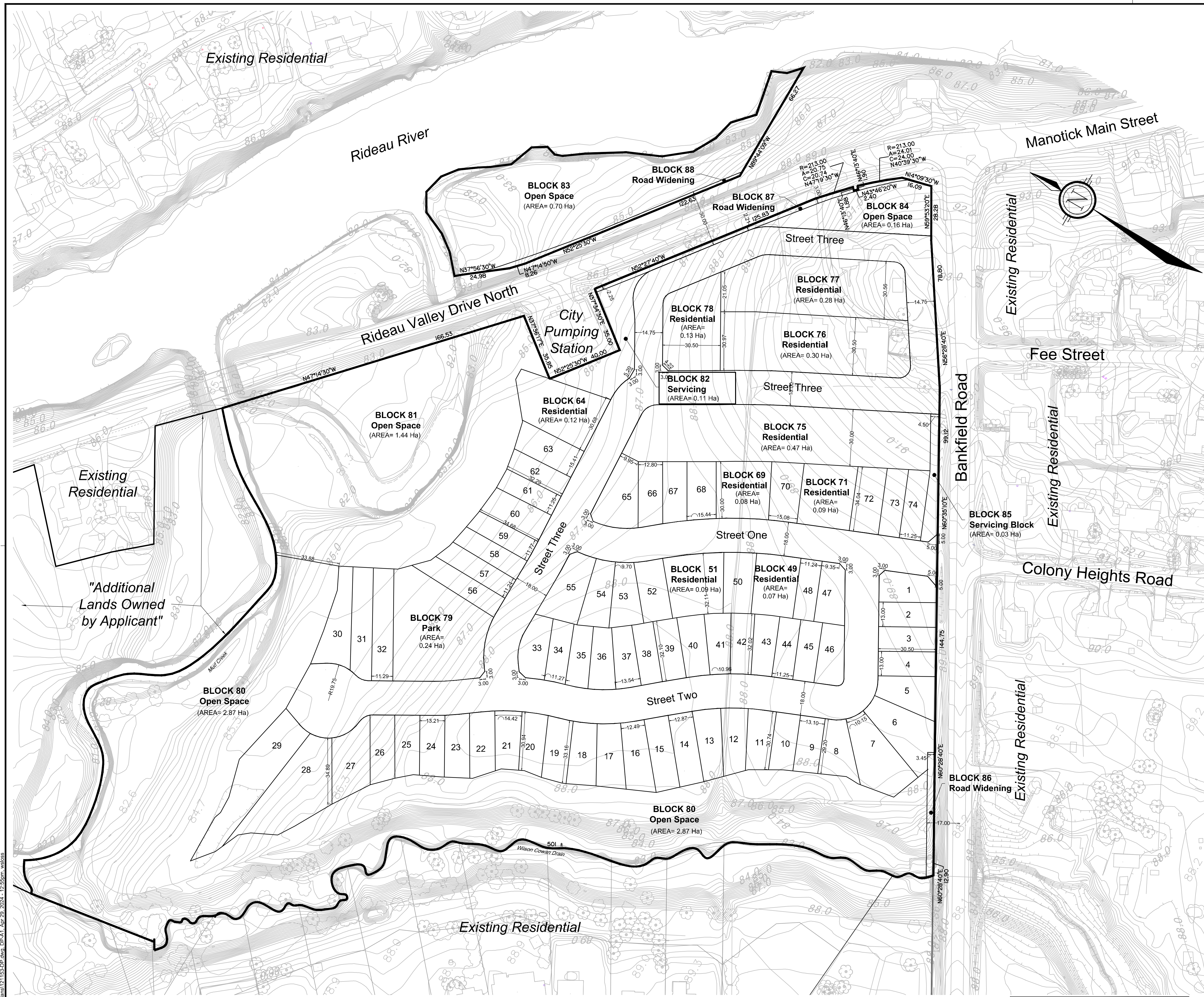
Greg Winters, MCIP, RPP
Director – Planning & Development

Revised by:



James Ireland, MCIP, RPP
Project Planner – Planning & Development

Appendix A – Draft Plan of Subdivision



METRIC : MEASUREMENTS SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

DRAFT PLAN OF SUBDIVISION OF
**PART OF LOT 1 CONCESSION 1 (RIDEAU FRONT),
 PART OF LOT 1 CONCESSION 2 (RIDEAU FRONT)
 AND PART OF THE ROAD ALLOWANCE
 BETWEEN CONCESSIONS 1 AND 2**
 Geographic Township of Nepean
 CITY OF OTTAWA
 SCALE:
 1 : 1000
 DATE: APRIL, 2024

SURVEYOR'S CERTIFICATE
 I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJOINING LANDS ARE CORRECTLY SHOWN.

DATED _____
 E. H. Herweyer
 ONTARIO LAND SURVEYOR

ANNIS, O'SULLIVAN, VOLLEBEKK LTD.
 ONTARIO LAND SURVEYORS 22459-21

OWNER'S CERTIFICATE
 WE, UNIFORM URBAN DEVELOPMENTS, BEING THE REGISTERED OWNER(S), HEREBY AUTHORIZE NOVATECH TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF OTTAWA FOR REVIEW AND APPROVAL.

DATED _____
 John MacDougall
 Uniform Urban Developments

- ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT.**
- A) The boundaries of the land proposed to be subdivided, certified by an Ontario Land Surveyor.
As shown on Draft Plan
 - B) The locations, widths & names of the proposed highways within the proposed subdivision & of existing highways on which the proposed subdivision abuts.
As shown on Draft Plan
 - C) On a small keyplan, on a scale of not less than 1cm to 100m, all of the land adjacent to the proposed subdivision that is owned by the applicant or in which the applicant has an interest, every subdivision adjacent to the proposed subdivision & the relationship of the boundaries of the land to be subdivided to the boundaries of the foregoing lot or other original grant of which the land forms the whole part.
As Shown on Draft Plan
 - D) The purpose for which the proposed lots are to be used:
Residential, Open Space, and Park shown on Draft Plan
 - E) The existing uses of all adjoining lands:
Residential, Open Space, and Park shown on Draft Plan
 - F) The approximate dimensions & layout of the proposed lots:
As shown on Draft Plan
 - G) Natural & artificial features such as buildings or other structures or installations, railways, highways, watercourses, drainage ditches, wetlands & wooded areas, within or adjacent to the land proposed to be subdivided.
As shown on Draft Plan
 - H) The availability and nature of domestic water supplies:
Development will be supplied with full municipal piped water service
 - I) The nature & porosity of the soil:
Silty Clay
 - J) Existing contours or elevations as may be required to determine the grade of the highways and the drainage of the land proposed to be subdivided:
Contours shown on Draft Plan
 - K) The municipal services available or to be available to the land proposed to be subdivided:
Development will be supplied with full sanitary and storm water sewer services.
 - L) The nature & extent of any restrictions affecting the land proposed to be subdivided, including restrictive covenants or easements, 1994, c. 23, s. 30, 1996, c. 4, s. 21(3).
As shown on Draft Plan.

4386 RIDEAU VALLEY DRIVE

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SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR LETTER DATED _____ THIS DRAFT PLAN IS APPROVED BY THE CITY OF OTTAWA UNDER SECTION 51 OF THE PLANNING ACT THIS _____ DAY OF _____, 20____

ADAM BROWN, MANAGER
 DEVELOPMENT REVIEW RURAL
 PLANNING, INFRASTRUCTURE AND ECONOMIC
 DEVELOPMENT DEPARTMENT, CITY OF OTTAWA

NOVATECH
 Engineers, Planners & Landscape Architects
 Suite 200, 240 Michael Cowpland Drive
 Ottawa, Ontario, Canada K2M 1P6

Telephone (613) 254-9643
 Facsimile (613) 254-5867
 Website www.novatech-eng.com





PROJECT No. 121153

DXX-XX-XX-XXXX

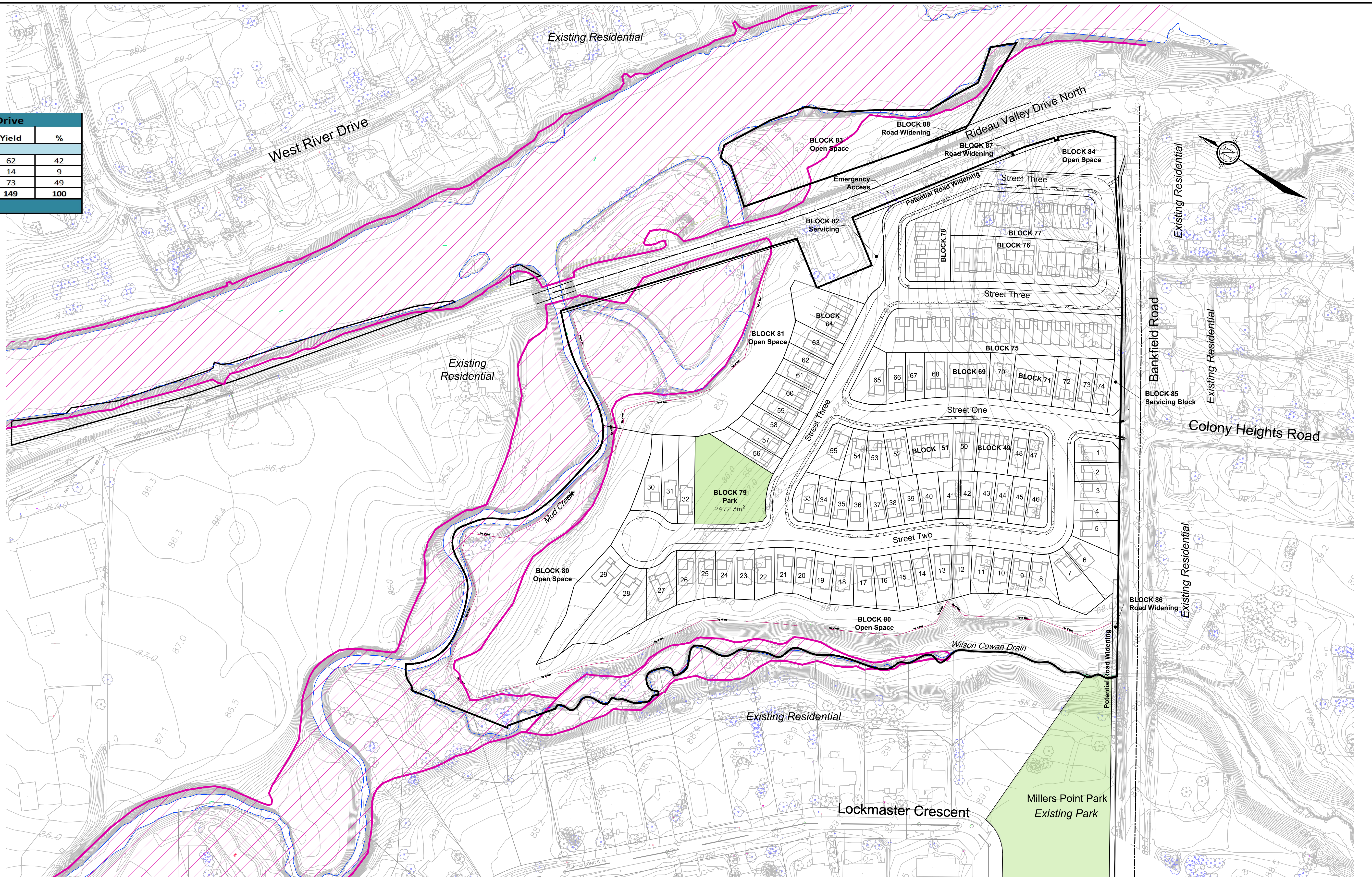
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Appendix B – Development Concept Plan

LEGEND

-  Site Boundary
-  Drainage Line (River/Stream edge/centerline)
-  1:100 Floodplain Limit (RVCA GeoPortal)
-  Proposed 2.0m Pathway

4386 Rideau Valley Drive		
	Yield	%
Singles	62	42
Semis	14	9
Towns	73	49
Total	149	100



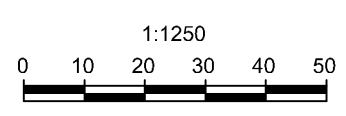
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NOTE:
 THE POSITION OF ALL POLE LINES, CONDUITS, WATERMANS, SEWERS AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, DETERMINE THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.

No.	REVISION	DATE	BY
1.	PREPARED PER BP REVISIONS	MAR 21/24	JL

SCALE

1:1250 (A1) / 1:2500 (11x17)



DESIGN	XXX
CHECKED	XXX
DRAWN	wfs
CHECKED	XXX
APPROVED	XXX

FOR REVIEW ONLY












NOVATECH
 Engineers, Planners & Landscape Architects
 Suite 200, 240 Michael Cowpland Drive
 Ottawa, Ontario, Canada K2M 1P6

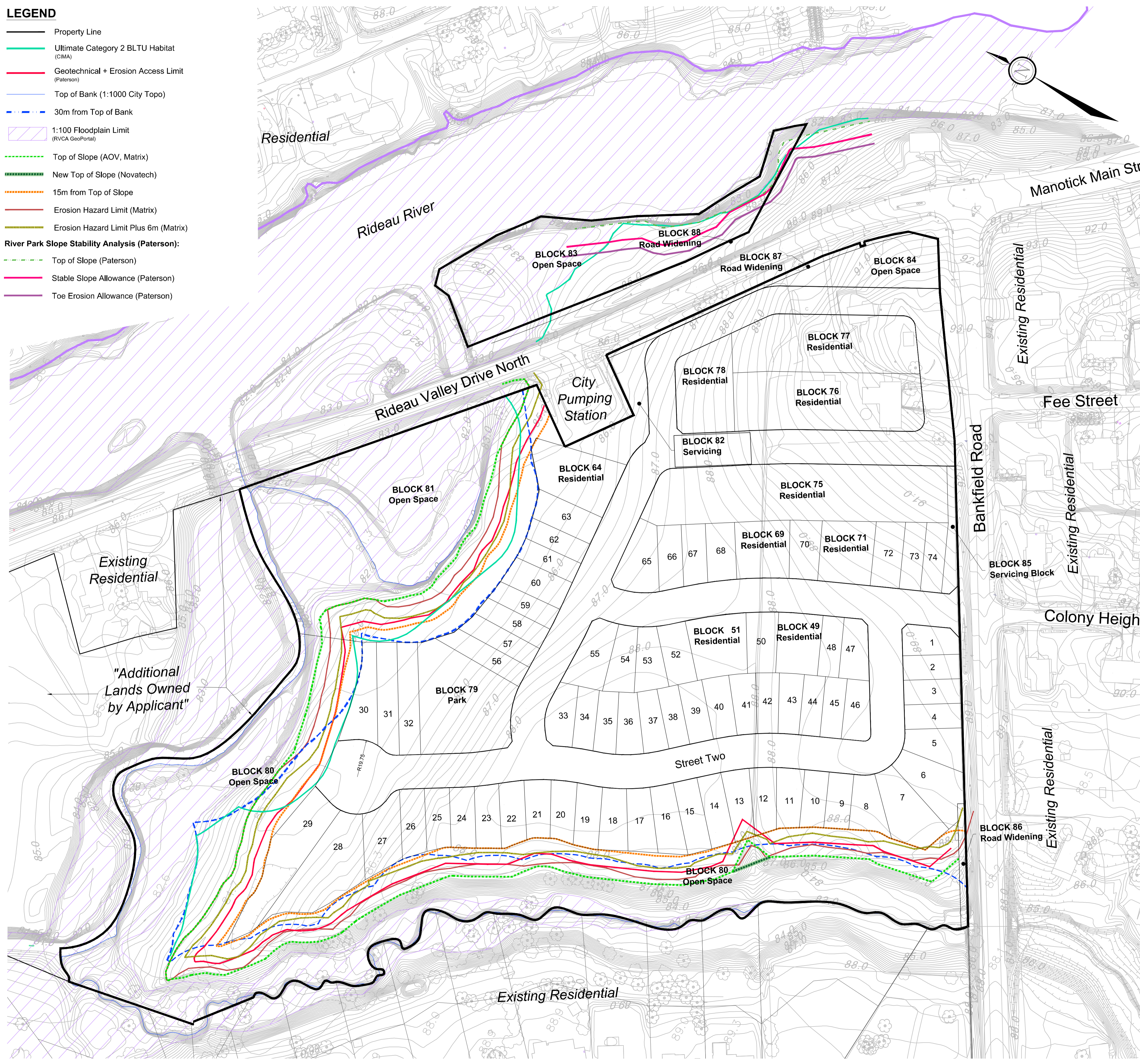
Telephone (613) 254-9643
 Facsimile (613) 254-5867
 Website www.novatech-eng.com

CITY OF OTTAWA 4386 RIDEAU VALLEY DRIVE	
DRAWING NAME CONCEPT PLAN 20	
PROJECT No. 121153-00	REV #1
DRAWING No. 121153-CP20	

Appendix C – Constraint Limits

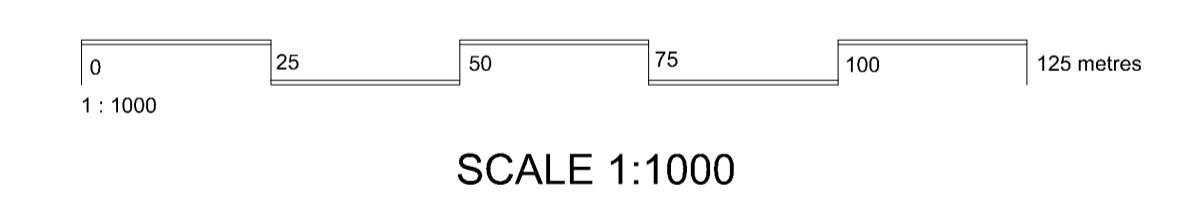
LEGEND

-  Property Line
-  Ultimate Category 2 BLTU Habitat (CIMA)
-  Geotechnical + Erosion Access Limit (Paterson)
-  Top of Bank (1:1000 City Topo)
-  30m from Top of Bank
-  1:100 Floodplain Limit (RVCA GeoPortal)
-  Top of Slope (AOV, Matrix)
-  New Top of Slope (Novatech)
-  15m from Top of Slope
-  Erosion Hazard Limit (Matrix)
-  Erosion Hazard Limit Plus 6m (Matrix)
- River Park Slope Stability Analysis (Paterson):**
-  Top of Slope (Paterson)
-  Stable Slope Allowance (Paterson)
-  Toe Erosion Allowance (Paterson)




KEY MAP
NOT TO SCALE

OVERALL CONSTRAINTS PLAN



No.	REVISION	DATE	BY
2	REVISED CONCEPT PLAN	MAR 28/24	JL
1	ISSUED FOR REVIEW	SEPT 15/22	EP

 Engineers, Planners & Landscape Architects Suite 200, 240 Michael Cowpland Drive Ottawa, Ontario, Canada K2M 1P6 Telephone: (613) 254-9643 Facsimile: (613) 254-5867 Website: www.novatech-eng.com	ISSUED	APRIL, 2024
	PROJECT No.	121153
	DRAWING No.	CONSTRAINTS-Figure4

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