

FOTENN

4623 SPRATT ROAD (NORTH PARCEL)



March 28, 2019

Planning Rationale

Plan of Subdivision &
Zoning By-law
Amendment



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1.0 INTRODUCTION

Fotenn Consultants Inc. (Fotenn) has been retained by Claridge Homes (Claridge) to prepare a Planning Rationale and Design Brief in support of Plan of Subdivision and Zoning By-law Amendment applications for the lands municipally known as 4623 Spratt Road (“subject lands”) in the Riverside South community of the City of Ottawa. This application pertains specifically to the portion of 4623 Spratt Road located north of the planned Bus Rapid Transit (BRT) corridor.

1.1 Overview

The subject lands are planned to be developed with a residential subdivision consisting of townhouse dwellings, back-to-back townhouse dwellings, and a pair of semi-detached dwellings. More specifically, the Draft Plan of Subdivision proposes a total of 66 units, comprised of two (2) semi-detached dwellings, 30 townhouse dwellings, and 34 back-to-back townhouse dwellings.

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

The proposed development will be accessed via a local street extending south from Taurus Place, which will have a right-of-way (ROW) width of 16.5 metres.

The proposed Zoning By-law Amendment would rezone the subject lands from Development Reserve (DR) to Residential Third Density Subzone Z (R3Z). Details of the proposed zone are provided in Section 4.6 of this Planning Rationale.

2.1 Subject Lands

The subject lands, municipally known as 4623 Spratt Road, are outlined in blue in Figure 1 below. The subject lands are located to the east of Spratt Road, just south of the current terminus of Taurus Place and south of Libra Street. A planned BRT corridor bisects the broader property; it should be noted that this application pertains only to the lands located north of the BRT corridor. The southern portion of the property is the subject of separate Plan of Subdivision and Zoning By-law Amendment applications by Claridge.

The subject lands are legally described as Part of Lot 22, Concession 1 (Rideau Front), and have a total area of 18,904.5 square metres, or approximately 1.9 hectares.



Figure 1: Subject Lands (outlined in blue)

2.2 Surrounding Area

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

NORTH:

Immediately to the north of the subject lands are lands that are in the process of being developed into a predominantly residential neighbourhood. Further north is a vacant property at the corner of Spratt Road and Earl Armstrong Road that is expected to be the site of a future English public school. To the north of Earl Armstrong Road is an existing low-rise residential neighbourhood consisting mainly of detached dwellings and townhouse dwellings.

SOUTH:

Immediately to the south of the subject lands is a planned BRT corridor, with a BRT station planned less than 200 metres west of the subject lands. Further south are two small lots with detached dwellings, and vacant lands

that are also owned by Claridge that will also be the subject of applications for the development of a residential subdivision.

EAST:

To the east of the subject lands are lands that are in the process of being developed by Richcraft and Urbandale into a low-rise residential neighbourhood. The planned Riverside South Community Core, which is envisioned to provide retail, office, entertainment, public and institutional services to the wide community, is planned to be located to the northeast of the subject lands.

WEST:

To the west of the subject lands is Spratt Road. A BRT station is planned to be located where Spratt Road intersects with the BRT corridor. To the west of Spratt Road are lands that are in the process of being developed into a low-rise residential neighbourhood. Developers of these lands include Claridge, HN Homes, Richcraft, and Urbandale.

To the northwest of the subject lands, at the intersection of Earl Armstrong Road and River Road, is a shopping centre known as “The Plaza at Riverside South”. To the west of River Road is the Rideau River, approximately 1.5 kilometres from the subject lands. The nearby Vimy Memorial Bridge provides access across the Rideau River to the Barrhaven community.

3.0 DEVELOPMENT PROPOSAL

The subject lands are intended to be developed with a total of 66 dwelling units, including:

- / Two (2) semi-detached dwellings;
- / 30 traditional townhouse units; and
- / 34 back-to-back townhouse units.

Table 1 identifies the block numbers on the Plan of Subdivision (Figure 2) and their corresponding areas and proposed land uses.

Table 1. Plan of Subdivision Blocks

Block	Area (m ²)	Proposed Land Use
1	1,669.7	Townhouse units
2	1,747.3	Back-to-back townhouse units
3	787.6	Back-to-back townhouse units
4	3,694.8	Townhouse units
5	1,710.9	Back-to-back townhouse units
6	1,097.7	Semi-detached units
7	2,001.2	Transitway
8	148.1	Mid-block pathway
9	184.7	
Streets/Reserves	5,862.5	Streets No. 1 and No. 2 and 0.30 metre reserves (Blocks 10 and 11)
Total	18,904.5	

The townhouse lots have a depth of 28 metres while the back-to-back townhouse lots have a depth of 13 metres. The pair of semi-detached units have an irregular lot shape due to their location siding onto the BRT corridor and fronting onto a cul-de-sac.

Schools and Parkland

The CDP does not anticipate parkland or school sites within the subject lands. As such, the proposed development does not include parks or schools. The development proposes cash-in-lieu of parkland for the subject lands, which will be served by nearby planned or existing parks, including a parkette immediately northwest of the subject lands.

Roads and Pathways

Access for the proposed development will be provided from a southern extension of Taurus Place, a local street located to the north of the subject lands. With the exception of a cul-de-sac providing access to dwellings near the southeast corner of the subject lands, the proposed roads are planned to have a ROW width of 16.5 metres.

Two (2) pathways are proposed to be included in the development in order to increase pedestrian connectivity to and from the subject lands, including:

- / Block 8, located at the northwest corner of the subject lands, will provide greater pedestrian access to a future BRT station located to the immediate west, at the intersection of Spratt Road and the BRT corridor. This pathway will benefit residents of both the subject lands and the neighbourhoods to the north and east.
- / Block 9, located near the northeast corner of the subject lands, will provide a convenient pedestrian connection to Libra Street, an east-west local street that abuts the northern edge of the subject lands.

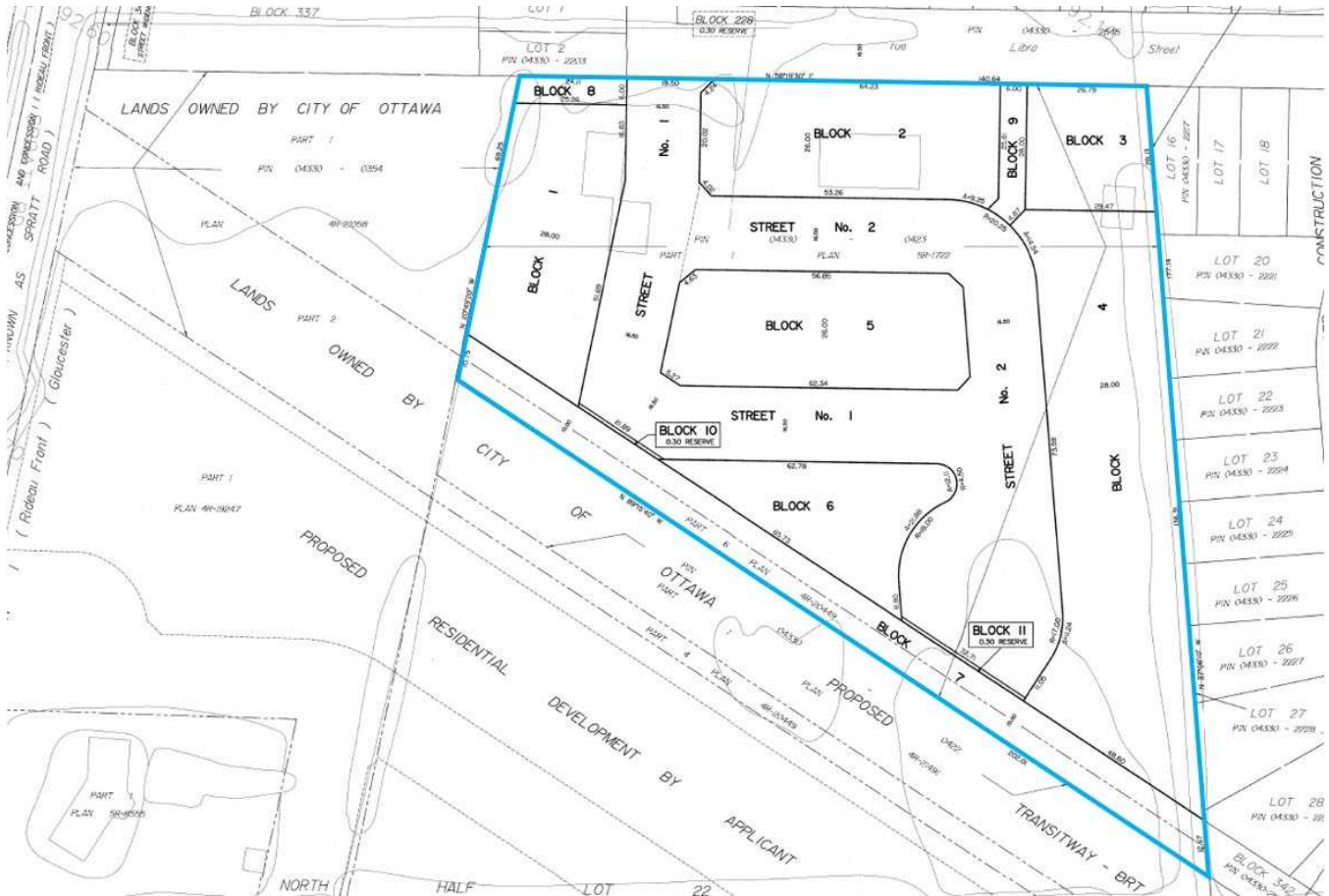


Figure 2: Draft Plan for the Subject Lands (outlined in blue)

POLICY AND REGULATORY FRAMEWORK

4.1 Provincial Policy Statement (2014)

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

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

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

- / 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 range and mix of residential, employment, institutional, 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;
- / Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- / Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- / Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- / Ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and
- / Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

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

Policy 1.1.3.1 requires that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Specifically, Policy 1.1.3.2 clarifies that land use patterns within settlement areas shall be based on:

- / Densities and a mix of land uses which:
 - o Efficiently use land and resources;

-
- 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;
 - Minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - Support active transportation; and
 - Are transit-supportive, where transit is planned, exists or may be developed.

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

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

- / Permitting and facilitating all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements;
- / Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- / Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and
- / Establishing development standards for residential intensification, redevelopment, and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

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

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

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

Policy 1.6.8.3 stipulates that planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

Policy 1.6.9.1 requires that planning for land uses in the vicinity of airports, rail facilities and marine facilities shall be undertaken so that:

- / Their long-term operation and economic role is protected; and
- / Airports, rail facilities and marine facilities and sensitive land uses are appropriately designed, buffered and/or separated from each other, in accordance with Policy 1.2.6.

The proposed plan of subdivision is consistent with the above-noted policies of the Provincial Policy Statement (2014). The development proposes a mix of semi-detached dwellings and townhouse dwelling types within the City's settlement area boundary, as well as appropriate infrastructure to serve the new community. The proposed development will provide appropriate housing densities in proximity to a planned public transit corridor. The proposed development will not affect the long-term operation and economic role of the Ottawa International Airport, which is located approximately 4 kilometres to the northeast, and will be appropriately designed to mitigate any of the airport's impacts.

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

4.2.1 General Urban Area designation

As shown in Figure 3, the subject lands are designated "General Urban Area" on Schedule B – *Urban Policy Plan* of the City's Official Plan (OP). The General Urban Area designation permits a full range and choice of housing options combined with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses to facilitate the development of complete and sustainable communities.

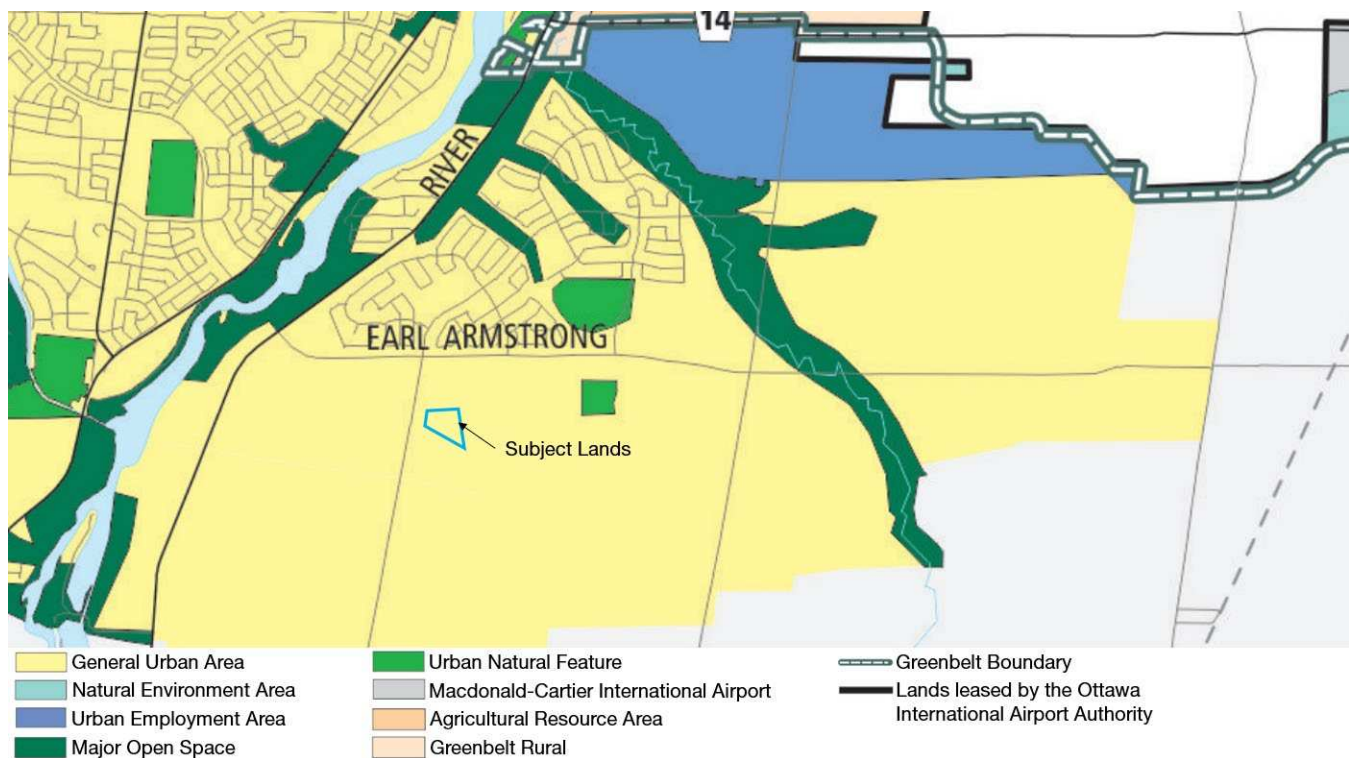


Figure 3: Excerpt from Schedule B - *Urban Policy Plan* of the Official Plan

The proposed development meets the policies of the General Urban Area designation as it proposes a range of permitted housing options in proximity to a variety of existing and planned services.

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

4.2.2 Section 2.5.1 – Urban Design and Compatibility

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

- / *To enhance the sense of community by creating and maintaining places with their own distinct identity.*
The proposed development responds to its evolving suburban context and focuses on contributing to a mix of housing options within the Riverside South area. The proposed development provides higher density housing options as a response to the planned BRT corridor to the south.

- / *To define quality public and private spaces through development.*
The proposed development clearly defines and connects public and private spaces by encouraging a continuity of street frontages.

- / *To create places that are safe, accessible and are easy to get to, and move through.*
The proposed road network reflects a southward extension of the existing road network and ends in a cul-de-sac due to the presence of the BRT corridor to the immediate south. Buildings will be oriented to the street in order to provide “eyes on the street” for a safer community. The proposed development will also be well integrated with the planned public transit network through a pathway block (Block 8) leading from the subdivision to the future transit station block to the immediate west.

- / *To ensure that new development respects the character of existing areas.*
The design of the units in the proposed development reflects earlier phases of the Riverside South community to the north. The overall design will complement the massing patterns, rhythm, character, and context of the development throughout the neighbourhood.

- / *To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.*
The proposed semi-detached, townhouse, and back-to-back townhouse units will contribute to the provision of a variety of dwelling types in the Riverside South community and will allow residents to continue to live within the community as they move through their lifecycle.

- / *To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.*
The proposed development maximizes opportunities for sustainable transportation modes by locating dense housing types near a planned BRT station.

4.2.3 Section 4.11 – Urban Design and Compatibility

Section 4.11 of the Official Plan provides direction on urban design and compatibility. Policy 2 of this section identifies the following areas in which new development must be compatible with the surrounding community:

Compatibility Criteria	Proposed Development
Traffic	The proposed development is of a scale that no traffic impacts are expected and a Transportation Impact Assessment (TIA) was not required for application submission.
Vehicular Access	Vehicular access to the development is provided via a southern extension of Taurus Place, an existing local street in the developing community to the north. The road network provides access to nearby major roads including Spratt Road to the west.
Parking Requirements	The City of Ottawa Zoning By-law parking requirement of one (1) space per unit for townhouse dwellings and semi-detached dwellings is met as each proposed unit will have a driveway accessing a garage.
Outdoor Amenity Areas	The residential units will be developed with sufficient outdoor amenity space in the form of rear yard amenity space (semi-detached dwellings and townhome units) and balconies (back-to-back townhome units). Furthermore, the development also benefits from existing and planned neighbourhood parks in the area, including a park to the immediate northwest.
Loading Areas, Service Areas, and Outdoor Storage	The proposed development, which is strictly residential, does not require any loading areas, service areas or outdoor storage.
Lighting	The only lighting proposed is street lighting within the municipal ROW, which will meet City standards.
Noise and Air Quality	IBI has prepared a noise study for the proposed plan of subdivision. The noise study recommends the installation of barriers and the inclusion of certain warning clauses for potential purchasers/tenants regarding indoor, outdoor, and aircraft sound levels. No air quality impacts are expected.
Sunlight	As only low-rise buildings are proposed, no negative impacts related to sunlight and shadows are anticipated.
Microclimate	Given the amount of landscaped outdoor amenity area, the proposed development is not expected to negatively impact the microclimate of the area.
Supporting Neighbourhood Services	The proposed development will be adequately served by existing or planned services in the surrounding community, including parks, schools, and transit services.

4.2.4 Section 2.5.3 – Schools and Community Facilities

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

Although the proposed development does not include a school, the subject lands are in proximity to several existing and planned schools in the Riverside South community.

4.2.5 Section 2.5.4 – A Strategy for Parks and Leisure Areas

The Official Plan recognizes that park and leisure areas are important and necessary elements of complete communities, providing the playgrounds, parks and sport fields that provide people with their most frequent and immediate contact with greenspace. The Official Plan also recognizes that good park and leisure areas are well-distributed within communities, easily accessible from homes and well-connected to the Greenspace Network.

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

Although the proposed development does not include parkland, the subject lands are located in proximity to several planned or existing parks, including a parkette to the immediate northwest, Rideau View Park to the north and Summerhill Park to the northwest. These parks feature significant street frontages, which allow for high visibility from many vantage points in the community.

4.2.6 Section 2.4.2 – Natural Features and Functions

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

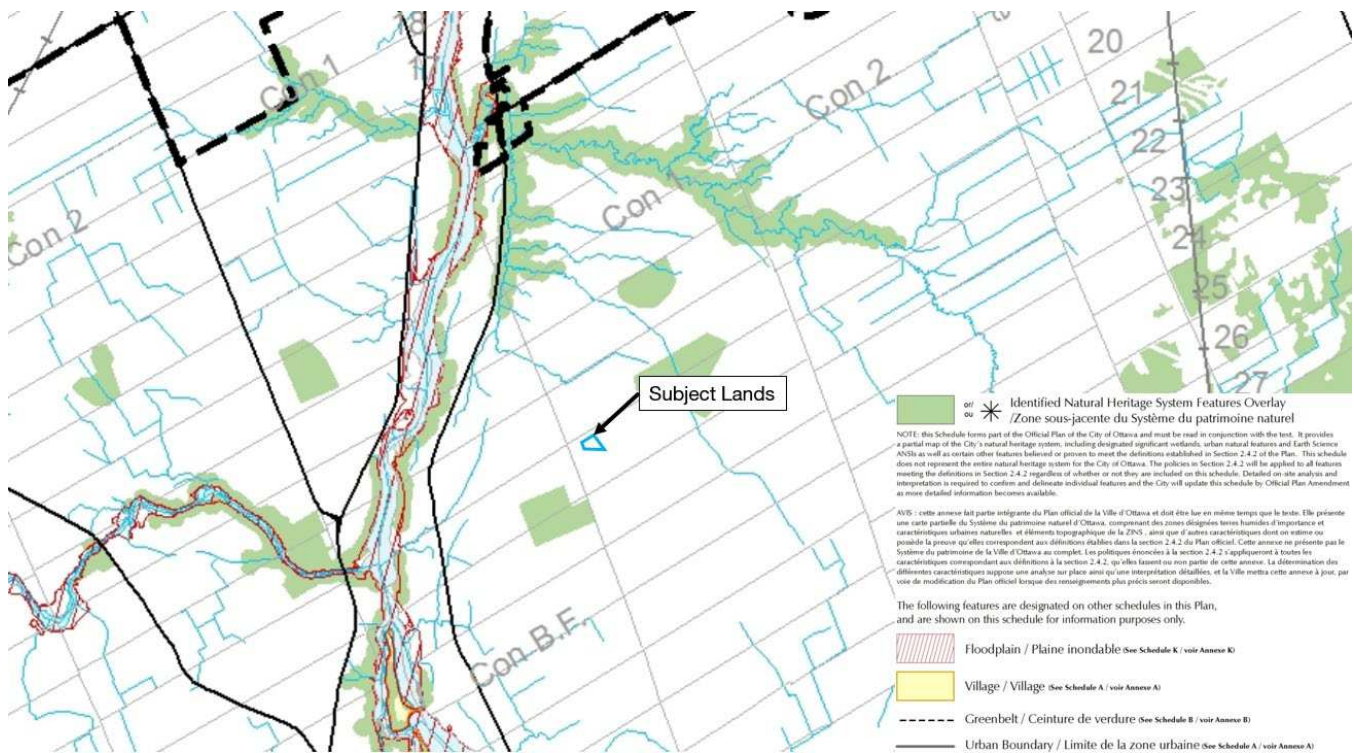


Figure 4: Excerpt from Schedule L1 - *Natural Heritage System Overlay (East)* of the Official Plan

As shown in Figure 4 above, the subject lands are not located in an identified natural heritage system feature. An Environmental Impact Statement which demonstrates that there will be no negative impacts to any features or their ecological functions has been prepared by Muncaster Environmental Planning Inc.

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

Section 4.8.6 of the Official Plan seeks to ensure the vital economic role and function of the Airport is maintained.

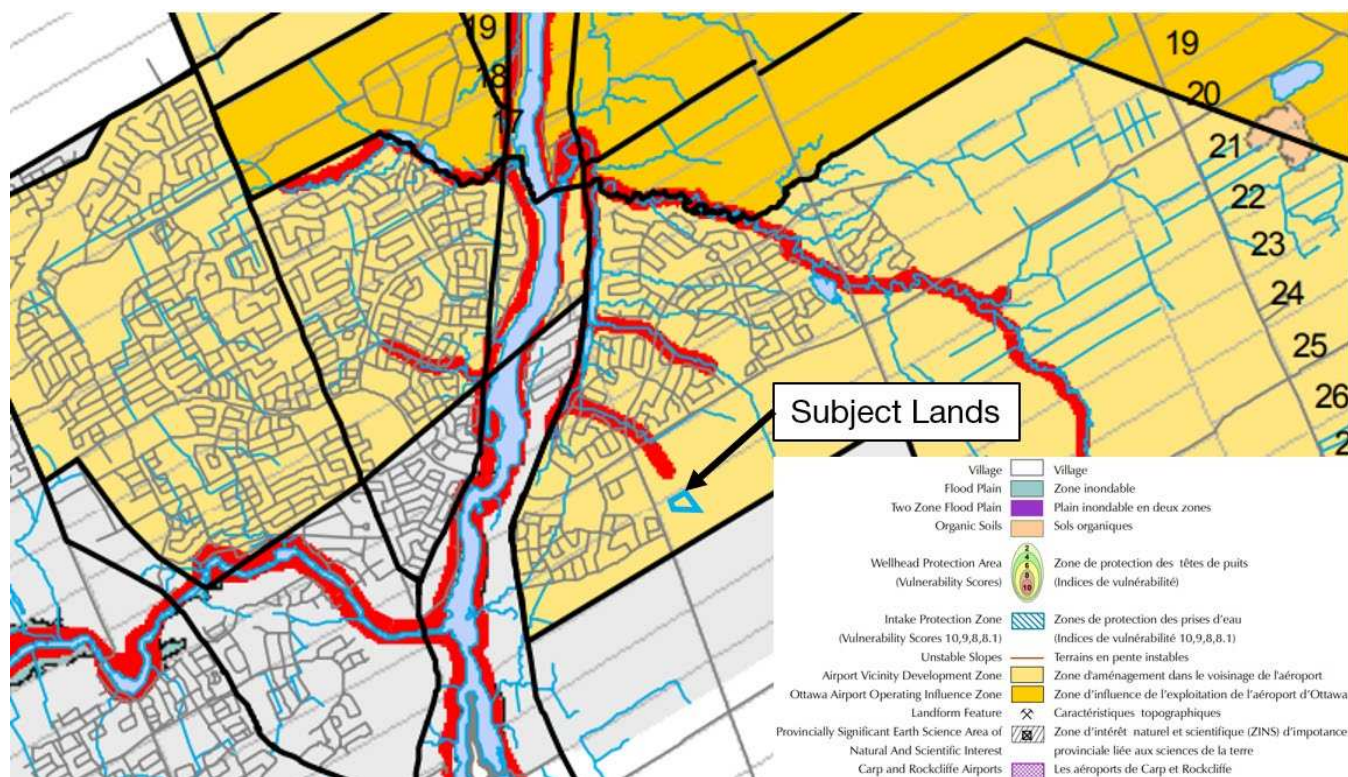


Figure 5: Excerpt from Schedule K - *Environmental Constraints* of the Official Plan

As shown in Figure 5 above, the subject lands are located in the Ottawa Airport Vicinity Development Zone (AVDZ). Policy 1 of Section 4.8.6 states that development within the AVDZ must take into consideration the Council-approved Environmental Noise Control Guidelines and applicable provincial and federal guidelines and regulations.

A noise study prepared by IBI indicates that the subject lands are located outside the 25 NEF/NEP contour line, and as such the building components and ventilation requirements of Part 6 Prescribed Measures for Aircraft Noise of the City's Environmental Noise Control Guidelines. The study recommends the inclusion of a warning clause for potential purchasers and tenants regarding potential occasional noise disturbances.

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

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

As shown in Figure 6, the subject lands are located adjacent to a planned, at-grade BRT corridor. The lands reserved for the corridor abut the southern lot line of the subject lands.



Figure 6: Excerpt from Schedule D – *Rapid Transit and Transit Priority Network* of the Official Plan

As shown in Figure 7, the subject lands are located in close proximity to a Major Collector road (Spratt Road, to the west), as well as several collector roads. Spratt Road provides convenient access to Earl Armstrong Road, an east-west Arterial road.



Figure 7: Excerpt from Schedule E - *Urban Road Network* of the Official Plan

The concept plan for the subject lands proposes a transportation network that is consistent with Schedules D and E of the Official Plan. The proposed development will be well served by nearby major roadways and the adjacent planned BRT corridor.

4.3 City of Ottawa Official Plan Amendment (OPA) 150

In 2013, the City of Ottawa reviewed its Official Plan, resulting in numerous changes to policy references and to land use designations. Ottawa City Council adopted OPA 150 and subsequently received approval from the Ministry of Municipal Affairs and Housing in April of 2014. The amendment has been appealed and while some policies have been brought into full effect, others are still under appeal.

The policy changes proposed through OPA 150 that are still under appeal are not expected to affect the proposed development.

4.4 Riverside South Community Design Plan

The Riverside South CDP was adopted by Council in 2005, amended in 2010 and amended again in 2016. The Riverside South CDP Planning Area contains 1,480 hectares of land and is generally bounded by the Rideau River to the west, Leitrim Road to the north, Bowesville Road to the east, and almost as far south as Rideau Road.

The CDP is meant to direct the long-term development of the community and provide guidelines for city staff for the day-to-day decision-making on land use planning, in line with the community's priorities for the future.

The CDP has been prepared in accordance with the policies of the Official Plan. The CDP identifies how the land use mix contributes to the balance of jobs and households for the area; a proposed modified grid system of

roads; and how the development pattern and built form achieves the design objectives as described in the Official Plan. The latest updated to the CDP also provides an opportunity for advancing the City's Building Better and Smarter Suburbs (BBSS) initiative and associated Infrastructure Standards Review (ISR) initiatives.

4.4.1 CDP Vision and Objectives (Section 2.1)

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

The CDP identifies the following objectives:

- / To support transit-oriented development focused on the rapid transit corridor;
- / To create land use and road patterns that support various modes of transportation;
- / To maximize the benefits from existing natural features;
- / To create a network of open spaces accessible to residents and visitors;
- / To establish a range of residential densities and foster a mix of unit types;
- / To ensure consistent treatment of buildings, street edges, boulevards, landscape areas and open spaces;
- / To encourage the development of an attractive mixed use Community Core; and
- / To advance BBSS/ISR directions.

The concept plan for the subject lands conforms to the CDP's vision and objectives outlined above. The concept proposes a dense mix of housing forms located in proximity to a planned BRT corridor and station.

4.4.2 Land Use Plan (Section 2.3)

As shown in Figure 8, the subject lands are designated "LD – Low Density", "MD – Residential – Medium Density" and "HD1 – Residential – High Density I" in the Land Use Plan for the CDP.

Low Density

Low Density residential areas are generally located furthest from the rapid transit corridor. The unit types will range from detached to townhouses, with detached and semi-detached dwellings being the predominant built form. Townhouses, predominantly in the form of on-street townhouses, may be interspersed throughout the area close to major roads and bus routes. In conjunction with the housing targets set out in the CDP, an average net density of 22 units per hectare has been assumed for the Medium Density category.

Medium Density

Medium Density areas are located in the vicinity of the rapid transit corridor, within the Community Core and elsewhere in the planning area. The built form character of these areas is encouraged to be similar to the character of lower density residential areas in terms of heights and architecture. These areas will be comprised of a mix of unit types, primarily on-street and block townhouse units, interspersed with detached, semi-detached and ground-oriented stacked townhouse units. Where a Medium Density area abuts a rapid transit station or stop or is located near the Community Core, low-rise apartment dwellings may also be permitted. In conjunction with the housing targets set out in the CDP, an average net density of 38 units per hectare has been assumed for the Medium Density category.

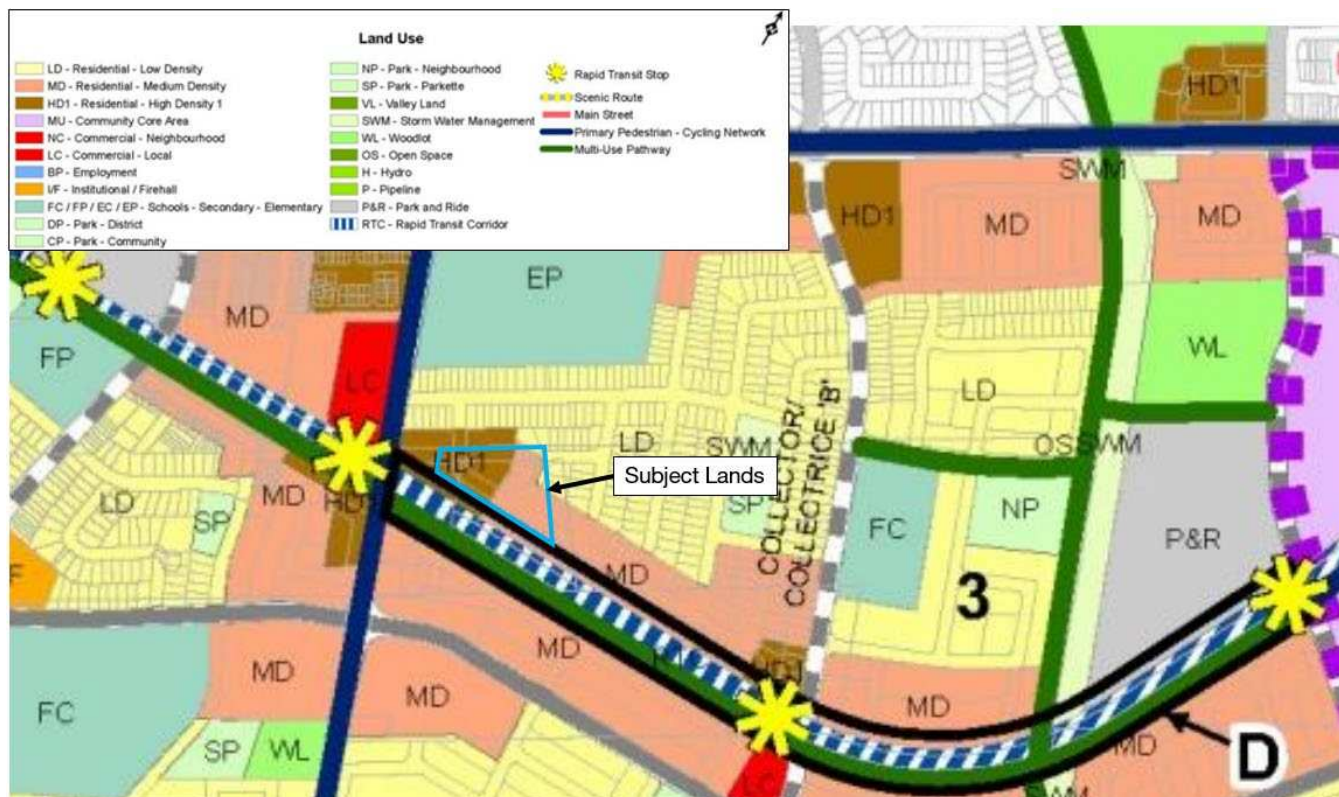


Figure 8: Excerpt from Figure 45- *Land Use Plan* of the Riverside South CDP (subject lands outlined in blue)

High Density I

High Density I sites are located near transit stations and major roads and within the Community Core. They are intended primarily for ground-oriented stacked townhouse units. In conjunction with the housing targets set out in the CDP, an average net density of 60 units per hectare has been assumed for the High Density I category.

The High Density I category permits predominantly ground-oriented stacked townhouse dwellings but may also include townhouse and low and medium-rise apartment dwellings.

The location of the proposed pair of semi-detached dwellings, townhomes and back-to-back townhomes is consistent with the Low Density, Medium Density and High Density I residential designations that apply to the subject lands. Given the land area (1.07 net hectares) and proposed number of units (66), an overall density of approximately 62 units/net hectare is proposed.

4.4.3 Community Design and Streetscape Guidelines (Section 3.0)

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

Community Design Guidelines (Section 3.1)

- / In addition to single-loaded roads, crescents and cul-de-sacs are also used with open “windows” into the features at the ends of the streets.

The proposed cul-de-sac provides for an open “window” onto the adjacent rapid transit corridor and the Multi-Use Pathway (MUP) that is planned within this corridor, which will be a Primary Pedestrian – Cycling Network.

- / Development sites adjacent to the rapid transit corridor will be designed to mitigate noise and potential pedestrian, cycling and vehicular conflicts. However, the use of noise fencing to mitigate noise shall be a last resort. Alternate layout arrangements including buildings facing the corridor and single-loaded roads shall be the first solution.

The proposed design includes a window street, a cul-de-sac, and lateral buildings abutting the corridor edge, which minimizes the need for noise fences.

Streetscape Guidelines (Section 3.2)

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

Wherever possible, the fronts of the proposed buildings are oriented to the street. Where buildings front onto more than one street, the treatment of the front façade will be extended to the side elevations facing the street. Consideration will be given to providing corner units that have side entrances facing the corner side lot line.

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

4.4.4 Site and Built Form Guidelines (Section 6.0)

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

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

Siting Criteria

- / Setbacks from the main wall of dwellings (or porches) to the street line should achieve satisfactory privacy for residential units and adequate front yard landscaping. Generally, setbacks from the streetline should be minimized to maintain a strong built form relationship to the street.
- / Dwelling units at gateway and corner lots should locate garages and driveways as far as possible from the corners.
- / Where possible, dwelling units sited at the end of view corridors, such as at “T” intersections and cul-de-sacs, should use landscaped areas and unit façades rather than driveways and garages to provide a view terminus.

The proposed semi-detached dwellings achieve a minimal front yard setback, thereby maintaining a strong relationship to the street. The siting and orientation of the dwellings allow for acceptable levels of privacy and landscaping adjacent to the street.

Building Elevations

- / Functional porches and/or entry features are encouraged. Consider the use of second storey cantilever designs to assist in providing deeper front porch space.
- / Adjacent units should be coordinated in terms of building height, roof pitch and building materials to ensure a harmonious relationship.
- / On corner lots, all elevations visible from public roads should have a similar level of articulation, window detailing and use of materials. Designs that incorporate wrap-around porches and main entries from the flanking street are desirable.

The side elevations of units on corner lots will feature the same materials used on the front elevation.

Garages

- / Attached garages should be designed as an integral element of the façade, using the same materials and wall detailing as the main body of the unit.
 - / Attached garages should generally not protrude more than 2 metres beyond, and preferably should be flush or set back from, the main front wall or front porch.
 - / Wherever possible, driveways should be paired to maximize on-street parking.
- The proposed garages only protrude slightly from the front building wall and are set back from the full extent of the front porch, ensuring that the porch is the predominant feature.**

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

Siting Criteria

- / Buildings within a block should be placed at a consistent distance from the street line. However, variation of unit entry setback within a townhouse building is acceptable to produce façade interest.
 - / Setbacks from the main wall of dwellings (or porches) to the street line should achieve satisfactory privacy for residential units and adequate front yard landscaping. Generally, setbacks from the street line should be minimized to maintain a strong built form relationship to the street.
- Buildings within a block are placed at a consistent distance from the street line. Further, setbacks from the street line have been minimized to maintain a strong built form relationship to the street.**

Building Elevations

- / Front entries should be visible from the street.
 - / Side and rear elevations visible from a public space, such as a road, walkway or park, should have similar architectural treatment as the front elevation.
 - / A variety of window sizes within a block of townhouses should be used to add interest.
 - / Townhouse buildings on a block should have cohesive rooflines, corbelling, window and entry placement.
- The front entries of the proposed townhouses will be visible from the street. The treatment on the front elevation of the corner townhouse dwellings extends to the side elevation, where visible from the street. Consideration will be given to providing corner townhouse units that have side entrances facing the corner side lot line.**

Garages

- / Attached garages should be designed as an integral element of the façade, using the same materials and wall detailing as the main body of the unit.
 - / Attached garages should generally not protrude more than 2 metres beyond, and preferably should be flush or set back from, the main front wall or front porch.
 - / Driveways should be paired to maximize on-street parking, unless pairing interferes with snow storage distribution.
- The proposed townhouses and back-to-back townhouses include garages that feature similar colours and materials to the remainder of the building. The garages extend slightly from the front building wall but are recessed from the front porches (which are at-grade for the townhouses and on the second floor for the back-to-back townhouses), resulting in the porches being the predominate feature. Where achievable, driveways are proposed to be paired, which will maximize opportunities for on-street parking.**

4.5 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

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

- / Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and MUPs.
- / Create a walkable neighbourhood with pathways, trails and sidewalks that are accessible year round and that connect destinations such as transit stops, commercial areas, schools, community facilities and parks.
- / Connect new streets to existing streets in adjacent developments and plan for future connections to land that has yet to be developed.
- / Select the most suitable zoning setback and road right-of-way width for the land use context and the road function. Provide sufficient space for the various elements in the front yard, the boulevard, and the road including: trees, sidewalks, utilities, cycling facilities, parking and travel lanes.
- / Design pathways, trails and walkways that are connected to the road right-of-way so that they link to a sidewalk and cross at an intersection.
- / Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections.
- / Site and design residential buildings on corner lots so that both the front and the side of the building are oriented to the public street and are detailed with similar quality and style.

The proposed development meets the majority of the applicable design guidelines. The development locates generally denser housing types on lands located in proximity to a BRT station. The planned streets will be connected to the existing network via a southern extension of Taurus Place. Two pedestrian connections are proposed, which will provide access to the west, where the BRT station will be located, and to the north, where there are multiple municipal parks.

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

As shown in Figure 12 below, the subject lands are currently zoned Development Reserve (DR) in the City of Ottawa Comprehensive Zoning By-law (2008-250). The purpose of the DR zone is to:

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

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

The purpose of the Residential Third Density Zone is to:

- / Allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan;

- / Allow a number of other residential uses to provide additional housing choices within the third density residential areas;
- / Allow ancillary uses to the principal residential use to allow residents to work at home;
- / Regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and
- / Permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.



Figure 9: Zoning Map (subject lands outlined in blue)

The proposed semi-detached and townhouse uses (including street townhouses and back-to-back townhouses) are permitted within the R3Z zoning with the provisions generally set out in Table 2.

Table 2. Applicable R3Z Zoning Provisions

Unit Type	Min. Lot Width	Min. Lot Area	Max. Building Height	Min. Front Yard Setback	Min. Corner Side Yard Setback	Min. Rear Yard Setback	Min. Interior Side Yard Setback
Semi-detached	7m	190m ²	11m	3m	3m	6m	0.9m
Townhouse	6m	150m ²	11m	3m	3m	6m	1.2m

A site-specific exception will be required to reduce the minimum lot area for back-to-back townhouse units to approximately 97 square metres.

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

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

5.1 Civil Engineering

IBI Group has prepared an Assessment of Adequacy of Public Services to assess the adequacy of public services for the proposed site. The report reviewed major municipal infrastructure including water supply, wastewater collection and disposal and management of stormwater. The report also includes a Sediment and Erosion Control Plan.

The report notes that all infrastructure which is needed to service the subject site already exists or is proposed to be completed imminently. The development plan will include connections to the infrastructure to adequately service the site with water supply, wastewater collection and disposal and management of stormwater runoff. The extension of the existing watermains through the subject site will provide a reliable source of both drinking water and fire flows. The ultimate wastewater outlets are already in place. A stormwater management facility, Pond 1, will provide the necessary treatment for runoff from the subject site. Development of the subject property will include the recommended storm sewer plan. Therefore, there are suitable public services in place to service the subject site.

From an assessment of major municipal infrastructure perspective, the study recommends that the development application for the Claridge property at 4623 Spratt Road be accepted and that the development of the property move forward.

5.2 Phase I Environmental Site Assessment

Paterson Group has prepared a Phase I Environmental Site Assessment (ESA) for the proposed development. The ESA's recommendations include an indication that ACMs may be present; conducting a designated substance survey to demolish the residence; and decommissioning of a potable well if encountered during redevelopment.

Based on the results of the assessment, Paterson Group's opinion is that a Phase II ESA is not required for the subject lands.

5.3 Geotechnical Investigation

Paterson Group has prepared a geotechnical investigation of the subject lands in order to determine the subsurface soil and groundwater conditions by means of boreholes; and provide geotechnical recommendations for the design of the proposed development including construction considerations which may affect its design.

From a geotechnical perspective, the report considers the subject lands to be adequate for the proposed residential development.

5.4 Environmental Impact Statement and Tree Conservation Report

An Environmental Impact Statement (EIS) and Tree Conservation Report (TCR) were prepared by Muncaster Environmental Planning Inc. The report addresses the existing vegetation, potential tree retention, Species at Risk and other natural features. The major objective of the study is to assess potential impacts on the natural features and functions of the subject site and surrounding area.

The site has reduced natural environment features and functions due to former agricultural activity and dominance of generally non-preferred species in the deciduous hedgerows including ash, white elm, and poplar. With the potential exception of butternut and barn swallow Species at Risk, no natural heritage features, as identified in the Provincial Policy Statement, are on or adjacent to the site. Species at Risk surveys for butternut and barn swallow will be completed during the appropriate times in the growing season.

Due to extensive grading and other urban servicing requirements no tree retention is anticipated for the site. There are no adjacent trees to the west, north, or east and trees to the south are not considered sensitive as they will be removed as part of the proposed urban residential development with a similar timeframe as this application.

5.5 Noise Study

IBI Group has prepared a Noise Control Feasibility Study to determine the impact of roadway traffic on the subject lands. The report deals with the expected noise levels in the development and any required noise control measures.

The report notes that the study area is primarily subject to traffic noise from the future BRT corridor, which is adjacent to the site, and from Spratt Road. The site is within the Airport Vicinity Development Zone (AVDZ); there are no rail lines within 500 meters of the site.

The report outlines the impact of roadway and BRT noise on the proposed development. The exact location of residential units requiring noise warning clauses, ventilation, air conditioning requirements, acoustical review/design of building components, and the location and size of noise barriers will be determined during the detailed design phase when site plans and grading plans are finalized.

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

- / The proposal is consistent with the Provincial Policy Statement in that it seeks to develop an area with the City of Ottawa's Urban Area that is immediately adjacent to an existing built-up area. The proposal provides a variety of relatively dense housing types in proximity to a planned BRT station.
- / The proposal meets the policies set out in the Official Plan. In particular, the proposal meets the policies of the General Urban Area designation, where a range of housing types and densities are permitted.
- / The proposal meets the policies of Official Plan Amendment 150.
- / The proposal meets the policies of the Riverside South CDP Land Use Plan and meets several of its Community Design and Streetscape Guidelines.
- / The proposal meets several of the City's Urban Design Guidelines for Greenfield Neighbourhoods.
- / The proposed Zoning By-law Amendment is required due to the current DR zoning. The proposed R3Z zoning offers appropriate provisions to permit the proposed development in a manner that is consistent with the planned context for the area.

Sincerely,



Nico Church, M.Pl.
Planner



Julie Carrara, MCIP RPP
Senior Planner