

FOTENN

4725 AND PART OF 4623 SPRATT ROAD (SOUTH PARCEL)



August 02, 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 and 4725 Spratt Road (“subject lands”) in the Riverside South community of the City of Ottawa.

1.1 Overview

The subject lands are planned to be developed with a residential subdivision consisting of townhouse dwellings. More specifically, the Draft Plan of Subdivision proposes approximately 265 townhouse dwellings. It is expected that approximately 35 additional townhouse units will be added along the southern edge of the subdivision, subject to a future land exchange.

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 proposed Plan of Subdivision is in general conformance with the Riverside South CDP.

The proposed development will be accessed via Spratt Street, an existing north-south major collector road to the west of the subject lands.

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.

2.0 SURROUNDING AREA AND SITE CONTEXT

2.1 Subject Lands

The subject lands, municipally known as 4623 and 4725 Spratt Road are outlined in blue in Figure 1 below. The subject lands are located to the east of Spratt Road, just south of a planned Bus Rapid Transit (BRT) corridor that bisects the broader property. It should be noted that this application pertains only to the lands located south of the BRT corridor. The northern portion of the property is the subject of separate Plan of Subdivision (D07-16-19-0010) and Zoning By-law Amendment (D02-02-19-0032) applications by Claridge.

The subject lands are legally described as Part of Lot 22, Concession 1 (Rideau Front). They have a total area of approximately 10.39 hectares and a total frontage of 275 metres along Spratt Road. The subject lands surround two (2) small hold-out lots, each containing one detached dwelling. The hold-out lots are known municipally as 4661 and 4729 Spratt Road.

The subject lands are currently vacant and largely consist of low-lying brush and sporadic lines of trees.



Figure 1: Subject Lands (outlined in blue)

2.2 Surrounding Area

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

NORTH:

Immediately to the north of the subject lands is a planned BRT corridor. A future BRT station (South Spratt) is proposed to be located adjacent to the northwest corner of the subject lands. Further north are lands that are in the process of being developed into a predominantly residential neighbourhood.

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.

SOUTH:

To the south of the subject property are vacant lands that are in the process of being developed into a predominantly residential neighbourhood. Once developed, the future neighbourhood will be intricately connected to the subject lands.

EAST:

To the east of the subject lands is the planned BRT corridor, including a proposed BRT station (Shoreline) at the end of the subject lands. Further east are lands that are in the process of being developed into a low-rise residential neighbourhood by Richcraft and Urbandale. The planned Riverside South Community Core, which is envisioned to provide retail, office, entertainment, public and institutional services to the wide community, will be located to the northeast of the subject lands.

WEST:

To the west of the subject lands are two (2) detached dwellings which front onto Spratt Road. 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.

3.0 DEVELOPMENT PROPOSAL

The subject lands are intended to be developed with a total of 265 townhouse dwellings. The townhouse blocks are proposed to each accommodate three (3) to six (6) dwelling units. All dwelling units will be 2 storeys in height and will have a driveway accessing a public street.

The Draft Plan of Subdivision is shown as Figure 2. Table 1 below identifies the block numbers of 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	1,202.7	Townhouse units
2	957.7	Townhouse units
3	1,137.1	Townhouse units
4	2,846.7	Townhouse units
5	1,843.4	Townhouse units
6	4,267.6	Townhouse units
8	4,371.9	Townhouse units
9	2,459.5	Townhouse units
10	4,542.8	Townhouse units
11	3,039.7	Townhouse units
12	5,150.9	Townhouse units
13	5,142.0	Townhouse units
14	947.3	Townhouse units
15	145.8	Townhouse units
16	1,335.3	Townhouse units
17	2,109.2	Townhouse units
18	1,843.4	Townhouse units
19	2,119.3	Townhouse units
20	226.2	Townhouse units
21	709.1	Townhouse units
22	866.7	Townhouse units
23	915.4	Townhouse units
24	392.7	Townhouse units
25	874.4	Townhouse units
26	1,843.4	Townhouse units

Block	Area (m ²)	Proposed Land Use
27	5,032.4	Townhouse units
28	1,478.4	Townhouse units
29	4,660.7	Townhouse units
30	772.5	Townhouse units
31	1,282.2	Townhouse units
32	406.1	Townhouse units
33	1,105.4	Townhouse units
34	2,868.9	Townhouse units
Streets/Reserves	34,955.9	Streets Nos. 1 to 7; Block 7 (Transitway); 0.30 metre reserves (Blocks 35 to 40); street widening (Blocks 41 and 42)
Total	103,852.4	

The planned lot depths for the proposed townhouse units are generally 30.5 metres, with slightly deeper lots (32 metres) abutting the BRT Transitway to the north.

Schools and Parkland

The Riverside South CDP Land Use Plan does not plan for any schools or parks on 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 planned Community Park to the southeast of the subject lands.

Roads

Vehicular access to and from the subject lands will be provided via Spratt Road, a north-south Major Collector road on Schedule E- *Urban Road Network* of the Official Plan. A new east-west collector road, known in the Riverside South CDP as “Collector I”, or Borbridge Avenue, will intersect Spratt Road and bisect the subject lands, providing access to the local streets in the proposed development. With the exception of planned cul-de-sacs at the west ends of Streets Nos. 2 and 5, the local streets are planned to be 18 metres wide and “Collector ‘I’” is planned to be 26 metres wide.

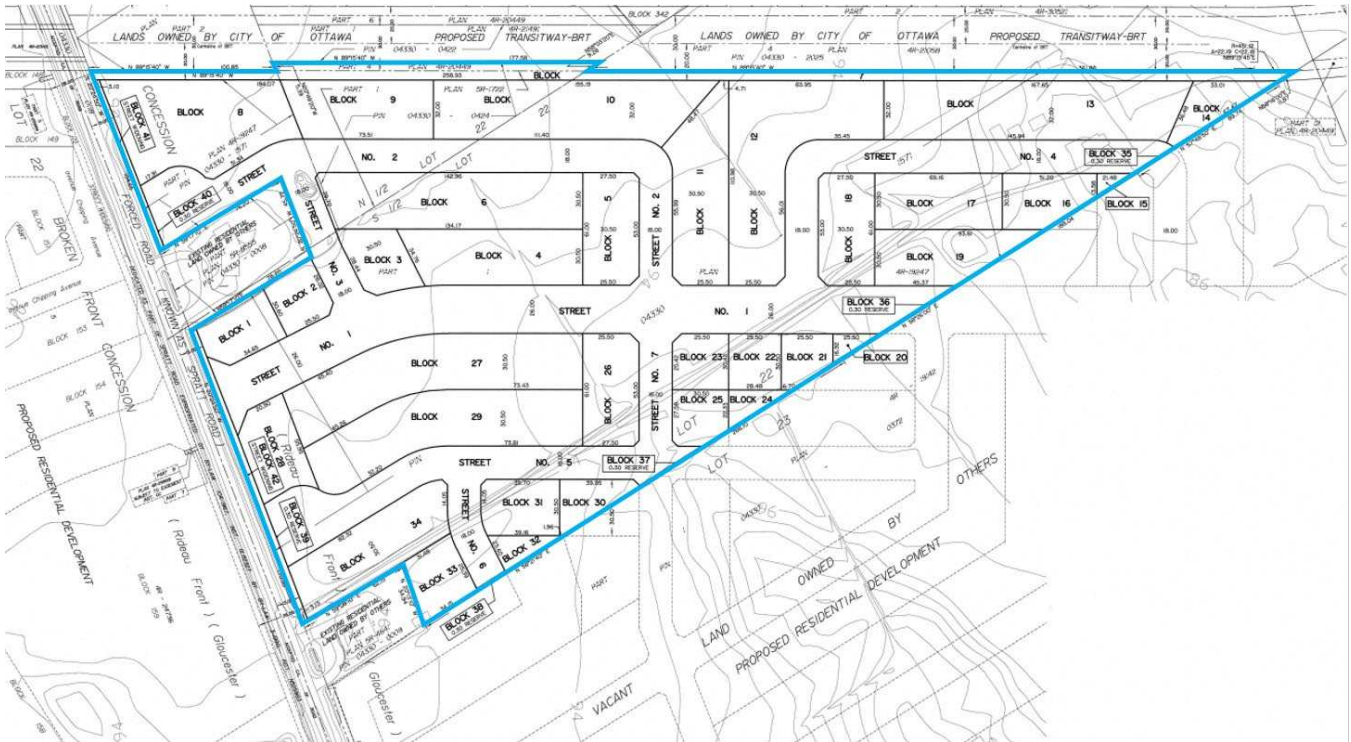


Figure 2: Draft Plan of Subdivision for the Subject Lands (outlined in blue)

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 development is consistent with the above-noted policies of the PPS (2014). The development proposes townhouse dwellings within the City’s settlement area boundary (the Urban 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 4.5 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. Building heights in the General Urban Area are predominantly low-rise, defined as one to four storeys.

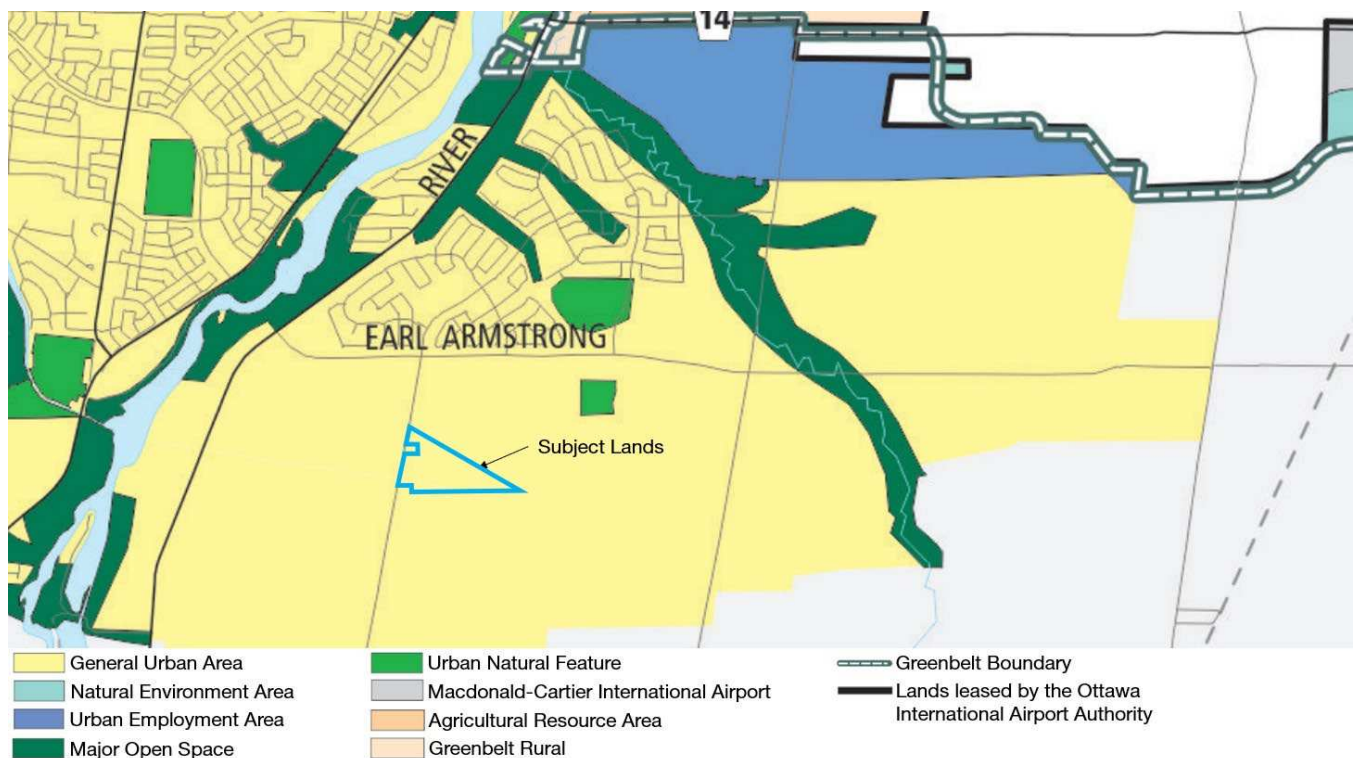


Figure 3: Excerpt from Schedule B - *Urban Policy Plan* of the Ottawa Official Plan

The proposed development meets the policies of the General Urban Area designation as it proposes a permitted housing option located in proximity to a variety of existing and planned services. Further, the proposed building height (2 storeys) is in keeping with the predominantly low-rise nature of the General Urban Area.

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 Official Plan.

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 BRT corridor planned to the north.

- / *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. Further, the proposed development encourages pedestrian activity through the incorporation of several sidewalks.

- / *To create places that are safe, accessible and are easy to get to, and move through.*
The proposed road network supports a well-connected neighbourhood that is easy to move through. Buildings will be oriented towards 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 to the north and east.

- / *To ensure that new development respects the character of existing areas.*
The design of 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 broader community.

- / *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 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 denser housing types in proximity to planned BRT stations.

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	IBI has prepared Steps 1 & 2 of its Transportation Impact Assessment (TIA) and will produce a transportation study that meets the City of Ottawa requirements. IBI has produced a Pedestrian Plan which illustrates potential sidewalk locations and pedestrian crossings (Figure 8).
Vehicular Access	Vehicular access to the proposed development is provided from Spratt Road, which connects to a proposed collector road through the subject lands (known as Collector “I” in the Riverside South CDP, or Borbridge Avenue). The road network provides convenient access to nearby major roads including Earl Armstrong Road to the north.
Parking Requirements	The City of Ottawa Zoning By-law parking requirement of one (1) space per unit for townhouse dwellings is met as each proposed unit will have a driveway accessing a garage.
Outdoor Amenity Areas	The proposed residential units will have sufficient private outdoor amenity space in the form of porches and rear yard amenity space. Furthermore, the development also benefits from existing and planned neighbourhood parks in the broader area.
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	Lighting for the development is proposed to be restricted to street lighting in the municipal rights-of-way. Lighting for the development will be compliant with City of Ottawa standards.
Noise and Air Quality	IBI has prepared a noise study for the proposed Plan of Subdivision. The noise study recommends noise barriers, acoustical review/design of building components and the installation of a forced air heating system and/or central air conditioning for certain dwelling units, as well as 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 shadowing are anticipated.
Microclimate	Given the amount of landscaped outdoor private amenity areas, 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 or planned schools in the Riverside South community. Existing elementary schools for all four school boards are located between 530 metres to 2 kilometres of the subject lands and additional schools are planned in the Riverside South CDP.

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 in proximity to several planned or existing parks, including Rideau View Park to the north of the BRT corridor and Summerhill Park to the west of Spratt Road. These parks feature significant street frontages, which allow for higher visibility from many vantage points in the community. The Riverside South CDP plans for a Community Park to the southeast of the subject lands, on the south side of the extension of Borbridge Avenue.

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.

As shown in Figure 4, the subject lands are not located in an identified natural heritage system. Muncaster Environmental Planning Inc. has prepared an Environmental Impact Statement which demonstrates that there will be no negative impacts to existing natural heritage features, with the exception of butternut, an endangered species at risk. The Environmental Impact Statement proposes compensation measures for the removal of butternuts from the subject lands.

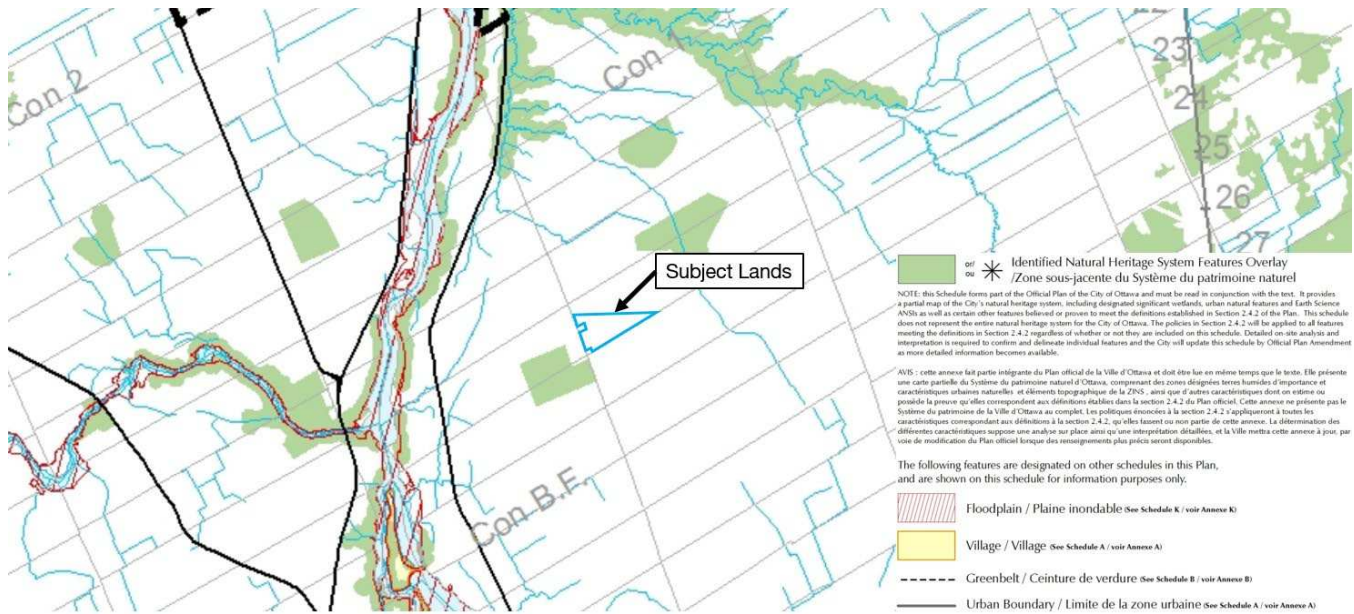


Figure 4: Excerpt from Schedule L1 - *Natural Heritage System Overlay (East)* of the Official Plan

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. As shown in Figure 5, the subject lands are located within 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.

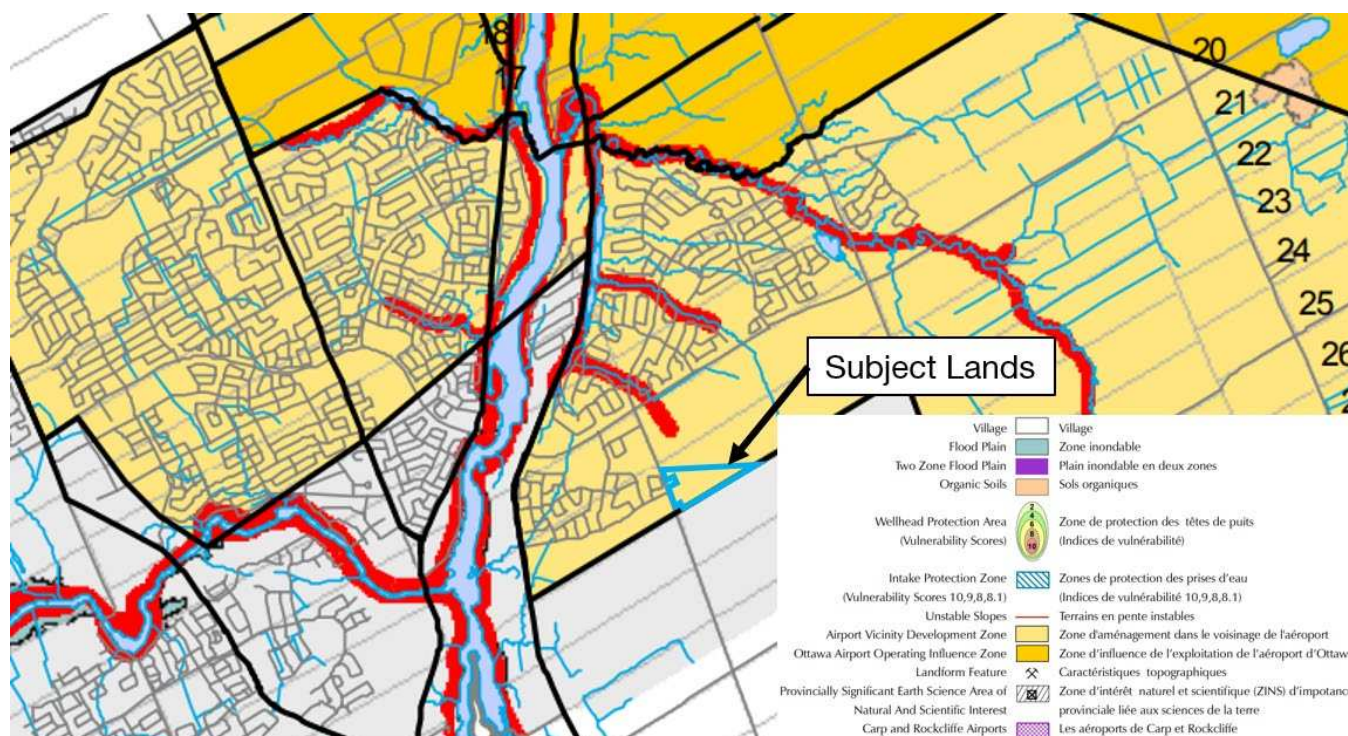


Figure 5: Excerpt from Schedule K - *Environmental Constraints* of the Official Plan

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 do not apply. 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 below, the subject lands are located adjacent to a planned, at-grade BRT corridor. The lands reserved for the corridor abut the northern lot line of the subject lands. Two (2) BRT stations are planned to be located adjacent to the subject lands. As such, the entirety of the proposed development will be located within 400 metres of a BRT station.

As shown in Figure 7 below, 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.

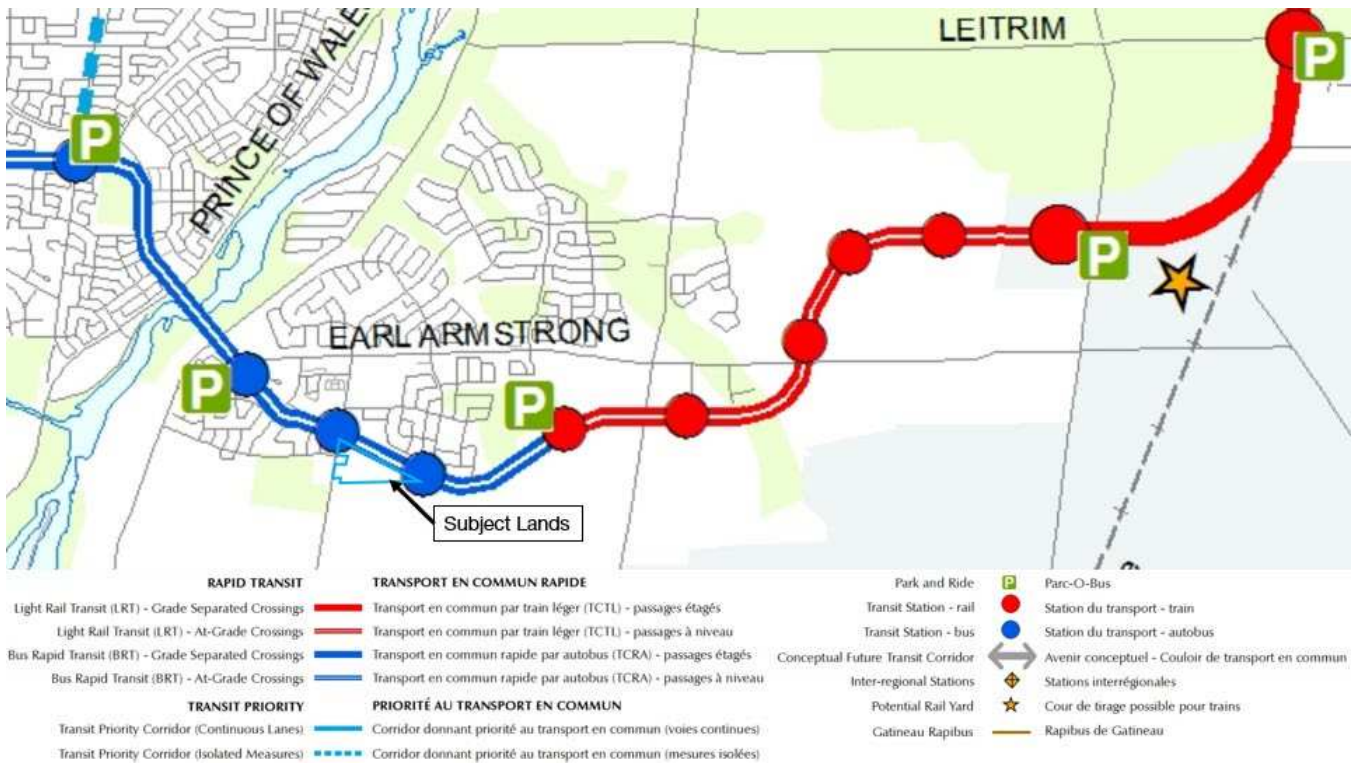


Figure 6: Excerpt from Schedule D - *Rapid Transit and Transit Priority Network* of the Ottawa Official Plan



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

As shown in Figure 8, the proposed development plans to include sidewalks along several streets, establishing a local pedestrian network.



Figure 8: Excerpt from IBI Group's Transportation Impact Assessment

The proposed development incorporates 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. The development plans to incorporate several sidewalks in order to increase active transportation opportunities.

4.3 City of Ottawa Official Plan Amendment (OPA) 150

In 2013, the City of Ottawa reviewed its Official Plan, resulting in numerous policy changes. Ottawa City Council adopted OPA 150 and it 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 (CDP)

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 Ottawa Official Plan. The document 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 proposed development conforms to the CDP's vision and objectives outlined above. In particular, the proposed townhouse use is a relatively dense housing form that will be located near two (2) BRT stations and will contribute to a mix of unit types in the broader Riverside South community.

4.4.2 Road Hierarchy (Section 2.2.3)

The road network for the Riverside South community is based on a grid of east-west and north-south collector roads. The axis for the community's road system is the two existing arterial roads, Earl Armstrong Road and Limebank Road.

As shown in Figure 9, the future Collector "I" is planned to run through the subject lands.

The proposed development incorporates the planned Collector "I" (Borbridge Avenue) into its design.

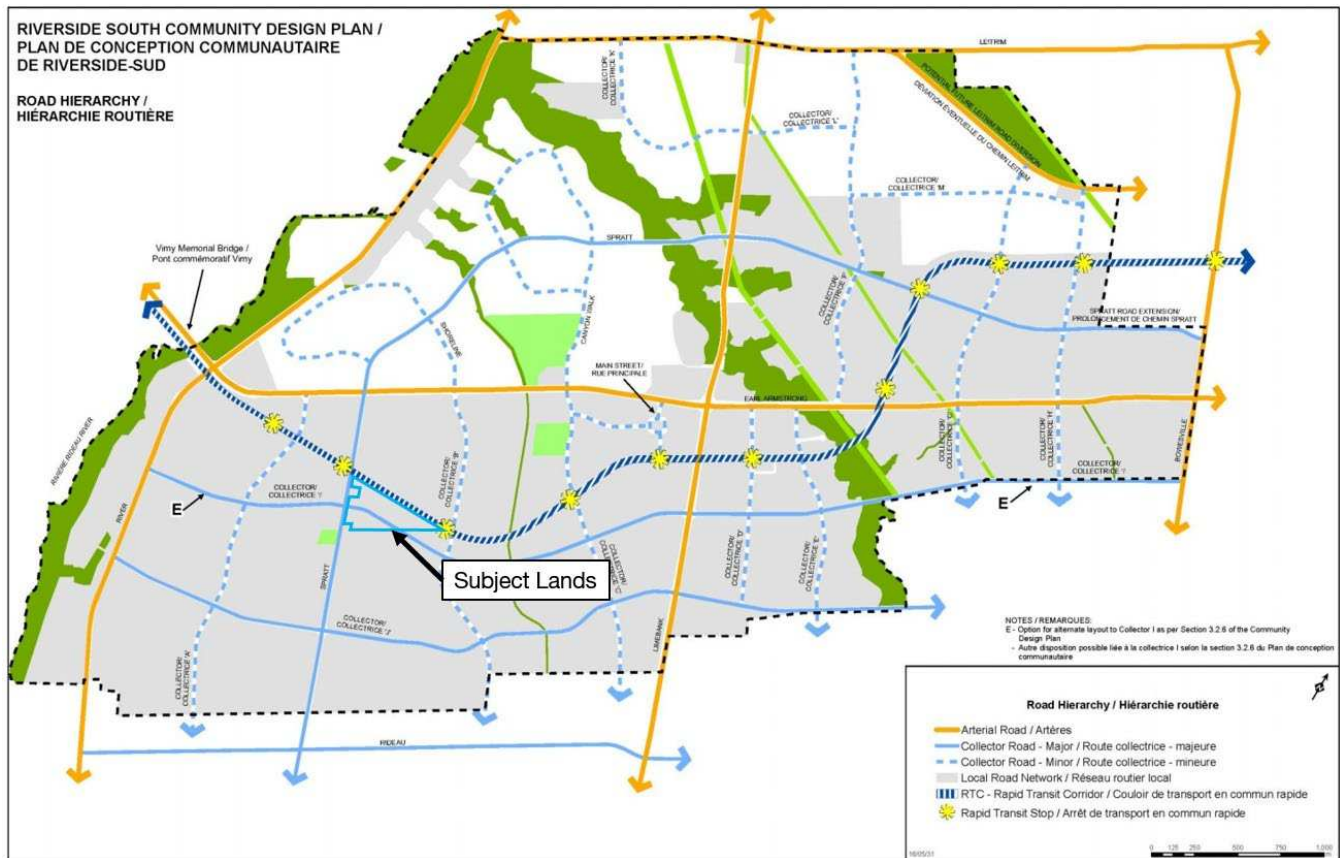


Figure 9: Excerpt from Figure 18 - *Road Hierarchy* of the Riverside South CDP

4.4.3 Land Use Plan (Section 2.3)

As shown in Figure 10 below, the subject lands are generally designated “MD – Residential – Medium Density”, with a small portion of the lands in the south designated “LD – Residential – Low Density” in the Land Use Plan for the CDP.

Medium Density

Medium Density areas are located in the vicinity of the rapid transit corridor, both within the Community Core and elsewhere in the planning area. The built form character of these areas is encouraged to be similar, in terms of heights and architecture, to the character of lower density residential areas. 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.

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 being the predominant types. 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.

The proposed townhouse use is permitted in both the Low Density and Medium Density residential designations. Given the land area of the residential lots (6.89 net hectares) and proposed number of units (265 to 300), an overall density of 38.5 to 43.5 units/net hectare is proposed.

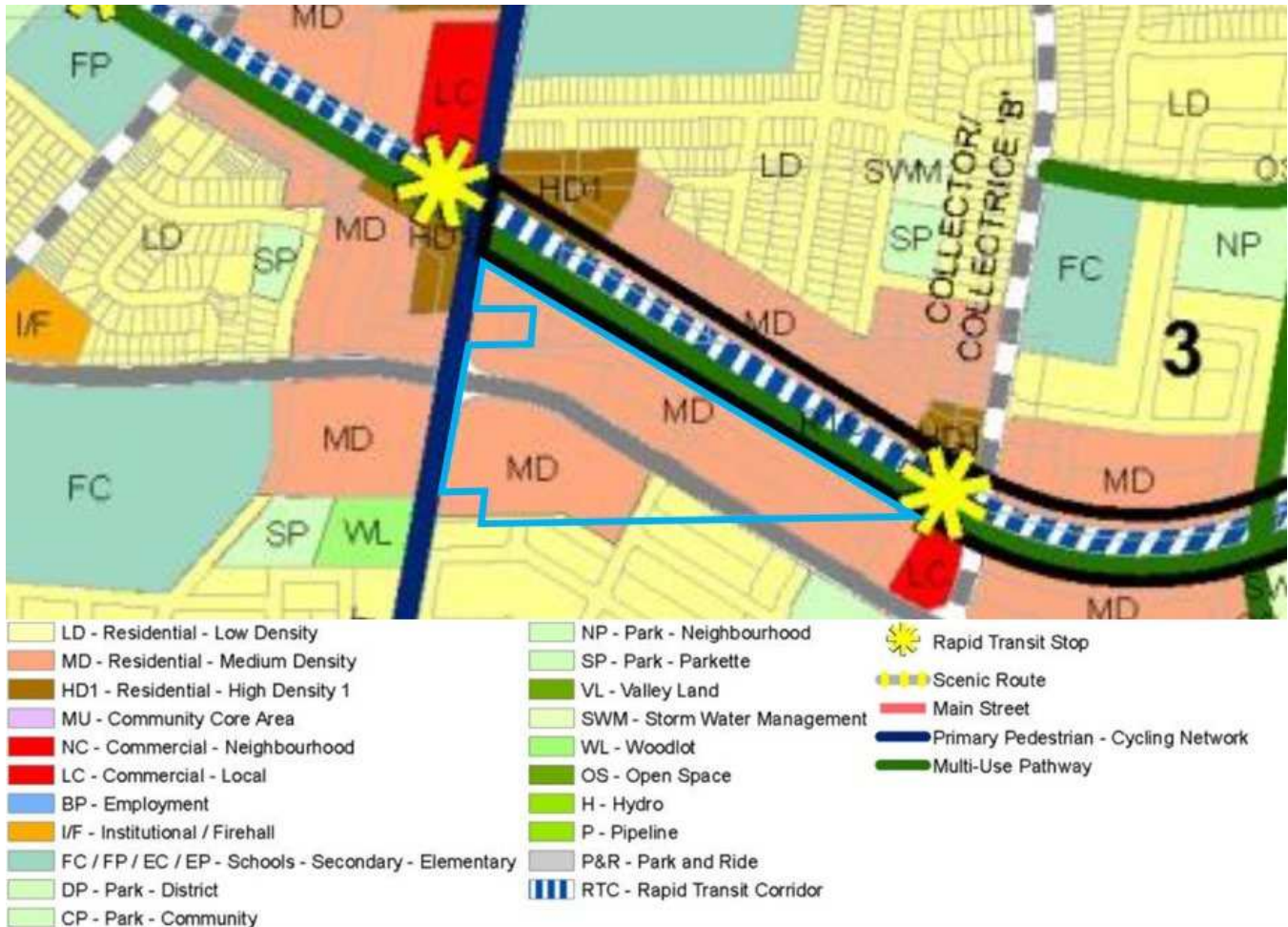


Figure 10: Excerpt from Figure 45- *Land Use Plan* of the Riverside South CDP (subject lands outlined in blue)

4.4.4 Community Design and Streetscape Guidelines (Section 3.0)

The CDP sets out several 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-sacs at the ends of Streets Nos. 2 and No. 5 provide open “windows” into the development from Spratt Road.
- / 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 noise study prepared by IBI for the proposed development recommends noise barriers to mitigate noise for units backing onto the BRT corridor. The location and size of noise barriers will be determined during the detailed design phase when site plans and grading plans are finalized.

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.
The fronts of the proposed buildings are oriented to the street. Where buildings front onto more than one street, the materials used on the front façade are extended along the side of the building that abuts the municipal street.
- / Collector roads act mainly as links within the community to local destinations and as links to the wider arterial road network. As such, pedestrian and cycling movements are an important consideration in their design. Most collector roads are designed with a degree of curvature to support a safe vehicular speed. Other traffic calming measures should be considered at the detailed design stage to advance the directions established through the BBSS/ISR project.
The proposed collector road (Collector “I”/Borbridge Avenue) has been reviewed by IBI Group, Claridge’s transportation consultant.
- / Sidewalks will be provided on both sides of all collector roads.
Sidewalks are proposed on both sides of Collector “I”/Borbridge Avenue (Figure 8).
- / Reversed lotting and associated fencing is discouraged. Residential lots will be permitted to front on collector roads, except in proximity to arterial road intersections.
Townhouses are proposed to front onto or flank the entirety of the Collector “I”/Borbridge Avenue frontage in the development; no rear lotting is proposed.

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

4.4.5 Site and Built Form Guidelines (Section 6.0)

The Riverside South CDP outlines several built form guidelines to guide future development in the community, including siting criteria, building elevations, and garages. 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.
Buildings within a block are generally placed at a consistent distance from the street line.

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.

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 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 the predominate feature. Driveways are proposed to be paired where achievable, which will allow for maximized 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. Some of the applicable guidelines are listed and discussed below:

- / Plan and build new communities based on the inherent capacity of the natural landscape to sustain the community over time. Consider soils, landforms, natural and cultural features, habitats, watercourses and climate.
- / Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and Multi-Use Pathways (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.
- / Layout collector streets to be direct and continuous through the neighbourhood so homes are within 400 metres of transit and other destinations along them.
- / 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 several applicable design guidelines. In particular, the development locates denser housing types on a site located in proximity to BRT; the planned street network includes

several sidewalks; and the proposed townhouse units will be designed to provide an active frontage on all streets within the subdivision.

4.6 Building Better and Smarter Suburbs

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

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

- / Street Network and Land Use;
- / Parks and Open Space;
- / Stormwater Management;
- / School Sites;
- / Parking;
- / Road Rights-of-Way;
- / Rear Lanes;
- / Trees; and
- / Utility Placement.

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

Table 2

BBSS Core Topic Area	Strategic Direction	Proposed development
Street Network and Land Use	Design the street network as an integral part and extension of the municipal grid, taking into consideration its future adjustments and evolution.	The proposed subdivision accommodates for the extension of the east-west collector road known as Borbridge Avenue. The proposed subdivision offers opportunities for a continuation of the municipal grid into future subdivisions to the south and east, through the inclusion of several local streets that can extend beyond the proposed development limits. The proposed development will provide a connection to Spratt Road, a major collector road which forms the westerly edge of the subject lands and will be widened in the future.
	Design the street network based on a modified or offset grid to maximize choices of travel routes and opportunities for utility connections.	The streets in the proposed development are generally laid out in a modified grid pattern to maximize mobility within the development as well as provide connectivity to adjacent pedestrian and cycling facilities.

BBSS Core Topic Area	Strategic Direction	Proposed development
	Design the street network in conjunction with the land use and open space system to ensure direct pedestrian and cyclist connectivity to key destinations in the community (schools, shops, bus stops and stations, etc.).	<p>The proposed development's modified grid pattern has been configured to provide connectivity to adjacent pedestrian and cycling facilities.</p> <p>Sidewalks will be provided on one side of select local roads and on both sides of the planned collector road, as identified on the Pedestrian Plan. Sidewalks are strategically located to provide connections to and from Spratt Road and a future rapid transit station to the west.</p>
	Ensure that a range of appropriate sized roadways complements the character and functional needs of each community area.	<p>An east-west collector road is proposed to bisect the development and provide connectivity between the subdivision and surrounding major roadways, communities, and amenities. The planned collector road will include sidewalks on both sides of the street.</p> <p>Internal roadways have been designed to discourage high vehicular speeds and provide high pedestrian connectivity within the site.</p>
	Implement traffic calming measures at the outset of road design for local and collector streets.	As noted above, internal roadways have been designed to discourage high vehicular speeds and provide high pedestrian connectivity within the site.
	Avoid reverse frontage lots (rear yards abutting public streets) within the community.	No rear lotting is proposed in the proposed development. Two cul-de-sacs are planned to front onto Spratt Road, providing windows into the proposed development.
Stormwater Management	Examine opportunities to reduce 'end of pipe' water volume discharge.	Development of the subject site will include a stormwater strategy using the dual drainage system. The system features a combination of on-site detention (surface ponding) with inlet control devices (ICDs) and direct conveyance with no ponding. It accommodates both minor and major stormwater runoff. During frequent storms the effective runoff collected by catchment areas is directly released via catch basin inlets into the network of storm sewers, called the minor system. During less frequent storms, the balance of the flow (in excess of the minor flow) is accommodated by a system of rear yard swales and street segments (or other forms of underground storage or surface storage such as dry ponds).

BBSS Core Topic Area	Strategic Direction	Proposed development
Parking	Where street-accessed parking is appropriate, establish setbacks that will allow a vehicle to be parked in front of the garage or carport, while preventing the visual prominence of garages on the streetscape.	The garages extend slightly from the front building wall but are recessed from the front porches, which are the predominate feature.
	Consider options for multi-car households through the on-street residential parking permit program, and seek to provide adequate curbside parking supply by ensuring sufficient space between driveways (single or paired), or the use of rear lanes or buildings with parking at rear, where appropriate.	Driveways are proposed to be paired where achievable, which will allow for maximized on-street parking.
Road Rights-of-Way	ROW cross-sections, roadway widths, and design speeds should respond to built form and land use context.	The collector road will have a ROW width of 26 metres while local roads have generally been designed with an 18 metre ROW.
	Implement traffic calming measures (such as those in the Canadian Guide to Neighbourhood Traffic Calming) at the outset of road design for local and collector streets.	Internal roadways have been designed to discourage high vehicular speeds.
	<p>Ensure components of a `complete street` are provided in the ROW, such as:</p> <ul style="list-style-type: none"> -Pedestrian facilities; -Cycling facilities; -On-street parking; -Traffic calming features; -Trees on both sides of the street, including canopy trees; -Utility placement and operational considerations that do not interfere with the attributes of complete streets. 	<p>Sidewalks will be provided on one side of select local roads and on both sides of the planned collector road, as identified on the Pedestrian Plan. Sidewalks are strategically located to provide connections to and from Spratt Road and a future rapid transit station to the west.</p> <p>Street trees and utility placements will be addressed at detailed design (subdivision registration).</p>

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

As shown in Figure 11, 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.



Figure 11: Zoning Map showing subject lands (outlined in blue)

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.

The proposed townhouse uses are permitted within the R3Z zoning with the provisions generally set out in the following table.

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
Townhouse	6m	150m ²	11m	3m	3m	6m	1.2m

The proposed zoning provisions will allow the development to fit well within the existing and future context of the subject lands. The residential zoning provisions are based on similar zones utilized 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.

While some infrastructure is needed to help service the subject site already exists, the development plan will include expansion and extension of those 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 drink water and fire flows. The ultimate wastewater outlet is already in place. A new stormwater management facility, Pond 5, is currently under construction and once completed will provide the necessary treatment for runoff from the subject site. Development of the subject property will include the recommended storm sewer plan. Therefore, including both existing and proposed extension of major infrastructure there will be suitable public services put in place to service the subject site.

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

5.2 Transportation Impact Assessment

IBI Group has prepared a Transportation Impact Assessment (TIA) - Steps 1 and 2: TIA Screen and Scoping for the proposed development.

As the proposed development meets the Trip Generation, Location and Safety triggers, the need to undertake a TIA is confirmed. The study's scoping review describes both the existing and planned conditions in the vicinity of the development and has determined the study area, time periods and horizon years that will be assessed in the TIA. The scoping component has also identified certain elements of the Design Review and Network Impact components that may be exempted from consideration.

The TIA includes an illustration (Exhibit 2) that identifies the potential sidewalk locations and pedestrian crossings.

5.3 Phase I Environmental Site Assessment

Paterson Group has prepared a Phase I Environmental Site Assessment (ESA) for the proposed development. Based on the results of the assessment, Paterson Group's opinion is that a Phase II ESA is not required.

5.4 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.

5.5 Environmental Impact Statement and Tree Conservation Report

Muncaster Environmental Planning Inc. has prepared a Environmental Impact Statement (EIS) and Tree Conservation Report (TCR) for the subject lands. 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.

Butternut was the only Species at Risk observed on or adjacent to the site. No other Species at Risk were reported for the adjacent sites. Four (4) small butternuts in the southeast corner of the site will be removed and compensated for with off-site plantings if the butternuts are not hybrids. The remaining meadow habitat is too small for grassland Species at Risk (none were observed during a morning late May survey) and no potential structures for chimney swift or barn swallow are present.

Due to the density of the development and required urban servicing and associated grading, both on and to the south of the site, no tree retention is anticipated for the site. As the Plan of Subdivision is designed to incorporate adjacent lands to the south, and residential development is already present or under construction to the north, west and east, there is no potential for connections to adjacent natural features. This isolation in combination with the dominance of ash trees results in very limited conservation value for the on-site vegetation. Macro grading plans in IBI (2019) indicate grade raises in the vicinity of one metre for most of the site.

5.6 Noise

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 extension of Spratt Road and Street No. 1 which is the extension of Borbridge Avenue. The future Bus Rapid Transit (BRT) corridor is adjacent to the site. The majority of 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 PPS in that it seeks to develop an area with the City of Ottawa's Urban Area that is in proximity to an existing built-up area. The proposal contributes to the provision of a variety of housing options in proximity to a planned BRT station.
- / The proposal meets the policies set out in the OP. In particular, the proposal meets the policies of the General Urban Area designation, where townhouses are permitted.
- / The proposal meets the policies of OPA 150.
- / The proposal meets the policies of the Riverside South CDP 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 proposal meets several of the strategic directions of the BBSS initiative.
- / The proposed Zoning By-law Amendment is required due to the current DR zoning. The proposed 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