



Riverside South – Phase 7A

Planning Rationale
Draft Plan of Subdivision Revision
October 26, 2023



Prepared for Riverside South Development Corporation

Prepared by Fotenn Planning + Design
396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by the Riverside South Development Corporation to prepare this Planning Rationale in support of an application to revise the Phase 7 Draft Plan of Subdivision for lands within the Community Core of the developing Riverside South community of Ottawa.

The intent of this Planning Rationale is to accompany a resubmission package outlining a revised Plan of Subdivision for Phase 7A of the Riverside South community. This report assesses the proposed revisions to the Draft Plan of Subdivision against the applicable policy and regulatory framework.

1.1 Application History

The original Phase 7 Draft Plan of Subdivision was approved in 2010, however the majority of the land remains undeveloped. The City of Ottawa revised the Community Design Plan for the area in 2016 and again in 2018 before a final amendment was approved in 2021.

The CDP seeks to achieve efficient land use patterns while creating a vibrant community where residents can access a high-quality urban environment. The 2018 update was in response to the realignment of the future Leitrim Road and the extension of the Trillium Line from Bowesville Station to Limebank Road. Included in the 2018 update was the relocation of the Community centre, Library Branch, and Core District Park to the southwest quadrant of Main Street and the “Transit Street” within the Riverside South Community Core.

In October 2021, a further revision to the CDP was implemented to relocate the Community Centre, Library Branch, and Core District Park to the north side of the “Transit Street”. The intent of this relocation was to allow the City to move forward with the intended timeline for designing and constructing these facilities and to reduce the risks associated with price escalation factors. The change would put the facilities within an area already serviced by a stormwater management pond.

At the time, it was noted that the CDP update would be followed by an amendment to the approved Phase 7 Draft Plan of Subdivision application to reflect the revised locations. The current application represents that revision.

Subject Site and Surrounding Context

The subject site is bounded by Earl Armstrong Road to the north, Limebank Road to the east, and the future extension of Portico Way to the west. The subject site represents a portion of Phase 7 of the Riverside South subdivision development. The subject site has an area of 53.67 hectares and is referred to as Phase 7A.

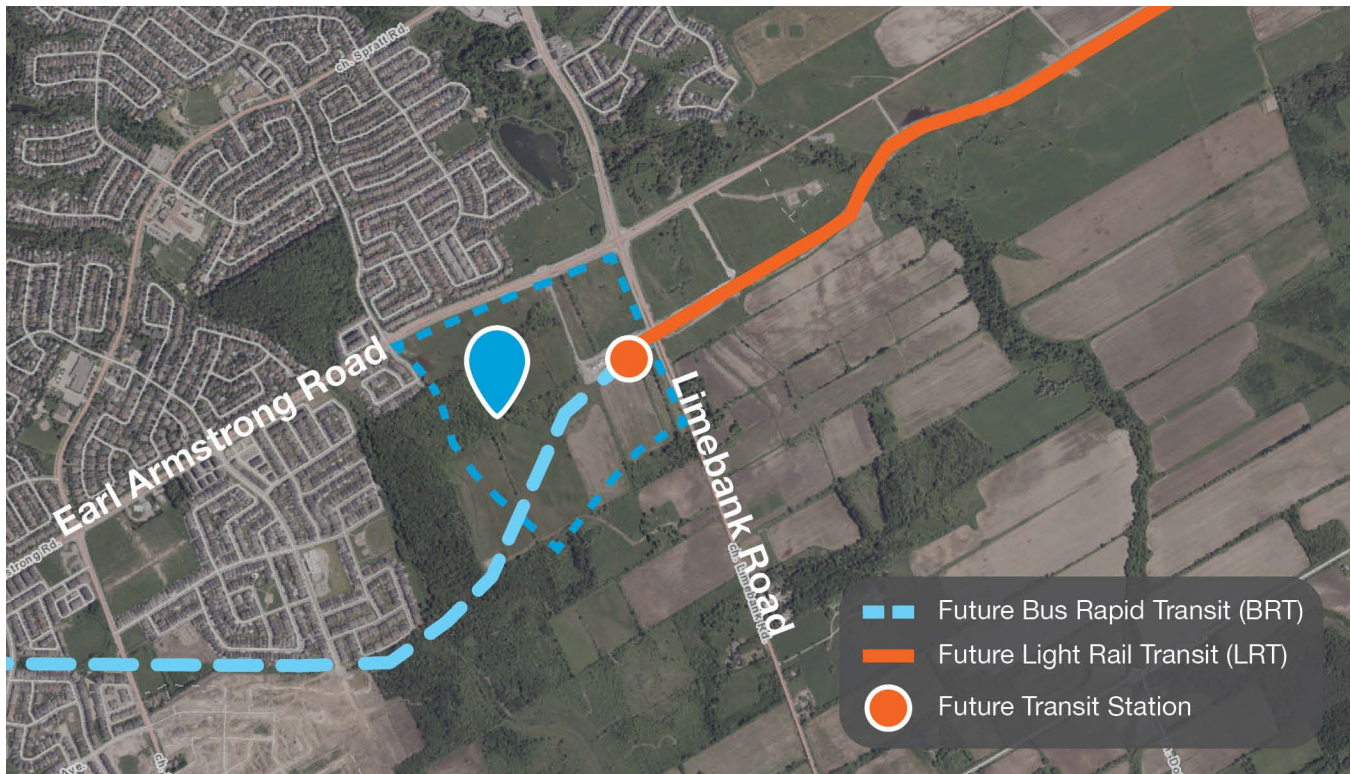


Figure 1: Site Location

2.1 Surrounding Context

The subject site is located within the broader Riverside South community and is generally located at the southwest corner of the Earl Armstrong Road and Limebank Street intersection. Existing residential developments are located to the west and north of the subject site. A mixture of services, schools, and retail is located to the west of the site along Earl Armstrong near the Vimy Memorial Bridge. Lands to the east and south of the subject site are primarily agricultural and vacant. These areas will become future phases of the Riverside South Town Centre and residential community.

The following land uses are in the area immediately surrounding the subject site:

North: An existing low-rise residential subdivision and a stormwater management pond. A recently approved Plan of Subdivision and Site Plan Control for 1515 Earl Armstrong Road (northwest corner of Earl Armstrong and Limebank) will see the lands developed with retail and office space and associated surface parking areas.

East: On the east side of Limebank Road is another approved retail shopping centre that has yet to be constructed, on the north side of the LRT corridor. South of the corridor are future development lands within the Riverside South Town Centre. The LRT corridor extends east of the subject site from the terminus station located generally in the centre of the subject site. Limebank Station is part of the Stage 2 south extension, anticipated to open in 2024.

South: South of the subject site are future development lands within the Riverside South community.

West: To the west of the subject site are ongoing residential subdivisions forming part of the Riverside South Community. Further west is the Vimy Memorial Bridge which connects Riverside South to Barrhaven further west.

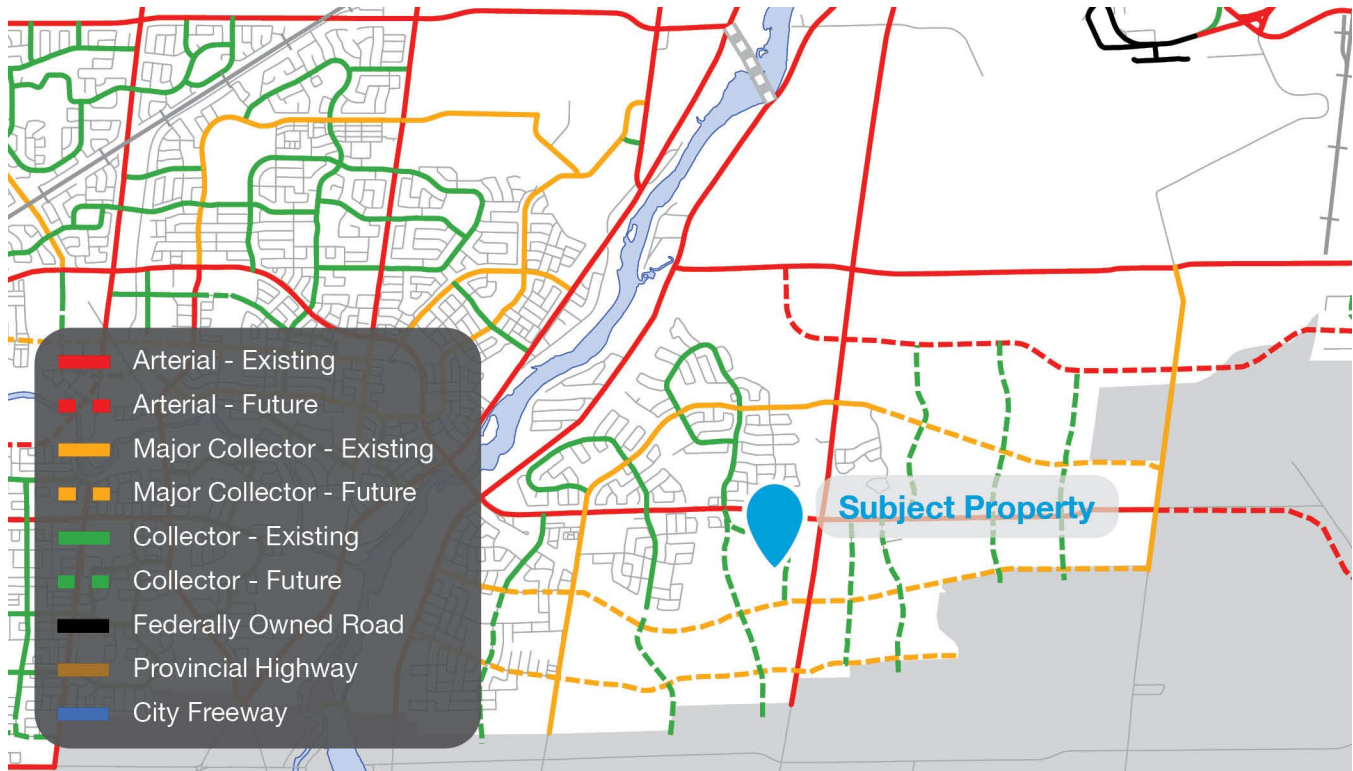


Figure 2: Schedule C4 – Urban Road Network (Excerpt, City of Ottawa Official Plan)

Limebank Station is located centrally within the subject site. This station is currently under construction and will serve as the terminus station of the south LRT (Trillium Line) extension. A bus loop is envisioned from Earl Armstrong Road to the station to provide further connection to the west. As shown in Schedule C2 of the City of Ottawa Official Plan, excerpted below as Figure 3, an extension of the Bus rapid Transit (BRT) system is planned along the Transit Street connecting through the existing neighbourhood to the west and into Barrhaven along Chapman Mills Drive, connecting to the north-south BRT that serves the Barrhaven Downtown (Town Centre).

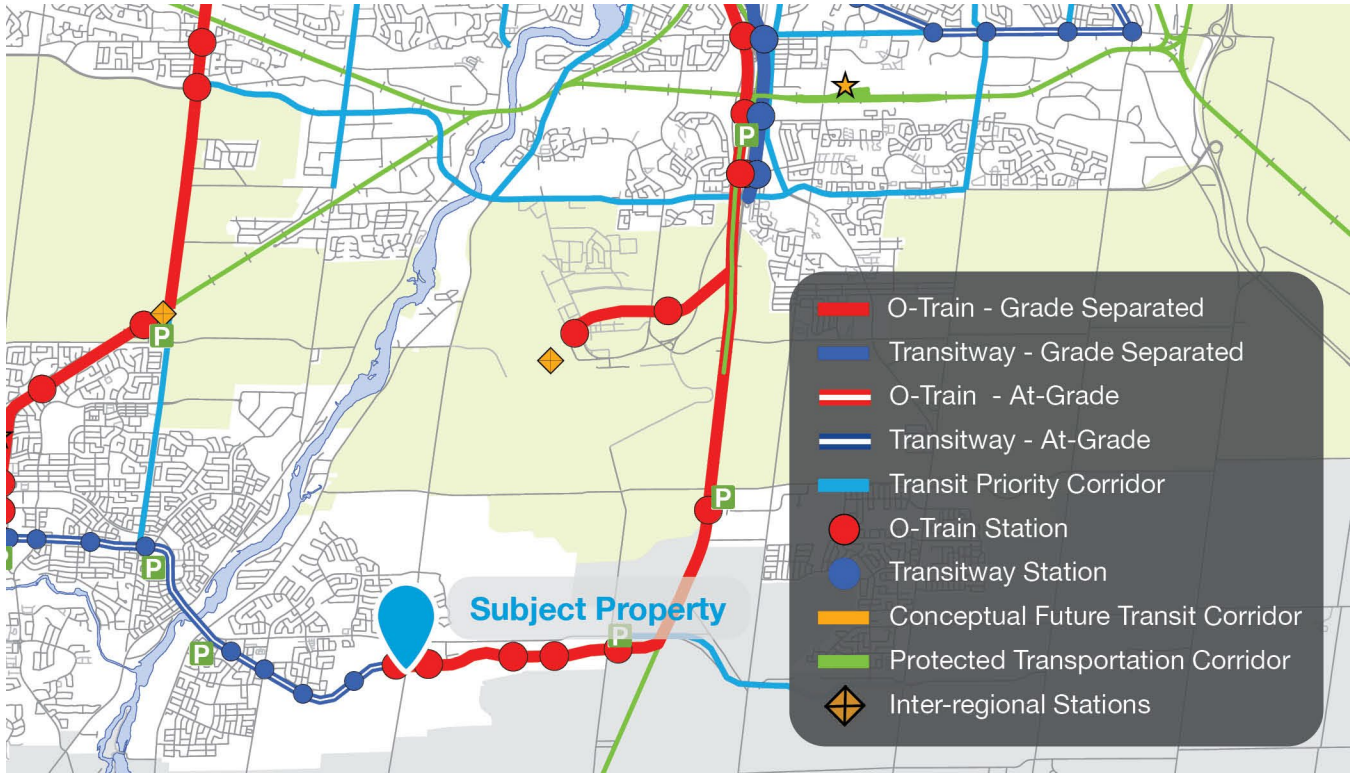


Figure 3: Schedule C2 –Transit Network Ultimate, Ottawa Official Plan

Proposed Development

As noted above, the revision to the Draft Plan of Subdivision for Phase 7 is being driven by changes to the location of the District Park since 2016. The District Park is proposed to be located on the north side of the “Transit Street” in order to allow the construction of the Community Centre, Library Branch and Core District Park to proceed on lands that are already serviced with an existing stormwater management pond, whereas the previously proposed location south of the “Transit Street” is not anticipated to be serviced in the near-term.

The Plan of Subdivision would reflect the latest direction for the subject site. This includes the relocation of the proposed 10.6-hectare District Park to the northwest quadrant of the Main Street and Transit Street intersection and the relocation of the school block to the southwest quadrant directly west of the Limebank Transit Station.



Figure 4: Revised Draft Plan of Subdivision with Anticipated Land Uses Noted

The proposed Draft Plan of Subdivision includes the following:

- / Relocation of the District Park (Block 7) to the northwest quadrant;
- / Relocation of the school block to the southwest quadrant;
- / Block 5 has increased in area from 0.46 hectares to 0.54 hectares;
- / Block 6 has decreased in area from 2.86 hectares to 2.6 hectares;
- / Block 11 has decreased in area from 13.02 hectares to 8.7 hectares;
- / Block 14 has been introduced, with a gross area of 5.02 hectares compensating for the lost area from Block 11;
- / Block 12 was a Residential Block and will now be the School Block;
- / Block 13 was the School Block and will now be a Residential Block; and,
- / The School Block has decreased in area from 4.52 hectares to 3.88 hectares.

The proposed development of the Town Centre consists of 14 development blocks at the southwest corner of Limebank Road and Earl Armstrong Road and is transected east-west by two new roads – Transit Street and Street No. 2 – and by one north-south road – Main Street – creating four quadrants. The northwest of the quadrant of the Draft Plan is predominantly occupied by the proposed district park block along with two residential blocks and a small commercial block. The northeast quadrant features two blocks of commercial with a central park block. The southwest quadrant is comprised of a large residential block and the school block with frontage across Transit Street to the district park. The southeast quadrant features two residential blocks in the south and a transit block along Transit Street to accommodate Limebank Station.

The proposed division of land within the Draft Plan of Subdivision, and anticipated residential densities and employment are summarized in the following table:

Block on Draft Plan	Land Use	Gross Area (ha)	Net Area (ha)	Residential			Employment	
				Density (units/net hectare)	Anticipated Units	Projected Population	Projected Employment	Projected Retail GFA (m2)
Block 1	Residential	2.70	2.43	38	92	222		
Block 2	Residential	3.51	3.16	60	189	360		
Block 3	Commercial	0.99	0.58				99	3,769
Block 4	Commercial	2.90	2.50				290	11,105
Block 5	Park	0.54	0.54					
Block 6	Commercial	2.60	2.20				260	9,958
Block 7	District Park	10.60	10.60				150	
Blocks 8, 9, 10	Transit ROW	4.41	4.41					
Block 11	Residential	8.71	7.84	60	470	894		
Block 12	School	3.88	3.88				100	
Block 13	Residential	1.61	1.45	120	174	331		
Block 14	Residential	5.02	4.52	60	271	515		

Block on Draft Plan	Land Use	Gross Area (ha)	Net Area (ha)	Residential			Employment	
				Density (units/net hectare)	Anticipated Units	Projected Population	Projected Employment	Projected Retail GFA (m2)
Roads	Roads	6.19	6.19					
TOTAL		53.67	50.3		1,198	2,322	899	24,832

The distribution of density has been informed by the 2016 Riverside South Community Design Plan (CDP, as amended) and particularly the demonstration plan for the Community Core found at Figure 30 of the CDP document. The CDP and the assumptions for the subject site are discussed below.



Figure 5: Riverside South Community Design Plan (2016), Community Core Area Demonstration Plan (subject site noted)

A total of 1,198 residential units are anticipated to be built on the subject site. This includes higher density blocks in closer proximity to the LRT station, and lower density blocks on the edges. The residential units are anticipated to accommodate an estimated population of 2,322 residents within the subject site.

Across the three commercial blocks, 24, 832 square metres of gross floor area is anticipated. This is anticipated to create 649 jobs in addition to the estimated 150 jobs at the community centre/library and district park, and an additional 100 jobs at the proposed high school.

The Draft Plan of Subdivision revisions will support the redevelopment of the subject lands, intended to be developed with transit-supportive development that offers meaningful connections to surrounding open spaces, amenities, and destinations. Future applications would further support and refine this intended vision.

Two open spaces are proposed within the Draft Plan of Subdivision. The 10.6 hectare District Park is located west of the transit station, with frontage along all sides of the block. This location and design promote equal access to the community gathering space. The park will include a City of Ottawa-operated recreation centre and library. It is proposed to orient these buildings and their associated parking lot to the east side of the block, with the greatest proximity to transit and the school. The remainder of the park is proposed to be a mixture of open space and recreation including a baseball diamond, soccer fields, skateboard park, tennis/pickleball courts, volleyball courts, splash pad, and a playground.

A secondary plaza space is proposed on block 5 of the revised Draft Plan, with a total area of 0.54 hectares. This space is located within the anticipated mixed-use/commercial area of the Draft Plan and will provide opportunities for activity and gathering within the new communities.

The street hierarchy and layout are intended to facilitate movement and circulation, support accessibility and transit ridership, and promote a safe pedestrian and cycling-oriented lifestyle. By expanding the existing road fabric, the proposed development will facilitate logical, direct, permeable, and safe neighbourhood connections. The design of the streetscapes into the existing surrounding residential development is generally consistent with the pattern of development planned by the Riverside South CDP.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) establishes direction for land use planning in the Province of Ontario that encourages planning and development that is environmentally sound, economically strong and that enhances the quality of life. The relevant policy interests to the subject application are as follows:

- 1.1.1 Healthy, liveable and safe communities are sustained by:
- a. promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
 - b. accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
 - c. avoiding development and land use patterns which may cause environmental or public health and safety concerns;
 - e. promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
 - g. ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs; and
 - h. Promoting development and land use patterns that conserve biodiversity.
- 1.1.3.1 Settlement areas shall be the focus of growth and development;
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
- a. efficiently use land and resources;
 - b. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and
 - f. are transit-supportive, where transit is planned, exists or may be developed.
- Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.
- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form while avoiding or mitigating risks to public health and safety.
- 1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.

The proposed development sets up development blocks that will facilitate growth within an identified settlement area that is already serviced and is located in proximity to transit and a built-up road network. The proposed subdivision layout efficiently uses the land and will facilitate transit-supportive land use and densities to support the transit system. The proposed residential development will be located in proximity to planned services and amenities that are in various stages of approvals for the Riverside South Community Core (Town Centre).

- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
- b. permitting and facilitating:
 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
 - c. 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;
 - d. 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;
 - e. requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
 - f. 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.

The subject site is presently vacant land within the urban boundary; its development will contribute to achieving residential intensification in an appropriate location to utilize existing services, including infrastructure and existing and planned transit.

- 1.5.1 Healthy, active communities should be promoted by:
- a. planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
 - b. planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

As part of the proposed development, three new roads are proposed to intersect the subject lands in addition to the extension of Portico Way along the western border, thereby improving the connectivity and pedestrian routes in the neighbourhood. Future connections are planned to improve the grid of streets and create a more porous street network to access the amenities of the Town Centre. The redesigned alignment of the District Park and the school further supplements pedestrian linkages between the open spaces. The proposed development also includes over 11 hectares of park amenity area that will be accessible to all members of the public.

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

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

- a. financially viable over their life cycle, which may be demonstrated through asset management planning; and

b. available to meet current and projected needs.

1.6.6.1 Planning for sewage and water services shall:

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

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

1.6.6.7 Planning for stormwater management shall:

- a. be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;
- b. minimize, or, where possible, prevent increases in contaminant loads;
- c. minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;
- d. mitigate risks to human health, safety, property and the environment;
- e. maximize the extent and function of vegetative and pervious surfaces; and
- f. promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

Development is proposed on a site that can be connected to municipal water, storm, and sanitary pipes. Provision of this infrastructure as well as other infrastructure, such as hydro, will be coordinated and integrated with land use planning. As a greenfield development within the urban boundary, new services will be appropriately extended to meet the development demand.

1.6.7.4 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.

1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation...to meet current and projected needs.

The proposed development's density and proximity to Limebank Station will support public transportation ridership. The construction of new roads and sidewalks will improve the walkability of the neighbourhood and offer new connections to Limebank Station and surrounding uses.

1.7.1 Long-term economic prosperity should be supported by:

- b. encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce

The proposed development responds to market demands for housing and provides additional residential opportunities within the urban boundary, in proximity to existing and planned services and amenities and transit.

- 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
- a. promote compact form and a structure of nodes and corridors;
 - b. promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
 - e. encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion; and
 - g. maximize vegetation within settlement areas, where feasible.

The proposed development has a compact form with a mix of complementary land uses. The development supports both existing and future public transit routes: the entirety of the proposed development is located within 600 metres of Limebank Station and will further benefit from improved connections when the BRT lanes on Transit Street are extended west toward Barrhaven. The highest density residential buildings are proposed to the immediate south of the LRT station, creating ease of transit use.

- 2.1.1 Natural features and areas shall be protected for the long term.

The proposed development is not anticipated to have any impact on natural features or areas. The compact design of the development minimizes the consumption of additional land in the creation of new housing and employment areas.

By providing residential intensification opportunities on a lot within the urban boundary, with municipal servicing, and in proximity to rapid transit, the proposed development is consistent with the objectives and intent of the Provincial Policy Statement.

4.2 City of Ottawa Official Plan

The City of Ottawa Official Plan provides a vision for the growth of the city and a policy framework to guide its development to the year 2046. All development applications must conform to the policies of the Official Plan.

4.2.1 Transect and Designation

The subject site is within the “Suburban Transect” per Schedule A of the Official Plan and is designated “Hub” per Schedule B6 of the Official Plan. Per Section 5.4, the Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. Neighbourhoods generally reflect the conventional suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.

Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres.

Hubs are identified as Protected Major Transit Station Areas (PMTSAs) for the purposes of the Provincial Policy Statement. Appropriate development densities shall create the critical mass essential to make transit viable. They will lead to reduced revenue-cost ratios and help provide cost-effective high levels of transit service. For these reasons, the City is pursuing a strategy that would ensure the implementation of more compact, higher- density and mixed-use communities around transit stations. Section 6.1 of the New Official Plan outlines the policies for Hubs.

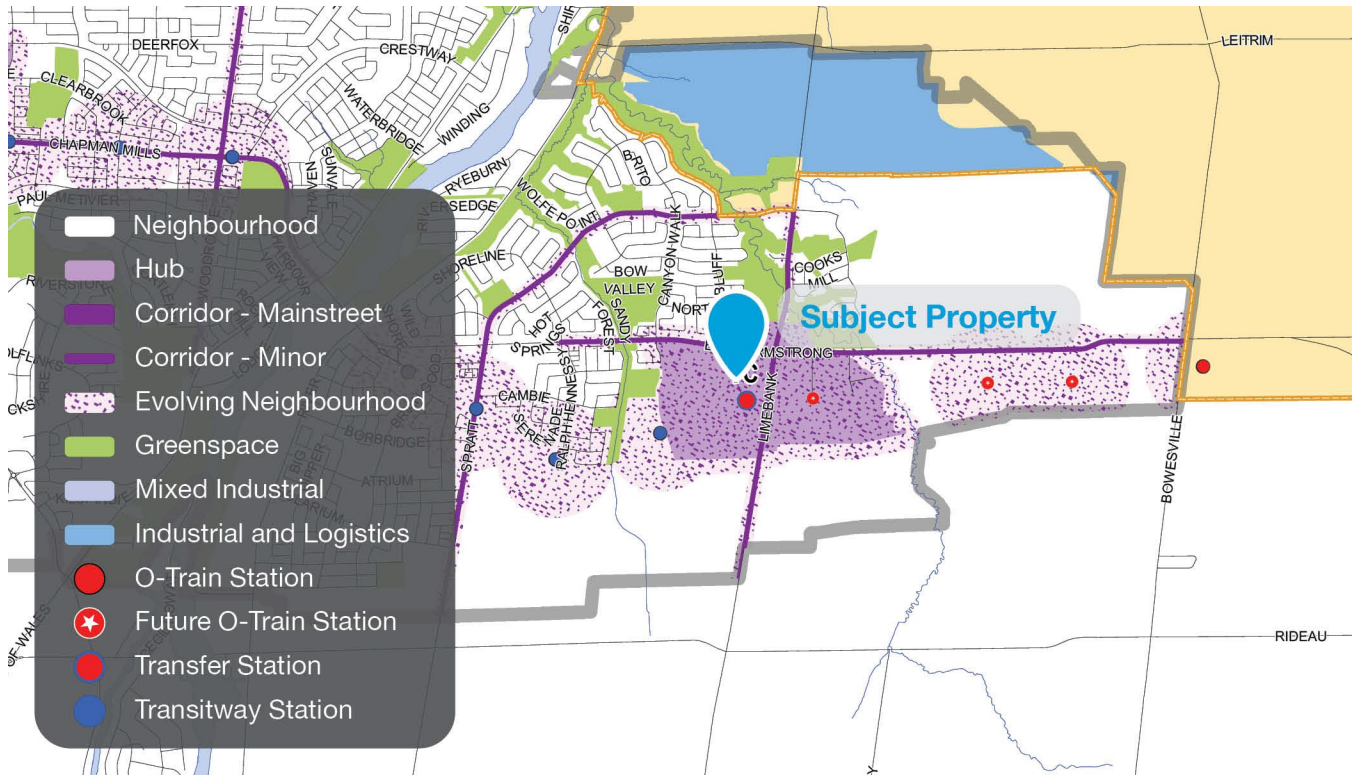


Figure 6: City of Ottawa Official Plan, Schedule B6 - Suburban (Southwest) Transect (excerpt)

Per 5.4.1.2, the Suburban Transect is generally characterized by low- to mid-density development and development shall be:

- a) Low-rise within Neighbourhoods and along Minor Corridors;
- b) Mid-rise along Mainstreet Corridors, however the following policy direction applies;
 - i. Where the lot fabric can provide a suitable transition to abutting Low-rise areas, High-rise development may be permitted;
 - ii. The stepback requirements for buildings shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and
 - iii. The Zoning By-law may restrict buildings to a Low-rise category on lots which are too small to accommodate an appropriate height transition; and
- c) In Hubs, the following heights will apply:
 - i. High-rise in the central area of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 400 metres of a rapid transit station;
 - ii. Mid-rise in the periphery of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 800 metres of a rapid transit station; and
 - iii. Low-rise buildings may be required in the Zoning By-law for a Hub, including Town Centre, on lots which are too small to accommodate an appropriate height transition towards a Low-rise area.

The proposed plan of subdivision does not propose to rezone any portions of the Town Centre. The proposed block layout will not preclude the development of the subject site with the intended pattern of development.

Policy guiding greenfield development in the Suburban Transect is discussed in Section 5.4.4. The following is required to be incorporated:

- / View corridors;

- / Grid street network with short blocks;
- / Active transportation linkages with a focus on connecting civic and employment spaces to residential areas;
- / Concentrating highest density within Hubs and along Corridors;
- / Tree planting along corridors;
- / Screening parking lots; and,
- / Energy efficient development.

Within the Town Centre, the shortened blocks surrounding Limebank Station will ease wayfinding toward the station and increase connectivity to the surrounding developments. The proposed block layout creates a grid of streets within the subject site. Cycling facilities and pedestrian connectivity within the streets has been contemplated in the Community Design Plan and will be implemented through the detailed design of the streets following draft plan approval.

The policies of Section 6.1.1 provide direction on the development of Hubs. Generally, these encourage the highest densities of development closest to the transit station, a mix of uses, with employment uses included. They also encourage strong pedestrian and cycling connections and buildings that frame the street edge with active uses and entrances at-grade.

The current application for draft plan revision does not deal with the proposed use of the land but rather sets up development blocks to facilitate the future development. The policies directing the development of lands within the Hub will be discussed through future applications for Zoning By-law Amendment and/or Site Plan Control.

4.2.2 Parks

Section 4.4 contains policies related to parks and recreation facilities seeking to create and maintain a network of active and passive recreation spaces across the City for all residents.

In Riverside South, an area parks plan has been prepared to identify the required parkland across the Community Design Plan (CDP) area. The plan includes the proposed district park within the subject site, as shown on the revised draft plan.

4.3 Riverside South Community Design Plan

Riverside South is located south of the Ottawa Macdonald-Cartier International Airport and east of the Rideau River. It consists of two parts - the Developed Area which is the older part of the community and the Planning Area which is the area subject to this Community Design Plan (CDP). The subject site is located centrally within the bounds of the design plan area. This CDP intends to guide the greenfield developments across the emerging community. The 2016 Update to the CDP coincided with Building Better and Smarter Suburbs (BBSS) and associated Infrastructure Standards Review, City-led initiatives to improve urban design and make better use of land through sharing, co-location and the improved management of infrastructure, stormwater, schools, parks and City right-of-ways.

The most significant elements of the CDP are:

- / A rapid transit corridor and associated stations;
- / An open space system that includes parks, linkages and natural features;
- / Higher density development concentrated around the rapid transit corridor;
- / Residential areas organized around public spaces and community features;
- / A community core that functions as a town centre for Riverside South based on transit-oriented, higher-density development; and
- / An employment area that acts as a transition area between the airport lands and the residential areas and provides employment opportunities for the local community.

Given these elements, the CDP includes the following demonstration plan of the Community Core, noting the location of the District Park and school both shown in their previous locations.

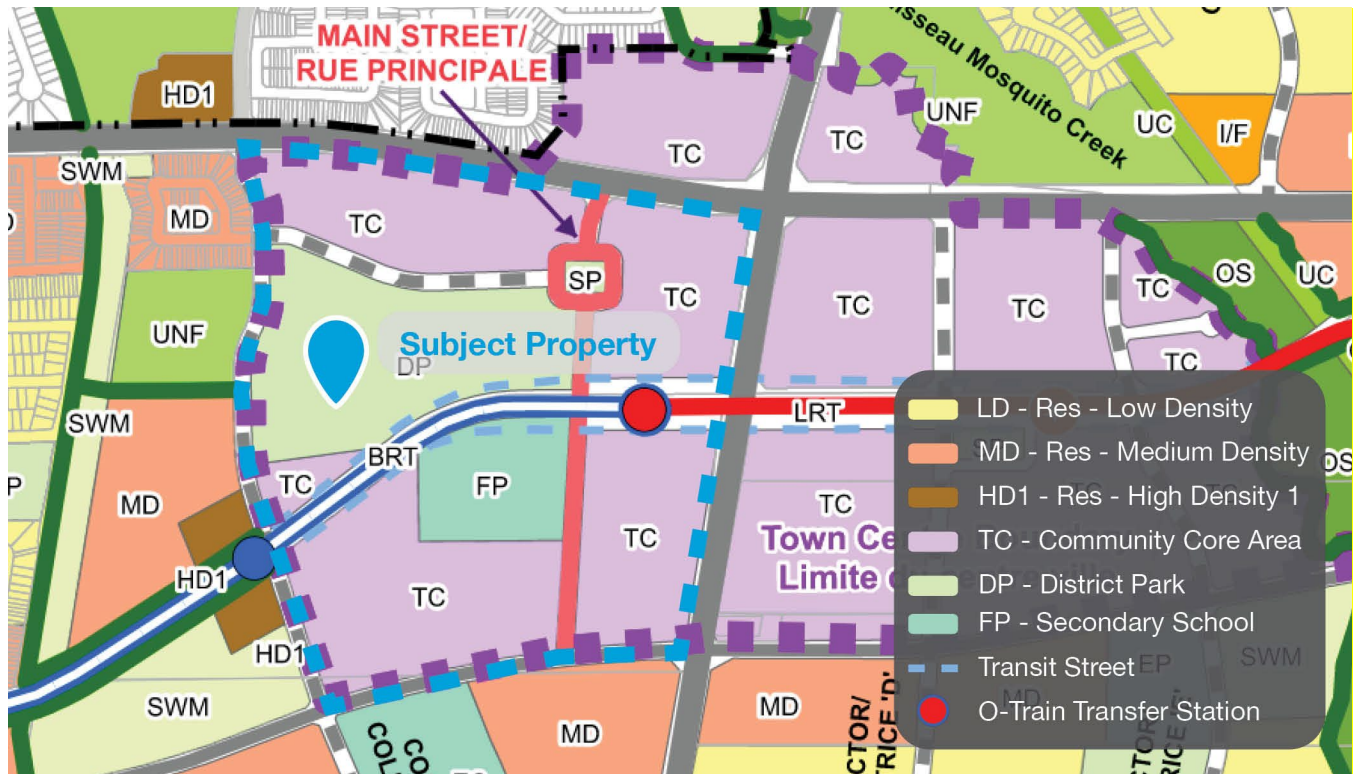


Figure 7: Riverside South Community Design Plan (2021, as amended) - Land Use Plan

A pillar of the CDP is the creation of transit-oriented development radiating from Limebank Station. Key features in Section 2.2.1 that support this style of development are:

- / Unit types such as apartments, stacked townhouses, and townhouses are located in proximity to transit, while semi-detached and single detached dwellings are generally located further from transit.
- / Amenities such as schools, parks and shopping areas are located to generate focal areas, centred and accessible to each neighbourhood. The intent is to reduce reliance on automobile transportation for as many local trips as possible and foster the use of transit for longer trips.
- / Most high schools and one District Park located in proximity to transit stations.
- / A Community Core that will accommodate a range of institutional, office, retail and residential development is located central to the community and the rapid transit corridor with two transit stations and a third immediately adjacent to the Core.

As demonstrated above, and as informed by the Demonstration Plan for the Community Core which includes the subject site, the revised draft plan of subdivision will continue to provide development blocks that will meet the broad intentions of the CDP.

Per the Demonstration Plan, the subject site includes lands anticipated for commercial, residential, a school site and district park. The CDP splits the residential lands into three (3) categories including medium density (38 units/hectare), high-density I (60 units/hectare) and high-density II (120 units/hectare). Within the Community Core area, a mix of townhouses, stacked townhouses, apartment buildings and upper-floor apartment units will be permitted.

The Transit Street, which includes the rapid transit corridor, is discussed within Section 2.2.4, providing the following design specifications:

- / Transit stops should be every 500 metres within the Community Core;
- / Corridor to have at-grade signalized pedestrian crossings; and,
- / The protected width of the corridor shall be 43 metres in the Town Centre.

The proposed Plan of Subdivision protects a minimum width of 43 metres for the transit street/corridor through the subject site.

The CDP describes the Community Core in Section 2.2.8. This area is envisioned to have a mix of land uses providing amenities, services, entertainment, and institutional areas. There is an encouragement to provide high-density mixed-use developments and high-quality streetscapes within the Community Core.

The revised Draft Plan of Subdivision provides opportunities for a mix of commercial, institutional and residential land uses in a range of densities and forms.

The subject site is located within Sector 4 of the CDP which correlates with the boundaries of the Community Core. The CDP anticipates 2,892 units will be located within the Community Core.

The 1,198 units anticipated within the subject site appropriately contribute to the goal of 2,892 units within the entirety of the Community Core while also including blocks for a high school and district park. The balance of the Community Core will be developed with other residential and commercial uses.

4.3.1 Community Design and Streetscape Guidelines

Community design and streetscape guidelines are outlined in Section 3 of the CDP. Relevant guidelines to the revised draft plan of subdivision application include:

- / Grid street patterns with walkable block lengths generally in the range of 150-200 m are used to facilitate access within the neighbourhoods to schools, parks and transit stops (Guideline 3.1.3);
- / Block orientation in areas adjacent to open spaces is used to create view corridors that terminate at the open space (Guideline 3.1.3);
- / Edges along arterial roads and collector roads will be treated to present the larger community with the identity and character of the Riverside South neighbourhoods. Edge treatment will allow views into the community and will be landscaped to reinforce an overall community identity (Guideline 3.1.4);
- / Focal areas, such as schools, parks, transit stations and institutional uses, serve as reference points and as community activity areas and when combined serve as hubs for community life; landmarks, such as natural features, significant mature trees, significant buildings and public spaces, serve to orient and give character to a community; and focal points are single elements such as architectural features, park entry features and natural vegetation (Guideline 3.1.7);

The relocation of the District Park block expands the view corridors into the park along Transit Street, facilitating ease of wayfinding and open access to the public space. The corner of Earl Armstrong Road and Limebank Road is a sub-community gateway per the CDP thus encouraging high design standards to animate the entrance into the Town Centre.

4.3.2 Open Space Guidelines

Section 4.0 of the CDP contains open space guidelines. The primary open space network within the CDP area provides both spaces and connections between the spaces that foster active and passive recreational uses. Relevant guidelines to the revised draft plan of subdivision application include:

- / The District Park in the Community Core is targeted to have active sports fields, a skateboard park, a passive recreational area, a community centre and a library. If built, the preferred location for the Community Centre

would be the end of Main Street just south of the transit corridor and would serve as the main southward vista looking from the main street parkette (Guideline 4.1.2);

/ The parkette in the Community Core that abut Main Street should be treated as an urban park with greater use of hard surfaces and with greater emphasis on providing year-round gathering places for the community. It should be integrated with the surrounding uses via a woonerf-style treatment of the surrounding local roads. Developers should expect to spend more money on the development of these roads and parkettes (Guideline 4.1.4);

The CDP anticipated the District Park located in the southeast quadrant of the subject site; however, the updated placement of the park in the northeast quadrant maintains the intent of the open space guidelines by providing adequate space to accommodate diverse recreational opportunities. The parkette planned between the commercial blocks will meet the intent of a centralized gathering plaza north of the transit station.

4.3.3 Community Core Guidelines

Finally, guidelines for the Community Core are set out in section 5.0. Development within the Community Core is anticipated to occur in a phased time and the guidelines are intended to be read in conjunction with the streetscape design guidelines noted above and the Community Core Demonstration Plan. Relevant guidelines include:

- / A typical block size to support a pedestrian-scale grid should have a maximum length of 200 metres. It is expected that some block lengths in the initial stages of development may be greater (in the order of 300 metres), but that these blocks will be further subdivided in the future as internal driveways are converted to public streets as part of the process of full build-out (Guideline 5.1.1);

The revised Draft Plan of Subdivision has sufficient regard for the relevant guidelines of the CDP. Future Site Plan Control (and possibly, Zoning By-law Amendment applications) will provide an opportunity to fully address the other design considerations of the CDP.

The revised Draft Plan of Subdivision has sufficient regard to the direction of the Community Design Plan and will establish a road network and development blocks that will allow for the creation of a mixed-use Community Core around the rapid transit station.

4.4 Riverside South Secondary Plan

The Riverside South Secondary Plan was initiated in 2018 as an update to the Community Design Plan (CDP). As with other CDPs in Ottawa the intension was to implement the update through a Secondary Plan. Since then, the study has generally been updated to just implement the 2016 CDP direction through a revised Secondary Plan. The most recent drafts of the Secondary Plan were released in the spring of 2019. Work has continued with staff intending to bring the Secondary Plan to Council for review and approval in late 2023, or early 2024.

The draft Secondary Plan envisions the Riverside South area to be the future home of 70,000 residents. The vision is to foster and create a national model for a transit-oriented, livable, dynamic new neighbourhood that takes advantage of active mobility options. Central to the development of the area is the arrival of the O-Train to Riverside South, with the terminus station located within the Community Core.

The over-arching goals summarize the vision for the Town Centre:

- / A community that will be dense and mixed enough to generate a high degree of activity; the sort of dynamism that can exist in proximity to rail-based rapid transit stations.
- / High-quality facilities and infrastructure are needed to attract and support active transportation and transit.
- / Urban built forms that are dense and mixed enough to generate a high degree of activity create a lively and inviting space.
- / A public realm that considers scale and senses to increase optional and staying activities.

The Riverside South Development Corporation remains actively engaged in the Secondary Planning process and continues to work with the City to finalize and implement the Plan.

The revised Draft Plan of Subdivision conforms to the general direction of the draft Secondary Plan and will contribute to the development of the transit-oriented, liveable and connected community that is intended.

4.5 City of Ottawa Zoning By-law

The subject site is currently split-zoned to reflect the previous Draft Plan of Subdivision approval and the direction of the Community Design Plan. Lands north of the transit corridor and surrounding the Main Street are zoned “General Mixed Use, Subzone 28, Schedule 269 (GM28 S269)”. Lands in the northwest are zoned “Residential Fifth Density Zone, Subzone Z, Exception 1869, Schedule 269 (R5Z[1869] S269)” while the balance of the lands, intended for the school and district park are zoned “Major Leisure Facility Zone, Exception 2349, Schedule 269 (L2[2349] S269)”.



Figure 8: City of Ottawa Zoning By-law 2008-250

The purpose of the GM zone is to allow residential, commercial and institutional uses, or mixed use and to permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed. The GM zone seeks to impose development standards that will ensure that the uses are compatible and complement surrounding land uses.

The GM28 subzone contains additional permitted non-residential uses but places specific restrictions on the proximity of certain non-residential uses to the intended active streets. The subzone also restricts residential uses to low and mid-rise apartments, dwelling units within a mixed-use building, and townhouses. Finally, the subzone contains several standards to ensure minimum building frontage, active street edges and buildings close to the street.

The R5 zone allows a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings as well as a number of other residential uses to provide additional housing choices within the zone. Within Subzone Z, different development standards are permitted which promote efficient land use and compact form while showcasing newer design approaches in developing communities.

Exception 1869 prohibits most uses except low, mid, or high-rise apartments, home-based daycares or businesses, parks, retirement homes, and stacked dwellings and sets minimum standards and densities applicable to the zone.

Finally, the purpose of the L2 zone is to accommodate major, urban City-wide sports, recreational and cultural facilities and to permit a broad range and intensity of leisure, recreational, cultural and related uses, all at a moderate density and scale of development.

Exception 2349 simply states that permitted heights are per Schedule 269.

Schedule 269 applies to all parts of the subject site and sets out permitted building heights for the subject site and the balance of the Community Core. Generally building heights are limited to 37 metres with specific areas specified for lower heights along certain streets.

The proposed subdivision blocks are compared to the required area and width of the applicable zone in the table below:

Block on Draft Plan	Applicable Zone	Required		Provided	
		Minimum Lot Area	Minimum Lot Frontage	Lot Area	Lot Frontage
Block 1	R5Z[1869] S269	1,400m ²	18m	24,310m ²	118.45m
Block 2	R5Z[1869] S269	1,400m ²	18m	31,580m ²	126.29m
Block 3	GM28 S269	No minimum	No minimum	5,820m ²	90.49m
Block 4	GM28 S269	No minimum	No minimum	25,000m ²	96.82m
Block 5	GM28 S269	No minimum	No minimum	5,450m ²	60.93m
Block 6	GM28 S269	No minimum	No minimum	21,960m ²	124.72m
Block 7	R5Z[1869] S269/ L2[2349] S269	1,400m ²	18m	106,020m ²	117.14m
Block 11	R5Z[1869] S269/ L2[2349] S269	1,400m ²	18m	78,410m ²	97.12m
Block 12	R5Z[1869] S269/ L2[2349] S269	1,400m ²	18m	38,800m ²	240.56m
Block 13	L2[2349] S269	No minimum	No minimum	16,100m ²	60.78m
Block 14	L2[2349] S269	No minimum	No minimum	45,210m ²	152.42m

The proposed lots all comply with the existing zoning. Additional standards of the Zoning By-law will be assessed through future applications.

5.0 Conclusion

It is our professional opinion that the proposed Draft Plan of Subdivision application represents good planning and is in the public interest, for the following reasons:

- / The proposed development is consistent with the policies of the Provincial Policy Statement by facilitating the development of lands within the existing built-up area in proximity to existing amenities and services and providing diverse residential options;
- / The proposed development conforms to the Official Plan policies for the Hub designation by establishing a lot fabric and development parcels that will facilitate the development of the lands with a transit-supportive mix of land uses;
- / The proposed revision to the Draft Plan of Subdivision will facilitate the construction of the Community Core Area's District Park, including a Community Centre and Library to serve the developing community;
- / The revised Draft Plan of Subdivision conforms to the general direction of the draft 2019 Riverside South Secondary Plan;
- / The revised Draft Plan of Subdivision has appropriate regard for the Riverside South Community Design Plan and reflects the amended Land Use Plan with regards to the park and school locations; and,
- / The proposed development complies with the current zoning of the subject site with respect to lot area and lot frontage.



Gabi Scollon, MPI
Planner



Paul Black, MCIP RPP
Associate, Planning