

Subject: Riverside South Secondary Plan

File Number: ACS2024-PRE-EDP-0038

Report to Planning and Housing Committee on 24 April 2024

and Council 1 May 2024

Submitted on April 15, 2024 by David Wise, Director, Economic Development and Long Range Planning, Planning, Real Estate and Economic Development Department

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Ward: Riverside South-Findlay Creek (22)

Objet: Le Plan secondaire de Riverside-Sud

Dossier: ACS2024-PRE-EDP-0038

Rapport au Comité de l'urbanisme et du logement

le 24 avril 2024

et au Conseil le 1er mai 2024

Soumis le 15 avril 2024 par David Wise, Directeur, Développement économique et planification à long terme, Services de la planification, des biens immobiliers et du développement économique

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Quartier: Riverside-Sud-Findlay Creek (22)

REPORT RECOMMENDATIONS

That Planning and Housing Committee recommend Council:

1. Approve an amendment to Volume 2A of the Official Plan to add the Riverside South Secondary Plan, including Schedule A – Designation Plan, and Schedule B – Maximum Building Heights, as detailed in Documents 1, 2, and 3, and repeal the Riverside South Community Design Plan.
2. Approve an amendment to Volume 1 of the Official Plan to change the Minimum Area-wide Density Requirement, People and Jobs per Gross Hectare for the Riverside South TC in Table 3a from “100” to “160”.
3. Approve amendments to Zoning By-law 2008-250 to:
 - a. Create a new MC17 Subzone for the Riverside South Town Centre that modifies performance standards of the MC Zone related to building heights, tower step backs, active frontage requirements, prohibiting drive-through facilities, and creating eight urban exceptions, as detailed in Document 4.
 - b. Rezone Areas A – G and J – P for the Riverside South Town Centre to the MC17, O1, or I1A subzones, and apply their respective urban exceptions, and Areas H and I to the L2[XXX4] subzone for a new 10.7-hectare District Park, as detailed in Document 5.
 - c. Rezone Area A from DR to L2[XXX8] to allow for an 18.5-hectare District Park and permit a Recreation Complex with a maximum building height of 15 metres, and Area B from L2 to DR to accommodate the re-location of the District Park, as detailed in Document 6.
 - d. Change the lands identified as Area A from Area C to Area Z on Schedule 1A – Minimum Parking Space Requirements of Zoning By-law 2008-250 to adjust minimum parking requirements for the Town Centre, as detailed in Document 7.
 - e. Replace Schedule 269 to Zoning By-law 2008-250 with an updated minimum and maximum height schedule, as detailed in Document 8.

RECOMMANDATIONS DU RAPPORT

Que le Comité de la planification et du logement recommande au Conseil municipal :

1. **d'approuver la modification à apporter au volume 2A du Plan officiel pour y ajouter le Plan secondaire de Riverside-Sud, dont l'annexe A (Plan de désignation) et l'annexe B (Hauteurs maximums des bâtiments), selon les modalités précisées dans les pièces 1, 2 et 3, et d'abroger le Plan de conception communautaire de Riverside-Sud;**
2. **d'approuver la modification à apporter au volume 1 du Plan officiel afin de changer les impératifs minimums de densité pour le nombre de résidents et d'emplois par hectare brut dans l'ensemble du secteur du centre-ville de Riverside-Sud dans le tableau 3a pour passer de 100 à 160 résidents et emplois;**
3. **d'approuver les modifications à apporter au *Règlement de zonage* (no 2008-250) pour :**
 - a. **créer, pour le centre-ville de Riverside-Sud, une nouvelle sous-zone MC17 modifiant les normes de rendement de la zone MC relativement à la hauteur des bâtiments, aux marges de retrait des tours, aux exigences relatives à la façade active, à l'interdiction des infrastructures de service au volant et à la création de huit exceptions urbaines, selon les modalités précisées dans la pièce 4;**
 - b. **rezoner les secteurs A à G et J à P du centre-ville de Riverside-Sud pour leur attribuer la désignation de sous-zone MC17, O1 ou I1A et appliquer les exceptions urbaines correspondantes, ainsi que les secteurs H et I pour leur attribuer la désignation de sous-zone L2[XXX4] pour un nouveau parc de quartier de 10,7 hectares, selon les modalités précisées dans la pièce 5;**
 - c. **rezoner le secteur A pour passer de la zone DR à la zone L2[XXX8] afin d'autoriser l'aménagement d'un parc de quartier de 18,5 hectares et d'un complexe récréatif dont la hauteur sera d'au plus 15 mètres, ainsi que le secteur B pour passer de la zone L2 à la zone DR afin de permettre de réinstaller le parc de quartier, selon les modalités précisées dans la pièce 6;**
 - d. **modifier, dans le secteur C, la désignation de terrains du secteur A pour la remplacer par la désignation Z dans l'annexe 1A (Nombre minimum de places de stationnement) du *Règlement de zonage* (no 2008-250) afin de rajuster le nombre minimum de places de stationnement obligatoire pour le centre-ville, conformément aux modalités précisées dans la pièce 7;**

1. **remplacer l'annexe 269 du *Règlement de zonage* (no 2008-250) par la version à jour d'une annexe sur les hauteurs minimums et maximums, conformément aux modalités précisées dans la pièce 8.**

EXECUTIVE SUMMARY

The existing Riverside South Community Design Plan (CDP) is exclusively planned around a bus rapid transit (BRT) network. In March 2019, Council approved the O-Train Light Rail Transit (LRT) Stage 2 south extension to terminate at Limebank Road, signaling the change from BRT to LRT for the east of Riverside South. The ultimate transit network still plans for BRT from Limebank Road to Borrisokane Road along a future Transitway corridor, which will connect the Riverside South Town Centre to the Barrhaven Town Centre. The arrival of the O-Train in Riverside South is imminent, with the Trillium Line (Line 2) anticipated to open in 2024, whereas the extension of BRT to the Barrhaven Town Centre is not yet funded. The Riverside South Secondary Plan is the mechanism by which the City is updating the land uses for the Riverside South community to ensure they are better suited for a mix of both LRT and BRT.

The Riverside South Secondary Plan (Plan) supports a range of housing options and non-residential land uses. Higher densities are prescribed around funded and future O-Train stations to leverage the City's investment in Line 2 of the O-Train, with medium densities near future BRT stations and select streets, and low-density development furthest from rapid transit.

This Plan establishes a pedestrian-oriented Town Centre around the Limebank O-Train Station that will function as the community's downtown providing opportunities for housing and jobs. This high-density area is planned to have approximately 11,250 people living in 3,900 dwellings within mid- and high-rise mixed-use buildings and a robust network of active transportation linkages bringing people to key destinations, including the Limebank Station and (unfunded) Future O-Train Station at Ceremonial Drive. The Town Centre will have a site for a school and a 10.7-hectare District Park with a Community Centre and a branch of the Ottawa Public Library.

Outside of the Town Centre, the Plan assigns land uses to: 700 hectares of land designated Neighbourhood for primarily low, medium and high-density residential development, with opportunities for commercial uses; 73 hectares for elementary or secondary schools; 9 hectares for Institutional uses, such as residential care centres, places of worship, emergency services, and government facilities; 151 hectares for Industrial and Logistics, which are set aside for industrial and employment uses; and 63 hectares for parks. This Plan forecasts approximately 7,600 jobs outside of the Town Centre across varying sectors, including industrial, service, and education.

The Riverside South street network includes a grid system for future local and collector streets with good connections to arterial roads that provides for local and inter-city transportation movements and a high-quality public realm. The Plan proposes the extension of five existing collector streets and the modification of two arterial roads.

This report recommends an amendment to Zoning By-law 2008-250 to change the existing zoning for the Town Centre area and, outside of the Town Centre, allow for an 18.5-hectare District Park with a new Recreation Complex along Earl Armstrong Road east of Mosquito Creek. With the arrival of the Line 2 of the O-Train, the proposed zoning for the Town Centre area reflects the vision of creating a model for transit-oriented development in the Suburban Transect.

The Riverside South Secondary Plan project commenced late in 2017 and included the following public consultation process:

- June 21, 2018: Community Association Open House at the Rideauview Community Centre
- January 10, 2019: Public Open House held at the Falcon Ridge Golf Course
- April 1, 2019 – May 9, 2019: Public Circulation
- May 6, 2022 – June 3, 2022: Public Circulation
- November 1, 2023: Public Open House held virtually over Zoom.
- March 1, 2024 – March 29, 2024: Public Circulation

RÉSUMÉ

La version existante du Plan de conception communautaire (PCC) de Riverside-Sud est établie exclusivement en fonction d'un réseau de transport en commun rapide par autobus (TCRA). En mars 2019, le Conseil municipal a approuvé le prolongement dans le sens sud de l'Étape 2 du projet de train léger sur rail (TLR) de l'O-Train, qui doit aboutir au chemin Limebank, ce qui laisse entendre que le réseau de TCRA sera converti au TLR pour l'est de Riverside-Sud. Le réseau ultime de transport en commun prévoit toujours le service de TCRA entre le chemin Limebank et le chemin Borrisokane le long du futur couloir du Transitway qui assurera la liaison entre le centre-ville de Riverside-Sud et le centre-ville de Barrhaven. L'O-Train sera bientôt mis en service dans Riverside-Sud : la Ligne Trillium (Ligne 2) devrait ouvrir en 2024, alors que le prolongement du réseau de TCRA jusqu'au centre-ville de Barrhaven n'est pas encore financé. Le Plan secondaire de Riverside-Sud est le mécanisme grâce auquel la Ville met à jour les aménagements fonciers de la collectivité de Riverside-Sud pour s'assurer

qu'ils sont mieux adaptés à l'ensemble du TLR et du TCRA.

Le Plan secondaire de Riverside-Sud (le « Plan ») justifie une série d'options de logements et d'aménagements fonciers non résidentiels. On prévoit des densités plus grandes dans les alentours des stations de l'O-Train financées et projetées afin de faire fructifier l'investissement consacré par la Ville à la Ligne 2 de l'O-Train; on prévoit des densités moyennes non loin des stations de TCRA projetées et de certaines rues, ainsi que des aménagements de faible densité, qui seront plus éloignés des transports en commun rapides.

Ce plan établit, dans les alentours de la station Limebank de l'O-Train, un centre-ville à vocation essentiellement piétonne, qui deviendra le centre-ville de cette collectivité et qui réunira des logements et des pôles d'emploi. Ce secteur de grande densité devrait réunir environ 11 250 personnes habitant dans 3 900 logements aménagés dans des immeubles polyvalents de moyenne et de grande hauteurs, ainsi qu'un solide réseau de liaison de transport actif permettant de se rendre aux grandes destinations, dont la station Limebank et la station projetée (non financée) de l'O-Train à l'angle de la promenade Ceremonial. Le centre-ville sera doté d'un site pour une école et d'un parc de quartier de 10,7 hectares avec un centre communautaire et une succursale de la Bibliothèque publique d'Ottawa.

Hors du centre-ville, le Plan prévoit l'aménagement foncier de 700 hectares de terrain portant la désignation de quartier pour des immeubles d'habitation essentiellement de faible, de moyenne et de grande densités, en offrant des possibilités pour des aménagements commerciaux, de 73 hectares pour des écoles élémentaires ou secondaires, de 9 hectares pour des aménagements institutionnels comme des centres de soins pour bénéficiaires internes, des lieux de culte, des services d'urgence et des établissements gouvernementaux, de 151 hectares pour des aménagements industriels et logistiques destinés à des zones industrielles et des pôles d'emploi, et enfin, de 63 hectares pour des parcs. Ce plan prévoit environ 7 600 emplois hors du centre-ville, dans différents secteurs, dont l'industrie, les services et la formation.

Le réseau de rues de Riverside-Sud comprend un quadrillage pour les rues locales et les routes collectrices projetées, ainsi que de solides liaisons avec les artères qui assurent les déplacements dans le transport local et intermunicipal, ainsi qu'un domaine public de grande qualité. Dans le Plan, on propose de prolonger cinq routes collectrices existantes et de modifier deux artères.

Dans ce rapport, le personnel recommande d'apporter une modification au *Règlement de zonage* (n° 2008-250) afin de changer le zonage existant du secteur du centre-ville et d'autoriser, hors du centre-ville, l'aménagement d'un parc de quartier de

18,5 hectares et d'un nouveau complexe récréatif donnant sur le chemin Earl Armstrong, à l'est du ruisseau Mosquito. En raison de la mise en service de la Ligne 2 de l'O-Train, le zonage proposé pour le secteur du centre-ville fait état de la vision qui consiste à créer un modèle pour les aménagements axés sur les transports en commun dans le transect du secteur de banlieue.

Le projet du Plan secondaire de Riverside-Sud a été lancé à la fin de 2017 et prévoyait les consultations publiques suivantes:

- le 21 juin 2018: assemblée portes ouvertes de l'Association communautaire au Centre communautaire Rideauview;
- le 10 janvier 2019: assemblée publique portes ouvertes organisée au Falcon Ridge Golf Club;
- du 1^{er} avril au 9 mai 2019: diffusion publique;
- du 6 mai au 3 juin 2022: diffusion publique;
- le 1^{er} novembre 2023: assemblée publique portes ouvertes organisée en virtuel dans Zoom;
- du 1^{er} mars 2024 au 29 mars 2024: diffusion publique.

BACKGROUND

On June 22, 2016, Council approved an update to the Riverside South Community Design Plan (CDP) ([Ref N° ACS2016-PAI-PGM-0070 – Item 8](#)), which increased maximum building heights in the Community Core up to 12 storeys, and also included a zoning amendment for an 18.5-hectare District Park east of Mosquito Creek and south of the future extension of Spratt Road. The CDP is planned exclusively around a Bus Rapid Transit (BRT) network, with rapid bus service planned to serve the entire Riverside South community. On September 13, 2017, Council approved the Stage 2 Light Rail Transit (LRT) Project and Procurement Update Report ([Ref N° ACS2017-TSD-OTP-0002 – Item 6](#)), which added the possibility of a further extension into the procurement scope of the O-Train Trillium Line (Line 2) from Bowesville Station to Limebank Road. On March 6, 2019, Council approved the procurement of the transit project ([Ref N° ACS20190TSD-OTP-0001 – Item 16](#)), including the Line 2 extension to Limebank Road, confirming that the project will extend the O-Train into the Riverside South Town Centre from the east. BRT is still planned to connect Riverside South and Barrhaven, from Limebank Road all the way to Borrisokane Road along a future Transitway corridor. The Limebank O-Train Station, the terminus for Line 2, will function as a transfer station between Line 2 of the O-Train and the future Transitway BRT to

Barrhaven. The extension of the O-Train to the Riverside South community provided the direction to update the CDP to meet the intent of the Official Plan (2021) and replace the CDP with a Secondary Plan that's better suited to build a transit-oriented community designed around both LRT and BRT.

DISCUSSION

Staff recommend repealing the Riverside South Community Design Plan (2016) and replacing it with the Riverside South Secondary Plan to introduce new planning policies that will guide future development for Riverside South. The CDP provides land use guidelines around BRT, whereas the Secondary Plan policies plan for the imminent opening of the O-Train Trillium Line (Line 2). The Secondary Plan takes inspiration from the original CDP but provides updates to reflect the change from rapid bus service only to also include light rail, and accounts for new City objectives from the Official Plan (2021). The Secondary Plan centers the Riverside South community around O-Train stations between Bowesville Road and Limebank Road, and a future BRT Transitway corridor from Limebank Road to the Rideau River, while providing opportunities for the amenities that make up a healthy and inclusive community.

The following bullets provide a high-level overview of the policy direction in the Plan.

Neighbourhood

- The Plan supports a range of housing options and non-residential land uses. Higher densities are prescribed around funded and future O-Train stations to leverage the City's investment in Line 2 of the O-Train, with medium densities near future BRT stations and select streets, and low-density development further away.
- Most of the land in the Plan is designated as Neighbourhood, which is planned to be primarily residential, but also allows for commercial, retail, and personal service uses. These land uses may be standalone or mixed in residential buildings. The Neighbourhood designation is split into four density categories:
 - Low-density (building heights up to four storeys): located furthest from the Transitway corridor and the O-Train Stations.
 - Medium-density I (building heights between two and six storeys): located throughout the community, typically along the Transitway corridor and near or adjacent to collector streets and arterial roads. Heights for buildings designated medium-density I may be increase up to nine storeys when a non-residential use is provided at-grade, to strengthen 15-minute neighbourhood principles and provide for a variety of uses for the

community.

- Medium-density II (building heights between four and nine storeys): located near or adjacent to rapid transit stations and located along collector streets and arterial roads. Heights for buildings designated medium-density II may be increase up to 12 storeys when a non-residential use is provided at-grade, to strengthen 15-minute neighbourhood principles and provide for a variety of uses for the community.
- High-density (building heights between four and 18 storeys): planned to be located adjacent to identified rapid transit stations east of Mosquito Creek. Heights for buildings in the high-density designation may required to be lowered to a maximum elevation (above sea level) of 151.79 metres due to the Ottawa Macdonald-Cartier International Airport Zoning Regulations.
- In addition to the mix of land uses permitted in the Neighbourhood designation, to apply 15-minute neighbourhood ideals, the Plan designates locations where non-residential land uses are required. These include the Local Commercial designation, intended for land uses that will serve residents within a 15-minute walk of their homes, and the Neighbourhood Commercial designation, planned for uses that serve the entire Riverside South community. Residential uses are only permitted on these lands in a mix of uses are provided.

Town Centre

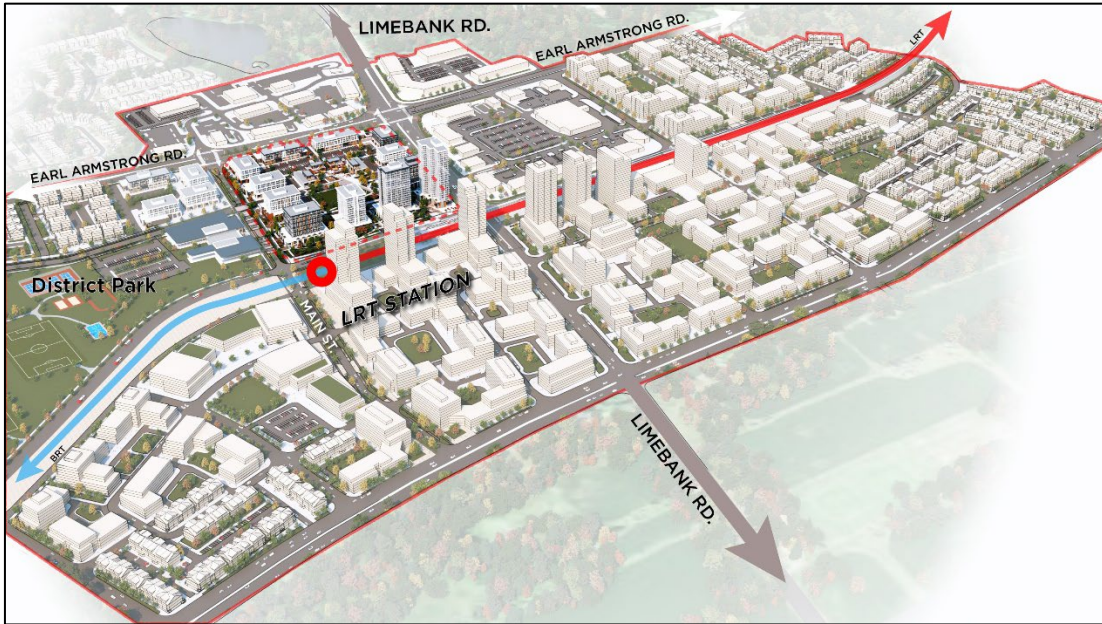
- The Plan establishes a pedestrian-oriented Town Centre around the Limebank O-Train Station that will function as the community's downtown providing opportunities for housing and jobs. This high-density area is planned to have approximately 11,250 people and 3,900 dwellings within mid- and high-rise mixed-use buildings and a robust network of active transportation linkages bringing people to key destinations, including Limebank Station and the (unfunded) Future O-Train Station at Ceremonial Drive. The Town Centre will have a site for a school and a 10.7-hectare District Park with a Community Centre and a branch of the Ottawa Public Library along the future main street. In addition to these civic uses, the future main street is envisioned to be a vibrant high-density mixed-use area that will serve as a key destination within the Town Centre, with non-residential uses lining the street front. The Town Centre is comprised of 75.76 gross hectares of land, anticipating approximately 12,250 people and jobs, resulting in a target of 160 People and Jobs per Gross Hectare for the Town Centre, which will be mostly achieved by people, with opportunities

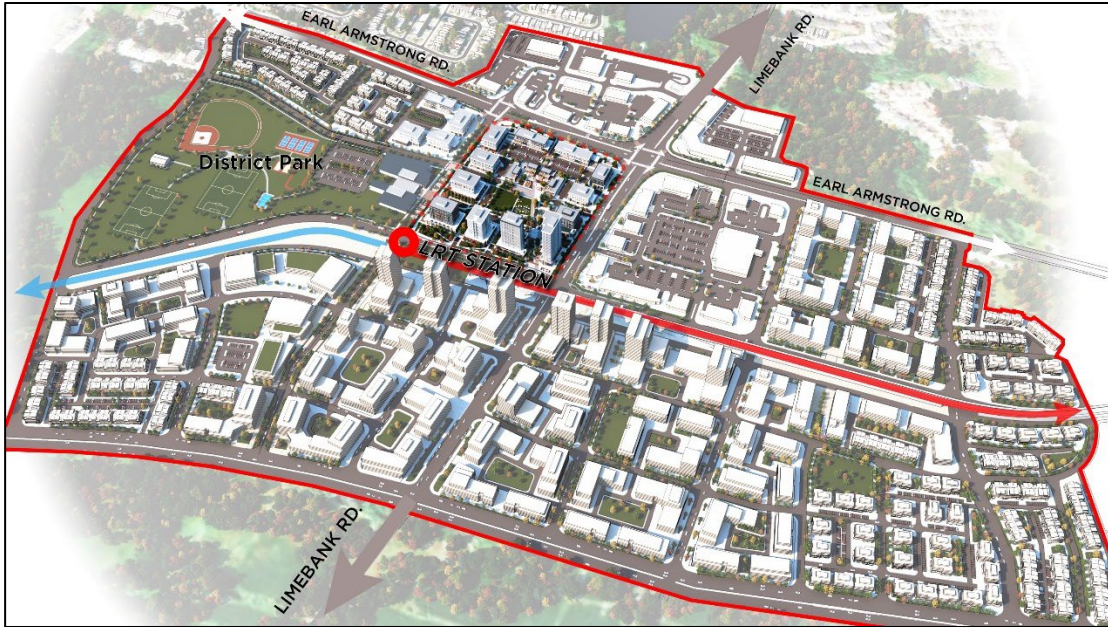
for jobs in a variety of sectors.

- The Riverside South Town Centre falls within the Ottawa Macdonald-Cartier International Airport Zoning Regulations (AZR). The AZR imposes a maximum building elevation (above sea level) of 151.79 metres. This means that maximum building heights for the Town Centre will be determined by subtracting the elevation (above sea level) for building location, determined by a land surveyor, from the Outer Surface elevation established for the airport, which is 151.79 metres. Without confirmation from a land surveyor, the current elevations above sea level for the Town Centre are approximately 90-95 metres, which results in maximum buildings somewhere around 56 to 61 metres (approximately 18-20 storeys). Schedule B – Maximum Building Heights assigns heights of “up to 25 storeys” closest to the Limebank Station to give flexibility once an elevation is established, but it is likely a 25-storey building will not be possible due to the AZR.
- The City is currently updating its TMP, which may remove or retain the Future O-Train Station east of Ceremonial Drive (Collector “D”) from the ultimate transit network. If retained in the ultimate transit network, the TMP may then identify the Future O-Train Station as part of the Affordable Network (i.e. expected to be constructed by 2046 based on the City’s long-range financial plan). Maximum building heights in the Town Centre are up to 25 storeys, subject to the Airport Zoning Regulations (AZR), generally within a 400-metre walking distance from funded rapid transit, and maximum 12 storeys beyond 400 metres. The Limebank O-Train Station is currently the only funded rapid transit station in the Town Centre. The blocks designated Town Centre east of Collector “D” and west of Collector “E” are generally within a 400-metre walking distance of the Future O-Train Station east of Collector “D”. If this station is retained in the update to the TMP and then identified within the Affordable Network, the City will consider an amendment to the Zoning By-law from a proponent to increase the maximum heights up to what is permitted under the AZR. Until such a time or if the station is removed from the ultimate transit network, the maximum heights for these blocks will remain up to 12 storeys.

The following three conceptual images for the build-out of the Town Centre are for illustrative and communication purposes only. These images, which show the same concept but from three different angles, generally align with the vision for the Town Centre established in the Secondary Plan. They illustrate the potential build out for the blocks designated Town Centre on Schedule A – Designation Plan (Document 2) and include multiple buildings with a range of building heights, with the tallest buildings

closest to the Limebank O-Train Station on the south side of the O-Train rail line. The images are provided by Riverside South Development Corporation, who retained Hobin Architecture to produce the concepts.





Industrial (Employment) Lands

- The lands south of the Ottawa MacDonald-Cartier International Airport, within the Airport Operating Influence Zone, are designated as Industrial and Logistics. These lands are reserved for industrial and employment uses that cannot locate near sensitive uses, and will not be impacted by the airport's operations. See the Economic Implications section of this report for more information.

Mobility

- The Riverside South roadway and active transportation network is generally carried over from the Riverside South Community Design Plan, minor adjustments notwithstanding. These include collector streets, arterial roads, local streets, and multi-use pathways (MUPs).
- Schedule A – Designation Plan (Document 2) of the Riverside South Secondary Plan proposes a robust roadway and active transportation network, which will encourage transit for regional trips along the O-Train and Transitway network, enable people to use active modes of transportation for local trips, and connect to the broader city roadway network.
- Subject to their respective Environmental Assessments, Earl Armstrong Road and Leitrim Road may undergo roadway modifications. All arterial roads will have physically separated sidewalks and cycling facilities on both sides of the street once modified. Arterial roads will be modified by the City.
- The Plan proposes 14 extended or new collector streets, with a new main street

in the Town Centre. Extended collector streets include Brian Good Avenue, Borbridge Avenue, Solarium Avenue, Portico Way, and Spratt Road. All collector streets will have physically separated sidewalks and cycling facilities on both sides of the street once constructed or extended. New collector streets will be built by a developer and conveyed to the City.

- Local streets will be identified during applications for Plan of Subdivision, after the adoption of this Secondary Plan, and generally built in a grid pattern. All local streets will have, at minimum, a physically separated sidewalk on one side of the street. New public local streets will be built by a developer and conveyed to the City.
- Several MUPs are proposed along Mosquito Creek, south of Earl Armstrong Road, south of the O-Train rail alignment east of Mosquito Creek, along Utility Corridors, and abutting Stormwater Management Facilities. New MUPs will be built by a developer and conveyed to the City.

Parks and Natural Heritage

- The Plan identifies a park system consisting of District Parks, Community Parks, Neighbourhood Parks, and Parkettes, which are intended for active and passive recreational uses. Of note:
 - The District Park in the Town Centre along the main street immediately west of the Limebank O-Train Station will be approximately 10.7 hectares and include a Community Centre and a branch of the Ottawa Public Library.
 - The District Park east of Mosquito Creek north of Earl Armstrong Road and of the two Future O-Train Stations at Collector “G” and Collector “H” will be approximately 18.5 hectares and include a Recreational Complex with an indoor ice rink and swimming pool.
- The Greenspace system consists of Urban Natural Features, Green Transportation and Utility Corridors, Stormwater Management Facilities, and Passive Open Spaces. The policies protect and manage woodlands, wetlands, and vegetated ravines throughout the urban area for their environmental and ecological values.
- The Rideau River is recognized as a UNESCO World Heritage Site, National Historic Site, and Canadian Heritage River. The policies of this Plan require enhanced landscaping and building height restrictions to preserve the visual

quality of the river.

Infrastructure Servicing Study and Master Drainage Plan

Planning in the Riverside South Secondary Plan area has been supported by a series of developer-led Infrastructure Servicing Studies and Master Drainage Plan studies. Over the years these studies have required amendments because of changes to City Design Guidelines; changes to land use and the density of development; adjustments made to the internal road network that impacted the routing of trunk services; and changes to grading and management of stormwater directed to outlets to the Rideau River, Mosquito Creek and to the Thomas Gamble Municipal Drain.

The 2046 Growth Management Strategy (GMS) has added about 310 net hectares of additional development land to Riverside South not factored in earlier versions of infrastructure servicing and drainage studies. The latest Infrastructure Servicing Study (August 2023) divided planning of future services into two phases in its implementation plan. Generally, the area of the first phase for planning of services is largely located to the west of Mosquito Creek, except for future employment lands north of Earl Armstrong Road, for which the eastern Phase 1 limit is Limebank Road. Generally, servicing of lands in the Phase 1 area can proceed independent of services which may need to be coordinated with development of the future expansion lands located to the south

The water and wastewater planning studies prepared in support of the draft Infrastructure Master Plan have identified the need for two projects to support the 2046 GMS in the Riverside South area: (i) an elevated storage tank (previously identified in the 2013 IMP), and (ii) a larger trunk sanitary sewer on Spratt Road east of Limebank Road. Master planning of servicing and stormwater drainage for the Expansion Lands will be completed as part of a Community Design Plan process currently underway. Planning of water and wastewater services in the Phase 2 area of the August 2023 Infrastructure Servicing Study will require coordination with servicing recommendations resulting from future master planning of the Expansion Lands.

Bank erosion and slope stability

More than 75 per cent of future development lands in Riverside South will rely on Mosquito Creek as a stormwater outlet. The latest Master Drainage Plan documented several locations along Mosquito Creek, downstream of Earl Armstrong Road, where bed and bank erosion problems exist, and where slopes may need to be stabilized. Given the depth of the Mosquito Creek valley below Spratt Road, and the presence of sensitive marine clay soils, the City is currently undertaking additional study to inform appropriate setback criteria to be established development limits in the area. Monitoring of erosion and bank stability conditions is ongoing, and a restoration and improvement

plan for the Mosquito Creek Corridor will be prepared as part of the future Phase 2 and Expansion Lands master planning work.

The Future O-Train Station Area – Lands East of Mosquito Creek.

Section 2.1 of the Riverside South Secondary Plan (Document 1) includes an area-specific policy for the lands around the Future O-Train Stations at Collector “G” and Collector “H”, east of Mosquito Creek. Blocks of land in this area are designated Neighbourhood medium-density II, which allows for heights up to nine storeys for a residential building, and heights up to 12 storeys for a mixed use building.

The City is currently undertaking an update to the Transportation Master Plan (TMP), which will not be completed before this Secondary Plan is adopted. The update to the TMP may remove one or both of these stations from the ultimate transit network, or could retain one or both of these stations, and if retained, may identify them on the Affordable Network (i.e. expected to be constructed by 2046 based on the City’s long-range financial plan).

If a station is identified as part of the Transportation Master Plan Affordable Network, the Plan will permit development in accordance with the Neighbourhood high-density designation, without an Official Plan Amendment, which will increase permissions up to the maximum heights allowed by the Airport Zoning Regulations, anticipated to be approximately 18 storeys.

If a station is removed from the ultimate transit network, the Plan will permit development in accordance with the Neighbourhood medium-density II designation. The Neighbourhood medium-density II designation has a minimum density requirement of 60 units per hectare, which allows for a range of built forms from 3-storey stacked dwellings to 9-storey apartment buildings. These blocks front onto Earl Armstrong Road and Collector “I” (extended Borbridge Avenue), which are anticipated for greater densities regardless of the proximity to funded rapid transit. There are also planned pathways to connect these blocks to either the Bowesville or Limebank O-Train Stations. Therefore, a potential mid-rise building may still be within a reasonable walking distance to funded rapid transit.

Zoning By-law Amendment

This report also recommends an amendment to the Zoning By-law to change the existing zoning for the Town Centre and allow for a District Park north of Earl Armstrong Road. With the arrival of the Line 2 of the O-Train, the proposed zoning for the Town Centre reflects the vision of creating a model for transit-oriented development in the Suburban Transect with key highlights provided below.

- Replace the sites zoned Residential Fifth Density and General Mixed-Use with a new Mixed-Use Centre 17 Subzone. This change to a new subzone will allow for a mix of uses and eliminate permissions for new car-oriented uses in the Town Centre.
- Apply a holding symbol on all parcels not subject to a current development application to require the completion of a Planning Rationale indicating the proposed scale of development, the location of public spaces, and the active transportation connections between buildings and key destinations, in compliance with the Secondary Plan.
- Apply zoning exceptions for specific parcels that have registered Site Plan Control agreements (i.e. 1423, 1424, and 1515 Earl Armstrong Road) to carry forward density requirements and permitted land uses of the current General Mixed-Use subzones, including drive-throughs, car washes, gas bars, and automobile service stations at the corner of Earl Armstrong Road and Limebank Road to service the community.
- Amend zoning Schedule 269 in its entirety, which applies to the Town Centre to place height limits between two and 12 storeys or three and up to 151 metres above sea level (approximately 20 storeys) depending on the proximity to a funded O-Train Station, as per the Airport Zoning Regulations.
- Amend zoning Schedule 1A – Minimum Parking Space Requirements to change the Riverside South Town Centre from Area C – Suburban to Area Z – Near Major LRT Stations. This change will eliminate minimum parking rates for the Town Centre. This is consistent with policy 5.4.3(2) in Volume 1 of the Official Plan to reduce or eliminate parking minimums in Hubs in the Suburban Transect. The Place d'Orléans Town Centre is another Hub in the Suburban Transect with a funded O-Train Station with no minimum parking rate.
- Re-locate the District Park east of Mosquito Creek and north of Earl Armstrong Road to its new location immediately to the west of the current L2 Zone site.

FINANCIAL IMPLICATIONS

The recommendations of the report for the Riverside South Secondary Plan proposes implementation through City-lead capital projects, such as new roads, parks, active transportation linkages, and recreation facilities, and through private development applications such as Plans of Subdivision, Zoning By-law Amendments, and Site Plan Control. The Riverside South Secondary Plan guides growth of the community through both private development and public investments but does not commit to additional funding requests. Proposed capital projects are subject to Council approval through the annual budget processes and in accordance with long-range financial plans and current and future development charge background studies. The plan also includes cost-sharing agreement required for the development of Riverside South, so that the costs shall be distributed fairly among the benefiting landowners. The City shall include a condition of draft approval for all Plan of Subdivision, Plan of Condominium, and Consent to Sever applications, and as a condition of approval for Site Plan Control in Riverside South, requiring notification from the Trustee of the Riverside South Landowners Group that the owner is party to the agreements and has paid its share of any costs pursuant to the agreements.

LEGAL IMPLICATIONS

In the event that the recommendations are adopted and the official plan amendment and zoning amendment are adopted, the ability to appeal the amendments will depend on the final disposition of Bill 185, Schedule 12 (proposed amendments to the Planning Act) by the Legislature. As City-initiated amendments, there is no appeal right should Council determine not to adopt the amendments.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Desroches is aware of the report.

CONSULTATION

Consultation details can be found in Document 9.

ACCESSIBILITY IMPACTS

The Riverside Side South Secondary Plan sets the stage to improve services to people with all types of disabilities, children, and older adults. The Plan reinforces the Official Plan's mobility policies and introduces policies to support safety for all modes of transportation and the priority of movement of people who use active modes of transportation throughout the community.

Roadway modifications to existing arterial roads and new or extended collector streets

will construct sidewalks with a minimum width of 2 metres and physically separated cycling facilities on both sides of the street. Local streets will be constructed with at least a 2-metre sidewalk on one side of the street. This will create a fully connected and accessible pedestrian grid across the Riverside South community.

Intersection designs will consider special pavement treatments to clearly mark pedestrian crossings by means of change in surface colour, texture and/or material, or line painting.

The Secondary Plan also recognizes the Official Plan's direction for 15-minute neighbourhoods to minimize barriers to use services.

ASSET MANAGEMENT IMPLICATIONS

Supporting Infrastructure Servicing Study and Master Drainage Plan

Planning in the Riverside South Secondary Plan area has been supported by a series of developer-led Infrastructure Servicing Studies and Master Drainage Plan studies. Over the years these studies have required amendments because of changes to City Design Guidelines; changes to land use and the density of development; adjustments made to the internal road network that impacted the routing of trunk services; and changes to grading and management of stormwater directed to outlets to the Rideau River, Mosquito Creek and to the Thomas Gamble Municipal Drain.

The 2046 Growth Management Strategy (GMS) has added about 310 ha (net) additional development land to Riverside South not factored in earlier versions of master servicing and drainage studies. The latest Infrastructure Servicing Study (August 2023) divided planning of future services into two phases in its implementation plan. Generally, the area of the first phase for planning of services is largely located to the west of Mosquito Creek, except for future employment lands north of Earl Armstrong Road, for which the eastern Phase 1 limit is Limebank Road. Generally, servicing of lands in the Phase 1 area can proceed independent of services which may need to be coordinated with development of the future expansion lands located to the south

The water and wastewater planning studies prepared in support of the draft Infrastructure Master Plan have identified the need for two projects to support the 2046 GMS in the Riverside South area: i) an elevated storage tank (previously identified in the 2013 IMP) and ii) a larger trunk sanitary sewer on Spratt Road east of Limebank Road. Master planning of servicing and stormwater drainage for the Expansion Lands will be completed as part of a Community Design Plan process getting underway. Planning of water and wastewater services in the Phase 2 area of the August 2023 ISS

will require coordination with servicing recommendations resulting from future master planning of the Expansion Lands.

More than 75 per cent of future development lands in Riverside South will rely on Mosquito Creek as a stormwater outlet. The latest Master Drainage Plan documented several locations along Mosquito Creek, downstream of Earl Armstrong Road, where bed and bank erosion problems exist, and where slopes may need to be stabilized. Given the depth of the Mosquito Creek valley below Spratt Road, and the presence of sensitive marine clay soils, the City is currently undertaking additional study to inform appropriate setback criteria to be established development limits in the area. Monitoring of erosion and bank stability conditions is ongoing, and a restoration and improvement plan for the Mosquito Creek Corridor will be prepared as part of the future Phase 2 and Expansion Lands master planning work.

Asset Management Implications

Master planning of water and wastewater services, and management of stormwater, including improvements to stormwater outlets to support development in the Riverside South Secondary Plan area has been completed and is also being amended in response to ongoing changes in the Riverside South area as is described in the Supporting Infrastructure Servicing Study and Master Drainage Plan section of the report, above. There are no direct Asset Management Implications resulting from recommendations of this committee report.

CLIMATE IMPLICATIONS

The Riverside South Secondary Plan is consistent with Strategic Directions 2.2.3 (Energy and Climate Change) and 2.2.4 (Healthy and Inclusive Communities) in Volume 1 of the Official Plan by proposing policies that plan for a compact and connected community, encourage sustainable and resilient site and building design, prioritize energy efficient modes of transportation, locate the greatest densities of people near transit, protect wetlands and natural areas, and support the development of walkable 15-minute neighbourhoods with nearby amenities to reduce travel time.

The Plan also builds resiliency to the impacts of a changing climate by protecting the ecosystem of natural features and recognizing their role in building resilience to future climate conditions. As prescribed in policy 4.8.3(1) in Volume 1 of the Official Plan, the Secondary Plan protects various types of greenspaces and recognizes the role of the Rideau River, Mosquito Creek, and its tributaries as an essential resource. In collaboration with the Rideau Valley Conservation Authority, the Secondary Plan guides growth, intensification, and development for the long-term protection of the environment and the effects of a changing climate.

ECONOMIC IMPLICATIONS

The Riverside South Secondary Plan forecasts approximately 9,000 jobs, with nearly 1,400 jobs in the Town Centre and over 7,600 jobs outside of the Town Centre, a majority of which are expected in the Industrial and Logistics lands south of the Ottawa Macdonald-Cartier International Airport. The Town Centre has a target of 160 People and Jobs per Gross Hectare, however, anticipates that much of this target will be met by people. These forecasted figures were calculated by looking at the estimated amount of land that will accommodate land uses that will generate employment and multiplied by the City's forecasted target of jobs per hectare.

The jobs planned within the Town Centre are anticipated to vary across multiple employment sectors, including staff for schools, retail, commercial, personal services, medical, residential care, administration, office, civic, recreational, and more.

The jobs planned to be outside of the Town Centre are anticipated to be primarily located within the Industrial and Logistics designation (employment areas, as defined by the Provincial Policy Statement) located south of the Ottawa Macdonald-Cartier International Airport. These jobs are generally expected to be in the warehousing, shipping, administration, construction, research, manufacturing, and maintenance sectors. Jobs outside of the Town Centre that are not within the Industrial and Logistics designation are anticipated to include staff for schools, retail, commercial, personal services, and medical uses. Approximately 152 gross hectares of land outside of the Town Centre are anticipated to accommodate land uses that will generate employment, including the lands designated Industrial and Logistics. The City targets 50 jobs per hectare outside of the Town Centre, resulting in an approximate target of 7,600 jobs.

The Riverside South Industrial Business Park is one of the largest contiguous vacant lands designated Industrial and Logistics in the city with municipal services. These lands provide not only employment opportunities for the Riverside South community, but also support business opportunities that will benefit the entire city. Proposed uses must not be adversely affected by aircrafts or airport operations and can't pose a potential negative impact or restrict aircrafts and airport operations.

ENVIRONMENTAL IMPLICATIONS

The Secondary Plan has two general strategies to ensure the ecological integrity of the natural heritage features within the study area are protected. The first strategy is to identify areas to be designated as Passive Open Space or Urban Natural Feature. These designations include the watercourse features themselves, as well as the riparian zones, which is fundamental to ensuring a healthy watershed. The protection of these

features provides an educational opportunity for the community to learn the important role these features play in maintaining ecological diversity and watershed health.

The second strategy is by requiring newly delineated Passive Open Spaces be within public ownership. During the development review process, identified and delineated Passive Open Spaces will be transferred to the City so that the City may protect these lands in perpetuity. Many of the most common activities that degrade a healthy watershed such as the loss and function of the riparian zone through fragmentation and further encroachment by private land uses such as ornamental lawns are avoided using this strategy. These lands also provide passive recreational opportunities for the community through careful consideration of pathways and access to features in a manner that will not have a negative impact on their long term ecological integrity.

TERM OF COUNCIL PRIORITIES

The Riverside South Secondary Plan advances all four of Council's priorities:

- A city that has affordable housing and is more liveable for all;
- A city that is more connected with reliable, safe and accessible mobility options;
- A city that is green and resilient; and
- A city with a diversified and prosperous economy.

SUPPORTING DOCUMENTATION

Document 1	Riverside South Secondary Plan Policy Text
Document 2	Riverside South Secondary Plan Schedule A – Designation Plan
Document 3	Riverside South Secondary Plan Schedule B – Maximum Building Heights
Document 4	Details of Recommended Zoning By-law Amendments
Document 5	Location Map 1 – Riverside South Town Centre
Document 6	Location Map 2 – District Park East of Mosquito Creek
Document 7	Location Map 3 – Minimum Parking Space Requirements
Document 8	Updated Zoning Height Schedule 269
Document 9	Consultation and Circulation Details

DISPOSITION

Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Policy Planning Branch to incorporate the Riverside Secondary Plan into Volume 2A of the Official Plan through one of the following processes:

- a) Should one of the amendments to the Official Plan not be appealed, the Planning Operations Branch will incorporate the amendments into Volume 1 or Volume 2A of the Official Plan; or
- b) Should one of the amendments to the Official Plan be appealed, the Zoning, Community & Policy Planning Branch will initiate a housekeeping amendment upon the resolution of all appeals to incorporate the amendments, as may be amended by the Ontario Lands Tribunal, into Volume 1 or Volume 2A of the Official Plan.

Policy Planning Branch to incorporate the amendments to Zoning By-law 2008-250 through one of the following processes:

- a) Should one of the amendments to the Zoning By-law not be appealed, the Planning Operations Branch will incorporate the amendments into Zoning By-law 2008-250; or
- b) Should one of the amendments to the Zoning By-law be appealed, the Policy Planning Branch will initiate a housekeeping amendment upon the resolution of all appeals to incorporate the amendments into Zoning By-law 2008-250.