

Riverside South Secondary Plan

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Section 1: Introduction

The Riverside South Secondary Plan (Plan) guides the growth of this community, through both private development and public investments over a 25-year period. It establishes policy direction on matters such as the street network, permitted land uses, maximum building heights, and location of parks and Stormwater Management Facilities. The Plan adds to existing policies in Volume 1 of the Official Plan to build more housing, locate high-density development around transit, support the evolution of walkable 15-minute neighbourhoods, and ensure safe mobility options for all modes of transportation.

The Riverside South Secondary Plan applies to lands identified on Schedule A – Designation Plan, which spans an area approximately between the Rideau River to the west, Bowesville Road to the east, Leitrim Road to the north, and just before Rideau Road to the south.

The Plan responds to a unique challenge and opportunity in Ottawa, whereby a new suburban community is planned around existing O-Train stations along the Trillium Line (Line 2). This provides unique opportunities to plan for a high-density, mixed-use Town Centre, a vibrant main street, and other areas around potential Future O-Train stations, from the initial conception of the community. In other words, this is a community that will mature quickly and start with a highly urban form of development.

In general, this Plan directs the highest densities around transit stations with lower densities further away. The Plan establishes a framework for a Town Centre that will function as the community's downtown, and commercial, parks, schools, and institutional designations to provide neighbourhood services and amenities. The Plan also identifies Industrial and Logistics lands for employment uses in the northern portion of the community within the Airport Operating Influence Zone.

The Plan introduces mobility 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. Mobility strategies are embedded in a grid-type street network for future local, collector, and arterial streets that form integral parts of the community rather than create barriers.

This Plan will be implemented 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. City-initiated and private development applications must conform to the policies contained in this Plan and their respective designations identified on both Schedule A – Designation Plan and Schedule B – Maximum Building Heights. This Plan contains three annexes that are not City-policy and only intended for informational purposes, which can be updated by the City without notice.

1.1 Guiding Principles

This Secondary Plan is grounded in the following guiding principles:

- Direct the greatest building heights and densities around existing O-Train stations, as well as around O-Train stations that have been included in the Transportation Master Plan’s Affordable Network.
- Support a variety of housing types to accommodate diverse household needs.
- Ensure high-quality public facilities and infrastructure.
- Insist on an urban built form with sufficient density and variety of land uses to create an efficient and lively community with local amenities.
- Provide direction for an attractive public realm.
- Plan for a fully connected urban street and block layout with priority of movement for sustainable modes of transportation.
- Provide safe and direct access to transit, schools, parks, and local destinations for pedestrians and cyclists.
- Ensure that building facades define, frame, and animate the public realm.
- Protect environmentally sensitive lands and support a healthy urban tree canopy.

Table 1 – Forecasted Growth in Riverside South*

	People	Dwelling units
Inside the Town Centre	11,250	3,900
Outside the Town Centre	63,000	21,700
Total	74,250	25,600

*Table 1 – Forecasted Growth in Riverside South is meant only for monitoring purposes.

Table 1 – Forecasted Growth in Riverside South outlines the City’s forecast on the number of people, dwelling units, and jobs that are anticipated for the Riverside South community. With a population reaching 74,250 people, approximately 25,600 dwelling units will need to be built over the next 25 years.

This Plan also anticipates approximately 7,600 jobs outside of the Town Centre, which are expected to be mostly within the Industrial and Logistics lands south of the Ottawa Macdonald-Cartier International Airport. The Town Centre is comprised of more than 75 gross hectares of land, anticipating approximately 12,650 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.

1.2 Ottawa Macdonald-Cartier International Airport Zoning Regulations

A significant portion of the lands in the Riverside South Secondary Plan are subject to the Ottawa Macdonald-Cartier International Airport Zoning Regulations (AZR), including the Town Centre, the Future O-Train Station Area, and the lands west of the Bowesville O-Train Station, as shown on Schedule C14 – Land Use Constraints Due to Aircraft Noise in Volume 1 of the Official Plan. The AZR, which are federal regulations under the *Aeronautics Act*, identify much of the Riverside South area as *Outer Surface*, which is an imaginary surface or height limit located above and in the immediate vicinity of the airport. The airport's *Outer Surface* is established in the AZR at 151.79 metres, which is determined to be the airport's elevation (above sea level) of 106.79 metres plus a standard 45.0 metres.

No building in Riverside South can be taller than 151.79 metres elevation (above sea level).

To establish the number of storeys that meets the federal regulations, a development proponent must subtract the subject property's elevation (above sea level) from the *Outer Surface* established for the Ottawa Macdonald-Cartier International Airport. A development proponent will need to determine the elevation (above sea level) for the location of their building, likely through a land survey.

All aspects of the building, including rooftop equipment, such as the mechanical penthouse, amenity spaces, and communications equipment cannot exceed the maximum height in metres. If the height in metres results in partial storeys, the maximum height must be rounded down to the nearest full storey, while ensuring rooftop equipment does not exceed the maximum height established by the AZR.

For example:

151.79 metres (airport's *Outer Surface*) minus 90 metres (elevation above sea level for subject building) equals a maximum building height of 61.79 metres

This would result in a building of 20 full storeys at 3 metres per floor (60 metres), with 1.79 metres for rooftop equipment. Depending on the needs for the rooftop equipment, the height of the building may need to be lowered.

- 1) Notwithstanding Schedule B – Maximum Building Heights and the policies of this Plan, where a designation allows for building that exceeds the heights permitted by the Ottawa Macdonald-Cartier International Airport Zoning Regulations, the number of storeys of any building within the Plan boundary shall be lowered to comply with the maximum elevation (above sea level) of 151.79 metres, while having regard for other objectives of this Plan and the transition policies in section 4.6.6 in Volume 1 of the Official Plan.

Section 2: Designations

2.1 Neighbourhood Designation

The Neighbourhood designation, as shown on Schedule A – Designation Plan, allows for a wide range of residential densities that are sorted into four categories: low-density, medium-density I, medium-density II, and high-density. Certain non-residential uses are permitted to ensure people living in the Neighbourhood designation may access key daily and weekly services and amenities within a comfortable 15-minute walk of their homes.

Although this Plan does not prescribe building typologies and allows for a wide range of housing forms provided they meet the density minimums and permitted heights, the following dwelling types are generally anticipated within the various Neighbourhood density categories:

- Low-density: single detached, semi-detached, townhouses, stacked dwellings, and low-rise apartment buildings;
- Medium-density I: semi-detached, townhouses, stacked dwellings, and low- and mid-rise apartment buildings;
- Medium-density II: stacked dwellings, and low- and mid-rise apartment buildings; and
- High-density: mid- and high-rise apartment buildings.

Buildings will generally be in an urban form and should include features such as:

- Shallow front yard setbacks to emphasize the relationship between the building and public realm;
- Principle entrances at grade with a direct relationship to the public realm;
- Attached buildings or functional sideyard setbacks; and
- Areas to include space for soft landscaping, trees, and hard surfaces.

Residential Uses

- 1) Residential uses are permitted in the Neighbourhood designation. Development for residential uses in the Neighbourhood designation shall meet the applicable provisions in Table 2 – Neighbourhood Density Categories.

Table 2 – Neighborhood Density Categories

Density Category	Location	Minimum Density (Units / Net Hectare)	Height
Low-density	Furthest from the Transitway corridor and the O-Train Stations.	25	<ul style="list-style-type: none"> Up to four storeys for all buildings.
Medium-density I*	Throughout the community, typically along the Transitway corridor and near or adjacent to collector streets and arterial roads.	38	<ul style="list-style-type: none"> Between two and six storeys for a standalone residential building; or Between two and nine storeys for a mixed use building
Medium-density II*	Near or adjacent to rapid transit stations and located along collector streets and arterial roads.	60	<ul style="list-style-type: none"> Between two and nine storeys for a standalone residential building; or Between two and 12 storeys for mixed use buildings; and The taller buildings located within walking distance of a rapid transit station.
High-density	Located adjacent to identified O-Train Stations east of Mosquito Creek.	120	<ul style="list-style-type: none"> Between four storeys and the maximum heights permitted by the Airport Zoning Regulations (AZR). This Plan anticipates the AZR will permit maximum building heights of approximately 18 storeys ; Buildings 19 storeys or greater, where permitted by the AZR, are required to be mixed use; and The tallest buildings located within walking distance of a rapid transit station.

* In-text references to “medium-density” refers to both the Neighbourhood medium-density I and medium-density II designations.

- 2) The minimum net density requirements listed in Table 2 – Neighbourhood Density Categories may be lowered by up to 5 units per hectare in one area of a Plan of Subdivision application if it can be demonstrated that the cumulative density of the entire Plan of Subdivision meets the minimum requirements by increasing the number of units elsewhere for the same Neighbourhood density category.
 - a) Notwithstanding Table 2 – Neighbourhood Density Categories, the lands within the Plan of Subdivision application addressed 708, 720, and 750 River Road may have a reduce minimum density requirement of 20 units per net hectare for the Neighbourhood low-density designation.

- 3) The Neighbourhood density categories are designated on Schedule A – Designation Plan. The maximum building heights, which reflect the heights in Table 2 – Neighbourhood Density Categories, are designated on Schedule B – Maximum Building Heights.
 - a) Minor adjustments to the final location of undeveloped Neighbourhood blocks bounded by collector and/or arterial roads are permitted without an amendment to this Plan, provided the density proportions and the approximate locations are maintained. Local roads may be required to delineate between Neighbourhood density categories.
- 4) Parking for lands designated Neighbourhood medium- and high-density, if provided, will be managed to maximize curbside frontage and minimize curb cuts to maximize on-street parking and tree planting.
 - a) A Parking Plan will be required for a Plan of Subdivision application within the Neighbourhood low-density designation; and
 - b) Combined access to parking facilities and privately-owned rear lanes to maximize resident and visitor parking capacity is preferred for the Neighbourhood medium-density II and high-density designations.

Residential Uses – West of River Road

- 5) Development approval authorities may require enhanced landscaping and building height restrictions for development adjacent to the Rideau River to preserve the visual quality of the Rideau River Valley Land system. The Rideau River is a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site, National Historic Site, and Canadian Heritage River and any development or changes along the river is required to be done in consultation with Parks Canada.
- 6) Where feasible and appropriate, subdivisions west of River Road should provide a connection to the planned multi-use pathway network abutting the Passive Open Space.

Non-Residential Uses

- 7) Commercial, retail, and personal service uses are permitted in the Neighbourhood designation.
- 8) Standalone non-residential uses are only permitted along an arterial or collector road and should be near an intersection.
- 9) Non-residential uses in a mixed-use building should frame the street and be located where there are pedestrian and cycling facilities.

- 10) Notwithstanding Schedule B – Maximum Building Heights, where a building on lands designated Neighbourhood contains a non-residential use, per policy (7) above, on the ground floor and can provide adequate transition, the maximum building height will be increased up to:
 - a) 12 storeys when designated medium-density II; and
 - b) Nine storeys when designated medium-density I.
- 11) The additional following uses are permitted at 4269 Limebank Road: an animal hospital, a medical facility, and an animal care establishment.

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

At the time this Plan was adopted, the City was undertaking an update to its Transportation Master Plan (TMP). The TMP is the City’s blueprint for planning, developing, and operating the walking, cycling, transit and vehicular networks in the decades to come. It identifies transportation policies, facilities, and services that will meet the needs of residents and businesses to 2046.

Schedule A – Designation Plan identifies two unfunded Future O-Train Stations for Line 2 east of Mosquito Creek at Collector “G” and Collector “H”. The update to the TMP will determine whether these stations will be removed entirely from the City’s ultimate transit network or retained as part of the ultimate transit network. If retained in the ultimate transit network, these stations may then possibly be identified as part of 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 City will then allow for development in accordance with the Neighbourhood high-density designation, without an amendment to this Plan.

- 12) Development for all blocks in the Future O-Train Station Area will be per the Neighbourhood medium-density II designation.
- 13) Notwithstanding policy (12) above, if one or both of the Future O-Train Stations are identified as part of the Transportation Master Plan Affordable Network, a development proponent may submit an amendment to the Zoning By-law for the lands within an approximate 400-metre radius from the identified station to be in accordance with the Neighbourhood high-density designation.
 - a) A development proponent is required to submit a Phasing Plan showing a gradual cumulative increase in density that coincides with the timing of the construction of the station, along with any development application. Site Plan Control applications will generally align with the densities shown on the Phasing Plan.

- 14) If the Transportation Master Plan retains one or both of the Future O-Train Stations at Collector “G” and Collector “H”, a City-led functional design study will be required to identify the lands needed for the station(s) and other transit operations, and include a Class D cost-estimate.
- 15) To accelerate the design and/or construction of the Future O-Train Station(s) at Collector “G” and Collector “H”, a development proponent may propose a front-ending agreement to Council for their approval.

2.2 Local Commercial and Neighbourhood Commercial Designations

There are two categories of commercial designations outside of the Town Centre in RiversideSouth: Local Commercial and Neighbourhood Commercial. These lands allow for commercial, retail, personal service, and medical opportunities in convenient locations to serve the surrounding neighbourhoods. Generally, the Local Commercial designation is intended for uses that will serve residents within 15-minute walk of their homes, whereas the Neighbourhood Commercial designation is planned for uses that serve the entire Riverside South community.

Local Commercial

- 1) The Local Commercial designation will:
 - a) Permit commercial, retail, personal service, and medical uses;
 - b) Allow for a maximum building floor plate of 3,000 square metres; and
 - c) Where feasible, locate the building along the street frontage to have a direct relationship to the public realm and surface parking away from the right of way.
- 2) The Local Commercial designation permits residential dwellings to be mixed with the permitted non-residential uses, up to the heights shown on Schedule B – Maximum Building Heights.
 - a) Notwithstanding Schedule B – Maximum Building Heights, where a mix of uses are provided on a Local Commercial parcel abutting a Neighbourhood high-density parcel, permitted building heights are between four and 25 storeys.
- 3) Notwithstanding policy (2) above, the City may consider an amendment to the Zoning By-law to permit a standalone residential use, up to the heights shown on Schedule B – Maximum Building Heights, on a Local Commercial parcel where the cumulative gross floor area of non-residential uses on the same Local Commercial parcel and/or adjacent Neighbourhood parcels is approximately 3,000 square metres or greater.

Neighbourhood Commercial

- 4) The Neighbourhood Commercial designation will:
 - a) In addition to commercial, retail, medical, and personal service uses, permit service stations, car washes, and large-format retail;
 - b) Allow for buildings with floor plates greater than 3,000 square metres; and
 - c) Where feasible, locate the building along the street frontage to have a direct relationship to the public realm and surface parking away from the right of way.
- 5) The Neighbourhood Commercial designation permits residential dwellings to be mixed with the permitted non-residential uses, up to the heights shown on Schedule B – Maximum Building Heights. Standalone residential uses are not permitted.

2.3 School Designation

Schedule A – Designation Plan identifies the potential school sites assigned to one of the four school boards that serve the Riverside South community: English Catholic (EC), English Public (EP), French Catholic (FC), French Public (FP). Although primarily intended for school purposes, the School designation will also permit residential and non-residential uses should the school boards not wish to build a school on these lands.

- 1) Outside of the Town Centre, the School designation permits:
 - a) Schools, and residential and non-residential uses per the Neighbourhood medium-density I designation; and
 - b) Buildings with heights between two and six storeys for all uses.
- 2) Inside of the Town Centre, the School designation permits:
 - a) Schools, and residential and non-residential uses per the Town Centre designation; and
 - b) Buildings with heights between three and nine storeys for all uses.
- 3) Notwithstanding the school board labels of EC, EP, FC, and FP on Schedule A – Designation Plan, school sites may be re-assigned to two or more boards by written agreement of the affected boards, subject to the approval of the General Manager, Planning, Real Estate and Economic Development (or successor).
- 4) Parks, municipal facilities, Stormwater Management Facilities, places of worship, and licensed child care centres are encouraged to co-locate with schools.
- 5) Minor deviations in the location and configuration of a school parcel may occur, provided the lot area is maintained.

- 6) In addition to the design criteria for schools in section 4.10.1 in Volume 1 of the Official Plan, school sites shall be designed in a way that:
 - a) Are compact and land-efficient, situating buildings and main entrances to face a sidewalk, and prioritize multi-storey buildings;
 - b) Connect to multi-directional and winter-maintained pedestrian access, including any adjacent park and/or passive open space; and
 - c) Minimize curb cuts and any other potential conflict between vehicles and active modes of transportation.
- 7) Responsibility for the winter maintenance of bus lay-bys and passenger pick-up and drop-off areas in the right of way will be determined through Site Plan Control agreements.

2.4 Town Centre Designation

The Town Centre is planned to be a vibrant, high-density, and mixed-use transit-oriented hub for the larger Riverside South community. It will take advantage of its location at the terminus of the O-Train Line 2 and as a transfer to both local bus service and future bus rapid transit connecting Riverside South to Barrhaven. The Riverside South Town Centre presents a unique opportunity to create a pedestrian-oriented activity centre in the Suburban Transect that advances the City's Five Big Moves, as stated in Volume 1 of the Official Plan: more growth by intensification; a majority of trips to be made by sustainable modes of transportation; designing communities with good urban and community design; embedding social, environmental and health resilience; and advancing economic development.

Town Centre Objectives

The Town Centre will:

- Become a dense and well-connected place with a clustering of diverse land uses where daily and weekly needs can be accessed within a 15-minute walk from peoples' homes;
- Provide for a variety of housing options, with the greatest densities near funded rapid transit;
- Have a robust network for sustainable modes of transportation, reduce car dependency, and enable people to live car-light or car-free;
- Limit potential conflict points between people walking and cycling and people driving vehicles;
- Have the main street and Limebank Road as the centres for non-residential activity (e.g. commercial, retail, etc.) that draw people from all over the Town Centre and the Riverside South community;
- Create a civic node on the western edge of the main street that includes a school and a District Park with a community centre and branch of the Ottawa Public Library;

- Have vibrant and attractive streetscapes that are enjoyable for pedestrians and cyclists with trees, wide sidewalks, and visually interesting buildings that engage the public realm;
- Provide opportunities for spaces and places where people can gather and socialize, both along the public realm and within blocks;
- Have buildings and podiums that have a close relationship to the street; and
- Ensure private streets look and feel like public roads with pedestrian facilities and street trees.

Town Centre Policies

- 1) Permitted uses in the Town Centre include residential, retail, commercial, medical, personal services, offices, schools, entertainment facilities, parks, patios, places of assembly, uses per the Institutional designation in section 2.6 of this Plan, and other compatible uses that will draw people and/or jobs to the Town Centre.
 - a) At least one non-residential use with an active frontage is required on the ground floor of a building fronting the main street and Limebank Road.
- 2) Automobile-oriented uses such as service stations, car washes, and drive-through facilities are not permitted in the Town Centre.
 - a) Future phases of development for 1423, 1424, and 1515 Earl Armstrong Road should replace existing drive-through facilities with permitted uses.
- 3) Permitted building heights in the Town Centre, subject to the criteria in section 1.2, policy (1) of this Plan, are generally:
 - a) Up to 25 storeys, within an approximate 400-metre walking distance of funded rapid transit;
 - i) Although a maximum building height of 25 storeys is permitted, it is anticipated that the Ottawa Macdonald-Cartier International Airport Zoning Regulations will restrict maximum heights such that most buildings will not be able to achieve heights up to 25 storeys (76.5 metres).
 - b) Up to 12 storeys, beyond an approximate 400-metre walking distance of funded rapid transit; and
 - c) Where a building greater than four storeys is proposed, a setback shall be required at or below the fourth storey.
- 4) Buildings in the Town Centre shall have a minimum height of three storeys within a 400-metre walking distance from funded rapid transit and a minimum height of two storeys beyond a 400-metre walking distance from funded rapid transit.
 - a) Notwithstanding policy (4) above, a single-storey building is permitted within the District Park, provided it has a minimum building height of 7 metres within 20 metres from the main street and that the building is oriented towards the main street.

- 5) All buildings must:
 - a) Locate close to the front lot line to frame the public street with an active frontage; and
 - i) Buildings containing only non-residential uses with Site Plan Control approved on November 1, 2022, are permitted to not have active entrances along Limebank Road and Earl Armstrong Road.
 - b) Provide a clear visual and functional connection to uses across the street or on abutting parcels, such as a consistent street wall.
- 6) The number of curb cuts will be minimized by consolidating access to parking, servicing, and loading, where possible.
- 7) For all uses, surface parking areas, where provided, within the Town Centre will:
 - a) Locate within the interior of blocks;
 - b) Coordinate driving aisles, driveway entries and landscaped buffers between separate ownerships, where appropriate; and
 - c) Locate behind a building to be visually obstructed from the main street and Transit Street.
- 8) All development along lot lines adjacent to public streets will be designed to animate the public spaces they face, including:
 - a) Buildings that frame the street edge and animate the public realm with shallow setbacks;
 - i) Greater setbacks may be permitted along minor sections of a building facade to accommodate atriums, outdoor patios, or amenity spaces;
 - b) Buildings that have active entrances facing the street with at-grade glazing and no blank walls. All facades facing the public realm will be articulated with architectural details, ornamentation, and materials that enhance visual interest and the sense of pedestrian safety; and
 - c) Prohibit individual driveway access from collector streets within the Town Centre by providing primary access from a side street, rear lane and/or providing shared driveways to limit conflict points with active modes of transportation.
- 9) There is no minimum lot coverage for the Town Centre.
- 10) Prior to lifting the holding symbol (-h) for the zoning within the Town Centre, the City requires a planning rationale that includes:
 - a) A Concept Plan illustrating:
 - i) General alignment with the Town Centre objectives;
 - ii) The scale and massing of the proposed development;
 - iii) Compliance with section 1.2, policy (1) of this Plan;
 - iv) Location of streets and public spaces;

- v) The relationships between the surrounding buildings;
 - vi) A fully-connected grid street pattern with blocks at an approximate length of 150-200 meters; and
 - vii) General conformity with the final layout of O-Train assets.
- b) A Phasing Plan indicating how the phasing of dwelling units and non-residential uses will occur;
 - c) A Mobility Plan indicating the active transportation facilities on the specific site and how these connect to the existing and planned active transportation facilities within the Town Centre and surrounding blocks; and
 - d) A Transportation Impact Assessment demonstrating that the supply of parking is consistent with the policies in section 4.1.4 in Volume 1 of the Official Plan, and that the parking location and motor vehicle access does not compromise the direction in policies (5), (6), (7), and (8) above.
- 11) As part of a complete application, development applications within the Town Centre must demonstrate how the proposed right of way network will:
- a) Consider a roundabout at the intersection of the main street and Transit Street, as described in section 3.3, policy (3) of this Plan;
 - b) Locate on-street parking with distinctive surface treatment to distinguish between the roadway, surface parking, and pedestrian and cycling facilities;
 - c) Provide pedestrian and cycling facilities consistent with the requirements for all street types detailed in the policies in section 4.1.2 in Volume 1 of the Official Plan and other relevant Council-approved directions;
 - d) Locate loading and garbage storage areas away from public streets, where feasible; and
 - e) Provide buildings with active frontages along public streets.
- 12) Minor deviations in the location of Town Centre blocks, parks, schools, and collector streets may occur, provided that the approximate lot configuration and area are maintained.

Future O-Train Station – Town Centre Blocks East of Collector “D” and West of Collector “E”

At the time this Plan was adopted, the City was undertaking an update to its Transportation Master Plan (TMP). The TMP is the City’s blueprint for planning, developing, and operating the walking, cycling, transit and vehicular networks in the decades to come. It identifies transportation policies, facilities, and services that will meet the needs of residents and businesses to 2046.

Schedule A – Designation Plan identifies an unfunded Future O-Train Station for Line 2 within the Town Centre east of Collector “D”. The update to the TMP will determine whether this station will be planned for or removed entirely from the City’s ultimate transit network, and possibly added to the Affordable Network (i.e. expected to be constructed by 2046 based on the City’s long-range financial plan).

Once the Future O-Train Station is identified as part of the Transportation Master Plan Affordable Network, the City will then allow for development up to the maximum permitted heights under the Ottawa Macdonald-Cartier International Airport Zoning Regulations for the Town Centre blocks east of Collector “D” and west of Collector “E”, without an amendment to this Plan.

- 13) Once the City identifies the Future O-Train Station east of Collector "D" as part of the Transportation Master Plan Affordable Network, a development proponent may submit an amendment to the Zoning By-law to increase the heights for the Town Centre blocks east of Collector "D" and west of Collector "E" up to the heights permitted under the Ottawa Macdonald-Cartier International Airport Zoning Regulations.
- 14) A complete development application for the Town Centre blocks east of Collector “D” and west of Collector “E” requires that the necessary right of way be sold to the City for the Future O-Train Station platforms and active transportation connections and station access for \$1. A City-led functional design study will identify the necessary lands and active transportation connections for the Future O-Train Station east of Collector “D”.
- 15) A development proponent may propose a front-ending agreement to Council for their approval as a funding mechanism for the design and/or construction of the Future O-Train Station east of Collector “D”.

2.5 Industrial and Logistics Designation

The Industrial and Logistics designation is located in the northern portion of the Riverside South community, south of the Ottawa Macdonald-Cartier International Airport. This area is set aside for higher-impact and employment land uses that are not adversely affected by aircrafts or airport operations and won't pose a potential negative impact or restrict aircrafts and airport operations.

- 1) Permitted uses in the Industrial and Logistics designation include heavy and light industrial uses such as construction, distribution, emergency services, heavy equipment and vehicular sales and service, manufacturing, office, research and development, trades and contractors, utilities, and warehousing, provided they are compatible with aircrafts and the operations of the Ottawa Macdonald-Cartier International Airport.
- 2) Ancillary non-residential uses such as commercial, retail, and personal services intended to service the employment in this area are permitted. These will generally be no more than 750 square metres per occupancy.
 - a) Sensitive uses such as places of worship, schools, and residential care facilities are not permitted; and
 - b) Licensed child care centres are permitted as an ancillary use, provided the primary use is not noxious. Entrances and outdoor play areas should locate away from roads and loading and parking areas.

- 3) Where operationally feasible, buildings should locate close to the street with parking to the side or rear of buildings.
- 4) To minimize the urban heat island effect, where possible, development should:
 - a) Have a front yard that supports soft landscaping and mature trees;
 - b) Have a soft landscaped buffer around parking areas;
 - c) Provide soft landscaping within parking areas; and
 - d) Design buildings with light coloured and/or reflective materials. Cool and green roofs are encouraged.
- 5) Development must provide extensions of existing streets where applicable and pedestrian linkages, including multi-use pathways, where appropriate.
- 6) Development within the Industrial and Logistics designation that is also within the Airport Operating Influence Zone, per Schedule C14 – Land Use Constraints Due to Aircraft Noise in Volume 1 of the Official Plan, is subject to the Airport Operating Influence Zone policies in section 10.2.2 in Volume 1 of the Official Plan.
- 7) Per the recommendations of the Master Drainage Plan for Mosquito Creek, the City may require that development incorporate Low Impact Development measures to the treatment train approach for Stormwater Management Facilities.

2.6 Institutional Designation

The Institutional designation is intended for uses that provide a public or social function to the surrounding community. Institutional areas are close to the intersections of arterial and/or collector streets that complement local services and retail destinations or reflect where there are existing institutional uses.

- 1) Permitted uses in the Institutional designation include community centres, emergency services, libraries, licensed child care centres, municipal and government service centres, museums, places of worship, recreational and athletic facilities, and residential care facilities.
- 2) As a condition of a Plan of Subdivision Agreement, if a block designated Institutional, as shown on Schedule A – Designation Plan, is not acquired for institutional uses, as described in policy (1) above, within four years of the registration of the related subdivision agreement, the block in whole or in part must be offered to the City. If the City acquires the lands, residential and non-residential uses consistent with the Neighbourhood medium-density I designation will be permitted without an amendment to this Plan.

Section 3: Mobility

Riverside South is intended to be an urban community planned around rapid transit and active transportation that prioritizes pedestrian movements. The construction of the O-Train Line 2 to Limebank Station and the land use directions in this Plan support a balanced range of mobility options for residents.

The primary goal of the Mobility section is to encourage transit for regional trips along the O-Train and Transitway network and enable people to use active modes of transportation for local trips.

3.1 Transit

Transit capacity is the primary measure of mobility performance for this community. Transit capacity is measured based on the O-Train Line 2 stations constructed as part of the Stage 2 project, the Future O-Train Stations identified on Schedule A – Designation Plan, and the bus service that connects to the stations across and beyond the community.

- 1) The minimum transit modal share target for the Riverside South community is 33 per cent.
- 2) All transportation decisions, including roadway designs, extensions, and expansions will have regard to the transit modal share target in policy (1) above and support the active transportation network.
- 3) When Limebank Road and Earl Armstrong Road undergo detailed design, priority is given in the following order: to the safety and convenience of people who walk, cycle, and use transit. Existing space for vehicles may be reallocated such that the level of service for pedestrians, cyclists, and transit will be the highest among modes.

3.2 Street Network

The street network for the Riverside South community is based on a fully-connected grid of local streets, collector streets, and arterial roads that foster a pedestrian friendly environment and encourage permeability in the community. This Plan proposes urban measures to increase pedestrian comfort and mitigate traffic impacts like cut-through or speeding traffic.

- 1) The right of way protections for streets and intersections in Riverside South are per the requirements in Schedule C16 – Road Classification and Rights of Way Protection in Volume 1 of the Official Plan.

- 2) Plan of Subdivision applications will be reviewed on the following:
 - a) The local, collector, and arterial road network as a fully connected grid. Local streets should connect directly to collector streets. Local streets should provide pedestrian and cycling connections to arterial streets while motor vehicle connectivity between local and arterial streets may be limited or fully prohibited.
 - i) All streets will function as access streets as described in section 4.1.1 in Volume 1 of the Official Plan and will incorporate traffic calming design elements upon initial construction;
 - ii) Minor variations to the street network may be considered provided the direction and intent found in this Plan and on Schedule A – Designation Plan are reasonably achieved;
 - b) Streets will be located such that Neighbourhood designated blocks outside of the Town Centre shall be no larger than 1.5 hectares;
 - i) Block sizes may be greater than 1.5 hectares for lands designated for Schools, Industrial and Logistics, and Parks.
 - c) In addition to dedications required for road right of way widths, rapid transit corridors, and Stormwater Management Facilities, development applications are required to provide right of way land dedication for multi-use pathways as identified on Schedule A – Designation Plan; and
 - d) The street network should maintain the intent of Annex 2 – Mobility Concept Plan for the lands located east of Mosquito creek and south of Earl Armstrong Road.

Arterial Roads

The arterial roads within Riverside South are River Road, Earl Armstrong Road, Limebank Road, Leitrim Road, and Bowesville Road. Arterial roads in Riverside South are identified as Community Edges or Interior Arterial Roads.

- 3) Unless otherwise stated, arterial road right of way design shall be per the appropriate approved Environmental Assessment, the City's approved Regional Road Corridor Design Guidelines, and the Arterial Road Cross-Sections stemming from the Building Better and Smarter Suburbs Guidelines.
- 4) To better streamline land use and transportation planning, where feasible and appropriate, the City will seek opportunities to coordinate the reconstruction of arterial roads with significant development, such as a District Park, high-rise development (10 or more storeys) outside of the Town Centre, or a Plan of Subdivision application with over 500 residential units or non-residential use(s) with a cumulative gross floor area greater than 10,000 square metres. This may be identified through a Transportation Impact Assessment.

- 5) Buildings that front onto arterial roads will have a maximum front yard setback that reflects the planned and intended context:
 - a) For the Community Edges listed in policy (7) below: shallow-to-moderate front yard setbacks that allows separation between the building and the street to ensure the front yard is used for landscaping or building forecourts, while ensuring the building entrances are oriented to the public realm;
 - b) For the Interior Arterial Roads listed in policy (8) below: shallow and urban setbacks to ensure buildings have a clear relationship to the public realm; and
 - c) Surface parking will be located to the rear of a building along these arterial road segments, and where it is not feasible, may be located to the side of a building.

- 6) The environmental assessment for the design of arterial roadways or any revision to an existing environmental assessment shall take direction from this Plan when establishing cross-sections and geometric designs.

Community Edges

In their current form, Community Edges facilitate the movement of automobiles and transit vehicles. These will evolve to also incorporate facilities to move pedestrians and cyclists. Community Edges will generally provide faster-operating speeds and fewer building frontages when compared to Interior Arterial Roads.

- 7) The following arterial road segments are recognized as Community Edges:
 - a) River Road (from Collector “J” and Rideau Road, and north of Earl Armstrong Road). Over time, this road segment should develop into a scenic route, as described in section 4.6.2 in Volume 1 of the Official Plan, and provide for more urban conditions, including cycle tracks and sidewalks on both sides, street trees along the edges of the right of way, and, to avoid rear-lotting, orientation of building facades towards River Road without direct vehicular access;
 - b) Existing Leitrim Road (River Road to Limebank Road). This arterial road will remain in service in its current location. As per the Leitrim Road Realignment and Widening Environmental Assessment Study (2018), this will be a two-lane undivided arterial road with a paved shoulder on the north side and a new multi-use pathway on the south side. A new single-lane roundabout will be constructed at the intersection of existing Leitrim Road and River Road; and
 - c) Existing Leitrim Road east of Limebank Road would remain in service until the Ottawa Macdonald-Cartier International Airport constructs a third runway. The timing of the road closure and the use and ownership of the existing right of way will be coordinated and determined through a future City-study.

Interior Arterial Roads

In contrast to Community Edges, Interior Arterial Roads service the interior of the Riverside South community. While providing for major cross-city transportation movements for all modes, these roads must provide a high-quality public realm that maintains the safety of vulnerable users, including pedestrians and cyclists. In all cases, the priority of movement and safety will be for sustainable modes of transportation.

- 8) The following segments are recognized as Interior Arterial Roads:
 - a) Limebank Road (between Collector “J” and Spratt Road);
 - b) Earl Armstrong Road (between Collector “A” and Bowesville Road);
 - c) River Road (between Collector “J” and Earl Armstrong Road); and
 - d) Leitrim Road through Riverside South Industrial and Logistics lands (from a point west of Limebank Road to approximately the future Collector “H”).

- 9) Interior Arterial Roads will not use noise barriers. Where the City has determined that noise levels exceed standards for acceptable noise, alternative mitigation measures such as landscaping or other buffering measures will be required.

- 10) Buildings will front Interior Arterial Roads with pedestrian entrances facing sidewalks and the public realm.

- 11) Interior Arterial Roads are planned for lower vehicular operating speeds.

- 12) Limebank Road (between Collector “J” and Spratt Road) and Earl Armstrong Road (between Collector “B” and Bowesville Road) will be designed with the following:
 - a) Fully urban cross-sections;
 - b) 50 kilometres per hour target operating speed;
 - c) Four lanes without median;
 - i) To be consistent with policy (c) above, any medians existing of the adoption of this Plan will be removed by the City, where appropriate, during planned reconstruction of these road segments; and
 - ii) Medians may be provided for the provision of traffic signal infrastructure and pedestrian refuges at intersections and mid-block crossings, or for restricting left-turn vehicular access to local streets and driveways.
 - d) No vehicular access to properties unless there is no feasible alternative;
 - e) In addition to the traffic lanes, on-street parking at appropriate locations to serve street-fronting retail accessed on foot from the sidewalk;
 - i) On-street parking is permitted on the north side of Earl Armstrong Road along the District Park parcel.
 - f) Direct connections and access for pedestrians and cyclists to all local streets. Vehicular access to local streets may be limited, either completely or to right-turn movements only;
 - g) Disconnected service roads / window streets are not permitted;

- h) Transit facilities, such as bus pads and shelters, are incorporated into the right of way width by providing island bus platforms between the cycling facilities and the vehicular roadway;
 - i) Wider right of way as needed at signalized intersections or intersections with roundabouts. Otherwise, with a right of way width that minimizes land requirement and maximizes the developability of abutting lands;
 - j) No smart channels except in special circumstances, as outlined in the City's Protected Intersection Design Guide;
 - i) The use of fully-protected right turn phasing to mitigate high right-turn conflicts with vulnerable road users is preferred over smart channels.
 - k) Single left-turn lanes, and only where needed;
 - i) To be consistent with policy (k) above, any double left-turn lanes existing as of the adoption of this Plan will be removed by the City, where appropriate, during planned reconstruction of these road segments.
 - l) Street trees along both sides of the right of way;
 - m) Sidewalks and cycle tracks, per the active transportation requirements for arterial roads in section 4.1.2 in Volume 1 of the Official Plan; and
 - n) Convenient, direct, and safe pedestrian and cycling crossings along desire lines at intervals of approximately 200 metres that maintain high levels of pedestrian connectivity to increase permeability.
- 13) Where Limebank Road meets the O-Train alignment, the City shall ensure that the right of way design will fully support the future land uses approved in this Plan by providing the following: sufficient space for controlled intersections and enhanced pedestrian and cycling connections, street furniture, wayfinding, public art, and direct active transportation linkages to adjacent buildings or land use.
- 14) The realigned Leitrim Road through the Riverside South Industrial and Logistics lands (from Limebank Road to approximately the future Collector "H") must protect for the approved arterial road width along the approved realignment route but may be constructed within that right of way as a collector road until the new airport runway is generally built along the existing Leitrim Road alignment. The realigned Leitrim Road through Riverside South will have the following features:
- a) Fully urban cross-sections;
 - b) Four lanes without a median, for 60 kilometres per hour design speed and anticipated 60 kilometres per hour posted speed;
 - c) Sidewalks and cycle tracks, per the active transportation requirements for arterial roads in section 4.1.2 in Volume 1 of the Official Plan;
 - d) Transit facilities, such as bus pads and shelters, are incorporated into the right of way width;
 - e) Wider right of way as needed at intersections, otherwise with a right of way width that minimizes land requirement and maximizes the developability of abutting lands;

- f) Intersection control (roundabouts or signalized intersections) at realigned Leirtrim Road and future collector roads will be determined as part of future Plan of Subdivision applications;
- g) New protected intersection of realigned Leirtrim Road with Limebank Road; and
- h) New protected intersection of realigned Leirtrim Road with existing Leirtrim Road (west of Limebank Road).

Collector streets

Collector streets function as the community links to the broader transit system and network of arterial roads. Safe and predictable intersection designs can improve safety for all users.

- 15) Collector street right of way design shall be per the City's approved Designing Neighbourhood Collector Streets guidelines and will include built-in traffic calming measures.
- 16) Enhanced pedestrian facilities and crossings and traffic calming measures will be included in collector street design, particularly at important pedestrian crossings, such as those in proximity to schools, parks, O-Train and Transitway Stations, and where Collector streets intersect.
- 17) Collector streets must incorporate:
 - a) Pedestrian and cycling facilities consistent with the policies in section 4.1.2 in Volume 1 of the Official Plan and the Designing Neighbourhood Collector Street Guidelines;
 - b) Transit facilities, such as bus pads and shelters in the right of way width on streets where transit service is planned by providing ride-over bus platforms;
 - c) Roundabouts or mini-roundabouts at appropriate intersections, such as at the future main street and Transit Street intersection;
 - d) At gateway locations, landscape features and urban landmarks;
 - e) Parking strategies to limit individual driveways, reduce conflicts with active modes of transportation, and increase the tree canopy;
 - f) On-street parking as a calming traffic measure to promote a safe pedestrian environment; and
 - g) Signage provided by development proponents at the time of subdivision construction.

Local Streets

Local streets constitute a significant proportion of the public space as they form the primary mobility network and connection to transit service and local destinations such as parks and schools. Local streets will be designed for a target speed of 30 kilometres per hour or less.

- 18) Following recommendations from the Building Better and Smarter Suburbs guidelines, the following policies apply:
 - a) Local streets as a fully-connected grid and may include active transportation cut-throughs, with the final street layout determined at the time of Plan of Subdivision; and
 - b) Street design standards that provide safe pedestrian, cycling, and driving conditions, including traffic-calming measures that are to be included in the initial street design.

- 19) Local streets must incorporate:
 - a) At a minimum, a sidewalk on one side of the street per the policies in section 4.1.2 in Volume 1 of the Official Plan;
 - b) Linkages to the existing and planned active transportation network;
 - c) Traffic calming measures within the rights of way near schools, parks and other high pedestrian activity areas; and
 - d) On-street parking is permitted on at least one side of the street, with signage provided by the development proponent at the time of subdivision construction.

- 20) On the north side of Nicholls Island Road between the Rideau River and the First Road intersection heading north, an additional 10-metre right of way shall be added to provide a treed hedgerow as a screen for development.

3.3 Main street in the Town Centre

Schedule A – Designation Plan shows a main street (to be named at Plan of Subdivision) in the Town Centre envisioned as an active pedestrian street that provides a comfortable pedestrian-oriented north-south connection from Earl Armstrong Road to Collector “I”.

The western edge of the main street will function as a civic node that includes a District Park, a library, a community centre, and a school. The eastern edge of the main street is anticipated to have retail and commercial uses mixed within residential buildings. Together, this mix of institutional and public uses with retail, commercial, and residential will create an engaging and animated main street.

- 1) The main street will develop per Annex 3 – Main Street In The Town Centre and must incorporate:
 - a) Two traffic lanes, at least 2.5-metre wide sidewalks and cycle tracks on both sides, and special surface treatment at intersections;
 - b) On-street parking on one or both sides of the street; and
 - c) Street trees with sufficient soil volumes and setbacks. Right of way for on-street parking may be re-allocated to the boulevard to ensure the prosperity of mature trees.

- 2) The main street must be designed for target vehicle speeds of 40 kilometres per hour or less with safe pedestrian connections.
- 3) The City will consider a roundabout at the future main street and Transit Street intersection in the Town Centre, as shown on Annex 1 – Roundabout for Transit Street and Main Street. This roundabout shall be designed with urban characteristics and features such as:
 - a) A design vehicle speed up to 30 kilometres an hour;
 - b) A radial design with entry and exit corner radii sized to minimize automobile speeds while accommodating transit vehicles;
 - c) Physically separated sidewalks and cycling facilities on the outer edge;
 - d) Transit-only lanes heading east and west that connect to the City’s planned transit facilities as part of the ultimate transit network;
 - e) Traffic calming measures at the vehicular entryways and exits, and at points where pedestrians and cyclists interact with automobiles and transit vehicles;
 - f) Design elements that help the roundabout animate the public realm, such as street furniture;
 - g) Cultural amenities or soft landscaping within the middle of the roundabout;
 - h) Opportunities for building entrances to front onto the sidewalks around the roundabout; and
 - i) A wider right of way to accommodate this roundabout may be required.

3.4 Transit Street

Schedule A – Designation Plan includes a Transit Street in the Town Centre envisioned as an east-west corridor that is primarily intended for high-density residential uses, with opportunities for some non-residential uses, on either side of the O-Train alignment. People living east of Mosquito Creek will be able to use the active transportation connections along Transit Street to access the Town Centre bringing them to transit and the mix of uses along the main street and Limebank Road.

- 1) Transit Street is envisioned to develop per Annex 4 – Transit Street Cross Section and must incorporate:
 - a) East of Limebank Road: on both sides of the O-Train alignment, two-way traffic lanes, with a landscaped boulevard, at least 2.5-metre wide sidewalks, cycle tracks, and on-street parking;
 - b) Between the main street and Limebank Road:
 - i) south of the O-Train alignment, westbound transit vehicle-only lanes that form part of the Limebank Station bus loop, with opportunities for pedestrian and cyclist facilities, where appropriate; and

- ii) north of the O-Train alignment, two-way traffic lanes with a landscaped boulevard, westbound cycle track, sidewalk and on-street parking on the north side of the street, and an eastbound cycle track and bus platforms on the south side of the street.
- c) West of the main street: transit vehicle-only lanes, with a landscaped boulevard, wide sidewalks, and bi-directional cycle tracks on both the north and south sides of the Transitway corridor;
- d) A pedestrian crossing combined with other complementary traffic calming will be provided between the school and the District Park on either side of Transit Street;
- e) Trees planted on both sides of the street;
- f) Special pavement treatments clearly marked for pedestrian crossings by means of change in surface colour, texture and/or material, or line painting; and
- g) Street furniture and opportunities for shaded rest areas.

3.5 Rail Setbacks

The O-Train right of way varies in width from approximately 42 metres to 51 metres. Development, during construction and throughout its lifecycle, will be planned for and designed in such a way that protects the integrity of O-Train assets and operations.

- 1) Development on land adjacent to the O-Train Line 2 or Transitway corridors and within the Development Zone of Influence should generally be located a minimum of 18 metres from the edge of the tracks. An O-Train Proximity Study is required.
- 2) To enhance the pedestrian experience and visibility, development along the O-Train or Transitway corridors will not include noise barriers as part of their site design. The fencing of the corridor will be transparent rather than opaque and have a maximum height of 1.5 metres.
- 3) Where a Plan of Subdivision application does not propose single-loaded streets along the O-Train or Transitway corridors and have pedestrian and cycling facilities only, properties located along the pedestrian and cycling facilities will be designed to have active entrances fronting this corridor. Designs should delineate the active transportation corridor between modes and prioritize pedestrian safety to enhance the experience along the corridor.

Section 4: Parks, Greenspace, and Stormwater Management

4.1 Parks

The park system consists of District Parks, Community Parks, Neighbourhood Parks, and Parkettes, as designated on Schedule A – Designation Plan.

- 1) The following hierarchy and size range within Riverside South:
 - a) District Parks, approximately 10.7 hectares and 18.5 hectares;
 - b) Community Parks, approximately 3.2 hectares, most of which are located adjacent to schools;
 - c) Neighbourhood Parks, with a size of 1.2 hectares to 3.2 hectares, intended to serve the surrounding neighbourhood areas;
 - d) Parkettes, with a size of 0.4 hectares to 1.2 hectares; and
 - e) Urban Parkettes with a size of 0.2 hectares to 0.4 hectares, including two parkettes in the Town Centre.
- 2) Parks may change locations and size without an amendment to this Plan.
- 3) District Parks are permitted to have arenas, community buildings, community centres, libraries, licensed child care centres, and recreational facilities.
 - a) An amendment to the Zoning By-law may be considered to permit commercial, retail, and personal service uses in District Parks.
- 4) Where a park abuts a school, direct pedestrian connections between both land uses will improve access between facilities, including sports fields and vehicular parking areas.
- 5) Development will provide parkland as per the Ottawa Parkland Dedication By-law, including the option for cash-in-lieu of parkland.

4.2 Greenspace System, Stormwater Management, and Services

The Greenspace system consists of Urban Natural Features, Green Transportation and Utility Corridors, Stormwater Management Facilities, and Passive Open Spaces, as identified on Schedule A – Designation Plan. Urban Natural Features include woodlands, wetlands, and vegetated ravines throughout the urban area that will be protected and managed primarily for their ecological values. Urban Natural Features to be retained and preserved in City ownership are identified on Schedule A – Designation Plan.

Greenspace System

- 1) The development review process will delineate Passive Open Spaces as part of a complete application. The delineation of Passive Open Spaces will take into account all available hazard mapping and other relevant master plans (e.g. Master Drainage Plan, Infrastructure Servicing Study, and Subwatershed Plan), as well as any site-specific Environmental Impact Studies, and will be done in consultation with the Rideau Valley Conservation Authority.
- 2) Once delineated per policy (1) above, a development proponent must transfer Passive Open Spaces to the City for \$1 at the time of development of adjacent lands. Without an amendment to this Plan, the City may designate these lands as Urban Natural Features on Schedule A – Designation Plan. The City may then add these lands on Schedule C11 – Natural Heritage System and Schedule C12 – Urban Greenspace in Volume 1 of the Official Plan as appropriate, and retain them as non-developable areas.
 - a) The lands designated Urban Natural Features and Open Space within the Greenbelt form part of the National Interest Land Mass and are not intended to be transferred to the City.
- 3) A development proponent will provide multi-use pathways adjacent to the Passive Open Spaces and Stormwater Management Facilities, as shown on Schedule A – Designation Plan, to accommodate pathway links and to connect with the broader cycling and pedestrian network, with clearly defined access points and signage to inform and orient users; these multi-use pathways will also provide for an appropriate transition in distance and grade change to adjacent land uses.
 - a) The City may require pedestrian pathway links within Passive Open Spaces to adjacent multi-use pathways to extend existing pathway links adjacent to Mosquito Creek.
- 4) Green Transportation and Utility Corridors may be re-located or adjusted without an amendment to this Plan.
- 5) Where appropriate, parking, private approaches, laneways, and public or private local streets may locate within a Green Transportation and Utility Corridor, provided existing easements are respected.

Stormwater Management Facilities

- 6) As per the Master Drainage Plan and Infrastructure Servicing Study, Stormwater Management Facilities:
 - a) Are encouraged to add passive recreational, ecological, and aesthetic value to adjacent land uses;
 - b) Are encouraged to be located with at least one open frontage on an abutting road;

- i) Dwelling units backing onto a pond should have an entrance that leads to the pond.
 - c) May be relocated/adjusted to accommodate changes in land use patterns and road alignments or adjusted in size or shape, without an amendment to this Plan, in consultation with the Rideau Valley Conservation Authority. Specifically, Tributary 7A-R1, 7A-R2, 7A-R3, and 7A-R4 may be relocated to an area outside the study area subject to natural channel design and an appropriate riparian corridor in consultation with the Rideau Valley Conservation Authority.
- 7) In addition to policy (6)(c) above, provided all other policies of this Plan are met, the City may consider an amendment to the Zoning By-law when the boundaries of a Stormwater Management Facility are eliminated entirely or reduced to create a parcel of a size that is in a regular shape and large enough to accommodate development in accordance with the following designations:
- a) Located within the Airport Operating Influence Zone: Industrial and Logistics;
 - b) When abutting the Neighbourhood designation: the respective Neighbourhood density category;
 - c) With frontage along Collector "I": Neighbourhood medium-density I; and
 - d) When abutting multiple designations: the abutting designation for that portion.
 - i) If abutting a multi-use pathway, a pathway must still be provided, per policy (3) above, then development in accordance with the designation on the opposite side of the pathway may be permitted, if appropriate.

Cost-Sharing Agreement for Services

- 8) Landowners within the Riverside South Secondary Plan boundary shall enter into private agreements to share the costs of the major infrastructure projects and associated studies and plans (including but not limited to Infrastructure Planning, Environmental Assessments and Restoration Plans) required for the development of Riverside South, so that the costs shall be distributed fairly among the benefiting landowners. Each agreement shall contain a financial schedule describing the estimated costs of the major infrastructure projects and associated studies and plans, as well as the proportionate share of the costs for each landowner. 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.

4.3 Natural Environment Area

The Natural Environment Area is located in the northeastern portion of the community. These lands are publicly owned and form part of the Greenbelt Transect Policy Area in the Official Plan and are regulated by the policies of the National Capital Commission's Canada's Capital Greenbelt Master Plan.

The Natural Environment Area on Schedule A – Designation Plan serves as an ecological connector between the Greenbelt's eastern and western halves and the Leitrim Wetland and rural lands to the south.

- 1) Multi-use pathways are permitted in the Natural Environment Area.
- 2) Development of lands adjacent to the Natural Environment Area requires an Environmental Impact Study and a Tree Conservation Report. These studies may be combined.
- 3) Any amendment to the Leitrim Road Realignment and Widening Environmental Assessment Study (2018) will ensure the realignment of Leitrim Road through and adjacent to the Natural Environment Area minimizes environmental impacts and maximizes ecological connectivity.

Schedules

Schedule A – Designation Plan

Schedule B – Maximum Building Heights

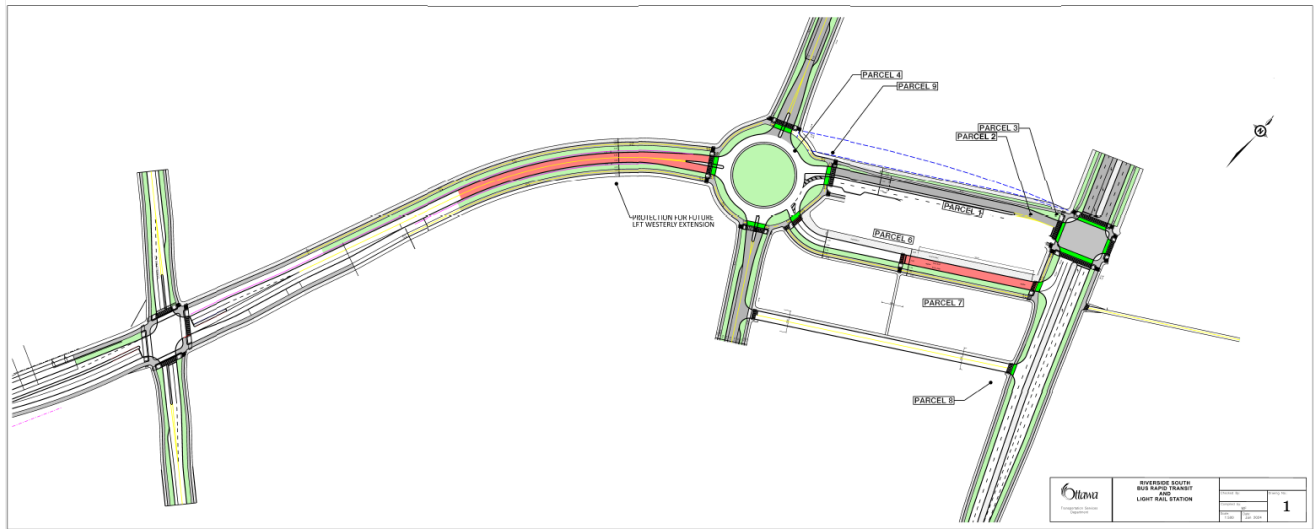
Annexes

Annex 1 – Roundabout for Transit Street and the Main Street

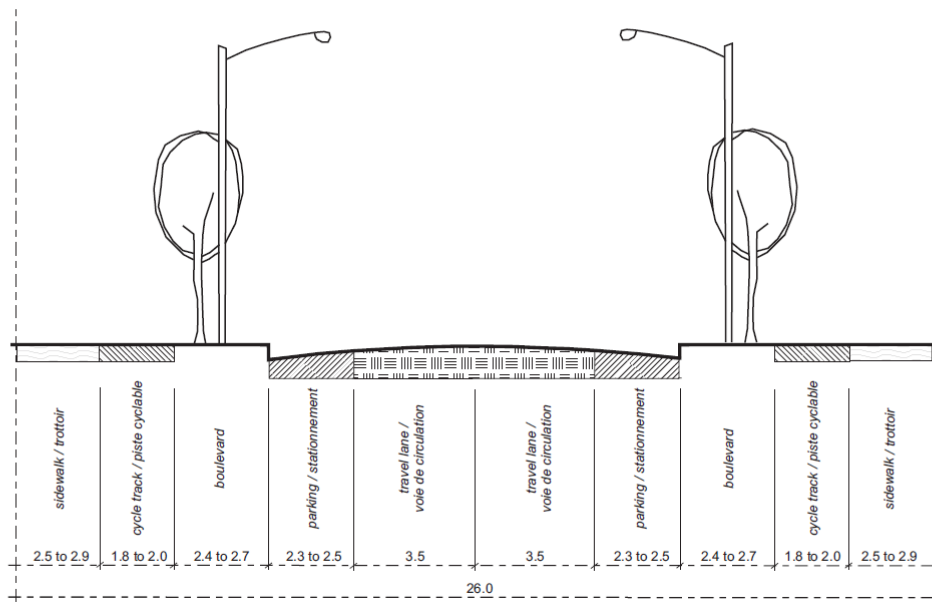
Annex 2 – Main Street in the Town Centre Cross-Section

Annex 3 – Transit Street Cross-Section

Annex 1 – Roundabout for Transit Street and Main Street



Annex 2 – Main Street in the Town Centre Cross-Section



**ANNEX - RIVERSIDE SOUTH
FUTURE MAIN STREET IN THE TOWN CENTRE
X-SECTION**

**APPENDICE - RIVERSIDE-SUD
COUPE TRANSVERSAL DE LA RUE
PRINCIPALE FUTURE DU CENTRE-VILLE**

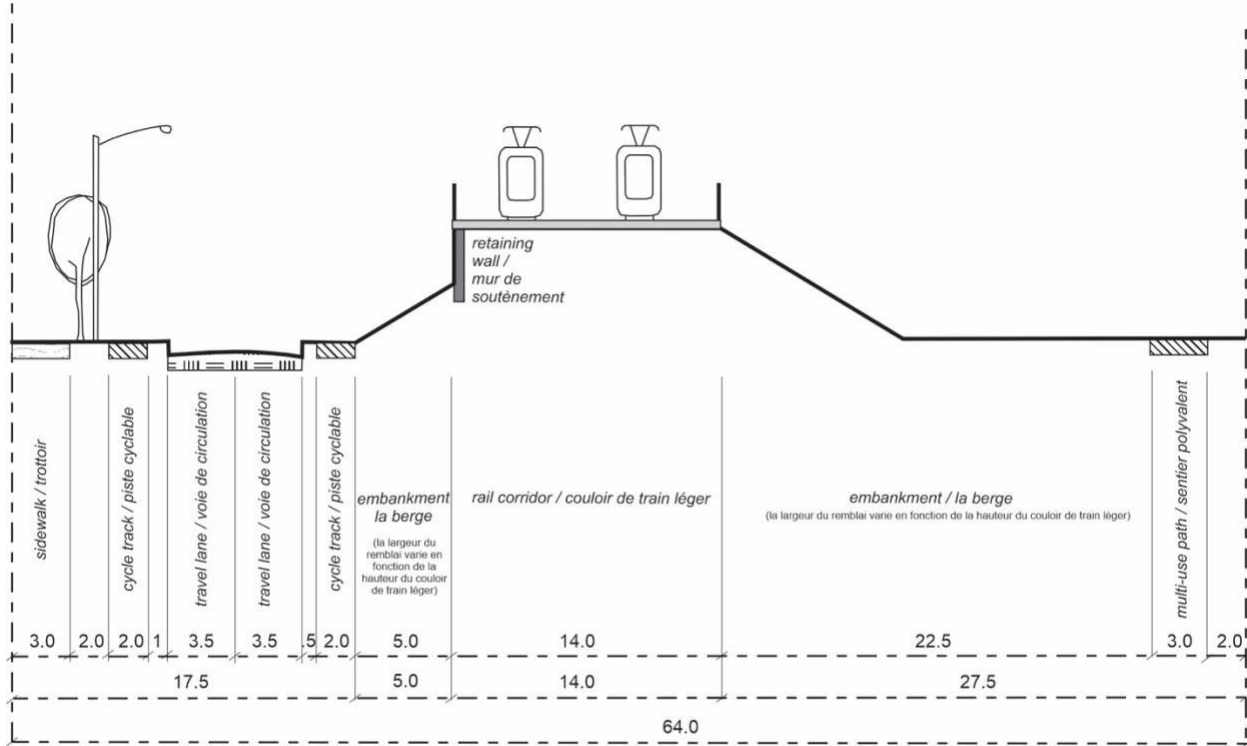
This design is based on the "Designing Neighbourhood Collector Streets, 2019" document and the "24C Main Street pre-vetted cross-section. It is to be refined at detail design stage to address such factors as the location of utilities and evolving City standards. The 24C cross-section has been modified to fit a 26m right-of-way to provide opportunity for slightly wider parking laybys and wider sidewalks to allow for building face effects and a broad, clear pedestrian zone.
 Cette conception est basée sur le document « Conception de rues collectrices de quartier, 2019 » et sur la coupe transversale pré-évaluée 24C. Lors de l'étape de conception détaillée, elle sera finalisée afin de tenir compte de facteurs tels que l'implantation des services publics et l'évolution des normes municipales. La coupe transversale 24C a été modifiée afin de faciliter l'adoption d'une emprise de 26 m qui permettra l'aménagement de places de stationnement légèrement plus grandes et de trottoirs plus larges, et qui entraînera un retrait de la façade des bâtiments et une zone piétonne mieux définie.

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Annex 3 - Transit Street Cross-Section



RIVERSIDE SOUTH - CORE AREA
TRANSIT STREET X-SECTION
 (East of Limebank Road)

RIVERSIDE-SUD - CENTRE
COUPE TRANSVERSALE DE LA
« RUE DU TRANSPORT EN COMMUN »
 (à l'est du chemin Limebank)