

Riverside South Secondary Plan – Supporting Document 9 – Consultation and Circulation Details

The Riverside South Secondary Plan has been on-going for over seven years and has had three separate public open houses and three separate public circulations:

- 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

The following table outlines the changes made to the Secondary Plan and Zoning By-law Amendment based on comments received during the March 2024 circulation period. Of note, the Ottawa Macdonald-Cartier International Airport provided comments to inform the City of the Airport Zoning Regulations, under the federal Aeronautics Act. The City needed to adjust the maximum building heights in the Town Centre and for the Neighbourhood high-density designation.

Table 1: Changes to the Riverside South Secondary Plan from March 2024 to April 2024

Item	Reference	Circulated policy language (March 2024)	Revised policy language (April 2024)	Reason for change / Feedback received during circulation period																												
Section 1 – Introduction																																
1	Guiding Principle #1	Direct the greatest building heights and densities around <u>funded</u> O-Train stations.	Direct the greatest building heights and densities around <u>existing</u> O-Train stations, <u>as well as around O-Train stations that have been included in the Transportation Master Plan's Affordable Network.</u>	The reference to the Transportation Master Plan's Affordable Network captures intended densities around the Future O-Train Stations, whereas the previous language excluded these stations.																												
2	Guiding Principle #6	Plan for a fully connected urban street and block layout with priority of movement for <u>active</u> modes of transportation	Plan for a fully connected urban street and block layout with priority of movement for <u>sustainable</u> modes of transportation.	"Sustainable modes" includes transit. The mobility policies of the Plan include prioritizing transit over automobiles.																												
3	Table 1	<p>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 74,600 people, approximately 25,400 dwelling units will need to be built over the next 25 years. This Plan anticipates approximately 7,600 jobs outside of the Town Centre and 3,200 jobs inside the Town Centre. The jobs outside of the Town Centre are expected to be mostly within the Industrial and Logistics lands south of the Ottawa Macdonald-Cartier International Airport.</p> <table border="1"> <thead> <tr> <th>Table 1 – Forecasted Growth in Riverside South*</th> <th>People</th> <th>Dwelling units</th> <th>Jobs</th> </tr> </thead> <tbody> <tr> <td>Inside the Town Centre</td> <td>10,700</td> <td>3,700</td> <td>3,200</td> </tr> <tr> <td>Outside the Town Centre</td> <td>63,000</td> <td>21,700</td> <td>7,600</td> </tr> <tr> <td>Total</td> <td>74,600</td> <td>25,400</td> <td>10,800</td> </tr> </tbody> </table> <p>*Table 1 – Forecasted Growth in Riverside South is meant only for monitoring purposes.</p>	Table 1 – Forecasted Growth in Riverside South*	People	Dwelling units	Jobs	Inside the Town Centre	10,700	3,700	3,200	Outside the Town Centre	63,000	21,700	7,600	Total	74,600	25,400	10,800	<table border="1"> <thead> <tr> <th>Table 1 – Forecasted Growth in Riverside South*</th> <th>People</th> <th>Dwelling units</th> </tr> </thead> <tbody> <tr> <td>Inside the Town Centre</td> <td>11,250</td> <td>3,900</td> </tr> <tr> <td>Outside the Town Centre</td> <td>63,000</td> <td>21,700</td> </tr> <tr> <td>Total</td> <td>74,250</td> <td>25,600</td> </tr> </tbody> </table> <p>*Table 1 – Forecasted Growth in Riverside South is meant only for monitoring purposes.</p> <p>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.</p> <p>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</p>	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	<p>Flipped the order so that the table appears first and is then followed by the text.</p> <p>The forecast of people in the Town Centre needed to be adjusted in response to proposed changes in density. The previous total for People was incorrect.</p> <p>The proposed job forecast in the Town Centre was deemed to be not realistic and difficult to forecast accurately because of the wide variety of potential uses that would generate vastly different rates of employment. It was also deemed that a People and Job per Gross Hectare target was more in line with Table 3a of the Official Plan. Updated forecasting by the City has deemed a P+J/ha of 160 for the Riverside South Town Centre, with the understanding that most of these will be met by people rather than jobs.</p>
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			<p>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.</p>	
1.2 – Ottawa Macdonald-Cartier International Airport Zoning Regulations				
4	NEW Section 1.2, preamble	N/A	<p>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.</p> <p>No building in Riverside South can be taller than 151.79 metres elevation (above sea level).</p> <p>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.</p> <p>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.</p> <p>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</p> <p>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.</p>	<p>Through the circulation period, the Ottawa Macdonald-Cartier International Airport provided comments that indicated some of the proposed heights, particularly in the Riverside South Town Centre, would not meet the maximum heights established by the federal Airport Zoning Regulations (AZR). This new subsection establishes, plainly, what may or may not be permitted under the AZR.</p> <p>This preamble clearly outlines the maximum elevation above sea level for most of Riverside South, and explains how to ca</p>
5	1.2 NEW (1)	N/A	<p>Notwithstanding Schedule B – Maximum Building Heights and the policies of this Plan, where a designation allows for building heights that exceed 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</p>	<p>This new policy implements the intent of the federal AZR clearly and concisely and will support future development applications that are impacted by the federal regulations.</p> <p>A note on Schedule B has been added to this effect.</p>

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			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				
6	Preamble, paragraph 3	Buildings will generally be in an urban form and <u>may</u> include features such as:	Buildings will generally be in an urban form and <u>should</u> include features such as:	There's a need for greater clarity around the vision and desired form of development in the Neighbourhood designation. The change to "should", although not a prescriptive policy and functions more like a guideline, does give a greater sense of what the City, a developer, and the community can expect from future development.
7	Table 2, Medium-density I	Medium-density I (height) Between two and six storeys.	Medium-density I (height) <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 	Additional heights are allowed for mixed use buildings to incentivize the provision of non-residential amenities in the Neighbourhood designation, closest to peoples' homes. These will be located along arterials and collectors and will not introduce additional traffic or congestion on local streets.
8	Table 2, Medium-density II	Medium-density II (height) Between two and nine storeys, with the taller buildings located within walking distance of a rapid transit station.	Medium-density II (height) <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. 	Additional heights are allowed for mixed use buildings to incentivize the provision of non-residential amenities in the Neighbourhood designation, closest to peoples' homes. These will be located along arterials and collectors or near rapid transit and will not introduce additional traffic or congestion on local streets.
9	Table 2, High-density	High-density (height) <ul style="list-style-type: none"> Between four and 18 storeys for a standalone residential building; Between four and 25 storeys for a mixed use building; and The tallest buildings located within walking distance of a rapid transit station. 	High-density (height) <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. 	The Airport Zoning Regulations height restrictions make it that the tallest buildings east of Mosquito Creek (the only areas where Neighbourhood high-density is permitted or considered) will be approximately 16-19 storeys. The former approach of having a maximum height of 18 storeys for residential only and up to 25 for mixed use buildings no longer works. The revised language eliminates a fixed height maximum and relies on the AZR to determine the maximum heights based on elevation above sea level. Where a building of 19 storeys or greater is permitted and proposed, a non-residential use will be required, keeping with the intent of the original policy direction.
10	2.1 (4)	For lands designated Neighbourhood medium- and high-density, <u>private parking</u> will be managed to maximize curbside frontage and minimize curb cuts to maximize on-street parking and tree planting	<u>Parking</u> for lands designated Neighbourhood medium- and high-density, <u>if provided</u> , will be managed to maximize curbside frontage and minimize curb cuts to maximize on-street parking and tree planting.	Minor restructuring of language. The addition of "if provided" better aligns with OP policy 4.1.4(2)(b) for reducing or eliminating parking minimums, while still giving individual development applications the opportunity to provide parking, especially for MD and HD areas, which are near BRT and LRT stations.
11	2.1 NEW (6)	N/A	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.	New policy to ensure new subdivisions west of River Road have access to the planned MUP network along the Rideau River.
12	2.1 (9) formerly (8)	8) Non-residential uses in a mixed-use building should be located where there are pedestrian and cycling facilities.	9) Non-residential uses in a mixed-use building should <u>frame the street</u> and be located where there are pedestrian and cycling facilities.	Added precision to where the non-residential use should be located on the property when provided.
13	2.1 (10) formerly (9) NEW (a)(b)	9) Notwithstanding Schedule B – Maximum Building Heights, where a building on <u>lands designated high-density</u> contains a non-residential use on the ground floor, <u>the building height may be increased up to 25 storeys</u> .	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 <u>and can provide adequate transition</u> , the maximum building height will be increased up to: <ul style="list-style-type: none"> <u>a) 12 storeys when designated medium-density II; and</u> <u>b) Nine storeys when designated medium-density I.</u> 	The federal Airport Zoning Regulations prevent a 25-storey building from realistically being built in the Neighbourhood designation. High-rise buildings will be capped per the AZR. City staff were already considering allowing for increases in height for the medium-density designations if a non-residential use was provided. However, to now compensate for the AZR, additional heights will be permitted when mixed-use development is proposed for the medium-density I and II

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2.1 – Future O-Train Station Area – Lands East of Mosquito Creek				
14	Subtitle	Future O-Train Station Area – Lands Around the Future O-Train Stations East of Mosquito Creek	Future O-Train Station Area – Lands East of Mosquito Creek	Removed the second reference to “Future O-Train Stations” to simplify the subtitle.
15	Preamble paragraph 2	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 <u>planned for or removed entirely from the City’s ultimate transit network, and possibly added to the Affordable Network</u> (i.e. expected to be constructed by 2046 based on the City’s long-range financial plan).	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 <u>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</u> (i.e. expected to be constructed by 2046 based on the City’s long-range financial plan).	Restructured some of the language to improve readability of the potential scenarios brought on by the update to the TMP.
16	Preamble paragraphs 3 and 4	<p>The lands within the Future O-Train Station Area are currently designated on Schedule A – Designation Plan as either Neighbourhood medium-density II or high-density, which assumes that these stations will be retained in the updated TMP and identified on the TMP Affordable Network. These designations provide transit-supportive densities that advance the City’s objective of having a majority of trips within the city be made by sustainable modes of transportation by 2046 (Big Policy Move 2).</p> <p>However, the update to the TMP may remove one or both of the Future O-Train Stations east of Mosquito Creek. The Neighbourhood high-density designation is intended to be located adjacent to rapid transit stations, and the Neighbourhood medium-density II designation is near or adjacent rapid transit and along collector or arterial roads, typically at key intersections. Without rapid transit, these density categories may no longer be appropriate. If the update to the TMP removes one or both of the Future O-Train Stations, development within approximately 400 metres from the former station should be in accordance with the Neighbourhood medium-density I designation, without an amendment to this Plan. If a station is retained in the TMP, the City should consider what densities are most appropriate for development that occurs during the interim period between the adoption of the TMP and the identification of the station(s) within the Affordable Network.</p>	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.	<p>The revised policy language changes the proposed approach to better clarify what the base permissions are. The previous approach was very ambiguous about what the City would accept as the default density permissions.</p> <p>The revised policies also allow for a re-zoning to increase permissions up to high-density if rapid transit is on the affordable network, they also no longer consider decreasing density permissions if rapid transit is removed from the ultimate transit network.</p>
17	2.1 (12) formerly (11)	11) Notwithstanding Schedule A – Designation Plan and Schedule B – Maximum Building Heights, in the Future O-Train Station Area, the City may require or allow development be in accordance with the Neighbourhood medium-density I designation within an approximate 400-metre radius from the O-Train Station(s) in the following circumstances: a) If the Transportation Master Plan removes a Future O-Train Station at Collector “G” and/or Collector “H”; or	12) Development for all blocks in the Future O-Train Station Area will be per the Neighbourhood medium-density II designation.	<p>Medium-density II will be permitted for the Future O-Train Station Area, even in the scenario where rapid transit is not provided.</p> <p>Schedule A and Schedule B have been updated accordingly.</p>

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		b) Until the City identifies the O-Train Station(s) (former Future O-Train Station) in the Transportation Master Plan Affordable Network.		
18	2.1 (13)	<p>13) Once the City identifies one or both of the Future O-Train Stations at Collector “G” and Collector “H” in the Transportation Master Plan’s Affordable Network, development applications will include:</p> <p>a) An amendment to the Zoning By-law to re-zone the lands in accordance with Schedule A – Designation Plan and Schedule B – Maximum Building Heights; and</p> <p>b) A Plan of Subdivision application with a Phasing Plan showing a gradual cumulative increase in density that coincides with the timing of the construction of the station. Site Plan Control applications will generally align with the densities shown on the Phasing Plan.</p>	<p>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.</p> <p>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.</p>	The original policy required a re-zoning if the stations were identified in the affordable network, the revised policy provides it as an option for a re-zoning. The revised policy also no longer specifically requires a plan of subdivision, but is more general to other development applications in case of Plan of Condominium applications or the creation of new lots are done through Consent.
2.4 – Town Centre Designation				
19	Preamble, paragraph 1	The Town Centre <u>will evolve into a pedestrian-oriented hub</u> 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 hub 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 <u>a dense pedestrian and transit-oriented activity centre in the suburbs</u> 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.	The Town Centre <u>is planned to be a vibrant, high-density, and mixed-use transit-oriented hub</u> 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 <u>a pedestrian-oriented activity centre in the Suburban Transect</u> 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.	The original language was repetitive. The revised language speaks to the many objectives and elements that are desirable for the Town Centre.

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20	Preamble, paragraph 2	To ensure the Town Centre becomes a vibrant and active pedestrian-oriented hub, the City will plan for a wide variety of uses along pedestrian-friendly streets, amounting to a target of approximately 3,700 dwellings within mid- and high-rise mixed use buildings, and approximately 2,250 jobs. Commercial and retail uses are generally anticipated along Transit Street, with a District Park, community centre, library, and school along the future main street.	<p><u>Town Centre Objectives</u></p> <p>The Town Centre will:</p> <ul style="list-style-type: none"> • 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 opportunities for pedestrians and cyclists to interact with cars; • Have the main street and Limebank Road as the central columns of 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 and cycling facilities and street trees. 	<p>The Town Centre preamble was adjusted to include direct planning and design objectives.</p> <p>Many secondary plans such as Barrhaven Downtown, South Keys, Bank Street in the Glebe, and the on-going Lincoln Fields Secondary Plan, have planned areas similar in size to or smaller than the Riverside South Town Centre. Typically, these areas have quite a bit of direction and established objectives to guide future development, all while offering the flexibility necessary for creativity and innovation. The circulated policies provided adequate policy direction but did not “paint a picture” of the overall vision for the Town Centre explain what is anticipated.</p> <p>The objectives for the Town Centre were inspired by the existing direction from the Community Design Plan, the proposed policies from the Riverside South Secondary Plan, and from the 15-minute neighbourhood principles in section 2.2.4 of the Official Plan. These are not directly policies, but development applications will align with them, generally.</p>
21	2.4 (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 of this Plan, and other compatible uses that will draw people and/or jobs to the Town Centre. <u>These may be permitted in mixed or standalone buildings, provided the minimum heights in policy (4) below are met.</u>	<p>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 of this Plan, and other compatible uses that will draw people and/or jobs to the Town Centre.</p> <p><u>a) At least one non-residential use with an active frontage is required on the ground floor of a building fronting the future main street and Limebank Road.</u></p>	The revised policies introduce a firm requirement for at least one non-residential amenity at-grade along Limebank Road and the main street to ensure these become spines of activity in the Town Centre.
22	2.4 (2)(a)	Future phases of development for 1423, 1424, and 1515 Earl Armstrong Road <u>are encouraged to</u> replace existing drive-through facilities with permitted uses.	Future phases of development for 1423, 1424, and 1515 Earl Armstrong Road <u>should</u> replace existing drive-through facilities with permitted uses.	The revised policies have stronger language to ensure the elimination of the drive-through facilities in future development applications.
23	2.4 (3)(a)(b)	<p>Maximum building heights in the Town Centre shall be per Schedule B – Maximum Building Heights.</p> <p>a) Permitted building heights are generally:</p> <p>i) Up to 30 storeys, within an approximate 400-metre walking distance of funded rapid transit; and</p> <p>ii) Up to nine storeys, beyond an approximate 400-metre walking distance of funded rapid transit.</p>	<p>Permitted building heights in the Town Centre, subject to the criteria in section 1.2, policy (1) of this Plan, are generally:</p> <p>a) Up to 25 storeys, within an approximate 400-metre walking distance of funded rapid transit;</p> <p>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</p>	As described in item 4 above, the Airport Zoning Regulations impose a maximum height of 151.79 metres above sea level. The blocks that were originally designated up to 30 storeys have been re-designated to 25 storeys. These policies allow for the flexibility to have a 25-storey building if it can be permitted but sets the expectation that it may not be possible.

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			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	The heights for the remaining town centre blocks have been increased to 12 storeys to compensate for the restriction in height. Schedule B and Zoning Height Schedule 269 have been updated accordingly.
24	2.4 (3)(c) formerly (b)	b) Where a building greater than four storeys is proposed, a stepback shall be required <u>no higher than above the fourth storey.</u>	c) Where a building greater than four storeys is proposed, a stepback shall be required <u>at or below the fourth storey.</u>	Minor re-wording to improve clarity.
25	2.4 (4)	Buildings in the Town Centre shall have a minimum height of three storeys.	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.	The minimum heights in the Town Centre were adjusted to better align with the direction for Protected Major Transit Station Areas (6.1.2 in Volume 1 of the Official Plan). Zoning Height Schedule 269 has been updated accordingly.
26	2.4 (5)(a) NEW (i) and (b)	5) All buildings must: a) Locate close to the front lot line to frame the public street with an active frontage; and b) Provide a clear visual and functional connection to uses across the street or on abutting parcels, such as a consistent street wall.	5) All buildings must: a) Locate close to the front lot line to frame the public street with an active frontage; and <u>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.</u> b) Provide a clear visual and functional connection to uses across the street or on abutting parcels, such as a consistent street wall. Provide a clear visual and functional connection to uses across the street or on abutting parcels, <u>such as a consistent street wall.</u>	New (i) is required because of the approved Site Plan Control agreement for 1424 Earl Armstrong, which locates the buildings away from these streets. Future phases for these buildings will need to be compliant with the secondary plan. Minor addition to clarify policy intent for (b).
27	2.4 (8)	All development along lot lines adjacent to <u>public or private streets</u> will be designed to animate the public spaces they face, including:	All development along lot lines adjacent to <u>public streets</u> will be designed to animate the public spaces they face, including:	It is not possible to achieve an active public realm on all 4 sides of a building. Priority should be placed on the public streets and reference to private streets needed to be removed.
28	2.4 NEW (9)	N/A	9) There is no minimum lot coverage for the Town Centre.	The Protected Major Transit Station Areas policies in section 6.1.2 in Volume 1 of the Official Plan prescribe a minimum lot coverage requirement of 70%. Although it is the City's plan to eliminate this requirement in a future amendment, until such a time, without this new policy, all development in the Riverside South Town Centre would require a minimum 70% lot coverage, which may not be feasible or desirable given the size of the developable blocks.
29	2.4 (10)(a) formerly (9)(a)	9) Before 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) The scale and massing of the proposed development; ii) Location of streets and public spaces; iii) The relationships between the surrounding buildings; iv) A fully-connected grid street pattern with blocks at an approximate length of 150-200 meters; and v) General conformity with the final layout of O-Train assets.	10) <u>Prior to</u> lifting the holding symbol (-h) for the zoning within the Town Centre, the City requires a planning rationale that includes: a) A <u>Concept Plan</u> illustrating: <u>i) General alignment with the Town Centre objectives;</u> ii) The scale and massing of the proposed development; <u>iii) Compliance with section 1.2, policy (1) of this Plan;</u> 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.	A new subpolicy (i) was created to ensure that applications generally align with the updated objectives for the Town Centre, as per item 20 above. A new subpolicy (iii) was created to ensure that maximum building heights per the Airport Zoning Regulations are met.
30	2.4 (10)(d) formerly (9)(d)	9) Before lifting the holding symbol (-h) for the zoning within the Town Centre, the City requires a planning rationale that includes: [...]	10) <u>Prior to</u> lifting the holding symbol (-h) for the zoning within the Town Centre, the City requires a planning rationale that includes: [...] d) A <u>Transportation Impact Assessment</u> demonstrating that the supply of parking is consistent with the policies in section 4.1.4 in	The City does not have a terms of reference for a Parking Management Plan, and it was determined that a TIA, which is already required for many development applications, could achieve the same objectives relating to parking supply and location.

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		d) A <u>Parking Management Plan</u> demonstrating that the anticipated parking needs are met without compromising the direction in policies (4), (5), (6), (7), and (8) above.	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.	The reference to Volume 1 of the Official Plan was to clarify that the intent is to minimize parking in the Town Centre. Removed an unnecessary cross-reference to policy (4), which is the “minimum heights” policy.
31	2.4 (11)(d)(e) formerly (10)(d)(e)	10)... d) Locate loading and garbage storage areas away <u>from streets</u> , where feasible; and e) Provide buildings with <u>active frontages</u> .	11)... d) Locate loading and garbage storage areas away <u>from public streets</u> , where feasible; and e) Provide buildings with <u>active frontages along public streets</u> .	References to public streets were added to clarify the policy intent.
2.4 – Future O-Train Station – Town Centre Blocks East of Collector “D” and West of Collector “E”				
32	Preamble, paragraph #3	Once identified in the Transportation Master Plan Affordable Network, development around the O-Train Station east of Collector “D” warrants high-rise permissions and the City will amend Schedule B – Maximum Building Heights to increase the heights of the Town Centre blocks east of Collector “D” and west of Collector “E” to 30 storeys.	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”, <u>without an amendment to this Plan</u> .	The City was originally going to do an Official Plan Amendment to increase the heights for these blocks once the station was identified as part of the TMP Affordable Network. However, since the secondary plan already considered this increase in height appropriate, allowing the increase via re-zoning eliminates the need for a City-initiated application. Identifying this station as part of the TMP Affordable Network remains the trigger for the increase in height via re-zoning. The height increases have been adjusted to conform to the Airport Zoning Regulations.
33	2.4 (13) formerly (12)	12) Once the City identifies the Future O-Train Station at Collector “D” in the Transportation Master Plan Affordable Network, <u>the City shall amend Schedule B – Maximum Building Heights</u> to increase the heights for the Town Centre blocks east of Collector “D” and west of Collector “E” <u>to 30 storeys</u> .	13) Once the City identifies the Future O-Train Station east of Collector “D” as part of the Transportation Master Plan Affordable Network, <u>a development proponent may submit an amendment to the Zoning By-law</u> to increase the heights for the Town Centre blocks east of Collector “D” and west of Collector “E” <u>up to the heights permitted under the Ottawa Macdonald-Cartier International Airport Zoning Regulations</u> .	The policy has been updated to reflect the change in direction, as described in item 32 above.
2.5 – Industrial and Logistics Designation				
34	Preamble	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 <u>that are not negatively impacted by airport operations</u> .	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 <u>that are not adversely affected by aircrafts or airport operations and won’t pose a potential negative impact or restrict aircrafts and airport operations</u> .	The preamble was revised to emphasize the importance of avoiding the potential impacts between a future use in the Industrial and Logistics designation and the airport.
35	2.5 (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.	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, <u>provided they are compatible with aircrafts and the operations of the Ottawa Macdonald-Cartier International Airport</u> .	The policy has been updated to ensure permitted uses are compatible with the airport, as per the update to the preamble in item 34 above.
Section 3 – Mobility 3.1 – Transit				
36	3.1 (3)	When Limebank Road and Earl Armstrong Road undergo detailed design, priority is given in the following order: <u>to the safety of people</u>	When Limebank Road and Earl Armstrong Road undergo detailed design, priority is given in the following order: <u>to the safety and</u>	The word convenience was added to ensure that other measures, including those that not only address safety but

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		<u>who walk</u> , 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.	<u>convenience of people who walk</u> , 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.	can also improve comfort and convenience, may be used to prioritize pedestrian movements.
3.2 – Street Network				
37	3.2 (2)(a)	The local, collector, and arterial road network as a fully connected grid. <u>Local streets should connect directly to collector and/or arterial streets.</u>	The local, collector, and arterial road network as a fully connected grid. Local streets should connect directly to collector streets. <u>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.</u>	This is to correct an error. Local streets may connect to collectors and other locals but shouldn't allow for vehicles to directly connect to arterials.
38	3.2 (7)(a)	River 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	River Road <u>(from Collector “J” and Rideau Road, and north of Earl Armstrong Road)</u> . 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;	To clarify which specific segment of River Road is a Community Edge.
39	3.2 (12)(c) NEW (ii)	Four lanes without median; i) To be consistent with policy (c) above, any medians built prior to the adoption of this Plan will be removed by the City, where appropriate, during planned reconstruction of these road segments.	Four lanes without median; i) To be consistent with policy (c) above, any medians built prior to the adoption of this Plan will be removed by the City, where appropriate, during planned reconstruction of these road segments; and ii) <u>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.</u>	Additional direction to allow for medians in certain circumstances, provided they have a function.
40	3.2 (12)(e)	On-street parking at appropriate locations to serve street-fronting retail accessed on foot from the sidewalk;	<u>In addition to the traffic lanes</u> , on-street parking at appropriate locations to serve street-fronting retail accessed on foot from the sidewalk;	To clarify that on-street parking will not replace a lane of traffic.
41	3.2 (12)(f)	Direct connections and full access to all local streets. Full access may be such as right-in, right-out or full access, and signalized intersections;	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;	Revised to limit and discourage local street access to arterials, as per the change to 3.2 (2)(a) above.
42	3.2 (12)(h)	Transit facilities, such as bus pads and shelters are incorporated into the right of way width by providing <u>ride-over bus platforms</u> ;	Transit facilities, such as bus pads and shelters are incorporated into the right of way width by providing <u>island bus platforms between the cycling facilities and the vehicular roadway</u> ;	Replace the reference to ride-over bus platforms with the proper term and added clarity to its location.
43	3.2 (12)(k) NEW (i)	Single left-turn lanes, and only where needed;	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.	To clarify what is to be done with existing double-left turn lanes.
44	3.2 (14)(c)	Sidewalks and cycle tracks on both sides. Where cycle tracks on both sides of the road are not feasible, bidirectional cycle tracks on one side may be permitted;	Sidewalks and cycle tracks, per the active transportation requirements for arterial roads in section 4.1.2 in Volume 1 of the Official Plan;	The policy was revised to include a reference to the policies in Volume 1 of the Official Plan since they achieve the same objectives as the original language. This revision is also consistent with similar references in the Mobility section.
45	3.2 (17)(a)	Pedestrian and cycling facilities consistent with the policies in section 4.1.2 in Volume 1 of the Official Plan;	Pedestrian and cycling facilities consistent with the policies in section 4.1.2 in Volume 1 of the Official Plan <u>and the Designing Neighbourhood Collector Street Guidelines</u> ;	Included a reference to the relevant guideline.
46	3.2 (17)(c)	Roundabouts or mini-roundabouts at appropriate intersections, such as at the future main street and Transit Street intersection and at the <u>Bowesville Road and Earl Armstrong Road intersection</u> ;	Roundabouts or mini-roundabouts at appropriate intersections, such as at the future main street and Transit Street intersection;	There are no plans for a roundabout at Bowesville and Earl Armstrong. These are also arterial roads, and policy 3.2 (17) is specific to collector streets.

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3.3 – Main street in the Town Centre				
47		“future main street”	“main street”	All references to “future main street” have been replaced with simply “main street”. Most collector streets in Riverside South are currently future and conceptual. All policies and zoning provisions have been updated accordingly.
48	3.3 (1)(a)	Two traffic lanes, wide sidewalks and cycle tracks on both sides, and special surface treatment at intersections;	Two traffic lanes, <u>at least 2.5-metre wide</u> sidewalks and cycle tracks on both sides, and special surface treatment at intersections;	Added clarity around the desired width for the sidewalks along the main street.
49	3.3 (2)	The future main street must be designed for target vehicle speeds of <u>30 kilometres per hour</u> or less with safe pedestrian connections	The main street must be designed for target vehicle speeds of <u>40 kilometres per hour</u> or less with safe pedestrian connections.	Although vehicle speeds of 30 km/h was preferred, 40 km/h is in line with the City’s guidelines for collector streets.
50	3.3 (3)(a)(b)	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 Future Main Street. This roundabout shall be designed with: a) A target vehicle speed up to 30 kilometres an hour; b) <u>Urban characteristics and features</u> ; c) A radial design with entry and exit corner radii sized to minimize automobile speeds while accommodating transit vehicles;	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 <u>with urban characteristics and features such as</u> : 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;	Re-locating sub-policy (b) into policy (3) as it describes all of the listed design ideas.
3.4 – Transit Street				
51	Preamble	Schedule A – Designation Plan includes a Transit Street in the Town Centre envisioned as <u>a pedestrian-oriented corridor that provides retail, commercial, and residential functions for the community</u> 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 civic uses along the main street.	Schedule A – Designation Plan includes a Transit Street in the Town Centre envisioned <u>as an east-west corridor that is primarily intended for high-density residential uses, with opportunities for some non-residential uses</u> , 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 <u>mix of uses along the main street and Limebank Road</u> .	Transit Street is better suited to residential uses. The new Town Centre objectives prioritize locating non-residential uses along the main street and Limebank Road, as these can have animation on both sides of the street. Transit Street will be single loaded on either side of the rail alignment.
52	3.4 (a)(b)(c)	a) East of the future main street: two-way traffic lanes, with a landscaped boulevard, <u>wide sidewalks</u> , cycle tracks, and on-street parking adjacent to the cycle tracks on both north and south sides of the O-Train corridor; b) West of the future 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; c) A pedestrian <u>access</u> combined with other complementary traffic calming will be provided between the school and the District Park on either side of Transit Street	a) East of Limebank Road: on both sides of the O-Train alignment, two-way traffic lanes, with a landscaped boulevard, <u>at least 2.5-metre wide sidewalks</u> , 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 <u>crossing</u> combined with other complementary traffic calming will be provided between the school and the District Park on either side of Transit Street	Subpolicy (a) has a reference to the desired width of the sidewalks. The new subpolicy (b) clarifies what is anticipated for Transit Street between the main street and Limebank on either side of the rail alignment. Subpolicy (d) was changed to specify a pedestrian crossing across Transit Street.
3.5 – Rail Setbacks				

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Item	Reference	Circulated policy language (March 2024)	Revised policy language (April 2024)	Reason for change / Feedback received during circulation period
53	3.5 (1)	<u>New development</u> on land adjacent to the O-Train Line 2 or Transitway corridors should generally be located a minimum of 18 metres from the edge of the tracks, and consistent with the Development Viability Assessment tool as outlined in the Federation of Canadian Municipalities and the Railway Association of Canada Guidelines. <u>An O-Train Proximity Study may be required.</u>	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. <u>An O-Train Proximity Study is required.</u>	The references to federal guidelines have been removed as all rail in Riverside South is owned by the City of Ottawa, which only requires an O-Train Proximity Study. The language has been firmed up to make this study mandatory for development near transit assets and in the Development Zone of Influence.
54	3.5 (2) and NEW (3)	2) To enhance the pedestrian experience and visibility, abutting development will not include noise barriers as part of their site design along the O-Train or Transitway corridors. The fencing of the corridor will be transparent rather than opaque and have a maximum height of 1.5 metres. Where a Plan of Subdivision application does not propose single-loaded streets along the O-Train or Transitway corridors and have multi-use pathways, properties located along the multi-use pathways will be designed to have active entrances fronting this corridor. Designs should delineate the multi-use pathway and enhance pedestrian safety to enhance the experience along the corridor.	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.	Policy (2) was providing two different policy functions and needed to be split into two. The new policy (3) was reworded to improve clarity.
Section 4 – Parks, Greenspace, and Stormwater Management				
55	Section title	Section 4 – Greenspace	Section 4 – Parks, Greenspace, and Stormwater Management	The original title wasn't intuitive for a reader trying to find policies relating to stormwater management.
4.1 – Parks				
56	4.1 (1)(e)	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, <u>including a parkette near the future main street in the Town Centre;</u> and f) Urban Plazas with a minimum size of 400 square metres.	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, <u>including two parkettes in the Town Centre.</u>	Subpolicy (e) has been revised to indicate there are two parkettes anticipated in the Town Centre, as shown on Schedule A. Subpolicy (f) was removed because there are no urban plazas anticipated in Riverside South.
4.2 – Greenspace System, Stormwater Management, and Services				
57	4.2 New (4) and (5)	N/A	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 above a Green Transportation and Utility Corridor, provided existing easements are respected	New policies provide direction for Green Transportation and Utility Corridor designation, to specify what may be done with these lands, in addition to the provisions of their existing easements.
58	4.2 NEW (7)	N/A	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	There is a possibility that some of the SWM facilities may be adjusted through future studies, and the Plan did not contemplate alternative designations if these boundaries were ever reduced or eliminated.

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			with the designation on the opposite side of the pathway may be permitted, if appropriate.	
59	4.2 New subtitle and (8)		<p><u>Cost-Sharing Agreement for Services</u></p> <p>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.</p>	The in-effect Riverside South Community Design Plan provides direction for a cost-sharing agreement between private landowners to make sure that the party who has paid for the infrastructure is re-paid when there are new development applications that wish to connect to these services.

Table 2: Changes to the Riverside South Zoning By-law Amendment from March 2024 to April 2024

Item	Reference	Circulated zoning provision (March 2024)	Revised zoning provision (April 2024)	Reason for change / Feedback received during circulation period
4. Mixed Use Centre Subzone 17				
60	4 (d)	<p>d) Minimum and maximum heights are as per schedule 269.</p> <p>i) The minimum height for the first storey of a building fronting onto the future main street, as shown on schedule 269, is 4.5 metres.</p> <p>ii) Where a building is more than 4 storeys in height, the front wall above the 4th storey facing the street must be setback an additional 2.5 metres from the front wall.</p>	<p>d) Minimum and maximum heights are as per schedule 269.</p> <p>i) The minimum height for the first storey of a building fronting onto the main street, as shown on schedule 269, <u>and Limebank Road</u> is 4.5 metres.</p> <p>e) Where the wall of the first storey of a building is within 3.5 metres of a lot line abutting a public street and where the building is over four (4) storeys in height, the wall facing the street must be stepped back at either the third or fourth storey at least a further 2.5 metres from the wall of the storey below.</p>	<p>(d)(i) now includes a minimum height of 4.5m for the first floor of a building along Limebank.</p> <p>(d)(ii) was made into its own separate provision (e). Precision was added that a setback is required when within the max setback from the public street.</p>
61	4 (g) formerly (f)	<p>f) The following provisions apply to a parking garage:</p> <p>i) where located above grade, it must be set back a minimum of 10.0 metres from a lot line abutting <u>a street</u>;</p> <p>ii) where a parking garage is located on the ground floor of a building, that part of the ground floor of the building measuring 80% of the length of the <u>front wall facing</u> a public street and for a depth of 10.0 metres must be occupied by other permitted uses, not including the access.</p>	<p>g) The following provisions apply to a parking garage:</p> <p>i) where located above grade, it must be set back a minimum of 10.0 metres from a lot line abutting <u>a public street</u>;</p> <p>ii) where a parking garage is located on the ground floor of a building, that part of the ground floor of the building measuring 80% of the length of the <u>front wall abutting</u> a public street and for a depth of 10.0 metres must be occupied by other permitted uses, not including the access.</p>	<p>In (i), a reference to “public” street has been added to clarify that parking garages must be located away from a public street. It would be difficult for a garage to achieve this both for public and private streets.</p> <p>For (ii), the word “facing” has a different meaning in the Zoning By-law than what was intended for the provisions, and it has since been replaced with “abutting” to avoid misinterpretations.</p>
62	4 (h) formerly (g)	<p>g) A minimum of 50% of the surface area of the ground floor façade of a non-residential or mixed-use building <u>facing a public or private street</u> must be comprised of transparent glazing.</p>	<p>h) A minimum of 50% of the surface area of the ground floor façade of a non-residential or mixed-use building <u>abutting a public street</u> must be comprised of transparent glazing.</p>	<p>“back-of-house” operations will likely be located along private streets, which may not be compatible with transparent glazing. This provision has been revised to require transparent glazing, at minimum, only along public streets.</p>

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Item	Reference	Circulated zoning provision (March 2024)	Revised zoning provision (April 2024)	Reason for change / Feedback received during circulation period
				The word “facing” has a different meaning in the Zoning By-law than what was intended for the provisions, and it has since been replaced with “abutting” to avoid misinterpretations.
63	4 (i) formerly (h)	h) A building frontage must occupy the entirety of the lot frontage, minus the greater of: i) the combined width of permitted driveways and walkways giving access to the back of the lot, or ii) 10% of the lot frontage.	i) <u>Where the wall of the first storey of a building is within 3.5 metres of a lot line abutting a public street</u> , a building frontage must occupy the entirety of the lot frontage, minus the greater of: i) the combined width of permitted driveways and walkways giving access to the back of the lot, or ii) 10% of the lot frontage.	The provision has been revised to mean only the front of a building along a public street is subject to the minimum lot frontage requirements.
64	4 NEW (j)	N/A	j) A minimum of 25% of the length of the front wall of a building within 3.5 metres of the lot line abutting the future main street, as shown on Schedule 269, and Limebank Road, for a minimum of the first 3.0 metres of the building’s depth, is required to be occupied by a non-residential use.	A new provision that requires a non-residential use along the main street and Limebank Road, keeping with the updated policy direction in the Secondary Plan. The requirement for a non-residential use to occupy to first 3m of building depth is only meant to signal where a use is required, understanding that 3m is not deep enough for a non-residential use.
65	4 (k) formerly (i)	i) The building façade <u>facing the future main street</u> , as shown on schedule 269, must include at least one active entrance serving each residential or non-residential use occupying any part of the ground floor.	k) The building facade of <u>the length of the front wall abutting the main street, as shown on schedule 269, Borbridge Avenue, Earl Armstrong Road, and Limebank Road, and Transit Street east of Limebank Road</u> must include at least one active entrance serving each residential or non-residential use occupying any part of the ground floor.	This provision has been expanded to include the public roads that traverse the entirety of the Town Centre. This is in line with Town Centre policy (5) in the Secondary Plan. Although there are other public roads in the Town Centre, such as some of the collectors, and all uses facing these should have an active entrance, there may be circumstances where this is not feasible given building orientations.
5. Urban Exceptions				
66	Holding Symbol XXX1 + XXX2	(1) “The uses listed in section 191(1) are prohibited until the holding symbol (-h) is removed. (2) The holding symbol (-h) may not be removed until a Planning Rationale for the Town Centre, per Section 2.4, Policy (1) of the Riverside Secondary Plan, is submitted to the satisfaction of the City.	(1) “The uses listed in section 191(1) are prohibited until the holding symbol (-h) is removed. (2) The holding symbol (-h) may not be removed until the necessary studies, reports, designs, and site plans have been completed to the City’s satisfaction, as well as a Planning Rationale for the Town Centre to ensure compliance with the Town Centre policies of the Riverside South Secondary Plan. (3) Partial removal of the holding symbol (-h) may be considered to provide for phased development. The submission and approval of an application to lift the holding symbol on a phased basis may be considered provided the requirements for that development phase satisfy the requirements for lifting of the holding symbol specified above.”	The provisions needed to be re-worded to ensure that criteria for the partial removal of the holding symbol were established and to ensure that other, standardized City requirements weren’t excluded. The criteria to remove the holding symbol are the same: needing a planning rationale that meets the Town Centre policies.
67	XXX3 (2) and NEW (3)	(2) Building faces must occupy: (a) At least 65% of the entire length of the lot frontage along a public street and rapid transit network, as identified on schedule 269, is within 3.0 metres of the lot line abutting that street; (b) At least 40% of the length of the lot frontage along Earl Armstrong Road is within 6.0 metres of the lot lines, excluding the width of registered drainage easements; (c) At least 20% of the length of the road frontage along Collector Road “D” (Ceremonial Drive) is within 6.0 metres of the lot line;	(2) Building faces must occupy: (a) At least 65% of the entire length of the lot frontage <u>along Transit Street</u> within 3.0 metres of the lot line; (b) At least 20% of the frontage along Collector D (Ceremonial Drive) within 6.0 metres of the lot line; (c) At least 40% of the frontage along Limebank Road within 12.0 metres of the lot line, unless there are registered drainage easements; and,	The provisions for an approved site plan needed to be re-worded to be simplified and direct. New (3) acknowledges the approved site plan agreement for 1424 Earl Armstrong which locates the entrances internal to the property and away from the roads.

Riverside South Secondary Plan – Supporting Document 9 – Consultation and Circulation Details

Item	Reference	Circulated zoning provision (March 2024)	Revised zoning provision (April 2024)	Reason for change / Feedback received during circulation period
			(3) Buildings are not required to have an active entrance for each residential or non-residential use occupying any part of the ground floor along Limebank Road and Earl Armstrong Road.” (d) At least 40% of the frontage along Earl Armstrong Road within 6.0 metres of the lot line, unless there are registered drainage easements.	
68	Holding Symbol XXX5	(1) The uses listed in section 191(1) are prohibited until the holding symbol (-h) is removed. (2) The holding symbol (-h) may not be removed until a Planning Rationale for the Town Centre, per Section 2.4, Policy (1) of the Riverside Secondary Plan, is submitted to the satisfaction of the City. (3) Despite (2) above, where a school is proposed, the holding symbol (-h) may be removed by submitting only a Mobility Plan and Parking Management Plan, to the satisfaction of the City, as per Section 2.4, Policies (1)(d) and (e) of the Riverside South Secondary Plan.	(1) The uses listed in section 191(1) are prohibited until the holding symbol (-h) is removed. (2) The holding symbol (-h) may not be removed, until the necessary studies, reports, designs, and site plans have been completed to the City’s satisfaction, as well as a Planning Rationale for the Town Centre to ensure compliance with the Town Centre policies of the Riverside South Secondary Plan. (3) Despite (2) above, where a school is proposed, a Phasing Plan, as described in the Town Centre policies of the Riverside South Secondary Plan, is not required to be submitted to the City to remove the holding symbol (-h). (4) Partial removal of the holding symbol (-h) may be considered to provide for phased development. The submission and approval of an application to lift the holding symbol on a phased basis may be considered provided the requirements for that development phase satisfy the requirements for lifting of the holding symbol specified above.	The provisions needed to be re-worded to ensure that criteria for the partial removal of the holding symbol were established and to ensure that other, standardized City requirements weren’t excluded. The criteria to remove the holding symbol are the same: needing a planning rationale that meets the Town Centre policies. Provision (4) clarifies that a Phasing Plan is not required to remove the holding symbol where a school is proposed. The previous provision accidentally omitted the requirement of a Concept Plan meeting Town Centre objectives.
Zoning Height Schedule 269				
69	Area A	Minimum <u>3</u> storeys Maximum <u>9</u> storeys	Minimum <u>2</u> storeys Maximum <u>12</u> storeys	The minimum heights for the Town Centre blocks furthest from the Limebank O-Train Station have been reduced to 2 storeys to keep with the policy direction for Protected Major Transit Station Areas of the Official Plan (6.1.2 (4)). Maximum heights for these blocks have been increased to 12 storeys to re-distribute densities in the Town Centre, because of the Airport Zoning Regulations.
70	Area B	Minimum 3 storeys Maximum <u>30</u> Storeys	Minimum 3 storeys Maximum <u>151.79 metres above sea level</u>	The maximum heights for the blocks around Limebank O-Train Station have been adjusted according to the Airport Zoning Regulations, which caps building heights at 151.79m above sea level, which is anticipated to allow buildings of ~20 storeys.
71	Area C	Three Area C park blocks (one District Park and two Parkettes)	One Area C park block (District Park)	The two parkettes have been removed from Schedule 269 since the location of these parks is not finalized. If they remained Area C, their re-location would require a re-zoning. The District Park, however, is maintained as Area C since it’s being re-zoned as L2.