

Subject: Zoning By-Law Amendment - 3750 North Bowesville Road

File Number: ACS2024-PRE-PS-0001

Report to Planning and Housing Committee on 17 January 2024

and Council 24 January 2024

**Submitted on January 8, 2024 by Derrick Moodie, Director, Planning Services,
Planning, Real Estate and Economic Development**

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Ward: River (16)

**Objet: Modification du Règlement de zonage – 3750, chemin North
Bowesville**

Dossier: ACS2024-PRE-PS-0001

Rapport au Comité de la planification et du logement le 17 janvier 2024

et au Conseil le 24 janvier 2024

**Soumis le 8 janvier 2024 par Derrick Moodie, Directeur, Services de la
planification, Direction générale de la planification, des biens immobiliers et du
développement économique**

**Personne ressource: Tracey Scaramozzino, Urbaniste, Examen des demandes
d'aménagement sud**

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Quartier: Rivière (16)

REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 3750 North Bowesville Road as shown in Document 1, from GM F(1.0) H(44) zone to GM [XXXX] SYYY zone, as detailed in Document 3, to allow two 14-storey towers in a residential building.
2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* ‘Explanation Requirements’ at the City Council Meeting of January 24, 2024,” subject to submissions received between the publication of this report and the time of Council’s decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil d’approuver une modification du *Règlement de zonage* (n° 2008-250) afin de faire passer le zonage du 3750, chemin North Bowesville, un bien-fonds illustré dans le document 1, de GM F(1.0) H(44) à GM [XXXX] SYYY, comme l’expose en détail le document 3, pour permettre la construction de deux tours résidentielles de 14 étages.
2. Que le Comité de la planification et du logement donne son approbation afin que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux ‘exigences d’explication’ aux termes de la *Loi sur l’aménagement du territoire* à la réunion du Conseil municipal prévue le 24 janvier 2024 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

3750 North Bowesville Road

Owner

Tudor Hall Inc.

Applicant

Fotenn Planning + Design

Architect

Hobin Architects

Description of site and surroundings

The subject property is located in the Hunt Club neighbourhood and is approximately 0.68 hectares in area. The site is located east of Riverside Drive behind the IBM office building on the west side of North Bowesville Road, south of the intersection with Uplands Drive and north of Hunt Club Road. The site is currently developed with a two-storey commercial building operating as an event space (Tudor Hall). The ten-storey IBM office building is located to the west, a three-storey parking structure is immediately to the north, followed by commercial uses that front onto Riverside Drive. Low density residential is located to the east, and the Ottawa Hunt and Golf Club abuts the site to the south. Uplands Drive is a collector road, while both Hunt Club Road and Riverside Drive are arterials. Hunt Club Road and Riverside Drive are also Minor Corridors and Transit Priority corridors as per Schedules B and C2 of the Official Plan.

Summary of proposed development

The proposal is for two, 14-storey residential towers, each comprised of six-storey podiums fronting North Bowesville Road and stepping up from the east and west to 14-storeys. The two towers will mirror each other and will be connected by a one- or two-storey podium in the centre of the site. A total of 392 residential units will be provided in a range of sizes with 39 studios, 197 one-bedroom and one-bedroom plus den, and 156 two-bedrooms and two-bedrooms plus den. 287 residential, vehicular parking spaces and 197 bicycle parking spaces will be provided in the underground parking garage. 40 visitor, vehicular parking spaces will also be provided underground. Vehicular and Pedestrian access will be from North Bowesville Road, likely with a drop-off turning-circle on site. Amenity space will be provided, as per the Zoning By-Law through private balconies and terraces, as well as in communal indoor and outdoor

areas. Further details on the site design, building design, materials and landscaping will be determined through a future site plan control application review process.

Summary of current zoning and the requested Zoning By-law amendment

The current zone for the subject lands is General Mixed-Use, with a Maximum Floor Space Index (FSI) of 1.0 and a maximum height of 44 metres (GM F(1.0) H(44)). The GM zone permits many residential forms such as high-rise apartment buildings, group homes, retirement homes as well as many commercial uses, such as animal hospital, bank, day care and medical facility.

The proposed zoning will remove the maximum Floor Space Index (FSI), to allow the building to be built to the permitted maximum height in the Zoning By-Law. A request to reduce the minimum residential parking spaces from 473 required spaces to 287, and to reduce the minimum visitor parking spaces from 73 required spaces to 40 is also requested. A reduction of the southern setback, where abutting the Ottawa Hunt and Golf Club, for the portion of the building over seven-storeys from 10 metres to 3.3 metres is also part of the proposal.

DISCUSSION

Public consultation

A public information session was held on June 7, 2022, chaired by the local Councillor. The main issues of concern were the building height and form, shadowing impact, privacy, traffic, and questions regarding tenure of the property.

Details of public comments are provided in Document 4.

For this proposal's consultation details, see Document 3 of this report.

Official Plan designation(s)

The site is located within the Outer Urban Transect with a Neighbourhood Designation in the City's Official Plan. The Outer Urban Transect lands started developing in the 1960's and were designed as bedroom communities around the use of the automobile. The future intent is for these areas to evolve over time to enhance mobility options and street connectivity, as well as to encourage more diverse housing forms to meet the needs of an evolving demographic (Policy 5.3.1). Most of the growth is intended to be in Hubs and along Corridors, however, neighbourhoods shall accommodate growth by permitting a wide variety of housing types that will become more urban in form and will be supported by the Zoning By-Law.

The Neighbourhood Designation forms the heart of communities and permits a mix of building forms and densities with the goal of becoming a 15-minute community. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development. Permitted building heights are determined by the existing zoning for the property (Policy 6.3.1).

Other applicable policies and guidelines

There are no Secondary Plans or Community Design Plans that pertain to this site.

The Urban Design Guidelines for High-Rise Development were reviewed and incorporated into the project in this report, as per the Urban Design discussion below.

Planning rationale

The proposed development of two, 14-storey residential towers, meets the Outer Urban Transect and Neighbourhood Designation policies in the Official Plan which direct developments to evolve over time with a mixture of building forms and densities with height being regulated by the Zoning By-Law. The current GM Zone supports the proposed height, which is capped at 44 metres due to its location under the Ottawa International Airport flight path. The location is one kilometre away from the Hunt Club and Riverside Drive intersection which provides many amenities including a grocery store, medical facilities, restaurants and a bank. Riverside Drive is approximately 200 metres away from the site and Uplands Drive is 80 metres from the site. There is frequent transit service along all of these adjacent roads.

Floor Space Index

Floor Space Index (FSI) is the ratio of the gross floor area of buildings to the total area of the lot on which the buildings are located. It is a parameter used to determine the permissible construction density on a plot of land. The current FSI of 1.0 would permit a total of 6,753 square metres gross floor area (GFA) or a nine-storey building. However, the size of the subject site can comfortably accommodate greater densities while still adhering to permitted building heights, most of the setbacks, and tower separation. The maximum FSI applicable to the subject site restricts the potential of the property and is inconsistent with the maximum permitted height of 44 metres in the Zoning By-Law. The low FSI also contradicts the policies in the Official Plan which generally support higher density and intensification within the built-up portions of the urban area, to help achieve the 15-minute neighbourhood (3.2). Policy 3.2 (1) states that “.. between 2022 and 2026, 45 per cent of dwelling growth is to occur through intensification... within the built-up portion of the urban area.” Policy 3.2 (2) further states that “Intensification may occur in a variety of built forms and height categories from Low-rise to High-Rise 41+”.

The use of FSI is one method that was used in the past to control density and building massing. Current Zoning By-Laws and the Urban Design Guidelines for High-Rise Developments are now the more commonly used tools to review density and building massing to ensure this development will be suitable for its location and compatible with the surroundings. The proposed elimination of the floor space index is therefore considered reasonable.

Urban Design and Setback

The building transitions away from the low-rise residential dwellings to the east of the site with six-storeys at the eastern edge of the proposed development and then steps up to the west to the maximum height of 14-storeys. The Design Guidelines recommend an 11.5 metre setback for towers to the property line to ensure a 23-metre overall separation between towers on abutting lots and between towers on the same lot. The 11.5 metre setback to the eastern and western lot line as well as the 23-metre separation distance between the two proposed towers have been implemented. The setback to the northern property line is 10 metres, which, although slightly less than 11.5 metres, it does meet the required zoning provision for interior side yard setback of 10 metres for High-Rise Buildings (Section 77). The southern setback does not meet the Urban Design Guidelines, nor the zoning provisions for High Rise Buildings (Section 77) and is part of the request for the zoning amendment to reduce this setback from 10 metres to 3.3 metres.

The requested reduction of setback for a high-rise building along the southern property line for the tower portion only, from 10 metres to 3.3 metres, is considered acceptable due, in part, to the fact that the abutting site is a golf course which is not currently zoned for development, and the setback relief is only requested for the top seven-storeys of the proposed building. The Hunt Club Golf Course lands located to the immediate south of the development is a large greenspace area extending further south for over 400 metres in depth, with mature trees located along the northern boundary of the golf course and subject development site. The requested setback reduction will pose minimal negative impact to the surrounding lands. The trees that are located on the south side of the subject property line would also likely be retained if there were any future development on the golf course land, which would allow any future building to the south to meet the 23-metre tower separation.

The proposed building is designed with multiple step-back tiers and is well articulated to break up the façade, as shown in Documents 5 and 6. The proposed materials are durable and of good quality, including glass, brick masonry and aluminum panels. The ground level terraces on the north, south and west sides of the building will animate the

site, while the main pedestrian accesses to each building is on the eastern edge, setback from the municipal sidewalk and connected via a clearly defined walkway.

Parking and Traffic

The requested reduction to residential and visitor parking from 546 spaces to 327 spaces is in keeping with policies in the Official Plan which encourage residents to be less dependent on private vehicles and to encourage those that are able, to use alternate forms of transportation. One of the “Big Policy Moves” is for the majority of trips in the City to be made by sustainable transportation. This concept can be supported through the proposed reduction in parking. Policy 4.1.4 (2) clearly states that minimum parking rates may be reduced or eliminated to support the shift towards more sustainable modes of transportation. There is all-day bus service along Uplands and Riverside Drive and Hunt Club Road that travels through the community and connects with the O-train at South Keys and/or Hurdman Station. The proposal also includes 197 bicycle parking spaces located in the underground parking garage. Other possible transportation modes include car-share programs and pre-paid transit passes provided by the developer, to encourage the residents to take transit, which will be examined at the future Site Plan Control application stage.

A Transportation Impact Assessment (TIA) and Addendum were prepared to examine the existing traffic volumes and the likely impact of the proposed development. Traffic counts were taken before, during and after the Covid 19 Pandemic, to account for changes in vehicular activity. It was noted that there are high volumes of traffic along Riverside Drive, which is expected, as it is an arterial road that is designed to carry a lot of traffic. The estimated increase in traffic volume, from the proposed development, in the area is not considered to be a significant impact. Negligible impacts are noted on the transit movements at the study area intersections as a result of the development site traffic and no mitigation measures are required. The TIA does provide suggestions to improve the Riverside Drive/Uplands Drive intersection for pedestrians and cyclists, which would be the responsibility of the City, when there are available funds. City staff have reviewed the TIA and Addendum and found the studies acceptable.

Other Technical Reviews

Other technical analysis including a Geotechnical Report, Environmental Site Assessment, Wind Analysis and Site Servicing Report have also been reviewed by City staff and are found sufficient to support the proposed zoning by-law amendment. More detailed design features including Bird Friendly motifs and landscaping will be further reviewed during a future site plan control application.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

N/A

COMMENTS BY THE WARD COUNCILLOR

Councillor Brockington has provided the following comments.

I am aware of the zoning bylaw amendment application for 3750 North Bowesville Road, a property formerly referred to by the public as the Tudor Hall Conference Centre.

I am pleased to see a residential development proposal for this location. The underutilized site will provide two residential towers, 14 storeys in height, with a total of 392 units, ranging from studio to two bedroom plus den, options.

The Hunt Club Community Association, local residents, the Ottawa Hunt and Golf Club and other interested parties have been engaged on this file for some time.

One main concern articulated by the local community is whether this development offers sufficient parking for both residents and visitors. After the first round of public consultation, when this concern was first raised, the proponent, as part of the second submission revised the parking proposal downward, not up. This property abuts an office tower on Riverside Drive at Uplands, which includes both surface parking and a parking garage. There is ample surplus parking at present, an ideal opportunity to sign an agreement to secure parking that is already built and grossly underutilized. Local residents fear local streets will become the parking option, if what is offered fails to meet demand.

The second concern is the actual Bowesville / Uplands intersection, right now controlled with one stop from Bowesville on to Uplands. Concerns have been raised with safety at this intersection and the addition of more vehicles, cyclists and pedestrians.

Other public concerns included potential shadowing, overall height and mass of the buildings.

Conversations with the Ottawa Hunt and Golf Club about their concerns seem to have been adequately addressed.

LEGAL IMPLICATIONS

In the event the recommendations are adopted and the resulting zoning by-law is appealed to the Ontario Land Tribunal, it is expected that a three day hearing would be required. It is anticipated that the hearing could be conducted within staff resources. Should the application be refused, reasons must be provided. In the event of an appeal it would be necessary to retain an external planner.

FINANCIAL IMPLICATIONS

There are no direct financial implications. In the event the applications are refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within Planning Services operating budget.

ASSET MANAGEMENT IMPLICATIONS

There are no servicing constraints identified for the proposed rezoning at this time. Servicing capacity requirements to be confirmed at time of site plan.

ACCESSIBILITY IMPACTS

The building, site design and parking will be reviewed for accessibility through the future Site Plan Control Application and during Building Permit review.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more liveable for all.

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-22-0032) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to delays receiving and processing of revised plans and studies.

SUPPORTING DOCUMENTATION

Document 1 Zoning Key Map

Document 2 Zoning Schedule

Document 3 Details of Recommended Zoning

Document 4 Consultation Details

Document 5 Preliminary Site Plan

Document 6 Preliminary Architectural Drawings

CONCLUSION

Planning, Real Estate and Economic Development Department Staff supports this application as it meets the policies of the *Provincial Policy Statement*, and the Official Plan to provide new housing within the urban boundary, close to amenities and bus transit. The towers are in keeping with the permitted maximum height in the Zoning By-Law and have been designed to transition to the nearby low-rise dwellings. The reduction in vehicular parking spaces will reduce private vehicle dependency and encourage the use of transit which is also in keeping with the goals of the City, while the reduction in southern yard setback allows for the site to be used to its fullest extent with minimal negative impact.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

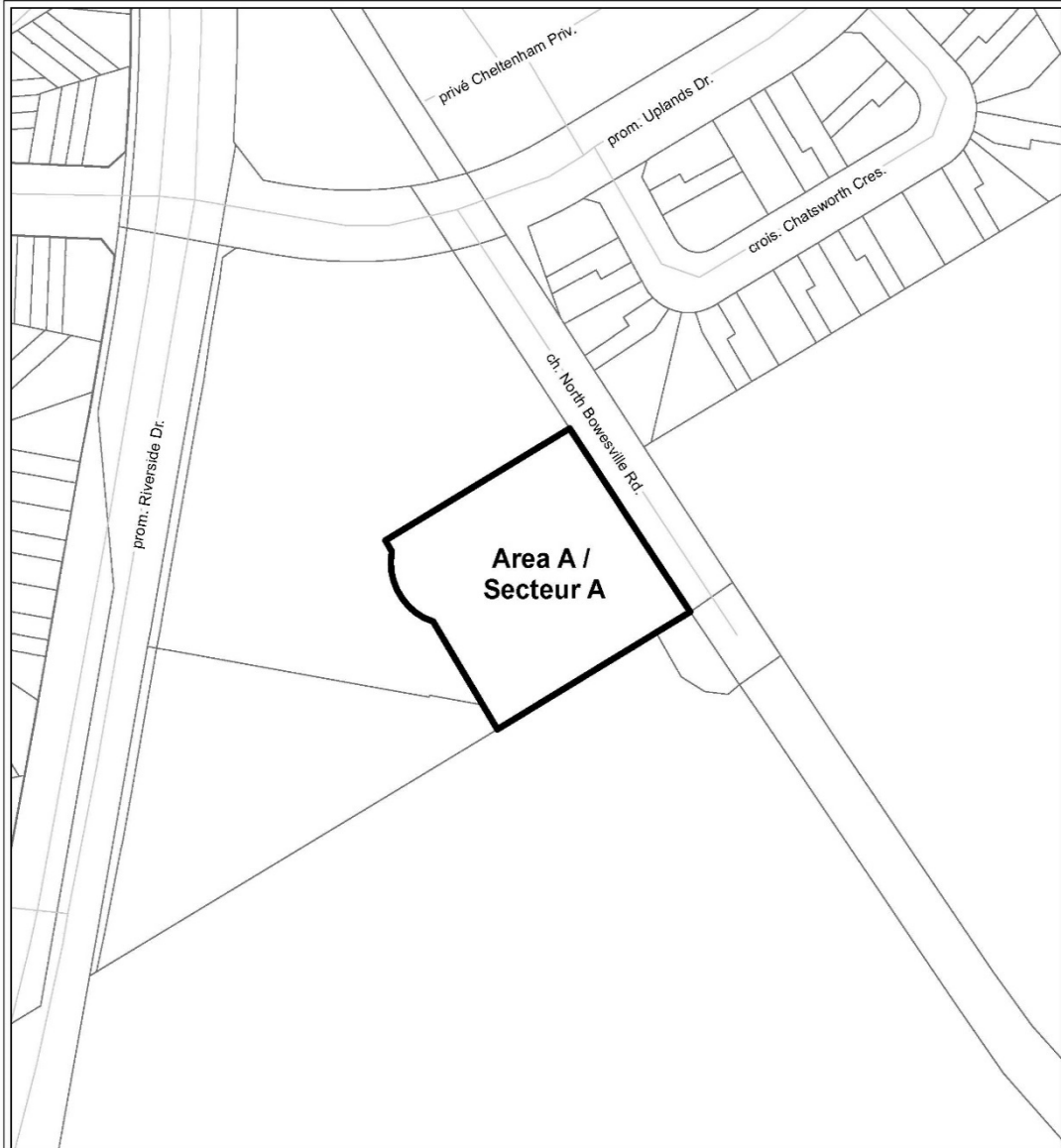
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.


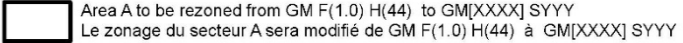

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

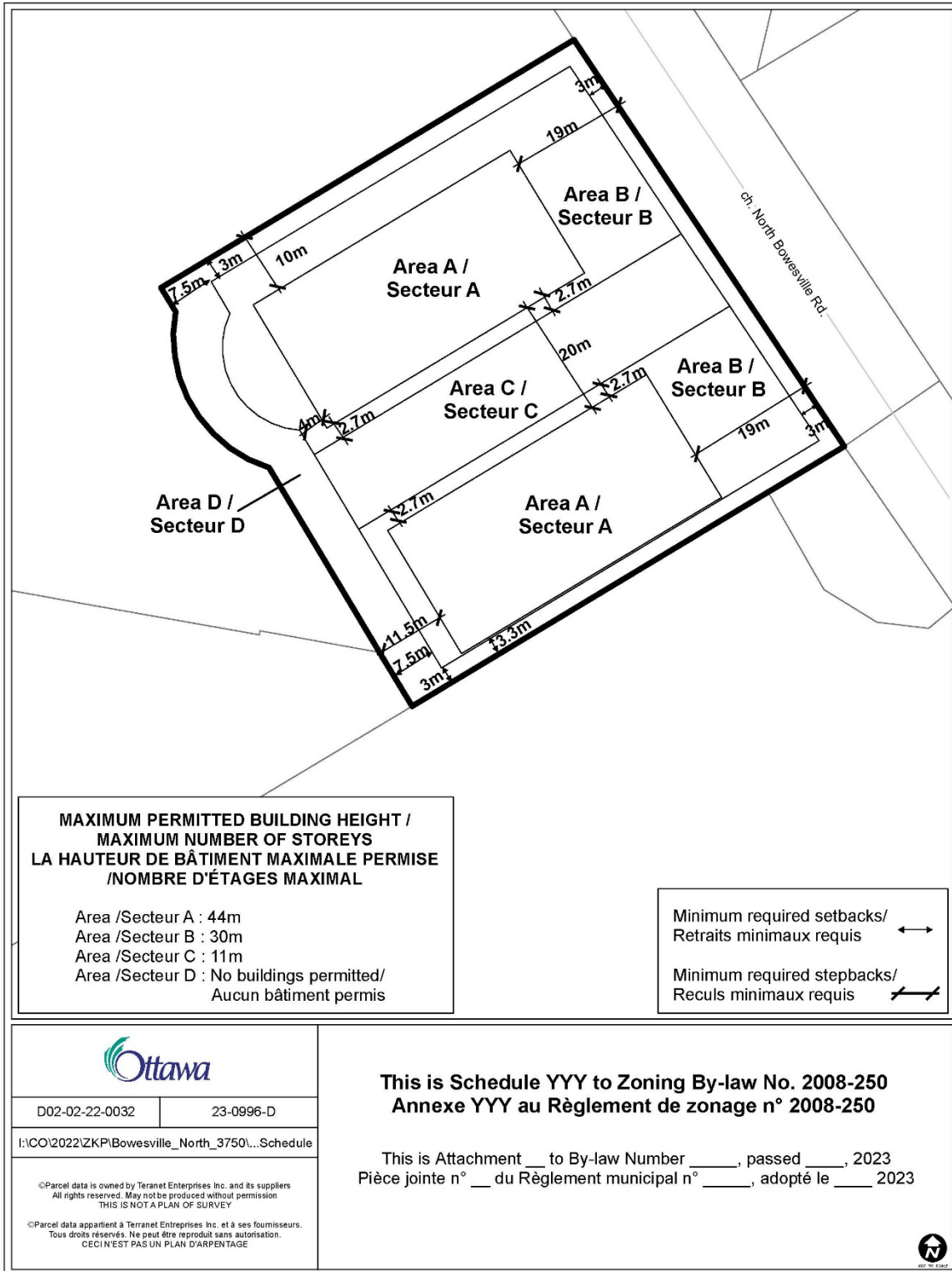
Document 1 – Zoning Key Map

For an interactive Zoning map of Ottawa visit geoOttawa



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-22-0032	23-0996-D	3750 chemin North Bowesville Road	
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Document 2 – Zoning Schedule



Document 3 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 3750 North Bowesville Road:

1. Rezone the lands of 3750 North Bowesville Road as shown in Document 1.
2. Add a new exception XXXX to Section 239 – Urban Exceptions, with provisions similar in effect to the following:
 - a. In Column II, add the text, GM [XXXX] SYYY
 - b. In Column V, add the following provisions similar in intent to the following:
 - i. Table 187 (g), maximum floor space index is not applicable.

The following applies to an apartment dwelling, high rise:

- ii. Heights and setbacks are as shown on Schedule YYY
- iii. Despite Section 101, minimum residential parking rate of 0.7 spaces per dwelling unit
- iv. Despite Section 102, minimum visitor parking rate of 0.1 spaces per dwelling unit

Document 4 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. One public meeting was also held on June 7, 2022, chaired by the local Councillor.

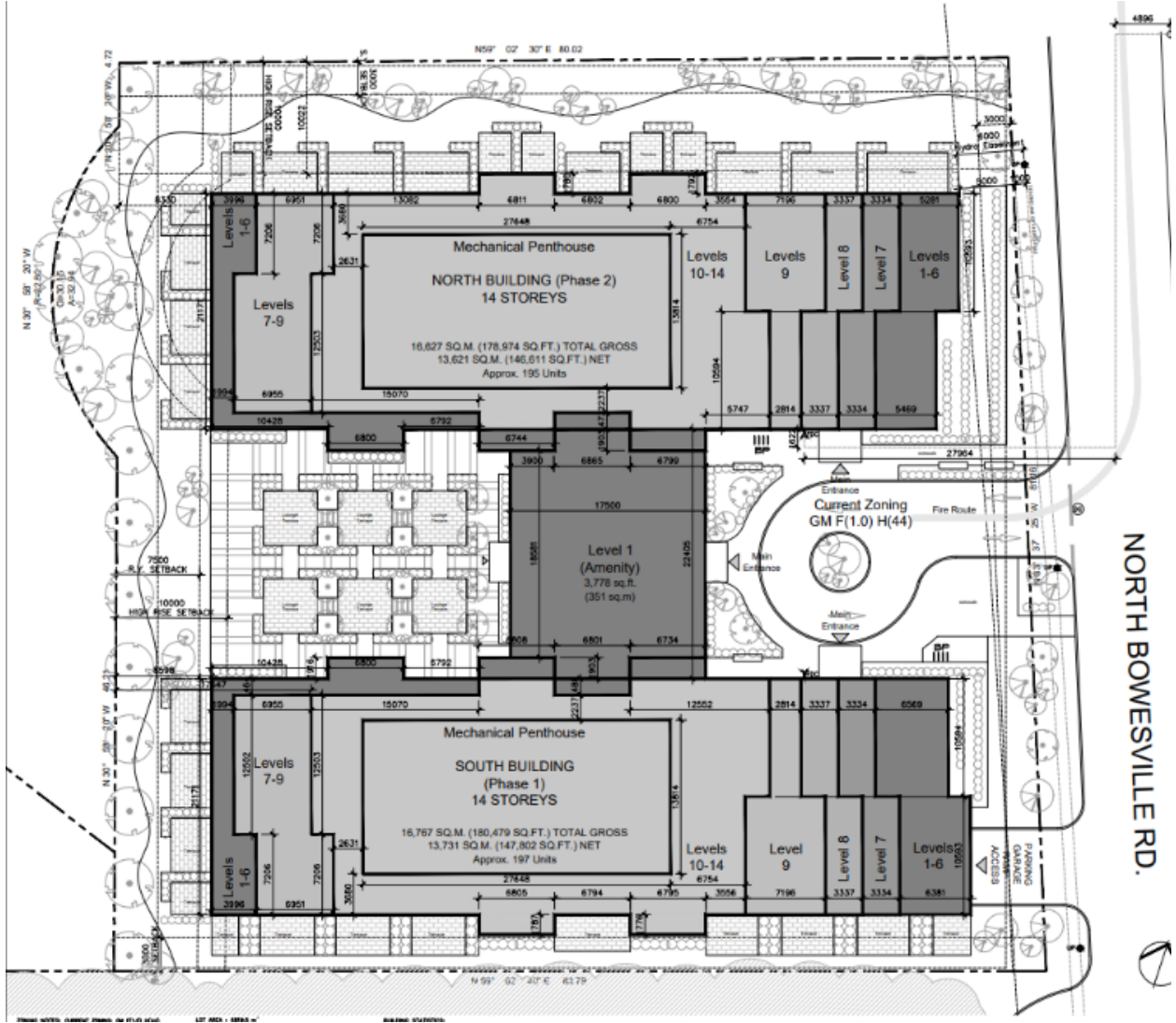
Public Comments and Responses

Public Comment	City Staff Response
Concern with existing traffic congestion at Riverside Drive and Hunt Club.	We acknowledge that traffic is very heavy along Riverside Drive and Hunt Club Road at several time periods each day. Both Riverside Drive and Hunt Club Road are arterial roads which are designed to move a high volume of traffic. The estimated traffic from the proposed development has been reviewed by City Staff and while it is agreed that additional vehicles will increase the amount of traffic and congestion in the area, the road network will be able to support the increase in traffic.
Reduction in tenant and visitor parking and potential increase in on-street parking.	A reduction in parking is being encouraged across the City to help support the transition towards more use of public transit. On-street parking is permitted on certain streets in the City and is regulated by City By-Laws. The site is located in proximity to frequent bus transit, as well as an array of commercial amenities near the Hunt Club and Riverside intersection.
Concern with the height of the proposed building.	The height of 14-storeys is permitted as per the Zoning By-Law.
Construction damage to existing foundations.	If blasting is required, it must be done according to Provincial Regulations. The City also requires companies to do a pre-blast survey for all

	structures within a certain distance of the site and to provide notification of when the blasting will occur. Residents can also take their own pictures of their buildings prior to any blasting work, for their own records.
Concerns about trespassing through the Ottawa Hunt Club Golf Course.	Future residents of the proposed buildings will be made aware that the Golf Course is private property and is not to be used as a cut-through to Hunt Club Road.
Privacy	The distance of the proposed tower portion of the buildings to the low-rise residential units is over 20 metres and is therefore not expected to cause any privacy concerns for the residents.
Noise Pollution	The City of Ottawa has a Noise Bylaw that regulates the days and hours of construction activity.
Garbage	Garbage and recycling will be located inside the proposed building.
Demands on City Infrastructure	City staff have reviewed the proposed development and the draw on City services. The City is satisfied that the infrastructure can support the proposed development. This will be reviewed again in the future during site plan review.
Demands on Educational Institutions	School Boards are circulated on development applications in order to keep track of future demands on their schools. Any new schools or additions to schools are the responsibility of each school board and the Province of Ontario, who provide the funding for construction.
Compatibility	The building has a reduced height to six-storeys in closest proximity to the low-rise residential dwellings, and also steps up and away from the

	low-rise residential area, to the maximum of 14-storeys. This will allow the development to be compatible with the community.
Trees	The trees on the south side of the property are to be protected during construction. New trees will be required in the future once a site plan is submitted for City review.

Document 5 – Preliminary Site Plan



Document 6 – Preliminary Architectural Rendering



PROJECT INFORMATION
3750 NORTH BONEVILLE

PROJECT TITLE
ELEVATIONS

DATE
2/20/20

SCALE
1:150

PROJECT NO.
2113

DRAWING NO.
A3-00

HOBIN ARCHITECTURE



PROJECT INFORMATION
3750 NORTH BONEVILLE

PROJECT TITLE
ELEVATIONS

DATE
2/20/20

SCALE
1:150

PROJECT NO.
2113

DRAWING NO.
A3-02

HOBIN ARCHITECTURE