

Subject: Zoning By-law Amendment – 3930 Riverside Drive

File Number: ACS2025-PDB-PS-0042

Report to Planning and Housing Committee on 18 June 2025

and Council 25 June 2025

**Submitted on June 9, 2025 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

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Ward: River (16)

Objet : Modification du Règlement de Zonage – 3930, Promenade Riverside

Dossier : ACS2025-PDB-PS-0042

Rapport au Comité de la planification et du logement

le 18 juin 2025

et au Conseil le 25 juin 2025

**Soumis le 9 juin 2025 par Derrick Moodie, Directeur, Services de la planification,
Direction générale des services de la planification, de l'aménagement et du
bâtiment**

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Quartier : Rivière (16)

REPORT RECOMMENDATIONS

That Planning and Housing Committee:

1. Recommend Council approve an amendment to Zoning By-law 2008-250 for 3930 Riverside Drive, as shown in Document 1, to permit single detached and semi-detached dwelling units as additionally permitted uses and establish a new height schedule to facilitate the development of a total of 660 units including four mid- to high-rise apartments, as well as parkland, open space, and environmental protection dedications, as detailed in Document 2.
2. 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 June 25, 2025," subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

Que le Comité de la planification et du logement :

1. Recommande au Conseil d'approuver une modification au *Règlement de zonage 2008-250* visant le 3930, promenade Riverside, un bien-fonds illustré dans le document 1, afin d'ajouter une habitation isolée, une habitation jumelée et une habitation en rangée à la liste des utilisations autorisées et d'établir une nouvelle annexe de hauteur permettant la création de 660 logements dans notamment quatre immeubles de moyenne et grande hauteur ainsi que l'aménagement d'un parc, d'un espace ouvert et de zones affectées à la protection de l'environnement, comme l'expose en détail le document 2.
2. Approuve l'intégration de la section du présent rapport consacrée aux détails de la consultation dans la « brève explication » du résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffe 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*, lors de la réunion du Conseil municipal prévue le 25 juin 2025 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Zoning By-law Amendment for 3930 Riverside Drive to permit single detached and semi-detached dwelling units as additionally permitted uses and establish a new height schedule to facilitate the development of a total of 660 units (24 single-detached dwellings, two semi-detached dwellings, 51 townhouse dwellings, and 583 apartment dwellings) including four mid- to high-rise apartments.

Through the changing of a portion of the existing zoning on the site from General Mixed Use, Subzone 1, Urban Exception 1719, Schedule 251, Height Maximum 137 Above Sea Level (GM1[1719] S251 H(137)A.S.L.), to Residential Third Density, Urban Exception XXX1 (R3Z(XXX1)), a portion of the site will be rezoned to allow low-rise development including single and semi detached dwellings, and the site specific exception will permit a reduction in the townhouse rearward setback from six metres to five metres.

As well, a new height schedule (Document 3) will be created for the updated GM1 zone to more accurately reflect, within the current height limits, the height restriction requirements of the Ottawa Macdonald-Cartier International Airport. Further to this, Hotel is proposed to be a permitted use within the GM1 zone through Urban Exception XXX2.

The zoning amendments align with applicable policies for this area, including Section 4.6.2.4 (Protect views and enhance Scenic Routes including those associated with national symbols), Section 6.2.2 (Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development), Section 6.3 (Neighbourhoods), 6.6.2.2 (The Rideau Canal Special District), Section 7.3 (Protect the ecosystem services of natural features and recognize their role in building resilience to future climate conditions), Section 10.1.4. (Natural Hazards: Unstable soils or bedrock), Section 10.2.2 (Protection of airport and aircraft operations), Section 11.6.13 (Provide direction around processes needed to implement the Plan).

Applicable Policy

The following policies support this application: Section 4.6.2.4 (Protect views and enhance Scenic Routes including those associated with national symbols) directs development along Scenic Routes to orient buildings toward the Scenic Route and providing direct pedestrian access where appropriate.

Section 6.2.2 (Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development) promotes a mix of residential and commercial uses which support the evolution to a 15-minute neighbourhood. These areas will remain primarily residential.

Section 6.3 (Neighbourhoods) defines the Neighbourhood as allowing a range a residential and non-residential building forms to help promote and strengthen 15-minute neighbourhoods.

Section 6.6.2.2 (The Rideau Canal Special District) intends to conserve cultural heritage landscape while encouraging new sensitive opportunities for animation that enhance experiences for residents and tourists.

Section 7.3 (Protect the ecosystem services of natural features and recognize their role in building resilience to future climate conditions) states the purpose to preserve natural features that are currently managed for conservation or passive leisure uses.

Section 10.1.4. (Natural Hazards: Unstable soils or bedrock) further defines how development may proceed in proximity to unstable slopes.

Section 10.2.2 (Protection of airport and aircraft operations) development proposed for lands within the Airport Vicinity Development Zone shall be consistent with applicable City, provincial or federal guidelines or regulations.

Section 11.6.13 (Provide direction around processes needed to implement the Plan) zoning amendments for large sites shall be supported by a Plan of Subdivision to demonstrate the buildout of the site and conformity with applicable transect policies.

Other Matters - Ottawa Macdonald-Cartier International Airport

The subject lands are within the Airport Vicinity Development Zone (AVDZ), identified on Schedule C14. Section 10.2.2 of the OP which outlines the restrictions of development in proximity to the airport and requirements for development.

Noise restrictions for development around the airport relate to the Noise Exposure Forecast (NEF) and Noise Exposure Prediction (NEP) which are used to calculate long-term aircraft noise exposure. The site is within the 25 Line (Composite of NEF/NEP) but outside of the 35 Line which means that residential development may be permitted. Development within the 25 Line requires a noise study review that is consistent with the Council-approved Environmental Noise Control Guidelines to mitigate aircraft noise within a dwelling unit. Additionally, through the Plan of

Subdivision and Site Plan Control process, it is standard practice to include a notice on title of the property to ensure purchasers are aware of the location of the site in relation to the airport.

There are also height restrictions in proximity to the airport, typically related to the Outer Surface, which is the surface or building height limit located above and in the immediate vicinity of the airport to ensure safe operations. The site currently allows for an Apartment Building, High-rise with a maximum height of 137 metres Above Sea Level, which is approximately 14-18 storeys, as of right, however the proposed height schedule more clearly defines the change in maximum building height across the property as the Outer Surface elevation increases the further away from the airport. The height schedule will ensure that the maximum building heights are clearly defined, and development will not pierce the Outer Surface.

Public Consultation/Input

The public consultation process included a mailed notice to property owners within proximity of the development, two on-site signs were posted (one facing Riverside Drive and one facing Hunt Club Road). A public information meeting was held electronically over Zoom on February 15, 2023. The meeting was attended by Councillor Brockington, City staff, the proponent and members of the consulting team. 10 comments were received with respect to this application including the Hunt Club Community Association. Main themes of the concerns are related to transportation, affordable housing, local retail services, active transportation, tree protections and greenspace retention.

RÉSUMÉ

Recommandation du personnel

Le personnel des services d'urbanisme recommande d'approuver la modification du Règlement de zonage visant le 3930, promenade Riverside, afin d'ajouter une habitation isolée, une habitation jumelée et une habitation en rangée à la liste des utilisations autorisées et d'établir une nouvelle annexe de hauteur permettant la création de 660 logements (24 habitations isolées, deux habitations jumelées, 51 habitations en rangée et 583 logements), dont quatre immeubles de moyenne et grande hauteur.

Avec la modification d'une partie du zonage existant sur l'emplacement, qui passerait de Zone d'utilisations polyvalentes générale, sous-zone 1, exception urbaine 1719, annexe 251, hauteur maximale de 137 mètres au-dessus du niveau de la mer (GM1[1719] S251 H(137)A.S.L.) à Zone résidentielle de densité 3, exception urbaine

XXX1 (R3Z(XXX1)), une partie de l'emplacement verra son zonage modifié pour permettre un aménagement de faible hauteur comprenant des habitations isolées et jumelées. L'exception propre à l'emplacement permettra une réduction de six à cinq mètres du retrait de cour arrière des habitations en rangée.

De plus, une nouvelle annexe de hauteur (document 3) sera créée pour la zone GM1 mise à jour, afin de mieux tenir compte, au regard des limites de hauteur actuelles, des limites de hauteur imposées par la présence de l'Aéroport international Macdonald-Cartier. En outre, un hôtel serait, par le biais de l'exception urbaine XXX2, une utilisation autorisée dans la zone GM1.

Les modifications de zonage sont conformes aux politiques applicables dans ce secteur notamment la section 4.6.2.4 (Protéger les panoramas et améliorer les routes panoramiques, y compris ceux qui sont associés à nos symboles nationaux), la section 6.2.2 (Reconnaître que les couloirs de rues principales ont un contexte différent et définissent des politiques destinées à en favoriser le développement), la section 6.3 (Quartiers), la section 6.6.2.2 (Secteur spécial du canal Rideau), la section 7.3 (Protéger les services écosystémiques des caractéristiques naturelles et tenir compte de leur rôle dans l'édification de la résilience contre les conditions climatiques de demain), la section 10.1.4. (Dangers naturels : sols ou substrat rocheux instables), la section 10.2.2 (Protection des opérations des aéroports et des aéronefs), et la section 11.6.13 (Donner une orientation aux processus nécessaires de mise en œuvre du Plan).

Politique applicable

Les politiques suivantes appuient cette demande :

La section 4.6.2.4 (Protéger les panoramas et améliorer les routes panoramiques, y compris ceux qui sont associés à nos symboles nationaux) encourage les aménagements le long des routes panoramiques afin d'y orienter les immeubles et d'offrir un accès piétonnier direct lorsque cela est approprié.

La section 6.2.2 (Reconnaître que les couloirs de rues principales ont un contexte différent et définissent des politiques destinées à en favoriser le développement) favorise l'implantation d'une variété d'utilisations résidentielles et commerciales qui soutiennent l'évolution vers un quartier du quart d'heure. Ces secteurs resteront essentiellement résidentiels.

La section 6.3 (Quartiers) définit le quartier comme étant un secteur autorisant toute une gamme de formes bâties résidentielles et non résidentielles, contribuant à promouvoir et à renforcer la notion de quartier du quart d'heure.

La section 6.6.2.2 (Secteur spécial du canal Rideau) vise à préserver le paysage à valeur de patrimoine culturel en encourageant les nouvelles possibilités d'aménagement sensibles pour l'animation afin d'améliorer l'expérience offerte aux résidents et aux touristes.

La section 7.3 (Protéger les services écosystémiques des caractéristiques naturelles et tenir compte de leur rôle dans l'édification de la résilience contre les conditions climatiques de demain) énonce l'objectif de préserver les caractéristiques naturelles qui sont actuellement gérées à des fins de conservation ou de loisirs passifs.

La section 10.1.4. (Dangers naturels : sols ou substrat rocheux instables) définit plus en détail comment les projets d'aménagement peuvent être réalisés à proximité de pentes instables.

En vertu de la section 10.2.2 (Protection des opérations des aéroports et des aéronefs), les aménagements proposés dans la Zone d'aménagement dans le voisinage de l'aéroport doivent cadrer avec les lignes directrices et les règlements applicables de la Ville, du gouvernement provincial et du gouvernement fédéral.

En vertu de la section 11.6.13 (Donner une orientation aux processus nécessaires de mise en œuvre du Plan), les modifications de zonage visant les grands emplacements doivent être étayées par un plan de lotissement démontrant l'aménagement complet du site et sa conformité avec les politiques applicables des transects.

Autres questions : Aéroport international Macdonald-Cartier d'Ottawa

Les terrains visés se trouvent dans la Zone d'aménagement dans le voisinage de l'aéroport (ZAVA) définie dans l'annexe C14. La section 10.2.2 du PO précise les restrictions et les exigences en matière d'aménagement à proximité de l'aéroport.

Les restrictions relatives au bruit s'appliquant aux aménagements autour de l'aéroport sont liées aux prévisions d'ambiance sonore (NEF) et aux prévisions à long terme d'ambiance sonore (NEP), utilisées pour calculer l'exposition au bruit à longue échéance des aéronefs. L'emplacement se trouve à l'intérieur de la limite de la courbe de bruit 25 (composite NEF/NEP), mais à l'extérieur de la courbe de bruit 35. Un aménagement résidentiel peut donc y être autorisé. Les aménagements réalisés à l'intérieur de la limite de la courbe 25 doivent faire l'objet d'une étude sur le bruit

conformément aux Lignes directrices sur la lutte contre le bruit environnemental approuvées par le Conseil, afin limiter le bruit des aéronefs dans les logements. Il est par ailleurs d'usage, dans le cadre du processus de plan de lotissement et de réglementation du plan d'implantation, d'ajouter une mention sur le titre de propriété afin de s'assurer que les acheteurs connaissent l'emplacement du terrain à acquérir par rapport à l'aéroport.

On retrouve également des restrictions de hauteur à proximité de l'aéroport, généralement liées à la surface extérieure, c'est-à-dire la surface ou la limite de hauteur imaginaire située au-dessus de l'aéroport et à proximité immédiate afin d'assurer la sécurité des opérations. La construction d'une tour résidentielle d'une hauteur maximale de 137 mètres au-dessus du niveau de la mer, soit environ 14 à 18 étages de plein droit, est actuellement autorisée sur l'emplacement. Cependant, l'annexe de hauteur proposée définit plus clairement la variation de la hauteur maximale des bâtiments sur l'ensemble de l'emplacement, celle-ci augmentant au fur et à mesure que l'élévation de la surface extérieure s'éloigne de l'aéroport. L'annexe de hauteur permettra de garantir que les hauteurs de bâtiment maximales sont clairement définies et que l'aménagement ne dépassera pas la surface extérieure.

Consultation et commentaires du public

Le processus de consultation publique comprenait l'envoi par la poste d'un avis aux propriétaires de biens-fonds situés à proximité de l'aménagement, l'installation de deux enseignes sur place (l'une faisant face à la promenade Riverside et l'autre au chemin Hunt Club). Une réunion d'information publique en ligne a été organisée sur Zoom le 15 février 2023. Le conseiller Brockington, des employés de la Ville, le promoteur et des membres de son équipe de consultants ont participé à cette réunion. Dix commentaires concernant cette demande ont été reçus, notamment de la part de l'Association communautaire de Hunt Club. Les principales préoccupations concernent le transport, le logement abordable, les services locaux de vente au détail, les modes de transport actifs, la protection des arbres et la préservation des espaces verts.

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

3930 Riverside Drive

Owner

St. Mary's Lands Corporation

Applicant

Kyle Kazda, Taggart Group of Companies

Architect

Hobin Architecture

Description of site and surroundings

The site is also known as the St. Mary's site, located at the northwest corner of Hunt Club Road and Riverside Drive, east of the Rideau River and northwest of the Ottawa Macdonald-Cartier International Airport. The site is irregular in shape and is approximately 11.5 hectares, with approximately 285 metres of frontage along Riverside Drive and 90 metres of frontage along Hunt Club Road. The site was formerly an aggregate resource area and has been filled following depletion of the site in the 1970s. Due to this, the site has a significant grade change from Riverside Drive and Hunt Club Road sloping east to west by as much as 10 or more metres, depending on the specific location. The adjacent roadways are also two to six metres higher in elevation than that of the property.

North of the subject property is Uplands Riverside Park, which contains a soccer field, basketball court, and play structure. Riverwood Park is also located further north of the site, adjacent to the Rideau River. Within Riverwood Park is a walking trail and stormwater management pond currently used for a low-density residential development, the Quintera residential neighbourhood.

On the east side of Riverside Drive is the Ottawa Hunt & Golf Club golf course. Lands north of the golf club, along Riverside Drive, are non-residential uses including office and retail buildings. Further north and east of the golf club are existing low-rise residential neighbourhoods.

To the south side of Hunt Club Road are a range of community service retail uses including supermarket, restaurants, and gas station. Further south is the Ottawa

Macdonald-Cartier International Airport and airport and related facilities, light industrial uses, truck transport terminals, warehouses, and parking.

Along the west side of the property is the Rideau River. A portion of lands between 3930 Riverside Drive and the river had previously been designated as Environmental Protection (EP) lands, with further lands to be included to incorporate a maintenance buffer required by the Rideau Valley Conservation Authority along the top of the river bank. This will create a continuous EP corridor along this portion of the Rideau River.

Across the river is Prince of Wales Drive which is characterized by residential homes abutting the Rideau River and office/light industrial uses within the Hunt Club West Business Park.

Transit is provided to the site from stops on Hunt Club Road by bus routes 116, 117, 198, and 617. The South Keys LRT station on Line 2 is approximately 3.8 kilometres from the site and may be accessed from the Hunt Club Road bus routes. Both Riverside Drive and Hunt Club Road are identified as Transit Priority Corridors on OP Schedule C2 – Transit Network Ultimate of the OP which identify corridors for future transit improvements.

Summary of proposed development

The related plan of subdivision (D07-16-23-0001) proposes a total of 660 dwelling units (24 single detached, two semi-detached, 51 townhouse dwellings, and 583 apartment dwellings), including four mid- to high-rise apartment tower blocks ranging from 9 to 17 storeys. The proposal also includes land for parkland dedication along the Uplands Riverside Park and environmental protection lands near the Rideau River. The site will be accessed by a public road connecting to Riverside Drive. The related plan of subdivision was draft approved under the delegated authority on May 14, 2025.

Summary of requested Zoning By-law amendment

The lands are currently zoned General Mixed Use, Subzone 1, Urban Exception 1719, Schedule 251, Height Maximum 137 Above Sea Level (GM1[1719] S251 H(137)A.S.L., which permits mid- and high-rise apartments, townhouses, and commercial uses such as restaurants, retail stores, and convenience stores. The maximum height currently permitted on the site is 137 metres above sea level, which would result in buildings of 14-18 storeys depending on their location on the site.

The development portion of the site will be rezoned to Residential Third Density, Subzone Z, Urban Exception XXX1 (R3Z(XXX1)) and General Mixed Use, Subzone 1,

Urban Exception [XXX2], Height Schedule (SYYY) (GM1[XXX2] S[YYY]). The zoning amendments in the R3Z zone are proposed to permit 68 single-detached and townhouse residential units, which is consistent with the zoning in the nearby Quinterra residential neighbourhood to the north of the site, as well the urban exception proposes to reduce the townhouse rear setback from 6m to 5m.

Within the GM1[XXX2] S[YYY] zone, permitted uses will include semi-detached dwelling, townhouse dwelling, apartment dwelling, high-rise, and hotel. The new SYYY height schedule will adjust within the current height limit on the property to more accurately reflect the height restriction requirements of the Ottawa Macdonald-Cartier International Airport

The zoning details for the GM1 zone currently include Apartment dwelling, High-rise as a permitted use on the site and will be carried forward into the new zoning as permitted uses on the GM1 lands.

Lands adjacent to Uplands-Riverside Park will be zoned Parks and Open Space (O1C), and lands adjacent to the environmental protection lands between the site and the Rideau River will be zoned Environmental Protection (EP1). The various designations are mapped in Document 1.

Previous Application

In 2001, an agreement between the City and St. Mary's Lands Corporation was executed to complete a land exchange. The City owned land that was adjacent to the northwest corner of the Riverside Drive and Hunt Club intersection, where St. Mary's owned land from the City property boundary north to the Quinterra residential development. The land swap was completed to allow the City to construct a park adjacent to the residential development, providing a more appropriate location for green space in closer proximity to area residents. This also allowed for new development to occur further from the existing residents and created a buffer between the St. Mary's lands and Quinterra development. This agreement also identified a location for a future signalized intersection to access development on the site.

A Zoning By-law amendment (ACS2009-ICS-PGM-0221) was completed in 2010 to permit the development of a Residential Care Facility and Retirement Home. Part of this amendment included updated information to clearly define the Airport Vicinity Development Zone and the Ottawa Airport Operating Influence Zone to distinguish a portion of the property where residential uses are restricted. This restriction was included in the Zoning By-law amendment under Schedule 251 defined as "Area A".

The amendment in 2010 was associated with a proposal to construct an office complex and residential care facility and retirement home complex.

More recently, a Zoning By-law amendment (ACS2019-PIE-PS-0005) was supported by Council on April 10, 2019, which permitted Apartment Dwelling, high-rise, Automobile dealership, and removed dwelling unit restrictions on retirement homes. This development did not come to fruition; however, the Apartment dwelling, High-rise remains as a permitted use in this new proposal.

DISCUSSION

Public consultation

The public consultation process included a mailed notice to property owners within proximity of the development, two on-site signs were posted (one facing Riverside Drive and one facing Hunt Club Road). A public consultation meeting was held electronically over Zoom on February 15, 2023. The meeting was attended by Councillor Brockington, City staff, the proponent and members of the consulting team. 10 comments were received through the circulation of this application including comments from the Hunt Club Community Association.

Main themes of the concerns are related to transportation, environmental protection and connectivity.

Full consultation details are included in Document 4 of the report.

For this proposal's consultation details, see Document 4 of this report.

Official Plan designation(s)

Within the City of Ottawa Official Plan (OP), the site is identified as follows:

On Schedule B3 – Outer Urban Transect and Neighbourhood and Greenspace designation. Hunt Club Road and Riverside Drive are identified as Corridor – Minor.

On Schedule C2 – Transit Network Ultimate, Hunt Club Road and Riverside Drive are both designated Transit Priority Corridor.

On Schedule C3 – Active Transportation Network, a Major Pathway running along the east side of the Rideau River is identified.

On Schedule C4 – Urban Road Network, both Hunt Club Road and Riverside Drive are defined as Arterial – existing

On Schedule C11-A – Natural Heritage System (West), Urban Natural Features are identified along the east side Rideau River running north from the Sheflin Bridge to Malhotra Court.

On Schedule C12 – Urban Greenspace, Riverside Uplands Park is adjacent to the northern property line of the subject lands.

On Schedule C13 – Scenic Route, Hunt Club Road and Riverside Drive are defined as scenic routes.

On Schedule C14 – Land Use Constraints Due to Aircraft Noise, the lands are within the Airport Vicinity Development Zone, which is within 25 Line (composite 25 NEF/NEP).

On Schedule C15 – Environmental constraints, sloping lands adjacent to the Rideau River are identified as unstable slopes.

Other applicable policies and guidelines

This site located within the Airport Vicinity Development Zone and is subject to the Ottawa Macdonald-Cartier International Airport, Airport Zoning Regulations (AZR).

The site is adjacent to the Rideau River, a noted Cultural Heritage Site, also designated as the Rideau Canal National Historic Site of Canada, Canadian Heritage River, UNESCO World Heritage Site, and development shall be in consultation with Parks Canada.

Planning rationale

Land Use

The Neighbourhood designation outlined under Section 6.3 of the Official Plan (OP) defines the Neighbourhood as allowing a range a residential and non-residential building forms to help promote and strengthen 15-minute neighbourhoods. This site is proposing to add a mix of residential types from single detached dwellings, townhouses, to mid- and high-rise apartments. The general mixed-use zoning designation for the apartment towers will permit commercial uses to support the immediate residents and is inline with the Minor Corridor Policies of 6.2.2. There are also existing community retail services on the south side of Hunt Club Road, which includes grocery, restaurants, retail, and offices further east. Locating existing and planned residential and commercial areas in proximity improves accessibility, supports local economic growth, and enables these functions to complement each other both practically and spatially, contributing to the OP's overall objective in creating 15-minutes neighbourhood.

Built Form

The highest densities proposed for the site are located along the southern and eastern portion of the property closest to Hunt Club Road and Riverside Drive. Uplands Riverside Park acts as a buffer between the new development and existing low-rise residential to the north, this layout provides a transition from the mid- and high-rise apartments adjacent to the arterial streets and the low-rise residential to the north, and Rideau River to the west.

Both adjacent streets are defined as Scenic Routes. Section 4.6.2.4) directs development along Scenic Routes to orient buildings toward the Scenic Route and providing direct pedestrian access where appropriate. The highest density buildings are situated along both streets to help define street edge.

Airport Vicinity

The subject lands are within the Airport Vicinity Development Zone (AVDZ), identified on Schedule C13 and development restrictions are defined in sections 6.6.3.1. and 10.2.2. Noise restrictions for development around the airport relate to the Noise Exposure Forecast (NEF) and Noise Exposure Prediction (NEP) which is used to calculate long-term aircraft noise exposure. Section 10.2.2.5) states that the site is within the 25 Line (Composite of NEF/NEP) but outside of the 35 Line which means that residential development may be permitted, subject to compliance with the Ottawa Macdonald-Cartier International Airport Zoning Regulations.

A noise feasibility assessment was prepared to review both roadway traffic and aircraft noise. Provisions for forced heating and air conditioning are included in the draft approval conditions through the plan of subdivision and warning clauses will be placed on all Lease and Purchase and Sale Agreements for all buildings. Typical commercial windows are expected to be sufficient to attenuate aircraft noise; in addition, a detailed noise assessment will be required at the time of site plan control review and approval for specific noise control measures.

There are also height restrictions in proximity to the airport, typically related to the Outer Surface, which is the surface or building height limit located above and in the immediate vicinity of the airport to ensure safe operations. The site currently allows for an Apartment Building, High-rise as a permitted use, however the height schedule (Document 3) more clearly defines the change in maximum height across the property as the Outer Surface elevation increases away from the airport. The height schedule will

ensure that the maximum building heights are clearly defined and will not pierce the Outer Surface (Document 6).

The airport authority was circulated and engaged during the Plan of Subdivision and Zoning By-law Amendment applications review. Conditions of approval for the plan of subdivision and for future site plan control applications related to noise clauses on title and building height were requested by the airport authority and are included in the conditions of draft approval for the subdivision application.

Transportation Traffic and Active Transportation

The proposed development requires an upgraded access to the property. A previous agreement between the City and land owner had identified the location for the signalized intersection with Riverside Drive will be placed near Uplands-Riverside Park, which will also provide access to a future vehicular parking area to serve the park.

Hunt Club Road and Riverside Drive are both arterial roadways (Schedule C4) and are identified as transit priority corridors (Schedule C2) which will help to connect this site to areas of the city beyond walking distance.

The signalized intersection is currently deemed unwarranted from a traffic volume perspective; however, the signals are deemed necessary to improve safety for those entering or exiting the site. The intersection is to include an additional tapered lane to improve right hand turning movements accessing the site for vehicles travelling Riverside Drive southbound. The construction of the signalized intersection and identified right-of-way improvements are to be funded by the developer through a Road Modification Approval process and associated plan of subdivision application. The owner has agreed to maintain the unwarranted signals until the signals are deemed warranted based on traffic volumes accessing the site. Riverside Drive northbound would include a separated left hand turn lane to access the site, which will also be funded by the developer.

Further improvements identified for the section of Riverside Drive between Hunt Club Road and Kimberwick Crescent include the placement of a sidewalk along the west side of Riverside Drive, and designated space for a future cycle track. The developer will be responsible for the section of the sidewalk that the site is fronting onto. The other portion of the sidewalk extension which fronts onto the City Park, as well as a new cycle track, will be a city funded project.

South of the proposed intersection, the southbound Riverside Drive right hand turn lane on to Hunt Club Road westbound is to be extended northward by over 150 metres,

more than doubling the existing capacity of the current right hand turn lane. The works is to be funded by the City, for which the budget has been approved. Between Hunt Club Road and the proposed intersection, fill will be required to regrade the west side of Riverside Drive to bring the sidewalk and right-hand turning lane extension up to the existing roadway elevation. The city and the applicant have agreed to work closely to coordinate the timing of road improvement construction and the development.

The Plan of Subdivision also identifies opportunities to provide a more direct route from the development to Riverside Drive. Further pedestrian connections through the lands identified for future apartment development to Hunt Club Road or Riverside Drive will be explored through future site plan control applications.

Additional improvements that will be initiated by the City include multi-use pathway connections from Uplands-Riverside Park to the existing path in Riverwood Park, as well as a multi-use pathway through the environmental protection lands along the Rideau River as identified in Schedule C3 of the OP. The developer will be fully responsible for the pathway portion within the residential development and parkland area. For the pathway portion between the development and Rideau River, although it is a city funded project, the developer has agreed to construct a pathway with rough grading which will extend north of the development site leading to the Kimberwick Stormwater Management Pond.

The transportation and active transportation related enhancements are also included in the conditions of draft approval for the associated Plan of Subdivision application to ensure development of the site is tied to the required transportation improvements, and items to be included in a cost-sharing agreement between the city and developer have been defined.

Site Servicing

The site is serviceable with potable water, and a connection to a sanitary line adjacent to the site. Stormwater management will be provided by directing runoff to an existing stormwater management pond located north of the site within Riverwood Park through an underground pipe. The initial development of the pond took into consideration future development of the subject property when designing the capacity of the facility.

Oversizing of the sanitary connection through the subject property will provide additional capacity for potential upstream developments on public and private lands south of Hunt Club Road. The applicant and the City's Realty Services are exploring options for funding the oversized sanitary infrastructure through a cost sharing agreement.

Environment

Urban Natural Features are intended to contribute to “biodiversity and wildlife habitat in the urban area and are enjoyed by residents.” These features are “natural landscapes and may include woodlands, wetlands, watercourses and ravines.” Urban Natural Features are identified for the eastern portion of the site on Schedule C11-A, and Section 7.3 of the OP states the purpose to preserve natural features that are currently managed for conservation or passive leisure uses. As well, Schedule C3 of the OP identifies a plan for an off-road cycling route or multi-use pathway to run north-south along the Rideau River.

A portion of the lands between the proposed development and the Rideau River have previously been zoned as Environmental Protection (EP) Lands. This EP designation will allow for environmental preservation, education, complementary leisure activities, and may facilitate the completion of the multi-use pathway as identified in Schedule C3. The proposed multi-use pathway linkages are to be funded through the Recreation, Cultural and Facility Services Department.

The development includes a 6-metre separation distance from the top of the slope along the Rideau River to be maintained as a maintenance corridor as required by the Rideau Valley Conservation Authority. The lands are defined in Schedule C15 as having unstable slopes. While there are identified unstable slopes in the area, the development and lands defined for a future multi-use pathway are located outside of the unstable slopes.

An Environmental Impact Statement was submitted in support of the plan of subdivision and zoning amendment applications which identifies natural heritage features, potential impacts of the development, and mitigation measures. Due to the stormwater management pipe crossing through environmental protection lands to the Kimberwick pond, tree removal along this alignment will be required and may impact notable trees. Further details for the stormwater infrastructure will be completed and tree protection measures will be applied where appropriate. Following construction, the stormwater management pipe will be utilized to form part of the future multi-use pathway.

Parkland Dedication

A mix of land dedication and cash-in-lieu of parkland dedication will be provided to the City through the Subdivision and Site Plan Control processes, which may be put toward the pathway development in the area. The site is along the south and southwest property lines of Uplands Riverside Park. Through the companion Plan of Subdivision,

the city will expand the park by 0.354 hectares, with any remaining conveyances to be completed through cash-in-lieu of parkland dedication.

Cultural Heritage

Due to the proximity of the site to the Rideau River, a Cultural Heritage Impact Statement (CHIS) has been submitted as part of the Zoning By-law amendment and companion application for a Plan of Subdivision in accordance with Section 6.6.2.2. It is noted within the CHIS that locating taller buildings away from the river, as is proposed, as well as the dedication of 1.99 hectares of Environmental Protection lands will help mitigate negative impacts on the heritage values of the Rideau River. This portion of the river has been designated the Rideau Canal National Historic Site of Canada, a Canadian Heritage River, and a UNESCO World Heritage Site, which is administered by Parks Canada to preserve the cultural, natural, and scenic views of the river. As such, proposals for the site require involvement of Parks Canada.

Other Technical Review

Other reports submitted in support of the plan of subdivision and zoning by-law amendment applications include:

Fluvial geomorphic assessment

The assessment was conducted to address comments from the Rideau Valley Conservation Authority (RVCA) to confirm the erosion limit between the east bank of the Rideau River and the proposed footprint of the development property. The assessment considered channel morphology, bank stability, and erosion analysis. It was understood through air photography that later channel movement of the river has been minimal. A 15-metre erosion allowance is identified and is entirely within the Environmental Protection Zone. Additionally, a 6-metre buffer strip along the top of the bank is requested by the RVCA as a maintenance corridor to access the riverbank. This corridor is also identified on the draft plan of subdivision as Block 53 as a future multi-use pathway.

Geotechnical report

The geotechnical report was created to assess the subsurface and groundwater conditions within the proposed development site, the interpretation of the subsurface conditions, and construction considerations. Four boreholes were completed on the site to a depth of 22-metres to sample soil conditions, and groundwater level measurements were carried out. Due to the varied soil conditions on the site it is noted that to avoid

post-construction settlement of the services and roadway that the site could be preloaded or a ground improvement program to densify the fill on site to reduce potential for post-construction settlement.

Wind study

A pedestrian level wind study was completed to investigate pedestrian wind conditions within and surrounding the site. It is concluded that all grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. It is noted that the proposed development is predicted to improve comfort levels over the noted area over existing conditions. For above ground amenity terraces it is noted that the southwest corner of the site is the windiest portion but sitting comfort may be achieved through the use of windscreens between 1.8m and 2.0m in height from the walking surface. Other wind mitigation measures could include coniferous tree plantings.

Streetscape and landscaping plans will be reviewed through the plan of subdivision approval and site plan control applications will be required for the development of the residential towers.

Provincial Planning Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2024 Provincial Planning Statement.

RURAL IMPLICATIONS

There are no direct implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR(S)

The local community has been actively engaged on the various development visions for the property at 3930-3960 Riverside Drive, over many years.

The latest vision has captured local interest on a number of factors, including the type and quantity of residential units, the location of the new multi-use pathway, the correct identification of rare and environmentally important tree species, the protection of said trees during construction phases of this development, the preservation of environmentally protected lands abutting the river, new parking spaces for the existing park and a new intersection due to this development, across Riverside Drive. A new sidewalk on the westside of Riverside Drive and some bike infrastructure of limited distance will also be added.

While the planning merits to build here are sound, local residents and those passing through are very concerned with the significant gridlock that is experienced at the Hunt Club / Riverside intersection. It fails to clear sufficient vehicles, leading to long queue times. It also remains the number one intersection for collisions, in Ottawa.

In addition to the City's Planning staff and team from Taggart Developments, I also want to acknowledge and thank the Hunt Club Community Association and local residents from Quinterra-Riverwood who were engaged all along this lengthy process. They asked good questions, pushed back on some elements and participated constructively to make this a better place to call home.

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the report recommendation.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

The recommendations document in this report are consistent with the City's Comprehensive Asset Management (CAM) Program objectives. The CAM Policy applies to all physical assets of the city including parks. The implementation of the CAM program results in timely decisions that minimize lifecycle costs and ensure the long-term affordability of assets. To fulfill its obligation to deliver quality services to the community, the City must ensure that assets supporting City services are managed in a way that balances service levels, risk and affordability.

The installation of the signalized intersection will provide for greater safety for the community and having it installed during the construction phase of the site will reduce the impact to residents. The additional infrastructure in the forms of sidewalks, pathways and space for future cycle track all aid to provide means of multimodal transportation for the community. Servicing the site with an oversized sanitary connection will provide capacity for future upstream development.

The many asset management implications on this site are considered in such a way so that the City will be able to deliver on services in a timely, economic fashion, provide safer access to the site and allow for green spaces. All which exemplifies the goals of the CAM Policy.

FINANCIAL IMPLICATIONS

There are infrastructure cost implications including transportation improvements and oversizing of the sanitary connection. The cost cannot be estimated at this time and will be identified through a cost sharing agreement and included in the conditions of draft approval for the plan of subdivision application.

ACCESSIBILITY IMPACTS

Improved sidewalk and cycle track facilities are anticipated along the west side of Riverside Drive as part of the development of the site, to accommodate multiple modes of transportation and help improve connectivity and accessibility. A multi-use pathway has been identified to run through the environmental protection lands along the Rideau River to improve recreational options, and to connect Uplands-Riverside Park to an existing multi-use pathway in Riverwood Park. Additionally, a parking lot is proposed for Uplands-Riverside Park, which will help provide access to the park for those outside of walking distance.

Accessibility for each development within the subject property will be reviewed and achieved through the future Site Plan Control process to ensure buildings are constructed in accordance with the Ontario Building Code.

ECONOMIC IMPLICATIONS

The development provides a unique opportunity for people that are frequently travelling through the Ottawa Macdonald-Cartier International Airport with a variety of living accommodations in proximity to the airport.

ENVIRONMENTAL IMPLICATIONS

The subject property is adjacent to the Rideau River, requiring a number of considerations. Areas adjacent to the river are identified as hazard lands due to slope stability and floodplain areas. A section of land north of the Sheflin Bridge adjacent to the river is currently designated at an Environmental Protection (EP) zone. No development is proposed within any hazard areas or environmental buffer areas allowing the retention and protection of significant woodlands that have been identified as an Urban Natural Feature.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- A city that is green and resilient.
- A city that is more connected with reliable, safe and accessible mobility options.

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-23-0004) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications due to the complexity of the application.

SUPPORTING DOCUMENTATION

Document 1 Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Height Schedule

Document 4 Consultation Details

Document 5 Concept plan

Document 6 Flight Path Height Limit

CONCLUSION

The Planning, Development and Building Services Department recommends approval of the application to rezone the lands shown as in Document 1 from GM[1719] S251 H(137) A.S.L. to R3Z[XXX1], GM1[XXX2] S[YYY], O1C, O1, and EP1 to create a mix of residential units from single detached residential units to apartment dwelling high-rise, subject to compliance with the airport zoning regulations height restrictions through the creation of a schedule defining maximum height, park land dedication, open space lands, and environmental protection lands. The application aligns with the direction of the Neighbourhood designation of the Official Plan and is consistent with the Provincial Planning Statement.

DISPOSITION

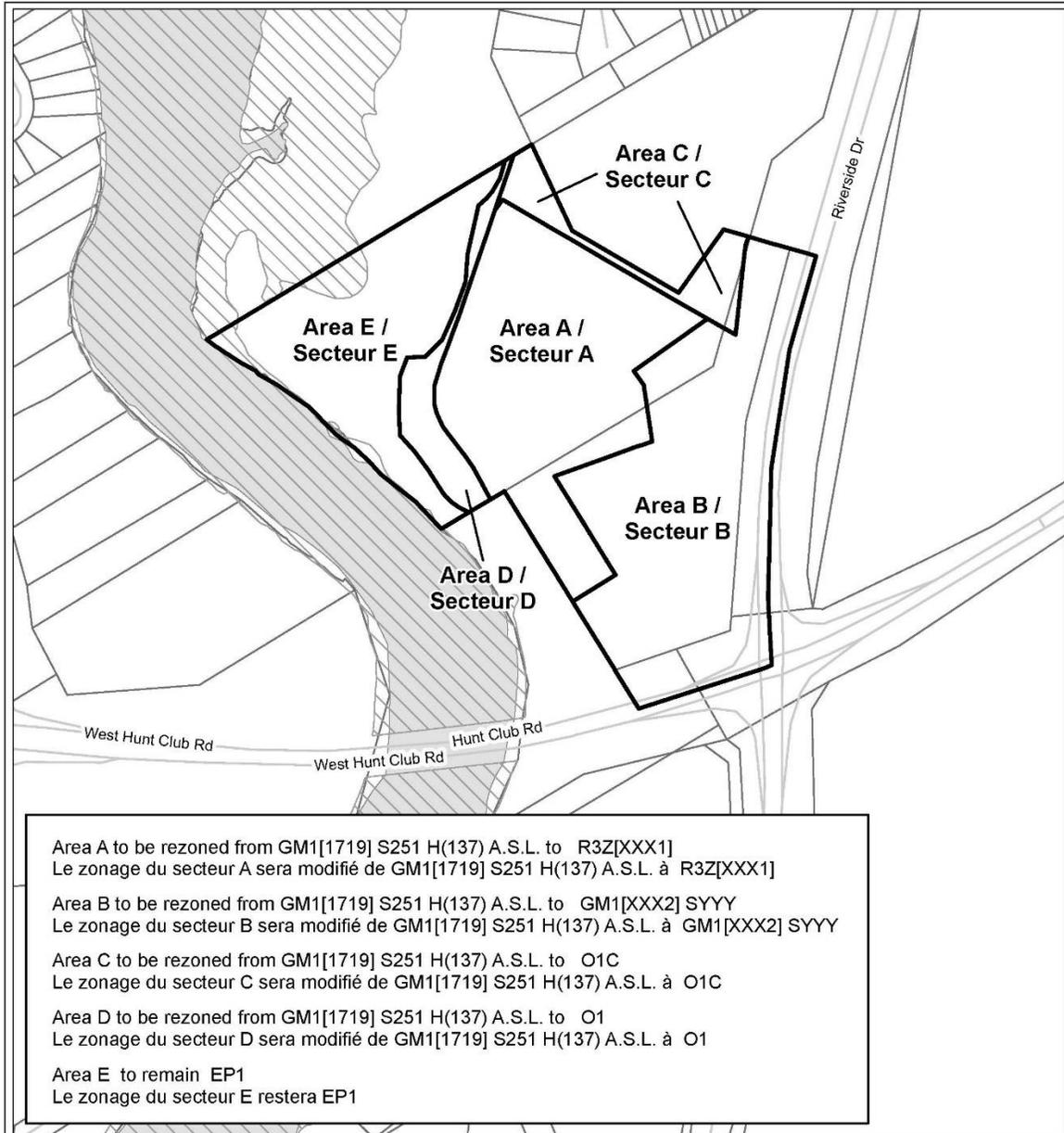
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

The Planning, Development and Building Services Department will prepare an implementing by-law and forward it 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



Area A to be rezoned from GM1[1719] S251 H(137) A.S.L. to R3Z[XXX1]
 Le zonage du secteur A sera modifié de GM1[1719] S251 H(137) A.S.L. à R3Z[XXX1]

Area B to be rezoned from GM1[1719] S251 H(137) A.S.L. to GM1[XXX2] SYYY
 Le zonage du secteur B sera modifié de GM1[1719] S251 H(137) A.S.L. à GM1[XXX2] SYYY

Area C to be rezoned from GM1[1719] S251 H(137) A.S.L. to O1C
 Le zonage du secteur C sera modifié de GM1[1719] S251 H(137) A.S.L. à O1C

Area D to be rezoned from GM1[1719] S251 H(137) A.S.L. to O1
 Le zonage du secteur D sera modifié de GM1[1719] S251 H(137) A.S.L. à O1

Area E to remain EP1
 Le zonage du secteur E restera EP1

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REVISION / RÉVISION - 2025 / 05 / 14

LOCATION MAP / PLAN DE LOCALISATION
 ZONING KEY PLAN / SCHÉMA DE ZONAGE

3930 promenade Riverside Drive

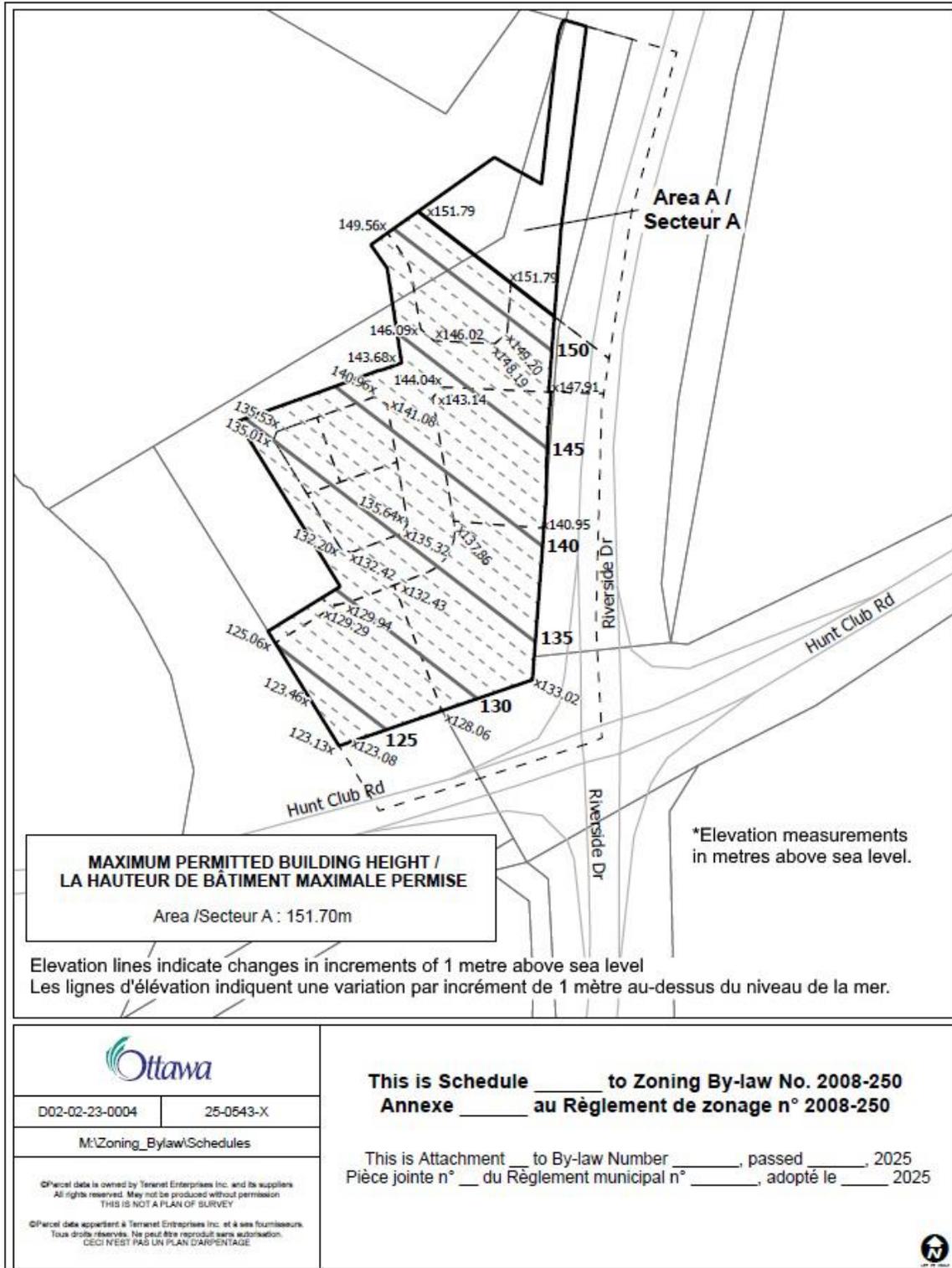
Existing Flood Plain (Section 58) /
 Plaine inondable (Article 58)

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 3930 Riverside Drive:

1. Rezone the lands as shown in Document 1.
 - a. Area A from GM[1719] S251 H(137) A.S.L. to R3Z[XXX1]
 - b. Area B from GM[1719] S251 H(137) A.S.L. to GM1[XXX2] S[YYY]
 - c. Area C from GM[1719] S251 H(137) A.S.L. to O1C
 - d. Area D from GM[1719] S251 H(137) A.S.L. to O1
 - e. Area E from GM[1719] S251 H(137) A.S.L. to EP1
2. Add a new exception XXX1 to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a. In Column I, Exception Number, add the text “XXX1”
 - b. In Column II, Applicable Zones add the text “R3Z[XXX1]”
 - c. In Column V, add the text
 - i. Minimum rear yard setback for townhouses is 5m.
3. Add a new exception XXX2 to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a. In Column I, Exception Number, add the text “XXX2”
 - b. In Column II, Applicable Zones add the text “GM1[XXX2] S[YYY]”
 - c. In Column III, Additional Permitted Uses, add the text:
 - i. Semi-detached dwelling
 - ii. Apartment Dwelling, High-rise
 - iii. Hotel
 - d. In Column V, Provisions, add the text
 - i. Section 188(1)(a) does not apply to Apartment Dwelling, High-rise and the full floor space index may be used.
 - ii. Driveways are permitted in the buffer zone.
4. Add Document 3 as new schedule YYY to Part 17- Schedules

Document 3 – Height Schedule



Document 4 – Consultation Details

Notification and Consultation Process

The notification and public consultation process included a mailed notice to property owners within proximity of the development, two on-site signs were posted (one facing Riverside Drive and one facing Hunt Club Road). A public consultation meeting was held electronically over Zoom on February 15, 2023. The meeting was attended by Councillor Brockington, City staff, the proponent and members of the consulting team. 10 comments were received through the circulation of this application including comments from the Hunt Club Community Association.

Transportation

Comments:

Concerns have been brought up with respect to the amount of traffic on Riverside Drive and transportation infrastructure should be improved around the site.

Response:

A Transportation Impact Assessment (TIA) has been completed in support of the development which identifies the amount of person trips that would be anticipated to enter and exit the site during AM and PM peak traffic periods. The person trips include vehicle, walking, cycling, and transit trips. The TIA noted that up to 117 vehicle trips could be exiting the site per hour during peak times and 99 vehicle trips could be entering the site per hour during peak travel periods. When reviewing the existing traffic on Riverside Drive it was determined that a signalized intersection would be required at the site access as a safety measure, not due to traffic volumes.

Improvements to transportation infrastructure that have been identified include an extension of the Riverside Drive southbound right hand turning lane onto Hunt Club Road westbound has been identified as an opportunity to increase the queue length for vehicles turning right at this intersection, which will improve traffic flow southbound on Riverside Drive. Along Riverside Drive sidewalk and cycle track improvements have been identified between Hunt Club Road and Kimberwick Crescent. The creation of a new signalized intersection to access with the site will be built as a protected intersection to provide additional safety for pedestrians and cyclist. Creating multi-use pathways with the lands adjacent to the river as identified within Schedule C3 of the OP, and creating a connection between Uplands-Riverside Park and Riverwood Park will help improve connectivity around the existing residential neighbourhood. Due to

significant elevation constraints in the area, the alignment of these pathways will require further review. Transportation mitigation measures are identified for a cost sharing agreement and included in the conditions of draft approval for the plan of subdivision application.

Environment

Comments:

Concerns were raised on the impact of development on the natural features of the property and surrounding lands. Specific concerns were related to impacts on the Rideau River shoreline, notable trees, and general tree retention.

Response:

The environment is an important consideration with this application due to the proximity of the site to the Rideau River. A portion of lands between the proposed development and the river is to be retained by the City and zoned Environmental Protection, Subzone 1 (EP1). The expansion of the existing EP1 lands will create a corridor of protected lands from the Sheflin Bridge north to Malhotra Court. These lands are identified as an Urban Natural Feature, which contains significant woodland, wetlands, floodplain areas, sloping lands, and an opportunity for passive recreational activities for neighbourhood residents. A water pump station exists on the riverbank for the Ottawa Hunt and Golf Club, which will remain.

An Environmental Impact Statement was submitted in support of the application. The report reviewed existing features of the site, such as the Rideau River and woodland corridor including the Riverwood Park Woods, stormwater servicing through Riverwood Park, as well as species at risk. The work zone to construct the proposed stormwater pipe is to be as narrow as possible, and the alignment fine-tuned to avoid notable trees where possible. As part of a pathway connection between Riverwood Park and Uplands-Riverside Park, the City and Developer will work to coordinate the stormwater and pathway infrastructure wherever possible. As part of the storm sewer construction, a plan will need to be submitted to the City identifying the precise alignment of the line, the trees that will require removal, and protective measure to ensure that additional trees outside of the corridor are protected from construction activities. Conditions of draft approval have been included in plan of subdivision conditions of draft approval.

Connectivity

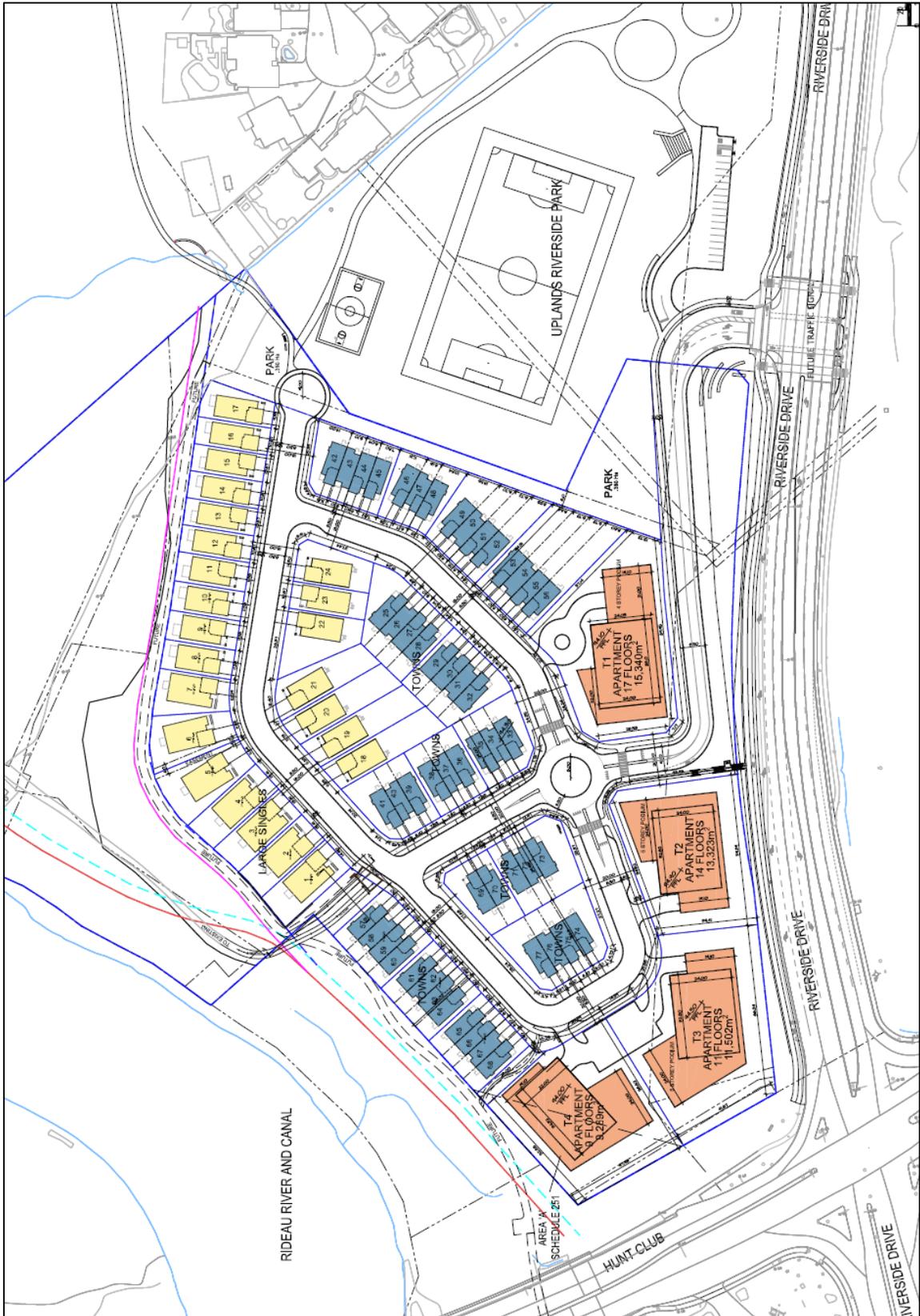
Comments:

Concerns were raised that the proposal does not have a direct pedestrian connection from the development to the Hunt Club Road and Riverside Drive intersection, which would provide better access for residents to the retail lands on the southeast corner of Hunt Club Road and Riverside Drive. This would mean pedestrians and cyclists would need to travel the vehicular access going in the opposite direction.

Response:

The development will provide, through future site plans, with better pedestrian connectivity to Riverside Drive from the development, providing a more direct route to the retail south of the site. This also provides residents better connections to transit stops on Hunt Club Road. Through the plan of subdivision, a condition of approval includes a requirement to further review pedestrian connections from the apartment buildings to Riverside Drive or Hunt Club Road through the site plan control process of the apartment buildings. Additionally, multi-use pathway connections are contemplated through the environmental protection lands.

Document 5 – Concept Plan



Document 6 – Flight Path Height Limits

