

**8. ZONING BY-LAW AMENDMENT – 4837 ALBION ROAD**  
**MODIFICATION AU RÈGLEMENT DE ZONAGE – 4837, CHEMIN ALBION**

**COMMITTEE RECOMMENDATIONS, AS AMENDED**

That Council

1. approve an amendment to Zoning By-law 2008-250 for 4837 Albion Road (Hard Rock Ottawa Raceway and Casino) to amend Exception 528r and Schedule S381, as detailed in Documents 4 and 5, to enable a revised layout at the expanded casino, by:
  - a. permitting a new location for the proposed hotel;
  - b. permitting outdoor commercial patios, minimum 6-metre wide drive aisles, and front yard parking with a minimum 3-metre landscaped strip;
  - c. clarifying the intent of the previous by-law by removing text; and
  - d. revising the holding provisions; and
2. direct staff in Transportation Services to review the implementation timing for Earl Armstrong Extension, from Albion Road to Bank Street, and look for ways to advance this segment as part of the ongoing Transportation Master Plan update.

**RECOMMANDATIONS DU COMITÉ, TELLES QUE MODIFIÉES**

Que le Conseil approuve

1. une modification du *Règlement de zonage* (n° 2008-250) pour le 4837, chemin Albion (hippodrome et casino de Hard Rock Ottawa) afin de changer l'exception 528r et l'annexe S381, comme le précisent les documents 4 et 5, en vue d'adopter une nouvelle configuration pour le projet d'agrandissement du casino en :
  - a) autorisant un nouvel emplacement pour l'hôtel proposé;

- b) autorisant les terrasses commerciales, les allées d'au moins six mètres de large et le stationnement dans la cour avant avec une bande paysagée d'au moins trois mètres;
  - c) clarifiant l'intention de l'ancienne version du règlement municipal par la suppression de dispositions;
  - d) revoyant les dispositions sur l'aménagement différé.
2. demande au personnel de la Direction générale des transports de réviser la date de mise en œuvre du prolongement du chemin Earl Armstrong, à partir du chemin Albion jusqu'à la rue Bank, et de trouver des façons d'intégrer cette portion de la route à la mise à jour du Plan directeur des transports.

Documentation/Documentation

1. Director's report, Economic Development and Long Range Planning, Planning, Infrastructure and Economic Development Department, dated January 24, 2020 (ACS2020-PIE-EDP-0004)  
  
Rapport du Directeur, Développement économique et Planification à long terme, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 24 janvier 2020 (ACS2020-PIE-EDP-0004)
2. Extract of draft Minutes, Agriculture and Rural Affairs Committee, February 6, 2020  
  
Extrait de l'ébauche du procès-verbal, Comité de l'agriculture et des affaires rurales, le 6 février 2020

**Report to  
Rapport au:**

**Agriculture and Rural Affairs Committee  
Comité de l'agriculture et des affaires rurales  
6 February 2020 / 6 février 2020**

**and Council  
et au Conseil  
12 February 2020 / 12 février 2020**

**Submitted on 24 January 2020  
Soumis le 24 janvier 2020**

**Submitted by  
Soumis par:  
Don Herweyer,  
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**Ward: OSGOODE (20)**

**File Number: ACS2020-PIE-EDP-0004**

**SUBJECT: Zoning By-law Amendment – 4837 Albion Road**

**OBJET: Modification au Règlement de zonage – 4837, chemin Albion**

## **REPORT RECOMMENDATIONS**

- 1. That Agriculture and Rural Affairs Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 4837 Albion Road (Hard Rock Ottawa Raceway and Casino) to amend Exception 528r and Schedule S381, as detailed in Documents 4 and 5, to enable a revised layout at the**

expanded casino, by:

- a. permitting a new location for the proposed hotel;
  - b. permitting outdoor commercial patios, minimum 6-metre wide drive aisles, and front yard parking with a minimum 3-metre landscaped strip;
  - c. clarifying the intent of the previous by-law by removing text; and
  - d. revising the holding provisions.
2. That Agriculture and Rural Affairs 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 12 February 2020, 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 l'agriculture et des affaires rurales recommande au Conseil d'approuver une modification du *Règlement de zonage* (n° 2008-250) pour le 4837, chemin Albion (hippodrome et casino de Hard Rock Ottawa) afin de changer l'exception 528r et l'annexe S381, comme le précisent les documents 4 et 5, en vue d'adopter une nouvelle configuration pour le projet d'agrandissement du casino en :
  - a) autorisant un nouvel emplacement pour l'hôtel proposé;
  - b) autorisant les terrasses commerciales, les allées d'au moins six mètres de large et le stationnement dans la cour avant avec une bande paysagée d'au moins trois mètres;
  - c) clarifiant l'intention de l'ancienne version du règlement municipal par la suppression de dispositions;
  - d) revoyant les dispositions sur l'aménagement différé.

- 2. Que le Comité de l'agriculture et des affaires rurales donne son approbation à ce 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 12 février 2020, 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.**

## **EXECUTIVE SUMMARY**

### **Assumption and Analysis**

Hard Rock Ottawa Raceway and Casino plans to expand the existing casino, located at the former Rideau Carleton Raceway and Slots at 4837 Albion Road. In May 2018, Council approved the zoning for this expansion (By-law 2018-178). Since then, the design of the development has evolved and a new location on the south side of the existing casino building is proposed for the hotel. This move requires a change to the zoning schedule. The owners are also seeking changes to the zoning exception for other performance standards within the parking area, including permitting a minimum 6-metre wide drive aisle and front yard parking where a minimum 3-metre wide landscaped strip is provided. The recommended zoning also revises details of the holding provisions. The recommended zoning clarifies that an outdoor commercial patio is permitted here. Finally, zoning changes are also proposed to clarify the intent of the 2018 by-law by removing conflicting language. These zoning changes would enable the facility layout shown in the Site Plan, as shown in Document 7 and the Master Development Plan, shown in Document 8. This requested amendment does not change the previously-approved number of gaming tables (55) or slot machines (2000).

Hard Rock proposes to renovate the existing casino and construct an addition, with a 1,600-seat theatre, new restaurants, and a 177-room hotel. The final gross floor area of the development would be approximately 29,000 square metres. Improvements to parking and driveway design are proposed, including new sidewalks, landscaping and circulation routes. A total of 2,234 parking spaces would be provided.

The expansion is planned over several phases. The first phase, which has already occurred, included internal renovations for the addition of gaming tables and slots. The subsequent phase is currently proposed, and construction is planned this year. The ultimate phase, shown in Document 8, can be accommodated once the future Earl Armstrong Road extension is constructed. A Site Plan Control application has been submitted concurrently with this minor Zoning By-law amendment, and Site Plan Approval is delegated to the Manager of Development Review, Rural.

### **Public Consultation/Input**

Notification and public consultation were undertaken according to the requirements set out in the Public Notification and Consultation Policy approved by City Council for Zoning By-law amendments. A public consultation web page ([ottawa.ca/RCRgaming](http://ottawa.ca/RCRgaming)) was also created to provide information on the application.

Three residents and the Greely Community Association contacted planning staff during the circulation period. They all asked to be kept informed. One had a specific question about transit service to the casino.

## **RÉSUMÉ**

### **Hypothèses et analyse**

Avec son projet d'hippodrome et de casino, Hard Rock Ottawa prévoit agrandir le casino situé dans l'ancien hippodrome Rideau-Carleton, au 4837, chemin Albion. En mai 2018, le Conseil a approuvé le zonage de cet agrandissement (Règlement n° 2018-178). Depuis, avec l'évolution du concept, on a proposé un nouvel emplacement pour l'hôtel, du côté sud du casino actuel. Cet ajout exige une modification de l'annexe de zonage. Les propriétaires demandent aussi la modification de l'exception aux dispositions de zonage pour d'autres normes de rendement de l'espace de stationnement, notamment l'autorisation d'aménager une allée d'au moins six mètres de large et un stationnement dans la cour avant avec une bande paysagée d'au moins trois mètres de large. Le zonage recommandé permet aussi de revoir certains éléments des dispositions sur l'aménagement différé. Il clarifie en outre le droit d'aménager une terrasse commerciale. La modification du zonage vise aussi à clarifier l'intention du Règlement n° 2018-178 en y retirant le contenu contradictoire. Tous ces changements rendraient possible la configuration indiquée dans le plan d'implantation (document 7) et le plan d'aménagement directeur (document 8). Ils n'ont aucune incidence sur le nombre de tables de jeu (55) et de machines à sous (2 000) déjà approuvés.

Hard Rock propose de rénover le casino actuel et de construire un rajout qui comprendra un théâtre de 1 600 places, de nouveaux restaurants et un hôtel de 177 chambres. La surface de plancher hors œuvre brute totale du projet d'aménagement tournerait autour de 29 000 mètres carrés. Des améliorations sont proposées à la conception du stationnement et de l'entrée de cour, notamment de nouveaux trottoirs, un aménagement paysager et des voies de circulation. Il y aurait en tout 2 234 places de stationnement.

L'agrandissement se fera en plusieurs étapes. La première, qui est terminée, comprenait des rénovations intérieures pour l'ajout de tables de jeu et de machines à sous. La deuxième est celle proposée, et devrait être entreprise cette année. La dernière, présentée dans le document 8, pourra avoir lieu lorsque le prolongement du chemin Earl Armstrong sera chose faite. Une demande d'approbation du plan d'implantation a été présentée en même temps que cette modification mineure du *Règlement de zonage*. Son approbation relève du gestionnaire, Examen des projets d'aménagement – Rural.

### Consultation publique/commentaires

Un avis public a été donné et une consultation publique a eu lieu, conformément à la Politique d'avis et de consultation publique approuvée par le Conseil municipal pour les modifications du *Règlement de zonage*. Une page Web sur la consultation publique ([www.ottawa.ca/jeuHRC](http://www.ottawa.ca/jeuHRC)) a également été créée pour donner de l'information sur cette demande d'aménagement.

Trois résidents et la Greely Community Association ont communiqué avec le personnel de la planification pendant la période de diffusion. Ils voulaient tous être tenus au courant. Une personne avait une question sur le service de transport en commun à destination du casino.

### 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

4837 Albion Road

**Owner**

RCR Investor Inc.

**Applicant**

Novatech, on behalf of Hard Rock Ottawa Raceway and Casino

**Architect**

Yallowega Bélanger Salach Architecture

**Description of site and surroundings**

The subject site is at the former Rideau Carleton Raceway and Slots, at 4837 Albion Road. The existing casino building measures 17,000 square metres. The stadium stands are no longer in use. Spectators now view the horseracing from inside the casino building.

The lot measures approximately 40.5 hectares (100 acres) with 542 metres of frontage on Albion Road. Primary access to the site is via the signalized intersection on Albion Road. There are also three other access points to Albion Road.

North of the site is the Leitrim Wetland Complex. South of the site are lands used for agriculture and for mineral extraction. East of the site, now on a separate lot, are lands housing the stables associated with the horseracing track. Further east are lands used for mineral extraction (licensed limestone quarries). West of the site, across Albion Road, is the Falcon Ridge Golf Course and lands zoned for mineral extraction. High Road also intersects with Albion Road opposite the north-west corner of the site. Additionally, there are residential properties along Albion Road in the vicinity of the subject lands.

**Summary of Proposed Development**

Hard Rock proposes to renovate the existing casino and construct an addition, with a 1,600-seat theatre, new restaurants, and a 177-room hotel. The overall gross floor area of the development after the expansion will be approximately 29,000 square metres. The requested Zoning By-law amendment is required for a revised casino layout from the approvals given in 2018. This amendment would mean no change to already approved gaming tables or slot machines.

The existing main driveway and entrance will be redesigned, and a new drop-off area will be created. The existing surface parking lot will be redesigned and expanded, and new tour bus parking and loading areas will be added. Additional landscaping, including more than 105 deciduous trees, 509 coniferous trees and over 7,700 other plants and shrubs are also planned.

### **Summary of requested Zoning By-law amendment proposal**

The site is currently zoned [Rural Commercial](#), Subzone 4, Rural Exception 528, Schedule 381 with a holding symbol (RC4[528r] S381-h).

Novatech, on behalf of Hard Rock Ottawa Raceway and Casino, has applied for a Zoning By-law amendment to refine the zoning permissions obtained in 2018, as the site layout has evolved, and a new location is proposed for the hotel. Previously, the hotel was proposed to be built on the north side of the existing casino, approximately 166 metres from Albion Road. It is now proposed to be on the south side and at least 75 metres from Albion Road. This move requires a change to the zoning schedule.

Changes are also required to the text of Zoning Exception 528r for other performance standards within the parking area, including recognizing existing 6-metre wide drive aisles. The exception would also permit a reduced landscape buffer around the newly added parking lot abutting Albion Road from 10 metres to 3 metres. Most of the parking area has legal non-complying rights to provide front-yard parking.

The recommended zoning also revises the holding provisions by removing the requirement to provide a conceptual master plan (as this has been provided and is found in Document 8 of this report). The recommended zoning clarifies that an outdoor commercial patio is permitted here. Finally, zoning changes are also proposed to clarify the intent of the 2018 by-law by removing conflicting language. These zoning changes would enable the facility layout shown in Documents 7 and 8.

### **Brief history of proposal**

The casino expansion is planned over several phases of development. Interior renovations and the addition of new table games and slot machines have already occurred. There have also been four recent planning applications.

- A Minor Variance (D08-02-17 / A-00293) to increase the number of gaming tables from 21 to 35 was approved in November 2017.

- A severance (D08-01-17 / B-00383, B-00384) to establish separate ownership for the casino by severing the horseracing track, practice track, casino and surface parking areas from the remainder of the lands was approved with conditions in December 2017 and finalized in December 2018.
- A Zoning By-law amendment, report [ACS2018-PIE-EDP-0021](#) (By-law 2018-0173), was approved in May 2018 to permit a hotel and up to 55 gaming tables at the casino. Since the adoption of this by-law, Hard Rock Ottawa has prepared a more detailed design of the development. In doing so, several minor zoning inconsistencies were identified, which this zoning by-law amendment proposes to rectify.
- A Site Plan Control application has been submitted concurrently with this minor Zoning By-law amendment, and Site Plan Approval is delegated to the Manager of Development Review, Rural. The Site Plan shows an interim phase, prior to the construction of the future Earl Armstrong extension, and a final phase, where driveway access is provided to connect with the future Earl Armstrong Road.

## **DISCUSSION**

### **Public consultation**

Notification and public consultation were undertaken according to the requirements set out in the Public Notification and Consultation Policy approved by City Council for Zoning By law amendments. A public consultation web page ([ottawa.ca/RCRgaming](http://ottawa.ca/RCRgaming)) was also created to provide information on the application.

Three residents and the Greely Community Association contacted planning staff during the circulation period. They all asked to be kept informed. One had a specific question about transit service to the casino.

For this proposal's consultation details, see Document 6 of this report.

### **Official Plan designations**

Official Plan Amendment 150 (OPA 150) was approved by Council in 2013 and is currently under appeal. This Zoning By-law amendment application was reviewed with respect to the Official Plan, as amended by OPA 150; however, it does not rely specifically on any of the amendments introduced by it.

The property is designated General Rural Area on [Schedule A](#) of the City of Ottawa [Official Plan](#).

The Official Plan, Section 3.6.7, also recognizes the site as a Major Urban Facility by a site-specific policy. Policy 4 of Section 3.6.7 states:

Notwithstanding the above policies requiring Major Urban Facilities to locate in the urban area, in order to recognize the Rideau Carleton Raceway and Slots facility, located on lands legally described as part of the South Half of Lot 24, Concession 4, Rideau Front, Gloucester, being Parts 5 and 11 on Plan 4R-15731; Parts of lots 23 and 24, Concession 4, Rideau Front, Gloucester, being Part 2 on Plan 4R-15731; and consolidation of various properties: Part of lot 24, Concession 4, Rideau Front, Gloucester, Being parts 3, 4, 6, and 7 on Plan 4R-15731, an exhibition grounds for the viewing of horse racing, gaming premises as defined in the *Gaming Control Act* and related uses are also permitted in addition to those uses permitted in the General Rural Area designation, in this location.

Policy 6 of Section 3.6.7 notes that transportation impacts, compatibility and design matters will be considered for an expansion to an existing urban facility.

Policy 8 states that when considering an amendment to the Zoning By-law or other planning applications to expand an existing Major Urban Facility, the City will determine:

- a. Minimum/maximum site area requirements;
- b. Maximum density, building height and setback requirements;
- c. The provision of adequate on-site parking;
- d. Traffic circulation patterns, including pedestrian, cyclist, transit and vehicles;
- e. The adequacy of existing water, waste water and stormwater services;
- f. The provision of landscaping and buffering; and
- g. How the provisions of Section 4.3 regarding development at transit stations have been met.

Policy 9 requires that the implications of the long-term expansion needs of a Major Urban Facility with respect to the matters in policy 8 above be identified to ensure that

the means to address and mitigate the impacts of the Major Urban Facility on the surrounding community and natural features are taken into account.

Policy 10 addresses considerations for an amendment to the Zoning By-law to permit ancillary uses on the same site as Major Urban Facilities.

Section 4.8.6 of the Official Plan includes policies related to land use constraints in the vicinity of the Ottawa International Airport. The property at 4837 Albion Road is within the Airport Vicinity Development Zone as shown on Schedule K of the Official Plan and subject to Land-Use Constraints Due to Aircraft Noise, as shown on Annex 10.

There are lands within 300 metres of the subject site designated Sand and Gravel Resource Area on Schedule A of the Official Plan. The Plan states that development may occur within the area of potential impact when an impact assessment study demonstrates that the mineral aggregate operation, including future expansion in depth or extent, will not be affected by the development. The Plan allows for the imposition of conditions to ensure adequate buffering and/or separation between the new use and the mineral aggregate area.

Schedule G, Rural Road Network, identifies Albion Road as an arterial road. Under Annex 1, Albion Road in this location has a right-of-way protection of 30 metres. Schedule G also shows the conceptual but undefined alignment of the future extension of Earl Armstrong north of the subject lands. Schedule J shows that Albion Road in front of the site is an on-road cycling route. OPA 150 amends Schedule J to show Albion Road as a cycling Spine Route.

### **Planning rationale**

The proposal is consistent with the Provincial Policy Statement, 2014, and the Official Plan.

### **Conformity with Official Plan and Urban Design Guidelines**

This application has been reviewed under the consolidated Official Plan (2003) with regard for the Council-approved amendment contained within Official Plan Amendment 150 (OPA 150). The requested Zoning By-law amendment complies with the overall goals of the Official Plan (2003), including Section 3.6.7, and OPA 150.

### **New Hotel Location**

In 2018, the hotel was proposed on the north side of the existing casino and the development was oriented along the racetrack. Since then, Hard Rock has redesigned the site to consolidate the entrances along the existing driveway and to orient the hotel to face north, towards the future Earl Armstrong Road. The proposed hotel is now located south of the existing casino and is closer to Albion Road. A new schedule showing this new location within Area A can be found in Document 5.

Staff support the new hotel location on the south side of the existing casino. The applicants have submitted a Mineral Resource Impact Assessment (available at [Ottawa.ca/devapps](http://Ottawa.ca/devapps)) and have proposed measures to reduce any potential conflicts between existing and future operations on mineral extraction lands and the hotel, which is considered a sensitive land use. The hotel will be designed with sealed windows and air conditioning to mitigate dust and noise impacts.

### **Holding Provisions**

Staff support removing section (d) of the holding provision, as a conceptual master plan for the site has been submitted (see Document 8 attached).

In 2018, holding provisions were placed on the casino lands and may only be removed once a Site Plan Control application is approved. They are as follows:

The holding symbol within Areas A, B and D of Schedule 381 may only be removed once an application for Site Plan Control under the *Planning Act* is approved, which addresses the following, and as more specifically described in report ACS2018-PIE-EDP-0021 and all to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development:

- a. Transportation Demand Management strategies to support and encourage travel options to reduce reliance on single occupancy automobile use;
- b. Transit or shuttle services between the site and the nearest transit station;
- c. An update of the Transportation Impact Assessment submitted with the Zoning By-law amendment application to provide for a more refined examination of impacts of the expanded facility (taking into consideration phasing) to local road networks and participation in implementation of measures that may accelerate Transportation Master Plan projects where practical and other possible measures such as

participating in localized improvements that may alleviate current congestion; and

- d. A conceptual master plan for the site, laying out blocks for development and natural features, and circulation routes for pedestrians, cyclists, transit and vehicles, and which includes opportunities for deprioritizing entrances on Albion Road and providing a Bank Street access and the means for implementation. A Site Plan Control application was submitted in November 2019 with this application. Staff continue to work with the applicant to address Holding Provisions (a), (b) and (c), above. Once fulfilled, the applicants will request a removal of the holding symbol, which is an approval delegated to staff.

With respect to the final holding provision (d), a Conceptual Master Plan and landscape plan were submitted for the site, attached as Documents 8 and 9 of this report. The master plan illustrates the blocks for development, showing how the new construction reorients the site to face north and the future Earl Armstrong Road. The Landscape Plan attached as Document 9 includes more than 105 deciduous trees, 509 coniferous trees and over 7,700 other plants and shrubs.

In the conceptual master plan process, the applicant and city staff came to the conclusion that it is not possible to create a Bank Street connection at this time. Several options were investigated, including building a new 2-kilometre driveway and improving the existing driveway across lands that are separately owned. The process deliberations also concluded that building a portion of future Earl Armstrong Road is also not currently possible as it is not within the time horizon of Transportation Master Plan (TMP) projects that would be eligible for repayment through a front ending agreement.

Staff support the outcome of the Conceptual Master Plan process and agree that, although some issues could not be resolved, the overall plan achieves the intent of the holding provision (d). A connection to Bank Street via the Earl Armstrong Road extension will be provided at a future date, the timing of which will be determined by the City through future TMP analysis. As a result, it is recommended that (d) within the holding provisions be removed. The Details of Recommended Zoning can be found in Document 4.

#### **Modifications at the High Road and Albion Road Intersection**

At the request of Ward 20 Councillor George Darouze, Transportation Services staff will work with the applicants on a design for minor intersection modifications at High Road

and Albion Road, including new pavement and line painting. Hard Rock has agreed to fund or construct these improvements. Staff will refine the implementation details through the site plan control process and will keep the Councillor and his office informed.

### **No Exemptions to Site Plan Control**

In accordance with the authority given under the Site Plan Control By-law, City staff will require that all development requiring municipal or private water, sewer or drainage systems be subject to Site Plan Approval. Additionally, staff support adding text to make Zoning By-law Section 61, which allows additions to buildings on lands subject to a holding provision, not applicable. Doing so clarifies that a Site Plan Control process is necessary for future development of this site. The whole site to which Exception 528r applies is located within Service Area 4c, which has a limit on servicing capacity. Site Plan approval allows staff to review and condition any future development to ensure that there is adequate water capacity for domestic plumbing and fire fighting needs, adequate sanitary sewer and pump station capacity, and appropriate stormwater management.

### **Parking Lot Layout**

The existing casino was constructed in 2001. Some aspects of the development's parking lot have legal non-complying rights. However, Planning staff have been unable to ascertain that the existing 6-metre wide drive aisles are legal non-complying. As a result, staff are recommending that they be recognized in Exception 528r. It is understood that any new parking lot construction will meet current zoning requirements.

Staff also support permitting parking within the required front yard provided that a 3-metre landscaped buffer is provided. This would apply only to the newly added parking area in the south-west corner. Much of the existing parking has legal non-complying rights to a reduced landscaped buffer and for parking in the front yard. Zoning By-law 2008-250 usually requires a 10-metre landscaped buffer in the RC zone. Staff find that the proposed 3-metre landscaped strip abutting Albion Road is adequate for landscaping. The parking lot has also been designed with internal landscaped boulevards and the overall parking area meets the by-law requirement for 15 per cent of a parking lot to be landscaped.

### **Other Performance Standards**

Outdoor commercial patios are permitted when they are operated as part of a restaurant or place of assembly, both of which are permitted on the subject lands. For clarity, the recommended zoning adds that an outdoor commercial patio is permitted if it is operated as part of a restaurant within a hotel or casino.

Finally, as a housekeeping measure, it is recommended that text that conflicts with the intent of the By-law 2018-173 be removed.

### **RURAL IMPLICATIONS**

Rural Economic Development is one of four key pillars within the City's economic development strategy. The zoning changes have also been reviewed for their rural implications, such as impacts to natural features and mineral extraction operations. An Environmental Impact Statement (EIS) and Mineral Resource Impact Assessment (MRIA) were both provided in support of the proposal. Staff have no concerns for negative implications to rural land uses.

### **COMMENTS BY THE WARD COUNCILLOR**

Councillor Darouze has provided the following comments:

"There is a concern for the High Road and Albion intersection. Councillor Darouze has been talking with traffic staff to see what other options might be available for safety measures. Staff will be connecting with the developer to discuss this and letting us know what can be done.

The community and Osgoode ward business association are both very happy with the economic growth from this site and the Councillor supports the file from this point of view."

### **LEGAL IMPLICATIONS**

There are no legal impediments to implementing the recommendations of this report.

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated with this report.

## **ASSET MANAGEMENT IMPLICATIONS**

There are no asset management implications associated with the recommendations of this report.

## **FINANCIAL IMPLICATIONS**

There are no direct financial implications.

## **ACCESSIBILITY IMPACTS**

The new construction will be required to meet the accessibility criteria contained within the Ontario Building Code. The *Accessibility for Ontarians with Disabilities Act* (AODA) requirements for exterior site design will be reviewed through the application for Site Plan Control.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following 2019-2022 Term of Council Priority:

- Economic Growth and Diversification

(This is a high economic impact project specifically identified for support.)

## **APPLICATION PROCESS TIMELINE STATUS**

This application was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

## **SUPPORTING DOCUMENTATION**

Document 1 Location Map

Document 2 Exception 528r (By-law 2018-178)

Document 3 Schedule 381 (By-law 2018-178)

Document 4 Details of Recommended Zoning

Document 5 Recommended Zoning Schedule

Document 6 Consultation Details

Document 7 Site Plan (interim site layout)

Document 8 Master Development Plan (ultimate site layout)

Document 9 Illustrative Landscape Plan (interim site layout)

Document 10 Rendering of Main Entrance

## **CONCLUSION**

The Planning, Infrastructure and Economic Development Department is satisfied that the proposed Zoning By-law amendment conforms to the policies of the City's Official Plan and is appropriate for a site designated Major Urban Facility. The requested zoning changes facilitate the proposed layout for the expansion of the casino at the former Rideau Carleton Raceway and Slots and the future Hard Rock Ottawa Raceway and Casino. Holding provisions related to transportation matters remain in place on the property. The holding provisions will be removed once they are addressed through the Site Plan Control application. In conclusion, planning staff recommend that this Zoning By-law amendment be approved.

## **DISPOSITION**

Legislative Services, Office of the City Clerk to notify the owner; applicant; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (Mail Code: 26-76) of City Council's decision.

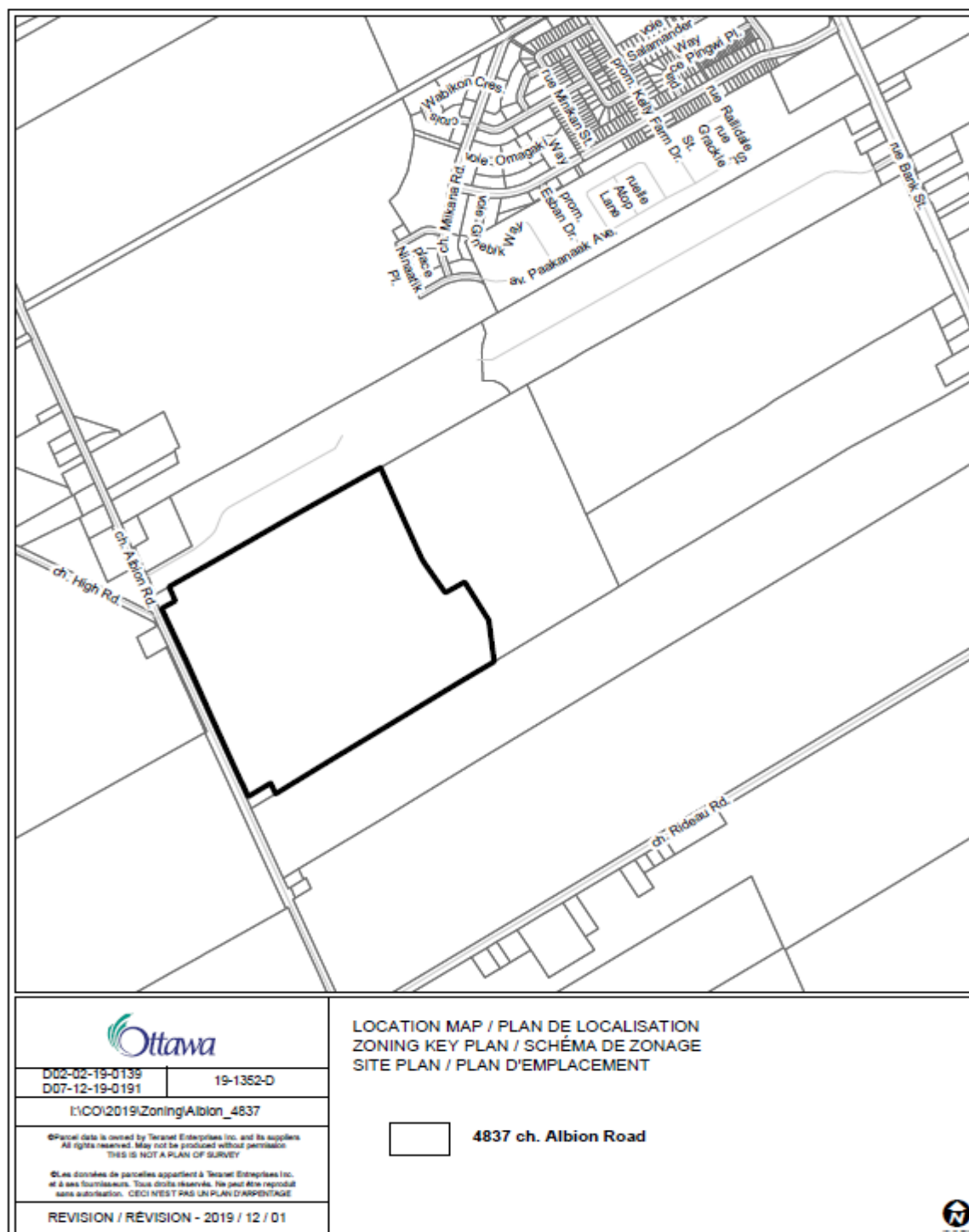
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

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

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

## Document 1 – Location Map

For an interactive Zoning map of Ottawa visit [geoOttawa](#).



**Document 2 – Exception 525r (By-law 2018-178)**

Exception Provisions				
I. Exception Number	II. Applicable Zones	III. Additional Land Uses Permitted	IV. Land Uses Prohibited	V. Provisions
528r (By-law 2018-RC4[528r] 173) (By-law 2011- 234)	S-381-h	<ul style="list-style-type: none"> <li>- amusement centre, limited to a bingo hall</li> <li>- casino, limited to slot machines and 55 gaming tables</li> <li>- hotel</li> <li>- place of assembly</li> <li>- fairground</li> <li>- retail store, where not accessory to a casino, limited to a flea market</li> <li>- sports arena limited to a horse</li> </ul>	<ul style="list-style-type: none"> <li>- all uses except existing uses as of May 9, 2018 are prohibited until the holding symbol is removed</li> </ul>	<ul style="list-style-type: none"> <li>- No new buildings are permitted to be constructed on the site except for the use casino</li> <li>- Maximum height limit- 15 metres</li> <li>- Maximum building heights are shown on Schedule 381</li> <li>- A hotel building may only be located as shown on Area A of Schedule 381</li> <li>- The lands within Exception 528r are considered as one lot for zoning purposes.</li> <li>- For the purposes of determining front yard setbacks, lands within Exception 528r are to be treated as though the lot fronts on Albion Road.</li> <li>- The holding symbol within Areas A, B and D of Schedule 381 may only be removed once an application for Site Plan Control under the <i>Planning Act</i> is approved, which addresses the following, and as</li> </ul>

racetrack

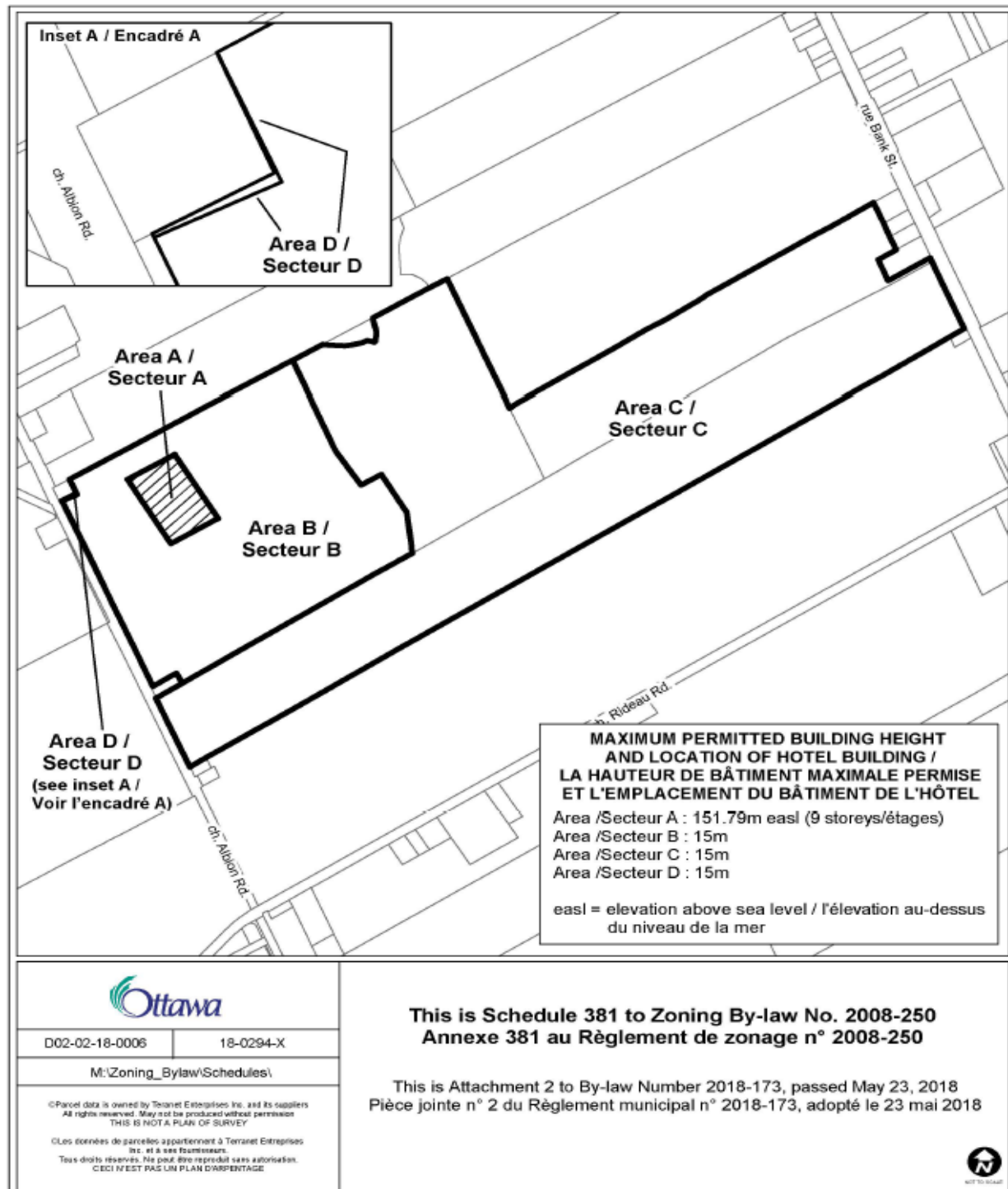
more specifically described in report ACS2018-PIE-EDP-0021 and all to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development:

- a. Transportation Demand Management strategies to support and encourage travel options to reduce reliance on single occupancy automobile use;
- b. Transit or shuttle services between the site and the nearest transit station;
- c. An update of the Transportation Impact Assessment submitted with the zoning by-law amendment application to provide for a more refined examination of impacts of the expanded facility (taking into consideration phasing) to local road networks and participation in implementation of measures that may accelerate Transportation Master Plan projects where practical and other possible measures such as participating in localized improvements that may alleviate current congestion; and
- d. A conceptual master plan for the site, laying out blocks for development and natural features, and circulation routes for pedestrians, cyclists, transit

and vehicles, and which includes opportunities for deprioritizing entrances on Albion Road and providing a Bank Street access and the means for implementation.

- The holding symbol within Area C of Schedule 381 may only be removed when sufficient municipal water supply is available.

Document 3 – Schedule 381 (By-law 2018-178)



#### **Document 4 – Details of Recommended Zoning**

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 4837 Albion Road:

1. Replace schedule 381, with a new schedule, as shown in Document 5, in Part 17 – Schedules.
4. Amend Exception 528r within Section 239, Rural Exceptions, with provisions similar in effect to the following:
  - a. In Column V:
    - Remove the following text:

“No new buildings are permitted to be constructed on the site except for the use casino”;

“maximum height limit – 15 metres”; and

“d. A conceptual master plan for the site, laying out blocks for development and natural features, and circulation routes for pedestrians, cyclists, transit and vehicles, and which includes opportunities for deprioritizing entrances on Albion Road and providing a Bank Street access and the means for implementation”.
    - Add the following text:

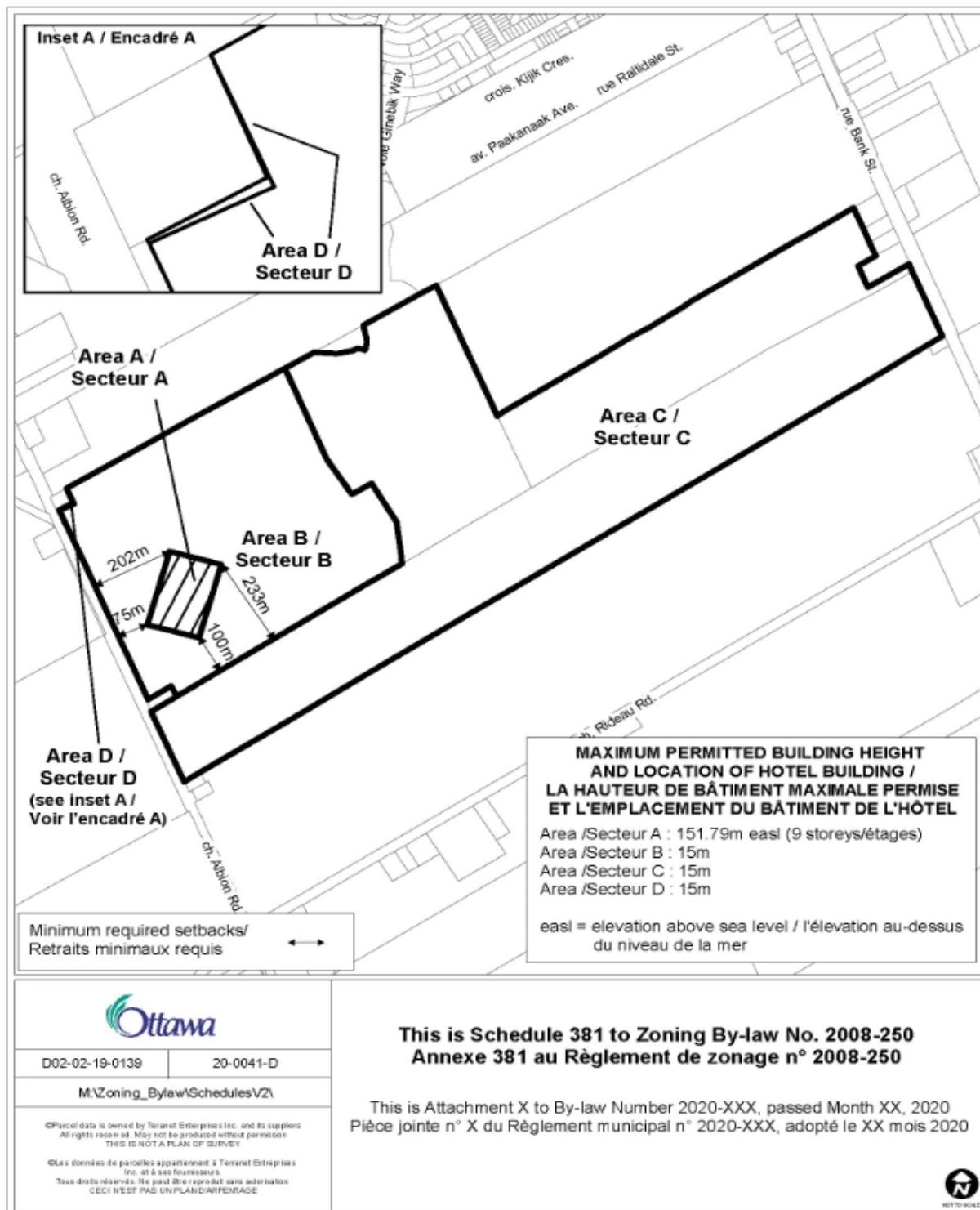
“Section 61 does not apply.”

“Despite the provisions of Row (i) in Table 218A of the Zoning By-law, parking spaces are permitted within the required front yard where a 3-metre landscaped strip is provided.”

“Despite Section 107, the minimum required aisle width is 6 metres.”

“Despite Section 85(1), an outdoor commercial patio is permitted if it is operated as part of a restaurant within a hotel or casino”.

Document 5 – Recommended Zoning Schedule



## Document 6 – Consultation Details

### Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the requirements set out in the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

A public consultation web page ([ottawa.ca/RCRgaming](http://ottawa.ca/RCRgaming)) was created to provide information on the application. It also provided directions on how to submit comments or make a presentation to the Agriculture and Rural Affairs Committee (ARAC).

Three residents and the Greely Community Association, representing four members, contacted planning staff during the circulation period. They all asked to be kept informed. One had a specific question about transit service and the staff response is below.

### Comment

The site plan does not seem to obviously feature any kind of bus loop that would enable OCTranspo buses to service the facility and turn around on site. Even if no OCTranspo service is planned currently, the site plan must protect for the possibility in the future.

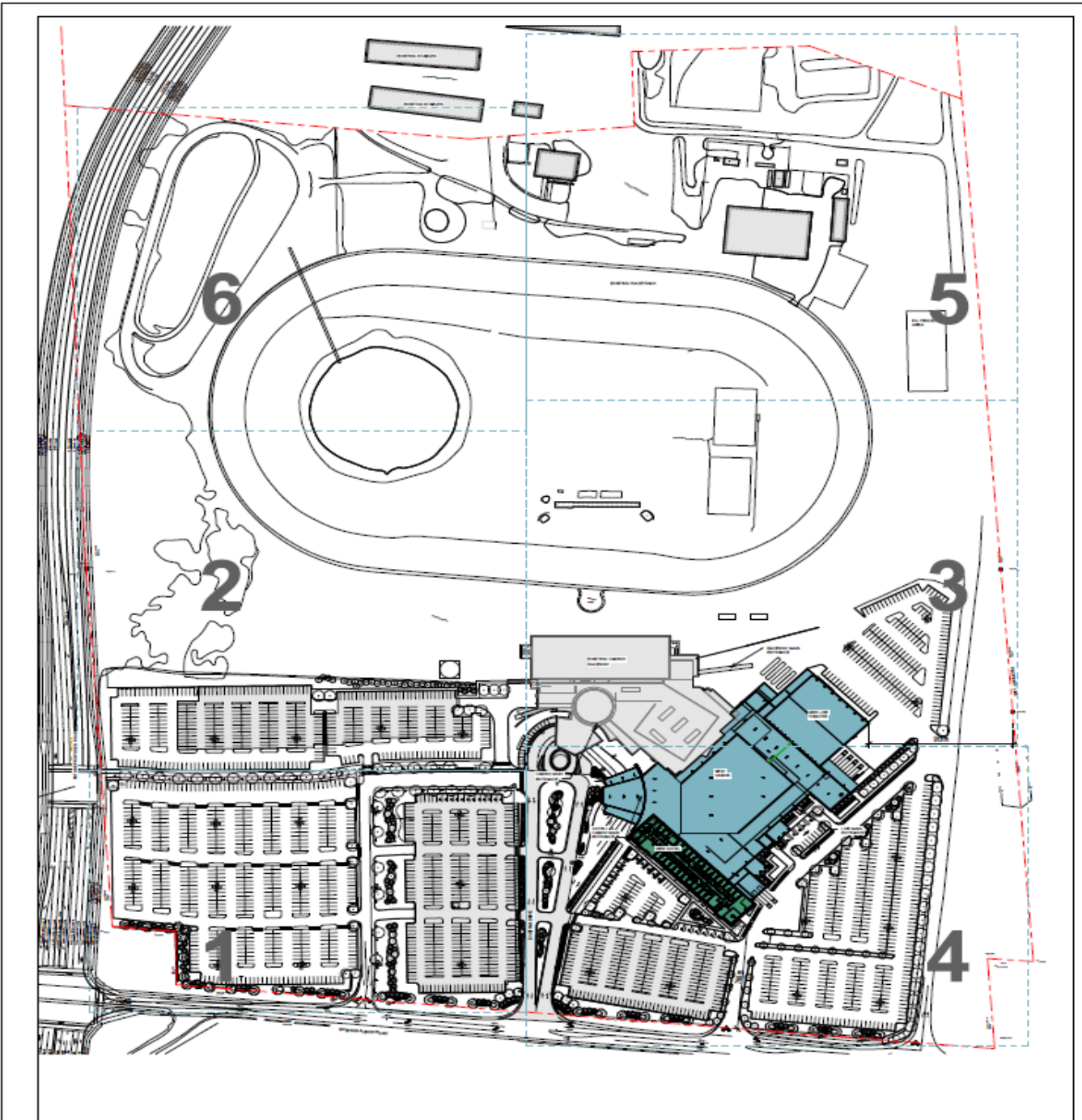
### Staff Response

In May 2018, when the site-specific Zoning By-law 2018-173 was approved, holding provisions were put in place addressing transit and shuttle services. The holding provision require that certain matters are addressed before development can occur.

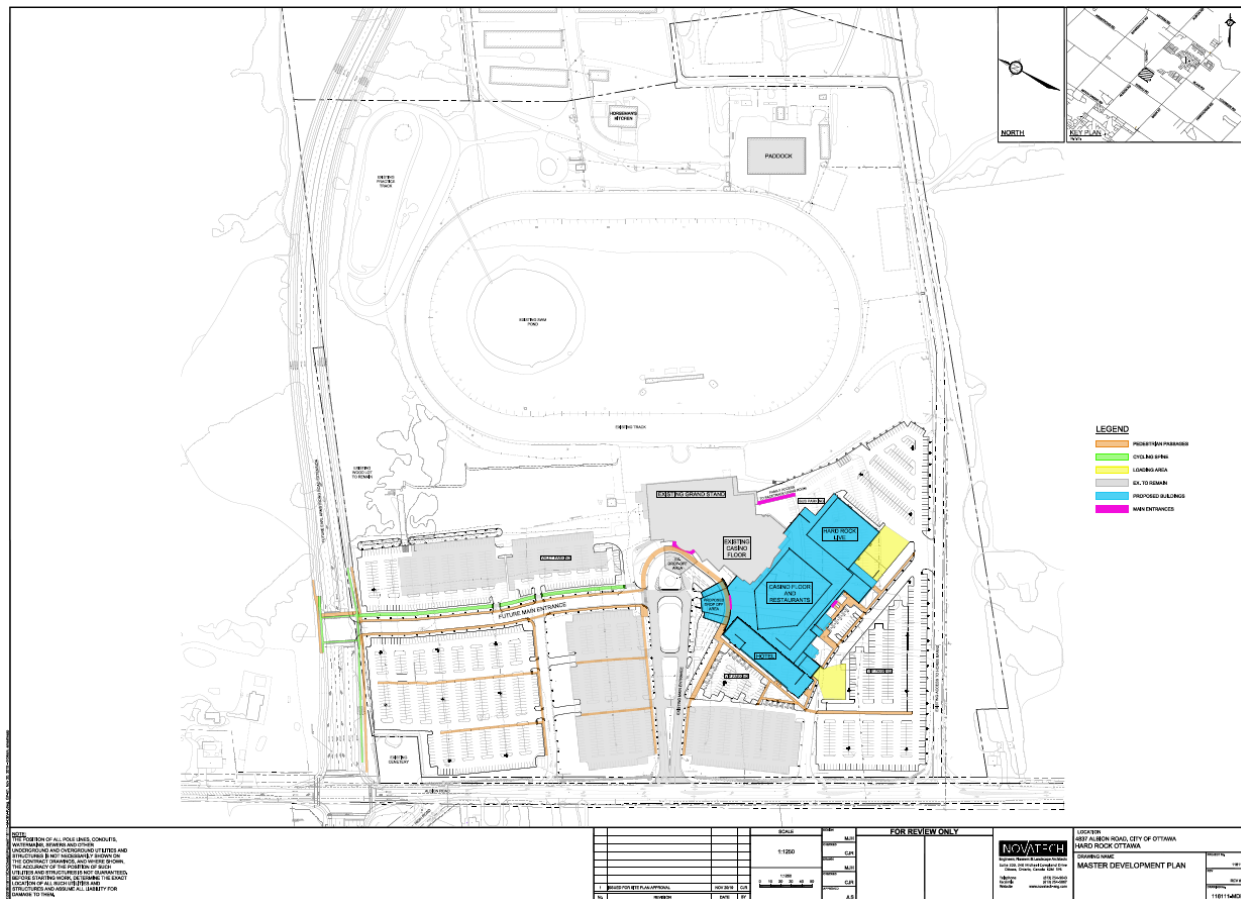
Rural Exception [528r](#) states that the holding symbol may only be removed once an application for Site Plan Control under the *Planning Act* is approved and it must address a number of conditions. With respect to transit, the holding provision in the zoning requires that transit or shuttle services be provided between the site and the nearest transit station.

A Transportation Impact Assessment was provided with this Zoning By-law amendment request. It confirmed that proponent currently provides free half-hour shuttle service to the Greenboro O-Train Station, and that the same or better service will be provided to the Bowesville O-Train Station once the Trillium LRT Line is extended. A condition reinforcing this requirement will be added to the Site Plan Agreement.

Document 7 – Site Plan (interim site layout)



**Document 8 – Master Development Plan (ultimate site layout)**



Document 9 – Illustrative Landscape Plan (interim site layout)



**Document 10 – Rendering of Main Entrance**

