

- 1. Zoning By-Law Amendment – 3930 and 3960 Riverside Drive**
Modification au Règlement de zonage – 3930 et 3960, promenade Riverside

COMMITTEE RECOMMENDATION

That Council approve an amendment to Zoning By-law 2008-250 for 3930 and 3960 Riverside Drive to permit an automobile dealership, apartment dwelling – high-rise and park as detailed in Document 2.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve une modification au Règlement de zonage 2008-250 visant les 3930 et 3960, promenade Riverside, afin de permettre la présence d'un concessionnaire automobile, d'une tour d'habitation et d'un parc, comme l'expose en détail le document 2.

FOR THE INFORMATION OF COUNCIL:

The committee also approved the following Direction to Staff:

That staff amend the following text to identify the correct account from which the project would be funded, to be brought forward (as corrected) to Council on April 10 as a motion for consideration in respect of this item:

Be it resolved that the right of way improvements identified under "Further improvements" in Transportation Section of the staff report related to Riverside Drive between Kimberwick Crescent and Hunt Club Road be identified as a project funded from the DC account related to Intersection Control Measures (Traffic Signals, Roundabouts & Turning Lanes).

POUR LA GOUVERNE DU CONSEIL

Le comité a également approuvé la directive au personnel suivante:

Que le personnel modifie le texte suivant en y corrigeant le compte à partir duquel le projet sera financé, texte qui sera, dans sa version ainsi modifiée, présenté le 10 avril au Conseil en tant que motion se rapportant à ce point.

Il est résolu que les travaux d'amélioration du droit de passage décrits

parmi les autres améliorations nommées à la section sur le transport du rapport du personnel concernant la promenade Riverside, entre le croissant Kimberwick et le chemin Hunt Club, forment un projet financé à même le compte des redevances d'aménagement pour les mesures de contrôle des intersections (feux de circulation, carrefours giratoires et voies de virage).

DOCUMENTATION/DOCUMENTATION

1. Director's Report, Planning Services, Planning, Infrastructure and Economic Development Department, dated March 11, 2019 (ACS2019-PIE-PS-0005)

Rapport de la directrice, Services de la planification, Direction générale de la planification, de l'Infrastructure et du développement économique, daté le 11 mars 2019 (ACS2019-PIE-PS-0005)

2. Extract of draft Minutes, Planning Committee, March 28, 2019

Extrait de l'ébauche du procès-verbal, Comité de l'urbanisme, le 28 mars 2019

3. Summary of Written and Oral Submissions to be issued separately with the Council agenda for its meeting of April 24, 2019, in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council meeting of April 10, 2019".

Résumé des observations écrites et orales à distribuer séparément avec l'ordre du jour de la réunion du 24 avril 2019 du Conseil, dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes du projet de loi 73, à la réunion du Conseil municipal prévue le 10 avril 2019 ».

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
28 March 2019 / 28 mars 2019**

**and Council
et au Conseil
10 April 2019 / 10 avril 2019**

**Submitted on 11 March 2019
Soumis le 11 mars 2019**

**Submitted by
Soumis par:
Lee Ann Snedden
Director / Directrice**

**Planning Services / Services de la planification
Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

**Contact Person / Personne ressource:
Kelby Lodoen Unseth, Planner / urbaniste, Development Review South / Examen
des demandes d'aménagement sud
613-580-2424, 12852, Kelby.LodoenUnseth@ottawa.ca**

Ward: RIVER (16) / RIVIÈRE (16)

File Number: ACS2019-PIE-PS-0005

SUBJECT: Zoning By-law Amendment – 3930 and 3960 Riverside Drive

**OBJET: Modification au Règlement de Zonage – 3930 et 3960, promenade
Riverside**

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to
Zoning By-law 2008-250 for 3930 and 3960 Riverside Drive to permit an**

automobile dealership, apartment dwelling – high-rise and park as detailed in Document 2.

2. That Planning 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 City Clerk and Solicitor's Office and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council Meeting of April 10, 2019," 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'urbanisme recommande au Conseil d'approuver une modification au Règlement de zonage 2008-250 visant les 3930 et 3960, promenade Riverside, afin de permettre la présence d'un concessionnaire automobile, d'une tour d'habitation et d'un parc, comme l'expose en détail le document 2.
2. Que le Comité de l'urbanisme 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 de l'avocat général 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 du projet de loi 73 », à la réunion du Conseil municipal prévue le 10 avril 2019, 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:

The Zoning By-law amendment is part of a companion application for a Plan of Condominium consisting of a vacant land condominium. The Zoning By-law amendment would allow the proponent to finalize the vacant land condominium and proceed with a Site Plan Control application for the development of each condominium

block. The amendments would provide for additional permitted uses on the site, such as an automobile dealership, park, and high-rise apartment building.

The property was originally part of a land exchange with the City of Ottawa as part of the development of Uplands-Riverside Park. The lands have been subject to prior amendments, which permitted the development of a residential care facility and retirement home. The review of the Zoning By-law amendment at that time relaxed restrictions on residential development by distinguishing a specific area of the property where residential development is prohibited. This restriction area is identified as Area A, on Schedule 251.

A portion of the subject property has been identified as an Urban Natural Feature. This portion of the property will be designated as Environmental Protection, Subzone 1, creating a natural woodland corridor along the Rideau River, from the Shefflin Bridge northward through Riverwood Park. Additional multi-use pathway connections through the environmental protection lands are being reviewed as they have previously been identified under the Official Plan.

The Traffic Impact Assessment submitted in support of the application identifies the need for a signalized intersection to enter and exit the site due to safety concerns. Transportation improvements are identified to include a new sidewalk along the west side of Riverside Drive, as well as designated space for a future cycle track. This will provide increased connectivity for multiple transportation modes. As well, an extension of the right hand turning lane is recommended for vehicles southbound on Riverside Drive to turn right and proceed west on Hunt Club Road. The additional lane length is intended to reduce the right hand turn queue from the Riverside Drive through lanes.

The proximity of the site to the Rideau River required the submission of a Cultural Heritage Impact Statement (CHIS). The development is not expected to affect the shoreline and heavily treed area along the Rideau River. Architectural designs and building materials will need to respond to their settings on the river side. Building and parking lot signage will need to be designed carefully so as to not be visible from the river and multi-use pathway. The CHIS recommendations will be considered for all Site Plan Control applications on the subject property. Additionally, 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, future Site Plan Control applications for the site will require the review of Parks Canada.

Public Consultation and 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 consultation meeting held on June 11, 2018 at the Riverside Church. The meeting was attended by Councillor Brockington, City staff, the proponent and members of their consulting team. Community associations providing comments on the application were Greenspace Alliance of Canada's Capital and the Riverside Park Community and Recreation Association (RPCRA).

Approximately 100 residents were in attendance at the public consultation. Seven hand written comment sheets were returned by people in attendance, and an additional 17 responses were received following the meeting. A second public meeting was held on January 16, 2019. Approximately 25 residents attended this meeting. Main themes of concern are related to traffic, types of land uses included in the amendment, and environmental protection.

RÉSUMÉ

Hypothèse et analyse :

La demande de modification au Règlement de zonage est rattachée à une demande connexe de plan de copropriété de terrain nu. Cette modification au Règlement de zonage permettrait au requérant de finaliser son projet de copropriété de terrain nu et d'effectuer sa demande de réglementation du plan d'implantation préalable à l'aménagement de chaque îlot de copropriété. Les modifications autoriseraient des utilisations supplémentaires sur cet emplacement, notamment un concessionnaire automobile, un parc et une tour d'habitation.

La propriété visée a été à l'origine l'objet d'un échange de terrains avec la Ville d'Ottawa, échange réalisé dans le cadre de l'aménagement du parc Uplands-Riverside. Le terrain a déjà fait l'objet de modifications ayant permis l'aménagement d'un établissement de soins pour bénéficiaires internes et d'une maison de retraite. L'examen de la modification au Règlement de zonage réalisé à l'époque avait donné lieu à l'assouplissement de restrictions sur les aménagements résidentiels, en caractérisant une zone en particulier de la propriété où les aménagements résidentiels sont interdits. Cette zone d'interdiction correspond au secteur A illustré dans l'annexe 251.

Une partie de la propriété visée a été désignée caractéristique naturelle urbaine. Elle sera désignée Zone de protection de l'environnement, sous-zone 1, créant ainsi un couloir boisé naturel le long de la rivière Rideau, qui remontera du pont Sheflin vers le nord jusqu'au parc Riverwood. L'aménagement d'autres tronçons de sentier polyvalent, déjà désignés dans le Plan officiel, est également envisagé sur les terrains de protection de l'environnement.

L'évaluation des répercussions sur la circulation fournie à l'appui de la demande a mis au jour la nécessité, pour des raisons de sécurité, d'installer des feux de circulation à l'intersection donnant accès à l'emplacement. Diverses améliorations de la circulation sont proposées, notamment la construction d'un nouveau trottoir du côté ouest de la promenade Riverside et la désignation d'un espace pour l'aménagement d'une piste cyclable. Ces mesures faciliteront les déplacements avec de nombreux modes de transport. De plus, un prolongement de la voie de virage à droite est recommandé afin de permettre aux véhicules circulant en direction sud sur la promenade Riverside de tourner à droite pour emprunter le chemin Hunt Club en direction ouest. Cette voie supplémentaire permettrait de réduire la longueur de la file d'attente des véhicules tournant à droite depuis les voies de transit de la promenade Riverside.

La proximité de l'emplacement et de la rivière Rideau a nécessité la présentation d'une étude d'impact sur le patrimoine culture (ÉIPC). L'aménagement ne devrait pas toucher la rive ni les terrains très boisés qui longent le cours d'eau. Les conceptions architecturales et les matériaux de construction devront être adaptés au contexte environnant du côté de la rivière. La signalisation des bâtiments et des aires de stationnement devra être conçue minutieusement, de manière à ne pas être visible depuis la rivière et le sentier polyvalent. Les recommandations de l'ÉIPC seront prises en compte dans l'examen de toutes les demandes de réglementation du plan d'implantation de la propriété visée. Par ailleurs, ce tronçon de la rivière a été désigné comme étant le Lieu historique national du Canada du Canal-Rideau, rivière du patrimoine canadien et site du patrimoine mondial de l'UNESCO. Il est administré par Parcs Canada, qui souhaite préserver les points de vue culturels, naturels et panoramiques sur la rivière. C'est la raison pour laquelle les demandes futures de réglementation du plan d'implantation de la propriété visée devront être examinées par Parcs Canada.

Consultation publique et commentaires :

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) ainsi qu'une réunion publique de consultation, qui s'est déroulée le 11 juin 2018 à l'église Riverside. Le conseiller Brockington, des employés de la Ville, le promoteur et des membres de son équipe de consultants ont participé à cette réunion. La Greenspace Alliance of Canada's Capital et la Riverside Park Community and Recreation Association (RPCRA) sont deux associations communautaires qui ont fait part de leurs commentaires au sujet de la demande. Une centaine de résidents ont participé à cette réunion de consultation publique. Sept fiches de commentaires ont été remises par les personnes présentes et 17 autres ont été reçues après la réunion. Une seconde réunion publique a été organisée le 16 janvier 2019, à laquelle environ 25 résidents ont assisté. Les principales préoccupations soulevées concernaient la circulation, les types d'utilisation du sol pris en compte dans la modification et la protection de l'environnement.

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 and 3960 Riverside Drive

Owner

St. Mary's Development Corporation

Applicant

Fotenn Consultants (c/o Paul Black)

Description of site and surroundings

The property is located along the west side of Riverside Drive and north of Hunt Club Road. The property is an irregular shape that is approximately 11.5 hectares in area,

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 extraction area that has since been filled following the depletion of the site. The property has significant grade change sloping from 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.

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

To the east of the site is Riverside Drive and the Ottawa Hunt and Golf Club.

South of the property is Hunt Club Road. A number of retail services including a gas station, supermarket, and restaurants are located on the east and west sides of Riverside Drive, south of Hunt Club Road. Further south is the Ottawa International Airport lands.

Along the western boundary of the site is the Rideau River. A portion of lands between 3960 Riverside Drive and the river had previously been designated as Environmental Protection (EP) lands, with further lands to be designated EP between 3930 Riverside Drive and the river to create an EP corridor along the western edge of the development. On the west side of the Rideau River are homes backing onto the River, and fronting onto Prince of Wales Drive.

Summary of requested Zoning By-law amendment proposal

The current zoning for the property is GM1[1719] S251 H(137 a.s.l) which is General Mixed Use; Subzone 1; Urban Exception 1719; Schedule 251; Height Restriction 137 metres Above Sea Level.

The GM parent zone and GM1 subzone permit a range of uses including residential, commercial, and mixed-use development. Exception 1719 permits a residential care facility and retirement home, and all other residential uses are currently prohibited. Schedule 251 restricts residential uses including residential care facility and retirement home from the southwest corner of the property due to airport related constraints. The exception also outlines provisions allowing for a parking lot on adjacent land to be used

for Uplands Riverside Park, and restricting the number of dwelling units within the retirement home to 40 per cent of the total units.

An Environmental Protection zone, Subzone 1 (EP1), is to be implemented to delineate a buffer space between the development area and the Rideau River. The EP zone allows for environmental preservation and educational areas. The subzone 1 is appropriate as a water pump station for the Ottawa Hunt and Golf Club that exists within these lands.

The Zoning By-law amendment to GM1[1719] S251 H(137 a.s.l.) is requesting the following additions and provisions:

- Permit Automobile dealership;
- Permit Apartment dwelling, high-rise;
- Permit Park;
- Adding a provision to exception 1719 to note that all lands within the "GM[1719]" zone are considered One Lot for Zoning Purposes;
- Remove the cap that 40 per cent of units in the retirement home can be dwelling units;
- Restrict the location of the automobile dealership use to the southernmost portion of the site, identified as Unit 3 on the Concept Plan.

The amendment to the cap on dwelling units within a retirement home is to provide more flexibility to potential developers in how the mix of unit types are determined. This alteration still meets the definition of a retirement home as a combination of rooming units and dwelling units will still be required.

Brief history of proposal

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, whereas 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 St. Mary's Lands Corporation 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 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 part of a proposal to construct an office complex and residential care facility and retirement home complex. This development did not come to fruition; however, the residential care facility and retirement home remains a proposed use for the development concept.

DISCUSSION

Public consultation

A public consultation was held on June 11, 2018 at the Riverside United Church.

Attendees of the meeting were Councillor Brockington, Kelby Lodoen Unseth (City of Ottawa Planner), and the proponent and members of their consulting team. Community associations providing comments on the application were Greenspace Alliance of Canada's Capital, Riverside Park Community and Recreation Association (RPCRA). Approximately 100 residents were in attendance at the public consultation.

Seven hand written comment sheets were returned by people in attendance, and an additional 17 responses were received following the meeting. During the initial circulation the deadline for comments was stated as May 30, 2018 within the circulation letter. During the public consultation meeting the comment period was extended to June 30, 2018. The main concern themes centred on traffic impacts and mitigation, land uses included in the Zoning By-law amendment, environment, and servicing. Upgrades to right-of-way infrastructure has been identified, which includes additional roadway capacity for Riverside Drive southbound to turn right onto Hunt Club Road westbound. Additional works would include sidewalk infrastructure, multi-use pathway connections to improve connectivity between Uplands-Riverside Park and Riverwood Park, and designated space for cycle track network connections. Roadway

improvements will be implemented through conditions of approval of the Draft Plan of Condominium application. The property is zoned General Mixed-Use, and as such, a mix of uses are proposed within the development concept. An update of the Zoning By-law amendment has removed the "School" from the application. The retention of significant urban natural features through the environmental protection designation provides an opportunity to provide passive recreational use to area residents as identified within Schedule C of the Official Plan. Full consultation details are included in this report under Document 3.

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

Official Plan designation

According to Schedule B of the Official Plan (OP), the property is designated General Urban Area, which is intended to provide for a full range of housing types in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. Schedule D identifies Riverside Drive and Hunt Club Road as Transit Priority Corridors; as well, Riverside Drive and Hunt Club Road are both designated Arterial Roadways within Schedule E. Schedule K identifies the potential for unstable slopes along the Rideau River and identifies the site as being within the Airport Vicinity Development Zone. Schedule L1 also notes Natural Heritage System Features in and around the subject property and floodplain areas along the riverbank.

Other applicable policies and guidelines

The property does not fall under a Community Design Plan, Secondary Plan, or Design Priority Area; however, development of the site shall be in consultation with Parks Canada as the site is adjacent to the Rideau River. The river is a noted Cultural Heritage Site, also designated as the Rideau Canal National Historic Site of Canada, a Canadian Heritage River, and a UNESCO World Heritage Site.

Urban Design Review Panel

The proposal is not subject to the Urban Design Review Panel (UDRP) process.

Planning rationale

Provincial Policy Statement

The *Planning Act* requires that all planning decisions be consistent with the Provincial Policy Statement (PPS), 2014, which is a document that provides further policies on matters of provincial interest related to land use development.

The recommended Zoning By-law amendment is considered consistent with the Provincial Policy Statement, 2014. The proposed development is to provide a range of housing, employment, recreation, and active transportation options. A buffer space will be created between the development and the Rideau River to serve multiple functions, such as removing the development from hazard lands along the river, protecting a designated cultural heritage site, and conserve natural woodlands to retain biodiversity. Corresponding policy may be found within Sections 1.1, 1.3, 1.5, 2.1, 2.6, 3.1 within Part V of the PPS.

Official Plan

This application has been reviewed under the consolidated Official Plan (2003) with regard for the Council approved amendments contained within Official Plan Amendment 150 (OPA 150). The amendments introduced by OPA 150 which impact the proposed Zoning By-law amendments are more specific in terms of allowable height within the designation area, which have recently been approved (OP 2.2.2.13).

The Official Plan (OP) designates this property as General Urban Area and Urban Natural Features. The General Urban Area designation is intended to “permit the development of a full range and choice of housing types to the meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses.”

The building height in the General Urban Area will continue to be predominately low-rise, however new taller buildings may be considered for sites that are on a Transit Priority Corridor, noted on Schedule D. Prior zoning identified a maximum height allowance of 137 metres above sea level, equalling a 14-18 storey structure, depending on the location on the property. Permission to allow for high-rise apartment buildings would continue to adhere to this height restriction as it relates airport operations. General Urban Area policies encourage development that may draw from the larger community to locate along Transit Priority Networks and arterial roadways. However,

such uses should be isolated from established residential development or other sensitive land uses through building orientation, design, topography changes and natural buffering.

The subject property has its own access to an arterial roadway that is also a designated Transit Priority Road. The site has significant topographic variability where the property slopes from east to west, while being several metres below the road elevation. A park space currently exists between the subject property and existing low-rise residential to the north, and an environmental protection area is to be designated along the Rideau River, which will protect significant existing woodlands.

Within the General Urban Area, uses requiring land area for outdoor storage may be considered where the proposal meets the following criteria:

- a. The proposed use is compatible with and compliments surrounding land uses, and will be in accordance with Section 2.5.1 and Section 4.11;
- b. Direct access is provided to an arterial road with sufficient capacity to accommodate the proposed use which can provide a safe and efficient circulation;
- c. Main buildings are situated so as to occupy the site's street frontage;
- d. The visual impact of outdoor storage or parking on adjacent uses and from the street will be minimized through appropriate means;
- e. Motor vehicle sales or leasing establishments will not place their goods for sale or display in the municipal right-of-way.

Such criteria would be confirmed through the Site Plan Control application process. Additional conditions will be addressed within the Draft Plan conditions for the Plan of Condominium to restrict the location of the automobile dealership use to the southern most portion of the site, identified as Unit 3 on the Concept Plan. Restrictions on the placement and orientation of the automotive dealership will ensure that the use maintains an adequate separation from residential uses and the Rideau River. The addition of an automobile dealership as a permitted use on the site responds to the direction of the OP to include employment, retail, and service uses within the General Urban Area. The inclusion of a commercial use within the development site may also act as a buffer between residential uses on the site, and the arterial roadways of Riverside Drive and Hunt Club Road.

The proposed Zoning By-law amendments are in keeping with the OP as the allowance of residential uses beyond that of the residential care facility and retirement home will promote a diversity in housing types, expanding the age range and incomes on the site. The current restriction on residential development preceded an amendment in 2005 where Schedule K was revised to reflect the removal of the subject property from the Airport Operating Influence Zone (AOIZ). The southwest portion of the property remains within this restriction zone, as identified as “Area A” on Schedule 251. Schedule 251 is to remain in affect to restrict where residential development may occur on the property. The inclusion of leisure facilities, such as pathways, are an important consideration for the lands surrounding the development area. The inclusion of “Park” within the proposed permitted uses ties into the direction of the OP for leisure uses. The Park designation affords flexibility in the development of the site as pathway connections and alignments are determined at a later date.

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 vacant land condominium. It is noted within the CHIS that the current application is cross-referenced with Policy 4.6.3.1. of the City of Ottawa OP, however 4.6.3.1.d) states “prohibiting land uses that require outside storage or large paved areas or that produce noise, fumes, dust.” This policy must be addressed in any future submissions to identify proximity to protected lands, visual buffering, and landscaping and lighting features to mitigate impacts on protected lands. 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 will require the involvement of Parks Canada.

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 to be placed near Uplands-Riverside Park to also provide access to a vehicle parking area to serve the park. The signalized intersection is deemed unwarranted from a traffic volume perspective; however, the signals are deemed necessary to improve safety for those entering or exiting the site.

The owner will maintain the unwarranted signals until the signals are deemed warranted based on traffic volumes accessing 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. Riverside Drive northbound would include a separated left hand turn lane to remove this queue from northbound traffic. Further improvements identified for the section of Riverside Drive between Hunt Club Road and Kimberwick Crescent are the placement of a sidewalk along the west side of Riverside Drive, and designated space for a future cycle track. 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 existing capacity of the current right hand turn lane.

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 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 Vacant Land Condominium application.

Additional improvements 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 is identified under Schedule C of the OP. Due to significant elevation constraints in the area, the precise alignment of these pathways will require further review. The transportation related enhancements are also included within the Draft Plan of Condominium conditions to ensure development of the site is tied to the required transportation infrastructure improvements.

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 development south of Hunt Club Road. The applicant

and the Corporate Real Estate Office (CREO) are exploring options for funding the oversized sanitary infrastructure through a front-ending 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 on Schedule B, with the purpose to preserve natural features that are currently managed for conservation or passive leisure uses. As well, Schedule C 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 lands between the proposed development and the Rideau River are to be designated 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 C of the OP. The proposed multi-use pathway linkages are to be funded through the Recreation, Cultural and Facility Services Department. It is anticipated that a mix of land dedication and cash-in-lieu of parkland dedication will be provided to the City through Site Plan Control applications, which may be put toward multi-use pathway development in the area.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Brockington provided the following comments:

“I am aware of the zoning bylaw amendment application for 3930 and 3960 Riverside Drive.

The owner of this expansive 20-acre site is proposing an assortment of uses with an assortment of partners, which may include a senior’s residence, hotel, high-rise apartment and car dealership. A previous plan included a private school and more retail shops, which was subsequently removed from the plan we now see before us. Residents of River Ward are very interested in this application, what is being proposed, the retention of 5-acres of river side greenspace, opportunities for improvements to the Uplands-Riverside Park with the addition of a parking lot and new pathway connections from the Hunt Club bridge, through this property, connecting to the

pathway network in the neighbouring Quinterra-Riverwood community. This list of positive outcomes, as expressed by my residents is short compared to the concerns about traffic and the transportation network.

I hosted two public information/consultation nights, the first on June 11, 2018 and second on January 16, 2019. The main issue of concern is the volume of traffic in the immediate vicinity and lack of any modifications to mitigate the gridlock.

The Hunt Club – Riverside intersection is one of the City's worst intersections for traffic collisions, identified as the absolute worst intersection the last three, according to statistics released by the Ottawa Police Service. The intersection is also rated an F – Failure by the City of Ottawa for its ability to move traffic, especially during rush hour periods. Afternoon gridlock in particular on Riverside Drive, southbound, clogs this arterial road, mostly with commuters, trying to get home to neighbourhoods south of Hunt Club Road. On-going commercial development along Hunt Club, as well as the opening of on/off ramps at the 417 has only increased traffic volumes. This development will contribute to this problem.

Local residents are disappointed that this planning decision is not taking in to consideration the transportation realities of this part of the City. How bad does the transportation network have to be, before a planning file is rejected or significant transportation modifications included? While I acknowledge that the property owner has the right to apply to have the land rezoned and present a vision for its development, the City of Ottawa has been unable to address the traffic and transportation challenges across this corridor for years, yet development applications continue to be approved.

I do not support this application at this time.”

LEGAL IMPLICATIONS

In accordance with Bill 139, if the proposed zoning by-law is adopted, it can only be appealed on the basis of inconsistency with the Provincial Policy Statement or lack of conformity with the official plan. Were the zoning by-law appealed, the preparation of the necessary documentation for the Local Planning Appeal Tribunal and the making of submissions to the Tribunal could be done within staff resources.

If the zoning amendment is refused, reasons must be provided. For an appeal of a refusal of a zoning application to succeed, the appellant must first show that the existing zoning is inconsistent with the Provincial Policy Statement and/or does not conform to

the Official Plan. Due to the limited timeframes now associated with Local Planning Appeal Tribunal matters, the City Clerk and Solicitor Department would seek to retain an external planner to provide an affidavit in support of the refusal for the initial Tribunal review of the item should an appeal of the refusal be forthcoming.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications with the recommendation in this report.

ASSET MANAGEMENT IMPLICATIONS

The recommendations documented 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

In the event the zoning amendment is refused and appealed, an external planner would be retained. This expense would be absorbed from within Planning, Infrastructure and Economic Development's operating budget.

The infrastructure costs outlined within the report will be funded as follows.

- 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 Vacant Land Condominium application.
- The applicant and CREO are exploring options for funding the oversized sanitary infrastructure through a front-ending agreement.
- The applicant will be responsible to design and construct on-site stormwater measures such that no additional flows are directed to the Riverwood pond.
- It is anticipated that the proposed multi-use pathway linkages will be funded through a mix of land dedication and cash-in-lieu of parkland dedication will be provided to the City through Site Plan Control applications, which may be put toward multi-use pathway development in the area.

ACCESSIBILITY IMPACTS

Improved sidewalks facilities are anticipated along the west side Riverside Drive as part of the development of this site, and space for a future cycle track is to be included as 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. Each development within the subject property will require Site Plan Control review to ensure that the City of Ottawa Accessibility Design Standards are followed, and building permits will ensure all buildings are constructed to the standards of the Ontario Building Code.

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 as an Environmental Protection (EP) zone. No development is proposed within any hazard areas or environmental buffer areas. The existing EP zone is to be extended northward to create a buffer between the proposed development and the river, allowing for 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:

EP2 – Support growth of local economy;

TM4 – Improve safety for all road users;

ES1 – Support an environmentally sustainable Ottawa.

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 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Concept Plan

CONCLUSION

The Planning, Infrastructure and Economic Development Department supports the application for the proposed Zoning By-law amendment. The proposal is consistent with the Official Plan policies for General Urban Area and Urban Natural Features, and Zoning By-law policies for General Mixed-Use to create a mix of incomes, ages, and uses, while preserving significant environmental features. The amendment represents good planning and, for the reasons stated above, staff recommends approval of the Zoning By-law amendment

DISPOSITION

Legislative Services, Office of the City Clerk and Solicitor 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.

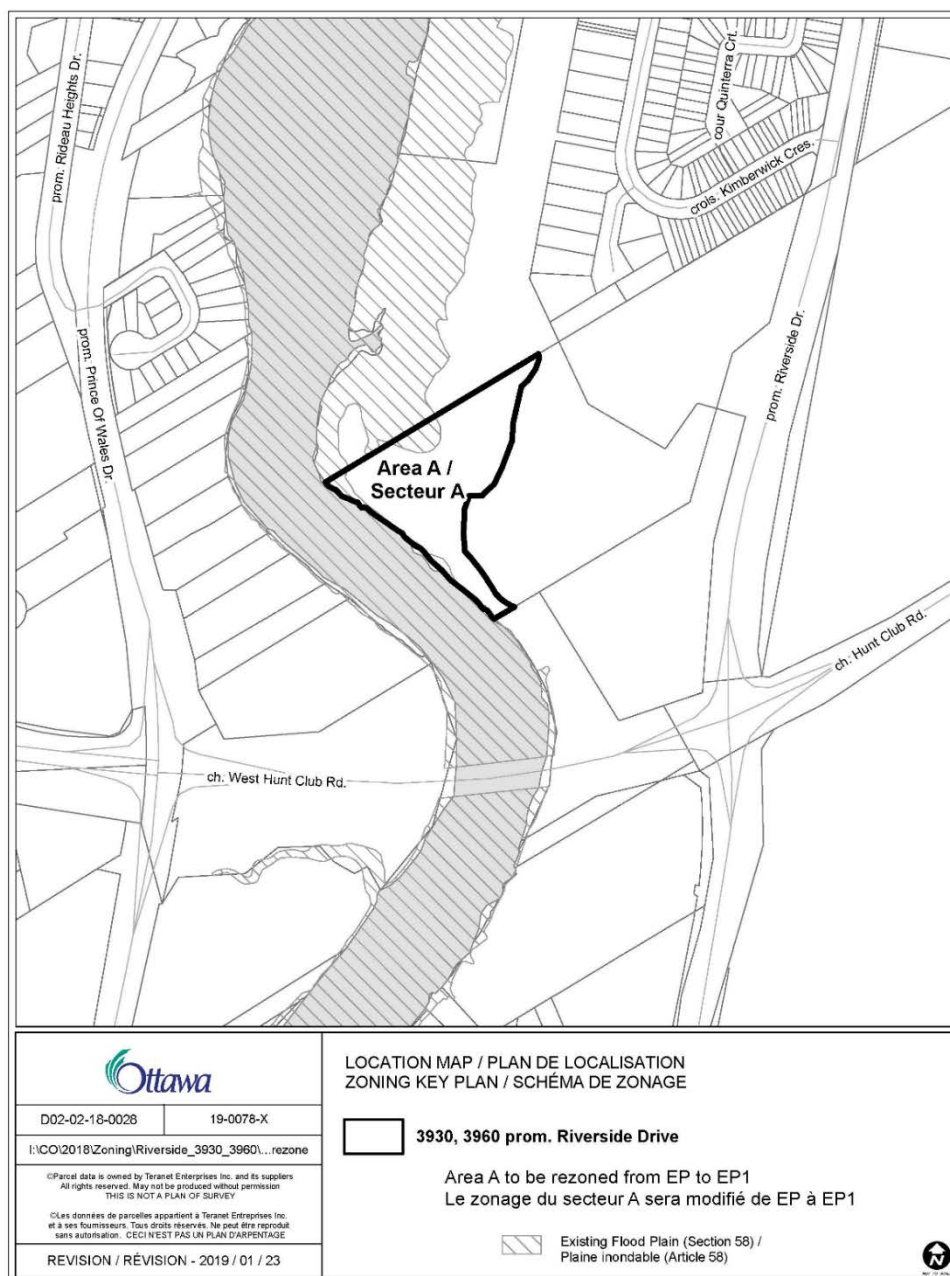
Legal Services, Office of the City Clerk and Solicitor to forward the implementing by-law to City Council.

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

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit [geoOttawa](http://geoOttawa.ca).

This map identifies the properties located at 3930 and 3960 Riverside Drive, adjacent to the Hunt Club Road intersection.



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law 2008-250 for 3930 and 3960 Riverside Drive:

1. Rezone the lands as shown in Document 1.
2. Amend Section 239, Urban Exceptions to by amending Exception [1719] with provisions similar in effect to the following:
 - a. In Column II replace current text with “GM1[1719] S251 H(137 a.s.l)”;
 - b. In Column III, add the following text:
 - i. “-automobile dealership”
 - ii. “-park”
 - iii. “-apartment dwelling, high-rise”
 - c. In Column IV, remove the following text: “-all residential uses except retirement home and residential care facility”
 - d. In Column V remove the following text:
 - i. “-maximum of 40% of the units in a retirement home can be dwelling units”
 - ii. “-residential care facility and retirement home are not permitted in Area A on Schedule 251”
 - e. In Column V, Provisions, add the following text:
 - i. “-all lands within the GM1[1719] zone are considered One Lot for zoning purposes”
 - ii. “-residential uses are not permitted in Area A on Schedule 251”
 - iii. “-an automobile dealership use must be located within 120 metres from the southernmost lot line on 3960 Riverside Drive”

Document 3 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. A statutory public meeting for the vacant land condominium was also held in the community on June 11, 2018 at the Riverside United Church.

Transportation

Comments:

Concerns have been brought up with respect to the amount of traffic on Riverside Drive southbound during PM peak traffic, with comments stating traffic extends northward beyond the proposed signalized intersection. Comments stated that prior to development on this site being approved, that a plan to address the traffic concerns should be implemented. As well, it was suggested that the City should be looking for ways to reduce the amount of traffic instead of adding traffic by approving developments. The proximity of the proposed development to the Riverside Drive and Hunt Club Road intersection was also questioned due to the traffic volumes and collision rates at the intersection. The addition of a signalized intersection at this location to access the site was brought up as a concern due to the proximity of the intersection to the Riverside Drive and Hunt Club Road intersection, as well as other signalized intersections at Riverside Drive and Kimberwick Crescent / Uplands Drive, and Riverside Drive and Rivergate Way.

Response:

As the land owner has the right to access their property, and develop the property within compliance with Official Plan and Zoning By-law policies, it is important to identify options to mitigate the impacts of development on a site and surrounding area. A Traffic Impact Assessment (TIA) has been completed in support of the Zoning By-law amendment, which identifies the amount of traffic that would be expected to enter and exit the site during the AM and PM peak traffic periods. The TIA noted that based on the uses identified in the concept plan that up to 280 vehicles could be entering and exiting the site per hour during AM and PM peak traffic 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 because it is required due to

traffic volumes. Discussions have been ongoing between the proponent and the City to ensure that traffic impacts are mitigated. Measures such as the implementation of sidewalk infrastructure along the west side of Riverside Drive helps to improve connectivity and accessibility of the development. Additionally, land is to be retained for future cycle track infrastructure, creating space for additional modes of transportation.

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. Creating multi-use pathways with the lands adjacent to the river as identified within Schedule C 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 alignments of these pathways will require further review. Transportation mitigation measures will be included within the Draft Plan of Condominium to ensure development of the site is tied to transportation infrastructure improvements.

Land use compatibility

Comments:

A number of comments were provided on the proposed uses included in the development concept plan. The three themes of the comments were regarding the placement of a school on the site, the inclusion of an automobile dealership, and the development of residential uses when considering the noise constraints on the site. In addition to questions on the considered uses, there were concerns raised on the compatibility of these uses with one another.

The need for an automobile dealership was questioned, as a number of automobile dealerships exist on Hunt Club Road. Concerns were also raised that the area would turn into a major retail development which would change the quiet and safe character of the neighbourhood.

Comments were received on the noise exposure of the site from airport / airplane operations, as well as noise from the adjacent arterial roadways, and the compatibility of residential uses with these constraints. As well, the height allowance of structures on the property needs to be considered due to the proximity to the airport.

Response:

Due to the large scale of the property, as well as the number of development constraints, such as the Rideau River and associated hazard lands, topographic challenges, access constraints, and noise exposure constraints, a number of factors are included in the review of this site. Due to noise exposure from airport operations, the southwest portion of the property is restricted from residential development, and is included in the zoning designation under Schedule 251. Due to this restriction, and the interest of businesses in locating next to high-visibility locations, a commercial use on the southern portion of the development site, shown as Unit 3 on the Concept Plan, is seen as an appropriate use. Placement of a commercial use in this location provides separation between residential uses and the arterial roadways of Riverside Drive and Hunt Club Road. Positioning commercial uses closer to the roadways also results in residential uses being located closer to the Uplands-Riverside Park, Riverwood Park, Quinterra residential neighbourhood, and the environmental protection lands along the Rideau River.

The property is zoned General Mixed-Use, and as such, the intent is to provide for a mix of incomes, ages, and uses, while preserving significant environmental features. As each block of the vacant land condominium is developed, a Site Plan Control application will be required for review, and approval, by the City to ensure the sites are developed with appropriate structure orientation and landscaping to improve the coordination of the uses. The request for the inclusion of a school within the zoning by law amendment has been withdrawn from the application.

The City of Ottawa Environmental Noise Control Guidelines (ENCG) will be followed consistent with the Official Plan and implemented through Site Plan Control applications on the lands. Within this document a number of uses are defined as “Noise-Sensitive”, such as long-term care facilities, offices, residential developments, and hotels. The City will implement the details in the ENCG through the review of development applications. In this location adjacent to the intersection of two arterial roadways, as well as being inside the Airport Vicinity Development Zone but outside of the Ottawa Airport Operation Influence Zone (AOIZ), noise-sensitive uses are permitted, provided the noise is attenuated. Such attenuation measures may include the use of solid building walls, orientation of windows, outdoor living areas, the use of acoustic performance windows, walls, doors, roofs, and central air conditioning systems. A Noise Feasibility Assessment was submitted in support of the Zoning By-law application, which notes

that the site can be developed in accordance with the ENCG, however a Noise Control Detailed Study will be required at the time of Site Plan Control to review specific building components, noise mitigation, and appropriate warning clauses.

The existing height restriction on the property is in accordance with discussions with the Ottawa Macdonald-Cartier International Airport Authority. The existing zoning designation for the subject property includes a height restriction of 137 metres above sea level. Due to the topographic changes on the property, this maximum height ensures that a certain threshold is not exceeded across the subject property. The airport authority requests warning clauses for purchasers or building occupants drawing attention to the close proximity of the site to the Ottawa Macdonald-Cartier International Airport.

Environment

Comments:

Concerns were raised on the impact of development on the natural features of the property and surrounding lands. Specific concerns were what the impacts of the construction of the storm sewer line through Riverwood Park would have on the stormwater retention pond, as well as impacts on plant and animal life. What mitigation measures can be taken to provide the least disruption to Riverwood Park, which is a heavily forested area. It was also stated that the City should be focusing on the retention of trees as a measure against climate change.

Response:

The environment is a strong 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. The retention of these lands will create a corridor of protected lands from the Sheflin Bridge north through Riverwood Park. These lands were identified as an Urban Natural Feature, which contains significant woodland, wetlands, flood plane areas, and an opportunity for passive recreational activities for neighbourhood residents.

A Tree Conservation Report and Environmental Impact Statement was submitted in support of the Zoning By-law amendment. 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 looking at species at

risk. It was noted within the report that the work area for the proposed stormwater pipe is to be as narrow as possible, and the alignment fine-tuned to avoid trees of desirable species. As part of a pathway connection between Riverwood Park and Uplands-Riverside Park the City and Developer are working to coordinate the stormwater infrastructure and pathway 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 measures to ensure that additional trees outside of the corridor are protected from construction activities.

Servicing

Comments:

Questions were raised on the impact that the development of the subject property would have on the existing stormwater retention pond since the project would be directing runoff to that pond. As well, it was questioned if the amount of pavement that could be included in the development of the site was considered when determining the amount of runoff that could be generated.

Response:

A Stormwater Management Plan was submitted in support of the Zoning By-law amendment. The plan is to direct stormwater into catch basins directing water to an existing stormwater management pond north of the property in Riverwood Park. Not all of the drainage will be directed to the pond as some of the runoff will flow toward the River; however; when the pond was originally designed, the capacity was constructed with the understanding that the subject property would also be developed, providing additional capacity for the subject property. As each vacant land condominium block is developed, more detailed information will be required on site-specific drainage. At the time of this development review it may be determined that additional on-site storage is required to ensure that stormwater flows are not exceeding the capacity of the stormwater management pond. The applicant will be responsible to design and construct on-site stormwater measures such that no additional flows are directed to the Riverwood pond.

Miscellaneous

Comments:

The development of the site and additional residential could be a good addition to the area if traffic can be mitigated.

Document 4 – Concept Plan

