



**DRAFT PLAN OF SERVICED SUBDIVISION APPLICATION
DELEGATED AUTHORITY REPORT
PLANNING, DEVELOPMENT AND BUILDING SERVICES DEPARTMENT**

Site Location: 3930 Riverside Drive

File No.: D07-16-23-0001

Date of Application: January 19, 2023

This application submitted Kyle Kazda on behalf of St. Mary's Lands Corporation is recommended for DRAFT APPROVAL, subject to the following Standard and Special Conditions, as attached.

May 14, 2025

Date

Lily Xu,
Manager, Development Review
Planning, Development and Building Services
Department

Attach(s):

1. Conditions of Draft Approval
2. Draft Plan of Subdivision



DRAFT PLAN OF SUBDIVISION APPLICATION SUPPORTING INFORMATION

File Number: D07-16-23-0001

SITE LOCATION

3930 Riverside Drive, and as shown on Document 1.

SYNOPSIS OF APPLICATION

The site is located at the northwest corner of Hunt Club Road and Riverside Drive, east of the Rideau River and northwest of the Ottawa Macdonald-Cartier International Airport. The site is irregular in shape and is approximately 11.5 hectares, with approximately 285 metres of frontage along Riverside Drive and 90 metres of frontage along Hunt Club Road. The site was formerly an aggregate resource area and has remained vacant since being depleted in the 1970's. Due to this, the site has a significant grade change from Riverside Drive and Hunt Club Road.

North of the subject property is Uplands Riverside Park. Further north is a low-rise residential neighbourhood with Environmental Protection lands along the Rideau River. On the east side of Riverside Drive is the Ottawa Hunt & Golf Club golf course. Lands north of the golf club, along Riverside Drive, are non-residential uses including office and retail buildings. Further north and east of the golf club are existing low-rise residential neighbourhoods. On the south side of Hunt Club Road are a range of retail uses and a gas station. Further south is the Ottawa Macdonald-Cartier International Airport and airport and related facilities, light industrial uses, truck transport terminals, warehouses, and parking. Immediately west of the subject property is the Rideau River. Across the River is Prince of Wales Drive which is characterized by residential homes abutting the Rideau River and office/light industrial uses within the Hunt Club West Business Park.

The proposed plan of subdivision is to include 24 single detached residential lots, 15 townhouse blocks, and 4 apartment tower blocks. The proposal also includes lands for parkland dedication and environmental protection near the Rideau River. The site would be accessed by a public road connecting to Riverside Drive.

The site is subject to several policies defined in Schedules B and C of the City of Ottawa Official Plan.

Residential Units and Types

Dwelling Type	Number of Units
Apartment	583
Townhouse	51
Semi-detached	2
Detached	24

Related Applications

The following applications are related to this proposed development:

- Zoning By-law Amendment – D02-02-23-0004

DISCUSSION AND ANALYSIS

It is recommended that the application be approved.

- The subject application is consistent with the Provincial Policy Statement, the application conforms with the Official Plan (OP), as identified on Schedule B3 – Outer Urban Transect and Neighbourhood and Greenspace designation, and Riverside Drive and Hunt Club Road Corridor – Minor.
- The application also conforms to the policy associated with the following OP schedules: Schedule C2 – Transit Network Ultimate, Schedule C3 – Active Transportation Network, Schedule C4 – Urban Road Network, Schedule C11-A – Natural Heritage System (West), Schedule C12 – Urban Greenspace, Schedule C13 – Scenic Route, Schedule C14 – Land Use Constraints Due to Aircraft Noise, Schedule C15 – Environmental constraints.
- The application was reviewed with the following documents to help inform the conditions of draft approval.
 - Land use and built form
The Neighbourhood designation outlined under Section 6.3 of the Official Plan (OP) defines the Neighbourhood as allowing a range a residential and non-residential building forms to help promote and strengthen 15-minute neighbourhoods. This site is proposing to add a mix of residential types with single detached dwellings, townhouses, and mid- and high-rise apartments. The general mixed-use zoning designation for the apartment towers will permit commercial uses to support the immediate residents and is inline with the Minor Corridor Policies of 6.2.2. There are also existing community retail services on the south side of Hunt Club Road, which includes grocery, restaurants, retail, and offices further east.



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

Both adjacent streets are defined as Scenic Routes. OP Section 4.6.2.4) directs development along Scenic Routes to orient buildings toward the Scenic Route and providing direct pedestrian access where appropriate.

The highest density buildings are situated along both streets to help define street edge; however, due to large grade changes on the site one access is contemplated from either Hunt Club Road or Riverside Drive to improve non-vehicular access.

- Noise, Aircraft noise and height restriction

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

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

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

The airport authority was circulated during the Plan of Subdivision and Zoning By-law Amendment applications. Conditions of approval for the plan of subdivision and for future site plan control applications related to noise clauses on title and

building height were requested by the airport authority and included in the conditions of draft approval for the subdivision application.

- Traffic and active transportation

The proposed development requires an upgraded access to the property. A previous agreement between the City and land owner had identified the location for the signalized intersection at Riverside Drive near Uplands-Riverside Park to also provide access to a vehicle parking area to serve the park. The signalized intersection is currently deemed unwarranted from a traffic volume perspective; however, the signals are deemed necessary to improve safety for those entering or exiting the site. The 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 the 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 plan of subdivision application.

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

Additional improvements 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 in Schedule C3 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 in the conditions of draft approval to ensure development of the site is tied to the required transportation improvements, and items to be included in a cost-sharing agreement between the city and developer.

Hunt Club Road and Riverside Drive are both arterial roadways (Schedule C4) and are identified as transit priority corridors (Schedule C2) which will help to connect this site to areas of the city beyond walking distance. A signalized intersection with Riverside Drive will be placed near Uplands Riverside Park, which will also provide access to a future vehicular parking area to serve the park. 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.

- Environmental impacts

Part of the site is identified as Urban Natural Features on OP Schedule C11-A, and Section 7.3 of the OP states the purpose to preserve natural features that are currently managed for conservation or passive leisure uses. As well, Schedule C3 of the OP identifies a plan for an off-road cycling route or multi-use pathway to run north-south along the Rideau River.

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

A mix of land dedication and cash-in-lieu of parkland dedication will be provided to the City through the Subdivision and Site Plan Control processes, which helps contribute toward the pathway development in the area. The site is along the south and southwest property lines of Uplands Riverside Park. Through the companion Plan of Subdivision, the city will expand the park by 0.354 hectares, with any remaining conveyances to be completed through cash-in-lieu of parkland dedication.

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

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



Following construction, the stormwater management pipe will be utilized to form part of the future multi-use pathway.

- Cultural and Heritage

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

- Servicing (water, sanitary, stormwater management)

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 City's Realty Services are exploring options for funding the oversized sanitary infrastructure through a cost sharing agreement.

- Fluvial geomorphic assessment

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

- Geotechnical report

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



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

- Wind study

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

- A condition in the draft approval includes a Cost-Sharing Agreement between the City and Owner will define financial contributions related to, but not limited to, Engineering and Project Management Fees, Securities, Riverside Drive Roadway Modifications, Speed Reduction Measures, Over-Size and Over-Depth Sanitary Sewer, Off-Site Sanitary Sewer, Off-Site Pathway I (Connecting to Existing Uplands Riverside Park Pathway), Off-Site Pathway II (Connection from St. Mary's Lands to the Kimberwick Stormwater Management Pond), Environmental Protection Lands and Open Space Lands, Transfer and Release of Easements (Airport and Ottawa Hunt and Golf Club),
- The conditions of approval are supported by the applicant and the Ward Councillor.
- The proposed development does not require an expenditure of municipal funds over and above those funds recovered by development charges or for which an allocation has been made in a Council approved budget.

CONSULTATION DETAILS

Councillor Riley Brockington has concurred with the proposed conditions of Draft Approval.

Councillor Riley Brockington indicated the following:

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

The latest vision has captured local interest on a number of factors, including the type and quantity of residential units, the location of the new multi-use pathway, the correct identification of rare and environmentally important tree species, the protection of said trees during construction phases of this development, the preservation of environmentally



protected lands abutting the river, new parking spaces for the existing park and a new intersection due to this development, across Riverside Drive. A new sidewalk on the westside of Riverside Drive and some bike infrastructure of limited distance will also be added.

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

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

Public Comments

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

Transportation

Comments:

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

Response:

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

Improvements to transportation infrastructure that have been identified include an



extension of the Riverside Drive southbound right hand turning lane onto Hunt Club Road westbound has been identified as an opportunity to increase the queue length for vehicles turning right at this intersection, which will improve traffic flow southbound on Riverside Drive. Along Riverside Drive sidewalk and cycle track improvements have been identified between Hunt Club Road and Kimberwick Crescent. The creation of a new signalized intersection to access with the site will be built as a protected intersection to provide additional safety for pedestrians and cyclist.

Creating multi-use pathways with the lands adjacent to the river as identified within Schedule C3 of the OP, and creating a connection between Uplands-Riverside Park and Riverwood Park will help improve connectivity around the existing residential neighbourhood. Due to significant elevation constraints in the area, the alignment of these pathways will require further review. Transportation mitigation measures are identified for a cost sharing agreement and included in the conditions of draft approval for the plan of subdivision application.

Environment

Comments:

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

Response:

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

An Environmental Impact Statement was submitted in support of the application. The report reviewed existing features of the site, such as the Rideau River and woodland corridor including the Riverwood Park Woods, stormwater servicing through Riverwood Park, as well as species at risk. The work zone to construct the proposed stormwater pipe is to be as narrow as possible, and the alignment fine-tuned to avoid notable trees where possible. As part of a pathway connection between Riverwood Park and Uplands-Riverside Park, the City and Developer will work to coordinate the stormwater and pathway infrastructure wherever possible. As part of the storm sewer construction, a plan will need to be submitted to the City identifying the precise alignment of the line, the trees



that will require removal, and protective measure to ensure that additional trees outside of the corridor are protected from construction activities. Conditions of draft approval have been included in plan of subdivision conditions of draft approval.

Connectivity

Comments:

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

Response:

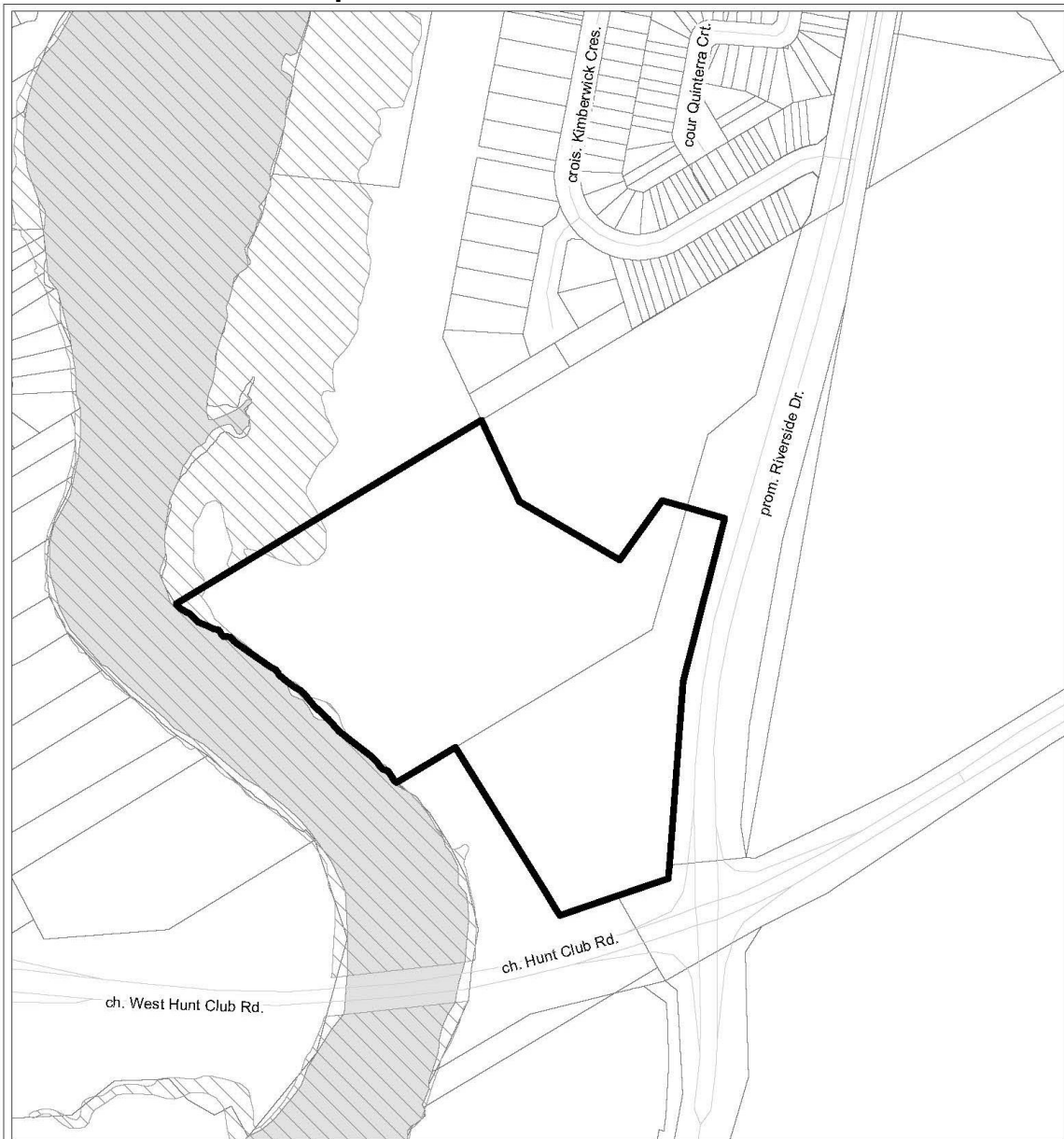
The development will provide through future site plans with better pedestrian connectivity to Riverside Drive from the development, providing a more direct route to the retail south of the site. This also provides residents better connections to transit stops on Hunt Club Road. Through the plan of subdivision,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

APPLICATION PROCESS TIMELINE STATUS

This Plan of Subdivision application was not processed by the "On Time Decision Date" established for the processing of an application that has Manager Delegated Authority due to the complexity of issues associated with the site.

Contact: Kelby Lodoen Unseth Tel: 613-580-2424, extension 12852 or e-mail: Kelby.LodoenUnseth@ottawa.ca.

Document 1 – Location Map



D02-02-23-0004
D07-16-23-0001

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REVISION / RÉVISION - 2023 / 01 / 24

LOCATION MAP / PLAN DE LOCALISATION
ZONING KEY PLAN / SCHÉMA DE ZONAGE
PLAN OF SUBDIVISION / PLAN DE LOTISSEMENT



3930, 3960 prom. Riverside Drive



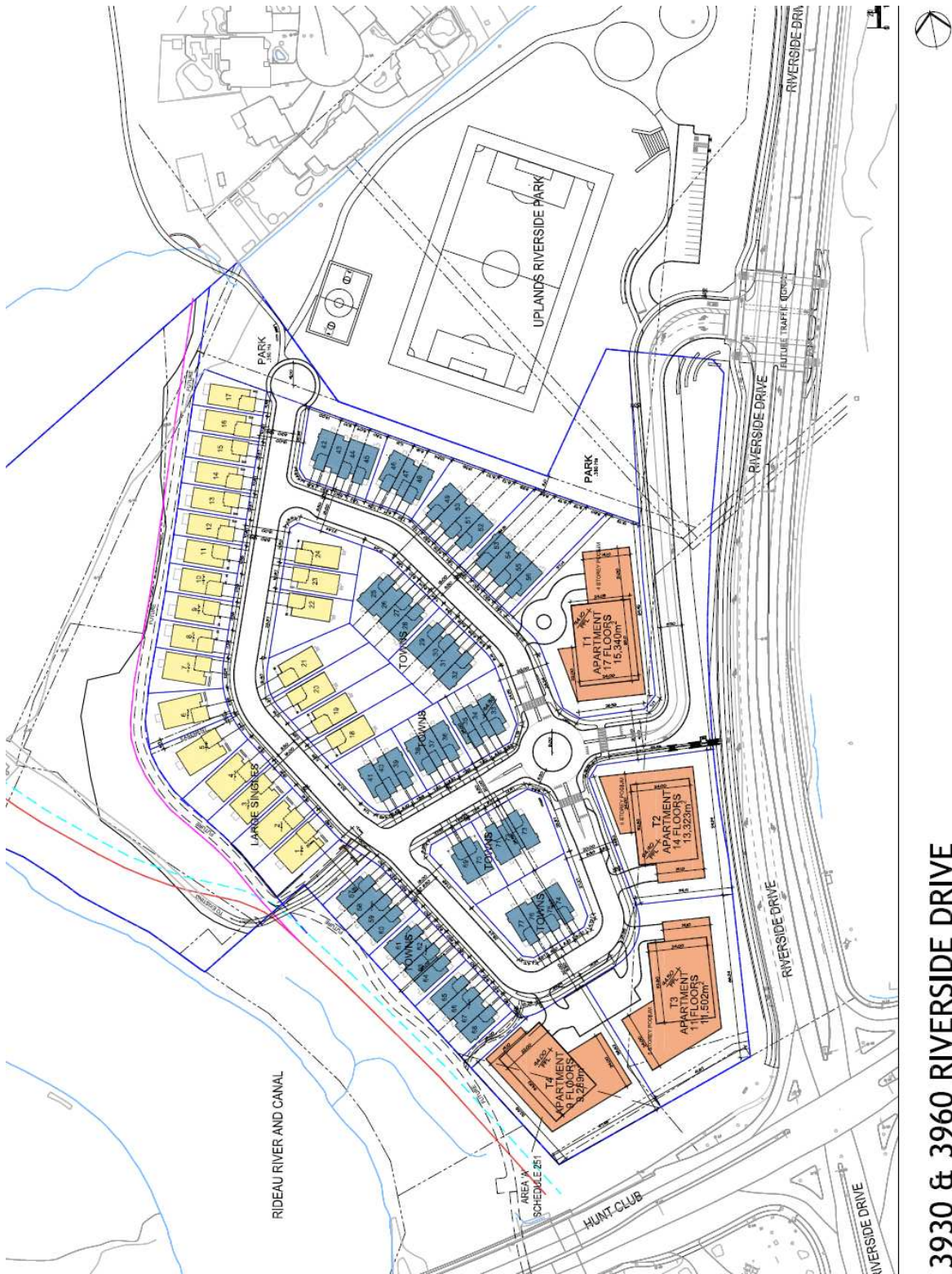
Existing Flood Plain (Section 58) /
Plaine inondable (Article 58)



Document 2 – Draft Plan of Subdivision



Document 3 – Concept Plan



3930 & 3960 RIVERSIDE DRIVE