



# PLANNING RATIONALE

100 Bayshore Drive > Official Plan Amendment & Zoning By-law  
Amendment



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KingSett Capital / Ivanhoe Cambridge

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File: 1946





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# 1. INTRODUCTION

Lloyd Phillips & Associates Ltd., has been retained by Ivanhoe Cambridge and KingSett Capital to complete a Planning Rationale and Design Review for the proposed two-tower rental apartment development with tenant-serving amenity spaces and above-grade parking levels in a shared low-rise podium.

The following report presents our review of the site, context, policy framework, proposal, design review, and rationale for the proposal.

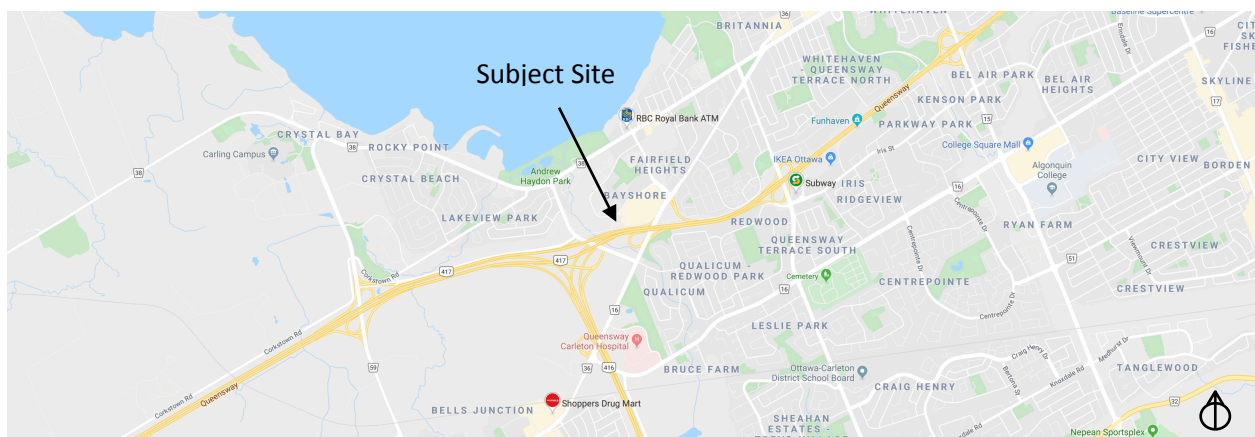
## 1.1. Overview

The proposed development is for a two-tower, shared podium residential development. Tower 1 (East) is proposed to be 27 storeys with approximately 234 units and a total of 238,840 square feet of Gross Floor Area (GFA). Tower 2 (West) will be 30 storeys, 266 units, and 297,525 square feet of GFA.

The development structure is a shared 3-storey parking podium with roof-top amenity space, including a Level 4 Podium Pavilion. The main entrance for both towers would be facing Woodridge Crescent. Connections to the adjacent OC Transpo Station (future LRT station), and to the nearby uses, are incorporated into the program design.

## 1.2. Subject Site

The subject site, municipally identified as 100 Bayshore Drive, is situated to the west of the existing Bayshore Shopping Centre, north of Highway 417 and the Bayshore Transit Station. The subject site is ideally located to capitalize on the existing and future infrastructure of the transit network.



The site itself is a rough rectangular shape with Woodridge Crescent running along the north boundary of the site and will serve as the site access.



The site itself consists of two property parcels as shown below in the following images. These parcels make up a total area of 6743.4 m<sup>2</sup>, with 90 m of frontage on Woodridge Crescent. The legal description for the lands is: Nepean CON 2 PT LOT 17 PLAN;465465 PT BLKS I J K and L; RP4R542 PT PART 1, PIN NO.S 047010117 AND 047010118



### *1.2.1.Existing Conditions*

The current condition of the site is vacant with the exception of the connection from Bayshore Shopping Centre to the existing Bayshore Transit Station, noted above. There is an existing





IMAGE 1: VIEW LOOKING NORTH-WEST AT THE BAYSHORE/WOODRIDGE INTERSECTION



IMAGE 2: VIEW LOOKING WEST ON WOODRIDGE CRESCENT, BAYSHORE SHOPPING MALL ON THE LEFT, MED-HIGH RISE ON RIGHT



IMAGE 3: VIEW LOOKING WEST ON WOODRIDGE CRESCENT, SUBJECT SITE NOTED.





IMAGE 4: VIEW LOOKING WEST ON WOODRIDGE CRESCENT, SHOWING IMMEDIATE CONTEXT TO SUBJECT SITE



IMAGE 5: VIEW LOOKING WEST ON WOODRIDGE CRESCENT, SUBJECT SITE ON LEFT



IMAGE 6: VIEW LOOKING EAST ON WOODRIDGE CRESCENT, SUBJECT SITE IDENTIFIED





The proposed development is adjacent to the Bayshore-Accora community, in Ward 7 (Bay). This community contains a mix of uses and is roughly bounded by Holly Acres Road (west),



Carling Avenue (north), Highway 417 (south), and Bayshore Drive (east). This communities main identifiers are the Bayshore Shopping Centre, the medium and high-rise apartment buildings which are visible from Highway 417, and lastly, Accora Village. The latter is a collection of two-storey medium density townhome rentals that makeup most of the land area of the Bayshore-Belltown neighbourhood.

Given the future integration of improved transit, it is expected and planned that this community will see intensification. The project at 100 Bayshore Drive is one component of that proposed intensification.

The existing community provides transit, amenities, and affordable housing, with a pedestrian network that will continue to be improved upon.

The following represents a comprehensive context map of the neighbourhood.











IMAGE 7: RESIDENTIAL ON THE NORTH SIDE OF WOODRIDGE CRESCENT, ACROSS FROM SUBJECT SITE



IMAGE 8: VIEW OF SUBJECT SITE AND BAYSHORE STATION TOWARDS THE SOUTH



IMAGE 9: VIEW LOOKING NORTH FROM BAYSHORE STATION AND MALL SIDE ROAD ACCESS TOWARDS ACCORA VILLAGE









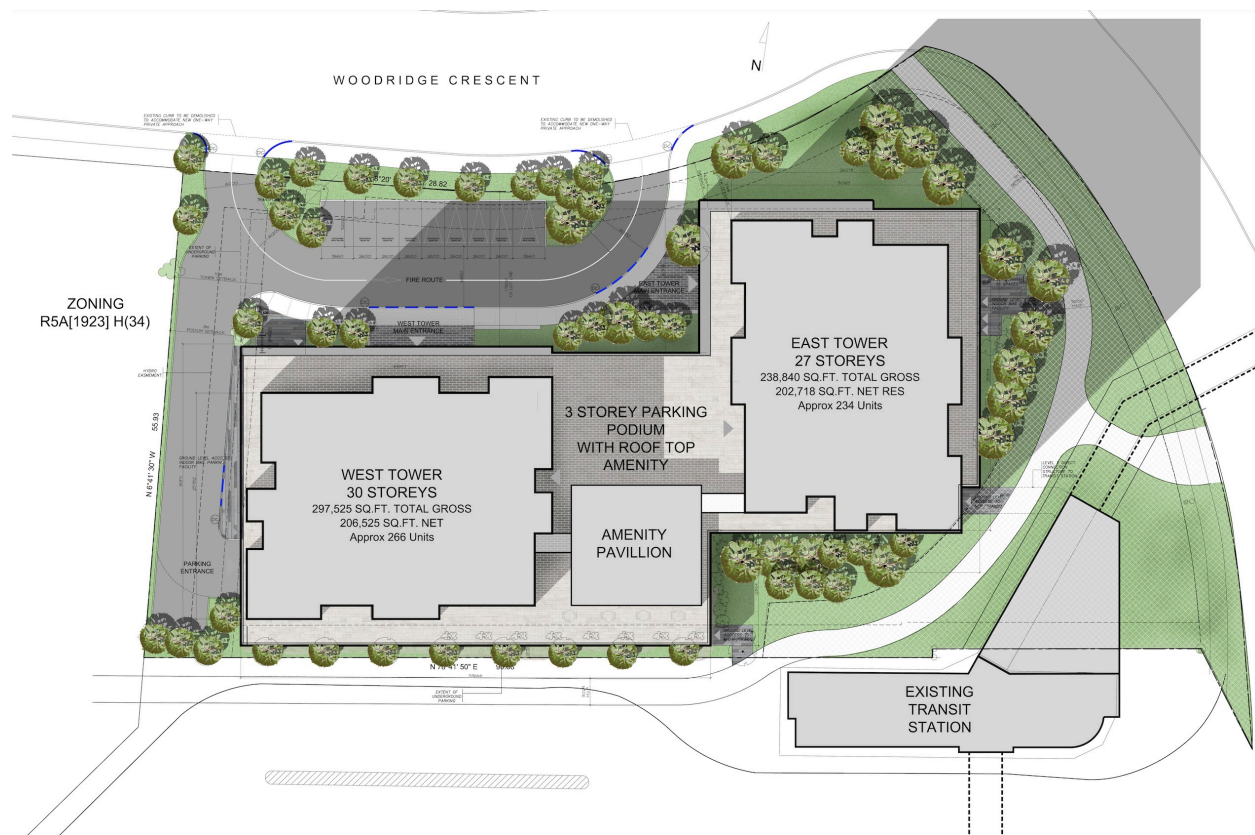
## 2. PROPOSED DEVELOPMENT

The proposed development consists of a three-storey parking podium, articulated with design features to enliven the pedestrian level, integrated with Woodridge-facing lobbies for both buildings, amenity space on the fourth floor between the east and west tower, and an outdoor rooftop amenity space on top of the three-storey podium.

The west tower is proposed to be 30 storeys and the east tower will be 27 storeys. The approximate number of units proposed is 500 (West tower: 266, East tower: 234).

The proposed development will consider affordable options for the proposed rental building in accordance with policy targets which identify that “affordable” is where low or moderate income household pays no more than 30% of its gross annual income. This will be looked at further in the development process.

From a sustainable perspective, it is the developers intention to pursue a minimum LEED Gold certification for the proposal.





## 2.1.Vision & Design Review

The vision for this project is to offer affordable rental options in a new LEED construction with a number of tenant-serving amenities (both inside and outside). The Bayshore development will offer incorporation into the community through pedestrian links and connections to the Bayshore Station. These proposed connections are incorporated into the proposed Official Plan Amendment.

A rooftop terrace above the parking podium will provide tenants with green space through careful landscaping and offer a social hub for this proposed sub-community.

The combination of materials, colours, landscaping, and the articulation of building forms create a unique and visually appealing development suitable for an area of high visibility.

The parking podium has utilizes glass and transparency for the lobbies to enliven the ground floor spaces, whereas the parking areas are screened by vertical wood and metal panels.

A closer view of various podium elements, and proposed main entrances, are provided on the following pages.

The image below is a depiction of what the roof-top (level 4) terrace would look like, providing seating, landscaping, and flexible social spaces for the tenants.







## 2.2.Proposal Statistics

The following tables outline the project statistics. We also note that the proposed zoning amendment will capture certain components of the concept, mainly a proposed resident parking rate of 0.4 spaces per dwelling unit, a visitor parking rate of 0.1 spaces per dwelling unit, and a bicycle parking rate of 0.5 spaces per dwelling unit. These proposed reductions in required parking is in response to the fact that the site abuts Bayshore station and will have a direct, covered pedestrian link to it.

### Total Development Stats

Lot Area	6743 m2
Lot Width	127 m irregular
Lot Depth	56 m irregular
Setback along Woodridge Cres.	4.2 m
Setback along south side	1.2 m
Sideyard setback (west)	8 m
Corner sideboard setback (east)	11 m
Maximum Proposed Height	103 m
Total Building Area	2938 m2

### Development Stats per Phase

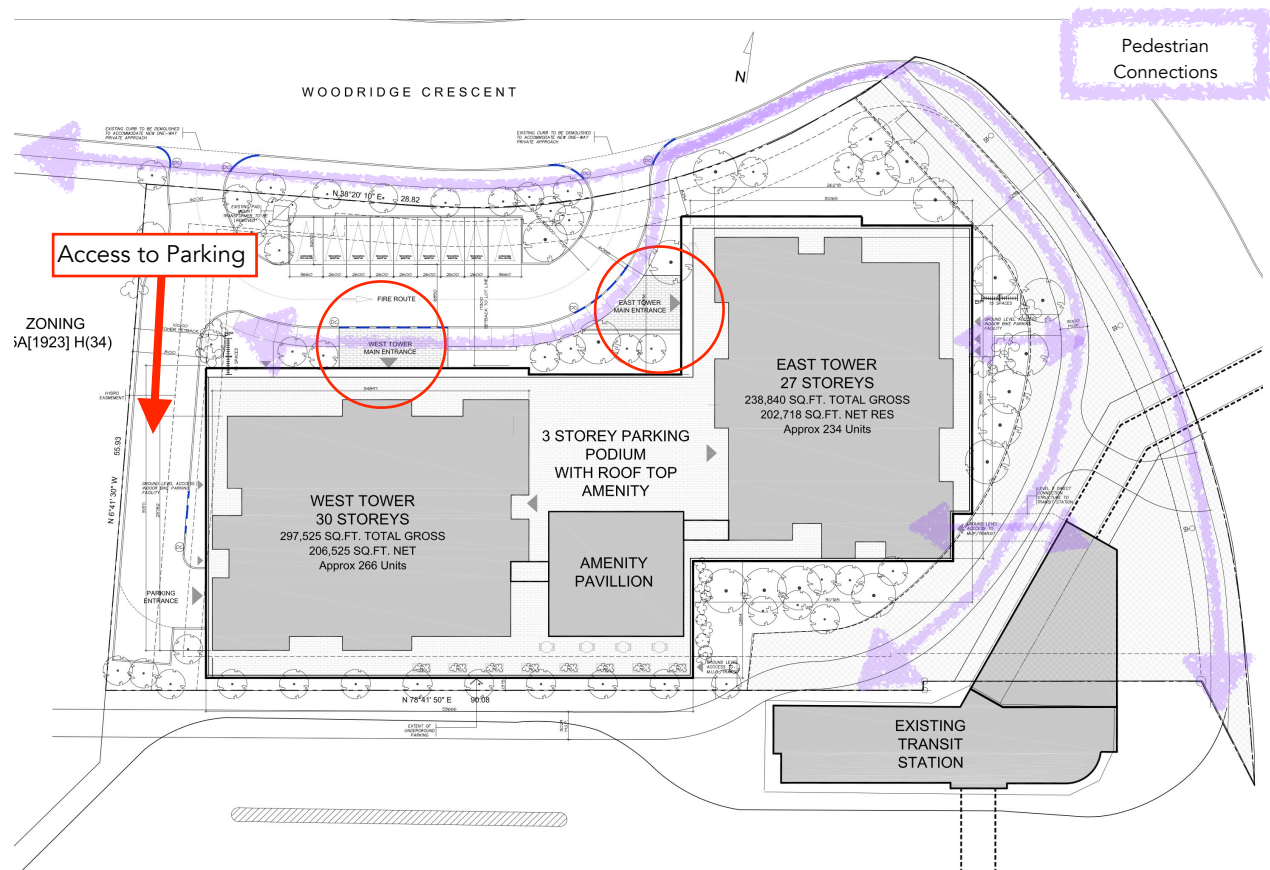
	West Phase	East Phase
Number of Storeys	30	27
Building Height in Metres	103 m	93 m
Units	266	234
Total Gross Floor Area	19,565 m2	16,281m2
Typical Floor GFA	725 m2	682 m2
Provided Resident Parking	112	98
Provided Visitor Parking	26	24
Provided Bicycle Parking	137	135



## 2.3. Access, Transportation, & Connectivity

The main site access, for pedestrians, is the two main lobby entrances that would face Woodridge Crescent, identified in the extract of the plan below.

The vehicle access would progress from the Woodridge lay-by and noted fire route and continue south along the west side of the site. Please see the included traffic report as part of this submission.





### 3. POLICY REVIEW

The Bayshore development requires an Official Plan Amendment and a Zoning By-law Amendment. These two major development applications require thorough review of the applicable policies, including those presented in the Provincial Policy Statement (PPS), the City of Ottawa Official Plan, the existing Zoning By-law, and lastly, any existing community plans or design guidelines that may be applicable. The following sets out this review.

#### 3.1. Provincial Policy Statement

The PPS (2014), sets out the parameters for development within the province of Ontario, essentially creating a roadmap for municipalities and developers on how to create and sustain liveable healthy communities. There are a number of components to this, including efficiency, affordability, accessibility, and various other factors. This Planning Rationale reviews the specific elements of the PPS that are applicable to this proposal.

##### ***Section 1.1 - Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns***

Within this section, policy 1.1.1 sets out how to sustain healthy, liveable, and safe communities through:

- ⟨ The promotion of efficient development that support financial stability;
- ⟨ Accommodating an appropriate range and mix of residential and other uses;
- ⟨ Avoiding unsafe or unhealthy development patterns;
- ⟨ Cost-effective developments;
- ⟨ Improving accessibility;
- ⟨ Conserving biodiversity; and
- ⟨ Ensuring necessary infrastructure is available to meet the current and projected needs.

#### **/ Comment /**

Our review of the Bayshore project indicates that through the provision of an affordable rental opportunity in a format that makes optimal use of the existing and planned infrastructure through higher density to support the rapid transit, while planned on a site that has no environmental restrictions and would improve accessibility to services, it is our opinion that the Bayshore residential project meets these criteria.



## **Section 1.4 - Housing**

This section reviews the policies that guide residential development in terms of matters that are of provincial interest or importance.

**Policy 1.4.1.** / To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents ... planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment...

**Policy 1.4.3.** / Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- b) permitting and facilitating:
  - 1.all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and
  - 2.all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and
- e) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety





## / Comment /

This project is a high-rise residential development, where the units will be rented and some units are planned to be affordable based on the City's affordability guidelines.

As per the policies above, the objective is to provide for a variety of housing types and densities. There is a need for rental opportunities in the City of Ottawa, and this project addresses this demand. As per policy (c) intensification should be geared to areas where appropriate levels of infrastructure exist to support current and future needs. The adjacent Bayshore station creates an opportunity to capitalize on this existing transit network and improve accessibility for the renters at the proposed Bayshore development, which not only supports policy (c) but also policy (d).

Given both the location and the structure of this intensification project, the policies of the Housing section of the PPS have been met.

### 3.2 City of Ottawa Official Plan

The City of Ottawa Official Plan currently designates the property as General Urban Area. This designation permits a wide variety of uses, including residential with height limits to a maximum of four storeys, unless the existing zoning permits otherwise, which in this case, a maximum height of 34 metres (12 storeys) is permitted.

Within the OP, there are policies that specifically deal with the proposals for taller buildings. These policies are identified below.

#### **Section 2.2.2. - Managing Intensification Within the Urban Area**

The OP sets out target areas for intensification, that being Central Area, Mixed Use Centres, Mainstreets, and Town Centres. It also identifies areas Transit Oriented Development designations as target areas for intensification, as well as those areas that are on the Rapid Transit and Transit Priority Networks.

To the above point, the project lands are located directly adjacent to the existing Bayshore Rapid Transit Station, and the future location of the Bayshore LRT station, as noted on the map on the following page.

Policies 10-12 address intensification and building height within these target areas. Policy 10 notes that intensification in the form of taller buildings is to occur in areas that support the Rapid Transit and Transit Priority Networks.

The policy goes on to say, "Building heights and densities for different areas may be established through this plan or a secondary plan, and will be implemented through zoning."



By way of the requested Official Plan Amendment and concurrent Zoning By-law Amendment (ZBLA), the Bayshore project addresses the policies need for implementation through the OP and ZBLA.

Further, the policies indicate that greater density and tallest buildings should be located closest to the station or corridor. As indicated by the map on the previous page, this project directly abuts the Bayshore transit station and therefore is ideal for greater density and taller buildings.

For the purposes of this project, the proposed buildings are identified as "High-Rise", that being 10-30 storeys.

Policy 17 - For Official Plan amendments to increase building heights that are established in Section 3 of this Plan, or in a secondary plan, the proponent must demonstrate that the following criteria (items 1 - 4) are met:

1. the impacts on the surrounding area have been assessed comprehensively;

**Comment:** *Per this report and the submitted materials in support of the Official Plan Amendment and Zoning By-law Amendment, it has been demonstrated that the impacts on the surrounding area and community have been assessed thoroughly. Any*



*further matters will continue to be addressed through the process and through a future Site Plan Control application.*

2. the direction in policy 10 above is met;

**Comment:** *Due to the site's proximity to the Bayshore station, policy 10 is met.*

3. the requirements of Section 2.5.6 where the proposal involves a High-Rise or High-Rise 31+ building; and

**Comment:** *Consultations with City staff have confirmed that the nature of the project being two towers on a single small site indicates that a secondary planning process is not needed, and therefore a review of Section 2.5.6 is informally provided but not necessary. The proposed development will generate a concept plan that will show proposed land uses, connectivity, and landscaping in accordance with the objective of these policies.*

4. an identified community amenity is provided. [Amendment #150, LPAT Decision October 22, 2018]

**Comment:** *A community amenity and the form of this amenity will be identified during the review of the proposed amendment. Further, community amenity with regards to Section 37 is required only if the square footage thresholds are triggered. In this case it is not and therefore no community benefit is required with regards to Section 37.*

### **Section 2.5.6. - 2.5.6 – Collaborative Community Building and Secondary Planning Processes**

In Section 2.5.6, the purpose is to evaluate projects from a community development perspective, applying a secondary planning similar filter to an official plan amendment. Applicable to this project is the section identifying provisions for high-rise buildings, which are reviewed below.

### **Provisions for High-Rise and High-Rise 31+ Buildings**

13. The City intends that the highest density of development, including High-rise buildings, locate where rapid transit is being provided. Secondary plans and community design plans should locate high-rise buildings proximate to rapid transit stations to support that objective. High-rise buildings are also a built form that requires detailed attention to urban design and their impacts on the existing communities into which they are located. Building design and appropriate transitions, such as those identified in Section 4.11, should be provided to reduce impacts on existing developed areas. [Amendment #150, LPAT Decision October 22, 2018]



**Comment:** *In keeping with this provision, a high-rise, high-density development is being proposed for the lands abutting the rapid transit station. Design components have been addressed with great detail, not only from a building perspective but from an overall urban design perspective of the site as a whole, including entrances, walkways, and other notable connections at pedestrian level and above. Please see the coloured 3D elevations for greater detail on the design concept.*

Policy 14 covers buildings that are 31 storeys and more and therefore does not apply to this development.

15. Consider the following:

- a. A prominent location or locations fronting on streets, lanes, public open space and other public land preferably and good transportation access;

**Comment:** *By nature of the site location, the proposed development abuts the Bayshore transit station, providing excellent transportation access, in addition to access to the adjacent shopping centre and fronting onto Woodridge Crescent, which is going to serve as a main route for this growing community.*

- b. Avoiding or mitigating negative shadow or microclimate impacts such as the creation of excessive wind and providing insufficient sunlight in adjacent public spaces;

**Comment:** *A shadow analysis is provided as part of the project submission. A wind analysis is provided by Gradient Wind.*

- c. The provision of a mix of uses within the building or the surrounding area to service residents or business tenants within the building and the broader community;

**Comment:** *The surrounding area contains a mix of uses through the abutting Bayshore Shopping Centre which will serve the tenants of the proposal. Further, the abutting transit station will create opportunities for the tenants to easily access services and amenities that may not be geographically close but quick to access with the available transit.*

- d. Conservation, retention and renovation of designated heritage buildings and significant heritage resources.

**Comment:** *Not applicable.*

- e. Building transition and the mitigation of impacts on adjacent low-rise neighbourhoods through building design, massing as per Section 4.11.



**Comment:** *The building has a low-rise podium and two smaller point towers which minimize high-rise impacts. Looking at the abutting uses, there is the transit station to the south followed by Highway 417; the east is the Bayshore shopping centre, north is Woodridge Crescent followed by Accora Village; lastly, to the west is the vacant lands owned by Ferguslea and are expected to be developed in a high-density fashion, the details of which are not known at this juncture. There is sufficient space provided from the towers to nearby residential on the north, combining this with the reduced footprint of the tower portions reduced impacts on low-rise neighbourhoods.*

- f. The identification of priority community amenities or public institutional uses that may be required and the mechanisms by which they will be provided.

**Comment:** *In this instance, the community desire is to facilitate and incorporate connectivity between the residential, the transit, and the adjacent shopping centre. The proposed concept plan achieves this direction.*

- g. Mechanisms to encourage architectural excellence and sustainable design.

**Comment:** *Though an urban design review through the UDRP is not required, an informal meeting will take place to ensure architectural excellence. Sustainable design is also being pursued, whether this is reflected through an official LEED designation is uncertain at this time.*

- h. Any specific requirements identified during the secondary planning process.  
[Amendment #150, LPAT Decision October 22, 2018]

**Comment:** *n/a*

### **Section 3.6.1 - General Urban Area**

As per the introduction of Section 3.6.1, the General Urban Area designation is intended to, "permit the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. This will facilitate the development of complete and sustainable communities."

This objective is obtained through the proposed development, which requires an OP Amendment to address the technicality of not being located on an arterial road and to permit the use of high-rise building in a general urban area, an objective the City policies account for when in proximity to transit stations, which this project meets.





Notwithstanding policies to the contrary, policy 4 states: “new taller buildings may be considered for sites that:

- a. front an Arterial Road on Schedules E or F of this Plan and which are:
  - i. within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or
  - ii. on a Transit Priority Corridor on Schedule D of this Plan. For the purposes of this policy only, the “Transit Street” defined in the Riverside South Community Design Plan is considered an Arterial Road;
- b. are in an area already characterised by taller buildings or sites zoned to permit taller buildings. [Amendment #150, LPAT October 22, 2018]

**Comment:** *As identified, the site does not front onto an arterial road and as such requires an Official Plan Amendment. The support for this amendment is driven by sub-policy (i) which states that the site is to be within walking distance of a rapid transit station or on a priority corridor. The subject site abuts the Bayshore transit station and will have a direct link to it which supports the objective of this policy to focus high-rise development towards activity “nodes” or “hubs” that being places where there is a mix of uses, transit hubs, and large communities.*

#### **Section 4.11 - Urban Design and Compatibility**

The following segment from the premise of this section clearly identifies the purpose of these policies:

“At the scale of neighbourhoods or individual properties, issues such as noise, spillover of light, accommodation of parking and access, shadowing, and micro-climatic conditions are prominent considerations when assessing the relationships between new and existing development. Often, to arrive at compatibility of scale and use will demand a careful design response, one that appropriately addresses the impact generated by infill or intensification. Consequently, the issue of ‘context’ is a dominant theme of this Plan where it speaks to compatibility and design.”

**Design Brief** > *A design brief is provided in this report.*

**Views** > *There are no protected views nearby and the proposal does not include any 31+ high-rise buildings.*

**Building Design** > *Policies 5-9 cover design of the building. In review, the proposal orients the building entrances for both towers towards the public street, while still incorporating connections to the pedestrian walkways and links to the shopping mall and the transit station from the building itself through rear and side entrances. The base podium providing the parking has been heavily designed with colours, textures, and sections to enliven the space for*





parking, while contrasting the other portions of the space with glazing to showcase the lobby, this facilitates the transition of private to public space and enhances the environment of the building at street level.

**Massing and Scale** > As per the policies in this direction, wind analysis and shadow study are requirements and form part of the application submission for this project. The transition of this proposal to the surrounding context is discussed previously in this report and reiterated here:

The building has a low-rise podium and two smaller point towers which minimize high-rise impacts. Looking at the abutting uses, there is the transit station to the south followed by highway 417; the east is the Bayshore shopping centre, north is Woodridge Crescent followed by Accora Village; lastly, to the west is the vacant lands owned by Ferguslea and are expected to be developed in a high-density fashion (which is consistent with the policy direction for land near transit stations), the details of which are not known at this juncture. There is sufficient space provided from the towers to nearby residential on the north, combining this with the reduced footprint of the tower portions reduced impacts on low-rise neighbourhoods.

Further the policy identifies that podiums and setbacks are suitable methods to facilitate building height and massing transitions. Both aspects are a facet of this project design and location.

**High-rise buildings** > The project acknowledges the key interests at play for any high-rise development are pedestrian comfort, safety, usability, public views and view planes as may be applicable, proximity to heritage buildings, and reduced privacy for nearby residential (i.e. "overlooking".) The way to mitigate these areas of potential concern are through detailed and careful design, the nature of site location, building mass and configuration, among other things.

In this particular situation, the building has been designed with a 3 storey podium which steps back to two separate building towers with smaller footprints to minimize impact on adjacent uses. The two buildings are carefully designed to provide for welcoming spaces where the public meets private, incorporating links and pathways to the abutting shopping centre and transit station. In terms of design, placement, and site configuration, the proposal addresses the key matters of interest in this policy section. In terms of the west transition, it is acknowledged that while the adjacent lot is undeveloped, it is the intention to develop the lands in a manner consistent with the policies presented herein which aim to support the nearby residential through high-density development. This speaks to a natural development of higher buildings creating a situation where overlook concerns will not be a factor.



**Outdoor Amenity Areas** > As per the site statistics shown on the site plan, amenity space is provided both outdoors and indoors. There are pathway connections on the site and a rooftop outdoor amenity space available to the tenants of both buildings.

**Public Art** > As per our review below of Section 5.2.1, Section 37 of the Planning Act is not triggered and as such no community benefits are required in response the requested height and density increase. Notwithstanding this, consideration will be given to the provision of a possible public art component at a further stage in the process when all known aspects of landscaping and infrastructure are determined.

### **Section 5.2.1. - Increase in height and density by-law**

Section 37 refers to the section of Planning Act which allows the City to request benefits when a development is proposing a certain increase in density. The City's Section 37 policies identify a certain threshold of increase in density which would trigger Section 37 policies. This threshold is a development that is at least 7,000 m<sup>2</sup> **and** the density represents a minimum of 25% increase from the permitted zoning prior to the proposed amendments.

The Official Plan translates the Planning Act's Section 37 into policy via **Section 5.2.1 (11)** which authorizes increases in height and density above what is permitted in the Zoning By-law in exchange for the provision of community benefits.

With regards to the Bayshore development, the permitted as of right development yield is 47,354 m<sup>2</sup> (509,740 sq.ft.). An increase of 25% would result in a yield of 59,193.55 m<sup>2</sup> (637,175 sq.ft.). The proposed development has a total GFA of 50,102.82 m<sup>2</sup> (539,320 sq.ft.) and as such does not trigger Section 37 provisions.

## **3.3 City of Ottawa Zoning by-Law**

The City of Ottawa Zoning By-law currently zones this site as GM9[199]H(34). This current zone permits residential apartment uses up to approximately 12 storeys and other various uses.

The existing zoning, however, does not permit high-rise residential buildings such as the proposed maximum heights of 27 and 30 storeys. It is necessary to rezone the property to reflect both the development being proposed and the official plan amendment components.

Please see Section 5.2 of this report for details on the proposed zoning amendment.

## **3.4 Urban Design Guidelines for High-Rise Buildings**

The Urban Design Guideline document for High-Rise Buildings consist of three segments: Context, Built Form, and Pedestrian Realm. The following is a list of the guideline objectives that are represented and met through this development.





## Context

- ⟨ Transition in scale is achieved through a three-storey podium, separation from low-rise residential through setbacks and the context of the abutting uses being a roadway, transit station, and future high-density to the west.
- ⟨ Base podium of three storeys creates a relationship to the height and typology of the existing streetwall context of the Accora village.
- ⟨ The lot is a regular shape and can accommodate efficient traffic access and incorporate various pedestrian connections. It abuts Woodridge Crescent and connects to the public Bayshore transit station.
- ⟨ The setback from the adjacent residential lot line is 10 metres to the closest extension of the building, where there are insets and articulations that provide greater setbacks.

## Built Form

- ⟨ Walkways and connections to nearby uses and transportation create and enhance the pedestrian experience.
- ⟨ The new development, in a 30 storeys and 27 storeys composition will enhance the community and provide focus towards a more transit oriented context supported by density through height.
- ⟨ With a 20 metre Right-of-Way, the proposed podium height of 3 storeys is consistent with the built form guidelines.
- ⟨ The podium should also respect the adjacent properties; with no directly abutting buildings, the podium aims to create a transition to the Accora village development across Woodridge Crescent, moving from three storeys to two achieves this.
- ⟨ With the proposed building aiming for LEED certification, the materials will be high quality and sustainable. The design identifies articulation through texture, insets, and colours.
- ⟨ The ground floor, despite partially being used for parking has provided transparent building lobbies.
- ⟨ Both towers have a floor plate under 750 m<sup>2</sup> in accordance with the tower floor plate guidelines
- ⟨ The built form approach is a podium base and then the two proposed towers.
- ⟨ The lot size of 6743 square metres is in excess of the guidelines for minimum lot areas.



- ⟨ Separation between towers is achieved between the west and east towers. As the building is 30 storeys and under the separation of 10 metres to property line instead of 11.5 metres which applies for 30 plus storeys is appropriate and sufficient in light of policy context.
- ⟨ Both towers are sufficiently setback from the podium creating outdoor amenity spaces. There are corners of minimal impact that extend to the ground without podium space but only where the impact is negated by the location next to the non-sensitive spaces.
- ⟨ The buildings have been oriented and shaped to minimize impacts with respect to wind and shadow.

### **Pedestrian Realm**

- ⟨ The provided setbacks allow for adequate pedestrian spaces and connection to the public realm.
- ⟨ Parking, loading, and servicing are incorporated into the building with the exception of the front drop off.
- ⟨ The garage door access to parking is on the side and away from both the Woodridge Crescent frontage and the Bayshore transit station.
- ⟨ Both a wind analysis and a shadow study have been included as part of this submission.

## **4. URBAN DESIGN REVIEW**

The development applications being sought for 100 Bayshore Drive (Lot B) are: Official Plan Amendment and Zoning By-law Amendment, for the purpose of establishing two high-rise towers of 27 and 30 storeys.

*Vision Statement: To propose a quality designed, LEED building with community-integrated residential development offering rental units, with the potential for affordable options, in efforts to capitalize on the site's adjacency to Bayshore station.*

The review of Official Plan policy and other relevant documents and guidelines incorporated into this report addresses the requirement in Section 1 of the Terms of Reference for a Scoped Design Brief.

A contextual analysis map and summary are provided in the beginning sections of this report. Images of the surrounding areas are also provided. As per the Section 2 requirements of the Terms of Reference, we have submitted 3D illustrations, elevations, and full renders will be prepared at a later date for an informal UDRP and also a public meeting.





## 5. PROPOSED AMENDMENTS

The existing zoning permits a building height of 34 metres (~12 storeys). The Official Plan currently permits a four storey maximum but allows for zoning permissions that exceed this. However, because the request is to increase the height limit beyond what is permitted in the Zoning, an Official Plan Amendment is also required (in addition to a rezoning).

### 5.1 Proposed Official Plan Amendment

The proposed Official Plan Amendment contains two parts, as per below.

*Policy 3.6.1.17 is hereby amended to say, immediately following the last sentence of the existing text:*

*“These policies shall not apply in the case of the properties identified as PIN 04701-0101 and PIN 04701-103, located on the south side of Woodridge Crescent and adjacent to the Bayshore Rapid Transit Station, and the following additional policies shall apply;*

*1.Despite Policy 3.6.1.4, sub-section 1, new taller buildings on the lands identified above need not have frontage on an Arterial Street as identified on Schedules E or F of this Plan;*

*2.High rise residential and mixed-use buildings of up to 30 storeys in height are permitted uses;*

*3.New development shall provide convenient and safe connections to the Rapid Transit Station and a future Multi-Use Pathway”*

### 5.2 Proposed Zoning by-Law Amendment

The proposed zoning by-law amendment is detailed below. maximum height metres 100 m west phase, east 90

Exception Provisions				
I Exception Number	II Applicable Zones	III Additional Land Uses Permitted	IV Land Uses Prohibited	V Provisions
XYZ	GM[XYZ]H100)	Apartment building, mid-high rise	n/a	-the maximum permitted height for one tower is 100 metres and the maximum permitted height for a second tower is 90 metres. -an enclosed rooftop amenity space is considered a permitted projection above the maximum building height. -the minimum required residential parking spaces rate is 0.4 per dwelling unit -the minimum required visitor parking space rate is 0.1 per dwelling unit -the minimum required bicycle parking space rate is 0.5 per dwelling unit -the minimum required width of an aisle in front of a bike parking spaces is 1.2 metres.



## 6. PLANNING ANALYSIS AND RATIONALE

### 6.1. Policy

The policy framework sets out the opportunities to capitalize on existing infrastructure and amenities. It is both a provincial and municipal objective to ensure transit stations are efficient and are supported by a higher density context. Complementing this is the proximity to the shopping mall. Both nearby uses (transit and commercial) encourage the development of a high-density residential proposal at this site. Providing two smaller footprint towers allows for a minimally impacting development that achieves density through height in a way that respects the surrounding context, that being low-rise residential to the north, among other forms of residential in the area.

### 6.2. Public Consultation Strategy

The public consultation strategy is to facilitate engagement at the outset of this project following submission. Part of the strategy is to begin with a design and program for the site that addresses a variety of important aspects such as sustainable environmental construction and design, quality pedestrian connections, and there is an expressed interest to offer affordable housing as per the Official Plan targets.

### 6.3. Form and Massing

As presented in the design review, the form and massing of the proposal is the preferred way of achieving transition of heights and densities in communities; a podium base with smaller footprint tower(s) where there is a large focus of design at the street and pedestrian levels. It is the professional opinion of LPA that the design has presented a great degree of focus and attention on the entrances, connections, and public spaces on this site.

### 6.4. Transit

Through a direct link to the Bayshore transit station, the proposed development achieves a high degree of integration with the transit network. Further, a reduction of required parking through the zoning is presented to facilitate a less auto-dependent development and encourage transit ridership.

## 7. SUPPORTING PLANS AND STUDIES

### 7.1. Phase 1 ESA

A Phase 1 ESA was prepared by Golders. dated December 2019. The report provides an overview of the site, indicating that due to the change in use from a less sensitive to a more sensitive use, a Record of Site Condition is required. The report identifies that nine (9) potentially contaminating activities were identified in the Phase One Study Area (four on the property itself, five on adjacent lands). The characteristics and locations of the potentially





contaminating activities. five areas of potential environmental concern were noted. This concludes that a Phase II Environmental Site Assessment is required. A Phase II ESA is not required for the current application submission to be deemed complete.

## 7.2.Transportation Noise And Vibration Feasibility Assessment

A Transportation Noise and Vibration Feasibility Assessment was prepared by Gradient Wind dated December 20, 2019. The report identifies that stationary noise impacts will be assessed at a later stage when mechanical components are known.

The results of the roadway traffic noise assessment indicates that the range of dBA's will be between 51 and 75 during the day and 54 and 68 at night. The area of greatest noise influence is from the south facade facing the 417 and the LRT. Upgraded building components and air conditioning will be required, including warning clauses.

The outdoor living area on the 3-storey podium does not require noise control measures.

The results from ground vibration analysis concludes that concerns due to vibration impacts on the site are not expected.

## 7.3.Pedestrian Level Wind Study

This study, also prepared by Gradient Wind dated December 19 2019, notes that wind conditions are expected to moderately windy in the summer and windy during the colder seasons but are acceptable. With regards to the Bayshore Transit Station, winter conditions on the south side do not achieve the target for transit stops but shelters may be waived due to the indoor waiting area.

The entire terrace area is suitable the majority of the time but 1.8 m high barriers (wind screens or landscaping) will increase comfort.

## 7.4.Adequacy of Services Report

An Adequacy of Services report was prepared by WSP, dated December 19, 2019. Existing infrastructure is located on Woodridge Crescent, consisting of: 200 mm potable watermain, 250 mm sanitary, and 675 mm storm sewer. The report notes that the sanitary may be asbestos cement and require special handling provisions. On the site itself, there is a 300 mm storm sewer. The nearest fire hydrant abuts the site at the northwest corner, with two additional hydrants within 150 metres.

The reports review of demand for water criteria identifies an average daily demand of greater than 50 m<sup>3</sup>/d (0.58 L/s). For this reason, two watermain connections will be required for redundancy.



Regarding the sanitary component, the total daily demand is 9.1 L/s resulting in the need for a minimum 1% slope with a pipe diameter of 135 mm and peak velocity of 0.6-3.0 m/s. A 150 mm service lateral will accommodate this criteria. Maintenance and monitoring holes will be installed as needed. The receiving city sewers have sufficient capacity for the daily demand noted.

Based on existing conditions, the 100 year storm must be controlled to a release rate of the 2 year pre-development peak flow. The existing storm sewer on site will need to be addressed. It is estimated that the storm infrastructure is currently adequate for this 2 year storm pre-development peak flow rate.

An assessment of the electrical power demand and design has been completed. The demand is estimated at 1316.9kW. Current site supply is via a 8kV system, resulting in the need two pad-mounted transformers (one per tower). Coordination with Hydro will continue.

## 7.5. Transportation Impact Assessment

A Transportation Impact Assessment (TIA) was prepared by IBI Group, dated December 19, 2019. The study makes assumptions regarding the surrounding context and community, and notes that 42% modal share is expected within the Bayshore transit area upon build-out of the development and once the LRT is in place. The report notes that the buildings programming initiatives will achieve the modal share target.

The findings of the study note that the "proposed development will integrate well with and can be safely accommodated by the adjacent transportation network."

## 8. CONCLUSION

The proposed development of a three-storey podium and two high-rise residential apartment buildings requires an Official Plan Amendment and a Zoning By-law Amendment. These applications seek to permit a high-rise residential apartment building on a non-arterial street, with some site-specific zoning provisions.

The context of the surrounding area along with overall provincial and official plan policy direction support the proposed applications for amendments. Further, the proposal is consistent with the policy direction regarding intensification surrounding major transit stations.

It is notable that the residential rental apartment development is looking into offering affordable options as per the identified targets in the Official Plan. Further, the development is seeking a minimum of LEED Gold certification.



The two-tower and podium design address design considerations set out in the Official Plan and in the High-Rise Design Guidelines. The site layout offers pedestrian connections around the site and to the adjacent transit station.

Following thorough review of the relevant materials and in consideration of the supporting documents, it is the opinion of LPA that the proposed residential development is considered good land use planning and that the applications for Official Plan Amendment and Zoning By-law Amendment are recommended for approval.

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