

## RESPONSE TO PUBLIC COMMENTS

The following presents our responses to the Summary of Public Comments that was provided with the letter of February 20 2020 from the City of Ottawa. These will be addressed in the order of the comments.

### Future Development and Intensification

1. The location of this development in proximity to the LRT line and increasing urban density around public transit is favourable, however residents would like the opportunity to look at the larger context of what future development in this area.

**Response:** It is desirable, but currently not possible, to determine the nature of future development in this area, specifically the future of Accora Village. The fundamental differences between the subject property of Accora Village and the rest of the area (e.g. Creekside and Stonehenge) is that the subject property is a vacant parcel that is directly linked to the transit station and the shopping centre.

As such, there is no redevelopment, no existing population that would be affected by any redevelopment (in terms of loss of housing or displacement) and the property is at the edge of the existing community where its impact is minimal.

2. The current Accora Village community has the benefit of access to greenspace along the Ottawa River with Andrew Haydon Park; a doubling of densities and height would deteriorate the quality of life and access to greenspace.

**Response:** We respectfully disagree with this comment, there is an abundance of park space at facilities in the vicinity, notably Andrew Haydon Park, Dick Bell Park, and other local parks, together with proximity to the NCC.

3. It will be important that we understand the total future impact of the zoning change on the entire Bayshore area.

**Response:** The total future impact of the proposed zoning change (and Official Plan Amendment) are being addressed through the application review process. Anything beyond the subject site is to be addressed through its own planning process.

4. What will be happening to the similar parcel of vacant land immediately adjacent to the proposed project at 100 Bayshore Drive?

**Response:** At the present time, this property's zoning permits a 12-storey high-rise apartment building. To increase the height or any other zoning permission, this site would undergo the same process as the current applications for the 100 Bayshore site. What sets this apart is that it is owned by Ferguslea, the owner of Accora Village, and they will be dealing with their own planning issues, in their own time.

5. It is essential that we understand the intentions of the owners of Accora Village regarding future development of their entire residential community.

**Response:** The owner of the Accora Village community are the ones to respond to this. In our view, there are many good reasons that justify why the 100 Bayshore site can proceed without delaying the Official Plan and Zoning Amendment processes.

6. The footprint of this project (6,743 square meters) will not provide sufficient space for healthy, liveable and a safe community for a density of approximately 1,000 people.

**Response:** The conceptual design of the development represents a very efficient use of land and a concentration of density at the best place in this community – adjacent to the rapid transit station and the shopping centre.

## Traffic

1. The Bayshore and Crystal Beach-Lakeview neighborhoods (includes Bayshore Drive, Carling Avenue and Holly Acres Road) already experience significant congestion of vehicular traffic. There will be increased traffic over current levels on intersections already approaching failure during rush hours.

**Response:** As indicated in the Transportation Impact Assessment, traffic associated with the proposed development is expected to be primarily (80%) served by non-auto modes. The residual traffic impact within the study area with therefore be nominal and will have a negligible influence of the operation of intersections within the study area and further disperse with distance from the site.

2. There are major changes to arterial roadways and access to Highway 417 off of Holly Acres Road and increases bus traffic being planned. This will cause further gridlock.

**Response:** Traffic impacts associated with this development to these interchanges at the periphery of the study area are expected to be negligible, as indicated in the Transportation Impact Assessment.

3. There have already been several serious accidents involving pedestrians connecting between the bus station and the shopping center as well as residents crossing to and from Woodridge Crescent. Over 1,000 additional people transiting at this same location will be dangerous.

**Response:** Noted. The proposed development is expected to generate approximately 250 pedestrian trips during the weekday peak hours, but will not significantly contribute to pedestrian crossings on Woodridge Avenue. The development will, however, result in an increase in automobile traffic on Woodridge Avenue east of the site. The need for a Pedestrian Cross-Over (PXO) will therefore be reviewed as part of any update to the Transportation Impact Assessment.

## Transit

1. The community and planners need to hear from the transit experts about how the future Bayshore LRT and bus station will be impacting the community expansion.

**Response:** Noted. As indicated in the Transportation Impact Assessment, the Bayshore LRT station will increase transit capacity in the immediate area with an 11% increase in transit ridership over existing conditions expected.

2. In planning Phase 2 of the LRT, the City was having discussions with Ivanhoe/Cambridge and Ferguslea to acquire sufficient land from them for the bus operations. It appears that no land is forthcoming, and a bus transition lane will be removed. This will now put additional pressure on the bus operations.

## Infrastructure

**Response by WSP:** Developer will meet stormwater quality and quantity control requirements as set up by the City, which includes storing stormwater on-site and reducing discharge rate so as to meet pre-development rates

1. Increased concrete and asphalt in the surrounding area is concerning. During significant storms, overflow from sanitary sewers and stormwater at Bayshore flows into Graham Creek.
2. It is my understanding that the Bayshore community has inadequate or absent storm sewers. This must be looked at in detail as part of any development proposal.
3. The storm water overflows in Graham Creek and causes significant flooding and damage across the properties in the Stonehedge community to the north.
4. The hardening of any surfaces in this vicinity will not be acceptable without the storm sewers. There needs to be a storm sewer built for the entire Bayshore area.

## Height & Shadow

1. Could you provide us with the analysis and rationale for zoning the site to restrict the height limit to 12 storeys?

**Response:** Since the proposal is for a 27 storey and a 30 storey tower, we have provided the analysis for the actual proposal and requested amendments, not a rationale or review for the existing height limit.

2. The shadow analysis does not properly and completely show the shadows that will be created by these buildings across residential properties. Could you ask the applicant to provide a full shadow analysis for the September 21/ March 21 @ 0800 and 0900, and December 21 @ 0900 and 1000?

**Response:** Response to come from HAI.

## Design

**Response by HAI:** The concerns expressed above on the design of the towers will be taken under consideration as the project evolves. Ensuring that these towers contribute positively to the surrounding community and Ottawa's skyline is critical to us and remains one of our primary objectives.

1. This location is the first thing you see when entering the city from Highway 416. It is a representation of the entire city. The architecture is quite bland. More thought should be put into the design and materials.
2. Although I believe this will be a great addition to the area, it would be nice to see more done in terms of tower design. The current architectural renderings portray two basic nondescript towers which could be found in any area of any city.
3. This location is the gateway to the inner-greenbelt from both Highway 417 and 416. The first reflection of Ottawa. The towers should have modern, strong, bold, architectural features to welcome visitors and residents to the city. A bolder architecture style can be achieved without compromising project profitability.