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100 BAYSHORE DESIGN BRIEF

HISTORICAL CONTEXT

The Bayshore community, also known as Accora Village, was first built in 1963-1965 by Minto Group. The development saw a total of roughly 2,400 units built over several years. In the early 2000s, the community changed ownership to Ferguslea Properties Inc. The fabric of this community is mostly low-rise residential with some mid to high-rise building along the south edge of the community adjacent to Bayshore Shopping Centre.

Bayshore Shopping Centre is the primary attraction in the area, and was built in 1973 with two floors added in 1987. Bayshore underwent extensive renovations, that included a new parking garage, updates to the mall interior, and the addition of several new brand name stores.

The proposed development is located on the remaining western parcel that is owned by Ivanhoé Cambridge. In the 1960's, the site was occupied by a recreational facility which operated for over 30 years. In the mid 1990's, the recreation centre was demolished. Over the next 20 years, the site was used for various temporary functions and is now vacant again.

PROPOSED DEVELOPMENT

Our vision for this site would see this vacant parcel transformed into a vibrant transit-oriented development which is directly adjacent to the existing Bayshore transit station and future LRT station. The design of this development is intended to respond to the anticipated growth in density which is driven by the existing and expanding transportation network directly adjacent to the site. Contextually, there are two other high-rise developments (12 storeys) in the surrounding area as well as multiple low-rise buildings. Generally speaking, most of the high-rise and midrise buildings are located along the south edge of Accora Village, adjacent to the Bayshore shopping mall. While it is anticipated that a development may occur on the site to the west of the subject property, information on the potential development has not been made available to us at this time.

The proposed development would see two towers erected on this site. Phase 1 would be a 30-storey tower and Phase 2, a 27-storey tower. The proposed 500-unit development would bring additional density that would further support the existing transit station and the future LRT transit stations. Phase 2 of the development will include a direct connection from the second level of the parking podium into the transit station to facilitate the use of public transit while also providing a direct connection to Bayshore Shopping Centre. In addition to integrating itself into the



existing pedestrian infrastructure of the neighborhood, indoor bicycle parking facilities will be provided at grade to promote and facilitate alternative modes of transportation. During the first phase, a ground level pedestrian connection will be provided at the east end of the parking garage, providing convenient access to the M.U.P. as well as the transit station. During Phase 2, a physical link will be provided between the proposed development and the transit station. Although we do not have details on the future LRT transit station, agreements are in place for this link. The transit link will have controlled access for the security of its residents.

This development will provide on-site vehicular parking by means of a three-storey podium parking garage, including one underground parking level, which will provide a parking ratio of 0.45 spaces per unit and 0.1 spaces for visitors. Bordering the drop-off area for both phases, nine visitor parking spaces will be available at grade to accommodate short-term parking and delivery services. It is important to note that the residents of this proposed development will not be permitted to use the existing Bayshore parking garage for tenant parking. As depicted in our site plan, this proposal includes a multi-use pathway that will connect any future development to the west with the existing pedestrian infrastructure of Accora Village and Bayshore Shopping Centre. Although not fully detailed yet, we are anticipating some sustainable features as part of the development.

BUILT FORM & URBAN FABRIC

The massing of the proposed towers acknowledges the high-rise design guidelines and breaks down the towers into three distinct elements; the podium base, the middle body of the towers and the top of the towers.

The base of the towers is an important element to the development and its design tries to reconcile three varying conditions; the scale of the Bayshore parking garage to the east, the low-rise residential context to the north, and the Transit corridor to the south of the site. The above-ground parkade is also an important aspect to consider from a design perspective. The design of the podium seeks to mitigate the common perception of above-grade parking garages. The podium of the proposed development is designed to conceal the above-grade parking structure while still promoting the main entrance and public spaces at grade which front onto Woodridge Crescent. These visible active public spaces at grade ensure that the front of the building remains animated to create a more desirable pedestrian experience, as the building is experienced from Woodridge. Furthermore, the podium design provides a substantial setback from the street, allowing for additional landscaping and a better pedestrian experience along that portion of Woodridge. The materiality of the podium looks at using a combination of masonry and a vertical wood-like screen for the parkade.

The main body of the tower comprises two contrasting elements that help break down the scale and mass of the building. The design intent for the lighter masonry component could feature a grid of varying scale modules. The larger masonry module would be infilled with a lighter window-wall system, while the tighter modules are textured with simple punched openings. The darker masonry



component employs a simple two-storey module and carries that rhythm up the building.

The two or three last storeys of the towers dissolve into a lighter glassy top. The different treatment at the top of the building is intended to punctuate the top of the towers and provide some visual articulation from a distance. The intent is to have outdoor and indoor amenity spaces at the top of the towers benefiting from the amazing view towards the Ottawa River and the city.

To conclude, we believe that this site has great potential in becoming a successful transit-oriented development that will be literally connected to our city's transit system. Additionally, we see this development generating synergy between commuters, shoppers and the local residents.

Thank you,

100 BAYSHORE FORMAL UDRP REVIEW JUNE 5, 2020

BIN

ARCHITECTURE



Ivanhoé Cambridge

Groupe immobilier





100 BAYSHORE

The Vision

"We envision this Bayshore site transforming itself into a successful transit oriented development that thrives off of its access to a multi-modal transit network. This location offers a truly unique living experience while integrating itself into both the tranportation network and one of Ottawa's largest shopping centres. This has the potential to become a vibrant and exciting addition to Ottawa's urban fabric."





KEY DESIGN NARRATIVES

CONNECTIVITY

BUILT FORM & URBAN FABRIC

MIXED USE SYNERGY GATEWAY PRESENCE





CONTEXT





Bayshore Shopping Centre

Bayshore Drive

SITE Bayshore Station

Richmond Road

Woodridge

Crescent

Carling Avenue

Accora Village

medium density

HWY 417

ACCESS

Qua



Andrew Haydon Park

Bayshore Park Bayshore Public School Temporarily closed

Tim Hortons

village Ottawa artment Rentals

Bayshore Shopping Centre Temporarily closed

HomeSense (Temporarily closed

Queensway

Cineplex Cinemas Otta Temporarily closed

Mohawk Par









CONTEXT Google Andrew Haydon Park

Bayshore Park Bayshore Public School Temporarily closed

Tim Hortons

Accora Village - Ottawa Apartment Rentals Bayshore Shopping Centre Temporarily closed

> HomeSense : Temporarilyclosed

Google

Queensway

Mohawk Park

Imagery ©2020 Google, Imagery ©

Cinceplex Cinemas Otta Temporatily closed BAYSHORE SHOPPING CENTRE









CONTEXT

PROPOSED SITE PLAN



DEVELOPMENT STATS West Tower - Phase 1 (30 Storeys) GFA above grade 297,525 sq.ft. Net Res - levels 4-30 206,525 sq.ft. Efficiency - Level 4-30 86% Number of units 265 Average unit size (sq.ft.) 793 sq.ft.

ower - Phase 2 (27 Stor	eys)	
oove grade	238,840	sq.ft.
sidential - Ivls 4-27	172,184	sq.ft.
ncy - Ivls 4-27	85%	-
er of units		234
ge unit size	749	sq.ft.





CONNECTIVITY

LOCATED ADJACENT TO AN IMPORTANT TRANSIT HUB, THIS SITE OF-FERS OUR FUTURE RESIDENTS VARIOUS PUBLIC TRANSIT OPPORTUNI-TIES FOR INNER CITY AND OUTER CITY COMMUTING. Ortrederation Line Extension East
Prolongement de la Ligne de la
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Confederation Cues
Weight Transit
Transport en commun rapide par autobus

8

LEGEND

Sil.

Pedestrian Connections

Above Grade Connections

Property Boundary

CONNECTIONS PEDESTRIAN CONNECTIONS



Major Regional Shopping Centre



PHYSICAL LINK TO FUTURE NEW LRT TRANSIT STATION

E.



BUILT FORM **1-TOP**

TOP OF TOWERS ARTICULATED WITH LIGHTER MATERIALS TO HIGHLIGHT TOWER TOP.

2-BODY

USE OF LIGHT AND DARK MASON-RY TO BREAK UP THE MASS OF THE BODY. USES VARIOUS SCALES OF **GRIDS TO CREATE DIFFERENT TEX-**TURES.

3-PODIUM

3 STOREY OPEN AIR PODIUM PARKING PROPOSES STRONG MASONRY PIERS TO HIGHLIGHT THE MAIN ENTRANCE IN COMBINATION WITH VERTICAL WOOD LIKE LATTICE.





URBAN FABRIC PODIUM LEVEL

DEVELOP A PODIUM LANGUAGE THAT ADDRESSES THE NEED FOR ABOVE GRADE PARKING AND ACCOMMODATES THE MAIN ENTRANCE FOR BOTH PHASES WHILE MAINTAINING AN APPROPRIATE AESTHETIC.



URBAN FABRIC ROOF TOP AMENITY LEVELS



CREATE DESIRABLE OUTDOOR AMENITY SPACES FOR **RESIDENTS AT BOTH LOW AND HIGH ROOF LEVELS TO ENJOY** THE SPECTAULAR RIVER AND CITY VIEWS





DEVELOP AN ARCHITECTURAL PALETTE THAT IS RELATABLE AND IS CONTEXTUALLY APPROPRIATE. BREAK BUILDING MASS WITH USE OF DARK AND LIGHT MATERIAL PALETTE.











GATEWAY PRESENCE

VIEW FROM 416 LOOKING NORTH-EAST

VIEW FROM 417 HEADING EAST

10

VIEW FROM 417 HEADING WES

VIEW FROM WOODRIGE LOOKING SOUTH







LOOKING EAST FROM FERGUSLEA

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APPROACH FROM WOODRIDGE















TYPICAL FLOOR PLATE - PHASE 1





TYPICAL FLOOR PLATE - PHASE 2





ELEVATIONS

AF ALUMINUM FLASHING AP-1 ALUMINUM PANEL -1 AP-2 ALUMINUM PANEL -2 BV-1 BRICK VENEER -1 BV-2 BRICK VENEER -2 GR GLASS RAILING MS-1 METAL SIDING -1 MS-2 METAL SIDING -2 MS-3 METAL SIDING -3 PFMS-1 PRE-FINISHED METAL SIDING PFWS PRE-FINISHED WOOD SIDING SP SPANDREL PANEL

	SP V6 BV-1 V6 BV-1 MS-1 GR V6 GR SP BV-2	V6 SP V6 BV-1 SP 6R BV-2 BV-2
49,075 T.O. MECHNICAL ROOF		
199 199 125 LEVEL 30		
56.075) LEVEL 29		
		89773 LEVEL 7
747253 LEVEL 3		7 (2472) LEVEL3
AP -2 AP -1 6R PFP6 DV-1 V6 V6 H5	-2 V6 STC FFH5-1 BV-2 AP -2 BV-1	
	AF	
NORTHELEVATION		SOUTH ELEVATION



STC STEEL COLUMN

ELEVATIONS

VG BV-2 GR

GR

AF ALUMINUM FLASHING AP-1 ALUMINUM PANEL -1 AP-2 ALUMINUM PANEL -2 BV-1 BRICK VENEER -1

BV-2 BRICK VENEER -2 GR GLASS RAILING MS-1 METAL SIDING -1 MS-2 METAL SIDING -2

MS-3	META
PFMS-1	PRE-F
PFWS	PRE-F
SP	SPAN



STC STEEL COLUMN VG VISION GLASS

AL SIDING -3 INISHED METAL SIDING INISHED WOOD SIDING IDREL PANEL

V6	
	20
HASE 2	28

ELEVATIONS

AF ALUMINUM FLASHING AP-1 ALUMINUM PANEL -1 AP-2 ALUMINUM PANEL -2 BV-1 BRICK VENEER -1 BV-2BRICK VENEER -2GRGLASS RAILINGMS-1METAL SIDING -1MS-2METAL SIDING -2

MS-3 METAL SIDING -3 PFMS-1 PRE-FINISHED METAL SIDING PFWS PRE-FINISHED WOOD SIDING SP SPANDREL PANEL

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			\frown	SP AF BY-I	100
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		V6 6R BV-1 V6 BV-2 BV-1	10 m		
			162.75 ROOF TOP AMENITY LEVEL 7/MECHNICAL PENTHOUSE		
	8 (59.925) LEVEL 30		59.925 LEVEL 30		
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\vdash	S3825 LEVEL 28 / ROOF TOP AMENTY LEVEL		ROOF TOP AMENITY LEVEL ROOF TOP AMENITY LEVEL MECHNICAL PENTHOUSE		
	50.775 LEVEL 27		\$ 150.775 LEVEL 27		<u> </u>
	47.725 LEVEL 26		47.725 LEVEL 26		╺╼╪╪╤┥╞
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	41.625). LEVEL 24		41.625 LEVEL 24		
	38.575 LEVEL 23		38.575 LEVEL 23		
	135.525 LEVEL 22		35.525 LEVEL 22		
	132.475 LEVEL 21		32.475 LEVEL 21		
	29.425 LEVEL 20		29.425 LEVEL 20		
	(26.375) LEVEL 19		26.375 LEVEL 19		
	23.325 LEVEL 18		23.325 LEVEL 18		
	20.275 LEVEL 17		20.275 LEVEL 17		
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87325	98 (VR 0/2) EVF 13		08.075 LEVEL 13		
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	(79,725) LEVEL 10		98,923 LEVEL 10		
	(95.875) LEVEL 9		(95.875) LEVEL 9		
	(92.825) LEVEL 8		(92.825) LEVEL 8		
	(89.775) LEVEL 7		(89.775) LEVEL 7		
	(86.725) LEVEL 6		(86.725) LEVEL 6		
	(83.675), LEVEL 5		(83.675) LEVEL 5		
	78.675 LEVEL 4		78.675 LEVEL 4		
			3960		
	(74.723), LEVEL 3		(74.725) LEVEL 3		
	71.225 LEVEL 2		71.225 LEVEL 2		
			SEC GROUND LEVE		
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		AP-2 AP-1 BV-2 BV-1 V6 BV-2 M6-2 6R AF 6R 6R		GR 9P VG BV-2 BV-1	
	ANTELEVAL				



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SUN & SHADOW STUDY

JUNE 21



SEPTEMBER 21 / MARCH 21



DECEMBER 21

0700







090



















	PROPOSED
	30
	266
	17.3 m
	1.2 m
	8 m
WEST SIDE	10 m
	100 m
	30
	19,565 m ²
def.)	725 m ²

EAST PHASE – DEVELOPMENT STATS	PROPOSED
NUMBER OF STOREYS	
TOTAL UNITS	
SETBACK ALONG WOODRIDGE	
SETBACK ALONG SOUTH SIDE	VA
SIDEYARD SETBACK	
CORNER SIDEYARD SETBACK – EAST SIDE	
MAXIMUM HEIGHT	
NUMBER OF STOREYS	
TOTAL GROSS FLOOR AREA (city def.)	16
TYP. FLOOR GROSS FLOOR AREA (city def.)	

S				
	PROVIDED	VEHICLE	PARKING	

LAND USE	PROVIDED VEHICLE PARKING
APARTMENT	98 RESIDENTIAL PARKING SPACES PROVIDED FOR 234 UNITS (0.42/UNIT) * LOCATED IN UNDERGROUND PARKING GARAGE AND PARKING PODIUM
2. REQUIRED VISIT	OR PARKING
LAND USE	PROVIDED VISITOR PARKING
APARTMENT	24 VISITOR PARKING SPACES PROVIDED FOR 234 UNITS
	* LOCATED IN PARKING GARAGE AND @ GRADE







