



## **50 Bayswater Avenue and 1088 Somerset Street West**

Urban Design Review Panel Report  
May 29, 2024

# Urban Design Review Panel Report

## 50 Bayswater Avenue and 1088 Somerset Street West

May 29, 2024

**Mr. Adrian van Wyk**

Planner II – Development Review, Central  
City of Ottawa  
110 Laurier Ave West  
Perth, ON K7H 3C6

Via Email : [adrian.vanwyk@ottawa.ca](mailto:adrian.vanwyk@ottawa.ca)

**RE: Urban Design Review Panel Report  
50 Bayswater Avenue and 1088 Somerset Street West– Zoning By-law Amendment and Site Plan Control**

Dear Mr. van Wyk,

Fotenn is pleased to provide you with materials provided to the Urban Design Review Panel as part our forthcoming Zoning By-law Amendment and Site Plan Control applications the materials include the following:

- / UDRP Design Brief, prepared by Fotenn Planning and Design and RLA Architecture, dated 2 February 2024;
- / Response to UDRP recommendations, prepared by RLA Architecture

Should you have any questions or require any additional information, please do not hesitate to contact the undersigned.

Sincerely,



Tyler Yakichuk, MCIP RPP  
Planner



Jacob Bolduc, MCIP RPP  
Associate



## 50 BAYSWATER AVENUE + 1088 SOMERSET STREET W

PREPARED FOR THE URBAN DESIGN REVIEW PANEL - 2024 02 02

rla / architecture



RENFROE LAND MANAGEMENT



# Introduction

## Developer Information

1649038 Ontario Inc.

## Project Summary

The applicant is proposing the development of a 15-storey mixed-use building and 6-storey mixed-use building on the subject lands, generally located on the southwest corner of the intersection of Bayswater Avenue and Somerset Street West in the Hintonburg community of the City of Ottawa.

The properties to be redeveloped currently contain low-rise commercial buildings used for office space and an art collective. Though the project is considered one site, the properties are bisected by a public laneway which provides access to the existing and proposed underground parking. The existing 17-storey residential building and associated parking structure are to remain, with the new proposed development being sensitively integrated into the overall site layout and design.

The design proposes a one-storey horizontal element across both buildings to echo the cadence and rhythm of existing low-rise commercial buildings along Somerset, and proposes a cohesive design for both buildings that builds upon their conception as one project. Parking is proposed under the new tower and will serve both buildings, but each building retains their own amenity spaces in the rear and side yards, respectively.

## Key Statistics

/ **Heights:** 16 storeys (53.5 metres) and 6 storeys (20 metres)

/ **Residential Units:** 101 (new)

/ **Types (new):** 5 studio, 58 1-bed, 38 two-bed

/ **Commercial GFA:** 2,600 sq. ft. (241 m<sup>2</sup>)

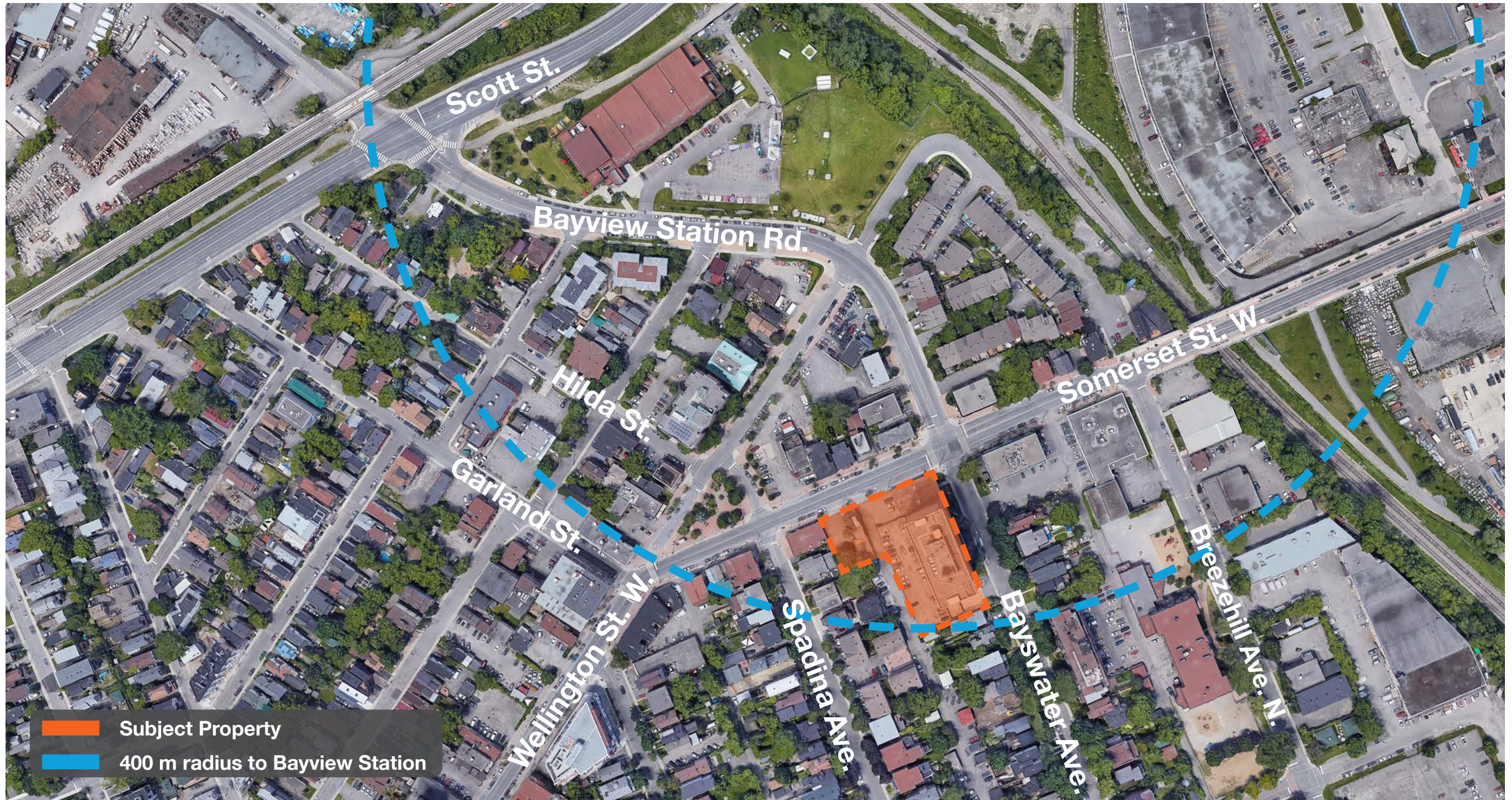
/ **Vehicle Parking:** 189 (total, including existing)


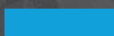
/ **Amenity Area:** 880m<sup>2</sup> (total)

/ **Communal Amenities:** 583m<sup>2</sup>



# Subject Property

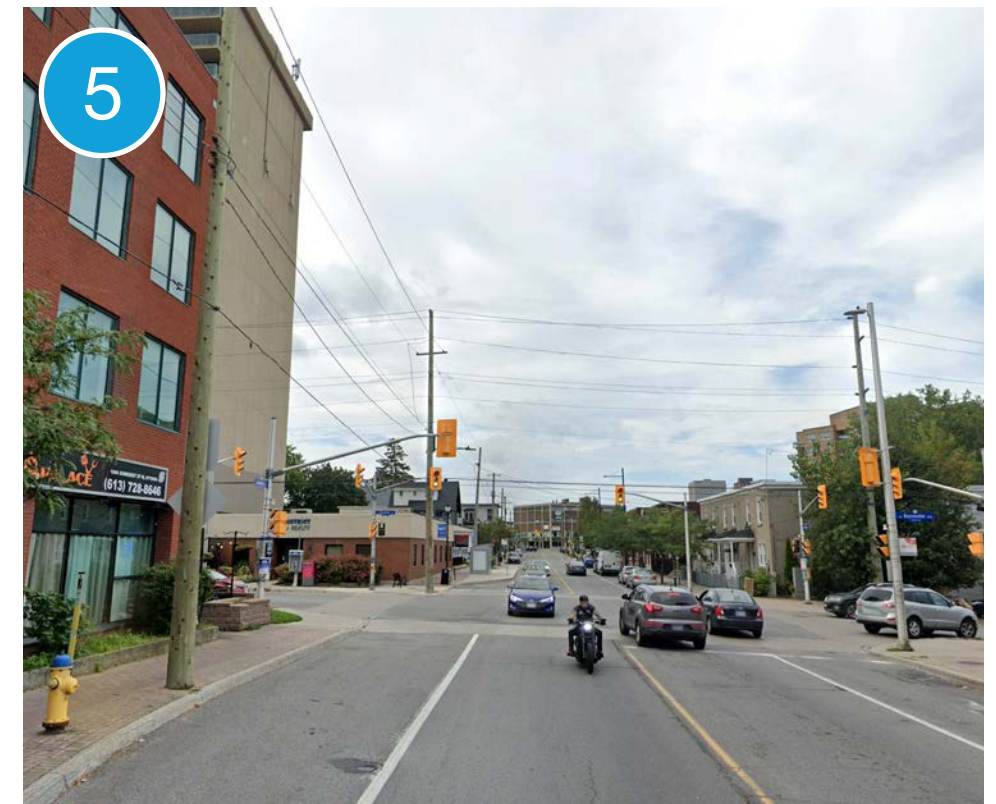
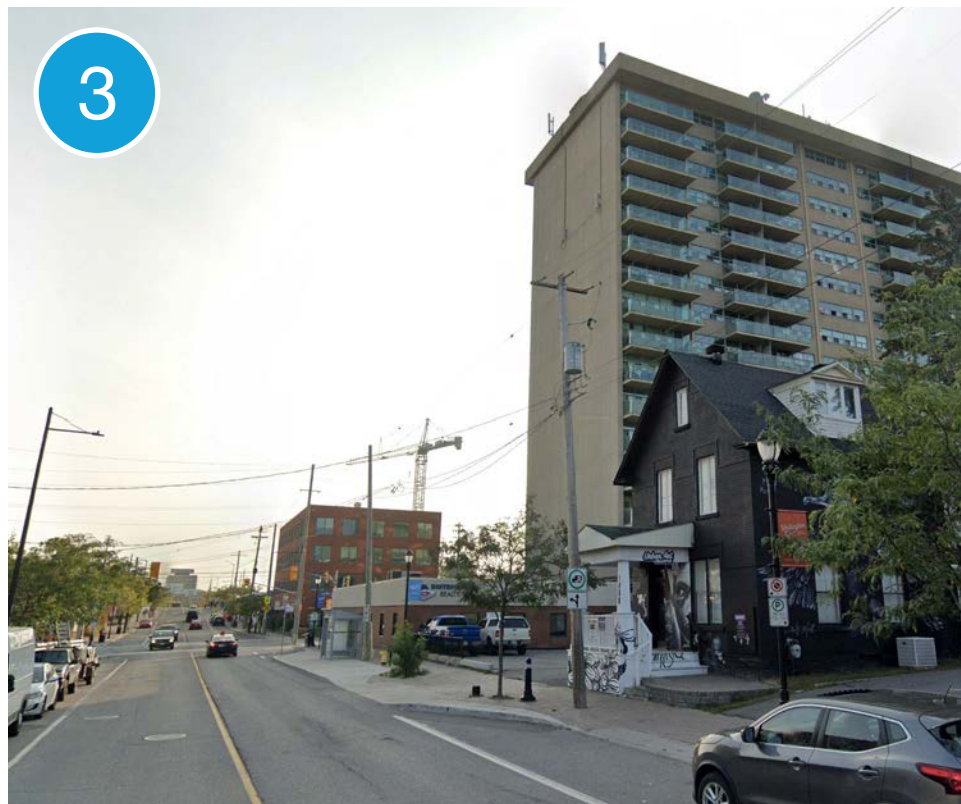


 Subject Property  
 400 m radius to Bayview Station

Aerial image of the subject property and surrounding area

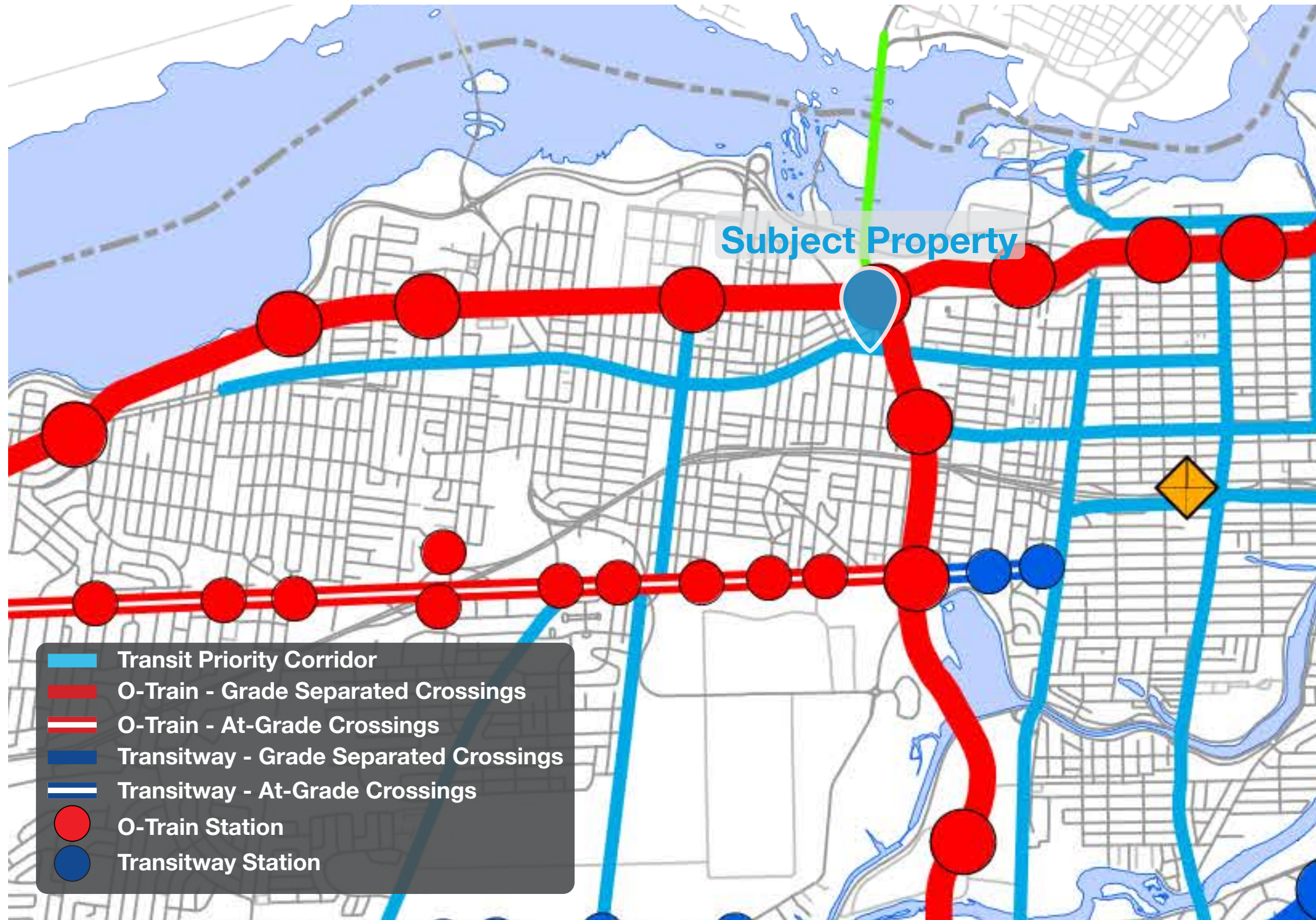


# Site Photos





# Site Analysis - Transit Network



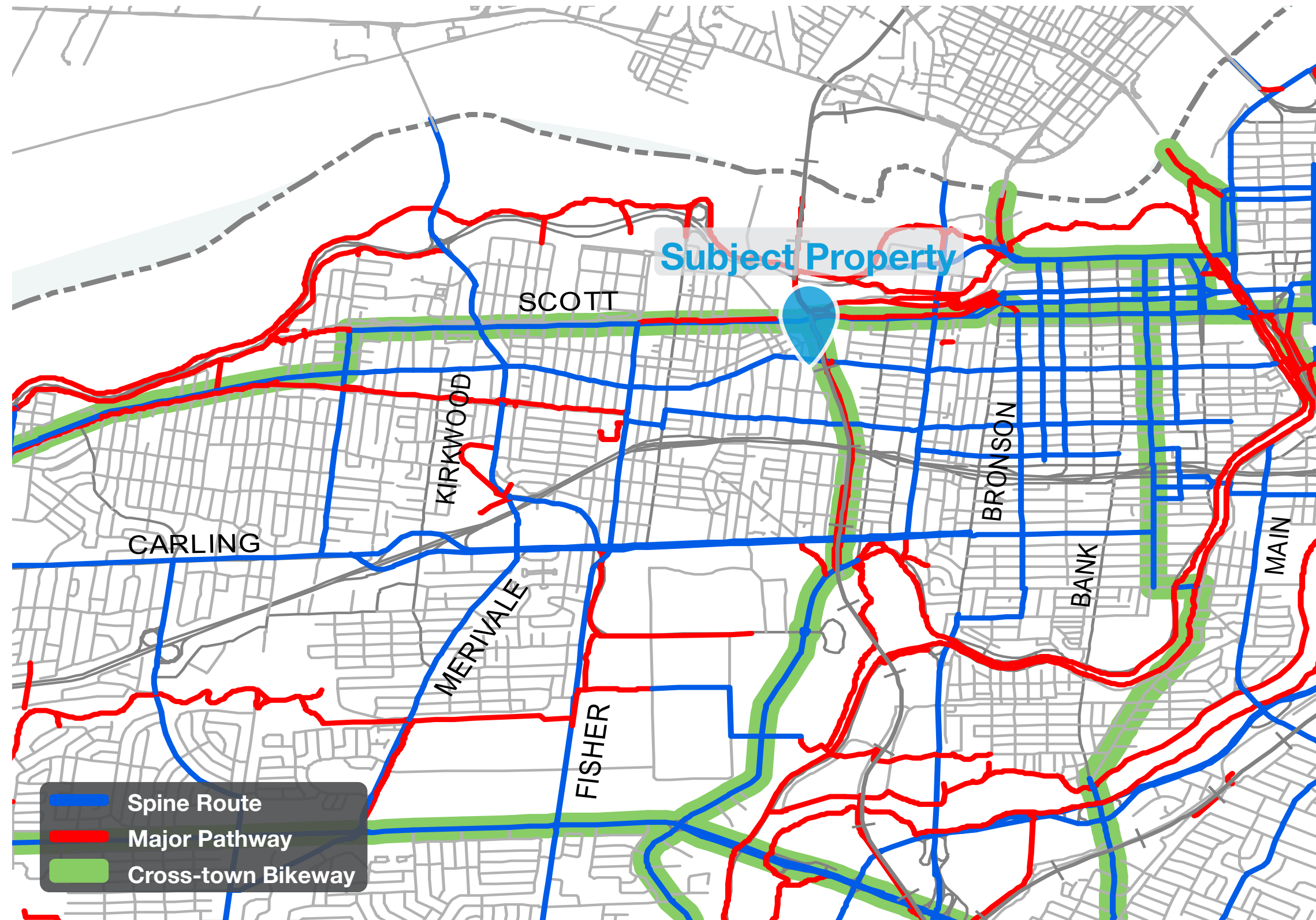
The subject lands front Somerset Street West, which is identified as a Transit Priority Corridor on Schedule C2 - Transit Network, in the City of Ottawa Official Plan. These corridors provide a higher-level of bus service than conventional local routes.

The lands are also located in close proximity to two (2) rapid transit stations. Bayview Station to the northeast (less than 400 metres) is the connecting station between the Confederation and Trillium lines, providing full access to the LRT system. Gladstone Station, (less than 600 metres), is located to the southeast along the Trillium Pathway, which runs parallel to the tracks of the Trillium LRT line.

Schedule C2 — Transit Network, City of Ottawa Official Plan



# Site Analysis - Active Transportation Network



The subject lands are located on a spine route (Somerset Street West), providing access to the larger active transportation network.

Most notably, the Trillium Pathway, which runs alongside the Trillium LRT line, is located approximately 175 metres east of the subject lands. Further, the crosstown bikeway network runs east-west along Scott Street, approximately 350 metres north of the subject site and accessible by both Bayswater Avenue or the Trillium Pathway, which also connects to pathways along the Ottawa River and the Rideau Canal by Dow's Lake.

Via the new Chief William Commanda bridge, cyclists and pedestrians can also quickly cross the river into Gatineau, at the end of the Trillium Pathway.

Map 1 — Cycling Network, City of Ottawa Transportation Masterplan

# Site Analysis - Street Network



As per Schedule C4 of the Official Plan, Somerset Street West is identified as an Arterial Road and Bayswater Avenue is identified as an existing Collector road. Both streets provide access to the larger road network, including the Kichi Zibi Mikan to the north along the Ottawa River.

Schedule C4 — Urban Road Network, City of Ottawa Official Plan



# Site Analysis - Surrounding Amenities



Aerial view of the subject properties with surrounding amenities identified



# Development Applications - OPA, ZBLA, & SPC



Rendering of the proposed buildings, 50 Bayswater Ave. (left) & 1088 Somerset St. W. (right)

## Official Plan Amendment

The proposed Official Plan Amendment would site specifically amend Section 2.1 Policy 2 to permit a maximum built height of 15 storeys, whereas six-storeys or 20 metres is permitted within the subject property's current Mainstreet designation.

## Zoning By-law Amendment

The proposed Zoning By-law Amendment would replace the existing split zoning, Traditional Mainstreet, Subzone 11 – TM11 and Residential Fourth Density, Subzone UB – R4UB, with Traditional Mainstreet, Subzone 11, Urban Exception [XXXX] – TM11[XXXX].

## Site Plan Control

The proposed Site Plan Control application would permit the development as presently conceived.



# Policy Context - Official Plan



Schedule B2 — Inner Urban Transect, City of Ottawa Official Plan

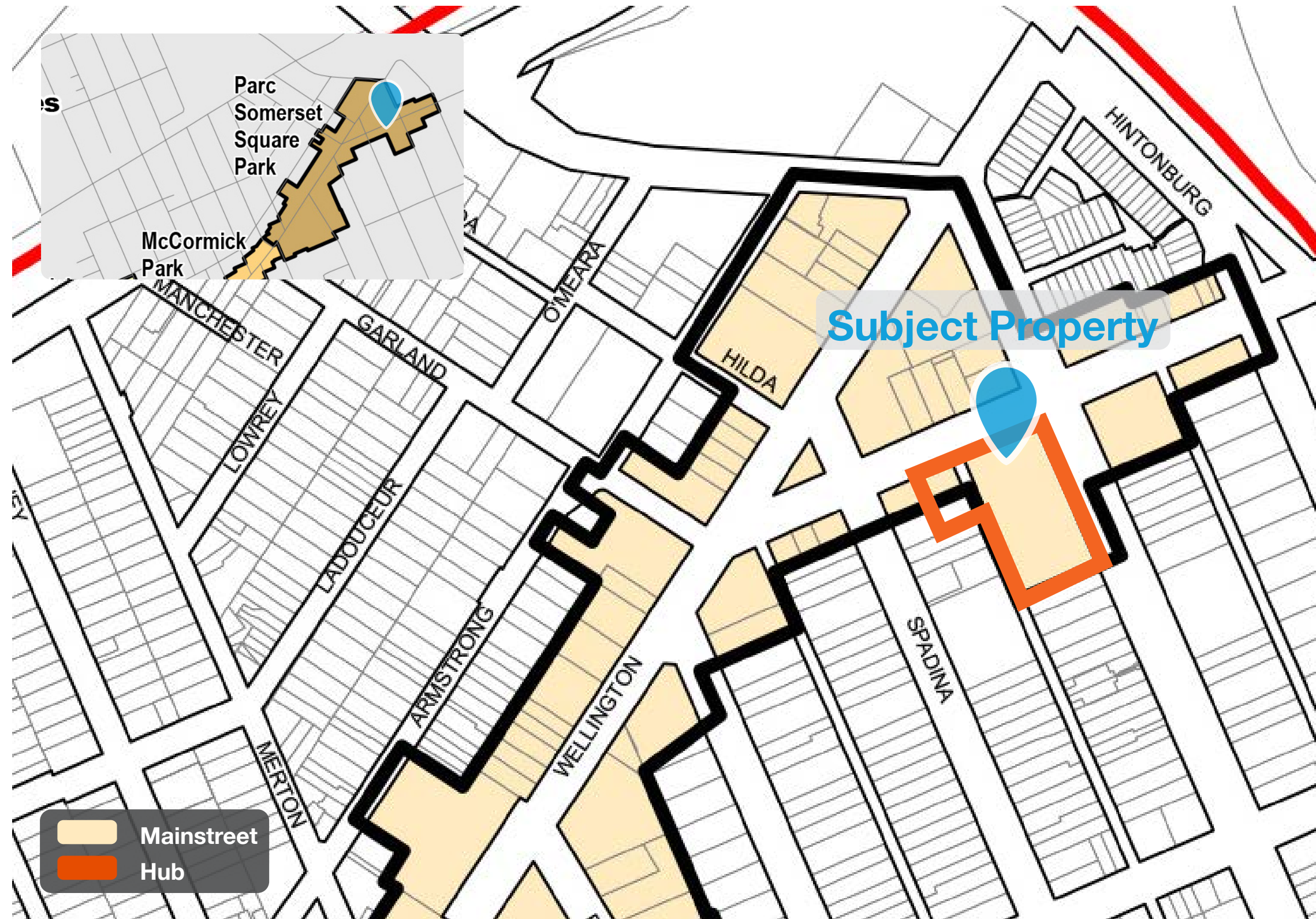
The subject lands are located in the Inner Urban Transect of the City of Ottawa Official Plan. This area includes pre-World War II neighbourhoods that immediately surround the Downtown Core and the earliest areas adjacent to them.

The subject lands are designated Corridor - Minor on Schedule B2 of the City of Ottawa Official Plan. Together with Mainstreet Corridors, Minor Corridors generally have a higher level of transit service and permit higher density than the surrounding Neighbourhood designations, but a lower density than Hub designations surrounding Transit Stations.

The Minor Corridor designation applies to lands up to 120 metres from the centreline of the corridor street (Somerset), including along side streets. Generally, building heights up to six (6) storeys are permitted, subject to any specific policies in the Secondary Plan.



# Policy Context - Wellington Street West Secondary Plan



The subject lands are located in the Somerset Square Park Specific Policy Area on Schedule A of the Wellington Street West Secondary Plan. Within the Specific Policy Area, the subject lands are designated as Mainstreet.

The maximum building height is identified as six (6) storeys / 20 metres, except where identified by the specific area policies, where up to nine (9) storeys may be permitted.

The policies for the Special Policy Area seek new “gateway” architecture at the intersection of Bayswater and Somerset, being a “prominent vista terminus from several directions.” A Zoning By-law Amendment may be considered to increase the maximum building height where community benefits, as contemplated in the CDP and Official Plan, are provided at the time of development.

Schedule A — Designation Plan, Wellington Street West Secondary Plan



# Policy Context - Design Guidelines



## Urban Design Guidelines for High-rise Buildings

The guidelines address the design of high-rise buildings (10+ storeys) in relation to their context, built form, and impact on pedestrian realm. The following design guidelines are applicable to the development:

### / **Transition:**

- Matches the existing height context and fills in the corner lot to provide gateway at corner.
- Tower is located closest to the intersection, six-storey building transitions to four-storeys at rear.

### / **Animated Frontages:**

- Highly fenestrated, commercial frontages.
- Recessed entrances to preserve public realm.

### **Access:**

- Vehicles: laneway to min. pedestrian conflicts
- Pedestrians: on Mainstreet, visible and safe.



## Urban Design Guidelines for Development along Traditional Mainstreets

These guidelines provide urban design guidelines in order to assess, promote and achieve appropriate development along Traditional Mainstreets. The following selected guidelines are applicable to the proposed development:

### / **Public Realm:**

- Buildings are setback 2 metres to maximize public realm space along Somerset, rather than stepback at upper floors. Prioritizes sidewalk.

### / **Windows/Doors:**

- Doors are recessed to minimize conflicts with pedestrians in the improved public realm. High degree of fenestration provides active frontage, and commercial uses activate the streetscape.



## Transit-Oriented Design Guidelines

These guidelines are to be applied throughout Ottawa for all development within a 600 metre walking distance of a rapid transit station or stop. The following selected guidelines are applicable to the proposed development:

### / **Land Use**

- Transit-supportive, being high-density residential with commercial spaces at grade

### / **Built Form**

- Create highly visible landmarks through building design, easily identified and located
- Set large buildings back from the property line to provide space for pedestrians and landscaping

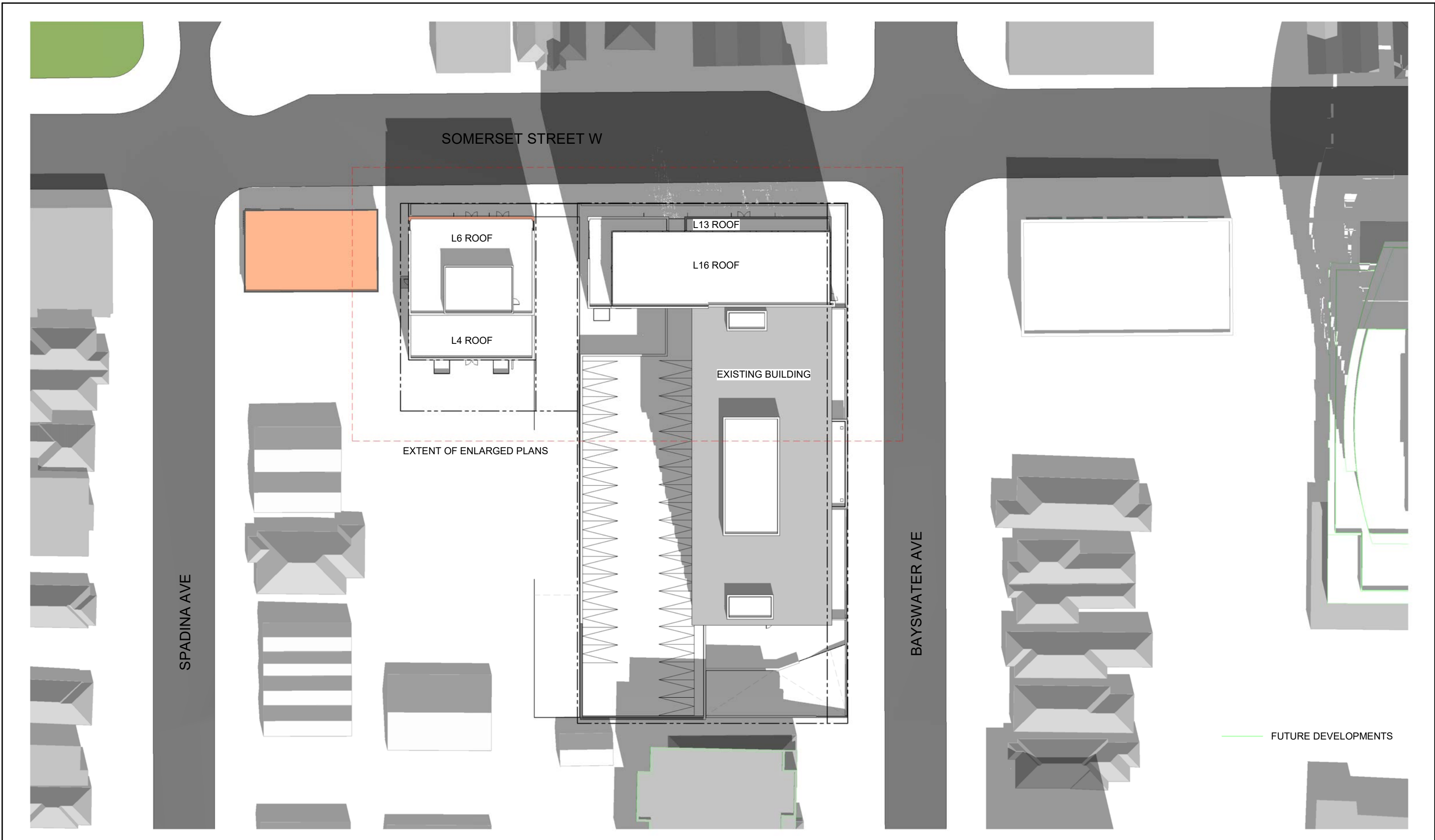
### / **Parking**

- Parking is located underground and in the existing parking structure at the side/rear of the property. New building shields parking structure.

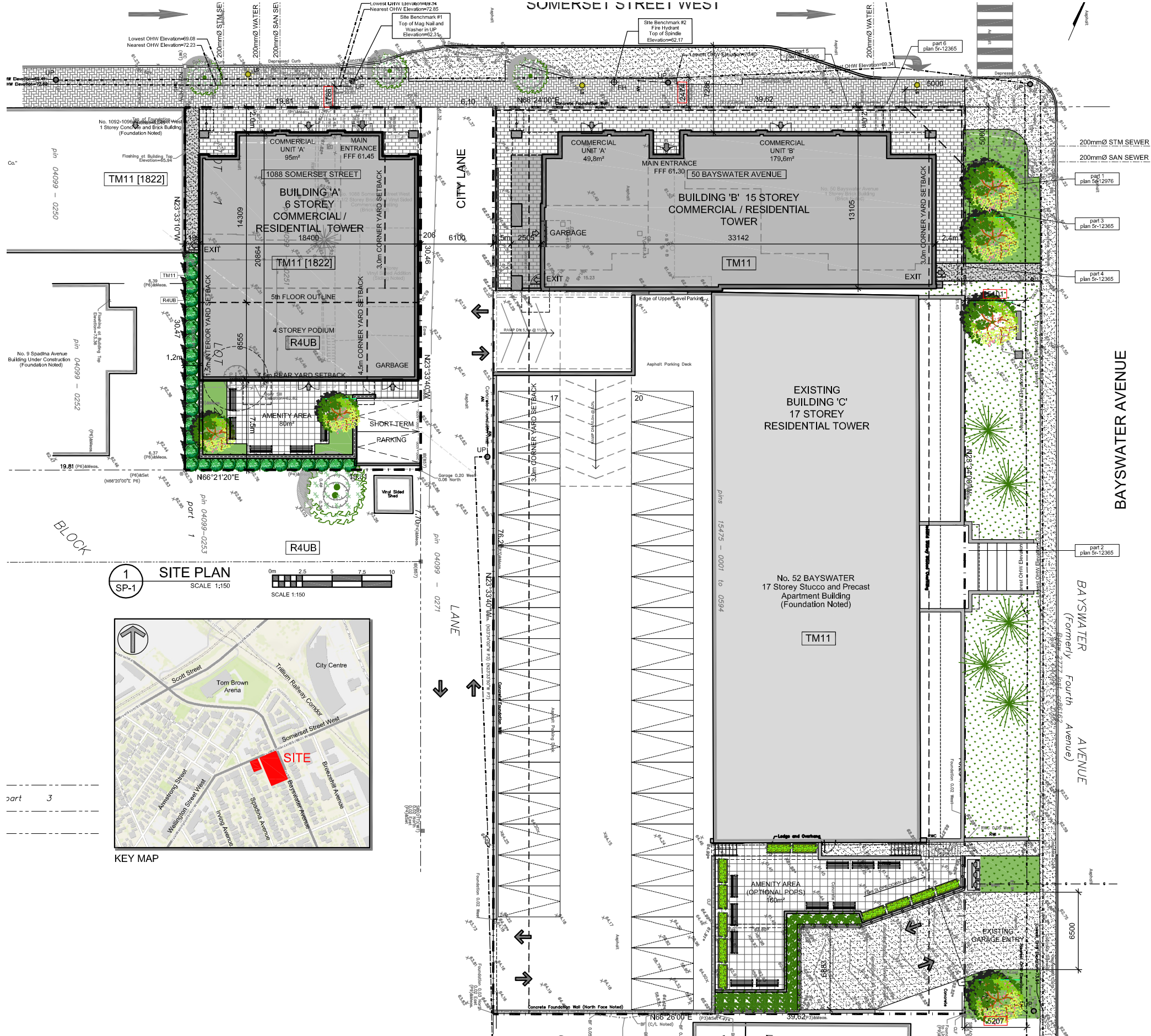




— FUTURE DEVELOPMENTS







### PROJECT INFORMATION

ZONING Zoning By-law 2008-250 Consolidation TM11[1822] R4UB TM11  
 SITE AREA 1088 SOMERSET STREET WEST 603.3 sq. m. (6,494) sq. ft. 50 BAYSWATER AVENUE 3,019.6 sq. m. (32,502) sq. ft. 3,622.9 sq. m. (38,996) sq. ft.

ZONING	REQUIRED	PROVIDED
BUILDING HEIGHT - TM11	6 STOREY'S / 20.0m	15 STOREY'S / 49.0m
BUILDING HEIGHT - TM11 [1822]	4 STOREY'S / 15.0m	6 STOREY'S / 20.0m
BUILDING HEIGHT - R4UB	11.0m	6 STOREY'S / 20.0m
ALLOWABLE PROJECTION ABOVE A HEIGHT LIMIT - AMENITY LEVEL	0.0m	4.5m
AMENITY AREA - TOTAL PER UNIT	6.0m <sup>2</sup>	6.0m <sup>2</sup>
AMENITY AREA - 50% COMMUNAL PER UNIT	3.0m <sup>2</sup>	3.0m <sup>2</sup>
VEHICLE PARKING - RESIDENTIAL (AFTER 12 UNITS 0.5 PER UNIT) - BLDG. 'A', 'B' & 'C'	129	161
VEHICLE PARKING - VISITOR ONLY (AFTER 12 UNITS 0.1 PER UNIT) - BLDG. 'A', 'B' & 'C'	26	26
BICYCLE PARKING - RESIDENTIAL (0.5 PER UNIT) - BLDG. 'A' & 'B'	51	105
BICYCLE PARKING - COMMERCIAL (1.0 PER 250m <sup>2</sup> GFA)	2	4
AISLE & DRIVEWAY MINIMUM / MAXIMUM WIDTH	6.0m / 6.7m	6.0m

### PROJECT STATISTICS

GROSS BUILDING - AREAS - BLDG. "A"		
(CITY OF OTTAWA ZONING AREA)		
BASEMENT LEVEL		0,0 sq. m. 000 sq. ft.
GROUND FLOOR		95,0 sq. m. 1,023 sq. ft.
2nd to 4th FLOOR	3 x 270.8 sq. m. 3 x 2,915 sq. ft.	812.4 sq. m. 8,745 sq. ft.
5th to 6th FLOOR	2 x 142.0 sq. m. 2 x 1,528 sq. ft.	284,0 sq. m. 2,915 sq. ft.
TOTAL AREA		1,449.1 sq. m. 15,598 sq. ft.

UNIT STATISTICS		
STUDIO UNIT		5
ONE BEDROOM		6
TWO BEDROOM UNIT		10
TOTAL		21

GROSS BUILDING - AREAS - BLDG. "B"		
(CITY OF OTTAWA ZONING AREA)		
PARKING LEVEL		0,0 sq. m. 000 sq. ft.
GROUND FLOOR		229,4 sq. m. 2,469 sq. ft.
2nd to 13th FLOOR	12 x 337.15 sq. m. 12 x 3,629 sq. ft.	4,045,8 sq. m. 43,548 sq. ft.
14th & 15th FLOOR	2 x 337.15 sq. m. 2 x 3,629 sq. ft.	674.3 sq. m. 7,258 sq. ft.
TOTAL AREA		4,949,4 sq. m. 53,275 sq. ft.

UNIT STATISTICS		
STUDIO UNIT		0
ONE BEDROOM		52
TWO BEDROOM UNIT		28
TOTAL		80

GROSS BUILDING - AREAS - BLDG. "C"		
(CITY OF OTTAWA ZONING AREA)		
BUILDING 'C' GFA - ESTIMATE		10,219.3 sq. m. 111,000 sq. ft.
UNIT COUNT		192
VEHICLE PARKING		172
BICYCLE PARKING		—

### CAR PARKING - BLDG. 'A', 'B' & 'C'

REQUIRED by ZONING BY-LAW		
RESIDENCE	- 0.5 PER UNIT AFTER 12	129
VISITOR	- 0.1 PER UNIT AFTER 12	26
COMMERCIAL - RETAIL	- NOT REQUIRED UNDER 500m <sup>2</sup> GFA	—
TOTAL		155

PROVIDED		
RESIDENCE	- 0.5 PER UNIT	163
VISITOR	- 0.1 PER UNIT	26
TOTAL		189

VEHICLE PARKING SPACES		
P2 LEVEL EXISTING + EXPANSION		61
P1 LEVEL EXISTING + EXPANSION		58
GROUND LEVEL EXISTING ALTERED		31
2nd FLOOR SURFACE EXISTING		39
TOTAL		189

### BICYCLE PARKING - BLDG. 'A' & 'B'

REQUIRED: BLDG 'A'		
RESIDENCE	- 0.5 PER UNIT	11
COMMERCIAL	- 1 PER 250m <sup>2</sup> GFA	1
TOTAL		12

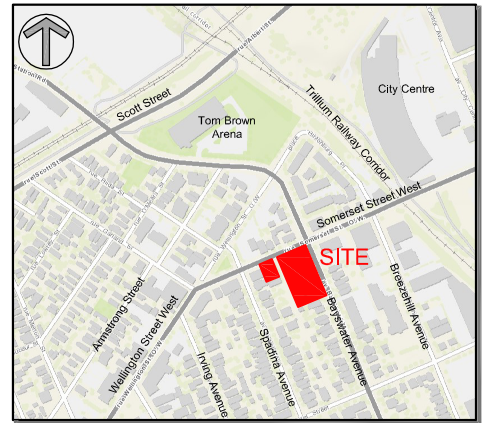
PROVIDED		
BASEMENT LEVEL		25
EXTERIOR AT GRADE		2
TOTAL		27

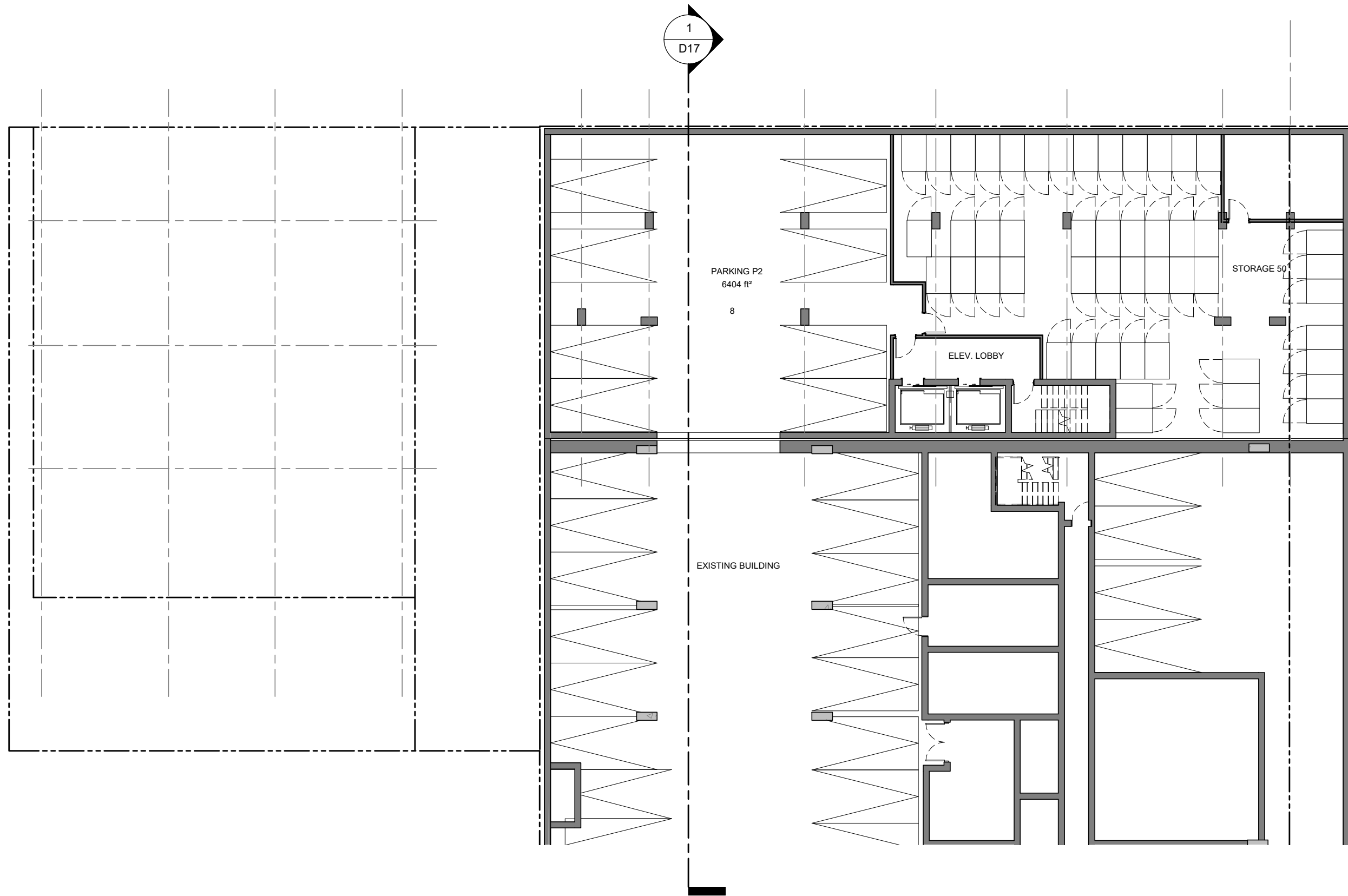
REQUIRED: BLDG 'B'		
RESIDENCE	- 0.5 PER UNIT	40
COMMERCIAL	- 1 PER 250m <sup>2</sup> GFA	1
TOTAL		41

PROVIDED		
BASEMENT LEVEL		80
EXTERIOR AT GRADE		2
TOTAL		82

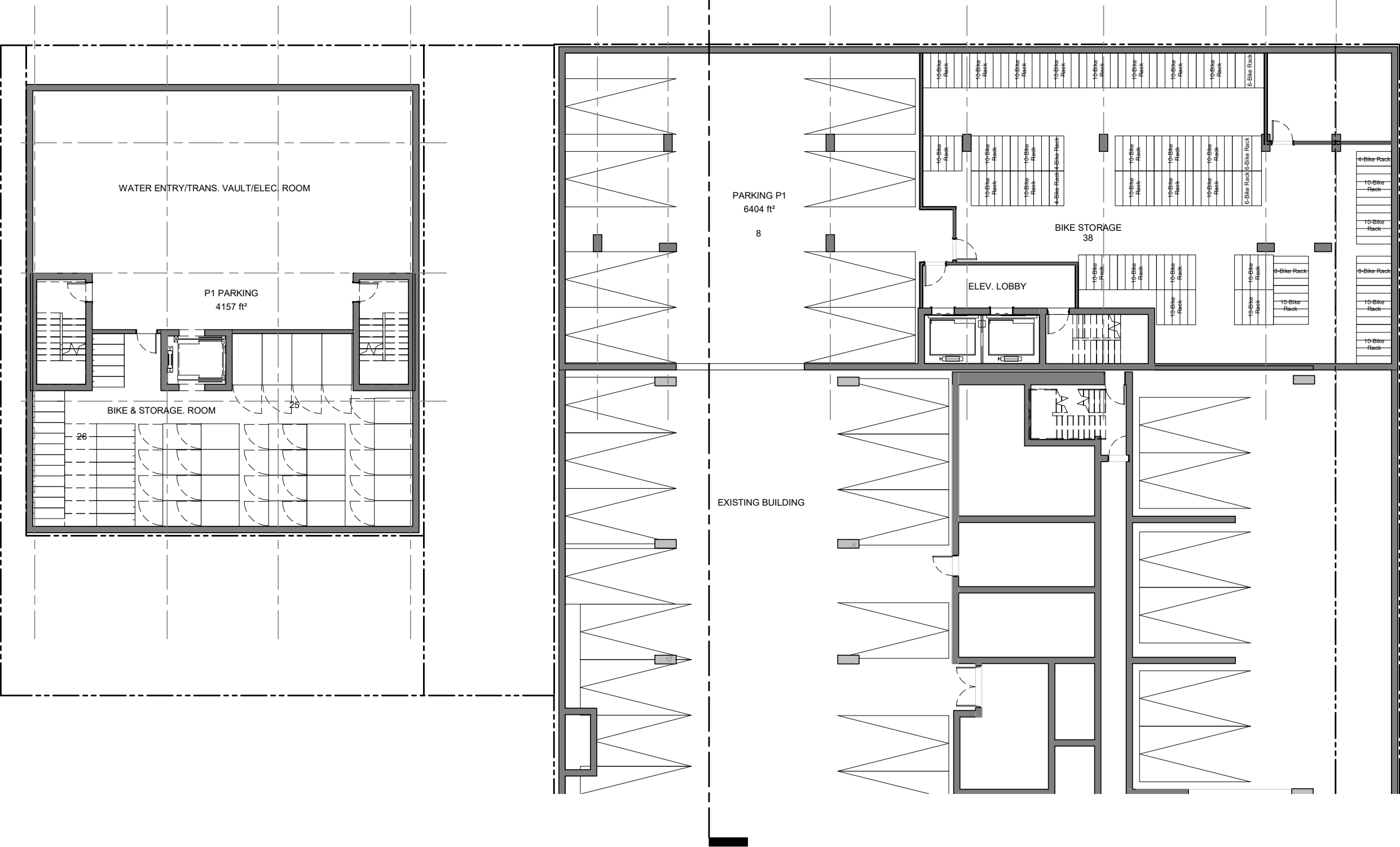
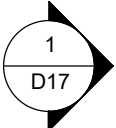
UNIT STATISTICS - TOTAL		
BUILDING 'A' - PROPOSED 6 STOREY		21
BUILDING 'B' - PROPOSED 15 STOREY		80
BUILDING 'C' - EXISTING 17 STOREY		192
TOTAL		293

1 SITE PLAN SCALE 1:150



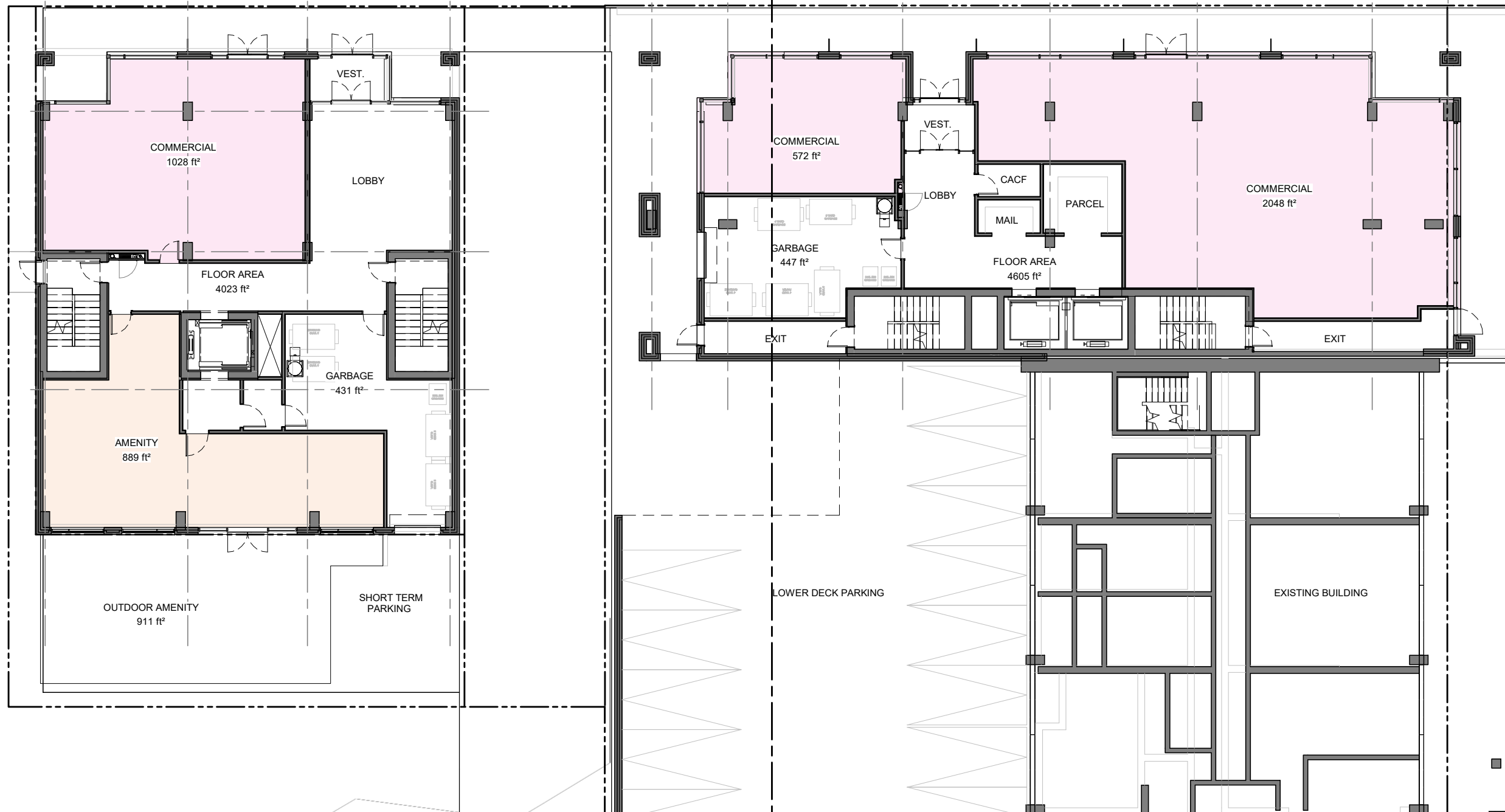








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D17



1  
D06

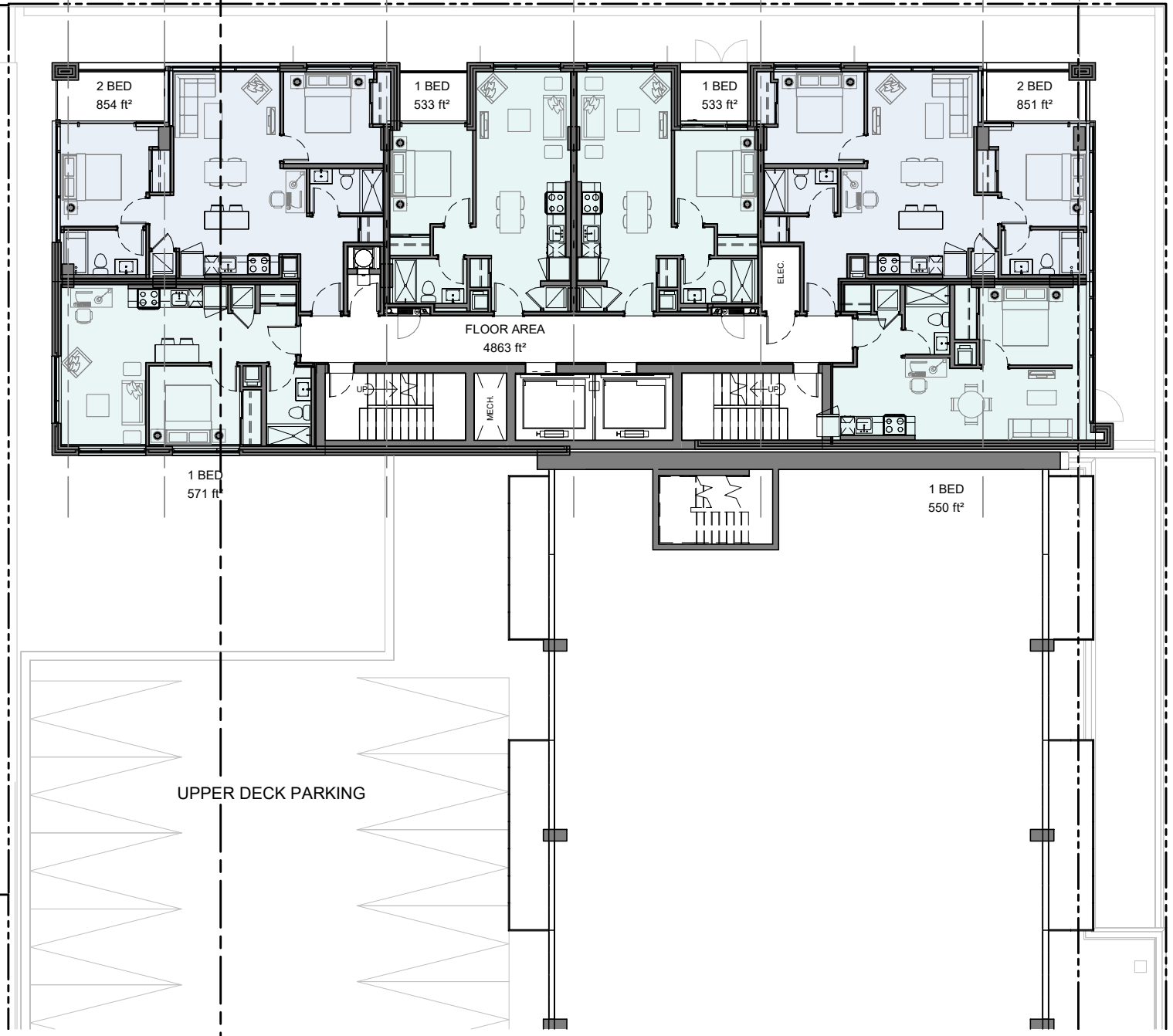
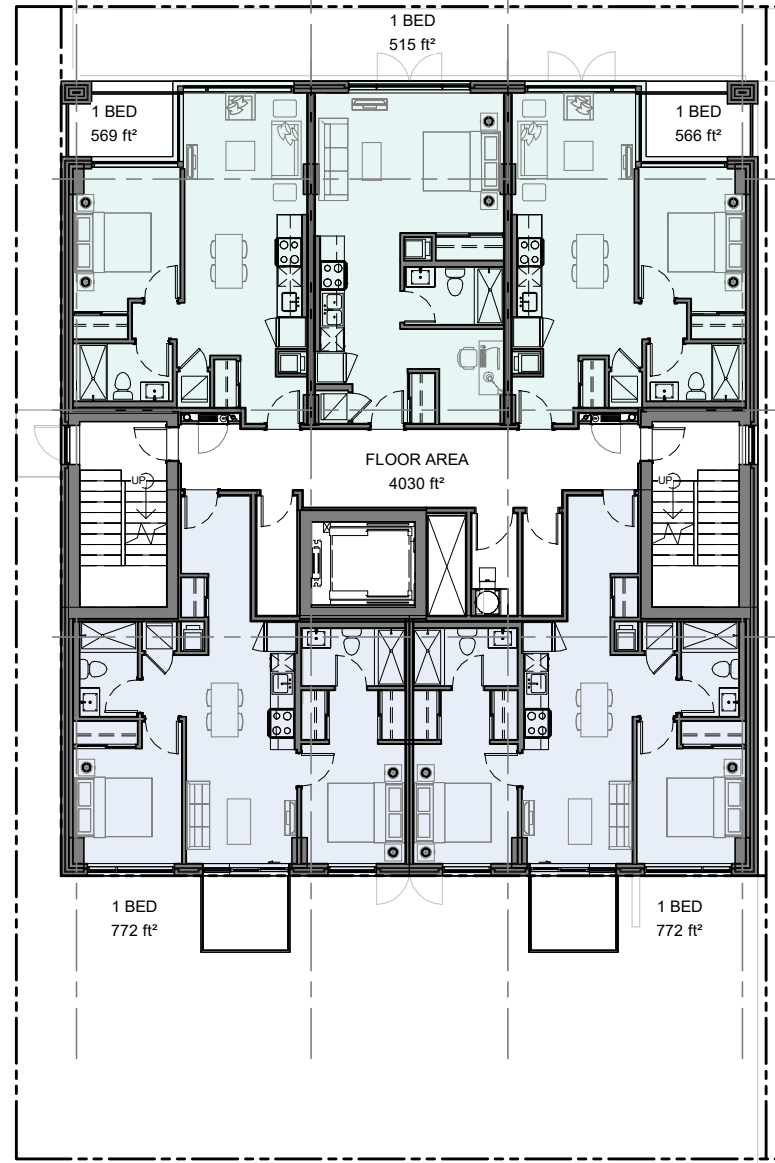
# GROUND FLOOR PLAN

1 : 200





1  
D17



1  
D07

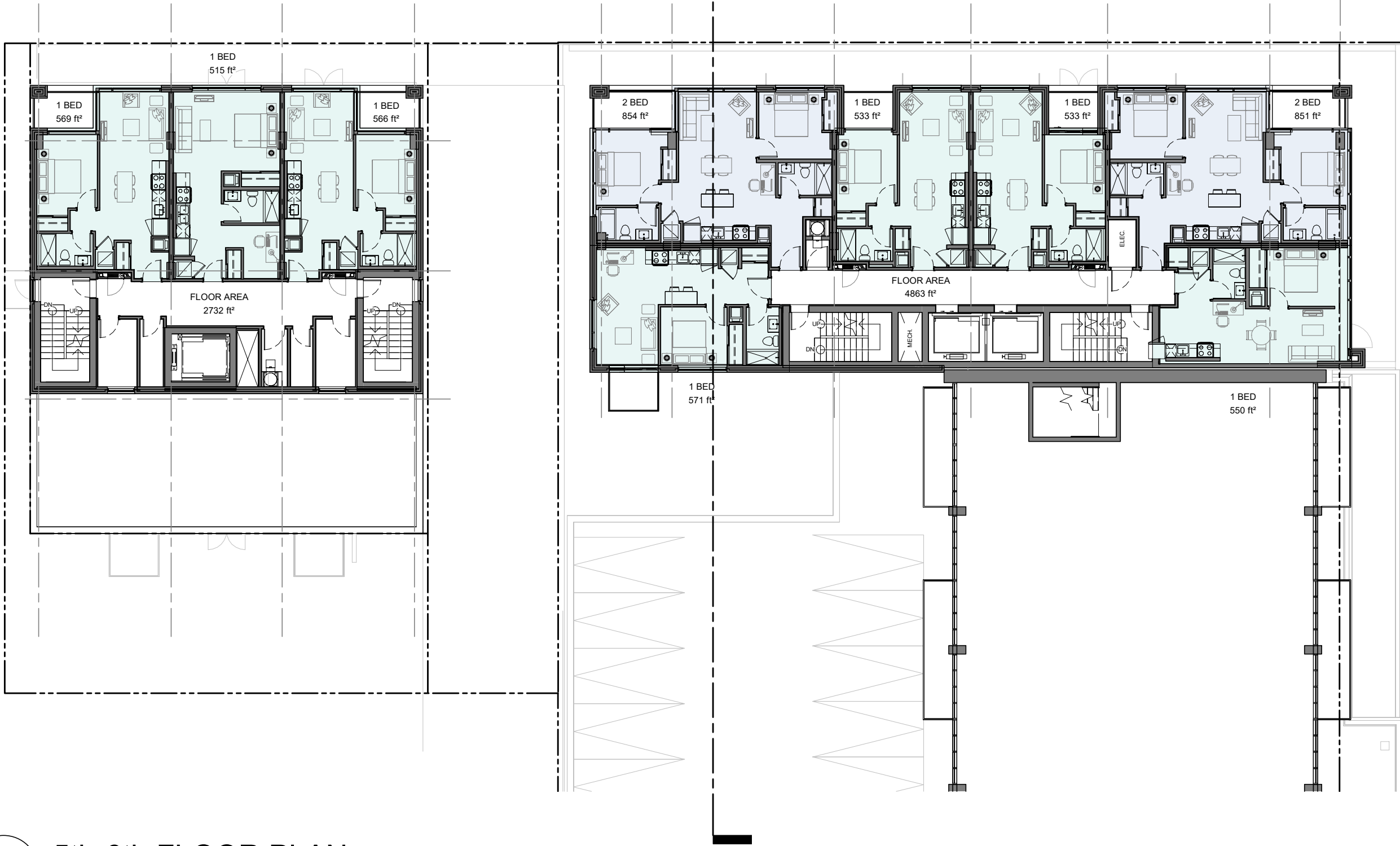
**2nd-4th FLOOR PLAN**

1 : 200





1  
D17

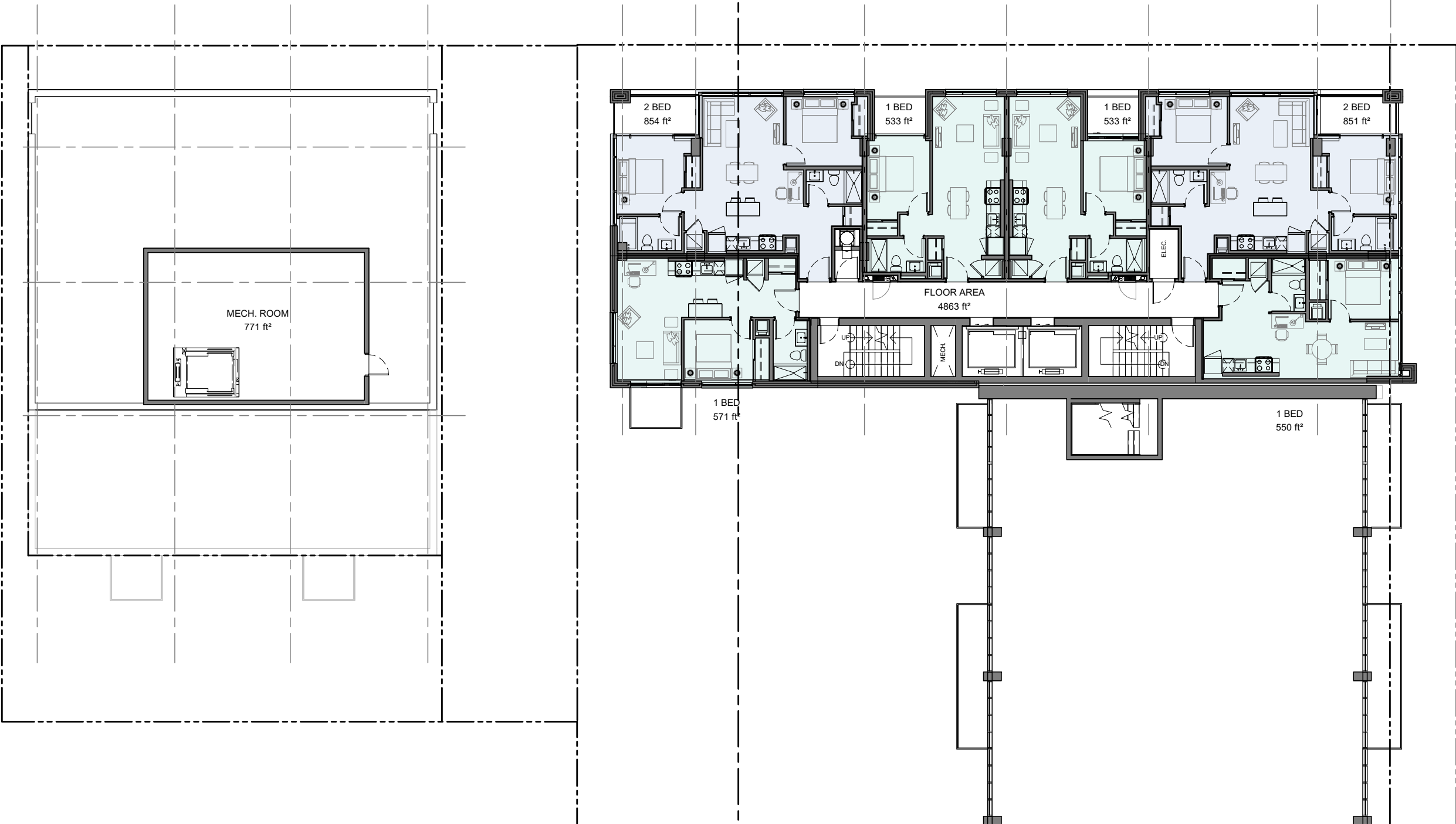
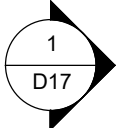


1  
D08

**5th-6th FLOOR PLAN**  
1 : 200







1  
D09

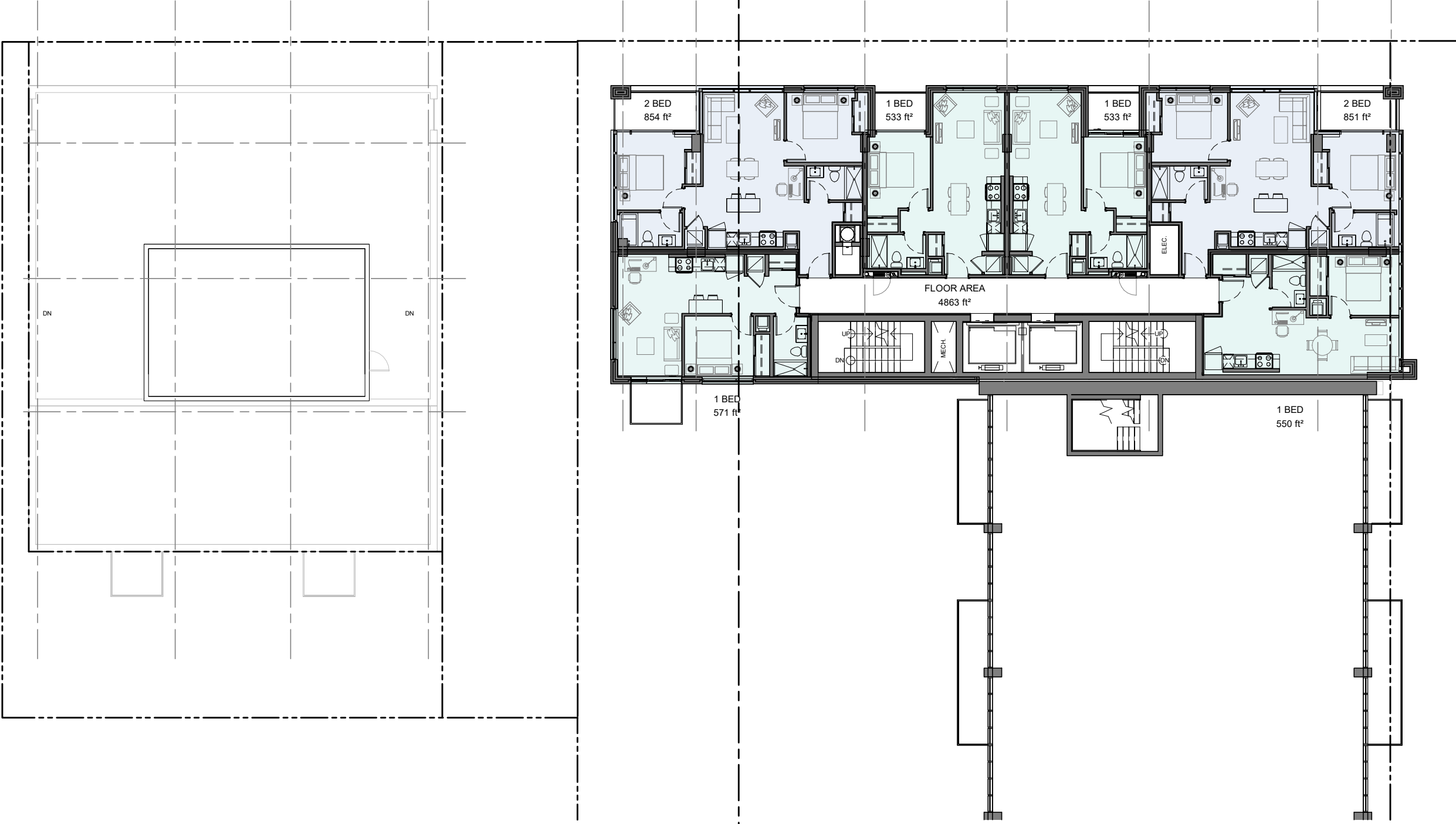
### 7th FLOOR PLAN

1 : 200





1  
D17

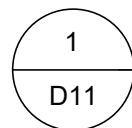
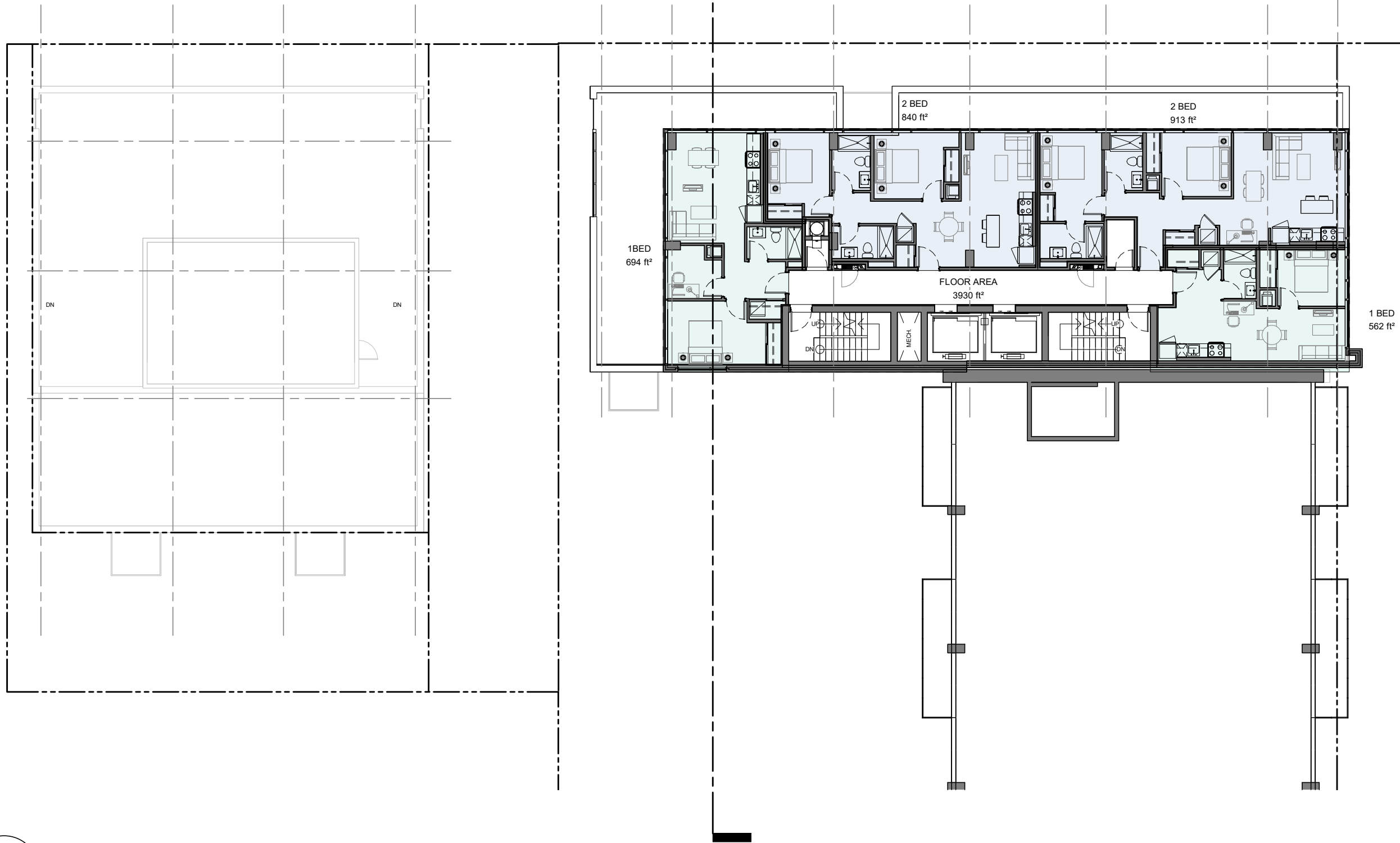
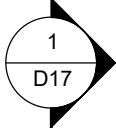


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D10

**8th-13th FLOOR PLAN**  
1 : 200





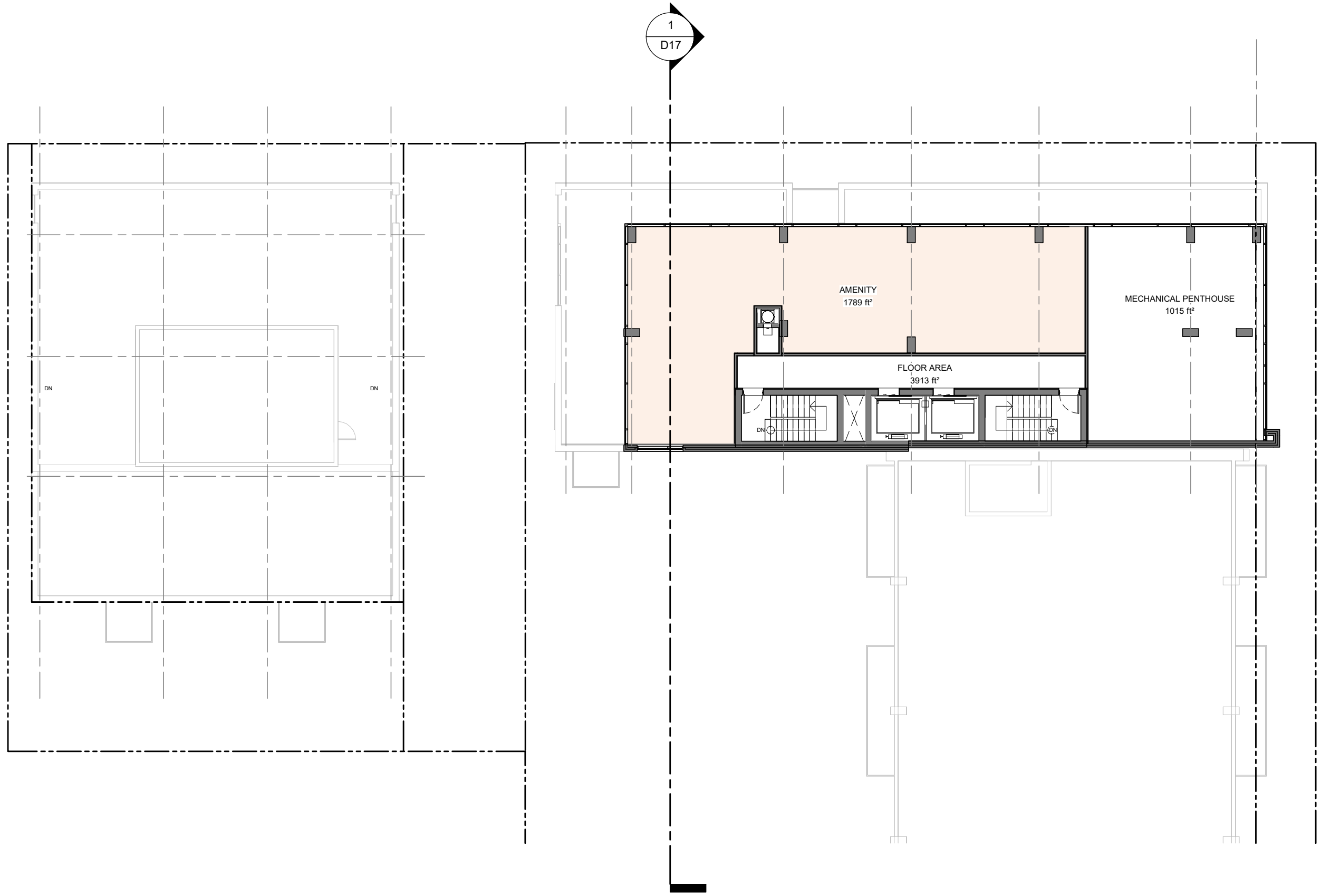


# 14th-15th FLOOR PLAN

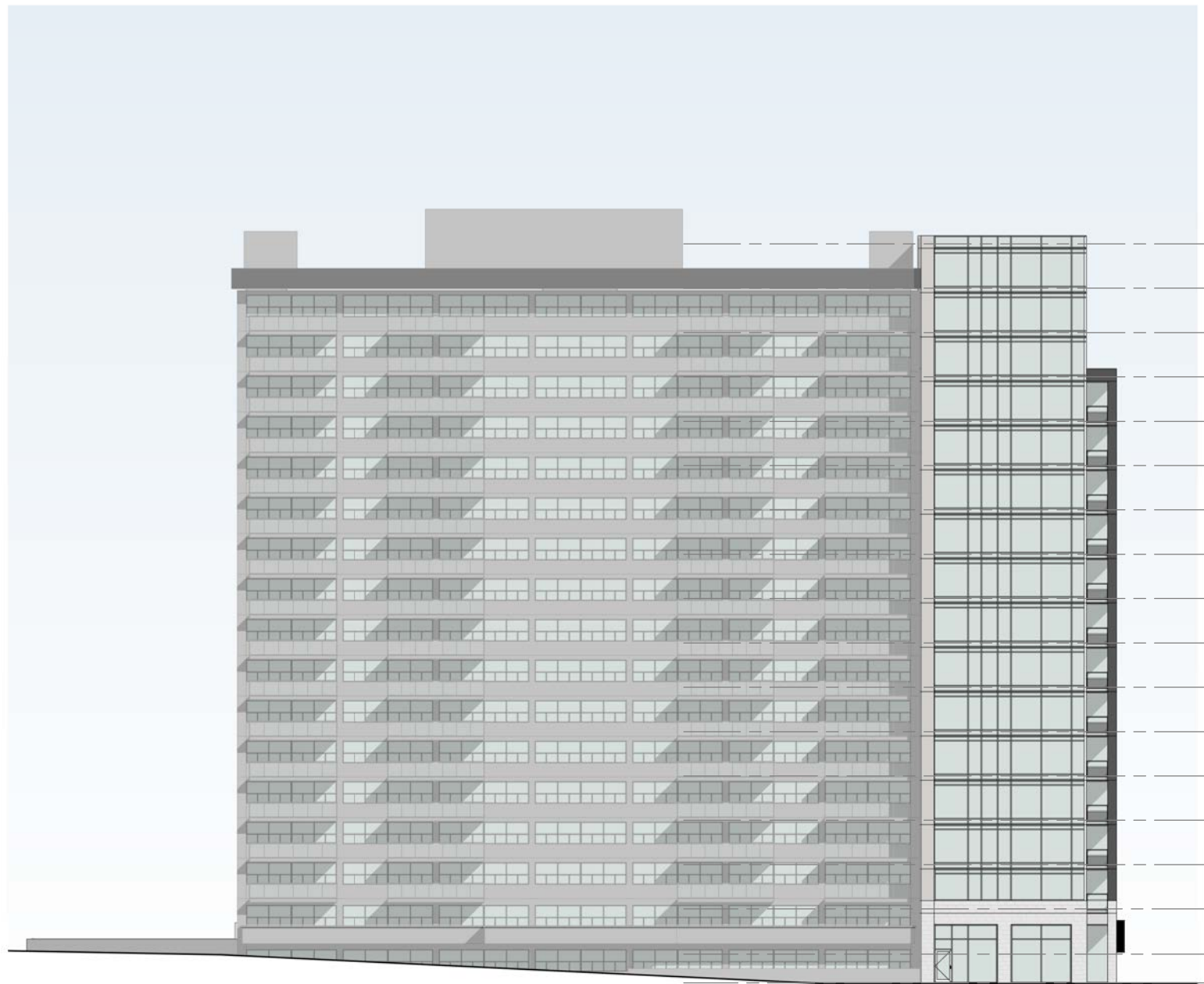
1 : 200











1 BAYSWATER ELEVATION  
D13 1 : 400

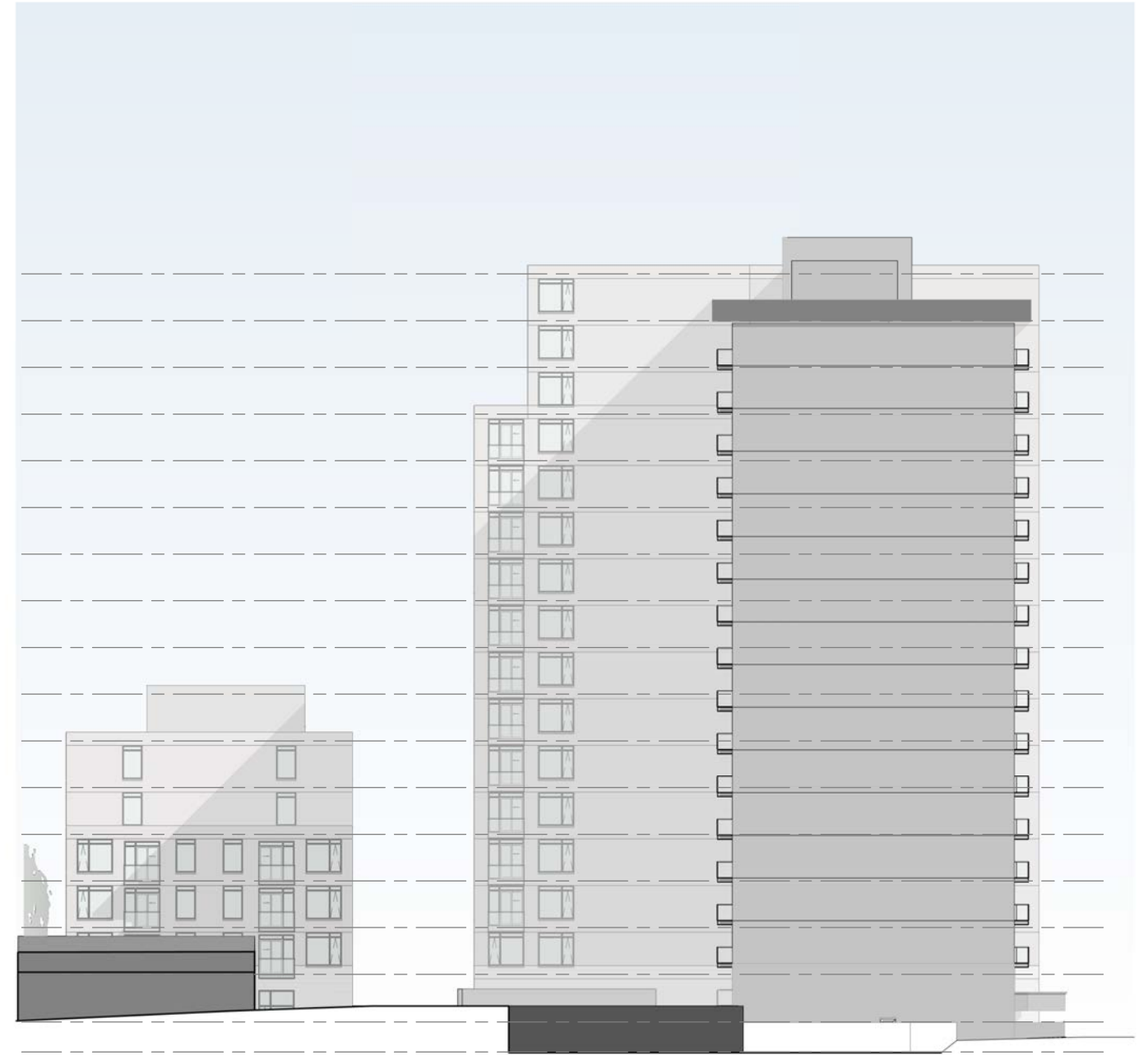


2 SOMERSET STREET W ELEVATION  
D13 1 : 400



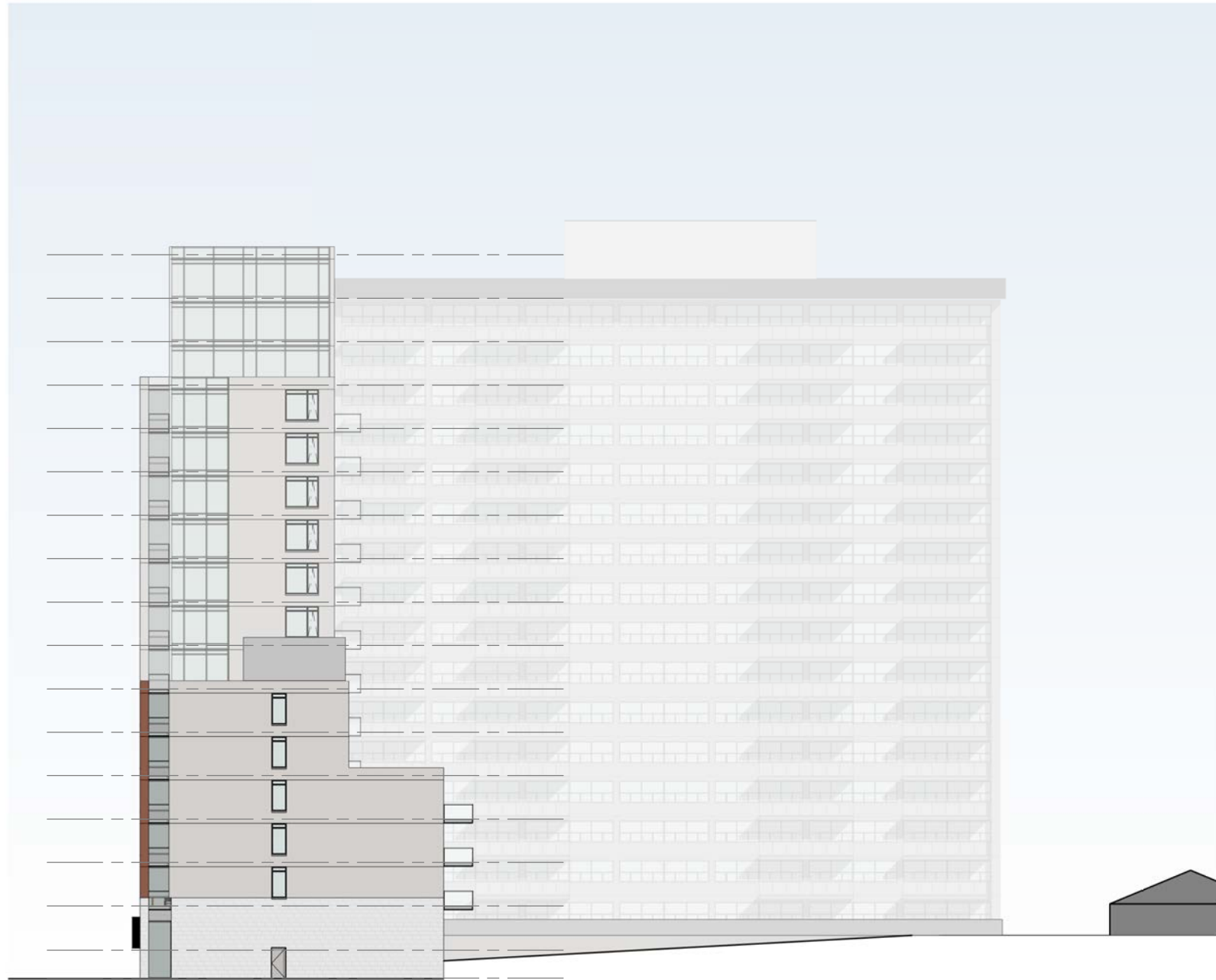


1 WEST ELEVATION - LANEWAY  
D14 1 : 400

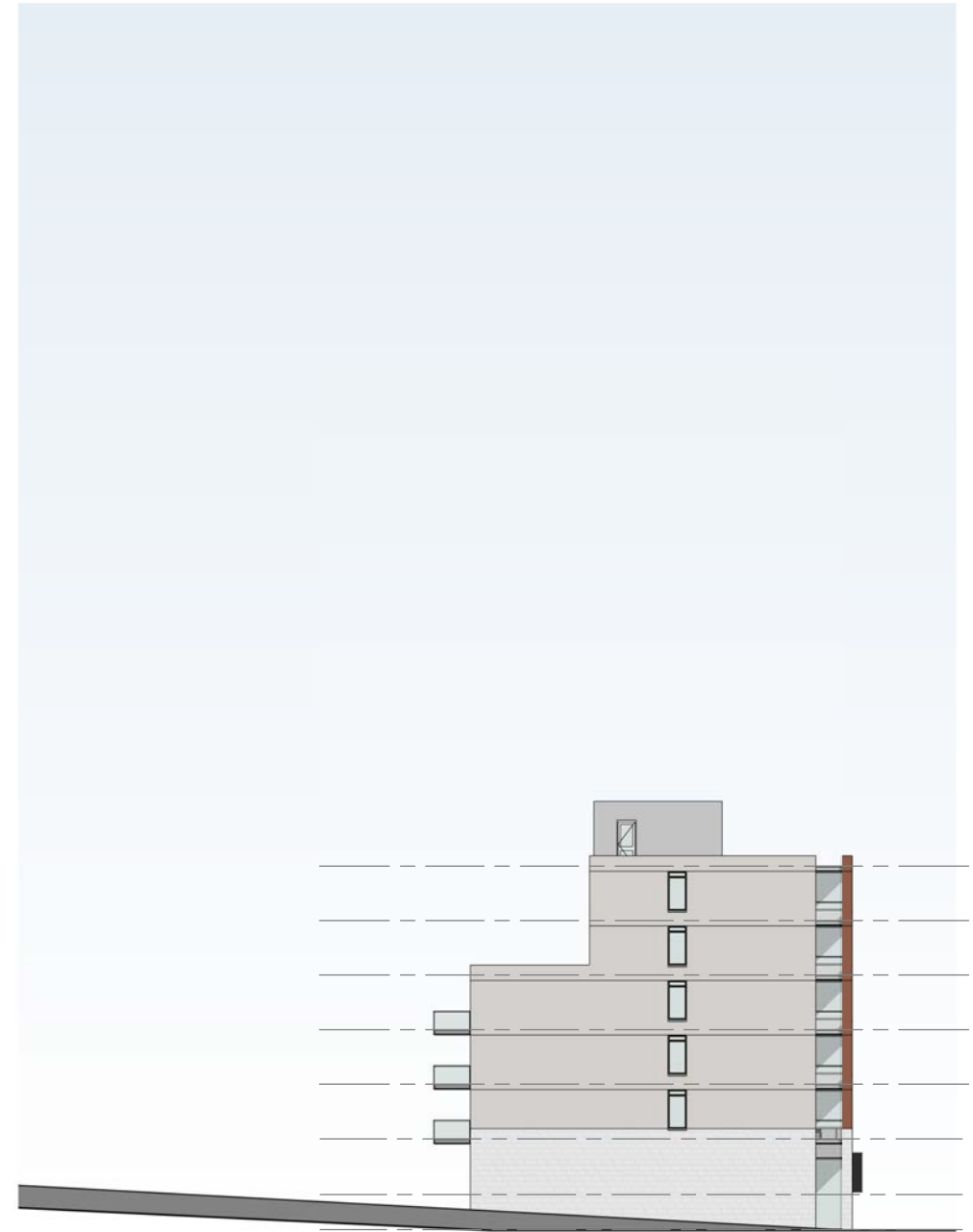


2 SOUTH ELEVATION  
D14 1 : 400

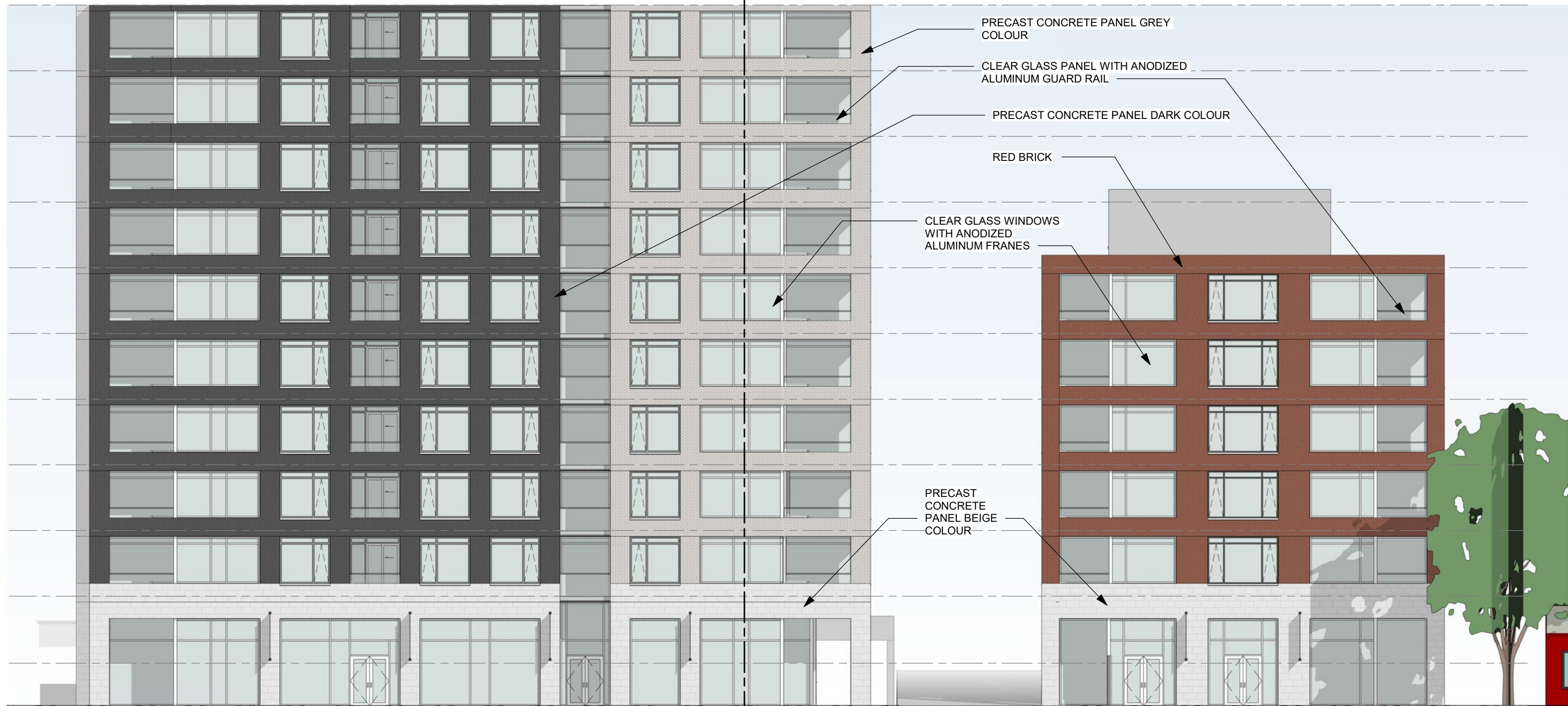
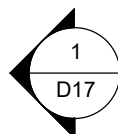




2 WEST ELEVATION - 6 STOREY  
D15 1 : 400



1 EAST ELEVATION - LANEWAY  
D15 1 : 400



PRECAST CONCRETE PANEL GREY COLOUR

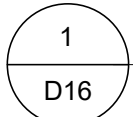
CLEAR GLASS PANEL WITH ANODIZED ALUMINUM GUARD RAIL

PRECAST CONCRETE PANEL DARK COLOUR

RED BRICK

CLEAR GLASS WINDOWS WITH ANODIZED ALUMINUM FRAMES

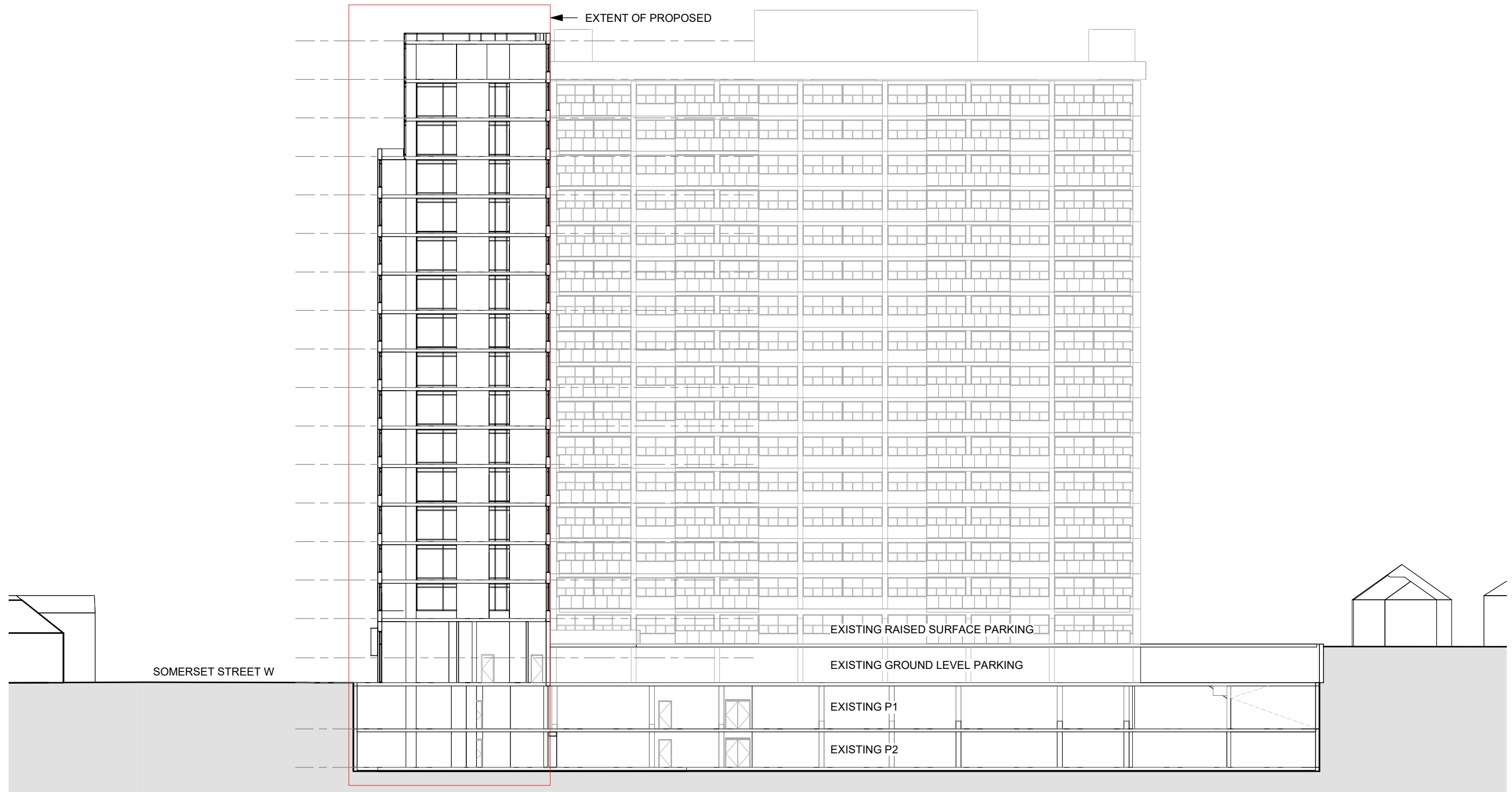
PRECAST CONCRETE PANEL BEIGE COLOUR



# WEST ELEVATION-SOMERSET STREET

1 : 175



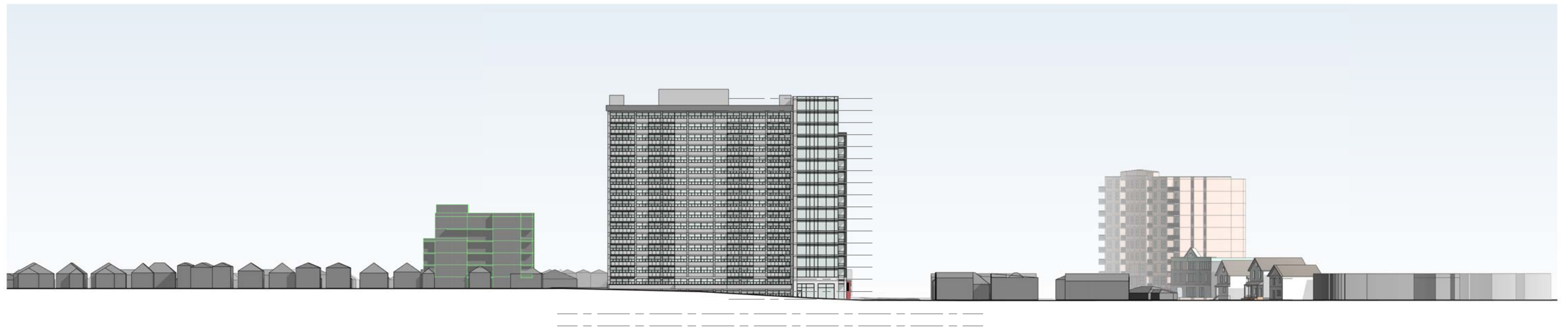


1 SECTION THROUGH SOMERSET STEET  
 D17 1 : 300





SOMERSET STREET SECTION



BAYSWATER AVENUE SECTION

























rla / architecture

PERSPECTIVE VIEW  
SCALE:  
DATE: 2024 01 09

OTTAWA

50 BAYSWATER AVE

ONTARIO



RENFROE LAND MANAGEMENT

SHEET #

D24

PROJ. No. 2028

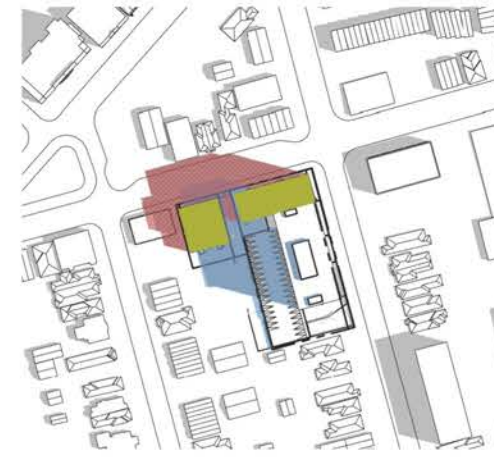




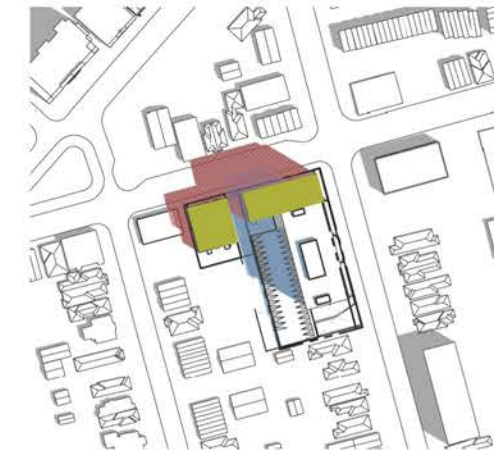
JUNE 21 8:00AM



JUNE 21 9:00AM



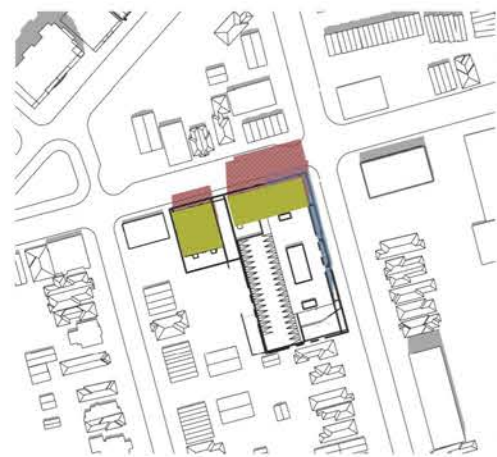
JUNE 21 10:00AM



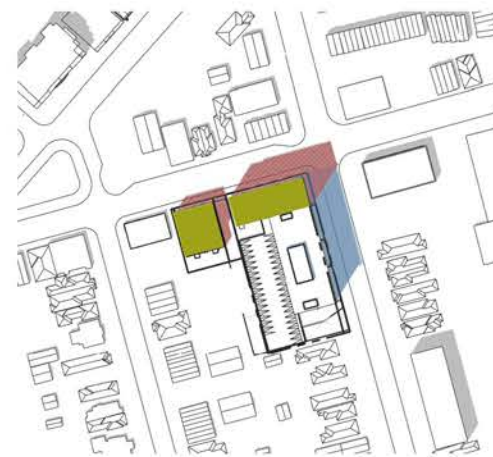
JUNE 21 11:00AM



JUNE 21 12:00PM



JUNE 21 1:00PM



JUNE 21 2:00PM



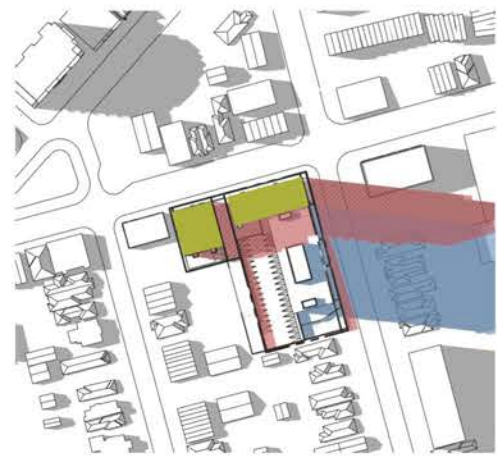
JUNE 21 3:00PM



JUNE 21 4:00PM



JUNE 21 5:00PM







JUNE 21 6:00PM

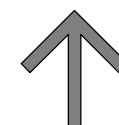


JUNE 21 7:00PM



JUNE 21 8:00PM

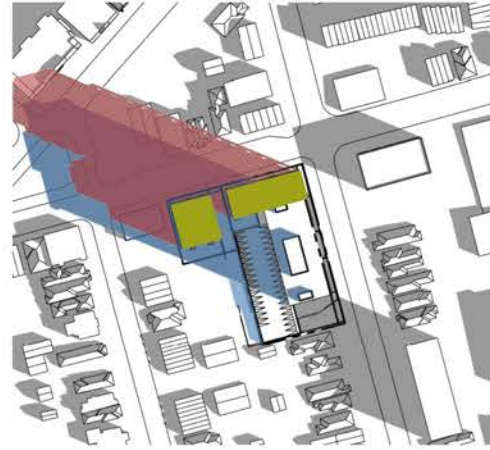
-  NEW NET SHADOW
-  PROPOSED BUILDING SHADOW
-  EXISTING BUILDING SHADOW
-  PROPOSED BUILDING







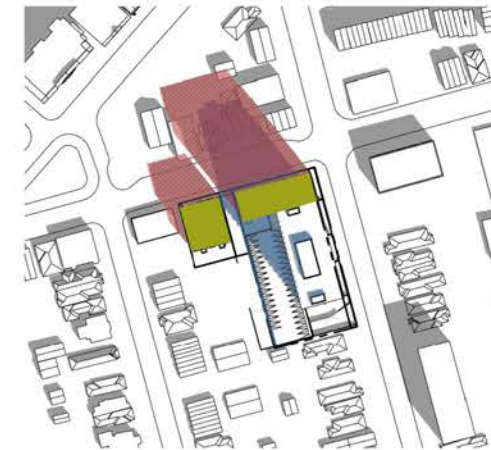
SEPTEMBER 21 8:00AM



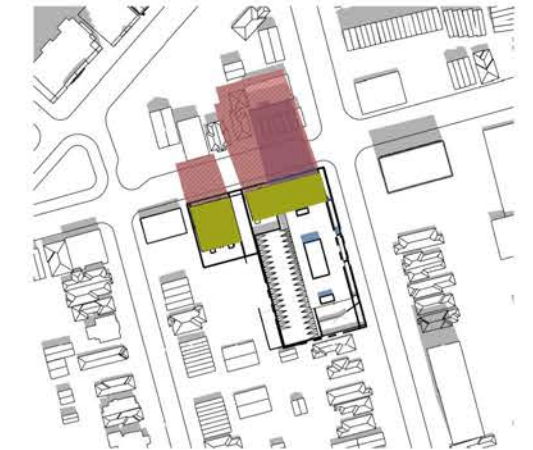
SEPTEMBER 21 9:00AM



SEPTEMBER 21 10:00AM



SEPTEMBER 21 11:00AM



SEPTEMBER 21 12:00AM



SEPTEMBER 21 1:00PM



SEPTEMBER 21 2:00PM



SEPTEMBER 21 3:00PM







SEPTEMBER 21 4:00PM

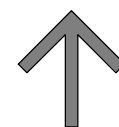


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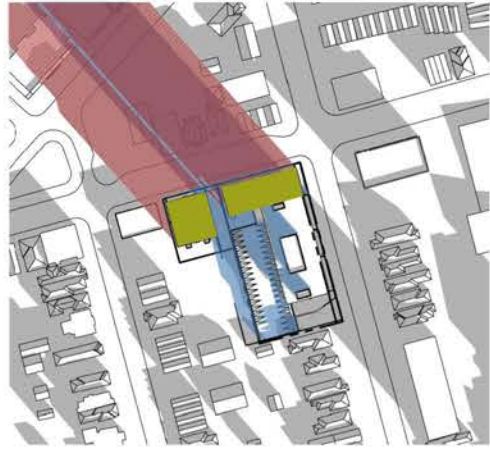


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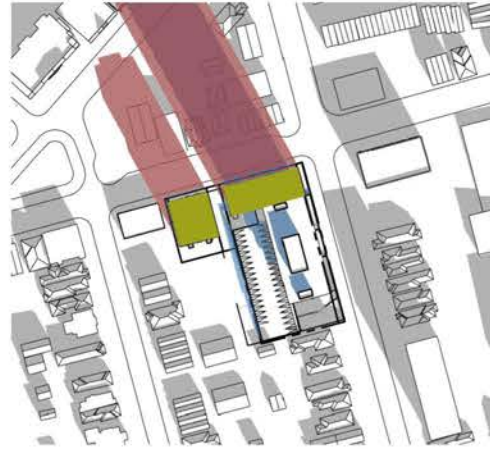
-  NEW NET SHADOW
-  PROPOSED BUILDING SHADOW
-  EXISTING BUILDING SHADOW
-  PROPOSED BUILDING







DECEMBER 21 9:00AM



DECEMBER 21 10:00AM



DECEMBER 21 11:00AM



DECEMBER 21 12:00PM



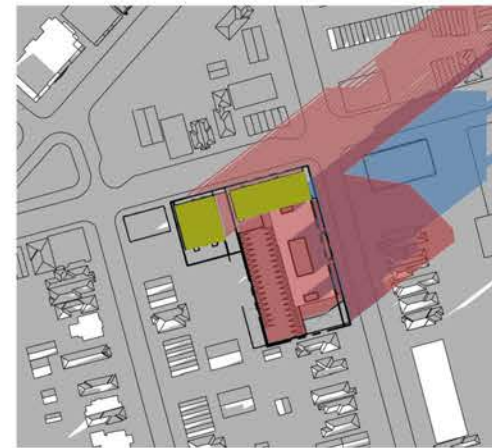
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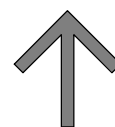


DECEMBER 21 3:00PM



DECEMBER 21 4:00PM

-  NEW NET SHADOW
-  PROPOSED BUILDING SHADOW
-  EXISTING BUILDING SHADOW
-  PROPOSED BUILDING



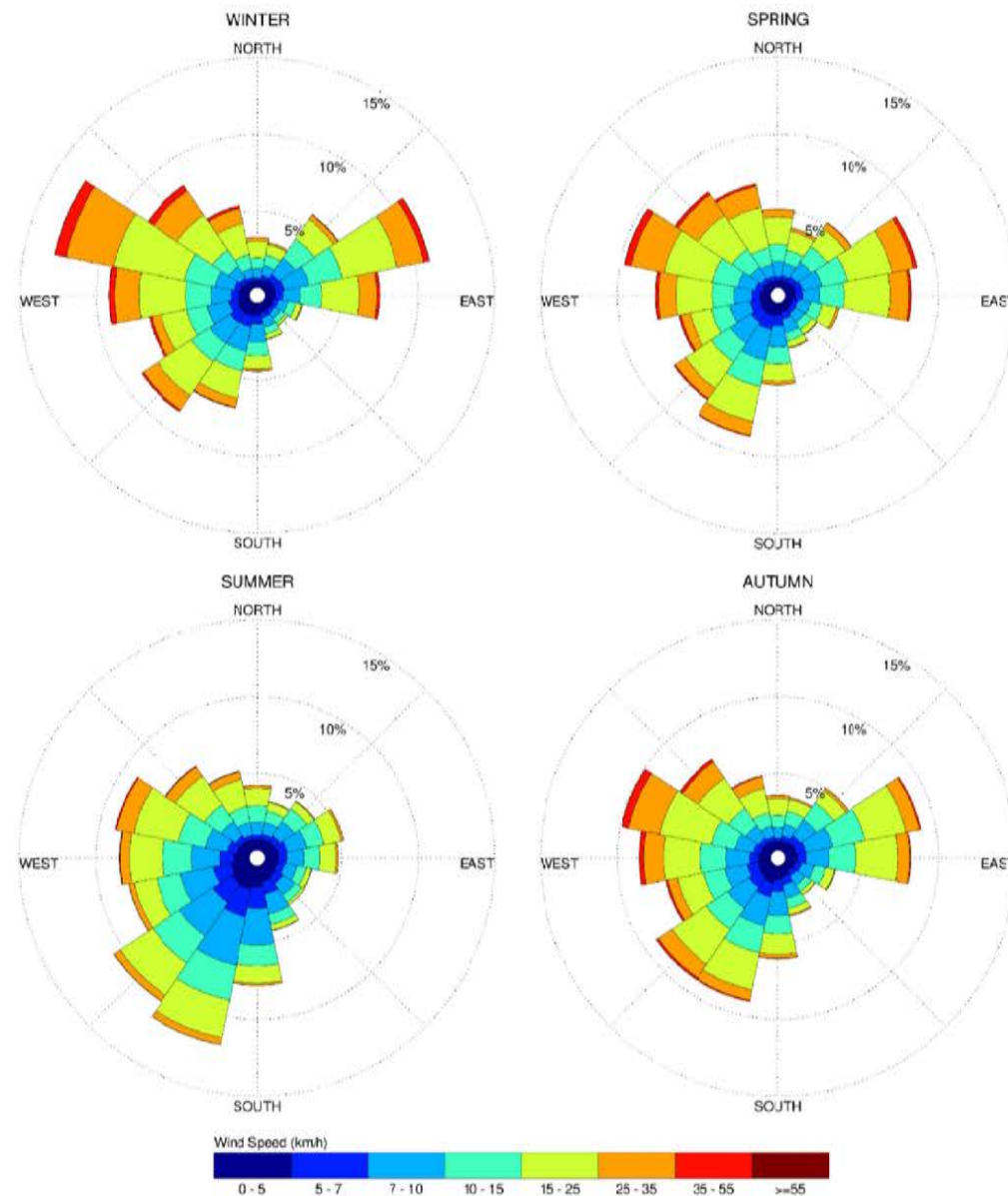


- This project develops an under-utilized site in a desirable neighbourhood. By repurposing an existing development site, this develop aims to minimize urban sprawl, and adds housing in an area that is highly accessibly by public public transit.
- As a high-density development in close proximity to public transit (bus and LRT), car dependency and, thus, greenhouse gas emissions will be reduced.
- Located within an existing neighbourhood, this project will contribute to a more liveable city that supports transit and local services and businesses.
- Air-tight building envelope using increased insulation, to be validated using energy modeling software, will be utilized to further energy efficiencies within the building envelope design.
- The percentage of glass for the tower has been minimized through the use of punched windows to provide more energy efficiency.
- The proposal has paid attention to the implementation of bird friendly design by ensuring the first 6 storeys above average grade utilize solid materials (masonry & metal cladding) with punched windows to provide high-contrast and a predominately opaque design. Where glass is used, a window film will be applied to help avoid birdstrikes. It is recognized that the first several floors above grade are the most important section for bird-friendly design.





**SEASONAL DISTRIBUTION OF WIND  
OTTAWA MACDONALD-CARTIER INTERNATIONAL AIRPORT**



**Notes:**

1. Radial distances indicate percentage of time of wind events.
2. Wind speeds are mean hourly in km/h, measured at 10 m above the ground.

Lalit and Anand Aggarwal  
50 BAYSWATER AVENUE, OTTAWA: PEDESTRIAN LEVEL WIND STUDY



**4.4 Pedestrian Wind Comfort and Safety Criteria – City of Ottawa**

Pedestrian wind comfort and safety criteria are based on the mechanical effects of wind without consideration of other meteorological conditions (that is, temperature and relative humidity). The comfort criteria assume that pedestrians are appropriately dressed for a specified outdoor activity during any given season. Five pedestrian comfort classes based on 20% non-exceedance mean wind speed ranges are used to assess pedestrian comfort: (1) Sitting; (2) Standing; (3) Strolling; (4) Walking; and (5) Uncomfortable. The gust speeds, and equivalent mean speeds, are selected based on the Beaufort scale, which describes the effects of forces produced by varying wind speed levels on objects. Wind conditions suitable for sitting are represented by the colour blue, standing by green, strolling by yellow, and walking by orange; uncomfortable conditions are represented by the colour magenta. Specifically, the comfort classes, associated wind speed ranges, and limiting criteria are summarized as follows:

**PEDESTRIAN WIND COMFORT CLASS DEFINITIONS**

Wind Comfort Class	GEM Speed (km/h)	Description
SITTING	≤ 10	Mean wind speeds no greater than 10 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 16 km/h.
STANDING	≤ 14	Mean wind speeds no greater than 14 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 22 km/h.
STROLLING	≤ 17	Mean wind speeds no greater than 17 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 27 km/h.
WALKING	≤ 20	Mean wind speeds no greater than 20 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 32 km/h.
UNCOMFORTABLE	> 20	Uncomfortable conditions are characterized by predicted values that fall below the 80% target for walking. Brisk walking and exercise, such as jogging, would be acceptable for moderate excesses of this criterion.

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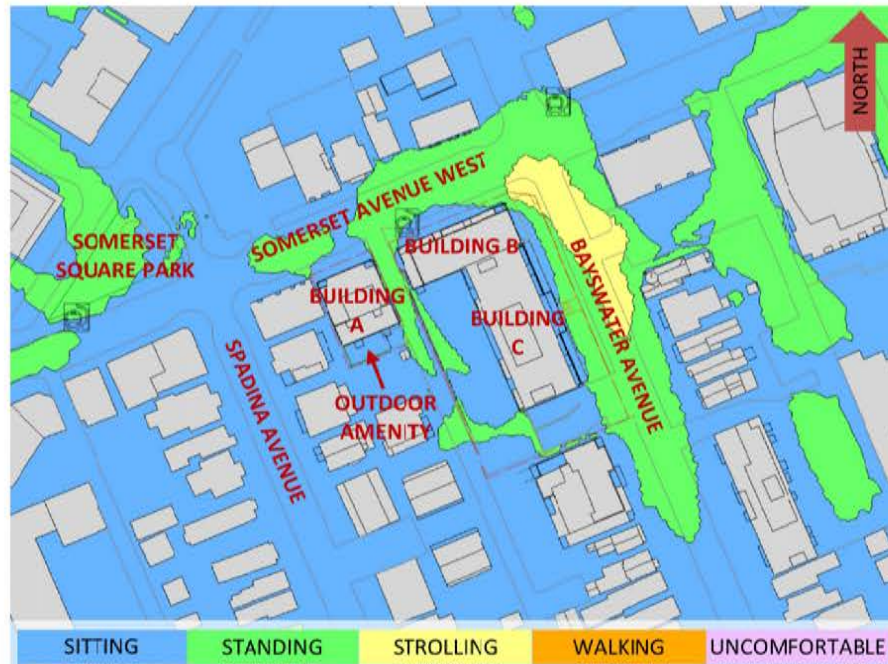


FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

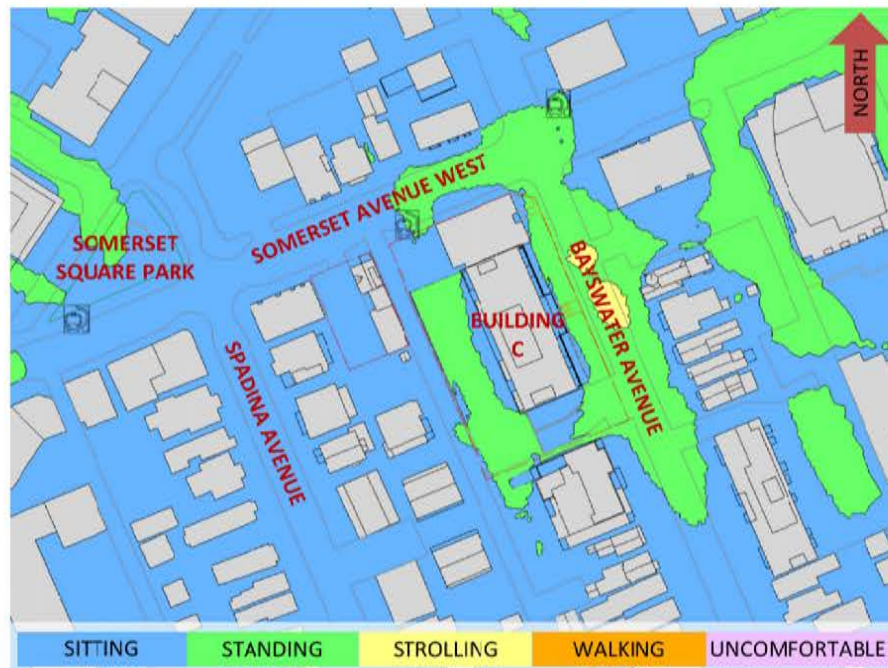


FIGURE 3B: SPRING – WIND COMFORT, GRADE LEVEL – EXISTING MASSING

Lalit and Anand Aggarwal  
50 BAYSWATER AVENUE, OTTAWA: PEDESTRIAN LEVEL WIND STUDY



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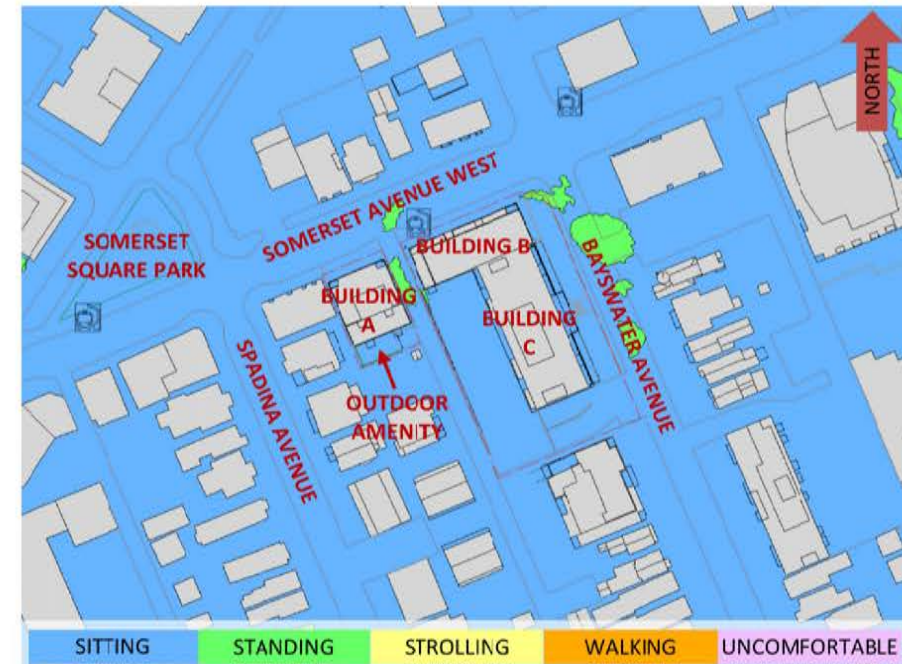


FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

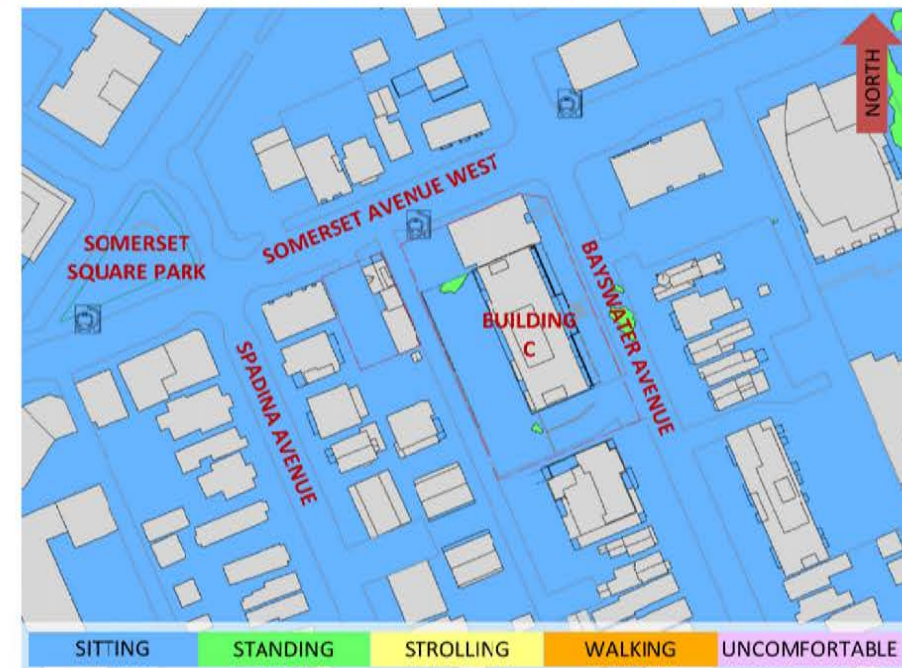


FIGURE 4B: SUMMER – WIND COMFORT, GRADE LEVEL – EXISTING MASSING

Lalit and Anand Aggarwal  
50 BAYSWATER AVENUE, OTTAWA: PEDESTRIAN LEVEL WIND STUDY



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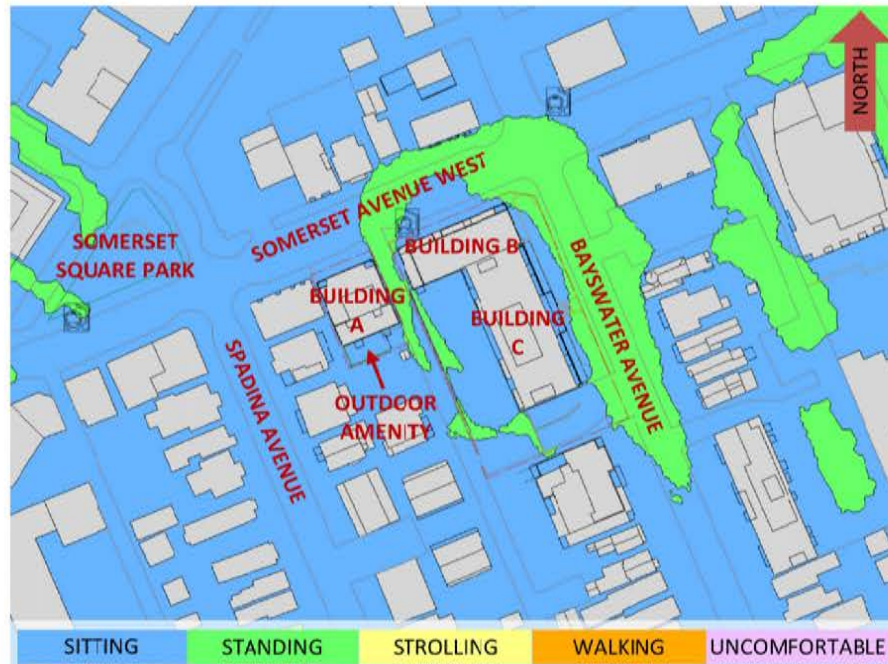


FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

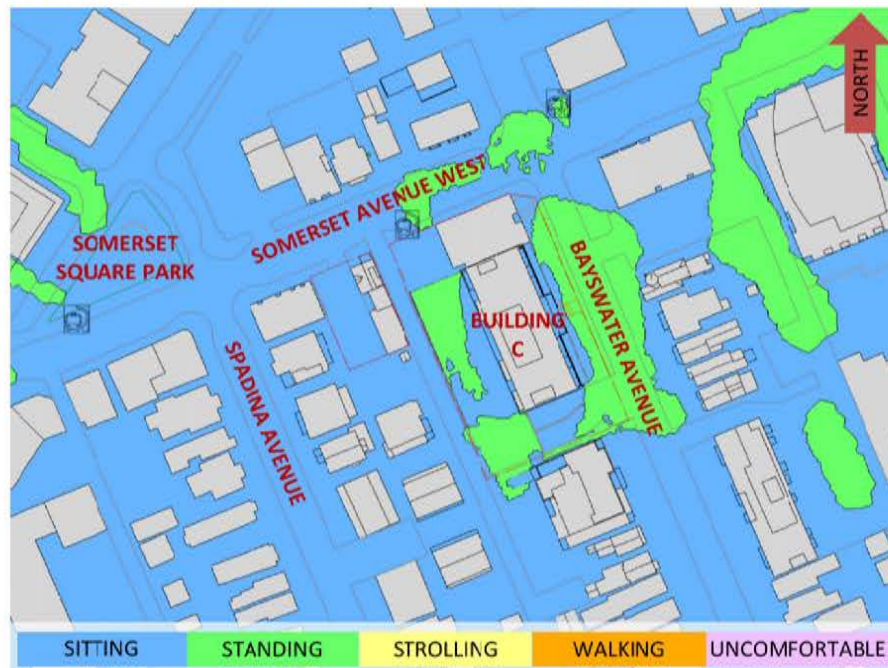


FIGURE 5B: AUTUMN – WIND COMFORT, GRADE LEVEL – EXISTING MASSING

Lalit and Anand Aggarwal  
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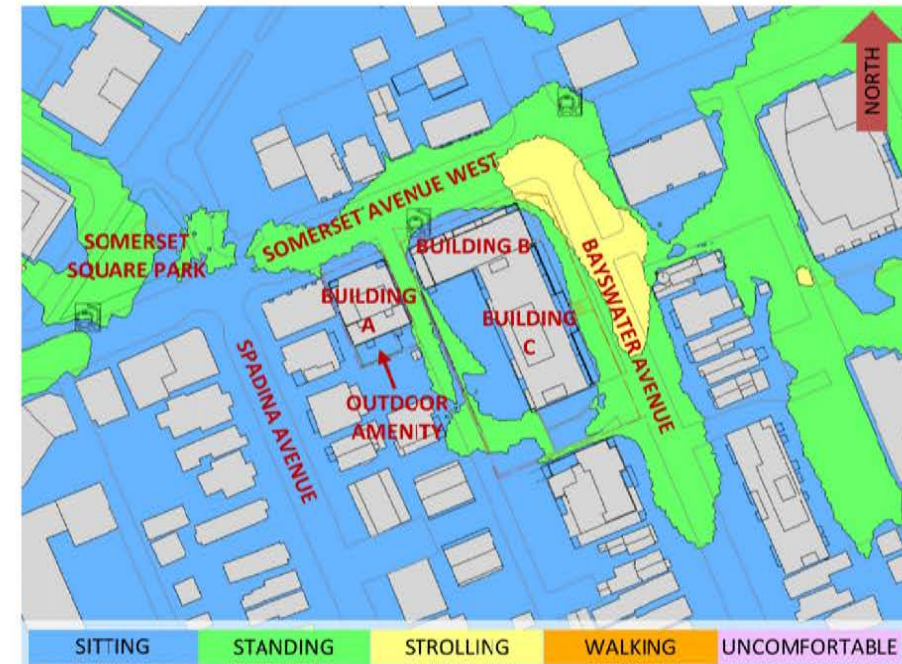


FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

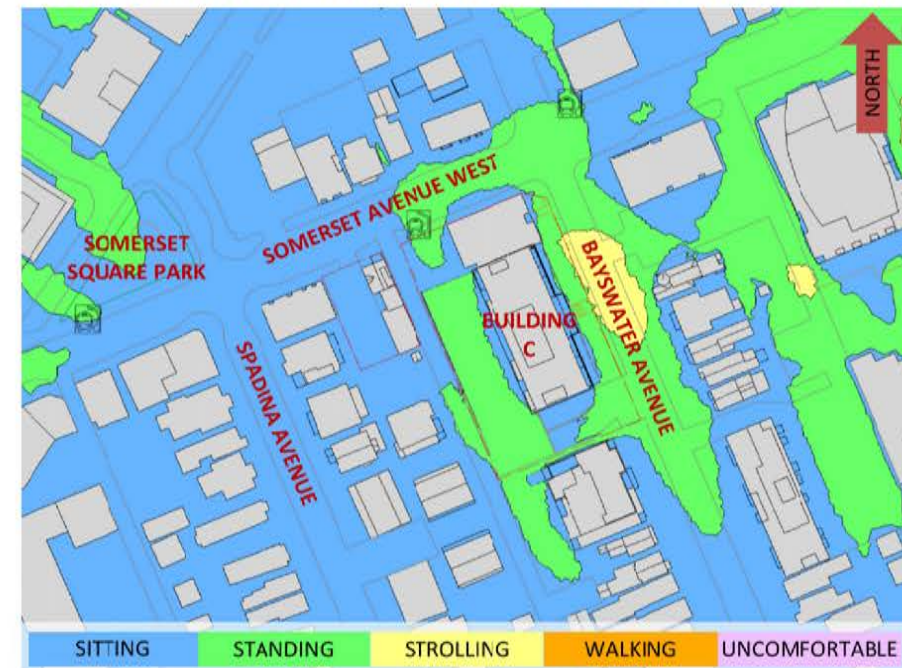


FIGURE 6B: WINTER – WIND COMFORT, GRADE LEVEL – EXISTING MASSING

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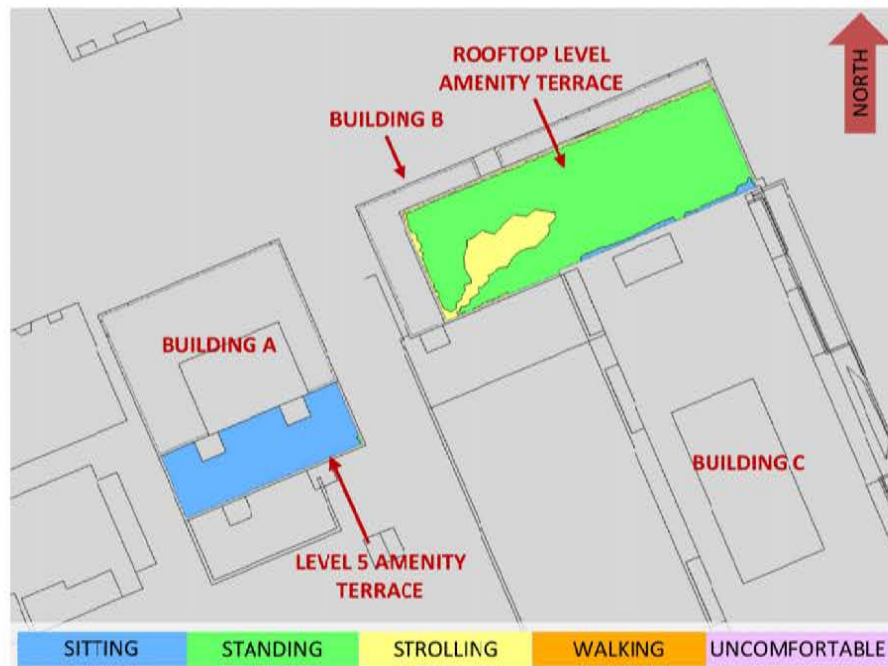


FIGURE 8A: SPRING – WIND COMFORT, COMMON AMENITY TERRACES

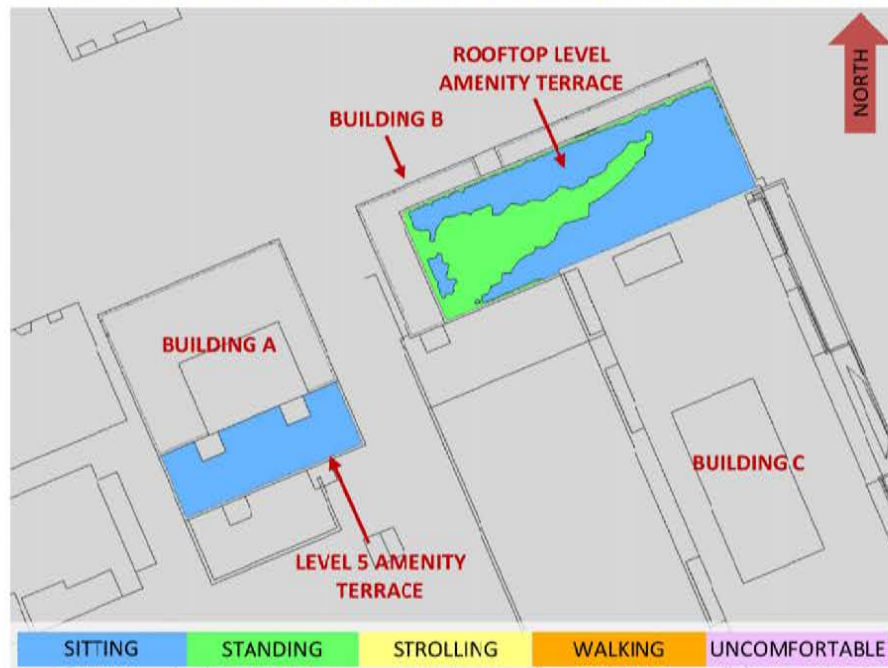


FIGURE 8B: SUMMER – WIND COMFORT, COMMON AMENITY TERRACES

Lalit and Anand Aggarwal  
50 BAYSWATER AVENUE, OTTAWA: PEDESTRIAN LEVEL WIND STUDY



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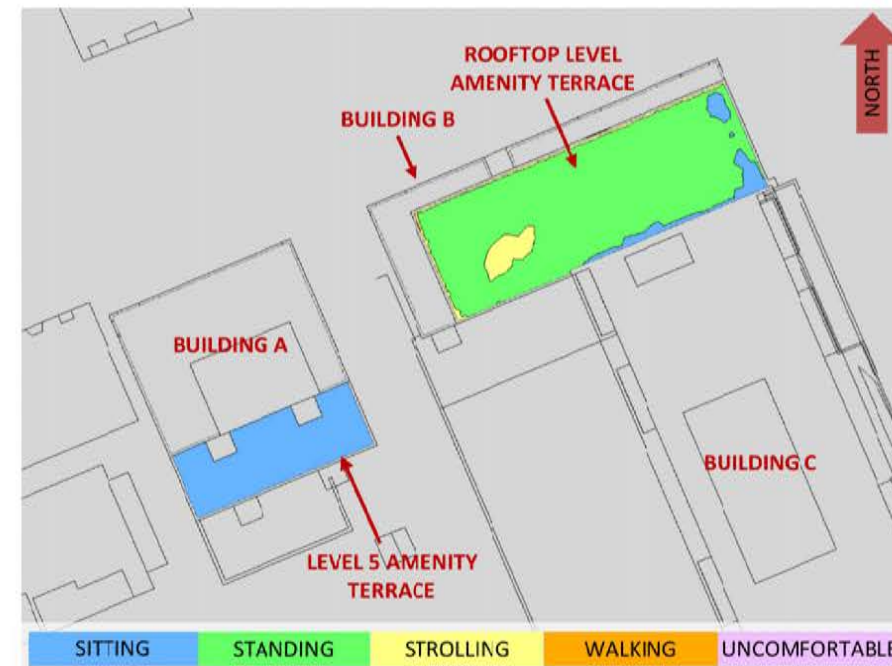


FIGURE 8C: AUTUMN – WIND COMFORT, COMMON AMENITY TERRACES

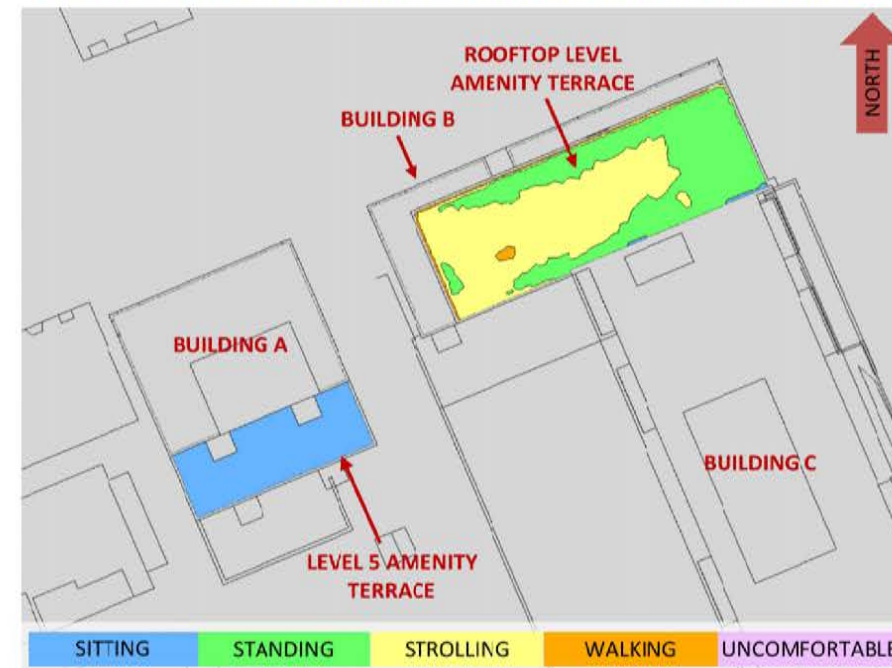


FIGURE 8D: WINTER – WIND COMFORT, COMMON AMENITY TERRACES

Lalit and Anand Aggarwal  
50 BAYSWATER AVENUE, OTTAWA: PEDESTRIAN LEVEL WIND STUDY



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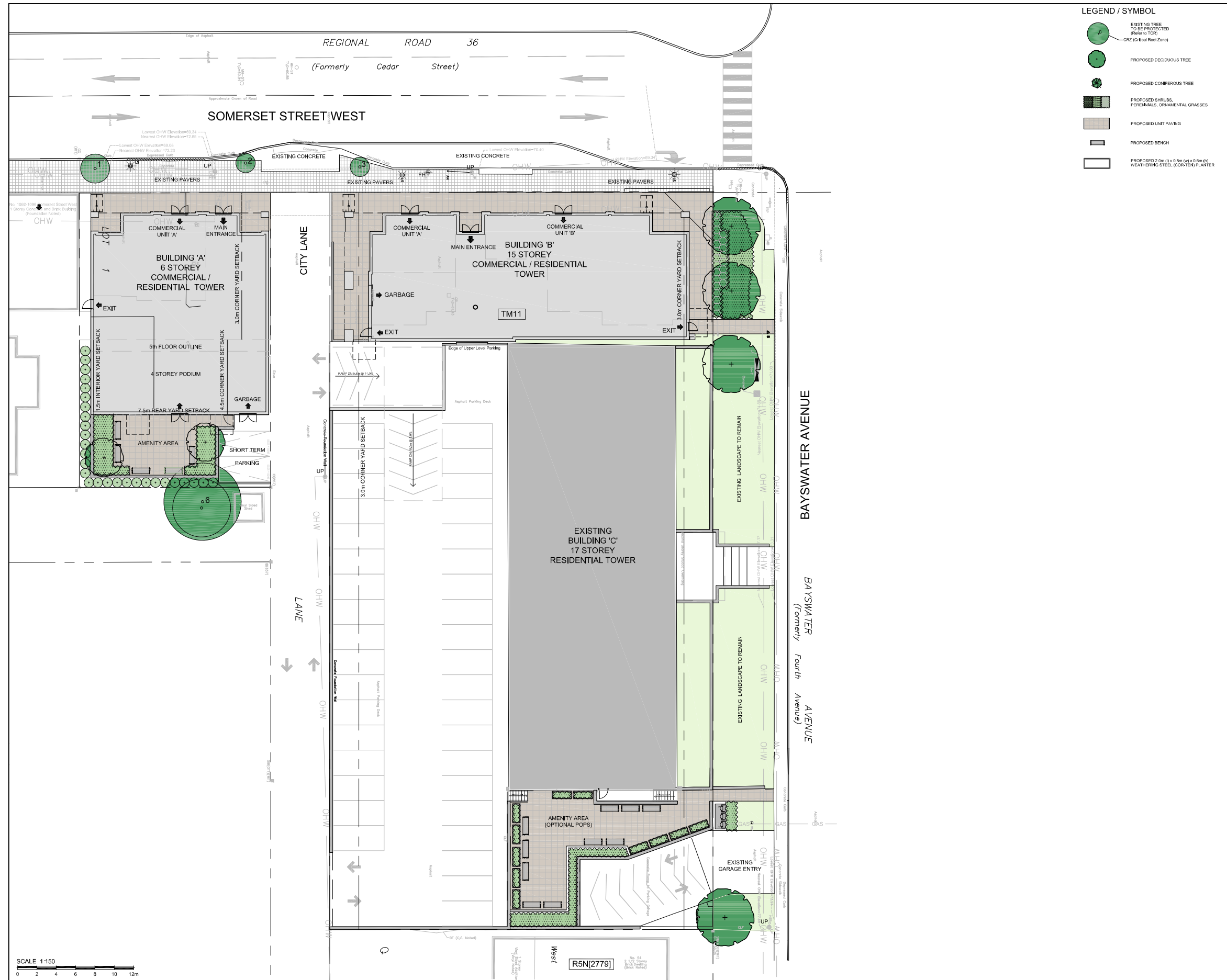












- LEGEND / SYMBOL**
- EXISTING TREE TO BE PROTECTED (Refer to TCR)
  - CRZ (Critical Root Zone)
  - PROPOSED DECIDUOUS TREE
  - PROPOSED CONIFEROUS TREE
  - PROPOSED SHRUBS, PERENNIALS, ORNAMENTAL GRASSES
  - PROPOSED UNIT PAVING
  - PROPOSED BENCH
  - PROPOSED 2.0m (6' x 0.6m) x 0.6m (6') WEATHERING STEEL (COR-TEN) PLANTER



LOCATION PLAN

**PROJECT DEVELOPER:**  
MANOR PARK MANAGEMENT  
231 Britany Dr., Suite D, Ottawa, ON K1K 0R8

**PROJECT MANAGER:**  
RENFROE LAND MANAGEMENT  
371A Richmond Rd., Ottawa, ON K2L 1Y3

**PLANNER:**  
FOTENN CONSULTANTS INC.  
300-396 Cooper St., Ottawa, ON K2P 2H7

**ARCHITECT:**  
RLA INC.  
56 Beech St., Ottawa, ON K1S 3J6

**CIVIL ENGINEER:**  
WSP  
300-2611 Queensview Dr. Ottawa, ON K2B 8K2

**GEOTECHNICAL ENGINEER:**  
PATERSON GROUP  
154 Colonnade Rd. S., Ottawa ON K2E 7J5

**ONTARIO LAND SURVEYOR:**  
AOV LTD.  
500-14 Concourse Gate, Nepean ON K2E 7S8

**LANDSCAPE ARCHITECT:**  
LEVSTEK CONSULTANTS INC.  
5871 Hugh Cresc., Ottawa, ON K0A 2W0

**TRANSPORTATION ENGINEER:**  
CGH TRANSPORTATION INC.  
6 Plaza Ct., Ottawa, ON K2H 7W1

**LEGAL DESCRIPTION:**  
TOPOGRAPHIC PLAN OF SURVEY OF  
OTTAWA-CARLETON STANDARD CONDOMINIUM  
PLAN No. 475 and  
PART OF LOTS 1 AND 2 IN BLOCK Q  
East Spadina Avenue  
REGISTERED PLAN 73  
CITY OF OTTAWA  
Surveyed by Anris, O'Sullivan, Volebekk Ltd.

FOR APPROVAL ONLY

no.	date	revision
1.	JAN.17.24	ISSUE FOR UDRP



Contractor shall check and verify all dimensions on site and report all errors and/or omissions to the Consultant.  
Work to be done in accordance with all applicable codes and by-laws.  
Do not scale Drawing.  
This Drawing shall not be used for construction until signed by the Consultant.  
Copyright reserved. This Drawing is the exclusive property of Levstek Consultants Inc. and shall not be used without consent.



Project  
**50 BAYSWATER AVENUE /  
1088 SOMERSET STREET**  
OTTAWA, ONTARIO

Drawing Title  
**LANDSCAPE CONCEPT**

Drawn: MGB	Product No.: 1231	Drawing No.: L1.01
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Please find RLA responses in red below:

**50 Bayswater Avenue & 1088 Somerset Street West** | Informal Pre-consultation | Official Plan Amendment, Zoning By-law Amendment & Site Plan Control Application | Renfroe Land Management (David Renfroe), RLA Architecture, Levstek Consultants Landscape Architects

### Key Recommendations

- The Panel recommends revising the height and datum lines of the tower building to better reflect the Traditional Mainstreet character of Somerset Street West.
  - Consider a 1-2 storey datum line for a podium feel, and a step-back at the 4-6 storey height so as to express the building more as a mainstreet mid-rise built form prior to the tower portion above.
  - We have revised the tower building to a 2-storey podium. We believe that a 1-storey podium on the mid-rise building is more appropriate. Discussion with Hydro Ottawa continue but the existing hydro lines and the existing narrow sidewalk along Somerset does not allow for the traditional main street setback after the fourth floor. We have elected to set the podium back in line with the building above to support an enhanced public realm.
  - Consider more of a Mainstreet built-form proportion with a 2-storey datum, 6-storey datum, and 9-storey datum.
  - Please see the revised elevations. We have revised the podium on the tower building to 2 storeys. We considered a 6-storey datum line, however we felt the proposed revised elevation has a built in transition to the 6 storey building to the west side of the city laneway. We disagreed with introducing a set back at the 9th floor as this negatively impacts housing affordability and the balance of the built form. As a result, we have introduced a set back above the 12th floor.
- The Panel strongly recommends setting back the upper floors at a lower level rather than the proposed 13th storey step-back.
  - Noted, see note above.
- The Panel recommends indenting the ground floor to further help with public space along the streetscape, and appreciate the additional public realm space already being provided.
  - Careful consideration has been given to the relationship between the commercial spaces and the sidewalk. With the exception of setting back the commercial entrances we believe the proposed ground floor as designed is appropriate and will ensure commercial success.
- The Panel recommends considering how the materials wrap around the building to enhance the volume such that the finish on Somerset Street West does not appear as a one-sided veneer.
  - Noted, please see the updated elevations. You will note that we have tied the ground floor podium and the 12<sup>th</sup> floor somerset façade to the southern wall adjacent to the existing building.



- The Panel recommends exploring how the two buildings along Somerset Street West could relate to each other better by using similar materials.
  - **Noted, please see the updated elevations.**
- The Panel recommends refining the eastern corner expression at Bayswater Avenue to enhance the 3-dimensional articulation of the corner rather than a veneer expression.
  - The Panel appreciates the idea of the 'lantern' effect to help visually separate the proposed building from the existing apartment, however, more refinement to this element is needed to keep the Somerset Street West façade from appearing as a veneer.
  - **Please see the above note.**
- The Panel recommends collaborating with the City to determine opportunities for activating the laneway.
  - Consider artistic murals and/or climbing plants to address the blank walls.
  - **Noted, the developer has expressed interest in this.**
- The Panel recommends implementing cool roofs to both buildings, with the goal of reducing the heat island effect as much as possible—e.g., green roofs, white roofs.
  - **Noted, the developer has expressed interest in this.**

### Site Design & Public Realm

- The Panel appreciates the increased sidewalk space along Somerset Street West, given the many public realm elements competing for space in this area.
  - **Noted**
- The Panel appreciates that the project proposes additional animation along Somerset Street West.
  - **Noted**
- The Panel recommends implementing murals and artwork to animate and enliven the retaining wall and blank wall spaces or, alternatively, greening the blank wall spaces with a durable climbing plant—e.g., Virginia Creeper.
  - Consider opportunities to activate and enliven the laneway condition.
  - **Noted, the developer has expressed interest in this.**
- The Panel recommends further inseting the ground floor areas of both buildings along Somerset Street West, creating a more generous public realm and sidewalk space for higher pedestrian volumes in this area.
  - Consider providing a bit of a canopy shelter to the ground floor commercial spaces.
  - **Careful consideration has been given to the relationship between the commercial spaces and the sidewalk. With the exception of setting back the commercial entrances we believe the proposed ground floor as designed is appropriate and will ensure commercial success.**
- The Panel appreciates the greening and additional trees provided at the corner of Bayswater Avenue and in the amenity areas.
  - **Noted**



- Consider the opportunity to provide a larger landscaping gesture along Bayswater Avenue in front of the existing apartment building, retaining the existing trees as much as possible.
  - **Noted, please see the updated site plan.**
- The Panel has concerns with the site being overparked, and recommends reconsidering the economics of building extra parking spaces.
  - Consider greening the surface level parking behind the existing apartment into a beautiful amenity terrace in the future. Potential for a more landscaped private amenity is a fantastic opportunity.
  - **A portion of the surface is being converted to green amenity space above the ramp on Bayswater. The proposed development adds 101 new units, and is only providing 16 new parking spots (16%). The surface parking level is currently in high demand from the existing building, and will be more so with the new units. If parking demand decreases in the future with increased transit accessibility, plans can be made to convert the surface parking into green amenity space.**

### Sustainability

- The Panel recommends increasing the proposed buildings' sustainability initiatives.
  - Consider implementing green roof areas, plantings, trellises, for example. More measures should be taken to reduce the heat island effect.
  - **Noted, dark grey brick has been replaced with a lighter red brick on this project, and vegetation + planter boxes are being added to replace a portion of the existing concrete deck along Bayswater.**

### Built Form & Architecture

- The Panel recommends increasing the podium expression to 2-storeys on both buildings, with an additional datum plane at the 6-storey level and a step-back at the 9th storey of the tower building instead of the proposed 13th storey step-back.
  - **Please see the revised elevations. The two-storey commercial expression on the tower, and the one-storey on the midrise is consistent with the existing built form. We considered a six-storey datum line however we felt the proposed revised elevation has a built-in transition to the six-storey building on the west side of the city lane. You will note that we have introduced a set back above the 12<sup>th</sup> floor and the 14<sup>th</sup> floor**
- The Panel has concerns about the precedent being set by the tower building and its close proximity to the adjacent existing apartment building on Bayswater Avenue.
  - The Panel recommends the proponent stay within the heights of the traditional mainstreet designation.
  - **We feel the amended proposal provides much needed housing in an area served by two LRT lines. The traditional mainstreet guidelines would restrict the site to be developed in a meaningful way. We feel the**



modified proposal provides good transition from the 30 plus storeys to the east and the one storey to the west.

- The Panel recommends both buildings be expressed in the round, rather than pre-cast/brick veneer façades along Somerset Street West.
  - The Panel recommends the red brick expression be carried around all sides of the 6-storey building.
  - **Noted, please see the updated elevations.**
  - The Panel recommends wrapping the frame expression of the tower building around the corner to the Bayswater elevation, at least partially, to give a greater sense of 3-dimensionality.
  - **Noted, please see the updated elevations.**
- The Panel recommends further refining the corner expression of the tower building at Somerset Street West and Bayswater Avenue.
  - Consider ways of making that corner element at Bayswater Avenue more of a design feature.
  - **Noted, please see the updated elevations.**
- The Panel recommends designing a more cohesive transition between the existing apartment building on Bayswater Avenue and the glass 'lantern' effect of the tower's east elevation.
  - **Noted, please see the updated elevations.**
- The Panel has concerns about the dark-coloured pre-cast material, which is prone to powdering and fading.
  - **Noted, dark grey brick has been replaced with a lighter red brick.**
- The Panel has concerns with how the seam/joint between the existing apartment building on Bayswater Avenue and the proposed tower appears unfinished.
  - **Noted, please see the updated elevations.**
- The Panel recommends a mid-rise building, or a setback at the mid-rise level, would be more appropriate than the 16-storey tower at this site.
  - Consider maintaining a traditional mainstreet character by including setback(s) in the 4-9 storey range, and providing some relief from the street.
  - **We feel the amended proposal provides much needed housing in an area served by two LRT lines. The traditional mainstreet guidelines would restrict the site to be developed in a meaningful way. We feel the modified proposal provides good transition from the 30 plus storeys to the east and the one storey to the west.**
  - The Panel has concerns that by closely matching the tower height to the existing height of the apartment building, the building reads as an extension of the existing building rather than a new and separate building, and it is the latter that should be pursued further.
  - **Noted, please see the revised building elevations.**



- The Panel recommends incorporating two (2) datums lines, one at the 2nd storey, and one at the 6th storey, with a step-back beyond that for the upper storeys.
- Please see the revised elevations. The two-storey commercial expression on the tower, and the one-storey on the midrise is consistent with the existing built form. We considered a six-storey datum line however we felt the proposed revised elevation has a built-in transition to the six-storey building on the west side of the city lane. You will note that we have introduced a set back above the 12<sup>th</sup> floor and the 14<sup>th</sup> floor