



## **70 & 80 Woodridge Crescent**

Planning Rationale + Design Brief  
Zoning By-law Amendment + Official Plan Amendment  
March 24, 2022



Prepared for Ferguslea Properties Limited

Prepared by Fotenn Planning + Design  
396 Cooper Street, Suite 300  
Ottawa, ON K2P 2H7

March 2022

© Fotenn

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

<b>1.0</b>	<b>Introduction</b>	<b>2</b>
1.1	Application Overview	2
1.2	Application Material	2
<b>2.0</b>	<b>Site Context and Surrounding Area</b>	<b>3</b>
2.1	Site Context	3
2.2	Surrounding Area	3
2.3	Road Network	5
2.4	Transit Network	6
2.5	Active Transportation Network	6
2.6	100 Bayshore Drive	7
<b>3.0</b>	<b>Proposed Development</b>	<b>9</b>
3.1	Development Summary	9
3.2	Relationship to Surrounding Planned Context	10
3.3	Building Massing and Scaling	11
3.4	Access and Parking	12
3.5	Amenity Space and Relationship to Surrounding Area	13
<b>4.0</b>	<b>Policy and Regulatory Framework</b>	<b>15</b>
4.1	Provincial Policy Statement	15
4.2	City of Ottawa Official Plan (2003, as amended)	16
4.2.1	Managing Growth	17
4.2.2	Land Designation	19
4.2.3	Designing Ottawa	21
4.2.4	Urban Compatibility	23
4.3	New Official Plan (Anticipated 2021-2046)	26
4.3.1	Transect Policy Area	27
4.3.2	Urban Designation	29
4.3.3	Growth Management Framework	32
4.3.4	Urban Design	34
4.3.5	Area-Specific Policies	38
4.4	Transit Oriented Development Guidelines	38
4.5	Urban Design Guidelines for High-Rise Buildings	41
4.6	City of Ottawa Comprehensive Zoning By-law (2008-250)	42
<b>5.0</b>	<b>Requested Amendment</b>	<b>46</b>
5.1	Official Plan Amendment	46
5.2	Zoning Bylaw Amendment	46
<b>6.0</b>	<b>Conclusion</b>	<b>48</b>

# 1.0 Introduction

## 1.1 Application Overview

Fotenn Planning + Design (“Fotenn”) was retained by Ferguslea Properties Limited to assess a development proposal as per the current and applicable policies and to prepare a Planning Rationale in support of a Zoning By-law Amendment and an Official Plan Amendment application for the property municipally known as 70 and 80 Woodridge Crescent (“the subject lands”), in the City of Ottawa.

### Zoning Bylaw Amendment

The Zoning Bylaw Amendment application would amend the current Residential Fifth Density, Subzone A Height Limit 34 metres, Site Specific Exception 1923 – (R5A)[1923] H(34), with General Mixed Use Zone, Exception XXXX, Schedule YYY – GM[XXXX] SYYY, to allow the redevelopment of the subject property with additional height and density consistent with the proposed concept plans.

### Official Plan Amendment

The Official Plan Amendment would amend Section 3.6.1 – General Urban Area Site Specific Exception 17 as per the following:

- / To allow for high-rise buildings up to 40-storeys;
- / Permit high-rise buildings up to 40-storeys on properties that do not have frontage on an Arterial Road as identified on Schedule E or F
- / Remove the prerequisite for a Secondary Plan on only this portion of Ferguslea Properties Ltd’s broader landholdings.

The proposal is consistent with the design and intensification policies and direction of both the City of Ottawa existing and new Official Plans and the Provincial Policy Statement (2020) and all other relevant policies. Fotenn is of the opinion that the proposal represents sound land use planning.

## 1.2 Application Material

The following materials are being submitted in addition to this Planning Rationale and Design Brief in support of the Minor Zoning By-law Amendment and Official Plan Amendment application for the subject property:

- / Architectural Package, prepared by BBB Architects, dated February 9, 2022;
- / Plan of Survey, prepared by AOV, dated December 9, 2021;
- / Site Servicing Plan, prepared by WSP, dated March 18, 2022;
- / Transportation Impact Assessment; prepared by IBI Group, dated February 18, 2022;
- / Wind Analysis, prepared by Gradient Wind, dated February 15, 2022; and
- / Phase 1 Environmental Site Assessment, prepared by EXP, dated March 1, 2022.

## 2.0 Site Context and Surrounding Area

### 2.1 Site Context

The subject lands, known municipally as 70 and 80 Woodridge Crescent, are located in the Bay Ward (Ward 18) in the City of Ottawa. The entirety of the property is located on the south-west side of Woodridge Crescent and has approximately 397.74 metres frontage and a total area of 83.3 hectares. The vacant portion of the property (where the proposed development is located) comprises approximately 0.39 hectares and a frontage of 63 metres. The subject property is currently vacant of development and void of significant vegetation. The property abuts the existing Bayshore Bus Rapid Transit (BRT) station, which is scheduled to be redeveloped into a Light Rail Transit (LRT) station and is part of a broader land holding known as Accora Village.



Figure 1: Aerial Image of Subject Property and Surrounding Context.

### 2.2 Surrounding Area

The following land uses are located in the area surrounding the subject property:

**North:** The area directly north of the subject property is Accora Village, a rental community also owned and operated by Ferguslea Properties. Housing types in Accora Villa include townhouses, gardenhomes and low to high-rise apartments. Additional uses within the rental community include two (2) schools, a park, and recreational facilities. Further north, along Carling Avenue, commercial uses can be found in addition to residential uses. Commercial uses include Shoppers Drugmart, Cineplex Cinemas, and a variety of restaurants.



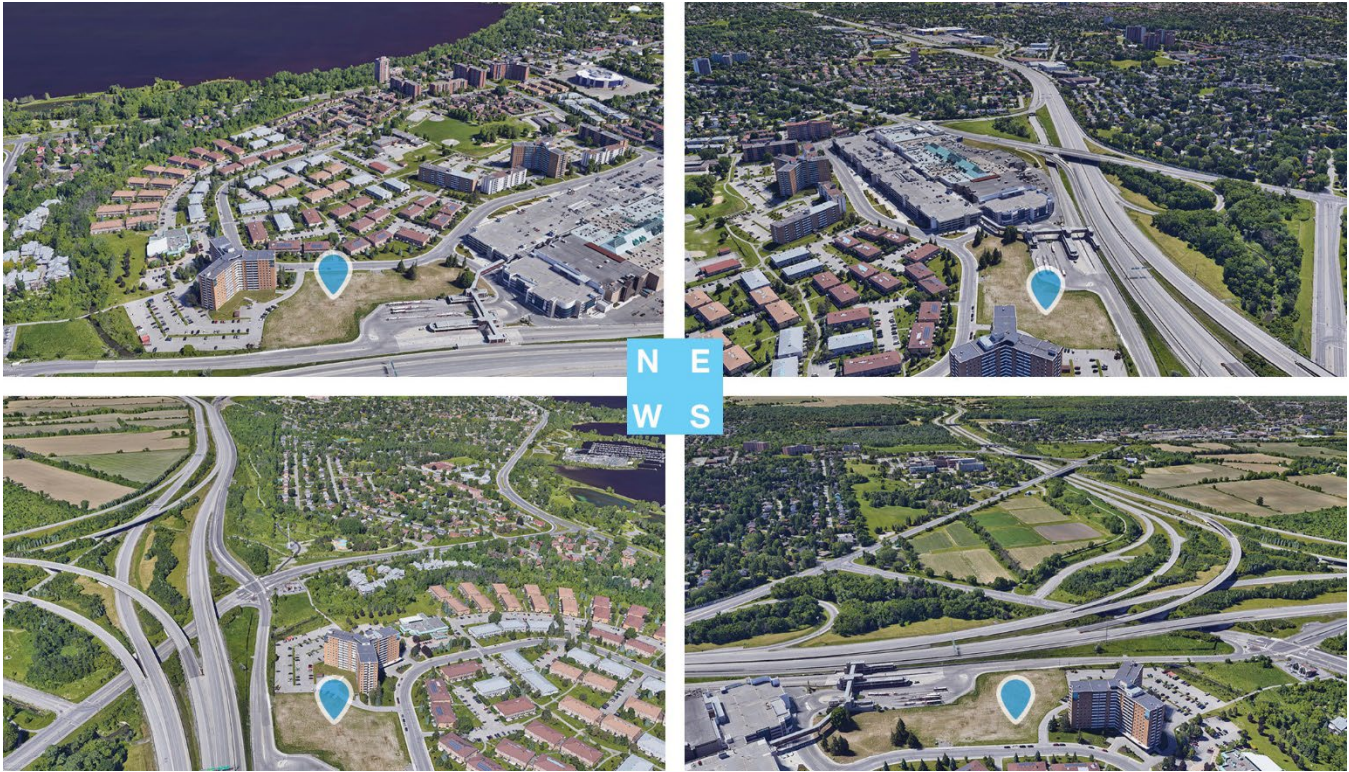


Figure 2: Area Context Views in Each Cardinal Direction.

**East:** The property abutting the subject lands to east, 100 Bayshore Drive, is presently seeking Site Plan Control to develop two (2) high-rise residential towers. The proposed towers are 27 and 30 storeys respectively and include 554 residential units. Adjacent to the subject property is the Bayshore Transit station. Presently the station operates as BRT but will be redeveloped for LRT in the coming years. Further east is the Bayshore Shopping Centre. Within the Shopping Centre commercial uses include a Walmart Supercentre, as well as multiple restaurants, clothing stores, and banks.

**South:** Directly south of the subject property is the Transit Way used exclusively for BRT, and Highway 417. Highway 417 is the main thoroughfare for automobile transportation within the City of Ottawa. Beyond Highway 417 is the Qualicum neighbourhood. The neighbourhood is characterized primarily by single detached residential dwellings. Additional residential uses include townhouses and low and mid-rise apartments. Other uses in the area include the Queensway Carlton Hospital, recreational facilities, and parks.

**West:** Immediately to the west of the subject property is 90 Woodridge Crescent, a 12-storey residential building also owned by Ferguslea. Further west is the Lakeview Park neighbourhood. The area is characterized by primarily single detached dwellings. Additional uses to the west of the subject property include, Andrew Haydon Park, Nepean Sailing Club, and the Trans Canada Trail.

#### Community Amenities:

The subject property is located within close proximity to several area amenities, including:

- |                              |                                 |
|------------------------------|---------------------------------|
| / Bayshore Shopping Centre   | / Bayshore BRT Station          |
| / Queensway Carlton Hospital | / Britannia Beach               |
| / Walmart Super Centre       | / Multiple schools and daycares |





Figure 3: Street View of Subject Property Looking East on Woodridge Crescent, Also Shown Bayshore BRT Station and Bayshore Shopping Centre.

### 2.3 Road Network

The subject property fronts on Woodridge Crescent, which is designated a Collector Road on Schedule E of the City of Ottawa Official Plan. Collector Roads connect communities and distribute traffic between the arterial system and the local road system. Woodridge Crescent connects to Bayshore Drive which is designated as an Arterial Road which are the major roads of the City that carry large volumes of traffic over the longest distances. The Provincial Highway, Highway 417 is accessible from Bayshore Drive and is the primary route for travel in the east-west direction within the City of Ottawa.

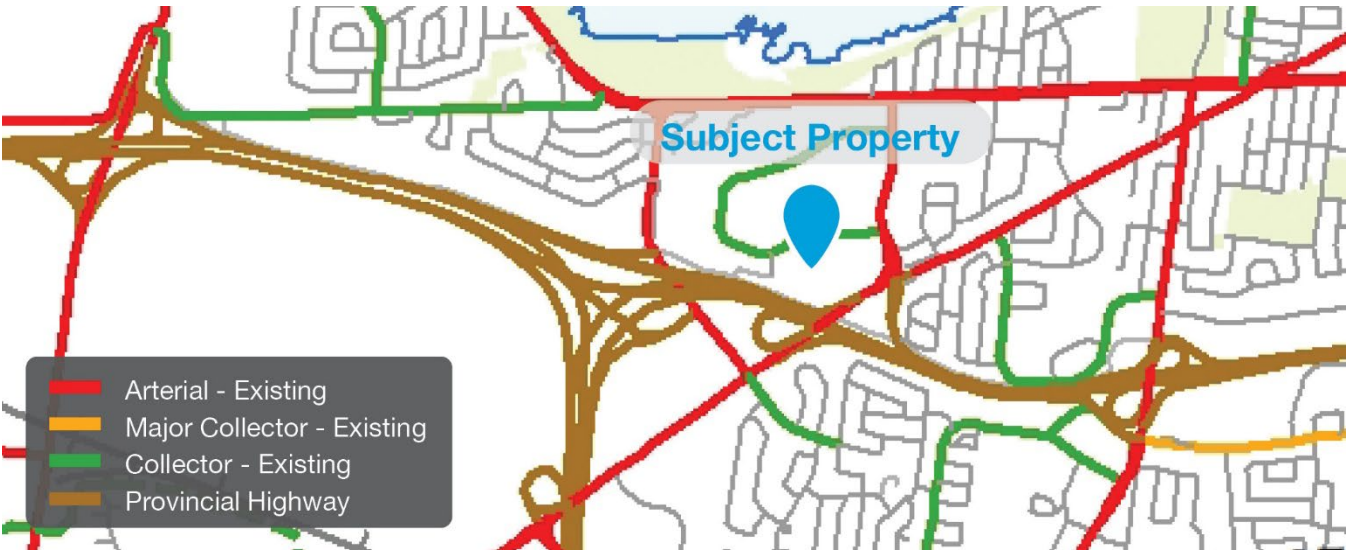


Figure 4: Schedule E – Urban Road Network, Ottawa Official Plan.

## 2.4 Transit Network

The subject property is well positioned for access to the existing BRT network and future LRT network once extended to the Bayshore Station. The Bayshore Transit Station is located within 200 metres of the subject property, as designated on Schedule D of the Ottawa Official Plan. Further a local OC Transpo bus stop is located ten (10) metres east of the subject lands. Local services offered include routes 11, 57, 58, 82, 85, and 669.

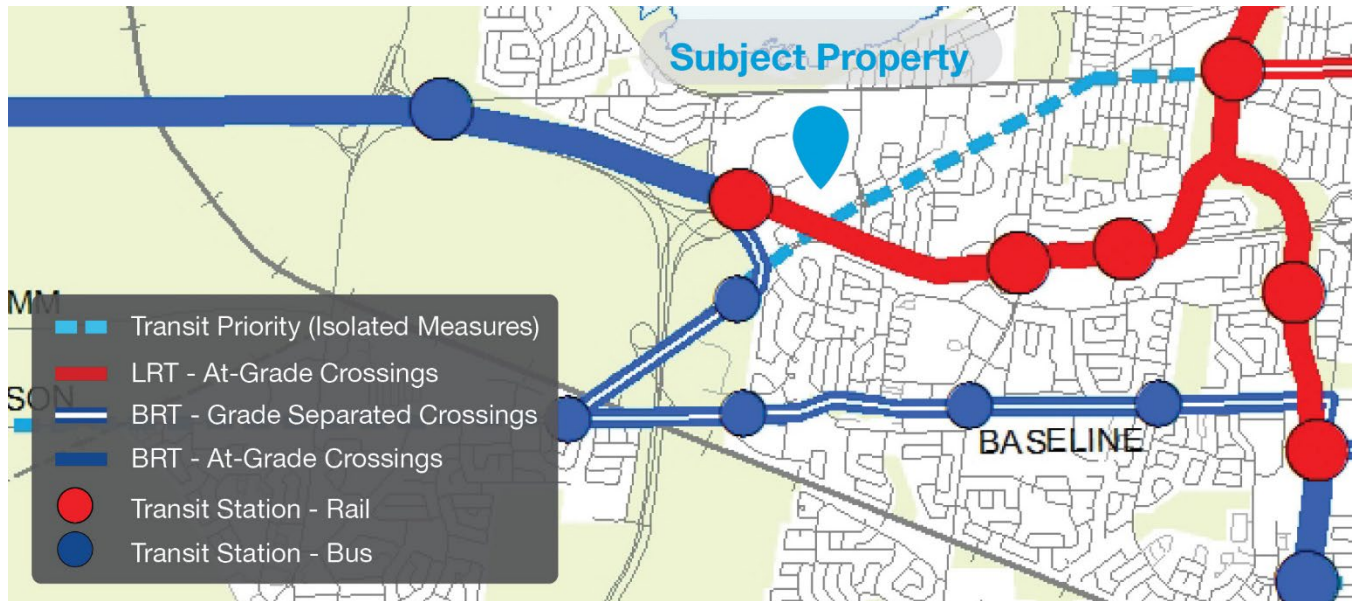


Figure 5: Schedule D - Rapid Transit Network, Ottawa Official Plan.

## 2.5 Active Transportation Network

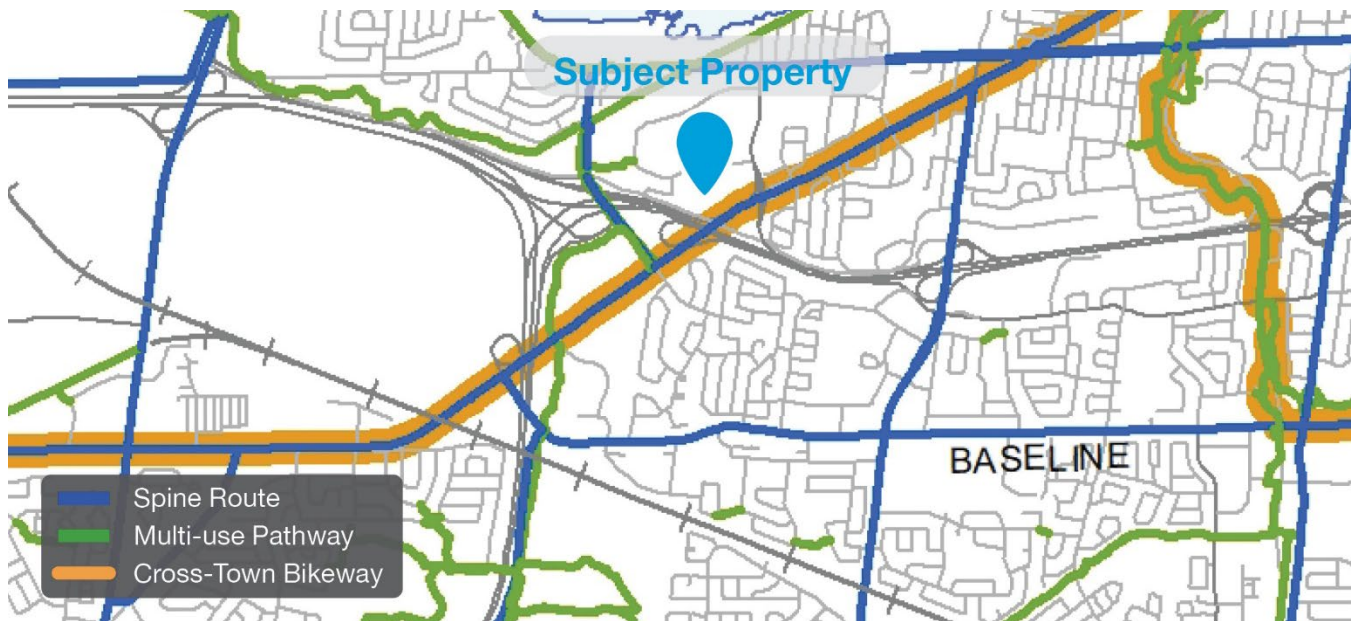


Figure 6: Schedule C - Primary Urban Cycle Network, Ottawa Official Plan.



The subject property is located in proximity to multiple active transportation routes. Woodridge Crescent includes a bicycle lane that connects to multiple Multi-use Pathways in the broader area. Paths in the area include the Trans Canada Trail, as well as MUPs through Britannia Beach, Hayden Park, and Britannia Conservation Area. Further, the subject property is located close to Richmond Road, which is designated as both a Spine Route and Cross-Town Bikeway, as indicated on Schedule C of the Ottawa Official Plan.

## 2.6 100 Bayshore Drive

Abutting the subject property to the east is an active Site Plan Control application for 100 Bayshore Drive. The proposed development includes two (2) towers, 30 and 27 storeys respectively, connected by a three (3) storey podium. The contemplated number of dwelling units is 554, 262 in the west tower and 292 in the east tower. The total gross floor area for the development is 2938 square metres.

The project will include 1662 square metres of amenity space, 260 parking spaces for residents and visitors, 6 at-grade convenience parking for drop-offs, pick-ups, and deliveries. There will be a direct pedestrian, weather-protected and enclosed link to the Bayshore Transit Station. There are 282 bicycle parking spaces, a bicycle repair station, and there will be transit maps within the lobby for convenience.



Figure 7: Aerial map showing 100 Bayshore Drive in relation to the subject property.

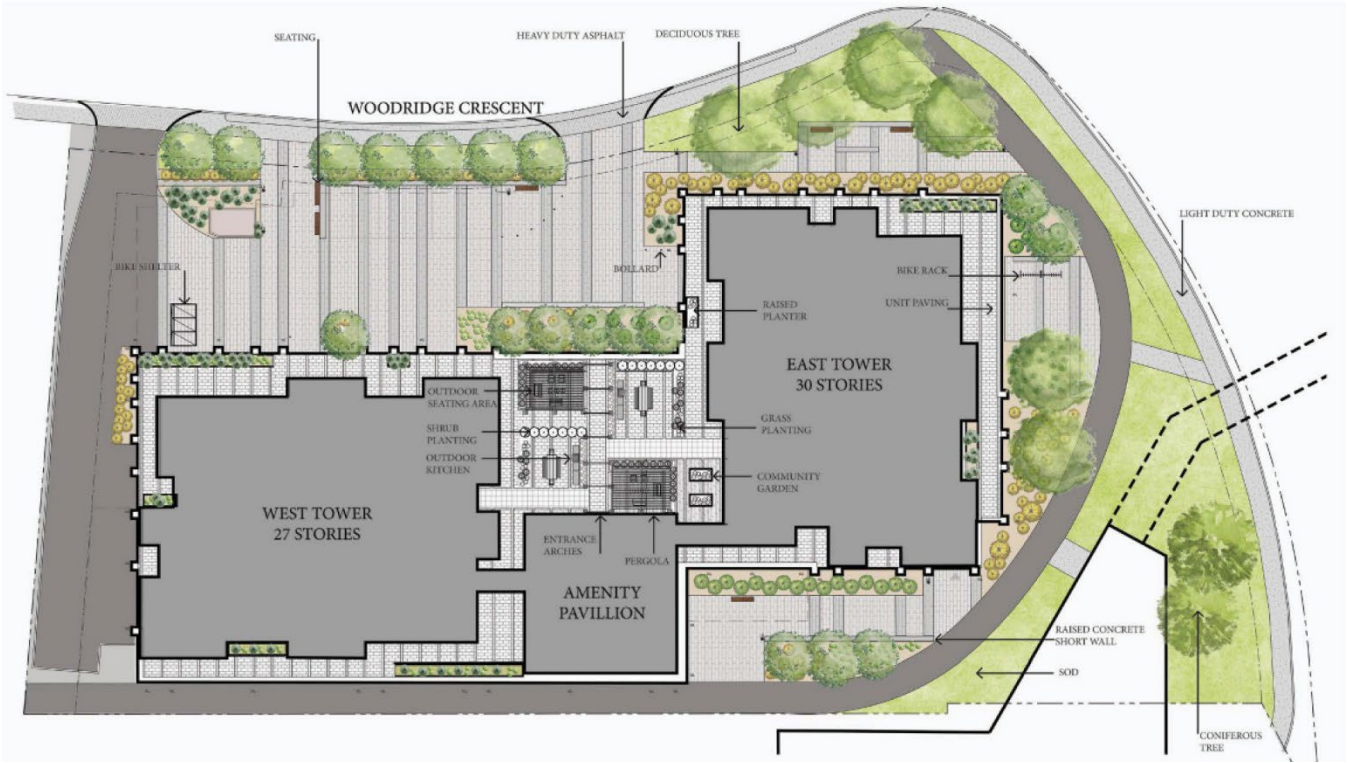


Figure 8: Site Plan of 100 Bayshore Drive, abutting the subject property to the east.



Figure 9: Rendering of 100 Bayshore Drive with the subject property directly to the left.



## 3.0 Proposed Development

### 3.1 Development Summary

Ferguslea Properties Limited is proposing to infill the subject property with two (2) towers of 40 (east tower) and 37 storeys (west tower). The proposed buildings contain between 245-280 units in the west tower and 266-304 units in the east tower for a total between 511 and 584 units. The number of units is dependant on unit sizes and the number of bedrooms. More specific details on unit mix will be contemplated during the Site Plan Control application process.

With regards to parking, 448 underground parking stalls are proposed, in addition to 8 at-grade visitor stalls. The resident parking is split across two underground levels, with a parking ratio between 0.78-0.88 stalls per dwelling (dependant on unit mix). The development proposes 120 bicycle parking stalls between the two buildings. Each building proposes 20 covered at-grade parking stalls and 40 underground stalls.

The proposed development also includes amenity space in the form of a Privately Owned Public Space (POPS) located in the interior of the subject property, between the two buildings. The area is proposed to include a splash pad, public art, and programmed pathways throughout the site. Further, it will connect to the Multi-Use Pathways that links the broader Accora Village and the abutting 100 Bayshore Drive development to the City of Ottawa's growing network. In total, the proposed development contemplates 3595 square metres of communal amenity space. Community serving commercial uses are also proposed at-grade in the base of the towers.

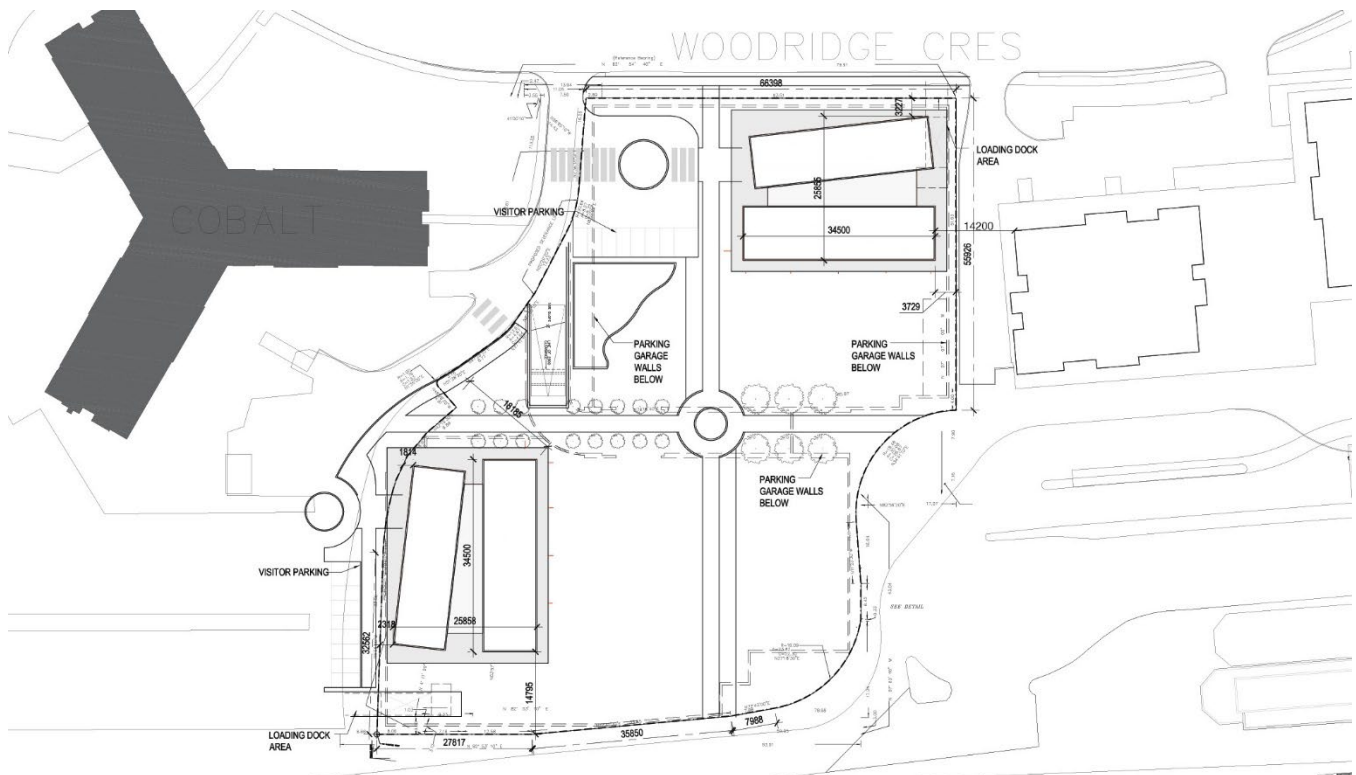


Figure 10: Proposed Site Plan.



### 3.2 Relationship to Surrounding Planned Context

The subject property is in an area that is anticipated to evolve over the near future, particularly as a result of the planned Light Rapid Transit Stations at the existing Bayshore station. Any future development in the Accora Village area would likely be a complementary intensifying development to that of the subject property, given the direction from the Official Plan, encouraging new residential growth near rapid transit.

Although the proposed development would be the tallest building in the surrounding neighbourhood, the area has multiple high-rise buildings. As described in Section 2.6, the abutting property to the east is currently under a Site Plan Control application to develop two towers, 27 and 30-storeys respectively. To the west of the proposed development is the existing 12-storey building at 90 Woodridge Crescent. Additionally, there are three (3) more high-rise building within the Accora Village community.

The proposed towers feature abundant separation distances from abutting lots of low-rise heights and between the two proposed towers. Further, the tower's small floorplate and distance from other buildings will minimize shadowing and microclimate impacts on abutting properties. The proposed tower location and floorplate will also permit the redevelopment of the adjacent property with high-rise buildings that are appropriately distanced from the subject property and proposed development.

The proposed eastern podium is located 3.73 metres from the interior lot line. The tower separation between the eastern tower and the closest tower on the abutting property is 14.2 metres. This distance is smaller than the suggest 23 metre separation outlined in the Urban Design Guidelines for High-Rise Buildings but is presented as an interface that is diagonal to the abutting tower. A 23-metre setback could have been achieved if the tower had been rotated 90 degrees and setback further into the subject lands. However, doing so would result in a more significant overlap of interfacing facades, less separation between towers on the subject lands, and would reduce area for the POPS at-grade. While greater separation could have been accomplished, it would have contradicted the intent of the guidelines and resulted in a less desirable development condition.



Figure 11: View of proposed development looking north on Highway 417.

### 3.3 Building Massing and Scaling

A location near an Arterial Road, Highway 417, and in close proximity to a Rapid Transit Station, the subject property enjoys the opportunity to create a greater level of intensification than presently found in the neighbouring area. In



Figure 12: East Elevation of Proposed buildings.

accordance with the planned and existing context for the area, the proposed development meets the criteria for high-rise buildings (further detailed in Section 4.5 of this Report).

The proposed development consists of a 40-storey tower on the east, and a 37-storey tower on the west side of the subject property, to improve the property which presently includes a 12-storey tower abutting the proposed development as well a recreation facility and 13 townhouse buildings.

The towers have been sensitively designed and located to provide sufficient tower separation distances between themselves, the existing building on the subject property, and buildings on surrounding properties. As illustrated in Figure 13, the towers of the proposed development have a smaller footprint than both the existing tower at 90 Woodridge Crescent, and the proposed buildings at 100 Bayshore Drive. The smaller floor plates will cast a smaller shadow and obstruct less of the skyline than either of the abutting buildings.

In addition to infilling an area that is presently unoccupied, the proposed development includes amenity space in the form of a POPS which will be accessible to the broader Accora Village community and connect to the MUP that runs along the south of the property.



Figure 13: Floor plate area of the proposed development and abutting buildings.

### 3.4 Access and Parking



Figure 14: Parking garage first and second level.



Vehicular access to, and egress from, the proposed development will be provided on private road accessed from Woodridge Crescent between 90 Woodridge Crescent and the east tower. All resident parking stalls will be located below ground. Ingress and egress from the underground parking garage is located between the proposed buildings. Additionally, eight (8) surface visitor parking spaces will be made available abutting Woodridge Crescent, directly west of the east tower. Each building will include 20 above grade bicycle parking spaces and 40 spaces below ground, for a total of 120 bicycle stalls.

The proposed development includes eight (8) surface visitor parking spaces and 448 proposed underground parking spaces for residents located on two levels. In total there are 456 parking stalls which averages out to between 0.78 and 0.88 parking stalls per dwelling unit (depending on the ultimate unit mix).

The garbage pickup pad is located adjacent to the parking garage entrance. Mechanical and electrical equipment are planned to be located in the underground parking area.

### 3.5 Amenity Space and Relationship to Surrounding Area

The proposed development will provide a variety of communal and private amenities for the building's residents. Communal and private amenity spaces will include the following:

- / A POPS totalling 3595 square metres located between the two towers
- / POPS to include public art and a splash pad
- / Connectivity to the existing MUP at the south of the property
- / Balconies on all units, approximately 6 square metres in area, totalling between 3,117 and 3,562 square metres
- / Commercial at-grade



Figure 15: Conceptual Site Plan illustrating landscape and surrounding properties.

In total the proposed development is offering residents 7,157 square metres of amenity space, the majority of which is outdoor space in and around the proposed development. The total areas and uses will be further refined as part of a future Site Plan Control approval process. However, substantial consideration has been given to create an exterior space that offers the broader Accora Village community a well programmed and vegetated amenity space. Particular consideration was given to mitigation of adverse microclimates through the planting strategy.



Figure 16: Proposed water feature and amenity area (POPS).



Figure 17: Pathway connection to City MUP looking west.



## 4.0 Policy and Regulatory Framework

### 4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since May 1, 2020, provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” such policy statements issued under the Act.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns which optimize the use of land, resources and public investment in infrastructure and public service facilities.

The proposed development meets the following policies of the PPS, among others:

- 1.1.1 a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 1.1.1 b) Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- 1.1.1 e) Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs; and
- 1.1.1 g) Ensuring that necessary infrastructure and public service facilities are or will be available.
- 1.1.3.2 a) Efficiently use land and resources;
- 1.1.3.2 b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available;
- 1.1.3.2 e) Support active transportation; and
- 1.1.3.2 f) Are transit-supportive, where transit is planned, exists or may be developed.
- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
  - b) permitting and facilitating:



1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
  2. all types of residential intensification, including additional residential 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;
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) 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.

**The proposed development is consistent with the policies of the Provincial Policy Statement. The proposed development of the subject lands represents an efficient use of land that has access to existing infrastructure, public facilities, employment, amenities, and services. The subject lands provide easy access to the active transportation on the existing network of pedestrian and cycling routes in the area. The proposed development supports transit as the subject lands are within 200 metres of the Bayshore BRT station and is in close proximity to local bus routes along Woodridge Crescent and several adjacent streets. Finally, the proposed development will contribute to the supply of available housing within the Bayshore neighbourhood in a built form that will offer greater variety of housing types.**

## 4.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa's Official Plan provides a vision and a policy framework to guide the future growth of the City of Ottawa. The Official Plan (OP) is a statutory document that addresses and implements matters of provincial interest as defined by the Planning Act and the Provincial Policy Statement. The applicable policies of the OP have been reviewed below.

Ottawa's population is projected to grow by up to 30 percent by 2031. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. One third of housing growth is anticipated to occur within the Greenbelt with much of the demand for new housing being in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Official Plan pursues strategic directions in four (4) key areas, two (2) of which are relevant to this proposal:

### Managing Growth

- / The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently; and
- / Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

### Creating Liveable Communities

- / Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people’s everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop; and
- / Attention to design will help create attractive communities where buildings, open space, and transportation work well together;

These strategic directions are developed further in the policies of **Sections 2.2** (Managing Growth) and **2.5** (Building Liveable Communities), discussed below.

**The proposed development intensifies an underutilized property within the City’s urban area and in an area appropriate for intensification. The compact form of the development will encourage active transportation and transit use in an area with the infrastructure to support a 15-minute neighbourhood as contemplated in the new Official Plan.**

**The injection of new residents into the area will help support existing regional and community-scale uses. Arterial roads and Provincial Highways in the surrounding area such as Richmond Road, Bayshore Drive, and Highway 417 make the area especially appropriate for higher-density uses given the opportunity to mitigate traffic impacts on lower-density communities, in addition to the Bayshore Rapid Transit Station 200 metres from the subject lands.**

#### 4.2.1 Managing Growth

The City anticipates that approximately 90 percent of the growth in population, jobs and housing will be accommodated within the urban area. Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles.

**Section 2.2.2** deals specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure.

The proposed development meets the following policies of the Section 2.2.2, among others:

- Policy 1 Residential intensification means the development of a property, building or area that results in a net increase in residential units or accommodation and includes:
- a) Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
  - b) The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
  - c) The conversion or expansion of existing industrial, commercial, and institutional buildings for residential use; and,
  - d) The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.”

**The proposed development represents the redevelopment of an underutilized lot within the developed area and represents residential intensification as defined by Section 2.2.2, policy 1 of the Official Plan.**

- Policy 10 Intensification may occur in a variety of built forms from low-rise to high-rise, provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be

located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning. A secondary planning process, identified in Section 2.5.6 and undertaken for a specific area may recommend a new or changes to an existing secondary plan to establish different building heights. Low-rise intensification will be the predominant form of intensification in the General Urban Area.

- Policy 11 The distribution of appropriate building heights will be determined by:
- a) The location in a Target Area for Intensification identified in Policy 4 above or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
  - b) The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11 (discussed below), with buildings clustered with other buildings of similar height.
- Policy 12 Building heights are classified in Figure 2.4 and will be used for establishing appropriate height limits in community design plans, secondary plans, the Zoning By-law and other policy plans, in land use designations in Section 3 and when considering amendments to this Plan.
- Figure 2.4 of Section 2.2.2 defines building heights as follows:
- / Low-Rise: 4 storeys or less
  - / Mid-Rise: 5 to 9 storeys
  - / High-Rise: 10 to 30 storeys
  - / High-Rise 31+: 31 storeys or greater
- Policy 14 Building heights are established in Section 3 and in the following policies. However, secondary plans, including site-specific policies in Volume 2 of this Plan may specify greater or lesser building heights than those established in Section 3 where those heights are consistent with the strategic directions of Section 2.
- Policy 15 High-Rise 31+ buildings will only be permitted where they are identified in a secondary plan that addresses the requirements of Section 2.5.6; or permitted by an amendment to an existing secondary plan that already allows High-Rise buildings; and where the High-Rise 31+ buildings will be:
- a) Located generally within 400 metres walking distance of a Rapid Transit Station identified on Schedule D to maximize transit use; and
  - b) Separated from planned low-rise residential areas by suitable transition as required by Section 4.11 policies 11 and 12.
- Policy 16 The location of high-rise building is influenced by the need to provide adequate separation distance from other existing and potential future high-rise buildings. Separation distances are therefore to be considered when considering sites for development of high-rise and high-rise 31+ storey buildings.
- 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 are met:



- a) the impacts on the surrounding area (e.g. the community design plan study area) have been assessed comprehensively;
- b) the direction in policy 10 above is met;
- c) the requirements of Section 2.5.6 where the proposal involves a High-Rise or High-Rise 31+ building; and
- d) an identified community amenity is provided.

**Policy 22** The City also supports compatible intensification within the urban boundary. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1. Intensification that is compatible with the surrounding context will also be supported on: brownfield sites that have been remediated; on underdeveloped sites such as current or former parking lots; in extensive areas previously used for outside storage; sites that are no longer viable for the purpose for which they were originally used or intended; and on sites of exhausted pits and quarries in the urban area where the urban design.

**The proposed development seeks to intensify the subject property with a high-rise development that pays careful attention to ensuring that the design is compatible with the surrounding context and planned function of the surrounding area, including proximity to rapid transit. Policy found in Section 2.5.6 of the Official plan states that the City intends that the highest density of development be located where rapid transit is being provided. Further, the proposed development is located within 400 metres of the Bayshore Rapid Transit Station and is sufficiently separated from low-rise residential abutting areas.**

**The planned development efficiently intensifies a previously under-utilized site in an area currently well served by community facilities, commercial services, park spaces, and transportation options. The continued redevelopment and intensification of the subject property will contribute to the creation of a complete community in close proximity to a Rapid Transit Station. Further discussion of the compatibility and design policies in Section 4.11 is below.**

**An Official Plan Amendment to remove the requirement of a Secondary Plan is discussed in Section 5.1 of this Rationale.**

#### **4.2.2 Land Designation**

The subject lands are designated **General Urban Area** on Schedule B (Urban Policy Plan) of the City of Ottawa Official Plan. **Section 3.6.1** defines General Urban Area as areas permitted for development of a full range and choice of housing types, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The intent of the General Urban Area is to contribute to the formation of healthy and complete neighbourhoods.

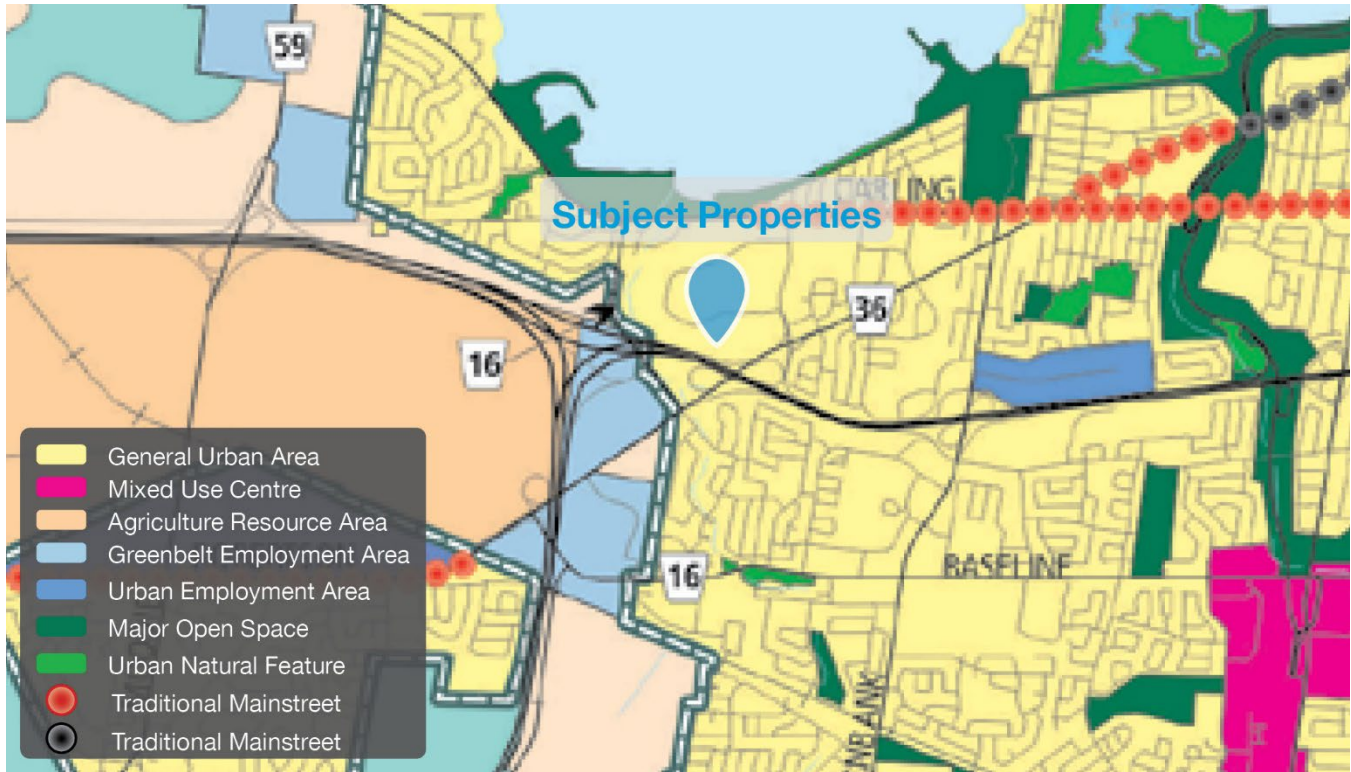


Figure 18: Schedule B - Urban Policy Plan, Ottawa Official Plan.

The proposed development meets the following policies of Section 3.6.1:

- Policy 3 Building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four Storeys will remain in effect.
- Policy 4 Notwithstanding Policy 3, 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:
    - within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or
    - 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.

**Per the criteria of policy 4, the subject property is suitable for a taller building, because it is located within 200 metres walking distance from a future Transit Station on the Confederation Line. However, the lands do not front onto an Arterial Road but rather are located between a 400 series highway and a local road that is within 500 metres of Bayshore Drive which is an Arterial Road.**

- Policy 5 The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering

a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a) Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces; and
- b) Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.

**The proposed development has been designed to build upon the desirable patterns of the surrounding community while also creating outdoor amenity space. The proposed development will also contribute to the available rental housing stock within the City of Ottawa and within the Bay Ward area, in proximity to existing services, amenities, employment, and will support active transportation and transit in the area.**

Policy 17 The existing rapid transit station and proposed extension of Light Rail to the Bayshore Shopping Centre and the Accora Village Community create a unique opportunity to encourage infill, redevelopment, and high-rise built form surrounding this station to support the TOD objectives of this plan. The area located generally within 800 metres walking distance of this station is identified as a special study area where a secondary planning process will be undertaken, by either the landowner or the City to determine the future land use, height, density, connectivity, and the overall character of the community and which may be implemented through a secondary plan and amendments to the applicable Zoning By-law. In the interim and notwithstanding the above policies to the contrary, High-rise buildings up to 12 storeys in height will continue to be permitted in those areas where zoning currently permits high-rise buildings.

- a) Policy 17 does 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 policies shall apply:
  - i. Despite Policy 3.6.1.4, Subsection 1, new taller buildings on the lands identified above need not have frontage on an Arterial Road as identified on Schedules E or F of this Plan;
  - ii. Taller buildings of up to a maximum 30 storeys in height are permitted; and
  - iii. New development shall provide convenient and safe connections to the Rapid Transit Station and a future Multi-Use Pathway.

**Policy 17 a) is an amendment to Policy 17 which was completed to facilitate development at 100 Bayshore Drive, which is outlined in Section 2.6 of the Rationale. It is our intention to modify and broaden the policy to permit the proposed development with this application. See Section 5.1 for a detailed request of the requested Official Plan Amendment.**

#### 4.2.3 Designing Ottawa

**Section 2.5.1** of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists without causing undue adverse impact on surrounding properties; it “fits well” within its physical context and “works well” among those functions that surround it.

The following **Design Objectives**, which are intended to influence Ottawa’s built environment as it grows, are applicable to the subject site and proposed development:

Policy 1 To enhance the sense of community by creating and maintaining places with their own distinct identity;

The proposed development seeks to redevelop and intensify an underutilized site, located in close proximity to current and future transit infrastructure, thereby advancing the objectives of the General Urban Area designation and implementing the City's vision for intensification. The proposed residential use will offer additional housing options in proximity to transit, retail, employment, and other amenities, contributing to the evolution of a more complete community.

These community enhancements are a compliment to the community that includes towers with broad community services and recreational amenities. The proposed developments looks to improve the Accora Village community that already supports its residents with a high level of amenities and services.

Policy 2 To define quality public and private spaces through development;

**The proposed development will incorporate a mix of quality communal and private amenity spaces, including balconies, an at-grade amenity space, commercial uses, and a POPS with careful attention to the details which will make these successful and desirable such as noise, wind, sun, and shade.**

Policy 3 To create places that are safe, accessible and are easy to get to, and move through;

**The proposed development will help increase the security of the surrounding area by providing more “eyes on the street”. The proposed design with two smaller tower podiums surrounded by at-grade outdoor amenity space will also help provide increased animation at the pedestrian level as all sides of the tower bases as well as the upper units will overlook and interact with this realm. Additionally, the proposed development’s main entrance will be easily identifiable from the street.**

Policy 4 To ensure that new development respects the character of existing areas;

**The design of the buildings has contemplated a built form that is compatible with existing and evolving context. The 37 and 40-storey buildings adhere to policies established for high-rise buildings ensuring that development respects and integrates successfully into the community context .**

Policy 5 To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice;

**The proposed development considers adaptability and diversity by intensifying an existing development lot and providing a mix of unit types and accommodations for new residents.**

Policy 6 To understand and respect natural processes and features in development design; and

**The proposed development will have no adverse impact on natural areas as it is infill development that is isolated from significant natural areas. The stormwater management design will be held to specific criteria for quality and quantity controls that protect the integrity of the receiving creek system in the area.**

Policy 7 To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

**The proposed development’s proximity to the Bayshore BRT Station will help encourage public transit use. The proposed development’s compact, dense form represents an efficient use of land. Energy efficiency in the future building designs will be a priority for the owners who have already invested in geothermal heating and cooling systems in the adjacent high rise building.**



#### 4.2.4 Urban Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. Similar to Section 2.5.1 of the Official Plan, **Section 4.11** outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development.

The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

#### Building Design

Policy 1 A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. The Brief shall evaluate consistency and demonstrate that the following content is considered and/or incorporated into the development proposal with:

- a) The provisions of this Plan that affect the design of a site or building;
- b) Design Guideline(s) approved by Council that apply to the area or type of development; and
- c) The design provisions of a community design plan or secondary plan.

**An integrated design brief is incorporated into this report and assesses the applicable design guidelines as they relate to proposal throughout.**

#### Building Design

Policy 5 New buildings will achieve compatibility with their surroundings in part through the design of the parts of the structure adjacent to existing buildings and facing the public realm.

**The proposed development has a high-rise built form that is compatible with the existing context and planned function of the area. Materials, colours, architectural elements, and land uses will be carefully considered as to provide a development which is complementary, yet distinctive from existing conditions on site and surrounding the property.**

Policy 6 Orient the principle facade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.

**The buildings are designed with a strong visual presence to provide a compelling street frontage onto Woodridge Crescent. The subject property's frontage is intended to present an extension of the established urban fabric, creating a supplementary pedestrian environment within the POPS that abuts Woodridge Crescent.**

**The proposed glazing provides opportunities for passive illumination and a sense of presence and place from the perspective of the public realm. Landscaping is proposed in the POPS and throughout the amenity spaces which is intended to provide shade, colour, and aesthetic variety throughout the subject property, including along the north-east building's frontage.**

Policy 8 All servicing, loading and other required mechanical equipment should be internalized and integrated into the design of the base of the building.

All “back of house” aspects of the development are not visible from the street frontage. Storage areas and parking are located below-grade or screened from the street. Proposed landscaping further softens the impact of development from the street level.

The building driveway aisles are designed to provide acceptable sightlines and function subordinately to pedestrian use. They do not cross the primary pedestrian accesses to the site.

Policy 9 Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.

The rooftops of the buildings will incorporate and screen all mechanical equipment not already intended to be located below-grade.

## Massing and Scale

Policy 11 The Shadow Analysis and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.

A shadow analysis prepared by BBB Architects and wind study prepared by Gradient Wind demonstrate that impacts with regards to wind and shadows are minimal, and that through appropriate placement of the buildings on the subject property any potential impacts have been mitigated.

## High-Rise Buildings

Policy 14 High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-Rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with:

- a) Pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building;
- b) Public views, including view planes and view-sheds referred to in Policy 3 above;
- c) Proximity to heritage districts or buildings; and
- d) Reduced privacy for existing building occupants on the same lot or on adjacent lots.

No significant impacts to pedestrian safety, comfort, and usability are anticipated. Wind affects related to the building designs and placements have been studied and impacts are manageable through mitigation measures that will be implemented at the time of Site Plan Control, where required. The subject property is not located within a significant view plane as per Annex 8A of the Official Plan. The subject property is not impacted by, nor does it impact, nearby heritage buildings and districts. No heritage entities are noted on-site.

The subject property does not abut any existing sensitive uses; further, the proposed development will incorporate adequate tower separation distances that will limit privacy and overlook concerns.

Policy 15 Generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways;

- a) The base of a high-rise building should respect the scale, proportion, and character of the surrounding buildings, adjacent streets, parks, and public or private open spaces and animate such spaces;
- b) The tower, which typically includes a middle and a top, should step back from the base where possible. The tower design can reduce the building impacts identified above by incorporating an appropriate separation from existing or future adjacent towers located on the same lot or on an adjacent lot. The responsibility for providing an appropriate tower separation shall generally be shared between owners of abutting properties where high-rise buildings are permitted. A separation distance of 23m has been the City's general guidance but actual separation requirements may vary in different parts of the City depending on the context; and
- c) Floor plates may also vary depending on the uses and the context. Generally, towers with a larger floor plate may require a greater separation from adjacent towers.

**Both proposed tower floorplates are approximately 790 square metres in area. These floorplates accomplish a slender form that can maintain separation from adjacent existing and future tower development and minimize microclimate impacts while remaining viable from a constructability standpoint.**

**Further, the towers are offset to ensure the appropriate separation to minimize overland of views. The proposed development appropriately accounts for the future development of high-rise buildings on adjacent properties and responds to the planned function of the lands to the east and west.**

**While the towers generally have small independent podiums instead of a larger podium that could cover most of the subject lands, the proposed design offers abundant at-grade amenity areas which are intended to maximize connectivity through the site to the benefit of the broader Accora Village community.**

Policy 17      The Zoning By-law will establish performance measures such as minimum tower separation distances and yard setbacks and may require minimum lot sizes for High-Rise buildings. Proposals for a high-rise building that include performance measures that deviate from the Zoning By-law shall demonstrate that the impacts identified in policy 14 can be satisfactorily avoided or reduced.

**A Zoning By-law Amendment is being proposed to increase the permitted building height on the subject property and thereby permit high-rise buildings. A more detailed discussion of zoning performance measures relating to high-rise buildings is provided below in Section 4.6 of this Rationale but reductions in tower setbacks, separation distances, and lot sizes are not proposed.**

Policy 18      The Urban Design Guidelines for High-Rise Buildings may establish general principles for the design of high-rise buildings, including the design of the base and guidance for tower separation distances.

**The Urban Design Guidelines for High-rise Buildings are discussed in Section 4.5 of this Planning Rationale.**

## Outdoor Amenities

Policy 19      Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.

**There are no undue adverse impacts to private amenity areas of adjacent residential units associated with this proposal. The building separation and tower floorplates are sufficient to mitigate these impacts.**

Policy 20 Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.

**The proposed development is anticipated to include thoughtfully designed indoor and outdoor amenity spaces for residents and the broader public. These spaces will be both private and communal in nature and will be further refined through a future Site Plan Control application.**

The Official Plan is broadly supportive of three (3) Official Plan Amendments being sought:

- / **To allow for high-rise buildings up to 40-storeys;**
- / **Permit high-rise buildings up to 40-storeys on properties that do not have frontage on an Arterial Road as identified on Schedule E or F**
- / **Remove the prerequisite for a Secondary Plan on only this portion of Ferguslea Properties Ltd's broader landholdings.**

### 4.3 New Official Plan (Anticipated 2021-2046)

The City of Ottawa has recently undertaken an Official Plan review. The final draft Official Plan was endorsed by Council in October and a by-law was passed on November 24<sup>th</sup>, 2021. The Official Plan will be sent to the Ministry of Municipal Affairs and Housing (MMAH) for final review and approval, anticipated in early Spring of 2022.

Given the timing of the planning application, Ottawa City Council's approval of the new Official Plan (OP) and the pending Ministry approval, the Plan is not yet in full force and effect. Despite that, the direction from the City is that both the current Official Plan and Council-approved Official Plans should be considered during this transition period and the more restrictive policies should be considered in considering the Zoning By-law Amendment applications.

It is also important to review the New Official Plan as it provides insight on the City's direction on land use planning and growth management in the future, as approved by City Council. It should be noted that the new Official Plan version that was reviewed for the purposes of this Report was the version adopted by Council on November 24, 2021 as By-law 2021-386.

The City has the goal of becoming most liveable mid-sized City in North America. By 2046, population is expected to hit 1.4 million. The City has drafted an Official Plan that is intended to create a flexible, resilient City where people want to live/work/play. The main thrust of the plan is to achieve more growth by intensification than by greenfield development.

Preliminary policy directions include:

- / Achieve an intensification target of 60% by 2046;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods;
- / A renewed emphasis on building form; and



- Establishing minimum densities for new developments in proximity to important rapid transit stations.

#### 4.3.1 Transect Policy Area

Schedule A of the Draft New Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

The subject property is located in the **Outer Urban Transect**, an area that comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century. The Outer Urban Transect neighbourhoods represent the classic suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms. The planning challenge is to introduce more viable public transit and active mobility options, help functional local hubs and corridors to emerge and develop, and encourage more diverse housing forms to meet the changing needs of an evolving demographic. However, the evolution of existing neighbourhoods is expected to be extremely gradual within a fundamentally suburban pattern, with more substantial changes confined to a set of strategic locations, unless the site is close to new Hubs or Corridors that are serviced by rapid transit.

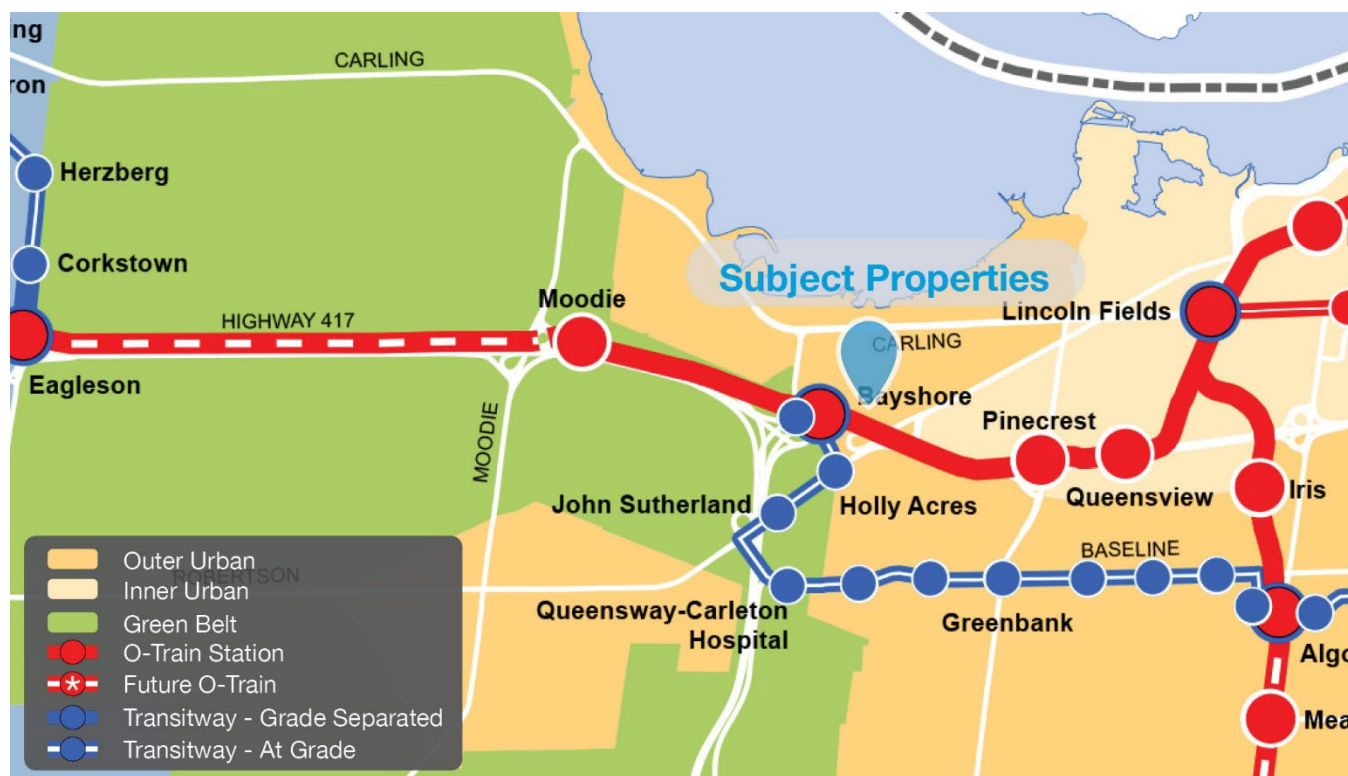


Figure 19: Schedule A - Transect Policy Area, New Official Plan.

The proposed development meets the following Outer Urban Transect policies outlined in **Section 5.3**, among others:

#### Recognize a suburban pattern of built form and site design

- 5.3.1.3 In the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of this Plan, by:

- a) Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations;
- b) Targeting Hubs and selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern as described in Table 6 of the New Official Plan.

**The proposed development will support the rapid transit system by providing a high-density residential development in close proximity to the Bayshore BRT station. Further, the buildings are proposed to incorporate commercial uses at-grade level, contributing to the 15-minute Neighbourhood model.**

### Enhance mobility options and street connectivity in the Outer Urban Transect

**5.3.2.1** When reconstructing arterials, the City shall set the stage for their future evolution to include, immediately upon reconstruction, a recognition of these streets' broader function as multimodal corridors and as public space that unites and connects neighbourhoods instead of dividing them, and shall implement designs that maintain the arterial function but also provide, within the right of way, for an edge that is calmer, designed for slower vehicular traffic, better integrated into the residential fabric of the adjacent neighbourhoods and fully supportive of the development of street-fronting buildings with active frontages.

**The proposed development will provide a street-fronting building with an active frontage, including a POPS abutting the public right-of-way which includes well designed integration into the City's MUP connecting to Accora Village and the broader surrounding community.**

### Provide direction to the Hubs and Corridors located within the Outer Urban Transect

**5.3.3.1** Within Hubs, except where a secondary plan or area-specific policy specifies different heights, permitted building heights are as follows:

- a) Up to 300 metre radius or 400 metres walking distance of an existing or planned rapid transit station, whichever is greatest, at least 3 storeys and up to High-rise (10-40 storeys); and
- b) Outside the area described by Policy a), up to High-rise where the parcel is of sufficient size to allow for a transition in built form massing.

**The subject property is located within a Hub and within a 300 metre walking distance of an existing rapid transit station and is located on a parcel that allows for a sufficient transition in built form massing.**

**5.3.3.2** Parking in Outer Urban Hubs shall be managed as follows:

- a) Minimum parking requirements may be reduced or eliminated; and
- b) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be located in the interior of the block, behind or beside the building and if located beside, shall not introduce a built-edge gap along the street that is wider than the widest building along the same frontage on the same site.

**The proposed development contemplates a parking ratio of 0.78 stalls per unit, which is less than half the maximum permitted amount. Further, parking is located below grade with minimal stalls located at grade for guest parking only. Which is not included in the parking ration calculation.**

**4.3.2 Urban Designation**

Within each Transect, designations further articulate maximum building heights and minimum densities. The four designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighbourhoods).

The subject property is proposed to be designated as a **Hub**. Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres.

Appropriate development densities shall create the critical mass essential to make transit viable. They will lead to reduced revenue-cost ratios and help provide cost-effective high levels of transit service. For these reasons, the City is pursuing a strategy that would ensure the implementation of more compact, higher- density and mixed-use communities around transit stations.

Hubs are identified as Protected Major Transit Station Areas (PMTSAs) for the purposes of the Provincial Policy Statement.

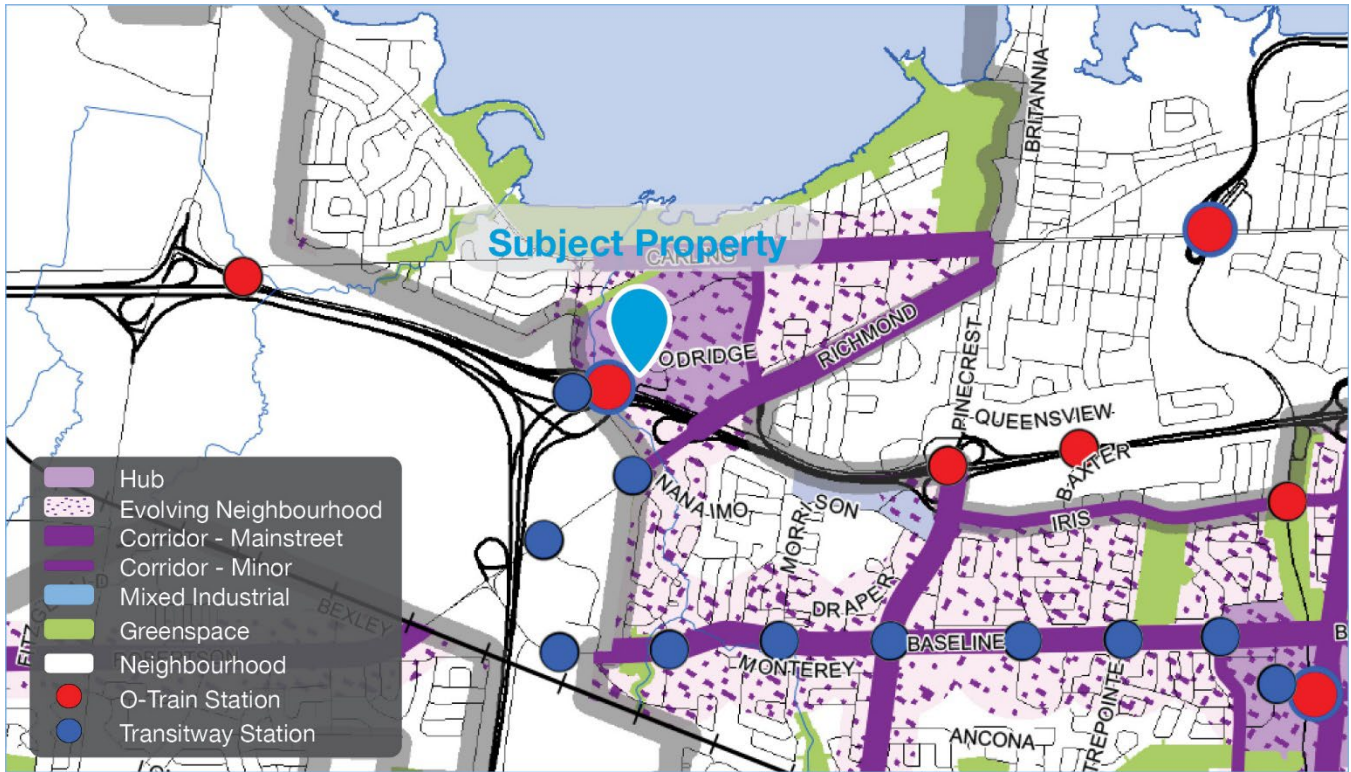


Figure 20: Schedule B3 – Outer Urban Transect, New Ottawa Official Plan.

The proposed development meets the following Corridor designation policies outlined in **Section 6.1**, among others:

**Define the Hubs and set the stage for their function**

6.1.1.1 Hubs are defined areas that may include lands adjacent to, or within a short walking distance of an



identified rapid transit station or major frequent street transit stop, and:

- a) Hubs generally include lands up to 600 metre radius or 800 metres walking distance, whichever is greatest, from an existing or planned rapid transit station or major frequent street transit stop, and are shown on the B-series of schedules;
- b) Despite Policy a), the specified walking distance may be reduced where the pedestrian route abuts or crosses features of real or perceived friction to pedestrian movement such as tunnels, grade changes, major intersections and pedestrian dead zones; and
- c) In any case, Hubs do not include any lands identified as a Special District on the B-series of schedules.

**The subject property is within 200 metre radius of a BRT station and a walking distance of 300 metres. The property is not located on lands identified as a special district.**

6.1.1.2 The strategic purpose of Hubs is to:

- a) Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;
- b) Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;
- c) Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and
- d) Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in Policy b).

**The proposed development contemplates two high-rise buildings on a property that is within a 200 metre radius of the Bayshore BRT station, in addition to access to the broader area's MUPs and is located on a street with a dedicated cycling lane. The location of the development is envisioned to evolve to include higher density buildings to support the existing and improving Bayshore Station as it transitions to LRT. The subject property is located in a community that can already be characterized as a 15-minute neighbourhood which includes multiple employment uses. The proposal is designed to accommodate and celebrate active transportation connections and provide additional community serving uses within the bases of the towers.**

6.1.1.3 Development within a Hub:

- a) Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;
- b) Shall encourage large employment, commercial or institutional uses locate close to the transit station;
- c) May be required, through the Zoning By-law, to include mixed uses on sites and within buildings located within 300 metre radius or 400 metres walking distance, whichever is greatest of an existing or planned transit station, through measures including but not limited to:
  - i) Requiring commercial and service uses on the ground floor of otherwise residential, office and institutional buildings;

- ii) Requiring residential and/or office uses on the upper floors of otherwise commercial buildings; and
- iii) May require minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building;
- d) Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;
- e) Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;
- f) Shall establish buildings that:
  - i) Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;
  - ii) Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and
  - iii) Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.
- h) Prohibit uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

**The proposed development contemplates two towers standing 37 and 40-storeys respectively, located abutting the Bayshore BRT Station. The additional 511-584 units will contribute to an intensification of the area, encouraging greater commercial development within the area. Further, the proposed buildings will include commercial at-grade units.**

**The exterior space includes a large POPS which will offer both a high-quality experience within the public realm, and efficient circulation both through the site and to adjacent properties.**

**The west tower fronts Woodbridge Crescent so as to create an active and defined edge to the public realm. The proposed design includes large fenestration, ample lighting, and prioritization of the pedestrian experience along Woodridge Crescent.**

- 6.1.1.4 Hubs will generally permit residential uses, and will permit such non-residential uses as are consistent with Subsection 6.1.1, Policy 3 h) and:
- a) Hubs will generally prohibit automobile-oriented, motor-vehicle-dependent and motor-vehicle prioritizing uses including but not limited to:
    - i) Drive-through facilities;
    - ii) Automobile dealerships, other than showrooms contained entirely within a building;
    - iii) Automobile service stations and body shops;
    - iv) Mini-storage warehouses;
    - v) Surface parking lots as a main use of land; and
    - vi) Other uses that prioritize or depend on motor vehicle access for their primary function;

**The proposed development proposes a mixed use residential and commercial building. The commercial will be consistent section 6.1.1 Policy 3.**

### Set out the direction for Protected Major Transit Station Areas (PMTSAs)

- 6.1.2.1 Schedule C1 identifies the PMTSA locations and boundaries and Table 3a sets out the minimum density of people and jobs for PMTSAs per gross hectare that shall be implemented through the

Zoning By-law, in an effort to increase the future density of development around transit.

**The proposed development contemplates adding 511-584 units on the subject lands, which exceeds the substantially exceeds the minimum 150 dwellings per net hectare outlined in Table 3a of the Official Plan . Adding such density will contribute to supporting additional uses and functions in the area as part of a 15-minute neighbourhood.**

**6.1.2.3** Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions.

**The proposed development contemplates two high-rise residential towers, which will include at-grade commercial uses.**

**6.1.2.4** The minimum building heights and lot coverage requirements within PMTSAs except as specified by a Secondary Plan, are as follows:

- a) Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys with a minimum lot coverage of 70 percent; and
- b) Outside the area described by a) not less than 2 storeys with a minimum lot coverage of 70 percent.

**The proposed buildings are within a 200 metre radius of the Bayshore BRT Station and contemplate heights of 37 and 40-storeys respectively.**

#### **4.3.3 Growth Management Framework**

Ottawa is a large municipality with different geographies that will accommodate different amounts and types of growth. **Section 3** of the New Official Plan contemplates how the City aims to guide the evolution of growth to create a city of proximities as opposed to a city of distance. Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments.

The policy intent of the City's Growth Management Framework is:

- / To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;
- / To provide a transportation network that prioritizes sustainable modes over private vehicles, based on the opportunities for mode shifts presented by each transect area context;
- / To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;
- / To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and
- / To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.

**The proposed development meets the following Growth Management Framework policies among others:**

#### **Designate Sufficient Land for Growth**

**3.1.1** Sufficient land shall be designated for growth to meet the projected requirement for population,



housing, employment and other purposes for a period of 25 years in accordance with the Provincial Policy Statement.

**The proposed development supports intensification in a manner that will help the City of Ottawa meet its goals with regard to housing and support employment and other commercial purposes in the Bayshore area.**

3.1.3 The urban area and villages shall be the focus of growth and development

**As outlined in the Transect Policy section, the subject property is within the urban area and located in an ideal location for further intensification based on the policy throughout this report.**

## Support Intensification

3.2.1 The target amount of dwelling growth in the urban area that is to occur through intensification is 51% and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and student residences, based upon building permit issuance within the built-up portion of the urban area.

**The proposed development includes two high-rise buildings, 37 and 40 storeys respectively, and will include up to 584 dwelling units. This development would replace existing vacant lands, in an area within close proximity the Bayshore transit station, commercial amenities, and within the urban area.**

3.2.2 Intensification may occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height. The definitions section of this Plan establishes the building height thresholds as expressed in storeys to describe height categories throughout this Plan.

**The subject property is designated a Hub within the Outer Urban Transect. The New Official Plan's height category classifies the subject property as suitable for "Low-rise, Mid-rise and High-rise: minimum 3 storeys and maximum 40 storeys". As stated elsewhere in this report, the proposed development meets policies with regard to height transition and transit proximity to achieve a high-rise height.**

3.2.3 The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services.

**The subject property is located within a Hub and the proposed development looks to contribute to the intensification of an area designated for greater density. Further, the development of up to 584 additional residential units will contribute to the vitality of the existing 15-minute neighbourhood in the area.**

3.2.4 Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface

water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.

**The subject lands are located in a Hub within the Outer Urban transect and has sufficient road width and transition distance between buildings to support high-rise development. Further, the subject property is fully serviced and supporting studies (summarized in Section 6 of this report) confirm the protection of groundwater resources.**

3.2.8 Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices.

**Residential uses in the immediate area of the subject property area include townhouses and apartment dwellings. The proposed development will increase the variety of dwelling units in the neighbourhood. Specific dwelling unit sizes will be contemplated more precisely when a Site Plan Control application is presented. However, initial unit mix concepts exceed the minimum proportion of large-household dwellings (minimum 5%).**

3.2.10 The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors. Within Neighbourhoods, provide for a diversity of housing opportunities such that generally, higher densities will be directed closer to Mainstreets, Minor Corridors, rapid transit stations, Hubs and major neighbourhood amenities with lower densities further away from such features such that the overall density in Neighbourhoods meets or exceeds those in Table 3.

**Per Table 3a, the minimum area-wide (Bayshore) density requirement for Hubs is 200 people and jobs per gross hectare, and the minimum residential density requirement for intensification for Mainstreets is 250 dwellings per net hectare. The proposed development's residential density of 1482 units per hectare (584 dwelling units on the 0.39 hectare portion of the total lot) exceeds the New Official Plan's density requirements. The proposed development's residential density also exceeds the Target Residential Density Range for Intensification for the Outer Urban Transect of 40 to 60 dwellings per net hectare.**

#### 4.3.4 Urban Design

Urban Design is the process of giving form and context to our city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

**Section 4.6** of the New Official Plan contemplates an urban design framework to outline the City's urban design program.

The subject property is identified as a Tier 3 – Local (Major) Design Priority Area (DPA) per Table 5 – Design Priority Areas of the New Official Plan, as it is located in a Hub outside of the Downtown Core. Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. Tier 3 areas also represent emerging areas that may contribute to defining Ottawa's local image in the future and areas that represent hubs of significant economic activity. These include commercial streets reflecting a suburban built form that may transition into a more walkable environment.

The proposed development meets the following Urban Design policies among others:

## Promote design excellence in Design Priority Areas

- 4.6.1.5 Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:
- a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
  - b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
  - c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

**The proposed development uses high-quality materials and includes ample fenestration which will help illuminate and animate the streetscape. Further, the inclusion of a POPS along the frontage of Woodridge Crescent provides a publicly available amenity that will offer street furniture, strategically planted vegetation, and the potential for ideal public art locations. Amenity spaces will be carefully designed in the Site Plan stage to ensure consideration of micro-climate impacts.**

## Protect views and enhance Scenic Routes including those associated with national symbols

- 4.6.2.3 Development which includes a high-rise building or a High-rise 41+ shall consider the impacts of the development on the skyline, by demonstrating:
- a) That the proposed building contributes to a cohesive silhouette comprised a diversity of building heights and architectural expressions;
  - b) The visual impact of the proposed development from key vantage points identified on Schedule C6A, where applicable, in order to assess impacts on national symbols.

**The proposed development contributes to a cohesive silhouette comprised of a diversity of building heights by providing two (2) towers of varying heights. The proposed development will have no visual impact from key vantage points identified on Schedule C6A.**

## Ensure capital investments enhance the City's streets, sidewalks, and other public spaces supporting a healthy lifestyle

- 4.6.3.1 Development projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture.

**The included POPS will offer the public use of street furniture, improved landscaping, and 4500 square metres of space to improve the public realm abutting the proposed development.**

- 4.6.3.2 Privately Owned Publicly Accessible Spaces (POPS) offer publicly accessible amenity that contributes positively to the public realm. POPS will be designed in accordance with applicable urban design guidelines. To ensure exceptional design, POPS will:
- a) Fit into their context, providing a meaningful contribution to existing and planned connections;



- b) Be sited strategically to best animate the streetscape, take advantage of views and vistas, highlight heritage elements and provide a comfortable microclimate environment;
- c) Respond to the needs of the community with consideration for neighbourhood character and local demographics;
- d) Read as publicly-accessible to the passerby and feel comfortable, welcoming and safe for the user;
- e) Be designed in a coordinated manner with the associated building(s); and
- f) Bring nature into the built environment, where appropriate.

**The proposed POPS effectively integrates into both the entrance of the proposed building as well as the broader landscape by creating a connection between the subject property, the adjacent property, and the existing pathway network. The design clearly articulates the POPS as a publicly available amenity and invites users to the space through high-quality design. Finally, the POPS creates a micro-climate for users through furniture, vegetation, and the abutting building.**

### Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

4.6.5.2 Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

**As demonstrated throughout section four (4) of this rationale, the proposed development meets all relevant policies with regard to Hubs and Corridors designations. The proposed development, in combination with the POPS effectively frame the streetscape and offer a setback that presents additional public space to further animate the street in front of the subject property.**

4.6.5.3 Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

**The proposed development will internalize, where possible, all servicing and loading areas (with the location of mechanical equipment and utilities to be determined through a later Site Plan Control process). The majority of the proposed parking is located underground, and the small amount of surface parking is shielded from public view by the eastern building.**

### Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all

4.6.6.1 To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- a) Between existing buildings of different heights;
- b) Where the planned context anticipates the adjacency of buildings of different heights; and

- c) Within a designation that is the target for intensification, specifically:
  - i. Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
  - ii. Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

**The proposed development is located within a Hub and within 200 metres of the Bayshore Rapid Transit Station. Further, the development is located in an evolving area that is characterized by high-rise buildings. Guidance with regard to height and density will be contemplated through out the Secondary Plan process.**

- 4.6.6.2 Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning Bylaw or by other means in accordance with Council-approved Plans and design guidelines

**The proposed development is located between a proposed 30-storey tower (to the east) and a 12-storey building (to the west). The surrounding area is designated as a Hub, and is supportive of both the height and density that is being contemplated.**

- 4.6.6.4 Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential.
- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
  - b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

**The included amenity spaces offer users both interior and exterior spaces, both at-grade and on the mezzanine level of the interior of the building. All spaces are of high quality, with regard to materials, fenestration, planting, and protection from the environment. The proposed amenities comfortably exceed the requirements of the Zoning By-law.**

- 4.6.6.8 High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

**The proposed development includes two (2) high-rise buildings which include a 37-storey and 40-storey buildings respectively. The tower section of each building is approximately 775 square meter towers. The 775 square metre tower floorplate component is appropriate when considering the separation distance between the two (2) towers and setbacks from abutting high-rise properties. The height of the buildings is permissible within the subject property's designation and transect.**

- 4.6.6.9 High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared

equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

**The separation distance between the two proposed towers is 51 metres, more than double the required distance. The separation between the proposed towers and the proposed towers to the east will be addressed through the Zoning By-law Amendment.**

#### 4.3.5 Area-Specific Policies

Particular sites fall within Area-Specific Policies as outlined in Volume 2C of the New Official Plan. The subject lands fall under Site-Specific Policy 10 – Bayshore Shopping Centre and Accora Village Community.

The proposed development meets the following Site-Specific Policies:

- 10.1** The existing Transitway station and upcoming extension of the OTrain to the Bayshore Shopping Centre and Accora Village Community create a unique opportunity to encourage infill, redevelopment, and high-rise built form surrounding this station to support the objectives of the Official Plan. The area located generally within 800 metres walking distance of this station (the precise boundary of which to be determined upon study commencement) is identified as a special study area where a secondary planning process will be undertaken, by either the landowner or the City to determine the future land use, height, density, connectivity, and the overall character of the community and which may be implemented through a secondary plan and amendments to the applicable Zoning By-law. In the interim highrise buildings up to 12 storeys in height will continue to be permitted in those areas where zoning currently permits high- rise buildings.

**The proposed development is located within a 200 metre radius of the Bayshore Bus Rapid Transit station. Due to the unique nature and location of the property versus the broader built form of Accora Village, an Official Plan Amendment and associated Zoning Bylaw Amendment are proposed to allow for the proposed development to be built as conceived despite the site specific policy above which has been carried forward from the existing Official Plan. Further, the site abutting the subject lands to the east (100 Bayshore Drive) are also within the Site-Specific Policy area and received support to forego a Secondary Plan.**

## 4.4 Transit Oriented Development Guidelines

Approved by City Council on September 26, 2007, the City of Ottawa's Transit-Oriented Development Guidelines seek to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa.

These guidelines are to be applied to all development throughout the City within a 600 metre walking distance of a rapid transit stop or station to provide guidance to the proper development of these strategically located properties. Enhanced cycling facilities and cycling infrastructure should be considered within a 1,500 metre cycling distance. Areas served by high-quality transit (frequent service, numerous routes, extended hours of service) rather than rapid transit will also benefit from applying these guidelines.

The proposed development meets the following applicable design guidelines, among others:

### Land Use

- Guideline 1 Provide transit supportive land uses within a 600 m walking distance of a rapid transit station.

**The proposed development is located within a 200-metre radius of the Bayshore BRT Station. The walking path network to Bayshore Station will be addressed during the Site Plan Control Application.**

Guideline 3 Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-Law. The mix of different uses can all be within one building and/or within different buildings within proximity of one another.

**The proposed development includes ample exterior amenity space in the form of POPS which are accessible to both residents of the proposed buildings and the broader public. Further commercial space has been contemplated at-grade to improve the land use mix in the area. Finally, the parking for residents is located underground and is projected to include 0.78 stalls per dwelling unit as a means to promote transit use instead of private vehicles.**

## Layout

Guideline 6 Create pedestrian and cycling "short cuts" that lead directly to transit. Pathways require a minimum 6-metre right-of-way.

**Strategic pathways are designed to permeate throughout the site, during the Site Plan Control and design development phase pathways will be refined further to coordinate active transportation networks on abutting properties.**

Guideline 10 Orient buildings towards transit stations and provide direct pedestrian access that minimizes conflict with vehicles.

**The proposed buildings will be developed within 200 metres of the Bayshore Transit Station and will offer pedestrians access to both existing and proposed networks to the station that require no conflict with vehicles.**

## Built Form

Guideline 11 Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street.

**Both proposed buildings include two (2) storey podiums, and the accompanying wind and shadow studies indicate that the development has minimal impacts on the public street.**

Guideline 13 Set large buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and to provide space for pedestrian activities and landscaping.

**The proposed building that fronts Woodridge Crescent is 3.2 metres from the front property line, and in combination with the adjacent POPS helps animate and activate the street edge.**

Guideline 14 Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.



**The proposed development includes large amounts of fenestration and interior lighting to create visual interest. Materials, colours, and architectural elements will be carefully considered as to provide a development which is complementary, yet distinctive from existing conditions on site and surrounding the property.**

Guideline 15 Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing.

**As illustrated in the images included in Section 3 of this report, the proposed towers employ large levels of fenestration to provide visual interest, increased security, and ease of access.**

## Pedestrian and Cyclists

Guideline 28 Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences.

**The at-grade experience within the proposed development includes exterior and interior amenity space. Further, the POPS and commercial uses at-grade level are available to the public and contribute to an appealing and activated streetscape.**

## Vehicles and Parking

Guideline 35 Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side.

**All residential parking is proposed to be located underground, with access to underground parking located within the interior of the site. Guest parking, which is located at-grade does not conflict with the public right-of-way or front the functional front of any buildings.**

Guideline 36 Design access driveways to be shared between facilities

**Access to the proposed underground parking is shared between the two buildings located on an existing road that is shared with the existing apartment building located on the subject property.**

Guideline 39 Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping.

**All proposed resident parking is located underground and access to parking is located on an existing road that is shared between the existing apartment building on the subject property and the two proposed buildings. Locating access to the interior of the subject property mitigates any impedance of pedestrian flow.**

## Streetscape and Environment

**Guideline 54** Enclose air conditioner compressors, garbage and recycling containers and other similar equipment within buildings or screen them from public view.

**All “back of house” aspects of the development are not visible from the street frontage. Storage areas and parking are located below-grade or screened from the street.**

## 4.5 Urban Design Guidelines for High-Rise Buildings

Approved by City Council in 2018, the City of Ottawa's Urban Design Guidelines for High-Rise Buildings are to be used during the review of development proposals to promote and achieve appropriate high-rise development. The design guidelines will be applied wherever high-rise residential and mixed-use buildings are proposed.

These guidelines seek to highlight ways to:

- / Promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- / Address compatibility and the relationship between high-rise buildings and their existing and planned context;
- / Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- / Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and
- / Promote development that responds to the physical environment and microclimate through design.

The guidelines are to be used during the review of development proposals to promote and achieve appropriate high-rise development. These are general guidelines, and not all will apply equally in all circumstances. Each context will inform the application of, and the emphasis on, various guidelines. Specific site context and conditions will be considered in conjunction with these guidelines.

The guidelines are general and are not to be used as a checklist for evaluating a proposal. These guidelines have been developed to improve and enhance compatibility, transition, and livability, as well as to manage the relationship between high-rise buildings and nearby, buildings, streets, parks, and open spaces.

The proposed development meets the intent and purpose of several of the City's Urban Design Guidelines for High-Rise Buildings, including the following:

### Context

- 1.2 The proposed development does not impact identified views or angular planes;
- 1.11 When a high-rise building or group of high-rise buildings are proposed on a site surrounded by other high-rise buildings of consistent height, relate the height and scale of the proposed buildings to the existing context and provide variations;
- 1.15 The lot should abut the public realm, including streets, parks, plazas, and privately owned public spaces (POPS);
- 1.16 The subject property has an area greater than 1,350 square metres;
- 1.18 A proposal to accommodate a high-rise building over 30-storeys in height will require a larger lot to meet the required greater separation distances.
- 1.22 The proposed development respects the overall building setting;

## Built Form

- 2.1 Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building, which: a. fits into the existing urban fabric, animates existing public spaces, and frames existing views; and b. creates a new urban fabric, defines and animates new public spaces, and establishes new views.
- 2.13 The proposed development creates a continuous street edge along the public streets and POPS;
- 2.15 The height of the podiums is appropriate for the site;
- 2.17 The minimum height of the base should be 2 storeys
- 2.21 The proposed materials are high-quality, and durable;
- 2.23 The ground floors of buildings are highly transparent;
- 2.24a The tower floorplates are of an appropriate scale for residential towers;
- 2.27 In suburban locations, cluster towers to avoid random placement of buildings;
- 2.28 The tower has no blank facades;
- 2.31 Towers have been designed to minimize wind and shadow impacts;

## Pedestrian Realm

- 3.3 At locations with lower pedestrian traffic volumes, extra wide pedestrian zones beyond the prevalent streetscape pattern may not be appropriate. The overall width of the street (building face to building face) should be related to the height of the high-rise base in order to maintain an appropriate sense of scale and proportion;
- 3.10 The main building entrances have direct access to the sidewalk;
- 3.14 Parking is located underground;
- 3.16 All servicing and loading is integrated within the building;
- 3.19 Garage doors have been integrated into the building design;
- 3.26 A wind study has been conducted; and,
- 3.27 A shadow study has been conducted.

## 4.6 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject property is zoned Residential Fifth Density, Subzone A, Height Limited to 34 metres, and Site Specific Exception 1923 – R5A[1923] H(34). The site-specific exception allows for a temporary parking lot and snow disposal facility. The purpose of the R5 zone is to allow a wide mix of residential building forms in areas designated as General Urban Area in the Official Plan. The R5A Zone is applied to allow a wide mix of residential units ranging from semi-detached, to high-rise apartment dwellings and regulates development in a manner that is compatible with existing land use patterns so that the mixed building form and residential character of a neighbourhood is maintained or enhanced.

The R5A zone does not permit commercial uses

The R5 zone permits the following uses:

<b>Apartment dwelling – high-rise</b>	Apartment dwelling – mid-rise	Apartment dwelling – low-rise
Detached dwelling	Duplex	Townhouse dwelling
Diplomatic mission	Three-unit dwelling	Semi-detached dwelling
Planned unit development	Rooming house	Detached dwelling
Retirement home	Urban agriculture	Secondary dwelling
Group home	Linked detached dwelling	Home-based business

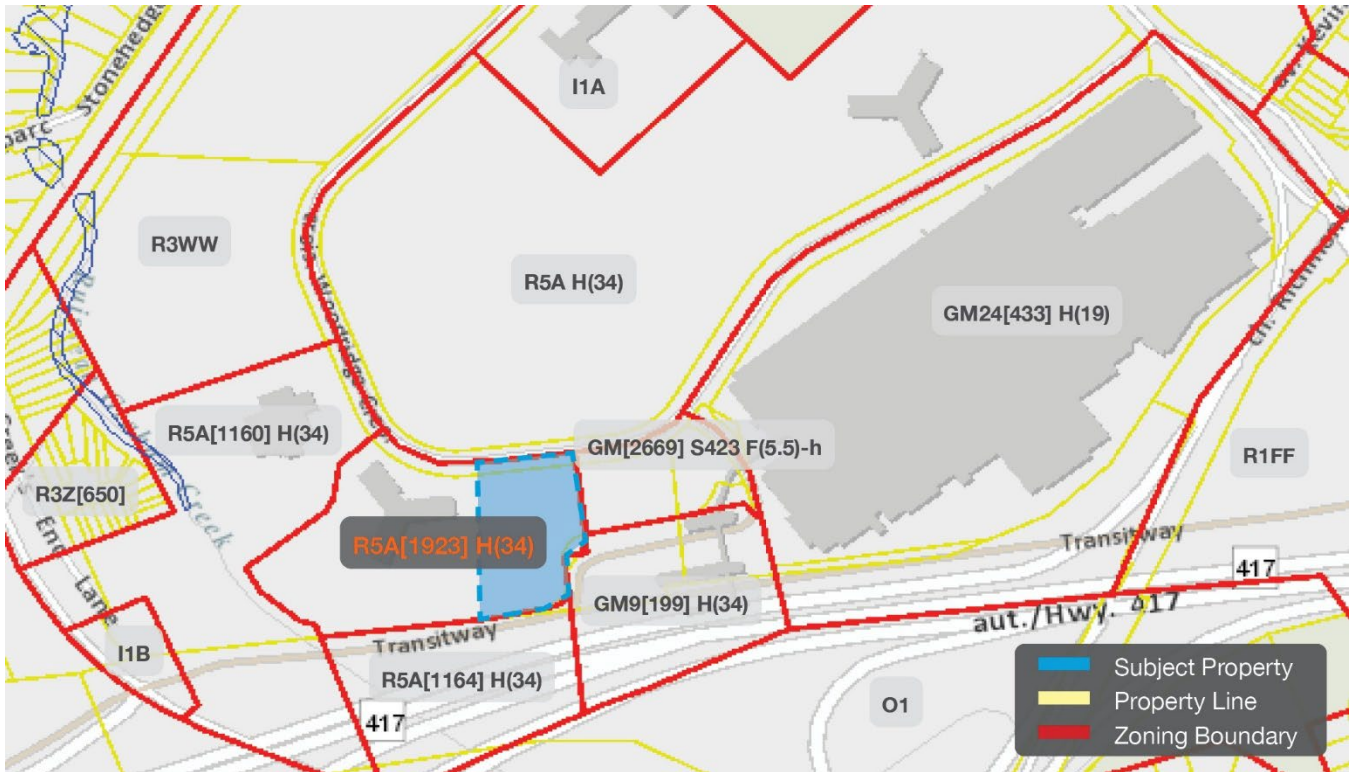


Figure 21: Excerpt from the City of Ottawa's Zoning Bylaw Map.

The proposed Zoning By-law Amendment would rezone the subject property to General Mixed Use Zone , Exception XXXX, Schedule YYY – GM[XXXX] SYYY to permit the proposed development.

The proposed development is compared to the provisions of the existing R5A zone and the proposed GM zone in the table below:

Zoning Mechanism		R5A	GM	Proposed	Compliance
<b>Minimum Lot Area</b>		1000 m <sup>2</sup>	No Minimum	83296.12 m <sup>2</sup>	✓
<b>Minimum Lot Width</b>		25 metres	No Minimum	397.46 m	✓
<b>Setbacks</b>	Front Yard:	6 m	3 m	3.23 m	✓



	Rear Yard:	7.5 m	5 m	14.79 m	✓
	Interior Yard:	7.5 m	No Minimum	3.73 m	✓
<b>Building Height</b>		Contemplated in a Schedule or in Secondary Plan	18 m	130 m	✗
<b>Maximum Floor Space Index</b>		No Maximum	2.0	<2.0	✓
<b>Amenity Area</b> <i>511-584 units</i>	6m <sup>2</sup> /unit Total	3066-3504 m <sup>2</sup>	3066-3504 m <sup>2</sup>	6,712-7,157 m <sup>2</sup> total	✓
	50% Communal	1533-1752 m <sup>2</sup>	1533-1752 m <sup>2</sup>	3,595 m <sup>2</sup> communal	✓

The following table summarizes the proposed development's compliance with zoning relating to parking requirements.

Zoning Mechanism	Provision	Proposed	Compliance
<b>Minimum Required Vehicle Parking Spaces</b> Area Z	No parking required	456	✓
<b>Maximum Permitted Vehicle Parking Spaces</b>	1.5 per dwelling (combined resident and visitor)	0.78-0.88 per dwelling + 8 visitor parking spaces	✓
<b>Minimum Driveway Width</b>	6 metres	6.7 metres	✓
<b>Minimum Aisle Width</b>	6 metres	6.7 metres	✓
<b>Minimum Parking Space Dimensions</b>	Length: 5.2 metres Width: 2.6 metres	Length: 5.2 metres Width: 2.6 metres	✓
	<40% may be 4.6 m by 2.4 m	<40%	✓
<b>Minimum Required Bicycle Parking Spaces</b>	0.5 per unit (256-292)	120	✗
<b>Minimum Bicycle Parking Space Dimensions</b>	1.8m x 0.6m	1.8m x 0.6m	✓
<b>Minimum Bicycle Parking Space Aisle Width</b>	1.5 metres	1.5	✓
<b>Maximum Provision of Vertical Bicycle Parking Spaces</b>	50%	0%	✓
<b>Minimum width of landscaped area around a parking lot</b>	3 metres	3 metres	✓
<b>Minimum Required Landscaped Area within a Parking Lot</b>	15%	>15%	✓

<b>Loading Space Rates</b>	None	None	✓
----------------------------	------	------	---

The following table summarizes the proposed development's compliance with zoning provisions from By-law 2019-353, which aims to amend the City's Zoning By-law by adding new provisions for high-rise buildings. Bylaw 2019-353 is under appeal and as such is not yet in full force and effect.

<b>Zoning Mechanism (Area A, Schedule XXX)</b>	<b>Required</b>	<b>Provided</b>	<b>Compliance</b>
<b>Minimum Lot Area (Interior Lot)</b>	1,350 m <sup>2</sup>	83296.12 m <sup>2</sup>	✓
<b>Minimum Rear Yard Setback for a Tower</b>	11.5 m	14.79 m	✓
<b>Minimum Interior Side Yard Setback for a Tower</b>	11.5 m	3.73 m	X
<b>Minimum Separation Distance Between Towers on the Same Lot</b>	23 m	51.36 m	✓

As demonstrated in the tables above, the proposed development adheres to the general intent of all but the height provisions within the GM zone. However, the proposed use Apartment dwelling, high-rise is not permitted in the GM zone. The proposed Zoning By-law Amendment will address the building height and use through a site-specific zoning schedule and urban exception. The proposed amendments are outlined in Section 5.1.

## 5.0 Requested Amendment

### 5.1 Official Plan Amendment

An Official Plan Amendment is proposed to Section 3.6.1.17 of the City of Ottawa Official Plan. The OPA would:

- / Amend Section 3.6.1.17 to allow taller buildings up to a maximum of 40 storeys in height.
  - Permitting buildings to a maximum of 40-storeys on the subject lands is appropriate, given the wealth of supporting policy for the suggested heights found through out this Rationale. Specifically, policy as it relates to properties in close proximity to Rapid Transit, in areas characterized by taller buildings, and on properties large enough to support adequate tower separation.
  
- / Amend Section 3.6.1.17 to permit high-rise buildings up to 40-storeys on properties that do not have frontage on an Arterial Road as identified on Schedule E or F
  - Permitting buildings in height up to 40-storeys on the subject lands that do not front an Arterial Road is appropriate given its location within 200 metres of the Bayshore Transit Station and its position between a 400 series highway and within 500 metres of Bayshore Drive which is an Arterial Road.
  
- / Amend Section 3.6.1.17 to remove the requirement to develop a Secondary Plan for the subject lands.
  - Removing the requirement to create a Secondary Plan for the subject lands is appropriate given the uniqueness of the subject lands. Unlike the rest of Accora Village, which is typically low-rise dwelling units, the subject lands abut the Bayshore Rapid Transit Station where policy would direct greater heights and density. As such, the subject lands do not reflect the characteristics of the rest of the area and should not be included in a Secondary Plan.
  - On the abutting property, 100 Bayshore Drive was exempt from requiring a Secondary Plan for identical reasons as to those rationalized above.

### 5.2 Zoning Bylaw Amendment

A Zoning By-law Amendment is proposed to rezone the site from Residential Fifth Density, Subzone A, Height Limit 34 metres, Site Specific Exception 1923 (R5A [1923] H(34) General Mixed Use Zone, Exception XXXX, Schedule YYY (GM[XXXX] SYYY). The purpose of the amendment is to:

#### **Allow apartment dwelling, high rise as a permitted use**

- / Where as the subject property is only permitted up to a maximum use of apartment dwelling, mid rise, the proposed development would add the permitted use of apartment dwelling, high rise to permit the proposed 37 and 40-storey high-rise buildings.
  - The proposed use of apartment dwelling, high-rise is appropriate given subject lands location a Rapid Transit Station and the related policies found if the Official Plan to support high-rise development in close proximity to rapid transit stations.

**Increase height limit from 18 metres to 130 metres**

- / Whereas the subject lands' maximum permitted building height is currently 18 metres, the proposed development would increase building height to 130 metres in order to permit the proposed 37 and 40-storey high-rise buildings.
  - The proposed height increase is appropriate for the subject lands, given its proximity to rapid transit, its location in an area that is evolving to become characterized by tall buildings, and located within an area that is covered by a Site-Specific Policy that supports high-rise buildings. Further, the small floor plates of the proposed towers will mitigate impacts as they pertain to shadows on abutting properties.

**Reduce the required bicycle parking from 256-292 parking stalls to 120**

- / Whereas the subject property property's minimum required bicycle parking is 256-292, the proposed development would reduce the bicycle parking to 120.
  - The reduction in bicycle parking is appropriate for the subject lands, given that the majority of amenity space has been dedicated to programmed spaces within the POPS.



## 6.0 Conclusion

It is our professional opinion that the proposed Zoning By-law and Official Plan Amendment applications are appropriate, represents good planning, and is in the public interest.

The proposal is consistent with the Provincial Policy Statement (PPS) by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area which can support transit and contributes to the range of housing options available in the community.

The proposed development conforms to the Official Plan's vision for managing growth in the urban area and meets the urban design and compatibility objectives, principles, and core policies in Sections 2.2.2., 2.5.1, 3.6.1 and 4.11 of the Official Plan.

The proposed development conforms to the New Official Plan's policies for intensification within Protected Major Transit Station Areas, aligns with the objectives of Hub designated properties, and meets the principles and policies for Urban Design and Growth Framework Management.

The proposed development is consistent with the policies and goals of both the Transit Oriented Development Guidelines and Urban Design Guidelines of High-Rise Development. The proposed high-rise towers achieve a built form that is compatible with the Guidelines while complimenting an area within close proximity to a Rapid Transit Station.

The proposed development meets the vast majority of applicable requirements of the Comprehensive Zoning By-law 2008-250. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties. Supporting studies confirm that the proposal is functional and appropriate.

Sincerely



Tyler Yakichuk, MPlan  
Planner



Brian Casagrande, MCIP, RPP  
Partner