

APRIL 2021

Q9

planning  
+ design

# PLANNING + DESIGN RATIONALE

**KINGSETT CAPITAL / IVANHOE CAMBRIDGE**  
100 BAYSHORE DRIVE  
OTTAWA, ONTARIO

Report Date:  
APRIL, 2021

Report Prepared for:  
KingSett Capital / Ivanhoe  
Cambridge



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This Planning + Design Rationale is prepared in support of a Site Plan Control Application for the proposed residential development at 100 Bayshore Drive. This Planning + Design Rationale also includes the following: Design Brief, Public Consultation Strategy, and LRT Proximity Study.

# CONTENTS

<b>1.0</b>	<b>INTRODUCTION</b> .....	<b>5</b>
1.1	OVERVIEW .....	5
1.2	PROJECT .....	6
<b>2.0</b>	<b>SITE &amp; CONTEXT</b> .....	<b>8</b>
2.1	SITE .....	8
2.2	CONTEXT .....	12
2.3	PEDESTRIAN AND TRANSIT NETWORK.....	16
2.3.1	Pedestrian Network .....	16
2.3.2	Transit Network.....	17
<b>3.0</b>	<b>PROPOSAL</b> .....	<b>18</b>
3.1	OVERVIEW .....	18
3.2	BUILDING FORM AND SETBACKS .....	18
3.3	COMMUNITY BENEFITS.....	19
3.4	STATISTICS .....	19
3.5	PEDESTRIAN CONNECTIONS .....	20
<b>4.0</b>	<b>POLICY AND REGULATORY CONTEXT</b> .....	<b>27</b>
4.1	Provincial Policy Statement, 2020 .....	27
4.2	CITY OF OTTAWA OFFICIAL PLAN.....	29
4.3	NEW OFFICIAL PLAN, FALL 2021 .....	35
4.4	CITY OF OTTAWA ZONING BY-LAW.....	36
4.5	URBAN DESIGN GUIDELINES FOR HIGH-RISE BUILDINGS .....	36
<b>5.0</b>	<b>URBAN DESIGN REVIEW</b> .....	<b>39</b>
5.1	Hobin Architecture Design Review .....	39
<b>6.0</b>	<b>PLANNING ANALYSIS AND RATIONALE</b> .....	<b>45</b>
<b>7.0</b>	<b>PUBLIC CONSULTATION STRATEGY</b> .....	<b>46</b>
<b>8.0</b>	<b>SUPPORTING PLANS AND STUDIES</b> .....	<b>47</b>
8.1	PHASE I/II ENVIRONMENTAL SITE ASSESSMENT.....	47
8.2	TRANSPORTATION NOISE AND VIBRATION FEASIBILITY ASSESSMENT.....	47

8.3	PEDESTRIAN LEVEL WIND STUDY.....	48
8.4	SITE SERVICING AND STORMWATER MANAGEMENT REPORT .....	48
8.5	TRANSPORTATION IMPACT ASSESSMENT ADDENDUM .....	49
9.0	<i>CONCLUSION</i> .....	51
10.0	<i>APPENDIX A</i> .....	53
11.0	<i>APPENDIX B</i> .....	54

## 1.0 INTRODUCTION

Q9 Planning + Design has been retained by Ivanhoe Cambridge and KingSett Capital to prepare a Planning + Design Rationale for the two-tower rental apartment development with tenant-serving amenity spaces and above-grade parking levels in a shared low-rise podium. This project also features a direct pedestrian link to the future Bayshore LRT Station, among other community benefits, such as the provision of affordable housing.

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

As per requirement of the City of Ottawa submission process, this Planning Rationale also includes the following components: Design Brief, Consultation Strategy, and the LRT Proximity Study is provided as Appendix B.

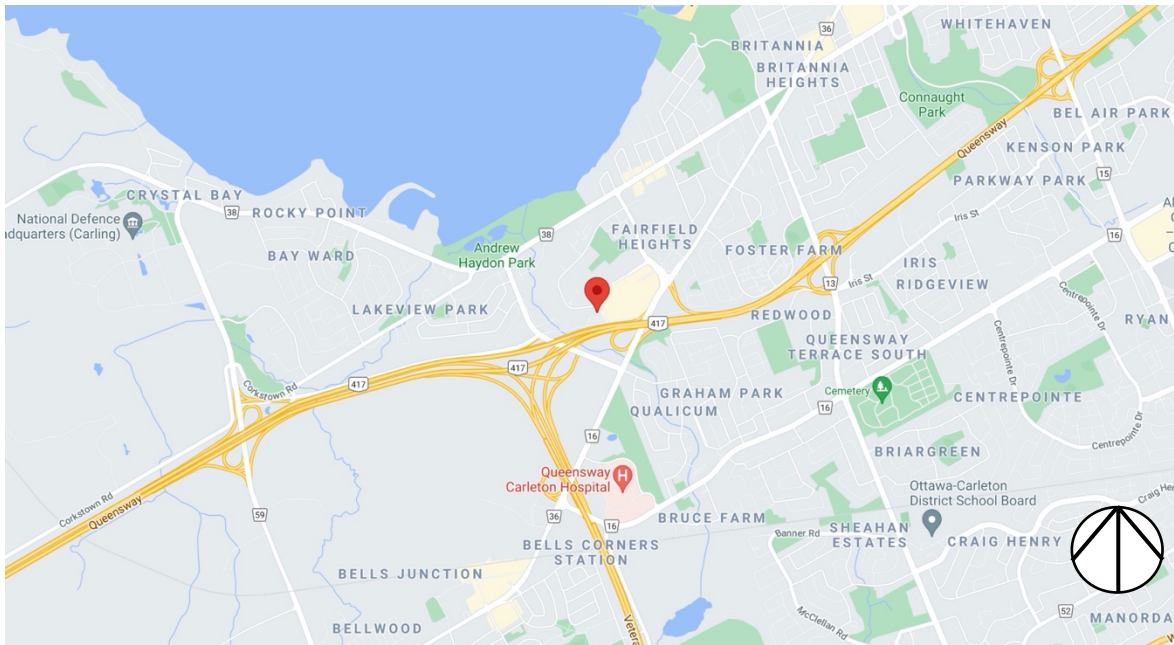


Figure 1: Location Plan

### 1.1 OVERVIEW

In December 2019, an Official Plan Amendment and Zoning By-law Amendment were submitted to the City of Ottawa for the proposed development to permit the proposed heights, allow limited front yard parking, and to seek relief from certain policies of the Official Plan that were originally intended for broader purposes and therefore not applicable to the subject site. On November 25, 2020, the Official Plan (OPA 25) and Zoning By-law Amendment (2020-327) were approved by City Council. The details of these approvals are provided as Appendix A.

## 1.2 PROJECT

The proposed development is for a two-tower, shared podium rental residential development. Tower 1 (East) is proposed to be 30 storeys with approximately 292 units and a total of 271,430 square feet of Gross Floor Area (GFA). Tower 2 (West) will be 27 storeys, 262 units, and 277,425 square feet of GFA.

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



*Figure 2: Proposed Development*



Figure 3: Image of proposed development looking west at entrance



Figure 4: Image of proposed development looking south at entrance

## 2.0 SITE & CONTEXT

### 2.1 SITE

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

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

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



Figure 3: Subject Site

The following presents the site statistics.

- [ Site Area: 6,743 m<sup>2</sup>
- [ Site Frontage: 90 m (Woodridge Crescent)
- [ Site Depth: irregular



The current condition of the site is vacant with the exception of the connection from Bayshore Shopping Centre to the existing Bayshore Transit Station, noted above. There is an existing easement for this identified as Parts 9, 10, and 11. A copy of the survey is provided on the following page. Below are images of the site and from the site.



Figure 6: Aerial of Site and Existing Conditions



Figure 7: Alternate View Aerial of Site



Figure 8: Aerial close view of Subject Site



Figure 9: View of site from Bayshore access road



Figure 10: View of site from intersection of Woodridge Crescent and Bayshore Access Road, Looking west into site.



Figure 11: View from Woodridge Crescent in front of site, facing west



Figure 12: View from Woodridge Crescent in front of site, facing east

## 2.2 CONTEXT

The proposed development is adjacent to the Bayshore-Accora community, in Ward 7 (Bay). This community contains a mix of uses and is roughly bounded by Holly Acres Road (west), Carling Avenue (north), Highway 417 (south), and Bayshore Drive (east). This community's main identifiers are the Bayshore Shopping Centre, the medium and high-rise apartment buildings which are visible from Highway 417, and lastly, Accora Village. The latter is a collection of two-storey medium density townhome rentals that makeup most of the land area of the Bayshore-Belltown neighbourhood.

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

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

The following represents a comprehensive context map of the neighbourhood.



Figure 13: Overall Context Map



Figure 14: Accora Village Context (Image prepared by Hobin Architecture)

# ACCORA VILLAGE

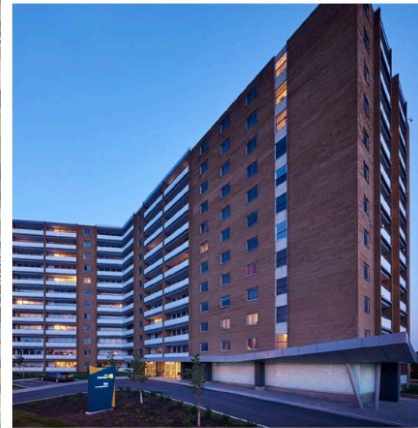
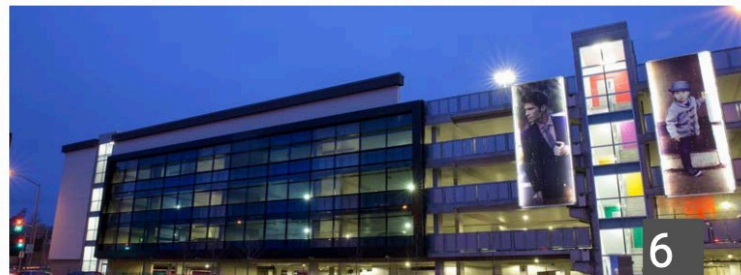




Figure 15: Bayshore Shopping Centre Context (Image Prepared by Hobin Architecture)

# BAYSHORE SHOPPING CENTRE



## 2.3 PEDESTRIAN AND TRANSIT NETWORK

The community of Bayshore and Accora community is a well-defined area bounded by Highway 417 to the south, Richmond Road to the south-east, Bayshore Drive to the north-east, Carling Ave to the north, and Holly Acres to the west. Carling Avenue, Bayshore Drive, Holly Acres Road and Richmond Road are all arterial roads. Woodridge Crescent is a collector road that loops through the community with a park and a school in the approximate middle of the neighbourhood.

### 2.3.1 Pedestrian Network

Richmond Road, a four-lane arterial road, has a sidewalk on the north side. Holly Acres Road, Carling Avenue, and Bayshore Drive, are all four-lane arterial roads and contain sidewalks on both sides of the street. Lastly, Woodridge Crescent, a collector, contains sidewalks on both sides of the street, has pedestrian crossings both existing and planned, is a two-lane road with some on-street parking available. The following image depicts the existing pedestrian infrastructure. Pedestrian crossings (PXOs), which are not crossings otherwise found at intersections, are also identified on this plan, both existing and proposed.



Figure 16: Pedestrian Network



### 2.3.2 Transit Network

Along Woodridge Crescent, the transit route is no. 85 which provides all-day service between Bayshore Station and Terrasses de la Chaudière in Gatineau, operating every 15-minutes during peak periods. On weekends, service is reduced to between 15- and 30-minutes. The nearest eastbound bus stop serving Route #85 is located along the frontage of the proposed development, while the nearest westbound bus stop is located approximately 300 metres west of the site. The eastbound bus stop provides amenities including a route map, schedule and bench.

The development abuts the Bayshore Rapid Transit Station, a major bus rapid transit station that provides access to the City-wide rapid transit network with direct connections to the Light Rail Transit (LRT) terminus at Tunney's Pasture Station. The Bayshore Station is planned to be upgraded as part of the Stage 2 LRT project which include expansion of the LRT system to Moodie Drive, with Bayshore Station becoming a major LRT station targeted to open by 2025.

The following is an extract of the routes near the site.



Figure 17: Extract of OC Transpo Transit Map

## 3.0 PROPOSAL

### 3.1 OVERVIEW

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

The west tower is proposed to be 27 storeys and the east tower will be 30 storeys. The approximate number of units is 554 (West tower: 262, East tower: 292.) The total Gross Floor Area of the project will be 2938 m<sup>2</sup>.

The project will feature 1662 m<sup>2</sup> 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.

The proposed Site Plan and Landscape Plan are provided at the end of this section.

### 3.2 BUILDING FORM AND SETBACKS

In terms of the building form, the west tower will have a height of 90 m and the east tower will have a height of 100 m. The three level podium has a stepped design that accommodates the shape of the lot with a ranging setback from the front property line between 4.8 m and 16.9 m.

The east setback towards the Bayshore access road is narrowest at 10.9 m. This 10.9 m setback accommodates the proposed multi-use pathway (MUP) that extends from the proposed pedestrian crossing at the north-east corner of the site where it meets Woodridge Crescent and follows the east property line down towards Bayshore Station where it will provide pedestrian access to the station and also connect to a future pedestrian link on the abutting site for future development which is currently unplanned and unknown.

The west setback of the podium is 7.5 m with the west tower inset at 10 m from the west property line. The below grade parking is accessed along this setback.

The rear setback towards Bayshore Station has 3 m from the podium to the station and then a further 2.4 m to the west tower. The east portion of the podium is setback 13.5 m from the station and the east tower is a further 1 m inset at the narrowest.

### 3.3 COMMUNITY BENEFITS

The proposed development will offer 45 affordable housing units secured for 15 years at the City's definition that rents are not to exceed 30 % of the 30th income percentile for the City of Ottawa.

In addition to the provision of affordable housing, the project is also providing a monetary contribution for a proposed park amenity aimed towards the youth. Discussion on this amenity have circled the idea of a skate park to be located in Bayshore Park.

These community benefits are secured via a holding zone that is lifted following the approval of Site Plan Control.

### 3.4 STATISTICS

The following tables outline the project statistics and the zoning review.

PROPOSED DEVELOPMENT		
	WEST TOWER	EAST TOWER
Number of Storeys	27	30
Total Units	262	292
Total Gross Floor Area	17,608 m <sup>2</sup>	18,090 m <sup>2</sup>
Proposed Resident Parking Spaces	100	110
Proposed Visitor Parking Spaces	27	29
Proposed Bicycle Parking Spaces	136	146

ZONING REVIEW		
GM[2669]S423F5.5-h	REQUIRED	PROPOSED
Lot Area	No minimum	6743 m <sup>2</sup>
Lot Width	No minimum	127 m
Front Yard Setback (Podium)	3 m	4.8 m
Corner Yard Setback (Podium)	3 m	10.9
Interior Yard Steback (Podium)	5 m	7.5 m
Rear Yard Setback (Podium)	3 m	3 m
Maximum Proposed Height	90 m / 100 m	90 m / 100 m
Podium Setbacks	Front: 5.5 m Corner: 10.9 m Interior: 10 m Rear: 3 m	Front: 5.8 m Corner: 10.9 m Interior: 10 m Rear: 5.4 m
Total Proposed Resident Parking	0/du (0 spaces)	211 spaces
Total Proposed Visitor Parking	0.1/du (55 spaces)	55 spaces (6 at grade)
Total proposed Bicycle Parking	0.5/du (277 spaces)	282 spaces

### 3.5 PEDESTRIAN CONNECTIONS

The map below identifies the proposed pedestrian connections throughout the site and nearest to the site. It is also noted that the vehicle drop off area has been designed as hard scape to identify the space as a pedestrian first space.

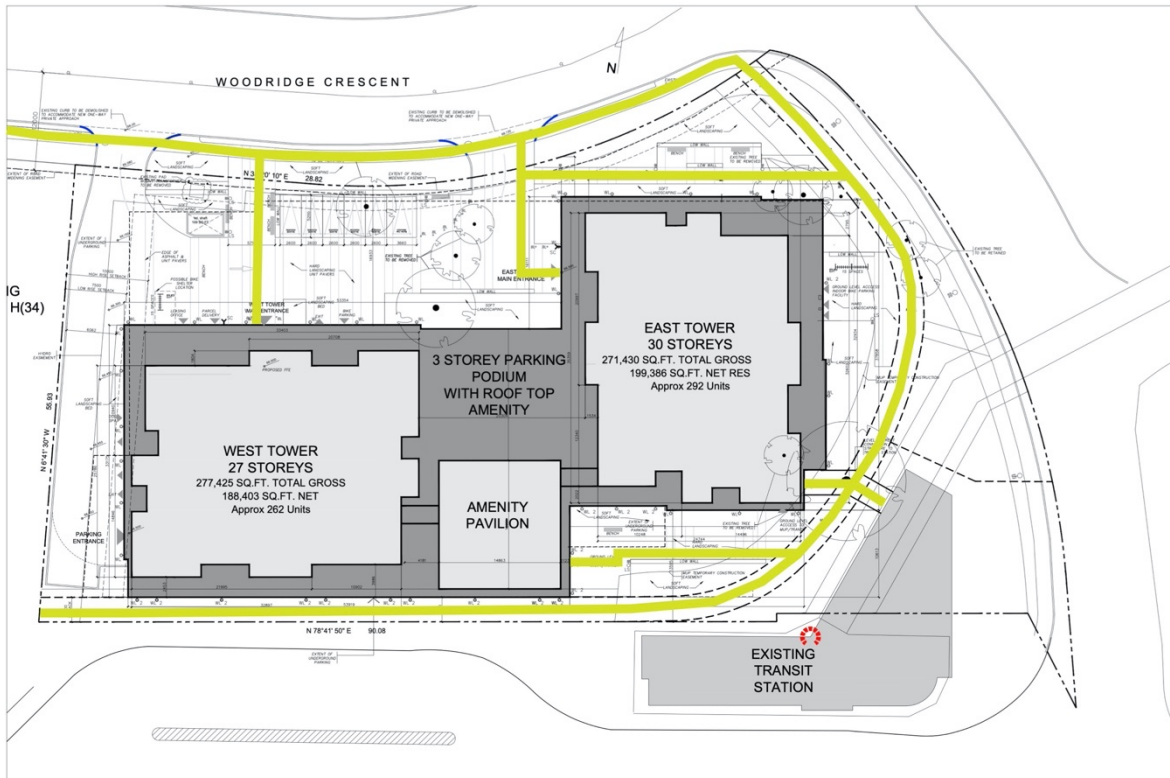
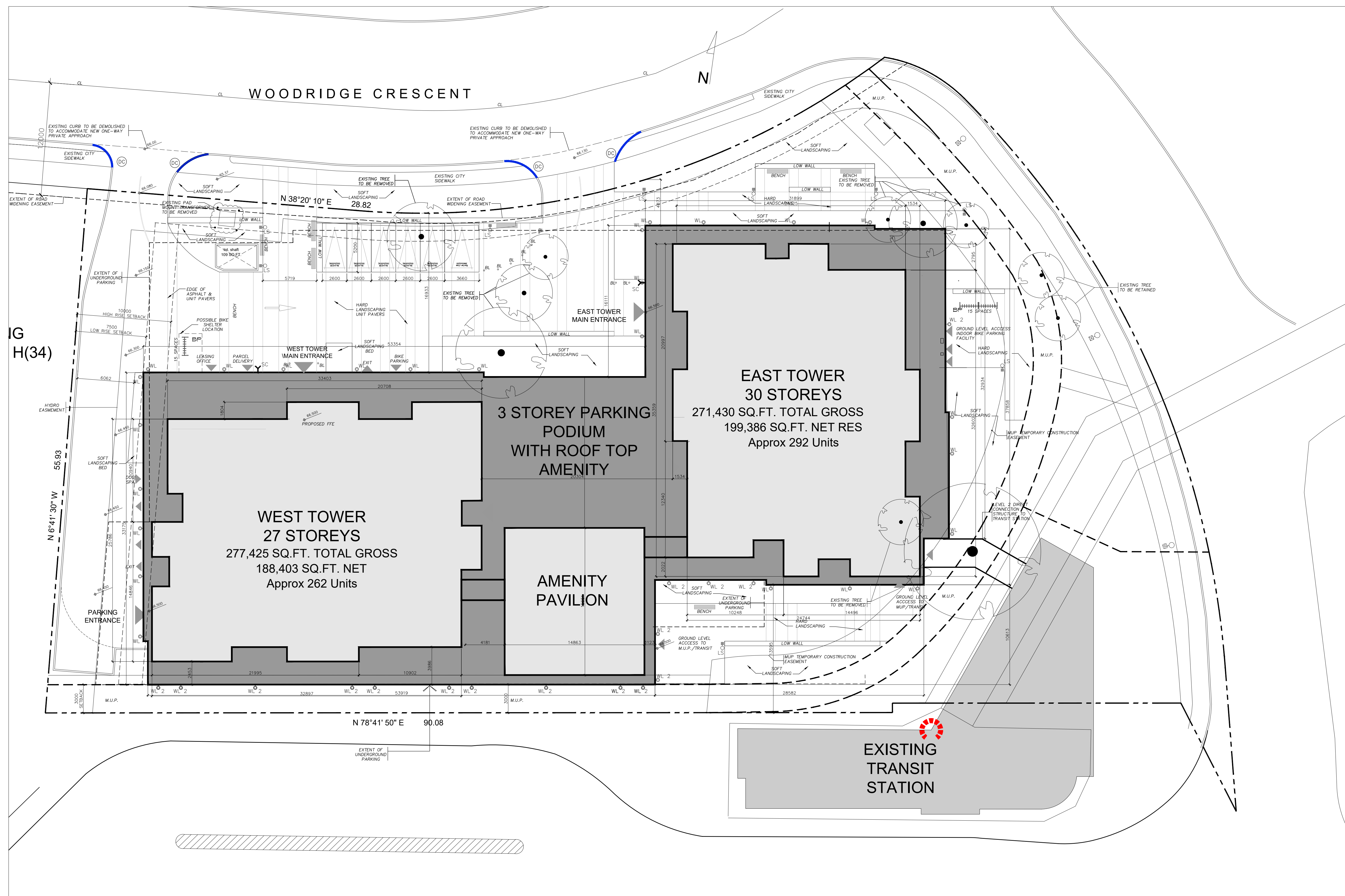


Figure 18: Development Pedestrian Connections

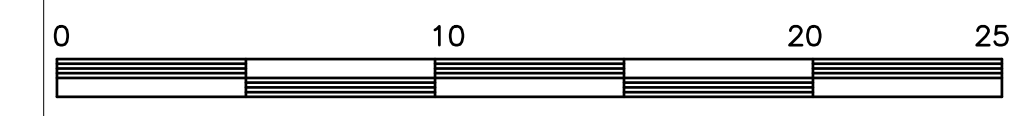


LOCATION PLAN



LEGEND:

- PROPOSED FIRE ROUTE
- PROPOSED BUILDING
- PERMANENT AND TEMPORARY EASEMENT AREA
- EXISTING MAN HOLE
- EXISTING TRAFFIC LIGHT
- EXISTING FIRE HYDRANT
- CONC. CURB DETAIL TO CITY OF OTTAWA STANDARDS
- BIKE PARKING SPACE
- EDGE OF SIDEWALK
- PROPERTY LINE
- SETBACK
- PROPOSED DEPRESSED CURB DETAIL TO CITY OF OTTAWA STANDARD SC-7
- CURB TO BE REBUILT
- ROLL CURB
- EXISTING UTILITY POLE
- SIAMASE CONNECTION
- EXISTING CATCH BASIN
- PROPOSED CATCH BASIN
- SIGNAGE FOR ACCESSIBLE PARKING SPACE
- FRS SIGNAGE FOR FIRE ROUTE ACCESS
- EXISTING SIGN
- NEW LIGHT STANDARD
- PROPOSED WALL MOUNT FIXTURE
- EXISTING STREET LIGHTING BOX
- EXISTING TRAFFIC SIGNAL BOX



SCALE 1 : 200

**PROPOSED SITE PLAN**

**ZONING NOTES:**

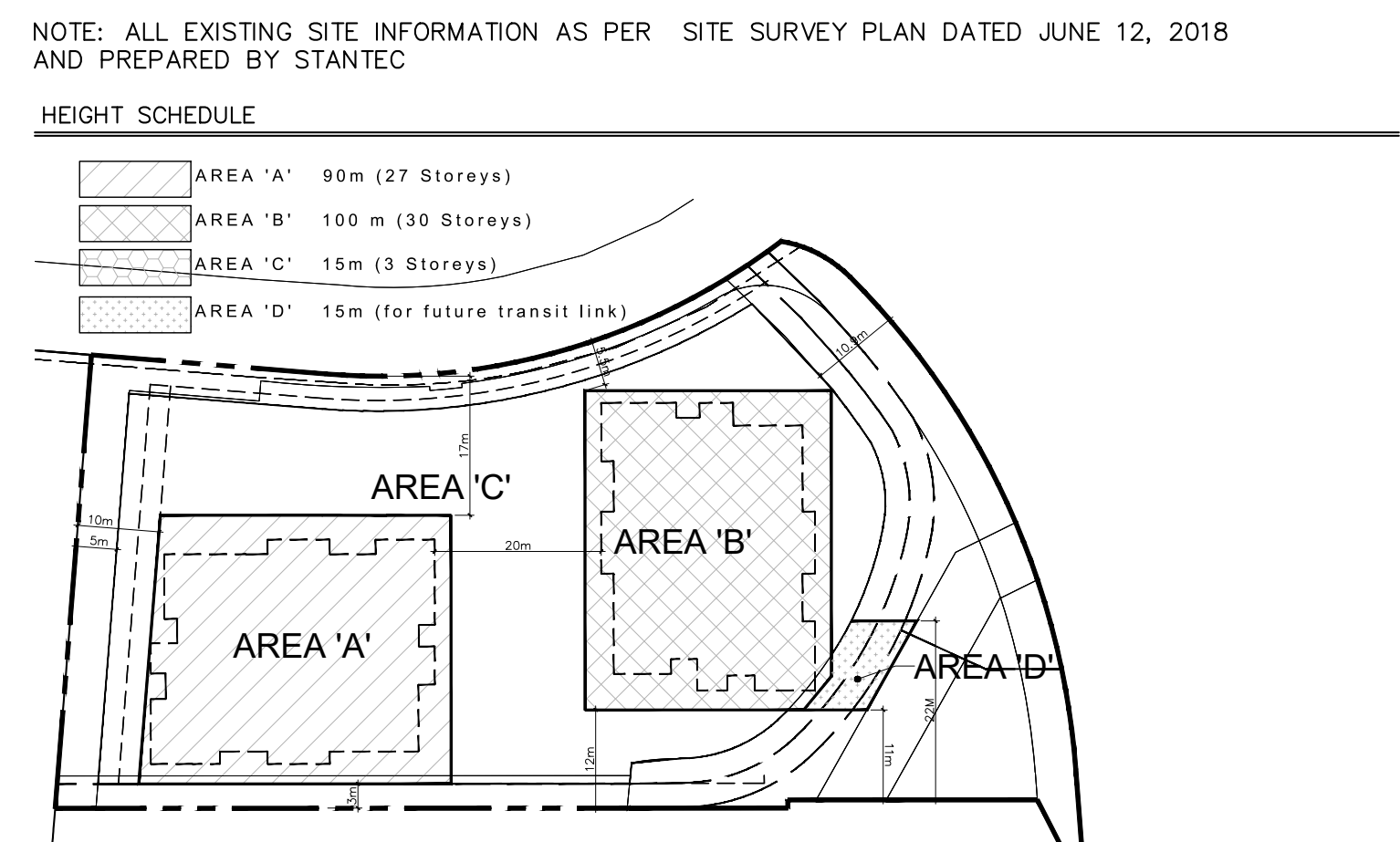
CURRENT ZONING: **GMF (199) H(34)**  
 PROPOSED ZONING: **TBD**

TOTAL DEVELOPMENT STATS	PROPOSED
LOT OF AREA	6,743 m <sup>2</sup>
LOT WIDTH	127 m IRREGULAR
LOT DEPTH	56 m IRREGULAR
SETBACK ALONG WOODRIDGE	4.2 m
SETBACK ALONG SOUTH SIDE	3 m
SIDEYARD SETBACK - WEST SIDE	8 m
CORNER SIDEYARD SETBACK - EAST SIDE	11 m
MAXIMUM HEIGHT	100 m
MAX NUMBER OF STOREYS	30
TOTAL BUILDING AREA	2,938 m <sup>2</sup>
TOTAL UNITS	554 UNITS
TOTAL PARKING SPACES (INTERIOR + SURFACE PARKING)	266 SPACES
TOTAL TOTAL RES. PARKING SPACES (0.38/UNIT)	210 SPACES
TOTAL TOTAL VISITOR PARKING SPACES (0.17/UNIT)	56 SPACES
TOTAL BICYCLE PARKING SPACES (0.5/UNIT)	282 SPACES

**ZONING NOTES:**

WEST PHASE - DEVELOPMENT STATS	PROPOSED
NUMBER OF STOREYS	27
TOTAL UNITS	262
SETBACK ALONG WOODRIDGE	16.9 m to nearest
SETBACK ALONG SOUTH SIDE	1.2 m
SIDEYARD SETBACK - WEST SIDE	8 m
SIDEYARD SETBACK ABOVE PODIUM - WEST SIDE	10 m
MAXIMUM HEIGHT	90 m
NUMBER OF STOREYS	27
TOTAL GROSS FLOOR AREA (city def.)	17,608 m <sup>2</sup>
TYP. FLOOR GROSS FLOOR AREA (city def.)	725 m <sup>2</sup>

EAST PHASE - DEVELOPMENT STATS	PROPOSED
NUMBER OF STOREYS	30
TOTAL UNITS	292
SETBACK ALONG WOODRIDGE	4.8 m to nearest
SETBACK ALONG SOUTH SIDE	VARIES m
SIDEYARD SETBACK	N/A m
CORNER SIDEYARD SETBACK - EAST SIDE	11 m
MAXIMUM HEIGHT	100 m
NUMBER OF STOREYS	30
TOTAL GROSS FLOOR AREA (city def.)	18,090 m <sup>2</sup>
TYP. FLOOR GROSS FLOOR AREA (city def.)	682 m <sup>2</sup>



**WEST PHASE - PARKING REQUIREMENTS**

1. PARKING REQUIREMENTS	PROVIDED VEHICLE PARKING
LAND USE	100 RESIDENTIAL PARKING SPACES PROVIDED FOR 262 UNITS (0.38/UNIT) * LOCATED IN UNDERGROUND PARKING GARAGE AND PARKING PODIUM
APARTMENT	
2. REQUIRED VISITOR PARKING	PROVIDED VISITOR PARKING
LAND USE	27 VISITOR PARKING SPACES PROVIDED FOR 262 UNITS * LOCATED IN PARKING GARAGE
APARTMENT	
TOTAL PARKING PROVIDED FOR PHASE 1	127 TOTAL PARKING PARKING SPACES 127 INTERIOR
3. BICYCLE PARKING	3.1 REQUIRED BICYCLE PARKING SPACES RESIDENTIAL (0.5 SPACE/UNIT = 132 SPACES REQUIRED) 3.2 PROVIDED BICYCLE PARKING 136 F1 level 55 spaces Ground 32 spaces + 15 exterior spaces Level 2 34 spaces TOTAL 136 spaces
4. AMENITY SPACE REQUIREMENTS	REQUIRED AMENITY SPACE 6 m <sup>2</sup> REQUIRED PER UNIT 262 UNITS X 6 SQ.M. = 1572 SQ.M. TOTAL AMENITY REQUIRED REQUIRED AMENITY SPACE TO BE COMMON 786 SQ.M. PROVIDED COMMON AMENITY SPACE - 786 SQ.M.

**EAST PHASE - PARKING REQUIREMENTS**

1. REQUIRED PARKING	PROVIDED VEHICLE PARKING
LAND USE	110 RESIDENTIAL PARKING SPACES PROVIDED FOR 292 UNITS (0.38/UNIT) * LOCATED IN UNDERGROUND PARKING GARAGE AND PARKING PODIUM
APARTMENT	
2. REQUIRED VISITOR PARKING	PROVIDED VISITOR PARKING
LAND USE	29 VISITOR PARKING SPACES PROVIDED FOR 292 UNITS * LOCATED IN PARKING GARAGE AND @ GRADE
APARTMENT	
TOTAL PARKING PROVIDED FOR PHASE 2	139 TOTAL PARKING PARKING SPACES 133 INTERIOR
3. BICYCLE PARKING	3.1 REQUIRED BICYCLE PARKING SPACES RESIDENTIAL (0.5 SPACE/UNIT = 146 SPACES REQUIRED) 3.2 PROVIDED BICYCLE PARKING 146 F1 level 50 spaces Ground 81 spaces + 15 exterior spaces Level 2 34 spaces TOTAL 146 SPACES
4. AMENITY SPACE REQUIREMENTS	REQUIRED AMENITY SPACE 6 m <sup>2</sup> REQUIRED PER UNIT 292 UNITS X 6 SQ.M. = 1752 SQ.M. TOTAL AMENITY REQUIRED REQUIRED AMENITY SPACE TO BE COMMON 876 SQ.M. PROVIDED COMMON AMENITY SPACE - 876 SQ.M.

C:\Users\B.H\Desktop\KingSet300.jpg  
 C:\Users\B.H\Desktop\venues\_courtyard\_2.jpg

**PROJECT TEAM**

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 Lloyd Phillips  
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**CIVIL**  
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 STEPHEN MCCAUGHEY  
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no.	date	revision
5	21.04.30	ISSUED FOR S.P.A.
4	20.07.24	RE-ISSUED FOR REZONING
3	20.06.04	RE-ISSUED FOR REZONING
2	20.03.30	RE-ISSUED FOR REZONING
1	19.02.29	ISSUED FOR REZONING

It is the responsibility of the appropriate contractor to check and verify all dimensions on site and report all errors and/or omissions to the architect.

All contractors must comply with all pertinent codes and by-laws.

Do not scale drawings.

This drawing may not be used for construction until signed.

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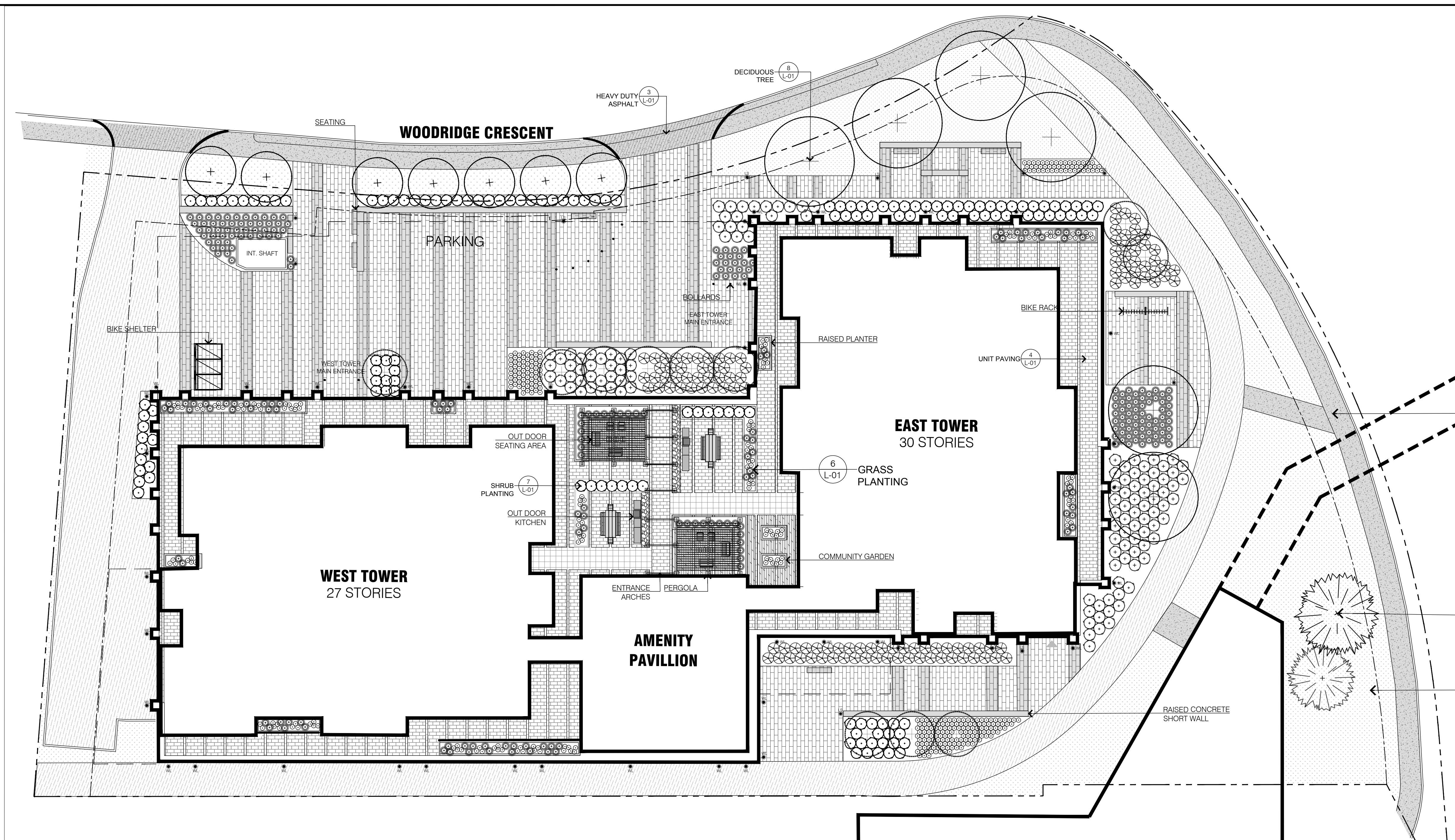
**PROJECT LOCATION:**  
 100 BAYSHORE LOT "B"

WOODRIDGE CRESCENT

**DRAWING TITLE:**  
 SITE PLAN

**DRAWN BY:** PB **DATE:** 18.12.20 **SCALE:** 1:200

**PROJECT:** 1837 **DRAWING NO.:** A1.00 **REVISION NO.:**



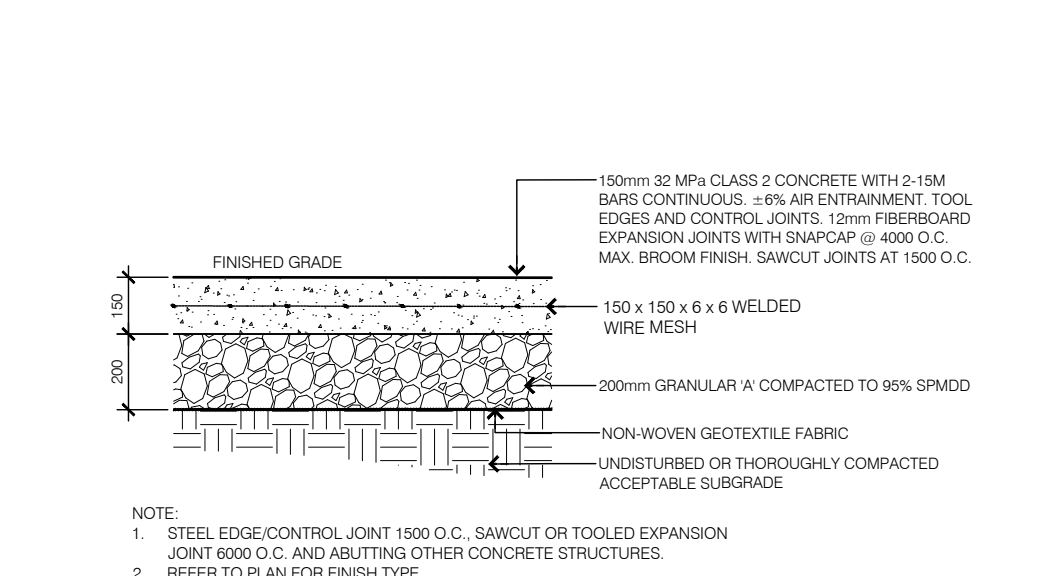
**LEGEND**

- PROPERTY LINE
- EASEMENT AREA
- BUILDING
- UNDERGROUND PARKING
- DECIDUOUS TREES
- CONIFEROUS TREES
- SOD
- LIGHT DUTY CONCRETE
- HEAVY DUTY CONCRETE
- PAVER TYPE 1
- PAVER TYPE 2
- PAVER TYPE 3
- PAVER TYPE 4
- ROOF TOP DECKING
- RIVER STONE
- ASPHALT
- SHRUBS
- PERENNIALS
- DEPRESSED CURB
- BOLLARD
- BIKE SHELTER
- BENCH
- PROPOSED LIGHT (SEE ELECTRICAL)

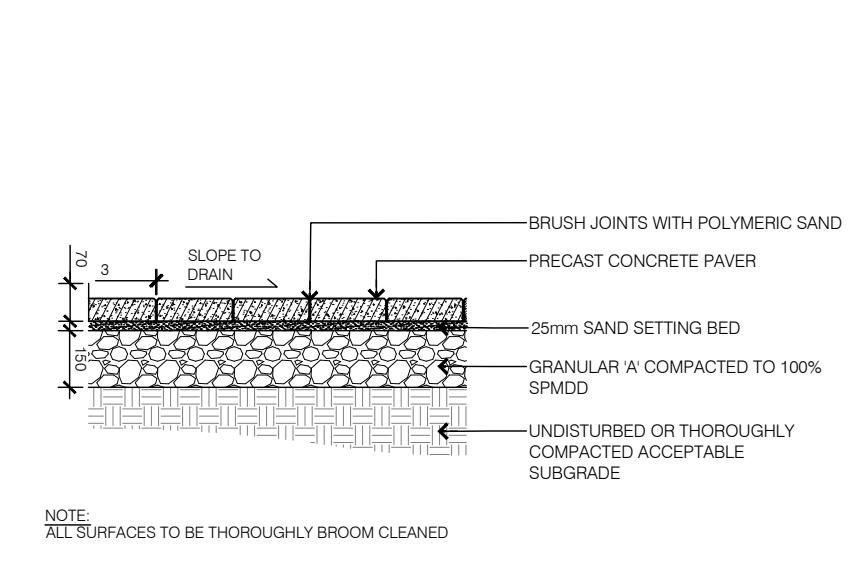


- L1-01 GENERAL NOTES**
- All general site information and conditions compiled from architect's and engineer's plans and surveys.
  - Do not scale this drawing.
  - Report any discrepancies prior to commencing work. No responsibility is born by the Landscape Architect for unknown subsurface conditions.
  - Reinstate all areas and items damaged as a result of construction activities to the satisfaction of the Landscape Architect.
  - Drawing may not be used for construction until signed by Landscape Architect as issued for construction.
  - The accuracy of the position of utilities is not guaranteed.
  - Individual utility co. must be contacted for confirmation of utility existence and location prior to digging.
  - This drawing is an instrument of service and requires the permission of the Landscape Architect for use. Copyright is reserved by the Landscape Architect, David M. Lashley.
- L1-01 LANDSCAPE NOTES**
- Plant material shall be No. 1 Grade and shall comply with the Metric Guide Specifications for Nursery stock (latest edition), published by Canadian Nursery Trades Association.
  - Plant substitutions shall not be permitted unless approved by the Landscape Architect.
  - Obtain approval of planting prior to digging.
  - Topsoil shall be garden soil mixture sandy loam with min. 5% organic matter and peat moss added at ratio of 1:10, topsoil to be approved by Landscape Architect.

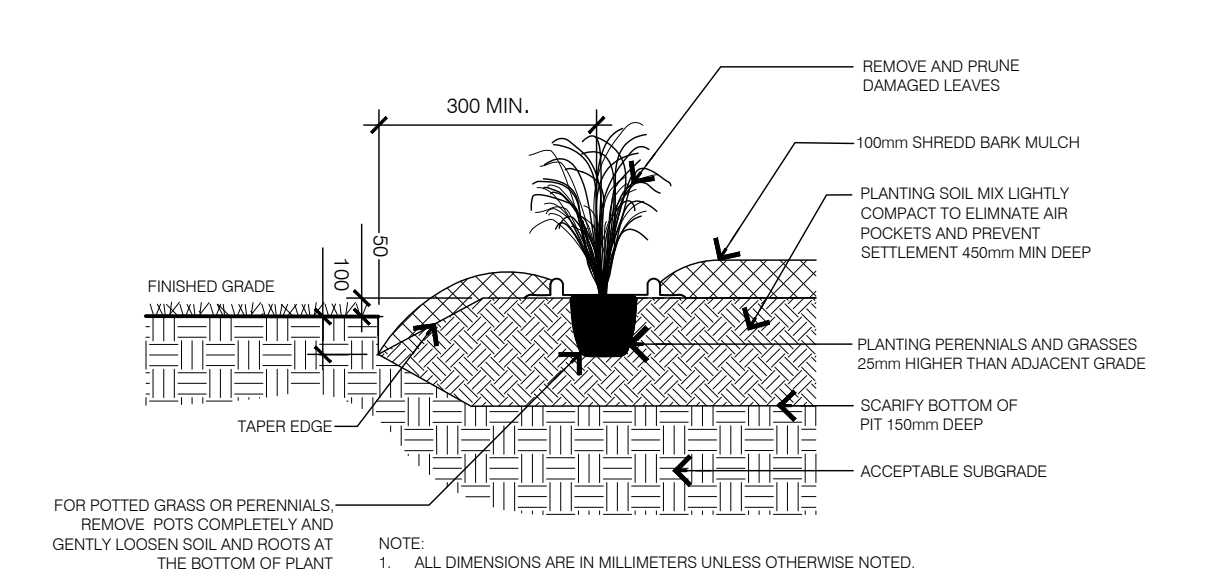
1 LANDSCAPE PLAN



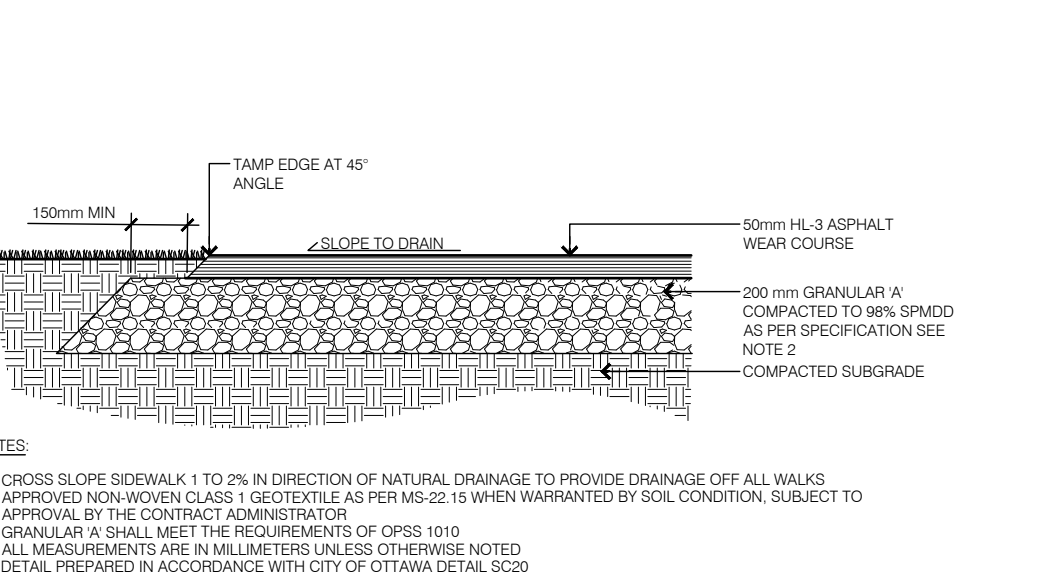
2 LIGHT DUTY CONCRETE



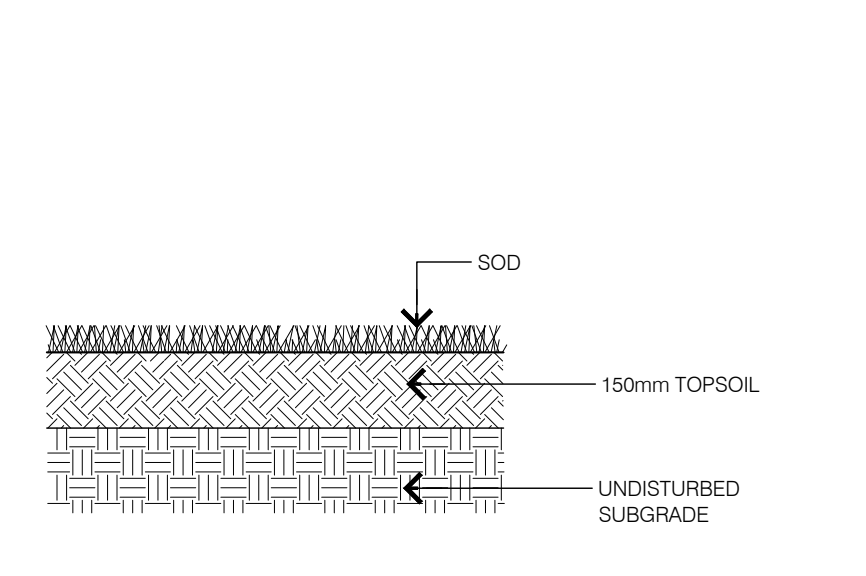
4 UNIT PAVING



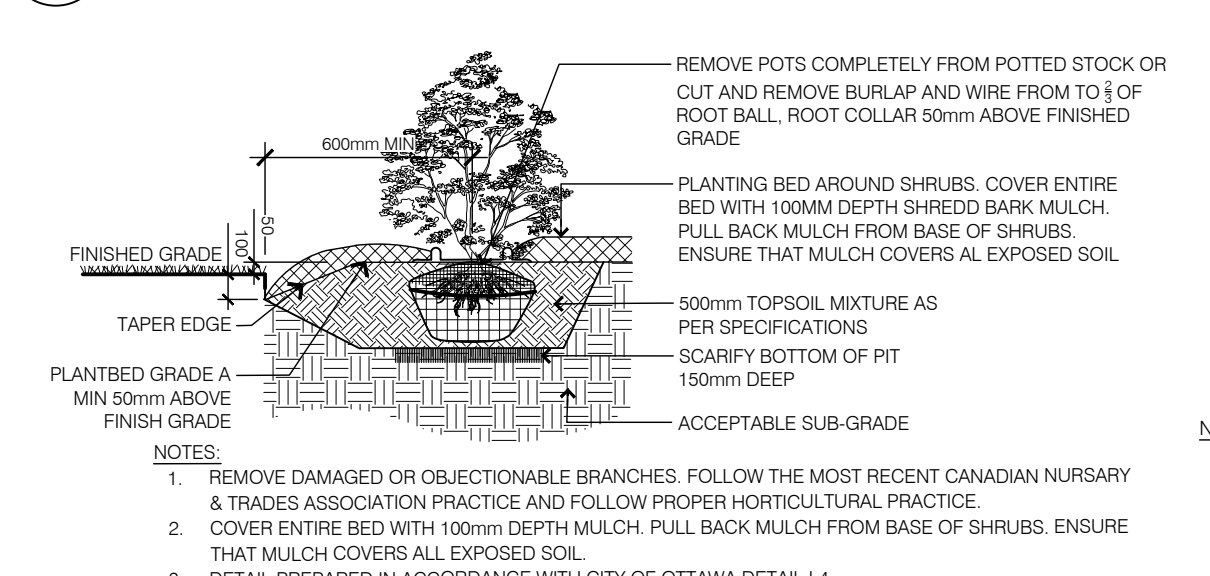
6 PERENNIAL PLANTING



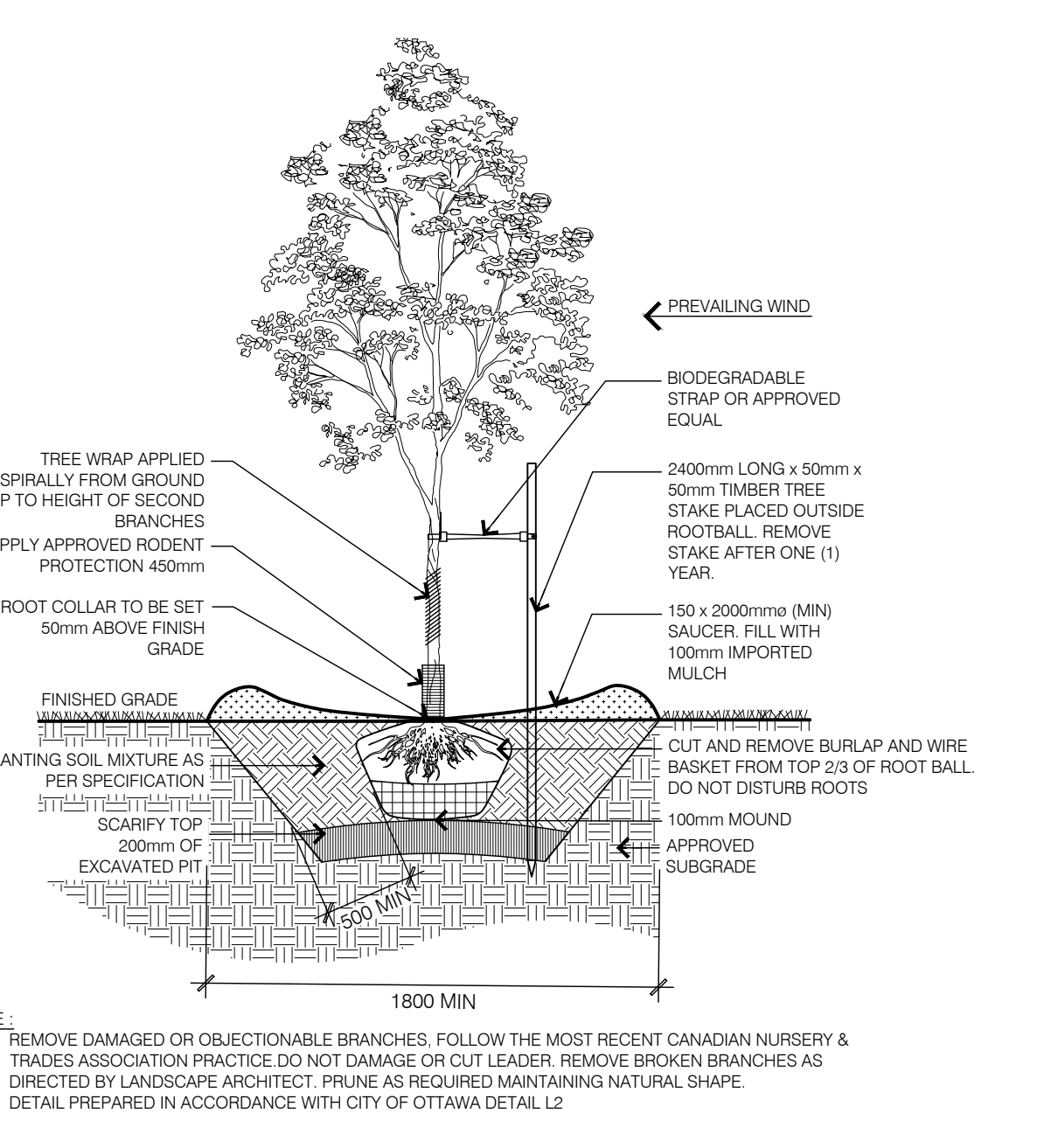
3 HEAVY DUTY ASPHALT



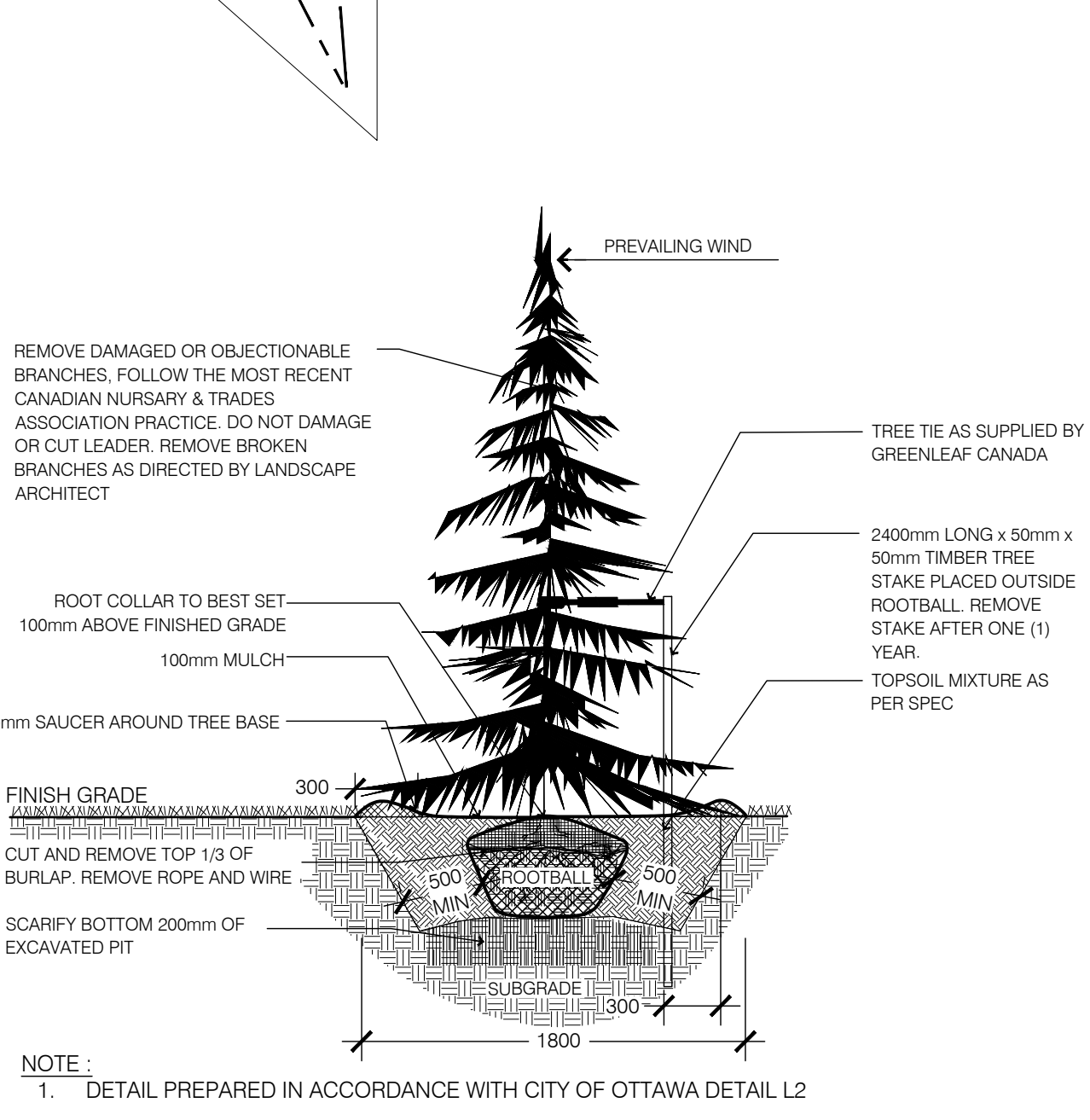
5 SOD



7 SHRUB PLANTING



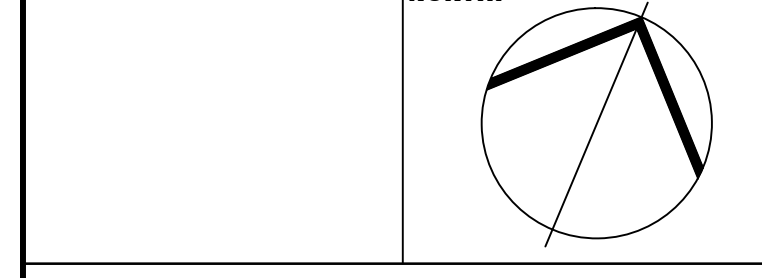
8 DECIDUOUS TREE PLANTING



9 CONIFEROUS TREE

NO.	DATE	DESCRIPTION
2	2021/04/14	FOR REVIEW
1	2021/03/08	ISSUED FOR UDRP

NO.	DATE	DESCRIPTION
2	2021/04/14	FOR REVIEW
1	2021/03/08	ISSUED FOR UDRP



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**CONSULTANT:**

**HOBIN ARCHITECTURE**

**PROJECT:**

**100 BAYSHORE 'LOT B'**  
WOODRIDGE CRESCENT  
NEPEAN, ONTARIO

**DRAWING TITLE:**

**LANDSCAPE PLAN**

<b>DATE:</b>	2021/04/14	<b>DRAWING NO.:</b>	L-01
<b>SCALE:</b>	AS NOTED		
<b>DRAWN BY:</b>	CN/EL		
<b>LA PROJECT NO.:</b>	21792-1		

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**LEGEND**

- AF ALUMINUM FLASHING
- AP-1 ALUMINUM PANEL 1
- AP-2 ALUMINUM PANEL 2
- BV-1 BRICK VENEER 1
- BV-2 BRICK VENEER 2
- GR GLASS RAILING
- MS-1 METAL SIDING-1
- MS-2 METAL SIDING-2
- MS-3 METAL SIDING-3
- PFMS-1 PRE-FINISHED METAL SIDING-1
- PFWS PRE-FINISHED WOOD SIDING
- SP SPANREL PANEL
- STG STEEL COLUMN
- VB VISION GLASS

**BIRD FRIENDLY GLASS - AS PER CITY BIRD SAFE GUIDELINES**  
GUIDELINE 2: Treatments to be applied to a minimum of 90% of the glass within the first 16 metres of height.  
1. GLASS SPECIFIED TO BE LOW REFLECTIVITY ON LEV. 1-4  
2. GLASS FRIT FOR ALL BALCONY RAILINGS ON LEV. 4  
3. GLASS FRIT FOR ALL BALCONY RAILINGS ON ROOF TERRACE LEVELS

no.	date	revision
3	21.04.20	ISSUED FOR S.P.A
2	20.07.24	ISSUED FOR REZONING - REV 3
1	19.02.20	ISSUED FOR REZONING

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ARCHITECTURE

**PROJECT LOCATION:**  
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WOODRIDGE CRESCENT

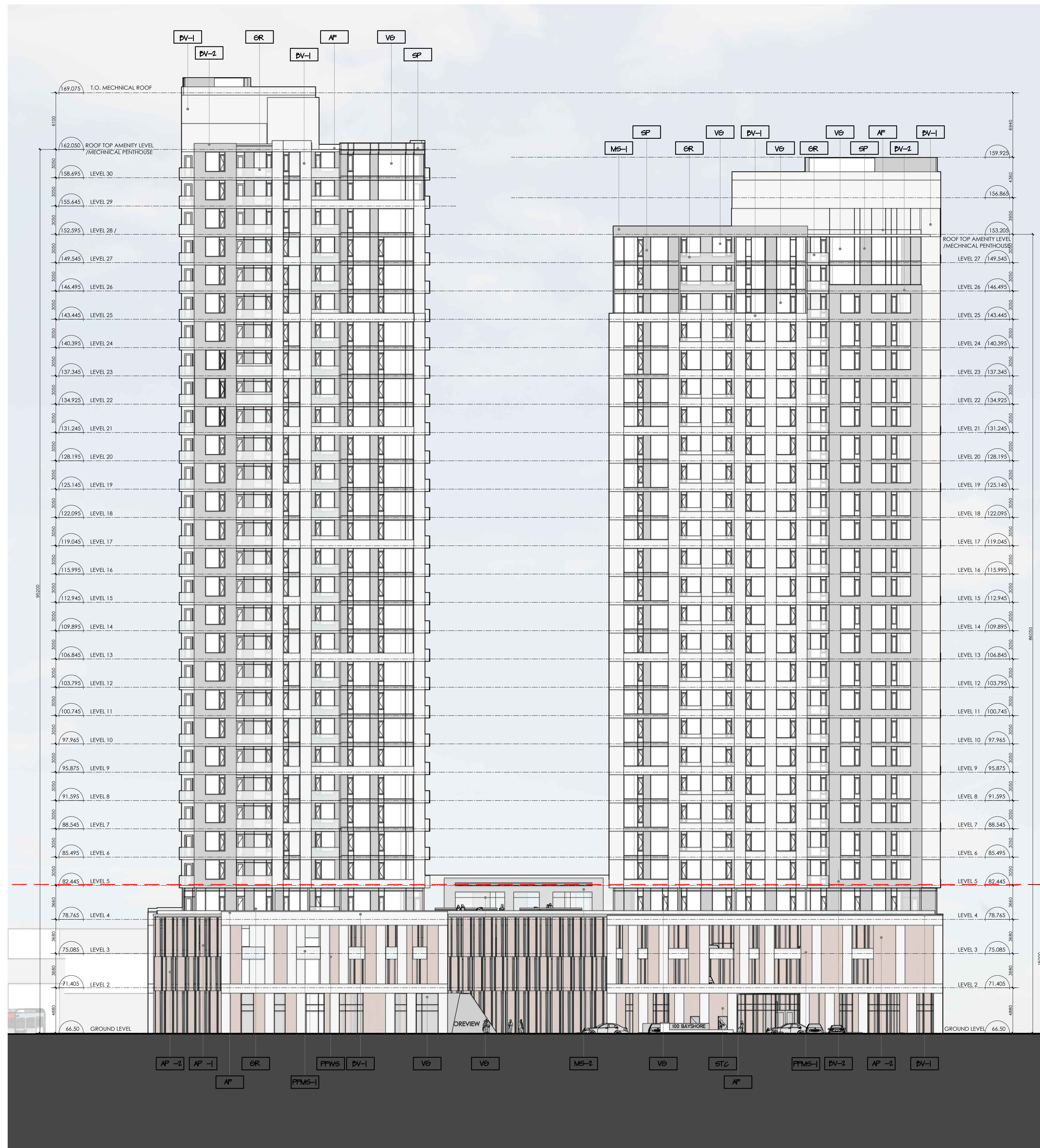
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ELEVATIONS

**DRAWN BY:** PB **DATE:** 18.12.20 **SCALE:** 1:250

**PROJECT:** 1837

**DRAWING NO.:** A3.01

**REVISION NO.:**



1 NORTH ELEVATION  
A3.01 1:250



2 SOUTH ELEVATION  
A3.01 1:250

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LEGEND

AF	ALUMINUM FLASHING
AP -1	ALUMINUM PANEL 1
AP -2	ALUMINUM PANEL 2
BV-1	BRICK VENEER 1
BV-2	BRICK VENEER 2
GR	GLASS RAILING
MS-1	METAL SIDING-1
MS-2	METAL SIDING-2
MS-3	METAL SIDING-3
PTMS-1	PRE-FINISHED METAL SIDING -1
PTWS	PRE-FINISHED WOOD SIDING
SP	SPANREL PANEL
STG	STEEL COLUMN
VG	VISION GLASS

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no.	date	revision
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2	20.07.24	ISSUED FOR REZONING - REV 3
1	19.02.20	ISSUED FOR REZONING

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**HOBIN**  
ARCHITECTURE

PROJECT LOCATION:  
100 BAYSHORE LOT "B"

WOODRIDGE CRESCENT

DRAWING TITLE:  
ELEVATIONS

DRAWN BY: DATE: SCALE:  
PB 18.12.20 1:250

PROJECT: DRAWING NO.:  
1837

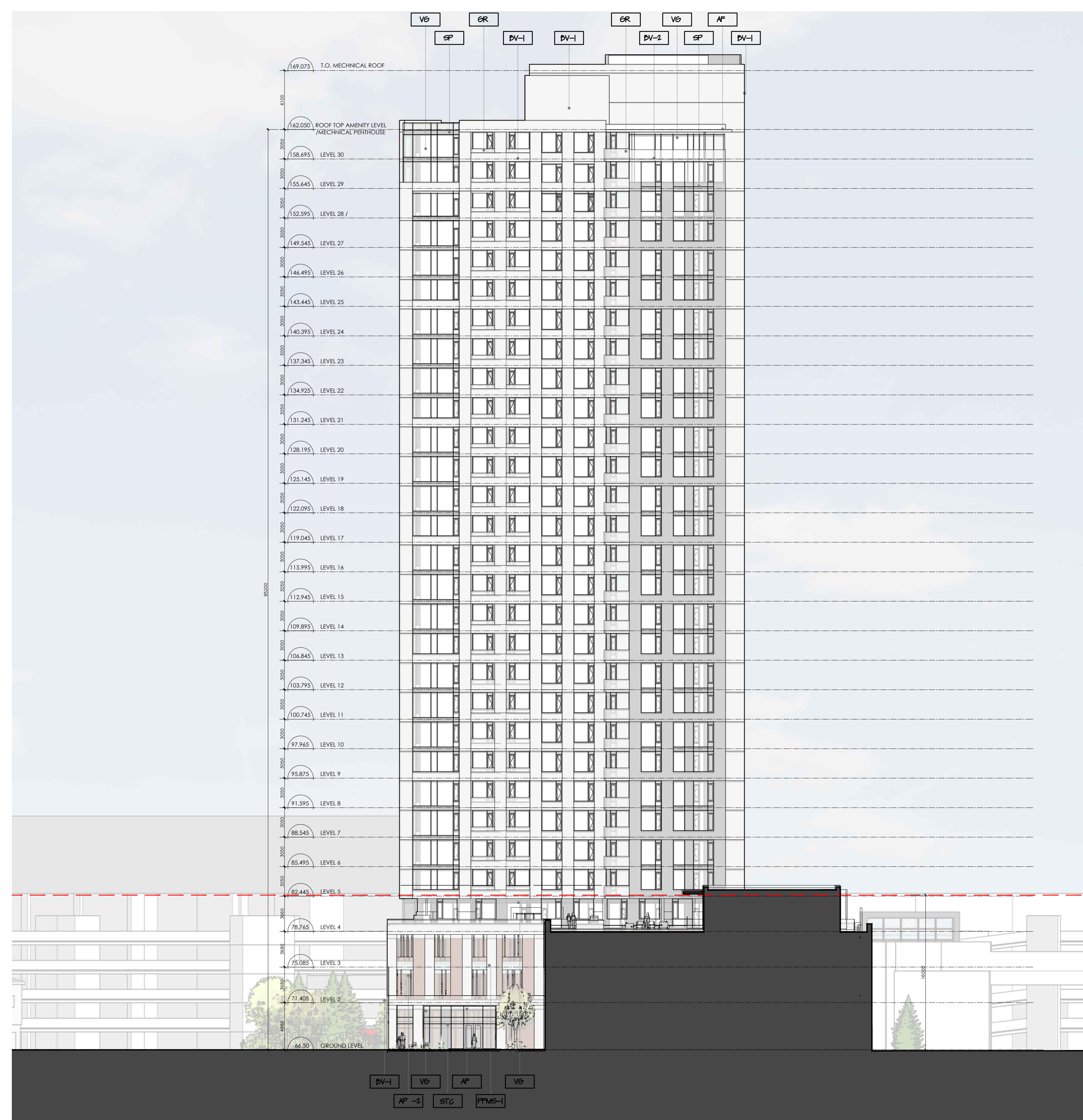
ONTARIO ASSOCIATION OF ARCHITECTS  
JAN 1 HOBIN LICENCE 3049

A 3.02

REVISION NO.:



1 WEST ELEVATION  
A3.02 1:250



2 EAST TOWER - WEST ELEVATION  
A3.02 1:250



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LEGEND

- AP ALUMINUM FLASHING
- AP -1 ALUMINUM PANEL 1
- AP -2 ALUMINUM PANEL 2
- BV-1 BRICK VENEER 1
- BV-2 BRICK VENEER 2
- GR GLASS RAILING
- MS-1 METAL SIDING-1
- MS-2 METAL SIDING-2
- MS-3 METAL SIDING-3
- PTMS-1 PRE-FINISHED METAL SIDING-1
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- SP SPANREL PANEL
- STG STEEL COLUMN
- VG VISION GLASS

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no.	date	revision
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2	20.07.24	ISSUED FOR REZONING - REV 3
1	19.02.20	ISSUED FOR REZONING

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**HOBIN**  
ARCHITECTURE

PROJECT LOCATION:  
100 BAYSHORE LOT "B"

WOODRIDGE CRESCENT

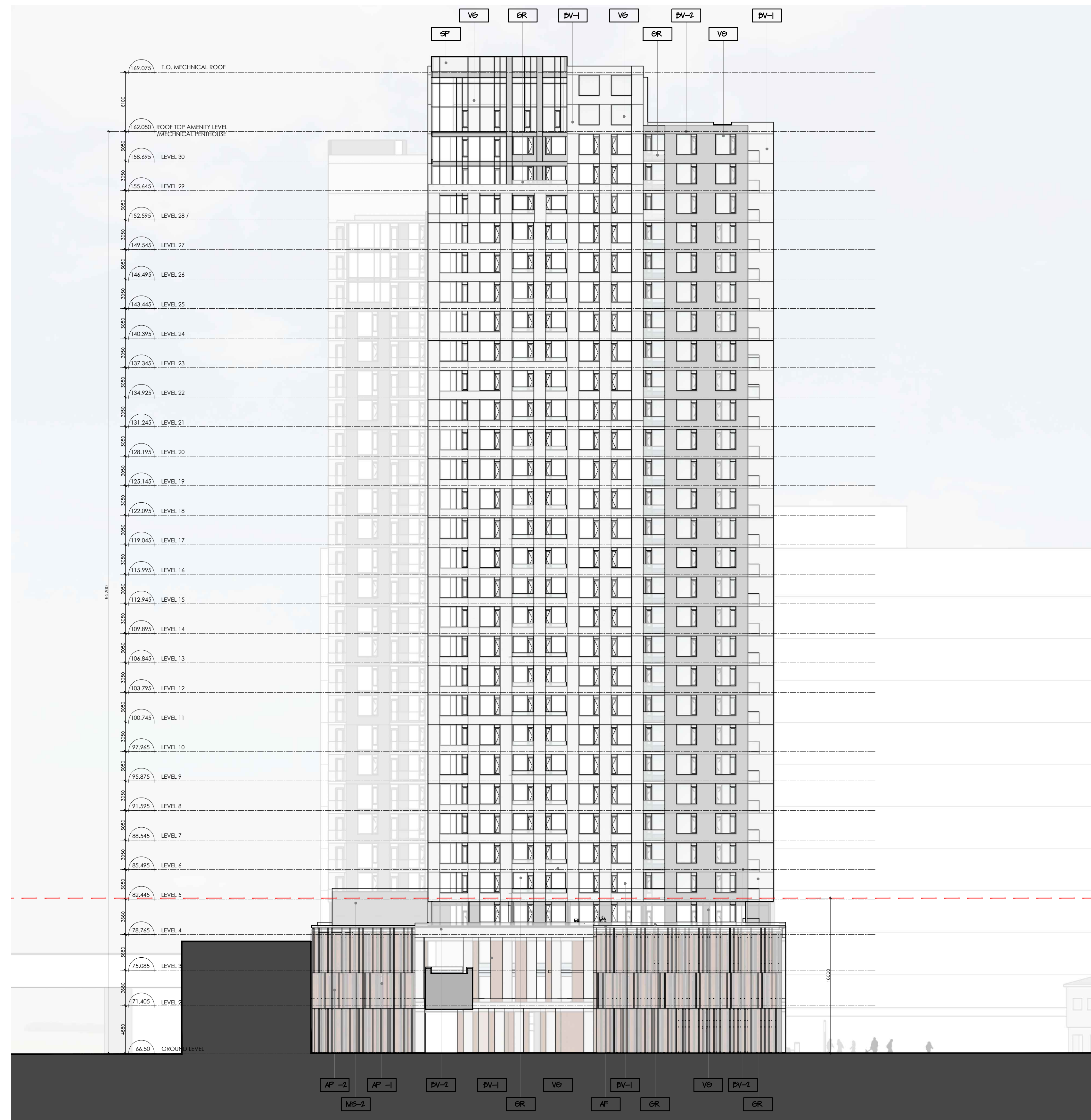
DRAWING TITLE:  
ELEVATIONS

DRAWN BY: DATE: SCALE:  
PB 18.12.20 1:250

PROJECT: DRAWING NO.:  
1837 3049

ONTARIO ASSOCIATION OF ARCHITECTS  
JAMES J. HOBIN  
LICENSE 3049

A 3.03  
REVISION NO.:



1 EAST ELEVATION  
1:250

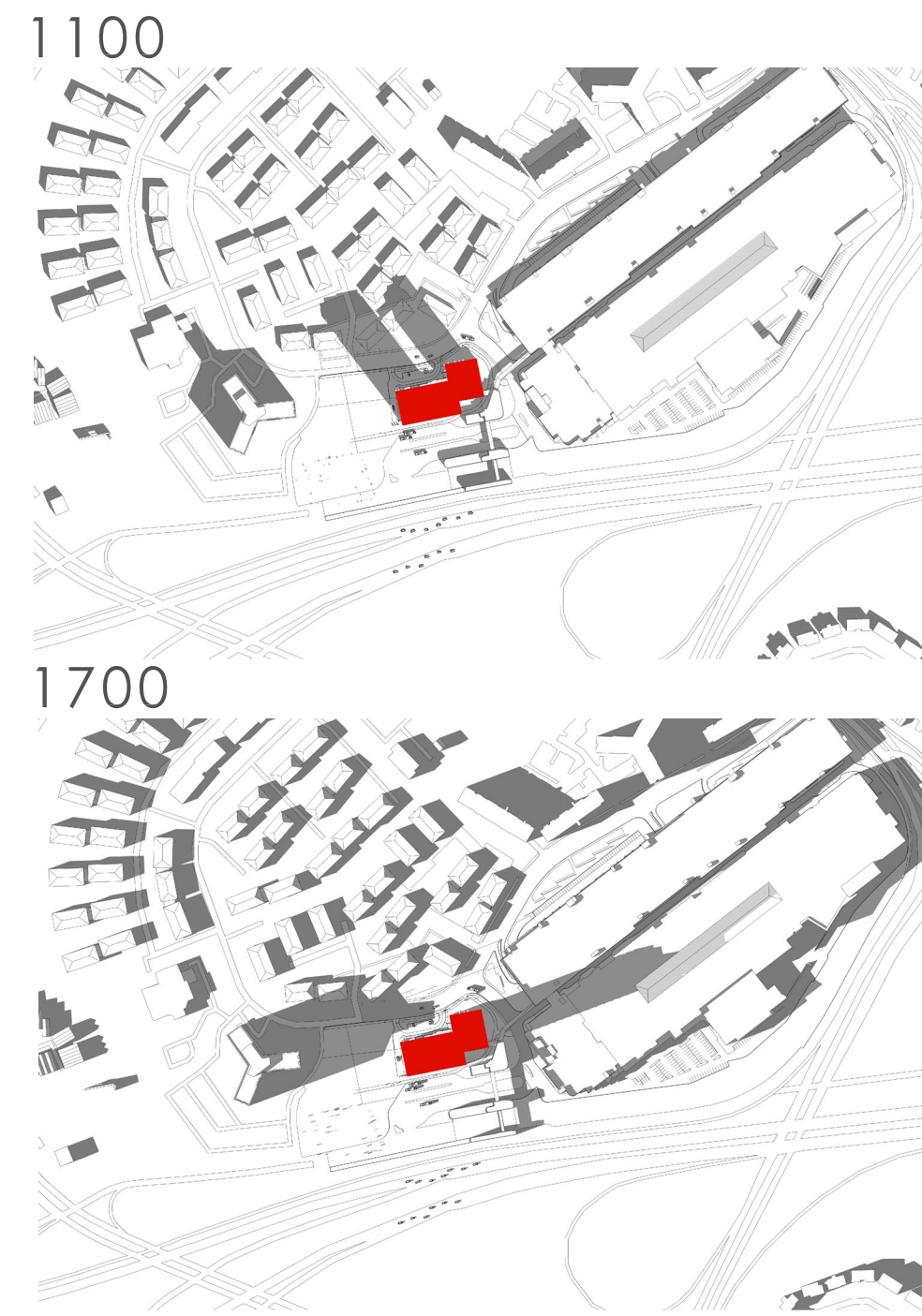
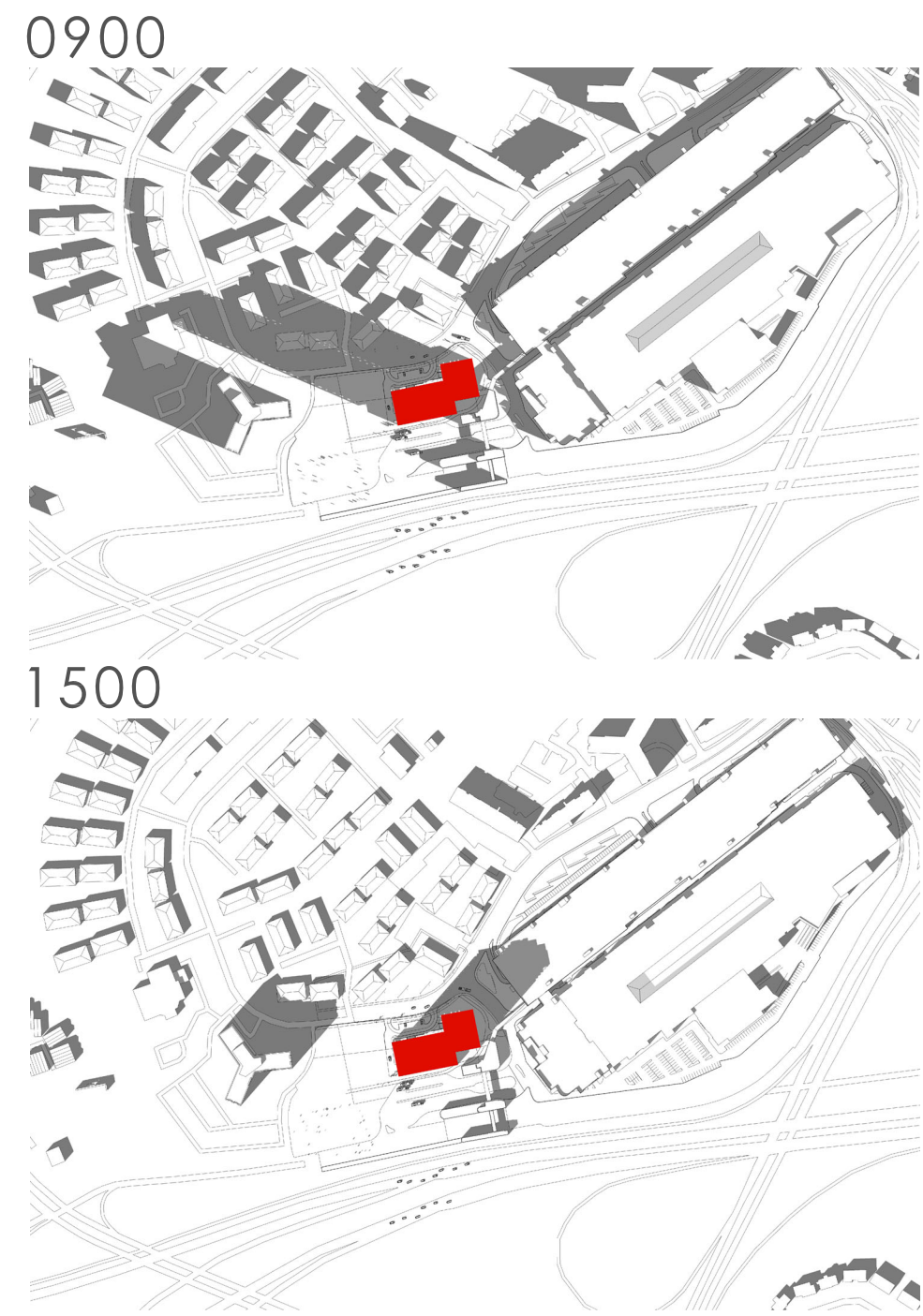
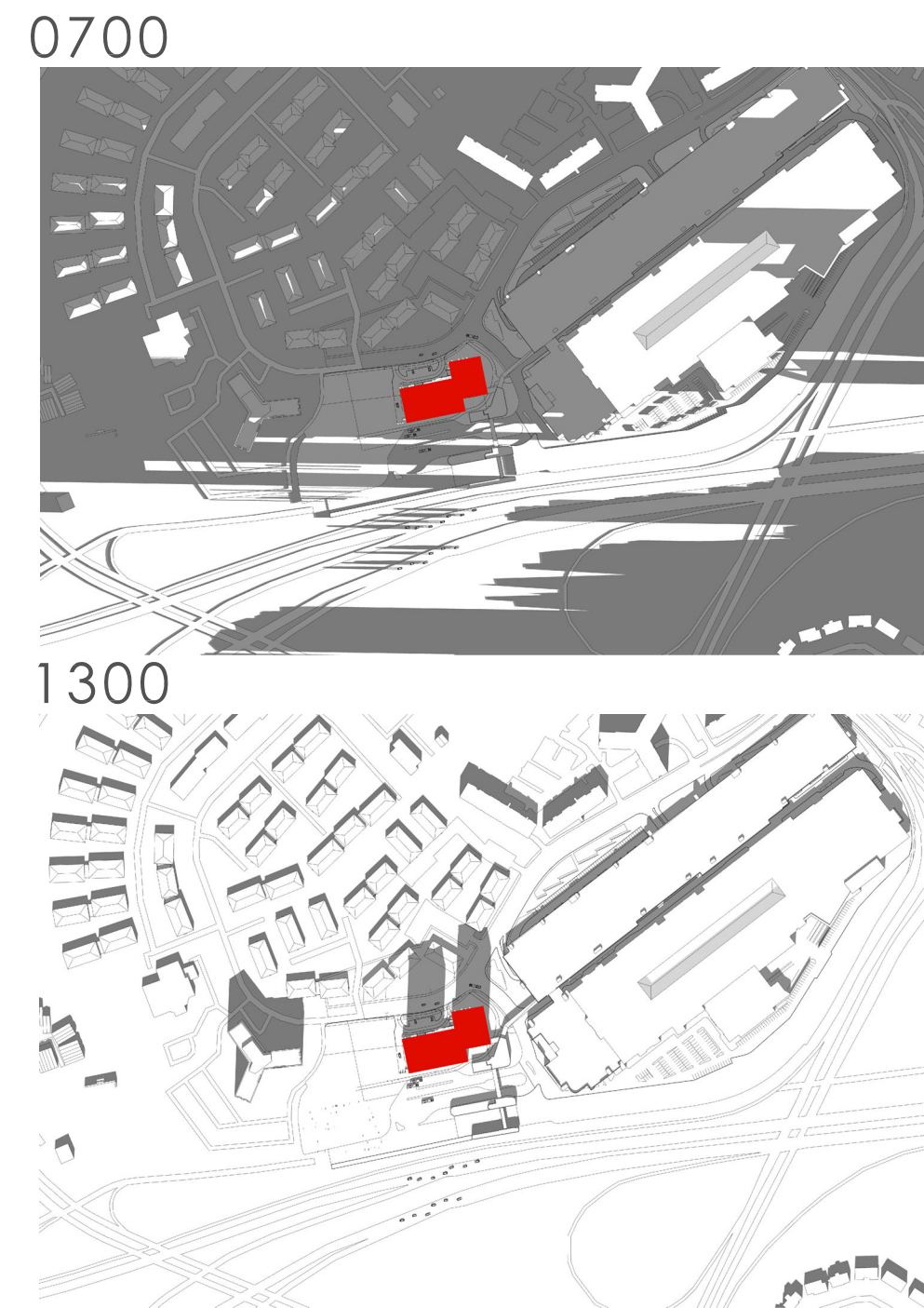


2 EAST ELEVATION - WEST TOWER  
1:250

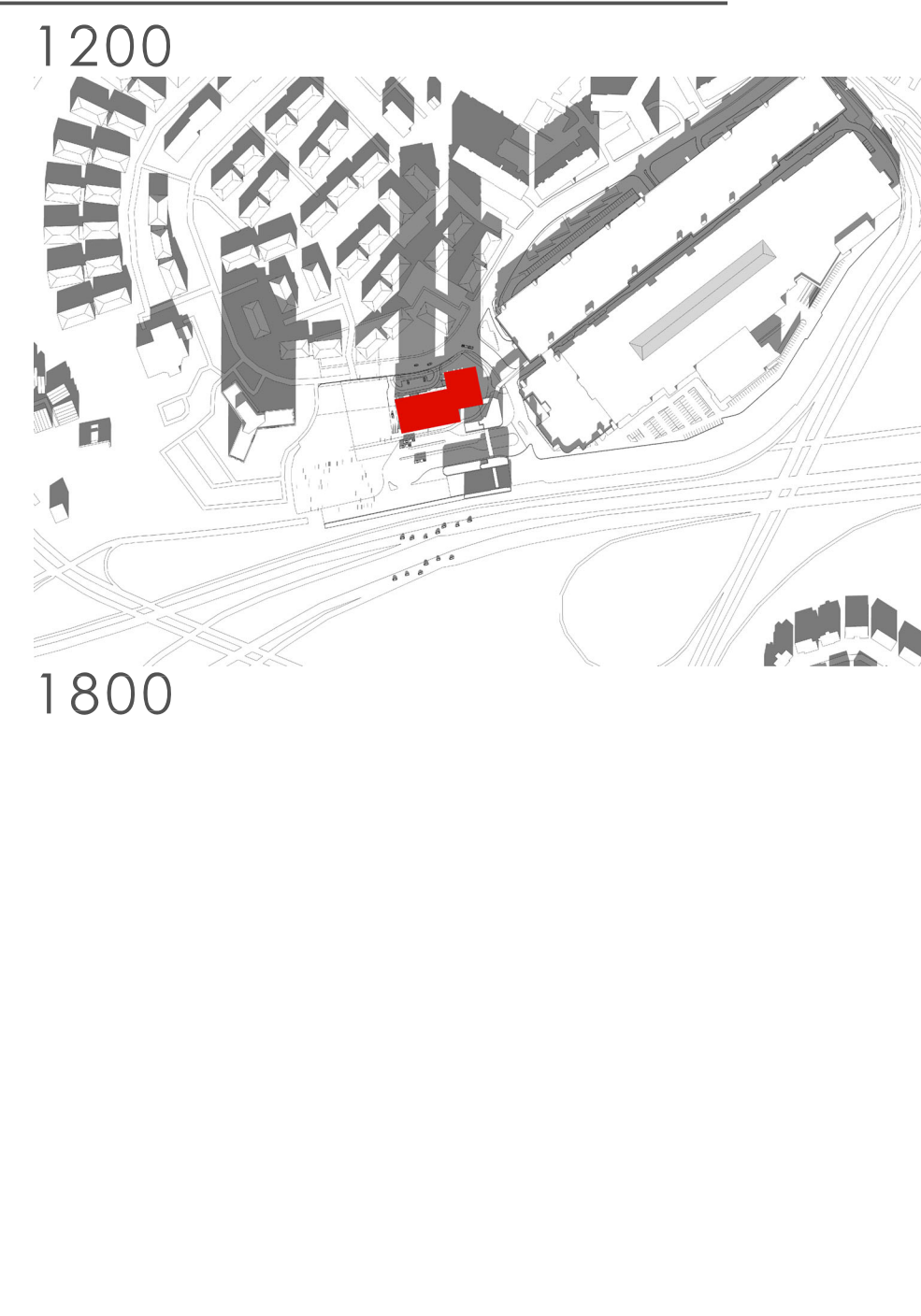
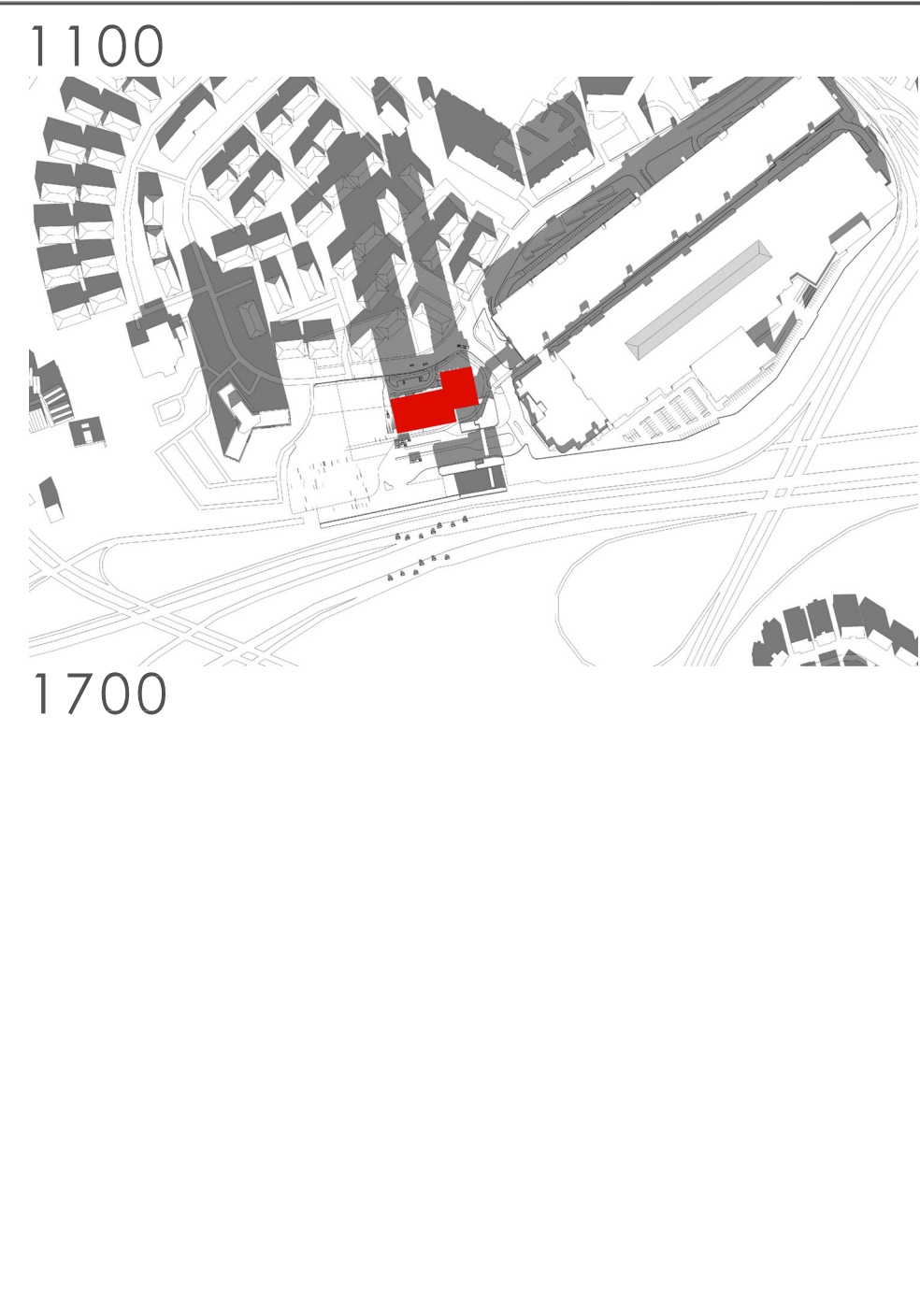
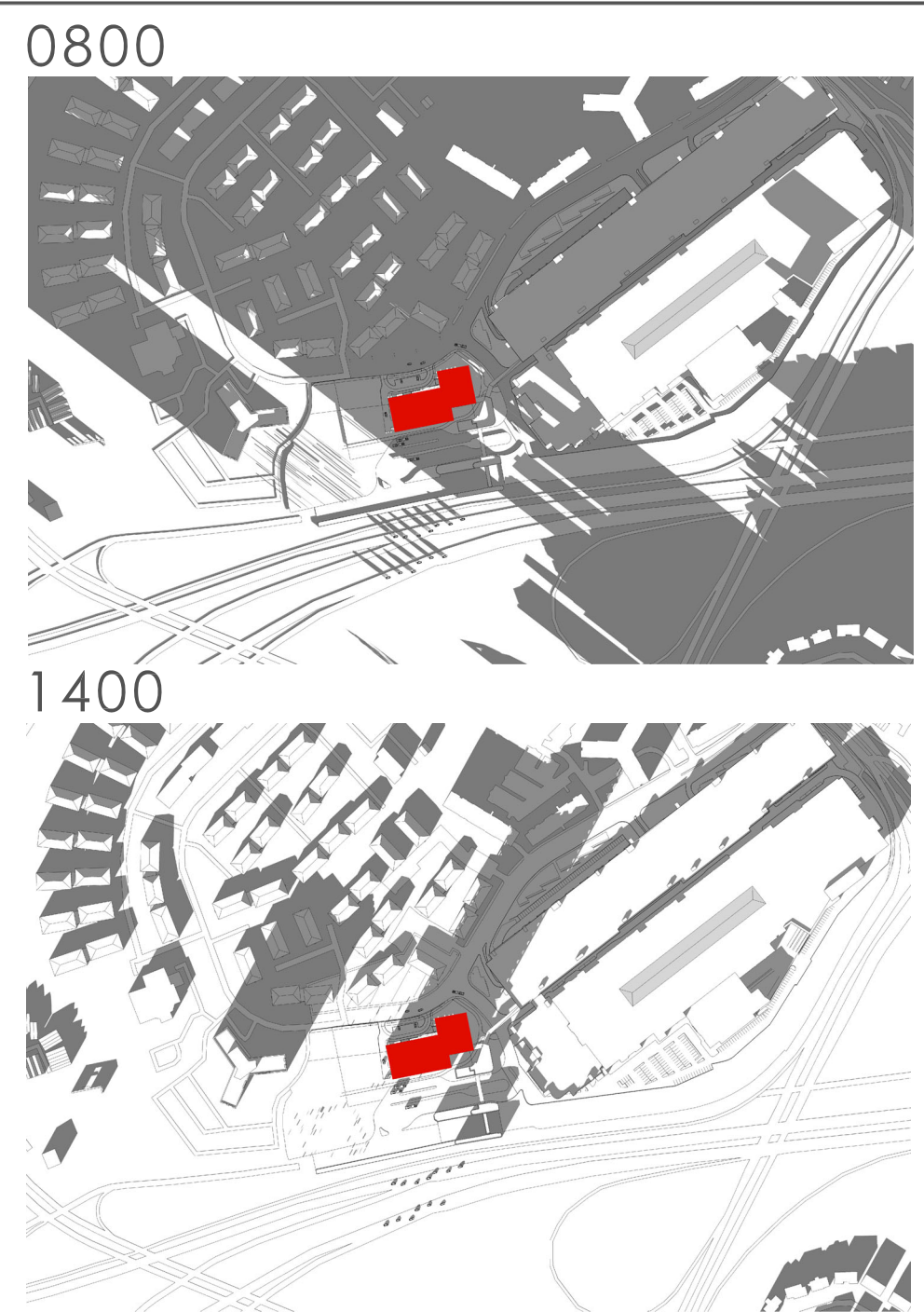
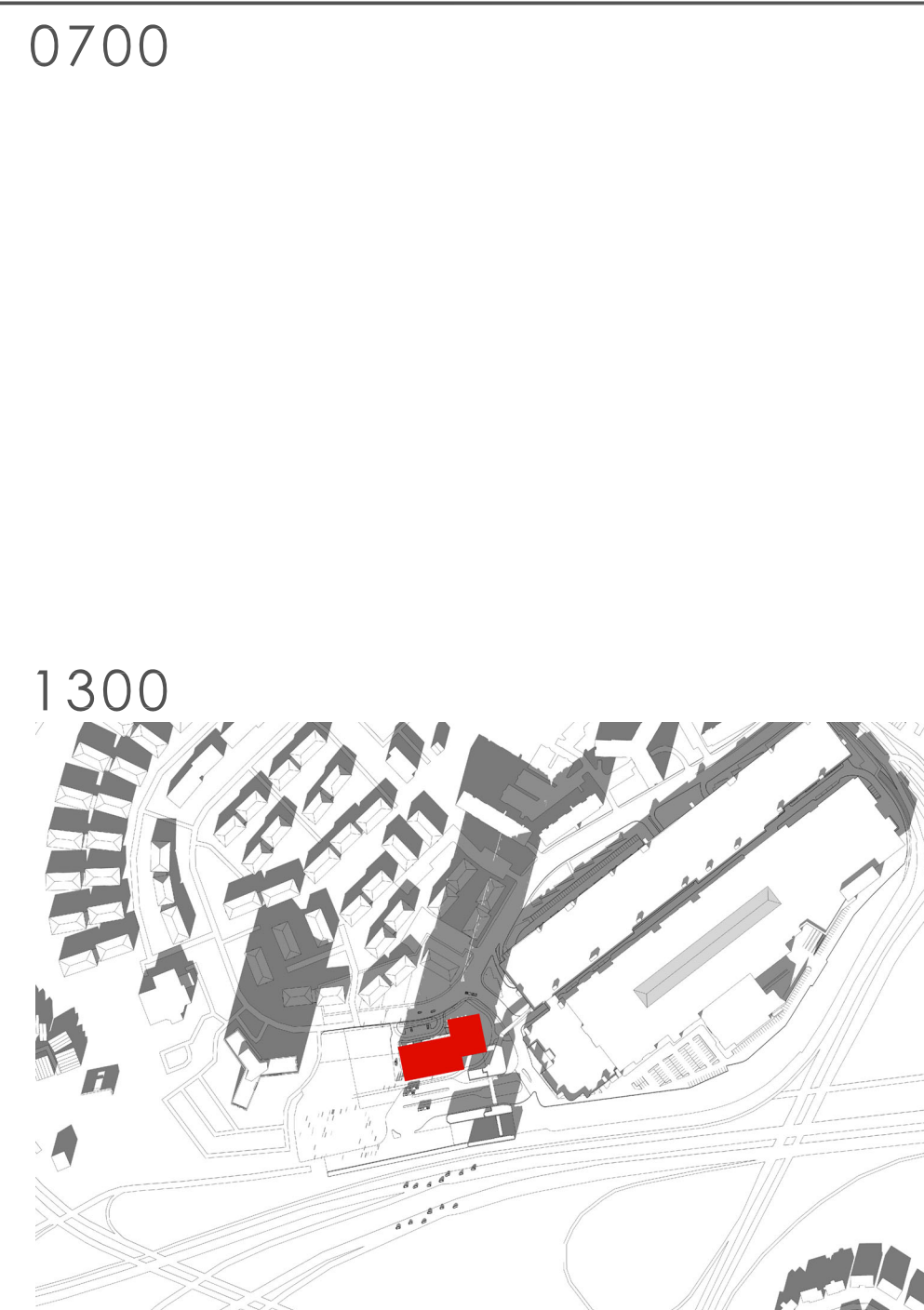
# JUNE 21



# SEPTEMBER 21 / MARCH 21



# DECEMBER 21



### PROJECT TEAM

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no.	date	revision
2	21.04.20	ISSUED FOR S.P.A.
1	19.02.20	ISSUED FOR REZONING

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**PROJECT LOCATION:**  
 100 BAYSHORE LOT "B"

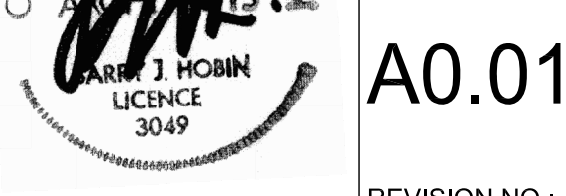
WOODRIDGE CRESENT

**DRAWING TITLE:**  
 SUN & SHADOW STUDY

**DRAWN BY:** PB **DATE:** 20.06.23 **SCALE:** N.T.S.

**PROJECT:** 1837

**DRAWING NO.:** A0.01



**REVISION NO.:**

## 4.0 POLICY AND REGULATORY CONTEXT

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

This comprehensive review was performed in support of the Official Plan Amendment and Zoning By-law Amendments and remain consistent for the proposed Site Plan Control application.

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

### 4.1 Provincial Policy Statement, 2020

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

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

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

#### **Comment**

Q9's review of the Bayshore project indicates that through the provision of an affordable rental opportunity in a format that makes optimal use of the existing and planned infrastructure through higher density to support the rapid transit, while planned on a site

that has no environmental restrictions and would improve accessibility to services, it is our opinion that the Bayshore residential project meets these criteria.

### ***Section 1.4 - Housing***

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

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

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

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

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- b) permitting and facilitating:
  - 13. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and
  - 14. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;
  - 15. 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;
  - 16. promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and

17. establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety

### Comment

This project is a high-rise residential development, where the units will be rented, of which 45 units are planned to be affordable for 15 years based on the City's affordability definition.

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

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

## 4.2 CITY OF OTTAWA OFFICIAL PLAN

The City of Ottawa Official Plan currently designates the property as General Urban Area. The Official Plan Amendment approved in November of 2020 maintains the General Urban Area designation but also includes the following amendments, identified as OPA 250:

"The City of Ottawa Official Plan, Volume 1, is hereby amended as follows:

By adding a new policy in Section 3.6.1.17 (Subclause 17(a)), as follows:

"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”.”

The above noted amendments permit the proposed development in its current configuration as no major components of the building or site development have been altered following the Official Plan Amendment, as approved, with the exception of refinements on internal building layouts and exterior landscaping details.

Within the OP, there are policies that specifically deal with proposals for taller buildings. These policies were reviewed in detail for the Official Plan and Zoning Amendments and are more succinctly reviewed as part of this Site Plan Control application.

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

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

To the above point, the project lands directly abut the existing Bayshore Rapid Transit Station, and the future location of the Bayshore LRT station.

Policies 10 of Section 2.2.2 notes that intensification in the form of taller buildings is to occur in areas that support the Rapid Transit and Transit Priority Networks.

As per our review above, the proposed project is consistent with Section 2.2.2 of the Official Plan along with OPA 250.

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

In Section 2.5.6, the purpose is to evaluate projects from a community development perspective, applying a secondary planning filter to an official plan amendment. Though the project has secured the necessary Official Plan Amendment (OPA 250), this project is reviewed against the provisions for high-rise buildings to demonstrate continued conformity for the Site Plan Control submission.

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

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

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

- 15 Consider the following: A prominent location or locations fronting on streets, lanes, public open space and other public land preferably and good transportation access;

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

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

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

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

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

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

**Comment** | *Not applicable.*

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

**Comment** | *The building has a low-rise podium and two smaller point towers which minimize high-rise impacts. Looking at the abutting uses, there is the transit station to the*

south followed by Highway 417; the east is the Bayshore Shopping Centre, north is Woodridge Crescent followed by Accora Village; lastly, to the west is the vacant lands owned by Ferguslea and are expected to be developed in a high-density fashion, the details of which are not known at this time. There is sufficient space provided from the towers to nearby residential on the north, combining this with the reduced footprint of the tower portions reduced impacts on low-rise neighbourhoods. Further it is also identified that areas surrounding rapid transit stations are transitional in nature and that acceptable setbacks from existing low-rise residential has been in the range of 25 metres (in the case of Gladstone Station). In comparison, the Bayshore project will be greater than 30 m between the nearest residential on the north side of Woodridge Crescent and the proposed location of the Bayshore podium.

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

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

- 21 Mechanisms to encourage architectural excellence and sustainable design.

**Comment** | *Though an urban design review through the UDRP was not required, a formal UDRP meeting did take place to ensure architectural excellence on June 5 2020. Sustainable design is also being pursued and this is expected to translate into a LEED designation.*

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

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

This proposal provides rental housing in a density suitable for a direct connection to transit, along with a connection through Bayshore Station to existing commercial, retail, and groceries in the adjacent Bayshore Shopping Centre. Through these connections and opportunities, the project provides convenience, rental housing, and affordable housing along with the opportunity to live a sustainable life with options that support multi-modal travel.



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

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

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

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

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

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

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

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

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

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

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

**Outdoor Amenity Areas** > As per the site statistics shown on the site plan, amenity space is provided both outdoors and indoors. There are pathway connections on the site and a rooftop outdoor amenity space available to the tenants of both buildings. The required amenity space is being exceeded and further, the tenants can benefit from the existing amenity spaces in the overall community. Further, the landscaping proposed has been designed with great detail; it will provide quality spaces and be a robust addition to the at-grade experience of the project.

**Public Art** > Public art has been discussed and no current direction has been taken. With regards to community benefits, it is acknowledged that affordable housing, a monetary contribution to a park facility, and previous negotiations with the City to establish the multi-use pathway are all identified as elements that are of benefit to the community.

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

As this project is subject to Section 37, an agreement has been drafted addressing the provision of Community Benefits, as agreed upon prior to the approval of the OPA 250 and the By-law Amendment 2020-327.

### 4.3 NEW OFFICIAL PLAN, FALL 2021

The City of Ottawa is proposing a new Official Plan, slated to be approved in the fourth quarter of 2021. This new Official Plan drastically changes the overall format of the existing City of Ottawa Official Plan. Instead of the distinction of urban and rural policy areas, the City will now operate under Six Main Transects. These transects are: Downtown, Inner Urban, Outer Urban, Greenbelt, Suburban, and Rural.

The project site is located within the Outer Urban transect. It will also be identified as a Design Priority Area in the Official Plan, as well as a Hub / Transfer Station, and a Transforming Neighbourhood.

The new Official Plan is guided by The Five Big Moves: Growth Management; Mobility; Urban and Community Design; Climate, Energy, and Public Health; and Economic Development.

The big policy moves are:

- [ Accommodate 60% of future growth through intensification
- [ By 2046, majority of trips made by sustainable transportation
- [ Context based design approach, more sophisticated urban design
- [ Embed environmental, climate, and health resiliency into policy
- [ Embed economic development into framework of policy

The proposed development is well-suited to help achieve the big policy moves, firstly by accommodating residential rental units within the urban area, and secondly by fostering more transit ridership with the direct pedestrian connection between the proposed development and Bayshore Station.

As identified in the proposed Official Plan, there are cross-cutting aspects of these policies. Promotion of alternative modes of transportation (through facilities such as sufficient bike parking, connections to transit, pedestrian paths, bike repair stations) reduces auto-centricity leading to a more environmentally friendly approach to development. Facilitating active and sustainable transportation would also lead to a healthier more active community. Further, the flexibility in the podium design enables easy conversion of parking areas to future commercial space as needs evolve and this both addresses sustainability by being able to eliminate parking as demand is reduced and to establish functional commercial spaces that serve to support the economy.

In reviewing the details of the Outer Urban transect, the City will only be permitting high-rise development within 400 m walking distance to a rapid transit station, and only permitting heights beyond 12 storeys where community benefits have been provided and where located within 100 m of the Rapid Transit Station. This proposal meets those

criteria and as such, is consistent with the policy direction for transit stations in the Outer Urban transect.

In reviewing the urban design objectives applicable to Hubs in the new Official Plan, we note that the building contains two Woodridge facing entrances with a hardscaped inviting pedestrian access from the sidewalk to these entrances, there is adequate space along the front and corner side yard to provide robust landscaping. Any utilities and other infrastructure are to be screened.

Based on a high-level review of the proposed Official Plan, the project is consistent with the policy directions therein contextually appropriate for a development that abuts and directly connects to a proposed LRT station.

#### **4.4 CITY OF OTTAWA ZONING BY-LAW**

The City of Ottawa Zoning By-law zones this site as GM[2669] S423F(5.5)-h. This current zone and the related exception and schedule were specifically designed for the proposed development. As nothing of significance has changed between approval of the Zoning and the proposed Site Plan Control building design, the project remains in conformity with the established zoning provisions and parameters as set out by the site-specific zoning. The details of the zoning are provided below:

The General Mixed Use zone (GM) permits a wide range of non-residential uses. Should parking no longer be required for this development in the future, the above grade parking podium has been engineering in a way that the space can be converted to future commercial or retail space.

The GM exception zone 2669 sets out that the setbacks and height applicable are guided by Schedule 423, that 6 visitor parking spaces are permitted in the front yard, the minimum required width for an aisle in front of bike parking is 1.2 m, a single occupancy washroom and indoor roof top amenity is permitted to project above the maximum height on S423 provided the area does not exceed 200 m<sup>2</sup> and a height of 5 m.

There is further a holding symbol to ensure an additional submission to UDRP, public access easements (i.e. the multi-use pathway), along with a condition for affordable housing as previously noted in this report.

#### **4.5 URBAN DESIGN GUIDELINES FOR HIGH-RISE BUILDINGS**

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

### ***Context***

- [ Transition in scale is achieved through a three-storey podium, separation from low-rise residential through setbacks and the context of the abutting uses being a roadway, transit station, and future high-density to the west.
- [ Base podium of three storeys creates a relationship to the height and typology of the existing streetwall context of the Accora village.
- [ The lot is a regular shape and can accommodate efficient traffic access and incorporate various pedestrian connections. It abuts Woodridge Crescent and connects to the public Bayshore transit station.
- [ The setback from the abutting west residential lot line is 10 metres to the closest extension of the building, where there are insets and articulations that provide greater setbacks.
- [ There is approximately 30 metres between the north east podium edge and the nearest low-rise residential dwelling.

### ***Built Form***

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

- [ The lot size of 6743 square metres is in excess of the guidelines for minimum lot areas.
- [ Separation between towers is achieved between the west and east towers. As the building is 30 storeys and under the separation of 10 metres to property line instead of 11.5 metres which applies for 30 plus storeys is appropriate and sufficient in light of policy context.
- [ Both towers are sufficiently setback from the podium creating outdoor amenity spaces. There are corners of minimal impact that extend to the ground without podium space but only where the impact is negated by the location next to the non-sensitive spaces.
- [ The buildings have been oriented and shaped to minimize impacts with respect to wind and shadow.

### ***Pedestrian Realm***

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

## 5.0 URBAN DESIGN REVIEW

The development application being sought for 100 Bayshore Drive (Lot B) is a Site Plan Control Approval for the purpose of establishing two high-rise towers of 27 and 30 storeys.

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

The review of Official Plan policy and other relevant documents and guidelines incorporated into this report addresses the requirement in Section 1 of the Terms of Reference for a Design Brief. A contextual analysis map and summary are provided in the beginning sections of this report. Images of the surrounding areas are also provided. As per the Section 2 requirements of the Terms of Reference, we have submitted 3D illustrations, elevations, and full renders will be prepared at a later date for a formal UDRP and also a public meeting.

The following sets out the detailed design discussion and brief as prepared by Hobin Architecture.

### 5.1 Hobin Architecture Design Review

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

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

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

**Proposed Development** | Our vision for this site would see this vacant parcel

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

The proposed development would see two towers erected on this site. A 30-storey tower and a 27-storey tower. The proposed 554-unit development would bring additional density that would further support the existing transit station and the future LRT transit stations. The development will include a direct connection from the second level of the parking podium into the transit station to facilitate the use of public transit while also providing a direct connection to Bayshore Shopping Centre. In addition to integrating itself into the existing pedestrian infrastructure of the neighborhood, indoor bicycle parking facilities will be provided at grade to promote and facilitate alternative modes of transportation. A ground level pedestrian connection will be provided at the east end of the parking garage, providing convenient access to the M.U.P. as well as the transit station. A physical link will be provided between the proposed development and the transit station. The transit link will have controlled access for the security of its residents.

This development will provide on-site vehicular parking by means of a three-storey podium parking garage, including one underground parking level, which will provide 266 spaces in total for residents and visitors. Bordering the drop-off area for both phases, six visitor parking spaces will be available at grade to accommodate short-term parking and delivery services. It is important to note that the residents of this proposed development will not be permitted to use the existing Bayshore parking garage for tenant parking. As depicted in our site plan, this proposal includes a multi-use pathway that will connect any future development to the west with the existing pedestrian infrastructure of Accora Village and Bayshore Shopping Centre. Sustainable features are being incorporated into this project.



**Built Form & Urban Fabric** | The massing of the proposed towers acknowledges the high-rise design guidelines and breaks down the towers into three distinct elements; the podium base, the middle body of the towers and the top of the towers, as seen in the elevations below.

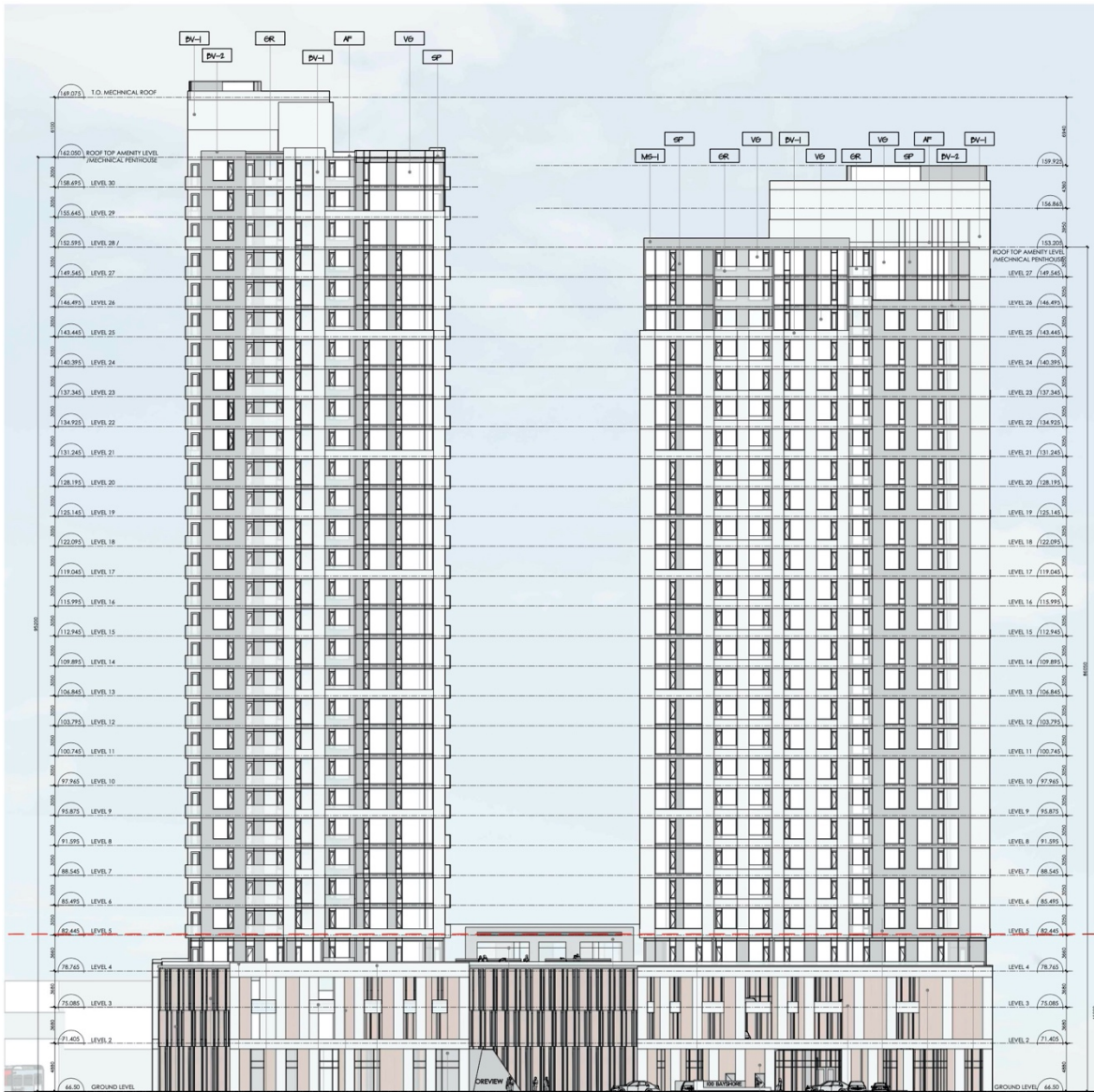


Figure 19: North Elevation

The base of the towers is an important element to the development and its design tries to reconcile three varying conditions; the scale of the Bayshore parking garage to the east, the low-rise residential context to the north, and the Transit corridor to the south of the site. The above-ground parkade is also an important aspect to consider from a design perspective. The design of the podium seeks to mitigate the common perception of above-grade parking garages. The podium of the proposed development is designed to

conceal the above-grade parking structure while still promoting the main entrance and public spaces at grade which front onto Woodridge Crescent. These visible active public spaces at grade ensure that the front of the building remains animated to create a more desirable pedestrian experience, as the building is experienced from Woodridge. Furthermore, the podium design provides a substantial setback from the street, allowing for additional landscaping and a better pedestrian experience along that portion of Woodridge. The materiality of the podium looks at using a combination of masonry and a vertical wood-like screen for the parkade.



Figure 20: Image of proposed podium facade and hardscape materials



Figure 21: Image of podium and front entrance looking east



*Figure 22: View of podium highlighting the vertical wood screens and landscaping*



*Figure 23: View of the multi-use pathway on the east side of the property*

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

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

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

## 6.0 PLANNING ANALYSIS AND RATIONALE

The policy framework sets out the opportunities to capitalize on existing infrastructure and amenities. It is both a provincial and municipal objective to ensure transit stations are efficient and are supported by a higher density context. Complementing this is the proximity to the shopping mall. Both nearby uses (transit and commercial) encourage the development of a high-density residential proposal at this site. Providing two smaller footprint towers allows for a minimally impacting development that achieves density through height in a way that respects the surrounding and future context, that being low-rise residential to the north, some mid- and high-rise developments along the south arc of Woodridge Crescent, and the recognition of this neighbourhood as an evolving urban area that will see additional infill and intensification to further support the transit network.

Through the Official Plan Amendment (no. 250) and the Zoning By-law Amendment (2020-327), it is established that the proposal, in maintaining its shape, general design, and overall deliverables is consistent with the applicable Official Plan designation and related policies as well as the applicable site-specific Zoning.

Additional policies on urban design have been reviewed and the projects detailed components from a design perspective are supportive of those guidelines. Further, the design and landscape details will continue to be refined through the Site Plan Control process and the required Urban Design Review Panel.

## 7.0 PUBLIC CONSULTATION STRATEGY

Public consultation on this project has been occurring from the outset of the project during the initial applications for Official Plan Amendment and Zoning By-law Amendment. A Community Information Session took place in March of 2020 to discuss the amendments being requested. Following which, there were additional communications with Councillor Kavanagh on community benefits and community concerns.

Now that the Site Plan Control application is being prepared, public engagement will continue through the following means:

- [ A consultation working group specific to the project - this will be guided by the City file lead
- [ Open line of communication where any community member is welcome to contact Q9 Planning + Design and provide comments and feedback throughout the process
- [ Public Consultation Meeting
- [ Required signage on site with City file lead contact details (comments provided are shared with the proponent)
- [ Updates shared with the Community via the Councillor's office for an efficient line of communication moving forward

## 8.0 SUPPORTING PLANS AND STUDIES

### 8.1 PHASE I/II ENVIRONMENTAL SITE ASSESSMENT

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

A Phase II ESA was prepared by Golders, dated March 2021, the conclusion of this report indicates that, "The Phase Two ESA investigated the APECs identified in the Phase One ESA. There were no exceedances of the applicable site standards in the soil or groundwater samples collected from the Site with the exception of road salt related impacts, specifically EC and/or SAR in some of the soil samples and chloride in the groundwater samples and naturally elevated vanadium in the clay. However, as salt was only applied at the Phase Two Property for safety purposes under conditions of ice and snow, and the vanadium was within the typical range for local area marine clays, these samples were deemed by the Qualified Person to meet the applicable site condition standards."

### 8.2 TRANSPORTATION NOISE AND VIBRATION FEASIBILITY ASSESSMENT

A Transportation Noise and Vibration Feasibility Assessment was prepared by Gradient Wind dated April 28, 2021.

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

The outdoor living area on the 3-storey podium does not require noise control measures as it does not exceed 55 dBA.

The results from ground vibration analysis concludes that concerns due to vibration impacts on the site are not expected. The report indicates that, "vibration levels are the foundation nearest to the O-Train LRT are expected to be 0.012 mm/s RMS (54 dBV), based on the FTA protocol and an offset distance of 61 m to the nearest track centreline." Vibration levels are acceptable.

### 8.3 PEDESTRIAN LEVEL WIND STUDY

This study, also prepared by Gradient Wind dated April 28 2021, notes that wind conditions are expected to moderately windy in the summer and windy during the colder seasons but are acceptable. There is one area at grade that is not expected to meet the wind comfort criteria is the bus stop to the north of the proposed development as identified in the report. A typical bus shelter would ensure pedestrian comfort.

The entire terrace area is suitable the majority of the time but 1.8 m high barriers (wind screens or landscaping) will increase comfort. Further details on amenity at levels 28 and 31 as designed will be addressed for comfort.

### 8.4 SITE SERVICING AND STORMWATER MANAGEMENT REPORT

A Site Servicing Report was prepared by WSP, dated April, 2021. Existing infrastructure is located on Woodridge Crescent, consisting of: 200 mm potable watermain, 250 mm sanitary, and 675 mm storm sewer. Boundary conditions were obtained by the City of Ottawa and note that the average day max HGL for the Woodridge Crescent connection is 115.2m, peak hour min HGL is 106.3 m, and max day plus fire flow is 82.5 m.

The report notes that fire flow rate has been calculated using the Fire Underwriters Survey (FUS) method. The maximum day and fire flow results in a pressure of 145 kPa, as the minimum required is 140 kPa, the criteria is met.

Wastewater disposal was reviewed and verification of available capacity was assessed and capacity is sufficient for the estimated peak flow.

Stormwater servicing was reviewed in coordination with the Stormwater Management Report, dated April 28 2021. The details are provided as follows:

For minor system:

“The development will be serviced by 375 mm storm service connection with a proposed maintenance hole on the existing 675 mm storm sewer on Woodridge Crescent. Runoff from the new development area of the site will be collected by a network of surface inlets and storm sewers. Prior to the site oil grit separator, a flow restrictor will be placed in a maintenance hole to restrict post-development flows to the allowable rate. An underground storage cistern will be installed in the building footprint where flows exceeding the allowable site discharge rate will backflow into the cistern, as well drainage from the building roofs will be directed directly into the cistern. The cistern will be complete with sump pumps to discharge at fixed rates back into the drainage system. ”

For major system:



“The major overland flow routes lead out to Woodridge Crescent, with the overflow elevations at the driveway entrances to the ROW at minimum 300mm below the building entrances (66.50m). Additionally, the spillover point is less than 300mm from the catch basin elevation so there will be no ponding greater than 300mm even in cases of catch basin blockage. The storm sewers are sized such that no ponding will occur during the 2-year and even 100-year storm, with capacity exceedances backflowing into the cistern.”

Please see the Site Servicing Report, Stormwater Management Report, and supporting plans prepared by WSP for full details.

## **8.5 TRANSPORTATION IMPACT ASSESSMENT ADDENDUM**

A Transportation Impact Assessment Addendum, as requested by staff for the level of scope for this proposed Site Plan Control, was prepared by IBI Group, dated April 29 2021.

The addendum builds on the initial report provided in support of the previous amendments and concludes as follows,

“A Transportation Impact Assessment (TIA) was previously prepared by IBI Group in April 2020 in support of a combined Official Plan Amendment and Zoning By-law Amendment application for the proposed high-rise residential development on the western portion of 100 Bayshore Drive (Lot ‘B’). This addendum has subsequently been prepared in support of the Site Plan Control application for the same development and summarizes the results of updated analyses of the updated site plan, including a review of parking and loading facilities, traffic impacts of the updated site plan, updates to the planned transit services in the area and the proposed Transportation Demand Management (TDM) measures that will be implemented.

The updated site plan has resulted in an increase in apartment units relative to the previous site plan. This increase in units is anticipated to result in additional site-generated person trips, however, the impact on the adjacent transportation network is expected to be negligible.

The proposed parking supply was reviewed and found to be in conformance with the Zoning By-law. Swept path analysis was completed for the proposed loading bays which found that a 12.5ft moving truck (or extended cargo van) would be able to manoeuvre in and out of the loading bays within the parking podium. Larger moving trucks, such as those typically used for moving into two-bedroom (or larger) apartments would be expected to unload outside of the parking structure. It was noted, however, that the majority of apartment units will be studio or one-bedroom apartments and therefore the larger moving truck would not be used frequently. The swept path analysis also confirmed

that waste collection and fire trucks could access the site.

The latest information regarding the planned transit services and facilities within the vicinity of the proposed development was discussed and it is expected that there will be sufficient transit capacity to accommodate the proposed development. It was noted, however, that the City plans to implement a pick-up/drop-off lay-by which is in conflict with the proposed development plan and would significantly limit the functionality of the site. It is recommended that the pick-up/drop-off lay-by be relocated along the transit access in order reduce the impact to the proposed development. A number of benefits were identified for this alternate location. It was further suggested that on-street parking could also be provided along Woodridge Crescent between the two proposed private approaches.

Based on the findings of this study, it is the overall opinion of IBI Group that the proposed development will integrate well with and can be safely accommodated by the adjacent transportation network with the recommended actions and modifications in place.”

## 9.0 CONCLUSION

The proposed development of a three-storey podium and two high-rise residential apartment buildings that feature direct and enclosed connections to Bayshore Station and Bayshore Shopping Centre create a unique transit-supportive opportunity for intensification.

This proposal has obtained Official Plan and Zoning amendments to permit the development, as designed, and the Site Plan Control submission remains consistent with the policies and zoning provisions that have been established on this site-specific basis.

Further, the proposal, on a comprehensive review remains consistent with the relevant PPS policies, other Official Plan policies that relate to growth, intensification, and high-rise building design, including a broad review of the proposed Official Plan where it is acknowledges that high-rise buildings are to be permitted within 100 m of LRT stations. The site design is also compliant with the established on-site zoning schedule and exception provisions.

Overall, the Bayshore project will provide needed rental units with the provision of 45 affordable housing units, a monetary contribution towards a park amenity in the community, a transit supportive project with direct links to the station and the adjacent shopping centre. The at-grade experience features high quality landscaping and hardscaping with a pedestrian-first focus, with convenience parking for drop-offs / pick-ups and deliveries as a secondary function of the front yard space.

The proposed development has been reviewed against all applicable policies, future policies of relevance, guidelines, zoning, existing and future context, and other considerations such as bird safety, landscaping, shadowing, and other microclimate elements. It is the collective result of the reports and plans, along with Q9's planning review, that the proposal is considered good land use planning and is supported from a planning perspective.

Prepared by :



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A handwritten signature in black ink, consisting of the initials 'CM' in a cursive, flowing style.



## 10.0 APPENDIX A



File No. D01-01-19-0026

December 9, 2020

**NOTICE OF ADOPTION OF AN OFFICIAL PLAN AMENDMENT  
TO THE CITY OF OTTAWA OFFICIAL PLAN**

Dear Sir/Madam:

**Re: Official Plan Amendment 250 to the Official Plan of the City of Ottawa**

In accordance with Section 17(23) of the *Planning Act*, you are hereby notified of Ottawa City Council's decision on November 25, 2020 to adopt Amendment 250 to the Official Plan of the City of Ottawa.

City Council considered all submissions, including submissions received after the publication of the staff report, in addition to the planning and other considerations identified in the staff report in its decision on this matter. The staff report and if applicable, the draft Summary of Written and Oral Submissions which is still subject to Council approval, can be viewed as part of the supporting materials for this matter as part of the November 25, 2020 Council Agenda available on [Ottawa.ca](http://Ottawa.ca).

**PURPOSE OF THE AMENDMENT**

The purpose of this amendment is to amend a site-specific Policy 3.6.1.17 within Volume 1 of the Official Plan, specific to part of 100 Bayshore Drive. The Official Plan Amendment would add a site specific policy in Policy 3.6.1.17 (Subclause 17(a)) to permit a development up to a maximum of 30 storeys, require connections to the Transit Station and pathways, and not require frontage on an Arterial Road.

**INFORMATION**

Information on Amendment 250 can be obtained from Laurel McCreight, Planner, at 613-580-2424, extension 16587 or by e-mail at [floorplates](mailto:floorplates@ottawa.ca).



## NOTICE OF APPEAL

Pursuant to section 17(24) of the *Planning Act*, any person or public body who, before Amendment 250 was adopted, made oral submissions at a public meeting or written submissions to City Council may appeal City Council's decision to the Local Planning Appeal Tribunal, by filing a notice of appeal to the amendment with the Clerk of the City of Ottawa. Such appeal must explain how the part of the decision to which the notice of appeal relates is inconsistent with a provincial policy statement. All appeals must also be accompanied by the Local Planning Appeal Tribunal's prescribed fee of \$1,100.00, which shall be in the form of a certified cheque or money order payable to the Minister of Finance. (Please note that when submitting an appeal you may request a reduction to \$400.00 if you are an eligible private citizen or community group. You can do so by filling out a "Request for fee reduction form" found on the LPAT website.)

**A notice of appeal can be mailed to the City at 110 Laurier Avenue West, Mail Code 01-14, Ottawa, Ontario, K1P 1J1. Alternatively, packages can be submitted by [floorplates@ottawa.ca](mailto:floorplates@ottawa.ca).**

**A notice of appeal must be received no later than 4:30 p.m. on December 29, 2020.**

The proposed official plan amendment is exempt from approval by the Minister of Municipal Affairs and Housing. The decision of the council is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.

Only individuals, corporations or public bodies may appeal a decision of the municipality to the Local Planning Appeal Tribunal. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the amendment was adopted, the person or public body made oral submissions at a public meeting or written submissions to the council or, in the opinion of the Local Planning Appeal Tribunal, there are reasonable grounds to add the person or public body as a party.

## NOTICE OF HEARING

Should the official plan amendment be appealed, persons or public bodies who wish to receive notice of the Local Planning Appeal Tribunal hearing can receive such notice by submitting a written request to the identified planner.



## RELATED PLANNING APPLICATIONS

The land to which Amendment 250 applies is subject to an application to amend the zoning by-law, file number: D02-02-19-0150.

Yours truly,

Lorna Dagg  
Legislation Clerk

c.c. Ministry of Municipal Affairs and Housing  
Municipal Services Office - Eastern  
8 Estate Lane, Rockwood House  
Kingston, Ontario  
K7M 9A8

Enclosure: OPA 250 Amendment





Dossier n° : D01-01-19-0026

Le 9 décembre 2020

## AVIS D'ADOPTION D'UNE MODIFICATION DU PLAN OFFICIEL DE LA VILLE D'OTTAWA

### Objet : Modification 250 du Plan officiel de la Ville d'Ottawa

Madame, Monsieur,

Conformément au paragraphe 17 (23) de la *Loi sur l'aménagement du territoire*, avis vous est donné par la présente de la décision rendue par le Conseil municipal d'Ottawa le 25 novembre 2020 et portant sur l'adoption de la modification 250 du Plan officiel de la Ville d'Ottawa.

Le Conseil municipal, au moment de prendre sa décision, a tenu compte de toutes les observations, y compris celles reçues après la publication du rapport du personnel, en plus du facteur lié à l'aménagement, ainsi que ceux mentionnés dans le rapport du personnel. Ce rapport et, s'il y a lieu, le résumé préliminaire des observations écrites et orales, qui demeure assujetti à l'approbation du Conseil, peuvent être consultés avec le reste de la documentation produite sur cette question relativement à l'ordre du jour de la réunion du 25 novembre 2020 du Conseil, accessible sur le site [Ottawa.ca](http://Ottawa.ca).

### OBJET DE LA MODIFICATION

Cette modification vise à modifier la politique propre à un emplacement 3.6.1.17 du volume 1 du Plan officiel, qui s'applique précisément à une partie du 100, promenade Bayshore. La modification du Plan officiel ajouterait une politique propre à un emplacement à la politique 3.6.1.17 (sous-alinéa 17(a)) afin de permettre l'aménagement d'un immeuble de 30 étages au plus, d'exiger l'aménagement de liens et de sentiers vers la station de transport en commun et de ne pas exiger qu'une façade donne sur l'artère.

### RENSEIGNEMENTS

Pour obtenir de plus amples renseignements concernant la modification 250, veuillez communiquer avec Kathy Rygus, urbaniste, au 613-580-2424, poste 28318, ou par courriel à [floorplates](mailto:floorplates@ottawa.ca).



## AVIS D'APPEL

Conformément au paragraphe 17(24) de la *Loi sur l'aménagement du territoire*, une personne ou un organisme public qui, avant l'adoption de la modification 250, a présenté des observations orales à une réunion publique ou des observations écrites au Conseil municipal d'Ottawa, peut en appeler de la modification devant le Tribunal d'appel de l'aménagement local, en transmettant un avis d'appel au greffier de la Ville d'Ottawa. L'appel doit préciser en quoi la partie de la décision à laquelle se rapporte l'avis d'appel est incohérente avec l'énoncé de pratique provincial. Tout appel doit être accompagné des droits prescrits par le Tribunal d'appel de l'aménagement local. La somme de 1 100,00 \$ doit être acquittée sous forme de chèque certifié ou de mandat poste libellé à l'ordre du ministre des Finances (Veuillez noter que les citoyens privés et les groupes communautaires admissibles peuvent demander la réduction de ces droits à 400 \$. Pour ce faire, ils doivent remplir le formulaire *Demande de réduction des droits* qui se trouve sur le site Web du TAAL).

L'avis d'appel peut être envoyé à la Ville par la poste au **110, avenue Laurier Ouest, Courrier interne 01-14, Ottawa (Ontario) K1P 1J1**. Il est également possible de [f floorplates t](mailto:floorplates@ottawa.ca), pour y déposer l'avis d'appel.

**L'avis d'appel doit être reçu au plus tard à 16 h 30 le 29 décembre 2020.**

La modification proposée du Plan officiel est soustraite à l'exigence voulant qu'elle soit approuvée par le ministre des Affaires municipales et du Logement, et si aucun avis d'appel n'est déposé dans les délais prescrits, la décision du Conseil sera jugée définitive.

Seuls les particuliers, les sociétés dûment constituées en personne morale et les organismes publics ont le droit d'interjeter appel devant le Tribunal d'appel de l'aménagement local d'une décision municipale. Une association ou un groupe non dûment constitués en personnes morales ne peuvent déposer d'avis d'appel. Toutefois, un avis d'appel peut être déposé au nom d'un particulier qui est membre et mandataire de l'association ou du groupe.

Aucune personne ni aucun organisme public ne doit être joint en tant que partie à l'audition de l'appel sauf si, avant l'adoption de la modification, la personne ou l'organisme public ont présenté des observations orales à une réunion publique ou des observations écrites au Conseil municipal, ou encore qu'il existe, de l'avis du Tribunal d'appel de l'aménagement local, des motifs raisonnables de le faire.



## AVIS D'AUDIENCE

Si la modification du Plan officiel devait faire l'objet d'un appel, les personnes ou les organismes publics qui le souhaitent pourraient être avisés de l'audience du Tribunal d'appel de l'aménagement local en en faisant la demande par écrit à l'urbaniste désigné.

## DEMANDES D'AMÉNAGEMENT CONNEXES

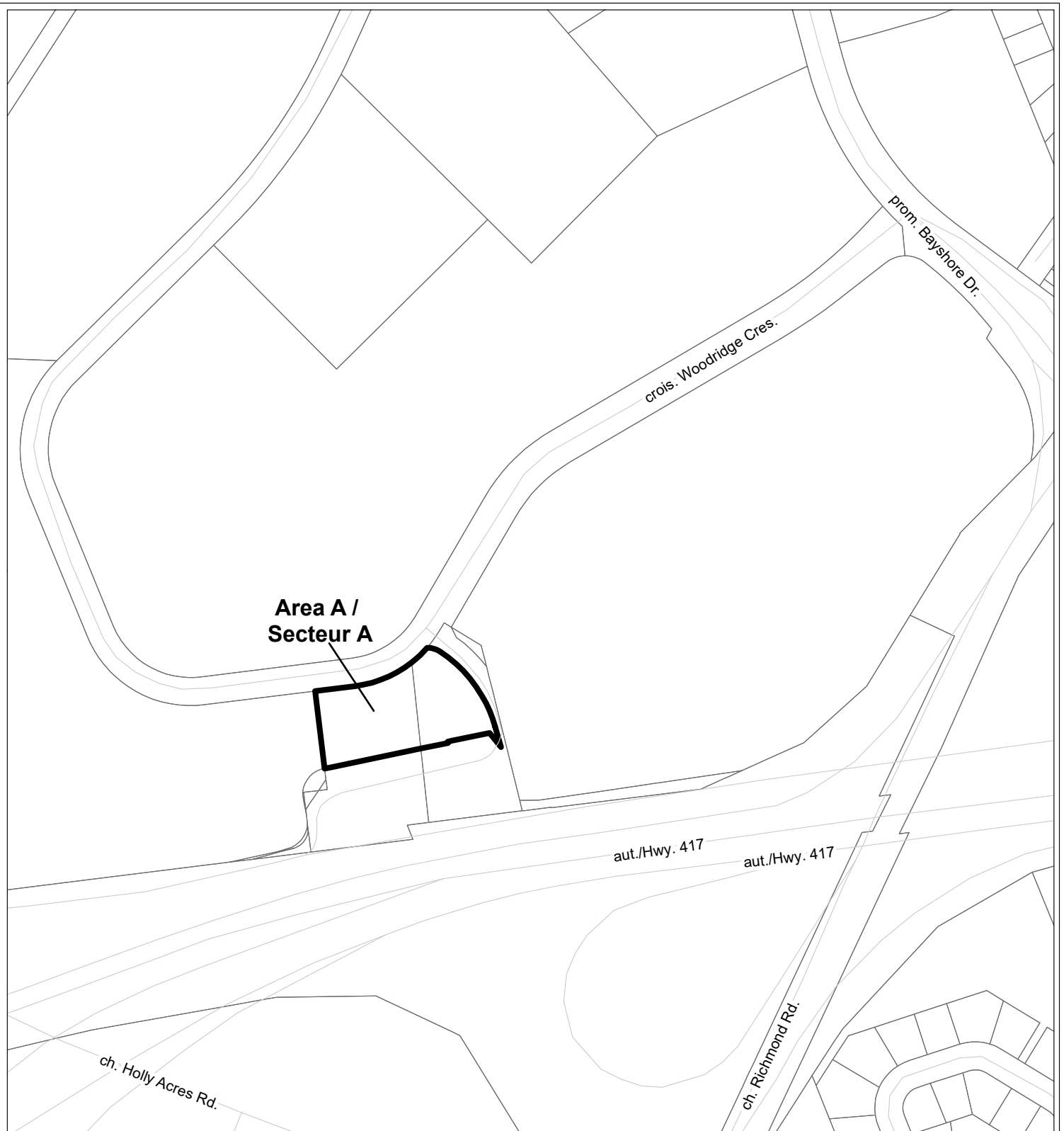
Le terrain visé par la modification 250 proposée fait l'objet d'une demande de modification de zonage, numéro de dossier : D02-02-19-0150.

Veillez agréer, Madame, Monsieur, mes salutations cordiales.

Lorna Dagg  
Commis aux lois

c. c. Ministère des Affaires municipales et du Logement  
Bureau des services aux municipalités – région de l'Est  
Maison Rockwood  
8, ruelle Estate  
Kingston (Ontario) K7M 9A8

p. j. MPO, 250 Modification



D02-02-19-0150  
D01-01-19-0026

20-0019-D

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LOCATION MAP / PLAN DE LOCALISATION  
ZONING KEY PLAN / SCHÉMA DE ZONAGE  
OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL

**Part of / Partie de 100 prom. Bayshore Drive**



Area A to be rezoned from GM9[199] H(34) to GM[2669] S423 F(5.5)-h  
Le zonage du secteur A sera modifié de GM9[199] H(34) à  
GM[2669] S423 F(5.5)-h



NOT TO SCALE

## **EXPLANATORY NOTE TO BY-LAW 2020-327**

By-law 2020-327 amends the City of Ottawa Zoning By-law 2008-250. The amendment affects the property at Part of 100 Bayshore Drive, which is located on the south side of Woodridge Crescent, west of Bayshore Mall, directly north of Highway 417 and the Bayshore Transit Station, as shown on the attached Location Map and Schedule.

The application is to rezone the subject property from “GM9[199] H(34)” (General Mixed Use, Subzone 9, Urban Exception 199, Height 34 metres) to “GM[2669] S423 F(5.5)-h” (General Mixed Use, Subzone 2669, Schedule 423, FSI 5.5, Holding Provision) in the City of Ottawa Zoning By-law. The rezoning permits a broad range of uses, defines maximum building heights, and provides for a site-specific exception for various zoning provisions. The holding symbol (-h) will not be lifted until a Site Plan application is approved and secures such items as the submission to the Urban Design Review Panel and providing affordable housing units.

The proposed zoning will facilitate the development of two residential towers at 27 and 30 stories with approximately 500 units.

For further information, please contact Laurel McCreight, Planner, at 613-580-2424, extension 16587, or by e-mail at [floorplates](mailto:floorplates@ottawa.ca).

## **NOTE EXPLICATIVE AU SUJET DU RÈGLEMENT 2020-327**

Le Règlement 2020-327 modifie le Règlement de zonage 2008-250 de la Ville d'Ottawa. Cette modification vise une partie de la propriété située au 100, promenade Bayshore, qui se trouve du côté sud du croissant Woodridge, à l'ouest du centre commercial Bayshore et directement au nord de l'autoroute 417 et de la station du transport en commun Bayshore, comme le montrent l'annexe et le plan de localisation ci-joints.

La demande vise à modifier le zonage de la propriété en question de « GM9[199] H(34) » (zone polyvalente générale, sous-zone 9, avec exception urbaine 199, ayant une hauteur maximale de 34 mètres) à « GM[2669] S423 F(5.5)-h » (zone polyvalente générale, sous-zone 2669, annexe 423, RPS 5.5, avec une disposition relative à l'aménagement différé) dans le Règlement de zonage de la Ville d'Ottawa. Cette modification du zonage permettra une grande variété d'utilisations, en définissant les hauteurs maximales de bâtiment permises, et en fournissant une exception propre à l'emplacement pour diverses dispositions de zonage. Le symbole d'aménagement différé (-h) ne sera retiré qu'au moment de l'approbation d'une demande du plan d'implantation qui permettra une soumission au Comité d'examen du design urbain et l'offre de logements abordables.

Le zonage proposé permettra l'aménagement de deux tours d'habitation de 27 et de 30 étages, comprenant environ 500 logements.

Pour obtenir de plus amples renseignements, veuillez communiquer avec Kathy Rygus, urbaniste, au 613-580-2424, poste 28318 ou par courriel à [floorplates](mailto:floorplates@cityofottawa.ca).



## NOTICE OF PASSING OF A ZONING BY-LAW BY THE CITY OF OTTAWA

The Council of the City of Ottawa passed By-law 2020-327 on November 25, 2020, under Section 34 of *The PLANNING ACT*.

City Council considered all submissions, including submissions received after the publication of the staff report, in addition to the planning and other considerations identified in the staff report in its decision on this matter. The staff report and if applicable, the draft Summary of Written and Oral Submissions which is still subject to Council approval, can be viewed as part of the supporting materials for this matter as part of the November 25, 2020 Council Agenda available on Ottawa.ca.

Any person or public body who, before the by-law was passed, made oral submissions at a public meeting or written submissions to City Council, may appeal to the Local Planning Appeal Tribunal with respect to the by-law, by filing with the Clerk of the City of Ottawa, a notice of appeal setting out how the by-law is inconsistent with a provincial policy statement and/or fails to conform with the Official Plan. An appeal must be accompanied by the Local Planning Appeal Tribunal's prescribed fee of \$1,100.00, which shall be in the form of a certified cheque or money order payable to the Minister of Finance. (Please note that when submitting an appeal you may request a reduction to \$400.00 if you are an eligible private citizen or community group. You can do so by filling out a "Request for fee reduction form" found on the LPAT website.)

**A notice of appeal can be mailed to the City at 110 Laurier Avenue West, Mail Code 01-14, Ottawa, Ontario, K1P 1J1. Alternatively, packages can be submitted by [✉ floorplates t.](mailto:floorplates@ottawa.ca)**

**A notice of appeal must be received no later than 4:30 p.m. on December 29, 2020.**

Only individuals, corporations and public bodies may appeal a by-law to the Local Planning Appeal Tribunal. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the by-law was passed, the person or public body made oral submissions at a public meeting or written submissions to the council or, in the opinion of the Local Planning Appeal Tribunal, there are reasonable grounds to add the person or public body as a party.



Should the by-law be appealed, persons or public bodies who wish to receive notice of the Local Planning Appeal Tribunal hearing can receive such notice by submitting a written request to the planner identified in the explanatory note that accompanies this Notice.

An explanation of the purpose and effect of the by-law, a location map and a schedule depicting the lands to which the by-law applies are attached.

The land to which the proposed by-law applies is subject to an application to amend the official plan, file number: D01-01-19-0026.

Dated at the City of Ottawa on December 9, 2020.

Clerk of the City of Ottawa  
City Hall  
110 Laurier Avenue West  
Ottawa, ON K1P 1J1





## AVIS D'ADOPTION D'UN RÈGLEMENT DE ZONAGE PAR LA VILLE D'OTTAWA

Le Conseil municipal de la Ville d'Ottawa a adopté le Règlement municipal 2020-327 le 25 novembre 2020, en vertu de l'article 34 de la *Loi sur l'aménagement du territoire*.

Le Conseil municipal, au moment de prendre sa décision, a tenu compte de toutes les observations, y compris celles reçues après la publication du rapport du personnel, en plus du facteur lié à l'aménagement, ainsi que ceux mentionnés dans le rapport du personnel. Ce rapport et, s'il y a lieu, le résumé préliminaire des observations écrites et orales, qui demeure assujetti à l'approbation du Conseil, peuvent être consultés avec le reste de la documentation produite sur cette question relativement à l'ordre du jour de la réunion du 25 novembre 2020 du Conseil, accessible sur le site [Ottawa.ca](http://Ottawa.ca).

Toute personne ou tout organisme public, qui a présenté des observations orales à une réunion publique ou des observations écrites au Conseil municipal avant l'adoption du règlement, peut en appeler de ce règlement municipal devant le Tribunal d'appel de l'aménagement local en transmettant au greffier de la Ville d'Ottawa, un avis d'appel décrivant de quelle façon le règlement municipal ne cadre pas avec l'énoncé de pratique provincial ou ne respecte pas le Plan officiel. L'avis d'appel doit être accompagné d'un chèque certifié ou d'un mandat établi à l'ordre du ministre des Finances pour les droits de 1100 \$ prescrits par le Tribunal d'appel de l'aménagement local (Veuillez noter que lorsque vous faites appel, en tant que particulier ou groupe communautaire admissible, vous pouvez demander que les droits d'appel soient réduits à 400 \$. Il vous suffit de remplir le Formulaire de demande de réduction des droits d'appel que vous trouverez sur le site Web du TAAL).

L'avis d'appel peut être envoyé à la Ville par la poste au **110, avenue Laurier Ouest, Courrier interne 01-14, Ottawa (Ontario) K1P 1J1**. Il est également possible de [f. floorplates t](mailto:floorplates@ottawa.ca), pour y déposer l'avis d'appel.

**L'avis d'appel doit être reçu au plus tard à 16 h 30 le 29 décembre 2020.**

Seuls les particuliers, les sociétés et les organismes publics peuvent interjeter appel d'un règlement auprès du Tribunal d'appel de l'aménagement local. Un avis d'appel ne peut pas être déposé par une association ou un groupe non constitué en société. Toutefois, un avis d'appel peut être déposé par un particulier membre d'une association ou d'un groupe, au nom de cette association ou de ce groupe.



Aucune personne ni aucun organisme public ne doit être joint en tant que partie à l'audition de l'appel sauf si, avant l'adoption du règlement, la personne ou l'organisme public a présenté des observations orales lors d'une réunion publique ou présenté des observations écrites au Conseil ou qu'il existe, de l'avis du Tribunal d'appel de l'aménagement local, des motifs raisonnables de le faire.

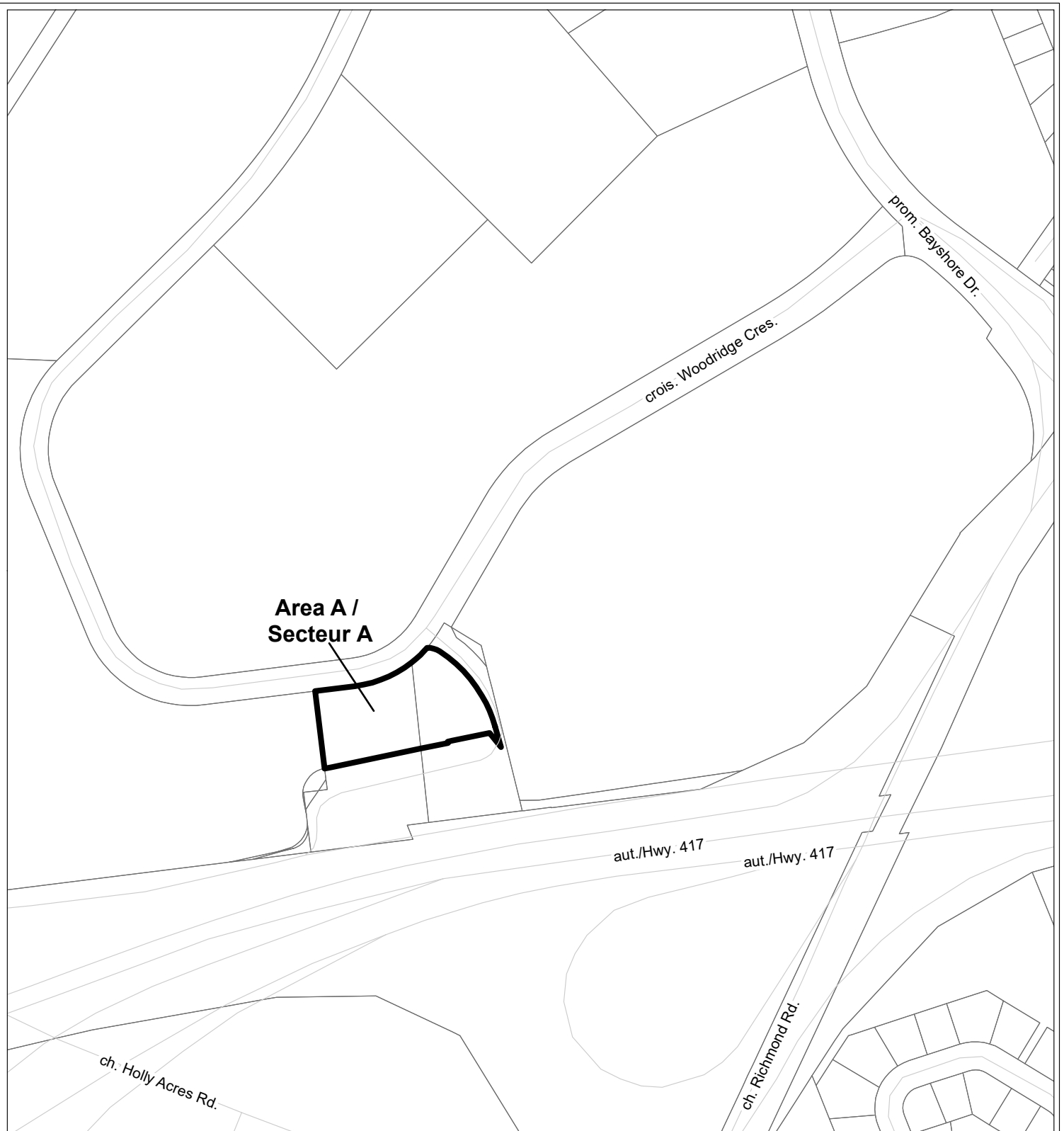
Si ce règlement municipal devait faire l'objet d'un appel, les personnes ou les organismes publics qui le souhaitent pourraient être avisés de l'audience du Tribunal d'appel de l'aménagement local en en faisant la demande par écrit à l'urbaniste dont le nom est indiqué dans la note explicative qui accompagne cet avis.

Une explication de l'objectif et de l'effet du règlement municipal ainsi qu'un plan de localisation et une annexe illustrant les terrains auxquels s'applique le règlement sont joints en annexe.

Le terrain visé par le règlement proposé fait l'objet d'une demande de modification d'un plan officiel, numéro de dossier : D01-01-19-0026.

Fait à la Ville d'Ottawa, le 9 décembre 2020.

Greffier de la Ville d'Ottawa  
Hôtel de ville  
110, avenue Laurier Ouest  
Ottawa (Ontario) K1P 1J1



LOCATION MAP / PLAN DE LOCALISATION  
 ZONING KEY PLAN / SCHÉMA DE ZONAGE  
 OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL

D02-02-19-0150  
 D01-01-19-0026

20-0019-D

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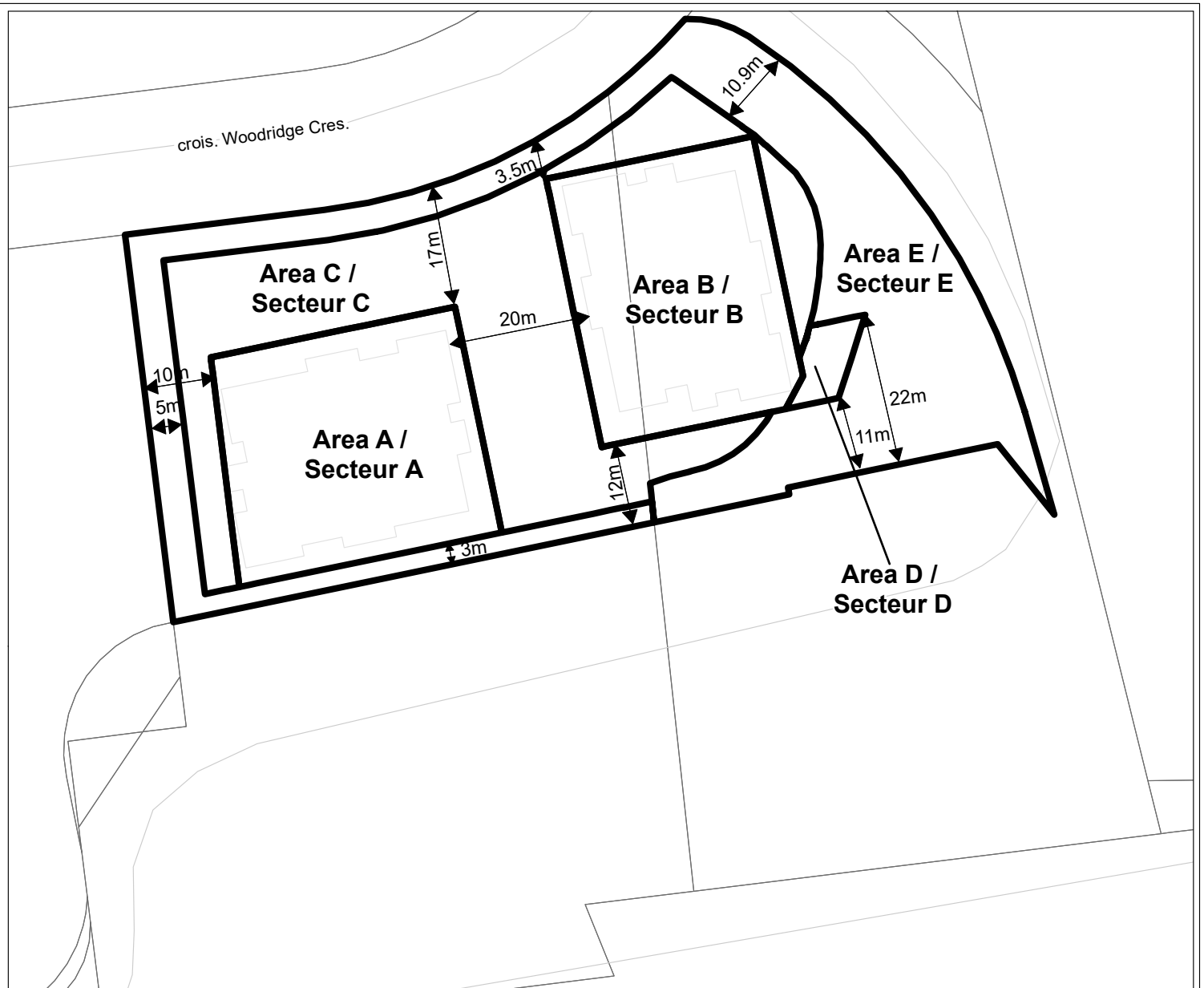
**Part of / Partie de 100 prom. Bayshore Drive**



Area A to be rezoned from GM9[199] H(34) to GM[2669] S423 F(5.5)-h  
 Le zonage du secteur A sera modifié de GM9[199] H(34) à  
 GM[2669] S423 F(5.5)-h



NOT TO SCALE



**MAXIMUM PERMITTED BUILDING HEIGHT /  
 MAXIMUM NUMBER OF STOREYS  
 LA HAUTEUR DE BÂTIMENT MAXIMALE PERMISE  
 /NOMBRE D'ÉTAGES MAXIMAL**

- Area /Secteur A : 90m (27 storeys/ étages)
- Area /Secteur B : 100m (30 storeys/ étages)
- Area /Secteur C : 15m (3 storeys/ étages)
- Area /Secteur D : 15m
- Area /Secteur E : No buildings permitted/  
Aucun bâtiment permis

Minimum required setbacks/  
 Retraits minimaux requis ↔



**This is Schedule 423 to Zoning By-law No. 2008-250  
 Annexe 423 au Règlement de zonage n° 2008-250**

D02-02-19-0150      20-0866-D

I:\CO\2020\ZKP\Bayshore\_100\_Schedule

This is Attachment 2 to By-law Number 2020-327, passed November 25, 2020  
 Pièce jointe n° 2 du Règlement municipal n° 2020-327, adopté le 25 novembre, 2020

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## 11.0 APPENDIX B

APRIL 2021

Q9

planning  
+ design

# APPENDIX B LRT PROXIMITY STUDY – LEVEL 1

KINGSETT CAPITAL / IVANHOE CAMBRIDGE  
100 BAYSHORE DRIVE  
OTTAWA, ONTARIO

Report Date:  
APRIL, 2021

Report Prepared for:  
KingSett Capital / Ivanhoe  
Cambridge



# 1.0 INTRODUCTION

Q9 Planning + Design has been retained by Ivanhoe Cambridge and KingSett Capital to prepare a Level 1 Light Rail Transit (LRT) Proximity Study for the two-tower rental apartment development with tenant-serving amenity spaces and above-grade parking levels in a shared low-rise podium.

This project is proposed to be located at 100 Bayshore Drive which directly abuts the existing Bayshore Bus Rapid Transit Station (BRT). As the Stage 2 LRT line is extended west with completion targeted for 2025, the existing Bayshore BRT will be converted to a Bus Rapid Station and a Light Rail Transit (LRT) hub.

The objective of the LRT Level 1 Proximity Study is to review all applicable information from the City of Ottawa with regards to the LRT line and station near to the proposed development. A second objective is to review the aforementioned information against the projects collective reports and plans.

## 1.1 OVERVIEW

In December 2019, an Official Plan Amendment and Zoning By-law Amendment were submitted to the City of Ottawa for the proposed development to permit the proposed heights, allow limited front yard parking, and to seek relief from certain policies of the Official Plan that were originally intended for broader purposes and therefore not applicable to the subject site. On November 25, 2020, the Official Plan and Zoning By-law Amendment were approved by City Council.

## 1.2 PROJECT

The proposed development is for a two-tower, shared podium rental residential development. Tower 1 (East) is proposed to be 30 storeys with approximately 292 units and a total of 271,430 square feet of Gross Floor Area (GFA). Tower 2 (West) will be 27 storeys, 262 units, and 277,425 square feet of GFA. The development structure is a shared 3-storey parking podium with roof-top amenity space, including a Level 4 Podium Pavilion. The main entrances for both towers would face Woodridge Crescent.

This project features a direct connection to the adjacent OC Transpo Station (future LRT station), among other considerations given to the projects location.



## 2.0 SITE & CONTEXT

### 2.1 SITE

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

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

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

The following presents the site statistics.

- [ Site Area: 6,743 m<sup>2</sup>
- [ Site Frontage: 90 m (Woodridge Crescent)
- [ Site Depth: irregular

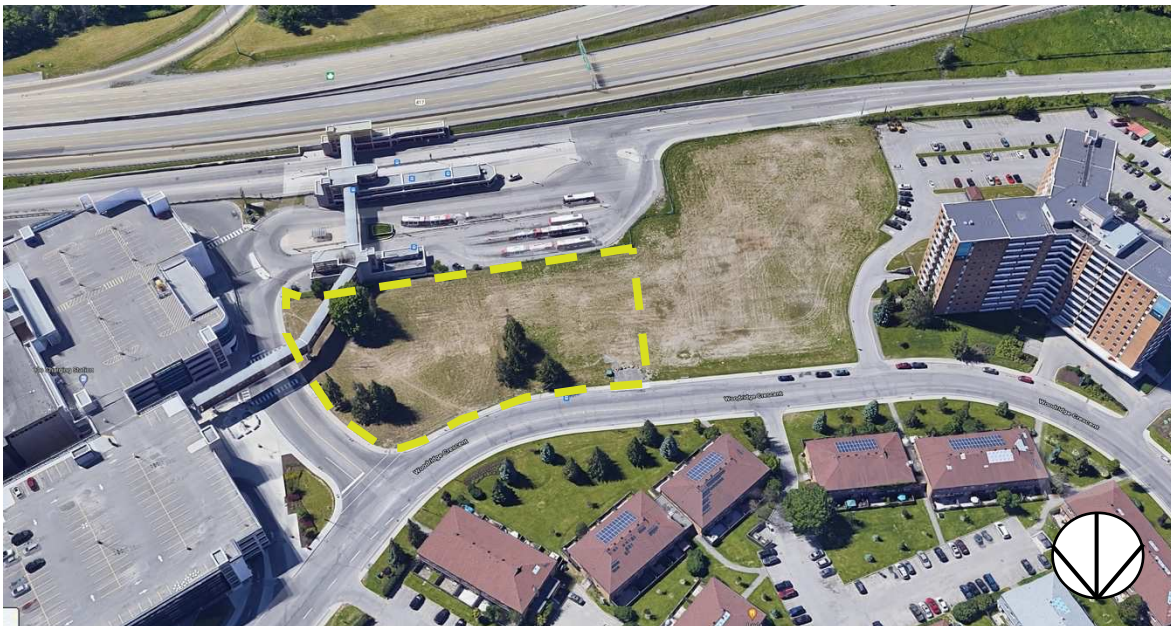


Figure 1: Aerial close view of Subject Site

## 2.2 CONTEXT

The proposed development is adjacent to the Bayshore-Accora community, in Ward 7 (Bay). This community contains a mix of uses and is roughly bounded by Holly Acres Road (west), Carling Avenue (north), Highway 417 (south), and Bayshore Drive (east). This community's main identifiers are the Bayshore Shopping Centre, the medium and high-rise apartment buildings which are visible from Highway 417, and lastly, Accora Village. The latter is a collection of two-storey medium density townhome rentals that make up most of the land area of the Bayshore-Belltown neighbourhood.

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

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

### 2.2.1 *Pedestrian Network*

Richmond Road, a four-lane arterial road, has a sidewalk on the north side. Holly Acres Road, Carling Avenue, and Bayshore Drive, are all four-lane arterial roads and contain sidewalks on both sides of the street. Lastly, Woodridge Crescent, a collector, contains sidewalks on both sides of the street, has pedestrian crossings both existing and planned, is a two-lane road with some on-street parking available. The following image depicts the existing pedestrian infrastructure. Pedestrian crossings (PXOs), which are not crossings otherwise found at intersections, are also identified on this plan, both existing and proposed.

### 2.2.2 *Transit Network*

Along Woodridge Crescent, the transit route is no. 85 which provides all-day service between Bayshore Station and Terrasses de la Chaudière in Gatineau, operating every 15-minutes during peak periods. On weekends, service is reduced to between 15- and 30-minutes. The nearest eastbound bus stop serving Route #85 is located along the frontage of the proposed development, while the nearest westbound bus stop is located approximately 300 metres west of the site. The eastbound bus stop provides amenities including a route map, schedule and bench.

The development abuts the Bayshore Rapid Transit Station, a major bus rapid transit station that provides access to the City-wide rapid transit network with direct connections to the Light Rail Transit (LRT) terminus at Tunney's Pasture Station. The Bayshore Station is planned to be upgraded as part of the Stage 2 LRT project which include expansion of

the LRT system to Moodie Drive, with Bayshore Station becoming a major LRT station targeted to open by 2025.

The following is an extract of the routes near the site.



Figure 2: Extract of OC Transpo Transit Map

### 3.0 BACKGROUND

Ivanhoe Cambridge and KingSett Capital have already been engaged with the City of Ottawa on the overall development of this site and the dynamic relationship with the existing and future configuration of Bayshore Station. These discussions took place prior to the application submissions in 2019 and have resulted in transfer of land, proposed easements, and an agreement for the proposed above-grade pedestrian bridge connection from the project into the station itself.

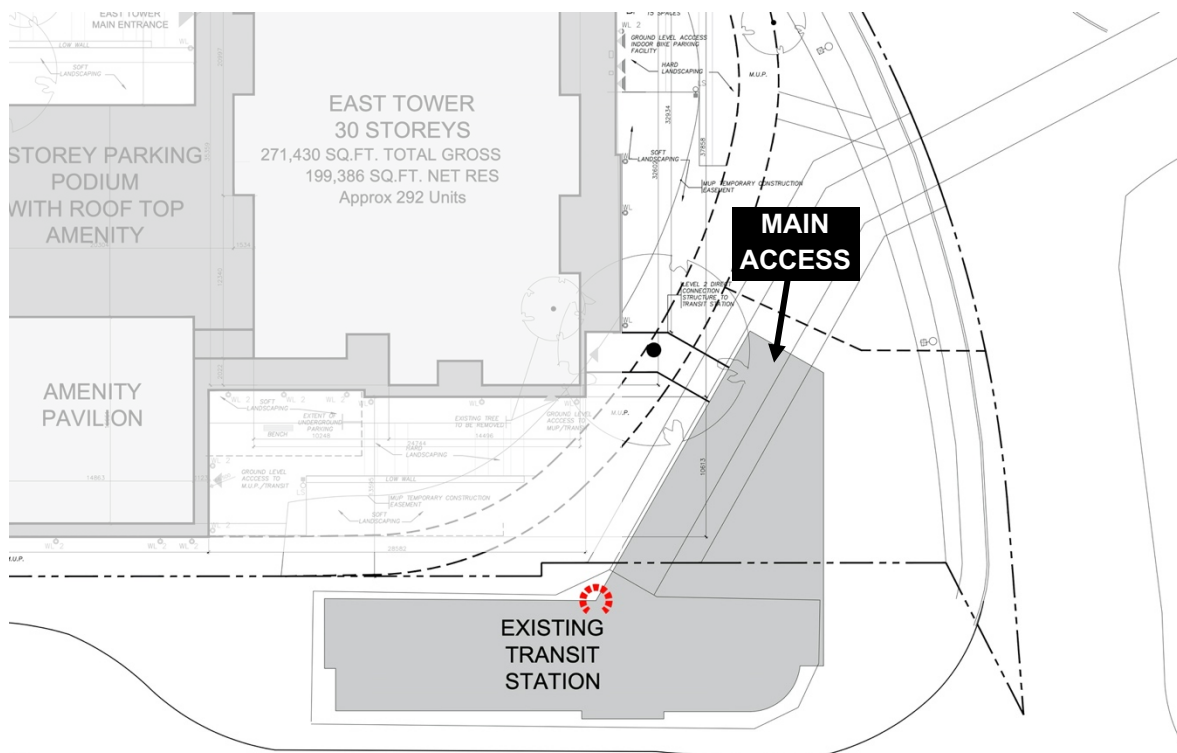


Figure 3: Plan identifying main pedestrian access

The location of the main pedestrian entrance of the new station building was identified at these early discussions as being at the north corner of the station. This is the driving factor as to why OC transpo and the City of Ottawa identified the location of the multi-use pathway as extending from the existing Woodridge Crescent sidewalk, through the east edge of the site, to bring pedestrians to the front door of the station. It was identified as the shortest route between the pedestrian sidewalk and the station.

As a result of these early discussions, there is a certainty in the proposed station design and the proposed development design that ensures the two structures along with the bridge link can and will function effectively.

## 4.0 LRT DETAILS – BAYSHORE STATION

The City of Ottawa has provided details with regards to the Bayshore Station in order to facilitate coordinated development where all significant elements or impactful elements have been reviewed in conjunction with the proposed development. The following is a review of the Bayshore details of note important to this project and this site.

### 4.1 REMOVALS PLAN

It is confirmed and acknowledged that the existing fences and curbs along the south abutting property line will be removed. The three existing trees closest to the east and south property lines are also required to be removed.

### 4.2 PROPOSED STATION IMPROVEMENTS

The proposed station improvements include a new station that will feature the main pedestrian entrance at the north east as shown on the plan below. This will have a pedestrian connection to the multi-use pathway.

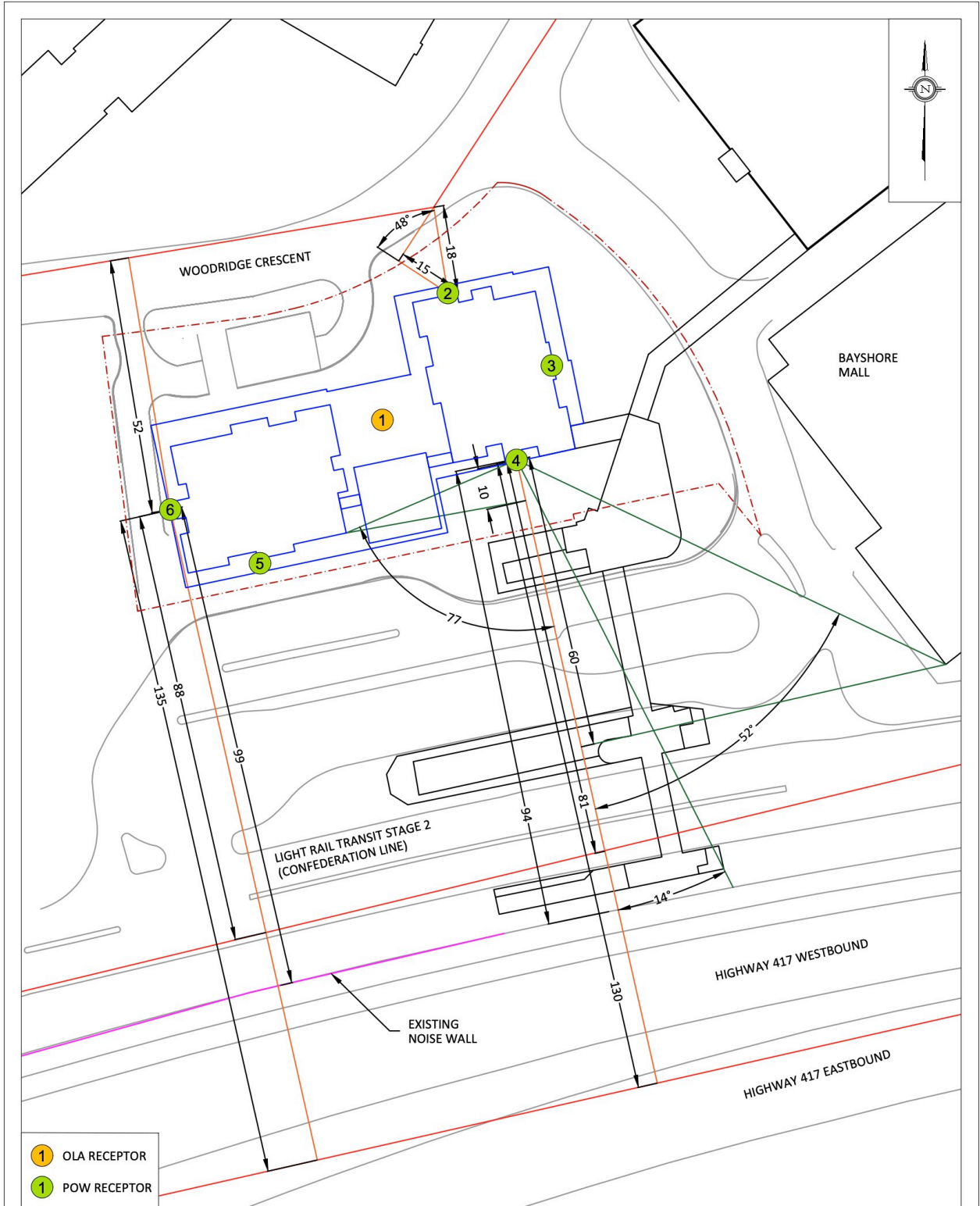
To the south of the subject site and west of the transit station there are proposed to be 4 bus laybys in the first 11 metres of the station area with an additional 2 laybys on the south side of the concrete curb.

The proposed light rail track is further south of this. The map on the following page details the location of the approximate centreline in relation to the proposed development. The distance between the south property line of the subject site and the approximate centreline of the LRT track is 60 m.

Due to the proximity to the proposed centreline of the Light Rail track identified above and the direct physical connection to the proposed Bayshore station via a third level pedestrian bridge, a review of potential impacts has been reviewed from a geotechnical perspective and a vibration monitoring perspective. The following includes the review from Golders who prepared the Geotechnical Report as well as a review from Gradient Wind who prepared the Noise and Vibration Study.



Figure 4: Plan identifying distance between subject property and approximate centreline of the Confederation West rail line



<b>GRADIENTWIND</b> ENGINEERS & SCIENTISTS 127 WALGREEN ROAD, OTTAWA, ON 613 836 0934 • GRADIENTWIND.COM	PROJECT 100 BAYSHORE DRIVE, OTTAWA TRANSPORTATION NOISE AND VIBRATION ASSESSMENT		DESCRIPTION FIGURE 4: RECEPTOR 2, 4 AND 6 STAMSON INPUT PARAMETERS
	SCALE 1:1000 (APPROX)	DRAWING NO. GW19-225-4	
	DATE APRIL 15, 2021	DRAWN BY G.G.	

Figure 5: Plan prepared by Gradient Wind which also identifies the building proposed in relation to the Bayshore Station infrastructure

## 5.0 GEOTECHNICAL MONITORING

The following review has been prepared by Golders and includes vibration monitoring, and a vibration monitoring plan:

### 5.1 VIBRATION MONITORING

#### 5.1.1 Scope

Pursuant to Section 5.10 of the Geotechnical Investigation Report (Golder Report No. 19134931-3000 dated March 2021) for this project, vibration monitoring is required for nearby Bayshore LRT Station which is sensitive to vibrations during construction activities, or which may be affected by construction activities (e.g., excavation and dewatering).

#### 5.1.2 Vibration Monitoring

Construction activities shall be controlled to limit the peak particle velocities at the adjacent LRT Station such that vibration induced damage will be avoided.

The following table defines the frequency dependent peak vibration limits for **all construction activities** (activities including piling, excavating and compacting are particularly vibration-inducive).

<u>Frequency Range (Hz)</u>	<u>Vibration Limits (mm/sec)</u>
< 10	5
10 to 40	5 to 45 (sliding log scale)
> 40	45

Vibration monitoring points shall be established as required and shall be monitored and maintained on a regular basis over the entire construction duration. The monitoring equipment should be placed at the south boundary of the site, adjacent to the Bayshore LRT Station.

The monitoring plan shall clearly identify all monitoring points and vibration monitoring equipment to be used. The monitoring shall include but not be limited to ground vibration and peak sound pressure level.

The vibration monitoring shall be conducted by a specialist sub-contractor with a minimum of 5 years of experience carrying out vibration monitoring and vibration studies.

All instrumentation shall have been calibrated annually and be capable of measuring and



recording frequencies in three mutually perpendicular directions. A calibrations certificate shall be included as part of the Monitoring Plan.

Vibration intensive construction activities (e.g., piling, excavation, compaction, etc.) shall commence at the farthest points of work from the LRT Station to assess the ground vibration attenuation characteristics and to confirm the anticipated ground vibration levels based on the Contractor's proposal.

If the vibration monitoring demonstrates that construction activities are resulting in vibrations that exceed the aforementioned vibration limits, the Contractor shall be required to stop and immediately adjust their operation including the use of different equipment until the construction vibrations are below the specified vibration limits.

Vibration equipment/instrumentation:

- [ Vibration monitoring shall be carried out with an InstanTel Minimate Plus seismograph, or an approved equivalent, capable of monitoring on a continuous basis and providing peak levels at regular intervals (no greater than 5 minutes), as well as, full waveform data.
- [ The vibration monitoring equipment shall be capable of measuring vibration intensities up to 254 mm/s at a frequency response of 2 to 250 Hz.
- [ The vibration monitor shall be equipped with a real time warning system consisting of either a red flashing light or an air horn alert when the threshold value is reached.

## 5.2 VIBRATION MONITORING PLAN

At least two weeks in advance of construction, the Contractor shall submit to the Contract Administrator a detailed Vibration Monitoring Plan. This shall include:

- [ A detailed pre-construction survey of structures in areas where vibration monitoring is required. Any existing interior/exterior structural deficiencies (such as cracks) in the structures shall be identified during this pre-construction survey as well as the methodology for how these will be monitored during construction.
- [ A description of the scope of the monitoring program and the methodology required to meet the plans objectives.
- [ Locations of vibration monitoring
- [ Vibration monitoring equipment that will be used.
- [ Vibration specialist that will be used.

- [ Methodology confirming placement of vibration monitors relative to the construction (i.e., monitors which are relocated to follow current construction activities or the use of more monitors which do not need to be moved as often).
- [ Frequency of vibration readings.

Included in the Vibration Monitoring Plan shall be the Contractor's Contingency Plan which provides the mitigation and response plan for potential exceedances of the Review Limit assigned for the Vibration Limits specified. The Contingency plan shall include how the Contractor will first address the exceedance (such as immediately stopping all vibration inducing work and increasing monitoring frequency) and then how they will alter their construction methodology to ensure that no further vibration beyond the limit occurs.

Once the plan has been implemented, the Contractor shall provide weekly monitoring Reports detailing vibration readings. Reports shall be provided immediately if limits are exceeded. Information required to be required in the Monitoring Reports shall include:

- [ A written description of the monitoring activities completed that week.
- [ The date(s) and time(s) of all monitoring activities carried out.
- [ Changes to vibration monitoring locations to reflect construction progress.
- [ A statement indicating that the results of the monitoring show that the risks of vibration of LRT Station are within acceptable tolerances and construction practices as established on site can continue.

## 6.0 VIBRATION ASSESSMENT

The following material has been extracted from the Transportation Noise and Vibration Assessment prepared by Gradient Wind, dated April 28 2021. All items below are intended to be read as part of the complete study prepared by Gradient Wind. They are only extracted and presented below for informational purposes having regard to the scope of the Level 1 LRT Proximity Study.

### 6.1 "THEORETICAL GROUND VIBRATION PREDICTION PROCEDURE

Potential vibration impacts of the trains were predicted using the Federal Transit Authority's (FTA) Transit Noise and Vibration Impact Assessment<sup>11</sup> protocol. The FTA general vibration assessment is based on an upper bound generic set of curves that show vibration level attenuation with distance. These curves, illustrated in the figure on the following page, are based on ground vibration measurements at various transit systems throughout North America. Vibration levels at points of reception are adjusted by various factors to incorporate known characteristics of the system being analyzed, such as operating speed of vehicle, conditions of the track, construction of the track and geology, as well as the structural type of the impacted building structures. The vibration impact on the building was determined using a set of curves for LRT at a speed of 50 mph. Adjustment factors were considered based on the following information:

- [ The maximum operating speed of the light rail assumed to be 43 mph (70 km/h) at peak. This is considered to be conservative as the trains would be starting and stopping in and out of the station.
- [ The offset distance between the development and the closest track is 61 m
- [ The vehicles are assumed to have soft primary suspensions
- [ Tracks are not welded, though in otherwise good condition
- [ Soil conditions do not efficiently propagate vibrations
- [ The building's foundation coupling is large masonry on piles "

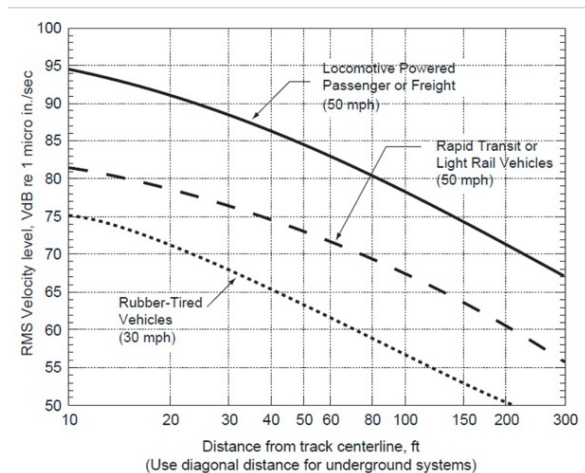


Figure 1: FTA Generalized Curves of Vibration Levels Versus Distance (Adopted from Figure 10-1, FTA Transit Noise and Vibration Impact)

## 6.2 "GROUND VIBRATIONS AND GROUND-BORNE NOISE LEVELS

Estimated vibration levels at the foundation nearest to the O-Train LRT are expected to be 0.012 mm/s RMS (54 dBV), based on the FTA protocol and an offset distance of 61 m to the nearest track centerline. Details of the calculation are provided in Appendix B. Since predicted vibration levels do not exceed the criterion of 0.10 mm/s RMS at the foundation, concerns due to vibration impacts on the site are not expected. As vibration levels are acceptable, correspondingly, regenerated noise levels are also expected to be acceptable."

## 6.3 "CONCLUSIONS AND RECOMMENDATIONS

..."In addition, the Rail Construction Program Office recommends that the warning clause identified below to be included in all agreements of purchase and sale and lease agreements for the proposed development including those prepared prior to the registration of the Site Plan Agreement:

*"The Owner hereby acknowledges and agrees:*

- i) *The proximity of the proposed development of the lands described in Schedule "A" hereto (the "Lands") to the City's existing and future transit operations, may result in noise, vibration, electromagnetic interferences, stray current transmissions, smoke and particulate matter (collectively referred to as "Interferences") to the development;*
- ii) *It has been advised by the City to apply reasonable attenuation measures with respect to the level of the Interferences on and within the Lands and the proposed development; and*
- iii) *The Owner acknowledges and agrees all agreements of purchase and sale and lease agreements, and all information on all plans and documents used for marketing purposes, for the whole or any part of the subject lands, shall contain the following clauses which shall also be incorporated in all transfer/deeds and leases from the Owner so that the clauses shall be covenants running with the lands for the benefit of the owner of the adjacent road:*

*'The Transferee/Lessee for himself, his heirs, executors, administrators, successors and assigns acknowledges being advised that a public transit light-rail rapid transit system (LRT) is proposed to be located in proximity to the subject lands, and the construction, operation and maintenance of the LRT may result in environmental impacts including, but not limited to noise, vibration, electromagnetic interferences, stray current transmissions, smoke and particulate matter (collectively referred to as the Interferences) to the subject lands. The Transferee/Lessee acknowledges and agrees that despite the inclusion of noise control features within the subject lands, Interferences*

*may continue to be of concern, occasionally interfering with some activities of the occupants on the subject lands.*

*The Transferee covenants with the Transferor and the Lessee covenants with the Lessor that the above clauses verbatim shall be included in all subsequent lease agreements, agreements of purchase and sale and deeds conveying the lands described herein, which covenants shall run with the lands and are for the benefit of the owner of the adjacent road.’’*

“Estimated vibration levels at the foundation nearest to the O-Train LRT are expected to be 0.012 mm/s RMS (54 dBV), based on the FTA protocol and an offset distance of 61 m to the nearest track centerline. Details of the calculation are provided in Appendix B. Since predicted vibration levels do not exceed the criterion of 0.10 mm/s RMS at the foundation, concerns due to vibration impacts on the site are not expected. As vibration levels are acceptable, correspondingly, regenerated noise levels are also expected to be acceptable.”

## 7.0 LEVEL 1 PROXIMITY STUDY REQUIREMENTS

The following outlines the requirements for level 1 projects with regards to the identified and scoped proximity study:

- 1 | A site plan of the development with the centreline or reference line of the Confederation Line structure and/or right-of-way located and the relevant distances between the Confederation Line and developer's structure shown clearly;

The submitted Site Plan identifies the location of the proposed Bayshore Station in reference to the proposed development. Further, an extracted plan from the Gradient Wind study was also provided and identified the distance from the building to the approximate centreline of the confederation west line. Referenced below is also a preliminary identification of the location of the Level 2 pedestrian bridge connection and where it would connect with the transit station. Approximate location of knockout panel is noted.

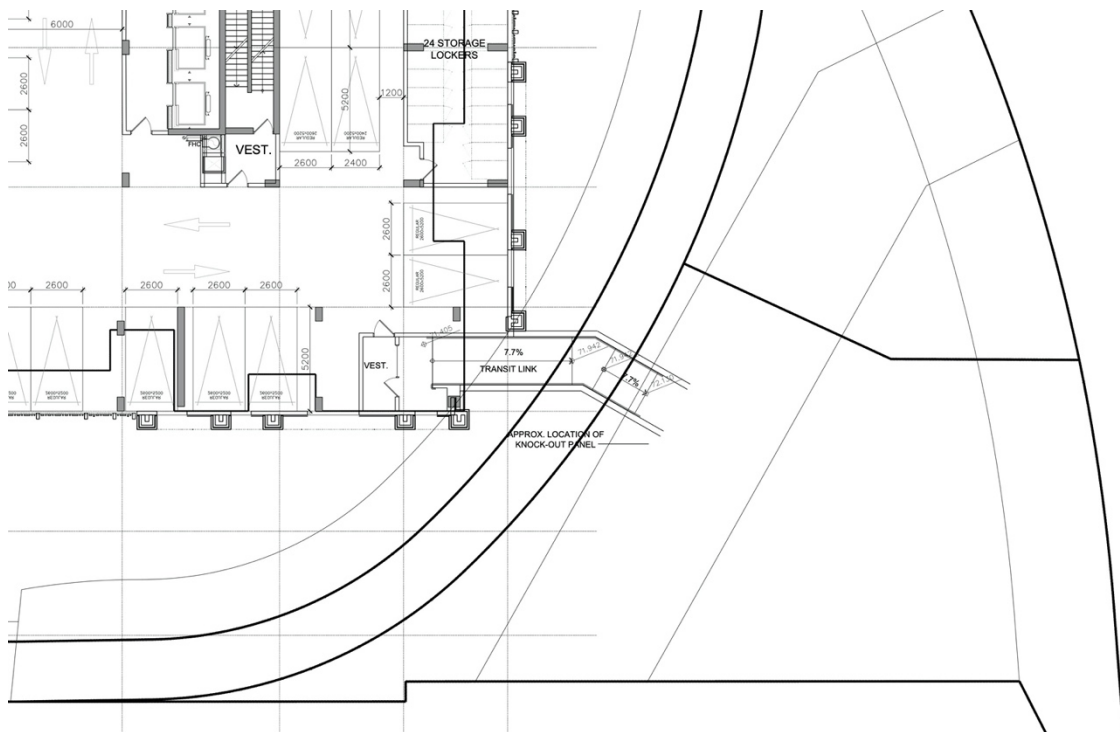


Figure 6: Extract of level 2 floor plan showing proposed transit link

**2** | Plan and cross-sections of the development locating the Confederation Line structure/right-of-way and founding elevations relative to the development, including any underground storage tanks and associated piping;

A cross-section of the development locating the Bayshore Station structure will be provided following first round of comment and response with the City of Ottawa when internal building details have become more certain and a CAD drawing of the proposed Bayshore Station can be incorporated into the model for accuracy.

**3** | A geotechnical investigation report showing up-to-date geotechnical conditions at the site of the development. The geotechnical investigation shall be prepared in accordance with the Geotechnical Investigation and Reporting Guidelines for Development Applications in the City;

A Geotechnical Report has been prepared by Golders and submitted with this Site Plan Control application.

**4** | Structural, foundation, excavation, and shoring drawings; and

Structural, foundation, excavation and shoring drawings will be provided prior to the Site Plan Agreement. No negative impacts are anticipated on the proposed LRT station or rail line due to the proposed building location, foundation details, or construction activities.

**5** | Acknowledgement that the potential for noise, vibration, electro-magnetic interference and stray current from Confederation Line operations have been considered in the design of the project, and appropriate mitigation measures applied.

As per the submitted Noise and Vibration Study as well as the Geotechnical Review, these considerations have been reviewed in the design of the project.

## 8.0 CONCLUSION

Based on the review of the context, proposed development, along with input from Golders and Gradient Wind on the matter of geotechnical conditions and vibration levels, there is no negative impact on the Confederation West line or Bayshore Station expected as a result of this development either during construction or following.

Please contact the author of this report for further details and information that may be required.



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A handwritten signature in black ink, appearing to be 'CMQ', is positioned below the contact information.

