

**Subject: Official Plan Amendment and Zoning By-law Amendment – 70 and 80
Woodridge Crescent**

File Number: ACS2024-PDB-PS-0058

**Report to Planning and Housing Committee on 3 July 2024
and Council 10 July 2024**

**Submitted on June 20, 2024 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

Contact Person: Kimberley Baldwin, Planner, Development Review West

613-580-2424 ext.23032, Kimberley.Baldwin@ottawa.ca

Ward: Bay (7)

**Objet : Modification du Plan officiel et modification du Règlement de zonage
– 70 et 80, croissant Woodridge**

Dossier : ACS2024-PDB-PS-0058

Rapport au Comité de la planification et du logement

le 3 juillet 2024

et au Conseil le 10 juillet 2024

**Soumis le 20 juin 2024 par Derrick Moodie, Directeur, Services de la planification,
Direction générale des services de la planification, de l'aménagement et du
bâtiment**

**Personne ressource : Kimberley Baldwin, Urbaniste, Examen des demandes
d'aménagement ouest**

613-580-2424 ext.23032, Kimberley.Baldwin@ottawa.ca

Quartier : Baie (7)

REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to the Official Plan for 70 and 80 Woodridge Crescent, as shown in Document 1, to permit high-rise mixed-use development with a maximum height of 40 storeys and public realm improvements as detailed in Document 2.
2. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 70 and 80 Woodridge Crescent, as shown in Document 1, to permit high-rise mixed-use development with a maximum height of 40 storeys as detailed in Document 3.
3. That Planning and Housing Committee recommend Council approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of July 10, 2024, subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil municipal d'approuver la modification à apporter au Plan officiel pour le 70 et le 80, croissant Woodridge, représentés dans la pièce 1, afin d'autoriser l'aménagement de bâtiments polyvalents de grande hauteur, d'au plus 40 étages, et d'apporter des améliorations au domaine public selon les modalités précisées dans la pièce 2.
2. Que le Comité de la planification et du logement recommande au Conseil municipal d'approuver la modification à apporter au *Règlement de zonage* (n° 2008-250) pour le 70 et le 80, croissant Woodridge, représentés dans la pièce 1, afin d'autoriser l'aménagement de bâtiments polyvalents de grande hauteur et d'au plus 40 étages selon les modalités précisées dans la pièce 3.
3. Que le Comité de la planification et du logement recommande au Conseil municipal d'approuver l'intégration de la section Détails de la consultation du rapport dans la « brève explication » du Résumé des mémoires déposés par écrit et de vive voix, à rédiger par le Bureau du greffe municipal et à soumettre au Conseil municipal dans le rapport intitulé « Résumé des

mémoires déposés par écrit et de vive voix par le public sur les questions assujetties aux "explications obligatoires" de la *Loi sur l'aménagement du territoire* à la réunion tenue par le Conseil municipal le 10 juillet 2024 », sous réserve des mémoires qui seront déposés entre la publication de ce rapport et la date à laquelle le Conseil municipal rendra sa décision.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Official Plan Amendment and Zoning By-law Amendment for 70 and 80 Woodridge Crescent to permit high-rise mixed-use development up to 40 storeys, and to require a new park or publicly accessible open space. Additionally, new public accesses and active transportation routes will be incorporated on site to enhance connectivity between Accora Village, the Bayshore Transit station, and the active transportation network.

The applicant has requested an Official Plan Amendment to add a new subsection to Area-Specific Policy 10 to increase the maximum permitted height to 40 storeys, to permit a reduced minimum lot coverage and to require public realm improvements, including but not limited to a new park or publicly accessible open space, a Multi-Use Pathway and public access easements, as detailed in Document 2.

The applicant has also requested a Zoning By-law Amendment to rezone the site from a Residential Fifth Density to a General Mixed-Use Zone, as detailed in Document 3. The proposed amendment seeks to increase the permitted height from 12 to 40 storeys and to provide site-specific provisions related to setbacks, stepbacks, balcony projections, minimum building height, tower floorplate, bicycle parking, loading space locations and lot coverage. A holding symbol is also proposed to ensure the public realm improvements are executed through the site plan control process, to the satisfaction of the City.

RÉSUMÉ

Recommandations du personnel

Le personnel des Services de planification recommande d'approuver la modification du Plan officiel et la modification du *Règlement de zonage* pour le 70 et le 80, croissant Woodridge afin d'autoriser l'aménagement de bâtiments polyvalents de grande hauteur et d'au plus 40 étages et d'obliger à aménager un nouveau parc ou un nouvel espace ouvert accessible au public. En outre, les nouveaux moyens d'accès public et les nouveaux circuits de transport actif seront intégrés sur le site pour améliorer la

connectivité entre le village d'Accora, la station de transport en commun Bayshore et le réseau de transport actif.

Le requérant a demandé d'apporter une modification au Plan officiel afin d'ajouter un nouveau paragraphe dans la politique sectorielle 10 pour accroître la hauteur maximum autorisée et la porter à 40 étages, pour autoriser une couverture minimum réduite du lot et pour obliger à apporter des améliorations au domaine public, dont un nouveau parc ou un nouvel espace ouvert accessible au public, un sentier polyvalent et des servitudes d'accès public selon les modalités précisées dans la pièce 2.

Le requérant a aussi demandé d'apporter une modification au *Règlement de zonage* afin de rezoner le site pour passer de la zone résidentielle de densité 5 à la zone d'utilisations polyvalentes générale selon les modalités précisées dans la pièce 3. La modification proposée vise à augmenter la hauteur autorisée pour la porter de 12 à 40 étages et à prévoir des dispositions propres au site relativement aux marges de retrait, aux marges de recul, aux balcons en saillie, à la hauteur maximum des bâtiments, à la superficie au sol des tours, au stationnement des vélos, aux places de chargement et à la couverture du lot. On propose aussi de prévoir le symbole de l'aménagement différé pour s'assurer que les améliorations à apporter au domaine public le sont à la satisfaction de la Ville dans le processus de réglementation du plan d'implantation.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

70 and 80 Woodridge Crescent

Owner

Ferguslea Properties Limited

Applicant

Fotenn Planning and Design, Tyler Yakichuk

Architect

BBB Architects Ottawa Inc.

Description of site and surroundings

The subject lands, known municipally as 70 and 80 Woodridge Crescent, are located on the south side of Woodridge Crescent, west of Bayshore Shopping Centre, directly north of Highway 417 and the Bayshore Transit Station in Bay Ward (Ward 7). The subject site is part of a broader land holding known as Accora Village, which is comprised of a mix of townhouses and low- to high-rise development. The subject site, located in the easternmost section of the land holdings, is approximately 8940 square metres in size, and is currently undeveloped. Directly east of the site, 60 Woodridge Crescent has been approved for a residential development consisting of two towers of 27 and 30 storeys. The surrounding neighbourhood also includes a park and two schools.

Summary of proposed development

The proposed development is for two mixed-use towers of 40 and 37 storeys, a minimum 1500 square metres of publicly accessible open space, Multi-Use Pathway and public easements. The buildings propose to include between 511 and 584 units dispersed between the two towers, with commercial uses contemplated at the base of each tower.

Summary of requested Official Plan amendment

The requested Official Plan Amendment is to permit a maximum height of 40 storeys on the subject site without the need for a Secondary Planning process, to permit a reduced minimum lot coverage of 30 per cent, and to require a minimum 1500 square metres of publicly accessible open space, a Multi-Use Pathway along the south perimeter of the site and public access easements to enhance connectivity throughout the site to the rapid transit station and surrounding neighbourhood, as detailed in Document 2.

Summary of requested Zoning By-law amendment

The requested Zoning By-law Amendment is to rezone the site from R5A[1923]H(34) (Residential Fifth Density, Subzone A, Urban Exception 1923, Maximum Building Height 34 metres) to GM[XXXX] H(127)-h (General Mixed Use Zone, Urban Exception XXXX, Maximum Building Height 127 metres, with a holding symbol), as detailed in Document 3.

The current zoning applicable to the site limits non-residential uses and does not permit height more than 34 metres (approximately 12 storeys). Urban Exception 1923 pertains to previous use of the site as a parking lot and snow disposal facility, which is no longer applicable, as well as density provisions related to 98 Woodridge Crescent.

The proposed GM zone will permit a wide range of residential and non-residential uses and a maximum height of 127 metres (approximately 40 storeys). Site-specific exceptions are also proposed to address setbacks, stepbacks, balcony projections, minimum building height, tower floorplate, bicycle parking, loading space locations and lot coverage.

A holding symbol is also proposed to ensure the public realm improvements are executed through the site plan control process, including the provision of publicly accessible open space, Multi-Use Pathways, and other publicly accessible connections connecting Woodridge Crescent to the Transitway station. In order to lift the holding symbol, it must be demonstrated that wind conditions on the public realm spaces are suitable for their intended use.

DISCUSSION

Public consultation

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. A public information session was hosted by the Ward Councillor on March 20, 2024. Two submissions were received with concerns related to tower separation, increased traffic, and school capacity.

For this proposal's consultation details, see Document 4 of this report.

Official Plan designation(s)

In Volume 1 of the Official Plan, the subject site is located within the Outer Urban Transect (Schedule A), designated as a Hub (Schedule B3) within an Evolving Neighbourhood Overlay, within the Bayshore Protected Major Transit Station Area (PMTSA) as per Schedule C1.

In Volume 2C of the Official Plan, the site is subject to the Bayshore Shopping Centre and Accora Village Community Area-Specific Policy.

The Outer Urban Transect area is generally characterized by an established pattern of suburban built form. Over the medium- to long-term, this area will evolve toward a 15-minute neighbourhood model with higher density housing, parks, schools, services, and enhanced mobility options that prioritize active transportation.

For Hubs within the Outer Urban Transect, a mix of uses with heights up to 40 storeys is permitted and parking may be reduced or eliminated. The public realm is to be of a high quality and shall prioritize the needs of pedestrians, cyclists and transit users through

the establishment of safe, direct and easy-to-follow public routes between transit stations and new development.

Development within a Protected Major Transit Station Area (PMTSA), and within a 300-metre radius or 400-metre walking distance of an existing or planned rapid transit station, is required to have a minimum building height of four storeys and a minimum lot coverage of 70 per cent. A range of mid- and high-density housing are permitted, as well as a mix of non-residential uses, including employment, commercial services and institutional uses. Low-density employment uses such as warehouses, gas stations and drive-through establishments are prohibited in a PMTSA.

Section 12.3 of the Official Plan establishes direction for the content required for Area-Specific Policies. A request to create an area-specific policy must be supported by a plan demonstrating the proposed type and scale of a development, location of parks, circulation access points for all modes of transportation and any other matters deemed appropriate by the City.

The site is located within the area subject to the Bayshore Shopping Centre and Accora Village Community Area-Specific Policy as per Volume 2C of the Official Plan. Policy 10.1 limits development to a maximum of 12 storeys until a secondary planning process is undertaken for the area.

Other applicable policies and guidelines

As a site within proximity to a rapid transit station, the Transit-Oriented Development Guidelines are applicable. These guidelines are applicable to development within 600 metres of a planned or existing rapid transit station and provide direction on built form, separation and compatibility, and the public realm, among others.

The Urban Design Guidelines for High-rise Buildings are also applicable. The objective of these guidelines is to address compatibility and relationship to their existing or planned context, to create human-scaled pedestrian friendly streets and attractive public spaces for liveable communities, and to integrate on-site utilities, parking and services into the design of the building and the site.

Urban Design Review Panel

The property is within a Design Priority Area in Schedule C7-A of the Official Plan. The Official Plan Amendment and Zoning By-law Amendment applications were subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting on October 6, 2023, which was open to the public.

The panel's recommendations from the formal review of the Zoning By-law Amendment application are available online through the City of Ottawa's website [here](#). The panel expressed appreciation for the public realm and landscape spaces of the development, as well as the elegant positioning of the design and the applicant team's approach to the site development.

The panel recommended further review and refinement of the parking garage access, pedestrian connections, and wind impacts, as well as further review of the development by the Urban Design Review Panel (UDRP) during a future stage of the development. As the proposed development is required to go through a Site Plan Control process, these elements of the development will be reviewed by staff and the UDRP at that time.

Planning rationale

Official Plan Amendment

The proposed Official Plan Amendment will support the rapid transit system by providing mixed-use urban development within 400 metres of an existing rapid transitway station and planned light-rail transit rapid transit station (Bayshore Station). Between 511 and 584 dwelling units and commercial space are proposed to be added on site, developing an underutilized parcel of land, and supporting the evolution of 15-minute neighbourhoods by providing housing close to existing services and amenities.

The subject property is designated Hub in the Outer Urban Transect, the urban designation in this transect where mid-to high density uses up to 40 storeys in height are permitted and parking may be reduced or eliminated. The amendment will also require any high-rise development to vary in height to contribute to views and vistas in the city, as recommended in the **Urban Design Guidelines for High-Rise Buildings**. The public realm proposes to be of a high quality, and active transportation connections will be required in order to provide safe, direct and easy-to-follow public routes between the transit station and Woodridge Crescent.

The proposed development is also situated within a Protected Major Transit Station Area (PMTSA) (Bayshore Station) but does not meet the minimum 70 per cent lot coverage required for development within a PMTSA. The proposed amendment will set site-specific minimum 30 per cent lot coverage to permit compact built form while also enhancing the public realm areas by providing high-quality public spaces and active transportation connections on site. The amendment will also ensure that wind conditions on the public realm, including any conveyed parkland, Privately-Owned Public Space, Multi-Use Pathways, and any outdoor amenity space as required by the Zoning By-law, are suitable for their intended use.

The requested amendment also meets the criteria outlined in Section 12.3 in Volume 1 of the Official Plan for amending an Area-Specific Policy. The proposed amendment conforms with the Outer Urban Transect policies with respect to built form. Concept plan and renderings were submitted with the amendment showing the proposed type, scale of the development, description of access points and access points for all modes of transportation and the location of public spaces, as depicted in Document 5 and 6 of this report. The Concept Plans demonstrate how the development will add housing, provide quality public spaces and expand active transportation connections for existing and future residents of this community. Additionally, the plans show how the proposed development will integrate with the scale and size of the surrounding existing and proposed land uses. Immediately west of the subject site is an existing high-rise apartment building and immediately east is a planned 30-storey development.

The requested amendment will increase building height and density on the subject site without precluding the remainder of the lands subject to Area-Specific Policy 10 of Volume 2C to undertake a secondary planning process. Removing this parcel from the secondary planning process requirement is also consistent with the approach that was taken at 60 Woodridge Crescent.

Zoning By-law Amendment

The recommended zoning provisions detail site-specific setbacks, tower stepbacks, heights and maximum number of towers, to ensure that development integrates into the surrounding context.

Specific building setbacks and stepbacks are required to provide adequate transition and spatial separation from the surrounding existing and planned context. Balcony projection provisions are also included to help foster a human-scaled environment around the buildings. Additionally, there are specific setbacks required adjacent to any lot line abutting a park to provide an appropriate built form for the public space. The Ministry of Transportation has also requested a specific setback for any above or below ground structures and any loading spaces abutting Highway 417, which is reflected in the zoning provisions.

The minimum required building height aligns with the minimum building height as required in the Official Plan for development in Protected Major Transit Station Areas (PMTSA).

Two high-rise towers (ten-storeys or higher) are permitted on site, with floorplates limited to 800 square metres. The adjacent site to the east is also limited to two towers with similar sized floorplate provisions.

A minimum bicycle parking rate of one space per dwelling unit is required to promote active transportation use for the future residents.

Loading spaces will not be permitted or be visible abutting any public street or park. Service and loading areas should be internalized and visually screened from streets and parks through site design.

As detailed in the proposed zoning details, all uses on site are prohibited unless the provisions of the Holding Symbol have been met. This serves to limit development on the site to what has been presented through the Official Plan Amendment and Zoning By-law Amendment applications to the satisfaction of the General Manager, Planning, Development and Building Services. The proposed development will be required to provide a publicly accessible open space, a Multi-Use Pathway, and public access easements in strategic locations to improve connectivity across the site and in the neighbourhood. The holding symbol also includes a provision to demonstrate that wind conditions on any public realm spaces are suitable for their intended use.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

The Ward Councillor is aware of the recommendations associated with this report.

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the report recommendation.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

Servicing capacity has not been confirmed. Assessment will be completed at time of site plan and may result in additional site plan conditions.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The proposed development will be required to meet the accessibility criteria as detailed within the Ontario Building Code.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more liveable for all
- A city that is more connected with reliable, safe and accessible mobility options

APPLICATION PROCESS TIMELINE STATUS

These applications (Development Application Numbers: D01-01-22-0004 and D02-02-22-0025) were not processed by the "On Time Decision Date" established for the processing of Official Plan and Zoning By-law amendments due to the complexity of the applications.

SUPPORTING DOCUMENTATION

Document 1 Location Map and Zoning Key Plan

Document 2 Details of Recommended Official Plan By-law Amendment

Document 3 Details of Recommended Zoning By-law Amendment

Document 4 Consultation Details

Document 5 Concept Site Plan and Landscape Plan

Document 6 Concept Renderings

CONCLUSION

The proposed development increases housing choices on a site immediately adjacent to a rapid transit station. Development of the site will also increase publicly accessible open space and enhance active transportation connections through the neighbourhood and to the rapid transit station. The increased building height is appropriate given the proximity to the rapid transit station and the development represents good planning.

DISPOSITION

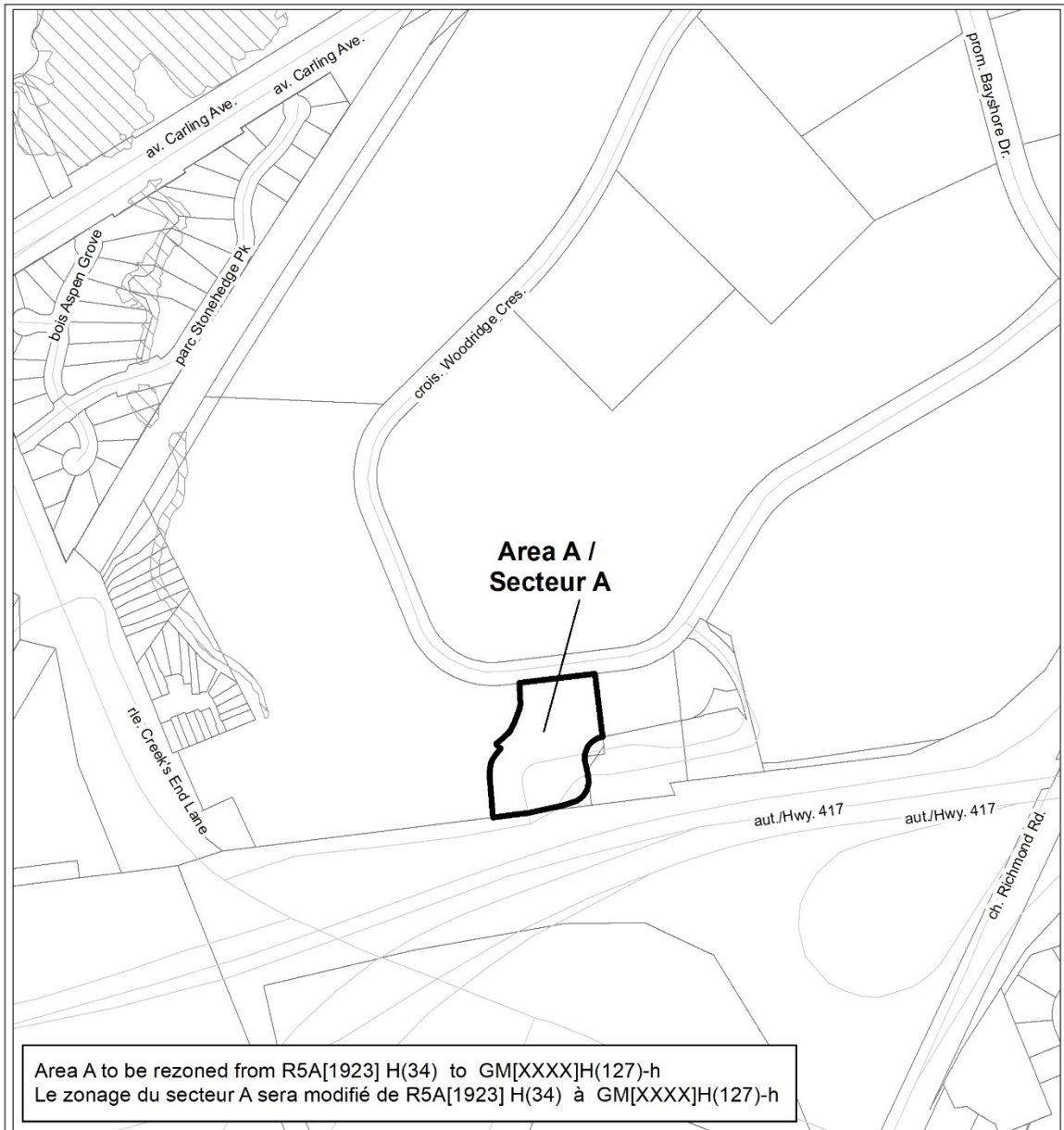
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.





Zoning and Interpretations Unit, Policy Planning Branch, Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Location Map and Zoning Key Plan



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-22-0025	24-0490-X		70, 80 crois Woodridge Cres
I:\CO\2024\Zoning\Woodridge_70_80			
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission THIS IS NOT A PLAN OF SURVEY</small>			
<small>©Les données de parcelles appartient à Teranet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CECI N'EST PAS UN PLAN D'ARPENTAGE</small>			
LANDS AFFECTED PART OF THE ZONING MAP OF BY-LAW NO. 2008-250		 Existing Flood Plain (Section 58) / Plaine inondable (Article 58)	
			

Document 2 – Details of Recommended Official Plan Amendment

**Official Plan Amendment XX to the
Official Plan for the
City of Ottawa**

INDEX

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment XX to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

Purpose

Location

Basis

PART B – THE AMENDMENT

Introduction

Details of Amendment

Implementation and Interpretation

PART C – ANNEXES

PART A – THE PREAMBLE

Purpose

The purpose of this amendment is to add a new Schedule and to amend the Area Specific Policies within Volume 2C of the Official Plan to permit a high-rise mixed-use development at 70 and 80 Woodridge Crescent. The proposed amendment is summarized below:

- 2.1 Add a new Schedule entitled “Area Specific Policy 10.A – 70 and 80 Woodridge Crescent”.
- 2.2 Amend Area Specific Policy 10 – Bayshore Shopping Centre and Accora Village Community by adding a subsection 10.3 to address minimum and maximum building heights, minimum lot coverage, minimum area required for publicly accessible open space and requirements for active transportation connections for 70 and 80 Woodridge Crescent.

Location

The proposed Official Plan Amendment applies to the lands municipally known as 70 and 80 Woodbridge Crescent, as shown in Document 1. The subject lands are located on the south side of Woodridge Crescent, west of Bayshore Shopping Centre, north of Highway 417 and the Bayshore Transit Station in Bay Ward (Ward 7). Immediately abutting the subject lands to the east is 60 Woodridge Crescent, a vacant parcel that has been approved for a high-rise development.

Basis

The amendment to the Official Plan was requested by the applicant to remove the prerequisite for a Secondary Plan on this portion of Ferguslea Properties Ltd’s broader landholdings to permit the development of two high-rise mixed-use buildings of 37 and 40 storeys on the subject site. The proposed development will also include a park, Privately-Owned Public Space (POPS), or combination thereof, as well as pathways for active transportation and for maintenance access to any conveyed publicly owned spaces.

PART B – THE AMENDMENT

1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedule constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details

The City of Ottawa Official Plan, Volume 2C, Area Specific Policies, is hereby amended as follows:

2.3 Volume 2C – Add a new Area-Specific Policy Schedule for “Area Specific Policy 10.A – 70 and 80 Woodridge Crescent”.

2.4 Volume 2C – Area Specific Policy 10 – Bayshore Shopping Centre and Accora Village Community is amended by adding a subsection 10.3, as follows:

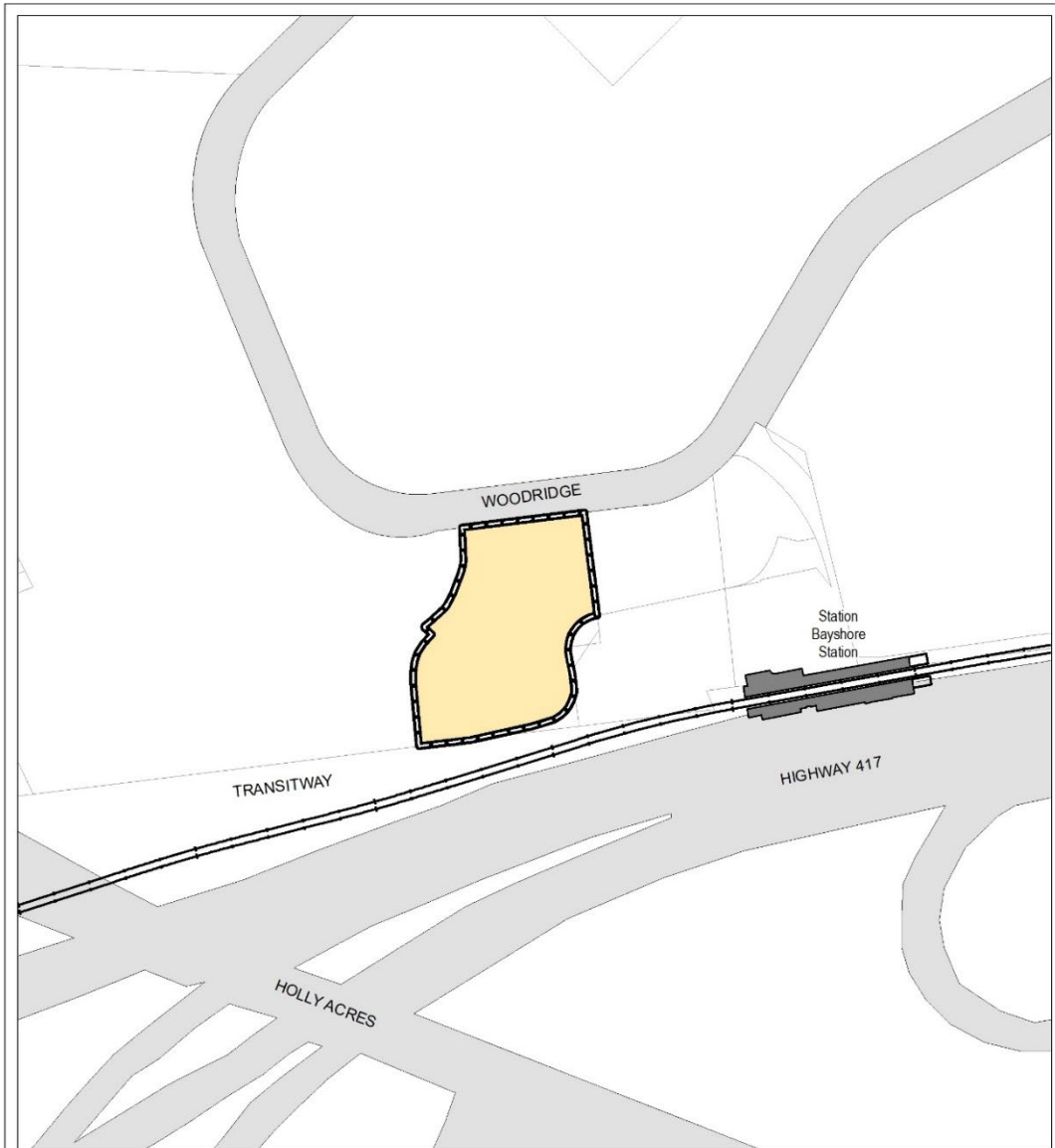
Policy 10.1 does not apply to the lands identified on Area Specific Schedule 10.A – 70 and 80 Woodridge Crescent, and the following policies shall apply:

- a) Taller buildings up to a maximum 40 storeys in height and varying in height are permitted; and,
- b) Notwithstanding Policy 6.1.2.4) a) in Volume 1 of the Official Plan, the minimum building heights and lot coverage requirements are not less than four storeys with a minimum lot coverage of 30 per cent, and shall include the following public realm improvements:
 - i) A minimum 1500 square metres of publicly accessible open space, in the form of a public park, Privately-Owned Publicly Accessible Space (POPS), or combination thereof; and,
 - ii) A Multi-Use Pathway (MUP) along the south side of the property which shall be provided in addition to, and not be credited toward any required parkland dedication or POPS outlined in i) above; and,
 - iii) A convenient, safe and publicly accessible access for pedestrians and for maintenance to any publicly owned land between Woodridge Crescent and the Transitway station; and,
 - iv) Demonstration that wind conditions on the public realm, including any conveyed parkland, Privately-Owned Public Space, Multi-Use Pathways, and any outdoor amenity space as required by the Zoning By-law, are suitable for their intended use.

3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

PART C – ANNEXES



Bayshore Shopping Centre and Accora Village Community
AREA-SPECIFIC POLICY
AREA 10 – VOLUME 2C
Schedule 10.A – 70 and 80 Woodridge Crescent

Centre commercial Bayshore et collectivité du village d'Accora
POLITIQUE PROPRES À UN SECTEUR DONNÉ
ZONE 10 – VOLUME 2C
Annexe 10.A – 70 et 80, croissant Woodridge



0 0.125 0.25 0.5 0.75 1 Kilometers

Planning, Infrastructure and Economic Development Department, Geospatial Analytics, Technology and Solutions
Services de la planification, de l'infrastructure et du développement économique, Analyse géospatiale, technologie et solutions

Document 3 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 70 and 80 Woodridge Crescent:

1. Rezone the lands as shown on Document 1 from R5A[1923] H(34) to “GM[XXXX] H(127)-h”.
2. Add a new exception XXXX to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a) In Column I, Exception Number, add the text “XXXX”
 - b) In Column II, Applicable Zones add the text “GM[XXXX] H(127)-h”
 - c) In Column IV, Prohibited Uses, add the text:
 - i. Drive-through facility
 - ii. Stacked dwelling
 - iii. Townhouse dwelling
 - d) In Column V, Provisions, add the text:
 - i. Minimum front yard setback: 3.5 metres
 - ii. Minimum interior side yard setback abutting a GM zone: 5.0 metres
 - iii. Minimum setback from a property line abutting a park: 5.0 metres
 - iv. Minimum setback for any above or below grade structures and for any loading spaces from a property line abutting Highway 417: 14.0 metres
 - v. Section 187(3)(g) does not apply.
 - vi. Despite Section 77(3)(c), the minimum interior side yard setback for a tower abutting a GM zone: 12.4 metres
 - vii. For any portion of a building above the fourth storey or 15 metres, whichever is less, a building must be setback an additional minimum 2 metres more than a provided setback.
 - viii. Balconies may not project any closer than:
 - a. 6.5 metres from a property line abutting a park.
 - b. 5 metres from a property line abutting Woodridge Crescent.

- ix. Minimum building height: Four storeys and 15 metres.
- x. Maximum number of buildings ten-storeys or higher: Two
- xi. Maximum tower floorplate: 800 square metres
- xii. Minimum bicycle parking: One space per dwelling unit.
- xiii. Loading spaces must be screened from view by an opaque screen with a minimum height of 2.0 metres from any public street, park or privately-owned public space.
- xiv. The Holding Symbol shall not be lifted until a Site Plan Control application is approved, including the execution of an agreement pursuant to Section 41 of the *Planning Act*, to the satisfaction of the General Manager, Planning, Development and Building Services, and will satisfy the following:
 - a. A minimum of 1500 square metres of publicly accessible open space, in the form of a public park, a Privately-Owned Public Space with a registered public access easement, or a combination thereof, and,
 - b. Construction of, or a cash payment contribution toward, a Multi-Use Pathway(s) (MUP), along the south side of the property, which shall be in addition to, and not be credited toward any required parkland dedication or POPS outlined in a. above.
 - c. Construction of, and conveyance of a registered public access easement to provide access for pedestrians and for maintenance to any publicly owned land between Woodridge Crescent and the Transitway station; and,
 - d. Demonstration that wind conditions on the public realm, including any conveyed parkland, Multi-Use Pathways, Privately-Owned Public Space, and outdoor amenity space as required by the Zoning By-law, are suitable for their intended use through the implementation of any required mitigation measures as identified in a Wind Study prepared pursuant to the City of Ottawa Terms of Reference.

Document 4 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan Amendment and Zoning By-law Amendments. A public information session was hosted by the Ward Councillor on March 20, 2024. At the virtual meeting, the applicant team presented the proposal and answered questions from attendees. Attendees asked questions about shadowing, unit mix and affordability, traffic management, stormwater management and sustainable design. The themes covered at the meeting are matters that will be further evaluated during the site plan control process and detailed design.

Two submissions were also received with concerns related to tower separation, increased traffic, and school capacity.

Public Comments and Responses

Comment:

The road is too narrow and there is not enough parking as it is. This makes the streets even more dangerous.

Response

The site is directly adjacent to a rapid transit station. The development proposes to expand the active transportation network, enhancing street safety and providing better connections to transit in the neighbourhood. It is anticipated that these public realm improvements will encourage people will walk, cycle and use transit, relieving pressures on parking.

Comment:

The schools are overflowing as it is with students. With the already over-crowded schools, how is hundreds of more children a good idea? There really is no room to expand safely in the area.

Response:

Ottawa school boards are circulated on development applications to ensure they are made aware of planned development and plan accordingly.

Comment:

Concerned about tower separation between the proposed development and the approved development to the east at 60 Woodridge Crescent.

Response:

The initial submission proposed a setback of the tower from the east property line of 3.729 metres. The subsequent submission addressed this concern and increased the setback to ensure adequate tower separation between the proposed development and the approved development at 60 Woodridge Crescent. The recommended zoning details require a minimum 12.4 metre setback to ensure adequate tower separation.

Document 5 – Concept Site Plan and Landscape Plan



TECHNICAL SITE PLAN
Building Setbacks



LANDSCAPE SITE PLAN
The Gateway to Accora Village



Document 6 – Concept Renderings

