

**2. Official Plan Amendment and Zoning By-law Amendment – Part of 100 Bayshore Drive**

**Modification au Plan officiel et modification au Règlement de zonage – partie du 100, promenade Bayshore**

**Committee recommendations**

That Council approve:

1. an amendment to the Official Plan, Volume 1, Section 3.6.1 - General Urban Area, Policy 17, for part of 100 Bayshore Drive, adding site specific policies, as detailed in Document 2;
2. an amendment to Zoning By-law 2008-250 for part of 100 Bayshore Drive to permit a residential development including two towers with heights up to 30-storeys, as detailed in Document 3; and
3. that the implementing Zoning By-law does not proceed to City Council until such time as the agreement under Section 37 of the *Planning Act* is executed.

**Recommandations du Comité**

Que le Conseil approuve :

1. une modification au Plan officiel, volume 1, section 3.6.1 – Secteur urbain général, politique 17, visant une partie du 100, promenade Bayshore, qui ajouterait des politiques propres à l'emplacement, comme l'expose en détail le document 2;
- 2.. une modification au Règlement de zonage 2008-250 visant une partie du 100, promenade Bayshore, afin de permettre un aménagement résidentiel constitué de deux tours d'une hauteur pouvant atteindre 30 étages, comme l'expose en détail le document 3; et
- 3.. que le règlement de zonage de mise en œuvre ne soit pas soumis à l'examen du Conseil avant la conclusion de l'entente prévue en vertu de l'article 37 de la *Loi sur l'aménagement du territoire*.

Documentation/Documentation

1. Acting Director's report, Planning Services, Planning, Infrastructure and Economic Development Department, dated October 27, 2020 (ACS2020-PIE-PS-0103)

Rapport du Directeur par intérim, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 27 octobre 2020 (ACS2020-PIE- PS-0103)

2. Extract of draft Minutes, Planning Committee, November 10, 2020

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 10 novembre 2020

**Report to  
Rapport au:**

**Planning Committee  
Comité de l'urbanisme  
10 November 2020 / 10 novembre 2020**

**and Council  
et au Conseil  
25 November 2020 / 25 novembre 2020**

**Submitted on 27 October 2020  
Soumis le 27 octobre 2020**

**Submitted by  
Soumis par:  
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**Ward: BAY (7) / BAIE (7)**

**File Number: ACS2020-PIE-PS-0103**

**SUBJECT: Official Plan Amendment and Zoning By-law Amendment – Part of  
100 Bayshore Drive**

**OBJET: Modification au Plan officiel et modification au Règlement de zonage  
– partie du 100, promenade Bayshore**

**REPORT RECOMMENDATIONS**

- 1. That Planning Committee recommend Council**

- a. Approve an amendment to the Official Plan, Volume 1, Section 3.6.1 - General Urban Area, Policy 17, for part of 100 Bayshore Drive, adding site specific policies, as detailed in Document 2; and
  - b. Approve an amendment to Zoning By-law 2008-250 for part of 100 Bayshore Drive to permit a residential development including two towers with heights up to 30-storeys, as detailed in Document 3.
2. That the implementing Zoning By-law does not proceed to City Council until such time as the agreement under Section 37 of the *Planning Act* is executed; and
3. That Planning Committee 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 November 25, 2020", 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 l'urbanisme recommande au Conseil :
  - a. D'approuver une modification au Plan officiel, volume 1, section 3.6.1 – Secteur urbain général, politique 17, visant une partie du 100, promenade Bayshore, qui ajouterait des politiques propres à l'emplacement, comme l'expose en détail le document 2;
  - b. D'approuver une modification au Règlement de zonage 2008-250 visant une partie du 100, promenade Bayshore, afin de permettre un aménagement résidentiel constitué de deux tours d'une hauteur pouvant atteindre 30 étages, comme l'expose en détail le document 3;
2. Que le règlement de zonage de mise en œuvre ne soit pas soumis à l'examen du Conseil avant la conclusion de l'entente prévue en vertu de l'article 37 de la *Loi sur l'aménagement du territoire*;

3. **Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes de la Loi sur l'aménagement du territoire, à la réunion du Conseil municipal prévue le 25 novembre 2020 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.**

## **EXECUTIVE SUMMARY**

### **Staff Recommend Approval**

Planning staff recommend Council approve amendments to the Official Plan and Zoning By-law 2008-250 for part of 100 Bayshore Drive. The amendments will facilitate the permission of two new residential buildings with a mix of approximately 500 residential dwelling units. Proposed building heights increase in height from 30-storeys directly abutting Bayshore Shopping Centre to the east and 27-stories to the west.

The Official Plan amendment (OPA) seeks to amend site-specific Policy 3.6.1.17 of Volume 1 of the Official Plan to permit taller buildings, relieve the requirement to front onto an Arterial Road and secondary planning process. The application also results in site-specific policies for the lands.

The Zoning By-law amendment seeks to rezone the site to increase the maximum permitted height and floor space index (FSI), consider the enclosed rooftop amenity space a permitted projection, permit a limited amount of parking in the front yard, amend the bicycle parking space minimum aisle width, include Section 37 provisions, and add a holding provision related to future commitments through the Site Plan Control application.

### **Applicable Policy**

The site is designated General Urban Area (3.6.1) and Policy 3.6.1.4 states that new taller buildings may be considered for sites that front an Arterial Road and that are within 800 metres walking distance of a rapid transit station. In addition to concentrating density and height near rapid transit, the recommended OPA provides for site-specific policies that ensure appropriate connection to the Rapid Transit Station.

Policy 17 of Section 2.2.2 states that for OPAs to increase building heights, it must be demonstrated that the impacts on the surrounding area have been assessed; the direction in Policy 10 is met (locating taller buildings near transit stations); the requirements of Section 2.5.6 where the proposal involves a high-rise building are met; and a community amenity is provided. Impacts have been assessed, the proposal directly abuts an existing transit station (and future rapid transit station) and a commitment to providing a community amenity has been made.

Additionally, the development places a strong emphasis on active frontages, promoting connectivity through internal pathways between the public street and the Rapid Transit Station. The proposed development is consistent with Policy Sections 2.2.2, 2.5.1 and 4.11 of the Official Plan and represents a good example of developing an under-utilized site that results in intensification and respects the area character and planned function.

Despite the requirement for an OPA to consider the proposed development, staff are of the opinion that the proposal still maintains the overall intent and goals of the Official Plan. The proposal represents appropriate residential intensification within the interior of a stable residential area and provides a built form that is consistent with the Official Plan policies noted above.

### **Public consultation**

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications.

Councillor Kavanagh held an open house on March 10, 2020 to discuss the development with the community. During this meeting, display boards were available for viewing, and the consultant team provided a presentation of the proposal followed by an open question and answer period. Approximately 40 individuals attended. Staff also attended the meeting to field questions on process and next steps. Staff have been available for subsequent online meetings with members of adjacent Community Associations.

Approximately 20 comments were submitted during the application review process. Few comments were submitted in support, with the majority in opposition based on height and density, parking and traffic, sun shadowing and design.

## **RÉSUMÉ**

### **Approbation recommandée par le personnel**

Le personnel chargé d'urbanisme recommande au Conseil d'approuver des modifications au Plan officiel et au Règlement de zonage 2008-250, visant une partie du 100, promenade Bayshore. Ces modifications permettront d'autoriser la construction de deux immeubles résidentiels abritant environ 500 logements de types divers. L'immeuble directement contigu au centre commercial Bayshore à l'est atteindra 30 étages, et celui à l'ouest aura une hauteur de 27 étages.

La modification au Plan officiel (MPO) concerne la politique propre à l'emplacement 3.6.1.17 du volume 1 du Plan officiel. Elle a pour objet de permettre la présence d'immeubles plus haut, d'accorder une dispense de l'exigence de donner sur une artère et du processus de planification secondaire. Cette demande donne également lieu à l'établissement de politiques propres au terrain visé.

La modification au Règlement de zonage vise globalement à attribuer à l'emplacement un zonage permettant d'augmenter la hauteur maximale autorisée et le rapport plancher-sol (RPS), de considérer l'aire d'agrément encloisonnée sur le toit comme une saillie autorisée, de permettre un nombre limité de places de stationnement en cour avant, de modifier la largeur minimale d'allée menant à l'aire de stationnement pour vélos, d'intégrer les dispositions de l'article 37 et d'ajouter une disposition d'aménagement différé associée à des engagements futurs pris dans le cadre de la demande de réglementation du plan d'implantation.

### **Politique applicable**

L'emplacement est désigné Secteur urbain général (3.6.1). La politique 3.6.1.4 stipule que la construction d'immeubles de hauteur plus élevée peut être envisagée sur des emplacements donnant sur une artère et se trouvant à moins de 800 mètres à pied d'une station de transport en commun rapide. En plus de concentrer les aménagements denses et élevés près des installations de transport en commun rapide, la MPO recommandée prévoit des politiques propres aux emplacements qui garantissent des liens appropriés vers la station de transport en commun rapide.

La politique 17 de la section 2.2.2 indique que, pour qu'une MPO permette d'accroître les hauteurs de bâtiment, il doit être démontré que les répercussions sur le secteur environnant ont été évaluées; l'orientation de la politique 10 est respectée (construction des bâtiments les plus élevés près des stations de transport en commun); les exigences

de la section 2.5.6 applicables à un immeuble élevé sont satisfaites; et une aire d'agrément est aménagée. Les répercussions ont été évaluées, le projet donne directement sur une station de transport en commun existante (et future station de transport en commun rapide) et un engagement d'aménager une aire d'agrément commune a été pris.

De plus, l'aménagement accorde beaucoup d'importance aux façades actives et favorise, grâce à des sentiers internes, les liens entre la rue publique et la station de transport en commun rapide. L'aménagement proposé est conforme aux politiques des sections 2.2.2, 2.5.1 et 4.11 du Plan officiel et constitue un bon exemple d'aménagement d'un emplacement sous-utilisé et de densification dans le respect du caractère et de la fonction prévue du secteur.

Malgré le fait qu'une MPO doive tenir compte de l'aménagement proposé, le personnel est d'avis que le projet respecte quand même l'intention et les objectifs d'ensemble du Plan officiel. La proposition correspond à une densification résidentielle appropriée au sein d'un secteur résidentiel stable, et offre une forme bâtie conforme aux politiques du Plan officiel susmentionnées.

### **Consultation publique**

Les membres du public ont été avisés et consultés conformément à la politique en la matière adoptée par le Conseil municipal pour les demandes d'aménagement.

La conseillère Kavanagh a organisé une réunion portes ouvertes le 10 mars 2020 afin de discuter de ce projet avec les membres de la collectivité. Pour l'occasion, des tableaux explicatifs ont été installés et l'équipe du consultant a proposé une présentation suivie d'une période de questions. Une quarantaine de personnes étaient présentes. Des membres du personnel ont également pris part à cette réunion pour prendre connaissance des questions soulevées sur le processus et les étapes à venir. Certains d'entre eux étaient disponibles pour des réunions en ligne ultérieures avec des membres d'associations communautaires des secteurs adjacents.

Une vingtaine de commentaires ont été soumis pendant la durée du processus d'examen de la demande. Peu d'entre eux étaient favorables au projet, la plupart y étant opposés pour des questions entourant la hauteur, la densité, le stationnement, la circulation, l'ombrage et la conception.



## 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

Part of 100 Bayshore Drive

### Owner

Bayshore Shopping Centre Limited and KS Bayshore Inc.

### Applicant

Q9 Planning + Design (Christine McCuaig)

### Architect

Hobin Architecture

### Description of site and surroundings

The site is located on the south side of Woodridge Crescent, west of Bayshore Mall, directly north of Highway 417 and the Bayshore Transit Station. The property is approximately 6,743.3 square metres and is currently vacant; however, there is an existing connection from Bayshore Shopping Centre to the existing Bayshore Transit Station. The site is adjacent to the Bayshore-Accora Community that contains a mix of uses (residential, commercial including retail and restaurant uses, and institutional).

### Summary of Proposed Development

The applicant is proposing to develop two residential towers at 27 and 30 stories containing approximately 500 units. The development will also include a shared three-storey parking podium, as well as an entrance off Woodridge Crescent. Proposed is amenity space on the fourth floor between the east and west tower, and an outdoor rooftop amenity space on top of the three-storey podium. The applicant is also proposing a direct connection to the future Bayshore Rapid Transit Station.

### **Summary of requested Official Plan and Zoning By-law amendments**

The OPA seeks to amend Section 3.6.1 of the Official Plan (General Urban Area), more specifically Policy 17, which states:

“The existing rapid transit station and proposed extension of Light Rail to the Bayshore Shopping Centre and the Accora Village Community create a unique opportunity to encourage infill, redevelopment, and high-rise built form surrounding this station to support the Transit Oriented Development (TOD) objectives of this plan. The area located generally within 800 metres walking distance of this station is identified as a special study area where a secondary planning process will be undertaken, by either the landowner or the City to determine the future land use, height, density, connectivity, and the overall character of the community and which may be implemented through a secondary plan and amendments to the applicable Zoning By-law. In the interim and notwithstanding the above policies to the contrary, Highrise buildings up to 12 storeys in height will continue to be permitted in those areas where zoning currently permits high-rise buildings. [Amendment #150, October 19, 2018].”

The application proposes to amend the policy above to include text immediately following the last sentence of the existing text, such as:

1. 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:

- a. 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 of this Plan;
- b. Taller buildings of up to a maximum 30 storeys in height are permitted; and
- c. New development shall provide convenient and safe connections to the Rapid Transit Station and a future Multi-Use Pathway.”

The Zoning By-law amendment requests to increase the maximum permitted height, consider the enclosed rooftop amenity space a permitted projection, amend the

minimum width of an aisle in front of bicycle parking space, include Section 37 provisions, as well as add a holding provision.

Details of the recommended zoning include:

1. Rezone Part of 100 Bayshore Drive from GM9[199] H(34) to GM[XXXX] SYYY F(5.5) - h;
2. Define maximum building heights through the new Schedule 'YYY';
3. Add a new Urban Exception XXXX to include provisions addressing the following:
  - Increase the permitted FSI to 5.5;
  - Permit a maximum of six visitor parking spaces in the front yard;
  - The minimum required width of an aisle in front of a bicycle parking space is 1.2 metres;
  - A single occupancy washroom and indoor roof top amenity area are permitted to project above the maximum height limit shown on Schedule YYY provided the combined area does not exceed 200 square metres and a maximum height of 5 metres; and
  - Add holding symbol (-h) provisions that must be satisfied through Site Plan Control prior to the symbol being lifted, such as the submission to the Urban Design Review Panel and providing affordable housing units.

### **Brief history of proposal**

Previously, Committee and Council considered a Zoning By-law amendment application (D02-02-15-0030) in 2015 to permit a parking lot as a temporary land use during the construction period of the Bayshore Shopping Centre Reinvestment Plan. This application was approved by Committee on August 25, 2015 and subsequently by Council on September 9, 2015.

## **DISCUSSION**

### **Public consultation**

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications.

Councillor Kavanagh held an open house on March 10, 2020 to discuss the development with the community. During this meeting, display boards were available for viewing, and the consultant team provided a presentation of the proposal followed by an open question and answer period. Approximately 40 individuals attended. Staff also attended the meeting to field questions on process and next steps. Staff have been available for subsequent online meetings with members of adjacent Community Associations.

Approximately 20 comments were submitted during the application review process. Few comments were submitted in support, with the majority in opposition based on height and density, parking and traffic, sun shadowing and design.

For this proposal's consultation details, see Document 5 of this report.

### **Official Plan designation**

The site is located within the General Urban Area designation as shown on Schedule B of the City's Official Plan.

#### **Section 2.2.2 – Managing Growth Within the Urban Area**

This section directs where growth will occur within Ottawa. Policies within this section support the opportunity for intensification within the General Urban Area and recognises that such areas will continue to mature and evolve through intensification and infill, but at a scale contingent on proximity to major roads and transit, and the area's planned function. Consideration of the character in the surrounding community is a factor in determining compatibility within a community. Growth will be directed where services already exist, and infill and redevelopment will be compatible with the existing context or planned function of the area. All intensification will occur in accordance with the provisions of Section 2.5.1 and 4.11, dealing with matters of urban design and compatibility.

#### **Section 2.5.1 – Designing Ottawa**

Tools and design objectives for new development are provided in Section 2.5.1 to guide compatibility and a high quality of design. These design objectives include enhancing the sense of community; defining quality public and private spaces through development; ensuring that new development respects the character of existing areas; and considering the adaptability and diversity of places that can adapt and evolve easily over time.

#### Section 4.11 – Urban Design and Compatibility

New development is reviewed and evaluated using the policies of Section 4.11, which address urban design and compatibility. These aspects of urban design and compatibility include building profile and height, potential impacts, building transitions, and intensification within established neighbourhoods. The purpose of reviewing these design aspects is to ensure that new development is sensitive and compatible to the existing context while providing appropriate transitions between densities and land uses. Furthermore, taller buildings should be located around rapid transit, and a strong emphasis is placed on human-scale and pedestrian-oriented street environment through measures such as a podium design, which is generally two to six storeys and responds to the surrounding character; tower(s) are stepped back. Tower design and separation is important to minimize wind and sun shadowing impacts, as well as to maintain privacy and preserve public views and sky views.

#### **Other applicable policies and guidelines**

The [Urban Design Guidelines for Transit-Oriented Development](#) apply as the site is within 600 metres of a transit station (Bayshore Transit Station). The guidelines aim to provide a mix of uses and densities that complement both transit users and the local community; ensure that the built form is designed and orientated to facilitate and encourage transit use; manage the safe circulation of pedestrians, cyclists, vehicles and parking; and create quality public spaces that provide direct, convenient, safe and attractive access to transit.

Also applicable to the site are the [Urban Design Guidelines for High-rise Buildings](#). Particularly relevant to the proposal are the guidelines specific to building orientation, human-scale, building mass, active at-grade uses, public realm, tower separation and floor-plate size.

#### **Urban Design Review Panel**

The property is not within a Design Priority Area; however, both City staff and the applicant agreed it would be beneficial to present the applications to the Urban Design Review Panel (UDRP). The applicant presented their proposal to the UDRP at a formal review meeting on June 5, 2020, which was open to the public.

The panel's recommendations from the formal review are provided in Document 6.

The panel was successful in aiding in the implementation of the following:

- The tower heights were switched in order to situate the tallest tower closest to the future Bayshore Rapid Transit Station, and the lower tower towards the west.
- The forecourt has been redesigned to enhance the public realm and the pedestrian experience.

Staff are confident that the recommendations contained within this report for the Official Plan and Zoning By-law amendments will result in good planning and setup a framework that is consistent with the key items that the panel flagged for further consideration. Final details on the design and public realm treatments will be determined through Site Plan Control.

### **Planning rationale**

#### **Official Plan Policies**

This application has been reviewed under the consolidated Official Plan (2003) and amendments in effect from Official Plan Amendment 150 (OPA 150).

The site is designated as General Urban Area (Section 3.6.1), which permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstance. Residential intensification through infill will respond to the existing character to enhance desirable patterns and built form, while also achieving a balance of housing types and tenures.

With respect to the General Urban Area (3.6.1) designation, OPA 150 provides for more specific policy direction on building heights. Policy 3.6.1.4 states that new taller buildings may be considered for sites that front an Arterial Road and that are within 800 metres walking distance of a Rapid Transit Station.

An OPA has been applied for to capture that the site does not front onto an Arterial Road; however, the proposal is well positioned to encourage the use of sustainable transportation modes, is in close proximity to Highway 417 to address functional requirements, and is approximately 40 metres from the closest existing residential building. The site directly abuts a transit station and proposes a direct connection to the Bayshore Transit station, thereby meeting the objective of Subsection (i) of Policy 3.6.1.4.

Site specific Policy 17 within Section 3.6.1 applies to this site and states:

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

This property is in separate ownership compared to the balance of the lands, which are a part of Accora Village (except for Bayshore Shopping Centre a City park, and two schools). The potential future development of Accora Village will require a more comprehensive planning exercise given its significant landholdings. The subject site is small in comparison and currently vacant, unlike Accora Village. A significant difference for this site is its proximity to the current transit station, as well as the proposed direct connection from the development site to the future Bayshore Rapid Transit Station. As such, an OPA has been applied for to remove the requirement for a secondary planning process, as well as a Zoning By-law amendment for increase in height above 12 storeys, which staff believe is appropriate and represents good planning.

Section 2.2.2, Managing Growth, provides policy direction for intensification and acknowledges that denser development, including taller buildings, should be in areas supported by transit priority networks and areas with a mix of uses. The site is located adjacent to Bayshore Shopping Centre, which offers a variety of commercial uses, a city park, two schools, as well as the Bayshore Transit Station. Proposing this development adjacent to the Shopping Centre and associated transit station is an ideal location to increase density and building height.

Policy 17 of this section states that, for OPAs to increase building heights, it must be demonstrated that the impacts on the surrounding area have been assessed; the direction in policy 10 is met (locating taller buildings near transit stations); the requirements of Section 2.5.6 where the proposal involves a high-rise building are met; and a community amenity is provided. Impacts have been assessed, the proposal

directly abuts an existing transit station (and future rapid transit station) and a commitment to providing a community amenity has been made.

Staff have reviewed the proposal regarding Policy 2.5.6 and believe that a secondary planning process is not necessary for this stand-alone parcel, as explained above.

Policy 2.5.6.15 outlines various considerations that must be made for high-rise buildings such as a prominent location to good transportation access and building transition and mitigation of impacts on the existing community. This site offers a prime location in terms of access to transportation, and the building is designed with a four-storey podium that connects two-point towers that are offset from one another and have a 20-metre building separation, as per provisions for high-rise buildings within the Zoning By-law approved by Council, but currently subject to an appeal. Furthermore, the proposed tower on the western part of the site, is situated so it provides a 10-metre separation distance to the property line or sufficient separation from a potential tower should the adjacent site to the west develop in a high-rise fashion.

In reference to Policy 2.2.2.17(d), and as secured through a Section 37 Agreement, the applicant has agreed to provide a monetary contribution of \$150,000 towards a park amenity that is aimed at youth. Discussions regarding this amenity have surrounded building a skate park in the existing Bayshore Park. A second commitment has been made to provide 45 affordable housing units secured for 15 years at the City's definition that rents are not to exceed 30 per cent of the 30th income percentile for the City of Ottawa. This amenity will be secured through a holding provision that cannot be lifted until a Site Plan Control application has been approved and an agreement executed. These items will be listed as conditions of approval in the Site Plan Control process.

Sections 2.5.1 and Section 4.11 of the Official Plan provides policy direction for designing Ottawa, urban design and compatibility.

Section 2.5.1 of the OPA is broad in nature with design objectives such as defining quality spaces, ensuring safety and accessibility, respecting the character of the community, and sustainability. The building design incorporates a high standard of materiality and uses architecture and urban design to enhance articulation and breakdown the scale across the site. The proposal is an appropriate addition (replacing a vacant lot previously used as a temporary parking lot) to the neighbourhood and the design includes an active public realm around the full perimeter of the site, as well as emphasizes and enhances the pedestrian experience. These matters will be further reviewed through the Site Plan Control process to ensure the design of the buildings, as



well as the public realm, will not cause undue adverse impacts on surrounding properties.

Section 4.11 of the OPA references the compatibility of new buildings within their surroundings through setbacks, heights, transitions, colours and materials, orientation of entrances, and incorporating elements and details of common characteristics of the area.

The proposed setbacks and built form transition well to Woodridge Crescent (frontage of the site) and the active frontage contributes to the compatibility of this development. The proposal orients both entrances to each building toward the public street, and several pedestrian walkways link not only the Shopping Centre but will also directly connect to the future Bayshore Rapid Transit Station. The tallest building is located adjacent to the transit station. Furthermore, taller buildings should be located around rapid transit, and a strong emphasis is placed human-scale and pedestrian-oriented street environment through measures such as a podium design, which is generally two to six storeys to respond to the surrounding character.

Tower design and separation is important to minimize wind and sun shadowing impacts as well as to maintain privacy and preserve public views and sky views. This has been accomplished with the proposed three-storey podium, which includes the parking garage and transition effectively to the predominantly low-rise nature of Accora Village. The towers are also sufficiently separated from one another and meet the Urban Design Guidelines for High-Rise Buildings. This will also be ensured through the introduction of a new schedule for this site in the Zoning By-law.

To ensure items such as building colours, materials, and pedestrian realm treatment are further defined and reviewed, the holding symbol will include a provision that a requirement of the Site Plan Control application will be a formal submission to the Urban Design Review Panel.

The Urban Design Guidelines for High-rise Buildings speak to high-rise buildings being well designed, including a mix of land uses to support urban services and amenities, contribute to an area's liveability, and shape and define public streets and spaces at a human scale. Guidelines include addressing compatibility through massing, setbacks and transitions, including a podium, orienting the towers to minimize the extent of shadowing, designing with compact floor plates, and improving spaces for pedestrians and the public realm. The project has been reviewed under the recently updated guidelines and is generally consistent with the directions presented.

The Urban Design Guidelines for TOD apply to all development within a 600-metre walking distance of a transit station. These guidelines state that people are more likely to choose transit if they can easily walk between destinations at the beginning and end of their trip. This can be achieved through providing increased densities, mixed-uses and pedestrian-oriented design within easy walking distances of high-quality transit. The current proposal seeks to increase density at a transit station and promotes a pedestrian and cyclist friendly environment with the introduction of several connections to the transit station.

The proposed amendments conform to the amended Official Plan. The proposed residential development concentrates height and density on a site within walking distance of an existing transit station and a future rapid transit station and transition has been designed in a manner consistent with the surrounding context. Development of the site will promote a public realm with the inclusion of a forecourt that focuses on connections to pedestrian pathways and public sidewalks. As part of this development a multi-use pathway will be constructed that will connect to the sidewalks on Woodridge Crescent, which will ultimately connect to other pathways in the community, the Rapid Transit Station and the existing multi-use pathway further to the west.

The proposed development satisfies the policies of Sections 2.5.1 and 4.11, which shows through sensitive design and techniques such as different building materials, setbacks, and tower separation, how the proposed development can be constructively integrated into the community. To ensure items such as building colours, materials, and the public realm treatment will be further defined and reviewed, the holding symbol will include a provision that a requirement of the Site Plan Control application will be a submission to the Urban Design Review Panel.

### **Official Plan Amendment**

The department supports the proposed amendment to the City's Official Plan. In addition to concentrating density and height near rapid transit, the recommended OPA provides for site-specific policies that ensure appropriate built form measures. Additionally, the development places a strong emphasis on active frontages, promoting connectivity through internal pathways to public the street and connections to a transit station. Collectively, the OPA and corresponding zoning details represents good planning that conforms with the broader Official Plan policies and is consistent with the Provincial Policy Statement, 2014 and 2020.

## **Zoning By-law Amendment**

As detailed in Document 2, the proposed Zoning By-law amendment maintain the zoning of General Mixed Use (GM) but will introduce a new site-specific Urban Exception [xxxx] for various performance standards and new Schedule 'YYY' for tower separation and building heights. The following summarizes the planning rationale for the amendments.

1. Permit permitted building heights as per Schedule YYY.
  - As discussed above, increasing density and height around transit stations is encouraged throughout the Official Plan in several policies. The increase in height has also been reviewed under urban design and compatibility policies (Policies 2.5.1 and 4.11) and the proposed three-storey podium, with point towers above, concentrates much of the height closer to the transit station. Policy 3.6.1.17 also considers this location a unique opportunity to encourage infill, redevelopment, and high-rise built form surrounding this station to support the TOD objectives of this plan. Although staff believe this site does not require a secondary planning process, the policy states that this area (and site) is an appropriate location for high-rise development.
2. Permit an FSI of 5.5
  - An increase in the FSI to 5.5 is consistent with the policies that allow for taller buildings near transit stations, as well as with TOD planning.
3. Permit a maximum of six visitor parking spaces in the front yard
  - A limited amount of front yard parking will ensure site functionality and has been designed in a manner to ensure positive interface with the adjacent street
4. The minimum required width of an aisle in front of a bicycle parking space is 1.2 metres.
  - Reducing the width to 1.2 metres from the required 1.5 metres still allows for a functional aisle width, as a bicycle can still be removed from its space.
5. A single occupancy washroom and indoor roof top amenity area are permitted to project above the maximum height limit shown on Schedule YYY provided the

combined area does not exceed 200 square metres and a maximum height of 5 metres.

- It is common for high-rise developments to incorporate an indoor amenity room within the mechanical penthouse level of the buildings. Adding such spaces does not impact the overall mass and scale of the building.
6. Add holding symbol (-h) provisions that must be satisfied through Site Plan Control prior to the symbol being lifted, such as the submission to the Urban Design Review Panel and providing affordable housing units.
- The use of a holding symbol is encouraged in order to ensure that certain mechanisms are carried through to the Site Plan Control process.
7. Provisions dealing with a Section 37 authorization will also be added to the new exception in Section 239 and Part 19 of the Zoning By-law.

### **Section 37 Agreement**

Pursuant to Section 37 of the *Planning Act*, the City may authorize increases in the height and density of development above the levels otherwise permitted by the Zoning By-law, in return for the provision of community benefits. The Official Plan (Section 5.2.1.11) states that limited increases will be permitted in return for the provision of community benefits as set out in the Zoning By-law, which shall be secured through an agreement registered on title, as per the *Planning Act*. The project must represent good planning.

The proposed zoning permits a maximum FSI of 5.5 where the current zoning permits 2.0, and the proposed Gross Floor Area is more than 25 per cent of that permitted as of right. As such, the owner is required to provide a Section 37 contribution. As discussed, in this report, planning staff are satisfied that the proposed development is consistent with the principles and policies of the Official Plan, OPA 150, and Council-approved design guidelines and that it represents good planning.

As set out in the Council-approved Section 37 Guidelines, the Ward Councillor, in consultation with the local community, will identify potential benefits to be considered for inclusion in a Section 37 By-law and Agreement. Council will then give approval to the contributions and associated community benefits being secured as part of the approval of the zoning changes for increased height and density. Potential community benefits may also be determined through a secondary planning process.

In accordance with the Council-approved guidelines, the amount of the Section 37 contribution for this proposal has been determined to be \$150,000. This contribution will provide the following:

- \$150,000 towards a park amenity that is aimed at youth.

The details of the Section 37 contributions are also contained within the Zoning By-law (see Document 2). These community benefits will be secured prior to the issuance of the first building permit and details on final Section 37 contribution will be contained within the Section 37 Agreement and will be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Ottawa, calculated from the date of the Section 37 Agreement to the date of payment. The implementing Zoning By-law will not proceed to City Council until such time as the agreement under Section 37 of the *Planning Act* is executed.

### **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 the recommendations in this report.

### **COMMENTS BY THE WARD COUNCILLOR**

The Councillor is aware of the application related to this report.

### **LEGAL IMPLICATIONS**

Should the recommendations be adopted and the resulting official plan amendment and Zoning By-law be appealed to the Local Planning Appeal Tribunal, it is anticipated that a one week hearing will result. It is anticipated that this hearing can be conducted within staff resources. In the event that the applications are refused, reasons must be provided. Should there be an appeal of the refusal, it would be necessary to retain an external planner.

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated with the recommendations in this report.

## **ASSET MANAGEMENT IMPLICATIONS**

There are no asset management implications associated with the recommendations in this report.

## **FINANCIAL IMPLICATIONS**

In accordance with the Council-approved guidelines, the amount of the Section 37 contribution for this proposal has been determined to be \$150,000. This contribution will provide a park amenity that is aimed at youth. The contribution will be secured prior to the issuance of the first building permit. Details will be contained within the Section 37 Agreement and will be indexed upwardly in accordance with the Statistics Canada Non Residential Construction Price Index for Ottawa, calculated from the date of the Section 37 Agreement to the date of payment.

In the event the amendments are refused and appealed, and an external planner is retained, the expense would be absorbed from within Planning, Infrastructure and Economic Development's operating budget.

## **ACCESSIBILITY IMPACTS**

The new building will be required to meet the accessibility criteria contained within the Ontario Building Code. The *Accessibility for Ontarians with Disabilities Act* requirements for site design will also apply and will be reviewed through the Site Plan Control application.

## **ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications associated with the recommendations with this report.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities

## **APPLICATION PROCESS TIMELINE STATUS**

These applications (Development Application Numbers: D01-01-19-0026 and D02-02-19-0150) 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 issues associated with review of planning and design items.

## **SUPPORTING DOCUMENTATION**

Document 1 Location Map

Document 2 Details of Recommended Official Plan Amendment XX

Document 3 Details of Recommended Zoning

Document 4 Schedule YYY

Document 5 Consultation Details

Document 6 Urban Design Review Panel: Recommendations

## **CONCLUSION**

The recommended Official Plan and Zoning By-law amendments result in intensifying the lands for residential development and increasing the maximum permitted building heights. For managing growth within Ottawa, the amendments directly respond to the Official Plan by concentrating density within walking distance of quality public transit. The development animates all frontages, enhances the public realm and develops a vacant lot into a more complete community that will offer needed rental housing in the City. The Planning, Infrastructure and Economic Development Department supports the applications as they are an appropriate example of intensification within the General Urban Area directly abutting a rapid transit station.

## **DISPOSITION**

Legislative Services, Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; Krista O'Brien, Program Manager, Tax Billing and Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

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

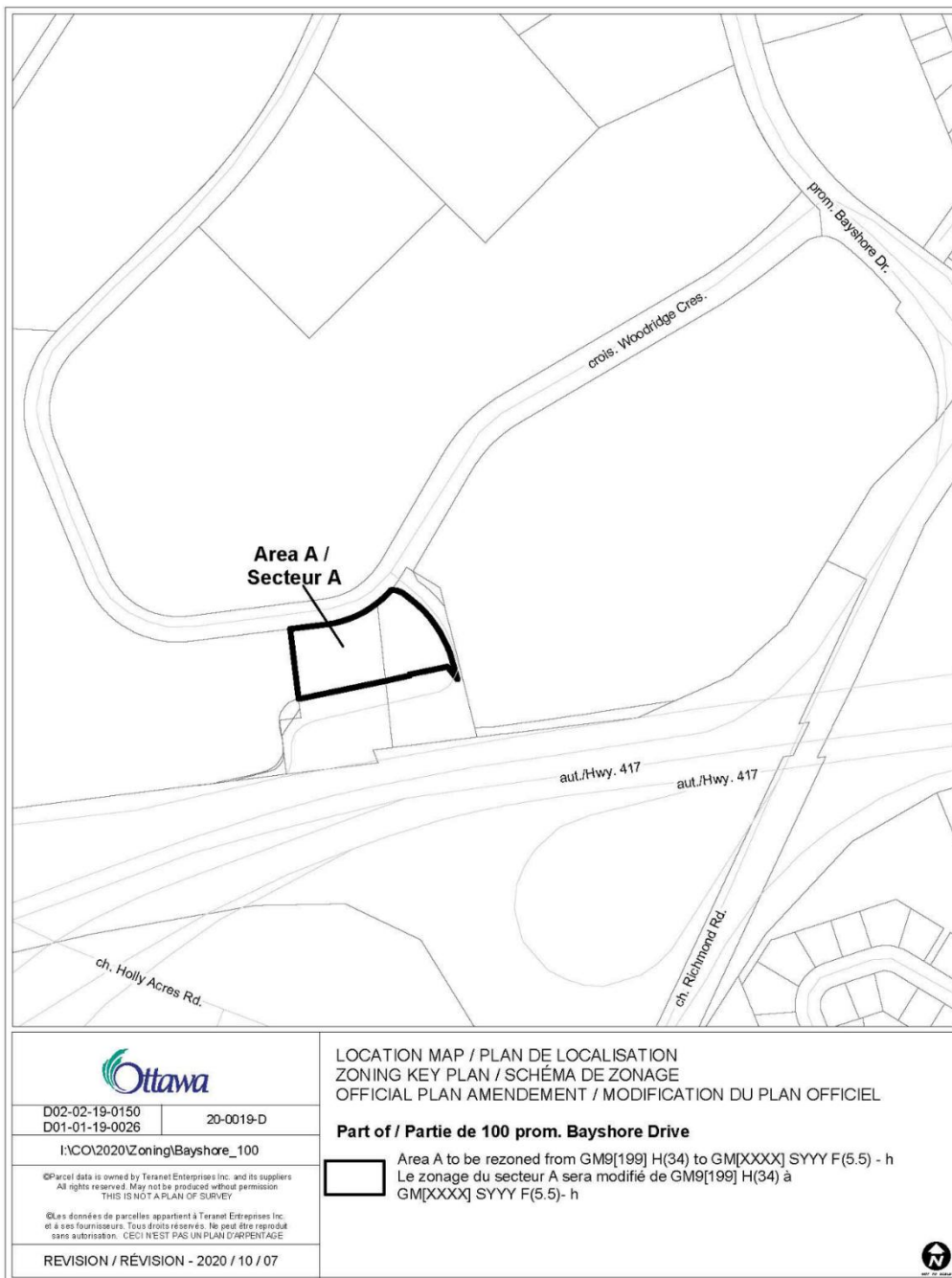
Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.



## Document 1 – Location Map

For an interactive Zoning map of Ottawa visit [geoOttawa](http://geoOttawa).



**Document 2 – Details of Recommended Official Plan Amendment**

Official Plan Amendment XX

To the Official Plan of the City of Ottawa

## **INDEX**

### **THE STATEMENT OF COMPONENTS**

#### **PART A – THE PREAMBLE**

Purpose

Location

Basis

Rationale

#### **PART B – THE AMENDMENT**

Introduction

Details of the Amendment

Implementation and Interpretation

### **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**

### **1. Purpose**

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.

### **2. Location**

The proposed Official Plan amendment includes changes only applicable to part of 100 Bayshore Drive. The subject lands are bound by Woodridge Crescent to the north, the Bayshore Transit Station to the south and Bayshore Drive to the east.

### **3. Basis**

The amendment to the Official Plan was requested by the applicant regarding several requirements of site-specific Policy 3.6.1.17, which apply to lands generally within 800 metres walking distance of the Rapid Transit Station. The subject parcel is included in this policy along with Accora Village. The amendment was required to remove the requirements for the following:

- The lands must front onto an Arterial Road; and
- A secondary planning process must be undertaken.

### **4. Rationale**

The proposed Official Plan amendment represents good planning as the amendment will allow for a residential development of higher density directly adjacent to a rapid transit station. Increasing building height and density is appropriate for the subject site and is designed in a manner that is consistent with the general policy framework of the designation of the Official Plan.

Not requiring the subject development front on an Arterial Road is appropriate as the proposal is well positioned to encourage the use of sustainable transportation modes and is in close proximity to Highway 417 to address functional requirements. Removing the requirement for a secondary planning process is appropriate for this site as the property is in complete separate ownership compared to the balance of

the lands, which are part of Accora Village (with the exception of Bayshore Shopping Centre, a City park and two schools). The potential future development of Accora Village will require a much more comprehensive planning exercise given its significant landholdings. The subject site is small in nature and currently vacant, which is the opposite for Accora Village. A significant difference for this site is its proximity to the current transit station, as well as the proposed direct connection from the development site to the future rapid transit station. The amendment is consistent with the Official Plan and represents quality city building and good planning.

## **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 Schedules constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

### **2. Details**

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

#### **2.1 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”.

### **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.

### Document 3 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for part of 100 Bayshore Drive:

1. Rezone the lands as shown on Document 1, as follows:
  - a. Rezone Area A from GM9[199] H(34) to GM[XXXX] SYYY F(5.5) - h;
2. Amend Part 17, by adding a new Schedule “YYY”, as shown in Document 4.
3. Add a new Urban Exception XXXX to include provisions similar in effect to the following:
  - a. In Column II, add “GM[XXXX] SYYY F(5.5) - h”;
  - b. In Column V, add the following provisions:
    - i. Maximum permitted building heights and minimum setbacks as per Schedule ‘YYY’.
    - ii. Visitor parking spaces are permitted in the front yard up to a maximum of six spaces;
    - iii. The minimum required width of an aisle in front of a bicycle parking space is 1.2 metres;
    - iv. A single occupancy washroom and indoor roof top amenity area are permitted to project above the maximum height limit shown on Schedule YYY provided the combined gross floor area does not exceed 200 square metres and a maximum height of 5 metres; and
    - v. The holding symbol may not be lifted until a Site Plan 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, Infrastructure and Economic Development, and will satisfy the following:
      - a. A submission to the Urban Design Review Panel;
      - b. Securing of public access easements; and



- c. The Site Plan Agreement will contain a condition requiring 45 affordable housing units secured for 15 years at the City's definition that rents are not to exceed 30 per cent of the 30th income percentile for the City of Ottawa, which will be secured through an Affordable Housing Agreement.

vi. Section 37 Provisions:

- a. Pursuant to Section 37 of the *Planning Act*, the height and density of development permitted in this by-law are permitted subject to compliance with all of the conditions set out in this by-law including the provision by the owner of the lot of the facilities, services and matters set out in Section X of Part 19 hereof, to the City at the owner's sole expense and in accordance with and subject to the agreement referred to in b. below of this by-law.
  - b. Upon execution and registration of an agreement or agreements with the owner of the lot pursuant to Section 37 of the *Planning Act* securing the provision of the facilities, services or matters set out in Section X of Part 19 hereof, the lands are subject to the provisions of this by-law. Building permit issuance with respect to the lot shall be dependent upon satisfaction of the provisions of this by-law and in the Section 37 Agreement relating to building permit issuance, including the provision of monetary payments.
  - c. Wherever in this by-law a provision is stated to be conditional upon the execution and registration of an agreement entered into with the City pursuant to Section 37 of the *Planning Act*, then once such agreement has been executed and registered, such conditional provisions shall continue.
4. The following will be added as Section X of Part 19 of the Zoning By-law, will be titled 100 Bayshore Drive and will set out the facilities, services and matters that must be provided as per Section 37 of the *Planning Act*.

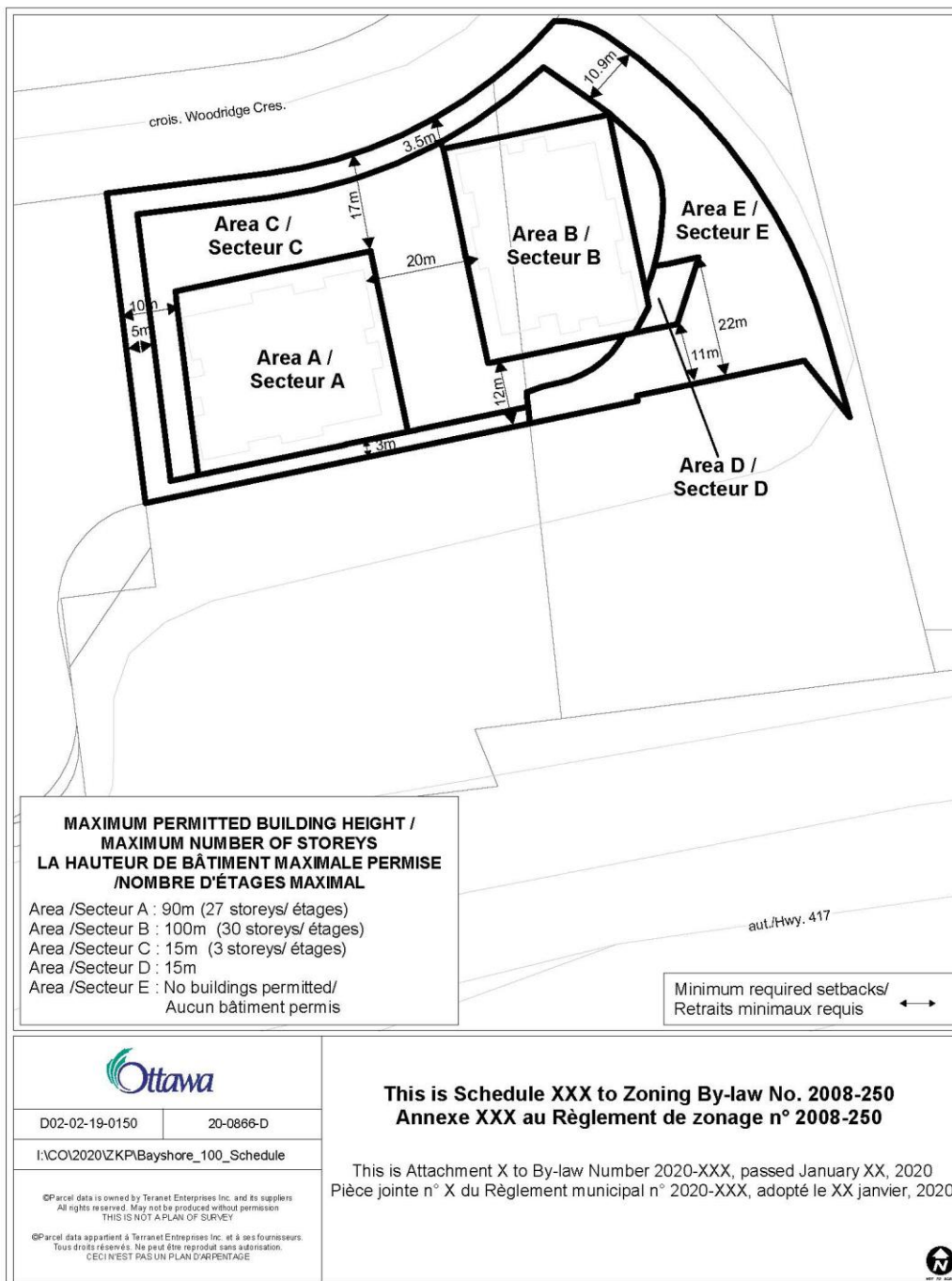
100 Bayshore Drive

(X) The City shall require that the owner of the lands at 100 Bayshore Drive enter into an agreement pursuant to Section 37 of the *Planning Act*, to be registered on title, to the satisfaction of the City Solicitor and General Manager, Planning, Infrastructure and Economic Development Department, to secure the public benefits noted below, and which will comprise a combination of public benefits including monies that would be paid to the City to be used for defined capital projects and facilities/works to be undertaken

by the owner with the total value of the benefits to be secured being \$150,000 to the City, indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Ottawa, calculated from the date of the Section 37 Agreement to the date of payment.

- (a) The specific benefits to be secured and provided are:
  - \$150,000 for towards a park amenity that is aimed at youth.
- (b) Notwithstanding the foregoing, the owner and the City may modify or amend said agreement(s), from time to time upon the consent of the City and the owner, without further amendment to those provisions of the Zoning By-law which identify the facilities, services and matters to be secured.
- (c) The payment of Section 37 funds shall be provided prior to the issuance of a building permit for the proposed development.

Document 4 – Schedule YYY



## **Document 5 – Consultation Details**

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications.

Councillor Kavanagh held an open house on March 10, 2020 to discuss the development with the community. During this meeting, display boards were available for viewing, and the consultant team provided a presentation of the proposal followed by an open question and answer period. Approximately 40 individuals attended. Staff also attended the meeting to field questions on process and next steps. Staff have been available for subsequent online meetings with members of adjacent Community Associations.

Approximately 20 comments were submitted during the application review process. Few comments were submitted in support, with the majority in opposition based on height and density, parking and traffic, sun shadowing and design.

The following summarizes, in no particular order, a list of comment topics and items raised by members of the public in response to the application:

### **Building Height and Density**

- Twenty-seven and thirty-storey buildings on a very small piece of land should not be approved.
- The footprint of this project will not provide the sufficient space for healthy, liveable and a safe community for a density of approximately 1,000 people.
- Shadowing impacts of a high-rise in this community will have negative impacts on surrounding properties.
- The proposal is three times the height of current nearby buildings and the maximum permitted building height currently allowed for this area and property under the City's current Official Plan.
- The proposal appears to claim that this neighbourhood requires 34/31 story towers to support the LRT development and/or that the LRT provides sufficient justification for amending the Plan in this way
- The LRT does not constitute a justification for approving a development that reflects such a dramatic exception to the Official Plan.

Response:

The height and scale of the building was reviewed in accordance with the Official Plan, and key design guidelines as discussed in this report. This location represents a significant opportunity for intensification, and the specific policies in the Official Plan that allow for the consideration of taller buildings have been satisfied.

The site is located directly adjacent to the Bayshore Transit Station (and future Rapid Transit Station), provides two community amenities in order to increase height, and is consistent with the policy framework for considering taller buildings.

### **Traffic / Parking**

- Not enough parking is provided, and residential parking will cause spillover into surrounding on-street parking spots.
- A high rise in this location will result in unacceptable traffic volumes, congestion, and increase the risk of safety to people walking in the area.

Response:

The Official Plan encourages intensification and development where there are opportunities to support alternative modes of travel from the car. The site is located directly adjacent to a transit station and will include improved pedestrian and cycling connections. The site is located in an area that does not require any parking; the applicant has included parking enclosed within the podium to provide opportunities for renters who have vehicles. Visitor parking is also provided to discourage visitors from parking on local streets. In support of the application, a Transportation Impact Assessment (TIA) was submitted and reviewed by staff, who found the report to be satisfactory. As part of the Site Plan Control application, an additional TIA will be required.

### **Architecture**

- This location is the first thing you see when entering the city from Highway 416. It is a representation of the entire city. The architecture is quite bland. More thought should be put into the design and materials.
- The towers should have modern, strong, bold, architectural features to welcome visitors and residents to the city. A bolder architecture style can be achieved without compromising project profitability.

Response:

Details concerning architecture such as materials and colour will be reviewed through the Site Plan Control application. A requirement of the Zoning By-law approval will be the formal submission to UDRP where these details will be further reviewed.

### **Comprehensive Planning Process**

- It will be important that we understand the total future impact of the zoning change on the entire Bayshore area.
- Why would the City go ahead with a major development while at the same time expecting that there will be further proposals in the immediate area?

Response

Staff believe that permitting this site to develop in lieu of a secondary planning process is appropriate for this site as the property is in complete separate ownership compared to the balance of the lands, which are part of Accora Village. The potential future development of Accora Village will require a much more comprehensive planning exercise given its significant landholdings. The subject site is small in nature and currently vacant, which is the opposite for Accora Village. A significant difference for this site is its proximity to the current transit station, as well as the proposed direct connection from the development site to the future Rapid Transit Station. Although this site will be developed independently, several aspects that are part of a secondary planning process are reviewed through the Official Plan and Zoning By-law amendment in regard to Official Plan policies concerning height, density and urban design and compatibility.

### **Capacity of Local Infrastructure**

- There is insufficient stormwater capacity for a development of this magnitude.
- Questions remain about the capacity of the local infrastructure to support a new development of this size, including water and sewer capacity, water pressure, the electrical grid, and Internet service.

Response:

An Adequacy of Services Study was submitted in support of the application. Staff at the City and the Rideau Valley Conservation Authority are satisfied with the findings in this

report, and thus have no concerns with infrastructure capacity (stormwater, sanitary, water). As part of the Site Plan Control application, the applicant will be required to submit detailed plans and studies regarding details of the proposed infrastructure.

### **Other**

- There is a real need for subsidized house for the innumerable Ottawa residents who can't afford the high rentals in the city.
- This development will put increase pressure on neighbourhood parks and schools.
- There has been a lack of community consultation on these applications.
- Capacity for the Terminus of the Baseline Road Bus Rapid Transitway and LRT Connections
- There is insufficient available land to accommodate the planned number of buses for Phase 2 LRT.
- We understand that there is insufficient space at Moodie for transiting buses which may result in buses being sent back to Bayshore.

### **Response**

In order to increase height on this site, a community amenity must be provided. The applicant has agreed to provide 45 affordable housing units secured for 15 years at the City's definition that rents are not to exceed 30 per cent of the 30th income percentile for the for the City of Ottawa, which will be secured through an Affordable Housing Agreement.

As part of the Site Plan Control application, Cash-in-Lieu of parkland will be a condition of approval. In lieu of providing land for a park, the applicant will be required to provide a fee as required by the City Parkland Dedication By-law.

Local school boards are circulated development applications and asked to provide comments. No comments were received from the school boards indicating any issues with these applications.

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications. The applications were circulated accordingly, and members of the public are welcome

to submit comments throughout the application process. Furthermore, Councillor Kavanagh held a Community Information Session on March 10, which was attended by the applicant, city staff and members of the public. The City considers Planning Committee the statutory meeting as required by the *Planning Act*, where members of the public are welcome to attend and make a delegation either in person or in writing.

Staff have confirmed with OC Transpo that buses on the future Baseline Transitway would connect with the O-Train at Bayshore Transit Station in the same way as other bus routes. The space for those future buses has been accommodated in the current plans for the station. The station will have five bus stops and six spaces for buses to wait for their next departure. This capacity is expected to meet future operational needs, including after the construction of the Baseline Transitway. Staff have also confirmed that there is currently sufficient space for Stage 2 LRT and this development will not impede its growth.

### **Community Organization Comments and Responses**

The Crystal Beach Lakeview Community Association submitted comments in a letter dated September 14, 2020, and their concerns have been summarized as follows:

- Development Exceeds the Scale and Capacity for Bayshore Community
- Building Height Would be Precedent Setting, Cast Significant Shadows and Compromise the Ottawa's Western Skyline
- Parks, Schools, Recreation and Safety
- Development is Oversized, One-Dimensional and Underperforms as a Hub for the LRT when Compared to Other Development Proposals along the LRT Route
- CBLCA Supports the Concerns Expressed by the Urban Design Review Panel
- Planning and Consultation – Steps Missing before Development Should Proceed
- Capacity for the Terminus of the Baseline Road Bus Rapid Transitway and LRT Connections

Response:

Management has met with representatives of the CBLCA to discuss the above points and responses are also captured in the Consultation Details section above.



## Document 6 – Urban Design Review Panel Recommendations

**100 BAYSHORE AVENUE** | Formal Review | Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control Application | Ivanhoe Cambridge and KingSett Capital; Lloyd Phillips & Assoc.; Hobin Architecture



### Summary

- The panel generally felt that while this is an elegantly designed building, the proposed density poses issues relating to tower separation distances, site operations, and lack of amenity and greenspace.
- Recommendations were made to reorient and reduce the mass of the towers, re-envision the forecourt as a pedestrian friendly space, and to develop a development and connectivity strategy for the greater area.

### Context

- The panel recommends that the City undertake a high-level coordination plan for the greater area to better understand how all these neighbourhoods and developments will function together in terms of pathways and connectivity.
- Explore the possibility of sharing the driveway with the adjacent property to the west when it develops. There are likely to be many curb cuts and driveways along this street in the future.

## **Public Realm**

- The panel felt that the proposed design of the public realm is the weakest part of the proposal.
- Redesigning the forecourt, which is primarily lay-by and parking is strongly recommended. Some of the surface parking should be eliminated and converted into a more pedestrian-friendly plaza or garden amenity space.

## **Massing**

- The panel expressed reservations towards the density being proposed on the site, which has had a negative impact on the separation distance between towers, the lack of open space and landscaping, and operational difficulties such as garbage removal. Reduce the size of the tower floorplates or perhaps the proposal should be re-envisioned as a one-tower site.
- The panel supports staff suggestion of re-orienting the west tower to improve separation distances between the two towers.
- Consider locating the taller of the towers in the east and lower in the west.

## **Building Design**

- The panel generally supports the architectural expression of the buildings and especially the simple treatment of the towers, the reveal level, the proportion of the podium. The parking has also been skillfully hidden in the podium.
- The panel recommends that the proponent continue to study the interior functionality of the podium and specifically how garbage will be removed from the site. As proposed, operational difficulties are highly likely.
- Explore alternative uses for some of the ground floor of the podium such as indoor amenity space or as ground-oriented liner units. Currently too much of the ground floor and exterior is reserved for functional elements such as parking and garbage.
- Design the indoor parking levels in such a way that they may eventually be converted into another use. Because of the proximity to transit, the parking may eventually be underused.

- The panel recommends continuing to study what mitigation measures might be implemented to reduce the noise of the bus terminal on the residents of the building. It is likely to be quite noisy during rush hour.
- The panel expressed reservations regarding the use of dark colours on the tower. With sun exposure, they do not tend to age well.