

Bayview Station District Community Design Plan

May 2013



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1.0 The Bayview Station District CDP Process

With implementation of the Ottawa Light Rail Transit (LRT) project, the City of Ottawa is embarking on the largest infrastructure project in our history; one that will shape the form, function and experience of urban life in Ottawa for generations to come. As the meeting point of east-west and future north-south LRT service, Bayview Station and the surrounding area will become an increasingly desirable place to live and work. With an abundance of vacant or underutilized lands in close proximity to transit, the Bayview Station District is poised to become one of Ottawa's most important and vibrant transit-oriented communities.

The development of this transit hub presents opportunities to significantly improve the existing neighbourhoods, using the momentum and investment generated by extensive redevelopment to enhance connections, amenities, parks, and services. This process will not happen by itself, however, and must be planned and strategically managed.

The City of Ottawa is expecting a population growth of up to 30% between 2006 and 2031, and must meet the challenge of absorbing this growth while remaining a great place to live and work. To achieve this goal, the City has identified four strategic directions: managing growth, providing infrastructure, maintaining environmental integrity, and creating livable communities. Specific strategies supporting these directions include directing growth to urban areas; building a transportation system that emphasizes transit, walking and cycling; and creating complete communities with a balance of local facilities, services and open spaces. With proper direction and guidance, growth in the Bayview Station District will support all of these strategies.

New development in the Bayview Station District must build on and support the community's existing strengths. In addition to the accessibility provided by the planned LRT station, the area lies close to the Ottawa River shoreline, benefitting from landmark views, parkland and active transportation links. The nearby neighbourhoods of Dalhousie, Hintonburg and Mechanicsville have



Figure 1: Artist's concept of the redeveloped Bayview Station

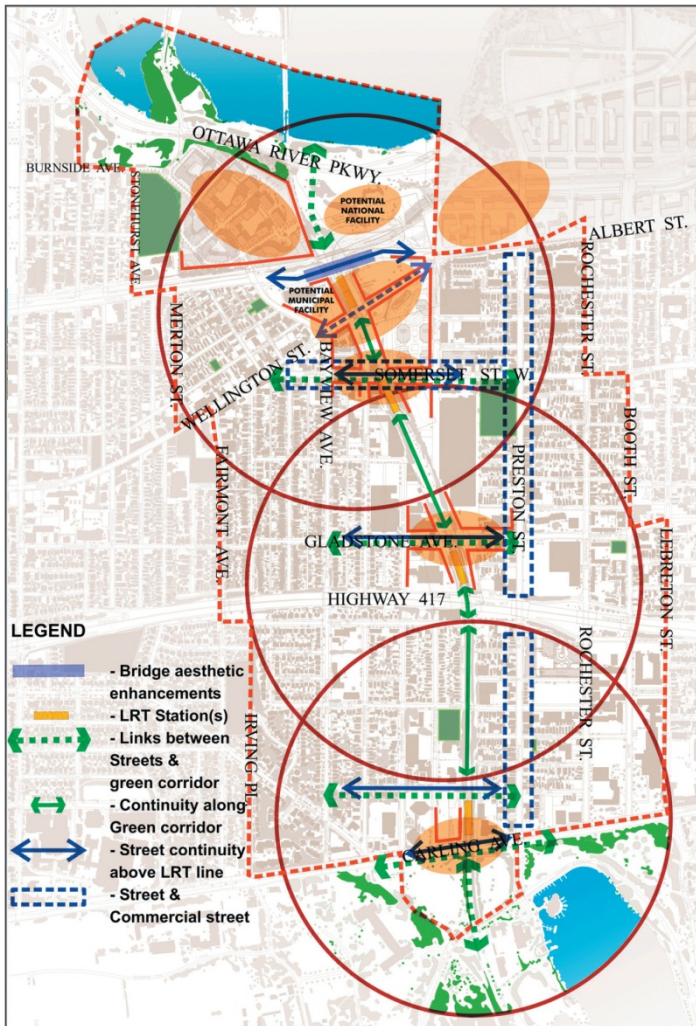


Figure 2: Study area and preliminary proposals for the initial Carling-Bayview CDP. Each of the three station areas is now the subject of a separate CDP study.

steadily transformed over the past 15 years into active, pedestrian-scaled communities with vibrant traditional main streets. As the increased desirability of these surrounding communities spreads to the Bayview Station District, and the future LRT station brings proposals for higher density development, a framework for managing change in the area is needed.

This Community Design Plan (CDP) aims to retain and enhance existing community assets while encouraging high density, high quality development on vacant and underutilized lands in close proximity to Bayview Station. At the same time, it aims to address design challenges associated with the existing mosaic of superblocks, grade separations, arterial roads, bridges, and rail lines that act as barriers to active mobility in the area.

1.1 Project History and Rationale

Under the City of Ottawa’s Official Plan, the Bayview Station District is designated as a Mixed-Use Centre, which requires the preparation of a CDP to guide the implementation of broader planning priorities.

The process of preparing this CDP began in 2005, when City staff developed a Terms of Reference in consultation with community representatives and stakeholders. A series of workshops in 2006 helped to identify and refine design priorities and concepts for the area. At the time, the proposed implementation of the N-S LRT corridor, connecting the Carling/Bayview corridor with downtown Ottawa, lent urgency to the completion of a CDP to guide anticipated growth in the area. However, the process was put on hold in the fall of 2007 following a decision by City Council to cancel implementation of the N-S LRT and to re-evaluate plans for the City’s overall transit network.

The CDP process was reactivated in December 2009 following an update to the City’s Transportation Master Plan (TMP) that redefined Ottawa’s rapid transit network, including a downtown tunnel and incremental LRT extensions to the outer urban areas. This plan confirmed the Carling-Bayview corridor as a major LRT node, and re-ignited the need for a robust and coherent policy framework to guide the transformation of this area. A series of meetings with public and

technical advisory committees helped develop a more refined planning concept, based on the design framework identified during the first phase of the CDP.

Beginning in November 2011, an online “open house” presenting a refined concept plan for the Bayview Station District provided additional feedback required to prepare this CDP. In October 2012, the City of Ottawa elected to subdivide the Bayview-Carling CDP into three separate CDP studies centred on the three planned LRT stations in the corridor (Carling, Gladstone and Bayview). This CDP is to serve as the guiding policy document for the Bayview Station District. It will help maintain the livability of the surrounding established communities and bring life to new communities as the area develops into a rapid transit hub.

1.2 CDP Goals and Objectives

The main goals of the Bayview Station District CDP are:

- To articulate a shared vision that will guide public and private development around Bayview Station, while preserving the established neighbourhoods in the area; and
- To capture development opportunities that come with the introduction of LRT, while ensuring that these developments are compact, pedestrian-scaled, transit-oriented, and context-sensitive.

To achieve these goals, the study set out the following objectives:

- Establish an understanding of the character of the communities by collecting and analyzing the existing social, economic, environmental, land use, urban design, heritage, and infrastructure information for the study area.
- Identify underutilized properties that have the potential to capture opportunities for transit-oriented development.
- Create a collective vision for the future of the Bayview Station District that reflects Official Plan policies and transit-oriented development principles, and respects the existing urban fabric.
- Develop specific design guidelines to achieve the vision and ensure that new development is compatible with the surrounding neighbourhoods and main streets.
- Establish an implementation strategy, including required Official Plan and Zoning By-law amendments, capital projects, and recommendations for subsequent studies.

This CDP was prepared with an understanding that redevelopment and higher densities will occur over the long term around the LRT station. The CDP will serve as the policy framework that will allow the district to grow and evolve in response to market pressures and public improvements, in a manner that is consistent with the City's Official Plan and the community vision identified through this process.

Several large parcels of vacant or underutilized land, including the City of Ottawa Bayview Yards, the Tom Brown Arena site, 250 City Centre Avenue, and 801 Albert Street, were identified as underutilized lands in the City's 2004 "Where Will We Live" report. These lands are considered prime candidates for redevelopment.

In the City's Residential Land Strategy (2009), the Bayview area is among the Mixed-Use Centres with the highest priority for intensification due to its strategic location on the planned LRT network. Recognizing the important role that redevelopment will play in helping the City achieve its intensification targets, a minimum transit-supportive density requirement of 284 people and jobs per net hectare has been established. It is expected that future development in the district will easily exceed this minimum requirement.

1.3 CDP Policy and Study Areas

The Bayview Station District CDP policy area is shown in Figure 3 and is centred on the proposed Bayview LRT station. The station is slated for redevelopment as a major transit hub connecting the planned Confederation LRT line to the existing O-Train line, and ultimately serving as the connector between east-west and north-south LRT. The policy area consists of specific underutilized properties in the vicinity of Bayview Station, including the existing Bayview Yards (7, 80, 89 and 90 Bayview Road), Laroche Park (52 Bayview Road); the Tom Brown Arena site (141 Bayview Road); 801 Albert Street; 250, 255 and 265 City Centre Avenue; 145 and 158 Spruce Street, 168 Elm Street, and 989 Somerset Street West. The policy area also includes the segments of Scott/Albert Street, the existing Transitway, and the O-Train corridor that lie adjacent to these properties.

The lands on the west side of the O-Train corridor are in Ward 15 (Kitchissippi), and those on the east side are in Ward 14 (Somerset). The broader CDP study area includes adjacent lands in Mechanicsville, Hintonburg and Dalhousie neighbourhoods, as well as the NCC lands to the northeast of the policy area.



Figure 3: The Bayview Station District CDP policy area (outlined in red)

1.4 Consultation Process

Collaboration with stakeholders and the general public has been a central aspect of the CDP process. Overall consultation and plan preparation took place in three major phases:

- Phase 1 (Context Analysis and Data Assembly) included defining the study area, forming advisory committees, and developing a contact list of interested parties. It also involved gathering information on the current context within the study area.
- Phase 2 (Concept Development and Draft CDP Preparation) involved working with stakeholders to identify major strengths, issues, opportunities, and constraints, in order to define the key design framework that underpins the CDP. It also involved collecting feedback on proposed design options, and analyzing issues of urban design, transportation, infrastructure and implementation in more detail.
- Phase 3 (Final Community Design Plan Preparation) involved selecting and refining a preferred option, conducting additional consultation, and drafting the CDP report. After final revisions, the plan was presented for approval by Planning Committee and City Council.

1.4.1 Advisory Committees

Two advisory committees helped guide development of the plan: the Public Advisory Committee (PAC) and the Technical Advisory Committee (TAC). They provided input and guidance to the Project Team in their areas of expertise at all stages of the process. They also facilitated communication with the public and acted as a link between the Project Team and their own constituents and members.

Public Advisory Committee members represented the interests of their respective local communities. Members included: representatives from the area's community associations, BIAs and interest groups; major property owners, including both private and non-profit developers; and the Somerset and



Figure 4: The CDP consultation process



Figure 5: Public Advisory Committee walk-around

Kitchissippi ward councillors or designates. PAC members attended all public consultation events. They also provided formal comments on planning options in Phase 2 and on the draft CDP in Phase 3.

The Technical Advisory Committee provided input on policy and technical issues ranging from transit to servicing and infrastructure. Members included representatives from 13 City departments and agencies with responsibilities within the study area, as well as representatives from the National Capital Commission (NCC) and Public Works and Government Services Canada (PWGSC).

1.4.2 Public Consultation Events

Five major public consultation events took place during the CDP process, which initially covered the entire Bayview-Carling corridor, but was subsequently subdivided into three separate CDP areas focused on each proposed transit station (Carling, Gladstone and Bayview).

The Community Design Plan Issues and Opportunities Workshop took place in February 2006. This invitation-only event included: City staff; affected community associations, BIAs and interest groups; major property owners, and representatives of federal institutions. The workshop was designed to identify issues, opportunities and design principles for the corridor and for each station. It also looked at the linkages across the area and to nearby communities. The outcome was a set of overall principles to guide all three CDPs (see section 3.0).

The Community Design Plan Design Workshop was held in March 2006 and was open to members of the initial Issues and Opportunities Workshop. Based on the findings of the initial workshop and the principles of transit-oriented development, participants drafted a design framework to inform the overall CDP. Key design priorities included the development of linkages between neighbourhoods, appropriate development and neighbourhood compatibility, integration of LRT stations with surroundings, quality design that provides a sense of place, and affordable and sustainable development practices. Priorities specific to the Bayview Station district included addressing grade differences

created by Scott and Somerset streets, creating a major mixed-use node for residents and commuters, creating a pedestrian-friendly environment, defining an integrated approach to development for all areas adjacent to the station, and incorporating natural and topographical features into the design.

The first open house, held in May 2006, was an opportunity for the general public to provide comments on the principles, design framework and design options arising from the two previous workshops. These comments were incorporated into the analysis of urban design, transportation, infrastructure, and implementation issues and opportunities.

A second open house, following the re-commencement of the CDP in December 2009, took the form of video presentations setting out a specific concept for the Bayview Station District. These were available online beginning in November 2011. Responses to these presentations were incorporated into PAC and TAC discussions and were used to finalize a preferred concept for this area.

A third and final open house, held in March 2013, presented the preferred planning concept and recommendations from the draft Bayview Station District CDP for additional public comments. After these comments had been incorporated, the final CDP was submitted to Planning Committee and City Council for approval.

1.5 How to use this CDP

Community Design Plans (CDPs) are a tool for implementing Official Plan (OP) principles and policies at the community level. They provide critical direction regarding density, desired land use and built form, development of the public realm, place-making, mobility and servicing in a defined CDP area. Developing a CDP is a collaborative process, focused on the shared values and mutual obligations within a community and on building trust and responsibility among community members and the City of Ottawa.

WHAT WE HEARD

Participants in the consultation process put forth a variety of ideas for the future of the Bayview Station District:

Accessibility for pedestrians to Bayview Station should be a primary objective We need better pedestrian and cycling connections – I live in the area and walk & cycle everywhere The pedestrian/ cycling bridge across the O-Train along the old Wellington Street alignment is key Intensification will be a very good thing for this area ... seamlessly connecting two built-up urban areas through this currently underutilized land We need to keep a reasonable transition from taller buildings around transit nodes down to existing houses Open spaces should be integrated with mixed-use areas and not separated Development should better interact with and connect to the Ottawa River waterfront Development of Laroche Park needs innovative ideas to make it more a pole of attraction for the community to come together, relax and do sport activity More sports fields and green parks are needed. Cultural green spaces are needed too

As a Council-approved document, this CDP will be used to guide development in the Bayview Station District. City councillors and staff will use it to evaluate capital projects and development applications and to ensure that new developments reflect the recommendations, vision and principles of the CDP. They may also refer to it when seeking resources for additional special projects and development incentives. Residents, businesses and community associations will refer to the CDP to ensure that the principles and priorities identified during the CDP process are respected as the neighbourhood evolves.

The Bayview Station District Secondary Plan will support the CDP. The Secondary Plan is a statutory document for the long-term design and development of the CDP planning area and provides concise direction on land use, built form, design, and circulation. As a result of the CDP, the Comprehensive Zoning By-law will also be amended to reflect the recommendations of the CDP and Official Plan (OP) as they pertain to publicly owned lands. The zoning amendments will ensure consistency between the CDP, Secondary Plan, OP, and Comprehensive Zoning By-law.

The CDP complements overarching City policies, such as the Urban Design Guidelines, and should be read alongside these policies when evaluating development applications. However, the CDP's design policies take precedence over these guidelines in the case of any inconsistencies, due to the CDP's grounding in the specific local context.

2.0 The Bayview Station District Today

This chapter outlines the major policies currently guiding development in the Bayview Station District. It also describes existing conditions and discusses the potential opportunities and constraints for the future evolution of the area that were identified through the CDP process.

2.1 Planning Context

2.1.1 Provincial Policy Statement

The Provincial Policy Statement, 2005 (PPS) provides for appropriate land use development while protecting matters of provincial interest, public health and safety, and the quality of the natural environment. It supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The PPS sets out provincial policy direction in support of transit-oriented development, including support for efficient development and land use patterns with an appropriate range and mix of land uses and housing options, and including setting minimum targets for intensification. Land use patterns that make efficient use of municipal infrastructure, that reduce vehicle trips, and that support use of public transit are encouraged. The PPS also directs that areas of compact form and mix of land uses should be focused in locations that are well served by public transit.

2.1.2 Official Plan

The Ottawa Official Plan (OP) sets out a vision for the city’s future growth and provides a policy framework to guide its physical development and address matters of provincial interest defined by the PPS. The OP designates much of the land within the Carling-Bayview corridor as Mixed-Use Centre, a designation that requires the preparation of a CDP. This zone is designed to ensure that the area accommodates a combination of transit-supportive residential, retail, office, and institutional uses in a compact, pedestrian-oriented environment. Within the

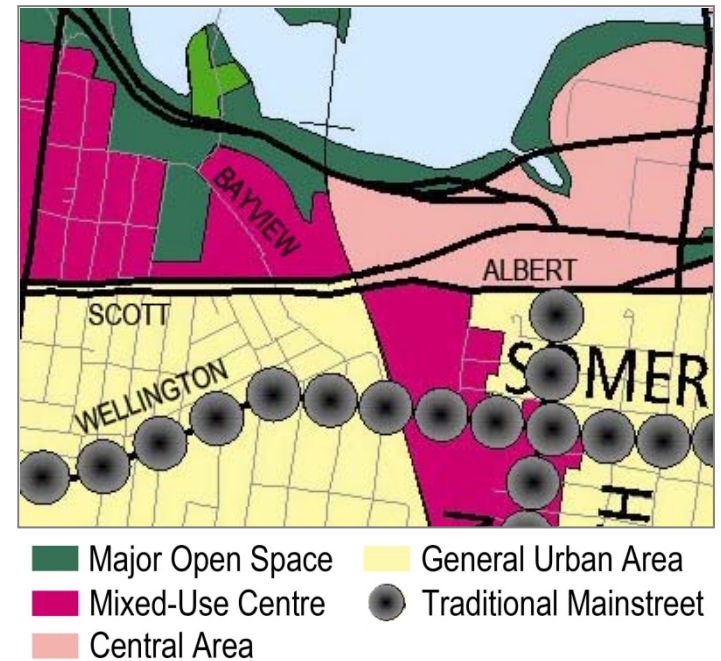


Figure 6: Official Plan land use designations in the study area

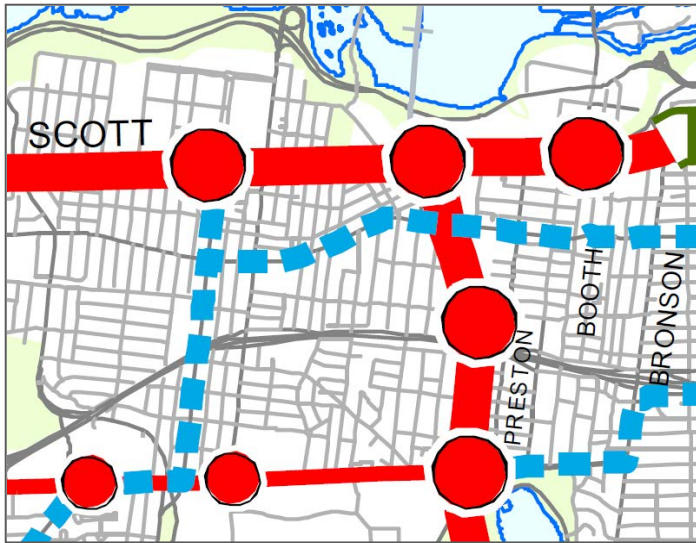


Figure 7: Transportation Master Plan showing Bayview Station at the intersection of the north-south and east-west LRT lines

Bayview Station District, this designation applies to the lands north of Scott Street and west of the O-Train corridor (Bayview Yards), as well as to the lands south of Albert Street and east of the O-Train corridor (City Centre Lands and 801 Albert Street).

Lands designated as Mixed-Use Centre are also considered Design Priority Areas (DPA). According to the OP, DPAs are areas to direct growth, to protect and enhance the character and sustainability of affected communities, and to provide a focus for coordinating urban design efforts and enhancements. Capital and private-sector development projects in DPAs are subject to review by the Urban Design Review Panel during the consultation stage of development applications.

The area north of Albert Street and east of the O-Train corridor is designated Central Area, while the area south of Scott Street and west of the O-Train corridor (Tom Brown Arena site) is designated General Urban Area.

Somerset Street, Wellington Street West, and Preston Street are designated as Traditional Mainstreets in the OP. This designation identifies streets generally developed before 1945 that offer some of the City’s most significant opportunities for intensification, through compact forms of development, a lively mix of uses, and a pedestrian-friendly environment. They have a dual role, providing nearby neighbourhoods with a range of day-to-day goods and services, while also providing specialized services to others living outside these neighbourhoods. Their urban fabric is tightly knit, with small-scale buildings combining residential and commercial uses, narrow frontages addressing the street, a four-lane roadway cross-section, and on-street parking.

2.1.3 Transportation Plans

2.1.3.1 *Transit*

Ottawa’s Transportation Master Plan (TMP) identifies the Carling-Bayview corridor, along the existing O-Train line, as a major future north-south LRT route. It earmarks the existing BRT Transitway, which also passes through Bayview Station, for conversion into the City’s primary east-west LRT route. The downtown portion of the Transitway is approaching its maximum service

capacity during peak hours. Once this functional capacity is reached, Ottawa’s transit services will be faced with the inability to expand operations and accommodate long term growth. To address the situation, Council voted in 2009 to begin the planned conversion from BRT to LRT from Tunney’s Pasture Station in the west to Blair Station in the east. This conversion represents Phase 1, Increment 1 of the implementation plan identified in the TMP, and the east-west LRT line is to be known as the Confederation Line. When the Confederation Line is fully operational, Bayview Station will be the main hub connecting the east-west and north-south rail lines.

The TMP identifies Wellington Street West and Somerset Street in the study area for the implementation of future transit priority measures, which give transit vehicles preferential treatment over other traffic. These measures may include traffic signal priority, queue-jump lanes, dedicated lane segments, or peak-period transit-only lanes.

The TMP also lays out a broader transportation vision for the City through 2031 and beyond, which includes the goal of integrating transportation and land use to support social, environmental and economic sustainability. The City’s target, as set out in the TMP, is to increase the proportion of transit trips to 30% of motorized morning peak-hour trips by 2031, the proportion considered necessary to avoid unacceptable levels of congestion. Meeting this target will also support the City’s related affordability and sustainability goals, including reducing car dependency, promoting active transportation, and minimizing transportation-related air pollution and greenhouse gas emissions. The TMP identifies land use planning as a key supporting measure in the City’s efforts to achieve the target 30% transit modal share, because of its role in creating denser urban environments that make it attractive to walk and take transit and, conversely, reduce the reliance on the private automobile.

2.1.3.2 Cycling

The Ottawa Cycling Plan, a companion document to the TMP, is designed to support the city’s strategic directions of reducing greenhouse gases and creating transit- and cycling-oriented communities (Ottawa Cycling Plan, 2008). It identifies Preston, Scott, Albert, Somerset, and Wellington streets, Bayview



Figure 9: O-Train terminus at Bayview Station

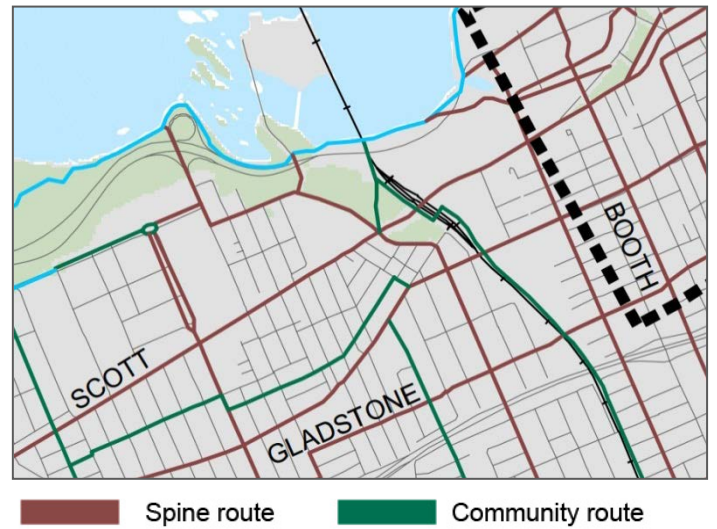


Figure 8: Cycling Plan designations, showing spine and community cycling routes in Bayview Station District

Road, and the Ottawa River pathway as “spine” or city-wide cycling routes. This type of route is intended to provide direct links between major residential, commercial and institutional destinations throughout the city. The Scott/Albert route is also part of the City’s East-West Bikeway project, which will provide a direct cycling link between Westboro and Vanier after its completion.

The Cycling Plan designates the multi-use pathway extending along the O-Train corridor and connecting to the Ottawa River pathway, as well as a spur linking the Ottawa River Pathway to Bayview Road, as “community” cycling facilities. These facilities take advantage of quieter streets to link local destinations like schools, community centres and parks. The spine and community facilities in the Bayview area have largely been implemented, with the exception of the Albert Street portion of the East-West Bikeway and the Bayview pathway spur.

2.1.3.3 Pedestrians

The Ottawa Pedestrian Plan, a second companion document to the TMP, aims to encourage residents to walk more often and sets out the framework for a pedestrian network to achieve this goal. Network development priorities include creating viable connections across physical barriers and integrating pedestrian infrastructure into design processes. It identifies CDPs as a critical tool supporting the development of the pedestrian realm, because they provide an opportunity for pedestrian design considerations to be included as an integral part of a community’s vision. The Pedestrian Plan supports the CDP by providing guidance for pedestrian-supportive planning and design, safety and accessibility guidelines and direction for safe and convenient pedestrian crossings. It also provides guidance for pedestrian-supportive amenities, wayfinding and pedestrian-scale lighting.

In the Bayview Station District, the Pedestrian Plan identifies the improvement of connections to the Ottawa River pathway system and the development of pedestrian connections to transit (especially along Scott Street) as key considerations for network improvements.

2.1.3.4 Roads

The study area contains a variety of roadway classifications. Preston, Wellington, Somerset, Scott and Albert streets are designated arterials, whose primary function is to serve “through” travel. Bayview and Bayswater avenues are identified as collectors, whose primary function is to serve neighbourhood travel between local and arterial roads. The remaining streets in the area are identified as local roads, whose main function is to provide direct access to adjacent lands, and whose secondary function is to serve neighbourhood travel to and from collector and arterial roads. In addition, the Ottawa River Parkway west of Preston Street is a federally owned road not otherwise classified by the City, although it continues directly from Wellington Street, an arterial road.

2.1.4 Complementary Planning Initiatives

The Bayview Station District CDP was originally a component of the Carling-Bayview Rapid Transit Corridor CDP study, initiated in 2005. In 2012, this study was formally divided into three separate station district CDPs for Bayview, Gladstone and Carling stations, to address each district’s unique land use, connectivity, and design considerations. The Carling Station District CDP took place concurrently with the current Bayview Station District CDP process, with Planning Committee consideration anticipated in March 2013 and completion of the draft Secondary Plan and supporting studies in Fall 2013. The Gladstone Station District CDP began in January 2013, with consultation activities projected for Summer and Fall 2013 and the presentation of recommendations to Planning Committee and Council anticipated in February 2014.

The Bayview/Somerset Area Secondary Plan Study, completed in December 2004, proposed a concept and design principles for a transit-oriented redevelopment of the City of Ottawa’s Bayview Yards (see Section 4.1.1). Key design considerations in this plan included the development of strong pedestrian connections and facilities within the new neighbourhood itself, as well as between the neighbourhood, the transit station, and the surrounding communities and parks. The plan also called for a mixed-use main street along Bayview Road, and a civic building at the corner of Bayview and Scott that would

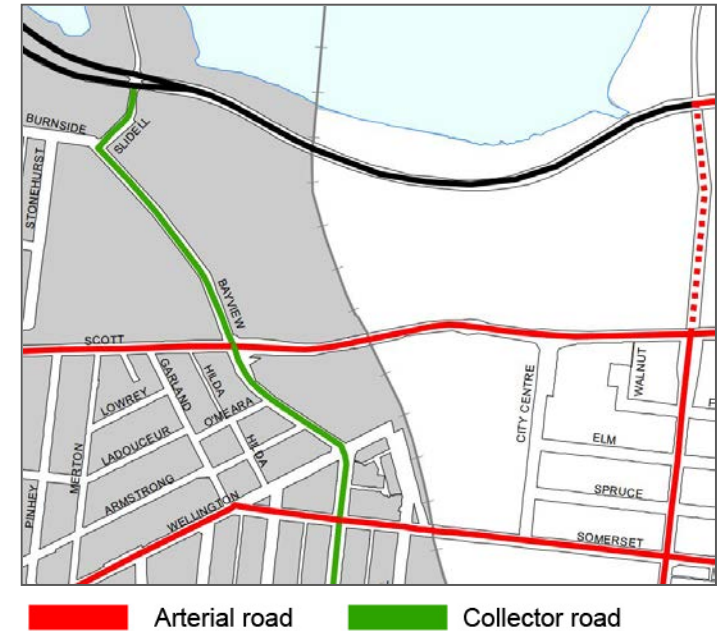


Figure 10: Roadway classifications in study area

complement the national cultural facility planned by the NCC on the east side of the rail line. A major objective of the current CDP study is to update the Council-approved design concept for Bayview Yards to ensure integration and compatibility with the overall CDP vision and design objectives. The CDP also constitutes a portion of the “Proof of Concept” environmental scan of the Bayview/Somerset area, undertaken subsequent to a January 2005 direction by Council.

In the NCC’s Core Area Sector Plan (2005), Lebreton Flats South is envisioned as an independent mixed-use neighbourhood with an urban street grid. It is to have strong connections to nearby neighbourhoods, as well as a system of parks and open spaces that are well linked to the City’s broader greenspace network (National Capital Commission, 2005). The NCC’s long-term plan for the land between Lebreton Flats and the rail corridor also includes the establishment of a national cultural institution.

The Secondary Plan for the Preston-Champagne Area (2003) focused on the Gladstone and Carling Station areas. The area along Somerset Street was designated for a mix of medium-profile residential and commercial uses. The adjacent residential and office areas were envisioned as low- to medium-profile. As noted previously, both Carling and Gladstone station areas are subject to parallel, ongoing CPD processes, which will update the Secondary Plan and guide the form and function of development in the Carling-Bayview Corridor to the south of Somerset Street.

The Hintonburg/Mechanicsville Neighbourhood Plan was completed in 2010. Major priorities articulated in this plan included maintaining a mix of affordable housing types, improving walking and cycling facilities in the community, supporting the provision of reliable bus transit, and seeking opportunities for good connectivity to the O-Train. The plan called for the designation of the Hintonburg/Mechanicsville area as a Community Improvement Project area, with a view to facilitating the redevelopment of brownfields in the neighbourhood. The Wellington West CDP (2011), which includes the portion of this neighbourhood fronting on Wellington Street West, identifies the

intersection of Somerset and Wellington streets as an important neighbourhood crossroad and future community hub.

Common elements of these plans include high-quality public spaces; well-connected pedestrian networks; easy access to transit; a mix of affordable residential, commercial, and other uses; and developments whose design and function are well integrated into the surrounding established neighbourhoods.

2.1.5 Comprehensive Zoning By-law

Although designated as Mixed-Use Centre in the OP, the properties that lie within the Bayview Station District policy area are currently zoned for a variety of residential, industrial, leisure, open space and mixed uses under the City of Ottawa Comprehensive Zoning By-law (2008). Table 1 outlines the specific zoning provisions of each parcel identified in Figure 11.

The zoning immediately adjacent to the policy area permits mainly residential and mixed uses. The southwest edge of the study area, an established part of Hintonburg, is zoned mainly R4 (Residential Fourth Density Zone), TM (Traditional Mainstreet Zone), and GM (General Mixed Use Zone). The Dalhousie neighbourhood in the southeast corner of the study area is zoned MC in the commercially oriented western portion, and R4 in the eastern, lower rise residential portion. Mechanicsville, adjacent to Laroche Park, is zoned mainly R4 and R5 (Residential Fifth Density Zone). The R4 zone is intended to allow a wide mix of residential building forms up to four storeys tall, R5 allows a mix of low to mid-high rise building forms, and the GM zone is intended to allow individual or well-defined groupings of commercial uses that are compatible with their surroundings.

Several parcels of NCC land along the river north of Bayview Yards, outside the immediate policy area, are zoned O1[310]-h, which permits open space and some additional institutional uses upon completion of a secondary plan.

Table 1: Zoning of properties in Bayview Station District policy area

Civic Address	Zoning	Key Provisions
52 Bayview Road (Laroche Park)	L1	<ul style="list-style-type: none"> Community Leisure Facility Zone (Recreational uses that meet the needs of the surrounding community)
7 & 89 Bayview Road (Bayview Yards)	IG1[1282] F(1.0)	<ul style="list-style-type: none"> General Industrial Zone (Range of low to moderate impact light industrial uses) Floor space index up to 1.0 Exception limiting use to a municipal works yard and snow disposal facility
80 & 90 Bayview Road	R4M	<ul style="list-style-type: none"> Residential Fourth Density Zone (Wide mix of residential building forms, no more than four storeys)
141 Bayview Road (Tom Brown Arena)	L1	<ul style="list-style-type: none"> Community Leisure Facility Zone (Recreational uses that meet the needs of the surrounding community)
Unmarked parcels north of Albert, east of O-Train	O1	<ul style="list-style-type: none"> Parks and Open Space Zone (Parks, open space, and related/compatible uses)
801 Albert Street	MC[1967] S291, S292-h	<ul style="list-style-type: none"> Mixed-Use Centre Zone (Transit-supportive uses in a compact, pedestrian-oriented built form; medium- to high-profile development) Exception setting out maximum gross floor area and requiring site plan approval, a servicing study, and an agreement pursuant to Section 37 of the Planning Act as conditions of development
1035 Somerset Street W. (City Centre Lands)	MC[1351] F(1.5)-h	<ul style="list-style-type: none"> Mixed-Use Centre Zone Exception requiring a master servicing study, a traffic impact analysis, and site plan approval as conditions of development
250 City Centre Avenue (City Centre Lands)	MC1[398] h1h2h3 S169,S170	<ul style="list-style-type: none"> Mixed-Use Centre Zone Exception limiting gross floor area and requiring detailed site plan and infrastructure improvements as conditions of development Schedules setting out various maximum building heights in different portions of the site (80 to 135 metres) and identifying permitted locations for residential and non-residential development on the site
255 City Centre Avenue (Self-Storage building)	MC[1380] F(2.5) H(24) and MC[1380] F(2.5)	<ul style="list-style-type: none"> Mixed-Use Centre Zone Floor space index up to 2.5 Height limit of 24 metres Exception limiting warehouse use to self-storage
265 City Centre Avenue; 145 Spruce Street; 168 Elm Street	MC F(2.5)	<ul style="list-style-type: none"> Mixed-Use Centre Zone Floor space index up to 2.5
989 Somerset Street W.; 158 Spruce Street	R4T[973]	<ul style="list-style-type: none"> Residential Fourth Density Zone (Wide mix of residential building forms, no more than four storeys) Exception providing for a mid-rise apartment dwelling up to 19 metres tall

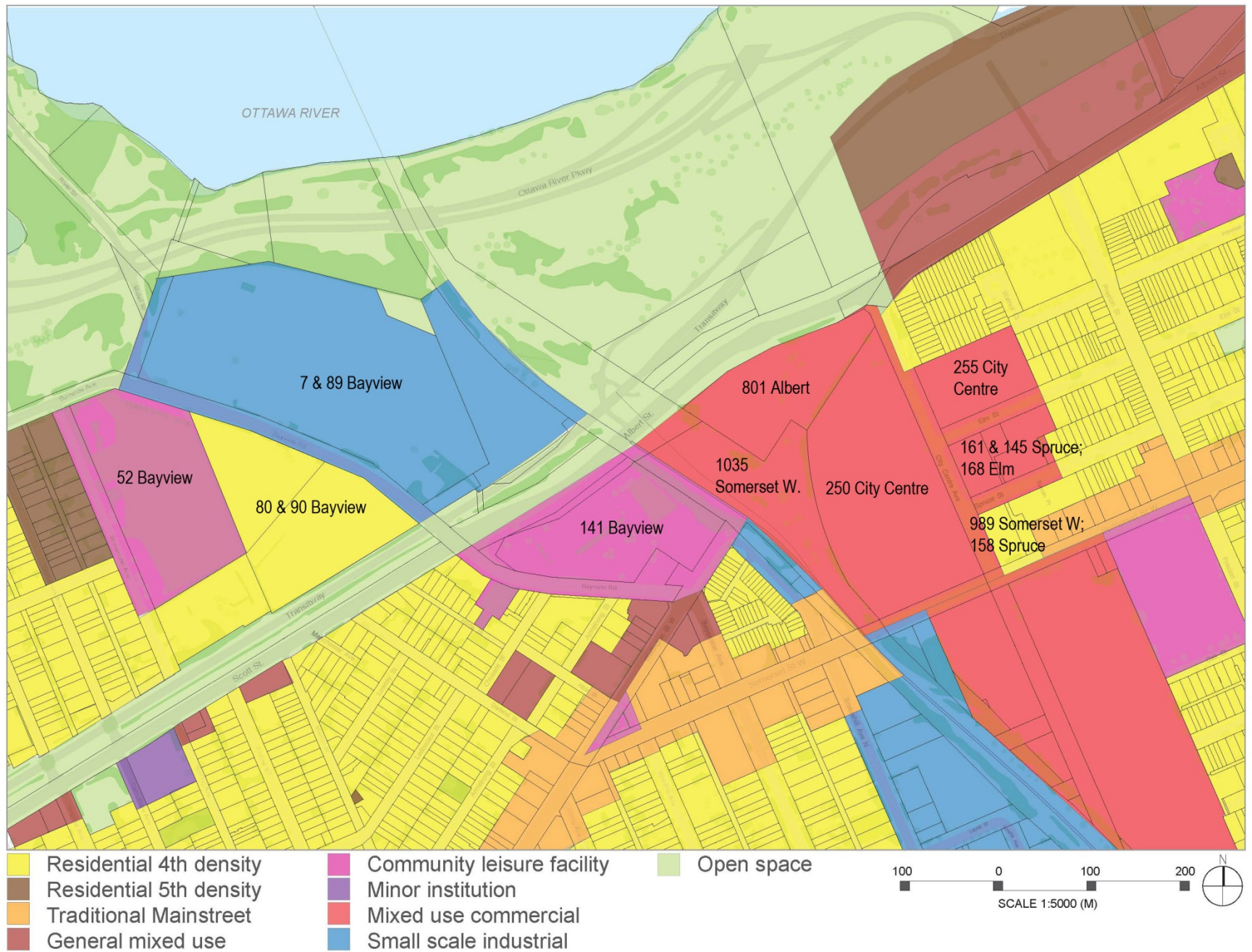


Figure 11: Existing zoning in the study area



Figure 12: Footprints of existing buildings in study area



Figure 13: Sites of existing development proposals in the study area

2.1.6 Existing Development Proposals

A proposal to develop an Innovation Complex at Bayview Yards received Council approval in principle in January 2013. The complex is to include a 10- to 14-storey tower with approximately 14,000 square metres of gross floor area, which will house business incubation and acceleration space, laboratory space, meeting and lecture facilities, potential artist studios, and ground-level retail. As part of the proposal, the Bayview City Works building is to be retained for adaptive re-use as a heritage resource. A Municipal Land Development Corporation is to be established to undertake the redevelopment following approval of this CDP.

A proposal for a mixed-use complex at 801 Albert Street received Council approval for a site-specific rezoning in September 2012. The planned development will comprise two office towers of 32 and 29 storeys, as well as a third, six-storey building that would include retail and conference space. It will result in the construction of one new signalized intersection and one secondary right-turn only entrance on Albert Street to provide access to the complex. As part of an agreement with the City under Section 37 of the Planning Act, which allows Council to require community benefits in return for additional height or density, the former Wellington Street along the southern edge of the site will be redeveloped with sidewalks on both sides. It will be transferred to the City at no cost for potential future use as a public right-of-way. The agreement also provides for the transfer of funds to the City, to be used for the design and construction of a new pedestrian and cycling bridge linking the two Wellington rights-of-way across the O-Train tracks. Finally, the development will include pedestrian and cycling connections to the north-south green corridor to the west of the site, as well as two pedestrian and cycling routes through the middle of the block. The final proposal remains subject to site plan control approval before any construction can begin.

A redevelopment proposal for 1050 Somerset Street West, just outside the study area, was approved by Council in July 2012. The proposal required a re-zoning from the previous height limit of 19 metres to accommodate a 73-metre, 23-storey mixed-use development. The proposed development will feature a six-

storey podium with commercial and office uses on the first four floors and an uninterrupted pedestrian frontage along Somerset Street West and Breezehill Avenue. It will also feature residential units in the tower and in a series of two-storey townhouses accessed via a pedestrian connection from Breezehill Avenue. The proposal was considered by the Planning Department to be consistent with the level of intensification envisioned in the area along the north-south transit corridor.

2.1.7 Environmental Features

The major natural feature in the study area is the Ottawa River, which forms the area’s northern boundary. Part of the area now occupied by the Ottawa River Parkway, immediately north of Bayview Station, was originally part of Nepean Bay. It was filled in for the construction of the Parkway in the 1960s. Low-lying areas nearby, including the 801 Albert Street site and part of the O-Train right-of-way around the station, remain a major stormwater collection and drainage area for much of the Carling-Preston area. The existing natural heritage of the area is limited because of existing development and transportation infrastructure. However, the district contains numerous treed areas and groupings of vegetation along property boundaries and transportation corridors, and these are significant as the main natural features in a district otherwise lacking in functional natural areas. They have aesthetic value and provide a starting point for the enhancement and restoration of open spaces and green linkages in the station district.

The Bayview Yards and several nearby public parcels are believed to have considerable soil and groundwater contamination as a result of their use as municipal landfill sites between the 1930s and 1960s, and as rail yards until the 1960s (see Section 2.1.8).

The current bridges over the rail line (Somerset and Scott streets, the Transitway, and the Ottawa River Parkway) are the highest-elevation points in the study area. The grade differences between these bridges and the surrounding land are the area’s major topographical changes.

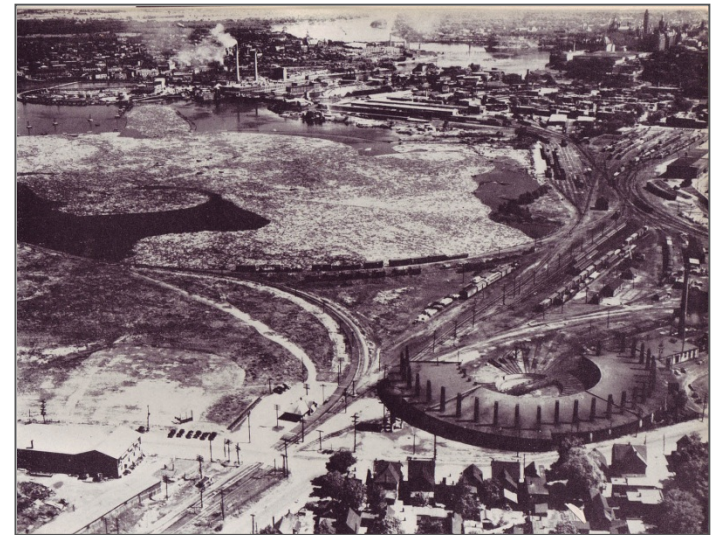


Figure 14: Bayview Station District before Nepean Bay infill, looking east (Plan for the National Capital, J. Gréber, 1950)



Figure 15: Natural and topographical features in the study area



Figure 16: Areas of archaeological potential in the study area

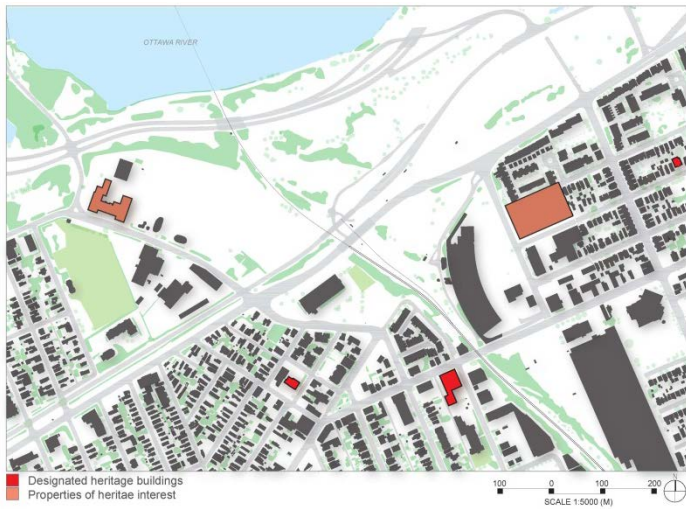


Figure 17: Historic properties in the study area

2.1.8 Historical Evolution

The first road constructed through the study area was Richmond Road, later renamed Wellington Street, in 1818. Villas and farms stood on much of the surrounding land, although the development of lumber mills at the Chaudière Falls prompted some additional development by mid-century. Development accelerated after the arrival of the Wellington streetcar line in 1896. By the early part of the 20th century, several rail lines had been established in the area to transport lumber from the Ottawa River, and a major roundhouse stood on the site of the present Tom Brown Arena. A bridge over the north-south rail line linked Wellington and Albert streets. By the end of World War II, there were well-established street networks and residential communities in Hintonburg, Mechanicsville, and Lebreton Flats.

The 1960s saw drastic changes in and around the Bayview area. By the end of the decade, most of the rail lines had been removed, the bridge connecting Albert and Wellington streets had been torn down, and the roundhouse had been replaced by the arena. The City Centre office and warehouse complex had been built between Somerset and Albert streets. The nearby community of Lebreton Flats had largely been razed and left as open space. The Transitway was built during the 1980s, and the remaining north-south rail line was repurposed as the O-Train line in 2001.

Three buildings within the study area (the Armstrong House at 19 Armstrong Street, Devonshire Public School at 100 Breezehill Avenue, and the Venn House at 69 Elm Street) are designated properties under Part IV of the Ontario Heritage Act. Numerous additional properties in the study area, including the former City Works building at 7 Bayview Road, are considered properties of heritage interest. Two properties near the City Centre lands are not designated but still notable: 255 City Centre Avenue, recently converted to a self-storage warehouse, is the last surviving streetcar barn from the Ottawa Electric Railway and dates from 1925, and a small bungalow at 290 City Centre Avenue is believed to have been built around 1902 to serve as a woodworking shop.

2.2 Land Use and Built Form

2.2.1 Land Ownership

A large proportion of the underutilized land in the study area (see section 2.2.2) is publicly owned. The City of Ottawa owns the rail corridor, Tom Brown Arena, the Bayview Yards, and Laroche Park. The NCC owns the large open area north of Albert Street and east of the rail corridor, as well as additional land along the river and at the northwest corner of Scott Street and Bayview Road. The NCC also owns three small parcels at the eastern edge of Brezeshill Avenue North, at the northern edge of Tom Brown Arena, and at the southern edge of the Bayview Yards, underneath the Transitway. PWGSC owns the large warehouse property along the rail corridor south of Somerset, just outside the study area.

Private landowners hold the large properties at 801 Albert Street and 250 City Centre Avenue, as well as the many smaller-scale residential and commercial properties in the rest of the study area.

2.2.2 Land Use

A large proportion of the study area was identified as underutilized land in the City’s 2004 “Where Will We Live” report. A major focus of the CDP study is therefore to define the appropriate scale, density, use, and form of development for these lands. The identified sites include the Bayview Yards, the Tom Brown Arena Site, 250 City Centre Avenue, and 801 Albert Street. It should be noted that, while currently undeveloped, the large open area north of Albert and east of the rail corridor is federally owned and is the potential site of a future national cultural institution.

Within the Bayview Station District CDP policy area, only the property at 801 Albert Street is currently vacant. Tom Brown Arena is currently a well-used municipal indoor ice rink and public park, and the Bayview Yards are used for snow disposal and other municipal operations. The site at 250 City Centre Avenue is characterized by a large mixed-use warehouse complex and mid-rise office tower adjacent to several smaller warehouses. 255 City Centre Avenue is



Figure 18: Public ownership of property parcels in the study area
Table 2: Land ownership in Bayview Station District policy area

Civic Address	City	NCC	Private
52 Bayview Road (Laroche Park)	•		
7 & 89 Bayview Road (Bayview Yards)	•		
80 & 90 Bayview Road		•	
141 Bayview Road (Tom Brown Arena)	•		
Unmarked parcels north of Albert, east of O-Train		•	
801 Albert Street			•
1035 Somerset Street W. (City Centre Lands)	•		
250 City Centre Avenue (City Centre Lands)			•
255 City Centre Avenue (Self-Storage building)			•
265 City Centre Avenue; 145 Spruce Street; 168 Elm Street			•
989 Somerset Street W.; 158 Spruce Street			•



Figure 19: Low-rise urban fabric in Mechanicsville



Figure 20: Playground and playing fields at Laroche Park

the site of the former streetcar storage warehouse which has been converted into a self-storage warehouse. 265 City Centre Avenue is used as a federal government office and warehouse complex, while 145 and 158 Spruce Street and 989 Somerset Street West are occupied by private warehouses and businesses.

The remaining land in the study area is predominantly residential. Some commercial and institutional uses are found along Scott Street and the traditional main streets of Somerset, Preston and Wellington.

2.2.3 Built Form

The established neighbourhoods that fall within the study area, including Hintonburg, Mechanicsville, and Dalhousie, were built out by the mid-20th century. They have regular street grids and a largely low-rise, fine-grained urban fabric. Most homes are two and a half storeys or lower and built of brick or wood, without front garages. Almost 40% were built before 1946. Some medium- and high-rise buildings are located on the City Centre lands, along Somerset Street and Wellington West, and at the western edge of Laroche Park.

Most commercial buildings along the traditional main streets of Somerset, Preston and Wellington are low to medium rise, with minimal setbacks, and act to frame the street as a comfortable public space. Due to its design for, and history of, industrial uses, the City Centre complex has a larger scale and much greater setbacks. It does not play the same role in defining the streetscape along any of the adjacent streets.

2.2.4 Public and Green Space

There are several formal parks and open spaces in the Bayview Station District, including Laroche Park, the Tom Brown Arena, Somerset Square, and a “pocket” park on Bayview north of O’Meara Street. Individual features of each park meet different needs of neighbourhood residents. Laroche and Tom Brown parks currently include net frames and sufficient space for small or full-sized soccer fields, and Laroche has a ball diamond with lights for evening use. Laroche also features play structures and a splash pad for children. Somerset

Square is a “hard” space with landscaping and benches, suitable for rest, gathering, and people-watching, and has been identified as a potential gateway feature for the Hintonburg neighbourhood west of the O-Train corridor. The pocket park on Bayview is well treed and features a small children’s playground. Overall, however, the study area has much less park and green space per resident than the City average. Although Tom Brown and Laroche parks, in particular, act as community landmarks and gathering places, they are not currently well linked to a broader open space system.

A linear strip of NCC parkland, including a well-used multi-use pathway, runs along the river at the north edge of the study area. The only formal access to this pathway from the study area is at the north end of Bayview Road, although the opening of a new pathway and linear park along the east side of the O-Train corridor will improve formal access from nearby neighbourhoods.

2.3 Transportation and Infrastructure

2.3.1 Existing Transit Network

The Bayview Station District has among the most extensive transit services in the City. Frequent east-west local buses run along Somerset and Scott/Albert streets, while a north-south bus serves Preston Street, just outside the policy area. Bayview Station itself is served by nearly 30 rapid-transit routes, seven of which are high-frequency “trunk” lines running all day. The station is also the north terminus for the north-south O-Train line.

Consistent with this high level of transit service, the proportion of residents and workers in the study area who use transit is higher than for the City as a whole. According to the City’s 2005 origin-destination (OD) survey, depending on the time of day, between 20% and 35% of trips to and from the area were by transit. Across the City as a whole, transit accounted for approximately 20% of peak-period trips and 13% of all trips. 30% of study area residents commuted by transit in 2006. By comparison, the City’s overall target modal share for transit is 30% in 2031.



Figure 21: Informal access to transit from Tom Brown Arena



Figure 22: Ramp to bus terminal at Bayview Station



Figure 23: The Transitway bridge acts as a barrier between Bayview Yards and Scott Street



Figure 24: Existing multi-use pathways (purple) in the study area

2.3.2 Existing Pedestrian Network

The pedestrian network in the study area is relatively well developed along the existing streets, most of which have sidewalks (Ottawa Pedestrian Plan, 2009). Pedestrian connectivity to the station itself, however, is poor considering its proximity to nearby neighbourhoods. Many of the vacant or underutilized properties identified in Section 2.2.2 are “superblocks,” with few formal connections across or around them. These large blocks pose barriers to pedestrians unfamiliar with informal routes or uncomfortable using them. The station itself is an outdoor station with a relatively large footprint and significant topographical changes: to O-Train stops under the Albert Street and Transitway overpasses, while the waiting area for Transitway buses is located at the top of the overpass embankment, approximately 100 metres away. No portion of the station area is less than a 200-metre walk from the closest destination.

Pedestrian connectivity along Albert Street near the station is poor, with high vehicle traffic speeds and limited crossing points to allow access to the station. The O-Train line itself also has limited crossing points (at Albert and Somerset streets) and acts as an additional barrier in the study area. The Transitway, Albert and Somerset bridges involve significant grade changes but often lack stairs, passages (add Bayview barrier picture) and other infrastructure to allow pedestrians to navigate them comfortably. For example, pedestrians approaching Bayview Station from the area south of Tom Brown Arena currently must choose between climbing an informal path up a steep slope, or adding 300 metres to their trip by walking to and along the sidewalk.

The superblocks, grade changes, and barriers associated with the O-Train line and Albert Street also impede connectivity between neighbourhoods in the station district. Despite these barriers, however, walking is a popular means of transportation in the study area. According to the 2005 OD survey, up to 20% of the trips to and from the study area were made on foot, as were fully half the trips within the area. In the City as a whole, 11% of all trips over a 24-hour period were made on foot.

2.3.3 Existing Cycling Network

The cycling network in the study area has recently received significant improvement, with “sharrows” marking a major route along Somerset and Wellington West, and a new multi-use pathway along the O-Train tracks connecting Carling Avenue to the Ottawa River. Streets such as Preston, Armstrong, Bayswater and Bayview are also well used as cycling routes. The Albert Street bridge, a major cycling link to downtown, currently lacks cycling facilities despite high levels of vehicular traffic; however, it is anticipated to receive them as part of the East-West bikeway project.

The proportion of trips made by bike to and from the study area is 2-3%, depending on the time of day. The proportion of trips by bike within the area is notably higher, at 5%. By comparison, across the City as a whole, 2% of peak-period trips were made by bike.

2.3.4 Existing Road Network

Forty to sixty per cent of trips to and from the study area, depending on the time of day, were made by car drivers in 2005. For trips within the study area, this figure was 25%. These figures are lower than the City average of 58% of all trips over a 24-hour period. Forty-three per cent of residents commute by car, compared to 67% of City residents as a whole.

The Albert/Scott arterial, which passes through the study area parallel to the Transitway and immediately adjacent to Bayview Station, is a major east-west transportation corridor providing access to downtown. Vehicle access to the City Centre complex is provided entirely by City Centre Avenue, which ends in an underpass at its south end that provides access to the PWGSC warehouse complex south of the Somerset Street Bridge. Elm and Spruce streets are closed to vehicle traffic between Preston Street and City Centre Avenue, although the street barriers allow cyclists and pedestrians to pass through.

For arterial and connector roads within the study area, the peak-hour vehicle volumes are currently within the acceptable capacities—that is, up to 2,400 vehicles per hour on arterials and up to 1,000 vehicles per hour on collectors. No



Figure 25: "Sharrows" mark a cycling route along Wellington Street West



Figure 26: Albert Street arterial, looking east from overpass



Figure 27: Major infrastructure in the study area

intersections within the study area operate above capacity, although the intersection of Albert and Booth streets, just east of the study area, is over capacity. There is also a high demand for parking in the study area, with very little surplus capacity in commercial areas such as Somerset Street.

2.3.5 Existing Major Infrastructure

Several major water, wastewater and storm trunk infrastructure pipes are located in the Bayview Station CDP area as shown on Figure 27. Because much of the underground infrastructure in the study area predates the current street layout, many of these mains and other public utility lines do not fall under existing municipal rights-of-way. The Lemieux Island Water Purification Plant (WPP) is located immediately north of the study area. This plant supplies water to approximately 60% of the serviced part of the City, including all of the study area. An existing 1950 mm dia. high pressure transmission main (HPTM) conveys water to 1W pressure from the Lemieux WPP, running west to east, along Bayview Road and Wellington Street. Finally, there is a 1067 mm dia. watermain that connects to the 1950 mm dia. HPTM at Scott Street. This main interconnects the discharge from the Lemieux WPP to the Britannia WPP. Aside from 406 mm mains on Champagne Street, all other mains in the study area are 305 mm and smaller.

The area consists of mostly recently separated sewer system and some still-combined drainage systems scheduled for future separation. The sanitary and combined sewer system in the study area includes four trunks and a complex network of hydraulic structures. West Nepean Collector (WNC) is a 1650 mm dia. pipe where it crosses the study area. It discharges into the Interceptor Outfall Sewer (IOS) at the Booth-Wellington Chamber (BWC), which is located just to the east of the study area. Mooney's Bay Collector (MBC) is a 1050 mm dia. sewer draining into the WNC just east of the railway cut. Cave Creek Collector (CCC) is a 1200 mm dia. sewer constructed in early 1900s, with later upgrades and extensions. The CCC flows are regulated at the Lloyd-Preston Regulator, which is located just east of the study area. As part of the redevelopment of Lebreton Flats, there is a proposal for a partial relocation of the CCC just east of the study area.

There are four main storm trunk systems that run through the study area. West Transitway Twin Box Sewer outlet, which was constructed in 1983, discharges immediately to the west of Lemieux Island. The outlet consists of a twin box sewer, with each box measuring 3800 mm by 2400 mm, and connects to the twin box sewer at the Transitway just to the west of Merton Street. The twin box storm sewer was designed specifically to manage the drainage from the West Transitway. Merton Trunk Sewer (MTS) enters the study area as a 2100 mm pipe downstream of the Merton and Scott Street combined sewer overflows. This includes drainage from the 1050 mm dia. storm sewer on Scott Street, and flow contributions from a new 900 mm dia. connection at Bayview Road. A 750 mm dia. West Transitway connection at Merton is also understood to contribute flow from the east to the MTS. The majority of this area (which is now separated) is now intercepted by the West Transitway Twin Box Sewer at Pinhey Street. The 2100 mm dia. MTS splits into twin 1800 mm dia. pipes south of Burnside before discharging into the Ottawa River immediately east of the access bridge to Lemieux Island. Mooney's Bay Storm Trunk (MBST) sewer ranges in size from 900 mm dia. to 1500 mm dia. where it discharges into the 1800 mm dia. Nepean Bay Storm Trunk (NBSST) at Wellington Street, just to the east of the railway cut. The NBSST crosses the Scott Street and outlets to the Ottawa River.

A Master Servicing Study undertaken in the study area found that intensification in the study area should not require additional trunk infrastructure servicing capacity, but may require relocation of existing services that do not fall under rights-of-way to accommodate new planned development. The City currently has no plans to relocate any of the underground infrastructure. Any relocation, if feasible and permitted, would be the developer's responsibility and cost, and proper permanent maintenance access easements would be required. The development plans for 801 Albert Street have already been revised to avoid conflicts between major pipe infrastructure and the proposed buildings, although the Nepean Bay Storm Sewer and the Mooney's Bay Collector Sanitary are to be partially relocated to facilitate the project. Details are provided in the LeBreton Mews Site Servicing Report. There is also a conflict between the proposed Bayview area building north of Albert and the CCC sanitary pipe. Without changes to the built form, this trunk sewer will need to be relocated at the

expense of the development proponent. It is understood that there may also be conflicts between the Bayview LRT station and the CCC which would require relocation.

The study also identified the potential for large volumes of surface ponding in the vicinity of Spruce Street and City Centre Avenue. Given the current land use on City Centre Avenue, the impact of this ponding is likely limited, and City staff have not identified any problems with this area. However, as part of the redevelopment of the City Centre site, a surface drainage assessment should be carried out to assess the potential ponding at this location and design any required mitigation. There is a major system (overland flow) corridor that needs to be maintained parallel to the railway that allows surface discharge of stormwater out to the Ottawa River. This flow corridor cannot be obstructed. The LRT design team has been advised of this constraint, and the 801 Albert property design also accounts for the corridor.

2.4 Socioeconomic Context

The adult population of the study area is slightly younger than that of the City as a whole: approximately 22% of residents were between 25 and 34 years of age in 2006, compared to a 13% City average. Also, a notably higher proportion of residents identify as visible minorities (23% vs. 16%), are immigrants (23% vs. 18%), or speak a mother tongue that is not English or French (25% vs. 19%).

The average income of households in the study area (approximately \$50,000 in 2006) is much lower than that of the city as a whole (approximately \$85,000) (Statistics Canada, 2006). A higher percentage of seniors and children were living below the Low Income Cut-Off (LICO) than in the City overall, and the unemployment rate was higher. The proportion of employed residents working in various occupational fields, however, is generally similar to the City average. The most common field is sales and service, which is the occupation of approximately one quarter of area residents.

Apartments are the most common housing type in the study area, by a wide margin. They make up 60% of dwellings, compared to 32% for the City as a

whole. A below-average proportion of dwellings are single-detached homes (13% vs. 43%). Half the households in the area consist of just one person, compared to 27% of households in the City overall.

2.5 Strengths, Opportunities, Issues and Constraints

The Bayview Station District exhibits key defining features that create unique opportunities and challenges for its future development.

Table 3 presents the strengths and associated opportunities that were identified for the Bayview Station District during the CDP process. Table 4 presents Issues and Constraints. The CDP aims to take advantage of these strengths and mitigate issues and constraints.

Table 3: Strengths and Opportunities

Strength/Opportunity	Implications
Large underutilized 'superblocks' dominate lands adjacent to the rapid transit station	<p>Redevelopment of underutilized lands can accomplish the intensification goals of the Official Plan.</p> <p>Intensification in close proximity to rapid transit will encourage a transit modal shift and reduce overall auto dependence.</p> <p>Development of a series of regularized blocks and streets can improve the overall connectivity of these lands to surrounding city main streets and neighbourhoods.</p> <p>Increased population and employment will improve the vitality of local businesses.</p> <p>Redevelopment provides the opportunity to improve open space and active transportation linkages, further reducing car dependency.</p>
Strong interest in private development in planning stages or already approved	<p>Opportunities for public realm improvements, further increasing the desirability of the area.</p>
Adjacent communities are vibrant and pedestrian scaled.	<p>With improved connectivity, the proximity of these neighborhoods will increase the desirability of the Bayview Station District as a place to live and work.</p>
Proximity to Ottawa River pathway	<p>N-S rail corridor creates a strong desire line to the Ottawa River pathway. Recent pathway enhancements provide benefits for both existing and future residents.</p>
Site topography	<p>Scott and Somerset Street bridges provide panoramic views of downtown Ottawa for public users.</p> <p>New buildings can provide unobstructed views of the Ottawa River and downtown Ottawa for residents and employees.</p>
City-owned historical building at Bayview Yards	<p>Creates potential for heritage preservation and adaptive re-use, linking the areas past to its future.</p>
Tom Brown Arena & Laroche Park	<p>Well used community facilities could be expanded to meet the needs of future residents. Future expansions to Tom Brown Arena could provide a safe, comfortable connection to Scott Street and Bayview Station.</p>

Table 4: Issues and Constraints

Issue/Constraint	Implications
Contaminated soils at Bayview Yards	Cleanup requirements to meet provincial regulations prior to any redevelopment, with associated costs.
Low-profile residential development near vacant/underutilized land proposed for intensification	Taller buildings must transition appropriately, including the use of proportional step-downs, separation, and orientation, to avoid shadowing and overlook
Rail lines and associated grade separations limit connectivity and active mobility.	There is an opportunity for new development to create building frontages on the Scott and Somerset Street bridges with safe and comfortable access to development below. A new multi-use crossing of O-Train at Wellington Street would improve connectivity in the area.
Traffic volume and speed on Scott/Albert streets	Redevelopment in the area will need to address the provision of safe and comfortable pedestrian and cyclist access to Bayview Station.
Limited connectivity to City Centre lands and surrounding street network	Improved site access, including potential normalization of the intersection of City Centre Avenue and Somerset Street should be explored. Development will require specific attention to traffic management, including measures to prevent cut-through traffic on local roads.
Existing underground utilities do not follow municipal rights-of-way	Development will need to consider how to avoid or relocate underground services.

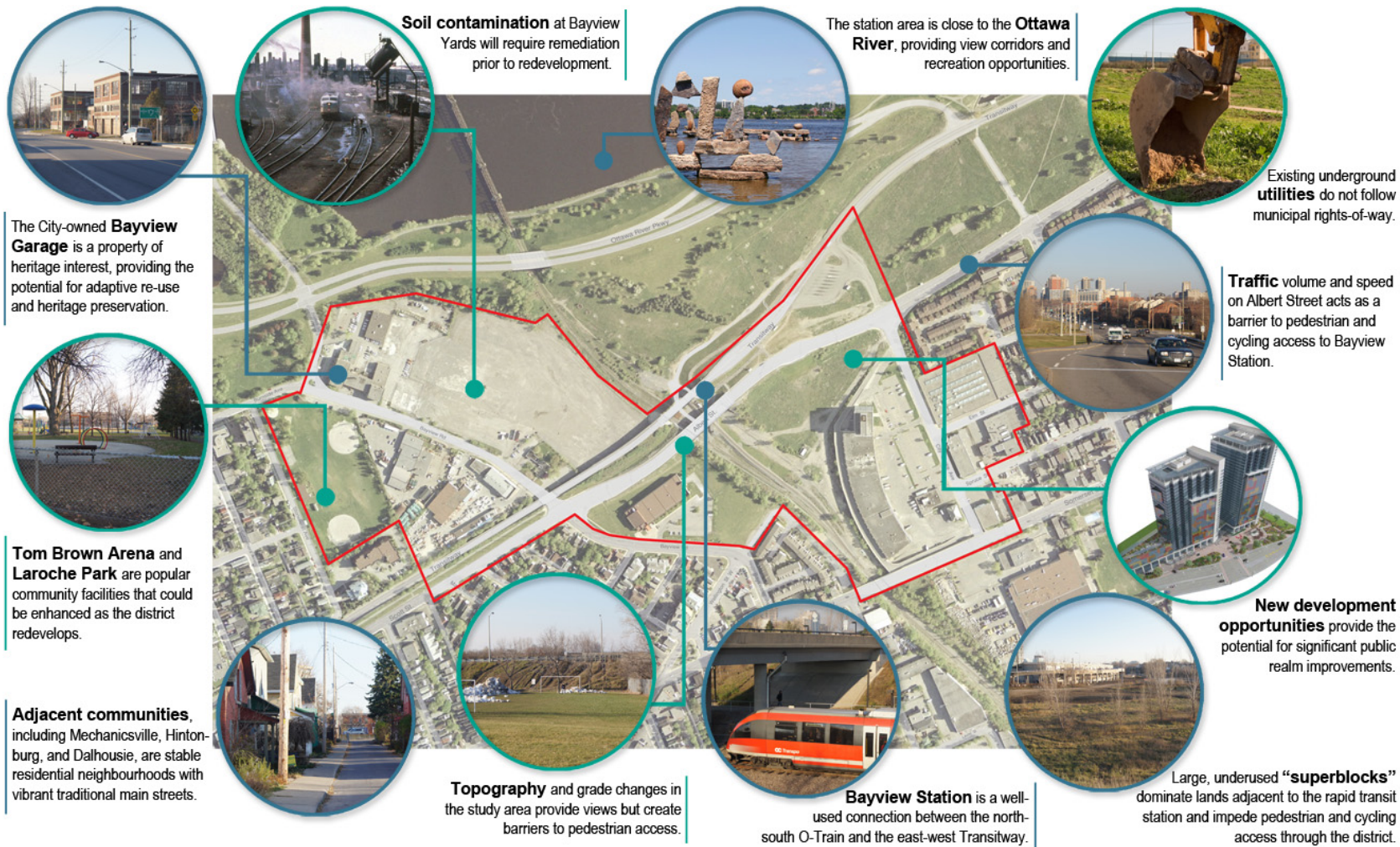


Figure 28: Existing strengths, opportunities, issues and constraints in the Bayview Station District

3.0 The Future of the Bayview Station CDP Area

The Bayview Station District is poised to undergo significant growth and change. In the future, Bayview will serve as the major hub connecting Ottawa’s north-south and east-west light rail transit (LRT) lines, providing access to downtown Ottawa and the growing east, west and south urban communities. Much of the area around the station is currently vacant or underutilized, and these lots have been identified as prime candidates for redevelopment to support the City’s intensification goals. Development concepts and proposals have already been produced for many of the underutilized parcels in the area. The arrival of the Confederation Line and the redevelopment of the surrounding lands present new opportunities for the development of a mixed-use, transit-oriented community in the heart of the city.

This chapter presents the community vision, planning principles, and supporting design objectives that will shape the future of the Bayview Station District.

3.1 Community Vision

The Bayview Station District is a new urban gateway to the city’s downtown and will take advantage of its importance as an LRT mobility hub by establishing a high-quality, mixed-use urban environment that supports a creative and diverse range of new employment and residential opportunities. High quality architecture and urban design will provide an enhanced and superior public realm and establish a range of alternative connections through the area and reduce car dependency. New pathways and corridors will provide enhanced pedestrian and cycling opportunities along and across the corridor, while existing parks and local services will be expanded and improved as redevelopment occurs. The new neighbourhood will enhance the outstanding natural and built features in the area, particularly the Ottawa River, the vibrant main streets along Wellington and Somerset, and the stable residential neighbourhoods of Mechanicsville, Hintonburg and Dalhousie.

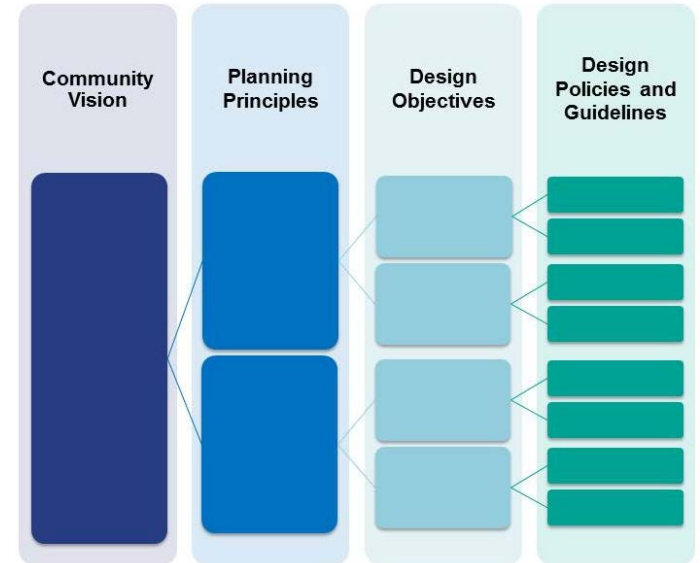


Figure 29: Vision, principles, objectives, and guidelines

3.2 Planning Principles & Design Objectives

The lands in the Bayview Station District, as high-priority areas for intensification and Transit-Oriented Development (TOD), will be designed to respond to TOD principles. A general set of principles, listed below, has previously informed TOD plans for the Train, St. Laurent and Cyrville station areas. The specific principles and objectives that underpin the Bayview Station District CDP respond to these general principles through a local lens.

- **Creating complete, mixed-use communities:** TOD areas will accommodate a wide range of land uses such as residential, office, commercial, retail, arts and culture, active and passive recreation, entertainment, service and institutional uses to provide opportunities to develop a mix of uses. This land use mix will promote the development of TOD communities that are complete, vibrant with activity and offer choice. Residents in these areas will be able to live, work, access services, shop and play in their neighbourhoods. Diversity in land uses may be achieved vertically in one building or horizontally across several adjacent buildings.
- **Accommodating population densities in a compact built form:** Light-rail transit creates the opportunity to accommodate more jobs and housing close to stations, thus increasing ridership as well as reducing the need for development land elsewhere. Medium and high densities will be accommodated in varying compact built forms and may result in tall buildings being located close to transit.
- **Establishing context-sensitive development that respects existing neighbourhoods:** With the introduction of high densities and potentially tall buildings near transit stations, scaling-down development towards existing residential neighbourhoods is critical to maintain the established character and charm of surrounding areas. Buildings nearest existing low-density, low-rise neighbourhoods should maintain height and density transitions.
- **Promoting choices and reprioritizing pedestrians, cyclists and transit users over single occupant automobiles:** The success of TOD areas depends on the availability, ease and appeal of walking, cycling and

using transit. Pedestrian pathways, cycling routes and public spaces are well-connected to transit and introduced in a timely fashion as the area develops to support individual choices. Transit is seen as a convenient, accessible and attractive option, with a smaller percentage of people driving to or from the area.

- **Creating green spaces and urban places:** Complete communities include opportunities for residents and visitors to play, gather, socialize and quietly reflect during their day to-day activities. As such, the creation of public and private amenity spaces is critical in making TOD communities more liveable. TOD areas will evolve into urban environments and will include well-designed and well-located green spaces and urban plazas.
- **Creating an attractive, well-designed urban environment:** TOD areas will evolve into important people places that are attractive and exhibit high-quality urban design to enhance livability and quality of life for residents. Development will maintain a human-scale on the ground, tall buildings will be designed to minimize impacts on their neighbours and on the ground. Mainstreets with wide sidewalks and trees will also be established.
- **Managing parking:** Parking in TOD areas is limited to help reduce the reliance on automobiles and promote the use of other modes of transportation. The location and design of parking structures will be subject to specific criteria to minimize their impact along public streets. Transportation Demand Management techniques are also encouraged on a site-by-site basis to further reduce the travel demand for single occupancy vehicles.

The Community Vision and general TOD principles are translated into specific planning principles and design objectives for the Bayview Station District in Table 5. These design objectives respond to identified opportunities and constraints, informed the evaluation of community design concepts, and form the foundation for the design policies and guidelines presented in Chapter 5.0.

Table 5: Planning Principles & Design Objectives for the Bayview Station District

Bayview Station District Planning Principle	Design Objectives
New development will be compact and transit-oriented.	1) Capture redevelopment and infill opportunities, and promote development that is concentrated around or integrated with Bayview Station.
Innovative design and investments in the public realm will provide safe, comfortable and accessible connections through the area and to major destinations including Bayview Station and the Ottawa River.	2) Enhance connectivity to Bayview station, between development sites and into the surrounding neighbourhoods, with particular emphasis on pedestrian and cycling movements. 3) Link existing and planned neighbourhoods to the Ottawa River. 4) Establish a new multi-use crossing of the O-Train corridor that is integrated with the overall active transportation network. 5) Use redevelopment to address grade changes by creating street frontages on Scott/Somerset bridges with public access to development below. 6) Ensure public accesses are universally accessible. 7) Break down the scale of superblocks by extending the street grid and improving pedestrian/cycling permeability.
New development will be respectful of established, adjacent neighborhoods.	8) Ensure appropriate density and an effective height transition to protect existing stable residential neighbourhoods. 9) Protect and enhance characteristics and vitality of existing traditional mainstreets (Somerset, Wellington). 10) Provide parking and service uses in locations that minimize visual intrusion and avoid conflict with pedestrian movements. 11) Maintain measures to limit cut-through traffic on local roads.
Bayview Station will become a prominent community landmark.	12) Integrate the station with its surroundings while using site design and architecture to emphasize the important role of the station as the core of the new station district.
Diversity in built form and architecture, combined with distinct and coordinated public realm improvements will establish a street edge with adequate light, sky exposure and public views and help to create a sense of place and identity for the district.	13) Encourage variation in building heights and diversity in architectural treatments. 14) Develop a network of vibrant, appealing streets and public spaces with high quality, easily maintained, and coordinated landscaping, furniture and lighting. 15) Identify and protect significant view corridors, particularly to the Ottawa River and downtown Ottawa. 16) Incorporate public art into public and private development.
New residential developments will offer affordable housing, creating social cohesion and a rich mix of experiences.	17) Create opportunities for affordable housing with direct access to transit. 18) Ensure affordability for artists and small businesses.
Investments in affordable, supportive, and accessible housing developments for households below the City's 30th income percentiles will ensure housing for vulnerable members of the community.	
New developments will feature the latest in sustainable design to reduce energy use, land consumption and emissions.	19) Provide residents and jobs in close proximity to each other, and to transit. 20) Encourage implementation of state of the art green building design.
The existing city owned pathway, parks and open space network will be enhanced to meet the needs of existing and future residents.	21) Ensure development directly supports and actively engages the open space and multi-use pathway located within the O-Train corridor. 22) Preserve and enhance public open space at Laroche Park and Tom Brown Arena and create new public recreation and gathering spaces.

4.0 Community Design Concept

4.1 Alternative Concepts Considered

4.1.1 Bayview Yards

The Bayview/Somerset Area Secondary Plan Study (see Section 2.1.4) initially proposed three potential transit-oriented development concepts for the Bayview Yards: Option 1 straightened the alignment of Bayview Road, retained Laroche Park in its current location, and proposed a new mixed-use development on the east side of the site; Option 2 retained the existing curved alignment of Bayview Road and was otherwise similar to Option 1; and Option 3 proposed a larger park on the Bayview Yards and new housing developments on the site of Laroche Park. Participants in an initial consultation process expressed a clear preference for retaining the curved alignment of Bayview Road, and so Option 1 was removed from further consideration. The two remaining alternatives were developed as design concepts, either of which would add approximately 2 hectares of additional parkland, 4,000 square metres of retail space (representing 80 to 100 jobs), and 1,500 new residential units (representing 3,500 to 4,000 additional residents) to the site.

One alternative, “Bayview Park,” was developed to respond to concerns regarding environmental contamination and remediation at the site, and to provide a park that is larger and better integrated with the Ottawa River than Laroche Park. In this concept, a new Bayview development is built on the site of Laroche Park, and a new park is created on the Bayview Yards site, bounded by Bayview Road to the west and an extension of Lyndale Avenue to the south. The creation of a park on the site of the Bayview Yards would likely result in lower remediation costs and better integration with a potential national cultural facility on the east side of the O-Train line. A new civic building or mixed-use complex, designed to front on the park, would be developed on the site between Lyndale and the Transitway. Housing in the new Bayview community would consist of



Figure 30: Bayview Park (Hotson Bakker Architects)



Figure 31: Bayview Community (Hotson Bakker Architects)



Figure 33: Concept 1



Figure 32: Concept 2

four-storey stacked, walk-up townhouses. The City Works building would be demolished to accommodate a re-alignment of Bayview Road.

The preferred alternative, “Bayview Community,” retains Laroche Park in its present location and redevelops the former Bayview Yards as a mixed-use, medium-density community. Bayview Road would be maintained as the community’s main street, with ground-level retail and five storeys of apartments above. The City Works building would be retained for adaptive re-use in its present location. Local streets would extend east and west from Bayview Road, with wide courtyards and high-rise point towers along the eastern edge of the site. A civic facility or mixed-use complex would be built at the south end of the site. Participants in the consultation process expressed a clear preference for this option, due mainly to the retention of Laroche Park and Bayview Road as landmarks for the community of Mechanicsville. Participants were also concerned about the effect of juxtaposing a new community directly beside the established Mechanicsville neighbourhood. The “Bayview Park” option was therefore not recommended. The current CDP builds on the “Bayview Community” concept and identifies a refined preferred concept (Section 4.2).

4.1.2 Policy Area East of O-Train

During the CDP process, participants reviewed and evaluated four alternative concepts for redevelopment east of the O-Train, each of which responded to the design principles and objectives in different ways, with varying success. Each of these concepts assumed the development of the preferred concept (“Bayview Community”) on the Bayview Yards site.

In Concept 1, a new street grid would be introduced in the lands east of the O-Train line, and continuous building frontage would be developed along Albert Street.

Concept 2 featured a roundabout at the intersection of Albert Street and City Centre Avenue, with a new local street extending from the roundabout along the Wellington Street right-of-way and ending at the transit corridor. The 801 Albert

Street site would become a municipal park. City Centre would be redeveloped as a single mixed-use complex, with a three-storey podium covering the entire site.

In Concept 3, subterranean utilities would be relocated under municipal rights-of-way, with the exception of a sewer trunk easement under 801 Albert and the NCC lands. These relocations would allow larger blocks of developable land and greater building frontage along Albert and Scott streets when compared with Option 1. A new street grid would be introduced in the lands east of the O-Train line.

In Concept 4, all existing utilities, including those underneath 801 Albert and the NCC lands would be relocated under the municipal rights-of-way, permitting larger blocks of developable land and greater building frontage along Albert and Scott streets in comparison to other options. A new street grid would be introduced in the lands east of the O-Train line.

All concepts provided for a transition in density and height between new developments and existing neighbourhoods, and for a network of pedestrian and cycling connections including dedicated lanes and through-block passages.

The preferred concept presented in Section 4.2 was developed based on the strongest aspects of each of the alternative concepts. In particular, the preferred concept aims to:

- Locate the highest development densities near Bayview Station to take advantage of proximity to rapid transit;
- Provide flexibility in design and land development options;
- Introduce new streets into the ‘superblocks’;
- Improve pedestrian and cycling connections across transit lines;
- Provide a high-quality open space system including a north-south green corridor;
- Animate key pedestrian routes;
- Protect significant view corridors to the Ottawa River and along the Wellington right-of-way.



Figure 34: Concept 3



Figure 35: Concept 4

4.2 Preferred Concept

Fueled by the City's landmark investment in transit and the increasing desirability of surrounding neighborhoods, over the CDP planning horizon the Bayview Station District will transform from an underutilized industrial/commercial area into a vibrant mixed use community.

The existing 'superblocks' will be broken down, and converted to a smaller scale of neighbourhood blocks by replicating the surrounding street grid, creating new linkages and relationships with surrounding neighbourhoods. A new street network will be developed to provide appropriate connectivity and public realm improvements in the district.

Over time, the Scott-Albert corridor will be improved through the addition of generous sidewalks, street trees, cycling infrastructure, coordinated street furniture and public art. These improvements are to reflect the importance of this corridor as a gateway to the downtown core for all modes of transportation, and to create a complete street where people can be comfortable on bicycles or on foot. The Somerset/Wellington Traditional Mainstreet will retain its important role, with new development at the bridge edge creating a continuous street wall and addressing grade separations. New neighborhood high streets on Bayview Road and City Centre Avenue will provide services and amenities for the local community and will support and enhance the viability of the traditional mainstreet. At Bayview Yards, wide landscaped streets (green allées) will link Laroche Park to the Ottawa River open space through the new development. Remaining streets in new developments will be local streets, with sidewalks on both sides, providing pedestrian, cycling, and vehicular access for local residents.

Tall buildings, to a maximum of 30 storeys, are proposed adjacent to Bayview Station and along the O-Train corridor, providing density in close proximity to the rapid transit station. Building heights will transition down, with some variation in the skyline, to match the four-storey height limit in the existing, stable residential neighbourhoods. Podium and point tower designs will be encouraged, to minimize wind, shadowing and overlook effects from tall buildings. Buildings fronting on mainstreets and City parks will be required to

incorporate setbacks at upper storeys to contribute to a pedestrian-scaled streetscape and to maximize sunlight penetration into public areas.

As part of the redevelopment process, new corridors and pathways will provide enhanced pedestrian and cycling opportunities, improve access to transit, and reduce car dependence. To ensure pedestrian mobility through the site, new developments will include a well-connected network of sidewalks and through-block connections, particularly where these provide direct access to Bayview Station. Publicly accessible through-building connections will be provided where outdoor connections are not feasible.

The concept incorporates existing City plans for an on-street cycling lane along Albert Street and shared-use lanes on Somerset Street, Bayview Road and Preston Street. It also proposes a well-connected network of off-street pathways, including a new multi-use bridge over the O-Train connecting the former Wellington Street right-of-way, a new pathway connection to Bayview Station from the Tom Brown Arena on the west side of the O-Train line, a new connection through Laroche Park from Mechanicsville, and a series of connections to the Ottawa River pathway.

Transportation Demand Management will be implemented to encourage walking, cycling and transit use, and minimize traffic impacts. Traffic calming measures, including bump-outs and on-street parking, will be encouraged, and existing measures to prevent cut-through traffic on local roads will be maintained. An enhanced connection is proposed to better link City Centre Avenue and Somerset Street to provide appropriate road access to new development at City Centre and a better connection with the Somerset traditional main street. This connection may consist of a new, at-grade intersection or a formalized underpass providing access from the south side of Somerset Street. The form and design of the connection will be selected based on development phasing and will be determined in conjunction with property owners at the time of development.

Existing parks in the Bayview Station District will be retained as important community spaces. Over time, Laroche Park will be revitalized to include formal playing fields, children’s play areas, picnic areas, community gardens and a new



Figure 36: Former City Works building, 7 Bayview Road

clubhouse. Tom Brown arena will continue to serve as an important community recreation facility and will be expanded over time to meet growing needs. All parks will be integrated in a broader open space system linking them to multi-use pathways and the Ottawa River beyond. Additional City parks are proposed at the intersection of the O-Train and former Wellington Street corridors and at the north end of the Bayview Yards (Figure 44). The potential for smaller parks within the Bayview Station development and as a traffic barrier within the Elm Street right-of-way is also being explored. The configuration of new development within the policy area may result in additional open space for residents' use.

All streets in the area will be prioritized as important public spaces and will include streetscaping features such as trees, seating and wayfinding. Public art will be provided at important gateway locations and gathering places. Active building frontages, consisting of ground-level shops and amenities with transparent and inviting designs, will contribute to the public realm along neighbourhood high streets, traditional mainstreets and other areas of high pedestrian circulation.

The concept accommodates community-oriented uses such as grocery stores, pharmacies, and other large-format uses, provided they take an urban, street-related form.

A partnership between the province, the private sector and the City is expected to result in an innovation and entrepreneurship complex at Bayview Yards, with Invest Ottawa as a major anchor tenant. This facility would create jobs, new community spaces, and additional momentum for the revitalization of the area.

The Bayview City Works building at 7 Bayview Road is to be designated as a heritage resource and retained for adaptive re-use within a future development. The feasibility of re-locating or re-using the former woodworking shop at the southeast corner of 250 City Centre Avenue will also be explored.



Figure 37: Design concept for the Bayview Station District

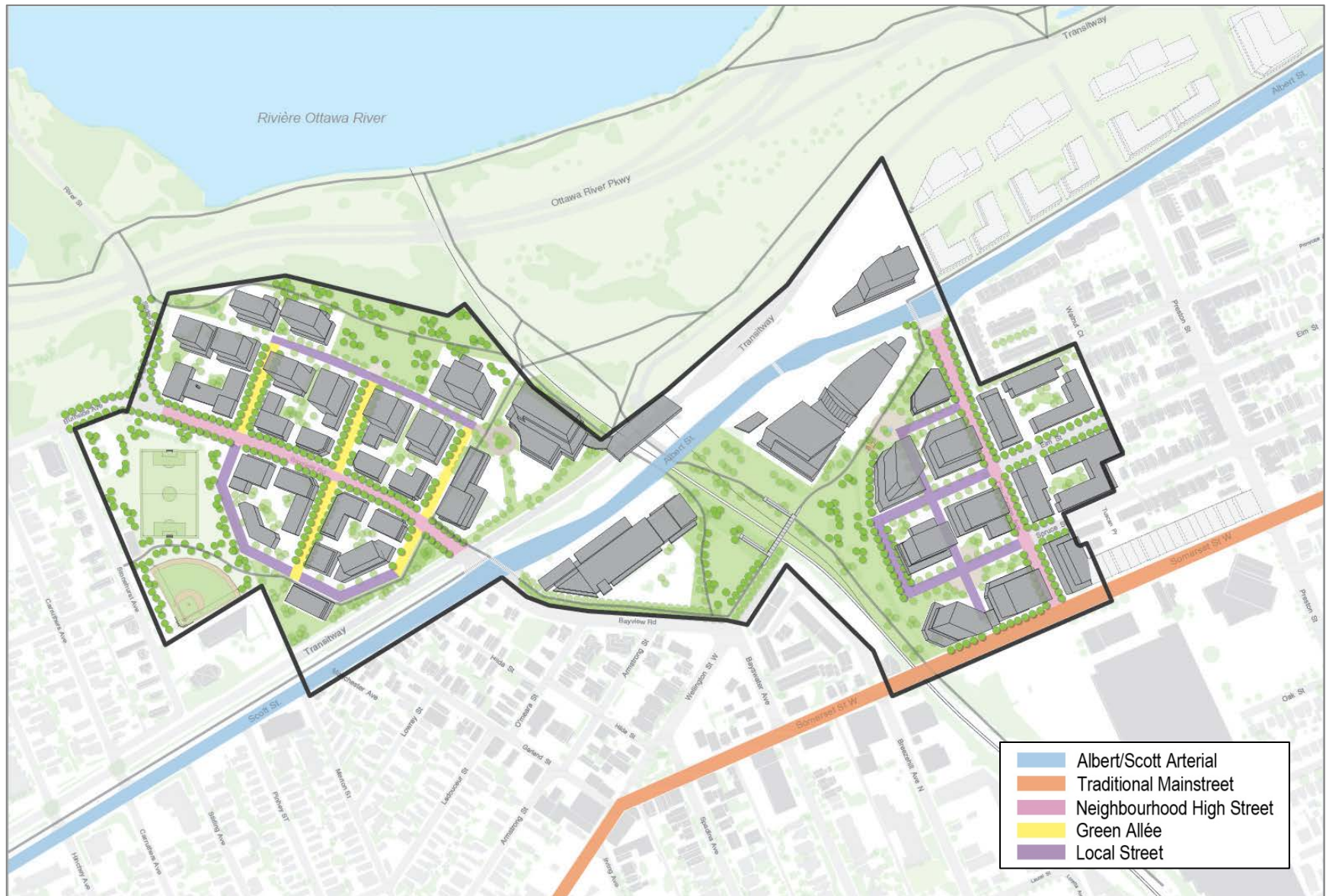


Figure 38: Street layout in the Bayview Station District

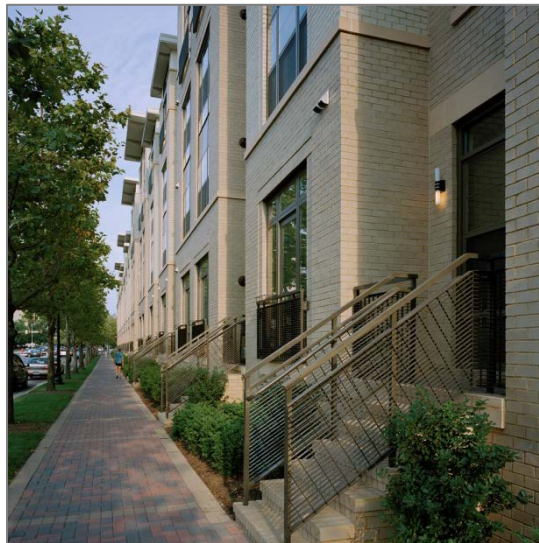
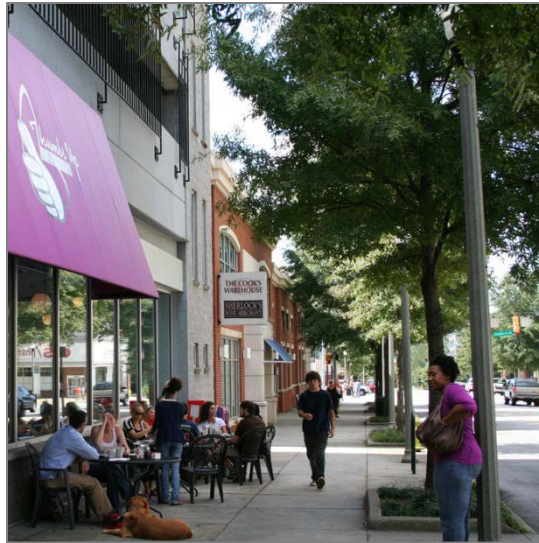


Figure 39: Sample street typologies for the Bayview Station District (left to right, top to bottom): Albert Street Arterial, Traditional Mainstreet, Neighbourhood High Street, Green Allée, Local Street

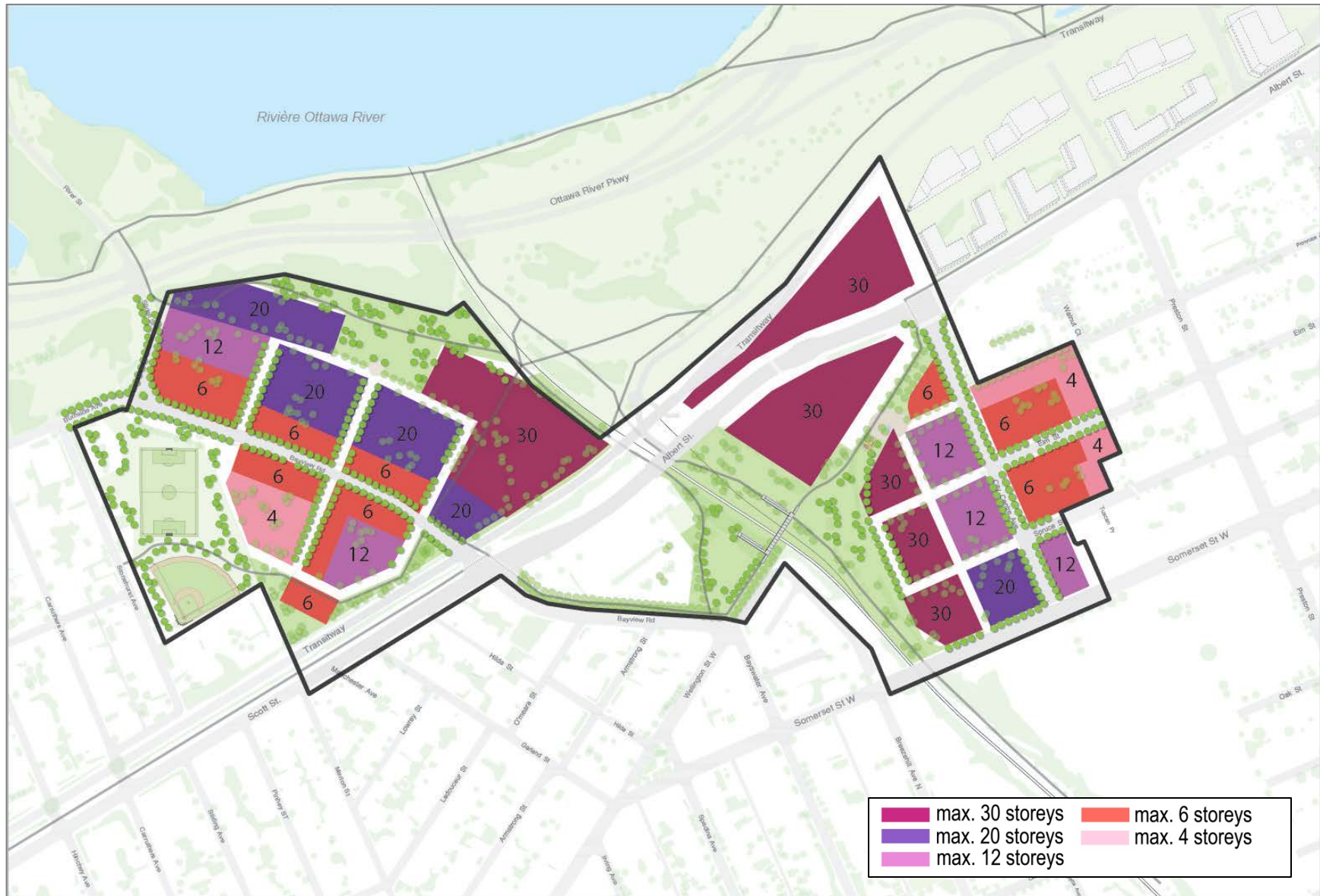


Figure 40: Height strategy for the Bayview Station District



Figure 41: Pedestrian connections in the Bayview Station District

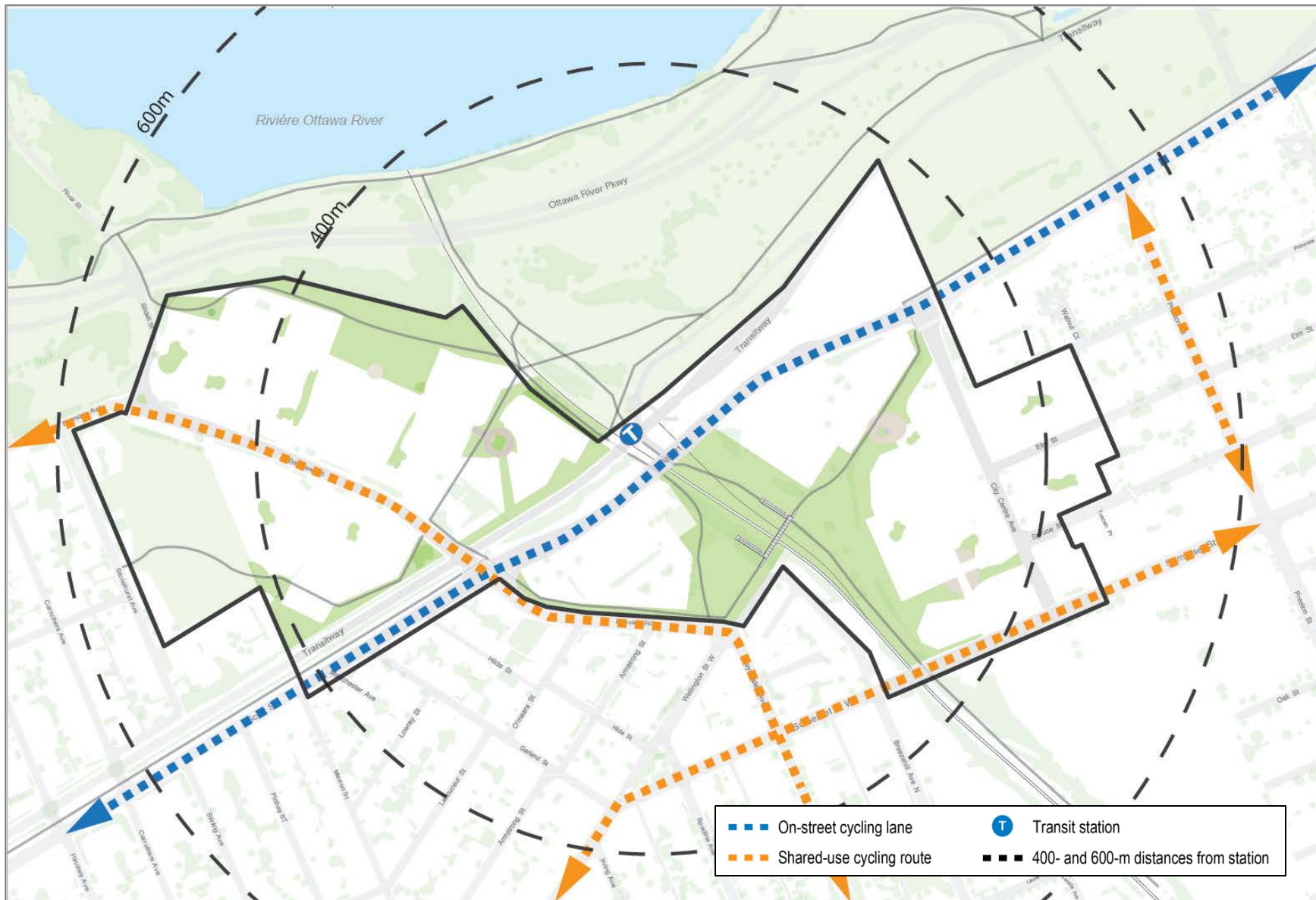


Figure 42: Cycling connections in the Bayview Station District

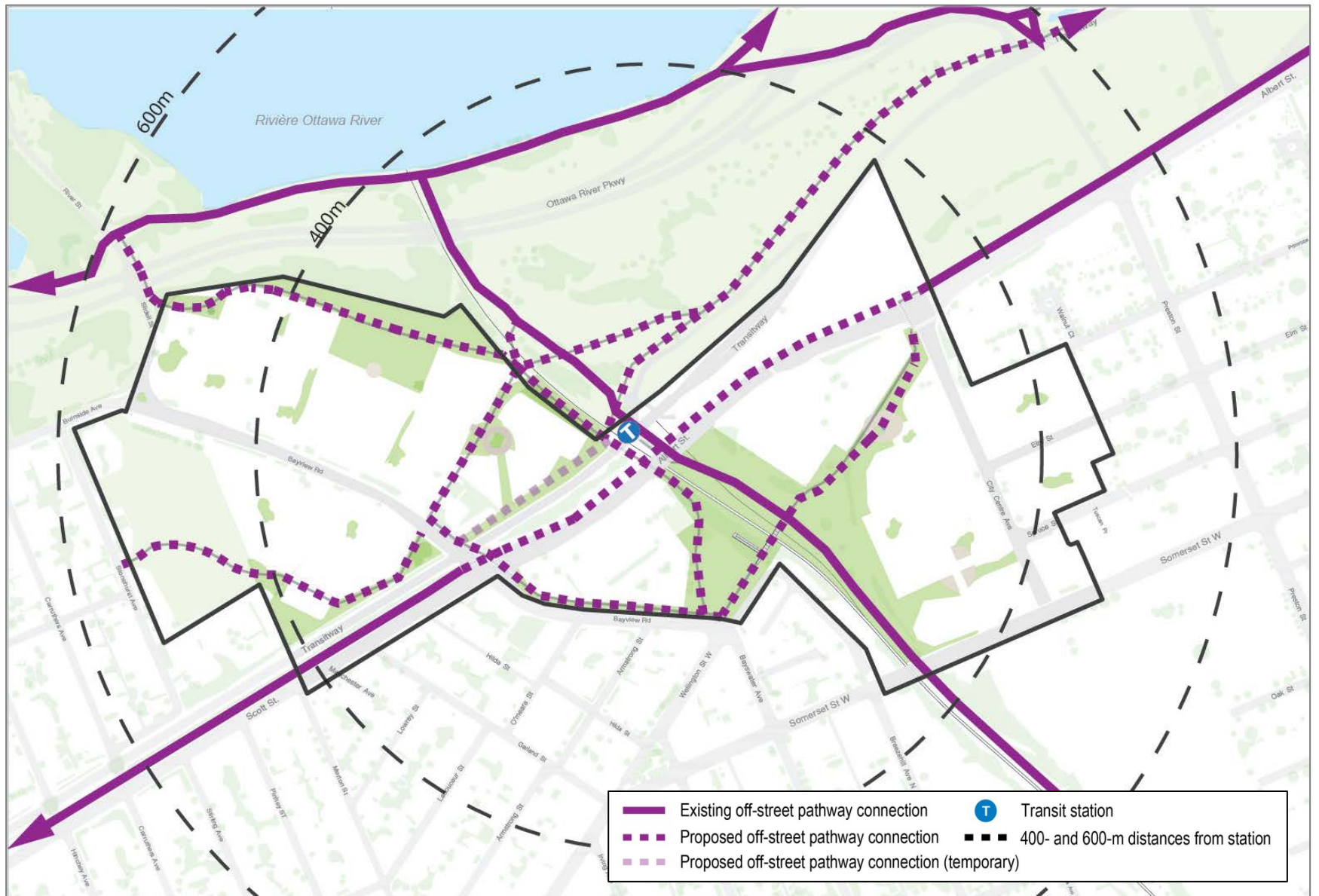


Figure 43: Pathway connections in the Bayview Station District



Figure 44: Parks and open space in the Bayview Station District



Figure 45: Active street frontages and gateway features in the Bayview Station District

4.2.1 Anticipated Density

The proposed concept plan, which illustrates one plausible full build-out scenario for the Bayview Station District, represents a transit-supportive net density of approximately 900 people and jobs per net hectare. Its density has been estimated in order to illustrate the achievement of the City’s minimum density requirement and to inform traffic forecasts.

The density estimate uses the total floor area of the conceptual residential and non-residential buildings that were designed for the concept (approximately 550,000 m² gross, or 467,000 m² net). The floor areas devoted to residential, office and retail uses were then calculated based on an assumed land use mix of approximately 60% residential and 40% office and retail over the policy area as a whole. Using statistical averages for the number of persons per residential dwelling unit and for the number of jobs per square metre (Table 6), the number of residents or employees was calculated for each land use. The resulting total number of people and jobs could then be divided by the overall CDP area to determine approximate future density in the district.

Table 6: Sample Density Rates per Land Use Type for Anticipated CDP Density

Land Use Type	People Density Index
Office	1 employee per 20 square metres
Retail	1 employee per 45 square metres
Apartments	1.62 residents per unit
Stacked Townhouse	2.06 residents per unit

The demonstration plan is not prescriptive in terms of guiding building height, form and use. When development and redevelopment occurs in the future, architectural styles, heights, massing and siting will be unique and look different when compared to the demonstration plan.

4.2.2 Transportation Impact

A Transportation Review of the concept plan concluded that the proposed redevelopment was unlikely to result in additional capacity issues on the existing

road network at full build-out. This review used the projected density and land use mix described in Section 4.2.1 to determine the number of person-trips likely to result from the proposed redevelopment. Using the mode-share targets identified by the City for transit-oriented development nodes (65% transit, 15% walking and cycling, and 20% private automobile), the current distribution of trip destinations throughout the Ottawa region, and the influence of traffic growth across the City as a whole, the impact of these person-trips on the City's road network was estimated. The review indicated that, after accounting for the diversion of some existing traffic to parallel or adjacent routes, no additional intersections among those examined would operate above capacity following the redevelopment of the Bayview Station District.

5.0 Design Policies and Guidelines

The following general policies and guidelines are intended to be used during the design and review of new developments in the CDP area, and ensure consistency with the vision, principles and design objectives outlined in this CDP. Design policies will be included in a Secondary Plan for the area. The Secondary Plan is meant to be read and interpreted as City Council's policy direction for municipal actions, particularly the undertaking of public works and the review of development proposals, City-wide and site-specific zoning changes, and Committee of Adjustment applications. Design guidelines are intended to augment the City's Urban Design Guidelines and provide additional context-sensitive recommendations applicable within the study area. Specifically, this section should be read in conjunction with the *Transit-Oriented Development Guidelines*, *Urban Design Guidelines for High-Rise Housing*, and *Traditional Main Street Design Guidelines*. In transition areas with adjacent established communities, the *Urban Design Guidelines for Low-Rise Infill Housing* should be reviewed to guide compatibility and context. All City design guidelines should be implemented with regard to the Access for Ontarians with Disabilities Act (AODA) and the strategies of Crime Prevention Through Environmental Design (CPTED), to promote safety and accessibility for all users.

Graphics are for illustration and demonstration only, and are not intended to represent a regulated form of development. However, references to permitted heights, setbacks and stepbacks are policy that will be implemented through the Secondary Plan and zoning. Guidelines and proposals that may affect federal lands and lands forming part of the National Interest Land Mass (NILM), including those related to land use, design, land access, and connections to federal infrastructure, are subject to the formal Federal Land Use and Design Approvals process (FULDA) under the *National Capital Act*.

5.1 Land Use and Built Form

5.1.1 Land Use

The objective of this CDP is to encourage development of a vibrant, mixed-use community befitting a major transportation hub, while maintaining the character of existing surrounding neighbourhoods. A redeveloped Bayview Station District should achieve a minimum transit-supportive density of 284 people and jobs per net hectare. The land use mix, anticipated to be approximately 60% residential and 40% office and retail, will be confirmed at the time of development. To achieve these objectives, the following land use policies are recommended:

1. New development should incorporate a wide range of land uses, including residential, office, institutional, employment, community and open space. A phasing plan, submitted to the satisfaction of the Planning and Growth Management department, will demonstrate how this policy will be achieved over time.
2. Mixed-use development should include active frontages (Figure 45) with street-related, publicly accessible shops, services and amenities adjacent to areas of high pedestrian circulation.
3. Residential or office uses should be considered the primary use for all buildings and located on the upper floors of mixed use buildings. If mixed-use development cannot be achieved within an individual building, a mix of uses in a cluster of single-use buildings is a reasonable alternative approach.
4. Large-format retail uses, such as grocery stores, are permitted, provided they are designed to fit within the overall site context and in an urban multi-storey, street-related form.
5. Land uses must be transit-supportive and contribute to the positive generation and management of pedestrian and cycling movements associated with Bayview Station. Land uses that provide a negative impact to the pedestrian and cycling environment are prohibited.
6. Development fronting onto the Somerset Street bridge should extend the Somerset Street Traditional Mainstreet west from City Centre Avenue,



Figure 46: Active street frontage and commercial patios



Figure 47: Large-format retail in multi-storey, street-related form

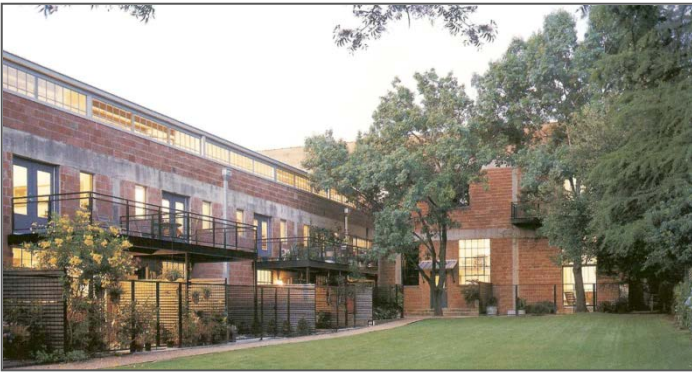


Figure 48: Adaptive re-use of a warehouse building for housing



Figure 49: Interior road subdividing a larger block

using the bridge deck as a publicly accessible active frontage. Likewise, development fronting the Albert Street bridge should create an active frontage to create an urban street condition, instead of a bridge condition.

7. Public and private open spaces should be integrated and should serve as gateways, entrance features, gathering places, focal points and key connections.
8. A range of housing types and tenures are encouraged for residential uses. 25% of all rental and ownership housing shall be affordable, meeting City of Ottawa OP policies.
9. The City shall facilitate partnerships with the non-profit and private sectors to develop affordable rental housing for households below the 30th income percentile as defined in the Official Plan.
10. Land, as identified within the Bayview District, that is declared surplus to city's needs shall be identified for sale or lease for the development of affordable housing consistent with the City's local housing priorities and the City Housing Strategy, as amended or replaced from time to time, as approved by Council.
11. The City Works building at 7 Bayview Road shall be designated as a heritage resource under Part IV of the Ontario Heritage Act once an adaptive re-use for this building has been confirmed by City Council. The feasibility of relocation and adaptive re-use of the former woodworking factory located at 290 City Centre Avenue should also be explored.

5.1.2 Block Layout

The Bayview Station District currently includes a variety of super-blocks, accessible by few formal pedestrian or cycling connections. As these super-blocks are developed, they should incorporate a street size and pattern similar to those of the existing communities in the area. Extending the existing street grid will “break up” the superblocks and create a fine-grained block pattern that allows for greater permeability, movement and connectivity at ground level. By providing a variety of route choices and destinations, the extended street network

will also encourage pedestrian and cycle travel. As new streets are developed, they should include infrastructure specifically designed to provide a safe and comfortable environment for walking and cycling.

While extending the grid is desirable, measures must also be taken to manage potential vehicle cut-through traffic. The placement of planters in the right-of-way, as has been done on Elm and Spruce streets, is one example of how this can be achieved.

Minor changes to the block layout proposed in the CDP concept plan will be permitted if required to address contamination issues or to accommodate the anticipated Innovation Complex at Bayview Yards. However, in order to ensure that the CDP provides clarity regarding development potential, major departures from the concept plan will require an Official Plan amendment.

The following design policies are recommended:

1. The spatial arrangement of buildings and open space shall promote a pedestrian-oriented, fine-grained block pattern oriented towards supporting movement to and from Bayview Station and the surrounding community.
2. Primary active frontages should be oriented along public streets and pathways serving Bayview Station.
3. New development centred on Bayview Road and City Centre Avenue should provide interior streets, preferably as extensions of the existing grid, to break up the superblocks and provide effective internal circulation for all modes of transportation.
4. To enhance connectivity, an improved grade-to-grade connection to and from City Centre Avenue and Somerset Street is required, on both sides of City Centre Avenue. This connection shall provide 24-hour accessibility to the public via a visible, well lit, high quality staircase from Somerset Street to City Centre Avenue and an enhanced portal underneath the Somerset Street bridge that addresses horizontal clearance and provides adequate width to address vehicular movements, cycling, and improved sidewalk conditions.

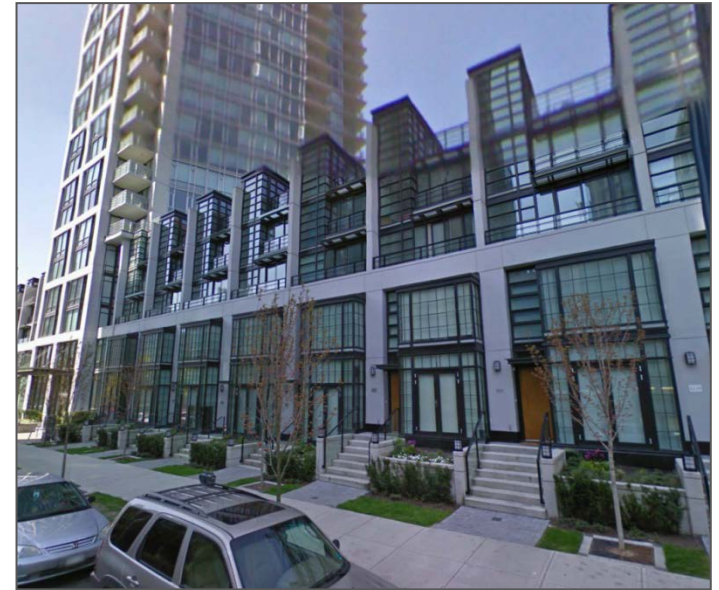


Figure 51: Residential development featuring podium/point tower design



Figure 50: A four- to six-storey streetwall steps back to eight storeys along a main street



Figure 52: A stepped-back building provides a height transition to lower-rise buildings nearby

5.1.3 Height, Bulk and Massing

The height, bulk and massing strategy described in this CDP is intended to promote density in close proximity to Bayview Station while ensuring that each new building is of an appropriate scale, respects adjacent buildings, communities and open spaces, and contributes to a safe and vibrant pedestrian realm. In general, tall buildings will be concentrated around Bayview Station and will transition appropriately towards stable residential neighborhoods. While the general height profile will be respected, buildings of varying heights are encouraged, to create a prominent and visually interesting skyline. Certainty in building heights will be provided in the Secondary Plan associated with this CDP.

Considerations regarding shadowing, wind, preservation of views and creation of visual landmarks will provide guidance for the arrangement of bulk and massing on individual development sites. In particular, public views towards downtown Ottawa, Bayview Station and the Ottawa River are to be preserved and enhanced, and built form should frame these views where possible. Care should be taken to avoid excessive shadowing of major pedestrian routes to and from Bayview Station, and of existing residential areas.

The following height, bulk and massing design policies are recommended:

1. Maximum building heights are illustrated in Figure 40.
2. Notwithstanding Official Plan policy 4.11.9.b, high-rise development will not be considered within 600m of the Bayview rapid transit station within the General Urban Area unless provided for in this CDP.
3. The maximum building height for properties directly adjacent to established residential neighbourhoods may not exceed the maximum height established in the existing zoning for the adjacent residential area. An increase in height will only be permitted only through the use of a commensurate transition zone.
4. Tall buildings shall feature a podium and point tower arrangement to ensure the desired street edge is created and adequate light, sky exposure and public views are established.

5. For buildings taller than 12 storeys, a minimum stepback of six metres should occur after the sixth storey. For buildings up to and including 12 storeys, a minimum stepback of three metres should occur after the fourth storey. Podium height shall not exceed six storeys throughout the policy area.
6. For buildings up to and including 12 storeys, a minimum stepback should occur after the fourth storey to establish the desired Neighbourhood High Street or Traditional Mainstreet built form environment (Figure 38). For buildings taller than 12 storeys a minimum stepback should occur after the sixth storey. Where possible, the upper storey step-back should be designed at the same storey as those established in the immediate area to create a cohesive visual pattern and character of development. Step backs at the upper storeys help achieve a human scale and allow more light on the sidewalks and sky exposure
7. Building frontages on Somerset Street, City Centre Avenue, Bayview Road and City parks should include a minimum three metre step-back. Where a lot is deemed to be too narrow to allow a reasonable step-back to occur, a change of building material that defines a separation between podium and tower may be acceptable, subject to review and consideration by the Urban Design Review Panel.
8. Above the sixth storey, residential tower floorplates should not exceed 750 m² in floor area.
9. Office tower floorplates should not exceed 2000m² in floor area.
10. A minimum tower separation distance of 20 metres shall be provided to minimize shadowing impacts on public and private realms, ensure liveability, and protect views and privacy.
11. At least 70% of the street frontage along Somerset Street, City Centre Avenue and Bayview Road is to be occupied by building façades. Lot width shall be measured at the front yard building setback. A phasing plan, submitted to the satisfaction of the Planning and Growth Management department, will demonstrate how this policy will be achieved over time.



Figure 53: Continuous street-edge façade with varying architectural features

12. The maximum building setback on Somerset Street, City Centre Avenue and Bayview Road is 3 metres.

5.1.4 Architectural Design

Building architecture in the Bayview Station District should be context-sensitive, seek opportunities to create visual landmarks and contribute to city-building on a broader scale. Architectural treatment should particularly respond to the movement patterns associated with Bayview Station and support these movements through architectural expression, lighting quality and arrangement, and orientation of design features.

Weather and seasonal variation should be a strong consideration. Morning and evening commutes in winter months will occur before dawn and after dusk, and should be supported by design measures to promote visibility, safety and security. Wind pattern impacts on the public realm must be considered, as must snow collection, storage, and outfall areas from building structures.

The following architectural design policies are recommended:

1. Buildings 20 storeys or taller will be subject to a specialized design review process established within the framework of the City's Urban Design Review Panel (UDRP) process to exercise a rigorous peer review for development located with the District.
2. Buildings should provide a definitive entrance location, ground-floor, middle, and roof profile. Consideration should be given to treatment of the tower and roof so as to contribute to visual interest.
3. The ground floor of a mixed-use building should have a high floor-to-ceiling measurement to allow for a range of uses (e.g., 4.5 metre distance from floor to ceiling), and should incorporate direct entrances from the street and high transparency and glazing to promote ground level animation and visibility.
4. Buildings should create a fine-grained streetscape, with individual units and entrances expressed within modulated, articulated building facades. At a minimum, no building should have any length greater than 20

metres without some form of articulation that achieves a break in the visual appearance of the length.

5. Building design should avoid unreasonable wind, shadowing and visual impacts on adjacent structures and areas of the public realm, including any NILM lands and cultural landscapes within the Sir John A. Macdonald Parkway corridor. Tall buildings greater than 12 storeys will require supporting studies to demonstrate how this policy will be achieved.
6. Awnings should be included in building design where practical to provide weather protected storefronts and entrances.
7. Corner setback and cut-outs are recommended in areas of high pedestrian volume, and to provide space for pedestrian-oriented activity including patios, seating etc.
8. Crime Prevention through Environmental Design (CPTED) should be considered in the design and placement of building architectural elements in areas directly supporting Bayview station to maximize visibility, create opportunities for oversight, ensure proper lighting, and provide clarity in wayfinding.
9. Snow outfall from surrounding structures, podiums, rooflines and architectural features should not result in a safety hazard or potential route constriction in public realm areas.
10. Building design should provide for cycling facilities, including such things as bicycle ramps on exterior staircases, and appropriate cycle parking and storage facilities.
11. HVAC equipment, elevator rooms, exhaust fans and other protrusions on building roof profiles or podium structures should be incorporated into the overall building design and screened from direct view using architectural elements in context with the overall development. No buildings will disrupt the visual opening along the north-south LRT corridor to the Ottawa River, with the exception of the LRT station which is at the intersection of the north-south and east-west LRT lines.



Figure 54: Ground-floor retail with awnings and high floor-to-ceiling measurements

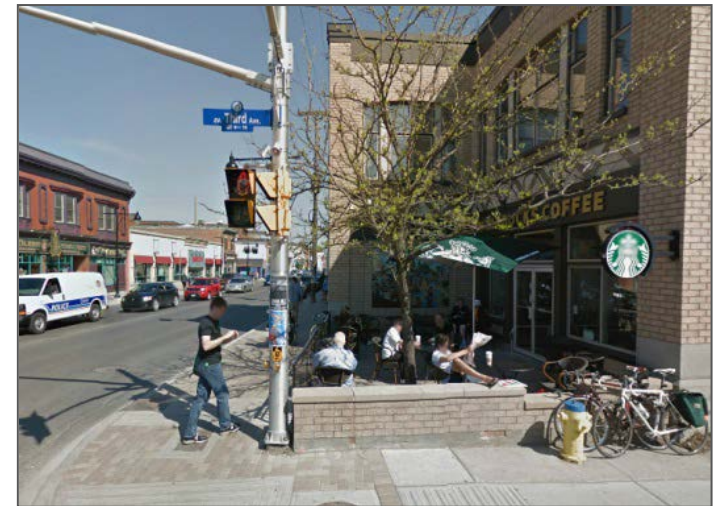


Figure 55: A corner setback creates space for a patio, adding interest and activity to the streetscape



Figure 56: Bicycle ramps on staircases



Figure 57: Use of landscaping to screen a parking area

5.1.5 Parking

Parking for vehicles and bicycles will support the intense land uses considered for the area, and will be secondary to the creation of a dynamic, pedestrian-oriented ground-floor environment. Bicycle parking facilities should be well connected to bicycle routes and multi-use pathways.

On-street vehicle parking will be permitted in all reasonable cases where fire lanes and access can be maintained. Off-street parking facilities should be enclosed in medium and high-density developments, either in below-ground parking structures or within building podiums. Surface parking lots will not be permitted except in special circumstances, and will be subject to design review with respect to landscaping and impact on pedestrian movements.

The following parking policies are recommended:

1. Minimum and maximum parking requirements shall be reduced to reflect downtown urban conditions and ratios that support high transit use.
2. Surface parking is discouraged in all areas.
3. Parking shall be located underground or inside building podiums and should incorporate measures to provide appropriate screening and integration with the built form of the block.
4. Parking structures along public rights-of-way shall not include blank walls and should include publicly accessible active uses at the ground floor.
5. Entrances to parking garages should be directed to minor roads or private driveways wherever feasible.
6. Shared parking arrangements between tenants, buildings, and lots are encouraged, particularly for uses that operate at different times.
7. Municipal, public-private or private parking lots and parking structures are encouraged. The need and location for these developments should be demonstrated through the TIA process.

8. Cash-in-lieu of retail parking should be collected from small lot development applications on Somerset Street, City Centre Avenue, Bayview Road and areas with high pedestrian traffic to support the creation of public parking facilities in the CDP area.
9. Bicycle parking is to be provided in locations that are easily accessible (preferably at-grade), offer natural surveillance, are protected from weather, and are sized appropriately to the estimated demand.
10. Bicycle and vehicle parking facilities should be accessible in a manner that minimizes negative interaction with primary pedestrian routes. This includes provision of landscaping and separated walkways where necessary.

5.1.6 Loading, Service & Waste Management

Building systems and services are recognized as required functional elements of all developments. Reasonable care and attention should be paid to their location, siting and visual impact particularly with relation to major pedestrian movement areas.

The following design policies are recommended:

1. Loading, service and waste management areas should be located off the primary transportation corridors and preferably located behind or beneath buildings.
2. Access to loading, service and waste management areas should minimize impacts with pedestrian movement pathways.
3. Loading docks and waste management areas should be accessed from service laneways where possible and/or combined with parking facilities to reduce pedestrian crossing points.
4. Screening and landscaping should be used to reduce the visual impact of loading, servicing and waste management facilities, including in any areas which abut NILM lands or the Sir John A. Macdonald Parkway corridor landscape.



Figure 58: Covered bicycle parking with natural surveillance



Figure 59: Routes must be designed to accommodate users who cycle for transportation

5. Consideration will be given to the location of utilities within the public rights of way as well as on private property. Utilities will be clustered or grouped where possible to minimize visual impact and utility providers will be encouraged to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters etc., when determining appropriate locations for large utility equipment and utility cluster sites.
6. During development or redevelopment, opportunities should be explored to improve the quality of stormwater runoff discharged to the Ottawa River. These opportunities may include separating combined sewers, instituting lot level and conveyance best management practices and implementing end of pipe stormwater management facilities.

5.2 *Mobility and Circulation*

As a central focus of this CDP is Bayview Station, the primary transportation design objective is to provide seamless pedestrian and cycling access to transit, with vehicle movements considered a secondary focus. In particular, pedestrian mobility, clear circulation paths, and allowance for flow volumes consistent with peak transit periods are to be considered in pathway design, sidewalk width, lighting, and through-block/through-building connections. Formal federal approvals will be required for any pathway linkages or other infrastructure affecting the Sir John A. Macdonald Parkway corridor and the Ottawa River shoreline, including any proposed impacts on the existing Parkway intersection at Slidell Street. To encourage circulation, the following design policies are recommended:

1. The recommended street pattern, key pedestrian and cycling connections and off-street multi-use pathway network is shown in Figure 38 and Figure 41 to Figure 43.

2. New streets shall be designed as complete streets with sidewalks on both sides, intersection bump-outs where feasible and shared use lanes.
3. Existing measures to prevent cut-through traffic on Elm and Spruce Streets should be maintained.
4. Grade differences shall be handled through a variety of means with the goal of maintaining a continuous, accessible, fine-grained and interconnected pedestrian network.
5. To enhance pedestrian connectivity, publicly accessible paths should be provided through development blocks and through buildings where block orientation cannot achieve a direct external pedestrian connection. When providing a direct connection to Bayview Station, through building passages shall be accessible during transit operating hours.
6. A legible network of off-street multi-use pathways shall provide linkages between adjacent communities, Bayview Station and main activity nodes in the area including Laroche Park, Tom Brown Arena and the Ottawa River.
7. A new multi-use crossing of the O-Train corridor shall be provided within the former Wellington Street right-of-way.
8. Off street multi-use pathways shall be a minimum of 3.5 metres wide and, when providing direct connections to transit, shall be illuminated and maintained year round.
9. Amenities including wayfinding, seating and drinking water fountains should be provided at the key gateway locations illustrated in Figure 45.
10. Development proposals must be supported by a Transportation Impact Assessment that will be used to determine the adequacy of parking, transit service (including location, siting and connectivity of transit stops), pedestrian sidewalks and connections, cycling facilities, and any necessary localized improvements to support the intensity of development.

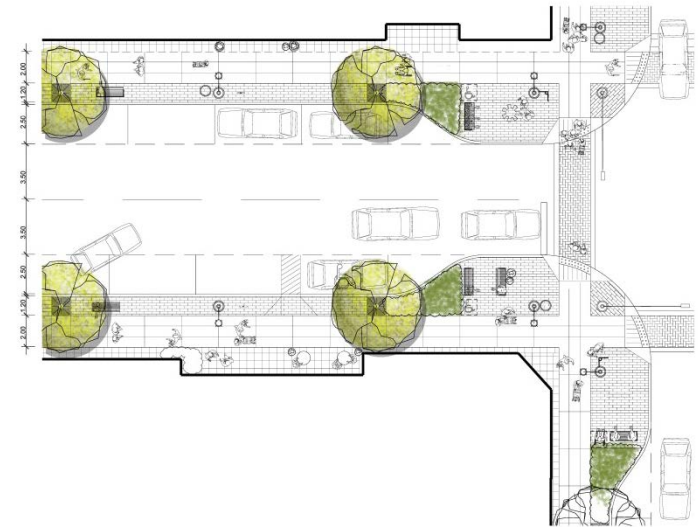


Figure 60: Bump-outs provide additional pedestrian space at intersections



Figure 61: Through-block passage providing pedestrian links



Figure 62: Plaza featuring seating and natural surveillance

5.3 Public Realm

Public spaces such as streets, parks, pathways and plazas make up a large part of people’s urban experiences and are major contributors to the livability of urban neighborhoods. As the area develops into a major transit-oriented development node, particular emphasis should be placed on providing safe and comfortable pedestrian access to Bayview Station. New and existing streets should incorporate coordinated streetscape improvements including street trees, sidewalks, furniture, public art and lighting. New parkettes, squares and plazas should create places for public gathering and complement the revitalization of existing major open space facilities in the area.

5.3.1 Streetscaping

Public streets account for a large portion of the built environment in the Bayview Station District, and should be designed as the most important public spaces. Envisioning street right-of-ways as welcoming spaces, rather than simply as transportation corridors, promotes quality design and “place-making,” and helps create a pedestrian-friendly environment.

To promote a beautiful, coordinated and vibrant streetscape, the following design policies are recommended:

1. Albert Street represents an important connection to Bayview Station and through the district. As the street and bridge are reconstructed or rehabilitated, and as development progresses, it is intended that the pedestrian environment shall be made more hospitable through enhancements to sidewalk widths, pedestrian-scaled lighting, street furniture, street trees and at-grade connections from adjacent development sites. Buildings, trees and the aforementioned treatments shall be designed and implemented to frame the street, creating a high-quality pedestrian environment.
2. When alterations to the sidewalk and/or roadway geometry are being considered in the Bayview Station area, whether for private

redevelopment or a public works project, the pedestrian sidewalk space shall be given priority.

3. A 5.0-metre sidewalk width is preferred on Somerset Street, Bayview Road, City Centre Avenue and Albert Street. If such width cannot be achieved within the public right of way, consideration shall be given to setting back the street façade to provide a more spacious public sidewalk.
4. Trees shall be used to improve the aesthetics and unique identity of the area and enhance the integrity of the natural environment in the station district. Street trees should be planted every 7 to 10 metres in the setback of the public ROW (provided there is sufficient space) to establish an avenue of mature trees that give public streets character. When site conditions make it impossible to achieve this in the public ROW, private landowners should be encouraged to plant trees in the front yard setback areas to complement public realm plantings. Generously landscaped allées are encouraged along local roads connecting Laroche Park to a new public park at the north end of Bayview Yards.
5. Street and pedestrian level lighting should be on shared poles where possible and practical, and should incorporate decorative luminaires/assemblies.
6. Commercial signage shall be designed to promote a pedestrian oriented streetscape while still being visible to automobiles. Signage should respect the character and scale of the area, and should complement the buildings' architectural features.
7. High-quality street furniture should be selected that is designed for long-term use, maintenance, and aesthetic appeal. Where possible, street furniture should be coordinated within a broader landscaping plan in context with adjacent developments to promote continuity.
8. The integrated improvement of streetscape elements (street trees, landscaping and public art) should be considered whenever there is a renovation or upgrade contemplated by a private property owner to improve the aesthetic character of the street and better demarcate ownership edges.
9. Public art should be installed at key gateway locations and gathering places, and should be undertaken and supported by the City of Ottawa



Figure 63: Wide sidewalk and street trees on a traditional mainstreet



Figure 64: Street and lowered pedestrian-level lighting on a decorative shared post



Figure 65: Public art in a gateway location



Figure 66: A plaza animates the entrance to a public building

Public Art Program and Percent for Art Policy. The final location for public art installation should be determined by the artists in collaboration with the City. Installations will be subject to federal approvals where applicable.

10. Both the type of tree and planting sites should be considered to avoid interfering with any overhead infrastructure. Street tree locations should be coordinated with underground utilities and infrastructure to minimize root pruning during utility maintenance, mitigate potential damage, and to ensure optimum tree growth.

5.3.2 Parks, Squares and Open Space

Laroche Park and Tom Brown Arena will be revitalized as the area redevelops to meet the needs of future residents. New parks will be created within the former Wellington Street right-of-way east of the O-Train and at the north end of Bayview Yards, bringing the total park space in the policy area to approximately 4 hectares. These parks will be integrated with existing open space along the O-Train corridor in a way that enhances green linkages in and through the station district and contributes to a functional natural environment. However, the placement of municipal park spaces abutting any NILM landscape will not guarantee permeability into abutting federal lands.

In addition, the opportunity to create a small park space to replace the current traffic barrier on Elm Street west of Preston Street should be explored at the time of a development application affecting this portion of Elm Street.

The process of redeveloping lands in the study area will create new urban parks as a result of developers' obligations under the Park Land Dedication By-law and the Planning Act. These are unlikely to be large enough to accommodate sports facilities, but should instead provide spaces designed for gathering, performing, exercise, children's play, and rest.

"Hard" spaces such as squares and plazas are an integral component of a city's public realm. These can be on publicly owned land, or on privately owned land accessible for all or part of the day. Like green spaces, squares and plazas can act

as recreational spaces, with seating, open performance or activity space, trees and planters, fountains, public art and other amenities such as water fountains and food stands. Squares and plazas can also act as connections between places.

To ensure the recreation and open space needs of existing and future residents are met and the ecological integrity of the station area is maintained, the following design policies are recommended:

1. New public parks shall be provided at the north end of Bayview Yards and within the Wellington Street right-of-way linking a new multi-use crossing of the O-Train corridor to City Centre Avenue (Figure 44).
2. The new park at Bayview Yards is intended to satisfy parkland dedication requirements for the site. Further parkland dedication will not be pursued at the time of development.
3. Public squares and plazas shall be designed to accommodate a variety of activities throughout all four seasons, with minimum maintenance. These spaces should be defined using themed public amenities such as public art, benches, lighting, paving techniques, fixtures, banners, low walls or landscaping.
4. Public spaces shall be designed with consideration for our aging demographic, including senior accessible seating, appropriate access points, visual cues and signage. Seating areas should be located at regular intervals and positioned to encourage social engagement.
5. Shade trees and greenery shall be coordinated with lighting, public art, and required utilities to provide continuous canopy coverage and shade protection in summer, and to frame the public realm and provide wind breaks in winter.
6. Planting and maintenance of trees and vegetation should consider view corridors and the habitat needs of urban-adapted birds and other animals. Opportunities to restore, preserve and enhance existing vegetation and ecological linkages in the station district shall be pursued wherever feasible.
7. Laroche Park should be revitalized in response to community need, and may include amenities such as formal playing fields, children’s play areas, picnic areas, community gardens, and a new clubhouse.



Figure 67: Differentiated activity areas in a public park

6.0 Sustainability

The Bayview Station District CDP supports the OP's goal of fostering environmental, economic and social sustainability. By promoting the more efficient use of land and resources, it allows current needs to be met without compromising the ability to meet future needs. It takes advantage of the opportunities provided by an enhanced rapid transit system, large parcels of developable land, and highly walkable nearby neighbourhoods to set out guidelines promoting intensification, mixed uses and transit-supportive development. Table 7 outlines the design objectives of this CDP and explains how each one supports sustainability objectives.

Table 7: CDP Sustainability Analysis

CDP Design Objective	How is it Sustainable?					
	Promotes compact, efficient use of land & infrastructure	Improves community access to civic and public spaces	Facilitates alternatives to private automobile use	Promotes social diversity & community cohesion	Encourages public health and well-being.	Protects and enhances existing community assets
1) Capture redevelopment and infill opportunities, and concentrate development around Bayview Station.			○	○		
2) Enhance connectivity to Bayview station, between development sites and into the surrounding neighbourhoods, with particular emphasis on pedestrian and cycling movements.	○	○	○		○	
3) Link existing and planned neighbourhoods to the Ottawa River.		○			○	○
4) Establish a new multi-use crossing of the O-Train corridor that is integrated with the overall active transportation network.		○	○		○	
5) Use redevelopment to address grade changes by creating street frontages on Scott/Somerset bridges with public access to development below.	○					
6) Ensure public accesses are universally accessible.		○			○	
7) Break down the scale of superblocks by extending the street grid and improving pedestrian/cycling permeability.	○		○		○	
8) Ensure appropriate density and an effective height transition to protect existing stable residential neighbourhoods.						○
9) Protect and enhance characteristics and vitality of existing traditional mainstreets (Somerset, Wellington).						○
10) Provide parking and service uses in locations that minimize visual intrusion and avoid conflict with pedestrian movements.						○
11) Maintain measures to limit cut-through traffic on local roads.						○

CDP Design Objective	How is it Sustainable?					
12) Integrate the station with its surroundings while using site design and architecture to emphasize the important role of the station as the core of the community.			○			
13) Encourage variation in building heights and diversity in architectural treatments.						
14) Develop a network of vibrant, appealing streets and public spaces with high quality, easily maintained, and coordinated landscaping, furniture and lighting.		○				
15) Identify and protect significant view corridors, particularly to the Ottawa River and downtown Ottawa.						○
16) Incorporate public art into public and private development						
17) Create opportunities for affordable housing in close proximity to transit.				○		
18) Ensure affordability for artists and small businesses.				○		
19) Provide residents and jobs in close proximity to each other, and to transit.			○			
20) Encourage implementation of state of the art green building design.	○					
21) Ensure development directly supports and actively engages the open space and multi-use pathway located within the O-Train corridor.		○				
22) Preserve and enhance public open space at Laroche Park and Tom Brown Arena, and create new public recreation and gathering spaces.				○	○	

7.0 Implementation

This section describes the actions and mechanisms that will be used to implement the policies described in this CDP.

7.1 Official Plan Amendments

Key policy provisions of this CDP will be given effect through an Official Plan Amendment which will adopt the Bayview Secondary Plan. The OPA will include application review, public consultation, review by the Planning Committee and approval by City Council.

Once approved by Council, the Secondary Plan will become part of the City's Official Plan. As such, it will become the City's policy for the Bayview Station District and will guide City staff, councillors, developers and community members in evaluating development and infrastructure proposals in the area. Any significant future changes to the policy provisions set out in the Secondary Plan will require an additional Official Plan Amendment.

7.2 Zoning By-law Amendment

Zoning amendments will be undertaken to permit mixed-use development on the Bayview Yards site and to permit higher density development on two sites adjacent to City Centre Avenue, as described below.

7.2.1 Bayview Yards

Several existing properties within the Bayview Yards (Figure 11) will be rezoned from IG1[1282] F(1.0) General Industrial Subzone 1 Exception 1282 (7 and 89 Bayview Road) and R4M Residential 4th Density Subzone M (80 and 90 Bayview Road) to Mixed Use Centre Exception, Holding Zone (MC [1282] Sxxx-h) to permit higher density mixed use development specifically.

Section 239 – Urban Exceptions will be amended by replacing the zone provisions in exception 1282 with provisions similar in intent to the following:

- Minimum floor area ratio and residential units per hectare density rates will be implemented that equate to a minimum density of 284 people and jobs per net hectare.
- Maximum building heights will be implemented in accordance with the Height Schedule included in the Bayview Station District Secondary Plan, including the following concepts.
- Height transition requirements. If the site is adjacent to a low-rise residential area, the maximum building height may not exceed the maximum building height established for the adjacent area and may only increase in height when it is more than 30 metres from the adjacent low-rise residential property line.
- Building podium height will not be permitted to exceed 6 storeys for buildings taller than 12 storeys, or 4 storeys for buildings 12 storeys and under, and must have a minimum 3 metre stepback at or below the 4th storey or a 6-metre stepback at or below the 6th storey.
- Above the 6th storey the maximum floor plate for a residential use building will be 750m².
- Maximum floor plate for a non-residential building containing only office use will be 2000m².
- Where two buildings on the same lot are both more than 6 storeys in height, those parts of the buildings greater than 6 storeys tall must be a minimum of 20 metres away from each other.
- The side and rear yard setbacks for that part of a building more than 6 storeys in height will be 10 metres.
- At least 70% of the lot width along Bayview Road and along the primary access to Bayview Station must be occupied by one or more buildings. Lot width will be measured at the required front yard building setback.
- For any building within a particular distance of Bayview Road and the primary access to Bayview Station, the maximum building setback will be 3 metres.
- Reduced minimum parking space rate requirements will be implemented, as per Zoning By-law 2008-250 consolidation, Section 101, Table 101,

Column II, Area A on Schedule 1, despite the location of the land on Schedule 1.

- A reduced maximum number of parking spaces will be permitted, as per Zoning By-law 2008-250 consolidation, Section 103, Table 103, Column III, Area B on Schedule 1, despite the location of the land on Schedule 1.

A new holding provision (-h) will be placed on the site to ensure development unfolds in a coherent, practical manner. The symbol will not be removed until servicing, site remediation and traffic studies are submitted and are to the satisfaction of the General Manager of the Planning and Growth Management Department.

7.2.2 Sites Adjacent to City Centre Avenue

The property at 250/290 City Centre Avenue will be rezoned from MC1[398]h1h2h3 S169 and 170 Mixed Use Centre Zone Exception to Mixed Use Centre Exception, Holding Zone MC[398] S169-h, to permit higher density mixed use development.

The property at 989 Somerset Street West will be rezoned from R4T[973] Residential Fourth Density Zone Subzone T, Exception 973 to Mixed Use Centre Exception, Holding Zone MC[yyyy] S169-h to permit higher density mixed use development.

Part 15 –Schedules will be amended by:

- replacing Schedule 169 with Attachment Y as a new Schedule 169, and
- deleting Schedule 170.

Section 239 – Urban Exceptions will be amended by replacing the zone provisions in exception 398 with provisions similar in intent to the following:

- Maximum building heights will be implemented as per Schedule 169.
- Height transition requirements: if the site is adjacent to a low-rise residential area, the maximum building height may not exceed the maximum building height established for the adjacent area and may only

increase in height when it is more than 30 metres from the adjacent low-rise residential property line.

- Building podium height will not be permitted to exceed 6 storeys for buildings taller than 12 storeys, or 4 storeys for buildings 12 storeys and under, and must have a minimum 3 metre setback at or below the 4th storey or a 6-metre setback at or below the 6th storey.
- Above the 6th storey the maximum floor plate for a residential use building will be 750m².
- Maximum floor plate for a non-residential building containing only office use will be 2000m².
- Where two buildings on the same lot are both more than 6 storeys in height, those parts of the buildings greater than 6 storeys tall must be a minimum of 20 metres away from each other.
- The side and rear yard setbacks for that part of a building more than 6 storeys in height will be 10 metres.
- At least 70% of the lot width along City Centre Avenue and Somerset Street West must be occupied by one or more buildings. Lot width will be measured at the required front yard building setback.
- For any building along City Centre Avenue and Somerset Street West, the maximum building setback will be 3 metres.
- Reduced minimum parking space rate requirements will be implemented, as per Zoning By-law 2008-250 consolidation, Section 101, Table 101, Column II, Area A on Schedule 1, despite the location of the land on Schedule 1.
- A reduced maximum number of parking spaces will be permitted, as per Zoning By-law 2008-250 consolidation, Section 103, Table 103, Column II, Area A on Schedule 1, despite the location of the land on Schedule 1.

A new holding provision (-h) will be placed on the site at 250/290 City Centre Avenue to ensure development unfolds in a coherent, practical manner. The holding symbol will not be removed until such time as:

- A master concept plan covering the entire land area of the h-zoned lands depicting major development blocks, roads and public spaces to be

dedicated to the City of Ottawa or private access roads is submitted and approved;

- Servicing and traffic studies are submitted and approved; and
- A site plan agreement has been executed.

Section 239 – Urban Exceptions will be amended by adding a new exception, MC[yyyy] S169-h, including provisions with similar intent to the following:

- Maximum building heights will be implemented as per Schedule 169.
- Building podium height will not be permitted to exceed 6 storeys for buildings taller than 12 storeys, or 4 storeys for buildings 12 storeys and under, and must have a minimum 3 metre stepback at or below the 4th storey or a 6-metre stepback at or below the 6th storey.
- Above the 6th storey the maximum floor plate for a residential use building will be 750m².
- Maximum floor plate for a non-residential building containing only office use will be 2000m².
- Where two buildings on the same lot are both more than 6 storeys in height, those parts of the buildings greater than 6 storeys tall must be a minimum of 20 metres away from each other.
- At least 70% of the lot width along City Centre Avenue and Somerset Street West must be occupied by one or more buildings. Lot width will be measured at the required front yard building setback.
- For any building along City Centre Avenue and Somerset Street West, the maximum building setback will be 3 metres.
- Reduced minimum parking space rate requirements will be implemented, as per Zoning By-law 2008-250 consolidation, Section 101, Table 101, Column II, Area A on Schedule 1, despite the location of the land on Schedule 1.
- A reduced maximum number of parking spaces will be permitted, as per Zoning By-law 2008-250 consolidation, Section 103, Table 103, Column II, Area A on Schedule 1, despite the location of the land on Schedule 1.



Figure 68: The Confederation Line, running east-west through Bayview Station, will be the area's defining capital project

A new holding provision (-h) will be placed on the site at 989 Somerset Street West to ensure development unfolds in a coherent, practical manner. The holding symbol will not be removed until such time as:

- Servicing and traffic studies are submitted and approved; and
- A site plan agreement has been executed.

7.3 Capital Projects

As a direct result of the present CDP process, the recommended street and pathway network shown in Figures 41 to 43 will be implemented as municipal capital projects. In addition, several complementary initiatives will be undertaken that are related to, but not part of, the CDP. These include:

- The construction of the Confederation Line, N-S LRT and Bayview Station;
- The construction of a pedestrian and cycling link between Tom Brown Arena and Bayview Station, west of the O-Train;
- The construction of the East-West Bikeway along Scott-Albert corridor;
- The development of the Scott/Albert corridor into a complete street, under a comprehensive strategy led by the ongoing Scott Street CDP process and incorporating direction from this CDP;
- The enhancement and expansion of Laroche Park and Tom Brown Arena; and
- The construction of an enhanced road connection at City Centre Avenue and Somerset Street including, but not limited to, staircase(s) and an improved street and pathway under the bridge.

7.4 Private Redevelopment

Private redevelopment will occur on a gradual basis as landowner interest and market conditions are appropriate. The large sites will develop in multiple phases, and the City will use the Site Plan approval process to secure required rights of way and open space dedications, along with any key infrastructure improvements. Developers and the City will use this CDP document and

associated Secondary Plan to guide the preparation and evaluation of redevelopment proposals in the Bayview Station District.

On lands zoned with the “-h” holding symbol, the symbol will not be removed until the following are submitted to the satisfaction of the General Manager of the Planning and Growth Management Department:

- A master concept plan covering the entire land area of the h zoned lands depicting major development blocks, roads and public spaces to be dedicated to the City of Ottawa or private access roads that will be publicly accessible;
- Servicing , site remediation and traffic studies;
- Subdivision and/or site plan approval that includes conditions to reflect and achieve implementation over time of the master concept and phasing plans to ensure the orderly development of the site and to ensure the timely introduction of the public infrastructure necessary to support the development proposed.

For large development sites, the block layout, location of open space and the specific spatial deployment of the height strategy set out in this CDP will be subject to an environmental site specific remediation and risk mitigation strategy as well as servicing and traffic impact studies. If necessary, changes to address major design and brownfield constraints (for example, significant soil contamination or infrastructure issues) will be permitted through an application for a Zoning By-law Amendment or a Minor Variance through the Committee of Adjustment provided that they are consistent with the overall intent and principles of the Secondary Plan. Any major departures from the concept plan (such as changes in the maximum height or overall site density) that are not in keeping with the intent of the plan will be subject to an Official Plan Amendment.

Consideration regarding redevelopment and major infrastructure, including Bayview Yards, 801 Albert Street, and 250 City Centre Avenue, should refer to Section 2.3.5 of this CDP document (Existing Major Infrastructure) as a first point of reference.

7.4.1 801 Albert Street

As per the MC[1967] S291,S292-h zone, the holding provisions for the 801 Albert Street site may only be removed upon:

- Execution of a site plan agreement that reflects the approved development concept, and that any alternative concept will require reinitiating a full rezoning process, including amending technical studies, design review, and so forth;
- Approval of a servicing study; and
- The execution of an agreement pursuant to Section 37 of the Planning Act. If any modified development scheme is brought forward in the future, it will be reviewed in the context of this CDP, the Secondary Plan, and Zoning By-law.

A future revised development scenario and application must also satisfy the following parameters:

Any revised development concept shall be developed with regard to the directions set out in the CDP and the Secondary Plan and shall include demonstration, through a master concept plan, that the subject site and the site at 250 City Centre Avenue will integrate with each other with respect to connections, public realm and overall urban design to achieve a unified and seamless overall development program for the superblock that comprises these two sites.

The above master concept plan will serve as the basis for defining the details that will be reflected on any site plan for a revised development concept that will, in particular, provide a strong, well-defined pedestrian and cycle connection through the site to provide access to Bayview Station and to 250 City Centre Avenue, including the integration of the open space system and public realm to be provided for 250 City Centre Avenue. This will ensure that the two sites will be seamlessly integrated as one superblock that reflects and implements the circulation and public realm directions of the CDP and Secondary plan. Moreover, it will ensure a unified and interconnected public realm experience and a direct and seamless connection to the Bayview Station to support the

promotion of transit use by employees and residents who will occupy the future development at 801 Albert Street and 250 City Centre Avenue.

The City, in reviewing any revised development concept, will also explore the potential to provide for a realignment of the Wellington Street right of way (ROW) to intersect at a right angle with City Centre Avenue to allow access to the superblock. In this regard, it is acknowledged that the replacement of the high pressure waterline, within the Wellington Street ROW, includes the provision of valves to allow for the relocation of the water main to facilitate a realignment. This would support achieving the extension of the grid pattern into the superblock and allow for the Wellington Street ROW to be transformed into a key public realm space with active uses and providing a normalized connection through the superblock from Hintonburg.

Any revised development proposal, like the development proposal that was submitted as part of the approved rezoning, shall not be permitted above any of the major pipe infrastructure crossing or adjacent to the site, unless such infrastructure is relocated to the satisfaction of the General Manager, Planning and Growth Management. The City will not contemplate future redevelopment of this site that requires the build-over of significant piped infrastructure.

The new Bayview Station District seeks a very dense, urban form of development which assumes an 85% modal share (60% transit). This requires parking rates befitting of densities and parking rates found in an urban core area. Any rezoning will also include adoption of Central Area parking rates, as per the Secondary Plan and zoning direction of this CDP.

7.4.2 250 City Centre Avenue

The direction of the CDP will see the property at 250 City Centre Avenue transform significantly to a dense urban fabric over time. While much of the needed public realm and mobility improvements to facilitate this transformation of the lands can be captured on-site through the development review process, it is recognized that certain off site works will also be needed to facilitate this transformation. In particular, the construction of the Wellington Street

pedestrian/cycle bridge, as well as pathway linkages and associated landscape improvements, will be needed to connect across City lands to the existing north-south multi-use pathway.

To that end, the landowners agree to an indexed contribution of \$450,000 towards the design and construction of the future pedestrian and cycling bridge over the existing O-Train corridor along the former Wellington Street right of way. This payment shall be phased, with 50% required at the time of issuance of the building permit for their first high-rise building and the balance upon issuance of a building permit when they have exceeded 120,000 m² of space.

Further, the owner also agrees to construct pathway connections and provide appropriate landscaping from their site across City lands to connect to the multi-use pathway running parallel to the O-Train.

The feasibility of relocation and adaptive re-use of the building located at 290 City Centre Avenue should be explored as part of the Site Plan Control application process for the redevelopment of 250 City Centre Avenue.

7.5 Urban Design Review Panel

Under the OP, all development applications that fall within Traditional Mainstreet and Mixed-Use Centre zones identified as Design Priority Areas are subject to review by the City's Urban Design Review Panel. In the Bayview Station District, buildings greater than 20 storeys will be subject to a specialized design review process established within the framework of the City's Urban Design Review Panel (UDRP) process. Design review should pay particular attention to the following design elements:

- A smooth height and density transition between larger scale development near transit corridors and the existing low-rise residential neighbourhoods;
- Effective public open spaces that permit easy pedestrian and cyclist connections to and from Bayview Station;

- The development of an active and well-defined streetscape along underutilized portions of the north-south and east-west corridors, including across bridges; and
- Architectural treatments that reinforce the position of the station as a neighbourhood landmark, or that highlight the Ottawa River and other unique features of the nearby neighbourhoods.

The City's *Urban Design Guidelines for Development along Traditional Mainstreets*, *Urban Design Guidelines for High-Rise Housing*, and *Transit-Oriented Development Guidelines* will provide additional guidance to the Panel when evaluating applications in this area.