



L A M B D E V E L O P M E N T C O R P

Planning Rationale Addendum No. 1

**192 & 196 Bronson Avenue &
31 Cambridge Street North**

**Zoning By-law Amendment &
Site Plan Control Applications**

SEPTEMBER 2014



1.0 REPORT CONTEXT

The following is an addendum to the FOTENN Planning Rationale dated September 2013. This Addendum is intended to summarize changes to the development, including the addition of residential units, an increase to the building height, and revisions to amenity areas, setbacks, and parking ratios. It is FOTENN's opinion that the findings of the September 2013 Planning Rationale still apply, in general and specific terms to the revised development proposal.

2.0 PLAN REVISIONS

The proposed revisions to the plans address technical comments provided by Municipal Staff between December 2013 and January 2014, summarized in a letter dated March 10, 2014. The following is an inventory of more significant revisions to the proposal:

- The total number of residential units proposed within the development has increased from 209 to 212;
- The overall gross floor area of the development has been reduced from 14,040 square metres to 13,553 square metres;
- The building height for the development has been increased from 60.9 metres (19 storeys) to 68.32 metres (21 storeys);
- The front yard setback on the west side of the building (i.e. adjacent to Cambridge Street North) has increased from 3.8 metres to 4.1 metres;
- The interior side yard setback from the north property line (adjacent to 190 Bronson Avenue and 29 Cambridge Street North) has been increased from 5.5 metres to 9.2 metres;
- Amenity space areas have been adjusted to include:
 - a reduced interior communal amenity area of 234.8 square metres (previously 249.2 square metres);
 - an increased exterior communal amenity area of 258.7 square metres (terrace) and 681 square metres (park) (previously 125.5 square metres total); and,
 - an increased private amenity space area of 2,783.8 square metres (previously 1,794 square metres);
- The number of residential parking spaces has increased from 139 spaces to 175 spaces.
- The number of retail/visitor parking spaces has been reduced from 31 spaces to 17 visitor spaces and 0 retail parking spaces.
- The number of bicycle parking spaces has increased from 109 spaces to 135 spaces; and,
- The locations where the building previously encroached into the right of way have been removed.



3.0 APPLICATIONS AND REZONING REQUESTED

The originally requested Zoning By-law Amendment sought to amend the zoning of the subject property from “Residential Fifth Density, Subzone H, Maximum Height 19 metres (R5H H(19))” along Bronson Avenue and “Residential Fourth Density, Subzone T (R4T)” along Cambridge Street North to “Traditional Mainstreet (TM)”, with a new subzone. This amendment would bring the zoning of the property into conformity with the Official Plan designation for the property.

Several amendments to the performance standards were also proposed. As a result of the changes to the proposed development addressed by this Addendum, the list of amendments is revised as follows:

- Permit “Townhouse” as a permitted residential use on the property;
- Permit a maximum front yard setback of 3.65 metres along Bronson Avenue whereas the by-law permits a maximum setback of 2 metres;
- Permit a maximum front yard setback of 4.1 metres along Cambridge Street North whereas the by-law permits a maximum setback of 2 metres;
- Permit a minimum side yard for a mixed-use building abutting a residential zone of 0 metres, whereas the by-law requires a minimum of 3 metres;
- Permit a maximum building height of 68.32 metres whereas the by-law permits a maximum height of 19 metres along Bronson Avenue and 14.5 metres along Cambridge Street North;
- Permit a building step back of 0 metres after 15 metres/4 storeys of building height, whereas the by-law requires a 2 metre building step back;
- Permit a minimum width of a landscaped area of 0 metres abutting a residential zone along the south property line, whereas the by-law requires a minimum 3 metre landscaped area; and,
- Permit 17 visitor parking spaces, whereas the by-law requires a minimum of 40 spaces for visitors of the residential units.

4.0 PROPOSED DEVELOPMENT (REVISED)

Bronson Ltd. Is proposing to construct a 21-storey, 68.32 metre (excluding mechanical penthouse) residential condominium with ground floor retail along Bronson Avenue, and residential townhouse units fronting onto Cambridge Street North. The proposed building would contain a total of 212 condominium dwelling units.

The ground floor of the building features 149.9 square metres of retail floor space along in the northeast corner of the site, along Bronson Avenue. The retail space would front onto the traditional mainstreet, and onto the proposed park along the north edge of the property, described in greater detail below.

The remainder of the ground floor is occupied by a residential lobby for the condominium tower, amenity area for the residence, and bike storage. Along the Cambridge Street North frontage, five (5) townhouse units address the street. These



units are set back 4.1 metres from the west property line, creating landscaped front yards consistent with the character of other houses along Cambridge Street.

The building features a four (4) storey brick podium which includes the ground floor mix of retail and townhouse units. Floors 2 to 4 are occupied by residential condominium units.

At the fifth floor, the tower rises from the podium and is delineated primarily through a change of cladding materials. The tower steps back significantly from the south and west property lines, allowing for more openness and a slender tower. The step back at the rear (along Cambridge Street North) preserves the four-storey residential form along the street and transitions to the five (5) storey hospital building on the west side of the street.

The top two (2) storeys of the building will include the mechanical penthouse for the building, wrapped in residential units. This treatment of the penthouses creates an attractive and functional top to the tower.

Large outdoor terraces are provided at levels 2, 5, and 20. Level 2 will be used for outdoor communal amenity area while the terraces at levels 5 and 20 will be private terraces for the associated units.

The architecture of the building responds to the Traditional Mainstreet character envisioned for Bronson Avenue and considered the heritage structures to the north. The four-storey podium is clad in red brick with a white precast C-shaped feature that helps to achieve the effect of a setback and separation from the tower above. Above the ground floor, vertical divisions in the facade create a rhythm that is desired along Traditional Mainstreets. The juxtaposition of red brick and glass allows the podium to relate to the existing heritage buildings while reflecting its place and time.

A 9.2 metre wide linear park is proposed along the northern edge of the property, providing a landscaped, mid-block pedestrian connection between Bronson Avenue and Cambridge Street North. This park will feature a number of new trees and plantings, as well as opportunities for seating. An outdoor seating area for the retail unit is proposed at the east end of the park.

A total of 3,958.3 square metres of amenity space is provided throughout the development and includes communal terraces and rooms and balconies for individual units. A total of 1,174.5 square metres of the space provided is designated as communal amenity area.

The proposed development will be served by a total of 192 parking spaces located on four (4) levels of underground parking. This includes 175 residential parking spaces, and 17 residential visitor spaces. The proposed development would not include parking spaces for the neighbourhood-servicing retail unit. Vehicular access to the underground parking garage is provided from Bronson Avenue, at the south edge of the property. A total of 135 bicycle parking spaces are provided throughout the development including



135 bicycle lockers (61 at ground level and 62 on the first floor of the parking garage), and 12 outdoor spaces at grade along Bronson Avenue.

The proposed development responds to the surrounding properties with appropriate scale and architecture. Design features along the street will ensure the provision of sufficient space for landscaping along the street, and wide sidewalks to create a pedestrian-friendly development.

5.0 POLICY AND REGULATORY FRAMEWORK

5.1 PROVINCIAL POLICY STATEMENT

The revised development is consistent with the policies of the Provincial Policy Statement, as described in the Planning Rationale prepared by FOTENN Consultants and dated September 2013.

5.2 CITY OF OTTAWA OFFICIAL PLAN (2003, CONSOLIDATED)

MANAGING GROWTH

The increased height and density of the revised development proposal continues to be in conformity with the overarching intent of the Official Plan (OP) policies on managing growth within the City. The OP designates mainstreets like Bronson Avenue as target area for intensification. The additionally requested building height (an additional 7.42 metres) is appropriate for the mainstreet location in proximity to rapid transit service and within an area characterized by high-rise buildings.

LAND USE DESIGNATION

The subject property is designated “Traditional Mainstreet” on Schedule B of the City of Ottawa Official Plan. The revised development proposal continues to feature a mixed-use building with ground floor retail and residential units, both permitted uses within the designation. The Traditional Mainstreet designation supports building heights in the six (6) storey range, allowing for consideration of greater building heights in accordance with tall building policies set out in Section 4.11.

The revised development proposal continues to satisfy the policies of Section 2.5.1 of the OP, as detailed in the September 2013 Planning Rationale. The revised proposal further improves the proposed linear park on the northern edge of the property by increasing the width, the amount of plantings, and creating a valuable community asset that is both attractive and functional.

COMPATIBILITY

Revisions to the development proposal will not have any significant impact on the compatibility of the proposed building, as per the criteria established in Policy 2 of Section 4.11 and discussed in the September 2013 Planning Rationale. The proposed changes will impact on the following criteria:



TRAFFIC:	One of the major revisions to the proposed development was the relocation of the vehicular access onto Bronson Avenue. This will remove any traffic concerns along Cambridge Street North and focus the traffic on the arterial street. The findings of the Traffic Study remain unchanged, confirming that there is sufficient capacity on roads within the neighbourhood for the development. The proposed changes will add only three (3) additional units and will significantly reduce the retail floor area.
VEHICULAR ACCESS:	As noted above, the vehicular access to the development's underground parking garage has been relocated to Bronson Avenue, on the south end of the property. The access will be designed to be safe for both vehicles and pedestrians and given its location underground, the parking area is not anticipated to create issues related to noise and/or headlight glare on adjacent properties.
PARKING REQUIREMENTS:	<p>The revised development provides a total of 192 below-grade parking spaces including 175 residential spaces and 17 visitor spaces. Retail parking spaces have been removed from the proposal as the floor area of the retail area has been reduced below 150 square metres, thereby removing the requirement for dedicated retail parking.</p> <p>The number of residential spaces greatly exceeds the number of required spaces, while an amendment is requested to the number of visitor spaces. A 0.2 space/unit rate has historically been found to be very generous in the downtown core and a rate of 0.083 spaces per unit (the City of Ottawa's rate for downtown prior to amalgamation) has commonly been deemed appropriate for the provision of spaces. At a rate of 0.083 spaces per unit, the required number of visitor spaces is 17 spaces.</p> <p>The number of bike parking spaces has increased slightly (135 instead of 121). The additional spaces are indoor spaces on the ground floor and first floor of the parking garage. Twelve (12) spaces are provided outdoors, at ground-level.</p>
SUNLIGHT:	The Sunshadow Studies prepared for the development have been updated according to the revised development. As shown through this study, the request for additional building height will not have a substantive impact with respect to additional sun shadowing on surrounding properties.

LOCATION OF TALL BUILDINGS

As described in the September 2013 Planning Rationale, and in policy 10 of Section 4.11, the subject property is a suitable location for tall buildings. The revised proposal seeks to increase the building height an additional 7.42 metres (to 68.32 metres) to permit a 21-storey building.



The proposed development is located on a Traditional Mainstreet in an area characterized by a range of building profiles, including high-rise buildings on the east side of Bronson Avenue. These buildings begin on the north side of Nepean Street and extend into the downtown core. Building Heights directly adjacent to Bronson Avenue are approximately 21 storeys with lower heights interspersed throughout. Building heights west of the Subject Property include low-rise residential buildings and the Saint Vincent Hospital site, zoned for 25 metres and constructed at 5-storeys.

Further, the site is located within 600 metres of the Lebreton Flats rapid transit station and the Albert/Slater transit corridor. Lebreton Flats has also been identified as a location for a future light-rail transit station.

The revised proposal continues to satisfy the requirements of Policy 12 of Section 4.11 regarding the integration of tall buildings into existing areas. The revised development continues to integrate into the context of the area, as described in the September 2013 Planning Rationale.

The brick-clad podium protects for an appropriately scaled pedestrian experience at-grade. The brick material used on the facade of the podium appropriately relates to the existing heritage buildings north of the Subject Property on Bronson Avenue and to the dwellings along Cambridge Street North. The transition in building material at the fifth storey – from the brick and white precast bands to the clear glass and white spandrel – divides the building horizontally while maintaining a sense of low-profile along the street.

At the second storey, the building steps back from the south property line and the nine (9) storey apartment building to the south. This stepback allows for a more slender tower and creates an openness between the buildings.

At the fifth storey, the building steps back from the western property line, preserving a four (4) storey built form along Cambridge Street North. Finally, the top two floors (20 and 21) step back again and wrap residential units around the mechanical components of the building which would typically be housed in a penthouse above the top floor. The building step backs have been specially integrated to minimize shadow impact and to allow for light filtration into the street.

The proposed building continues to respond to the built context by providing a transition between the tall buildings to the east, and the mid-rise building to the west which transitions to the low-rise residential further west. The building also responds to the lower built context along parts of Cambridge Street North by setting the tower back 16 metres from the western property line, and 11.9 metres from the western edge of the podium. The result is the low-rise, four-storey residential character along Cambridge Street North featuring street-fronting townhouses with front yards along the street. Townhouse entrances will create an active streetfront with eyes on the street.

The building is set back 9.2 metres from the northern property line creating a linear park along the northern property line. This park provides a valuable community asset, improved neighbourhood connectivity, and separation from the adjacent properties to the north.



The site also benefits from its location in the northwest corner of the downtown core, adjacent to high-rise residential across the street and away from low-rise residential neighbourhoods.

The revised development conforms to policies of the Official Plan relating to heritage buildings, cycling routes, right-of-way protection, and scenic entry routes and gateways as described in the September 2013 Planning Rationale.

5.3 URBAN DESIGN GUIDELINES FOR DEVELOPMENT ALONG TRADITIONAL MAINSTREETS

The revised development proposal conforms to the urban design guidelines for development along Traditional Mainstreets, as detailed in the September 2013 Planning Rationale prepared by FOTENN Consultants.

5.4 URBAN DESIGN GUIDELINES FOR HIGH-RISE HOUSING

The revised development proposal conforms to the urban design guidelines for high-rise housing, as detailed in the September 2013 Planning Rationale prepared by FOTENN Consultants.

5.5 URBAN DESIGN GUIDELINES FOR TRANSIT ORIENTED DEVELOPMENT

The revised development proposal conforms to the urban design guidelines for transit oriented development, as detailed in the September 2013 Planning Rationale prepared by FOTENN Consultants.

5.6 CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW

The subject property is presently split-zoned in the City of Ottawa Zoning By-law (2008-250). As discussed in the September 2013 Planning Rationale, the proposed redevelopment of the lands with a mixed-use building generally complies with the intent of the R4 and R5 zones, however it is requested that the zoning be amended to “Traditional Mainstreet, with exceptions” to conform with the Official Plan designation, and to allow for the comprehensive redevelopment of the subject property.

6.0 REQUESTED ZONING BY-LAW AMENDMENT

As detailed above, a Zoning By-law Amendment is requested to change the zoning of the property to “Traditional Mainstreet (TM) with exceptions”. The revised development is compared to the provisions of the TM zone below. Proposed amendments to the standard provisions of the TM zone are highlighted in **red**:

MECHANISM	TM ZONE	PROPOSED
MINIMUM LOT WIDTH:	No minimum	40m
MINIMUM LOT AREA:	No minimum	2,433.51m ²



MECHANISM	TM ZONE	PROPOSED
MAXIMUM FRONT YARD SETBACK:	2m	3.65m (Bronson) 4.10m (Cambridge)
MAXIMUM SIDE YARD SETBACK:	No maximum	9.20m (north)
MINIMUM SIDE YARD SETBACK:	3m	0m (south)
MINIMUM BUILDING HEIGHT:	Within 20m of front lot line: 6.7m	68.32m
MAXIMUM BUILDING HEIGHT:	20m; not more than 6 storeys	68.32m (21 storeys)
REQUIRED BUILDING STEP BACK:	At the fourth storey/15m: 2m more than the provided setback below	0m
MINIMUM LANDSCAPED AREA:	30% of lot area	36%
MINIMUM WIDTH OF LANDSCAPED AREA:	3m abutting a residential zone	North: 9.2m South: 0m
DRIVEWAY AISLES:	3m for one way 6m for two-way	6.7m for two-way
MINIMUM PARKING:	0.5/residential unit: 106 0 for 150m ² or less retail: 0 0.2/residential unit (over 12): 40 spaces 146 TOTAL	175 residential 0 retail 17 visitor 192 TOTAL
MAXIMUM PARKING:	1.75/residential unit (visitor + unit): 366 TOTAL 366 SPACES	175 residential 17 visitor 192 TOTAL
BICYCLE PARKING:	109	135
MINIMUM AMENITY SPACE:	212 x 6m ² = 1,272m ² 50% communal = 636m ²	3,958.3m ² total 1,174.5m ² communal

In addition to the above, the following provisions will be added to the exception:

- Permit "Townhouse" as a residential use on the property.

The revised development is seeking fewer amendments to the Zoning By-law. Amendments which are no longer required include:

- Reduction in the minimum landscaped area requirement;
- Reduction in the number of retail parking spaces; and,



- Reduction in the amount of communal amenity area required.

The proposed amendments (including those previously requested) are discussed in greater detail below:

FRONT YARD

An amendment is proposed to the permitted maximum front yard setback along both Bronson Avenue and Cambridge Street North. The TM zone permits a maximum front yard setback of 2 metres along Mainstreets but also includes exceptions where hydro lines are present. In the case of a hydro pole, a setback of 2 metres from the pole is permitted, while in the case of a high voltage power line, the setback may be 5 metres for the portions of the building which are affected by the lines.

The requested amendment would permit a maximum front yard setback of 3.65 metres along Bronson Avenue and 4.10 metres along Cambridge Street North. Hydro lines along the street necessitate a 3.65 metre setback for any portion of the building over 6.15 metres in height. The building has also been setback in order to provide sufficient space for landscaping and sidewalks along the street and to create an attractive podium design. It is also consistent with the setback of the residential apartment building to the south which has a similar setback and projecting entrance staircase. Given the above, the proposed alteration to the maximum front yard setback along Bronson Avenue will help frame the Traditional Mainstreet and is considered appropriate.

Along Cambridge Street North, a maximum setback of 4.10 metres is proposed for the entire frontage. This setback again responds to the hydro lines along the street which necessitate a setback of 4.10 metres for any part of the building above 3.07 metres. This increased maximum setback provides for a wider sidewalk and landscaping which will play off the townhouse units and provide pedestrian connectivity across the site. The Cambridge Street facade will feature street-fronting townhouse units that are appropriate for the character of Cambridge Street.

SIDE YARD

On the north side of the property, a generous 9.2 metre setback is provided in order to create a publicly accessible mid-block pedestrian park connection between Bronson Avenue and Cambridge Street North. On the south side, where the adjacent building is already located on the property line, the proposed building would also have a 0 metre setback.

This is consistent with the existing built context, and provides space between the proposed building and the existing heritage buildings to the north. Along Cambridge Street North, the 0 metre setback will abut an existing surface parking lot. There will not be any significant impact on the parking lot as a result of the reduced setback.

The ground floor of the revised building is located at the 0 metre setback. Adjacent to the parking lot to the southwest, the podium varies between one (1) and four (4) storeys along this property line. At the fifth floor, the tower portion of the building steps back 10 metres from the south property line. This separation provides an openness for the proposed tower and gives it a more slender form.



BUILDING HEIGHT

It is our opinion that the Subject Property is an appropriate location for a high-rise building given its location along an arterial road characterized by other high-rise buildings, proximity to transit and the arrangement of height and mass on the property. The building height is proposed as 68.32 metres (21 storeys) along Bronson Avenue and reduced to 11.8 metres directly adjacent to Cambridge Street North, stepping up to 15.1 metres moving towards Bronson. The height and mass of the building has been concentrated along Bronson Avenue in response to preliminary design comments regarding the orientation of the tower, and the surrounding built context along Bronson Avenue.

It is FOTENN's opinion that the increase in building height from the original proposal (an increase of 7.42 metres) will not have any tangible impact on the surrounding context. It is also our opinion that the revised proposal continues to conform to the City's objectives for intensification along a designated mainstreet in a compatible and appropriate manner.

Bronson Avenue is designated a Traditional Mainstreet and the subject property is located within 600 metres of two rapid transit stations – Lebreton Flats and Bay Street. The property is located at the edge of the central area where the mass and height of existing buildings is similar to that of the proposed development. Specifically, a high-rise node has been established on the east side of Bronson and north of Nepean Street opposite the subject property with buildings heights in the 21-storey range. Given that the area is characterized by high-profile buildings and the site located at the edge of the downtown, the proposed 21-storey building is appropriately placed relative to the existing context.

In evaluating the compatibility of the higher building per the criteria contained in Section 4.11, the proposed development is compatible with the surrounding built context. The revised Sunshadow Study shows the impacts on surrounding properties. Similar to the original proposal, the proposed development will cast longer shadows than what is permitted on the site as-of-right. Given the existing context, the increased sun shadowing is anticipated to have limited impact. The site abuts a limited number of single family homes with useable outdoor amenity areas and existing buildings along Bronson Avenue have been converted to commercial uses. Further, the east side of Bronson is characterized by existing high-profile developments.

For short periods, shadows will be cast over the residential buildings located to the north. As the development will not shadow any adjacent property for a period greater than four hours, the increased shadow is considered acceptable in an urban context.

As detailed in the September 2013 Planning Rationale, the property is located at the edge of the central area where the mass and height of existing buildings is similar to that of the proposed development. Specifically, a high-rise node has been established on the east side of Bronson and north of Nepean Street opposite the subject property with buildings heights in the 21-storey range. Given that the area is characterized by high-profile buildings and the site is located at the edge of the downtown, the proposed 21-storey building is appropriately placed relative to the existing context.



REQUIRED BUILDING STEP BACK

The Zoning By-law requires a building step back after the first 15 metres of building height. The intent of this step back at the fourth floor is to create a podium/transition that is suitable for the main street. The proposed Zoning By-law Amendment requests no step back requirement for the proposed building.

The revised development proposal is set back 3.65 metres from the front property line along Bronson Avenue. The articulation of the podium and the creation of the traditional mainstreet heights is achieved through a change in building materials at the fifth storey. The red brick podium is highlighted with white precast bands and is intended to reflect the built context of the area. At the fifth storey, the material changes to a glass and spandrel tower. This design gives the sense of a traditional mainstreet building with an identifiable transition after four storeys creating a visually interesting tower with a podium appropriate for a Traditional Mainstreet.

WIDTH OF THE LANDSCAPED AREA

A reduction in the width of the landscaped area abutting a residential zone is requested along the south property line. Bronson Avenue has been designated as a Traditional Mainstreet in the Official Plan but the zoning for the area has not been updated to reflect this. The policies of the Official Plan and Urban Design Guidelines encourage a continuous building frontage along Bronson Avenue that encloses the street and discourages breaks in the urban fabric. Similarly, the zoning on the adjacent properties to the south has not been updated to reflect its mainstreet designation. In the event that the site to the south is redeveloped, it would be appropriate for this adjacent site to be rezoned TM eliminating the requirement for a setback between the two developments altogether.

PARKING

The proposed development provides the required number of residential parking spaces and provides 17 visitor parking spaces. Given the revised size of the retail unit on a Traditional Mainstreet, there is no minimum parking requirement.

The Zoning By-law requires 40 visitor parking spaces, where 17 are proposed. The proposed number of visitor parking spaces corresponds with the visitor parking space rate under the former City of Ottawa Zoning By-law (0 spaces for the first 12 units; 0.083 spaces per unit for the next 300 units). As part of the consolidation of the former By-law into Comprehensive Zoning By-law 2008-250, the parking rate for the entire city was increased to 0 spaces for the first 12 units, and 0.2 spaces for the next 300 units. This leads to a requirement of 40 spaces for the proposed 212 unit building, which is significantly above what is reasonably required (it assumes that at any given time, 20% of the residents in the building are hosting a visitor with a vehicle). Given the central location of the proposed development, within 600 metres of two (2) rapid transit stations, the provided visitor parking is based on the former rate. In our opinion, a rate of 0.083 spaces per unit after 12 (17 spaces) is appropriate for this location.



TOWNHOUSE UNITS

Permission is requested that would permit townhouse units to be located on the ground floor along Cambridge Street North. This is seen as an appropriate use of the frontage along the street that is in keeping with the existing development on the street and the Residential Fourth Density zone that applies to that portion of the property.

7.0 CONCLUSIONS

In considering the revised development and the applicable policy framework, it is our professional opinion that the revised development proposal represents good planning and is in the public interest as it is consistent with the Provincial Policy Statement, conforms to the City of Ottawa Official Plan, meets the applicable urban design guidelines and maintains the general intent of the Zoning By-law.

Overall, the revised development continues to advance several key policy objectives at the Provincial and Municipal levels including: optimizing the use of serviced lands within the existing urban boundary, encouraging growth within the urban boundary, capitalizing on a development opportunity in proximity to rapid public transit, and contributing to the range and availability of housing for all ages and incomes.

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