



192 & 196 Bronson Avenue & 31 Cambridge Street North

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

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1.0 INTRODUCTION

FOTENN Consultants Inc. has been retained by Bronson Ltd. (the “Owner”) to assess the appropriateness of a new mixed-use residential condominium tower proposed on the property known municipally as 192 and 196 Bronson Avenue and 31 Cambridge Street North (the “Subject Property”) in the City of Ottawa.

2.0 PURPOSE OF THE ZONING BY-LAW AMENDMENT

The Subject Property is currently zoned “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 in the City of Ottawa Comprehensive Zoning By-law (2008-250).

The proposed Zoning By-law Amendment would amend the zoning of the subject property to “Traditional Mainstreet (TM)” and create a new subzone as the Official Plan designates Bronson Avenue as a Traditional Mainstreet in this area. The following amendments are requested as part of the TM subzone:

- 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 3.8 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 60.9 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 landscaped area of 29.6%, whereas the by-law requires a minimum of 30%;
- 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;
- Permit a combined total of 31 retail and visitor parking spaces, whereas the by-law requires a minimum of 22 parking spaces for the retail area and 39 spaces for visitors of the residential units; and,
- Permit a total of 374.7 square metres of communal amenity space, whereas the By-law requires a minimum of 627 square metres.



3.0 SUBJECT PROPERTY AND SURROUNDING AREA

3.1 SUBJECT PROPERTY

The Subject Property is located on the west side of Bronson Avenue, between Nepean Street and Gloucester Street (Figure 1). The property is a through-lot with a total area of approximately 0.21 hectares (0.53 acres), approximately 40 metres of frontage along Bronson Avenue, approximately 40 metres of frontage on Cambridge Street North and a depth of approximately 60 metres. The property is unique in that the lot fabric along and arterial roadway is typically shallower, single frontage without access to local roadways. The property has a physical connection to both roadways and contexts.

The property is currently occupied by a two-and-a-half storey office building and surface parking lots. Vehicle access to the site is currently from Bronson Avenue only.

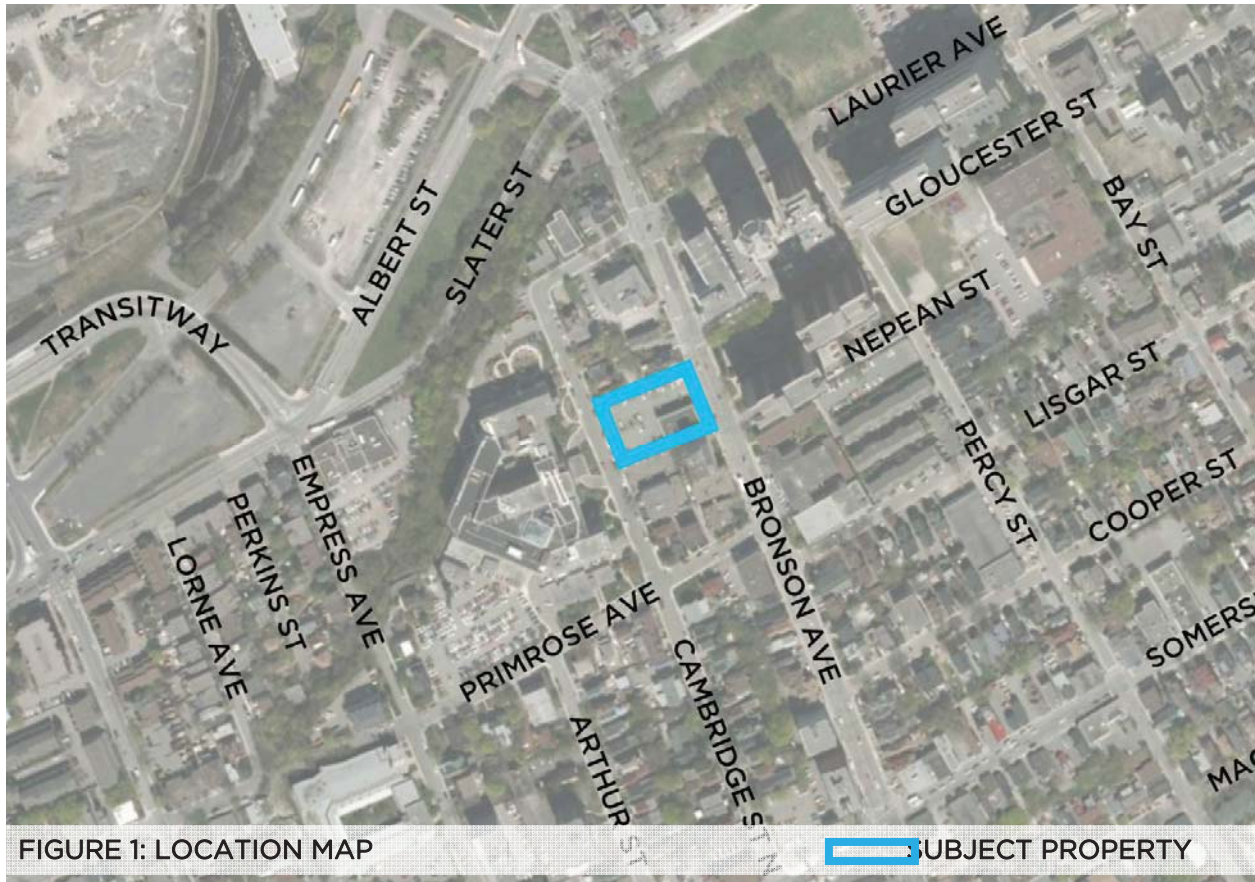


FIGURE 1: LOCATION MAP

 SUBJECT PROPERTY

The Subject Property is located in the northwest corner of Ottawa's downtown core, in close proximity to the Lebreton Flats Transitway Station as well as the Albert/Slater transit corridor. Lebreton Flats is the site of an ongoing urban infill project which has previously been the subject of a master planning process. Extensive site remediation has



resulted in only a few buildings being constructed to date, though the Master Plan approved for the area contemplates the area as a major residential node.

The Sir John A. Macdonald Parkway is north of the Subject Property and runs along the south side of the Ottawa River providing a major scenic gateway to the downtown core from the west end of the city.

The Subject Property sits just outside the area of influence for the Ottawa Area Escarpment Plan. As a result, grades to the northwest of the subject property (i.e. Lebreton Flats) are significantly lower than the elevation of Cambridge Street North and Bronson Avenue.



FIGURE 2: EXISTING TWO-STORY OFFICE BUILDING ON THE SUBJECT PROPERTY

3.2 SURROUNDING AREA

The following outlines an inventory of uses in close proximity to the subject site:

North: The area north of the Subject Property is a primarily low-rise residential subdivision with detached dwellings and low-rise apartments. Directly north of the Subject Property, at 176 and 190 Bronson Avenue, are two detached dwellings that are subject to the City's Heritage Overlay denoting them as structures of heritage significance.

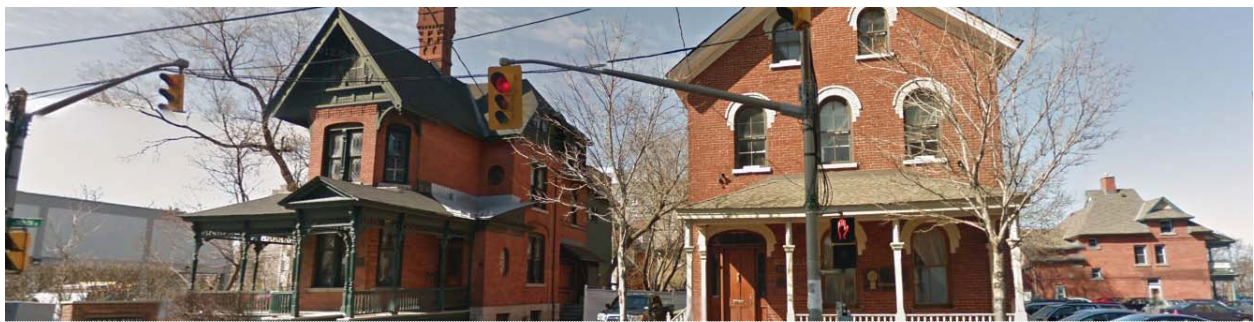


FIGURE 3: 176 AND 190 BRONSON AVENUE HERITAGE DWELLINGS



East: The east side of Bronson Avenue can be characterised as a high-rise node containing several apartment buildings ranging in height from approximately 11 storeys to 21 storeys. On the southeast corner of the Nepean Street and Bronson Avenue intersection is the former Immaculata High School building, known today as the Bronson Centre, a non-profit organization providing office space to community based organizations with limited resources.

South: The property immediately south of the Subject Property is occupied by an 8-storey apartment building (Bronson Ridge Apartments). Further south is a mix of low-rise apartment buildings and low-density dwellings.

West: The west side of Cambridge Street North is the 5-storey Saint Vincent Hospital campus which extends from Primrose Avenue north to Slater Street. Further west is a significant grade change and a low-rise residential neighbourhood.



FIGURE 4: BIRD'S EYE VIEW OF SURROUNDING AREA (LOOKING WEST)

3.3 COMMUNITY AMENITIES

The Subject Property is located in proximity to the following major community amenities:

- Saint Vincent Hospital
- Several municipal parks including Bronson Park, Lisgar Parkette and Dunonald Park;
- Lebreton Flats and Bay Street Transitway Stations;
- Dalhousie Community Centre; and,
- Several schools including Centennial Public School, St. Patrick Adult High School.



FIGURE 5: AMENITIES MAP

3.4 TRANSPORTATION NETWORK

The Subject Property has frontage along both Bronson Avenue and Cambridge Street North. Bronson Avenue is a four-lane north-south road identified as an Existing Arterial on Schedule F of the Official Plan. Cambridge Street North is a two-lane, north-south local street which borders the Subject Property's western property line.

As an arterial roadway, Bronson Avenue is designed to carry high volumes of traffic over long distances while accommodating all modes of transportation. Other arterial roads in the area include Laurier Avenue, Slater Street and Albert Street to the north and Somerset Street West to the south.

Laurier Avenue is the site of grade-separated cycling lanes which begin at Bronson Avenue and continue east through the downtown core.

The Subject Property is located within 600 metres of the Lebreton Flats and Bay Street Transitway stations. Lebreton Flats has also been identified as a future Light-Rail Transit station on the Confederation Line, currently under construction. Local buses currently operate along Somerset Street West and Albert Street.

As a result, mainly of the Saint Vincent Hospital, the area west of Bronson Avenue is characterized by significant amounts of day time parking.

4.0 PROPOSED DEVELOPMENT

Bronson Ltd. is proposing to construct an 18-storey plus mezzanine (total of 19-storeys), 61 metre (excluding mechanical penthouse) residential condominium with ground-floor retail. The proposed building would contain a total of 209 condominium dwelling units.

The building is proposed with two options for the ground floor. One option would include a large community-serving retail unit on the ground floor with a total area of 878.6 square metres. This retail unit would have access from both Cambridge Street North and Bronson Avenue. The second option contemplates a smaller retail space with an area of 678.96 square metres, and proposes seven (7) two-storey townhouse dwellings fronting onto Cambridge Street North. To maintain flexibility, the TM zoning is being sought to allow for retail space at grade. The Owner intends to test the market for retail space at the time of construction and build according to market demands.



FIGURE 6: AERIAL VIEW FROM NORTHEAST

The building features a four-storey podium which includes two floors (first floor and mezzanine) of retail/townhouses, and two-storeys of residential condominium units above. The proposed podium is U-shaped and extends the length of the site from Bronson Avenue to Cambridge Street. The U-shape in the podium is created by introducing a cut into the building at the northern face approximately half-way through the podium. This strategic recessing of the podium face creates an identifiable entrance into the building and doubles as a small courtyard that is enhanced

through landscaping and lighting. It also creates an identifiable break in the podium's mass at grade.

At the fourth storey, the tower transitions to a T-shape with the top of the podium forming two large private terraces. The T-shaped tower starts at the fifth floor and continues to the ninth floor before transitioning once more into a more slender form for floors 10 and 16. The 17th and 18th floors are pulled back from the northern edge of the tower and project slightly over the western façade distinguishing the tower top. The top two floors will contain dwelling units masking the mechanical penthouse also contained on these floors.

In response to preliminary design comments from the Urban Design Review Panel, the mass of the building has been primarily focused along Bronson Avenue. The perpendicular rotation of the tower to both Bronson and Cambridge Street North helps to break up the building's mass and bulk. The tower component of the building is pulled back approximately 17 to 18 metres from Cambridge Street North, providing a transition to the 5-storey hospital structure located to the west and while maintaining a low-profile built form along this local street.



FIGURE 7: VIEW FROM CAMBRIDGE ST

The architecture of the building responds to the Traditional Mainstreet character envisioned for Bronson Avenue and considers the heritage structures to the north. The four-storey podium is clad in red brick with white precast bands creating the appearance of a two-storey structure. The Bronson Avenue facing façade will be vertically divided to create the perception of multiple retail units and narrow street fronts typically found along other more established mainstreets. The use of brick and glass work well with the heritage structures to the north and the apartment building to the south. The juxtaposition of red brick and glass allows the podium to relate to the existing heritage buildings while reflecting its place and time.



FIGURE 8: PROPOSED PEDESTRIAN PATHWAY



The tower is primarily composed of glass with dark grey mullions and white spandrels. Different portions of the tower are offset from each other which, along with various step backs and projections add visual interest to the tower while breaking up bulk and mass. The tower is ornamented by concrete balconies with glass panel railings projecting from the tower face introducing a whimsical and playful element to the tower design.

A 5.5 metre wide pathway is proposed between the building and the northern property line providing a landscaped, mid-block pedestrian access from Bronson Avenue to Cambridge Street North. The pathway will be landscaped with linear boardwalk style pavers and a combination of deciduous trees, low level plantings and benches. A 1.4 metre high wood privacy fence will run the length of the site providing separation and protecting the privacy of the adjacent single family homes located to the north and fronting onto Cambridge Street. In addition to providing an interesting mid-block pedestrian connection between the two streets, the pathway provides additional distance separation between the proposed development and existing buildings to the north of the site.

A total of 2,168.7 square metres of amenity space is provided throughout the building and includes communal terraces and rooms and balconies for individual units. A total of 374.7 square metres of the space is provided as communal amenity area.

The development will be served by a total of 170 below ground parking spaces, including 31 spaces dedicated to visitors and users of the retail space and 139 parking spaces for residents, all located within four levels of underground parking. Vehicular access to the below-grade parking garage is proposed from Cambridge Street North, in the southeast corner of the site. A total of 121 bicycle parking spaces are provided within the development, 109 of which are located inside the building.

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 ENVIRONMENT

5.1 PROVINCIAL POLICY STATEMENT (2005)

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in March 2005. It provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes the intensification of built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomical expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment [Policy 1.1.3.3]. In addition, the proposed development meets the following Provincial Policy interests:



- Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term [1.1.1 (a)];
- Accommodates an appropriate range and mix of residential, employment, recreational and open space uses to meet long-term need [1.1.1 (b)];
- Promotes cost-effect development standards to minimize land consumption and servicing costs [1.1.1 (e)];
- Ensures that necessary infrastructure and public service facilities are or will be available to meet current and projects needs [1.1.1 (g)];
- Proposes a land use pattern within a settlement area that has densities and a mix of uses which efficiently use land and resources and that is appropriate for, and efficiently uses, the infrastructure and public service facilities which are planned or available [1.1.3.2 (a)];
- Identifies and promotes and opportunity for intensification and redevelopment [1.1.3.3];
- Providing for an appropriate range of housing types and densities required to meet projected needs [1.4.1];
- Contributes to providing an appropriate range of housing types and densities to meet projected requirements of current and future residents by permitting and facilitating all forms of residential intensification and redevelopment [1.4.3 (b)];
- Proposes development of new housing in a location where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs [1.4.3 (c)];
- Promotes a density for new housing which efficiently uses land, resources, infrastructure and public service facilities and supports the use of the alternative transportation modes and public transit [1.4.3 (d)];
- Promotes land use patterns, density and a mix of uses that minimize the length and number of vehicle trips and supports the development of viable choices and plans for public transit and other alternative transportation modes [1.6.5.4]; and,
- Supports energy efficiency and improves air quality through land use and development patterns which promote the use of public transit and other alternative transportation modes and improves the mix of employment and housing uses to decrease transportation congestions [1.8.1 (b) and 1.8.1 (c)].

The proposed development is consistent with the policies of the Provincial Policy Statement. It proposes an efficient, cost-effective pattern of development while capitalizing on an intensification opportunity within the City's downtown. The Subject Property is an underutilized site with significant development potential in an area where infrastructure and public service facilities are available.



5.2 CITY OF OTTAWA OFFICIAL PLAN (2003, CONSOLIDATED)

The City of Ottawa Official Plan is composed of eight sections, each addressing a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions for growth and development within the City.

Ottawa's population is projected to grow by up to 30 percent by 2031. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. One third of housing growth is anticipated to occur within the Greenbelt with much of the demand for new housing being in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Plan pursues strategic directions in four key areas, two of which are relevant to the proposal:

1. Managing Growth
 - a. The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
 - b. Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.
2. Creating Liveable Communities
 - a. Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop;
 - b. Attention to design will help create attractive communities where buildings, open space, and transportation work well together;

These strategic directions are developed further in the policies of Section 2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

MANAGING GROWTH

The City anticipates that approximately 90 percent of the growth in population, jobs and housing will be accommodated within the urban area. Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles.

Section 2.2.2 deals specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Consequently, the Plan directs growth to locations with significant development potential, specifically those designated as Central Area, Mixed-Use Centres, Employment



Areas, Enterprise Areas, Developing Communities, and Mainstreets. By directing growth to the specific land use designations, the stability of neighbourhoods within the General Urban Area designation is enhanced.

Residential intensification is broadly defined in Section 2.2.2, Policy 1 as the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development. The proposed development meets the definition of residential intensification as defined above.

Policy 4 of Section 2.2.2 identifies target areas for intensification including the Central Area, Mixed-Use Centres, Arterial Mainstreets, and Town Centres. Policy 9 notes that the City will eventually establish minimum residential density targets for Traditional Mainstreets that are not currently defined.

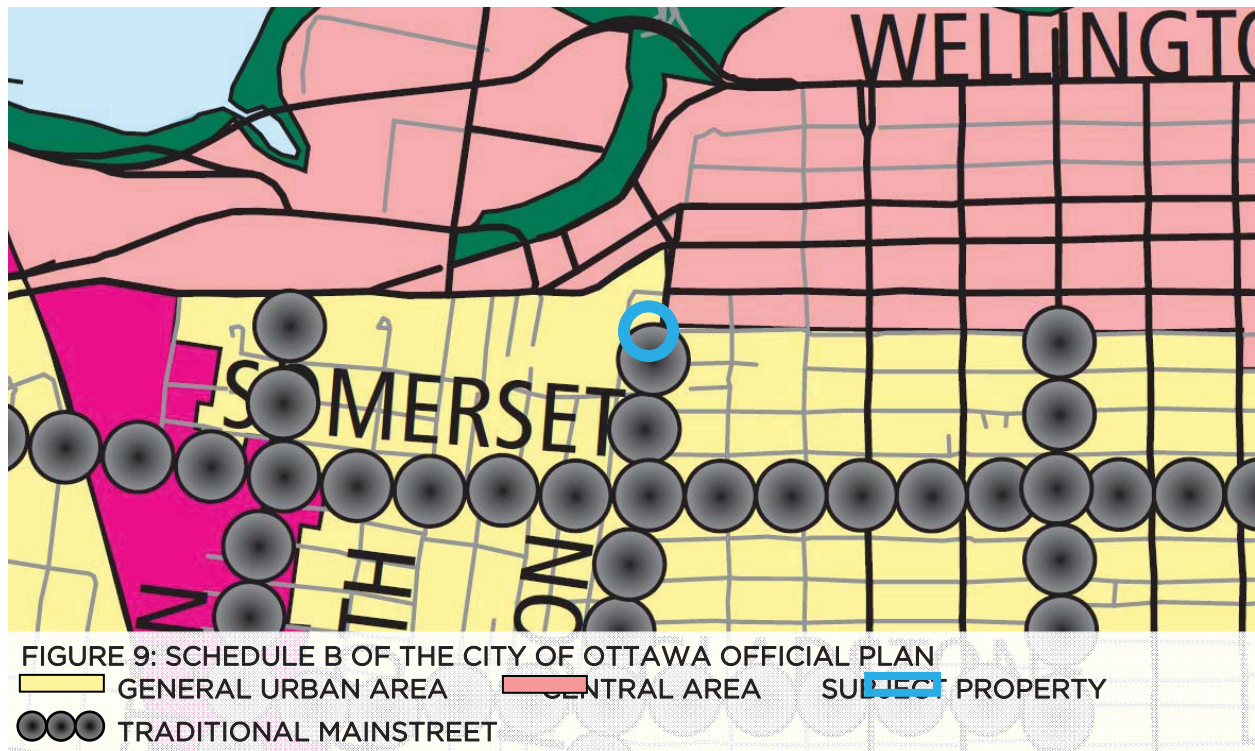
Finally, Policy 19 states that policies regarding appropriate locations for high-rise buildings are found in Section 4.11. This section is discussed below.

The additional height and density proposed for the Subject Property is in conformity with the overarching intent of the Official Plan policies on managing growth within the City. The Official Plan identifies mainstreets like Bronson Avenue as target areas for intensification.

Development along Bronson is presently characterized by a mix of building heights and densities. Proximity to the existing Transitway and future Confederation Line light-rail transit line make the Subject Property well-suited for the proposed development. A mix of uses with retail at-grade provides for a more vibrant streetscape, moves towards the creation of a more complete community by providing a mix of uses and encourages alternative modes of transportation (e.g. walking and/or cycling) envisioned for Mainstreets.

LAND USE DESIGNATION

The Subject Property is designated “Traditional Mainstreet” on Schedule B of the City of Ottawa Official Plan (Figure 9). The Official Plan states that on lots where development has the potential to develop both adjacent to the street and to the rear of the property, the Mainstreet designation will apply to the entire lot. As a result, the entire parcel is considered as Traditional Mainstreet for the purposes of the proposed development. The Traditional Mainstreet designation is characterized by a tightly knit urban fabric with buildings that are often small-scale, with narrow frontages and set close to the street resulting in a more pedestrian-oriented and transit friendly environment.



The planned function for Mainstreets is as mixed-use corridors providing a wide range of goods and services for neighbouring communities and beyond. As such, a wide range of uses are permitted within the Mainstreets designation including retail and service commercial uses, offices, residential and institutional uses. A mix of uses is encouraged, either within the same building or side by side in individual buildings.

The Traditional Mainstreet policies support buildings heights up to 6 storeys. Greater heights may be considered in accordance with the tall building policies set out in Section 4.11. This section is discussed in greater detail below.

The proposed development will replace the existing two-storey office building and surface parking area with a development that is more in keeping with the policies of the Traditional Mainstreet designation. The proposed mixed-use building with ground floor retail and residential units above are uses permitted within the Traditional Mainstreet designation. The Mainstreet designation supports buildings heights in the 6-storey range allowing for the consideration of greater building heights in accordance with tall buildings policies set out in Section 4.11.

BUILDING LIVEABLE COMMUNITIES

Section 2.5 of the Official Plan states that Ottawa’s communities be built on the basics of good housing, employment, ample greenspace, and a sense of history and culture, but also focusing on community design and by engaging in collaborative community building



- especially in and around Mixed-Use Centres and Mainstreets where there is the greatest potential for growth.

Section 2.5.1 provides guidance as to how to achieve compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It “fits well” within its physical context and “works well” among those functions that surround it.

Section 2.5.1 provides design objectives and associated principles to guide development to achieve a good fit within the existing context. New development is evaluated at five scales: City-wide, neighbourhood, street, site, and building. The following objectives are considered the most applicable to the proposed development:

- To enhance the sense of community by creating and maintaining places with their own distinct identity.

The proposed development will redevelop and intensify an underutilized site, located at the edge of the downtown core in close proximity to transit thereby advancing the objectives of the Traditional Mainstreet designation. The proposal is for an attractive mixed-use building that will enliven the street and bring much needed commercial amenities to the area. The proposal balances the future vision for the area with sensitive and appropriately scaled building design that responds to the existing built context.

- To define quality public and private spaces through development.

The proposed development proposes significant improvements to the streetscape along both Bronson Avenue and Cambridge Street North. Landscaping improvements in the form of trees plantings, wide sidewalks and active retail uses at-grade work together to enhance the public realm and create a pedestrian-oriented environment. The proposed mid-block pedestrian connection through the site is an attractive and valuable public amenity space which is anticipated to be heavily used both by residents of the new building and the community at large.

- To create places that are safe, accessible and are easy to get to.

The proposed development creates a mid-block connection between Bronson Avenue and Cambridge Street North. This connection provides access between the streets but also central access to the at-grade retail unit. The mid-block connection will be appropriately lighted to ensure that it is safe to move through at all hours.



- To ensure that new development respects the character of existing areas.

The architecture of the proposed development pays careful attention to the existing character of the area. The east side of Bronson Avenue is characterized by tall buildings up to 21-storeys in height while the west side is characterized by both mid and low-profile buildings including the existing heritage buildings converted for commercial use, low-profile residential dwellings, approximately 8-storey apartment building and 5-storey hospital building.

The proposed development features a four-storey (including mezzanine), red brick podium that appropriately relates to the existing heritage buildings and low-profile residential with respect to scale and materiality. The siting of the tower on the podium creates 17 to 18 metre setback from the Cambridge Street North property line allowing the building to maintain a low-profile at the street and adjacent to existing low-profile buildings located to the north of the site. Building height is appropriately concentrated along Bronson Avenue where it interfaces with the existing high-profile buildings located to the east of the subject property.

- To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

The proposed development achieves a more compact urban form than currently exists on the Subject Property which is consistent with the policies of the Provincial Policy Statement and the planned function for the site as set out in the Official Plan

The proposed development contributes to the variety of housing choices that are available in the northwest corner of the downtown core, allowing for the accommodation of a broader range of incomes and lifestyles, contribution to the creation of a vibrant and liveable community.

In addition to the above, the Subject Property is located within a Design Priority Area and is therefore subject to review by the Urban Design Review Panel. Two pre-consultation meetings were held with the Panel to review the proposed development on June 6 and August 1, 2013. Comments from these pre-consultation meetings resulted in several revisions and alterations to the design of the proposed development. A formal consultation with the Panel will be held following submission of development applications for the proposed development.

COMPATIBILITY

To arrive at a compatibility of scale and use requires a careful design response that appropriately addresses impact generated by infill or intensification. Policy 2 of Section 4.11 establishes criteria to evaluate the compatibility of development applications. The proposed development meets the compatibility criteria as follows:



Traffic:

The Subject Property is located at the edge of the central area and benefits from proximity to employment, community services and amenities, rapid transit and cycling facilities. As a result, it is anticipated that the proposed development will generate fewer vehicular trips. Specifically, the proximity to transit is expected to provide a viable alternative to the use of private vehicles.

With respect to vehicular traffic, the Subject Property fronts onto Bronson Avenue, which is a designated arterial road intended to carry high volumes of traffic over long distances. A traffic study was prepared evaluating the capacity of the existing road network relative to the proposed development and recommended the approval of this project from a traffic perspective.

Vehicular Access:

Vehicular access to the development is proposed exclusively from Cambridge Street North. The parking ramp will serve as the only access point to the development's underground parking area.

Access to the underground parking garage is located on the south end of the property away from the low-rise residential development located to the north of the site.

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 relating to noise and/or headlight glare on adjacent low-rise residential properties.

Parking Requirements:

The proposed development provides a total of 170 below-grade parking spaces - 139 of which are for residents of the proposed building. The proposed Zoning By-law Amendment application seeks to combine the requirements for visitor and retail parking spaces and provide a total of 31 spaces for these uses. A blended rate for uses that peak at different time periods has been accepted on other projects, especially on sites located in close proximity to rapid transit.

The site benefits from on-street parking available on evenings and weekends along Bronson Avenue and along Cambridge Street North. Throughout the day, on-street parking is permitted along Cambridge Street North for a maximum of one hour.

A total of 121 bicycle parking spaces have been provided on site including 109 spaces within the underground garage and 12 spaces at grade. The total number of spaces provided (121) is greater than the number required in the Zoning By-law.

Outdoor Amenity Areas:

Given the nature of the surrounding properties, there are few outdoor amenity areas which will be impacted by the proposed development.



Recognizing that the greatest potential for impact will be in the rear yards of the Cambridge Street properties located to the north, particular attention has been paid to how the development relates to these adjacent properties.

In order to minimize impact, the proposed development and specifically the high-profile component of the building has been significantly setback from the northern property line. The mass of the tower is concentrated along Bronson Avenue and setback in excess of 10 metre from the property line to the north and 17 to 18 metre from the western property line reducing direct overlook from the proposed development into surrounding properties and preserving the privacy of these areas.

The proposed development includes landscaping along the shared property line to the north including a 1.4 metre wood privacy fence mounted on the back of the proposed planter/retaining wall. Landscaping along this property line also includes landscaping treatments (including screens and trees) that will screen the proposed development from adjacent properties to the north.

On the south side, the residential apartment building is adjacent to the property line on the eastern half of the lot and a parking area is adjacent on the west portion of the lot. As this existing building is oriented west to east with no balconies, no impact is anticipated.

***Loading and
Service Areas,
Outdoor Storage:***

All loading and service areas for the proposed building have been located internal to the parking structure and as a result will not impact on the surrounding properties. Again, vehicular access to the site has been located on the south-west corner and away from single family homes.

Lighting:

Lighting will be designed and installed to provide a safe and secure environment while meeting the City's requirements and ensuring no significant impacts on adjacent properties.

***Noise and Air
Quality:***

No significant impacts related to noise or air quality are expected as a result of the proposed development.

Sunlight:

Sunshadow studies have been prepared for the building and can be found in Appendix A.

The proposed development will cast longer shadows than what is permitted as-of-right. However, 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 proposed development will not shadow any adjacent property for a period greater than four hours, the increased shadow is considered acceptable in an urban context.

Microclimate:

No significant microclimate impacts are anticipated as a result of the proposed development.

***Supporting
Neighbourhood
Services:***

The proposed development is located in the northwest corner of the downtown core in proximity to several neighbourhood amenities including schools and parks. Segregated bike lanes along Laurier Avenue and the path system along the Ottawa River provide cycling options for access into the downtown core. The Lebreton Flats and Bay Street transit stations provide easy access both east and west on the City's Transitway.

Major commercial nodes exist primarily to the east along Bank Street and to the south along Somerset Street West. The proposed development will provide additional commercial use to the area by incorporating the proposed 878.6 square metre retail space.

LOCATION OF TALL BUILDINGS

Policy 7 of Section 4.11 defines high-rise development as a building of 10 storeys or more. High-rise buildings may be considered within the Central Area, Mixed-Use Centre and Town Centres, Employment Area and Enterprise Areas and along Traditional and Arterial Mainstreets. Policy 10 states that greater buildings heights may be considered along mainstreets in specific locations (listed in Policy 9) including, among others:

- Areas characterized by high-rise buildings that have direct access to an arterial road;
- Areas within 600 metres of a rapid transit station; or,
- Areas where a built form transition as described in policy 12 is appropriate.

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 transit station and the Albert/Slater transit corridor. Lebreton Flats has also been identified as a location for a future light-rail transit station.

Policy 12 discusses the integration of taller buildings within an area characterized by a lower built form. Issues of compatibility and integration with surrounding land uses can



be addressed by ensuring an effective transition between varying built forms. Transitions should be accomplished through a variety of means, including measures such as:

- Incremental changes in building height (e.g. angular planes or stepping building profile up or down);
- Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high profile development or incorporating podiums along a Mainstreet);
- Character (e.g. scale and rhythm, exterior treatments, use of colour and complimentary building finishes);
- Architectural design (e.g. the use of angular planes, cornice lines); and,
- Building Setbacks.

The proposed building incorporates a four-storey brick-clad podium protecting 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 podium is divided both horizontally and vertically to create the perception of smaller retail units along the street. 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.

As mentioned above, the tower sits atop a four-storey podium. At the fifth storey, the tower begins to take shape with a T-shape with the width of the tower parallel to Bronson Avenue and the narrower tower extending east towards Cambridge Street North, set back from both the north and south lot lines.

At the tenth storey, the tower is reduced and becomes a single rectangular strip extending perpendicular from Bronson Avenue. This transition reacts to the neighbouring nine-storey residential building to the south and reduces the mass of the tower along Bronson Avenue, allowing increased light infiltration to the street. This portion of the tower is offset from the tower below, projecting closer to Bronson Avenue. These design features provide visual interest to the tower of the building and assist in transitioning to the neighbouring properties.

The 17th and 18th storeys are mechanical floors which have been wrapped with residential units to improve the architecture of this penthouse. These floors are project over the rear of the tower (towards Cambridge Street North) contributing to a tower which is visually interesting from all four sides.

Design elements such as the brick and concrete podium façade and extensive glazing allow the building to integrate well into the existing urban fabric and to achieve an appropriate transition and form along the mainstreet.

The proposed building responds 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 17 metres from the western edge of the podium and shifting it towards Bronson Avenue. The result is the low-rise, four-storey podium along Cambridge Street North at a height which is



consistent with the existing zoning for that portion of the Subject Property. Retail store windows and/or townhouse entrances will create an active streetfront with eyes on the street.

The building is set back 5.5 metres from the northern property line while the tower is set back an additional 10 metres (approximately) above the ninth storey from the low-rise buildings 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.

HERITAGE BUILDINGS AND AREAS

The Subject Property is located adjacent to two individually designated heritage buildings to the north, at 190 and 176 Bronson Avenue. Section 4.6.1, Policy 3, states that where development is proposed on a property that is adjacent to, or within 35 metres of, a property containing an individually designated heritage building, the City may require that a Cultural Heritage Impact Statement (CHIS) be conducted. The purposes of the CHIS is to describe potential negative and positive impacts of the proposed development on existing heritage buildings, propose mitigation measures where appropriate, and demonstrate that the proposed development will not adversely impact the heritage value of the protected properties. In keeping with these policies, a CHIS was completed by Robertson Martin Architects and has been provided as part of the development application submission package.

Policy 9 addresses issues of compatibility with heritage resources in the case of Zoning By-law Amendment applications adjacent to or across the street from designated heritage resources. As detailed in the CHIS, applicable criteria include:

- Being physically oriented toward the street in a similar fashion to existing heritage buildings;
- Minimizing the loss of landscaped open space;
- Ensuring that parking facilities (surface lots, residential garages, stand-alone parking and parking components as part of larger developments) are compatibly integrated into heritage areas; and,
- Requiring that local utility companies to place metering equipment, transformer boxes, power lines, conduit equipment boxes, and other utility equipment and devices in locations that do not detract from the visual character or architectural integrity of the heritage resource.

Overall, the proposed development has been evaluated by the Heritage Consultant as being mostly in conformity with the Heritage policies of the Official Plan and the Provincial Policy Statement. Some potential design changes are suggested, which will be explored further through the technical circulation process. Overall, the development is seen as a beneficial development for the community with the retail units at grade providing an active, pedestrian-friendly streetscape typical of a Traditional Mainstreet.



CYCLING ROUTES

Schedule C of the Official Plan illustrates on and off-road cycling routes through the City. Bronson Avenue, Laurier Avenue, and Somerset Street West are identified as on-road cycling routes. Laurier Avenue is also the site of grade-separated cycling lanes which extend across the downtown core.

The available cycling facilities in the area provide a viable transportation alternative to residents and visitors helping to reduce the dependence on private automobiles for getting to and from the site.

RIGHT OF WAY PROTECTION

Protected right-of-ways for major streets in the City are defined in Annex 1 of the Official Plan. Bronson Avenue, between Albert Street and Colonel By Drive is a 23 metre protected right-of-way. The additional right-of-way has been protected on the proposed Site Plan.

SCENIC ENTRY ROUTES AND GATEWAYS

Bronson Avenue adjacent to the Subject Property is identified as a Scenic Entry Route on Schedule I of the Official Plan. The area directly adjacent to the property is also identified as a Gateway to the Central Area on Annex 9 of the Official Plan.

Policies in Section 4.6.4 address Scenic Entry Routes within the City. These routes form a network that links major tourist, recreation, heritage and natural environment destinations in and beyond Ottawa. Though no guidelines exist to date, the primary function of these roads is to be respected while promoting:

- The creation of a safe and attractive environment for travelers including, where appropriate, such amenities as lay-bys, scenic lookouts, information, and directional signs to important urban and rural cultural, heritage, environmental and tourism destinations;
- Attention to such matters as building orientation, outside storage, access and egress, landscaping, fencing, lighting and signage to create an aesthetically pleasing streetscape;
- The protection of views to natural and cultural heritage features, mature trees, and roadside vegetation along and beyond the right-of-way;
- Coordination of landscaping, berming, pathways and other features within the rights-of-way with the creation of such features on adjacent land, including the potential to locate these features on adjacent property;

The proposed development makes significant improvements to the streetscape along Bronson Avenue and creates a positive pedestrian experience. The proposed development proposes significant streetscaping improvements along Bronson Avenue and publicly accessible landscaped areas which will improve pedestrian connectivity and



contribute to a vibrant and active pedestrian streetscape. The architecture of the building, with the four-storey red brick podium and light glass and spandrel tower above will create a distinctive building along Bronson Avenue.

5.3 URBAN DESIGN GUIDELINES FOR DEVELOPMENT ALONG TRADITIONAL MAINSTREETS

In May 2006, City Council approved design guidelines which address development along Traditional Mainstreets. The guidelines apply to all street throughout the City that are designated “Traditional Mainstreet” on Schedule B of the Official Plan and provide guidance for the proper development of these important streets. The guidelines address seven elements of development including: streetscape, built form, pedestrians and cyclists, vehicles and parking, landscape and environment, signs, and servicing and utilities.

The proposed development meets the following applicable design guidelines:

- Align streetwall buildings with the existing built form or with the average setback of the adjacent buildings in order to create a visually continuous streetscape;
- Provide or restore a minimum 2.0 metre concrete sidewalk and located to match approved streetscape design plans for the area or the existing context where no design plans exist;
- Locate streetscape elements in the boulevard clear of the unobstructed 2.0 metre sidewalk, including trees, paving, benches, newspaper boxes, bicycle parking, and parking meters;
- Create attractive public and semi-public outdoor amenity spaces such as green spaces with trees, pocket parks, courtyards, outdoor cafes, seating and decorative pools or fountains;
- Design quality buildings that are rich in architectural detail and respect the rhythm and pattern of the existing or planned building on the street through the alignment of elements such as windows, front doors, cornice lines, and fascias, etc.;
- Use clear windows and doors to make the pedestrian level facade of walls facing the street highly transparent, and locate active pedestrian uses at-grade;
- Locate mixed-use development by concentrating height and mass at nodes and gateways;
- Locate front doors to face the mainstreet and be directly accessible from the public street;
- Design pedestrian walkways of materials such as concrete or unit pavers that are easily maintained for safety;
- Create inviting, well-lit pedestrian walkways to link rear parking areas to the public sidewalk/street;



- Select trees, shrubs and other vegetation considering their tolerance to urban conditions such as road salt or heat;
- Plant trees between 6.0 and 8.0 metres apart along public street and internal pedestrian walkways. Plant trees in permeable surfaces with approximately 10.0 square metres of soil area per tree;
- Enclose all utility equipment within buildings or screen them from both the traditional mainstreet and private properties to the rear;

The proposal generally meets the design direction provided in the Urban Design Guidelines for Development Along Traditional Mainstreets.

5.4 URBAN DESIGN GUIDELINES FOR HIGH-RISE HOUSING

The Urban Design Guidelines for High-Rise House were approved by City Council in October 2009. The guidelines apply to any building that is 10 storeys or greater in height and are intended to address the compatibility and relationship between high-rise buildings and their existing or planned context. The guidelines address seven elements of high-rise design including: context, built form, pedestrians and the public realm, open space and amenities, environmental considerations, site circulation and parking, and services and utilities. The intent of these guidelines is not for them to be used as a checklist, but rather to demonstrate a general adherence to the design direction provided in these documents.

The proposed development meets the following applicable design guidelines:

- The proposed development is in an area with a disconnected or transitional urban fabric and as such, the proposal:
 - Is oriented to establish a pattern of development blocks, street edges, and site circulation that defines the public realm;
 - Uses proportions, rhythm, and height of the building base and tower to define relationships to other buildings;
 - Uses distinctive design features, building forms, and shapes to contribute to a sense of place;
 - Creates transitions that integrate the new urban fabric into areas with established urban fabric;
- The proposed development creates a sense of transition between high-rise buildings and existing lower-profile areas through the location and orientation of the building podium and tower.
- The building form and massing is distributed in a manner that is appropriate to the scale and proportion of the built surroundings.
- The proposed development establishes a building form and massing that responds to the function, site characteristics, the context and the type and mix of uses.



- The podium of the building supports human-scaled streetscapes, open spaces, and quality pedestrian environments.
- The ground floor facade uses clear windows and doors to make the pedestrian level highly transparent and accessible.
- The ground floor floor-to-floor heights have been increased within the proposed development to support retail uses at-grade.
- The proposed development locates active retail uses and lobbies along the street to enhance the building's relationship to the public realm;
- The pedestrian entrances is at-grade and is directly accessible from the sidewalk;
- The proposed building has architecturally detailed facades on all sides;
- The proposed development provides for separation between potential future adjacent towers to the north and south through varying tower shapes;
- Balconies are oriented to avoid close balcony-to-balcony facing with adjacent development;
- The top of the podium has been designed to include private amenity terraces;
- The proposed development creates safe, accessible, barrier-free pedestrian links and outdoor spaces that connect destinations;
- Views have been provided from the apartments to the street allowing visual surveillance;
- Parking and service areas have been located underground; and,
- Utilities and services have been located within the building, away from public view and public areas.

The proposed development generally meets the design direction provided in the Urban Design Guidelines for High-Rise Housing.

5.5 URBAN DESIGN GUIDELINES FOR TRANSIT ORIENTED DEVELOPMENT

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the City that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The guidelines address six elements of urban design including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The proposed development meets the following applicable design guidelines:

- Provides a transit-support land use within 600 metres walking distance of the Lebreton Flats and Bay Street rapid transit stations;
- Creates a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that contributes to people meeting their daily needs locally;



- Creates a pedestrian and cycling “shortcut” that shortens the walking distance to transit;
- Creates a highly distinctive landmark with distinctive design features that can easily be identified and located;
- The proposed building is set back between 3 and 6 metres from the front property line to define the street edge and provide space for pedestrian activities and landscaping;
- Provides architectural variety on the lower storeys to provide visual interest to pedestrians;
- Uses clear windows and doors to make the pedestrian level facade of the walls facing the street highly transparent in order to provide ease of entrance, visual interest, and increased security through informal viewing;
- The design and location of the entrance to the underground parking lot minimizes the number of vehicle crossings over primary pedestrian routes; and,
- Locates loading areas off the street, underneath the building.

The proposed development generally meets the design direction provided in the Urban Design Guidelines for Transit-Oriented Development.

5.6 CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW (2008-250)

The Subject Property is currently split zoned. Along Bronson Avenue, the property is zoned “Residential Fifth Density, Subzone H, with a Height Restriction of 19 metres (R5H H(19))”. The portion of the property along Cambridge Street North is zoned “Residential Fourth Density, Subzone T (R4T)” (Figure 10).

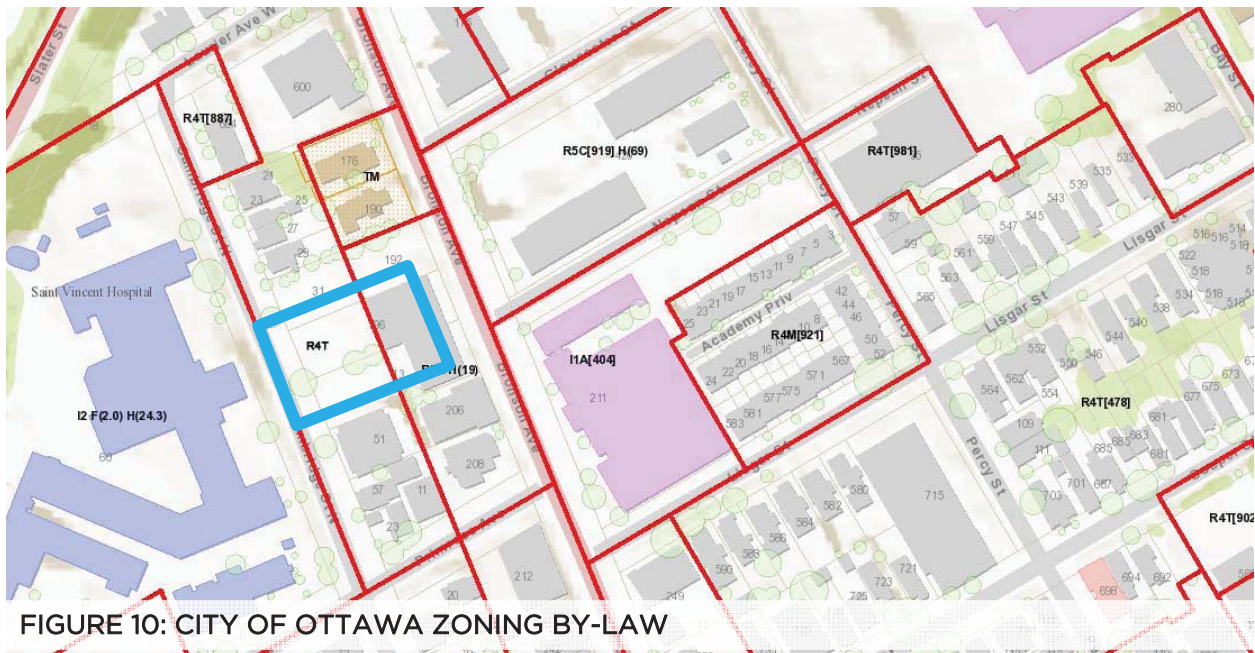


FIGURE 10: CITY OF OTTAWA ZONING BY-LAW



The purpose of the R5 zone is to allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings and to permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size. The R5 zone is intended to be the highest density residential zone and as such permits a range of residential uses including mid-high rise apartment dwellings, planned unit developments, and townhouse dwellings among others. In subzone H of the R5 zone, additional uses are permitted if they are located on the ground floor or in the basement of a mid-high rise apartment dwelling including personal service businesses, retail stores (limited to a pharmacy, florist shop or newsstand), restaurant (full-service, fast food or take-out). The maximum height of the building on the Subject Property along Bronson Avenue is 19 metres.

The purpose of the R4 zone is to allow a wide mix of residential building forms ranging from detached to low-rise apartment dwellings, in some case limited to four units, and in no cases more than four storeys. Permitted uses in the R4 zone include low-rise apartment dwellings, duplex dwellings, planned unit development, retirement homes, stacked dwellings and townhouse dwellings, among others. The most intense land use permitted in the T subzone is a low-rise apartment building with a permitted height of 14.5 metres or four storeys.

The proposed building is compared to the requirements of the R4 and R5 Zone in the table below:

MECHANISM	R4T ZONE PROVISION	R5H H(19) ZONE PROVISION	PROPOSED
MINIMUM LOT WIDTH:	15m	18m	40m
MINIMUM LOT AREA:	450m ²	540m ²	2,433.51m ²
MINIMUM FRONT YARD SETBACK:	3m	3m	3.65m (Bronson) 3.8m (Cambridge)
MINIMUM SIDE YARD:	Within the 21 metres of the front lot line: Height 0 - 11m: 1.5m Height > 11m: 2.5m Beyond 21m from front lot line: 6m	Within 21 metres of the front lot line: 1.5m Beyond 21 metres of front lot line: 6m	5.5m (North) 0m (South)
MAXIMUM BUILDING HEIGHT:	14.5m	19m	60.9m
MINIMUM LANDSCAPED AREA:	30% of lot area	30% of lot area	29.6% of lot area



The proposed development generally complies with the intent of the R4 and R5 zones. Along Cambridge Street North, the proposed building would have a height of 13.2 metres, consistent with the 14.5 metre/4 storey height permitted along the street. The R5 zone, which applies to the Bronson Avenue lot, permits the most intensive form of residential development including mid to high rise buildings. As such, whereas the permitted height is currently 19 metres, increasing the height to 60.9 metres is considered appropriate. Though taller than permitted presently in the zone, the proposed building generally respects the intent of the existing zoning to concentrate the most intensive development along Bronson Avenue and maintain a low-profile along Cambridge Street North.

It is difficult to apply the per zone performance standards while achieving a comprehensive development in part due to the lot ownership. The proposed podium configuration, with the courtyard cut-out of the north side, reflects the intent of the R4 and R5 zones to have greater side yard setbacks beyond 21 metres from the Bronson Avenue and Cambridge Street North lot lines. In the same way, the mid-block pathway connection provides a substantial side yard setback along the north property line to minimize impacts on the adjacent detached dwellings. Given that the properties are being developed as a single project, the rear yard relationship envisioned by the R4a and R5 is not included. This is seen as an appropriate alteration as it facilitates the orderly development of the Subject Property.

A 0 metre setback is proposed along the south property line which reflects the existing built context on that side of the property. The Traditional Mainstreet designation of Bronson Avenue encourages continuous building facades which are being achieved with the reduced southern side yard setback proposed. A 0 metre setback along the south property line is consistent with the vision for Traditional Mainstreets, is not anticipated to preclude redevelopment of the adjacent parcels and is therefore considered appropriate.

The proposed development is designed to have active streetfronts on both Bronson Avenue and Cambridge Street North. As a result, there is no “back” of the building and each side features glazing and other design features to provide visual interest at the pedestrian level. Given the two street frontages, the building has been setback with front yard setbacks along both streets which provides for wide sidewalks and landscaping along the street.

6.0 REQUESTED ZONING BY-LAW AMENDMENT

It is proposed that the site be rezoned to Traditional Mainstreet [TM] with exception. The proposed development is compared to the provisions of the TM zone below. Proposed Amendments to the standard 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) 3.8m (Cambridge)
MAXIMUM SIDE YARD SETBACK:	No maximum	5.5m (north)
MINIMUM SIDE YARD SETBACK:	3m	0m
MINIMUM BUILDING HEIGHT:	Within 20m of front lot: 6.7m	60.9m
MAXIMUM BUILDING HEIGHT:	20m; not more than 6 storeys	60.9m (18 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	29.6%
MINIMUM WIDTH OF LANDSCAPED AREA:	3m abutting a residential zone	North: 5.5m South: 0m
DRIVEWAY AISLES:	3m for one way 6m for two-way	6.7m for two-way
MINIMUM PARKING:	0.5/residential unit: 105 2.5/100m ² retail: 22 0.2/residential unit (over 12): 39 spaces 169 TOTAL	139 residential 31 retail/visitor 170 TOTAL
MAXIMUM PARKING:	1.75/residential unit (visitor + unit): 366 3.6 per 100m ² for retail: 24 TOTAL 406 SPACES	139 residential 31 retail/visitor 170 TOTAL
BICYCLE PARKING:	109	121
MINIMUM AMENITY SPACE:	209 x 6m ² = 1,254m ² 50% communal = 627m ²	2,168.7m ² total 374.7m² communal

In addition to the above, the following provisions will be added to the new TM subzone:

- Permit “Townhouse” as a residential use on the property.

The proposed amendments are discussed further 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 3.8 metres along Cambridge Street North. Along Bronson Avenue, the residential lobby projects 2.45 metres into the requested front yard setback while the rest of the building is 3.65 metres from the lot line. 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 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 3.8 metres is proposed for the entire frontage. This setback again responds to the hydro lines along the street which necessitate a setback of at 3.8 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 retail and/or townhouse units and provide pedestrian connectivity across the site. The Cambridge Street facade has been designed to look like the front of the building, resulting in a positive pedestrian experience at grade on all accessible sides of the building.

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 proposed development does step back to a front yard setback of 6.55 metres at the fifth floor, before continuing with a setback of 5.55 metres until the tenth storey. At the tenth storey and above, the tower is offset from the base and moves forward to a 3.65 metre setback from the front lot line. As a result, the articulation of the podium and the creation of the traditional mainstreet heights is achieved through a change in materials. The red brick podium is highlighted with horizontal 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 with varying setbacks. 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.

SIDE YARD

On the north side of the property, a generous 5.5 metre setback is provided in order to create a publicly accessible mid-block pedestrian 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.

Beyond the four storey podium, only a small portion of the tower will be at a 0 metre setback. That portion of the tower will also abut the apartment building to the south which is also constructed with a 0 metre setback. Between the tenth and eighteenth storeys, the tower step backs from the property line. As a result, the proposed 0 metre setback along the south property line will not preclude the redevelopment of the adjacent properties.

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 60.9 metres (18 storeys) along Bronson Avenue and reduced to 14 metres along Cambridge Street North. 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.

As discussed above, policies in the Official Plan support intensification as a means to manage growth within the City. Specific locations where intensification and taller buildings are to be considered include Mainstreets, and sites located within 600 metres of rapid transit stations. Bronson Avenue is designated as a Traditional Mainstreet, and the site located within 600 metres of two transit stations- Lebreton Flats and Bay Street stations.

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 Sunshadow Study, attached as Appendix A, shows the impacts on surrounding properties. 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 proposed development will not shadow any adjacent property for a period greater than four hours, the increased shadow is considered acceptable in an urban context.

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 18-storey building is appropriately placed relative to the existing context.

Additionally, the height profile of the proposed buildings has been generally arranged on the site in accordance with the zoning on the site. The portion of the property zoned R4T is generally the area in which a four storey building is proposed while the portion of the property zoned R5H is generally where the taller portion of the building is located.

PARKING

The proposed development provides the required number of parking spaces but assigns the spaces differently than required by the Zoning By-law. Rather than providing 22 retail parking spaces and 39 visitors parking spaces, it is proposed that a combined total of 31 parking spaces be provided to serve both the retail and residential visitor parking requirements. A total of 139 parking spaces will be provided to serve the occupants of the 209 residential units.

The provided number of visitor and retail parking spaces has been proposed based on previously accepted standard within the inner-city. Relative to the site's location including proximity to transit, the requirement for 61 commercial and visitor parking spaces seems excessive in particularly for uses that peak at different time periods. Parking spaces for retail, which will not be used through the overnight, can be used as visitor spaces. The inner-city and proximity to transit is also expected to result in many users traveling to the proposed development on foot, or by transit which will reduce the reliance on automobiles and in turn the number of required parking spaces.

AMENITY AREA

A reduction in the percentage of communal amenity area from 50% to 29.8% of the required total amenity area is proposed. A total of 2,168.7 square metres of amenity area is provided (10.4 square metres/unit) which is significantly higher than the area required to be provided in the Zoning By-law (6 square metres/unit). In addition to the generous private amenity area provided per unit, the proximity of the downtown area will offset the need for a larger communal area in the proposed building.

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 proposed development and applicable policy framework, it is our professional opinion that the proposed development represents good planning and is in the public interest for the following reasons:

CONSISTENT WITH THE PROVINCIAL POLICY STATEMENT

The proposed development is consistent with the Provincial Policy Statement which promotes the efficient development of serviced, underutilized lands located within settlement areas. The development of the Subject Property will achieve a greater density and mix of land uses in a pattern that efficiently uses available infrastructure.

CONFORMS TO THE CITY OF OTTAWA OFFICIAL PLAN

The Subject Property is designated “Traditional Mainstreet” in the Official Plan. The Official Plan states that on lots where development has the potential to development both adjacent to the street and to the rear of the property, the Mainstreet designation will apply to the entire lot. As a result, the entire parcel is considered as Traditional Mainstreet for the purposes of the proposed development.

As discussed above, the Subject Property has been identified as a suitable site for intensification given its location on a Mainstreet and its proximity to rapid transit. The proposed development implements the vision for Mainstreets as mixed-use corridors with pedestrian facilities and an active street frontage.

The proposed development will not generate undue adverse impacts on the neighbouring properties and fulfills the compatibility objectives and design principles outlined in Section 2.5.1 and the compatibility criteria outlined in Section 4.11, including policies related to building height and massing.

MEETS APPLICABLE DESIGN GUIDELINES

The proposed development generally meets the design direction provided in the Urban Design Guidelines for Development along Traditional Mainstreets, High-Rise Housing and Transit-Oriented Development. The proposed building takes advantage of an infill opportunity and achieves a compatible building in terms of form and design.

MAINTAINS THE GENERAL INTENT OF THE ZONING BY-LAW

The zoning of the Subject Property is proposed to be amended to a “Traditional Mainstreet” subzone in order to bring the site into conformity with the Official Plan. The proposed uses are permitted in the TM zone, and aside from the requested amendments, the proposal will meet the majority of the zoning provisions and general intent of the zones applicable to the Subject Property.



REPRESENTS GOOD PLANNING

Overall, the proposed development advances 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 the proximity to public transit, and contributing to the range and availability of housing for all ages and incomes.

Based on the above analysis, the proposed development represents good planning and is therefore in the public interest.

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Planner
FOTENN Consultants Inc.

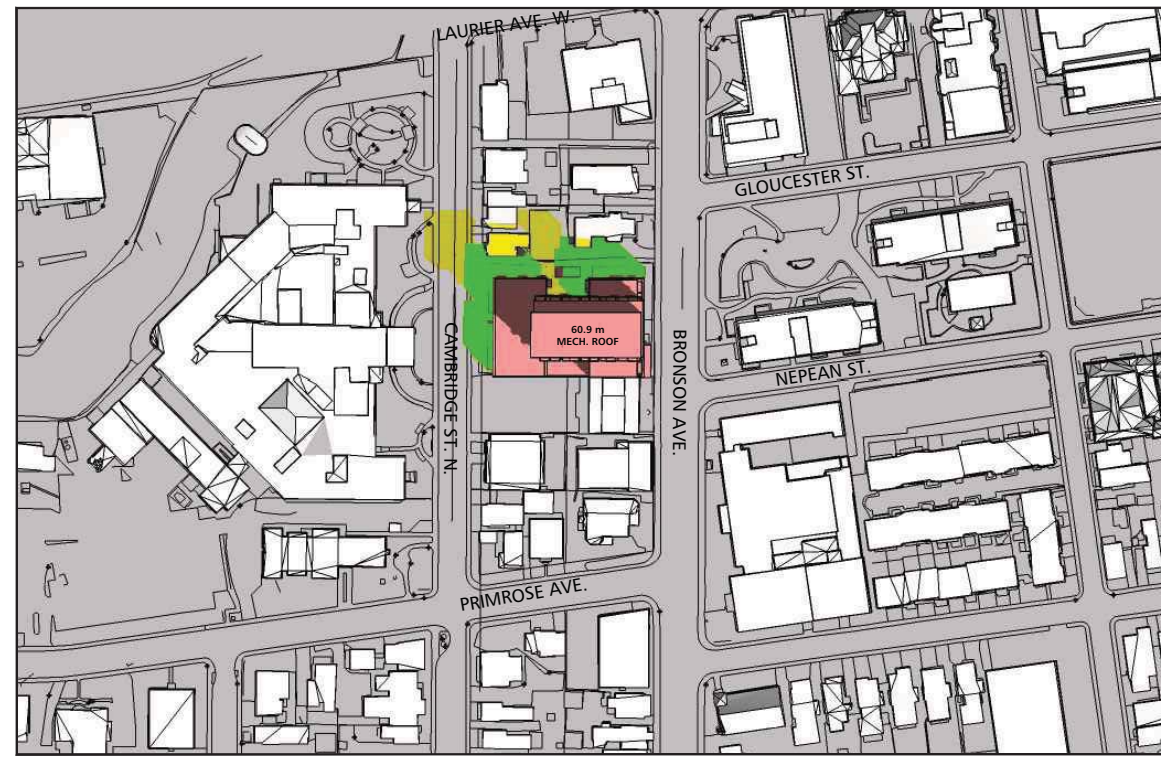


192-196 BRONSON AVENUE | PLANNING RATIONALE | SEPTEMBER 2013

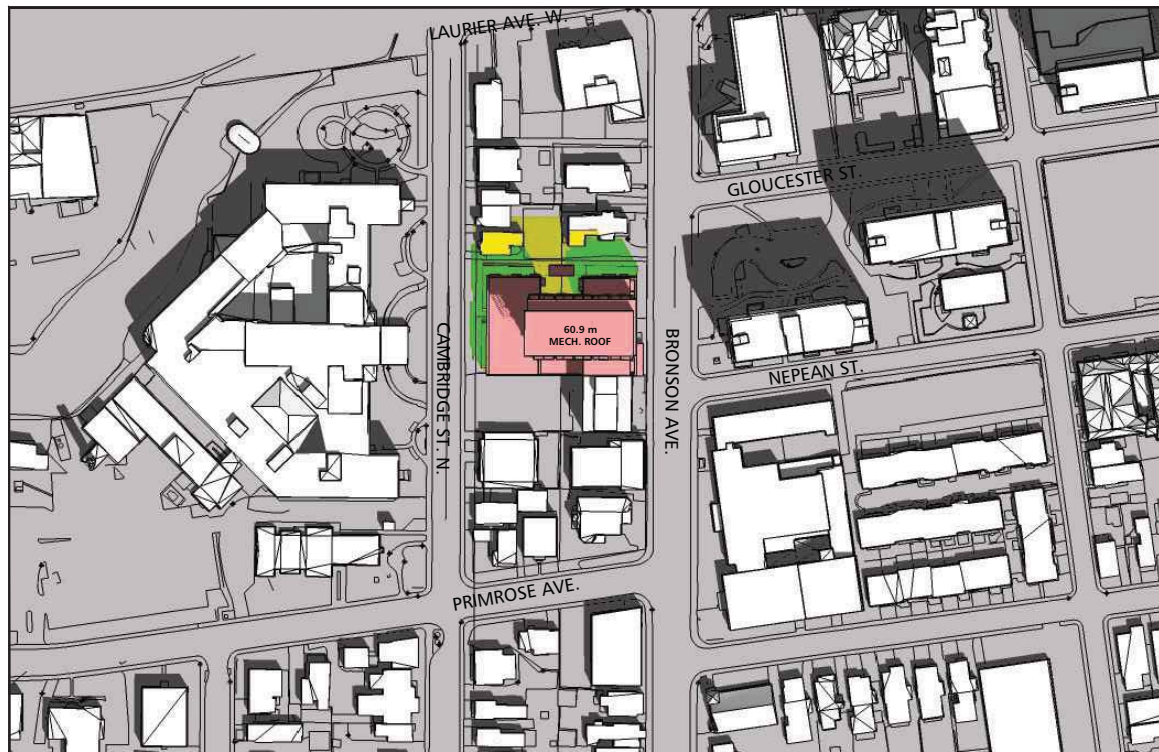
APPENDIX A: SUNSHADOW STUDY



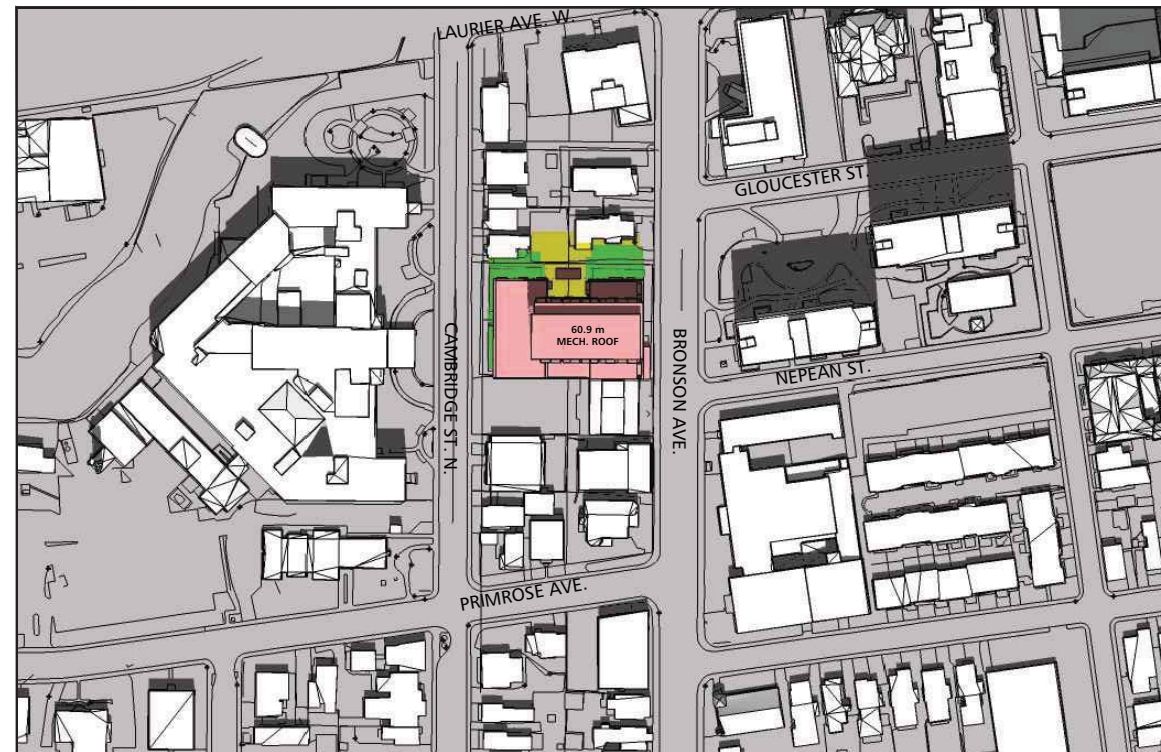
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192 Bronson Avenue
 PROPOSED INCREMENTAL SHADOW 192 Bronson Avenue
 AS OF RIGHT SHADOW

192 BRONSON AVENUE
 196 BRONSON AVENUE
 31 CAMBRIDGE ST. N

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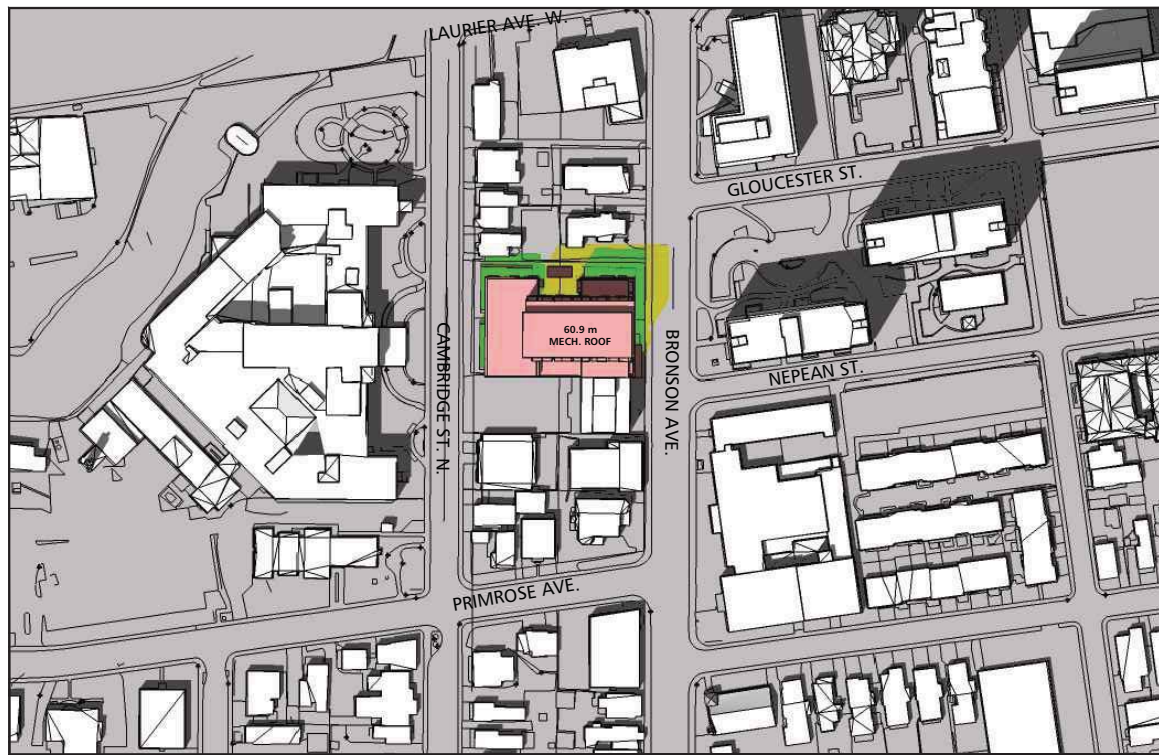


SHADOW STUDY
 JUNE 21
 adjusted to daylight savings time

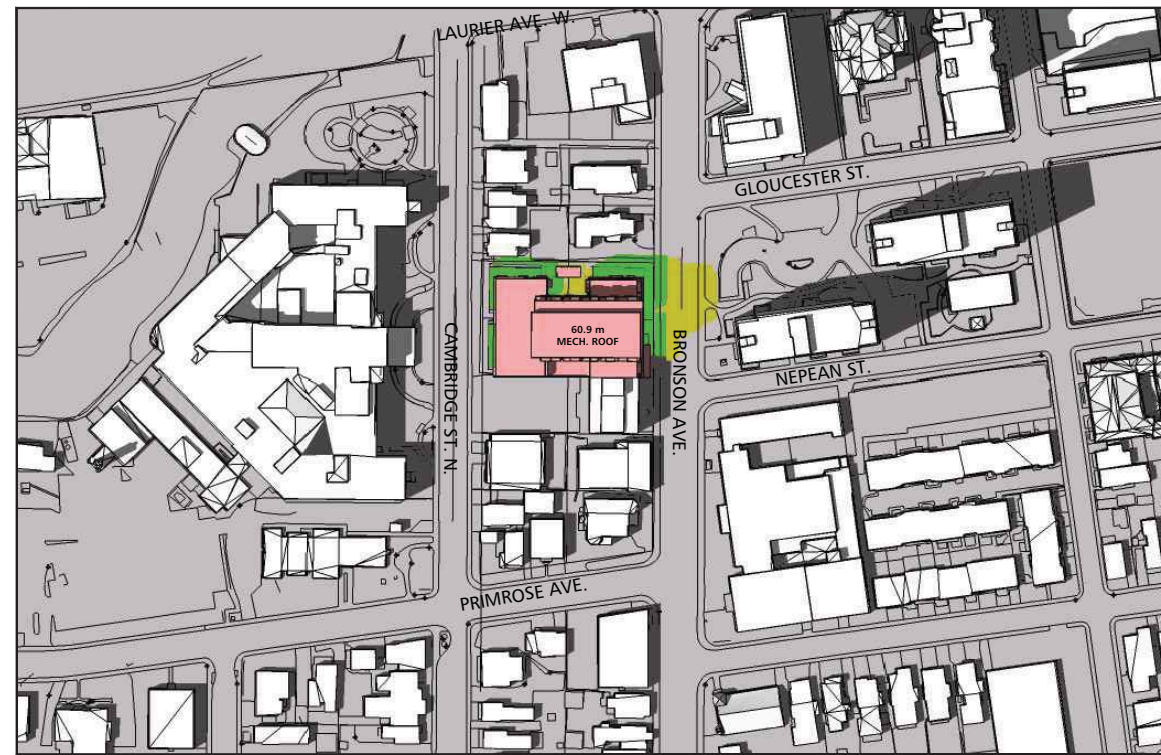
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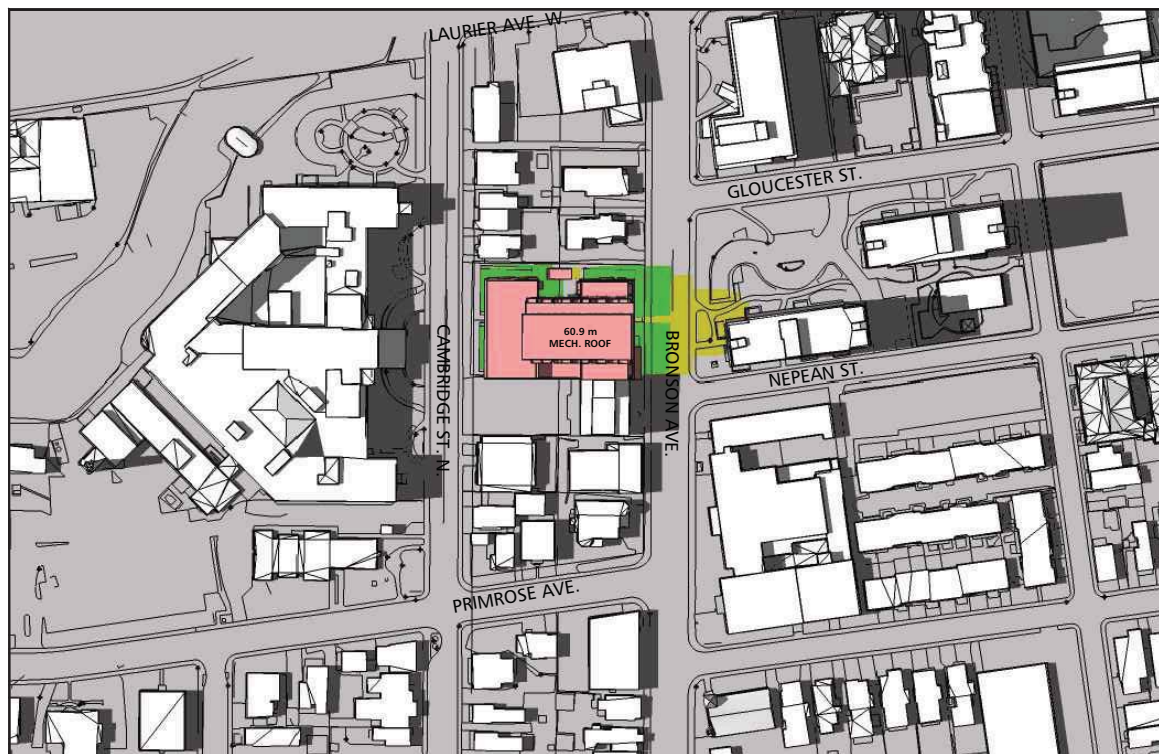
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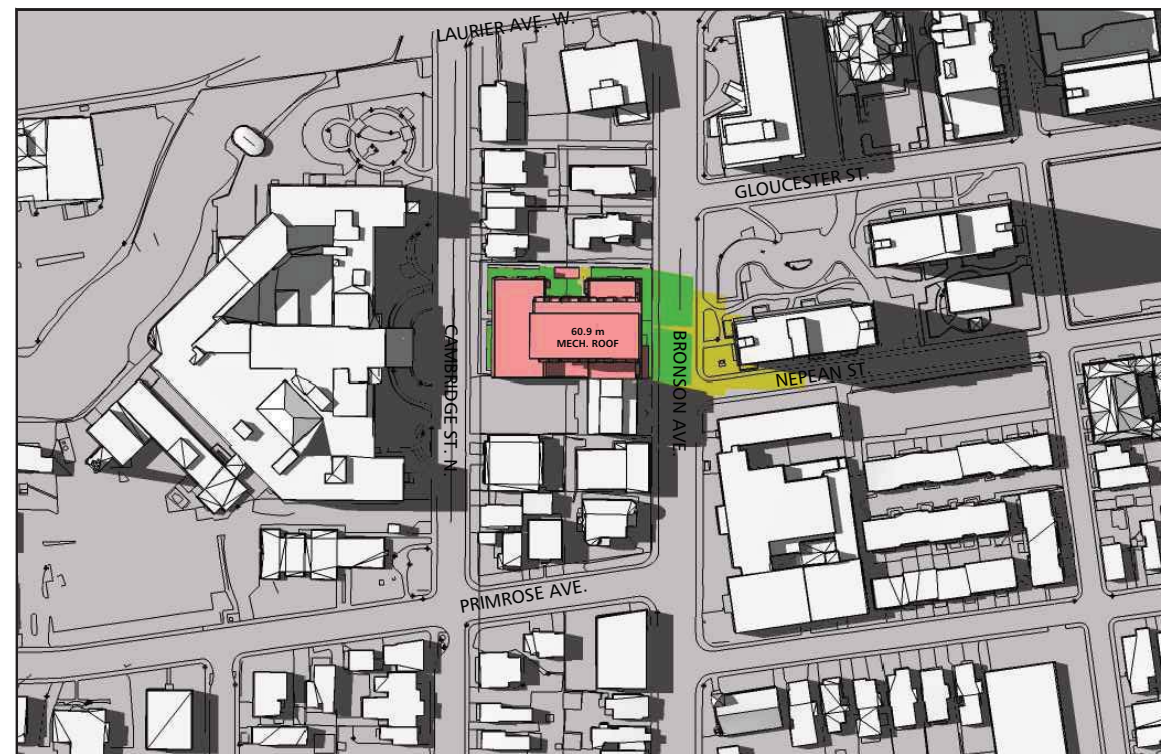
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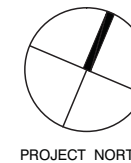


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 AS OF RIGHT SHADOW

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 192 Bronson Avenue
 AS OF RIGHT SHADOW

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 196 BRONSON AVENUE
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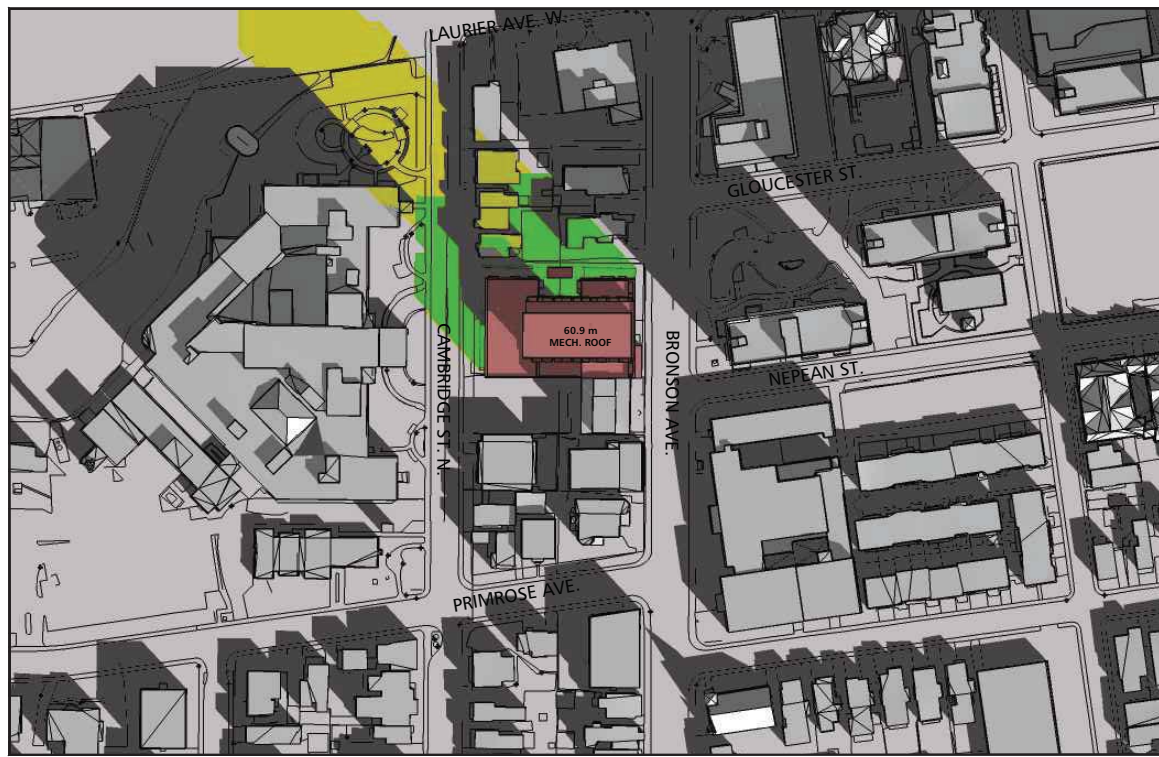


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JUNE 21
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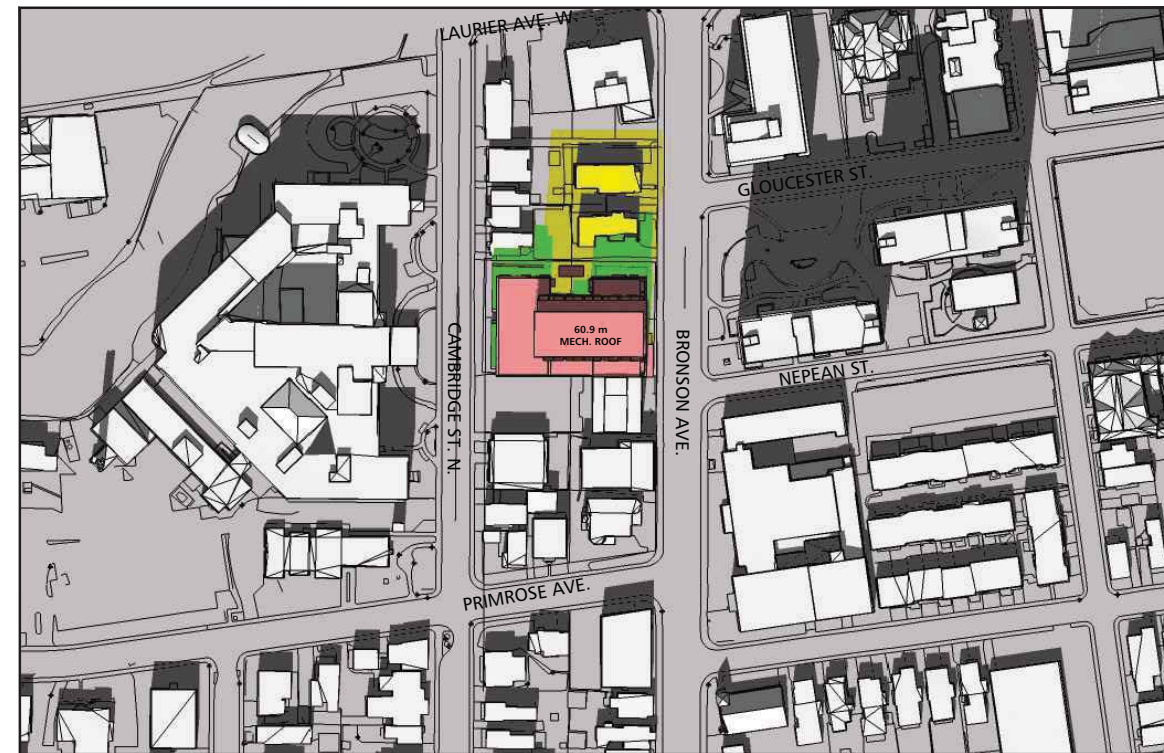
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192 Bronson Avenue
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 AS OF RIGHT SHADOW

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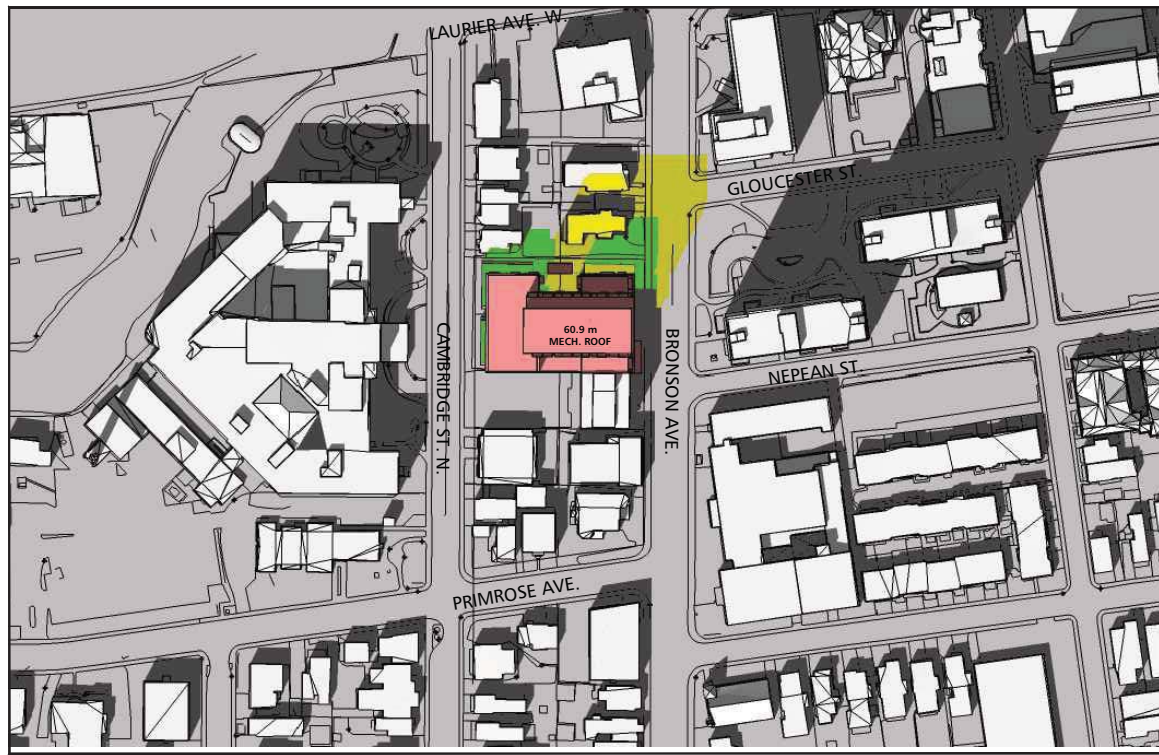


SHADOW STUDY
 MARCH/SEPT. 21
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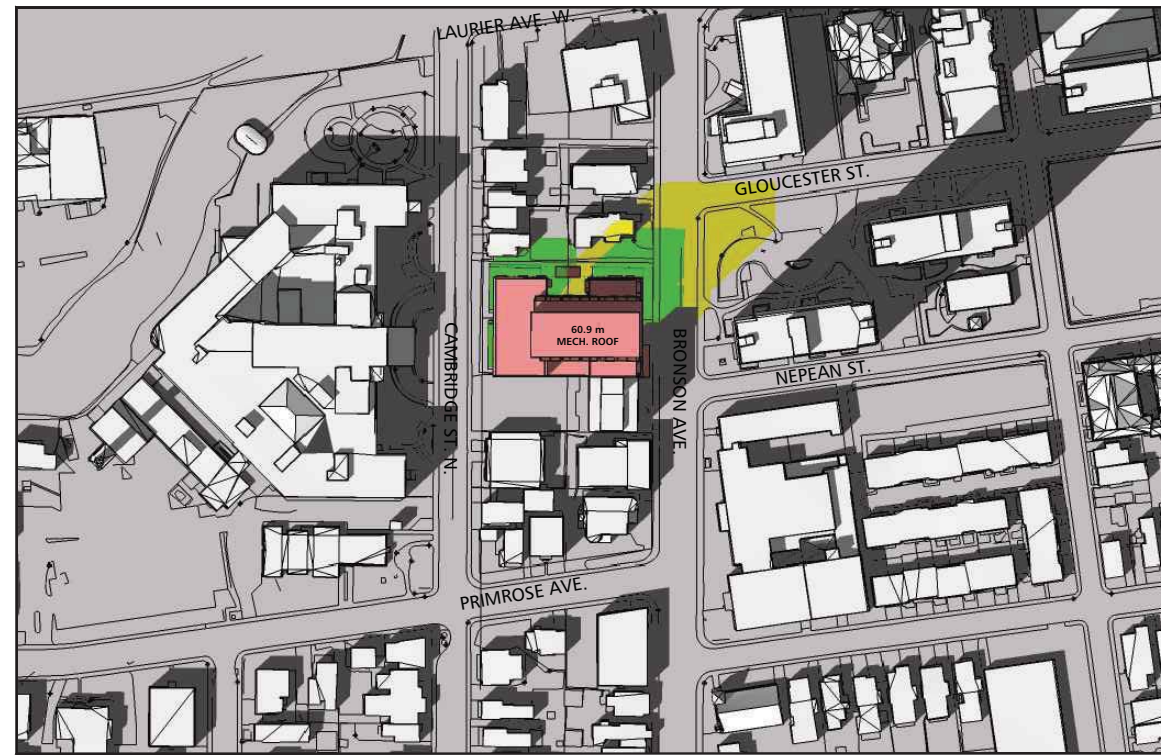
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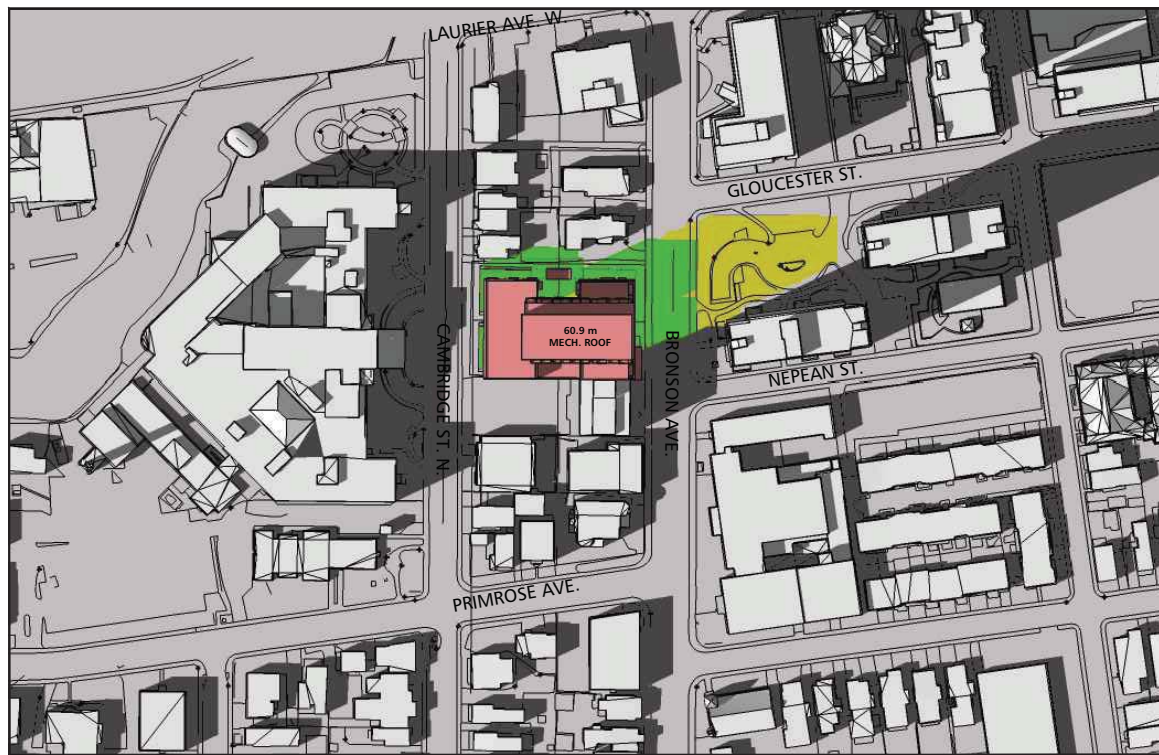
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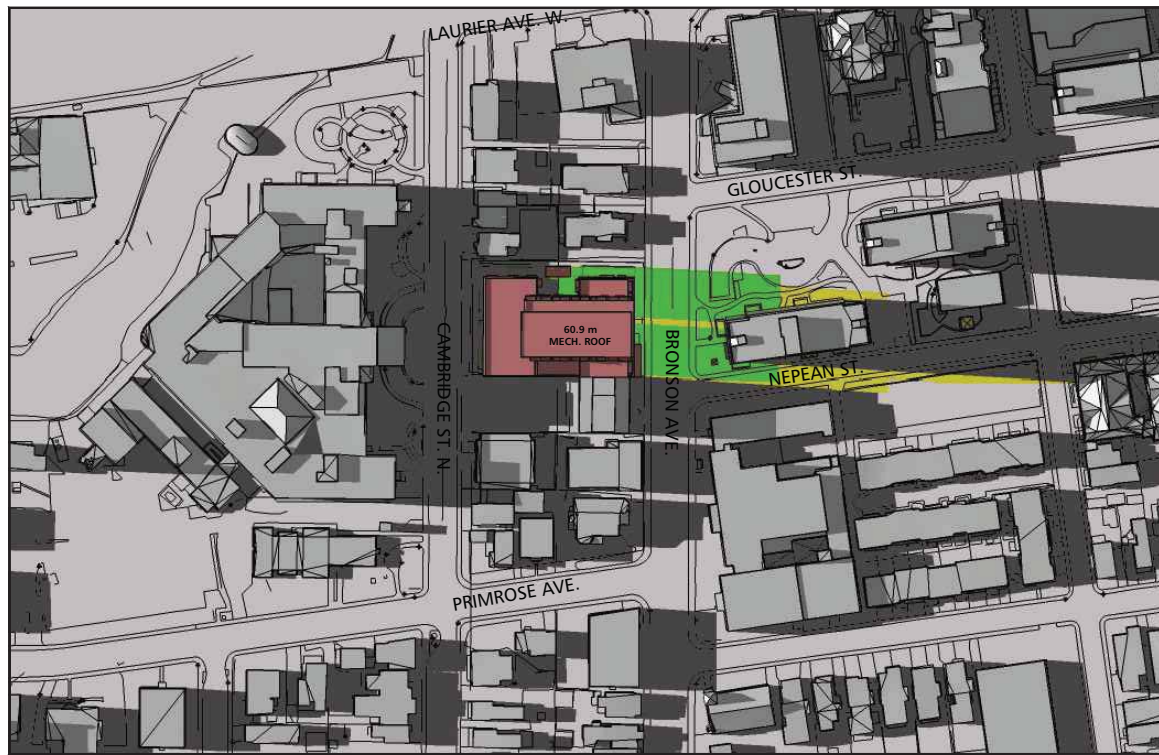


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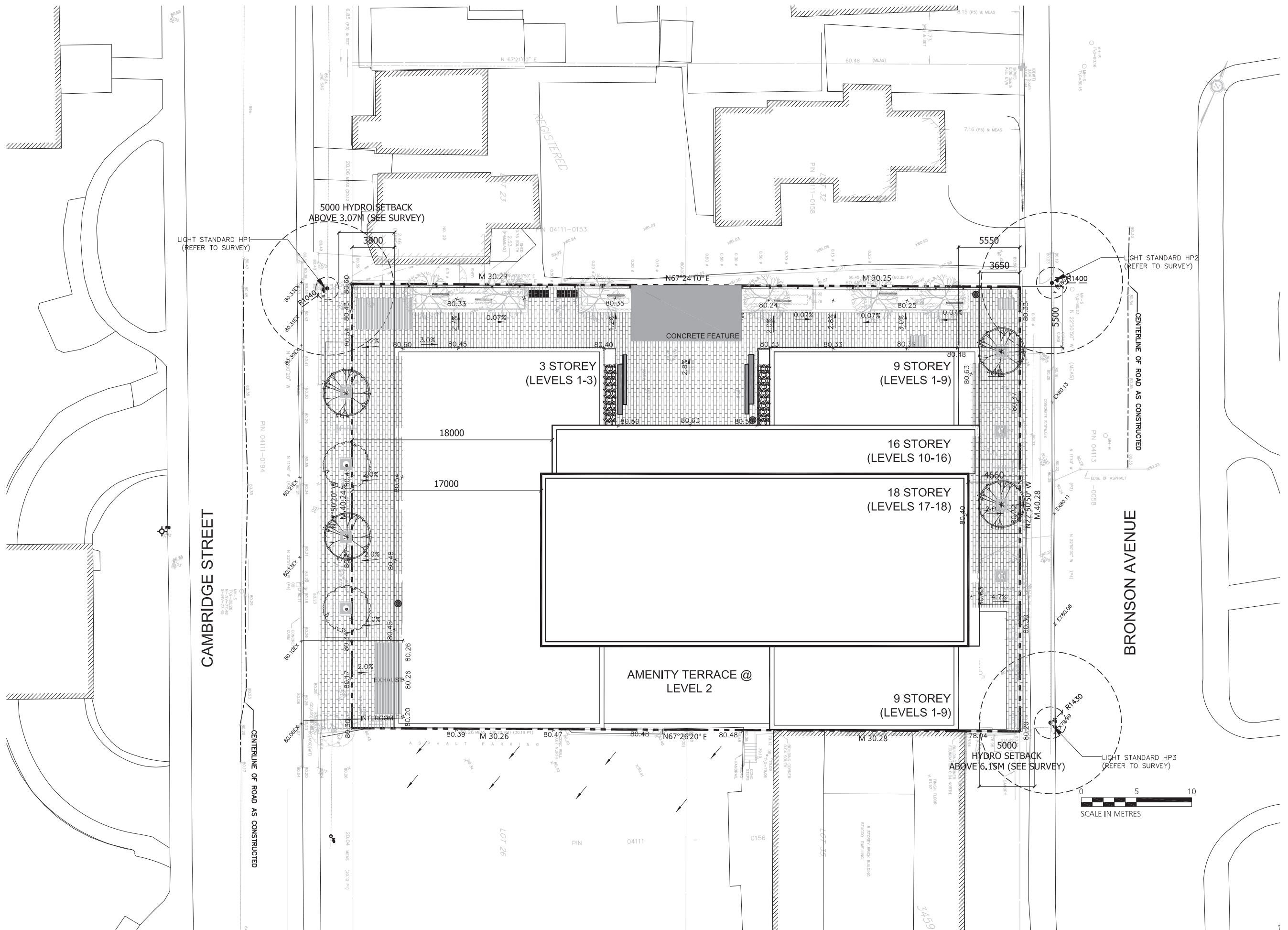
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APPENDIX B: PROPOSED SITE PLAN

NOTES:
REFER TO LANDSCAPE DRAWINGS FOR LANDSCAPE INFORMATION



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Ottawa, Ontario



Drawn DA	Scale 1:150
Checked AL/DA	Date 13 SEPT. 2013

Title
SITE PLAN

Project No. 13-128	Drawing No. A101
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APPENDIX C: BUILDING RENDERINGS



Aerial: Cambridge St. N:
looking south east

192 BRONSON AVENUE
196 BRONSON AVENUE
31 CAMBRIDGE ST. N

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Aerial: Cambridge St. N
looking north east

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Aerial: Bronson Ave.
looking south west

192 BRONSON AVENUE
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Street View:
From Bronson Ave. & Gloucester

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Street View:
Bronson Ave.

192 BRONSON AVENUE
196 BRONSON AVENUE
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Street View:
Cambridge St. N

192 BRONSON AVENUE
196 BRONSON AVENUE
31 CAMBRIDGE ST. N

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Street View:
Cambridge St. N

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Retail on Cambridge St. N

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Pedestrian Walkway:
view towards Bronson Ave.

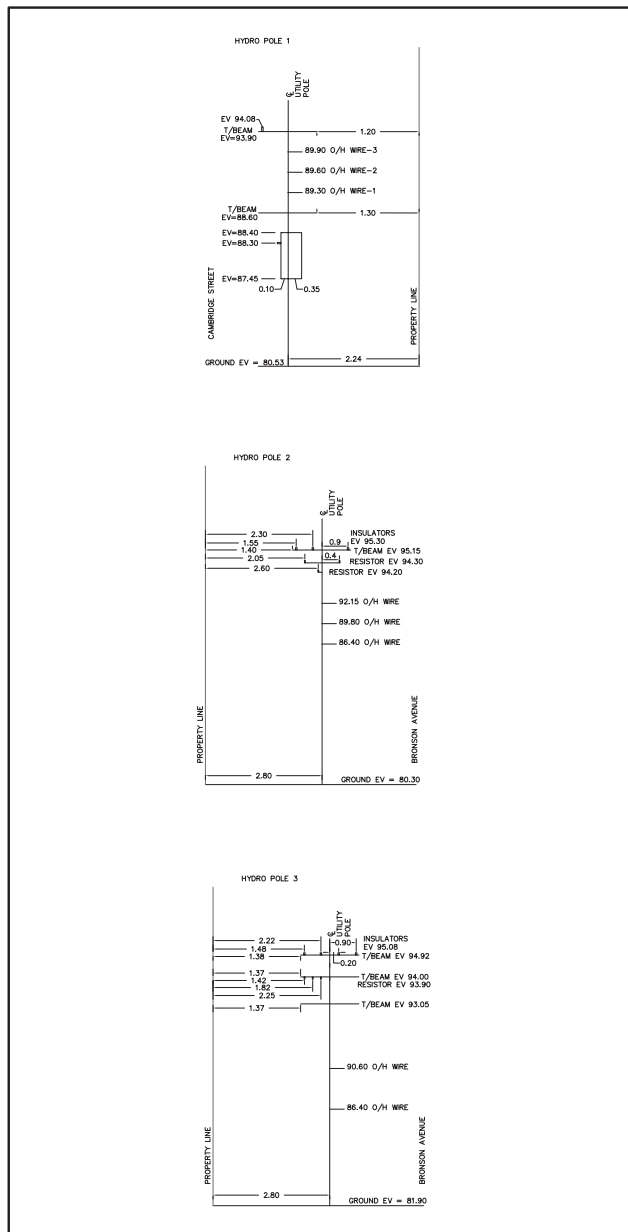
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APPENDIX D: SITE STATISTICS



3 HYDRO POLE DETAIL (SEE SURVEY)
A100 N.T.S.

PROJECT STATISTICS			
SITE AREA TOTAL AREA FOR THE FOLLOWING ADDRESSES: 192 BRONSON AVENUE 196 BRONSON AVENUE 31 CAMBRIDGE ST. N.	2,433.51 SQ.M. (26,194 SQ. FT.) SURVEY BY STANTEC GEOMATICS LTD. TEL (613) 722-4420 FAX (613) 722-0789	ZONING RSH H(10) & R4T	PROGRAM MIXED USE OCCUPANCY LEVEL P2 to P4: RESIDENTIAL PARKING LEVEL P1-MEZZANINE: RESIDENTIAL & RETAIL PARKING GROUND LEVEL: RETAIL & RESIDENTIAL LOBBIES LEVEL 2: RESIDENTIAL UNITS & AMENITY LEVEL 3 TO 16: RESIDENTIAL UNITS LEVEL 17: RESIDENTIAL UNITS & MECHANICAL LEVEL 18: RESIDENTIAL UNITS
NO. OF DWELLING UNITS	209 UNITS		
RETAIL GROSS LEASABLE AREA	878.6 SQ.M (9,457 SQ.F.)		
PERCENTAGE OF SITE AS LANDSCAPED AREA	30% ZONE PROVISION (9), BY-LAW 2008-341	29.6% AT GRADE [(SITE AREA-GCA)/SITE AREA]= % LANDSCAPED	
HEIGHT	CAMBRIDGE ST. : 14.5m BRONSON AVE. : 19m	60.9 m (TOP OF SLAB)	
SETBACKS	EAST (BRONSON AVE.): 3.0m WEST (CAMBRIDGE ST.): 3.0m NORTH : 1.50m : 2.50m above 11m ON CAMBRIDGE ST. : 6m when 21m in from CAMBRIDGE ST. SOUTH : 1.50m : 2.50m above 11m ON CAMBRIDGE ST. : 6m when 21m in from BRONSON AVE.	SETBACK EAST (BRONSON AVE.) : 3.85m WEST (CAMBRIDGE ST.) : 3.85m NORTH : 5.50m SOUTH : 0.00m	
LOADING	0 REQUIRED WHEN RETAIL AREA LESS THAN 999 SQ. M.	ONE 11M X 3.5M LOADING SPACE	
AMENITY SPACE	TOTAL: 1,254 SQ. M. COMMUNAL: 627 SQ. M. TOTAL: 6 SQ. M./UNIT OF WHICH 50% IS REQUIRED TO BE COMMUNAL	TOTAL: 2,168.7 SQ. M. COMMUNAL AREA (INTERIOR + EXTERIOR)= 374.7 SQ. M. (INTERIOR: 249.2 SQ. M.) (EXTERIOR: 125.5 SQ. M.) PRIVATE AMENITY (BALCONIES/TERRACES): 1,794 SQ. M.	
PARKING	TOTAL SPACES: 169 SPACES RESIDENTIAL: 105 SPACES VISITOR: 39 SPACES RETAIL: 22 SPACES RESIDENTIAL: 0.5 SPACES PER UNIT VISITOR: 0.2 PER UNIT AFTER FIRST 12 UNITS RETAIL: 2.5 SPACE PER 100m2 OF RETAIL GFA	TOTAL PROVIDED: 170 SPACES RESIDENTIAL: 139 SPACES VISITOR/RETAIL: 31 SPACES	
BICYCLE PARKING	TOTAL SPACES: 109 SPACES RESIDENTIAL: 105 SPACES RETAIL: 4 SPACES RESIDENTIAL: 0.5 SPACES PER UNIT RETAIL: 1 PER 250m2 FOR RETAIL, RESTAURANT OR RETAIL FOOD STORE 50% CAN BE VERTICAL 25% MUST BE PROVIDED INDOORS	TOTAL PROVIDED: 121 SPACES RESIDENTIAL: 109 SPACES (AT P1 MEZZANINE) RETAIL: 12 SPACES (2 BIKE RACKS), PROVIDED AT GRADE	
TOTAL DEDUCTIONS TOTAL GROSS FLOOR AREA	REFER TO GCA/GFA TABLE BELOW		

2 PROJECT STATISTICS
A100

ARCHITECTURAL DRAWING LIST	
DRAWING NO.	TITLE
SCHEDULES	
A001	TITLE PAGE
A002	ARCHITECTURAL DRAWING LIST, PROJECT STATISTICS, HYDRO POLE DETAIL, GCA/GFA TABLE
A100	SURVEY PLAN
A101	SITE PLAN
A102	GROUND CONTEXT PLAN
PLANS	
A200	LEVEL P4
A201	LEVEL P2 & P3
A202	LEVEL P1
A203	LEVEL P1 MEZZANINE
A204	GROUND LEVEL
A205	MEZZANINE
A206	LEVEL 02
A207	LEVEL 03
A208	LEVELS 04
A209	LEVEL 05 TO 09
A210	LEVEL 10 TO 16
A211	LEVEL 17, MECHANICAL
A212	LEVEL 18
ELEVATIONS / SECTIONS	
A400	WEST & EAST ELEVATIONS
A401	NORTH ELEVATION
A402	SOUTH ELEVATION
A410	LONGITUDINAL SECTION THROUGH RAMP
A411	LONGITUDINAL SECTION THROUGH ELEVATORS
A412	SHORT SECTION THROUGH STAIR

1 ARCHITECTURAL DRAWING LIST
A100

LEVELS	Floor Plate		No. of Floors	GCA	
	sq'	m ²		sq'	m ²
LEVEL 1	18,435	1,712.7	1	18,435	1,712.7
LEVEL 1 MEZZANINE	2,432	225.9	0	2,432	225.9
LEVEL 2	16,459	1,529.1	1	16,459	1,529.1
LEVEL 3	16,459	1,529.1	1	16,459	1,529.1
LEVEL 4	8,876	824.6	1	8,876	824.6
LEVEL 5-9	8,876	967.0	5	52,044	4,835.0
LEVEL 10-16	8,131	765.4	7	56,917	5,287.8
LEVEL 17 MECH	6,498	603.7	1	6,498	603.7
LEVEL 18 MECH	4,175	387.9	1	4,175	387.9
TOTAL GCA Above Grade (Parking N.I.)			18	182,295	16,935.8
Parking Below Grade					
P1 to P4	25,012	2,323.7	4	108,043	9,294.8
Parking Above Grade		0.00			0
TOTAL Parking GCA				108,043	9,295
TOTAL GCA Above Grade & Parking Levels				290,338	26,230.8

Deductions	MECH / ELEC	ELEVATOR	LOBBY/ VESTIBULE	MAIL ROOM	LOADING	GARBAGE	STAIRS	CORRIDORS	PARKING/ RAMP	AMENITY/LOCKERS	No. of Floors		TOTAL DEDUCTION		Total GFA	
											sq'	m ²	sq'	m ²	sq'	m ²
LEVEL 1	18.3	18.7	130.6	15.9	185.9	16.4	42.2	0.0	300.7	0.0	725.7	1	7,811	725.7	10,624	987
LEVEL 1 MEZZ	8.0	12.6				0.0	50.3	0.0			62.9	0	677	62.9	1,754	163
LEVEL 2	18.3	12.6				3.0	22.3	95.8			270.50	1	4,548	422.5	11,911	1,107
LEVEL 3	6.5	12.6				3.0	48.7	95.8			19.80	1	2,007	186.4	14,452	1,343
LEVEL 4	5.5	12.6				3.2	21.8	48.9			92.0	1	990	92.0	7,886	733
LEVEL 5-9	5.5	12.6				3.0	21.8	53.9			96.8	5	5,211	484.1	46,833	4,351
LEVEL 10-16	5.5	12.6				3.0	21.8	41			83.9	7	6,323	587.4	50,594	4,705
LEVEL 17	221.3	12.6				3.0	21.8	391			297.8	1	3,206	297.8	3,292	306
LEVEL 18	2.2	12.6				0.0	21.8	0			36.6	1	394	36.6	3,781	351
TOTAL BUILDING GFA											290.30	18	31,167	2,896	181,128	14,046

4 GCA/GFA TABLE
A100

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Title
PROJECT STATISTICS
DRAWING LIST

Project No. 13-128	Drawing No. A002
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