



770 and 774 Bronson Avenue & 557 Cambridge Street South

Planning Rationale and Design Brief
Zoning By-law Amendment and Site Plan Control
July 16, 2021



Prepared for Katasa Group

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1.0	Introduction	1
2.0	Site Context and Surrounding Community	1
2.1	Surrounding Context	1
2.2	Transportation Network	2
3.0	Proposed Development and Design Statement	5
4.0	Policy & Regulatory Framework	8
4.1	Provincial Policy Statement (2020)	8
4.2	City of Ottawa Official Plan (2003, as amended)	9
4.2.1	Managing Growth	9
4.2.2	Arterial Mainstreet Designation	11
4.2.3	Urban Design and Compatibility	12
4.2.4	Urban Design and Compatibility	14
4.3	City of Ottawa Official Plan Update	21
4.4	Urban Design Guidelines for High-Rise Buildings	21
4.5	Urban Design Guidelines for Development along Arterial Mainstreets	23
4.6	City of Ottawa Zoning By-law	24
4.6.1	High-Rise Zoning Provisions	27
5.0	Supporting Studies	29
5.1	Phase I Environmental Site Assessment	29
5.2	Geotechnical Investigation	29
5.3	Roadway Traffic and Noise Assessment	30
5.4	Pedestrian Level Wind Study	30
5.5	Site Servicing Study	30
6.0	Conclusions	32

1.0 Introduction

Fotenn Planning + Design has been retained by Katasa Group to prepare this Planning Rationale and Design Brief in support of Zoning By-law Amendment and Site Plan Control applications relating to the lands located at 770 and 774 Bronson Avenue and 557 Cambridge Street South.

The proposed development consists of a 26-storey high-rise residential building and nine storey podium along Bronson Avenue and extending west to Cambridge Street South, stepping down to four (4) storeys adjacent to the low-rise neighbourhood. A total of 328 units are proposed within the building which is to be constructed in two phases. The first phase, abutting Bronson Avenue would include the high-rise component and would include 224 units – 73 intended for students and 153 standard dwelling units. The second phase, which would extend to Cambridge Street South, would consist of 104 standard dwelling units. The development provides 174 underground vehicular parking spaces, including 22 spaces reserved for visitors, and 348 bicycle parking spaces. A total of 2,642 square metres of amenity area is provided within the building.

To facilitate the proposed development, Zoning By-law Amendment and Site Plan Control applications are being submitted concurrently. The subject property is currently split-zoned. The properties at 774 Bronson and 557 Cambridge Street South are currently zoned “Arterial Mainstreet, Subzone 1, Exception 2003, Schedule 296 (AM1[2003] S296)”. The lands at 770 Bronson are currently zoned “Arterial Mainstreet, Subzone 10, Exception 2373 (AM10[2373])”.

Both sites were previously rezoned through site-specific Zoning By-law Amendments by separate entities. The lands at 774 Bronson and 557 Cambridge Street were originally rezoned in 2012 to establish the site-specific permissions and permit a 12-storey building along Bronson Avenue. In 2017, the new owner of the lands further revised the site-specific permissions for the lands to revise the site-specific schedule and modify other zoning requirements while continuing to permit a 12-storey building. The lands at 770 Bronson were rezoned in 2017 to permit a 6-storey mixed-use building on the site. The two sites have now been acquired by Katasa Group and are being planned as a singular development.

A concurrent Site Plan Control Application for the proposed development will resolve site-specific design considerations such as landscaping, servicing locations, and building materiality.

The intent of this Planning Rationale and scoped Design Brief is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community. This review also includes an analysis of how the proposed development achieves the City’s applicable design guidelines, including appropriate transition and building height within the established neighbourhood and in proximity to planned higher-order transit.

Site Context and Surrounding Community

The subject property is an irregularly shaped land holding located at the southwest corner of the intersection of Carling Avenue and Bronson Avenue and includes three separately addressed parcels – 770 and 774 Bronson, and 557 Cambridge Street South. The cumulative site has a total area of 4,563 square metres, 64 metres of frontage along Bronson Avenue, 31.51 metres of frontage on Carling Avenue, and 39.62 metres of frontage along Cambridge Street South.



Figure 1: Aerial Photo (Site outlined in Blue)

The subject property is currently vacant, aside from an old automobile repair shop on the site at 770 Bronson Avenue, now enclosed with construction hoarding. The balance of the lands are vacant and unused.

2.1 Surrounding Context

The following land uses are in the area surrounding the site:

North: At 265 Carling Avenue, the intersection of Carling Avenue and Bronson Avenue to the north, is the eight-storey Fitzsimmons office building. The surface parking lot west of the office building (275 Carling) is currently being developed as a 16-storey retirement residence. A seven-storey residential building is located at the northwest intersection of Carling Avenue and Cambridge Street South. Further north is a residential neighbourhood that features a mix of low- and mid-rise buildings.

East: Directly across Bronson Avenue to the east is Glebe Collegiate High School, with the main sports field abutting Bronson Avenue. North and south of the high school is the established low-rise Glebe neighbourhood, containing predominantly detached dwellings.

South: South of the subject property are various low-rise structures with numerous additions, constructed in the middle of the 20th century or earlier. Land uses are eclectic, ranging from commercial to industrial to residential. These buildings do not reflect the planned context of Bronson Avenue as a Transit Priority Corridor and can be anticipated for future redevelopment. Further south, directly across from Second Avenue, is a four-storey residential use building oriented to Bronson Avenue.

West: Immediately west of the subject lands at 270 Carling Avenue is a two-storey mixed-use building, with surface parking at the rear. Further west of the subject lands is a low-rise residential building located at the intersection of Carling Avenue and Cambridge Street South. West of Cambridge Street South is a low-rise residential neighbourhood with predominantly detached dwellings. The planned function of the properties on the south side of Carling Avenue between Bronson Avenue and Cambridge Street South is for mid-rise development to a maximum of nine (9) storeys.

2.2 Transportation Network

Bronson Avenue and Carling Avenue as they front onto the site are classified as “Arterial Roads” on Schedule E – Urban Road Network of the Official Plan (Figure 2). According to Annex 1 of the Official Plan, this segment of Bronson Avenue has a protected right-of-way (ROW) width of 23 metres, which is typically divided equally from the centreline of the road (11.5 metres on each side). The existing Bronson Avenue right-of-way has been widened to this extent as it fronts onto the site. Carling Avenue is protected to a width of 44.5 metres as it fronts onto the site. It is presently approximately 25.7 metres at its narrowest and 44.5 metres at its widest.



Figure 2: Schedule E of the Official Plan – Urban Road Network

The Transportation Master Plan and Schedule D – Rapid Transit Network of the Official Plan (Figure 3) identifies Carling Avenue and Bronson Avenue as Rapid Transit Priority Corridors with isolated lanes as they

front onto the site. The Carling Avenue Light Rail Transit Station is approximately 850 metres walking distance west of the site.

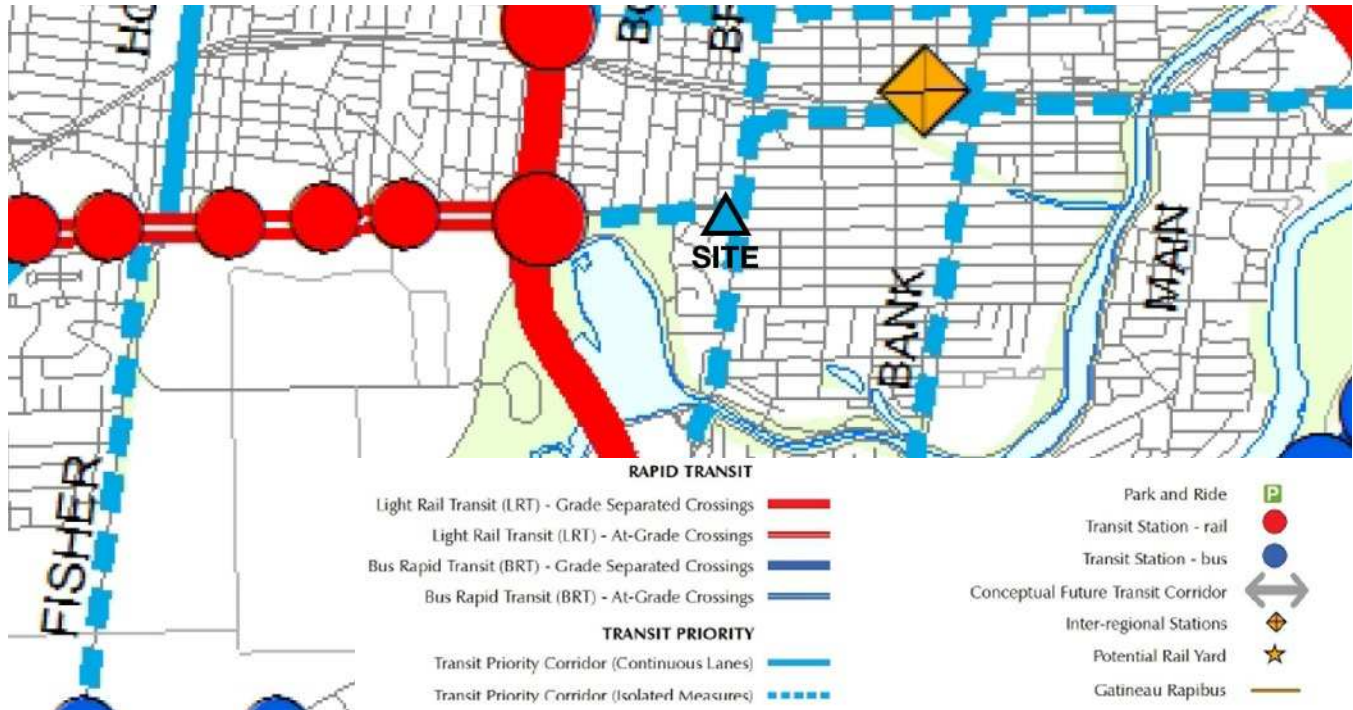


Figure 3: Schedule D of the Official Plan - Rapid Transit Network

Schedule C – Primary Urban Cycling Network of the Official Plan (Figure 4) identifies this stretch of Carling Avenue as a Spine Route. Spine Routes are intended to be primary cycling arteries in the City of Ottawa and are a priority area for the implementation of cycling infrastructure or lane painting. East of the site, Glebe Avenue and First Avenue provide cycling facilities (on-street lanes and grade-separate cycle track) to the O’Connor Street bikeway east of Bank Street which provides access between Lansdowne Park and the downtown core. Other multi-Use Pathways are close by along Dow’s Lake and the Rideau Canal, and along the north-south Trillium Line.

Schedule I – Scenic Entry Routes (Figure 5) identifies the subject property as being along a Scenic Entry Route. Accordingly, an increased attention to urban design is attributed. The design considerations associated with this proposal are discussed later in this report.

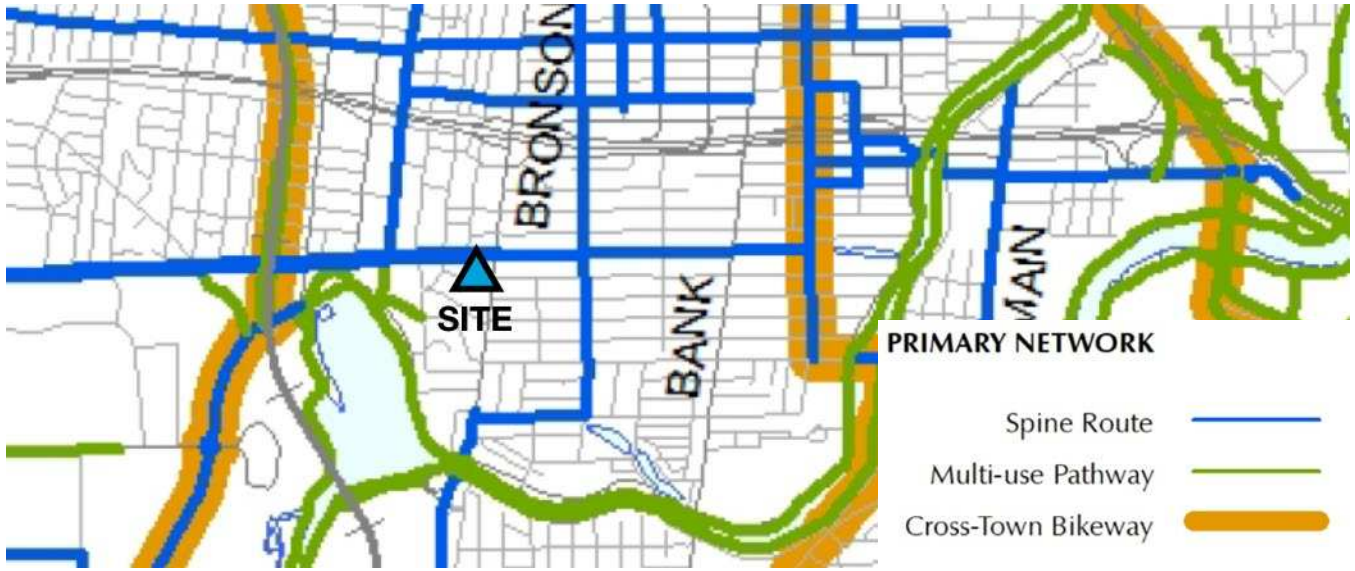


Figure 4: Schedule C of the Official Plan - Primary Cycling Network

Proposed Development and Design Statement

The proposed development is a mixed-use building that features a 26-storey high-rise building at the corner of Bronson and Carling and a mid-rise building extending south along Bronson and west to Cambridge Street South. The project has been planned as a two-phase project. Phase 1 consists of the main properties along Bronson to the Carling intersection and includes over 80 student residential apartment units within the podium and an additional 150 residential rental units within the tower.

The ground floor of this phase includes two distinct entry lobbies, and over 700 square metres of amenity spaces that include a theatre room, study rooms, music rooms, 2 lounges, and a gym. The ground floor will also feature a small retail space, intended for a coffee shop, with direct public access from Carling Avenue at the north facade of the building. The ground floor features significant glazing and two formal entries for the two programs of this phase. The significant transparency is provided to ensure an open ground floor experience. The building wall at-grade is set back to meet all required setbacks, and the pedestrian feel is further enhanced with the careful use of hard landscaping concrete pavers, planters, and entry steps.



Figure 5: Proposed Development, Looking West

The Phase 1 building massing was developed to provide a series of setbacks and overhangs that highlight the building's simple massing parti. The biggest move in the overall design of the proposal – with the amalgamated land assembly – was to locate the tower height at the intersection as much as possible while increasing the setbacks for the neighbourhoods to the south and west. The four (4) storey podium along Bronson and Carling

provides an appropriate scale for pedestrians. The fifth floor is set back to begin establishing the start of the mid-rise and tower portions of the project. The importance of the intersection is highlighted by the push and pulls of the 3 main components of the building with a larger fifth floor setback to further enhance the red brick podium and then with a slight tower cantilever starting at level 10.

Phase 2 of this project consists of 100 units on a tiered nine (9) storey residential apartment building fronting on to Cambridge Street to the west. The building steps down to four (4) storeys as it approaches Cambridge Street South, providing a 15.9 metre setback from the western property line.

Both phases of the entire development sit on a shared 2 level underground parking garage that has 174 parking spaces, including 22 for visitors. The parking garage is accessed from a two-way ramp access at the south end of the site from Bronson Avenue, and served by a one-way exit ramp onto Cambridge Street South, located in the northwest corner of the intersection.

Both buildings have a modern architectural expression. Phase 1 uses 2 brick colours as its main facade cladding for the first nine (9) floors. The brick expresses a simple grid that is then highlighted by a series of orange and charcoal coloured infill panels. As this is part of the Phase 1 building is for student apartments, no balconies have been provided. Levels 10-26, which consists of the market apartment rental apartments, are clad in a series of grey, charcoal and orange panels, and punched aluminum window system. Balconies are provided for these units.



Figure 6: View of Proposed Development from Cambridge Street South, Looking East

Phase 2 of the project also consists of a red brick podium and a light-coloured brick and panel cladding for levels four through nine. The building is pushed back, and additional setback is provided from Cambridge Street South to enhance the step ups from the existing neighbourhood. This building continues the grid pattern but is then highlighted by balconies. As the site slopes down significantly from Bronson towards Cambridge, the

exposed parking garage wall is then clad in a series of charcoal metal panels which helps to frame the Phase 2, level 1 southern terrace. North and south facing ground floor units are also provided and feature direct outdoor access. The main entrance is highlighted by a simple extruded canopy that formal entry stairs from the Cambridge sidewalk.



Figure 7: View of Proposed Development, Looking West from Bronson Avenue at Glebe Avenue

A mid-block pedestrian connection is provided as a community amenity, providing a link between Cambridge Street South and Bronson Avenue along the south edge of the site.

All loading and service areas are internal to the building. An access lane along the north side of the building from Cambridge Street South will provide access for move-ins while garbage will be collected within the underground garage and brought outside of pick up.

A total of 348 bike parking spaces are provided throughout the building. Outdoor spaces for visitors (6) are provided adjacent to the move-in room, with access to the interior amenity areas within Phase 1. A large bicycle room is also located at-grade on the south facade and accessed from the mid-block pedestrian connection. The balance of the bike parking is located throughout the parking garage.

As noted, nearly 800 square metres of communal amenity is provided at-grade within Phase 1 of the development. An additional 176 square metres of communal amenity is provided in the form of roof terraces at Level 8 and atop the tower. Within Phase 2, 418 square metres of amenity is provided at-grade with an additional rooftop terrace at level 5, facing west. The communal amenity area is supported by private balconies and terraces associated with many of the units.

4.0 Policy & Regulatory Framework

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally sound, economically strong and that enhances quality of life. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. Planning authorities must identify appropriate locations and promote opportunities for intensification and redevelopment. The relevant policy interests to the subject application are as follows:

- 1.1.1 a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 1.1.1 b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- 1.1.1 c) avoiding development and land use patterns which may cause environmental or public health and safety concerns
- 1.1.1 e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
 - b) permitting and facilitating:
 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
 - c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
 - d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
 - e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development is located within the urban boundary, on an under-utilized lot located along a transit priority corridor within the City. The proposed development represents an efficient use of the existing services and amenities in the area will contribute positively to the locate community, and the evolution of Bronson Avenue. The site will provide additional housing choice through the intensification of the lands within the City’s urban area.

4.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa’s Official Plan (OP) provides a vision and a policy framework to guide the future growth of the City of Ottawa. It is a legal document that addresses matters of provincial interest as defined by the Planning Act and the Provincial Policy Statement. The applicable policies of the OP have been reviewed below.

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 this 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 Sections 2.2 (Managing Growth) and 2.5 (Building Liveable Communities) discussed below.

4.2.1 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. 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 exemplifies residential intensification as defined above by proposing a net increase in residential units on an underutilized lot where infrastructure, services and transit are available. It reflects the prevailing planned and existing context and is consistent with the direction set forth in the City's Official Plan.

Policy 3 of Section 2.2.2 states that target areas for intensification are the Central Area, Mixed Use Centres, Mainstreets, and Town Centres defined on Schedule B, and that these areas are located on the Rapid Transit and Transit Priority Network as defined on Schedule D.

The proposed development is on a property that is designated Arterial Mainstreet and at the intersection of two Transit Priority Corridors and is therefore designated as a target area for intensification.

Further, Policy 4 states that the City's target for residential intensification, as defined in Policy 1, is the minimum proportion of new residential dwelling units and accommodation based upon building permit issuance by calendar year in the urban area. The target for 2017 to 2021 is set at 40% of all permits issued being for intensification. Policy 5 states that the minimum targets, expressed in jobs and people per gross hectare, are set out in Figure 2.3 and applied to those target areas with the greatest potential to support the Rapid Transit and Transit Priority Networks.

In Figure 2.3, the Carling Arterial Mainstreet (which includes the subject site) is prescribed a density target of 200 jobs and people per gross hectare up from the 2012 density calculation of 130 jobs and people per gross hectare.

The proposed development intensifies an under-utilized property along the Carling Avenue Arterial Mainstreet, adjacent to the intersection of two (2) transit priority corridors and will help the City achieve its targets for intensification, specifically along the Carling corridor.

Policy 10 of Section 2.2.2 states that intensification may occur in a variety of built forms provided urban design and compatibility objectives are met. Policy 11 states that the distribution of appropriate building heights will be determined by:

- / The location in a target area for intensification or by proximity to a rapid transit station or transit priority corridor, with the greatest height and the tallest building heights being located closest to the station or corridor; and,
- / The design and compatibility of the development with the surrounding context and planned function as detailed in Section 4.11 (discussed below), with buildings clustered with other buildings of similar height.

The subject site is appropriate for high-rise development given its immediate proximity to two transit priority corridors, and the Carling Avenue Arterial Mainstreet.

Policy 12 and Figure 2.4 of Section 2.2.2 defines building heights as follows:

- / Low-Rise: 4 storeys or less
- / Mid-Rise: 5 to 9 storeys
- / High-Rise: 10 to 30 storeys
- / High-Rise 31+: 31 storeys or greater

Policy 14 of Section 2.2.2 states that permitted building heights are established in the land use designation policies of Section 3 of the Official Plan.

The land use designation policies of Section 3 relating to Arterial Mainstreets are discussed below.

Policy 16 of Section 2.2.2 states that the location of high-rise building is influenced by the need to provide adequate separation distance from other existing and potential future high-rise buildings. Separation distances are therefore to be considered when considering sites for development of high-rise buildings.

The proposed high-rise tower component has been located so as to provide sufficient separation to future potential high-rise buildings. The current policy framework would not support high-rise buildings at any location other than the corner properties – that is the intersection of the Arterial Mainstreet and the transit priority corridor. The policy framework is discussed in greater detail below.

4.2.2 Arterial Mainstreet Designation

The subject property is designated “Arterial Mainstreet” on Schedule B of the City of Ottawa’s Official Plan. The Official Plan states that Arterial Mainstreets are expected to change gradually through redevelopment overtime in a fashion that places buildings close to the street and is more supportive of walking, cycling and transit. As per policies in the Official Plan, Arterial Mainstreets are intended to accommodate residential, and employment uses at increased densities through the redevelopment of underutilized sites including surface parking lots.

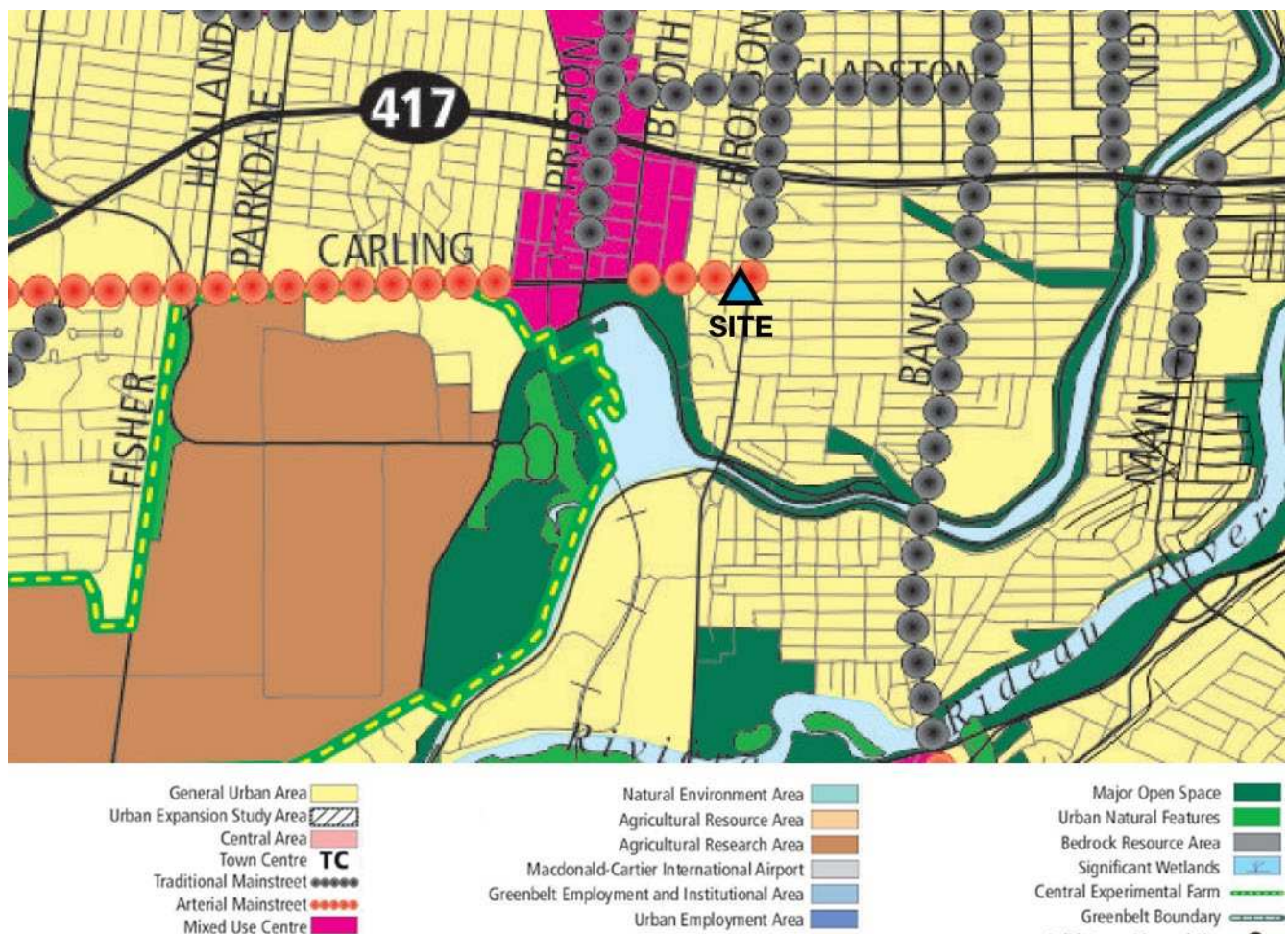


Figure 8: Schedule B of the Official Plan - Urban Policy Plan

Policy 1 of Section 3.6.3 states that Arterial Mainstreets should be planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit friendly places. To facilitate this evolution, the Zoning By-law may define the portion of the street frontage of an Arterial Mainstreet to be occupied by buildings located at or set back minimally from the sidewalk. Both Traditional and Arterial Mainstreets will fulfill and take advantage of their multi-modal transportation corridor function.

Policy 5 states that a broad range of uses is permitted on Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses and these uses may be mixed in individual buildings or occur side by side in separate buildings.

Policy 10 states that development and infill are encouraged on Arterial Mainstreets to optimize the use of land through intensification, in a building format that encloses and defines the street edge and provides direct pedestrian access to the sidewalk.

The proposed development exemplifies the ongoing evolution of the Carling Avenue Arterial Mainstreet from the automobile-oriented street of the past into the more urban, transit-supportive, pedestrian-friendly envisioned in the Official Plan. The proposed uses, which include residential and retail uses, will support the vision for Arterial Mainstreets as compact, mixed-use streets. The development will provide an active street edge along Carling Avenue contributing to a pedestrian-oriented streetscape.

Per policy 12, on Arterial Mainstreets, unless a secondary plan states otherwise, building heights up to 9 storeys may be permitted as-of-right. High-rise buildings may only be permitted subject to a Zoning By-law Amendment and where the building will be located at one or more of the following nodes:

- / Within 400 metres walking distance of a Rapid Transit Station on Schedule D of the Official Plan; or
- / Directly abutting an intersection of the Mainstreet with another Mainstreet or a Transit Priority Corridor on Schedule D of the Official Plan; or
- / Directly abutting a Major Urban Facility;

and where the development provides a community amenity and adequate transition is provided to adjacent low-rise.

The subject property satisfies the criteria of the second defined node as it is directly abutting the intersection of the Mainstreet (Carling Avenue) with a Transit Priority Corridor (Bronson Avenue). As a result, the Official Plan supports building heights up to 30 storeys (the maximum height of a high-rise building per Section 2.2.2) where the development provides a community amenity and where adequate transition is provided to adjacent low-rise areas.

The proposed development includes a community amenity in the form of a mid-block pedestrian connection between Bronson Avenue and Cambridge Street South. The proposed development also provides an appropriate transition to the adjacent low-rise areas, as discussed in greater detail below through the evaluation of the urban design objectives and compatibility criteria within the Official Plan.

4.2.3 Urban Design and Compatibility

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

The proposed development responds to the design objectives of Section 2.5.1 in the following ways:

Objective	Response
<p>To enhance the sense of community by creating and maintaining places with their own distinct identity.</p>	<p>The proposed development will redevelop and intensify an underutilized property that is currently vacant by enclosing the street edge and improving the public realm with active uses at-grade and a mix of residential units above.</p> <p>The proposed development will enhance Bronson Avenue through a design that introduces a consistent street wall as well as improvements to the pedestrian environment and contributes to the intended evolution of the Mainstreet to more pedestrian focused corridor.</p>
<p>To define quality public and private spaces through development.</p>	<p>The proposed development animates the street edge with a podium that features an appropriately scaled ground floor and will animate the street edge with a large proportion of glazing at street level, active entrances to the sidewalk along the street.</p> <p>The upper floors of the building integrate a compact tower footprint to ensure an appropriate pedestrian scale along the street. Within the podium, the various rooftop amenity spaces will provide a high-quality and unique communal amenity space for residents and their guests. This will be complemented by private balconies.</p>
<p>To create places that are safe, accessible and are easy to get to.</p>	<p>The proposed development has been designed to improve the existing pedestrian environment and provide a vibrant pedestrian condition along Cambridge Street, Bronson, and Carling Avenue. The site benefits from proximity to several existing amenities and employment uses, as well as convenient access to transit and cycling facilities. A high proportion of glazing and active entrances along the street will ensure “eyes on the street” for safety.</p>
<p>To ensure that new development respects the character of existing areas.</p>	<p>The design of the building contemplates a built form that respects the character of the existing area, and the planned function of the Bronson and Carling Avenue corridors.</p> <p>The proposed high-rise responds to the policies and regulations established for increased heights within the Official Plan and the planned function of the surrounding area while also providing significant setbacks to transition to the low-rise areas to the southwest.</p> <p>The proposed building offers a unique opportunity to establish an enhanced pedestrian character for this intersection and set the stage for high-quality re-development of this portion of Bronson Avenue.</p>
<p>To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.</p>	<p>The proposal considers adaptability and diversity by intensifying the prominent corner property and adding to the diversity of housing types and tenures available in the community.</p>
<p>To understand and respect natural processes and features in development design.</p>	<p>The proposed development accounts for the grade change on-site and is designed such that accessibility is still feasible given the slope constraints.</p>

Objective	Response
To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.	The proposed development provides additional residential intensification within a well-served, existing community. The proposed building is located on an underutilized site within the urban boundary on the City's transit priority network, which serves to reduce development pressure on outlying areas, and reduce the amount that people drive, improving air quality and reducing greenhouse gas emissions.

The proposed development addresses the Design Objectives through a design that enhances Bronson Avenue and Carling Avenue as an important gateway to the Glebe community. The development will enhance the pedestrian environment by framing the street edge with attractive, street-fronting built-form that provides a sense of place and contributes to “eyes on the street”. It provides a landmark appearance to build upon the character of the neighbourhood. Further, it can contribute to the community's range of housing options.

The subject site is located along the Carling Avenue Arterial Mainstreet and as a result is considered a Design Priority Area per policy 4 of Section 2.5.1. As a result, the Urban Design Review Panel (UDRP) will participate in the review of the urban design elements of development applications within these areas.

4.2.4 Urban Design and Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development.

The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11:

Policy	Proposed Development
Policies	
1. A Design Brief will be required as part of a complete application.	An integrated design brief is provided by assessing the applicable design guidelines as they relate to proposal throughout this document.
Building Design	
5. New buildings will achieve compatibility with their surroundings in part through the design of the parts of the structure adjacent to existing buildings and facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of: / Setbacks, heights, and transition; / Facade and roofline articulation; / Colours and materials;	The proposed development seeks to permit a high-rise building at an identified node along an Arterial Mainstreet. To achieve compatibility with the surroundings, the proposed tower has been located at the northeast corner of the site, directly adjacent to the intersection and away from the low-rise development to the west. The slender tower has been set back appropriately from the wide Avenues to the north and east, while providing significant separation from the low-rise development to the west.

Policy	Proposed Development
<ul style="list-style-type: none"> / Architectural elements, including windows, doors, and projections; / Pre- and post-construction grades on site; and / Incorporating elements and details of common characteristics of the area. 	<p>The articulate, nine (9) storey podium provides a strong contribution to the public realm by providing a sense of enclosure, eyes on the street, and visual interest. The podium steps down substantially, to a four (4) storey form as it moves west, into the adjacent low-rise area.</p> <p>The tower portion is distinct in being recessed from the podium frontage. It creates a sense of consistency through complementary materials while distinguishing itself through an interesting cladding and fenestration pattern which draws the viewer's eyes upward.</p> <p>The materiality and architectural elements reflect the modern standards and aesthetics for high-rise development in Canadian cities and fits well within the context. The proposed masonry and cladding are resilient to the local climate and classic in design.</p> <p>The Bronson and Carling Avenue frontages have been animated by highly transparent spaces and direct pedestrian access onto the street.</p>
<p>6. Orient the principle facade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.</p>	<p>The building is designed with a direct pedestrian access and high transparency to the Bronson and Carling frontages. The building frontage is intended to present as an extension of the street sidewalks themselves, creating a seamless pedestrian environment.</p> <p>The proposed glazing at the ground floor provides opportunities for passive illumination and a sense of presence and place from the perspective of the public realm.</p> <p>Landscaping is proposed along the frontage which is intended to provide shade, colour, and aesthetic variety to the building's frontage.</p>
<p>7. The intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community.</p>	<p>The proposed buildings offer a strong presence and sense of place as one approaches the crest of the hill upon which the building stands.</p> <p>There are no blank walls on any of the building elevations and the use of a diversity in materials, and the presence of balconies will contribute to animating the street edge. Tree planting along the street edge is proposed near to soften the presence of the building while providing shade and greenery.</p>

Policy	Proposed Development
<p>8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p>	<p>All “back of house” aspects of the development are not visible from the street frontage. Storage areas and parking are located below-grade. Move-in space is provided at the north edge of the site, within the Phase 1 building. The proposed landscaping further softens impact of development from the street level.</p> <p>The building driveway aisles are designed to provide acceptable sightlines and function subordinately to pedestrian use. They do not cross the primary pedestrian access to the building.</p>
<p>9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.</p>	<p>The rooftop of the building will incorporate all mechanical equipment not already intended to be located below-grade.</p>
Massing and Scale	
<p>10. Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan. Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:</p> <ol style="list-style-type: none"> Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street; Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development; The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section. 	<p>The property is not subject to a Secondary Plan. It meets applicable criteria as follows:</p> <ol style="list-style-type: none"> Building height is appropriate for a prominent gateway feature and makes use of segment breaks and setbacks to establish an appropriate transition to adjacent development. Respects the planned function of a major city intersection. The building proposed respects the applicable patterns of development while providing a distinctive form for the neighbourhood. See Policy 12 discussion.
<p>11. The City may require a Shadow Analysis and/or Wind Analysis as part of a complete application, except where identified in the Wind/Shadow Terms of Reference. The study(s) will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity</p>	<p>The wind analysis prepared by Gradient determined that within the context of typical weather patterns, no pedestrian areas within and surrounding the subject property were found to experience conditions that could be considered uncomfortable or dangerous.</p>

Policy	Proposed Development
<p>areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.</p>	<p>The shadow analysis prepared by Figurr Architects determined that the new shadowing arising from the building does not exceed an unreasonable threshold for urban development. The slender tower contributes to fast moving shadows which are generally cast over the adjacent streets, or the Glebe Collegiate athletic field.</p>
<p>12. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Proposals for developments that are taller in height than the existing or planned context should demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as stepping down or varying the building form has been incorporated.</p>	<p>The proposed building is of a greater height than those immediately adjacent. The building accommodates this increase in height by separating the tower portion of the building away from nearby stable low-rise areas, incorporating a strong podium along Bronson, and utilizing setbacks and stepbacks as the building approaches Cambridge Street South to provide a built form that is sensitive to both the existing and planned context, while also recognizing the site's prominent location at an important intersection in the City, adjacent to transit priority corridors.</p>
<p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ol style="list-style-type: none"> 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); Building setbacks and step-backs. 	<p>The proposed building utilizes several means to achieve transition to the stable low-rise neighbourhood to the west. The 26-storey portion of the building is located in the northeast corner of the site, closest to the intersection. A nine (9) storey podium is articulated into two (2) distinct sections – a four storey brick base with the upper floors clad in a lighter material and stepped back. The podium steps down as it approaches Cambridge Street. A 3.48 metre setback is provided at the Cambridge street edge for floors 1-4, with a 16 metre setback for floors 5 to 9. The tower is separated by over 60 metres from the stable low-rise area. The highly articulated building relates to the existing and planned context of the area, including mid-rise buildings along Carling Avenue and to the south.</p> <p>The height of the tower respects the angular plane from the Urban Design Guidelines for High-Rise buildings from Cambridge Street South.</p>
<p>High-Rise Buildings</p>	
<p>14. High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-Rise buildings should be designed to achieve the objectives of this Plan</p>	<p>No significant impacts to pedestrian safety, comfort, and usability are anticipated. The wind analysis prepared by Gradient determined that within the context of typical weather patterns, no pedestrian areas within and surrounding the subject site were found to experience conditions</p>

Policy	Proposed Development
<p>and avoid or reduce impacts or disruptions associated with:</p> <ul style="list-style-type: none"> a. pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building; b. public views, including view planes and view-sheds referred to in Policy 3 above c. proximity to heritage districts or buildings, d. reduced privacy for existing building occupants on the same lot or on adjacent lots, 	<p>that could be considered uncomfortable or dangerous.</p> <p>The property is not identified as within a significant viewplane as per Annex 8A of the Official Plan. The tower focuses views to the east and west for residents of the building.</p> <p>The property is not impacted by, nor does it impact nearby heritage buildings and districts. No heritage entities are noted on-site.</p> <p>Any redevelopment of the site will result in some impacts on adjacent private amenity areas. The proposed building provides setbacks and stepbacks to minimize these impacts as much as possible.</p>
<p>15. Generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways;</p> <ul style="list-style-type: none"> a. The base of a high-rise building should respect the scale, proportion, and character of the surrounding buildings, adjacent streets, parks, and public or private open spaces and animate such spaces. b. The tower, which typically includes a middle and a top, should step back from the base where possible. The tower design can reduce the building impacts identified above by incorporating an appropriate separation from existing or future adjacent towers located on the same lot or on an adjacent lot. The responsibility for providing an appropriate tower separation shall generally be shared between owners of abutting properties where high-rise buildings are permitted. A separation distance of 23m has been the City's general guidance but actual separation requirements may vary in different parts of the City depending on the context. c. Floor plates may also vary depending on the uses and the context. Generally, towers with a larger floor plates may require a greater separation from adjacent towers. 	<p>The base podium of the proposed building respects the surrounding buildings through the use of familiar colour tones and material types while contributing to the growth of the neighbourhood context. It is appropriately scaled at 9-storeys and highly articulated to ensure an appropriate scale along Carling and Bronson Avenues.</p> <p>The tower portion has been designed to facilitate separation to existing and future tower development on adjacent properties. The proposed tower is setback at least 11.5m from all potential high-rise building development sites. The other lands along Carling Avenue (where a lesser setback is provided) are not planned to redevelop with high-rise buildings, per the policies of the Official Plan.</p> <p>A 629.5 square metre floorplate is proposed for the tower. The slender form that can maintain separation from adjacent existing and future tower development while remaining viable from a constructability standpoint and ensuring minimal, fast-moving shadows.</p>
<p>17. The Zoning By-law will establish performance measures such as minimum tower separation distances and yard setbacks and may require</p>	<p>A Zoning By-law Amendment is being proposed. Policy 14 is discussed above.</p>

Policy	Proposed Development
<p>minimum lot sizes for High-Rise buildings. Proposals for a high-rise building that include performance measures that deviate from the Zoning By-law shall demonstrate that the impacts identified in policy 14 can be satisfactorily avoided or reduced.</p>	
<p>18. The Urban Design Guidelines for High-Rise Buildings may establish general principles for the design of high-rise buildings, including the design of the base and guidance for tower separation distances.</p>	<p>The Urban Design Guidelines for High-rise Buildings are discussed below</p>
<p>Outdoor Amenity Areas</p>	
<p>19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.</p>	<p>There are no risks to private amenity areas of adjacent residential units associated with this proposal. The building separation is sufficient to mitigate these impacts.</p>
<p>20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.</p>	<p>Adequate amenity area is proposed in both private and communal configurations. The communal amenity areas have been provided to offer tenants outdoor space. Internal community amenity areas are also proposed.</p> <p>It is further noted that the proposed development is within immediate walking distance to the Rideau Canal, Dominion Arboretum, and other public amenity areas.</p> <p>The proposed private balconies are also of a suitable size to be functional without overwhelming the adjacent public and private realm. The provided amenity areas satisfy all Zoning By-law requirements and will provide useable space for residents.</p>
<p>Design Priority Areas</p>	
<p>22. The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features:</p> <ol style="list-style-type: none"> a. Design the building(s) first storey to be taller in height to retain flexibility or opportunity for ground floor uses in the future; b. Locate front building façades parallel to the street; however, consideration may be given 	<p>The ground floor of the building is proposed to be taller in height than the remainder of the building, and the substantial glazing will facilitate a variety of potential uses over time. Transparent windows are proposed for the entire extent of the building ground floor where feasible.</p>

Policy	Proposed Development
<p>to allow for interruptions of continuous building facades at strategic locations to provide pocket parks, plazas or other open spaces that provide a supportive function to the street activity or enable views and vistas;</p> <ul style="list-style-type: none"> c. Transparent windows at grade to give views into the building to observe the function of the building and out of the building to enhance natural surveillance; d. Using architectural treatments (e.g. projections from continuous building lines, awnings, canopies, alcoves and bays) to soften the interface between buildings and the public realm; e. Sufficient lighting sources for public uses after dark and to accentuate and animate buildings, natural features, public monuments and public spaces; f. Utilize façade treatments to accentuate the transition between floors and interior spaces to provide visual interest and relief; and g. Signage that contributes to the character of the surrounding area and architectural design of the building through appropriate architectural design elements, materials, and colour. 	<p>The front façades are parallel to the street and make use of a continuous facade to the greatest extent feasible.</p> <p>An awning feature is proposed to overhang the glazed portion of the ground floor to create shelter from the elements in addition to articulation. Articulation cuts break the podium into proportions that create a sense of rhythm and symmetry throughout the facade.</p> <p>Ambient and functional lighting is proposed for this project. Passive lighting sources are available through transparent glazing, Apartment use by tenants, etc. Functional lighting will be provided where applicable to ensure safety and visibility pedestrian connection and other areas the public may make use of.</p> <p>As a gateway structure, the intent is that the building will accentuate its presence through the use of exterior lighting. As noted above, lighting will be sufficient for public safety.</p> <p>The building is separated into a score of distinctive treatments both vertically and horizontally. The materials in the podium refer more broadly to those used in the vernacular of the surrounding area whereas the middle and top materiality are more modern in nature and distinguish its important role in the immediate area’s skyline.</p>
<p>23. The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements, such as:</p> <ul style="list-style-type: none"> a. weather protection elements, (e.g. colonnades, and awnings); b. shade trees, median planting and treatments and other landscaping; c. wider sidewalks and enhanced pedestrian surfaces; d. coordinated furnishings and utilities, transit stops, and decorative lighting; and e. memorials and public art commissioned for the location. <p>To achieve these public realm improvements, coordination with the City will be required in accordance with Section 2.5.1, policy 5(d).</p>	<p>The building has a strong relationship with the public realm. The ground floor provides weather protection in the form of an awning over the principal ground floor facade.</p> <p>Generous landscaping is proposed through trees which are predominant and gradually transition to the building frontage.</p> <p>The sidewalk is directly embedded into the building access. The intent is that the public realm appears to continue to the front building wall with no interruption.</p> <p>Public art is not presently being contemplated as part of this proposal.</p>

Policy	Proposed Development
24. The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios).	The development is designed to provide a sense of enclosure and prominence. The podium siting is strategic in delineating the street edge. The tower portion is located such that it provides a visual gateway to the neighbourhood from afar, but does not overwhelm when in close proximity.

The proposed development conforms to the Design Objectives of Section 2.5.1 and the compatibility criteria of Section 4.11. Pursuant to Policy 1 of Section 4.11, this report also constitutes a Design Brief as required as part of the Zoning By-law Amendment application package.

4.3 City of Ottawa Official Plan Update

The City of Ottawa is currently undertaking an Official Plan review, which will culminate in a new Official Plan, projected to be adopted by Council in Fall 2021. The first phase of the new Official Plan process was completed in Fall 2019, and Council has approved high-level policy directions. On May 18, 2020, Planning Committee recommended that Council approved an intensification target of 60 percent for the new Official Plan. The first draft of proposed policies were issued in November 2020 with comments submitted by March 12, 2021. An updated draft is expected in July 2021.

Preliminary policy directions for the new Official Plan include:

- / An intensification target of 60%;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods;
- / A renewed emphasis on building form; and
- / Establishing minimum densities for new developments in proximity to important rapid transit stations.

As the current applications are being submitted prior to the adoption of the new Official Plan, the proposed development is assessed based on the policies of the current Official Plan, as discussed in Section 4.2.

4.4 Urban Design Guidelines for High-Rise Buildings

The City of Ottawa's Urban Design Guidelines for High-rise Buildings (the "Guidelines") were approved by City Council on May 23, 2018 and provide recommendations for urban design and guidelines to be used during the review of development proposals. As stated on page 2 of the Guidelines, "they are not intended to be used as a checklist for evaluating a proposal and not all of the guidelines are applicable to every site". As the Guidelines note, the given context of a site will inform the development and that each site will have its own opportunities and challenges.

The proposed development responds to the guidelines in the following ways:

- / The proposed development does not impact any views or angular planes in the Central Area and the vicinity to protect the visual integrity of the Parliament Buildings and other important national symbols (Guideline 1.2);
- / The guidelines require distinguishing between landmark and background buildings. The proposed building can be considered a landmark building given its prominent location, its role as part of views and vistas, and their contribution to the characteristics of the neighbourhood and the City more broadly (Guideline 1.4);
- / The proposed development considers important views and vistas (Guideline 1.6);

- / The proposed building respects and enhance the existing and planned views and vistas through the placement of the building, height transitions, setbacks and step backs, and landscaping; and respect and enhance the overall character of the existing and planned urban fabric and the skyline (Guideline 1.9);
- / The base of the building relates directly to the height and typology of the existing or planned street wall context along Bronson Avenue (Guideline 1.12);
- / An angular plane is achieved towards Cambridge Street South from the proposed tower portion (Guideline 1.13)
- / The site is of a sufficient size to accommodate a high-rise building in achieving a lot more than three times the minimum requirement of 1,350 m² and providing sufficient separation to potential future high-rises (Guideline 1.16);
- / The lot is sufficiently sized to accommodate a high-rise building with appropriate transition to the low-rise area to the southwest through setbacks and stepbacks (Guideline 1.17);
- / The proposed development enhances the overall pedestrian experience in the immediate surrounding public realm through a well-designed podium with high-quality materiality and glazing and the design of the lower portion which animates the existing street edges (Guideline 2.1);
- / The proposed building enhances and creates the image of a community and a city through the design of the upper portion of the building that respects and enhances the skyline (Guideline 2.2);
- / The proposed building has been designed with a distinctive base, middle, and top with stepbacks and a change in materiality from masonry to predominantly glazing emphasizing the different aspects of the building (Guideline 2.3);
- / The proposal places the base of the building to form a continuous building edge along the street which will appropriately frame the public realm on Bronson Avenue (Guideline 2.13).
- / The podium height (4 storeys) is provides enclosure along the street at an appropriate scale (Guideline 2.15);
- / The proposed height provides step backs and architectural articulation, particularly on wider streets and deeper lots (Guideline 2.16);
- / The base of the building has a height of four storeys (Guideline 2.17);
- / The proposed massing of the building appropriately response to the planned and existing development form along Bronson and Carling Avenues (Guideline 2.19);
- / The four-storey podium and tower represent a beneficial contribution to the public realm along Bronson Avenue that improves the existing edge. The podium materiality, significant glazing, and multiple active entrances help to promote an improved scale and rhythm to public realm (Guideline 2.20);
- / The proposed design uses high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the facade (Guideline 2.21);
- / The ground floor of the base has been designed to be animated and transparent with pedestrian access to both the residential and commercial portions of the proposal (Guideline 2.23);
- / The proposed tower provides proper separation distance to adjacent property lines to minimize shadow and wind impacts, loss of sky views, and to allow for natural light into interior spaces (Guideline 2.25);
- / The podium is well articulated and designed with a one-storey portion stepping at the rear, corner-side, and front elevations stepping-back to a four-storey massing. The tower is setback 30 metres from the rear-property line to ensure appropriate transition is achieved. Along with the change in materiality, the tower portion of the building steps back from the base to allow the base to be the primary defining element for the site (Guideline 2.29);
- / The tower location and floorplate has been oriented and shaped to minimize shadow and wind impacts on the public and private spaces. The tower design and ample setbacks from sensitive abutting properties ensures any shadows move quickly across impacted areas (Guideline 2.31);
- / The top section provides a unique focal point of the building with a vertical band impression that travels along the roofline and will also integrate machinery into the roof. The mechanical area is enclosed and setback from the building edge to further mitigate visual impacts (Guidelines 2.35, 2.36 and 2.37);

- / The main pedestrian entrances are linked with a seamless connection to the sidewalk along the street edge and glazing is provided at the pedestrian level to better frame and animate the public realm (Guidelines 3.10, 3.11 and 3.12);
- / Parking is located underground and accessed away from the primary pedestrian. Loading, servicing, and utilities are screened from view and underground. (Guidelines 3.14-3.16, 3.18-3.21);
- / This portion of Bronson Avenue is underdeveloped and consists of variable built form, vacant lots, and surface parking. The proposed development will improve on the existing condition and provide a building podium that improves the pedestrian experience through framing the ROW and provide glazing and landscaping for visual amenity (Guideline 3.23);
- / In order to understand the impact and required mitigation for wind effects on both the proposed development and the surrounding streetscape, a pedestrian level wind study was undertaken. The study concluded that the conditions around the site at grade level, including access points, and sidewalks are acceptable for their intended uses through the year (Guideline 3.26); and,
- / In order to understand the impact of the proposed development in terms of shadowing, a Shadow Study was undertaken. The Shadow Study shows that shadows move quickly through the site as is expected within an urban context (Guideline 3.27).

The proposed development achieves the objectives of the applicable Urban Design Guidelines for High-Rise Buildings.

4.5 Urban Design Guidelines for Development along Arterial Mainstreets

The Official Plan considers Arterial and Traditional Mainstreets as areas that provide important opportunities for intensification through more compact forms of development, a mix of uses and a pedestrian-friendly environment. Arterial Mainstreets, generally contain an urban fabric consisting of large lots, large buildings, varied setbacks, lower densities and a more automobile-oriented environment.

The Objectives of the Arterial Mainstreet Design Guidelines are as follows:

- / To foster compatible development that contributes to the recognized or planned character of the streets;
- / To promote a comfortable pedestrian environment and create attractive streetscapes;
- / To achieve high-quality built form and establish a strong street edge along Arterial Mainstreets;
- / To facilitate a gradual transition to more intensive forms of development on Arterial Mainstreets;
- / To accommodate a broad range of uses; and
- / To enhance connections that link development sites to public transit, roads and pedestrian walkways.

The proposal has considered and applied the design guidelines in a meaningful way with the resulting design and site layout adhering to the following guidelines and therefore contributing to an improved condition on this portion Carling Avenue.

Applicable Guidelines:

- / Guideline 1: Locate new buildings along the public street edge.
- / Guideline 4: Use buildings, landscaping and other elements to create continuous streetscapes.
- / Guideline 5: Provide streetscape elements such as trees, decorative paving, benches and bicycle parking between the building and the curb. These elements should match approved streetscape design plans for the area, or where there is no streetscape design plan, they should match and extend the existing context.
- / Guideline 6: Set new buildings 0 to 3.0 metres back from the front property line, and 0 to 3.0 metres back from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping.
- / Guideline 7: Design to be compatible with the general physical character of adjacent neighbourhoods.

- / Guideline 8: Provide significant architectural or landscape features at the corner on corner sites where there is no building, to emphasize the public streets and enhance the streetscape.
- / Guideline 11: Create intensified, mixed-use development, incorporating public amenities such as bus stops and transit shelters, at nodes and gateways by concentrating height and mass at these locations.
- / Guideline 13: Ensure that buildings occupy the majority of the lot frontage. If the site is on a corner, situate the building at the lot line with the entrance at the corner.
- / Guideline 14: Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact.
- / Guideline 15: Landscape the area in front of a building wall and use projections, recesses, arcades, awnings, colour and texture to reduce the visual size of any unglazed walls.
- / Guideline 16: Design richly detailed buildings that create visual interest, a sense of identity and a human scale along the public street.
- / Guideline 17: Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street.
- / Guideline 18: Use clear windows/doors to make the pedestrian facing façade highly transparent.
- / Guideline 20: Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances.
- / Guideline 30: Provide a consistent width of landscape and pedestrian areas across the front of the site.
- / Guideline 37: Plant trees, shrubs and ground cover on any unbuilt portions of the site. This includes any areas reserved for future phases of development.

The proposed development advances several of the Urban Design Guidelines for Arterial Mainstreets.

4.6 City of Ottawa Zoning By-law

The subject property is currently split-zoned with 770 Bronson zoned “Arterial Mainstreet, Subzone 10, Urban Exception 2373 (AM10[2373])” and 774 Bronson and 557 Cambridge Street South zoned “Arterial Mainstreet, Subzone 1, Urban Exception 2003, Schedule 296 (AM1[2003] S296)” in the City of Ottawa’s Comprehensive Zoning By-law (2008-250).

The intent of the Arterial Mainstreet (AM) Zone is to accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings in areas designated Arterial Mainstreet in the Official Plan and to impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

The AM10 zone is applied in locations where the City’s objective is to promote development which achieves high-quality design and an improved interface between the private and the public realm. Consequently, the AM10 zone includes provisions that require the building to be located closer to the front property line, minimum building glazing, and minimum building heights.

The AM1 zone restricts the amount of floorspace that may be used for non-residential land uses to 50%.



Figure 9: Excerpt from the City of Ottawa's Zoning Map

Exception 2373 was established through the previous site-specific Zoning By-law Amendment for 770 Bronson and requires a minimum width for a double traffic lane driveway of 4.3 metres, and the minimum width of a visitor parking space at 2.4 metres.

Exception 2003 was established through the previous site-specific Zoning By-law Amendment for 774 Bronson and 557 Cambridge Street South and is to be read together with the site-specific schedule 296. The exception includes the following:

- / Maximum permitted heights and number of storeys are as per Schedule 296;
- / Schedule 296 does not apply to accessory buildings or structures, which continue to be regulated by Section 55;
- / The lot line abutting Bronson Avenue is deemed the front lot line;
- / The minimum interior side yard setback where it abuts a residential zone is 3 metres;
- / The minimum required residential parking spaces rate is 0.1 per dwelling unit;
- / The minimum required visitor parking space rate is 0.12 per dwelling unit;
- / A minimum of 50 per cent of the visitor parking spaces must be provided at grade;
- / The minimum required bicycle parking space rate is 1.0 per dwelling unit;
- / Where a parking space is abutting a column on both sides, it may have a minimum width of 2.25 metres-the minimum width for a visitor parking space is 2.4 metres;
- / The minimum width of a driveway providing access to a parking lot or parking garage is 6.0 metres; and
- / The maximum floor space index is 3.0.

As the site is now proposed to be redeveloped as a single parcel, a Zoning By-law Amendment is proposed to standardize the zoning requirement for both parcels and establish a new site-specific zoning exception and

schedule for the proposed development. The proposed development is compared to the AM10 zone in the table below, with areas of non-compliance shaded:

Proposed Zoning Overview	Required	Proposed
Front and Corner Yard Setback (m)	No minimum; maximum is 3m	3m
Rear Yard Setback (m)	3.0 metres for any building wall within 20 metres of a lot line abutting a public street.	0m
Interior Side Yard Setback (m)	(i) 3.0 metres for the first 20 metres back from the street, (ii) 7.5 metres beyond 20 metres back from the street,	5.69m along west side of Phase 1 11.7m along north side of Phase 2
Building Height (m)	(i) In any area up to and including 20 metres from a rear lot line abutting a R1, R2 or R3 zone: 11 m (ii) In any area up to and including 20 metres from a rear lot line abutting an R4 zone: 15 m (iii) In any area over 20 metres and up to and including 30 metres from a rear lot line abutting a R1, R2, R3, or R4 zone: 20 m (iv) In any area: a. outside of the areas identified in (i) through (iii) above; and, b. up to 7.5 metres from that part of a side lot line within 20 metres of a street and abutting a R1, R2, R3 or R4 zone: 15 m (v) In all other cases: 30 m	Tower: 82.2 Podium: +/- 30
Maximum Floor Space Index	N/A	7.2
Ground Floor Glazing	A minimum of 50% of the surface area of the ground floor façade, measured from the average grade up to a height of 4.5 metres, facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors,	Along Bronson Ave.: 59% Along Carling Ave.: 54%
Parking Location	Not in required front or corner side yard	Below-grade
Loading	0 spaces for < 1,000 m ² non-residential GFA	0 spaces
Parking Requirements (Sec. 101, 102, 106, 111)		Proposed
Area X of Schedule 1A 0.5 spaces/unit, less first 12 units (resident) 0.1 spaces/unit, less first 12 units (visitor)	Phase 1 [121 spaces required] Student: [29 spaces] Residential: [70 spaces] Visitor- Student: [8 spaces] Visitor- Residential: [14 spaces]	Residential Provided: [152 spaces] Visitor: [22 spaces]

Proposed Zoning Overview	Required	Proposed
	Phase 2 [52 spaces required] Residential: [42 spaces] Visitor: [10 spaces] Total Required [173 spaces]	Total Provided [174 spaces]
Bicycle Parking	0.5/unit x328 = 164 spaces	Provided: 342 spaces + 6 visitor spaces
Bicycle Parking Dimensions	Horizontal: 0.6 m wide x 1.8 m long Vertical: 0.6 m wide x 1.5 m long	Stacked bike parking is proposed
Drive Aisle Width (Single Traffic Lane)	Parking Garage Driveway: 3.6m-6m	3.6m (egress on Cambridge St.); 6.0m (entrance on Bronson Ave.)
	Driveway to move-in area: 3.6m	3.6m
Drive Aisle Width (Double Traffic Lane)	Parking Drive Aisle: 6m	6m
Amenity Space Requirements (Sec. 137)		Proposed
Total: 6m² per unit Communal: 50% of total required	Total Required: 1,968 m ² Total Communal: 984 m ²	Total Amenity Provided = 2,642 m ² Total Phase 1: [1,614m ²] Total Phase 2: [1027m ²] Phase 1 - Communal LVL 1: 799m ² LVL 8 TERRACE: 71m ² ROOF TERRACE: 105m ² Phase 2 - Communal LVL 1: 418m ² LVL 5 TERRACE: 184m ² Net Communal: 1,577m ²

As demonstrated in the table above the proposed development adheres to the general intent and majority of provisions within the AM10 zone. The proposed Zoning By-law Amendment would address the building height and site layout through a site-specific zoning schedule, and site-specific provisions through an exception.

4.6.1 High-Rise Zoning Provisions

In September 2019, City of Ottawa Council adopted new High-Rise Zoning provisions. A comparison of the provisions and the proposed development are presented in the table below as a reference.

Proposed Provisions	Area A – Outside MD Zone but within Greenbelt	Proposed
Minimum Lot Area (Interior Lot)	1,350 m ²	4,563 m ²

Definition of Tower	That portion of a building over 9 storeys or a height equal to the width of the widest public street abutting a lot line, whichever is less	
Minimum Interior Side and Rear Yard Setbacks for a Tower	10 m	Interior Side Yard: 6.8 metres Rear Yard: N/A

The proposed design meets the general intent of the high-rise zoning provisions. As illustrated in the submitted plans, the location of the tower will not limit development potential on the adjacent property and is still able to achieve the stated goals of the provisions.

Further, the proposal adheres to the intent of the provisions as the design and location of the proposed building will minimize wind and shadowing impacts, maintain access to views and sunlight along the public realm and within the established low-rise community to the southwest, while also maintaining privacy through strategic landscaping and window orientation and preserving sky views through the application of a compact tower design.

5.0 Supporting Studies

In line with City of Ottawa requirements, numerous reports were prepared in support of this application. These reports are summarized below for reference. The summaries are in no way intended to take the place of the originally prepared studies, which are enclosed with this application.

5.1 Phase I Environmental Site Assessment

Paterson Group was retained by Katasa to prepare a Phase One Environmental Site Assessment (ESA), completed April 2020. The purpose of the assessment was to research the past and current use of the site and adjacent properties and identify any environmental concerns with the potential to have impacted the subject site. No new environmental concerns were identified on the subject site. The northern portion of the subject property (770 Bronson Avenue) has historically been utilized as retail fuel outlet and automotive service garage. The southern portion of the subject site (774 Bronson Avenue) has historically been utilized for residential purposes. Surrounding properties have historically been used for commercial, residential or institutional purposes. No new potential environmental concerns were identified with regard to the historical use of the subject or neighbouring properties.

Based on the findings of the Phase I - Environmental Site Assessment, it was determined that no further investigative work is required for the subject property at this time.

5.2 Geotechnical Investigation

WSP Group undertook a Geotechnical Investigation for the purpose of this application dated June 2, 2021. The report determined that in general, the subsurface conditions on this site consist of about 0.5 to 3.1 m of pavement structure and fill, overlying thin deposits of native sandy and gravelly soils, above limestone bedrock. The surface of the limestone bedrock varies from about 0.8 to 3.1 m below ground surface (Elevation 72.2 to 74.8 m). The upper portion of the limestone bedrock is generally weathered.

The following list summarizes some key geotechnical issues associated with this project:

- / Excavation for the construction of the basement and building foundations and basement levels will extend to through the surficial fill, sandy and gravelly soils, and into the underlying limestone bedrock. Excavation into the sound bedrock needs to be carried out using techniques with minimum disturbance to the adjacent structures and services. Vibration monitoring will be required during excavation activities.
- / Given the constraints imposed by adjacent properties and roadways, it is expected that temporary shoring systems will be necessary to support the overburden. Design of a shoring system is beyond the scope of this report. However, along the perimeter where no adjacent structures exists (north, east, as well as a portion of the south wall), it is anticipated typical system may consist of steel soldier piles and timber lagging. Along the perimeter where adjacent structure exists (west wall and remaining portion of south wall), a shoring system consisting of interlocking steel sheet piles or diaphragm walls that controls movement to within tolerable limits is required. The use of ground anchors may also be required.
- / Underpinning of the adjacent structures located adjacent to the western and southern portions of the property may be necessary.
- / Foundations (such as spread footings and raft foundations) founded on or within sound limestone bedrock can be designed using an Ultimate Limit States (ULS) factored bearing resistance of 7.4 MPa in accordance with the Canadian Foundation Manual (CFEM). For seismic design, this site can be assigned a Site Class of A in accordance with the Ontario Building Code (OBC) regulations.
- / The groundwater levels on this site were measured at depths of about 1.3 to 6.6 m below the ground surface (Elevation 67.1 to 74.2 m). A hydrogeological study will be required to evaluate the requirements and impacts of construction dewatering and long-term groundwater management.

5.3 Roadway Traffic and Noise Assessment

A Roadway Traffic and Noise Assessment was completed by Gradient, dated February 2021. The assessment is based on (i) theoretical noise prediction methods that conform to the Ministry of the Environment, Conservation and Parks (MECP) and City of Ottawa requirements; (ii) noise level criteria as specified by the City of Ottawa's Environmental Noise Control Guidelines (ENCG); (iii) future vehicular traffic volumes based on the City of Ottawa's Official Plan roadway classifications; and (iv) architectural drawings provided by Figurr Architects Collective in January 2021.

The results of the analysis indicate that noise levels will range between 58 and 75 dBA during the daytime period and between 54 and 67 dBA during the nighttime period. The highest noise level (75 dBA) occurs at the north façade, which is nearest and most exposed to Carling Avenue. Building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA.

Results indicate that the development will require central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. Warning Clauses will also be required be placed on all Lease, Purchase and Sale Agreements.

Noise levels at the Level 8 and 5 terraces are expected to exceed 55 dBA during the daytime period without a noise barrier. If these areas are to be used as outdoor living areas, noise control measures are required to reduce noise levels as close as possible to 55 dBA where technically and administratively feasible. Further analysis investigated the noise mitigating impact of raising the perimeter guards to 1.2 m and 1.5 m above the walking surface. Results of the investigation proved that noise levels can be reduced to 55 dBA and below with these barrier heights.

With regard to stationary noise impacts, a stationary noise study is recommended for the site during the detailed design once mechanical plans for the proposed building become available.

5.4 Pedestrian Level Wind Study

A Pedestrian Level Wind Study was completed by Gradient, dated February 2021. The study involves simulation of wind speeds for selected wind directions in a three-dimensional (3D) computer model, combined with meteorological data integration, to assess pedestrian wind comfort and safety within and surrounding the subject site according to City of Ottawa wind comfort and safety criteria.

The results and recommendations derived from these considerations are summarized as follows:

- / All grade-level areas within and surrounding the subject site will be acceptable for the intended pedestrian uses throughout the year.
- / The amenity terraces at Levels 5 and 8 are predicted to be suitable for sitting during the summer season, which is considered acceptable.
- / The terrace atop the tall building at Level 27 will require mitigation to achieve the sitting comfort class during the summer season.
- / Within the context of typical weather patterns, no pedestrian areas within and surrounding the subject site were found to experience conditions that could be considered uncomfortable or dangerous.
- / Regarding primary and secondary building access points, wind conditions predicted in this study are only applicable to pedestrian comfort and safety. As such, the results should not be construed to indicate wind loading on doors and associated hardware.

5.5 Site Servicing Study

LRL Associates Ltd. was retained by Katasa Group to complete a Stormwater Management Analysis and Servicing Brief for the ultimate development of the site. This Stormwater Management and Servicing Report for

the development proposed at 770-774 Bronson Avenue presents the rationale and details for the servicing requirements for the subject property.

In accordance with the report objectives, the servicing requirements for the development are summarized below:

Water Service

- / The maximum required fire flow was calculated at 20,000 L/min using the FUS method.
- / There are nine (9) existing fire hydrants available to service the proposed development. They will provide a combined fire flow of 35,960 L/min to the site.
- / The new development will be serviced with two pairs of new 150 mm dual water service connections to be connected to the existing 406 mm watermain within Carling Avenue (for Phase 1) and existing 203 mm watermain within Cambridge Street South (for Phase 2), respectively.
- / Boundary conditions received from the City of Ottawa indicate that sufficient pressure is available to service the proposed site.

Sanitary Service

- / The total anticipated sanitary flow from the proposed development is 8.37 L/s.
- / Phase 1 of the proposed development will discharge 6.21 L/s to the existing 375 mm dia. combined sewer within Bronson Avenue via a proposed 150 mm diameter sanitary service lateral.
- / Phase 2 of the proposed development will discharge 2.17 L/s to the existing 250 mm dia. combined sewer within Cambridge Street South via a proposed 150 mm diameter sanitary service lateral.

Stormwater Management

- / Stormwater quality control are not required as per consultation with RVCA.
- / The storm water release rates from the proposed development will meet calculated allowable release rate of 30.75 L/s.
- / Stormwater quantity control objectives will be met through on-site storm water ponding on the roof and internal building cisterns to be designed by a mechanical engineer.

6.0 Conclusions

It is our professional opinion that the applications for Zoning By-law Amendment and Site Plan Control are appropriate, represent good planning, and are in the public interest for the following reasons:

- / The proposed development is consistent with the Provincial Policy Statement (PPS) by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area and contributes to the range of housing options available in the community.
- / The proposed development conforms to the Official Plan policies regarding intensification, managing growth in the urban area, and land use policies for Arterial Mainstreets. The proposed development also conforms urban design objectives and compatibility criteria found in Sections 2.5.1 and 4.11 of the Official Plan, respectively.
- / The proposal advances several of the City's Urban Design Guidelines for High-Rise Buildings and for Arterial Mainstreets;
- / The proposed development complies with the intent of the Zoning By-law, subject to the proposed site-specific Zoning By-law Amendment intended to zone the lands as one parcel for redevelopment; and,
- / Supporting studies confirm that the proposal is functional and appropriate.



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