

**Report to/Rapport au:**

**Planning Committee  
Comité de l'urbanisme**

**and Council / et au Conseil**

**November 23, 2012  
23 novembre 2012**

**Submitted by/Soumis par: Nancy Schepers, Deputy City Manager/Directrice  
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Capital/Capitale (17)

Ref N°: ACS2012-PAI-PGM-0263

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**SUBJECT: ZONING - 774 BRONSON AVENUE AND 551 CAMBRIDGE STREET  
SOUTH**

**OBJET: ZONAGE - 774, AVENUE BRONSON ET 551, RUE CAMBRIDGE  
SUD**

### **REPORT RECOMMENDATION**

That the Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 to change the zoning of 774 Bronson Avenue and 551 Cambridge Street South from Arterial Mainstreet AM1 H(27.5) to a new Arterial Mainstreet AM1[XXXX]SYYY-h exception zone with a holding provision as detailed in Documents 2 and 3 and as shown in Document 1.

### **RECOMMANDATION DU RAPPORT**

Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification au Règlement de zonage n° 2008-250 afin de modifier le zonage des 774, avenue Bronson et 551, rue Cambridge Sud de Zone d'artère principale AM1 H(27.5) à une nouvelle Zone d'artère principale AM1[XXXX]SYYY-h assortie d'une exception et d'une disposition d'aménagement différé, tel que décrit dans les Documents 2 et 3 et tel qu'indiqué dans le Document 1.

## EXECUTIVE SUMMARY

### **Assumption and Analysis**

The subject property is located south of Carling Avenue on the west side of Bronson Avenue and east side of Cambridge Street South. It is rectangular in shape and is a through lot. Currently located on the portion of the property facing Bronson Avenue are a two-storey apartment building and a two-storey mixed-use building. Facing Cambridge Street are two-storey office buildings.

While the current zoning would allow buildings that are nine-storeys (27.5 metres) high, as well as the density of the development that is being proposed, the applicant is intending to rezone the subject property to redistribute the current allowable density to permit a 12-storey (41.5 metres) mixed use building having a four-storey podium along Bronson Avenue and a six-storey (21 metres) residential dwelling that will face Cambridge Street. The top two-storeys of the building facing Cambridge Street are intended to be stepped back from the street approximately 3.3 metres. The proposed development will have approximately 180 units and 158 underground parking spaces. The applicant is also requesting amendments to various performance standards.

The property is designated Arterial Mainstreet. The policies in the Official Plan identify Arterial Mainstreets as areas where an increase in height can be appropriate. The City's compatibility and design policies provide direction for new development to integrate into the existing area. The proposed zoning will protect the lower density development to the west as well as the developments along Bronson Avenue and opposite the site to the east. Compatibility of the proposed development with the surrounding community will be obtained through characteristics such as building transition, podiums, building setbacks, minimal sun/shadow impact and roadway modifications to address existing traffic concerns.

### **Financial Implications**

If the zoning amendment is carried and an appeal is brought before the Ontario Municipal Board, staff resources would be utilized to defend Council's position. In the event the amendment is not carried and an appeal is launched, an external planner would need to be retained at an estimated cost of \$20,000 to \$25,000. Funds are not available from within existing resources and the expense would impact Planning and Growth Management's operating status.

The design and construction of traffic calming measures on surrounding streets will be funded by the applicant.

### **Public Consultation/Input**

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy. Thirty-one comments were received from the public notification process, 19 people expressed concerns over the proposal, seven wanted more information and four stated their approval of the proposal. Three of these

indicated that their approval was contingent upon the implementation of the agreement reached between the applicant and the Dow's Lake Residents Association. The Dow's Lake Residents Association provided a comment expressing the principles of approval. A summary of the public comments received and a response to them are contained in Document 4.

## RÉSUMÉ

### **Hypothèse et analyse**

Le bien-fonds en question est situé au sud de l'avenue Carling du côté ouest de l'avenue Bronson et côté est de la rue Cambridge Sud. Il s'agit d'un lot traversant de forme rectangulaire. Sur la partie donnant sur l'avenue Bronson se trouvent un immeuble d'appartements de 2 étages et un immeuble polyvalent de 2 étages, tandis que sur la partie donnant sur la rue Cambridge Sud se trouvent des immeubles de bureaux également de 2 étages.

Quoique la présente désignation de zonage permette des bâtiments de 9 étages (d'une hauteur de 27,5 mètres) ainsi que la densité d'aménagement proposée, la requérante entend obtenir une modification du zonage afin de répartir différemment la densité actuellement permise, et ainsi, de pouvoir aménager un bâtiment polyvalent de 12 étages (41,5 mètres) avec un socle de 4 étages donnant sur l'avenue Bronson et un immeuble résidentiel de 6 étages (21 mètres) donnant sur la rue Cambridge. Il est prévu que les deux étages supérieurs du bâtiment donnant sur la rue Cambridge seront en retrait d'environ 3,3 mètres depuis la rue. L'aménagement proposé consistera en quelque 180 unités et 158 places de stationnement souterraines. La requérante propose également des modifications à diverses normes fonctionnelles.

Le bien-fonds est désigné Zone d'artère principale. Les politiques du Plan officiel en matière d'artères principales les identifient comme des secteurs où une augmentation de la hauteur serait appropriée. Les politiques municipales en matière de compatibilité et de conception des nouveaux aménagements privilégient une intégration harmonieuse dans le secteur existant. Le zonage proposé protégera la densité plus faible qui caractérise le secteur à l'ouest de l'emplacement tout comme la forme bâtie le long de l'avenue Bronson et dans le secteur du côté opposé de l'avenue Bronson vers l'est. La compatibilité de l'aménagement proposé avec la collectivité environnante sera réalisée par des caractéristiques telles la transition entre les bâtiments, les socles, les retraits de bâtiment, l'impact minimal au niveau de l'ensoleillement/des ombres et les modifications à la voirie qui traiteront de préoccupations actuelles en matière de circulation.

### **Répercussions financières**

Si la modification de zonage est adoptée et qu'un appel est interjeté auprès de la Commission des affaires municipales de l'Ontario, des ressources en personnel seraient affectées pour défendre la position du Conseil. Si la modification n'est pas adoptée et que l'appel est interjeté, les services d'un urbaniste externe devraient être

retenus, pour un coût estimé entre 20 000 \$ et 25 000 \$. Ces fonds ne sont pas disponibles à même les ressources existantes et cette dépense aurait des répercussions sur le fonctionnement d'Urbanisme et Gestion de la croissance en 2012.

La conception et les travaux de construction des mesures de modération de la circulation dans les rues environnantes seront financés par le demandeur.

### **Consultation du public/Rétroaction**

Le public a été avisé et invité à une consultation publique conformément à la politique en vigueur. Le processus a eu comme résultat que 31 commentaires ont été reçus : 19 personnes ont soulevé des préoccupations, sept ont demandé des éclaircissements et quatre ont indiqué leur appui. Trois de ces dernières ont précisé que leur appui était conditionnel à la mise en œuvre de l'accord intervenu entre la requérante et l'Association des résidents du lac Dow. Cette dernière a présenté des commentaires expliquant les principes de l'approbation. Un résumé des commentaires reçus du public et des réponses à ces commentaires figure dans le Document 4.

### **BACKGROUND**

The subject property is located south of Carling Avenue on the west side of Bronson Avenue and east side of Cambridge Street South. The subject property is rectangular in shape (920 square metres) and is a through lot. The frontage on Bronson Avenue and Cambridge Street South is approximately 40 metres. Currently located on the portion of the property facing Bronson Avenue are a two-storey apartment building and a two-storey mixed-use building. Facing Cambridge Street are two-storey office buildings. To the north, along Carling Avenue are a combination of commercial and residential uses while to the west and south are residential uses, including an abutting six-storey apartment building. To the east, across Bronson Avenue, are a sports field associated with Glebe High School and more residential dwellings.

While the current zoning would allow buildings that are nine-storeys (27.5 metres) high, as well as the density of the development that is being proposed, the applicant is intending to rezone the subject property to redistribute the current allowable density to permit a 12-storey (41.5 metres) mixed use building having a four-storey podium (approximately 21 metres) along Bronson Avenue and a six-storey (21 metres) residential building that will face Cambridge Street. The top two-storeys of the building facing Cambridge Street are intended to be stepped back from the street approximately 3.3 metres. The proposed development will have approximately 180 units and 158 underground parking spaces. In addition to the redistribution of height, the applicant is also requesting that no parking be required for commercial uses located on the ground floor and that the height of the approximately 5.0 metre roof top amenity area not be included in the overall height of the building.

## DISCUSSION

### Planning Act and Provincial Policy Statement (PPS)

Section 2 of the *Planning Act* outlines those land use matters that are of Provincial interest, to which all City planning decisions shall have regard. The provincial interests that apply to this site include the appropriate location of growth and development and the promotion of development that is designed to be sustainable to support public transit and to be oriented to pedestrians.

In addition, the *Planning Act* requires that all City planning decisions be consistent with the PPS, a document that provides further policies on matters of provincial interest related to land use development. The PPS contains policies which indicate that there should be an appropriate mix of uses to support strong, liveable and healthy communities.

The recommended Zoning By-law amendment is considered consistent with the matters of provincial interest as outlined in the *Planning Act* and is in keeping with the PPS by promoting efficient use of land and existing infrastructure for the development of an alternate form of housing as part of a node in proximity to existing and future rapid transit and to community services and amenities. This approach to redevelopment is supportive of the long term prosperity of the community and a form of City building in keeping with the direction of the PPS.

### Official Plan

While the subject property does not have frontage on Carling Avenue, the current zoning of the property is Arterial Mainstreet and as such, the corresponding Official Plan designation for the subject property is also Arterial Mainstreet. The Official Plan indicates 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 and development situated on the rear portions of the property not be considered to be non-conforming by virtue of not being located adjacent to the street. The Arterial Mainstreet designation identifies streets that offer some of the most significant opportunities in the city for intensification through more compact forms of development, a lively mix of uses and a pedestrian-friendly environment. It is recognized that Arterial Mainstreets are planned to provide the opportunity to evolve over time into more compact, pedestrian oriented and transit friendly places. It is the Department's position that the proposed mixed-use development on the property will fulfill this Policy direction.

Redevelopment and infill are encouraged on Arterial Mainstreets in order 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 will provide for a building along the property line that has pedestrian access at the ground level, as well as commercial space that will help animate this section of Bronson Avenue.

On Arterial Mainstreets, the Official Plan supports building heights up to nine-storeys. However, Policy 3.6.3.8 indicates that greater heights may be considered if the proposal is in accordance with any of five criteria. It is the Department's position that the proposal satisfies three of these.

1. The first is that the height of the buildings proposed are in conformity with prevailing building heights and the design of the development provides a transition between existing buildings. In this regard, the building facing Cambridge Street South is the identical height to the residential apartment building immediately to the south. As well, the proposed stepping back of the upper two-storeys by approximately 3.3 metres helps increase compatibility. There is also proposed to be a four-storey podium along Bronson Avenue and setbacks above the fourth floor to the top of the twelfth floor of approximately 4.2 metres to the northern property line and 10.5 metres to the south property. This podium and setbacks help lessen the massing of the building on surrounding properties and the overall impact of the extra three-storeys proposed. In addition, the approximately 11 metres of greenspace located between the 12 and six-storey buildings on the property also helps create a transition between built forms.
2. The second point relates to creating a community focus where the proposal is on a corner lot, or at a gateway location or at a location where there are opportunities to support transit at a transit stop or station. The proposed commercial on the ground floor can help foster the creation of a community focus and the development is located in the vicinity of the intersection of two arterial roadways, which provide the opportunity for a gateway location between the Arterial Mainstreet of Carling Avenue and the Traditional Mainstreet of Bronson Avenue to the north. As well, with a transit stop located immediately at the property along Bronson Avenue and as Bronson Avenue is identified as a transit priority corridor, there is the opportunity to support this transit.
3. The third is that the proposed development meets the considerations set out in Section 2.5.1. and 4.11 related to design and compatibility, as will be discussed below.

Key thrusts of the Official Plan for all intensification focus on urban design and compatibility considerations. Urban design is an important component of that sensitive approach and is concerned with how buildings, landscapes and adjacent public spaces look and function together. Good urban design and quality architecture can create lively community places with distinctive character and meaningful connections between the existing surroundings. With respect to compatibility, the Official Plan notes that in general terms, compatible development means development that although is not necessarily the same as or even similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with development without causing any 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 Design Objectives and Principles

Section 2.5.1. contains seven design objectives relating to how built environment should be addressed as the City matures and evolves. These Design Objectives are broadly stated and are to be applied within all land use designations from the broad citywide perspective down through to the neighbourhood, street, site and finally at the building perspective. The proposed development has been evaluated in relation to this section of the Official Plan and the design objectives that are relevant to the applicant's proposal. The following discussion highlights how they are being satisfied.

The first design objective is to enhance the sense of community by creating and maintaining places with their own distinct identity. The proposed rezoning will allow for a development that will meet this design objective by incorporating a quality of architecture that will enhance and improve upon the image of the City as well as promote Ottawa as a major metropolis. The placement of the six-storey building along Cambridge Street South and the stepping back of the two upper floors respects the six-storey building immediately to the south as well as the four-storey building adjacent to the north and the one and two-storey buildings to the west, across the street. The 12-storey high-rise apartment building facing Bronson Avenue is located on a four-storey podium, which picks up on the existing character of the street, while allowing for intensification anticipated by the Official Plan. The proposed buildings also help define the neighbouring residential community to the west while also providing a distinguishing building that will help define the terminus of Carling Avenue at Bronson Avenue.

In terms of City image, the addition of the proposed development at this location serves to punctuate and mark an area that the Official Plan identifies as being intended for intensification. As well, with the increase in height of three-storeys along Bronson Avenue, the design of the development is not expected to have a significant sun/shadow impact on the surrounding properties. During the summer months there is no impact on the surrounding buildings while at the equinoxes the impact is only on the adjacent properties to the north during the morning hours.

The second design objective relates to defining quality public and private spaces through development. The proposed development provides quality outdoor amenity space in the form of private balconies, rooftop terraces and an amenity landscaped courtyard. Parking is proposed to be provided underground and is therefore removed from the pedestrian environment. The proposed design is sensitive to the adjacent streets with landscaping to be provided next to the sidewalks and the continuous building facade along Bronson Avenue and Cambridge Street South will help define the public space.

A third design objective to consider when evaluating a rezoning proposal is the ability of the proposal to create places that are safe, accessible, easy to get to and easy to move through. The proposal's close relationship to the street edge ensures that the buildings are easily and quickly accessible for pedestrians and the pathways proposed through the site will be thoroughly lit and easily traversed. The significant number of windows

proposed for the buildings improves safety by allowing passive surveillance of the public street, as well as the interior greenspace proposed.

The fourth design objective provides that development should be integrated to complement and enliven the surroundings. It should allow the built form to evolve through architectural style and innovation and complement the massing patterns, rhythm, character, and context. The landscaping, open space, contrasting building materials, resulting light penetration and air circulation associated with the proposed development will complement and lighten the surroundings. The proposed development will provide for an architectural and landscaped architectural style that shows innovation that will complement the existing rhythm, character and context of the surrounding area.

The fifth consideration of design is to provide for adaptability and diversity, by creating places that can adapt and evolve easily over time and that are characterized by variety and choice. The proposal represents a relevant example of compact urban form for this site. With the landscaping, open space, building setbacks and architectural characteristics provided, the proposed development can be integrated into the surrounding community. As well, the units provided will help fulfill the goal of providing accommodation to meet the needs of people of different incomes and lifestyles at various stages in life.

The sixth design objective relates to understanding and respecting natural processes and features, and to promote environmental sustainability in development. The proposed development will increase the amount of vegetation on a property that is currently characterized by asphalt and through the Site Plan Control process stormwater will be retained and managed on site.

The final consideration in design relates to maximizing energy efficiency and promoting sustainable design to reduce resource consumption, energy use and carbon footprint of the built environment. The orientation of the buildings in an east/west direction, with space between them in a north/south direction, will help increase the opportunity for solar gain and natural ventilation. Proximity to transit and sidewalks along Bronson Avenue and Cambridge Street South will help maximize opportunities for sustainable transportation modes. The hard surfaced materials on site will be of a colour to reduce the urban heat island effect.

Based on the foregoing, it is the Department's position that the applicant's proposal satisfies the design criteria contained in the Official Plan, will contribute to a positive urban design experience and be positively integrated into the surrounding neighbourhood.

In addition to the design policies contained in the Official Plan, the proposed rezoning must also be evaluated in relation to the compatibility policies in Chapter Four of the Official Plan, namely Section 4.11. While certain policies, such as loading, lighting and the location of vehicular access are issues for Site Plan Control, there are other specific policies in this section that give direction to evaluating rezoning proposals. These relate to building profile and compatibility, traffic, sunlight and microclimate.



### Section 4.11

Section 4.11 indicates that high-rise buildings may be considered on lands that are designated as Arterial Mainstreet. In doing so, it will be considered both as an example of architecture on its own right and also as an element of urban design within a wider context. In this regard, the Official Plan provides direction in building profile and compatibility. As the building proposed along Bronson Avenue is over nine-storeys in height, it is considered a high-rise building in the Official Plan and the Official Plan states that high-rise buildings may be considered as appropriate forms of development in specific circumstances. This includes lands designated Arterial Mainstreet.

As part of the evaluation for building profile and compatibility, high-rise buildings are to be evaluated on how the scale, massing, and height of the proposed development relate to adjoining buildings, as well as the existing and planned context of the surrounding area. While the proposed building will be the highest in the immediate area, consideration must be given to the current zoning, which will allow a nine-storey building and the fact that the density of development proposed is that which is currently allowed on the property. As well, the zoning of the properties to the north, at the intersection of Carling and Bronson Avenues, would allow a building that is 28 metres or nine-storeys high. It is the Department's position that the proposed development is in keeping with the currently allowable heights, with the setbacks above the podium of the building along Bronson Avenue (4.2 metres to the north and 10.5 metres to the south), lessening the impact on existing buildings along Bronson Avenue. In relation to the properties on the east side of Bronson Avenue, there is a playing field immediately across from the site and lower density residential development is offset to the south, at a distance of approximately 30 metres. This distance helps mitigate the impact of the proposed development on residential uses east of the subject lands.

Another consideration for approval is how the proposed development enhances existing or creates views, vistas and landmarks, as well as how the top of the building affects the skyline. While only six to 12-storeys tall, the floor plate with a podium, setback articulation, the modern architecture and a building top that complements that architecture, creates a landmark building on a section of Bronson Avenue that is characterized by older buildings needing repair and automobile oriented commercial uses. As such, it is the Department's position that the proposed building is seen as successfully fitting in with the existing buildings.

It is the Department's position that the quality of architecture proposed will provide a positive contribution to the surrounding area and the location of both open space and a building along the street edge will enhance the public realm as well as contribute in a positive way to support interaction at the street level.

Finally, with respect to building profile and compatibility, consideration must be given to how the proposal enhances the public realm. This includes the contribution to and the interaction with its surroundings at street level. The proposed development is intended to enhance the adjacent streetscape. The podium along Bronson Avenue is intended to

frame the street, with the possibility of commercial uses further enhancing the pedestrian experience. The proposed landscaping, including trees, will also help create animation and enhance the pedestrian experience.

As stated, it is understood that when integrating taller buildings into a neighbourhood that has lower built areas, compatibility and integration are important considerations and one means to help ensure a positive integration is by the use of transition. Transition can consist of different elements. It can be the incremental change in building height, or using different massing at different heights; it can be obtained through exterior building treatment, architectural design (e.g. cornices) or building setbacks; and it can be achieved through separation distances, such as open space areas. The applicant has used various techniques to achieve transition. As mentioned, there is a setback above the fourth floor for both the building along Cambridge Street South and Bronson Avenue, to create a transition in building height that complements the existing built form and makes the future redevelopment of adjacent properties more compatible with the subject proposal.

In addition to the policies mentioned above, Section 4.11 also states that buildings, structures and landscaping will be used to clearly define public spaces such as streets and parks. Within intensification target areas, including where the subject property is located, development will be in the form of continuous building frontages that frame the street edge and support a more pedestrian friendly environment. Both the building frontages along Cambridge Street and Bronson Avenue are continuous, with pedestrian access provided at the ground level. As well, along Bronson Avenue, there is proposed to be a landscaped strip to help improve the relationship of the building to the street.

It is important to mention that although the building on Cambridge Street is not a high-rise building, it too takes into consideration the form of surrounding developments. Instead of being nine-storeys, as is currently allowed, it will only be six, which is identical to the apartment building adjacent to the south. As well, the fifth and sixth storey are set back so as not to overpower the surrounding residential dwellings but to be compatible with them and to reinforce the character of that lower rise residential street.

#### Sun/Shadow, Microclimate and Traffic

As presented in the Compatibility section, the sun/shadow impact on the surrounding properties will be minimal and the proposed development mitigates these impacts to the extent practicable. Given the relatively low profile of the development, it is the Department's position that there will be negligible microclimate impacts, such as wind. With respect to traffic, a traffic impact study completed for this proposal and reviewed by staff has indicated that the AM peak, traffic volumes resulting from the proposal will be 53 new vehicle trips, 13 into the property and 42 leaving the property. During the PM peak the vehicle traffic volumes will be 42 entering the site and 24 leaving the site. Currently there are 18 vehicle trips to and from the site in both the AM and PM peak. As a result, in each case the proposed development will add less than one vehicle per minute at the peak times.

Despite the relatively small number of additional vehicles trips to be generated at the peak time and considering that if the property were to be developed under the current zoning the number of vehicle trips would be the same, the developer intends to help the community address existing traffic concerns. In consultation with the Ward Councillor and the Dow's Lake Community Association, through the Site Plan Control process and applying a holding zone, the applicant has agreed to implement traffic calming measures on the surrounding local streets.

### Urban Design Guidelines for High-Rise Housing

To help ensure that high-rise buildings are integrated into the surrounding urban fabric in a compatible manner, the City has prepared a set of guidelines for this type of housing. There are 68 separate guidelines separated into different categories, such as context, built form, pedestrians and the public realm, open space and amenities, environmental considerations, site circulation and parking, as well as services and utilities. While some of these are more appropriate for consideration through the Site Plan Control process, all of these are presented so as to allow high-rise buildings to be successfully integrated into the surrounding community.

With respect to the applicant's proposal, it is designed to transition from a higher density development along Bronson Avenue down to the low-profile residential neighbourhood located to the west on Cambridge Street South. Both the building facing Bronson Avenue and the one facing Cambridge Street have a four-storey podium base with the higher floors setback. This helps to define the street edge and create a continuous building frontage. The close relationship to the adjacent streets and the landscaping that will be provided through the Site Plan process help to create a positive pedestrian environment. The 12-storey building is setback to help reduce sun/shadow impacts on properties to the north and the different facade materials help distinguish the different heights of the building. Outdoor amenity areas will be framed to create a high quality environment, both at grade in a courtyard, as well as on building rooftops. Finally, the entrance to the parking garage will not be visible from the street as it will be provided in the interior of the site.

### Zoning Provisions

As part of the rezoning, the applicant is also requesting modifications to certain performance standards; these include the elimination of the parking required for commercial uses, allowing the enclosed roof top amenity area to not contribute the overall height of the building, a reduction in the landscape buffer abutting a residential zone and a reduction in the width of a driveway for two way traffic.

With respect to parking, the Department notes that the subject property is located on an arterial road with peak bus service, which provides the opportunity for people to travel to the site by using alternative forms of transportation. As well, the commercial units on the property would typically be neighbourhood serving, allowing people to travel a short distance from the surrounding neighbourhoods by using alternative forms of

transportation. While this may not eliminate the need for commercial parking, with the provision of approximately 180 units, the overall visitor parking rate would be in the order of 32 parking spaces. As the peak time for visitors coming to the building is typically different from people who may drive to the property to shop, there is the opportunity to share this on-site parking. As a result, the Department is recommending a provision allowing the commercial parking and the visitor parking to be the same within the development.

With respect to a roof top amenity room, the Department would note that this will not be higher than the proposed mechanical penthouse and as such, will not add to the overall height of the building beyond what would already be taking place on the property. As a result, the Department is recommending that the height of the roof top amenity area not be included in the height of the building. In addition, the Department is also recommending that the gross floor area of the amenity area be capped at 300 square metres.

The Zoning By-law requires that a three metre landscape buffer along the property line when a development abuts a residential zone. The applicant is requesting that this be reduced to 0.9 metres. The intent of the buffer is to provide a separation between a proposed development and the surrounding properties, as well as to help ensure that there is sufficient landscaping on the property. While the applicant is proposing a landscaped area of 0.9 metres in this area, the separation distance between the proposed development (Cambridge building) and the property line is 7.5 metres, with the difference being made up of the driveway leading to the underground parking garage and landscaping along the side of the building. As well, while the landscaping strip along the property line of this portion of the site is reduced, consideration should be given to the fact that significant landscaping internal to the site, between the two proposed structures.

A fourth request is for a reduction in the required driveway width for two way traffic from 6.7 metres to 4.36 metres. Two driveways are to be provided to the site, one from Bronson Avenue and the other from Cambridge Street South, each leading to the underground parking garage. The Department can support this proposed reduction as the traffic using them will be moving slowly. Given the size of the site and projected traffic volumes, it is not anticipated that the proposed reduction in the width of the driveway will result in vehicle conflicts or safety concerns.

Notwithstanding the height limits set out in Document 2, the Department is recommending that the provisions relating to accessory buildings continue to apply, which would allow an accessory structure, such as a gazebo or a shelter in Area D. Such a structure would augment the functioning of the green space on this portion of the property.

### Holding Zone

As mentioned, through the Site Plan Control process, it is the intent of the developer to help mitigate the community's existing traffic concerns. As such, the Department is

recommending that a holding zone be placed on the property, to be lifted at the time of Site Plan Control Approval. It is the intent that the Site Plan Agreement will contain a condition requiring the developer to design, fund and construct these mitigating measures.

### RURAL IMPLICATIONS

There are no rural implications associated with this report.

### CONSULTATION

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy. Thirty-one comments were received from the public notification process, 19 people expressed concerns over the proposal, seven wanted more information and four stated their approval of the proposal. Three of these indicated that their approval was contingent upon the implementation of the agreement reached between the applicant and the Dow's Lake Residents Association. The Dow's Lake Residents Association provided a comment expressing the principles of approval. A summary of the public comments received and a response to them are contained in Document 4.

### COMMENTS BY THE WARD COUNCILLOR

"Whereas many recent development proposals have amounted to little more than the proponent telling the community what they intend to do, and then forging ahead despite community comments, concerns or suggested improvements, this process has been very different. From the outset, the developer was open to a real consultation with the affected community associations and local residents. The dialogue continued through many meetings, leading to a compromise that could meet the objectives of the developer with fewer impacts on and more benefits to the community. This included changes to height, orientation, architecture, greenspace and, most important perhaps, an agreement on how to handle anticipated traffic impacts on the smaller residential streets.

I wish to draw attention to the positive relationship created between all parties; sadly a typical and yet highly desirable and worth learning from -- even emulating -- across the city.

Specifically, I wish to note that the Dows Lake Residents Association has worked with the Developer to come to an agreement concerning a set of traffic calming measures to be implemented, to bring relief to the existing traffic situation and additional traffic resulting from this proposed development. My support for this proposal, as well as that of the community, is contingent on those measures being implemented through the holding provisions of this rezoning and as part of the complementary Site Plan Control Application."

### LEGAL IMPLICATIONS

Should the recommendation be adopted and this matter appealed to the Ontario Municipal Board, it is expected that a two to three day hearing would result. This hearing could be conducted within staff resources. In the event that application is refused, reasons must be provided, Should the refusal be appealed to the Board, an outside planner would need to be retained at an estimated cost of \$20,000 to \$25,000.

### RISK MANAGEMENT IMPLICATIONS

There are no risk management implications association with the recommendation in this report.

### FINANCIAL IMPLICATIONS

If the zoning amendment is carried and an appeal is brought before the Ontario Municipal Board, staff resources would be utilized to defend Council's position. In the event the amendment is not carried and an appeal is launched, an external planner would need to be retained at an estimated cost of \$20,000 to \$25,000. Funds are not available from within existing resources and the expense would impact Planning and Growth Management's operating status.

The design and construction of traffic calming measures on surrounding streets will be funded by the applicant.

### ACCESSIBILITY IMPACTS

There are no accessibility implications associated with this report.

### ENVIRONMENTAL IMPLICATIONS

There are no environmental implications associated with this report.

### TECHNOLOGY IMPLICATIONS

There are no technology implications associated with this report.

### TERM OF COUNCIL PRIORITIES

C1 – Contribute to improvement of quality of life.  
C3 – Provide a compelling vibrant destination  
GP3- Making Sustainable Choices

### APPLICATION PROCESS TIMELINE STATUS

The application was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to a need to resolve engineering issues.

### SUPPORTING DOCUMENTATION

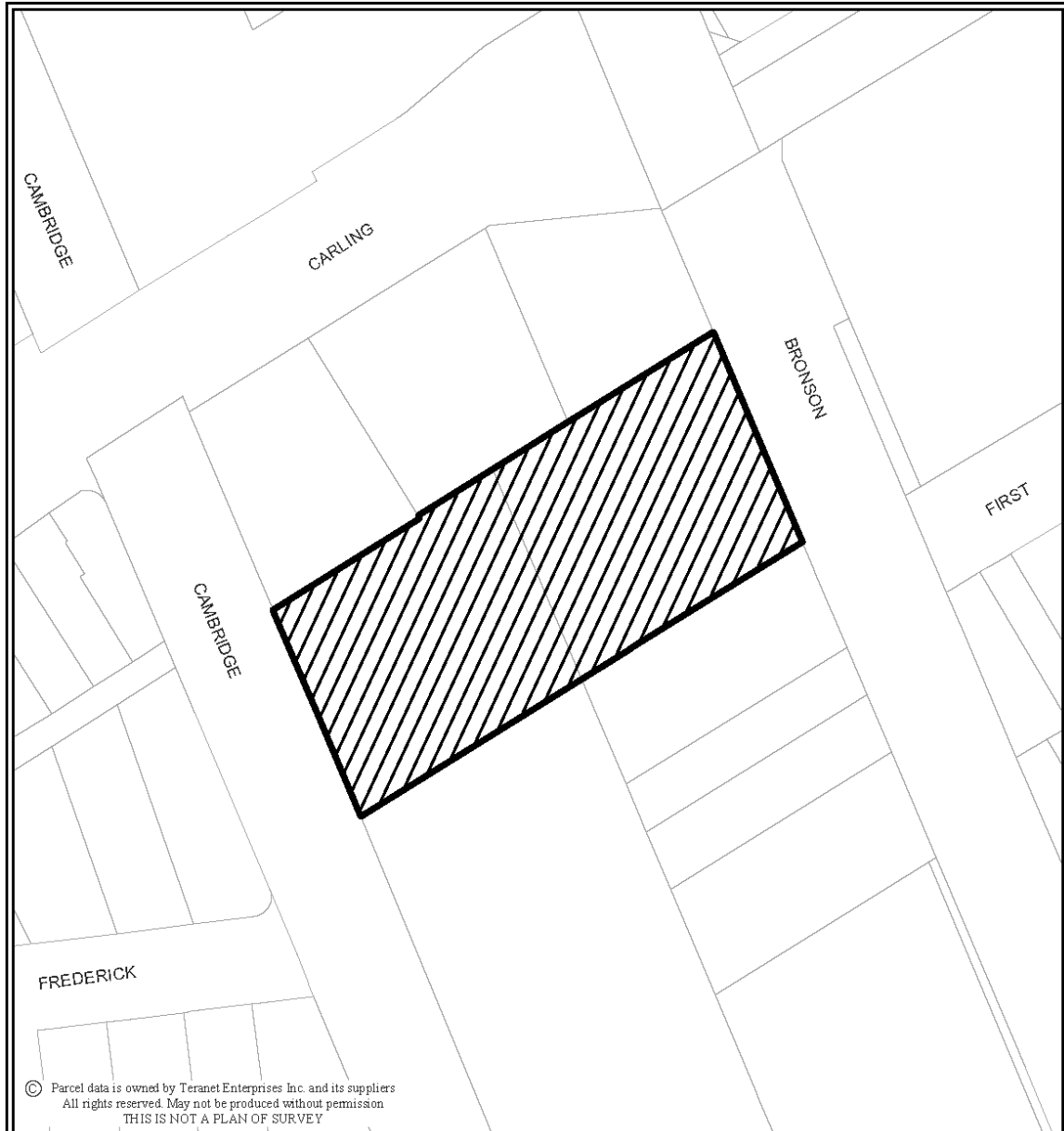
- Document 1 Location Map
- Document 2 Height Schedule
- Document 3 Details of recommended Zoning
- Document 4 Consultation Details
- Document 5 Renderings
- Document 6 Greenspace/Landscape plan

### DISPOSITION

City Clerk and Solicitor Department, Legislative Services to notify the owner, applicant, Ottawa Scene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5, Ghislain Lamarche, Program Manager, Assessment, Financial Services Branch (Mail Code: 26-76) of City Council's decision.

Planning and Growth Management to prepare the implementing by-laws, forward to Legal Services and undertake the statutory notification.


Legal Services to forward the implementing by-law to City Council.



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**Ottawa**  
 Produced by Infrastructure Services  
 and Community Sustainability  
 Produit par Services d'infrastructure  
 et Viabilité des collectivités

D02-02-12-0074	12-1077-X
I:\C\O\2012\ZONING\BRONSON_774_CAMBRIDGE_551	
2012 / 07 / 26	
REVISION DATE	DE RÉVISION

 **Location Map / Plan de révision**  
**Zoning Key Plan / Schéma de zonage**  
**774 Bronson Ave and 551 Cambridge St. S**

041030125 Denotes Teranet-Polaris Parcel Identification Number

Échelle  
 N.T.S.  
 Mètres

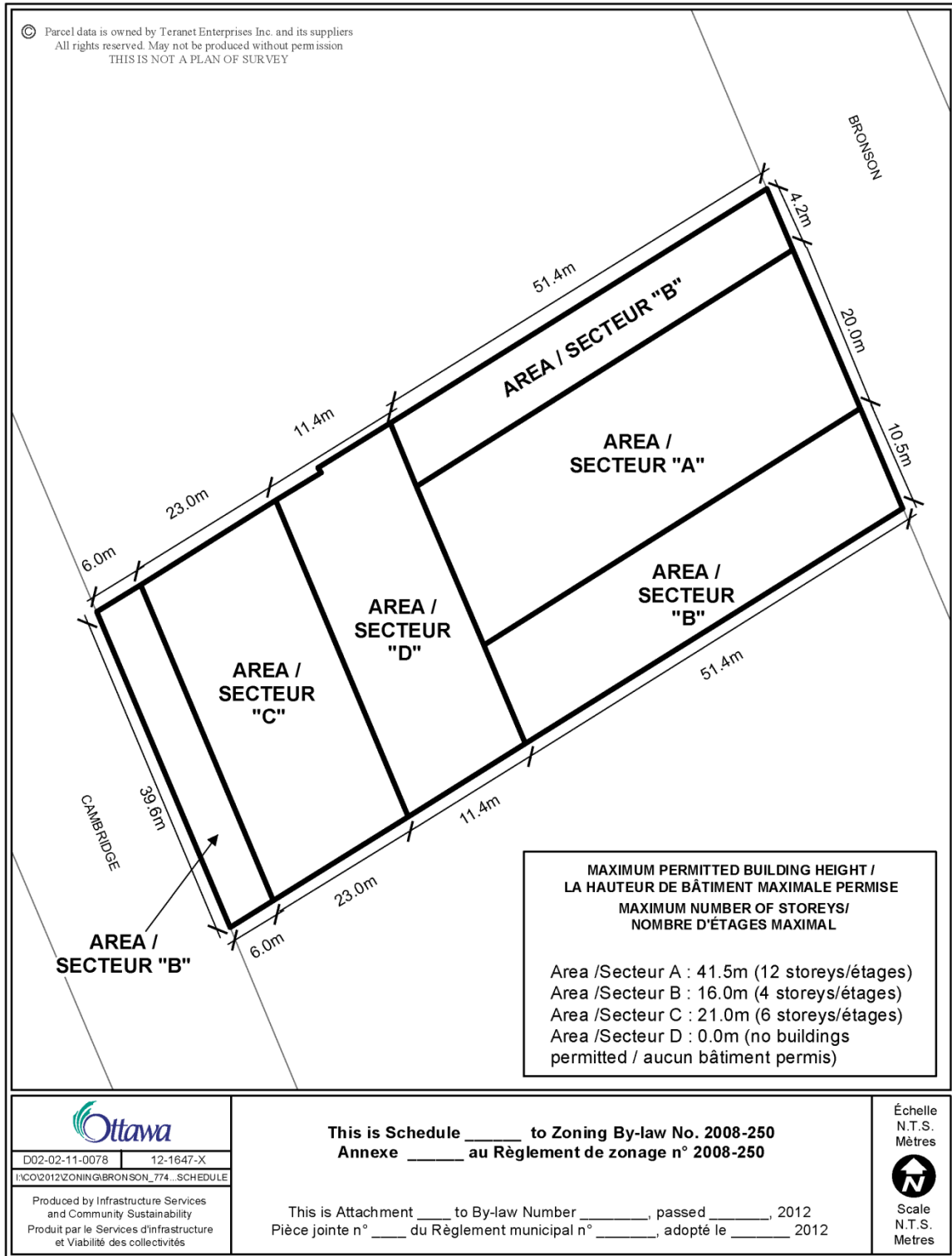


Scale  
 N.T.S.  
 Mètres



**HEIGHT SCHEDULE**

**DOCUMENT 2**



**DETAILS OF RECOMMENDED ZONING**

DOCUMENT 3

**Proposed Changes to the Comprehensive Zoning By-law**

1. Rezone the subject property as shown on Document 1 from AM1H(27.5) to AM1[xxxx] Syyy-h.
2. Add a new exception to Section 240 – Urban Exceptions, including provisions similar in effect to the following:
  - a. Building heights shall be in accordance with Schedule yyy
  - b. Schedule yyy does not apply to accessory buildings or structures, which continue to be regulated by Section 55.
  - b. Required residential visitor parking can be used to also fulfill the requirements for commercial parking.
  - c. Roof top amenity area:
    - (i) Having a maximum height of five metres is not included in the overall height of the building,
    - (ii) Shall have a maximum gross floor area of 300 square metres.
  - d. The landscape buffer abutting a residential zone may be 0.9 metres.
  - e. A driveway may have a minimum width of 4.36 metres.
  - f. A holding symbol will not be removed until such time as an application for Site Plan Control Approval has been approved and,
    - (i) That approval contains a condition to the satisfaction of the General Manager of Planning and Growth Management, requiring the applicant to design, fund and construct road modifications on surrounding streets.

**CONSULTATION DETAILS**

DOCUMENT 4

## NOTIFICATION AND CONSULTATION PROCESS

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Thirty-one comments were received from the public notification process, 19 people expressed concerns over the proposal, seven wanted more information and four stated their approval of the proposal. Three of these indicated that their approval was contingent upon the implementation of the agreement reached between the applicant and the Dow's Lake Residents Association. The Dow's Lake Residents Association provided a comment expressing the principles of approval. The principles of that agreement are presented below.

## PUBLIC COMMENTS

Concerns Relating to the Proposed Development

1. The proposed development is too high; it doesn't respect the nature and character of the existing area.

Response

The existing zoning on the property would allow a building that is nine-storeys high. As presented in this report, it is the Department's position that the proposed height along Cambridge Street of six-storeys and the proposed height of 12-storeys along Bronson Avenue is in keeping with the height of a development that could be constructed on the property and the character of the area.

2. The traffic in the area is already bad; this proposal will only worsen the situation as well as place our children and pedestrians at risk

Response

A traffic study completed for the proposed development indicates that the impact on the surrounding community will be minimal. The expected traffic volumes are approximately 53 vehicles at the AM peak and 66 vehicles at the PM peak. As part of the Site Plan Control application, the applicant will be undertaking traffic calming to the surrounding streets.

3. I am appalled by the number of new buildings taking over our City, we are destroying our heritage.

Response

The buildings on the subject property do not have any heritage significance. As well, the Official Plan recognizes that there will be development within neighbourhoods, and

provides for considerations to address matters of compatibility. It is the Department's position that the proposal satisfies the relevant policies in the Official Plan.

4. Where is the bicycle parking?

Response

Bicycle parking will be provided at the requirement of the Zoning By-law with the location for bike parking being addressed through the Site Plan Control Approval process.

5. Do they need to have so many parking spaces being so close to public transit?

Response

The parking that is being provided is accordance with the requirements of the Zoning By-law. Parking has been proposed to reflect shared use of ground floor commercial and visitor parking.

6. Approving this proposal would create a terrible precedent.

Response

Each application is evaluated on its own merit. It is the Department's position that this proposal is in keeping with the policies of the City's Official Plan relating to intensification.

7. This proposal is too dense for this property.

Response

The density of the proposed development is representative of the density that could be constructed under the current zoning.

8. The proposed development will cast a shadow across the neighbourhood.

Response

A sun/shadow study completed for this proposal indicates that the impact on the surrounding properties will be minimal.

9. This proposal will infringe upon my privacy.

Response

The height of the proposed development along Cambridge Street is three-storeys less than currently permitted and across from the subject lands along Bronson Avenue is a sports field. The setbacks of the tower also help mitigate the impact of the proposed development on the residential dwellings further to the south.

10. The City does what developers want, with or without my input.

Response

The City considers the input of all respondents. The Planning and Growth Management Department makes a recommendation to Planning Committee and Council based on the policies of the Official Plan and any secondary planning documents.

11. The 158 parking spaces proposed for 180 units is not enough.

Response

Parking is being provided in accordance with Zoning By-law requirements. As well, there is public transit along both Bronson and Carling Avenues which can supply an alternative means of transportation.

12. The blasting proposed will damage my building.

Response

Any blasting that takes place must be in accordance with provincial regulations, which includes a pre and post blast inspection. Any damage that occurs as a result of the blasting is a civil matter between the two property owners with the repair being the responsibility of the one conducting the blasting.

## COMMUNITY ORGANIZATION COMMENTS

Dow's Lake Residents Association - Principles of Conditional Agreement

The principles on traffic that were agreed to between the applicant and the Dow's Lake Residents Association (DLRA) are as follows:

1. Traffic from the new development would, to the extent practical, use the arterial roads instead of the roads through the residential area. Hence, the entrance to the parking garage oriented as shown.
2. Cut through traffic from Carling east bound and new traffic exiting the Samcon development would be eliminated by stopping south bound traffic on Cambridge from turning right on to Frederick.
3. Traffic calming on Kippewa will be implemented so that the new traffic introduced by this development would not impact on the safety of our children.

We understand that the City has a role to accept what the community has agreed to with the developer. To make this easier, Samcon have agreed to cover the costs associated with each of the changes agreed. The DLRA and the community are not against development on this property and, in fact, are prepared to support the development as long as the measures agreed to minimize the impact of the development on the community are supported and implemented with the support of the City. We have been able to make great progress using a co-operative approach with the developer and we hope we can now establish a co-operative relationship with our City.

#### Response to Comments from the Dow's lake Residents Association

The Department understands that the applicant has agreed to undertake the design and construction of the preferred traffic calming measures and through the Site Plan Control process. The Ward Councillor, staff and the community will be working with the developer to implement the desired strategy. This has been reflected in this report with the recommendation of a holding provision on the property.

**RENDERINGS**

DOCUMENT 5





