

**Subject: Zoning By-law Amendment – 770 and 774 Bronson Avenue and 557  
Cambridge Street South**

**File Number: ACS2023-PRE-PS-0114**

**Report to Planning and Housing Committee on 15 November 2023  
and Council on 22 November 2023**

**Submitted on October 11, 2023 by Derrick Moodie, Director, Planning Services,  
Planning, Real Estate and Economic Development**

**Contact Person: Erin O’Connell, Planner III, Development Review Central**

**613-580-2424 ext.27967, Erin.O’Connell@ottawa.ca**

**Ward: Capital (17)**

**Objet: Modification du Règlement de zonage – 770 et 774, avenue Bronson  
et 557, rue Cambridge Sud**

**Dossier : ACS2023-PRE-PS-0114**

**Rapport au Comité de la planification et du logement**

**le 15 novembre 2023**

**et au Conseil le 22 novembre 2023**

**Soumis le 11 octobre 2023 par Derrick Moodie, Directeur, Services de la  
planification, Direction générale de la planification, des biens immobiliers et du  
développement économique**

**Personne ressource: Erin O’Connell, Planner III, Examen des demandes  
d’aménagement centrale**

**613-580-2424 ext.27967, Erin.O’Connell@ottawa.ca**

**Quartier: Capitale (17)**

## REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 770 and 774 Bronson Avenue and 557 Cambridge Street South, as shown in Document 1, to permit a 22-storey mixed-use building with 188 dwelling units and a nine-storey building with 90 dwelling units, as detailed in Document 2.
2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of November 22, 2023 to submissions received between the publication of this report and the time of Council’s decision.

## RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil d’approuver une modification du Règlement de zonage 2008-250 visant les 770 et 774, avenue Bronson et le 557, rue Cambridge Sud, des biens-fonds illustrés dans le document 1, afin de permettre la construction d’un immeuble polyvalent de 22 étages abritant 188 logements et d’un immeuble de neuf étages abritant 90 logements, comme l’expose en détail le document 2.
2. Que le Comité de la planification et du logement donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux ‘exigences d’explication’ aux termes de la *Loi sur l’aménagement du territoire*, à la réunion du Conseil municipal prévue le 22 novembre 2023 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

## BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

**Site location**

770 and 774 Bronson Avenue and 557 Cambridge Street South

**Owner**

Katasa Development

**Applicant**

Paul Black - FoTenn Consultants Inc.

**Architect**

Figurr Architects Collective

**Description of site and surroundings**

The subject site is an irregularly shaped vacant parcel at the southwest corner of Carling Avenue and Bronson Avenue. The total site area is approximately 4,560 square metres with 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. On the north side of Carling Avenue, opposite the site, is an eight-storey office building, and a 16-storey residential building under construction. On the east side of Bronson Avenue is Glebe Collegiate Institute. South of the site are various low-rise structures with uses ranging from commercial to industrial to residential. Immediately west on the subject site is a two-storey mixed-use building, with surface parking at the rear. West of Cambridge Street South is the Dow's Lake neighbourhood with predominantly detached dwellings.

**Summary of proposed development**

The proposed development is a 22-storey mixed-use building with 188 dwelling units and a nine-storey building with 90 dwelling units. Approximately 600 square metres of commercial space is proposed on the ground floor with access from Bronson and Carling Avenue. 133 parking spaces are proposed below grade, 27 of them visitor parking.

The site has previously gone through several site-specific Zoning By-law Amendments. Lands at 774 Bronson Avenue and 557 Cambridge Street were subject to an application in 2012 to permit a 12-storey building (By-law 2012-439) which implemented height schedule 296. Lands at 770 Bronson were subject to an application in 2017 to permit a six-storey building (By-law 2017-051). Neither proposed development proceeded.

An associated Site Plan Control Application was submitted concurrently with the subject Zoning By-law Amendment and is under review (D07-12-21-0108).

## **Summary of requested Zoning By-law amendment**

The current zoning on the site at 774 Bronson Avenue and 557 Cambridge Street is Arterial Mainstreet Subzone 1 with an exception and a height schedule (AM1 [2003] S296), which permits a building up 38.7 metres or 12 storeys as per Schedule 296. Exception 2003 also reduces parking space rates to 0.1 per dwelling unit, requires visitor parking at grade, has some additional requirements related to parking spaces, and includes a maximum floor space index of 3.0. The current zoning on the site at 770 Bronson Avenue is Arterial Mainstreet Subzone 10 with an exception (AM10[2373]) and permits heights up to 30 metres or approximately 10 storeys. Exception 2373 addresses some specifics of parking space and traffic lane widths.

The proposed zoning would be Arterial Mainstreet Subzone 10, with an exception and a height schedule. This zoning would eliminate the existing exceptions and height schedule that were done based on specific development proposals, implement a new height schedule based on the current proposal, and include an exception dealing with requested revisions to parking requirements. In general, amendments to current zoning are to:

- Increase maximum permitted height from 12 storeys to 22 storeys with specific stepbacks as illustrated in Document 3
- Decrease the minimum parking requirement for dwelling units from 0.5 spaces per dwelling unit to 0.4 spaces per dwelling unit
- Remove the required parking for non-residential uses with a gross floor area of 600 square metres or less where the by-law requires between 1.25 and five parking spaces per 100 square metres depending on use
- Increase the bicycle parking space requirement to 0.75 spaces per dwelling unit from the required 0.5 spaces per dwelling unit
- Remove the requirement for bicycle parking aisle where the bicycle parking space is provided adjacent to a parking space

## **DISCUSSION**

### **Public consultation**

A community information session was held on September 22<sup>nd</sup>, 2021 online. Councillor Menard, City staff, community association representatives, and residents were in attendance. The applicant also met directly with Glebe Annex, Glebe, and Dow's Lake Community Associations.

Public comments generally included concerns on height, building design, land uses, and traffic impacts. Following feedback from the circulation period, the applicant has reduced the building height, increased setbacks and stepbacks, added retail space, and minimized the size and function of access on Cambridge Street North.

For this proposal's consultation details, see Document 5 of this report.

### **Official Plan designation(s)**

The property is identified in the Official Plan as part of the Inner Urban Transect, Mainstreet Corridor designation. The Inner Urban Transect speaks to enhancing an urban pattern of built form, mix of uses, and prioritizing walking, cycling, and transit. The Mainstreet Corridor designation speaks to locating maximum permitted building heights closest to the corridor (Carling and Bronson) and ensuring proper transition.

Generally relevant policies of the Official Plan speak to intensification and diversifying housing options (2.2.1), directing residential intensification towards Corridors (2.2.1.1 and 2.2.1.3), encouraging development that features a range of housing options and amenities (2.2.4.1), reduce minimum parking requirements in Corridors (4.1.4.2), and ensure a diverse range of housing (4.2.1.1). Specifically relevant policies include development up to a maximum of 40 storeys (5.2.3.2), high-density development subject to limits on height and massing and separation distances (5.2.1.3), and proportionate podium heights (5.2.3.2).

### **Other applicable policies and guidelines**

Applicable [Urban Design Guidelines for High-rise Housing](#) include respecting existing and planned views through placement of building and height transitions (1.9), achieving an angular plane towards Cambridge Street (1.13), enhancing the pedestrian experience in the surrounding public realm (2.1, 2.20, 2.23), designing with a distinctive base, middle, and top (2.3), including proper separation distances to adjacent property lines (2.25), minimizing shadow and wind impacts (2.3.1) and particular design attention to the top of the building (2.35, 2.36, and 2.37).

Applicable [Urban Design Guidelines for Development along Arterial Mainstreets](#) include locating buildings along the public street edge and creating continuous streetscapes (1, 4), landscaping features at the corner (8), transitioning in scale and density (14), and providing richly detailed buildings with visual interest (16).

### **Urban Design Review Panel**

The property is within a Design Priority Area and the Zoning By-law Amendment application and Site Plan Control application was subject to the Urban Design Review

Panel (UDRP) process. The applicant presented their proposal to the UDRP at a [formal review meeting](#), which was open to the public.

The formal review meeting was held on September 10<sup>th</sup>, 2021.

The panel was successful in aiding in the implementation of the following:

- Building height was reduced from 26 to 22 storeys.
- Tower in Phase One was shifted away from western property line.
- Distinction was implemented between tower and mid-rise portion of the building.
- The two phases were separated.
- The building was pulled back from Cambridge Street.
- Increased landscaping across the site.

Certain recommendations of the panel were not able to be met:

- The tower was shifted away from the western property line 8.2 metres, but not to the 10-12.5 metres requested by UDRP. The distance proposed meets the general intent and purpose of zoning and guidelines as towers would be offset from any future tower development, minimizing any potential impacts.

### **Planning rationale**

The proposed development includes non-commercial uses at grade, provides 278 additional dwelling units including 50 units with three bedrooms or greater, and is located on an important corner of two designated Mainstreet Corridors, all in keeping with policy direction surrounding intensification, a mix of uses, diversifying housing options, and 15-minute neighbourhoods. Mid to high density development is generally planned for in the Inner Urban Transect subject to proximity and access to transit, limits on building height and massing, separation of towers and urban design policies.

Inner Urban Transect policy 5.2.1.4 also speaks to these areas continuing to develop as mixed-use environments where residents are provided with and in proximity to a full range of services within walking distance to support 15-minute neighbourhoods.

High rise buildings are permitted in this area as set out in Mainstreet Corridor policy 5.2.3.2 that speaks to heights of up to 40 storeys subject to height transitions, stepbacks and angular plane consideration.

In terms of built form, the building includes a high-rise portion of 22 storeys with a limited footprint of 672 square metres closest to the Mainstreet Corridors, with a four-storey podium along Cambridge Street set back between 9 and 12 metres, and a series of stepbacks to transition between the two areas. Separation distance between the proposed tower and neighbouring property line to the west on Carling Avenue has been increased to 8.2 metres. This is deemed appropriate given the anticipated location of a high-rise building on the adjacent property and the offset of towers as a result meaning minimal impact to privacy and light between the two built forms. Active uses and transparency have been provided at grade level. The building design has responded appropriately to policy direction for transition, heights, separation distances, limited floor plates and podium heights.

Although access to parking will be determined through the Site Plan Control process, the applicant has responded to concerns on Cambridge Street. They have proposed to minimize the size and purpose of access on Cambridge Street to loading and service access and a residential exit and provide an access from Bronson Avenue (with some turn restriction). Although policy direction is to ensure primacy for pedestrians on Bronson Avenue and generally provide vehicular access from Cambridge Street, the access as proposed serves to meet both the policy intent and responds to neighbourhood concerns.

With regard to parking reductions sought, Section 4.1.4.2 speaks to potential for minimum parking requirements to be eliminated or reduced on Mainstreet Corridors and within proximity to future transit stops or stations (Carling and Bronson Avenue). Amenities are also found nearby on Bronson Avenue, Preston Street, and Bank Street, illustrating potential for walking, cycling, and transit alternatives for residents. The site is within and further supports principles of a 15-minute neighbourhood, scoring 9 (highest possible) for provision of services and amenity areas in close proximity.

A series of Transportation Demand Management (TDM) measures will also be conditioned through future Site Plan Control approval including:

- Designating an internal TDM program coordinator
- Displaying local area maps with walking, cycling routes, and transit schedules and route maps at entrances
- Including a 6-month Presto Card for first time apartment rentals
- Unbundling parking costs from rental costs
- Providing a multimodal travel option information package to new residents

## **Provincial Policy Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

## **RURAL IMPLICATIONS**

There are no rural implications as a result of this proposal.

## **COMMENTS BY THE WARD COUNCILLOR(S)**

Councillor Shawn Menard provided the following comment:

“I want to thank this applicant for their willingness to engage with my residents in a meaningful consultative process. Several significant revisions were made to the initial proposal that this applicant brought forward in response to feedback from my residents, and from my office. These changes have made for a better application overall; an application that I am now in a position to support.

The applicant’s decision to introduce further setbacks and stepbacks, as well as pulling back the underground parking lot further from Bronson, will allow for more meaningful space for existing and new trees, for soft landscaping, for functional greenspace, and for pedestrians. Some notable specific improvements to the application include:

- Enhanced pedestrian access from Cambridge Ave through the property to Bronson Avenue;
- Repositioning of the tower at Bronson and Carling to achieve a desirable corner setback;
- Internalization of waste management;
- The separation of buildings to increase open space on site;
- The significant increased setback of the building from Cambridge from 3.48 m to 9.73 m
- The inclusion of ground floor commercial at the corner of Carling and Bronson.
- Consolidation of the Cambridge Street service ramp and garage exit aisles to lessen the transportation impact of the site

These and other modifications are very much appreciated. Although there are a few areas where we would like to have seen further alteration, such as the shadowing

impact on the field of the Glebe Collegiate Institute being reduced, progress was still made on this file toward good urban design for the community. I want to thank both the applicant and residents for working hard on this application to get it to a better place.”

### **ADVISORY COMMITTEE(S) COMMENTS**

Comments were received from the Accessibility Advisory Committee as follows:

Applicant proposes to build a mixed-use complex in the locations identified as 770-774 Bronson Avenue and 557 Cambridge Street South. The residential intensification project includes a total of 328 units that will be built in two phases. The first phase includes a 26 story-high rise building that will be located at the corner of Bronson Avenue and Carling, and a mid-rise building extending south along Bronson and west to Cambridge Street west (second phase).

The first face as previously indicated will be a 26 story-high tower that will include 224 apartment units of which 73 intended for students and the remaining 153 are standard units. This intensification project is in great proximity to The Glebe Collegiate and a short distance from Carleton University. The second phase would extend the nine-story podium, stepping to four-story's as it approaches Cambridge Street South, would include 104 standard apartments.

The developer emphasizes that a total of 2,642 square meters of amenity area is provided within the building and the ground floor will feature a small retail space, intended for a coffee shop, with direct public access.

Other facilities highlighted include:

- underground parking garage that provides 174 vehicular parking spaces, including 22 spaces reserved for visitors.
- 348 bicycle parking spaces
- The reviewer identified 2 accessible parking spaces a) P1.21 and b) P2.60. The developer fails to indicate whether these parking spaces are for visitors or for renters

It is worth noting that although the developer seems to emphasize the importance of housing intensification by citing sections of the Provincial Policy Statement 2020, this intensification development does not clearly provide residential units for vulnerable populations such as people with disabilities and /or seniors. However, 73 units are clearly identified to be intended for students.

It is of common knowledge the housing crisis Ottawa's population is facing. Therefore, it is important to ask the developers to assume a civic and moral role to contribute along with the public sector to contribute to the well-being of all members of the population. One way to make this an effective contribution to ameliorate the housing crisis it is by considering since the design phase features that could accommodate the needs of over 222,000 members of Ottawa's society who are people with accessible needs as well as seniors; of all them are consumers and great percentage of them also have strong purchasing power.

In fact, making accessible residential units could in the long-term help to find solutions to the housing crisis. Life is full of risks and probabilities. Customers/clients/renters that one day enjoy an able body, this privilege/fortune could change. However, living in a unit that since its inception was conceived as accessible could prevent from one day to another to become an adding number in the list of those seeking accessible housing.

To finalize, I would like to highlight that for the high density of this project the accessible parking spots appear insufficient. One has to consider that regardless that this rental residential complex will be built in an area of easy accessible transportation still presents serious challenges for people that require this service so a large percentage of people with accessible needs prefer to depend upon their own transportation.

### **LEGAL IMPLICATIONS**

There are no legal implications associated with implementing the report recommendation.

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk implications.

### **ASSET MANAGEMENT IMPLICATIONS**

There are no asset management implications associated with the recommendations in this report.

### **FINANCIAL IMPLICATIONS**

There are no direct financial implications.

### **ACCESSIBILITY IMPACTS**

The applicant confirms that the proposed development has been designed in accordance with Accessibility requirements of the Building Code as required. Within the private parking area, four accessible parking spaces have been provided. Parking

spaces, passenger loading zones, exterior paths of travel, curb lengths, ramps, stairs, and building entrances have been designed in accordance with the Accessibility Checklist that has been created in conjunction with the City of Ottawa's Accessible Design Standards Document of 2015.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following 2023-2026 Term of Council Priorities:

- A city that has affordable housing and is more livable for all, which includes a strategic objective to increase housing supply and support intensification.

## **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: (D02-02-21-0068) was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

## **SUPPORTING DOCUMENTATION**

Document 1 Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Height Schedule

Document 4 Proposed Site Plan

Document 5 Consultation Details

## **CONCLUSION**

The proposed development is in keeping with the direction found in the Official Plan. The applicant has provided a building with variation in heights, setbacks, architectural treatments, public realm improvements, and a range of housing units. In consideration of the applicable Official Plan policies and compatibility of the use in the area, the Zoning By-law Amendment is recommended for approval.

## **DISPOSITION**

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

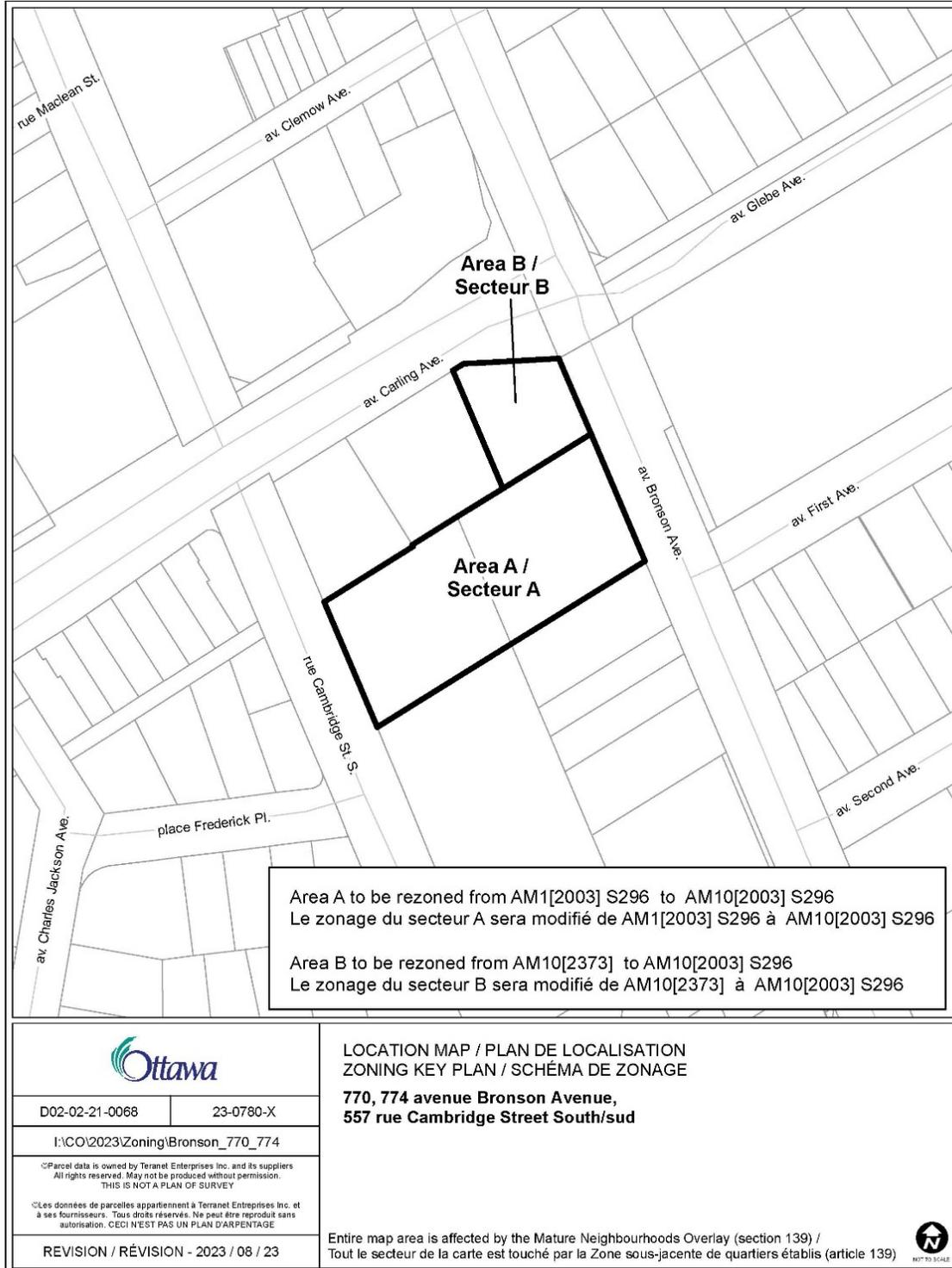
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

**Document 1 – Zoning Key Map**

For an interactive Zoning map of Ottawa visit [geoOttawa](http://geoOttawa)



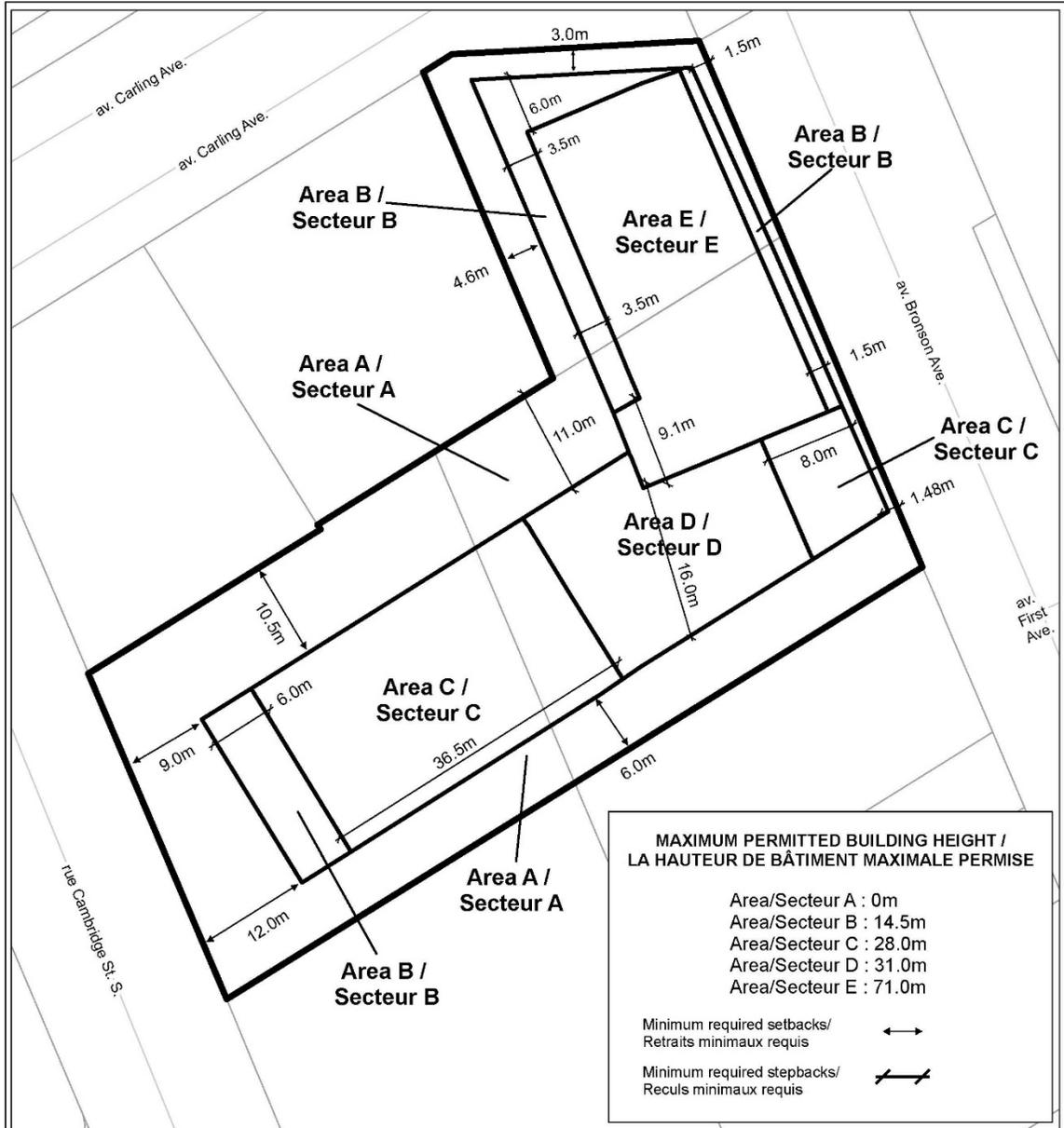
## Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 770 and 774 Bronson Avenue and 557 Cambridge Street South:

1. Rezone the lands as shown in Document 1.
2. Delete exception 2373 and replace exception 2003 in Section 239, Urban Exceptions, with provisions similar in effect to the following:
  - a) In Column I, Exception Number, add the text “[2003]”
  - b) In Column II, Applicable Zones, add the text “AM10 [2003] S296”
  - c) In Column V, Provisions, add the text:
    - i. Maximum building heights, minimum setbacks and stepbacks are indicated in Schedule 296.
    - ii. Despite Table 101, the minimum parking space rate for dwelling units in a mid-high rise apartment building or in a mixed-use building is 0.4 per dwelling unit after the first 12 dwelling units.
    - iii. Despite Section 101, for non-residential uses with a gross floor area of 600 square metres or less, no off-street motor vehicle parking is required.
    - iv. Despite Table 102, the minimum visitor parking space rate for dwelling units in a mid-high rise apartment building or in a mixed-use building is 0.09 per dwelling unit after the first 12 dwelling units.
    - v. Despite Section 111, bicycle parking spaces for apartment building, mid-high rise; and dwelling units in a mixed-use building are required at a minimum rate of 0.75 per dwelling unit.
    - vi. Despite Section 111, a bicycle parking space with access from a parking space does not require a minimum aisle width of 1.5 metres
    - vii. Despite Table 131 (4) b), minimum separation area between buildings within a planned unit development is 2.4 metres.
    - viii. An underground parking garage is permitted to project above the height limit within Area A on Schedule 296 to a maximum height of 1.6 metres.

3. Replace schedule 296 to Part 17, Schedules with the schedule shown in Document 3.

Document 3 – Height Schedule



MAXIMUM PERMITTED BUILDING HEIGHT / LA HAUTEUR DE BÂTIMENT MAXIMALE PERMISE	
Area/Secteur A :	0m
Area/Secteur B :	14.5m
Area/Secteur C :	28.0m
Area/Secteur D :	31.0m
Area/Secteur E :	71.0m
Minimum required setbacks/ Retraits minimaux requis	↔
Minimum required stepbacks/ Reculs minimaux requis	↗↘



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**This is Schedule 296 to Zoning By-law No. 2008-250  
Annexe 296 au Règlement de zonage n° 2008-250**

This is Attachment \_\_\_\_ to By-law Number \_\_\_\_\_, passed \_\_\_\_\_, 2023  
Pièce jointe n° \_\_\_\_ du Règlement municipal n° \_\_\_\_\_, adopté le \_\_\_\_ 2023

  
NOT TO SCALE

Document 4 – Proposed Site Plan



## Document 5 – Consultation Details

### 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. 73 comments were provided by residents in opposition. One community consultation was also held in the community on September 22, 2021.

### Public Comments and Responses

#### Comment:

Concern that proposed building is too tall, does not account for Bronson's Main Street designation, will create shadow impacts, wind impacts, and views will be lost. Desire to see a lower built form considered. Concern with increased density. High rise developments discourage residents from knowing their neighbours, which detracts from the area.

#### Response:

The subject proposal is consistent with policy direction of the Official Plan as described above. Shadow and wind studies have been provided and reviewed and impacts deemed acceptable. Views are not protected elements under the Ontario Planning Act, except in Ottawa in relation to Parliament Hill as illustrated in Schedule C6-A of the Official Plan.

The applicant has revised the proposal to 22 storeys. The applicant has included step-backs and setbacks above the fourth and ninth storey to transition South of Bronson Avenue and towards the low-rise residential neighborhood.

Specifically, the sun/shade study submitted has illustrated that the most impactful time of the year in December, a portion of the school yard of Glebe Collegiate is impacted for part of the day, but in September, no more than 50 per cent of the space for five or more hours as per the evaluation criteria in the Shadow Analysis Terms of Reference. Shadows do not reach the school property until 2 pm in June, and 1 pm in September and December. School Boards are circulated through the development application process and the Ottawa-Carleton District School Board has recognized the location of the development with related to Glebe Collegiate Institute and has not identified any concerns with shadow impacts.

Properties surrounding the subject site may experience some increased shadowing, but they tend to move quickly across sites due to the small tower footprint proposed.

The submitted wind study concluded that all grade-level areas within and surrounding the subject site are considered acceptable for intended pedestrian uses through the year. The amenity terraces at levels five and eight are predicted to be suitable for sitting during the summer season, which is acceptable. Any suggested mitigation measures such as wind screens or landscaping will be further defined through the Site Plan Control process.

Comment:

Concern that this application will set a precedent.

Response:

Every application is considered on its own merits and will be reviewed as such in reference to applicable policy documents.

Comment:

Concern with the reputation of the applicant.

Response:

Recommendations on Planning applications are made based on policy and context review, and do not change based on who is applying.

Comment:

Concerns regarding the aesthetics of the application; and the lack of effort to respect and provide transition to the existing neighborhood. Desire to see more architectural considerations.

Response:

The applicant has revised the proposal to include a setback of between 9 and 12 metres for the building adjacent to Cambridge Street and closest to the low-rise residential neighbourhood. Steppbacks have been included to appropriately transition height. The application has been subject to an Urban Design Review Panel review and has revised the building in accordance with several recommendations of the Panel.

Comment:

Desire to increase the commercial space on the ground level.

Response:

The applicant has increased the non-residential space to be provided as part of the application to approximately 600 square metres, at the intersection of Bronson Avenue and Carling Avenue.

Comment:

Plans should include should include drop-off space, more visitor parking, too few accessible parking spaces.

Response:

Loading and service access will be available from Cambridge Street. 27 visitor parking spaces will be provided underground, around 20% of total parking provided. Within the private parking area, four accessible parking spaces have been provided.

Comment:

Residents in the area should receive reduced property taxes as development detracts from the area.

Reponse:

Property taxes are not reviewed and/or reduced through the development application process.

Comment:

Concern regarding lack of housing options and affordable housing; something that is highly sought amongst students, large-scale families, and the elderly. Also concern that there is enough student housing in the area already, with classes online there is less need for accommodations.

Response:

Although the Official Plan encourages developers to target 20 per cent of development to include affordable housing, there is no a requirement to do so. The proposed development includes 23 three-bedroom, 21 four-bedroom and six five-bedroom units within the development, representing approximately 18 per cent of the proposed units. These units are not considered affordable housing, but do meet the Official Plan intent for a range of dwelling unit types and sizes. Policies found in the Official Plan support intensification of existing urban areas. The Department is not able to dictate who the potential tenants will be through a land use planning application.

Comment:

Concern with potential noise from students.

Response:

Noise created by people talking or shouting is not part of any noise review. Ottawa's Environmental Noise Guidelines specifically exempt noise created by people. Noise generated by people talking or shouting is governed by the City of Ottawa Noise By-law. While planning can regulate land use and built form, it cannot regulate the behaviour of individuals or regulate who may occupy dwelling units.

Comment:

Concern with construction impacts.

Response:

Construction activity must adhere to relevant City by-laws including the Noise Bylaw, Traffic and Parking By-law and Encroachments on City Highways By-law. If issues are experienced during construction, a concerned citizen may contact 311 to report.

Comment:

Concern with environmental impact of construction. Desire for design to be environmentally conscious.

Response:

Environmental impact of construction is outside of the review of Planning as part of development applications. The City continues to work on the implementation of High Performance Development Standards to raise the performance of new building projects to achieve sustainable and resilient design, however those standards are not mandatory currently.

Comment:

Smaller, centralized AC units should be considered and lower floors should have separate HVAC systems to improve ventilation and prepare for future pandemics.

Response:

This is outside of the review as part of planning development applications. At the building permit stage, plans will be reviewed for compliance with the Ontario Building Code.

Comment:

Concern with noise and pollution from nearby roads and environmental assessment concerns for future residents

Response:

As part of the Site Plan Control process, a noise study and environmental assessment study are submitted, reviewed and potentially conditions included as part of any approval in order to ensure acceptable conditions for future residents.

Comment:

Concerns regarding the depleted preservation of greenspace and trees with the character of the neighborhood.

Response:

The site is currently a vacant site with little contribution to the urban tree canopy. As part of the proposed development, increased landscaping is provided on the site and adjacent City right-of-ways.

Comment:

Desire to see parkland dedication as part of this application instead of Cash-In-Lieu of Parkland.

Response:

Upon review of the site context and surroundings, parks staff have concluded that this development is suitable for the provision of Cash-In-Lieu of Parkland and not parkland dedication.

Comment:

Concerns regarding the lack of heritage consideration for nearby heritage designated buildings and the Rideau Canal.

Response:

The property does not impact nearby heritage buildings and districts. The applicant has chosen some masonry elements of the building design to respond to the character in the area including heritage buildings. The closest individually designated property is located on the north-east corner of Bronson Avenue and Glebe Avenue and is a red brick building owned by Hydro Ottawa. Glebe Collegiate Institute is located approximately 180 metres east. No heritage elements are contained on the subject site,

or in close enough proximity to warrant the provision of the Cultural Heritage Impact Statement.

Comment:

Concerns with the lack of infrastructure to support an increased population.

Response:

The applicant is concurrently completing a Site Plan Control application, which includes the submission of engineering related plans and reports. This includes civil drawings, site servicing and stormwater management reports, servicing plan, grading and drainage plan, geotechnical investigation report. Preliminary review has indicated that the existing infrastructure has capacity to support the proposed development. Details surrounding engineering plans and reports are being worked on through the Site Plan Control process.

Comment:

Concerns with an increased traffic congestion; including safety of pedestrian and cyclists. Concerns that transportation study did not account for surrounding developments.

Response:

Additional traffic to the area will result from the proposed development. However, the intention of intensifying in the area central to the city is that land uses will be located in close proximity to each other, with alternative transportation possibilities so that the traffic would be minimal in comparison to locating a similar density of land use further from the Urban Area.

The Transportation Impact Assessment considered development applications within an appropriate vicinity. Conclusions of the study indicate there are capacity issues in the area currently with traffic, and that in order to address this, it is important to encourage the use of alternative modes of transportation through development applications.

The Transportation Impact Study has indicated that the subject development is anticipated to contribute 38 and 52 additional automobile trips in the morning and afternoon peak hours respectively as both driver and passengers. As a comparison, total anticipated traffic volume of vehicles travelling east on Carling Avenue up to the intersection with Bronson Avenue in the morning peak hour is 1,068 vehicles and in the afternoon peak hour is 1,046 vehicles. The area has and will continue to have a high traffic volume, but this proposed development will have negligible impact on those volumes.

The applicant has proposed to minimize the size and purpose of access on Cambridge Street to loading and service access and a residential exit and provide an access from Bronson Avenue (with some turn restriction). Although policy direction is to ensure primacy for pedestrians on Bronson Avenue and generally provide vehicular access from Cambridge Street, the access as proposed serves to meet both the policy intent and responds to neighbourhood concerns.

Transportation Demand Management measures as described in the body of the report will be required through the Site Plan Control process to ensure the greatest potential for encouraging new residents to use alternative forms of transportation and thus minimize ultimate impact on vehicular traffic in the area.

Comment:

Concerns over exiting parking garage from Cambridge that will lead to increased traffic in a local street.

Response:

To address community concerns regarding cut through access, the proposal includes site access from Bronson Avenue and an exit only together with the loading and servicing access) is provided from Cambridge Street South for functionality. Vehicles exiting the Cambridge Street access will be directed north towards Carling Avenue to travel towards Bronson and then proceed north or south.

Comment:

Concerns regarding the ineffective public consultation methods as some residents were not aware of the application. Desire to extend the public consultation period to include unheard opinions.

Response:

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. The application was initially submitted in July of 2021, and comments have been received since that time. Anyone who has provided comments through the process has been notified of Planning and Housing Committee and additional opportunities to provide feedback.

Comment:

Concerns over lack of underground parking, as this would increase parking congestion within local street that is predominantly meant for pedestrian throughfare.

Response:

See above Planning Rationale. The Official Plan supports applicants seeking reduction to parking requirements in areas where alternative transportation modes are possible.

### **Community Organization Comments and Responses**

The Dows Lake Residents Association (DLRA) Comments:

#### Introduction

The Dows Lake Residents Association (DLRA) have reviewed the formal resubmission to the City of Ottawa. The DLRA would like to thank the development team for their consultation and engagement with the DLRA as well as the numerous meetings held with the Community and their representatives to share information on the development proposal. The DLRA appreciates that a number of changes have been made to the development proposal to respond to the comments made by the community.

#### **Part A: The DLRA is supportive of many changes made in the Resubmission**

I want to emphasize, on behalf of my clients, that the improvements made in the formal resubmission to the Cambridge side of the development are viewed very positively. In particular, the DLRA supports the setback of the building from Cambridge Avenue (increased from 3.48 metres to 9.73 metres), the massing along Cambridge of four storeys with a significant step back to the nine story portion of the second building, the resolution of the grading issue so that the ground floor is positioned at grade, the inclusion of ample greenspace and landscaping and the reduction of the underground garage to enable trees to thrive in this greenspace.

In addition, the DLRA supports the following significant changes:

- The revision of the Bronson Avenue frontage, and the pulling back of the underground parking lot from the Bronson Avenue property line, to enable tree planting and allow for tree root growth in addition to a widened sidewalk for pedestrians;
- The repositioning of the Tower so that it is pulled 6.28 metres southward to emphasize a corner setback at Bronson and Carling;
- The separation of the Phase 1 and 2 buildings above grade to reduce the monolithic feeling of the building and increase open space on the site;

- The reduced size of the Cambridge Street service ramp and garage exit aisles and their consolidation into a single driveway egress which does not permit ingress on the Cambridge Street side;
- The inclusion of waste removal functions inside the property instead of on Cambridge Street;
- The inclusion of a wider and more useable pedestrian access from Cambridge Avenue through the property to Bronson Avenue and bus stop; and
- The inclusion of retail space has been introduced to the ground floor at the corner of Carling and Bronson, accessed from Carling Ave. frontage.

Overall, the DLRA views the above changes as vast improvements to the development proposal and further notes that these changes have been very responsive to comments made by the Community. Further, the DLRA feels that the frequent meetings between the DLRA and their representatives and the open exchanges of ideas, critiques and response to these critiques has led to a development that is much improved and will function and fit better within the community.

## **Part B: Areas for Further Improvement**

**1) Egress to Cambridge Street:** The DLRA had asked if egress on the Cambridge Street side of the development could be eliminated to reduce the temptation for cars to cut through the residential area. This change has not been made. The DLRA made a second, alternative request, in correspondence with the development team: "If egress cannot be eliminated onto Cambridge, the DLRA would like to see a traffic-control "pork-chop" installed to eliminate left-turns into the residential community and they would further like to ensure that traffic is not permitted to travel along the laneway across from the site's driveway fronting on Cambridge".

**1.1 Recommendation to the City of Ottawa:** In light of the fact that the egress point remains on Cambridge Street, the DLR requests that the Applicant install, or be responsible for the cost of "traffic control infrastructure" to direct traffic to Carling Avenue and minimize cars turning to travel through the adjacent residential community and other traffic calming features recommended by the City of Ottawa.

**1.2 Further greening of the Cambridge Egress and Service Entrance:** While the DLRA notes that significant improvements have been made to the Cambridge Street egress point and move in room / garage collection access point; this laneway is still very long. There is a significant opportunity to reduce the hardscaping in this area by exploring the possibility of adding additional softscape areas or by utilizing green pavers rather than hardscaping the entirety of the surface.

**2) Height and Shadowing:** The DLRA was pleased to see that the proposed Phase 1 tower height was reduced from 26 storeys to 22 storeys. In its last set of formal comments to the Applicant it noted “the DLRA would also like to see the shadowing of the Glebe Collegiate Institute and the adjacent community further reduced.” Since this comment was made the overall height of the Tower has not been reduced and the shadowing impact on the field of the Glebe Collegiate Institute and the adjacent community has not been reduced. While the DLRA is supportive of the many changes made to the Application (see discussion in Part A, and would not want to see any of these positive changes reversed); it would also like to see the shadowing of the Glebe Collegiate Institute and the adjacent community further reduced.

**3) Incorporating a Range of Housing Options:** There is a low supply of affordable family housing in the area surrounding the development. This development has the opportunity to create some much needed affordable rental family housing. However, the floor plans show that none of the units targeting residential users has more than two bedrooms. This suggests that there will be few families with children moving in. It would be helpful if some two-bedroom plus den and / or three-bedroom units could be included. It would also be helpful if this development could contribute to affordable housing in this area of the City.

**4) Additional Strain on City Transportation Infrastructure:** A review of the Transportation Study highlights that there are a number of nearby intersections that are currently overloaded or predicted to be overloaded by 2030. This is before the proposed buildings are occupied, the land between Bell and LeBreton is redeveloped, and the new Ottawa Hospital goes into service. What is the City’s plan to manage this additional auto, service vehicle, bus, bike and pedestrian traffic? It would be helpful if additional strain on City Transportation Infrastructure could be factored into development review decisions and/or if community benefits charges or monetary contributions could be made to support the additional infrastructure needs resulting from development applications that increase density, such as this one. As noted above, monetary contributions for traffic calming initiatives should be sought. In addition, monetary contributions should be sought to improve the pedestrian realm, cycling, infrastructure and public transit which will be the primary modes of transportation anticipated to be used by the student population in the future building.

Response:

See Planning report and response to comments above regarding shadowing, infrastructure, transportation, and affordable housing concerns. There is recognition that vehicular traffic volumes will increase with increased density in the urban area. The response will not be to refuse further development, but to encourage the use of

alternative transportation modes for existing and future residents. The Official Plan Section 4.1 speaks to it and the Transportation Master Plan managing and improving the transportation network to support healthy, complete neighborhoods and expand the extent of the city where it is possible to live a car-light and car-free lifestyle.

The application is continuing through the Site Plan Control process and staff will determine how, if, and what measures are appropriate in order to direct traffic north on Cambridge and away from the existing laneway north of Frederick Place.

**The Glebe Association Comments:**

The Glebe Community Association endorses the position of the Dows Lake Residents Association as outlined in the letter to you from Kristi M. Ross. We are pleased to hear that the resubmission has addressed several concerns and acknowledge the work of everyone who worked together to achieve these changes for the better.

However, as indicated in the Ross letter, we believe that there are several aspects of the project that still need improvement. We would particularly like to amplify the importance of issues related to Height and Shadowing and the Additional Strain on the City's Transportation Infrastructure.

**Height and Shadowing:** At 22 storeys, the proposed tower will shadow the sports field of Glebe Collegiate Institute. Glebe Collegiate is one of the biggest high schools in Ottawa, housing about 1500 students at any time. Shading the sports field will negatively affect the health and well-being of young people aged 14-18 by reducing their exposure to sunlight and making the outdoor recreation space less enjoyable. Many students in Glebe's catchment area do not have access to outdoor sports outside the school setting so the negative impacts on the well-being on generations of students should not be underestimated. In our view, further height reductions are needed to reduce shadowing of the sports field.

**Traffic Concerns:** The Carling-Bronson intersection is already problematic. Pressures on this intersection will increase significantly over the next few years with the construction of nearby residential developments and the new Ottawa Hospital. Transportation solutions that make this intersection safe for all users (including the above-mentioned high school students) should be investigated and funding for transportation improvements secured before a decision is made on the number of units permitted at this location.

Response:

See response to comments above.

**Glebe Annex Community Association Comments:**

The Glebe Annex Community Association notes that there have been a number of improvements to the proposed site plan for this development and appreciates the development team's concessions made in response to community concerns. This includes a reduction in tower height from 26 to 22 stories, fewer units and parking spaces, more trees and greenspace, and increased setbacks. Dividing the development into two separate buildings also helps provide more open space, and adding more commercial area is also welcomed.

However, there are further improvements we would like to see. These include:

- A further reduction in height - 22 stories will still overshadow residential buildings in our neighbourhood, and given all the density planned for Carling Ave, would contribute to the urban canyon effect, which has implications for wind, temperature, air quality, radio and satellite reception, and sun shadowing.
- More family-sized units of two and even three- bedrooms in the residential portion of the development to welcome a wider range of tenants.
- More ground floor commercial. With such a large floor plate, there is an opportunity for substantial commercial space on the ground floor, which would help bring amenities to the area and help animate the street, particularly as the wider sidewalks in the current plan help make the area more pedestrian friendly.
- Vehicular ingress and egress to be via Bronson to avoid traffic from spilling over to Cambridge and other residential streets.

For the City of Ottawa's consideration, we share the concerns of the Dow's Lake Residents' Association regarding traffic management. The Transportation Study shows that there are a number of nearby intersections that are currently overloaded or predicted to be overloaded by 2030. With large amounts of density expected at this site, and in a number of developments along Carling, including the new Ottawa Hospital, there needs to be consideration given as to how to avoid congestion on Bronson, Carling, and surrounding roadways.

To encourage alternate means of transportation, there needs to also be significant improvements in public transit as well as increased pedestrian and cycling infrastructure. While we understand that Carling is to be rebuilt at some point in the future, installing additional bus lanes along Carling is insufficient – there needs to be improved transit along Bronson and improved transit connectivity between this location and popular destinations such as downtown Ottawa.

Response:

See response to comments above.