



PLANNING RATIONALE
for
Application for Zoning Amendment
923-929 Bronson Avenue
ASPIRE

Prepared for:
The Aspire Group

Prepared by:
Lloyd Phillips & Associates Ltd.
File: 1200



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1. Introduction

The Aspire Group, the Owner, has assembled land for a site on Bronson Avenue that is made up of three different properties. The addresses for these properties are 923 (925), 927 and 929 Bronson Avenue. For the purposes of this report, all of the properties together will be referred to as the “site.”

The site is located on the east side of Bronson Avenue, just south of Fifth Avenue and north of Holmwood Avenue. The Highway 417 is located approximately 945 metres to the north. The site is also just outside of the 600 m radius of the Carling Avenue Transitway Station.

Currently, the site contains two residential buildings. A 2-storey semi-detached brick building is located at 923/925 Bronson, and another 2-storey semi-detached brick building at 927/929 Bronson. The Owner also owns 947 Bronson, which is a yellow stucco single detached building. This is not part of the site or the proposed development. These two, two-storey buildings are proposed to be replaced by a single five-storey mid-rise apartment building that is to contain 44 apartment units.

The site is currently designated General Urban Area in the City of Ottawa Official Plan, and is zoned R4S – Residential Fourth Density, subzone S.

A Zoning By-law Amendment is required to permit the proposed development. Lloyd Phillips & Associates Ltd., has been retained by the Owner as the planning consultant, and this report presents the Planning Rationale for the proposed Zoning Amendment.

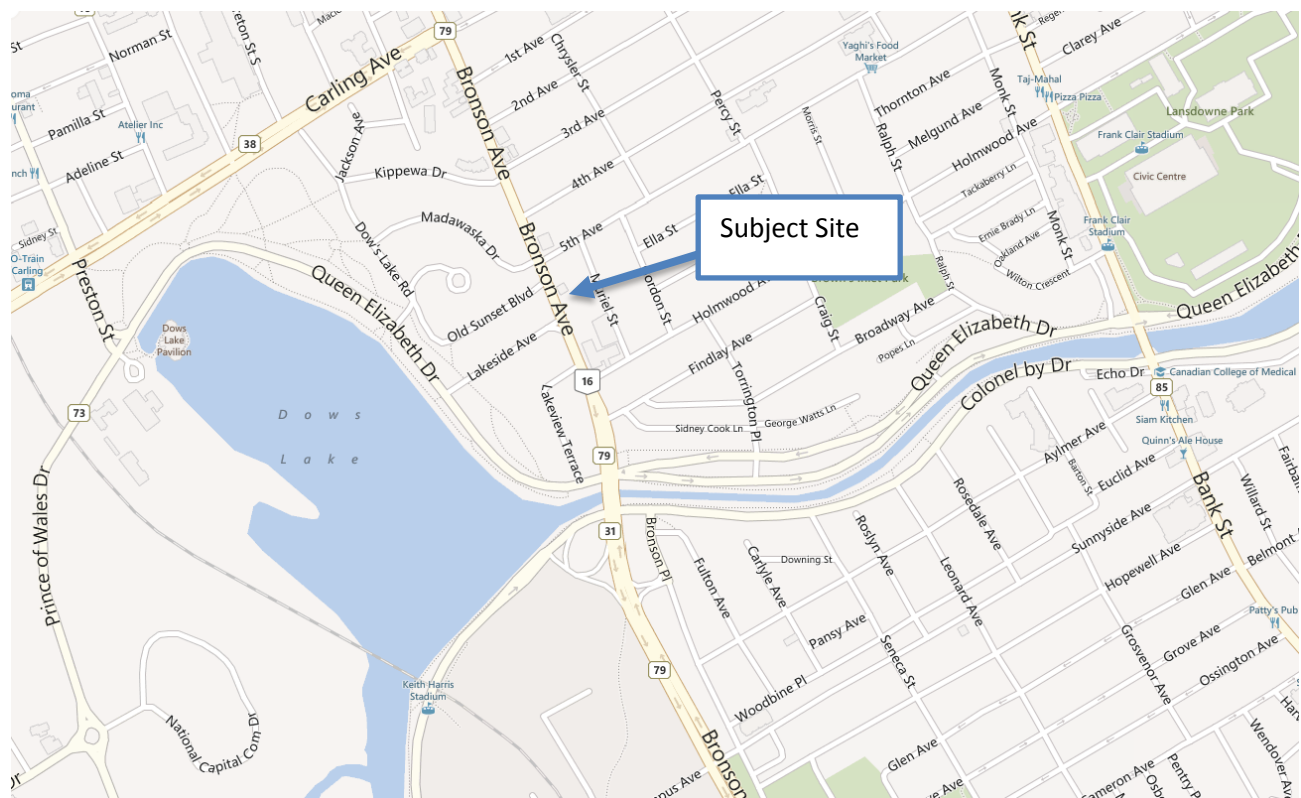
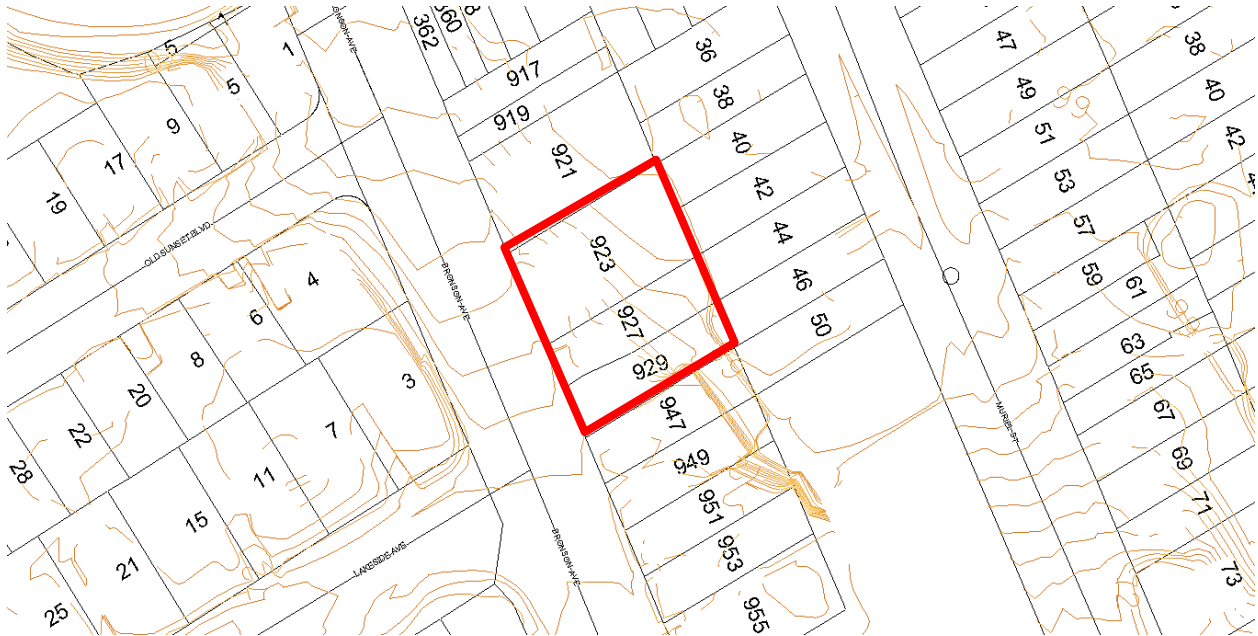


Figure 1: Location Plan



2. Site and Neighbourhood Context

As stated, the site is located at the south-western edge of the Glebe Community, on the eastern side of Bronson Avenue. The majority of the area in the vicinity is predominantly residential with a few institutional buildings. The site has some variable grading that can be seen on the image below and the land slopes to the north and east. The properties at 923/925 Bronson slope towards the rear of the property, whereas the properties at 927/929 Bronson begin to even out and slope towards the road. There are a few deciduous trees along the rear property line for the entire site and in the front yard of 923/925 Bronson.



The site has a total area of 1,164.47 m² (12,534.25 sq. ft.), with a frontage of 36.70 m (120.4 ft.) on Bronson Avenue, and an approximate depth of 31.74 m (104.1 ft.). The properties at 923, 927, and 929 are legally described as: PLAN 33446 LOT 8 PIN 041420008; PLAN 33446 PT LOT 7 RP; 5R-14507 Part 2 PIN 041420009; and PLAN 33446 PT LOT 7 RP; 5R-14507 Part 1 PIN 041420010, respectively. This site is located within Ward 17 – Capital.

To the north of the site is a three-storey brick apartment building, to the south of the site is a one-and-a-half storey yellow stucco residential building at 947 Bronson that is also owned by The Aspire Group, but is not part of the proposed development. To the east of, and behind the site, are two-storey residential dwellings with covered ground floor porches facing Muriel Street. To the west of the site is Bronson Avenue, a four-lane arterial road that connects downtown Ottawa to the airport. Bronson Avenue has a protected Right-of-Way of 34 metres. It is a four-lane road with on-street parking available on either side of the street in front of the subject site.

On the opposite side of Bronson Avenue there is a stone retaining wall and some vegetation that acts as a privacy screen for the side yards of the residential buildings that front onto Old Sunset Boulevard and Lakeside Avenue.



In the general vicinity, the majority of the uses are residential with a mix of two-storey older residential and higher-density apartment buildings, such as the one at the north-east corner of Bronson Avenue and Holmwood Avenue, which is 11 storeys; and at the north-east corner of Fifth Avenue and Bronson Avenue, which is four storeys. There are other similar low-rise residential apartment buildings in the area along Fifth Avenue and further north on Bronson Avenue.

The area is characterized by its location within the Glebe community and by its proximity to Carleton University which is a 20 minute walking distance away, or 1.7 kilometres. The Rideau Canal and Dows Lake are approximately 300 m to the south.

The Glebe is an inner city neighbourhood that has a traditional grid pattern of streets that is framed by major arterial streets, such as Bronson Avenue and Bank Street. The neighbourhood was established over one hundred years ago as a residential area on what was the southern outskirts of Ottawa. The Glebe's current population is approximately 37,900.

The Glebe continues this role as a residential area for a wide variety of socio-demographic groups that include many students that attend Carleton University and university staff and faculty. The proximity of Carleton University to the south of the Rideau Canal and the high level of bus transit service between the Glebe and Carleton has resulted in a long standing and strong connection between the two.

The Glebe also has many services and amenities including schools, community centre, fire station, and a vibrant commercial area on Bank Street, which survived a recent major road reconstruction. The nearby Rideau Canal, Dows Lake and numerous parks and open spaces have contributed to the popularity of the Glebe as a desirable residential area.

Bronson Avenue is a major multilane arterial road that is the frontage of the site. Bronson Avenue runs from the Ottawa Airport to the south, past Carleton University, past the site in the Glebe and ends at Albert Street in the downtown core. This is a major transit and commuter route and this results in a high level of traffic during peak travel times.

The following are some aerials and site photos to further illustrate the site and surrounding area.





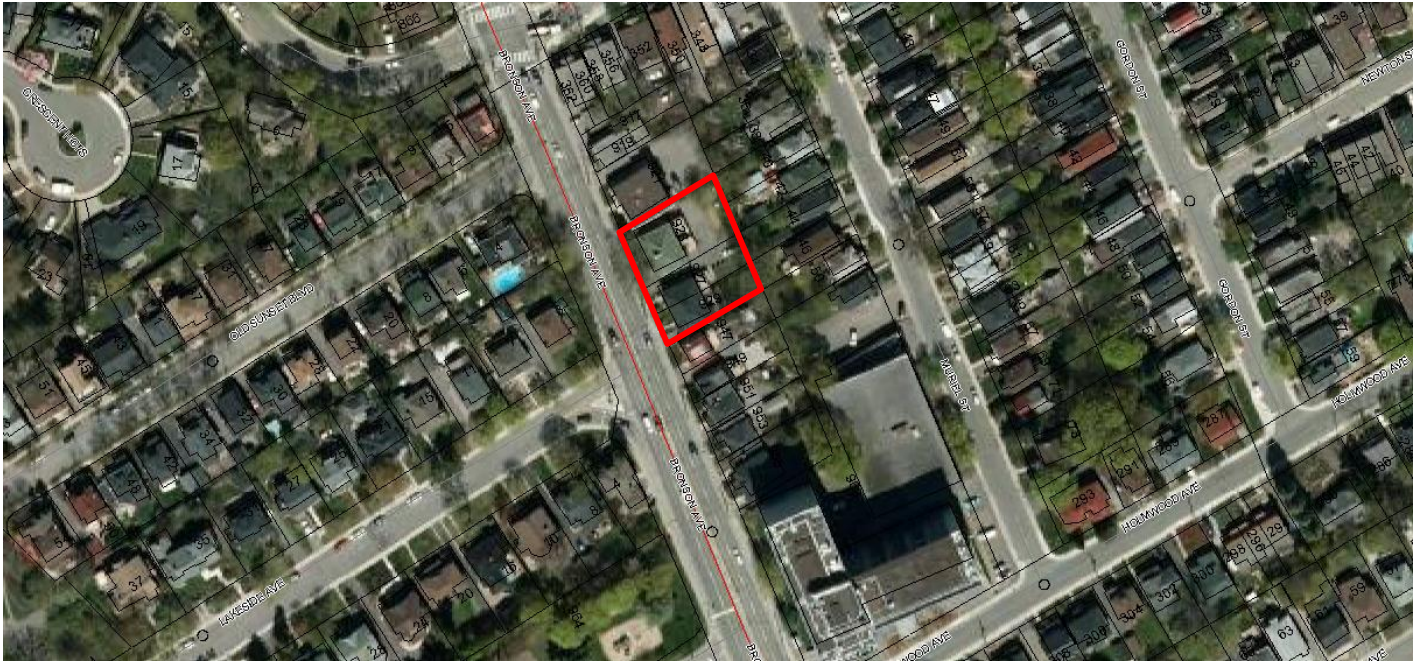


Figure 3: View Looking north on Bronson Avenue.



Figure 2: View looking east at 923 Bronson, slope is visible.



Figure 5: View further north on Bronson, looking north.

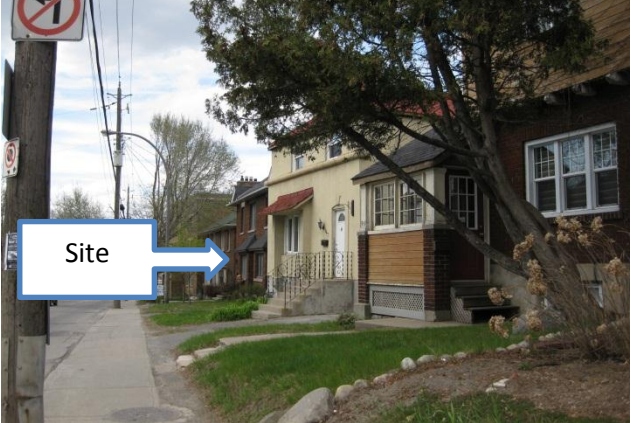


Figure 4: View looking south on Bronson. Site is indicated.





Figure 7: View looking north on Bronson. Shows west side of the street.



Figure 6: View of 947 and 949 Bronson and the high-rise.



Figure 8: View of intersection at Bronson and Fifth.



Figure 9: View of south east corner of Bronson and Fifth intersection



3. Proposal

The proposal is for a five-storey apartment building which will have 43 rental apartment units, and a penthouse unit for a total of 44 units. The units will range from one-bedroom to three-bedroom units. The proposed five-storey building will have balconies facing Bronson Avenue and some facing the rear. The design is a mixture of glazing and cement and is designed with architecturally interesting roof lines and welcoming entrances that face Bronson.

The vehicle access to the site is situated on the south end of the frontage on Bronson Avenue; this is also the location of the access to the below-grade parking garage.

There will be a backyard patio and various landscaping features in the front and rear of the proposed building.

The fifth floor of the building is proposed as a penthouse for the property owners. This floor is setback from the other floors about 3.0 m at the front and sides of the building and is set back 1.5 m from the rear. The proposed building height is variable from front to rear. The average building height facing Bronson Avenue from grade to roof line is 18.35 m. This height varies slightly throughout the frontage due to site conditions, as Bronson Avenue slopes slightly from the south, down to the north. Due to the grading changes from the front of the site to the rear, the height of the building from grade to roofline facing the rear yard is approximately 16.5 m.

The building is to be set back 3.0 m from the front property line, 2.5 m from the south property line, 2.5m m from the north property line, and 7.5 m from the rear property line. The total Gross Floor Area of the proposed building is 2380.49 m² (25,623 sq.ft.).

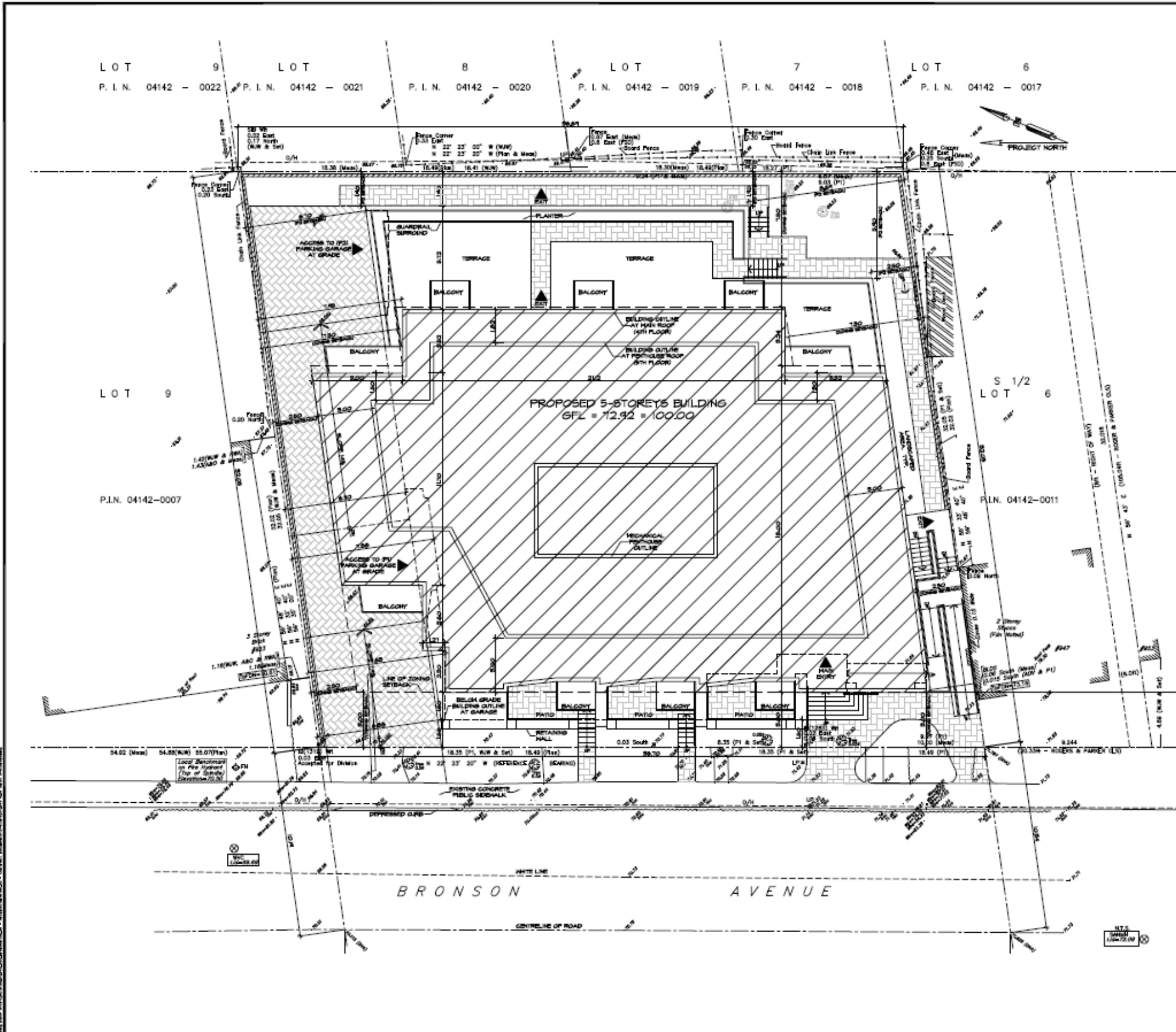
The below grade parking extends beyond the limits of the proposed building. The underground parking is setback from the front property line 1.5 m, 6.7 m from the north side, 2.5 m from the south side and 1.9m from the rear property line.

The zoning R4S – Residential Fourth Density, Subzone S, for this site permits a low-rise apartment building with a maximum height limit of 14.5 m.

The proposed five-storey apartment building is considered a medium-rise apartment building and with a height of 18.35 metres does not meet the existing R4S zoning. Section 5 of this report will set out the proposed zoning for the Bronson Site.

The Owners intend to secure condominium approval and then own the units and rent them. The intended tenants are graduate students and faculty at Carleton University. The Owners also intend to live in the penthouse units on the fifth floor.





SITE STATISTICS

SEVIC INFORMATION
 LOT 1 AND 6 REGISTERED PLAN 25448
 CITY OF OTTAWA
 PREPARED BY: FARLEY, BETH, DENIS SURVEYING LTD.
 ZONING INFORMATION
 CITY OF OTTAWA
 ZONING BY-LAW 2008-250 CONSOLIDATED
 ZONING (CURRENT) = R4S EXCEPTON
 ZONING (PENDING) = R4S EXCEPTON
 AVERAGE GRADE (NEH METHOD) = 61.97m
 LOT WIDTH (MINIMUM)
 REQUIRED = 5.0m
 PROVIDED = 5.0m
 BUILDING HEIGHT (MAXIMUM)
 REQUIRED = 14.0m
 PROVIDED = 13.0m
 YARD SETBACKS (MINIMUM)
 FRONT (FEET) REQUIRED (BY BUILDING) = 5.0m
 PROVIDED (BY PI) = 5.0m
 SIDE (North) 10.0m REQUIRED = 2.0m
 PROVIDED (BY BUILDING) = 2.0m
 PROVIDED (BY PI) = 6.7m
 SIDE (South) GREATER THAN 2m REQUIRED = 7.0m
 PROVIDED (BY BUILDING) = 7.0m
 PROVIDED (BY PI) = 6.7m
 SIDE (East) 10.0m REQUIRED = 2.0m
 PROVIDED (BY BUILDING) = 2.0m
 PROVIDED (BY PI) = 6.7m
 SIDE (West) GREATER THAN 2m REQUIRED = 7.0m
 PROVIDED (BY BUILDING) = 7.0m
 PROVIDED (BY PI) = 6.7m
 REAR (ZONING) REQUIRED = 7.0m
 PROVIDED (BY BUILDING) = 7.0m
 PROVIDED (BY PI) = 6.7m
 LOT AREA (LA) (MINIMUM)
 REQUIRED = 490.00m²
 PROVIDED = 104.47m²
 FRONT YARD AREA (FYA) PROVIDED = 64.4m²
 LANDSCAPE OPEN SPACE (LOS)
 LOT AREA = 104.47m²
 BUILDING FOOTPRINT = 78.87m²
 ASPHALT NOT IN FOOTPRINT = 150.00m²
 TOTAL = 232.60m²
 AMENITY AREA (44 units x 8m² x 34m²)
 GENERAL REQUIRED (284m²/2) = 142.0m²
 GENERAL PROVIDED (284m²) = 100.4m²
 PRIVATE PROVIDED (284m²/2) = 142.0m²
 PRIVATE PROVIDED - IN LEVEL - UNITS 001, 002, 003 = 10.0m²
 PROVIDED - GROUND - UNITS 101, 102, 103 TO 105 = 36.8m²
 UNITS 106, 104 = N/A
 PROVIDED - 2nd - UNITS 201 TO 205 = 24.0m²
 PROVIDED - 3rd - UNITS 301 TO 305 = 24.0m²
 PROVIDED - 4th - UNITS 401 TO 405 = 24.0m²
 PROVIDED - 5th - UNITS 501 TO 505 = 24.0m²
 TOTAL = 111.9m²
 TOTAL = 253.5m²
BUILDING INFORMATION
 BUILDING SIZE
 NUMBER OF STOREYS = 5
 NUMBER OF BASEMENTS (B/F) = 2
 GROSS FLOOR AREA (GFA) (m²)
 PARKING LEVEL / P2 = N/A
 PARKING LEVEL / P1 = 146.87
 GROUND FLOOR = 256.70
 SECOND FLOOR / TYP = 207.28
 THIRD FLOOR / TYP = 207.28
 FOURTH FLOOR / TYP = 207.28
 FIFTH FLOOR / P1 = 207.28
 TOTAL = 256.70m²
 FLOOR AREA (sq/L) GROSS SALEABLE
 PARKING LEVEL / P2 = 13.86 = N/A
 PARKING LEVEL / P1 = 6.242 = 140.5
 GROUND FLOOR = 6.228 = 53.61
 SECOND FLOOR / TYP = 6.441 = 57.84
 THIRD FLOOR / TYP = 6.441 = 57.84
 FOURTH FLOOR / TYP = 6.441 = 57.84
 FIFTH FLOOR / P1 = 6.555 = 58.81
 TOTAL = 45.722 sq/L 426,100 sq/L
DWELLING UNITS
 STUDIO = 0
 1 BEDROOM = 59
 1 BEDROOM + DEN = 5
 2 BEDROOMS = 4
 2 BEDROOMS + DEN = 0
 3 BEDROOMS = 1
 OPTIONAL 2 BED'S AT P1 = 1
 TOTAL = 44
PARKING - VEHICLE
 RESIDENT REQUIRED (2444 UNITS) = 22 = 5
 PROVIDED P1 = 11
 BARRIER FREE REQUIRED (20 TO 2444) = 1 = 1
 PROVIDED P2 = 1
 VISITOR REQUIRED (1-2 2444 UNITS) = 6.4 = 6
 PROVIDED P1 = 1
 TOTAL = 21
PARKING - BICYCLE
 REQUIRED (2444 UNITS) = 22 = 19
 PROVIDED HORIZONTAL = 19
 PROVIDED VERTICAL = 2
 TOTAL = 21



14	BOARD FOR RECORDS	A18 8/2002	Y/N
13	BOARD FOR LANDSCAPE	JL 50/2002	Y/N
12	BOARD FOR CONSTRUCTION	JL 27/2002	Y/N
11	BOARD FOR CONSTRUCTION	JL 11/2002	Y/N
10	BOARD FOR CONSTRUCTION	JL 01/2002	Y/N
9	BOARD FOR CONSTRUCTION	JL 01/2002	Y/N
8	BOARD FOR CONSTRUCTION	JL 12/2001	Y/N
7	BOARD FOR CONSTRUCTION	NY 14/2001	Y/N
6	BOARD FOR CONSTRUCTION	YB 28/2001	Y/N
5	BOARD FOR CONSTRUCTION	SEPT 08/2001	Y/N
4	BOARD FOR REVIEW	A18 8/2002	Y/N
3	BOARD FOR REVIEW	JL 21/2001	Y/N
2	BOARD FOR REVIEW	JL 21/2001	Y/N
1	BOARD FOR REVIEW	JL 21/2001	Y/N

No. Revision Date 27.21

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CLIENT
2245622 ONTARIO INC.

PROJECT
ASPIRE
 823 BRONSON - OTTAWA - K1S 4G8

TITLE
SITE PLAN

DESIGNED BY
 HYP
 DRAWN BY
 JUNE 2011
 SCALE
 1:100
 SHEET NO.
A100
 TOTAL No. 2 of 10



Street View 1



Street View 2



Street View 3



Street View 4



Planning Policy Review

The following reviews the relevant planning policies that apply to the proposed development on Bronson Avenue.

3.1. Provincial Policy Statement, 2005

The Provincial Policy Statement, 2005, sets out guidelines for development within Settlement Areas. Section 1.1.1 sets out directions for sustaining healthy, liveable and safe communities. Sustaining healthy, liveable and safe communities can be achieved by promoting efficient development and land use patterns that sustain the financial well-being of the province, accommodating an appropriate range and mix of residential, employment, recreational etc., and by avoiding development and land use patterns that would prevent the efficient expansion of settlement areas, and to promote cost-effective development standards.

The proposed residential development on Bronson is consistent with Section 1.1.1 because it is an intensification of an existing residential use, by redeveloping an existing property to provide additional units; the proposal represents an efficient use of space and infrastructure.

In the effort to support and maintain healthy, liveable and safe communities, it is important to note that this development is proposed to include many green building practices and initiatives, such as participating in the High Performance New Construction (HPNC) program with Enbridge and Hydro to improve energy efficiency.

Section 1.1.2 states that sufficient land should be made available through intensification and redevelopment, to accommodate an appropriate range, and mix of uses. The proposed development is consistent with Policy 1.1.2. It is the redevelopment of a site on Bronson Avenue that supports intensification and provides additional variety within the residential area.

Section 1.1.3 of the PPS deals with Settlement Areas. Policy 1.1.3.2 of this Section states that land use patterns within settlement areas should be based on a density and mix of uses that efficiently use land and resources, appropriately and efficiently use planned or available infrastructure and public service facilities which avoid the need for unjustified or uneconomical expansion, and minimize the negative impacts to air quality and promote energy efficiency.

The proposal upholds the Policies of 1.1.3.2. Since this is a redevelopment project, the development efficiently uses the land and the existing infrastructure and public service facilities that are present in the area, therefore avoiding the need to uneconomically expand or inefficiently consume energy.

Policy 1.1.3.3 states that opportunities for intensification and redevelopment should be promoted and accommodated by Planning authorities, taking into account the availability and suitability of existing or planned infrastructure and public service facilities required to accommodate projected needs.

The proposal upholds this Policy as is it a redevelopment and intensification project that will utilize existing infrastructure and public service facilities.

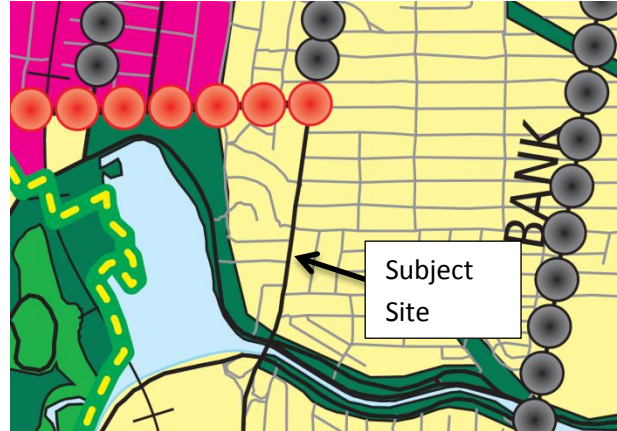


Through the Policies presented above, the proposal is consistent with the Provincial Policy Statement 2005.

3.2. City of Ottawa Official Plan

The site is designated General Urban Area within the City of Ottawa Official Plan. The General Urban Area designation sets out its policies in Section 3.6.1. This designation provides for a variety of uses, including residential. Policy 3 of Section 3.6.1 states that the City, when considering a proposal for residential intensification through infill or redevelopment, will:

- a. “Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;
- b. Apply the policies of Section 2.5.1 and Section 4.11;
- c. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area;
- d. Assess ground-oriented multiple housing forms, such as duplex, triplex and fourplex, as one means of intensifying within established low-rise residential communities.”



The proposed residential intensification development recognizes the existing mix of two-storey residential and denser forms of residential. The redevelopment is supportive of the planned intensification for this area, which permits four storeys. The proposed building is a more modern residential apartment building and shares similar colours and textures to the apartment building to the south. However, the roof lines, glazing, and balconies create visual interest and architectural variety along the street.

The proposed residential apartment building containing 44 units will add to the various housing types and will provide for a full range of housing options in this area.

Policy D, listed above, states that the City must look to the existing ground-oriented housing forms, such as duplexes and fourplexes as a means of intensification. There are a number of these types of dwelling options along Bronson, the proposed development will provide another option for intensification, which is desirable in this area that is within walking distance to the University, and a short bus ride to the employment areas downtown.

Section 2.2.2 discusses how the City plans to manage growth within the urban area. The majority of this section discusses intensification. The City will support intensification in areas where the existing use would be maintained but intensified as long as it is complementary to the surrounding community. The proposed five-storey building, as stated earlier, is close to a number of Transitway Stations, most



notably Carling, and it is also within walking distance of Carleton University. This is a high-traffic area and would easily support intensification.

SECTION 2.5.1 – URBAN DESIGN AND COMPATIBILITY

This section sets out the Design Objectives and Principles that guide development within the City. The Design Objectives are set out to influence the development. Some of those design principles are presented and commented on below:

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

Part of this principle is to promote the quality of built design that is consistent with a major city, reflect an understanding of the context, and to create distinctive places and appreciate local identity. The proposed development is a unique addition to Bronson Avenue and continues to add to the variety of housing that is present here (e.g. duplexes, triplexes, fourplexes, low-rise apartment buildings and high-rise apartment building). The proposed building creates a sense of place and community with its inviting entrances, landscaping and patios.

2. To define quality public and private spaces through development

The emphasis of this design principle focus is on clearly defining quality public and private spaces, enhancing and enlivening the character of the street, encouraging a continuity of street frontages, meeting the needs of pedestrians and contributing to attractive public spaces. The proposed residential building has positive interaction with the street through its use of porches close to sidewalk level and inviting entrances with attractive landscaping. The setback of the building is consistent with the adjacent buildings and therefore maintains the existing street frontage and framing of the public spaces.

3. To create places that are safe, accessible and area easy to get to, and move through.

The proposed development will have adequate lighting and signage to be comfortable and safe. The proposed development has a common access to the below grade parking garage which is accessed from Bronson Avenue. The proposed entrances to the building will be well-lit and safe.

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

The proposed development complements the existing development with its contrasting colours and textures. It is inviting with front facing porches and additional landscaping that complements the lighter colours of the proposed building. One of the principles is to allow the built form to evolve through architectural style and innovation. The proposed roof lines and tapering of the building at the sides, in addition to the textures and colours is an evolution of the building design on Bronson. The intention of the development is not to match the red-brick style of many of the buildings in this area but to incorporate development that reflects the current period.



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

The principles here are to achieve a more compact urban form over time; the proposal achieves this. To provide flexibility for buildings to adapt to a variety of possible uses; the proposed apartment building with a variety of apartment options could easily be converted to a retirement residence or an office building should this be required at some point in the future.

The Owners intend to seek approval for a condominium on the building, and the units will then be offered as rentals.

To allow for varying stages of maturity, buildings and sites will have different characteristics over time as they evolve; the proposal also represents this principle. Finally, there should be an accommodation for people with a range of lifestyles and incomes and at various stages in their life. The proposed apartment building provides something slightly different than what is available in this area which will appeal to different individuals.

6. To understand and respect natural processes and features in development design.

The goal is to respect and protect the natural heritage system and functions. The proposed development is situated in an existing built-up area, and is taking the place of an existing development. It does not impact any natural environment. In terms of stormwater management, the proposed development will likely be incorporating green roof technologies to facilitate the stormwater management in addition to the other more traditional methods that will be utilized.

7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

The design of the building will include green practices such as orientation to maximize solar gain and natural ventilation. The building faces the west and due to the drop in grading at the rear, the building will receive both morning and afternoon sun; the amount of glazing will ensure a good amount of solar gain. One of the principles of the design is to create opportunities for sustainable transportation. The proposed development is in an area where there is sufficient public transit, sidewalks and bike pathways which start near Queen Elizabeth and continue along the Rideau Canal. The site's proximity to Carleton University, Dows Lake and even downtown, will support the multi-modal transportation initiative.

Other green initiatives include the participation in the HPNC program with Enbridge and Hydro potentially the inclusion of a green roof, and the use of other features of green building design which have not been fully identified at this juncture.



SECTION 4.11 - URBAN DESIGN AND COMPATIBILITY

Section 4.11 of the City of Ottawa Official Plan deals relates to the compatibility of the proposed development with the surrounding context and community. Compatibility is an efficient way to determine how a new development will fit in with the surrounding context. Part of assessing the relationship between new and existing developments includes issues of noise, light spillover, parking and access, shadowing and microclimate.

Often, infill developments are located in areas that are zoned to achieve a greater density over time and for that reason new development may be more intensive than what has occurred in the past. In order to address this, part of this policy review will look at compatibility as identified in Section 4.11 of the Official Plan.

Policy 2 in Section 4.11 states reviews the compatibility criteria that the City will evaluate the proposed development against. Each of these criteria have been listed and discussed below.

- a) **Traffic:** There is proposed to be a total of 27 parking spaces and 27 bicycle parking spaces are being provided. The projected morning peak hour and evening peak hour movements will be minimal enough to have little to no impact on the existing traffic flow along Bronson Avenue and at the intersections of Bronson and Fifth, and Bronson and Holmwood. The road system is adequate to handle the proposed development. As well, the location of a high density residential development adjacent to an arterial street at the edge of a residential area follows an established basic principle of good planning.
- b) **Vehicular Access:** Vehicle access is located on the south end of the frontage along Bronson Avenue. This is also the access point to the underground garage. This access point should not cause any negative effects to residents on the adjacent property. There is currently an access point located for the existing two-storey residential house that is very similar to the access point being proposed. Due to the similarity in the current and proposed access points the effects on the adjacent property would see minimal change in terms of noise, glare and privacy issues. The volume of traffic entering and exiting through this access point will increase slightly as the property will contain more dwelling units than currently exists but a lighting study, as part of the submission for Site Plan Control, will ensure that there will be no adverse impacts relating to light spillover or glare.
- c) **Parking Requirements:** The proposed development has located all parking in a two-storey underground parking garage. There will be 20 resident parking spaces provided, 1 barrier-free space and 6 visitor spaces, for a total of 27 parking spaces. There are 27 bicycle parking spaces provided. The parking space rates required are 0.5 spaces per unit, and the visitor parking space rates are calculated at 0 spaces for the first 12 units, 0.2 spaces for the next 300 units, and no spaces required beyond that. These calculations therefore require 22 resident spaces, and 6 visitor parking spaces. Of the required 28 spaces, only 27 spaces are being provided. The Owner will be required to pay cash-in-lieu of the one parking space that they are short. The site is located just outside the 600 m radius of the rapid transit station located on Carling Avenue providing service to the O-Train and other transit routes. Bronson Avenue and the surrounding



area is a well serviced transit area. Providing less than 1.0 parking spaces per dwelling unit encourages residents to utilize the transit services that are available.

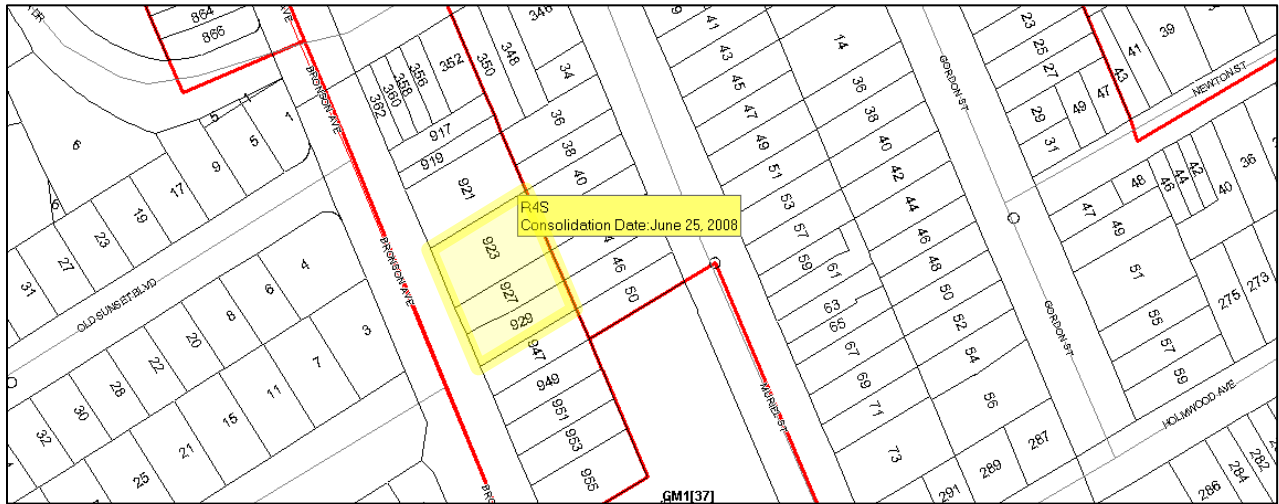
- d) **Outdoor Amenity Areas:** The proposed development includes balconies facing Bronson Avenue and some facing the rear of the building. The units on the ground floor that face Bronson Avenue are equipped with patios that have access paths from the sidewalk along the frontage of Bronson Avenue, as well as a common patio along the Bronson frontage that is connected to the main entrance. A communal patio will be located at the rear of the building. Landscaping will be present throughout the site amenity spaces.
- e) **Loading Areas, Service Areas, and Outdoor Storage:** Service areas for the proposed residential development will be located on the P1 level of the underground garage. The garbage room and the electrical room are located in the south west corner of the P1 level and are both concealed from the adjacent residential properties. There are no loading areas or outdoor storage areas proposed for this site.
- f) **Lighting:** There potential for light spillover from the proposed residential development should be minimal for adjacent properties. A lighting certificate will also be provided to confirm that the impact will be minimal.
- g) **Noise and Air Quality:** The proposed development will not create any adverse noise or air quality effects for the adjacent residential properties.
- h) **Sunlight:** The height limit in the current zoning is 14.5 m. The increase in the building height to 18m does not significantly change the shadow effects. A shadow study has been prepared and can be found in Appendix B.
- i) **Microclimate:** The proposed apartment building is not out of context in terms of height and massing within the community. Generally, wind patterns, snow drifting and temperature on adjacent properties should not be affected.
- j) **Supporting Neighbourhood Services:** The proposed development will be adequately serviced by existing neighbourhood amenities. There are numerous schools in the surrounding area including Glebe Collegiate Institute, First Avenue Public School, Westboro Academy, Mutchmore Public School and Carleton University. The Glebe Community Centre is within close proximity to the subject site. Parks and leisure areas such as Dow's Lake, the Arboretum, and number of smaller parks are spread out in the surrounding area. The proposed development is just outside the 600m radius of the Carling Avenue Rapid Transit Station.



3.3. City of Ottawa Zoning By-law

The current zoning is R4S – Residential Fourth Density, subzone S. This zone permits a variety of housing types, including single-detached, multiple attached, planned unit development, stacked dwelling, and low-rise apartment building, among others.

The proposed development at five storeys is classified as a medium rise apartment building which is not a permitted use in the existing zoning. Furthermore the maximum height limit for the R4S zone 14.5 m and the proposed development will be approximately 18 m and as such is not consistent with this zoning. Please see the full details of the R4S zone in Appendix A.



4. Proposed Zoning Amendment

The proposed zone for the development at Bronson Avenue is R4 H(18)[xxxx] – Residential Fourth Density, with a maximum height limit of 18 metres. The exception zone would have the following provisions:

- Maximum Building Height = 18.35 m

Building Setbacks

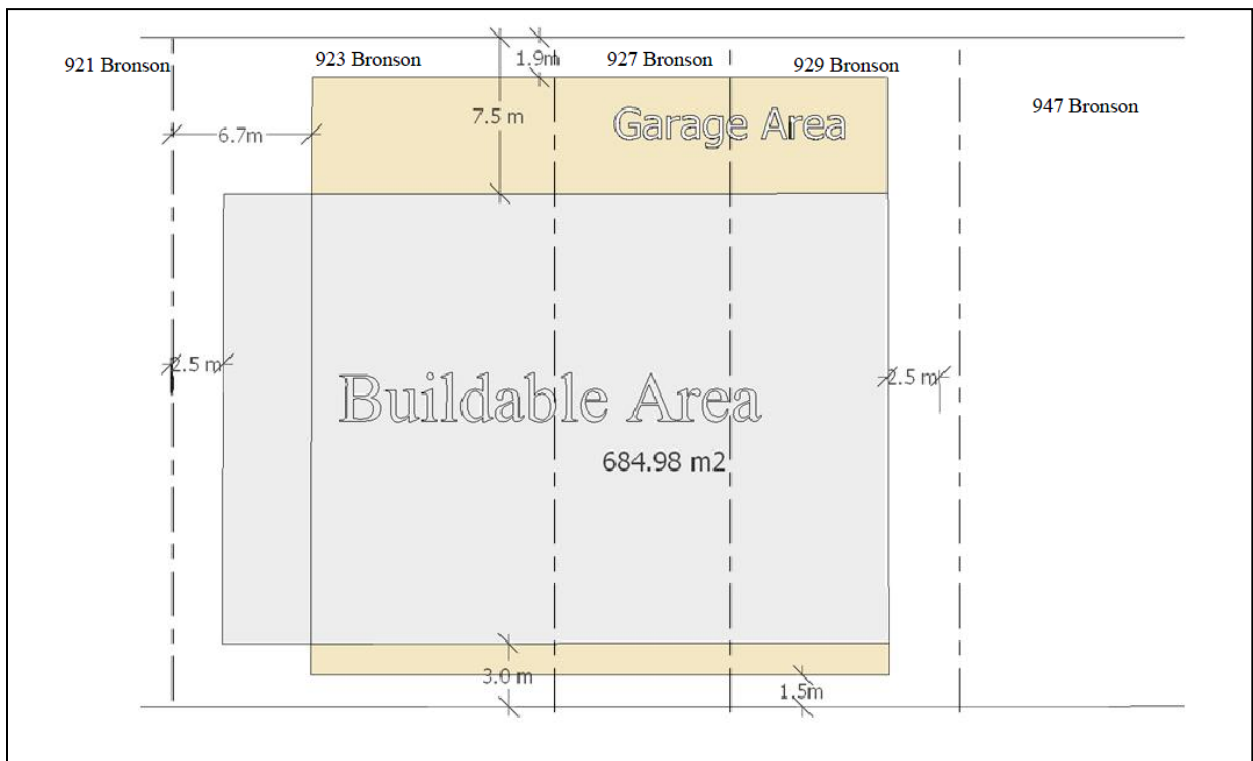
- Minimum Front Yard Setback = 3 m
- Rear Yard Setback for the main building = 7.5 m
- South Interior Side Yard for the main building = 2.5 m for first 21 m, 7.5m after 21 m
- North Interior Side Yard for the main building = 2.5 m for the first 21m, 7.5 m after 21 m

Parking Garage Setbacks

- Rear Yard setback for the parking garage wall = 1.9 m
- North Interior Yard Setback for parking garage wall = 6.7 m
- South Interior Yard Setback for parking garage wall = 2.5 m
- Front Yard Setback for the parking garage wall = 1.5 m

Other

- Internal parking aisle width (in parking garage) from 6.7 m to 6.0 m.
- Back –up space length within the aisle (in parking garage) from 6.7 m. to 5.9 m.
- Permit optional small scale retail and/or personal service businesses on ground floor facing Bronson Avenue, maximum 500 m² of Gross Floor Area



5. Rationale for Zoning Amendment

The rationale for the Zoning By-law Amendment is set out below as a review of the planning policies and the supporting reports.

5.1. Planning Review

A thorough planning review of the PPS, and the Official Plan, as presented in Section 4, concludes that the proposed building through its residential intensification and modern building design is consistent with the policies of both documents. Further, the proposal is consistent with Section 2.5.1 *Urban Design and Compatibility*, and Section 4.11 *Compatibility*. These sections are set out to guide development to ensure that it is functional, safe, aesthetically pleasing, efficient, and compatible with its surrounding community, in broad terms. This proposal is consistent with the applicable planning practices and principles.

The proposal, however, is not consistent with the R4S – Residential Fourth Density, subzone S zone as it is five storeys and is therefore considered a mid-rise building, which is not a permitted use in the R4 zone. A proposed rezoning has been presented. The proposed R4, exception zone is suitable for the development and specifically tailored to the development so as not to create a precedent for taller buildings in this generally 2, 3, and 4 storey norm.

5.2. Urban Design Guidelines

The Urban Design Guidelines for Low-Medium Infill Housing were approved by City Council in 2005. The following is a review of the relevant guidelines and a comment on how the proposed development responds to them.

"2.1 Design quality public space for pedestrians, cyclists, transit access and cars."

The design of the proposed development features landscaping along the frontage of the property, creating quality spaces for the public realm.

"2.2 Provide a streetscape that is inviting, safe, and accessible, emphasizing the ground floor and street façade of buildings with principle entities, windows, porches, balconies, and key internal uses at street level."

The streetscape that is created from the proposed development places emphasis on the ground level façade. The ground level features private entrances from patios with pathways leading to the individual units. This design provides an inviting, safe and accessible streetscape along Bronson Avenue. The front facing amenity spaces also add eyes on the street and facilitate vibrant interaction between the public and private.

"3.1 Ensure new development faces and animates the public street."

The proposed development faces Bronson Avenue, the public street. The design of the building provides an interesting façade that animates the streetscape of Bronson Avenue.



"3.1.2 Locate and build infill in a manner that reflects the existing or planned pattern of development in terms of height, front, rear, and side yard setbacks."

The proposed development is an infill project. The proposed building respects existing patterns of development by conforming to front, rear and side yard setbacks. If the zoning amendment is approved, the building will also conform to the height regulations tailored for this development. The proposed height maximum is not a significant variation from what the current zoning permits. The proposed additional height is to accommodate an additional, stepped back fifth storey.

"3.1.3 Recognize local lot sizes including lot width, scale and proportions."

The lot sizes in the area vary considerably with the majority scaled to permit a single two-storey building and some bigger to permit a low-rise apartment building. The proposed development is comparable to the latter.

"3.1.4 Orient buildings so that their amenity spaces do not require sound attenuation walls."

The amenity spaces for this development consist of private balconies that can be accessed from the units. There is also a shared back yard patio that is buffered from the adjacent residential properties through the use of landscaping and trees.

"3.1.5 In cases where there is a uniform setback along a street, infill buildings should match this setback and fit into the neighbourhood streetscape and create a continuous, legible edge to the public street. In cases where there is no uniform setback, the new building can be located at roughly the same distance from the property line as the buildings along the abutting lots."

The proposed development is consistent with this policy as it respects and conforms to the uniform setbacks that exist along Bronson Avenue.

"3.1.7 Avoid the arrangement of units where the front of one dwelling faces the back of another, unless the units in the back row have facades rich in detail, recessed garages and extensive landscaping. Do not break the pattern of the green front yards of the neighbourhood by placing parking at the front."

The proposed development does not contradict this policy. The units do not face the back of another dwelling. Regardless of this, the development is designed with rich, detailed facades and will be subject to extensive landscaping. Parking is located underground, and is accessed from the north side of the frontage. The pattern of green front yards is not broken.

"3.1.8 Determine an appropriate separation distance between infill housing blocks to ensure appropriate light, view, and privacy considering: building heights, site orientation and location of windows. Ensure visual privacy, for example by offsetting new windows from neighbour's windows."

The proposed development is considerate of appropriate separation distances. The main building mass complies with the current zoning setbacks. The fourth and fifth storeys of the proposal are stepped



back to ensure privacy and light issues are avoided as much as possible. The building design and the use of extensive landscaping will mitigate the impacts to the rear neighbours.

"3.1.9 Locate rear elevations and rear yards in line with their context so that the rear amenity space is generally consistent with the pattern of the neighbours."

The rear yard setbacks are consistent with the zoning and the existing patterns. The shared patio space in the backyard is in line with the context of the neighbourhood as many residential homes have this type of amenity space.

"3.2.1 Construct at both a residential scale as well as a scale, mass and proportion that contributes to the quality of the streetscape."

The proposal is designed at a scale, mass and proportion that will enhance Bronson Avenue's streetscape. The building is designed in such a way that mass and proportion of the building is not intrusive along the street, or to the surrounding area. As well, the proposed height and massing of the building is very similar to that permitted by the current four-storey zoning.

"3.3.2 Allow the front door (public entrance) to dominate the façade (front wall) as opposed to the garage. The use of quality materials and an eye-catching entrance is preferable over recessed and shadowed entrances."

The public entrance, as well as the private entrances for the ground floor units are what dominates the façade along Bronson Avenue. The garage is not visible from the public street. The entrances are well designed and create an eye-catching streetscape.

"3.3.6 Create building faces that are detailed with inviting entrances and living spaces close to the ground that offer 'eyes on the street' and contribute to the amenity of the public realm."

The façade along Bronson Avenue is detailed with inviting entrances. The main entrance is located along this façade, as well as private entrances to the units that feature individual balconies and paths. The ground floor units and balconies support an "eyes on the street" that contributes to the safety of the public realm.

"4.0 Create infill that supports the quality of the public streetscape and enriches the pedestrian experience. To preserve liveable city streets, a high quality built environment needs to be as important a consideration as the needs of parking and servicing. Buildings define the edges and richness of a public space. If a house presents only a garage door as its primary face on the public street, the result is a loss of a quality environment for the neighbourhood. A pedestrian's enjoyment of these city spaces diminishes if the pattern of blank garage faces repeats itself down the length of a city street."

A garage should not dominate any façade facing a street, public space or other residential dwelling. Soft landscaping should prevail for its aesthetic and environmental value. Planting, clean air and efficient energy use counteract the negative impacts of impermeable dark asphalt. (Urban areas are hotter when they have an abundance of black pavement, dark roofs and a lack of trees.) The goal is to design safe



and environmentally friendly communities creating an appropriate interface between pedestrians, cyclists and autos."

The proposed development does not place parking and servicing needs ahead of quality built environment for both pedestrians and the general streetscape of Bronson Avenue. The parking is completely located underground with access on the north side of the Bronson frontage. The garage door is located towards the rear of the property and is not visible from the street. Detailed and well-thought landscaping will also be present throughout the site.

"4.1 Look for opportunities to provide a shared underground garage that is contained internally on the site to minimize the amount of paved area, pedestrian/vehicular conflicts on the sidewalk, and to maximize room for soft landscaping and on-street parking (where permitted). Limit curb cuts as much as possible."

The development provides a single two way access to an underground garage for all residents and visitors in an effort to eliminate surface parking and avoid pedestrian/vehicular conflicts. On street parking is not permitted between the hours of 9:00 a.m. and 3:00 p.m., Monday to Friday.

"6.1 Locate loading, garbage and other service elements (transformers, utility meters, heating, ventilation and air conditioning equipment) in non-prominent locations that do not detract from the aesthetic appeal of the city streetscape or the homes that the service."

All of the loading and service elements are located in the underground garage and are not visible from the street. This ensures that the aesthetic appeal of the streetscape is not diminished.

The review of the relevant policies set out in the City's Urban Design Guidelines for Low-Medium Infill Housing shows that the proposed development is consistent with these guidelines.

5.3. Public Consultation

This development has undergone a series of public consultation events. Prior to the rezoning application that is currently being submitted, two public consultations were held on March 28th, 2012 and June 13th, 2012. The meeting held on March 28th raised concerns regarding the re-zoning from R4 to R5. The local residents' main concern of a zoning change from R4 to R5 was that it may set a precedent for taller buildings to be introduced into the area. Other concerns included noise, shadowing, parking and drainage. The meeting that was held on June 13th addressed many of the same issues, particularly zoning, parking and traffic. The general feeling expressed by many residents that attended the June 13th meeting was that the proposed development was acceptable and that an R4 Exception Zone provided greater security against the potential for other projects.

The comments from these public consultations were received and evaluated towards the proposed development. As a result, the zoning amendment application was adjusted to an R4 Exception Zone instead of introducing R5 into the area to mitigate the concerns regarding precedents. Reports and



studies regarding shadows, traffic and a Designated Substance Survey were also completed to ensure compatibility of the proposed development.

The meeting minutes of both public consultations are provided in Appendix D.

5.4.Shadow Study

A shadow study was prepared by Douglas Hardie Architects. It shows relatively similar shadowing patterns to that of the existing area and to the shadows of development permitted by the existing four-storey height limit. The more significant impacts of shadowing would be felt on March 21 at 9am, but the shadowing is, again, similar to the other buildings on Bronson and affects the street more than any direct property. There are also some shadowing impacts in the month of December, specifically at 12pm. However, the high-rise building at the corner of Bronson Avenue and Holmwood Avenue negates the effect that the proposed building may have. In any event, the proposed building compared with the allowable built form is only very minutely different in their impacts. It should also be noted that the current zoning permits a building of 14.5m and the increase to 18.35 m (at its tallest point) does not result in any significant increase in shadowing effects.

Please see the shadowing study provided in Appendix B.

5.5.Transportation, Parking and Access

The proposed development, at 44 units, is providing 27 parking spaces. The impact on transportation will be minimal due to the availability of alternative means of transportation and the small amount of vehicles that will be going in and out of the development at any one time. This is further supported through the provision of 27 bicycle parking spaces for the development, where only 22 are required. The access to the site and parking garage is located at the south end of the site frontage on Bronson. A Transportation Assessment was prepared by IBI Group dated May 30, 2012, and supports the ability of the existing road network to sufficiently handle the expected traffic generation from this development. They have also confirmed that there will be adequate sight lines when people enter and egress from the site.

5.6.Serviceability

A Serviceability report was prepared by T.L. Mak Engineering Consultants Ltd. in June 2012. The summary of findings are presented below:

"The proposed service connection on the 127mm diameter watermain would be capable of providing the required flow for the proposed sprinkler design. Furthermore, it is noted that the proposed building would be further protected by flow from the hydrant that is located on the adjacent property and connected to the larger 610mm watermain along Bronson.

From a potable water perspective, the proposed servicing of 923 Bronson Avenue from the 127mm diameter watermain along Bronson will provide adequate flows and pressures in conjunction with the mechanical sprinkler system being proposed. In addition, fire protection provided by the internal sprinkler system will be supplemented by the nearby hydrant."



The existing infrastructure is adequate and capable of servicing the proposed development in terms of water supply.

The net increase in peak flow for sanitary servicing from the proposed development will be 0.87 L/s and will flow into the existing 600mm diameter combined sewer. This is not expected to have a negative impact on the existing infrastructure.

5.6.1. Stormwater Management

T.L. Mak Engineering Consultants Ltd. prepared a Storm Drainage report in June 2012 for the proposed development at 923 Bronson Avenue. The conclusion of the report is outlined below:

"The established flow rate of ± 10.03 L/s from this site it proposed to be directed into the existing 600mm diameter combined sewer on Bronson Avenue. Stormwater management attenuation for this site will incorporate flat rooftop storage and underground drainage system storage in the building by means of holding tanks. "

"In total the 100 year available storage volume including rooftop storage is 32.04m³ which is greater than the required total site storage volume of 30.99m³."

Through the design of the rooftop storage and underground drainage structures that are proposed the stormwater that falls on site will be adequately retained and directed into the existing 600mm diameter combined sewer located on Bronson Avenue.

5.7. Geotechnical Review

A Geotechnical Report was prepared by Paterson Group, dated June 5, 2012. This review was completed in conjunction with the Phase I ESA, reviewed below. Three boreholes were drilled during the investigation and two of the boreholes were found to contain some fill material such as brick and concrete. This material may need to be disposed of as construction waste if it needs to be removed from the site during future construction activities. There were no unusual odours noted in any of the soil samples. The Geotechnical Report concludes that the project is feasible from a geotechnical standpoint.

5.8. Phase 1 ESA

A Phase I Environmental Site Assessment was prepared by Paterson Group, dated June 5, 2012. The report reviewed the existing residential buildings at 923, 925, 927, and 929 Bronson Avenue. The assessment concluded that there are no significant concerns with the current use of the subject site or immediately adjacent lands. It was determined that a Phase II ESA is not required for the subject property. The report contained no recommendations.

5.9. Designated Substance Survey

A Designated Substance Survey was completed by Paterson Group, dated June 8, 2012. The survey was carried out for the two existing residential buildings located on the subject property for the purpose of demolition using heavy equipment and the safety of the workers during this process. The findings of the report are as follows:



"Mercury is suspected to be present within the fluorescent light tubes and thermostats in the subject building. Mercury within light fixtures and thermostats presents no risk to occupants provided the containers remain intact and undisturbed. If these devices are being removed, they should be decommissioned according to O.Reg 347/558...

The potential Ozone Depleting Substances containing equipment observed throughout the buildings was associated with fire extinguishers, air conditioners and refrigerators. Any maintenance or disposal of potential ODS containing equipment should be done by a certified professional...

Based on observations during the testing program, combined with analytical test results, no ACMs were identified in the subject buildings. It should be noted, however, that no investigation of wall or ceiling cavities or the attic was carried out. Consideration should be given to investigating these areas once the buildings are vacated."

6. Summary

The proposed Zoning By-law Amendment for the residential development at 923-927 Bronson Avenue will result in a rejuvenation and renewal of this property. It will make a very positive contribution to the streetscape of Bronson Avenue while maintaining compatibility with the surrounding area. It will add higher density apartment style living to the area, achieved through a contemporary architectural design.

The penthouse structure that constitutes the fifth floor is set back from the top of the fourth floor, which will minimize its presence and visibility. Due to the sloping topography of the site, the walls of the parking garage project out of the ground around the north, east and south edges of the property. The main building is set back within the requirements of the zoning by-law and most of the requested reductions in setbacks relate to the below grade parking garage.

The proposed development will include green initiatives such as the High Performance New Construction (HPNC) program with Enbridge and Hydro to improve energy efficiency.

The proposed R4 Exception Zone is designed to restrict the proposed building in the concept plan, and the R4 Zone designation maintains consistency with the current zoning designations.

The proposed 44 residential units make efficient use of the site, infrastructure and public service facilities. The proposal is consistent with the policies in the Provincial Policy Statement 2005 as well as the City of Ottawa's Official Plan.



Appendix A - Existing Zoning - R4S



R4 - Residential Fourth Density Zone

(Sections 161-162)

Purpose of the Zone

The purpose of the R4 - Residential Fourth Density Zone is to:

- (1) *allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as **General Urban Area** in the Official Plan;*
- (2) *allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;*
- (3) *permit ancillary uses to the principal residential use to allow residents to work at home;*
- (4) *regulate development in a manner is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced: and*
- (5) *permit different development standards, identified in the Z subzone, primarily for areas designated as **Developing Communities**, which promote efficient land use and compact form while showcasing newer design approaches.*

161. In the R4 Zone:

Permitted Uses

- (1) The following uses are permitted uses subject to:
 - (a) the provisions of subsection 161 (2) to (15);
 - (b) a maximum of three guest bedrooms in a bed and breakfast; and
 - (c) a maximum of ten residents permitted in a group home.

apartment **dwelling**, low rise
bed and breakfast, see Part 5, Section 121
community garden, see Part 3, Section 82
converted **dwelling**, see Part 5, Section 122
detached **dwelling**
diplomatic mission, see Part 3, Section 88
duplex dwelling, see Part 5, Section 138 (By-law 2010-307)
group home, see Part 5, Section 125
home-based business, see Part 5, Section 127
home-based daycare, see Part 5, Section 129
linked-detached dwelling, see Part 5, Section 138 (By-law 2010-307)
multiple attached dwelling, see Part 5, Section 138 (By-law 2010-307)
park
planned unit development, see Part 5, Section 131
retirement home, converted see Part 5, Section 122



retirement home
rooming house, converted *see Part 5, Section 122*
rooming house,
secondary dwelling unit, *see Part 5, Section 133*
semi-detached dwelling, *see Part 5, Section 138 (By-law 2010-307)*
stacked dwelling, *see Part 5, Section 138 (By-law 2010-307)*
three-unit **dwelling**

Zone Provisions

- (2) The zone provisions are set out in Table 162A and 162B.
- (3) Where a planned unit development is permitted on a lot in the subzone, the provisions of Section 131 apply, and the associated subzone provisions identified in Table 162 A affecting permission of uses, minimum lot widths and lot areas, as well as minimum required setbacks apply to the whole of the lot, while the maximum height applies to each permitted dwelling type within the planned unit development.
- (4) A diplomatic mission and group home that is not a prohibited use listed in Column II of Table 162A, is subject to the subzone provisions for a detached dwelling if included in Column III, otherwise it will be subject to the subzone provisions for an apartment dwelling, low rise.
- (5) A retirement home and rooming house that is not a prohibited use listed in Column II of Table 162A, is subject to the subzone provisions for an apartment dwelling, low rise.
- (6) A community garden or park is not subject to the provisions of Table 162A, however any development will be subject to the subzone provisions for an apartment dwelling, low rise.
- (7) Conversions that alter an existing residential use building to create another listed permitted use in the zone are subject to the provisions of Section 122 – Conversions; and in the case of a converted dwelling, Table 162B Endnote 2 applies in those subzones where Endnote 2 is referenced in Column XI of Table 162B. (By-law 2009-184)
- (8) Thirty percent of the lot area must be provided as landscaped area for a lot containing an apartment dwelling, low rise, stacked dwelling, or retirement home, or a planned unit development that contains any one or more of these dwelling types.
- (9) The maximum height of any permitted use may not exceed that which is specified in Column VI of Table 162A, and in no case, may be greater than a maximum four storeys.
- (10) Minimum lot width, lot area and parking requirements for linked-detached dwelling, semi-detached dwelling and multiple attached dwelling shall apply to each portion of a lot on which each individual dwelling unit is located, whether or not that parcel is to be severed.
- (11) For other applicable provisions, see Part 2 - General Provisions, Part 3 - Specific Use Provisions, Part 4 - Parking, Queuing and Loading Provisions and Part 5 Residential



Provisions.(By-law 2010-307)

R4 Subzones

162. In the R4 Zone, the following subzones and provisions apply such that:

- (1) (a) Column I lists the subzone character;
- (b) Column II lists the uses from Section 161 (1) that are prohibited uses;
- (c) Column III identifies the principal permitted dwelling types in order to differentiate in Columns III to XI the required zone provisions applying to the dwelling types;
- (d) Columns IV through X inclusive, establish required zone provisions applying to development in each subzone;
- (e) Column XI lists the reference number of additional provisions applying in each subzone. The additional provisions themselves are provided in Table 162B. Where an additional provision applies, the corresponding provision specified in Table 162B takes ultimate precedence over any provision provided in Table 162A;
- (f) Where a superscript number occurs in Table 162A - eg. varies¹, the superscript number 1 refers to a number in Column I of Table 162B which sets out an additional provision;
- (g) Where “na” appears, it means that the associated provision is not applicable; and
- (h) Where “varies” appears, the associated provision is referenced and provided as an additional provision.



I Sub-Zone	II Prohibited Uses	III Principal Dwelling Types	IV Minimum Lot Width (m)	V Minimum Lot Area (m²)	VI Maximum Building Height (m)	VII Minimum Front Yard Setback (m)	VIII Minimum Corner Side Yard Setback (m)	IX Minimum Rear Yard Setback (m)	X Minimum Interior Side Yard Setback (m)	XI End-notes (see Table 162B)
S	None	Planned unit development	na	1,400	as per dwelling type	3	3	varies ¹	varies ¹	1, 17
		Apartment dwelling, low rise, Stacked	15	450	14.5, or if in a heritage overlay 11	3	3	varies ³	varies ³	3, 17
		Three Unit	12	360	11	3	3	varies ⁴	1.2	4, 17
		Detached, Duplex, Linked-detached	9	270	11	3	3	varies ⁴	varies ⁸	4, 8, 17
		Multiple Attached, Semi-detached	5.6	165	11	3	3	varies ⁴	1.2	4, 17



Appendix B – Shadow Study





MARCH 21, 9:00am



MARCH 21, 12:00pm



MARCH 21, 3:00pm

MARCH 21

SUNRISE: 7:04am
SUNSET: 7:17pm



JUNE 21, 9:00am



JUNE 21, 12:00pm



JUNE 21, 3:00pm

JUNE 21

SUNRISE: 5:14am
SUNSET: 8:55pm



DECEMBER 21, 10:00am



DECEMBER 21, 12:00pm



DECEMBER 21, 2:00pm

DECEMBER 21

SUNRISE: 7:40am
SUNSET: 4:22pm



Appendix C - Elevations



Appendix D - Public Consultation Minutes



Minutes



Client: MD Ownership Group
Meeting Title: GCA and Community Meeting
Meeting Date: Wednesday, March 28th, 2012
Meeting Location: Glebe Community Centre
Prepared By: Robert Haslett, HCI

Attendees

Doug Hardie	DH	Douglas Hardie Architects Inc.	DHA
Marcel Pelletier	MP	Douglas Hardie Architects Inc.	DHA
Lloyd Phillips	LP	Lloyd Phillips & Associates Ltd.	LPA
Robert Haslett	RH	Haslett Construction Inc.	HCI
Faizal Hasham	FH	MD Ownership Group	MOG
Jean-Philippe Vaccani	JV	MD Ownership Group	MOG
Bobby Galbreath	BG	Glebe Community Association	GCA
Community Members	CM	Community Members	GCM

Apologies

Shaun Kilty	SK	MD Ownership Group	MOG
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Additional Distribution

N/A

Next Meeting: TBD

Discussion

1. Introduction - BG

- BG chaired meeting
- BG Introduced LP, DH, MP, RH, FH and JV
- Sign-In sheet passed around
- Format Established

2. Project Overview - LP

- Zoning and planning considerations
- Presentation Boards
 - 2 Aerial Views
 - 1 Site Plan View
 - South Street View
 - 1 Street View
 - 1 Rear View
 - 1 Elevations
 - 1 Floor Plans
 - 1 Shadow Study
- Going from R4 low-rise to R5 mid-rise therefore require a zoning change
- No applications submitted to date
- The project is in the early days and we are here to solicit feedback from the community

3. Presentation of Plans - DH

- Explained zoning envelope and both compliant and non-compliant areas complete with dimensions
- Required amount of parking is provided
- Proposal is for a 5 storey building
- Steeply sloping lot makes it challenging and also provides an opportunity
- 43 units in total are proposed, predominantly (35) 1 bedroom.
- Square footage of units ranges from 503-713 sqft and one owner's unit at 2870 sqft.
- Parking accommodates 28 cars in two basements
- Garbage and bike storage
- Building is modern in design and promotes openness and massing is scaled down.
- Spoke to the zoning envelope and compliant and non-compliant areas



4. Planning and Approvals Process - LP

- Zoning change required
 - Takes approx. 1 year
 - Traffic and parking considerations
 - Change driven by 5th floor, otherwise everything else is a minor variance
- Site Plan Approval
 - Must go concurrently with the zoning change
 - Launched midway through zoning change
- Condo vs. Rental
 - Not a student residence
 - Young professionals, graduate students and faculty

5. Q & A's:

1. Why not 4 floors?
 - a. LP - 5th Floor to provide a residence for 1 owner
 - b. Not trying to push the envelope otherwise would have pushed the floor to the limit.
2. Parking is at a minimum in the proposal. This is way too little.
 - a. BG - City is looking at setting the parking requirements to zero.
 - b. LP - Can take it under advisement, but do not currently feel that the parking ratio will be a problem.
3. Elevations - 5th Floor will dominate Muriel and Gordon Streets. What about sound issues? Should show effect of building from East side of Muriel perspective.
 - a. DH - Will show a new elevation next time from the perspective of a resident on the east side of Muriel.
4. Clive Doucette - If we get R5 can we then change our minds and build higher?
 - a. LP - This will be site specific zoning and therefore will be able to limit the height for what is requested.
5. Now what happens when the neighbour wants to go for R5 and wants to go 10 storeys?
 - a. LP - That is not the way it works.
 - b. Community member disagreed.
6. Are you compliant (Red Line) with R4 or R5?
 - a. DH - we are compliant with R4 with the red line
 - b. DH - Main part of building as designed is compliant with R4 except the height.
7. What is the Land Value consideration by going to R5?
 - a. LP - No idea.



Minutes



8. BG - Will Section 37 of the planning act apply?
 - a. LP - No.
9. What is the driveway width?
 - a. DH - 6.7m
10. If we get the R5 can we add more units to the 5th floor?
 - a. LP - No because it will be defined in the approval.
11. Is there a shadow study? What about Evening Sun at 5pm or 7pm?
 - a. DH - walked through it
 - b. DH - latest simulation is 3pm
12. Does the 5th floor affect the shadows?
 - a. DH - Yes but not a dramatic difference.
13. Traffic Impact turning into and out of the building?
 - a. LP - Yes it will affect traffic.
14. Main Entrance - No Drop off? Will this be a problem?
 - a. LP - In theory it is possible, but prefer to keep connection with the street so it was not incorporated. Pizza deliveries and couriers will have to be thought out as it will be a reality.
15. 929 Bronson currently exits onto Bronson and it is a big problem.
 - a. LP - We will take it under advisement
16. Is the average grade the purple line? Looks to high?
 - a. DH - It is calculated very carefully and it is correct.
 - b. BG - April 10th a new average grade proposal is being submitted
17. R4 zoning just along Bronson, R3 all along Muriel. Therefore due to grading building will have impact of a 7 storey building.
 - a. LP - Sensing discomfort about R5...we can write change as an R4 with a list of exceptions to suit residents.
 - b. LP - Presently could have a net effect of 6 storeys
18. Concern over traffic and building residency?
 - a. LP - Small Building and therefore exempt from traffic study requirement. However, we will nonetheless be conducting a form of traffic study to deal with traffic/entrance/parking.
 - b. LP - Building will be a condo and therefore condos can set rules for who gets in and out
19. Still can't control who lives in the building.
 - a. LP - We hear you.
20. Drainage Issue Presently for a Muriel Street resident
 - a. LP - Project goes through a site plan and therefore requires a stormwater management plan and a drainage management plan.
 - b. LP - We have to control our water and not exceed existing conditions
21. Will roof drains drain internally?
 - a. DH - Too early to know.



22. Only adding 2 units, how much money does that add? Can they do the same number of units if only 4 floors?
 - a. DH - Not sure.
23. How high will parking structure be at back?
 - a. DH - Estimate 9' at one point and then 12' at another.
 - b. DH - No visible parking, including visitor
24. Possible to do plantings at the back? Conifers?
 - a. DH - designed to allow retention of 2 trees
 - b. DH - would like to see trees in the back
 - c. DH - need help from Muriel residents
25. Noise mitigation during construction?
 - a. RH - not too much can be done to mitigate noise.
 - b. RH - bulk of noise to be during first few months.
26. What type of Soils are there?
 - a. DH - Not done yet.
27. Bronson Reconstruction Impact
 - a. LP - Aware of the work, but have not examined its impact on the project.
28. Next Steps
 - a. LP - We have to meet internally to decide the project direction. This should be complete in 1 month.
29. Have owners considered building within zoning envelope?
 - a. LP - Under consideration
30. Will there be any salvaging of old materials from demolition?
 - a. RH - Yes where possible.
31. What about hazardous materials in the old house?
 - a. LP + RH - A designated substances survey is a requirement of the Site Plan Control application.

LP - The Councillor is aware of the meeting tonight and the project. He welcomes your comments.

6. **NEXT Meeting: TBD**



Minutes



Client: MD Ownership Group
Meeting Title: 2nd GCA and Community Meeting
Meeting Date: Wednesday, June 13th, 2012 - 7:30pm
Meeting Location: Glebe Community Centre
Prepared By: Robert Haslett, HCI

Attendees

Marcel Pelletier	MP	Douglas Hardie Architects Inc.	DHA
Lloyd Phillips	LP	Lloyd Phillips & Associates Ltd.	LPA
Jim Lennox	JL	James B. Lennox & Associates Inc.	JLA
Faizal Hasham	FH	MD Ownership Group	MOG
Robert Haslett	RH	Haslett Construction Inc.	HCI
Bobby Galbreath	BG	Glebe Community Association	GCA

Apologies

Jean-Philippe Vaccani	JV	MD Ownership Group	MOG
Shaun Kilty	SK	MD Ownership Group	MOG
Doug Hardie	DH	Douglas Hardie Architects Inc.	DHA
Christine Cholette	CC	Lloyd Phillips & Associates Ltd.	LPA
Tony Mak	TM	T.L. Mak Engineering Consultants Ltd.	TLM

Additional Distribution

N/A



Minutes



Discussion

1. & 2. Call to order by Chair & Introductions

- BG
- Called meeting to order and made introductions of all in attendance.
 - Reviewed Circulation of meeting notification:
 - Email notice sent out
 - Flyer sent out
 - Ad in the Glebe Report
 - Recap:
 - 1st open community meeting was in March
 - No submissions have been made yet
 - Will be submitting a rezoning application following this meeting.
 - Working title is "Bronson on Fifth", but still up in the air and open to suggestions.

3. Presentation of the Proposal by Lloyd Phillips (planner), Marcel Pelletier (architect) and James Lennox (landscape architect)

- LP
- Thanks to all for coming and to the GCA for hosting.
 - His role is as planning consultant to ownership group.
 - Listed all of the consultants involved.
 - Not ready for re-zoning submission yet, but wanted to check in with the community one more time prior to submission.
 - Provided overview of subject properties.
 - Overview of current zoning.
 - MOG owns 947 Bronson, but it will not form part of the development.
 - Overview of proposed project and why it requires a zoning change.
 - Brief intro of the minor variances requested.
 - Rear Yard and Side Yard setback - reductions for parking structure only. Superstructure respects current requirements.
 - Overview of re-zoning process.
 - Could take up to 1 year.
 - Planner's position is to provide all the docs to support the rezone.
 - Purpose of tonight's meeting is to hear the comments of the neighbours.
 - Comments from last meeting were reviewed and taken into account:
 - Traffic impact review and study commissioned.
 - Concerns over R5 opening the floodgates. Requested that the City entertain an R4 spot zone and the City response was no, must be R5.



Minutes



- Parking Concern. Mixed situation: need enough so residents don't street park, but not so much as to create an increased traffic problem on Bronson.
 - Site conditions associated with the site make it a challenge to develop.
- MP
- Nothing has changed on the building design since the last meeting.
 - Reviewed the site statistics and proposed project, including size and number of units.
 - Top Floor will be owner occupied.
 - They updated the shadow studies.
 - Showed the new Muriel Street Views.
- JL
- Review of existing trees:
 - Trees in front will not survive construction.
 - Maples in the back will most likely not survive either.
 - Might be possible to incorporate a sculpture or piece of public art in the front of the building.
 - Residents indicated that they would prefer more trees.
 - Rear Elements:
 - Need to maintain a pathway along rear of building.
 - 3 Solutions are available.
 - Review of proposed rear landscaping elements.
 - Possibility of planting trees in neighbours rear yards.
 - Possibility of planting trees on upper terrace to buffer building.

4. Question and Answer Session

1. Why is the shadow study not shown at 5 -6pm when people are at home?
MP - The times shown are the accepted convention and what the City requires for shadow studies.
2. Is there enough room for trees out front?
JL - Yes, as per the plan. The new building will not be any closer to the street than the current buildings, and there are a number of trees currently thriving in this environment.
3. How do the 2 access lanes work to the garages?
MP - Explained layout and function in detail.
4. Is there visitor parking?
MP - Yes. 7 spots underground.



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5. How is snow removal going to be handled?
MP – There will be an in ground snowmelt system.

6. What about the Manitoba Maples at the rear of the property?
JL – Best to remove them now that we have the opportunity. Would like to see them replaced with a stand of conifers.
FH – An effort was made to design the building around the Manitoba Maples, as is evident.
BG – There is a move within the City to eliminate Manitoba Maples due to the problems associated with them.

7. No one understands why the zoning change? What can't the building be built under a special R4 zoning?
LP:
 - Have to provide an answer to that question as part of the planning rationale submitted to the City at the time of application.
 - Described the required performance standards and the portions of the proposal that fit and don't fit.
 - Main superstructure of the building fits in current zoning envelope, parking levels do not.
 - Prefer to have a parking structure, as it eliminates surface parking thereby creating a buffer for the neighbours. It is the preferable solution for all parties.
 - 4 Storeys is a permitted use and the non-compliant performance items could be handled through a minor variance application. The request for a 5th floor is what triggers the re-zoning requirement.
 - Owners are planning to reside on the 5th floor and are therefore not trying to cram in more units. There will be only 2 units on the top floor. 5th floor is set back considerably from the other floors.

8. What happens to the rest of the block if we get an R5 zone? This will set the precedent for other R5 rezones along the block with possibly even higher structures.
LP:
 - Each rezoning application is based and assessed on its own merits.
 - This does not necessarily open the doors to other applications.
 - Approvals in this case will limit building envelopes for certain sections of the proposal.
 - Building must be built as proposed using something called a 'Holding Bylaw'. Cannot deviate.BG – Does not set a precedent.

9. Can you deviate from the proposed plan, either in height or other performance requirements in a year or two?
LP – No you cannot.



Minutes



10. Does R5 allow high rises?
LP - Yes, but this project will be R5 and we will request that a high-rise will be a prohibited use.
11. But won't high rises be allowed nonetheless?
BG:
- Not necessarily. Re-zonings are done on a one off basis.
- Explained is role with the GCA.
- This is a good question for City Staff.
LP:
- We will specifically state that high-rise is a prohibited use, we will be restricted to a building envelope and volunteer for a 'Holding Bylaw'.
CLIVE DOUCET:
- This is small issue stuff.
- 5 Storeys is not unreasonable to ask for.
- Whole problem is about height, with the real concern being the up-zoning to R4.
- Community has to fight the R5...they have no choice.
- Often there can be damage to your building from construction and you have to live through the disruption.
- Our life savings are in our houses and we some of us have lived a lifetime in them.
- R5 rezone will force us to defend it.
- Problem is the R5, as the 5 storeys on this project is a reasonable proposal for an arterial road.
LP:
- We have asked for an R4 and the City has said no.
12. Are there other changes to the building that R5 allows that wouldn't be otherwise allowed?
LP - No. R4 or R5 we will still need the same relief on performance requirements.
13. Anything else that R5 allows?
LP - Would have to check in detail, but our application will self-impose limits based on our proposal.
14. How many units and does it include the 5th floor?
LP - 43 units in total including the 5th floor.
15. What is an insignificant traffic impact as per the traffic engineer?
LP - He has only reviewed the results from the traffic study briefly. Traffic study results in summary show only a negligible effect. Will be tough to enter/exit, no different than the present situation.



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16. How parking spots are there?
MP – 28 stalls, composed of 21 residents and 7 visitor, all underground.
17. How will service vehicles, pizza, and taxis service the building?
LP – The laneway will be used.
18. What about paratranspo?
LP – Will have to take that under consideration.
19. What about disruptions from blasting?
RH – Blasting is not anticipated on this site.
20. Concerned about the balconies. Why are we not sticking to the current zoning and requirements?
LP – Underground parking is better than surface parking. One major benefit is that it allows for a buffer and amenity space. We are sensitive to noise and impact.
21. What is the difference in height between the top of handrail along the rear pathway and the top of the P2?
JL – About 3' to 4'.
22. Only have enough parking for half the units. Where do the others park?
LP – We meet the parking requirements under the current zoning requirements.
23. Where is the amenity space for the units?
LP – Outdoor yard space at the rear and private spaces for the units in the form of balconies and terraces.
24. Where is the garbage located?
LP & MP – Inside the building is a dedicated garbage/recycling room.
25. Where is the HVAC equipment located?
LP & MP – On the roof.
26. Is the garage ventilated?
MP – Yes.
27. What about Dow's Lake festivities and street closures?
LP – This is something we will have to consider.



Minutes



28. What effect will the building have on infrastructure? Will the new building cause sewer backups and collapses?
LP - Part of the rezoning submission is a Site Servicing Report by a civil engineer to deal with these types of questions.
29. Why can't they use 947 Bronson and expand sideways and stick with 4 storeys?
LP - Deliberate choice to maintain a transition zone to the south. Expansion would only serve to add 10 units, which is not sufficient.
30. Are revised shadow studies available?
MP - Yes as specified by the City requirements.
LP - All this information will be posted on the City website.
BG - Will be room in the process to formulate a community response.
LP - Recap. Plan to get application submitted in the next 3 weeks.
Doug James is the City Planner and Councillor Chernushenko sends his regrets for this evening.
31. What will the benefit be to the area?
LP:
- Renewal of the area.
- Current residences belong in the interior of this neighbourhood, not along a main arterial road.
- Provides a buffer to the neighbourhood from Bronson and its increasing traffic.

5. Wrap - Up

- BG - Thanked all for coming.
- Can provide any comments to him.

