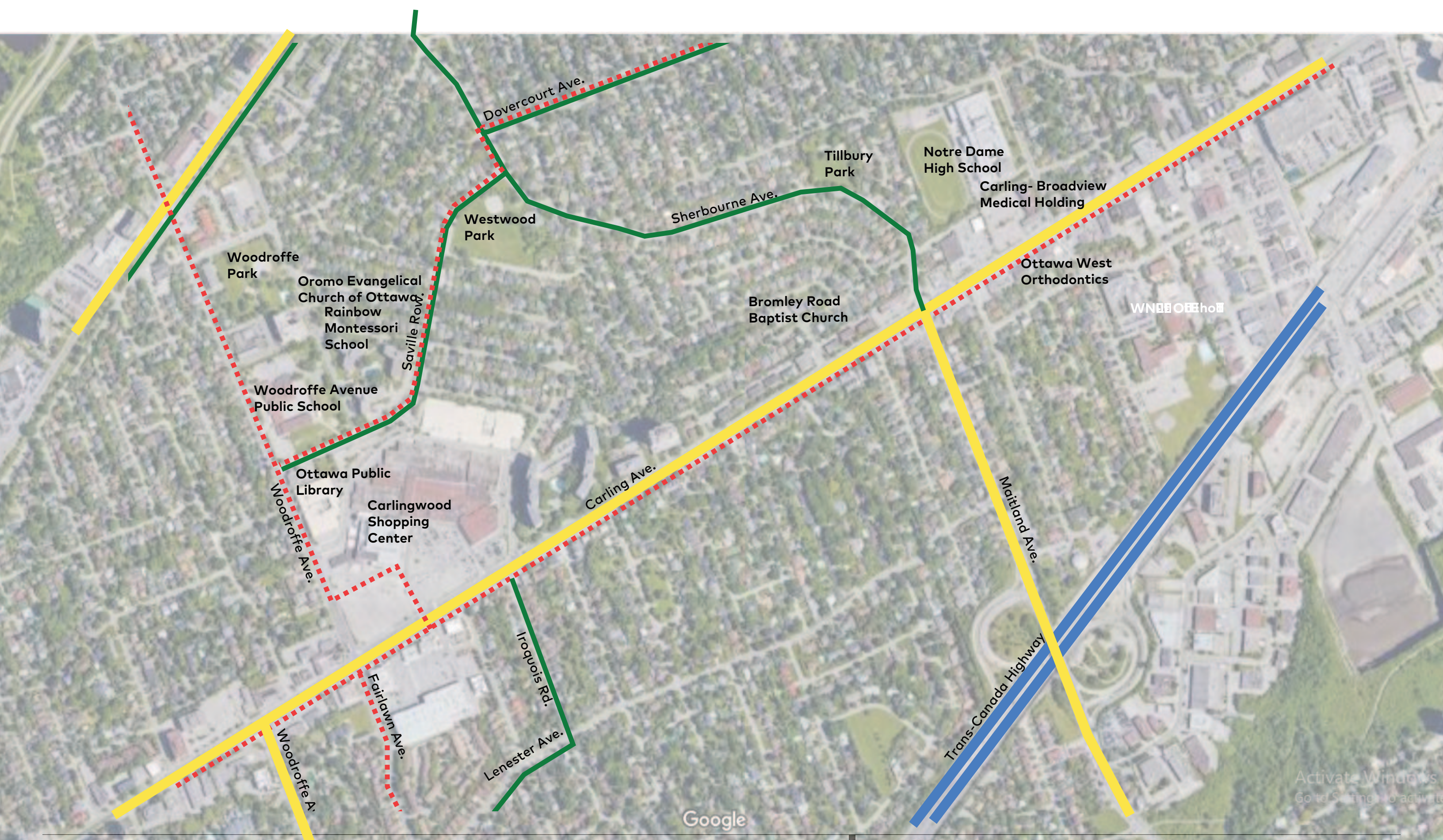


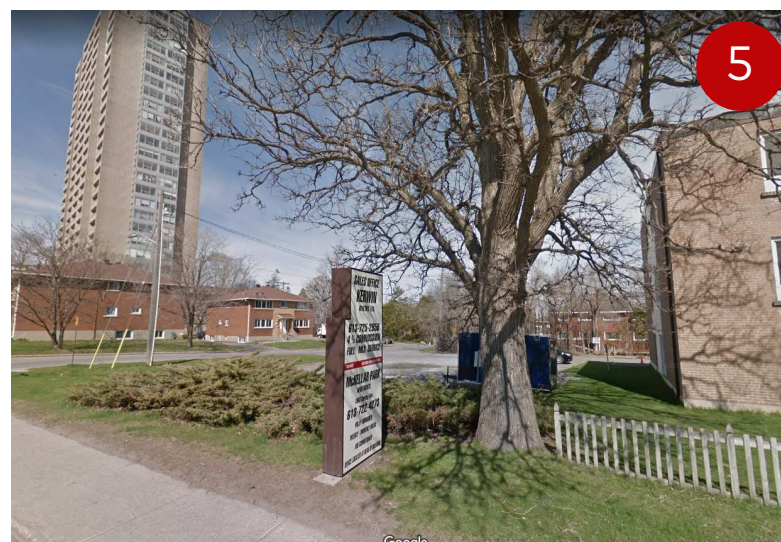
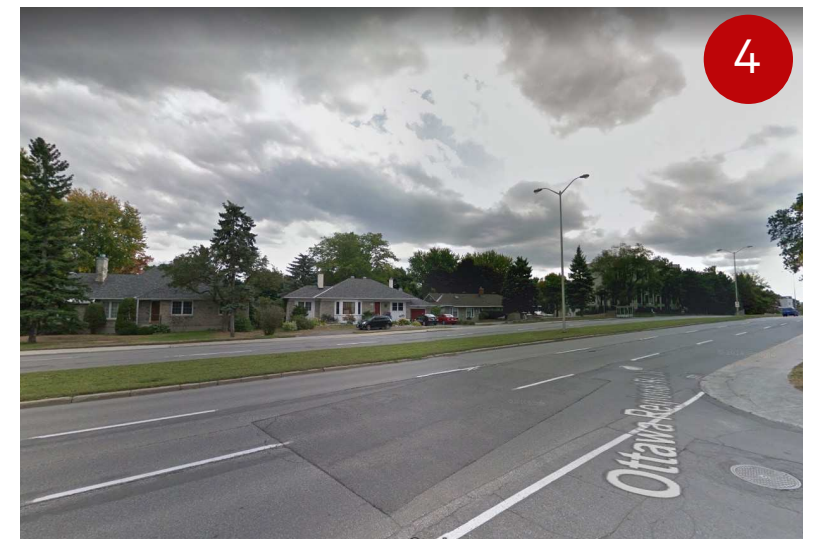


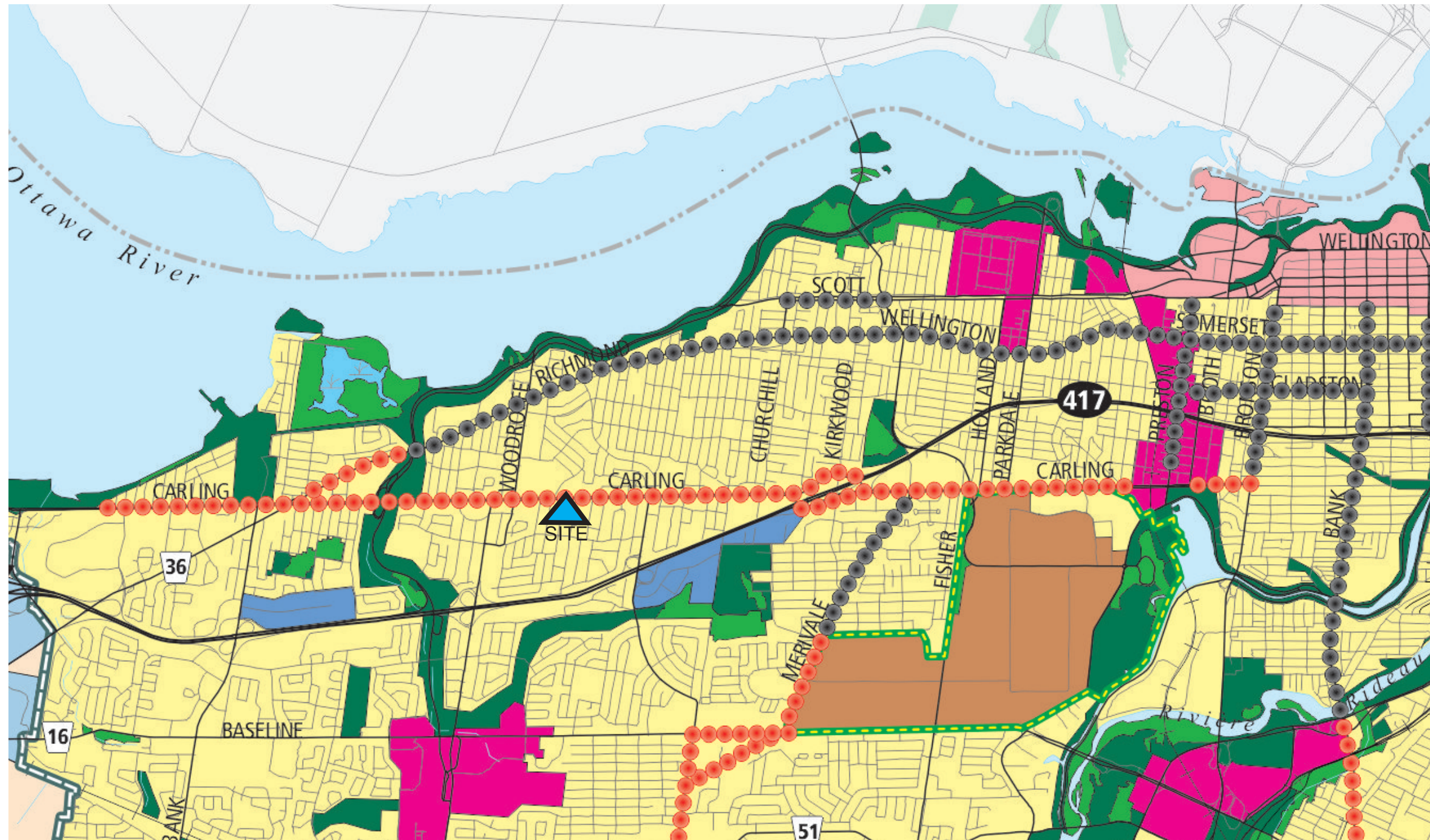
FORMAL CONSULTATION

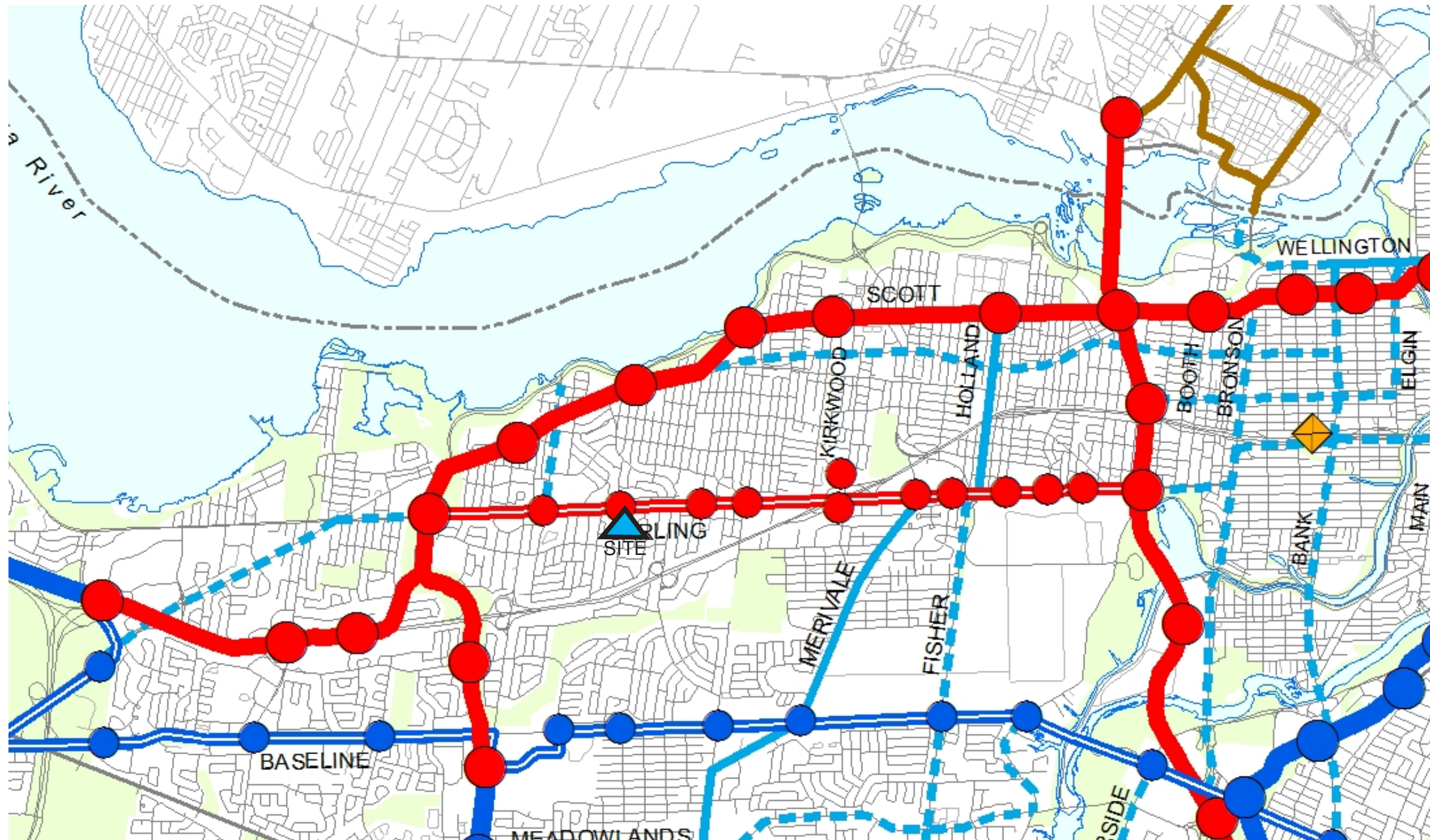
1983 Carling Ave.











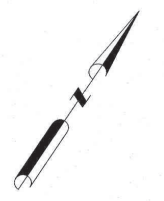
- | | | | |
|------------------------------------------------------|--|------------------------------------|--|
| Light Rail Transit (LRT) - Grade Separated Crossings | | Park and Ride | |
| Light Rail Transit (LRT) - At-Grade Crossings | | Transit Station - rail | |
| Bus Rapid Transit (BRT) - Grade Separated Crossings | | Transit Station - bus | |
| Bus Rapid Transit (BRT) - At-Grade Crossings | | Conceptual Future Transit Corridor | |
| TRANSIT PRIORITY | | Inter-regional Stations | |
| Transit Priority Corridor (Continuous Lanes) | | Potential Rail Yard | |
| Transit Priority Corridor (Isolated Measures) | | Gatineau Rapibus | |

Land Use Planning Approvals

- Complex Site Plan Control Application – approval by the City of Ottawa
 - Site Plan Agreement required following issuance of site plan approval
- Zoning bylaw amendment or minor variance – approval by the City of Ottawa
 - The project has been designed within the current zoning save and except for the maximum permitted height such that either a such that either an application for zoning bylaw amendment or minor variance will be required. At this point no determination as to which process would be pursued but will be determined prior to the submission of the formal site plan control application.

Of icial Plan

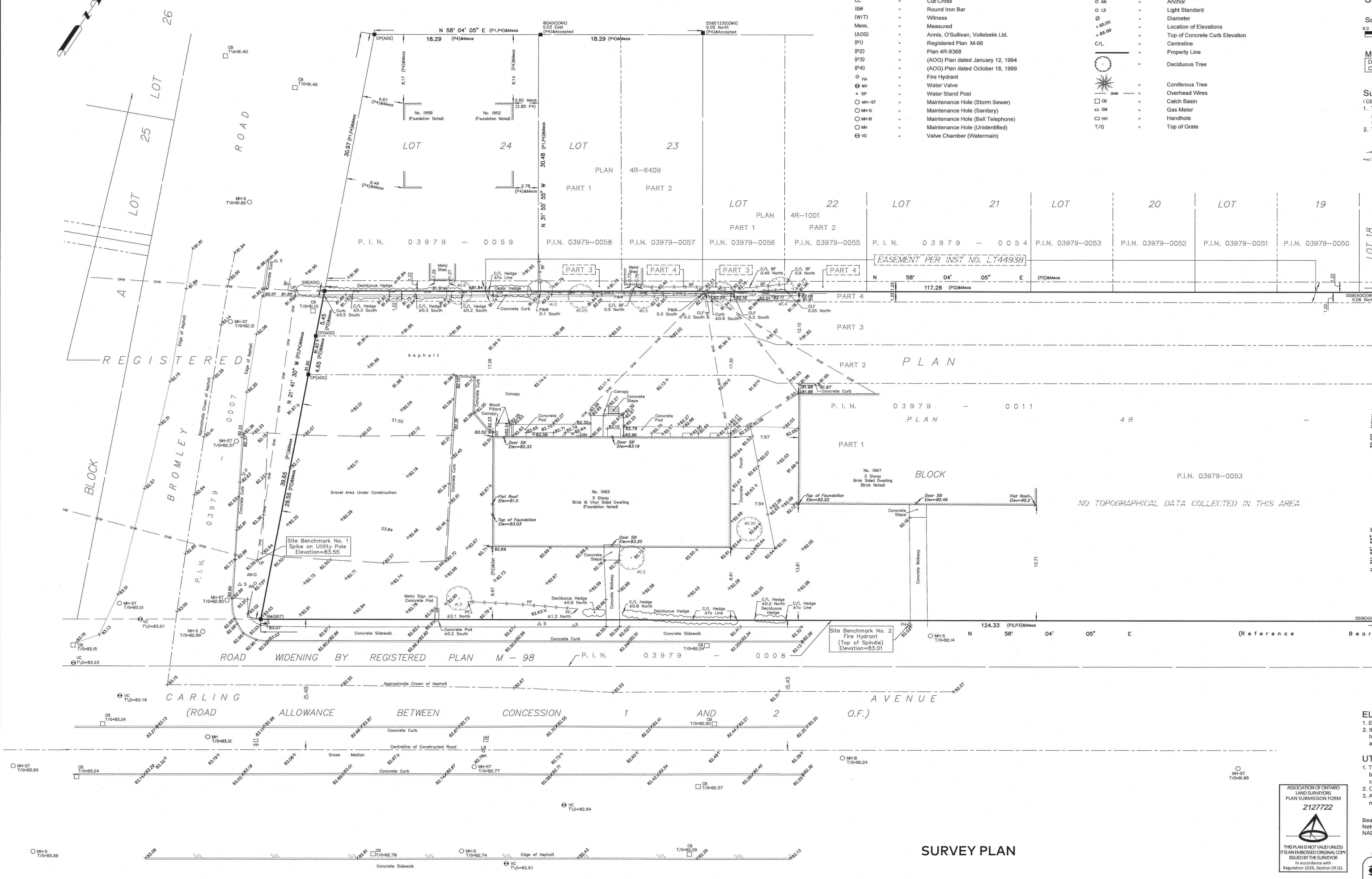
- The subject property is designated as Arterial Mainstreet in the City's Official Plan, and has been for many years. This designation permits the intended use, that being a mid-rise apartment building. It also permits a very full range of other residential uses and full range of non-residential uses, combined or stand alone.
- There is no Secondary Plan or Community Design Plan for this area of the City of Ottawa.
-



BROMLEY ROAD

—	Survey Monument Planted	△ S	Sign
—	Survey Monument Found	BF	Board Fence
SIB	Standard Iron Bar	PF	Picket Fence
SSIB	Short Standard Iron Bar	P&W	Post and Wire
IB	Iron Bar	○ UP	Utility Pole
CC	Cut Cross	○ AN	Anchor
IB#	Round Iron Bar	○ LS	Light Standard
(WIT)	Witness	∅	Diameter
Meas.	Measured	+65.00	Location of Elevations
(AOG)	Annis, O'Sullivan, Vollebakk Ltd.	+66.00	Top of Concrete Curb Elevation
(P1)	Registered Plan M-98	C/L	Centreline
(P2)	Plan 4R-9368	—	Property Line
(P3)	(AOG) Plan dated January 12, 1994	○	Deciduous Tree
(P4)	(AOG) Plan dated October 18, 1999	○	Coniferous Tree
○ FH	Fire Hydrant	—	Overhead Wires
○ W	Water Valve	—	Catch Basin
○ SP	Water Stand Post	—	Gas Meter
○ MH-ST	Maintenance Hole (Storm Sewer)	—	Handhole
○ MH-S	Maintenance Hole (Sanitary)	—	Top of Grate
○ MH-B	Maintenance Hole (Bell Telephone)		
○ MH	Maintenance Hole (Unidentified)		
○ VC	Valve Chamber (Watermain)		

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SURVEY PLAN

ASSOCIATION OF ONTARIO
LAND SURVEYORS
PLAN SUBMISSION FORM
2127722

THIS PLAN IS NOT VALID UNLESS
IT IS AN EMBOSSED ORIGINAL COPY
ISSUED BY THE SURVEYOR
In accordance with
Regulation 1026, Section 29 (3).

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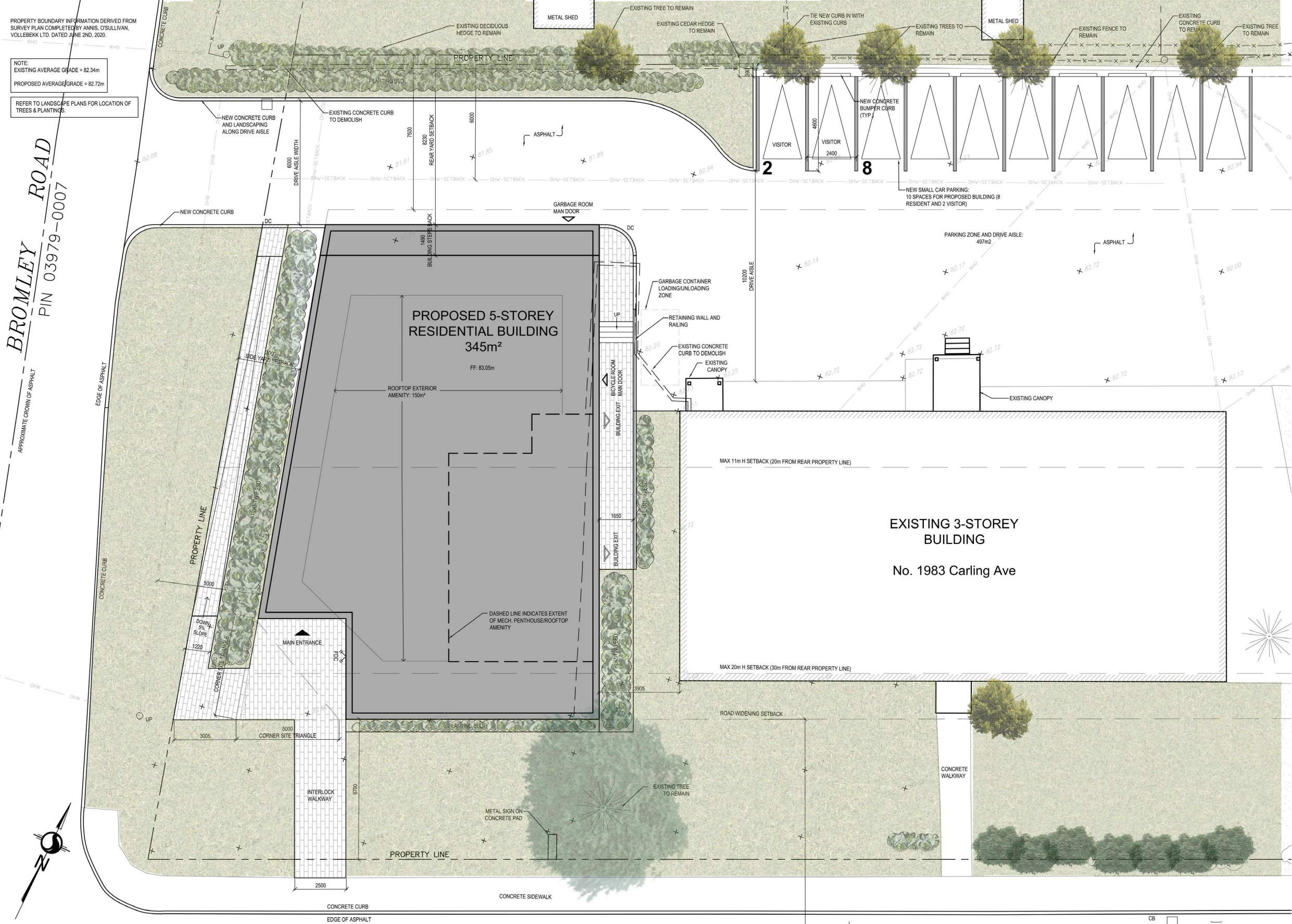
PROPERTY BOUNDARY INFORMATION DERIVED FROM SURVEY PLAN COMPLETED BY ANNIS, O'SULLIVAN, VOLLEBEK LTD. DATED JUNE 2ND, 2020.

NOTE:
EXISTING AVERAGE GRADE = 82.34m
PROPOSED AVERAGE GRADE = 82.72m

REFER TO LANDSCAPE PLANS FOR LOCATION OF TREES & PLANTINGS.

BROMLEY ROAD
PIN 03979-0007

APPROXIMATE CROWN OF ASPHALT









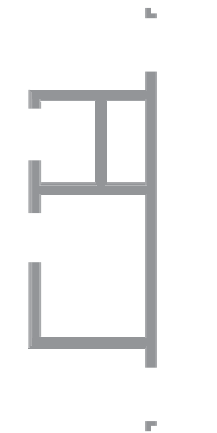
DN UP

UP DN

Level 2 Floor Plan

Ground Floor Plan





Level 4 Floor Plan

Level 3 Floor Plan

 Amenity

Roof Plan



Fibre Cement Panels
Colour: Dark Grey

Corrugated Metal
Colour: Dark Grey

Panels
Colour: Wood Look



Fibre Cement Panels
 Colour: Dark Grey

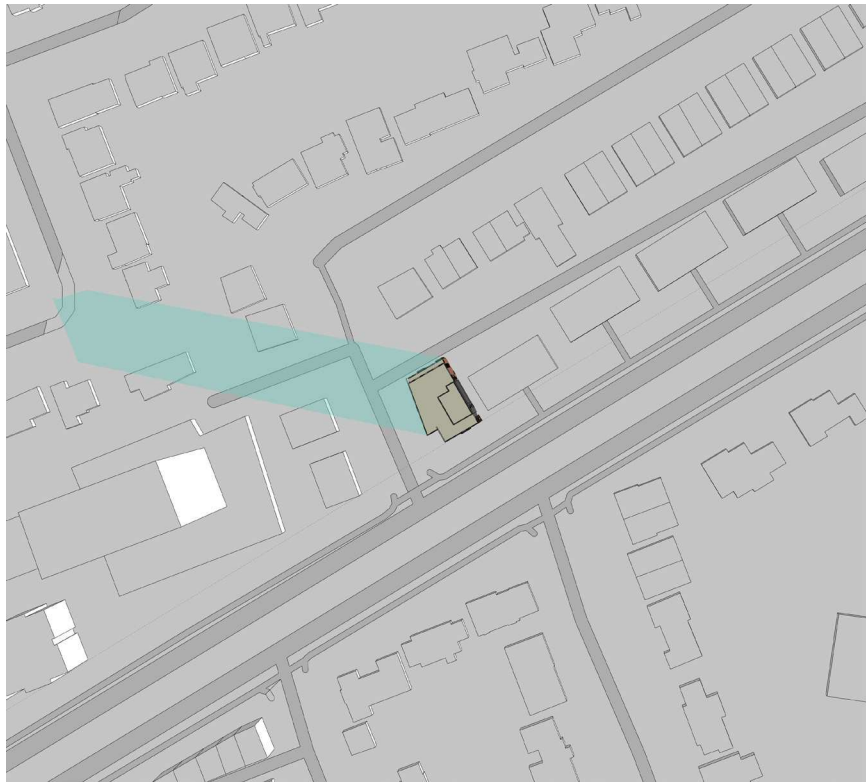
Corrugated Metal
 Colour: Dark Grey



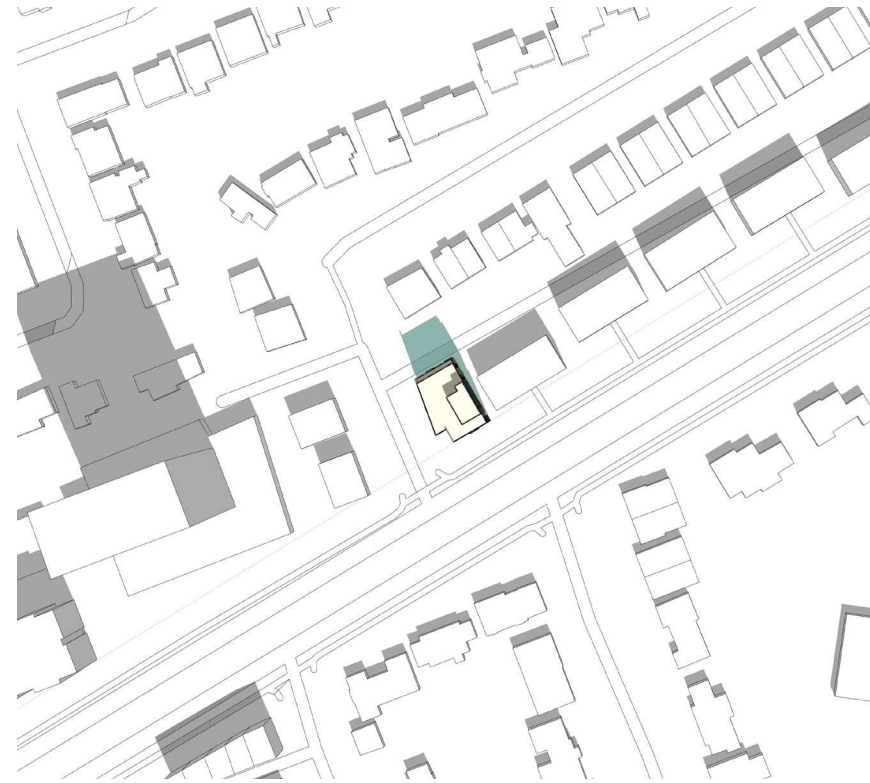
Fibre Cement Panels
Colour: Dark Grey

Corrugated Metal
Colour: Dark Grey





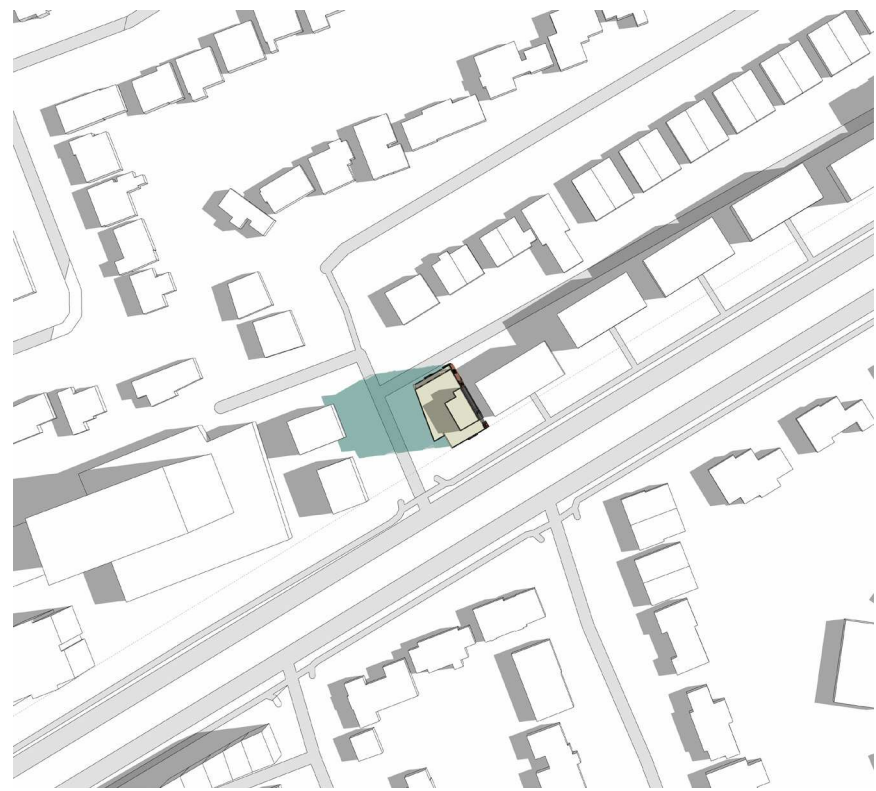
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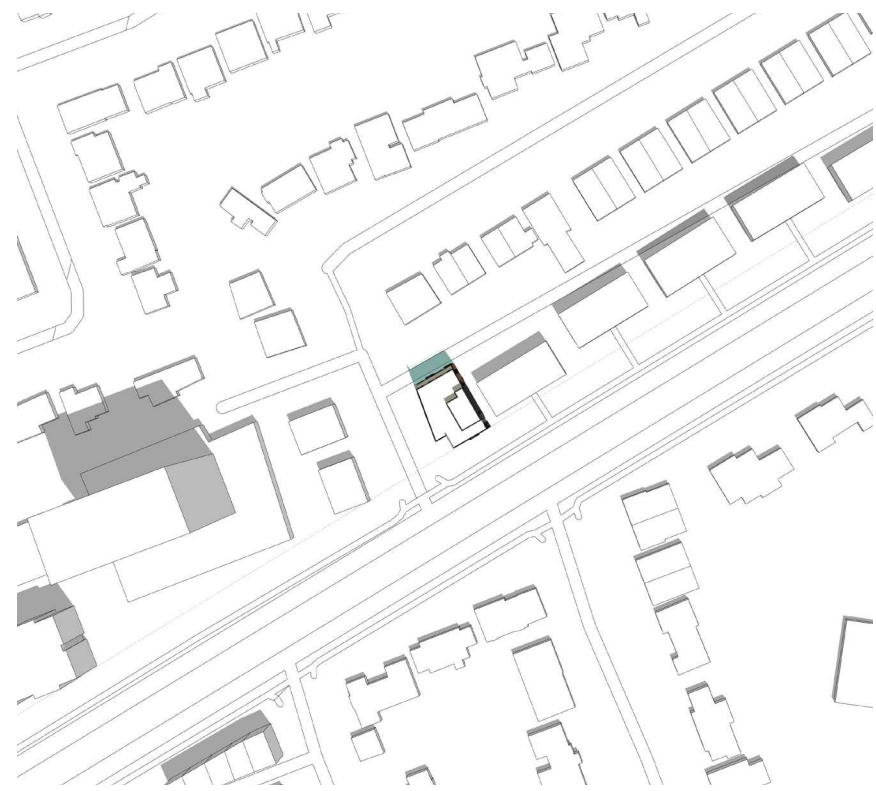
12:00pm



4:00pm



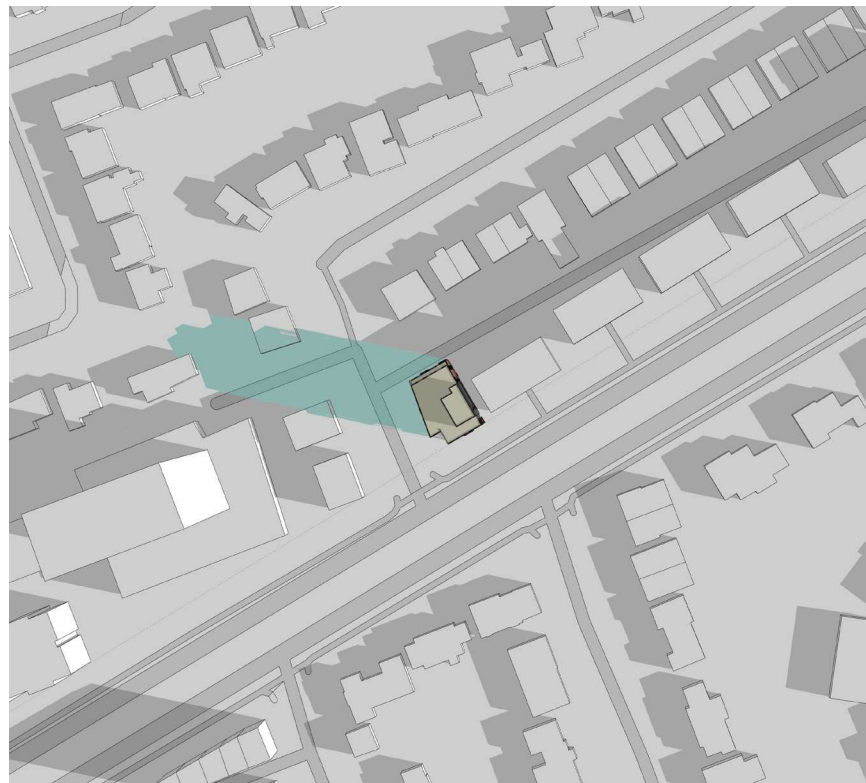
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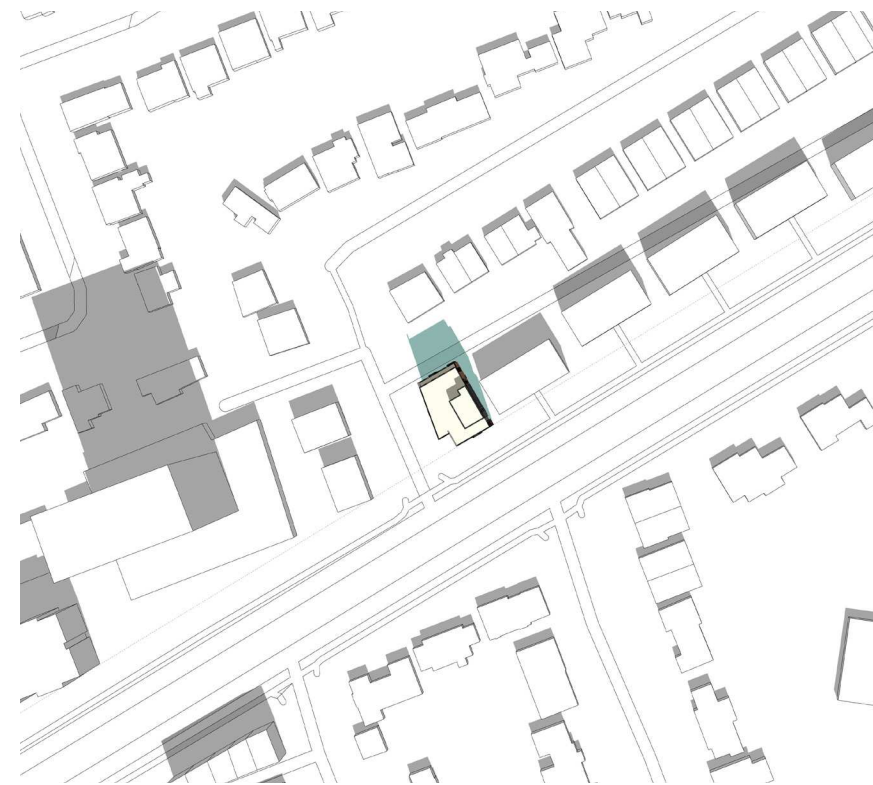
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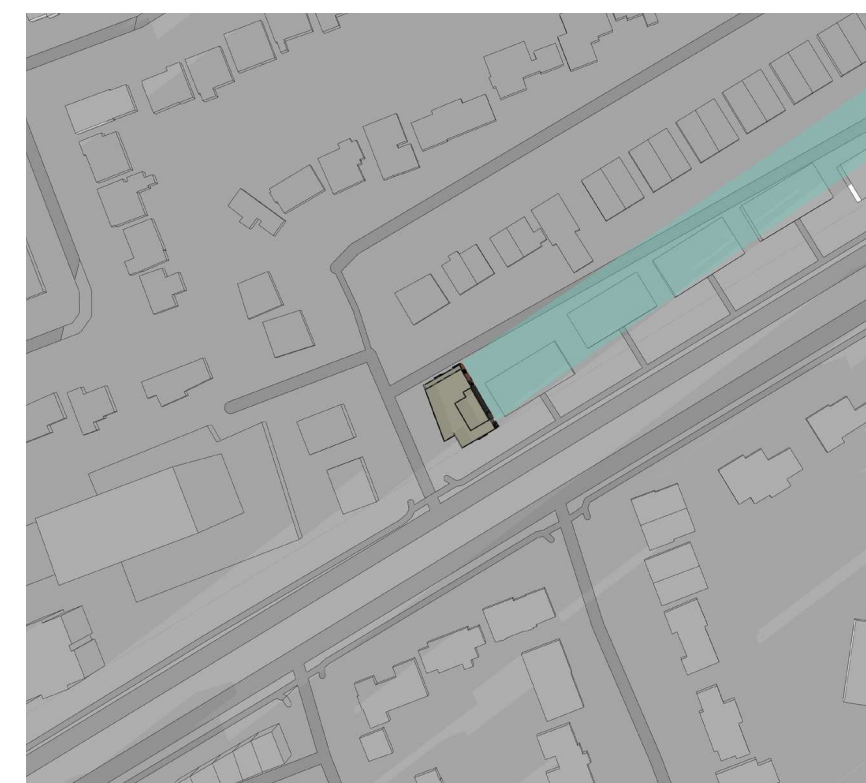
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4:00pm

Design Brief:

The proposed residential building will include units ranging from 402 sq.ft to 717 sq.ft, varying from studios to two bedrooms.

Residents will enter the ground floor from the corner-site entrance, on the south-west face of the building. The building front will be setback 22.25m from Carling Ave to accommodate the future road widening. The ground floor will offer four suites and provide shared amenities including a bicycle storage, garbage room, and a mailroom. The upper floors will each have six suites, with the last floor providing five suites plus a private terrace for north facing units. The rooftop will offer 150 sq.ft of exterior amenity space. Around the building, tenants will be able to use an accessible walkway to the west, and a secondary walkway providing access to the building with exterior stairs to the east. Exits from the building's scissor stairs are along the east.

Parking will be located at the rear of the site, along a new drive aisle with surrounding landscaping. Ten new spaces will be provided, with 2 designated visitor spaces. The new parking will be sized for small cars. Additional parking, roughly 30 spaces, is available on the lot for residents of the entire development which will now include a total of 4 buildings. Bicycle parking, available inside the building, will consist of 6 stacked spaces for a total of 12.

The grading on the site slopes up from street level on Carling Ave to the main entrance 0.1m, and then back down 0.88m to the rear of the building. To manage drainage, a 0.15m layer of new asphalt will be added at the northern edge of the site, near the new parking spaces. The existing curb, trees, hedges and fence on the north are to remain. These provide natural shade and privacy to the residents north of the property. To allow

Urban Design Guideline

1: Locate new buildings along the public street edge.

4: Use buildings, landscaping and other street scene elements to create continuous street scenes.

8: Provide significant architectural or landscape features at the corner on corner sites where there is no building, to emphasize the public streets and enhance the street scene.

14: Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact.

19: Connect pedestrian walkways between adjacent properties in order to facilitate circulation between sites.

22: Provide weather protection at building entrances, close to transit stops and in places with pedestrian amenities.

26: Link access drives and parking lots of adjacent properties in order to allow for the circulation of vehicles between sites.

Response

This development locates the building along the public street edge with a wide walkway leading to the main entry. The proposed building setback from the street is defined by a future road widening setback on Carling Avenue.

The proposed building defines the street edge and maintains continuity of the existing pedestrian sidewalk along Carling by mimicking adjacent buildings' use of walkways and decorative hedges. Barrier-free access is provided at the main entrance. The intention is to maintain an uninterrupted street scene with soft landscaping and continuous vegetation for the full length of the site, in front of the building.

The proposed building has a fully glazed corner entry and angled wall facing the Carling/Bromley inter-

Urban Design Guideline

27: Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law

39: Protect and feature heritage, specimen and mature trees on site by minimizing grade changes and preserving permeable surfaces.

40: Landscape areas between the building and the sidewalk with foundation planting, trees, street furniture and walkways to the public sidewalk.

53: Design secondary doors (such as emergency exit or service doors) to blend in with the building façade.

Response

Parking for the residents is located at the rear of the site. The number of spaces complies with the minimum requirement.

The proposal seeks to preserve as many trees on the site as possible. The grading is minimised to keep these trees alive while provide necessary parking. Minimal grade changes around the property will promote positive drainage. New trees and landscaping will be added along the drives aisle to comply with the 15% minimum requirement for parking.

The area between the existing sidewalk at Carling Ave and the proposed building entrance will be landscaped with grasses, perennials, and shrubs. The front and side walkways, framed with vegetation, provide a distinct connection to the building while facilitating a public/semi-private transition.

The building was designed so that all secondary doors blend into the corrugated metal cladding by being painted the same dark grey colour.