

Planning Rationale in Support of an Application for Site Plan Control



**1983 (1989) Carling Avenue
City of Ottawa**

Prepared by:

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(revised)**

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1.0 Introduction

1.1 Background

Holzman Consultants Inc. was retained by McKellar Suites (the “**Applicant**”) to prepare a Land Use Planning Rationale (the “**Planning Rationale**”) in support of certain development applications required to advance the redevelopment of the property municipally known as 1983 Carling Avenue (the “**Subject Property**”) located on the north side of Carling Avenue between Bromley Road and McKellar Avenue, in Bay Ward (Ward 7) of the City of Ottawa (the “**City**”).

The Applicant proposes to redevelop the Subject Property with a single residential use building, a 3½ storey low-rise apartment building fronting on Carling Avenue (the “**Proposed Development**”). The City Addressing Staff have indicated that the assigned address for this Proposed Development would be 1989 Carling Avenue.

We are given to understand from our most recent pre-application consultation meeting held with City Staff on January 4, 2020 that the Proposed Development triggers an Application for Site Plan Control – Application for New Development, Complex, Manager Approval, Public Consultation (the “**SPC Application**”). In addition to the submission requirements related to engineering, environmental, landscaping and planning, it was determined that a Design Brief would be required in support of the Application. More specifically, we offer the following overall vision statement and goals for the Proposed Development.

“To introduce a moderately-priced and desirable form of housing stock in the Carlingwood neighbourhood that will leverage the Subject Property’s unique location which enjoys frontage and significant exposure adjacent to an arterial corridor with many daily services located nearby. This infill development will refresh the character of the neighbourhood by offering an inviting façade that defines the street edge, while coexisting with some of the varied built form that has been established over several decades along both sides of that roadway.”

An informal meeting was held with Councillor Theresa Kavanagh in 2020 in which we explained the general nature of the proposed redevelopment. A public information session will be arranged/organized through the Ward Councillor’s office whereby the Proposed Development will be presented to the public with a question period to follow.

1.2 Description of Subject Property and Site Context

The Subject Property is a linear rectangular parcel that extends east from the Bromley Road frontage to a point 124.33m along the frontage on Carling Avenue and a depth of 39.02m and is located at the northeast corner of the intersection of Carling Avenue and Bromley Road. The area of the Subject Property is +/-4,713 square metres. There 3 other buildings on the Subject Property extending eastward across the site, each of which are 3-storey low-rise apartment buildings with a total of 35 units. Please refer to [Exhibit A](#).

Further east are two more similar buildings and a mid-rise (4-storey) condominium apartment building (800 McKellar Avenue) at the northwest corner of Carling Avenue and McKellar Avenue. Further east are three additional 3 storey apartment dwelling buildings and a 2-storey commercial retail building at the northwest corner of Carling Avenue and Sherbourne Avenue. All of the residential use buildings are circa 1950s construction and access their on-site parking via the side streets that leads to surface parking

situated to the rear of each of these buildings, except for the commercial building where surface parking extends along the road frontage and wraps around the west side of that site.

Vehicular access to the Subject Property is from a single private approach along the Bromley Road frontage near the northernmost corner. This approach provides access to surface parking for each of the existing 3 buildings with the adjacent 2 other buildings in a combined parking lot. There is a registered right-of-way that extends through the entire Subject Property described as Part 2 (and extends through the adjacent properties to the east as Part 6) on Plan 4R-9368 that pertains to this shared driveway. An easement in favour of Hydro Ottawa and Bell Canada runs along the entire northern property line and is described as Parts 3 & 4 on Plan 4R-9368. This is illustrated in **Exhibit B** below.

A small granular surface parking area exists between the most westerly building (1983 Carling Avenue) and Bromley Road. This is the specific area of the site where the new building is proposed to be located. There are approximately 40 parking spaces located along the north edge of the Subject Property with 6 spaces dedicated to the new building within the severed development parcel.

The site contains mature vegetation along the entire north property line and a mature Bur Oak tree along the Carling Avenue frontage in close proximity to the intended construction.



Exhibit A: 2019 Air Photo of the Subject Property (outlined in red)

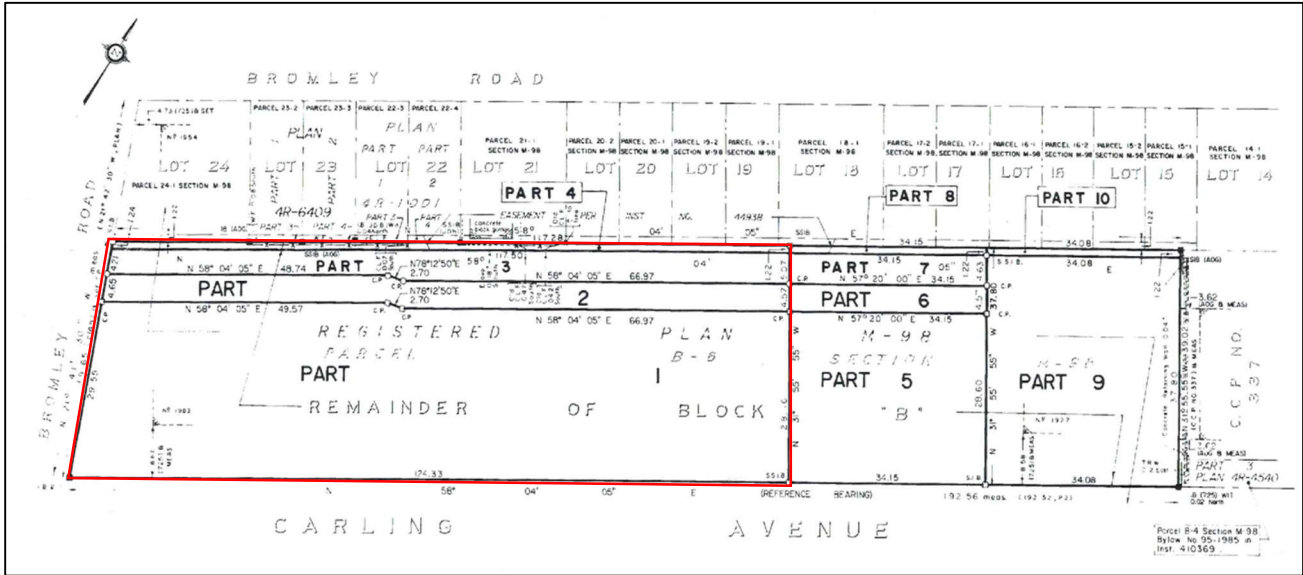


Exhibit B: Excerpt from Plan 4R-9368, the Subject Property is outlined in red

Exhibit C, below, depicts that portion of the overall site which is under consideration for the redevelopment (new building) at the western edge of the Subject Property. A consent (to sever) application will be filed in due course to create a stand-alone lot for the new building.

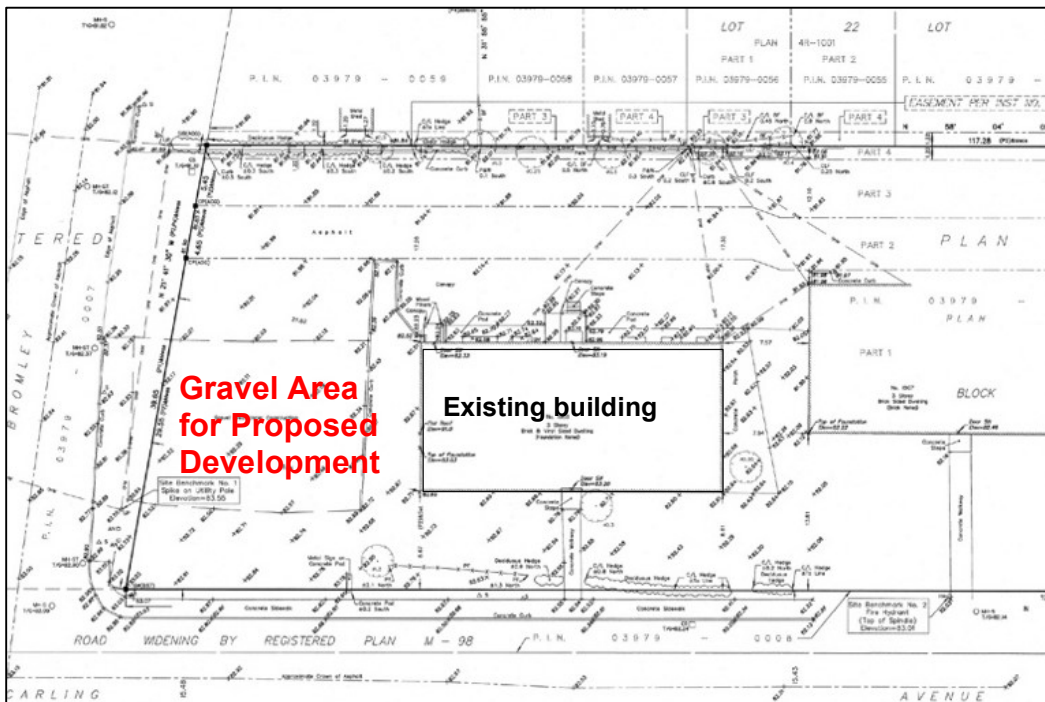


Exhibit C: Excerpt from Topographical Survey (2020)

West of the Subject Property are a number of mid-rise and high-rise apartment buildings, all listed in the Site Context section below. North of the Subject Property are a combination of single family and semi-detached dwellings along the south side of Bromley Road, all circa 1950s.

Westbound bus stops are located on Carling Avenue less than 75 metres from the location of the Proposed Development and across Carling Avenue for eastbound trips with service at approximate 15-minute intervals on weekdays and every 30 minutes on weekends. The site location is shown with a red arrow (McKellar Park Apartments) and the location of the bus stops are illustrated in blue dots on **Exhibit D** below.

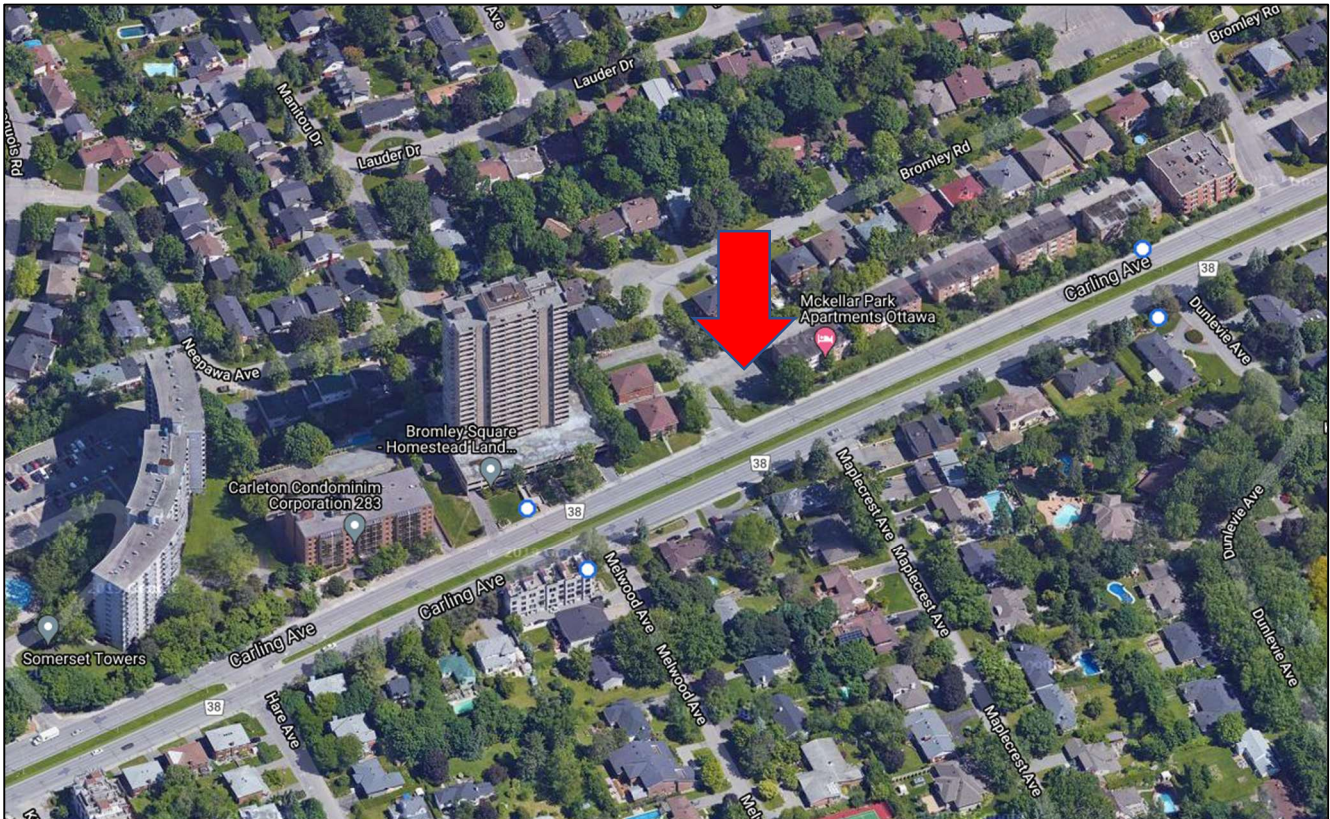


Exhibit D: OC Transpo Bus Stops (shown in blue dots)

The site of the Proposed Development is approximately 450 metres east of the Carlingwood Shopping Centre which is a regional scale mall with a wide range of retail, service commercial, financial and personal service uses. The Fairlawn Shopping Centre, a community scale mall is located the same distance from the Subject Property. It contains medical uses, retail, financial as well as a number of restaurants. Both represent very convenient day to day uses for residents in the neighbourhood and beyond.

A mature low-rise single-family neighbourhood, McKellar Park, is located immediately north of the Subject Property. The neighbourhood to the south side of Carling Avenue, albeit not directly impacted by the Proposed Development, is known as Glabar Park and consists mainly of low-rise single detached dwellings. Immediately across Bromley Road are two low-rise apartment dwellings (1983 & 1995 Bromley) with access to surface parking from Bromley Road. A barricade has been installed to restrict

through traffic into the residential neighbourhood at the north such that only those two buildings (with a single surface parking lot) and the Subject Property have use of Bromley Road in this location.

A number of multi-dwelling buildings are located along both sides of Carling Avenue in the block extending from the Carlingwood Shopping Centre at the west to Maitland/Sherbourne Avenue at the east. Within the stretch of Carling Avenue approximately 900m in length, there exists the following residential use buildings from west to east:

- 2045 Carling Avenue - Somerset Towers (two 11-storey apartment buildings)
- 2064 Carling Avenue/801-807 Kingsmere Avenue (five 3 ½-storey townhouses)
- 2019 Carling Avenue – Carling Terrace (7-storey apartment building)
- 2001 Carling Avenue – Bromley Square (25-storey apartment building)
- 800 Melwood Avenue (4-storey apartment building)
- 1951(1983) Carling Avenue - McKellar Suites (three 3-storey apartment buildings)
- 1939 Carling Avenue (3-storey apartment building)
- 1927 Carling Avenue (3-storey apartment building)
- 800 McKellar Avenue (4-storey apartment building)
- 1890 – 1896 Carling Avenue (5-storey apartment building)
- 1893 Carling Avenue (3-storey apartment building)
- 1889 Carling Avenue (3-storey apartment building)
- 1885 Carling Avenue (3-storey apartment building)
- 800 Riddell Avenue (5-storey apartment building)

Many of these buildings were constructed in the late 1950s and early 1960s, however more recently (prior to the enactment of the current AM10 zoning designation, the multi-storey buildings along the south side of Carling Avenue (even-numbered addresses) were starting to pop up along Carling Avenue in the vicinity of the Subject Property.

The majestic Bur Oak tree dominates the Carling Avenue streetscape. You will note the presence of overhead hydro lines along the Bromley Road frontage that extend along the entire north (rear) property line as indicated previously. Please refer to photographs of the Subject Property in [Exhibit E-1](#), [E-2](#) and [E-3](#).



Exhibit E-1: Photograph of Subject Property (September 2019) from Carling Avenue



Exhibit E-2: Photograph of site of Proposed Development at the Subject Property (October 2020) from Carling Avenue



Exhibit E-3: Photograph of site of Proposed Development at the Subject Property (May 2014) from Bromley Avenue

As illustrated in **Exhibit F**, the other significant existing developments within a 1000-metre radius of the Subject Property include:

- A regional scale shopping mall (Carlingwood Shopping Centre) with a wide variety of retail, financial and food services including an internal major OC Transpo bus stops with shelters; and
- Local scale shopping centre (Fairlawn Plaza) with drug store, LCBO, Beer Store, medical offices, restaurants and retail stores.
- Aforementioned multi-storey apartment buildings.



Exhibit F: Significant Developments within 1,000 metre Radius

2.0 Description of Proposed Development

The Proposed Development will consist of a multi-unit residential building to be located at the southwest corner of the Subject Property on a separate parcel of land which will be created through an application for consent to sever. The existing private approach from Bromley Road will be modified slightly but remain in its general present location providing vehicular access to the new building and the balance of the Subject Property.

The proposed 3½-storey building will have a basement floor (accessible at grade from the lobby) to contain the core along with 4 dwelling units, a mechanical room and room for bicycle storage. Level 1 will contain 5 dwelling units. Levels 2 and level 3 will be similar to each other in that they will contain 6 dwelling

units. The building will contain a mix of unit sizes and bedroom counts, ranging in size from 464 ft² to 804ft².

The building will also have a 130 m² rooftop outdoor amenity space that is indented to ensure maximum privacy for the adjacent buildings and neighbourhood to the north. A clear protection barrier is proposed with a significant setback from the outside walls to ensure privacy to abutting uses.

A building setback from the rear lot line has been provided in accordance with and slightly greater than the zoning bylaw requirement of 7.5 metre minimum setback, in fact it is 8.23 metres. The access to the roof top terrace has been setback further and thus is located south and away from the low-rise residential uses to the north.

The building hugs both the Carling frontage (0.0m setback after road widening and daylight triangle are removed) and as close to the Bromley Road frontage as possible and still respecting the technical setback from overhead hydro lines. This helps to provide an anchor to strengthen an intersection/corner along the arterial roadway.

The overall building height will be 11.98 metres to accommodate the 3 floors above grade and a basement that is intended to contain dwelling units, thus needing secondary egress through windows in each unit. Consideration was given to a building that would transition from a lower height up to the permitted 20 metre maximum building height but this effort was abandoned due to construction costs and other economic factors.

According to the design statement, this allows the building to retain a human scale, with a generous rear setback of 8.2 metres, all the while suiting the streetscape. These changes are being proposed as they are essential to creating functional floor plans on each of the 4 levels.

As indicated above, the existing private approach from Bromley Road will remain essentially as is. It provides access to dedicated parking for both visitors and residents as well as access to the rest of the Subject Property at the east and into the adjacent properties. An application for consent to modify the location of the existing right-of-way that runs in an east west direction will be applied for with the City's Committee of Adjustment. Please refer to an excerpt from the Site Plan in [Exhibit G](#) below.

Mature landscaping along the north perimeter of the Subject Property will be maintained where possible with additional new plantings of trees and other vegetation along the north and west lot lines to substantiate the buffer between the Subject Property and the dwellings along the north edge of the site. An attractive landscaping proposal is being proposed to augment the removal of the Bur Oak at the front of the streetscapes. Please refer to an excerpt from the Landscape Plan in [Exhibit H](#) below.

The Proposed Building Elevations are depicted in **Exhibit I**. An attractive modern building that anchors the corner with a welcoming main glazed entrance in close proximity to the intersection and public sidewalks promotes the site. The transition of the existing low-rise apartments at the east, through the proposed low-rise building, to the high-rise buildings to the west is a well-defined, yet sympathetic intensification of the Subject Property.

The combination of the slight increase in the provided rear yard setback (from 7.5 m to 8.23 m) minimizes the negative impact the slight increase in building height within the 20m setback would impose on the abutting lands. Additional design philosophy is contained in the Design Brief.



Exhibit I-1: South Elevation (facing Carling Avenue)



Exhibit I-2: North Elevation



Exhibit I-3: West Elevation (facing Bromley Avenue)



Exhibit I-4: East Elevation

The proposed floor plans are included in **Exhibit J** below and included in the formal application submission package.

Each floor contains a mix of unit types, shapes and sizes. The ground level has the service uses including A brief description of each floor including unit mechanical room, indoor bicycle room, main lobby entrance, stairwell core, refuse room, and an on-site superintendent unit and 3 regular dwelling units.

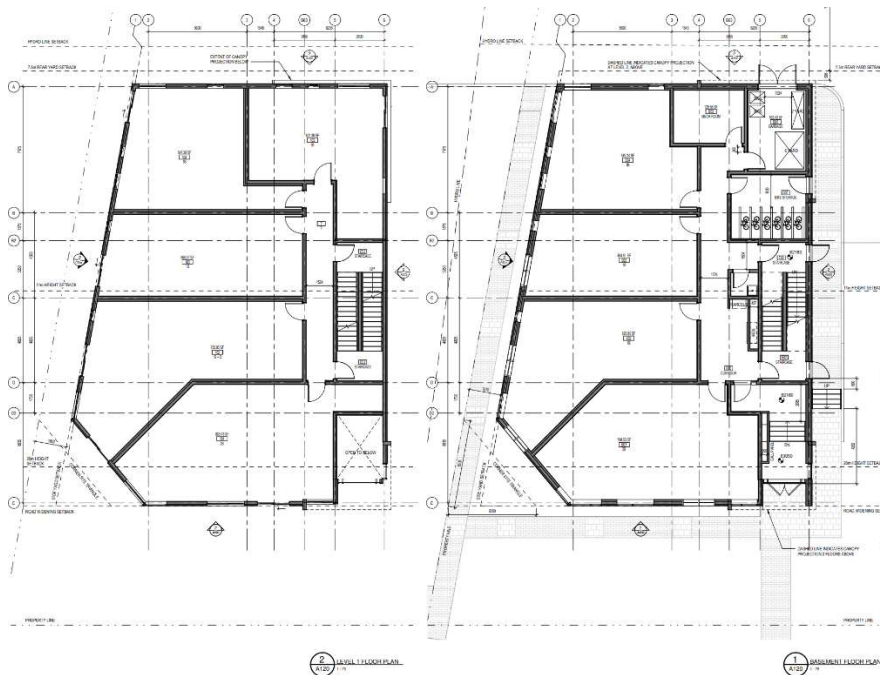


Exhibit J-1: Ground Floor Plan (L) and Basement Floor Plan (R)

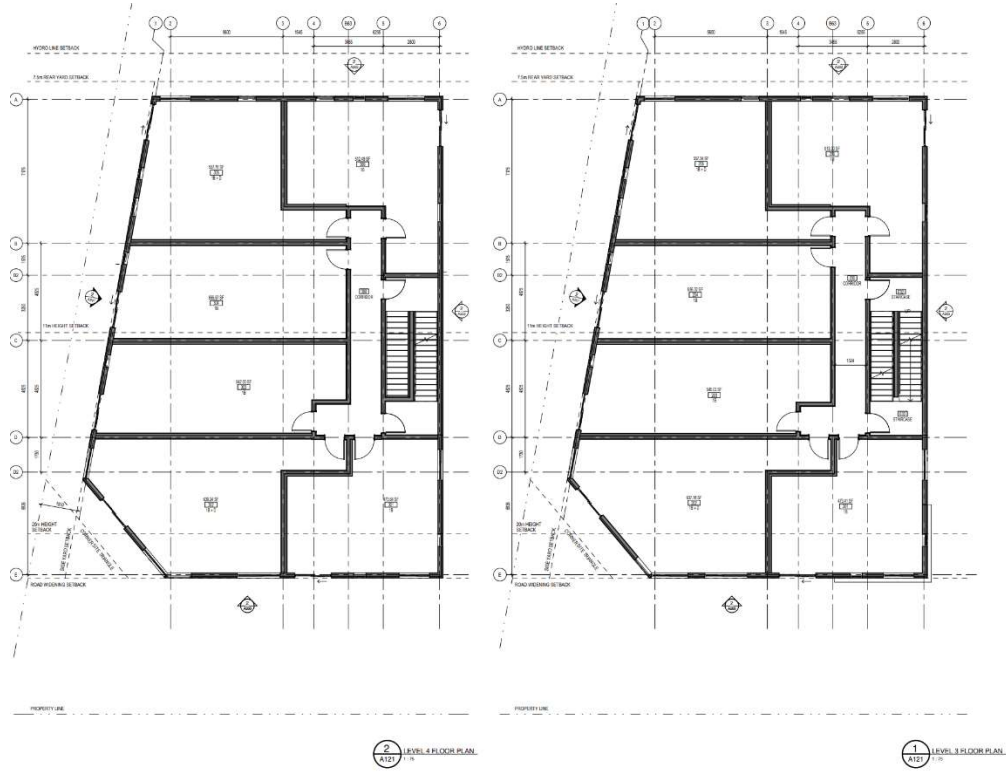


Exhibit J-2: Level 3 Floor Plan (L) and Level 2 Floor plan (R)

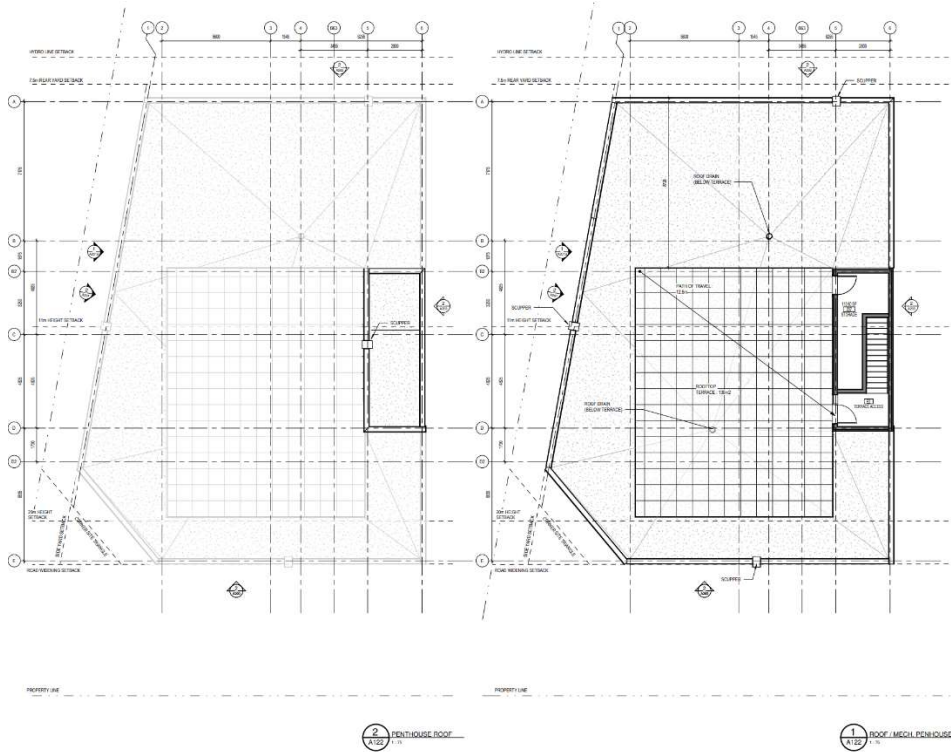


Exhibit J-3: Penthouse Roof Plan (L) and Roof/Mechanical Penthouse Plan (R)

The Design Brief is included in this rationale as **Appendix A** that describes in detail the concept, materiality and other design elements for the proposed structure and site works. A formal submission dated July 2021 was made to the Urban Design Review Panel. This includes the Sun Shadow study and illustrates the minimal impact of the proposed structure on neighbouring properties. Other than on the shortest day of the year, December 21, the shadow from the proposed building does not extend to the closest building to the north. Therefore, the minor protrusion of the requested building height within the certain distance from the residential zoned lands at the north has no measurable increased negative impact that a building that would comply with the required heights within the regulated distances. In fact, maintaining the proposed 11.98 m building height over the entire structure reduces the overall impact on abutting lands.

In terms of the ultimate lot configuration, a consent (to sever) application will be required in order to separate the proposed building from the remainder of the overall property. By doing so, it changes the use from a Planned Unit Development (multiple residential buildings on a single lot) to a single building on a separate lot.

3.0 Planning and Policy Context

3.1 Provincial Policy Statement, 2020 (the “PPS”)

The PPS is issued under the authority of Section 3 of the Planning Act and came into effect May 1, 2020, replacing the Provincial Policy Statement issued April 30, 2014. It provides direction on matters of provincial interest related to land use planning and development, and promotes the provincial “policy-led” planning system.

According to the PPS, the vision for Ontario’s land use planning system is to carefully manage land to ensure appropriate development to satisfy current and future needs. In addition, land planning must promote efficient development patterns, which promote a mix of housing, employment, open spaces and multimodal transportation. The PPS ultimately aims to encourage communities that are economically strong, environmentally sound, and that foster social wellbeing. The PPS sets a time horizon of up to 25 years during which time there should be a sufficient supply of land for housing, employment opportunities and other uses to meet the demand of communities. The supply of land is to be controlled through three mechanisms: redevelopment, intensification and designation of growth areas.

Section 1.1.1 of the PPS sets out a number of ways in which “healthy, liveable and safe communities” can be sustained and the following mechanisms are, in our view, particularly relevant to the Subject Property and the Proposed Development:

- *“promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term”;*
- *“accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons)”;* and
- *“promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development*

patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs”

According to Section 1.1.3.1 of the PPS, *“settlement areas shall be the focus of growth and development”*. Settlement areas are defined as *“urban areas and rural settlement areas within municipalities (such as cities, towns, villages and hamlets)”* that are *“built-up areas where development is concentrated and which have a mix of land uses”*. Section 1.1.3 of the PPS provides that *“the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities.”*

According to Section 1.1.3.2, land use patterns within settlement areas shall be based on densities and a mix of land uses which

- *“efficiently use land and resources”;*
- *“are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion”;*
- *“support active transportation” and*
- *“are transit-supportive, where transit is planned, exists or may be developed”*

The Subject Property presents an ideal opportunity for intensification and redevelopment which will result in a desirable form of rental housing stock that makes use of existing infrastructure and is transit-supportive.

According to the PPS, planning authorities shall *“maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment”*. Section 1.4.1 of the PPS is satisfied by the Proposed Development as it will *“provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area.”*

It is our view that the Proposed Development should be supported as it complies with Section 1.4.3 of the PPS by directing *“the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs and by “promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed”*.

The Proposed Development provides a necessary form of housing supply and will therefore contribute to long-term economic prosperity, as directed by Section 1.7.1 of the PPS.

Accordingly, it is our opinion that the Proposed Development conforms to, and promotes, the policies of the PPS.

The next section of this Planning Rationale addresses the Proposed Development in the context of the City of Ottawa’s Official Plan (that was in force at the time of application submission), which according to Section 4.6 of the PPS, is the most important vehicle for implementation of the directives of the PPS.

3.2 City of Ottawa Official Plan (the “OP”)

The OP provides a policy framework to guide the city's development to the year 2031. It provides a vision for the future growth of the city and it specifically addresses matters of provincial interest as defined by the Planning Act and the PPS.

At the time of the initial application submission, the OP that was in force is described below. That said, since that time and now for this revised Planning Rationale, we have also examined the relevant policies in the new Official Plan that is now in force. Those policies are contained in Section 3.2.3 of this report.

As depicted in **Exhibit K**, the Subject Property is designated Arterial Mainstreet in the OP.

Section 3.6.3 of the OP indicates that Mainstreets are diverse corridors that “*traverse long areas of the city, connecting different communities and changing in character along their length*” and should be the focus of intensification. Redevelopment along Mainstreets must “*take into account character of the street and adjacent areas.*”

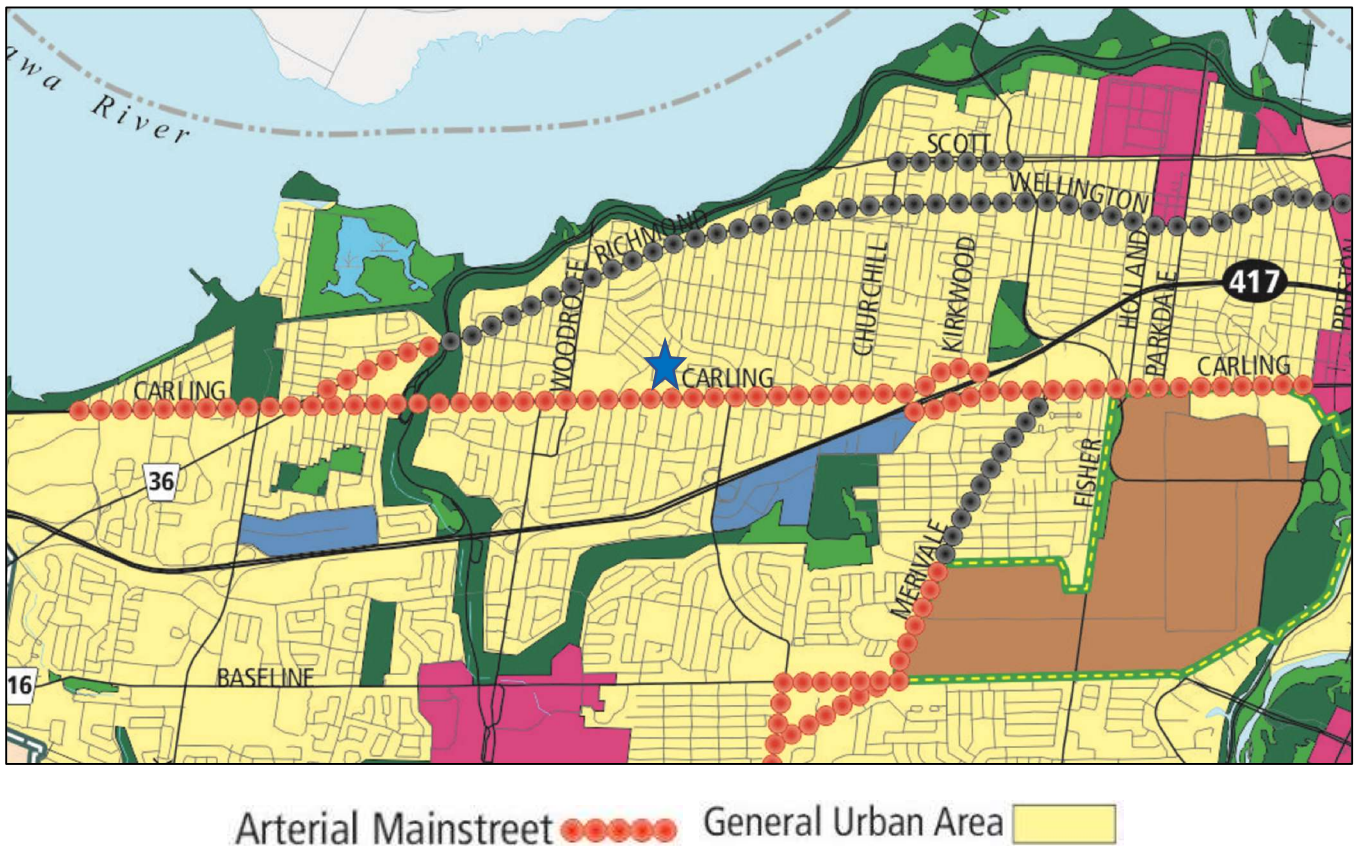


Exhibit K: Excerpt from Urban Policy Plan (Schedule B to the OP), with the location of the Subject Property marked by a blue star

The OP identifies two general types of Mainstreets:

- Traditional Mainstreets which have pre-1945 characteristics. These are typically pedestrian-friendly environments with on-street parking that consist of a tightly-knit urban fabric with small-scale buildings set close to the street with narrow frontages.
- Arterial Mainstreets which have post-1945 characteristics. These automobile-oriented corridors typically consist of larger lots and buildings with varied setbacks and are envisioned to evolve through redevelopment and infill with a higher-density building format that encloses and defines the street edge, creating an improved pedestrian environment.

The Arterial Mainstreet designation permits a broad range of uses including retail and service commercial uses, residential, offices and institutional uses *“that may be mixed in individual buildings or occur side by side in separate buildings.”* Furthermore, the policies of Section 3.6.3 encourage redevelopment and infill and evolve over time to a more urban form. It is our view that the Proposed Development is a modest form of intensification and that the Proposed Development satisfies the policies of the OP by enclosing and defining the edge of Carling Avenue.

Development proposals on Mainstreets will be evaluated in the context of the Design Objectives and Principles set out in Section 2.5.1 as well as the Compatibility policies in Section 4.11 of the OP. These policies are addressed below.

3.2.1 Design Objectives

The OP offers guidance on mitigating differences between existing and proposed development which, in turn will ensure compatibility of form and function. Compatible development, according to Section 2.5.1 of the OP, means development that, *“although it is not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impact on surrounding properties”*. It is acknowledged that the introduction of a new development with higher density into an existing area that has evolved over a long period of time requires an approach that is sensitive to a community’s established characteristics. That being said, it is important that the planned function of an area is realized over time through appropriate forms of redevelopment.

Section 2.5.1 sets out a number of qualitative statements, which are termed “Design Objectives” and they are intended to influence the evolution of the built environment. These Design Objectives are as follows:

1. *“To enhance the sense of community by creating and maintaining places with their own distinct identity.*
2. *To define quality public and private spaces through development*
3. *To create places that are safe, accessible and are easy to get to, and move through.*
4. *To ensure that new development respects the character of existing areas.*
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.*
6. *To understand and respect natural processes and features in development design.*
7. *To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.”*

Our response to these Design Objectives, with respect to the Proposed Development, are included in the Design Brief.

Policy 2 of Section 2.5.1 provides that Arterial Mainstreets, as identified on Schedule B to the OP, are to be recognized as Design Priority Areas. As the Subject Property is designated Arterial Mainstreet, it is within a Design Priority Area. As noted below, the Proposed Development necessitates the preparation of a Design Brief and consideration by the City's UDRP.

In our view, the Proposed Development presents a welcome departure from the 1950's circa monolithic development along a significant portion of the Arterial Mainstreet (Carling Avenue) and replaces a surface parking lot along the street edge at an urban intersection with a modern, yet tasteful multi-storey building to anchor the corner.

3.2.2 Urban Design and Compatibility

Section 4.11 of the OP, entitled Urban Design and Compatibility, sets out objective criteria to evaluate compatibility in order to ensure high quality urban design. Policy 1 of Section 4.11 provides that a Design Brief is required as part of a complete application. The Design Brief demonstrates how the Proposed Development is designed to function within the existing and planned context, how it will improve its surroundings and support the overall goals of the OP and relevant design guidelines. The Design Brief has been completed by Figurr Architects and is included as **Appendix A** to this Planning Rationale.

Policy 5 of Section 4.11 of the OP addresses building design and provides that *“compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm.”*

In accordance with the City's directives for new developments, as set out under the heading of Building Design:

1. The design of the Proposed Development, in our view, constitutes a suitable use of the Subject Property and fits within character and planned function of the surrounding area with respect to:
 - a. Setbacks, heights and transition: Minimal building setbacks from the public streets are proposed to address the required evolution of Arterial Mainstreets to a more urban from suburban character. Excessive rear yard setbacks from the adjacent low-rise residential lands at the north have been introduced. The building height is quite similar to the existing development to the east and is in keeping with the objective for more density along certain roadways to meet intensification targets within the Greenbelt. Transition is maintained from the low-rise residential lands at the north through the site in a southerly direction. The Sun Shadow Study indicates that the increase in building height above the 11 m maximum within 20 m of the R3 zoned lands is non-distinguishable based on the shadow that that would be cast northward by the rest of the building if it was constructed within the 20 m maximum permitted building height, on the rest of the site.
 - b. Façade and roofline articulation: The Proposed Development proposes attractive facades with significant amount of glazing and a flat roof to minimize massing and the visual impact.

- c. Colours and materials: A combination of glazing and brick with touches of corrugated metal (also in a charcoal colour) are proposed for the façade finishing in tasteful tones that will add an element of visual appeal and a modern look to the building.
 - d. Pre- and post-construction grades: No significant change in grading results from the redevelopment of the Subject Property.
2. The elevations of the buildings that are adjacent to public spaces have significant glazing and windows;
 3. Landscaping features such as a tree-lined and vegetated pedestrian sidewalk along Carling Avenue will soften the appearance of the Proposed Development.
 4. All parking is located to the rear and not along the public streets. Mechanical/electrical rooms and refuse room are located within the building with entrances not facing the public domain in order to maintain a high quality, obstacle-free pedestrian environment around the structure.

The successful integration of a new development is dependent upon massing and scale which refer to the form of the structures, height, lot coverage and positioning.

As noted above, the Subject Property is located within a Design Priority Area which makes it a target for intensification through the introduction of the above-noted elements.

3.2.3 Other Relevant Policies

Pursuant to Schedule E (Urban Road Network) of the OP, Carling Avenue is designated as an Existing Arterial Roadway as illustrated in [Exhibit L](#) below.

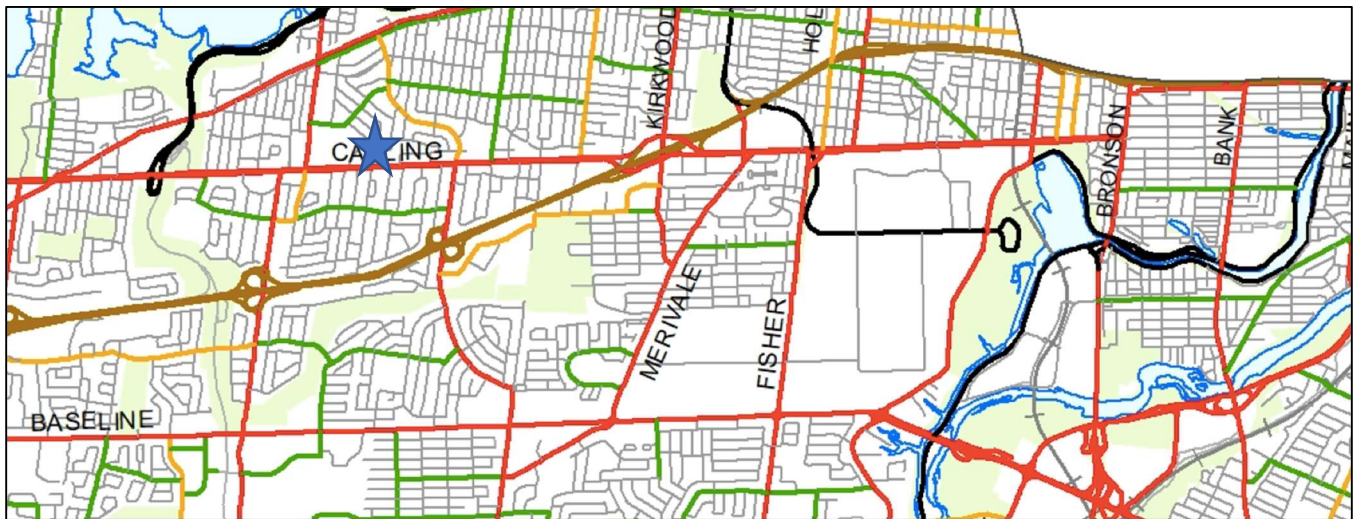


Exhibit L: Excerpt from Schedule E (Urban Road Network), with the location of the Subject Property marked by a blue star

The relevant policies from the City’s Master Transportation Plan are as follows:

Exhibit 1.3 Transportation Vision

- Integrate transportation and land use
 - ✓ Build communities that are accessible by active transportation
 - ✓ Provide rapid transit and other quality transit services to community cores and employment areas
 - ✓ Foster transit-oriented development in transit nodes and corridors
 - ✓ Support intensification where transit, walking and cycling can be made most attractive

and,

3.2 Foster Development to Support Higher-order Transit

- Action 3-3: Motivate supportive development around rapid transit stations and transit priority corridors
- Transit priority corridors. The Official Plan promotes modest intensification in the form of mid-rise buildings in most transit priority corridors, having consideration for compatibility, road classification, mix of uses, and opportunities for redevelopment. The City may also apply maximum parking limits and reduced minimum parking requirements for developments within 400 metres of transit priority corridors, as described in the Official Plan.

These policies support modest intensification on the Subject Property, consistent with the Proposed Development.

Annex 1 of the OP identifies the protected rights-of-way sufficient to provide for streetscape elements and to meet the needs of pedestrians and cyclists. Per Annex 1 of the OP, Carling Avenue, from Richmond Road to Bronson Avenue, is classified as an urban arterial roadway with a 44.5 metre protected right-of-way. Based on our measurements using the GeoOttawa website, it would appear that distance from the centre line of the Carling Avenue median to the property line of the Subject Property is 17 metres and accordingly the intended widening of Carling Avenue will be required. Based on initial discussions with the City, a widening will likely be required and the design has taken into account a +/- 4 metre conveyance of land to the City.

The Subject Property is located along a defined Transit Priority Corridor as shown in [Exhibit M](#) below.

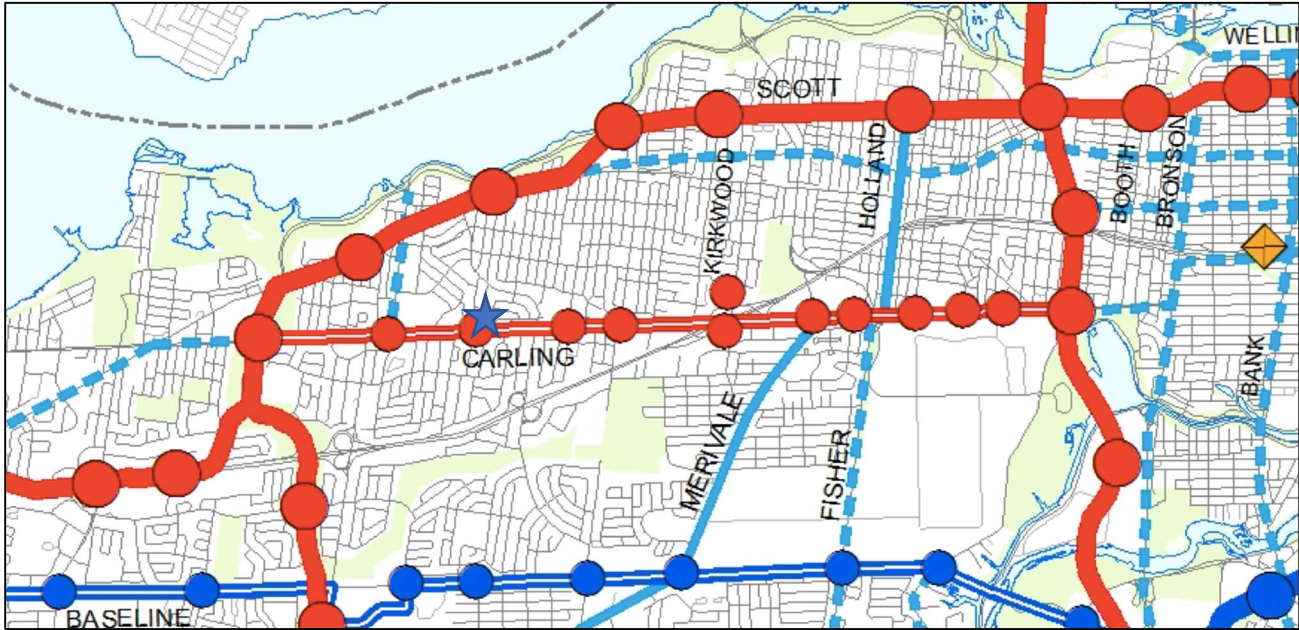


Exhibit M: Excerpt from Schedule D (Rapid Transit and Transit Priority Network), with the location of the Subject Property marked by a blue star

The OP designates this section of Carling Avenue as a Rapid Transit and Transit Priority Network. At this point in time, the functional design exercise has been completed to show how the current outside travel lanes in both directions will be converted to a bus only lane with suitable bus stops. This will provide enhanced public transit service to/from the Proposed Development.

The portion along the frontage of the Subject Property is illustrated below in **Exhibit M-1**.



Exhibit M-1: Functional Design for the Bus Rapid Transit; location of the Subject Property marked by a blue star

The OP directs more intensive uses along such routes in the growth strategy in Section 2.1. The relevant statement is critical to the Growth Strategy of the City of Ottawa;

Ottawa will meet the challenge of growth by managing it in ways that support liveable communities and healthy environments. This means that growth will be directed towards key locations with a mix of housing, shopping, recreation and employment – locations that are easily accessible by transit and that encourage walking and cycling because destinations are conveniently grouped together. This direction will also contribute to the needs of an aging population by enhancing accessibility to health services and community facilities. Future development, whether in new communities or in already established areas that are suited to accommodating growth, will be compact and efficient from a servicing point of view. [OMB decision #1582, June 17, 2005]

By pursuing a mix of land uses and a compact form of development, the city will be able to support a high-quality transit service and make better use of existing roads and other infrastructure rather than building new facilities. The City can secure the greatest returns on its transit investment by building at higher densities in nodes around rapid-transit stations and along corridors well-served by transit. Intensification in these locations increases transit ridership, makes efficient use of existing infrastructure and curbs the need to extend infrastructure and provide municipal services to new suburbs. This pattern of development is the most affordable in terms of the life-cycle costs of constructing, operating, maintaining, and replacing municipal infrastructure over its life span.

The proposed redevelopment of the Subject Property in the manner in which is being advanced assists in implementing this objective.

The OP also designates Carling Avenue as a Primary Urban Cycling Network - Spine Route on Schedule E, as illustrated in **Exhibit N** below. Keep in mind that the OP indicates some short but also mid and long terms objectives over the life of the Plan, typically extending some 20 years from date of passage. The Proposed Development includes an abundance of weather protected (internal) bike storage for each dwelling unit to encourage the use of cycling and less dependance upon private vehicles for the occupants of the building.

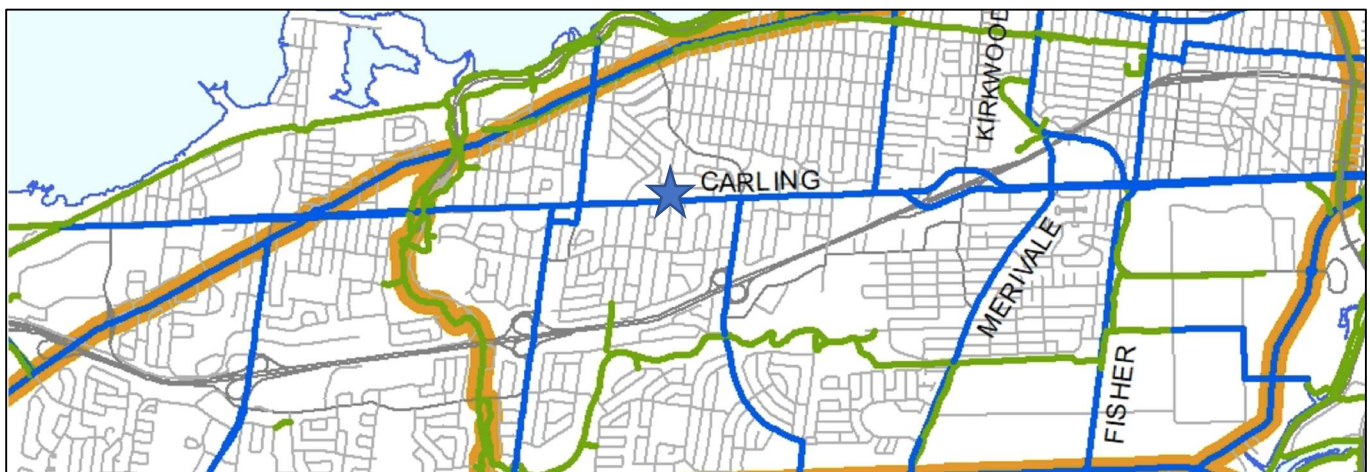


Exhibit N: Excerpt from Schedule C (Primary Urban Cycling Network), with the location of the Subject Property marked by a blue star

In summary, all of these designations are intended to promote and support development along these transportation routes as other modes of transportation for residents, apart from private vehicles, become readily available.

3.2.4 New City of Ottawa Official Plan (the “New OP”)

Adopted in the fall of 2022, the New OP provides a policy framework to guide the City's development to the year 2046. It provides a vision for the future growth of the City of Ottawa and it specifically addresses matters of provincial interest as defined by the *Planning Act* and the PPS.

As depicted in [Exhibit O](#), the Subject Property is illustrated on Schedule B2 within the Inner Urban Transect. A detailed explanation of the relevant policies of this designation is included below, but in general terms, the intended land use is permitted in this designation.

The lands are also located at the northeast intersection of Carling Avenue and Bromley Avenue. The Carling Avenue corridor (lands along both sides) is designated as Corridor – Mainstreet. An O-Train Station is shown in general terms at this intersection. The areas around the Subject Property on both sides of Carling Avenue are within the Evolving Neighbourhood overlay. The relevant policies are discussed below.



Exhibit O: Excerpt from the New OP, Schedule B2 – Inner Urban Transect; Subject Property marked by a blue star

The Subject Property is also located schematically at a Future O-Train and Station as illustrated on Schedule C – Protected Major Transit Station Areas. The relevant policies are discussed below.

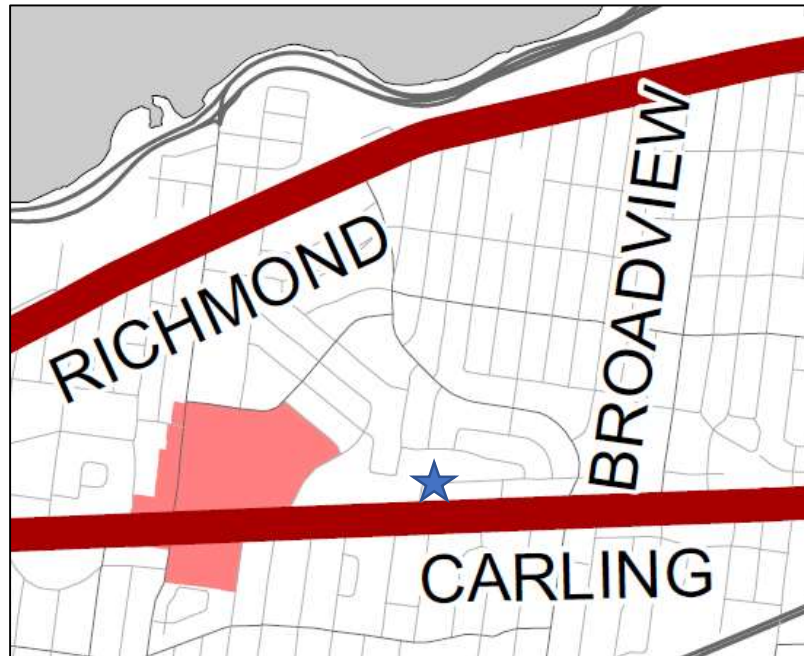
Carling Avenue is classified as an Arterial – Existing on Schedule C4 – Urban Road Network within the New OP. Please refer to **Exhibit P**. Carling Avenue is also noted as a Corridor – Mainstreet with Design Priority Area on Schedule C7 – Design Priority Areas. Please refer to **Exhibit Q** and the relevant policies addressed below.



Arterial - Existing — Major Collector - Existing —
Collector - Existing — Provincial Highway —

Exhibit P: Excerpt from the New OP, Schedule C4 – Urban Road Network; Subject Property marked by a blue star

Carling Avenue is required to protect for a total road allowance width of 44.5m as per Table 1 in Schedule C16 – Road Classification and Right-of-Way Protection plan. A corner triangle between 3 m-10 m will be required by the City of Ottawa as a condition of approval, after the road widening is removed, as per 2.0 Right-of-Way Protection Requirements, subsection 1 e). This future conveyance is illustrated on the draft Reference Plan included as Exhibit C above as Part 1 on said plan.



Corridor - Mainstreet within Design Priority Area

Exhibit Q: Excerpt from New OP, Schedule C7-A – Design Priority Areas; Subject Property marked by a blue star

In terms of the relevant policies of the Plan, Section 1.2 states that for the life of the Plan, the OP contains;

The City’s goals, objectives and policies to guide growth and manage physical change to 2046. It also implements the priorities identified in the City’s Strategic Plan as they relate to land use. Land use direction is both driven by, and has an impact on, Ottawa’s health, economy, environment and sense of community.

Under Section 2.1 – Strategic Direction, the proposed redevelopment of a vacant portion of the Subject Property would address the goals, objectives, and policies of the plan by providing for intensification in the urban area, as preferred in the Big Policy Move 1 as stated as follows;

Big Policy Move 1: Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

And,

This balanced approach to growth management is intended to mitigate the effects of growth on land consumption, avoid spaces of agricultural or ecological importance, efficiently use public services and moderate the impacts to municipal financial resources to service growth.

In section 2.2.1 – Intensification and Diversity of Housing Options, the following policy is indicative and supportive of the proposed introduction of an additional low-rise apartment dwelling (building) for the

Subject Property as one of the suggested methods in this section of the Plan to address the focus of intensification/additional dwelling units within the built-up areas of the City of Ottawa;

Definition Intensification: The development of a property, site or area at a higher density than currently exists through:

(a) The creation of new units, uses or lots on land on previously developed land in existing communities, including the reuse of brownfield sites;

(b) The development of vacant and/or underutilized lots within previously developed areas;

(c) Infill development;

And,

Policy Intent: i) Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods. The growth management strategy includes a 60 per cent intensification target by 2046. This means that by 2046, 60 per cent of all new dwelling units will be built in existing neighbourhoods as opposed to undeveloped greenfield lands. This Plan envisions directing residential intensification towards Hubs, Corridors and surrounding Neighbourhoods where daily and weekly needs can be accessed within a short walk. This direction will support an evolution of these areas towards becoming 15-minute neighbourhoods.

Carling Avenue is designated as a Corridor, thus the proposal to redevelop a portion of the Subject Property for the intended multi-unit residential dwelling is consistent with this policy in the OP.

In Section 2.2.3 Energy and Climate Change, the following policy is relevant as the design of the proposed. Building takes into account the impact of the changes to climate that has a negative effect;

2) Apply sustainable and resilient site and building design as part of development. Buildings are the largest energy consumer in Ottawa and account for the largest share of greenhouse gas emissions. Site design also influences healthy communities and sustainable transportation choices. To achieve both climate mitigation and adaptation objectives, sustainable and resilient design measures will be applied as part of site planning and exterior building design, in order to:

- Conserve energy and improve the energy and emission performance of buildings with a target of net zero emission homes by 2030;*

Further discussion on this is contained in the section of this rationale determining desirability of the requested minor variance.

In Section 3: Growth Management Framework, the following policy is helpful in justifying the introduction of the additional lot on the Subject Property within the urban area;

Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon

And;

3.2 Support Intensification This Plan allocates 47 per cent of city-wide dwelling growth to the built-up portion of the urban area and 46 per cent of city-wide dwelling growth to the greenfield portion

of the urban area. Growth within the built-up portion of the urban area represents 51 per cent of urban area growth from 2018 to 2046. Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located, as well as the portions of Neighbourhoods within a short walk to those Hubs and Corridors.

There are a number of supporting policies within Section 3.2 of the Plan, and the proposed introduction of the proposed 21-unit rental apartment building fits within these policies as the Subject Property is located along a Corridor within the urban area of the City of Ottawa.

The policies with respect to achieving 15-minute neighbourhoods are relevant as the Subject Property is located along a Corridor as noted below in Section 4.1.2 of the New OP with commercial services located both east and west of the Subject Property along Carling Avenue;

4.1.2 Promote healthy 15-minute neighbourhoods 1) In general, this Plan equates a walking time of: a) 5 minutes to be equivalent to a radius of 300 metres, or 400 metres on the pedestrian network; b) 10 minutes to be equivalent to a radius of 600 metres, or 800 metres on the pedestrian network; and c) 15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.

Under the policies in Section 4.6 Design, policy 4.6.6 is relevant and is as follows;

6) Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

The design of the proposed building recognizes the existing built form along Carling Avenue (east of the site).

Section 5 – Design Priority Areas includes the Mainstreet Corridors outside of the downtown core, with the following objective under Tier 3 - Local (Major);

Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. The areas within Hubs around existing rapid transit stations are locations for higher densities and intensification.

The Subject Property is located at a rapid transit station as illustrated on Exhibit M such that it requires, and through the intended design, addresses the policies with respect to the Design Priority Areas.

Section 4.6.1 Promote Design Excellence in Design Priority Areas: The policies of this section require consideration by the Urban Design Review Panel, an advisory committee that considers significantly sized development projects within areas so designated. The project is proceeding through this requirement with comments by the Committee intended to be considered by the proponent.

Section 5 of the Plan includes specific policies for each of the Transect designations. The Subject Property is within the Inner Urban Transect, dealing with such elements as front yard, landscaping, entrances, building height and location of parking fields.

The proposed site design and building design consider and implement these directions.

Table 7 of Section 5 identifies the differences between urban and the suburban built form (building heights) for various Transects. The Subject Property is within the Inner Urban Transect, and the proposed structure respects the requirements of both Tables.

Specific to the Inner Urban Transect, the following policy found in Section 5.2.3 is important;

Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, stepbacks, and angular planes:

a) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise;

b) On sites that front on segments of streets whose right-of-way is narrower than 30 metres, generally up to 9 storeys except where a secondary plan or area-specific policy specifies different heights; and

c) In all cases: i) The wall heights directly adjacent to a street, and the heights of the podiums of High-rise buildings, where permitted, shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and ii) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.

The proposed building falls well below the upper thresholds noted in this policy. The fact that the required 11.0 m maximum building height within 20 m of the north property line would still maintain the intent and purpose of the Official Plan policy as the overall building height is far lower than what would be permitted/encouraged in the Plan.

In our opinion, the proposed redevelopment of the Subject Property achieves and addresses all of these policies due to its location along the major corridor (Carling Avenue).

Section 6. Urban Designations, includes the following descriptive policy for Corridors in Subsection 6.2;

The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors.

And in Subsection 6.2.1 Define the Corridors and set the stage for their function and change over the life of this Plan;

1) Corridors are shown as linear features in the B-series of schedules.

The Corridor designation is meant to apply to any lot abutting the Corridor, such that the Subject Property is positively affected.

And;

2) *Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:*

a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;

This statement is meant to encourage height transitions from higher to lower where applicable as the building approaches the neighbourhood to the north. The proposed development has maintained a modest 3 storey building height throughout, well below the maximum permitted building height of 20 m which could add significant bulk and mass on the south side of the low-rise residential dwellings to the north, thus creating potential negative impacts. The fact that the very small intrusion above the permitted 11.0 m building height within 20 m from the common lot line does not add any harsher impact as shadowing from a potential building height of 20 m, as permitted under the current zoning, would in our opinion, create more impact.

And in Section 6.2.1 4);

4) *Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:*

a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and

b) Vehicular access shall generally be provided from the parallel street or side street.

Policy b) above is relevant and respected through the site design for the Proposed Development.

3.3 Urban Design Guidelines for Development along Arterial Mainstreets

The Urban Design Guidelines for Development along Arterial Mainstreets were approved by City Council on May 24, 2006. These guidelines set out the intention to facilitate the evolution of Arterial Mainstreets “over time to a more balanced vehicular and pedestrian environment with the streetscape defined and supported by buildings and landscape.”

Historically, development along Arterial Mainstreets was set back from the street and was characterized by large separation distances between buildings with large parking lots. The objective is to promote an improvement to this condition over time by introducing intensification and creating a more inviting pedestrian environment.

Our assessment of the Urban Design Guidelines for Arterial Mainstreets in the context of the Proposed Development is as follows:

1. Streetscape:

a. The building is located on the public street edge;

- b. The landscape plan proposes that trees be planted adjacent to the northern property line of the Subject Property to match the existing context while the existing mature bur oak tree will be maintained;
- c. The building is set along the ultimate Carling Avenue property line in order to define the street edge.

2. Built Form:

- a. The Proposed Development is, in our opinion, compatible with the general character of the adjacent properties which consist of a variety of apartment buildings (low, medium and high-rise) and it preserves and complements existing pedestrian routes.
- b. The building spans the majority of the lot frontage along both Carling Avenue and Bromley Road and therefore enhances the streetscape, not only along the arterial roadway but also along Bromley Road.
- c. The increased mass of the Proposed Development, by replacing the surface parking area at the intersection is appropriate, given the proximity to a bus transit stops and the function of the arterial mainstreet.
- d. Significant amount of glazing, particularly at street (pedestrian) level has been incorporated in the building design to create visual interest and provide eyes on the street.
- e. The front façades of the building are oriented to face the public streets (Carling Avenue and Bromley Road, respectively) with the corner front door visible, and directly accessible, from both of the public street and creates a sense of human scale for pedestrians.

3. Pedestrians and Cyclists

- a. The main entrance to the building is located as close as possible to the public sidewalks to provide convenient access for foot and cycling traffic to and from the building entrance.

4. Vehicles and Parking

- a. The single point of vehicular access to the existing surface parking area has been maintained from the lesser priority public street, thus limiting the extent of interruption along the sidewalk and the streetscape

5. Landscape and Environment

- a. The landscape architect has selected trees, shrubs and other vegetation that will be tolerant to urban conditions, particularly given the volume of traffic along Carling Avenue.
- b. The retention of the mature Bur Oak is a splendid site attribute that will not only create continued interest in the site but is environmentally supportive.

The Design Brief also examines the guidelines and addresses the relevant guidelines in describing the design philosophy of the project.

3.4 City of Ottawa Zoning By-law (the “Zoning By-law”)

The Subject Property is zoned AM10 H(20), as depicted in **Exhibit R**. The stated purpose of the Arterial Mainstreet Zone is to:

1. *accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated **Arterial Mainstreet** in the Official Plan; and*
2. *impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.*

Section 185 of the Zoning By-law sets out a broad range of permitted uses in the AM Zone, both residential (+/-15) and non-residential (+/-50), including but not limited to:

- apartment dwelling, low-rise

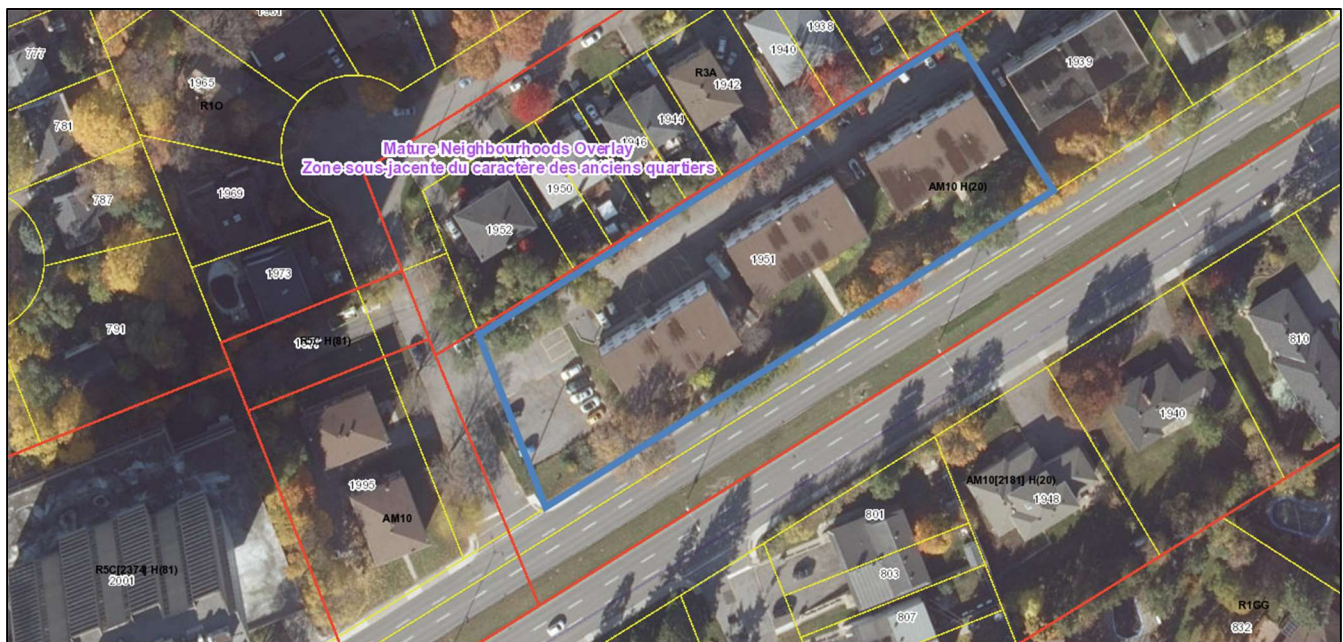


Exhibit R: GeoOttawa map identifying the AM10H(20) zoning for the Subject Property (outlined in blue)

The Zoning By-law defines an Apartment dwelling, mid-rise as follows:

Apartment Dwelling, Low Rise means a residential use building that is four or fewer storeys in height and contains four or more principal dwelling units, other than a townhouse dwelling or Stacked Dwelling

The AM10 subzone includes the following relevant zoning provisions in Section 186(10) that override the standard AM zoning provisions:

- (b) despite Table 185(c), the following provisions apply;

1. (i) the minimum front and corner side yard setback for all buildings is 0 metres, and at least 50% of the frontage along the front lot line and corner side lot line must be occupied by building walls located within 4.5 metres of the frontage for a Residential use building, and within 3.0 metres for Non- residential and Mixed-use buildings; and
- (d) despite Table 185(e), sub clauses (ii) and (iii), the minimum rear yard setback is;
 1. (i) 3.0 metres for any building wall within 20 metres of a lot line abutting a public street.
 2. (ii) 7.5 metres in all other cases; and
- (e) any portion of a building located within 10 metres a front lot line or corner lot line must satisfy the following minimum building heights:
 1. (i) if the building is a non-residential or mixed-use building, the ground floor requires a minimum height of 4.5 metres; and
 2. (ii) the minimum building height required is 7.5 metres, and must contain at least two storeys; and
- (g) the ground floor façade facing a public street of a building located within 4.5 metres of the front lot line or corner side lot line must include:
 3. (i) a minimum of one active entrance from each individual occupancy located immediately adjacent to the front lot line or corner side lot line in the case of non-residential uses; and
 4. (ii) a minimum of one active entrance in the case of a residential use building;
- (h) a minimum of 50% of the surface area of the ground floor façade, measured from the average grade up to a height of 4.5 metres, facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors; and
- (j) despite Table 185(f) the following maximum building heights apply:
 1. (i) In any area up to and including 20 metres from a rear lot line abutting a R1, R2 or R3 zone: 11 m
 2. (ii) In any area up to and including 20 metres from a rear lot line abutting an R4 zone: 15 m
 3. (iii) In any area over 20 metres and up to and including 30 metres from a rear lot line abutting a R1, R2, R3, or R4 zone: 20 m
 4. (iv) In any area:
 1. outside of the areas identified in (i) through (iii) above; and,
 2. up to 7.5 metres from that part of a side lot line within 20 metres of a street and abutting a R1, R2, R3 or R4 zone: 15 m (v) In all other cases: 30 m (By-law 2015-45).

The relevant standard zoning provisions for a residential use in the AM zone (for both the severed/development parcel and the retained parcel), along with the above noted AM10 subzone provisions are included in the table below for ease of reference and included on the Site Plan for ease of reference;

Mechanism	Required	Severed Parcel	Retained Parcel	Compliance
Minimum lot area	No minimum	745.1m ²	3,968.3m ²	Yes
Minimum lot width	No minimum	24.6m	99.8m	Yes
Front Yard and Corner Side Yard	0.0m min., with 50% of Building within 4.5m of the street lot line (185(10)(b)(i))	76.1%	n/a	Yes
Minimum Interior Side Yard	No minimum	2.69m	1.2m	Yes
Minimum Rear Yard	7.5m	7.5	n/a	Yes
Maximum Building Height within 20m of R1 Zone	11.0m	11.98m	n/a	No
Maximum Building Height between 20m – 30m of R1 Zone	20.0m	11.98m	n/a	Yes
Maximum Floor Space Index	None	2.1	n/a	Yes
Minimum Width of Landscaping Around a Parking Lot (abutting street)	15% of 486m ²	80m ² (16.5%)	n/a	Yes
Required door facing the street within 4.5m	Provided	Provided	n/a	Yes
Amenity area requirements	6m ² /dwelling unit, 505 communal (126m ² , 63m ²)	150m ² , exterior rooftop amenity area	n/a	Yes
A minimum of 50% of surface area of the ground floor façade to be transparent Glazing (185(10)(h))	Provided	40.2m ² (50% of 80.3m ²)	n/a	Yes
Minimum building height within 10m of a front or corner lot Line (185(10)(e)(ii))	7.5 m	11.98m	n/a	Yes
Vehicle Parking Requirements	0 for first 12 dwelling units, then 0.5/du	5 spaces	n/a	Yes
Visitor Parking Requirements	0 for first 12 dwelling units, then 0.1/du	1 space	n/a	Yes
Bicycle Parking Spaces	0.5/dwelling unit (11 spaces)	12 spaces	n/a	Yes

The reference to n/a in the retained column indicates that the proposed lot line does not impact or have any bearing on that particular performance standard.

In summary, the Proposed Development will contain permitted land uses but the maximum building height within a certain distance from the abutting R3 zoned lands to the north would not comply. The overall building will be well below the maximum permitted building height that should offset the requested increase in the permitted maximum building height within the 20m setback based on the site context, screening available and the results of the technical studies, particularly the sun shadow study.

This zoning provision will need to be addressed through either a minor variance or minor zoning bylaw amendment in order to facilitate its creation. On balance we feel that the positive attributes of constructing a 3½ storey rental low-rise apartment dwelling on the vacant portion of the Subject Property as envisioned in the Application will provide an overall enhancement to the Subject Property and surrounding community. A future consent (to sever) to create a stand-alone property containing the proposed building and dedicated parking for those units would still comply with the Zoning Bylaw.

4.0 Technical Studies

The following technical studies have been prepared in support of the application for Site Plan Control:

- Servicing Report (including Stormwater Management)
- Geotechnical Investigation
- Tree Conservation Report
- Traffic Noise Assessment
- Phase 1 Environmental Site Assessment
- Design Brief (Sun Shadow Study)

These same studies along with this Planning Rationale have also addressed the zoning compliance issue by way of both a technical and land use evaluation as to the suitability of the proposed redevelopment of the Subject Property.

5.0 Conclusion

The Applicant proposes to develop the Subject Property with a new low-rise apartment building. Eventually, the site will be severed such that the new building and associated parking will be on a separate lot from the existing 3 low-rise apartment buildings located to the east.

Based on our review of the PPS it is our view that that Proposed Development conforms, in all material respects, with the policies set out therein by promoting the efficient use of land in a settlement area and by introducing residential intensification through a desirable form of rental housing stock that is appropriate for the neighbourhood.

The intensification of the Subject Property that will result from the Proposed Development satisfies the policies of the Arterial Mainstreet designation in the previous Official Plan and the New Official Plan. The Proposed Development will enclose and define the edge of the Carling Avenue/Bromley Road

intersection converting the site from a suburban to more urban built form. The layout of the Proposed Development is inviting to pedestrian and cycling traffic and offers an opportunity for safe circulation, in and around the buildings, by foot. As all parking is located to the rear of the site, the streetscape is vastly improved over the existing surface parking lot at the intersection. The redevelopment of the Subject Property will have plentiful landscaping and amenity space for the occupants. It is our opinion that the design and compatibility objectives as set out in the OP are satisfied by the Proposed Development and that the finished product will be highly favourable for the Subject Property and will help serve to revitalize the surrounding area.

The Design Brief outlines the objectives of the project and highlights how it will implement the design criteria in the OP.

The future lot configuration will be appropriately addressed through the future consent application.

It is our professional opinion that development of the lands with the Proposed Development constitutes sound land use planning and will represent a desirable outcome for the Subject Property and will offer another incremental improvement to Carling Avenue by reinforcing the transition of the corridor to a more urban development fabric as per the objectives of the City's Official Plan.

Sincerely,

Holzman Consultants Inc.



Per: Jonah M. Bonn, MCIP, RPP