

June 13, 2023

City of Ottawa
Planning, Real Estate and Economic Development Department
110 Laurier Avenue West, 4th Floor
Ottawa, Ontario
K1P 1J1

**Attention: Melanie Gervais
Planner III, Development Review South**

**Reference: 1240 Carling Avenue
Site Plan Control Application Submission
Our File No.: 121075**

Novatech has been retained by AcuB Enterprise Inc. (“*the owner*”) to assist in pursuing an application for Site Plan Control for its property municipally known as 1240 Carling Avenue (“*subject site*”) in Ward 16 – River, Ottawa, Ontario. The purpose of the application is to permit the development of a low-rise residential apartment building.

AcuB Enterprise Inc. is pursuing a development proposal for a three-storey residential apartment building with approximately 18 residential units and 78.5 m² of communal amenity area. One visitor parking space will be provided with access from Merivale Road. Residents will have access to a surplus of secure bicycle parking spaces.

Pre-application consultation meetings were held with City staff on July 8, 2021, and December 1, 2022, in relation to the proposal.

This Planning Rationale letter provides a scoped assessment of the municipal policies and regulations relevant only to a Site Plan Control application and demonstrates how the development proposal:

- Conforms to and maintains the intent of the applicable Council-approved plans and guidelines, including the *City of Ottawa Official Plan (2022)*;
- Respects the vision for the north Carlington community in the *Veterans’ Housing Character Area Management Guidelines*;
- Complies with the site-specific and general provisions of the *Zoning By-law 2008-250*; and
- Represents good land use planning.

Site Description and Surrounding Uses

The Subject Site is situated on the south side of Carling Avenue, east of the north-bound Merivale Road right-turn by-pass lane onto Carling Avenue in the City of Ottawa. The Subject Site is a pie-shaped, corner lot with approximately 17 m frontage along Carling Avenue, 9 m frontage along Merivale Road and an approximate area of 451 m².

The Subject Site is located at the edge of the north Carlington community, developed as part of Wartime Housing Limited’s Veterans’ Housing Project. A review of aerial photography shows that the Subject Site has been used for residential purposes since at least 1958. The Subject Site is generally flat in topography.

The Subject Site is legally described as *LT 3, PL 267570 ; OTTAWA/NEPEAN*.

The surrounding area is characterized by a mix of low-profile residential, commercial, institutional, and mixed-use high-rise development. This area is intended to continue to grow and achieve a more urban built form through infill development and intensification offering a greater variety of uses and building forms with higher densities and heights focused along Carling Avenue.

The following describes the land uses adjacent to the Subject Site as shown on Figure 1. For the purposes of describing the adjacent land uses below, Merivale Road is oriented in a north-south direction and Carling Avenue is oriented in an east-west direction.



Figure 1: Subject Site and surrounding uses (GeoOttawa, 2021 with markup by Novatech).

North: Carling Avenue is immediately north of the Subject Site. On the opposite side of the street to the Subject Site is the 4-storey Hydro Ottawa Substation (1285 Carling Ave). To the northwest are the high-rise Rhythm Apartments (1265 Carling Ave.) and the Westgate Mall (1309 Carling Ave.) which includes a variety of retail uses including a bank, pharmacy, retail stores and personal services. Further north is Highway 416 and the Westboro community.

East: A 1.5-storey detached dwelling is immediately east of the Subject Site, with similar low-rise dwellings continuing to the east along Carling Avenue, before small commercial uses including a restaurant and daycare are introduced. To the northeast is the Royal Ottawa Mental Health Centre. Further east is the Central Experimental Farm and the Ottawa Hospital Civic Campus.

South: 1- and 1.5-storey detached dwellings generally characterize the Veterans Housing community immediately south of the Subject Site. Harrold Place Park, St. Nicholas Adult High School and W.E. Gowling Public School are located within the neighbourhood to the south. Further south, low-rise multi unit dwellings are introduced around Shillington Avenue. Along Merivale Road, low-rise residential uses are mixed with low-rise commercial uses including restaurants and retail food stores.

West: The Merivale Road north-bound right-turn bypass lane is immediately west of the Subject Site. A small parkette is maintained in the island between the bypass lane and Merivale Road. Further west are commercial uses including a Best Western Hotel, professional offices, retail stores and medical services. After a high-rise residential apartment building, the commercial uses continue west along Carling Avenue.

Proposal Details

AcuB Enterprise Inc. is proposing the development of a three-storey residential building consisting of approximately 18 apartment dwelling units. The residential development proposes a mix of units with two studios, fourteen 1-bedroom units, and two 2-bedroom units.

The principal pedestrian entrance is proposed from Carling Avenue. Front yard landscaping will provide associated pathway connections and includes planting beds and a mix of tree species for shading and to enhance the streetscape. Communal amenity areas will provide residents with space for a variety of activities and will exceed an area of 78 m², supplemented by private balconies. Tree planting will be provided for shading in the rear yard amenity area.

The proposed development is intended to be connected to municipal water and sanitary services available in Carling Avenue. Stormwater will be collected on the roof of the proposed building with a controlled release to the City's storm sewers. Waste management will be collected by municipal solid waste management services and will be located in a dedicated room on the ground floor with double-door access to Merivale Road.

The proposed development will feature one short-term visitor or pick-up/drop-off parking space with at grade access from Merivale Road. The existing access from Carling Avenue will be removed and reinstated with a full curb. Short-term parking is provided as there is no on-street parking permitted. The parking space is standard-size and accessed at the furthest point south along the Merivale Road frontage to ensure there is no conflict with the existing stop-bar at the Carling Avenue intersection. The cantilever design of the building is intended to minimize the potential visual impact of the single parking space on the public realm. Secure bicycle parking for residents is provided within the building with direct access to Merivale Road.

The ground floor façade of the building will feature a modern architectural style expressed through natural and mineral tones and materiality that complements the setting of the Subject Site. There is an emphasis on glazing, active uses at grade, and private balconies above grade along the front

façades. The proposed development provides transition between the Carling Avenue and Merivale Road corridors and the growing north Carlington Community.

Purpose of the Application

A Site Plan Control application is required for the Subject Site as the proposed development meets the threshold under the City's Site Plan Control By-law as a building with more than 10 residential units. The purpose of the Site Plan Control application is to ensure the proposed development is safe, functional, orderly and meets the City's development standards.

Public Consultation Strategy

The public consultation strategy will involve a variety of methods as follows:

- Signage posting on the Subject Site providing members of the public with details of the proposed development and means of contacting the file lead to provide comments and/or questions.
- Digital copies of all required supporting studies and plans will be made available for public viewing through the City of Ottawa's Development Applications webpage (<https://devapps.ottawa.ca/en/>).
- Community organization(s) and the local ward councillor will be notified of the details of the proposed development through a 'heads up' by City staff.

Planning Policy and Regulatory Framework

City of Ottawa Official Plan (2022)

The City of Ottawa's *Official Plan* received approval from the Province of Ontario's Ministry of Municipal Affairs and Housing on November 4, 2022. The *Official Plan* provides future policy direction to the year 2046 intended to prioritize residential growth primarily by intensification and infill within the built-up urban area and to support an evolution towards 15-minute neighbourhoods. The relevant policies to this Site Plan Control application are described below, followed by an analysis of how the proposal responds to these policies.

Under the *Official Plan*, the Subject Site is designated as *Corridor – Mainstreet on Schedule B2 – Inner Urban Transect* as shown in Figure 2. The *Inner Urban Transect* includes the pre-World War II neighbourhoods that immediately surround the Downtown Core and the earliest post-World War II areas directly adjacent to them. The objectives of the *Inner Urban Transect* include enhancing an urban pattern of built form, site design and mix of uses, and prioritizing walking, cycling and transit within and to and from the Inner Urban transect.

Section 5.2 provides direction to development in the Inner Urban Transect. Per *Policy 5.2.3.2*, permitted building heights are not less than 2 storeys and up to high-rise, subject to appropriate height transitions, setbacks, and angular planes.

- **The proposed development will have a height of 3 storeys, in keeping with the provisions of this policy. Despite the generally greater height permissions, the smaller lot fabric is more conducive to low-rise development to provide appropriate transition to the stable low-rise neighbourhood to the south of the Subject Site.**



Figure 2: Excerpt from Schedule B2 – Inner Urban Transect with markup by Novatech showing Subject Site.

As set out in Section 6.2 of the Official Plan, 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”. Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment.

- The proposed development represents a permitted use supported by Policy 6.2.1(3) and will consist of a three-storey low-rise built form which is in keeping with the planned context along the Carling Avenue Corridor as supported by Policy 5.2.1(3).
- The low-rise building height of 11 m provides appropriate transition to the existing, stable and predominantly low-rise residential neighbourhood south of Carling Avenue, while meeting the required minimum building height of 2 storeys as stated in Policy 5.2.3(2).
- The proposed development is within 400 m of a Hub and planned transit station and proposes one short-term parking space, in accordance with Policy 5.2.2(3c).

Section 4 of the Official Plan provides City-Wide Policies for development.

Section 4.1 lists general policies related to mobility and transportation planning.

- A surplus of bicycle parking is provided for residents to promote sustainable modes of transportation.
- The proposed development will promote healthy 15-minute neighbourhoods by providing housing within 15-minutes of planned safe and convenient pedestrian, cycling and bus rapid transit routes.
- The Subject Site fronts onto Carling Avenue which is an arterial roadway identified on Schedule C4. A right-of-way protection of approximately 44.5 metres will take a portion of

the Subject Site's frontage on Carling Avenue to protect plans for future expansion or transportation improvements.

Section 4.2 - Housing provides general policies for residential development regarding diversity of housing types, tenures and affordability.

- **Approximately 18 purpose-built rental apartment units in a range of sizes and prices are proposed for the Subject Site. The proposed building will contribute to a greater range of housing typologies within the overall north Carlington community and will support a movement towards greater residential density. The greater mix of unit typologies contributed by the proposed building provides an opportunity for the north Carlington community to evolve and support a diversity of residents.**
- **The residential development will be in close proximity to pedestrian, cycling and transit facilities and to retail and commercial services including a pharmacy, banks, and restaurants.**

Section 4.3 speaks to the development of *large-scale institutions and facilities*. No large-scale institutions or facilities are proposed for the Subject Site.

Section 4.4 lists policies related to *parks and recreation facilities*.

- **Parkland dedication will be fulfilled as a condition to Site Plan Control approval. Parkland dedication is to be provided on the basis of conveyance of parkland at a rate of 1 hectare per 600 dwelling units, cash-in-lieu of parkland at a rate of 1 hectare per 1,000 dwelling units, or combination thereof. Despite the foregoing, the required conveyance shall not exceed an amount equivalent to 10% of the gross land area.**
- **Although the Official Plan has adopted a *parkland-first* approach, the required land to be dedicated for parks purposes cannot be accommodated onsite. The Subject Site is too small at 450 m² to accommodate a developable envelope and a park area, according to the *City of Ottawa's Park Development Manual (2017)* which requires a minimum 2000 m² for an urban park or 400 m² for an urban plaza. As a result, the applicant proposes to provide cash-in-lieu of parkland.**
- **Future residents will have access to existing public greenspaces at 1 Harrold Place, 960 Silver Street, and 645 Parkview Road as well as the Central Experimental Farm within 15-minutes walking distance of the Subject Site.**

Section 4.5 relates to *Cultural Heritage and Archaeology*.

- **No cultural heritage resources were identified on or immediately adjacent to the Subject Site during either of the pre-application consultations with City staff. Across Carling Avenue from the Subject Site, the Ottawa Hydro Electric Sub-Station No. 3 (1275 Carling Avenue) is an individually designated heritage property under *Part IV* of the *Ontario Heritage Act*. However, there is greater than 30m separation between the Subject Site and this designated property.**
- **Should any potential archaeological resources be encountered, provincial protocol will be followed.**

Section 4.6 provides general direction to development regarding *urban design*.

- The Subject Site is not located in a *Protected Viewshed* or along a *Scenic Route*.
- The Subject Site is located along Carling Avenue which is identified as a *Corridor – Mainstreet within Design Priority Area on Schedule C7 – Design Priority Areas*.
- Per Policy 4.6.3.4, the proposed development creates a desirable context along a Scenic Route by introducing quality landscaping and direct pedestrian access in the right-of-way, orienting the façade towards the street, mitigating the potential impact of parking areas on the public realm, and ensuring compliant lighting.
- Detailed information can be found in the Architectural Package prepared by S.J. Lawrence Architects dated June 13, 2023 and the Landscape Plan prepared by Novatech dated June 9, 2023 which will accompany this submission.

Subsection 4.6.4 encourages “innovative design practices and technologies in site planning and building design”.

- The project will be constructed following conventional construction practices using high quality and durable materials to ensure the longevity of the building.

Subsection 4.6.5 provides policies to ensure “effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes”. Further Policy 4.6.5.1 states that “development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met”.

- This Planning Rationale letter demonstrates how the proposed development meets the intent of the applicable context, transect area, and design policies of the *Official Plan (2022)*, the *Transit-Oriented Development Guidelines*, and the *Veteran’s Housing Character Area Guidelines*. The Site Plan has been designed in accordance with the City’s *Accessibility Design Standards*.
- The proposed development frames Carling Avenue and is setback an appropriate distance from the street and creates a visually engaging public realm by clearly articulating the main entrance from public sidewalks. The visual impacts of the single, short-term surface parking space are intended to be mitigated through the cantilever design on the building and landscaping treatment.
- The construction of the proposed building will require 7 out of 13 existing trees on or adjacent to the Subject Site be removed. Generally, the trees to be removed are of poor quality or are invasive tree species, and are all located along the eastern property line. Additional replacement trees will be planted in the rear yard and in front of the building along Carling Avenue to provide shade and enhance the City’s urban tree canopy. Planting beds within the front and rear yards will provide a variety of ornamental grasses and coniferous and deciduous shrubs. Additional details are provided in the Tree Conservation Report and Landscape Plan prepared by Novatech dated June 9, 2023.
- The proposed development internalizes or screens from view all servicing, mechanical equipment and utilities to provide an attractive public realm.

Subsection 4.6.6 provides general policies that aim to “enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all”. Applicable policies are included and addressed below.

- 4) *Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions.*
- **The proposed building provides private balconies and a communal landscaped rear yard area which will be accessed from the building by a walkway along the eastern interior side yard.**
 - **A large-canopy tree species is proposed to be planted in the rear yard to provide shading for the communal amenity area. Two additional trees are proposed to be planted along the Carling Avenue façade. Planting beds throughout the site will be planted with a variety of shrubs and groundcover, as described in the Landscape Plan by Novatech dated June 9, 2023.**
- 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 proposed development responds to its context, by proposing soft landscaping in the front and rear yards, a main entrance at grade, and front-facing balconies. The proposed modern architectural style complements the materials and tones of the existing neighbourhood and provides a transition to the contemporary architectural style of the high-rise building to the northwest. The proposed massing provides a compact form that will eventually frame the street as the community evolves towards a more urban built form.**

The Subject Site is located within the *Veterans Housing Character Area*. The City of Ottawa has prepared a *Guidelines and Context* document for the character area which provides direction for new development. The relevant guidelines are discussed below.

- I. *New Development is encouraged to reflect the character of the area through the use of rectilinear forms and a simple material palette.*
- **The proposed development is rectilinear and proposes cladding in metal, brick, and wood tones that reflect the character and history of the area.**
- IV. *New development should incorporate green front yards and reflect the property's established spatial relationship with the street.*
- **The building is located close to the street frontage, aligning with the established front yard setback of the adjacent buildings. Landscaped areas are proposed between the front wall of the building and the public sidewalk.**
- V. *Building entrances and ground floor heights should be built as close to grade as possible. Where this cannot be achieved, consider lowering front entrances and internalizing additional stairs.*
- **The primary building entrance is located at grade. Access to the rear amenity space is provided via a walkway along the eastern side of the building.**
- VI. *Higher density development may be permitted in the VHCA under specific provisions of the City of Ottawa's Official Plan and Zoning By-law. When designing developments at scales greater than that of single detached, semidetached, and triplex dwellings give consideration*

to wartime housing precedents for similar building typologies. City of Ottawa staff can provide examples upon request.

- **Heritage Planning staff provided the architect with examples of wartime housing precedents for low-rise apartment buildings. The proposed building incorporates similar fenestration, materials and projections to the provided precedents.**
- VII. Applicants should have regard for relevant municipal urban design guidelines, including but not limited to the Urban Design Guidelines for Low Rise Infill Housing, Urban Design Guidelines for High-rise Buildings, and the Urban Design Guidelines for Development along Arterial Mainstreets or similar successor documents.
- **The *Transit-Oriented Development Guidelines* are reviewed in this letter.**
 - **At the time of application submission, the Urban Design Guidelines for Low-Rise Infill Housing were under review by City staff. Nonetheless, the proposed development responds to the intent of the Guidelines by:**
 - **creating a desirable streetscape by proposing trees and soft landscaping in the front yard and future right-of-way, front facing principal entrance and private balconies, and fully compliant lighting;**
 - **Siting rear yard amenity space to minimize potential noise impacts from Carling Avenue and to provide suitable transition to the adjacent stable low-rise neighbourhood;**
 - **Proposing a compatible built form in a contemporary architectural style with similar natural materials and tones reflective of the surrounding Carlington community;**
 - **Minimizing the potential impacts of the short-term parking space by proposing a cantilevered building design; and**
 - **Integrating garbage storage within the building and screening utilities and air conditioners from view of the public realm.**

Section 4.7 lists general policies related to Drinking Water, Wastewater and Stormwater Infrastructure.

- **The proposed development will be served by municipal infrastructure including water and sanitary services available in Carling Avenue. Stormwater will be collected on the roof of the proposed building with a controlled release to the City's storm sewers. A Site Serviceability Report and a Stormwater Management Report were prepared by TL Mak Engineering dated June 2023 and outline the details of how the proposed development will be serviced.**
- **A Phase One Environmental Site Assessment was prepared by Gemtec, dated November 25, 2022. The assessment concluded that there are no areas of potential environmental concern identified on the Subject Site and a Phase Two Environmental Site Assessment is not required.**

Section 4.8 provides general direction to development regarding the conservation of Natural Heritage, Greenspace and the Urban Forest.

- **As noted previously, the construction of the proposed building will require 7 out of 13 existing trees on or adjacent to the Subject Site be removed. Generally, the trees to be removed are of poor quality or are invasive tree species, and are all located along the eastern property line. Additional replacement trees will be planted in the rear yard and in front of the building along Carling Avenue to provide shade and enhance the City’s urban tree canopy. Planting beds within the front and rear yards will provide a variety of ornamental grasses and coniferous and deciduous shrubs. Additional details are provided in the Tree Conservation Report and Landscape Plan prepared by Novatech dated June 9, 2023.**

Section 4.9 lists general policies related to the protection of *water resources*. The Subject Site does not have and is not adjacent to any water resources.

Section 4.10 lists general policies related to the development of *School Facilities*. There are six existing school facilities within 1 km of the Subject Site.

Based on the foregoing, the proposed development is in keeping with the policy direction of the *Official Plan* by promoting pedestrian, cycling and transit modes of transportation and offering diversity of housing types and tenures at a higher-density, low-rise form along a Corridor targeted for intensification.

Transit-Oriented Development Guidelines (TOD Guidelines)

The City of Ottawa’s *Transit-Oriented Development Guidelines (TOD Guidelines)* were adopted by Council in September 2007 and provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the municipality. Transit-Oriented Development is considered “a mix of moderate to high-density transit-supportive land uses located within an easy walk of a rapid transit stop or station that is oriented and designed to facilitate transit use”. The *TOD Guidelines* apply to development within a 600 m walking distance of a planned rapid transit stop or station; as previously discussed, the Subject Site is located within a 600 m walking distance of a planned rapid transit station at the intersection of Carling Avenue and Merivale Road.

The *TOD Guidelines* are organized into six general sections: *land use, layout, built form, pedestrians & cyclists, vehicles & parking, and streetscape & environment*. Only those guidelines that are applicable to detailed site design are discussed below.

Guideline (G) Topics	Proposed Development
Land Use (G: 1-3)	The proposed development establishes a higher residential density with limited parking near a mix of residential and non-residential uses to encourage trips by walking, cycling and transit (G: 1-3).
Layout (G: 4 – 10)	The building is located along the front of the street to encourage ease of walking to public transit (G: 7). The building provides transition in built form and density between the transit station to the northwest and the adjacent lower intensity communities to the south (G: 8-9).

Built Form (G: 11 - 15)	Windows, a variety of building materials, and projections provide architectural variety and visual interest to façade of the low-rise proposed building (G: 14-15).
Pedestrians & Cyclists (G: 16 - 31)	The ground-floor façade is designed to appeal to pedestrians through architectural projections, materials, and landscape treatments (G: 28). Residents have access to a surplus of secure and weather-protected bicycle parking inside the building and with direct access to Carling Avenue (G: 29)
Vehicles & Parking (G: 32 - 47)	Parking for one short-term visitor parking space is provided with access from Merivale Road (G: 32).
Streetscape & Environment (G: 48 - 56)	Lighting will be provided along the façade of the building and will be full cut-off- fixtures to minimize light spillage (G: 50-51). Landscaping and permeable surfaces will be provided according to the Landscaping Plan prepared by Novatech dated June 9, 2023 (G: 52). Screening of utilities, air conditioning units and garbage and recycling containers will be provided as appropriate (G: 54-55).

Based on the foregoing, the proposed development respects the *Transit-Oriented Development Guidelines* by providing a higher density residential land use in a pedestrian supportive environment oriented and designed to facilitate rapid transit use in the north Carlington community.

Zoning By-law 2008-250

The Subject Site is currently zoned *AM10 [2197] H(11) – Arterial Mainstreet subzone 10, Exception 2197, Maximum Height 11 metres* under the *City of Ottawa’s Zoning By-law 2008-250*. The *AM* zone accommodates residential uses including low-rise apartments and imposes development standards that promote intensification while ensuring compatibility with the surrounding uses.

Note that at the time of submission, GeoOttawa shows the Subject Site is zoned *AM1 [2197] H(11) – Arterial Mainstreet subzone 1, Exception 2197, Maximum Height 11 metres*. However, exception 2197 only references the *AM10* subzone. City staff have confirmed that the zoning for the Subject Site is *AM10* and this typographic error is in the process of being corrected.

The proposed building is designed to meet all standards of the Zoning By-law to ensure orderly and functional development, as demonstrated in Table 1. Abutting properties along Carling Avenue and Merivale Road are similarly zoned and are expected to develop with a complementary compact, low-rise built form.

Table 1: Zoning Compliance of Proposed Development

AM10 [2197] H(11) Proposed Low-Rise Residential Development		
Provision	Required	Provided
Arterial Mainstreet Zone Provisions		
Lot Area	No Minimum	451 m ²
Lot Width	No Minimum	17 m
Permitted Uses	Apartment dwelling, low-rise	Apartment dwelling, low-rise
Front Yard Setback (Min.) – Carling Avenue	0 m	3.8 m
Corner Side Yard Setback (Min.) – Merivale Road	0 m	1.3 m
Front Wall Frontage Requirement	50% of front wall within 4.5 metres of frontage	84 %
Rear Yard Setback (Min.)	7.5 m all other cases	7.5 m
Interior Side Yard Setback (Min.)	0 m all other cases	0.065 m (east) 0.092 m (west)
Active Entrances Facing Public Streets (Min.)	1	1
Glazing Requirements (Min.) - Surface area of ground floor façade facing a public street	50%	53.1 %
Floor Space Index (Max.)	none	1.58
Building Height (Max.)	11 m	11 m
Area Y Parking Provisions		
Parking Spaces - Residential (<4 storeys) (No required parking)	0	0
Visitor Parking Spaces (Min. 0.1 Per Dwelling Unit, after 12 units)	1	1
Bicycle Parking Spaces - Residential (Min. 0.5 Per Dwelling Unit)	9	10 or 20 stacked
Amenity Area Provisions		
Total Amenity Area (Min. 6 m ² per Dwelling Unit)	108 m ²	111.65 m ²
Communal Amenity Area (Min. 50% of Required Total Amenity Area)	54 m ²	77.88 m ²

Based on the foregoing, the proposed Site Plan is in keeping with the intent of the Zoning By-law and will facilitate an appropriate use that conforms with all the provisions and performance standards in the Zoning By-law.

Conclusion

This letter has been prepared in relation to an application for Site Plan Control for the development of a proposed low-rise residential apartment building at 1240 Carling Avenue.

The proposed development conforms with the *City of Ottawa Official Plan (2022)* by promoting pedestrian, cycling and transit modes of transportation and offering diversity of housing types and tenures at a higher-density, low-rise form along a Mainstreet Corridor which is expected to continue to evolve.

The proposed development respects the *Transit-Oriented Development Guidelines* by providing a higher density residential use in a pedestrian supportive environment oriented and designed to facilitate bus rapid transit use in the north Carlington community.

The proposed building is in keeping with the intent of *Zoning By-law 2008-250* to achieve a desirable and complementary built form in a compact and pedestrian oriented manner that transitions between the existing and intensifying north Carlington community.

This Planning Rationale along with the associated technical studies supports the proposed low-rise residential development by illustrating appropriate and orderly site development with respect to compatibility, safety and function.

In conclusion, the proposed development is an appropriate and desirable addition to the North Carlington community and represents good planning.

Please find enclosed in support of this application, the following reports and plans to be read in conjunction with this Planning Rationale:

- Design Brief prepared by S.J. Lawrence Architects, dated June 13, 2023;
- Geotechnical Investigation, File No. 100382.003 prepared by Gemtec, dated February 10, 2023;
- Landscape Plan Drawing No. 121075-L Rev # 1, prepared by Novatech, dated June 9, 2023;
- Phase I Environmental Site Assessment, File No. 100382.003 prepared by Gemtec dated November 25, 2022;
- Proposed Erosion and Sediment Control Plan Drawing No. ESC-1 prepared by TL Mak Engineering, dated April 2023;
- Proposed Rooftop Stormwater Management Plan Drawing No. SWM-1 prepared by TL Mak Engineering dated April 2023;
- Proposed Site Grading and Servicing Plan Drawing No. G-1 prepared by TL Mak Engineering, dated April 2023;
- Roadway Traffic Noise Assessment Report No. 23-113 prepared by Gradient Wind, dated May 15, 2023
- Serviceability Report, Report No. R-821-157A prepared by TL Mak Engineering, dated June 2023;
- Architectural Package prepared by S.J. Lawrence Architects, dated June 13, 2023;
- Storm Drainage Area Plan Drawing No. D-1 prepared by TL Mak Engineering, dated April 2023;
- Storm Drainage Report No. R-821-157 prepared by TL Mak Engineering, dated June 2023;
- Topographic Survey prepared by Annis O'Sullivan Vollebakk, dated June 6, 2022; and
- Tree Conservation Report Drawing No. 121075-TCR Rev # 1 prepared by Novatech, dated June 9, 2023.

Should you require any additional information regarding this application, please do not hesitate to contact the undersigned.

Sincerely,

NOVATECH

Prepared by:



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Planner, Planning & Development

Reviewed by:

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Project Planner, Planning & Development