

**Subject: Zoning By-law Amendment – 2409 Carlsen Avenue**

**File Number: ACS2025-PDB-PSX-0056**

**Report to Planning and Housing Committee on 20 August 2025**

**and Council 27 August 2025**

**Submitted on August 14, 2025 by Derrick Moodie, Director, Planning Services,  
Planning, Development and Building Services**

**Contact Person: Jack Smith, Planner II, Development Review Central**

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**Ward: Capital (17)**

**Objet : Modification du Règlement de zonage – 2409, avenue Carlsen**

**Dossier : ACS2025-PDB-PSX-0056**

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

**le 20 août 2025**

**et au Conseil le 27 août 2025**

**Soumis le 14 août 2025 par Derrick Moodie, Directeur, Services de la planification,  
Direction générale des services de la planification, de l'aménagement et du  
bâtiment**

**Personne ressource : Jack Smith, Urbaniste II, Examen des demandes  
d'aménagement centrale**

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**Quartier : Capitale (17)**

## REPORT RECOMMENDATIONS

That Planning and Housing Committee:

1. Recommend Council approve an amendment to Zoning By-law 2008-250 for 2409 Carlsen Avenue, as shown in Document 1, from “Residential Third Density, Subzone A” (R3A) to “Residential Fourth Density, Subzone UD”, Urban Exception XXXX (R4UD[XXXX])” in order to facilitate the construction of three, low-rise apartment buildings containing eight units each, as detailed in Document 2.
2. Approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of August 27, 2025,” subject to submissions received between the publication of this report and the time of Council’s decision.

## RECOMMANDATIONS DU RAPPORT

Que le Comité de la planification et du logement :

1. Recommande au Conseil d’approuver une modification du *Règlement de zonage 2008-250* visant le 2409, avenue Carlsen, un bien-fonds illustré dans le document 1, afin de faire passer la désignation de l’emplacement de « Zone résidentielle de densité 3, sous-zone A » (R3A) à « Zone résidentielle de densité 4, sous-zone UD, exception urbaine XXXX (R4UD[XXXX]) » et ainsi permettre la construction de trois immeubles résidentiels de faible hauteur abritant chacun huit logements, comme l’expose en détail le document 2.
2. Donne son approbation afin que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffe municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux “exigences d’explication” aux termes de la *Loi sur l’aménagement du territoire*, à la réunion du Conseil municipal prévue le 27 août 2025 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

## **EXECUTIVE SUMMARY**

### **Staff Recommendation**

Planning staff recommend approval of the Zoning By-law Amendment for 2409 Carlsen Avenue to R4-UD (Residential Fourth Density, Subzone UD) zone with site-specific zoning exceptions to permit three low-rise apartment dwellings.

The applicant has requested reduced rear yard setbacks, corner side yard setbacks, and interior yard setbacks to facilitate the development of the three buildings.

### **Applicable Policy**

The following policies support this application:

#### Official Plan

The proposal aligns with Sections 5.3.1.1, 5.3.1.2, 5.3.1.4, 5.3.3.4, and Sections 6.2.1.2, 6.2.1.3, and 6.2.1.4 by facilitating the creation of three low-rise apartment buildings, which has the effect of increasing housing stock within the neighborhood and providing intensification consistent with the City's growth management framework. The proposal contributes to the neighbourhood's development as a 15-minute neighbourhood by providing more housing in close proximity to public transit and the mix of uses along Bank Street, providing for a compact and connected City. Further, the development provides missing-middle housing typologies that are of human-scaled built form, that is compatible with the surrounding neighbourhood while also enhancing the streetscape and increasing residential density along Heron Road, a minor corridor.

### **Public consultation**

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications.

Correspondence was received from approximately ten individuals, two of which expressed support. Concerns related to impacts of construction, green space, lack of parking, property maintenance, the proposed built form, shadowing, and privacy impacts were expressed.

### **Recommandation du personnel**

Le personnel des Services de planification recommande d'approuver la modification du Règlement de zonage visant le 2409, avenue Carlsen, dont la désignation passerait à R4-UD (Zone résidentielle de densité 4, sous-zone UD), assortie d'exceptions de

zonage propres à l'emplacement, afin de permettre la construction de trois immeubles résidentiels de faible hauteur.

Le requérant souhaite réduire les retraits de cour arrière, de cour latérale d'angle et de cour intérieure afin de permettre la construction de ces trois immeubles.

### **Politiques applicables**

Les politiques suivantes appuient cette demande :

#### Plan officiel

L'aménagement proposé est conforme à l'intention des politiques énoncées aux paragraphes 5.3.1.1, 5.3.1.2, 5.3.1.4, 5.3.3.4, et aux paragraphes 6.2.1.2, 6.2.1.3 et 6.2.1.4, car il permet la création de trois immeubles résidentiels de faible hauteur, ce qui aura pour effet d'augmenter le parc de logements dans le secteur et d'offrir une densification conforme au cadre de la gestion de la croissance de la Ville. Le projet contribue à la création dans le secteur d'un quartier du quart d'heure en permettant la présence d'un plus grand nombre de logements à proximité immédiate des services de transport en commun et des diverses utilisations qui longent la rue Bank, contribuant ainsi à une ville regroupée et bien desservie. De plus, cet aménagement contribuera à la présence de logements intermédiaires manquants, construits dans des immeubles d'échelle humaine et compatibles avec le secteur environnant. Il mettra en valeur le paysage de rue et augmentera la densité résidentielle le long du chemin Heron, un couloir mineur.

### **Consultation des membres du public**

La publication de l'avis et la consultation publique se sont déroulées conformément à la Politique d'avis et de consultation publique approuvée par le Conseil pour les demandes d'aménagement.

Une dizaine de personnes, dont deux étaient favorables au projet, ont fait part de leurs commentaires par écrit. Des préoccupations liées aux répercussions des travaux, aux espaces verts, au manque de places de stationnement, à l'entretien de la propriété, à la forme bâtie proposée, à l'ombrage et au respect de l'intimité ont été exprimées.

## BACKGROUND

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

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

### Site location

2409 Carlsen Avenue

### Owner

Theberge Homes (c/o Jeremy Silburt)

### Applicant

Fotenn Consultants Inc. (c/o Jillian Simpson)

### Architect

Lawrence Architect Incorporated (Shawn James Lawrence)

### Description of site and surroundings

The subject property is located south of Heron Road, between Carlsen Road and du Chasseur Avenue, with a lot area of approximately 1,075 square metres. The subject property has frontage on three streets; it has approximately 25.0 metres on Carlsen Avenue, 10.72 metres on du Chasseur Avenue, and 59.51 metres on Heron Road. The site is currently occupied by a two-storey single detached dwelling, which will be demolished to facilitate the proposed development.

The subject property is located within the Heron Park neighbourhood. The surrounding uses include a mix of low-rise residential uses to the north, east, and south, with residential duplexes and multi-unit dwellings to the west. Notable landmarks include the Billings Bridge Shopping Centre and the Rideau River to the north, and Confederation Heights, Airport Parkway, and the Transitway to the west.

### Summary of proposed development

This Zoning By-law Amendment application seeks to facilitate the development of three low-rise apartment buildings, each containing eight dwelling units. An application for Lifting of Part Lot Control (D07-08-25-0028), which is being reviewed concurrently with

this rezoning application, seeks to subdivide the current property into three separate parcels, each of which is proposed to contain one low-rise apartment dwelling.

A single-storey accessory structure for refuse and storage, along with a designated tree planting area, is proposed in the rear yard of each lot. While no vehicular parking is proposed, each building will provide eight (8) bicycle parking spaces in the rear yard. The southernmost building will address Carlsen Avenue while the two northernmost buildings will address both Heron Road and the two side streets respectively.

The proposal includes the retention of six existing trees and removal of seven existing trees. Nine new trees are proposed, including street trees along Carlsen, Heron Road, and du Chasseur Avenue, as well as a rear yard tree contained within the property boundaries.

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

The applicant proposes to rezone the subject lands, known as 2409 Carlsen Avenue, from “Residential Third Density, Subzone A (R3A)” to “Residential Fourth Density, Subzone UD, Exception XXXX (R4UD [XXXX])” to facilitate construction of three low-rise apartment buildings.

The Zoning By-law Amendment proposes the following site-specific amendments:

- Increased minimum bicycle parking space rate to one space per unit whereas 0.5 space per unit is currently required.
- Decreased minimum corner side yard setback of 2.0 metres, whereas 4.5 metres is required.
- Decreased minimum rear yard setback of 6.5 metres, whereas 9.5 metres are required.
- Decreased minimum interior side yard setback for the two properties that will establish the following requirements, whereas a 1.5 metre interior side yard setback is required.
  - a. For a corner lot: min interior yard setback is 1.0 metre
  - b. For an interior lot: min interior yard setback is 1.5 metre on one side, 1.0 metre on the other

## DISCUSSION

### Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications.

Correspondence was received from approximately ten individuals, two of which expressed support. Concerns related to impacts of construction, green space, lack of parking, property maintenance, the proposed built form, shadowing, and privacy impacts were expressed.

For this proposal's consultation details, see Document 4 of this report.

### Official Plan designation(s)

The subject property is located within the Outer Urban Transect Policy Area, as outlined in Schedule A of the Official Plan. The subject property is designated Minor Corridor in Schedule B3 of the Official Plan. This transect is generally characterized by neighbourhoods that follow a traditional suburban development pattern, with segregated land uses, standalone buildings, generous setbacks, and low-rise building forms. However, Policy 1 of Section 5.3.1 supports the gradual evolution of these areas toward a more urban form. In line with this transition, Policy 2 of Section 5.3.1 encourages development within the Outer Urban Transect and along Minor Corridors to be in the form of low- to mid-rise buildings, and Policy 4 encourages the incorporation of a range of dwelling unit sizes in multi-unit developments located on Corridors. To support the creation of walkable, complete communities, Policy 2 of Section 4.2.1 promotes the development of missing middle housing, which includes mid-density, low-rise multi-unit housing. This policy aims to support the growth of healthy, 15-minute neighbourhoods by: (a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations; (b) permitting housing with eight or more units as-of-right in suitable areas under the Zoning By-law. To support the sensitive integration of new development of low-, mid-, and high-rise buildings while considering liveability for all Policy 6 of Section 4.6.6 directs low-rise buildings to respond to the surrounding context, incorporating features such as soft landscaping, ground-oriented entrances, front porches or balconies where appropriate, and architectural elements that complement the existing character of the area.

Schedule B3 further identifies the property as designated Minor Corridor, located within a Neighbourhood and subject to the Evolving Overlay. The Minor 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 Evolving Neighbourhood designation is applied to areas in close proximity to Hubs and Corridors and is meant to signal a gradual evolution over time that will see a change in character to support intensification. As outlined in Policy 4 of Section 5.3.3, within the Outer Urban Transect along Minor Corridors, permitted building heights should range from a minimum of two storeys to a maximum of six storeys, subject to appropriate height transitions and stepbacks, unless otherwise modified by a secondary plan or area-specific policy. More broadly, Policy 2 of Section 6.2.1 states that development within the Corridor should focus the highest building heights and densities closest to the Corridor itself, using stepbacks and transitional elements to ensure compatibility with adjacent designations. Policy 3 of Section 6.2.1 confirms that Corridors are intended to support residential uses. In addition, Policy 4 of Section 6.2.1 provides that, unless otherwise directed by a secondary plan, developments on properties with frontage on both a Corridor and a parallel or side street should be oriented toward the Corridor.

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

The proposed development is also subject to the Urban Design Guidelines for Low-Rise Infill Housing. These guidelines apply to all buildings up to and including four-storeys across the Outer Urban Transect with the primary objective of ensuring that development of low-rise infill includes, but is not limited to, enhancing streetscapes, protecting and expanding established landscaping, creating a compact urban form, achieving a good fit within an existing neighbourhood, providing new housing varieties and quality, creating an emphasis on windows and doors rather than garages, incorporating more landscaping, and creating at grade living spaces that promote interaction with the street.

### **Urban Design Review Panel**

The proposal was not subject to the Urban Design Review Panel (UDRP) process.

### **Planning rationale**

#### Official Plan

The proposed development aligns with the intent of policies within Sections 5.3.1.2, 5.3.1.3, and 5.3.1.4 of the Official Plan by increasing residential housing supply and density within the Minor Corridor designation. The development will facilitate the creation of three low-rise apartment buildings, each containing eight dwelling units,



resulting in a total of 24 new residential units. This intensification supports the City's Growth Management Framework by directing new residential growth within the built-up urban area and contributes to the development of a 15-minute neighbourhood by increasing housing stock in close proximity to transit and the mix of uses along Bank Street. The introduction of low-rise residential infill in this location supports the development of a compact and connected city. Additionally, as it is situated in close proximity to the Mooney's Bay O-Train Station, the development contributes to land-use patterns that focus on transit and connectivity, and a built environment that prioritizes active transportation.

The proposal further aligns with Sections 5.3.3.4, 6.2.1.2, 6.2.1.3, and 6.2.1.4 of the Official Plan by providing a low-rise, context-sensitive built form that contributes to the City's objective of supporting missing-middle housing typologies. The development increases residential density in a manner that is compatible with the surrounding neighbourhood and enhances the streetscape along a Minor Corridor. The design incorporates a human-scaled built form, with orientation towards the corridor, and provides for quality landscaping.

#### Urban Design Guidelines for Low-rise Infill Housing

Staff are of the opinion that the development achieves and implements a number of the guidelines, including contributing to an inviting, safe and accessible streetscape through street level windows and entries, maintaining the desirable aspects of the established streetscape character, landscaping the front yard, provision of trees, energy efficient built-form, animating the streets, reflecting the planned neighbourhood pattern through setbacks and height, appropriate rear and side yard separation, avoiding blank walls visible from the street, maintaining contiguous greenspace, and the storage of refuse in a rear shed.

#### Zoning By-law

The properties are currently zoned R3A (Residential Third Density, Subzone A). As detailed in Document 2, the proposed zoning by-law amendment has the effect of rezoning the properties to an R4UD[XXXX] (Residential Fourth Density, Subzone UD, Exception XXXX) zone. The requested relief from the Zoning By-law is consistent with the policy and regulatory framework. The following summarizes the additional site-specific zoning provisions and planning rationale:

### Reduced Rear Yard Setbacks

Permitting a 6.5 metres rear yard setback for all three future lots is considered appropriate. The purpose of the rear yard setback is to ensure the establishment of a functional rear yard which provides for separation between uses, privacy, preventing shadow impacts, as well as adequate amount of space for recreational and functional elements of the residential land use.

The rear yard area of all proposed lots can comfortably accommodate the soft landscaping requirements, tree planting requirements, and provide for a reasonable separation between the proposed and existing built form within the surrounding context. Proposed fences along the property lines shared with existing built form will be included to minimize impacts of the buildings and provide for privacy between the existing and proposed uses. The proposed three-storey apartment buildings are approximately 10.6 to 10.8 metres in height which is in keeping with the height requirements of the zoning by-law, is similar to the height requirements on adjacent properties, and will result in minimal shadow impacts to the abutting properties. Further, the rear yards remain at a size which can accommodate a number of functional uses including the waste collection buildings and outdoor bicycle parking spaces while still retaining an outdoor shared space for resident's leisure. As such, Staff do not anticipate any adverse impacts to the present and adjacent properties and street character from the reduced rear yard setback.

### Reduced Corner Side Yard Setback

Permitting a 2.0 metre corner side yard setback, whereas 4.5 metres is required, is a suitable and appropriate development standard that provides reasonable separation from Heron Road, a Minor Corridor within the Official Plan. The Minor Corridor policies are supportive of development which provide direct frontage to and activate the public realm. The proposal will introduce three new trees in the Heron Road Right of Way, contributing to enhancing the public realm along the corridor. Building entrances are also proposed along the Heron Road frontage from the adjacent apartment buildings which will further animate the streetscape. Further, Heron Road is a wide right of way, and a reduced corner side yard setback will not negatively affect adjacent lots or those located across the street as the development is generally consistent with the provided setbacks adjacent to the corridor and include a low-rise residential land use which is sensitive to the surrounding context. As such, the proposed setback provides for a pattern of development consistent with the Outer Urban Transect, Minor Corridor, Neighbourhood and Evolving Overlay policies. Staff assessed the corner side yard

setback relationship to Heron Road and do not anticipate any adverse impacts to the present and adjacent properties and street character from the reduced corner side yard setbacks.

### Interior Side Yard Setbacks

Permitting a 1.0 metre interior side yard setback, whereas 1.5 metres is required, is consistent with the intent of the zoning by-law. The intent of the interior side yard setback in the zoning by-law is to ensure appropriate access to the rear yard area, appropriate massing, and ensuring privacy between neighbouring properties.

The 1.0 metre setback required for westernmost proposed dwellings together form a two-metre-wide shared refuse lane that will be used to access the rear yard area where the garbage storage area is located, providing an adequate amount of separation between the proposed buildings. To the south of the south-western dwelling a 1.5 metre interior side yard setback will be required to maintain the requirements of the R4-UD zoning to ensure an adequate amount of separation between the proposed low-rise apartment building and low-rise building on 2411 Carlsen Avenue. The proposal currently includes a 1.9 metre setback in this location, achieving a greater level of separation from the interior lot line than is required by the zoning by-law. The proposed 1.2 metre interior side yard setback also provides for an adequate separation from the existing low-rise residential use on 2410 Du Chasseur Avenue. Fences along the interior lot lines between the proposed development and existing residential buildings will provide for visual screening between the proposed and existing uses, minimizing privacy impacts. Further, the proposed setbacks maintain the functionality of the side for providing adequately wide pathways to access and utilize the rear yard. As such, staff opine that the proposed interior side yard setbacks are appropriate.

### **Provincial Planning Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2024 Provincial Planning Statement.

### **RURAL IMPLICATIONS**

There are no Rural implications associated with this report.

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

Councillor Shawn Menard provided the following comment:

This application proposes a better built form for the sort of density that we have been seeing introduced in the Heron Park community. In Heron Park, we have seen a trend of semi-detached homes with two secondary dwelling units; these fourplexes often maximize the bedroom counts permitted under zoning (4 per dwelling unit, for a total of up to 16), which leads to scenarios where apartment building level densities of adults are living in a built form not suitable to that density. For example, curbside waste management with this level of density can lead to property standards violations, and the absence of proper centralized refuse storage also contributes to the rat problem in the area. In other words, this application is welcome insofar as it proposes a built form that is better suited to house density, and includes hallmarks of that such as refuse storage with landscaped pathways to and from. This application also introduces and meets R4 zoning requirements to provide landscape features that discourage and preclude side and front yard parking, which has also been a consistent problem in this area.

That said, however, there is room for some improvement here. Although the bike parking provided goes above what is required under zoning, it still falls short from a practical perspective for a site that offers zero parking for automobiles, and for a site next to the significant portion of Bank St where the city has just invested in creating protected bike lanes. One bicycle parking spot per household falls short in this context. Bicycles, unlike cars, are typically not built for passengers, so one spot per household is less than ideal. Our hope is that, in practice, more bikes will be able to fit on site, and that accommodations will be made should capacity be hit.

We should do more to encourage sustainable transportation on sites such as this by, for example, furnishing new tenants with a pre-paid presto pass. We can do more by committing to work with a car-share operator to ensure there is access to a vehicle close by.

These sorts of transportation demand measures would be considered through a site plan control agreement, but this application will not be required to submit one given the lot will be severed into three to accommodate the desirable modular housing proposed here. That said, these measures should nevertheless be encouraged. We need this density, especially in proximity to our transportation hubs. We also need to do what we can to ensure no parking scenarios like this succeed. After speaking with the applicant, I know there is a willingness here to ensure this is a success.

I am supportive of the application.

## **LEGAL IMPLICATIONS**

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

## **RISK MANAGEMENT IMPLICATIONS**

There are no Risk Management Implications associated with this report.

## **ASSET MANAGEMENT IMPLICATIONS**

### Infrastructure Servicing

**Water Servicing** - No concerns

**Sanitary Servicing** - No concerns

**Storm Servicing** - The site is located in a partially separated area. If there are Catch Basins proposed on the site plan, Water Resources Engineering recommends Inlet Control Devices to be installed limiting the flow to a 2-year event.

## **FINANCIAL IMPLICATIONS**

There are no direct financial implications.

## **ACCESSIBILITY IMPACTS**

The new buildings will be required to meet the accessibility criteria contained within the Ontario Building Code.

## **ECONOMIC IMPLICATIONS**

There are no Economic Implications Associated with this report.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- A City that has affordable housing and is more liveable for all.
  - Increase housing supply and support intensification.
- A City that is more connected with reliable, safe and accessible mobility options
  - Improve active transportation.

- A City that is green and resilient.
  - Plant, grow and preserve the urban tree canopy in parks and along roadways, with a focus on neighbourhoods with low tree canopy cover.

## **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-25-0006) was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

The statutory 90-day timeline for making a decision on this application under the *Planning Act* will expire on August 21, 2025.

## **SUPPORTING DOCUMENTATION**

Document 1 Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Site Plan of Proposed Low-Rise Apartment Buildings

Document 5 Elevations of Proposed Low-Rise Apartment Buildings

## **CONCLUSION**

Staff support the proposed Zoning By-law Amendment application to facilitate the redevelopment of the properties and recommend approval of the application. Staff are of the opinion that the proposed land use will sensitively integrate within the context, while being supportive of the growth of the 15-minute neighbourhood through the provision of missing-middle housing which supports multi-modal transportation in close proximity to public transit as well as a variety of non-residential uses along Bank Street. The proposal is consistent with the City's Official Plan policies relating to the Outer Urban Transect, Minor Corridors, and Evolving Neighbourhoods Overlay. As such, the zoning provisions detailed herein represent good planning.

## **DISPOSITION**

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista

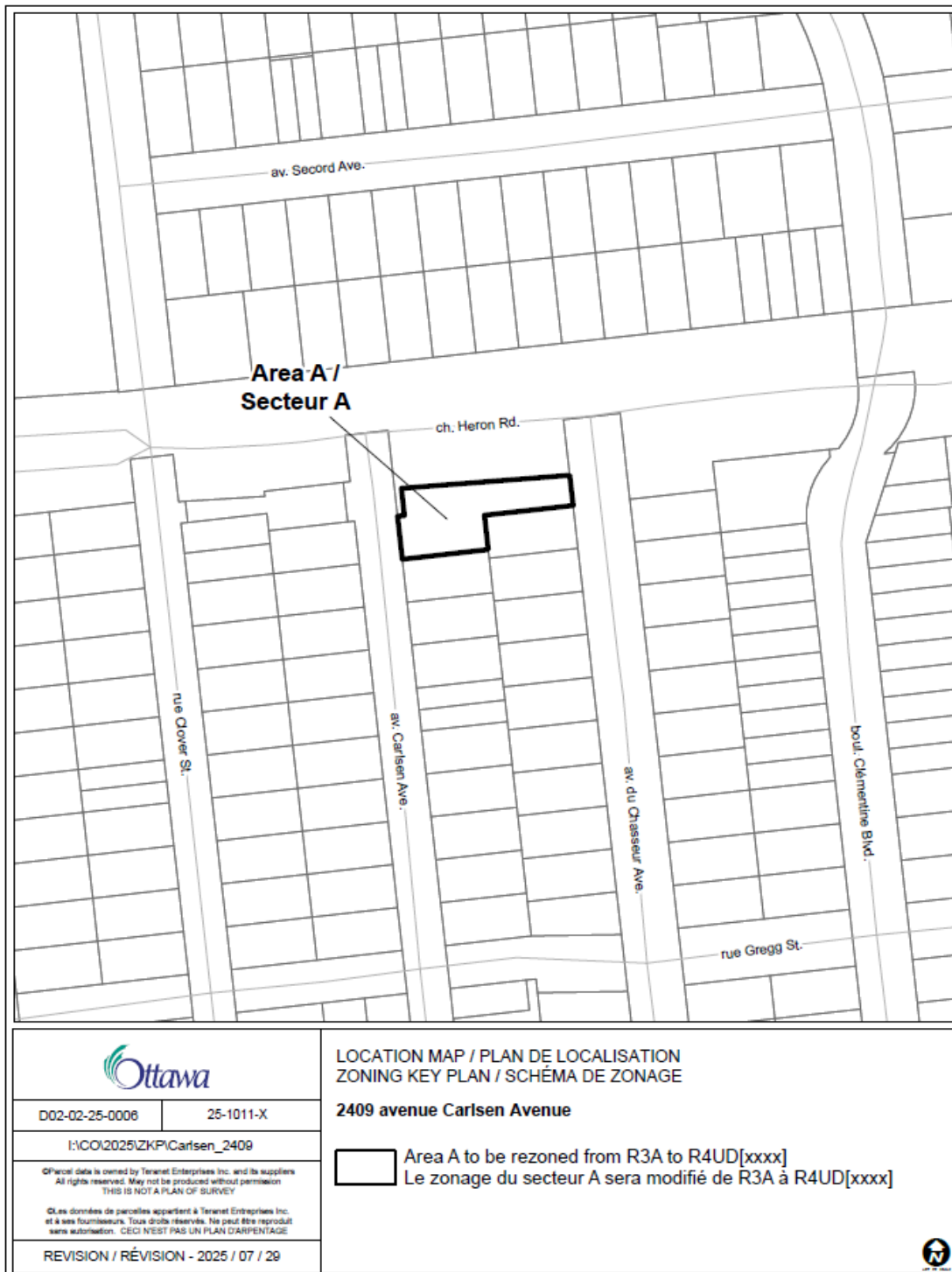
O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

The Planning, Development and Building Services Department will prepare an implementing by-law and forward it to Legal Services.

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

Planning Operations, Planning Services to undertake the statutory notification.

## Document 1 – Zoning Key Map



For an interactive Zoning map of Ottawa visit [geoOttawa](https://geoottawa.ca)

A map showing the location of the subject property along Heron Road, and flanked by Carlsen Avenue and du Chasseur Avenue.



## **Document 2 – Details of Recommended Zoning**

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 2409 Carlsen Avenue:

- 1) Rezone the lands as shown in Document 1;
- 2) Amend Part 15 – Urban Exceptions by adding Exception XXXX with provisions similar in effect to the following:
  - a) In Column I, Exception Number, add the text: “XXXX”
  - b) In Column II, Applicable Zones, add the text, “R4UD [XXXX]”
  - c) In Column V, Provisions, add the text:
    - Minimum bicycle parking rate: one space per dwelling unit
    - Minimum corner side yard setback: 2.0 metres
    - Minimum rear yard setback: 6.5 metres
    - For a corner lot: minimum interior yard setback is 1.0 metre
    - For an interior lot: minimum interior yard setback is 1.5 metre on one side, 1.0 metre on the other

## **Document 3 – Consultation Details**

### **Notification and Consultation Process**

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications.

Correspondence was received from approximately ten individuals, two of which expressed support. Concerns related to impacts of construction, green space, lack of parking, property maintenance, the proposed built form, shadowing, and privacy impacts were expressed.

### **Public Comments and Responses**

#### Comments in Support:

Supportive of the active transportation friendly development in close proximity to Mooney's Bay Station and Heron Station. Supportive of infill in close proximity to a number of existing and future mixed-uses along Bank Street and Confederation Heights.

Support for the intensification of the lot to address housing availability and affordability within the neighbourhood, with the benefits outweighing the potential concerns related to parking.

#### Response:

For the reasons outlined in the Staff report, the Zoning By-law Amendment is recommended for approval. The proposed low-rise apartment buildings will provide for intensification of the subject lands as per the City's Growth Management Framework. The proposal also contributes to the community's development as a 15-minute neighbourhood by increasing housing stock and providing missing-middle housing in close proximity to rapid transit and commercial hubs along Bank Street, as well as supporting and encouraging the use of active transportation as opposed to reliance on the automobile.

#### Construction Impacts

Concerns with the impacts of construction and demolition within the community relating to noise, safety, proximity to the public realm, and impacts to vehicular flow and waste collection in the neighbourhood.

Response:

The demolition of the existing building and construction of the proposed buildings will be required to meet the Ontario Building Code, which sets forth minimum standards for building construction, including safety. During the construction process, the applicant will be required to coordinate with the City's Traffic Management services in order to ensure that there will be minimal impacts of the construction to the public right of way and that appropriate signage and traffic controls are in place, if necessary. Further, the proposed low-rise apartment buildings are pre-fabricated buildings, which will allow for a quicker construction time, leading to less disruption to the community.

Lack of Vehicular Parking:

Concerns with the lack of parking contemplated for the proposed development, the impacts of already stressed on-street parking, including snow removal, garbage collection, and emergency services. Concerns that the proposed development does not achieve the vehicular needs of the community and future residents.

Response:

The three low-rise apartment buildings will contain eight units each, for a total of 24 dwelling units on the subject lands with no vehicular parking, which is consistent with the Outer Urban Transect Policies which outline that parking requirements can be eliminated, while the Minor Corridor policies support the development of 15-minute neighbourhoods and the provision of residential buildings that can integrate with a dense mixed-use environment.

As part of the development proposal, the applicant is proposing to separate the existing property into three separate parcels of land, each with a lot area varying between approximately 355-367 square metres. The provisions of the R4-UD zoning outline that no motor vehicle parking is permitted on a lot less than 450 square metres in size. As such, based on the development proposal, no vehicular parking is permitted, and no relief is needed to provide zero parking spaces.

Further, the development reduces the need for automobile reliance as it is located in close proximity to Mooney's Bay Station, and bus transit along Bank Street. The proposed development also includes a 1:1 bicycle parking rate per dwelling unit, promoting the use of active transportation. As such, the provision of no parking spaces is appropriate for this development given the zoning requirements, the proximity to public transit, the provision of bicycle parking spaces for each dwelling unit, and the proximity to Bank Street for employment and shopping needs of the residents.

### Landscaping and Green space

Concerns with the lack of green space included on-site as part of the proposed development. Concerns with the removal of plantings and trees which exist on-site and along shared property boundaries.

Response:

The proposed development is proposing the removal of seven existing trees on the subject property, however, the planting of nine new trees is proposed, with one tree included within the rear yard of one of the buildings, and the other eight trees being provided within the City's right of way on Carlsen Avenue, Heron Road, and Du Chasseur Avenue. The proposed tree plantings are consistent with the Official Plan policies which seek to improve the City's Urban Tree Canopy and reduce the urban heat island effect. Further plantings, such as shrubs and ornamental grasses are also proposed to improve the landscaped condition of the subject property. Additionally, the subject properties are subject to soft landscaping requirements within the Zoning By-law, for which no relief is being sought.

### Property Management and Standards:

Concerns with waste collection for the proposed buildings. Concerns that the creation of three separate lots following an approval of the zoning by-law would lead to separate ownership and maintenance/property standards.

Response:

The proposed buildings, regardless of ownership, will be required to meet the City's requirements for Municipal Waste Collection in order to remain eligible for pick-up. Additionally, all three contemplated properties will need to adhere to the City's Property Standards By-law, Property Maintenance By-law, and Rental Housing Property Management By-law.

### Comment:

Concerns with the implementation of larger building typologies which would change the character of the community and have shadowing impacts.

Response:

The proposed development, consisting of three low-rise residential buildings is consistent with and integrates sensitively with the surrounding low-rise neighbourhood while also increasing density along the Heron Road corridor. The policy framework

contemplates greater densities and permits up to mid-rise buildings along Minor Corridors within the Inner Urban Transect.

The height of the proposed buildings will conform to the R4-UD zoning requirements. Further, the three buildings provide for adequate interior side yard separation from the existing buildings to the south of the subject lands along Carlsen Avenue and Du Chasseur Avenue. As such, minimal shadowing impacts are anticipated as a result of the proposed development.

## **Community Organization Comments and Responses**

### Heron Park Community Association:

On behalf of the Heron Park Community Association (HPCA), we submit the following comments regarding the proposed development at 2409 Carlsen Avenue (File No. D02-02-25-0006). While we support appropriately scaled intensification, this proposal raises a number of concerns related to infrastructure pressure, public safety, and long-term integration into the community.

### **1. Lack of Onsite Vehicle Parking**

The application proposes 24 residential units (predominantly two-bedroom), yet no onsite parking. It is highly unlikely that none of the ~48+ residents will require a personal vehicle. The surrounding residential streets are already constrained, and additional parking demand will lead to:

- Overflow parking on Du Chasseur and Carlsen, impeding snow removal, garbage collection, and emergency vehicle access;
- Increased congestion on roads that currently lack sidewalks, exacerbating pedestrian safety risks.

**Recommendation:** At minimum, underground parking should be provided to accommodate some resident vehicles.

### **2. Inadequate Bicycle Parking**

Only eight bicycle spaces per building are proposed (24 total), with no visitor racks or long-term secured storage. This is insufficient for a development marketed as car-free.

**Recommendation:** Require at least 1.5 bicycle spaces per unit, with covered, secured, and weather-protected facilities.

### 3. Pedestrian Safety and Sidewalk Deficiency

The surrounding streets, including Du Chasseur and parts of Carlsen, **lack sidewalks entirely**. Increased vehicle and pedestrian activity on narrow streets will lead to elevated collision and safety risks.

**Recommendation:** Require installation or upgrade of public sidewalks along all three street frontages (Heron, Carlsen, and Du Chasseur), including tactile paving and proper curb depressions.

### 4. Tree Loss and Landscaping

The proposal includes removal of seven mature trees with only nine replacements. Recent infill projects in Heron Park have failed to complete landscaping as promised.

#### **Recommendations:**

- Increase tree replacement ratio and protect mature trees where feasible.
- Tie occupancy permits to completion of all soft landscaping, including tree planting, screening, and fencing.
- Landscape design must contribute to climate resilience and streetscape quality.

### 5. Fragmented Lot Ownership and Site Management

The proposed severance into three independent lots raises concerns over inconsistent implementation of shared services (example: refuse access, landscape uniformity, maintenance responsibilities).

**Recommendation:** The City should require a **coordinated Site Plan Agreement** covering all three lots to ensure shared infrastructure is constructed, maintained, and enforced as a single development.

### 6. Waste Management and Refuse Lane Design

Refuse storage buildings are located at the rear, with access via narrow 1.2 metre - 2.0 metre walkways. It's unclear if collection will be public or private, and past experience shows poorly managed garbage areas in similar developments.

**Recommendation:** Confirm waste collection method and enforce design standards for secure, contained storage. Require waste management access agreements if shared across severed lots.

## 7. Architectural Design and Street Activation

The building façades, particularly those facing Heron Road and Carlsen Avenue, appear monolithic and lack active street-level uses. While some glazing is proposed, the design does not contribute meaningfully to streetscape vibrancy.

**Recommendation:** Improve façade animation, entrances, and architectural detailing to create a more engaging and safer public realm.

## 8. Shadowing and Privacy Impacts

The proposed three in half storey buildings with reduced setbacks (as little as 1.0 metre) may impose shadow and overlook impacts on adjacent low-rise homes.

**Recommendation:** Request a shadow and privacy impact study. Consider stepped massing or privacy screening on upper floors to mitigate.

## 9. Public Realm and Community Fit

The project lacks public amenities such as green space, benches, or community features that enhance integration with the neighbourhood.

**Recommendation:** Consider community benefits (example: benches, art features, improved landscaping at Heron frontage) as part of approval.

**Conclusion:** HPCA urges the City to revise or condition approval of this application to address the above concerns. We ask that these comments be formally considered by staff and Council. We also request to be notified of any public meetings or reports related to this file

Response:

The proposed development is consistent with the Outer Urban Transect Policies which outline that parking requirements can be eliminated, while the Minor Corridor policies support the development of 15-minute neighbourhoods and the provision of residential buildings that can integrate with a dense mixed-use environment. As part of the development proposal, the applicant is proposing to separate the existing property into three separate parcels of land, each with a lot area varying between approximately 355-367 square metres. The provisions of the R4-UD zoning outline that no motor vehicle parking is permitted on a lot less than 450 square metres in size. As such, based on the development proposal, no vehicular parking is permitted, and no relief is needed to provide zero parking spaces. Further, the development reduces the need for automobile reliance as it is located in close proximity to Mooney's Bay Station, and bus transit along Bank Street.

The proposed development also includes a 1:1 bicycle parking rate per dwelling unit, which exceeds the requirements of the zoning by-law, and will be included in the zoning exception as a requirement. Staff are considerate of landscaping requirements within the zoning by-law, which may be impacted through the inclusion of additional bicycle parking spaces on-site. Further, the development is within a walkable distance to the Mooney's Bay Station, and Bank Street, where residents can access public transit should they not rely on a bicycle.

Sidewalks along the frontage of the site would not be appropriate given the remainder of the neighbourhood does not include sidewalks, and would lead to a discontinuous and disjointed sidewalk within the public realm. The proposed development addresses this issue on-site by including pathways from the proposed buildings to the respective street the frontage is located on, in addition to corner side yard entrances which are proposed to access the sidewalks along Heron Road. Given the proximity of the subject lands to the sidewalks along Heron Road, Staff have no concern with an increased pedestrian presence on the street.

Nine new trees are proposed, with one tree included within the rear yard of one of the buildings, and the other eight trees being provided within the City's right of way on Carlsen Avenue, Heron Road, and Du Chasseur Avenue. The proposed tree plantings are consistent with the Official Plan policies which seek to improve the City's Urban Tree Canopy and reduce the urban heat island effect. Further plantings, such as shrubs and ornamental grasses are also proposed to improve the landscaped condition of the subject property. While the Zoning By-law Amendment does not approve the landscape plan for implementation, the documents form part of the public record, and the applicant remains committed to implementing the landscape plan as proposed.

The proposed buildings, regardless of ownership, will be required to meet the City's requirements for Municipal Waste Collection in order to remain eligible for pick-up. Additionally, all three contemplated properties will need to adhere to the City's Property Standards By-law, Property Maintenance By-law, and Rental Housing Property Management By-law. Where pathways or aisles are shared between properties, easements will be required outlining the responsibilities of owners.

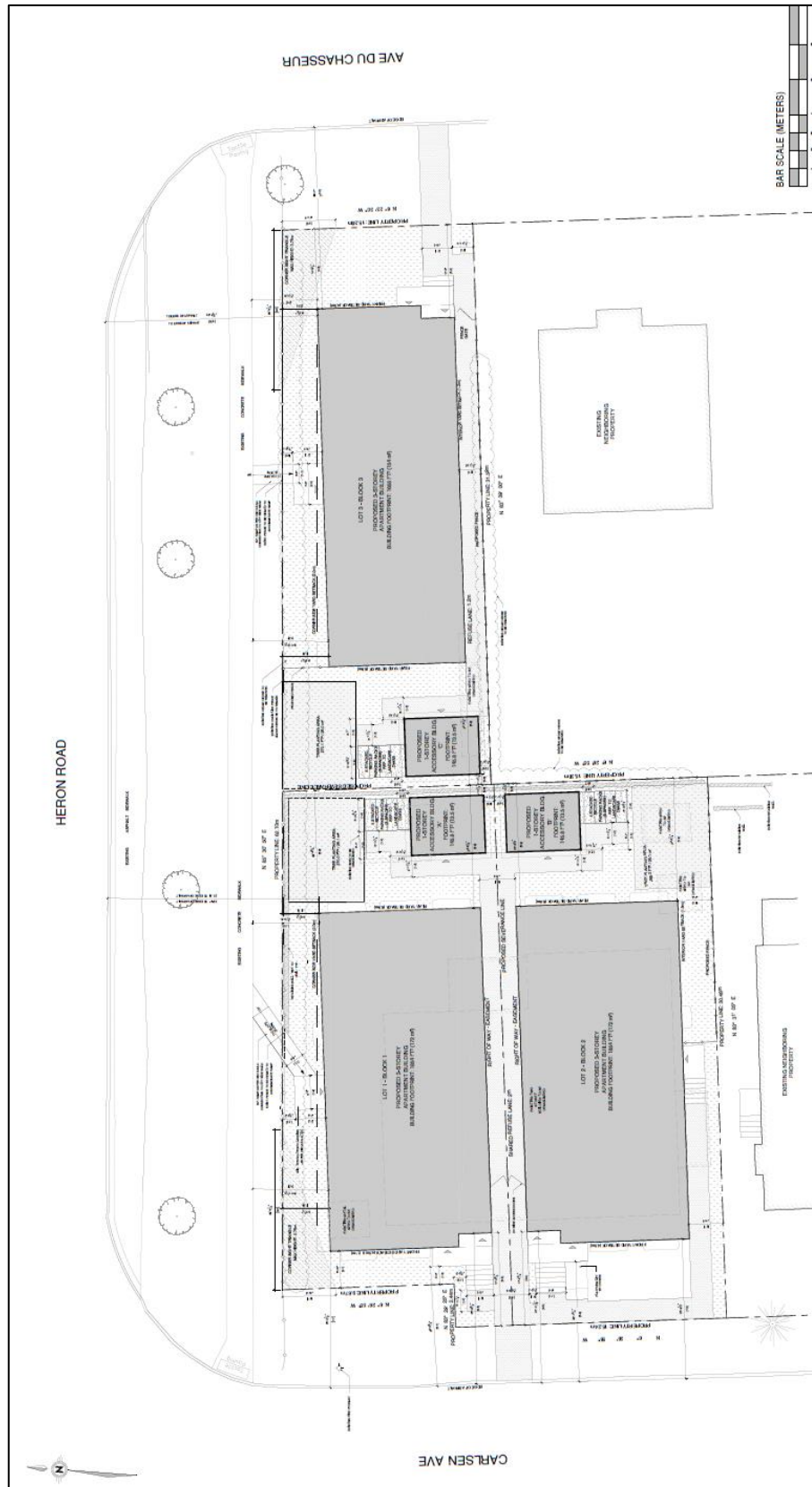
The façade treatment of the buildings is adequate and will be designed to meet zoning requirements pertaining to glazing. The buildings address the front and corner side yard conditions by including active entrances along Carlsen Avenue, Du Chasseur Avenue, and Heron Road, which positively contribute to the streetscape and are consistent with the Minor Corridor policies to provide an engaging frontage on all street-facing walls. The buildings are proposed to utilize prefabrication, which will provide for efficiency of construction but imposes limits on the architectural variations of the building.



The proposed development, consisting of three low-rise residential buildings is consistent with and integrates sensitively with the surrounding low-rise neighbourhood while also increasing density along the Heron Road corridor. The policy framework contemplates greater densities and permits up to mid-rise buildings along Minor Corridors within the Inner Urban Transect.

The height of the proposed buildings will conform to the R4-UD zoning requirements. Further, the three buildings provide for adequate interior side yard separation from the existing buildings to the south of the subject lands along Carlsen Avenue and Du Chasseur Avenue. As such, no adverse shadowing impacts are anticipated as a result of the proposed development.

## Document 4 – Site Plan of Proposed Low-Rise Apartment Buildings



**Document 5 – Elevations of Proposed Low-Rise Apartment Buildings**