DCA
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October 20, 2025 *via email*

Ambassador Realty.
Attention Arthur Loeb

Re: **1296-1300 Carling Avenue**
New Development
Design Brief

SECTION 1

1.0 Application Submission

Legal description:
Part Of Lots 20, 21, 22, 23
and Part of Block 8,
Registered Plan 221
City of Ottawa

Municipal Address:
1296 – 1300 Carling Ave., Ottawa, ON.

Purpose of the Application:
This proposal seeks to approve a proposed redevelopment of the subject site to permit the construction of a twenty eight-storey, mixed-use residential building in place of existing 3 storey commercial buildings on the premises. The subject lot is currently zoned as "Arterial Mainstreet" (AM10 S126).

Overall Vision Statement:
The proposed development will bring new homes to this street facing property, creating high-rise intensification of the existing site in compliance with City of Ottawa objectives under the Official Plan. The property, as redeveloped, will provide 323 apartment dwelling units, and 2 commercial/retail units. 215 underground parking spaces and 8 exterior spaces are provided in addition to 134 spots of interior bicycle storage space for residents.

The overall development complies with City of Ottawa objectives in providing a new and dynamic architectural intervention in the existing built fabric of the community, creatively using contemporary and contextual materials, forms and masses while achieving the desired density goals. The goal of this development is to provide urban living options that improve the built landscape of the neighbourhood in a sustainable, intentional densification.

The subject development provides appropriate interior, rear and front yard setbacks. Site-specific front and side setback are proposed. Some relief is sought with regards to the height restrictions associated with the AM10 S126 zoning; refer to the Planning Rationale prepared by Novatech in support of the Zoning application with respect to building height.

Parking requirements align with City of Ottawa guidelines and climate change objectives to provide sufficient parking while supporting active transportation and transit use. Parking levels below grade provide the required number of bays as per City of Ottawa Section 101Part 4 (3).

Ample bicycle storage has been provided to further this objective. Plentiful bike parking at Level 1 & 2 is provided with a dedicated exterior door as well as access from the building lobby, with clear wayfinding and graphics to make the bicycle parking a focus of the lobby, encouraging bike use. A bike maintenance station is provided within the bike room for the convenience of building occupants and is highly visible to encourage regular use and safety. Space in the bike room is dedicated to provide a map of local shops, bike routes and other information for active transportation, in accordance with Transportation Demand Management objectives. An additional bike room in the basement is provided for overflow bikes as well as for residents who may be more "occasional" cyclists rather than those who use their bike daily.

2.0 Response to City Documents

The proposed site is designated under the City of Ottawa Official Plan, Schedule A, as being an Inner Urban Transect. Schedule B2 of the City of Ottawa Official Plan indicates that it is on a Mainstreet Corridor. This neighbourhood is identified as being an Evolving Neighbourhood Overlay in the City of Ottawa's new Official Plan, and the site is currently zoned as an Arterial Mainstreet (AM10 S126). Zoning relief is sought on currently zoned height restrictions to more closely match both the existing and approved construction in this area, as well as future zoning changes which have been proposed by the City to create an H2 zoned region along Carling Avenue which includes the subject property.

Comprised of 323 residential units and 2 street level commercial units, the proposed development would be new construction on the site where the former buildings have been demolished.

Two towers are proposed to divide the massing on site with a high front street facing tower of 28 storeys and a lower tower at the rear of 8 storeys to respect the proximity to residential zoned areas to the south.

A glazed façade and entry for commercial units will be provided along Carling Avenue as outlined in the mixed-use guidelines prepared by the City as well as defined pedestrian and vehicle access from Carling Avenue leading to the primary residential entries and entrance to the below grade parking. 215 underground parking for residents is provided, with 8 visitor spots at grade and secure bicycle parking on site.

This Urban Design Brief examines the location and context of the Subject Site, the applicable planning policy and regulatory framework, and provides justification in support of the proposed building design.

Below are notes in response to the City of Ottawa Guidelines (Urban Design Guidelines for High Rise Buildings).

2.1 The Official Plan

Comments below reflect response to the current Plan as stated in the guidelines and a broad understanding of the aspirational intent of the Official Plan.

Stated design objectives for Tall Buildings include:

- promoting high-rise buildings that contribute to views/vistas and enhance the character and the image of the city;
- address compatibility and the relationship between high-rise buildings and their existing or planned

context;
- create human-scaled, pedestrian-friendly streets and attractive public spaces that contribute to livable, safe and healthy communities;
- coordinate and integrate parking, services, utilities, and public transit into the design of the building and site; and
- promoting development that responds to the physical environment and microclimate through design.

The proposed built form is compatible with the community as it complies with zoning requirements, including use and setbacks, with site-specific provisions sought regarding building height requirements. It provides sufficient parking to meet City of Ottawa objectives to support active transportation while providing needed intensification along a development corridor. The relief sought with regards to height is comparable to similar developments along the Carling Avenue corridor and falls within the proposed H2 amendment to zoning which is already being considered for this area.

2.2 Applicable High-Rise Infill Guidelines

The proposed is an infill project to develop property on an urban road near ample transit and commercial districts. This neighbourhood in the River Ward has been developing and intensifying since Carling Avenue was first laid out, and currently exists as a developing Urban environment. Carling Avenue is an arterial street connecting evolving commercial spaces, the Civic Hospital campus, tourist destinations and the Queensway. This area is located near Neighbourhood Zones (N2/N3) that have remained relatively unchanged. As such, the context of integration is challenging, as would any development be regardless of scale or size: intensification in older neighbourhoods must find a balance between a neighbourhood's character or past, and the needs of a growing city; it is imperative to find a balance where use of materials carries forward a design language while reflecting contemporary building techniques and styles. The proposal has two towers, the lower of which is located at the rear of the development to reduce the scale and impact in consideration of the Neighbourhood-facing side.

The proposed design maintains front yard setbacks established by zoning; integrating a positive streetscape with active frontage use and new landscaping. The existing frontage along Carling Avenue provides opportunity for permeable groundcover, greenery, and street animation; the proposed design is intended to work as part of this prevailing context at ground level with variation in frontage depths to provide opportunity for activity adjacent to sidewalks and locations for public engagement.

Each floor of this design offers a variety of unit sizes, ranging from 550 sqft to 1300 sqft and 1-3 bedroom options to accommodate a larger array of lifestyles and needs.

Urban Design Guidelines for Highrise Buildings	
Guideline	Response
1. Context	(1.1 – 1.9) Views and Vistas: The location of the Highrise is an arterial suburb of the city centre and not expected to compete with iconic Landmark buildings. The design is anticipated to be in conjunction of the surrounding towers, defined as a "Background Building".
	(1.10 – 1.13) Neighbourhood Level & Site Level: As part of the Hub Zone, Buildings facing Carling Ave., are designated for highrise development. Directly behind is a neighbourhood zone, with lowrise, residential-scale buildings. A transition and stepping back, "growth area", at the rear is proposed to address the interface with adjacent smaller scale buildings.
	(1.14 – 1.18) Lot Configuration: The combined area of Lots 1296 – 1300 Carling is 3, 807m^2. This is a sufficient size to achieve tower separations and City By-Law setbacks. The High-rise tower is situated 50m

	from the rear property line. The narrowness of the site does make for some reductions to the tower placement and setbacks (outlined further below).
	Vehicular access is provided to the rear of the site for garbage, deliveries and drop-offs, to avoid congestion along Carling Ave.
	(1.19 – 1.23) There are no heritage buildings on adjacent properties.
2. Built Form	(2.1 – 2.2) Experience & Expression: The podium of the building is designed to accommodate Pedestrian circulation and access from Carling Avenue. The form is twisted to provide an increased setback for the proximity of the neighboring apartment building to the west. The high-rise is expressed as a narrow and tall "point tower" in relation to the siting and streetscape.
	(2.3) Base-middle-top: The design is articulated in accordance with the 3 basic levels for the proposed high-rise.
	(2.4 – 2.12) Bar Buildings (Not Applicable): The configuration is proposed as a "Tower" and "Bar Building" guidelines do not dictate the overall design. There are also no residential or low-rise neighbouring properties along the street face of Carling Ave.
	(2.13 – 2.14) Base Placement: While there is not a clear "Street Wall", the placement of the podium for the proposed development has been located along the property line with a similar alignment to the existing West neighbouring tower. It is designed to accommodate pedestrians and landscaping, as well as allow for evolution and future development of a streetwall aesthetic.
	Accessible pathways are provided from the public ROW to entrances.
	Soft landscaping is provided in a continuous band along the public sidewalk. Size, location, and feasibility of street trees to be confirmed by Landscape.
	(2.15 – 2.19) Base Height and Transition: The base height is determined in relation the Guidelines based on the "ROW width" as the most suitable, to achieve the intent of the guideline. The existing neighbouring properties appear remote and do not follow the ROW dimensions. In relation to this the height of the Retail Base is 2 storeys (7M) and is less than the ROW, along Carling Ave. This is a reasonable height considered from the adjacent and nearby developments.
	(2.20 – 2.23) Base Articulation and Materials: The Façade along Carling Ave. is broken and stepped to create articulation and multiple entrances where the face is primarily pedestrian in focus. For the retail spaces clear, generous glazing is provided to permit interaction and visibility. In combination with glazing, durable stone and masonry materials are proposed for visual interest. Bird friendly glazing is to be incorporated according to the Bird Friendly guidelines.
	(2.24) Tower Floor Plates: The tower floor plates are designed in consideration of Shadows & Wind Impacts (see reports). Passage of light into interior spaces is also factored into the design, by recessing the tower in the façade. The tower plates are 850m2, larger than the guideline, to achieve a mix of apartment sizes in coordination with elevator lobbies, stairs and circulation as well as depth of light into the apartments.
	(2.25 – 2.28) Separation between Towers:

	A separation, in the vicinity of 23m, is provided from the adjacent west neighbouring building. The tower is angled to maintain the distance. Due to the configuration of the site the setbacks to the tower are reduced to allow for a floorplate accommodating a mix of residential units, elevators and circulation. A future blocking and massing plan (Keyplan) shows proposed future adjacent towers on the adjacent properties to the east side of the site, demonstrating that future towers can be provided achieving 23M separation distances.
	(2.29 – 2.30) Middle Step backs from Base: The building steps back: • At the floor above the proposed retail units (Level 3, facing the main street), is designated as a floor for amenities. This visually delineates the base podium from the upper floors. • Above the amenities, the apartment floor plate steps back around 2.4m from the podium and is designed in accordance with the guidelines to mitigate wind and shadow impacts.
	(2.31 – 2.34) Middle Articulation and Materials: The tower is angled to orient with the site property line facing Carling Avenue, to minimize shadows and impacts. Materials and fenestrations of the middle apartment tower portion have a variation of solid and light-transparent panels. The upper panels become more transparent. Materials of the surrounding context are considered. Recently constructed nearby apartment towers have a combination of curtain wall and solid masonry panels. A precast panel with recessed window glazing is proposed to articulate the tower block. Variations of curtainwall and masonry are considered to create variety and prevent a monolithic scale faced.
	(2.35 – 2.37) Top Articulation and Materials: The shift in material opacity and colour between the middle articulation and the remaining eight levels provides a distinct top to the building design. The upper floors are designed as more transparent to articulate a high skyline level. A penthouse enclosure to services is proposed atop of the high front and low rear tower, set back from ground level sightlines. The materials are aligned with primary building materials.
	(2.38 – 2.44) Exterior Illumination: Information to be provided as part of Site Plan Application (SPA). Guidelines to be addressed and taken into consideration.
3. Pedestrian Realm	(3.1 – 3.3) Space between Curb and Building face: More than 6m is provided between the Curb and the primary frontage along Carling Ave. This includes the City-owned portion and setback area. As Commercial Retail spaces are proposed at the street facing base, hardscape for pedestrians and patios are provided for. This is divided to allow for landscaping. A moderate to low pedestrian traffic volume is expected, as the location of the building is not in an existing city center or pedestrian high-traffic area. The prevalent streetscape pattern is considered and maintained.
	(3.4 – 3.7) Public Spaces: Pedestrian space facing Carling is intended as privately owned, however it is designed to be welcoming following guidelines.
	(3.8 – 3.9) Mid-Block Connections: This is not applicable to the design.
	(3.10 – 3.11) Building Access:

	The Main Pedestrian access is proposed facing Carling and accessed from the main pedestrian walkway located between the retail spaces. Rear vehicular drop-off access and rear building entrances are part of the proposal to avoid vehicular congestion along Carling Ave. Paved pedestrian access to the rear portion, parking garage and building entrances are connected to the main front circulation. Some visitor parking bays are provided at the grade level. Bike parking is accessed through main lobbies and side entrances.
	(3.12 – 3.13) Animation: Pathways and Landscaping to be provide by Landscape consultant. Commercial units at grade to be designed with commercial character as per Guidelines. Minimum of 50% clear bird-friendly glazing of the Ground floor facing the pedestrian realm is to be provided. Amenities, Public art and Crime prevention through environmental design to be determined and align with the Guildelines.
	(3.14 – 3.22) Parking Loading and servicing: Parking is located at the rear. The Drop-off and pick up areas are also located at the rear. Servicing, loading and garbage is internalized. A shared lane is provided as vehicular access from Carling Ave. to servicing and parking and is separated from the pedestrian circulation. Garage doors and screens will be designed to be recessed and minimized as far as possible, following the guidelines. Garbage rooms are in the basement of the building, as are the majority of utilities with limited meters/services on side walls where they do not impact the streetscape. Space will be provided for Hydro Transformer if required. Other services are located at the penthouse level with setbacks from the façade for screening and to reduce noise and visual impact. Vents and shafts are to be determined and will follow Guidelines. Public transit elements to be coordinated and to align with Guidelines.
	(3.23 – 3.25) Streetscape Standards: See table following (Urban Design Guidelines for Arterial Mainstreets). Accessibility Standards to be followed.
	(3.26 – 3.27) Wind and Shadow: Refer to Wind Study and Shadow Study.
	(3.28 – 3.31) Pedestrian Weather Protection. The commercial street frontage has overhanging and cantilever floor coverage, to protect pedestrians, as well as portions of the Level 3 terraces. A dedicated canopy is proposed for the Main Front Entrance. Pedestrian access to the rear is covered by the building canopies and additional overhangs provided from the floors above. Lighting and signage integration is to be determined and intended to align with the Guidelines.

Urban Design Guidelines for Development along Arterial Mainstreets	
1	Building is located along the public street edge.
2	The widened ROW allows for a full 2m wide sidewalk and generous planted boulevard.
3	Landscaping will be completed in the ROW and boulevard to enhance the public realm with a focus to incorporate trees where feasible across site.
4	A continuous streetscape is provided, encouraging redevelopment of other lands with

	contemporary infill.
5	Size, location, and feasibility of street trees to be confirmed by Landscape
7	New development is compatible with progressive change in the general physical character of the neighbourhood, recognizing that much of the immediate surroundings on Carling Avenue has a mix of old and new developments; the proposal reinforces a contemporary scale of work in keeping with other infill developments.
9	The widened ROW corridor is 40m wide and the proposed building height is approximately 86.5m. As a "Tall Building", the Height of the Base is set in relation to width of the ROW.
11	The intensification provides new homes where vehicle access is located near an existing traffic light and is located walking distance to shopping and services (Hospital), as well as (future) Carling Ave rapid transit.
12	The built form is designed to reflect existing built form with a datum line of ground floor residential similar to existing, as well as datum lines for material changes that reflect existing character.
13	The building occupies the majority of the frontage
14	The building makes a visual transition to lower density existing development to the rear.
15	The area in front of the development is landscaped.
16	The building is designed with rich detail, in a contemporary design language, creating a sense of identity and human scale.
17	The front façade is oriented to the public street with front doors that are visible and directly accessible.
18	Clear windows and doors are used to make a highly transparent façade with active uses at grade. Retail/commercial spaces have allocations for patios and seating areas.
20	Direct safe and continuous pedestrian spaces are clearly defined from public sidewalks to building entrances.
21	Primary pedestrian walkways across site are at least 2m wide.
22	The main entrance to the residential portion of the building is sheltered with a generous overhang; the main entrances to commercial spaces are similarly sheltered.
23	The public sidewalk is 2m wide with little to no change in elevation.
29	Only one vehicle access point is provided, reducing the number of traffic aisles that pedestrians must cross.
30	A consistent width of landscape and pedestrian areas is provided across the front of the site.
31	Continuous landscaping is provided to reinforce pedestrian walkways.
32-42	Refer to landscape drawings.
43	Space is allocated for commercial signage at the two ground floor commercial units.
44	There is no visual clutter
45 & 51-52	Sign and general illumination is task oriented and designed to not spill over onto adjacent land uses (to be fully developed at SPA)
50	All utilities are screened if outside and are otherwise located inside the building (to be more fully developed at SPA)
53	Utility doors are designed to blend into the façade.

2.3 Infill and Intensification

The project is an infill development, making use of an underused lot; the existing former buildings have been demolished and are to be replaced with a new, contemporary, infill project with two ground floor retail units and 323 residential units. By developing this site, the net result is an increase of 323 additional rental homes in the community and an additional two office or retail spaces to support new businesses in the area. This

meets the “benefits of intensification” identified (CMHC 2005 Healthy Housing) including more efficient use of infrastructure; reduced expenses of infrastructure and transit; lower energy requirements; reduced commuting times; more compact development; reduced rate of encroachment on undeveloped areas; reduced water collection and water treatment; and a mixture of dwelling types to encourage families with a range of housing options.

Context Plan

The proposed development is located in River Ward, situated near the Experimental Farm, Civic Hospital Campus and Westgate Shopping Centre. This property is within walking distance of a number of amenities, shopping centres, public transit lines, pedestrian paths, and biking infrastructure. This area has been identified as focus for the city to increase densification and an increasing number of infill and highrise developments have been proposed and approved for this area. In the current context, this development is perfectly situated to compliment the growth along Carling to meet the City’s objectives.

In the immediate vicinity, an existing 22-storey residential building is located to the west of the property. To the north, phase 1 one of the Westgate Mall hosts a 24-storey residential tower with a proposed future phase 2 tower. Between Archibald Street and Meath Street to the west, a further five towers are under construction. The property to the east currently occupied by a Best Western hotel has undergone multiple plans for redevelopment including a proposal for a residential development and a proposal for additional storeys on the existing building. It is assumed that this site will also be redeveloped to support densification in the future.

The following images illustrate the contextual setting of the proposed new development within the existing neighbourhood and streetscape.

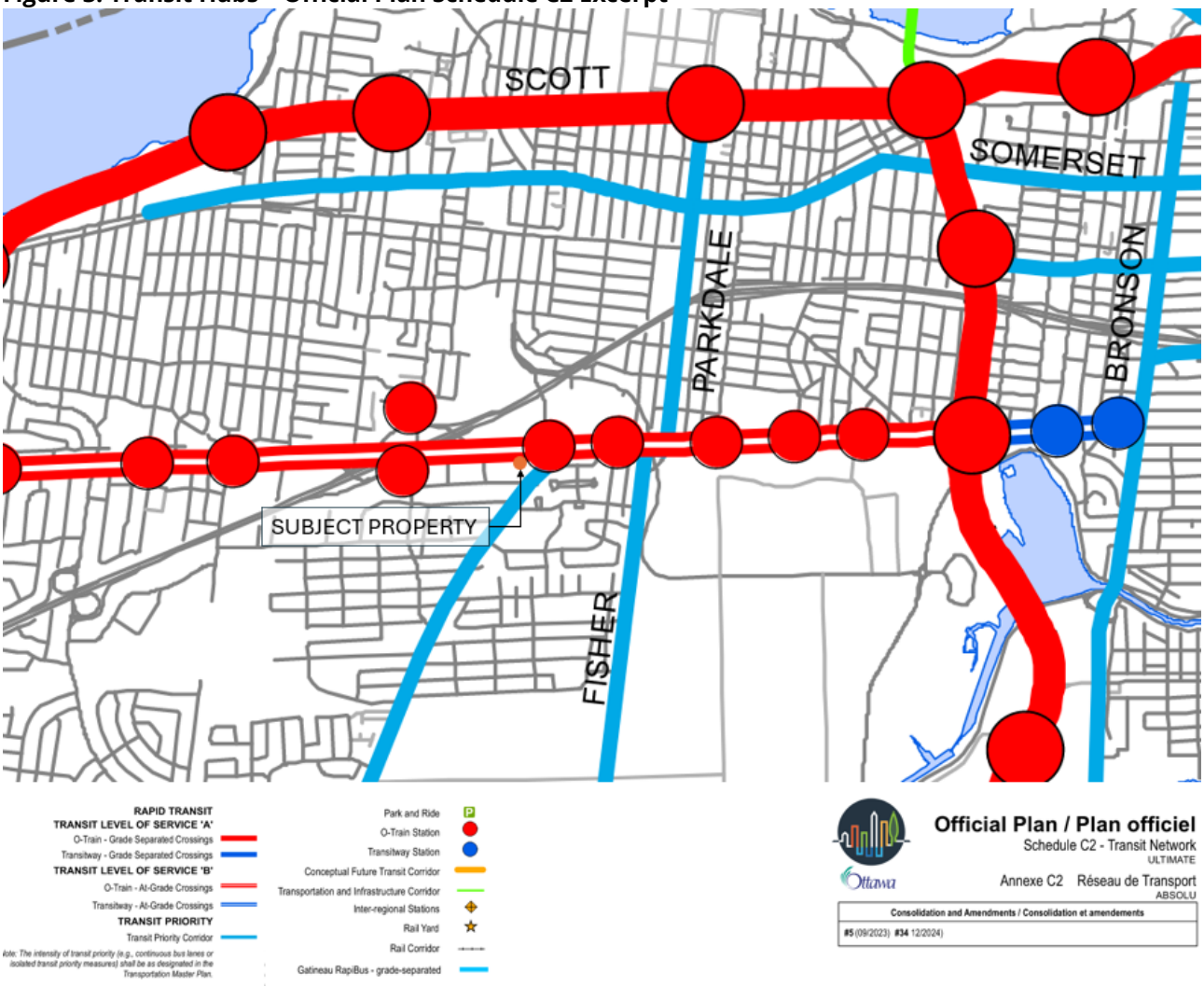
Figure 1: Street Designations – Official Plan Schedule C4 Excerpt

The subject property is located with frontage on Carling Ave, a designated arterial road, with connection to the provincial highway to the north, and Merivale Road to the east - also a major collector road as indicated on Schedule C4 of Ottawa's Official Plan (Figure 1). Some of these routes are also connected to well maintained, year-round bike networks to the east as illustrated in the following Active Transport Network diagram taken from Schedule C3 of the Official Plan (Figure 2).

Figure 2: Pathways – Official Plan Schedule C3 Excerpt

In addition to pedestrian infrastructure along Carling and adjacent streets and increased cycling routes being implemented in the area, the subject property is located along a transit priority corridor. With the Carling Rapid Transit corridor plans on its doorstep (Figure 3), there is ample access to modes of transportation that allow a reduced dependence on vehicular traffic while still allowing practical densification opportunities. While accommodations are provided for significant parking opportunities for this property, the location of this site is such that occupants will have the option to utilize alternate methods of transportation for daily travel with little effort.

Figure 3: Transit Hubs – Official Plan Schedule C2 Excerpt



With the subject property's location close to grocery stores, Hampton Park, the Experimental Farm and transport networks that access the downtown core, the neighbourhood is perfectly located to benefit from increased housing opportunities, density, and growth. The construction of high-rise, mid-rise, and mixed-use properties in this area will add vibrancy and encourage new economic growth in the area which aligns with Section 5.2.1, Policy 4 of the Official Plan to create, develop and support the growth of walkable, "15-minute neighbourhoods".

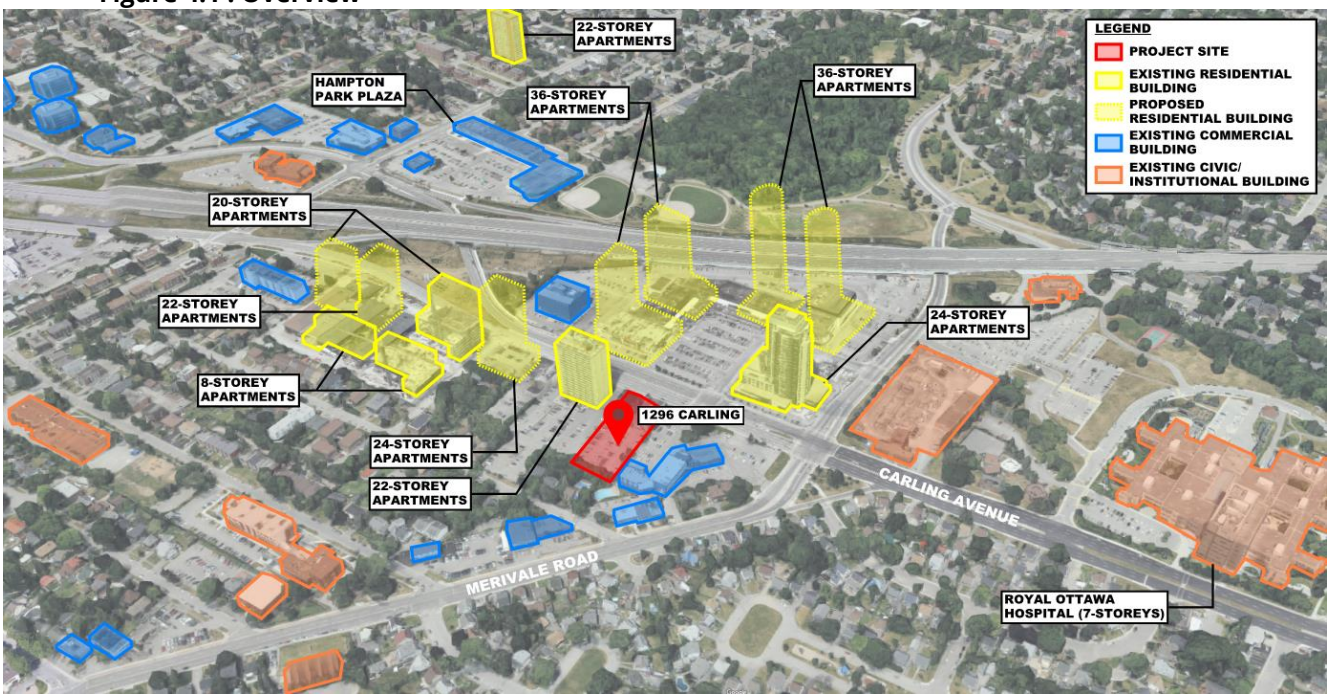
Similar developments are already under construction in this area, including a five tower complex at Carling Avenue and Meath Street, as well as proposals for a second phase tower at Westgate Shopping Centre and a new tower at Carling Avenue and Archibald Street. This proposed development will reinforce good planning policy with a similar trending residential community in proximity to nearby shops and services.

The following images provide context for the region and neighbourhood in which the project site is located, including landmarks, future developments, and surrounding streetscapes.

NEIGHBOURHOOD
EXISTING CONTEXT

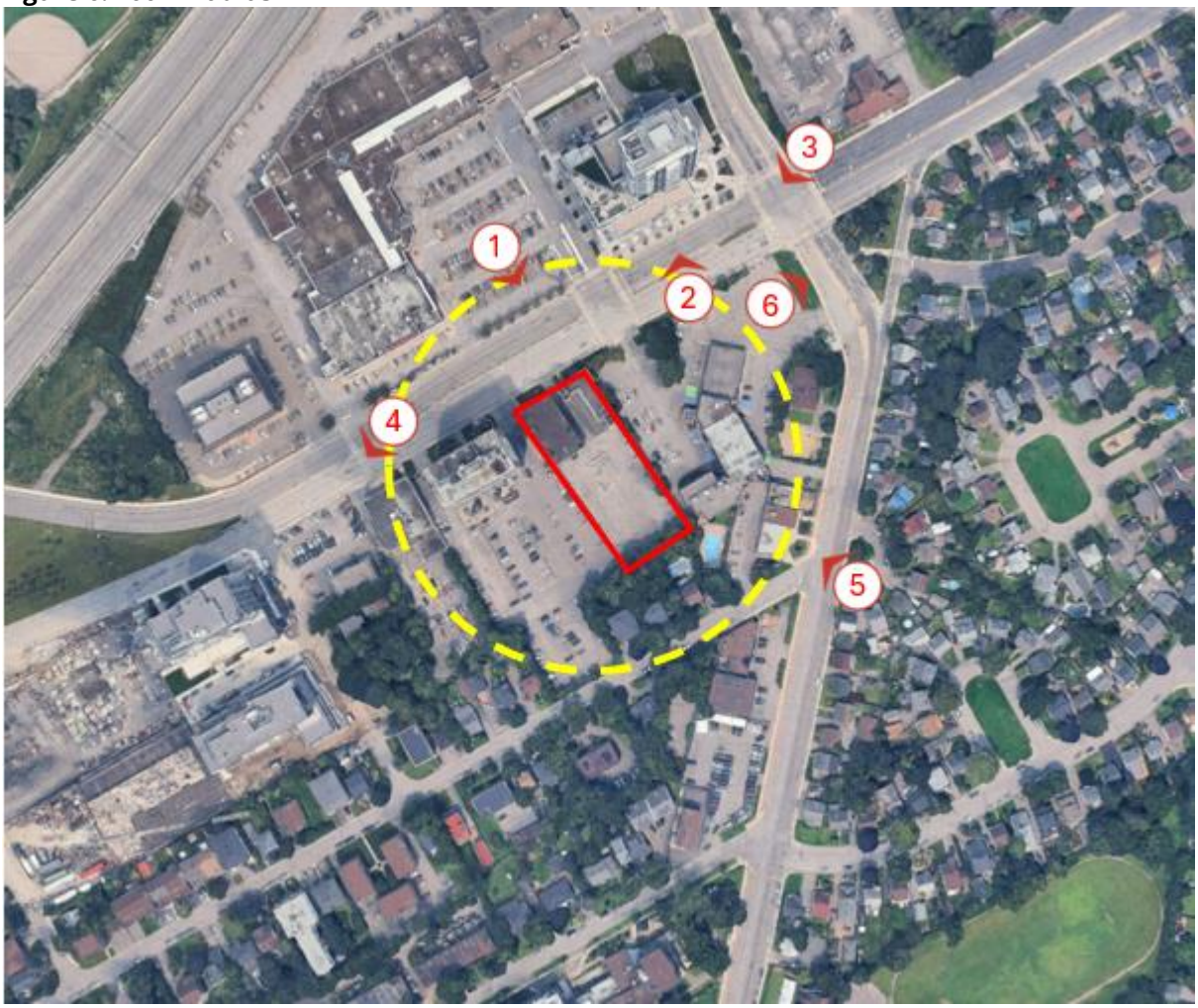
Figure 4.0 : Overview

Figure 4.1 : Overview



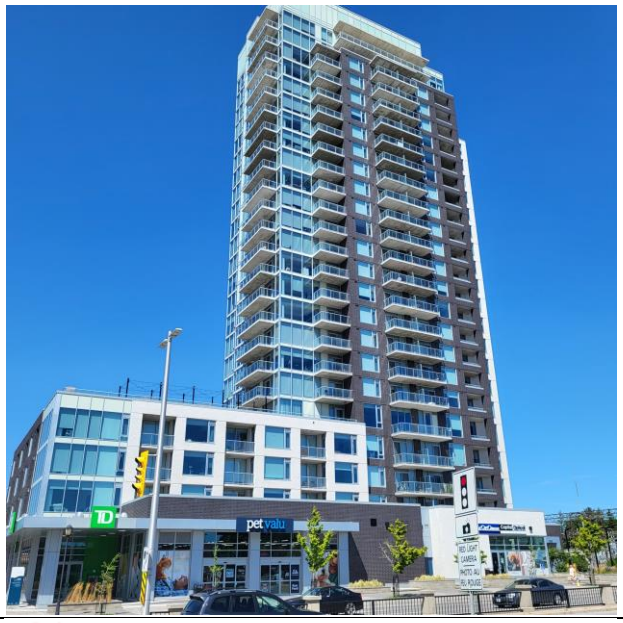
NEIGHBOURHOOD
EXISTING CONTEXT

Figure 6: 100m Radius

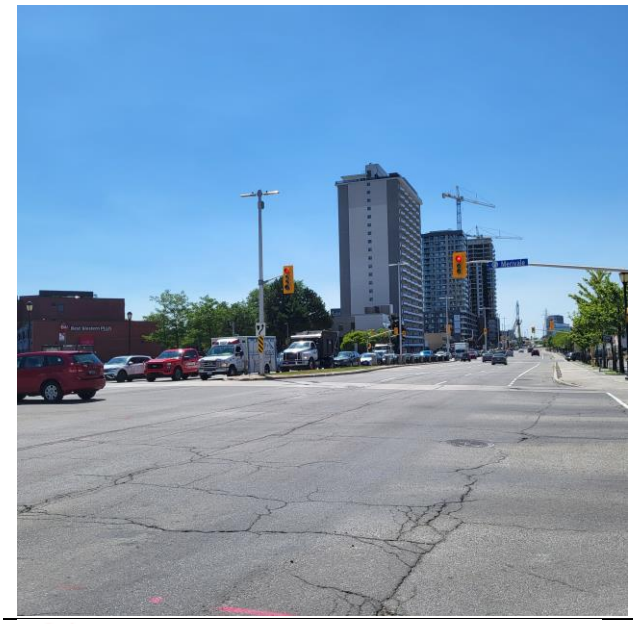


NEIGHBOURHOOD
EXISTING CONTEXT

1 CARLING AVENUE, EXISTING PROPERTY
VIEW TOWARDS PROPERTY – FACING SOUTH



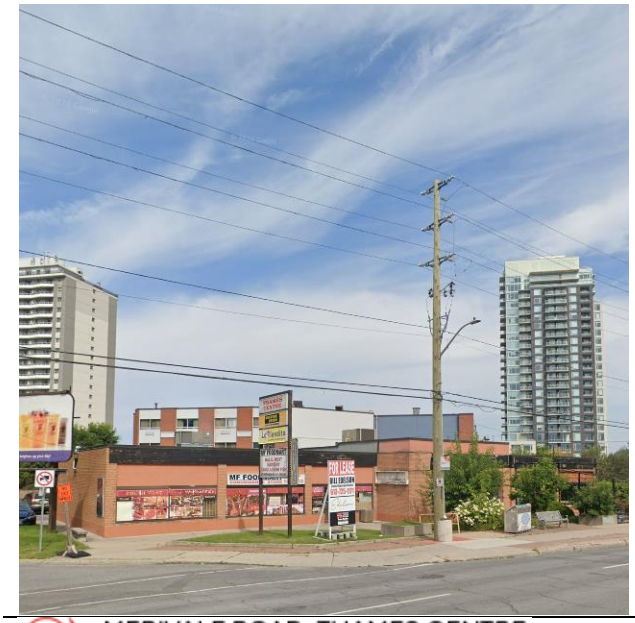
2 CARLING AVENUE, RHYTHM APARTMENTS
VIEW FACING NORTH



3 CARLING AVENUE AND MERIVALE ROAD
VIEW FACING WEST

4 CARLING AVENUE AND ARCHIBALD STREET
VIEW FACING WEST

NEIGHBOURHOOD
EXISTING CONTEXT



5 MERIVALE ROAD, THAMES CENTRE
VIEW TOWARDS PROPERTY – FACING NORTH

6 CARLING AVENUE AND MERIVALE ROAD
VIEW FACING EAST

SECTION 2

DESIGN PROPOSAL

4.0 OVERVIEW

The proposed development is the construction of a twenty-eight-storey, mixed-use building on the existing property. Of the 323 proposed residential units, there will be a focus to include a range of unit sizes from 1-bedroom to 3-bedroom units to provide a variety of lifestyle choices across all floor levels. The principal access to residential common areas, bicycle storage and units is proposed at the rear of the main tower, accessed by a driveway and pedestrian walkways from Carling. Commercial access will be located on the Carling Avenue frontage. Below grade parking is proposed with access from the driveway off Carling Avenue leading to an entrance at the rear of the development. This below grade parking provides 215 parking spaces for residents and 8 above grade visitor parking, with further bicycle storage within this space to complement the at grade bicycle storage.

To facilitate the development on the property, a detailed Site Plan Control application will be submitted at a later time.

MASSING AND SCALE

5.0 Building Massing and Views

The building design articulates the front and rear facades to create a dynamic shift in the visual mass of the built form; this is aided by the use of different materials between the podium base, main tower, and upper floors to break up the monolithic nature of high-rise developments. A mixture of stone and brick masonry on the lower forms combined with the different textures of metal cladding which lighten as the building height increases on the main tower provides a considered appearance that still complements the surrounding context. The accent of light panels and decreasing opacity on higher floors also helps to create a visual illusion for the façade to reduce the impact of the high rise on the skyline. The inclusion of bird-safe glazing also contributes to a reduction in environmental impact while still providing ample nature light to unit interiors.

The commercial unit entrances are located facing Carling and the residential lobby is located behind the main tower creating a clear demarcation between public and private use. This transition within the property is further identified with visual clues through the use of full height curtainwall at street-level commercial units and the decision to reduce vehicle impact on Carling leading to the introduction of a driveway that draws residential use away from the active public realm. Where public facing, the exterior design includes a combination of varied setback depths, overhangs, and forms to encourage engagement and interest in the built environment while still adhering to the City design directive to maintain a consistent street frontage in these types of redevelopment areas.

PROJECT DEVELOPMENT
PROPOSED IN SITU

CARLING AVENUE – LOOKING EAST

The massing of the proposed design takes into consideration the surrounding properties and potential future development needs with respect to setbacks to existing residential buildings to the west and reasonable allowances for daylighting on possible future tower developments to the east.

PROJECT DEVELOPMENT
PROPOSED IN SITU

The pedestrian engagement with the at-grade elevation is considered, with clearly identifiable entrances and overhangs. Entrances to both retail units and residential space are provided with pathways to tie the existing sidewalk with the new patio landscaping to create a sense of identity and engagement. Soft landscaped beds and trees further enhance the relationship with the public pedestrian realm, creating an inviting space for future restaurant/café seating or quiet buffer space from traffic on Carling Avenue.

6.0 Building Transition

The proposed site is located in close proximity to the corner of Carling Avenue and Merivale Road. Across the Avenue is Westgate Shopping Centre, and to the south and east is a combination of commercial and low rise residential. A visual transition between the development and the mature neighbourhood at the rear is achieved by incorporating a lower south tower and increased setback to minimize the visual impact. Keeping the height to a moderate level in relation to existing structures means that the project will not overpower the streetscape but still provide needed densification for the city. Further refinements to this will be developed at the site plan application (SPA) stage in a future iteration of the project to ensure the design choices remain compatible with the surrounding neighbourhood fabric.

Landscaping treatments that follow the Carling Avenue frontage is being reviewed to provide opportunities for trees and planting beds to help soften the transition between the active public realm and retail locations or patio zones. Inclusion of these landscaped elements helps to provide a human-scaled environment, a welcoming pedestrian condition at the building base along the avenue as well as positively contributing to the commercial streetscape.

Visually, the design proposes the use of materials that are inspired from the surrounding context, pulling traditional stone and human-scale masonry units from the existing Carling streetscape. In size and colour masonry selections create a dialogue with the surrounding residential towers for a unifying neighbourhood feel.

7.0 Grading

Grading on site will be done with an aim to provide accessible paths of travel from the public sidewalk while maintaining appropriate stormwater management across site. Permeable surfaces will be employed where possible to absorb and direct water across the site to reduce and mitigate risks associated with inclement weather such as pooling water or ice buildup during colder months. Additional details will be provided with a complete Site Plan application.

PUBLIC REALM

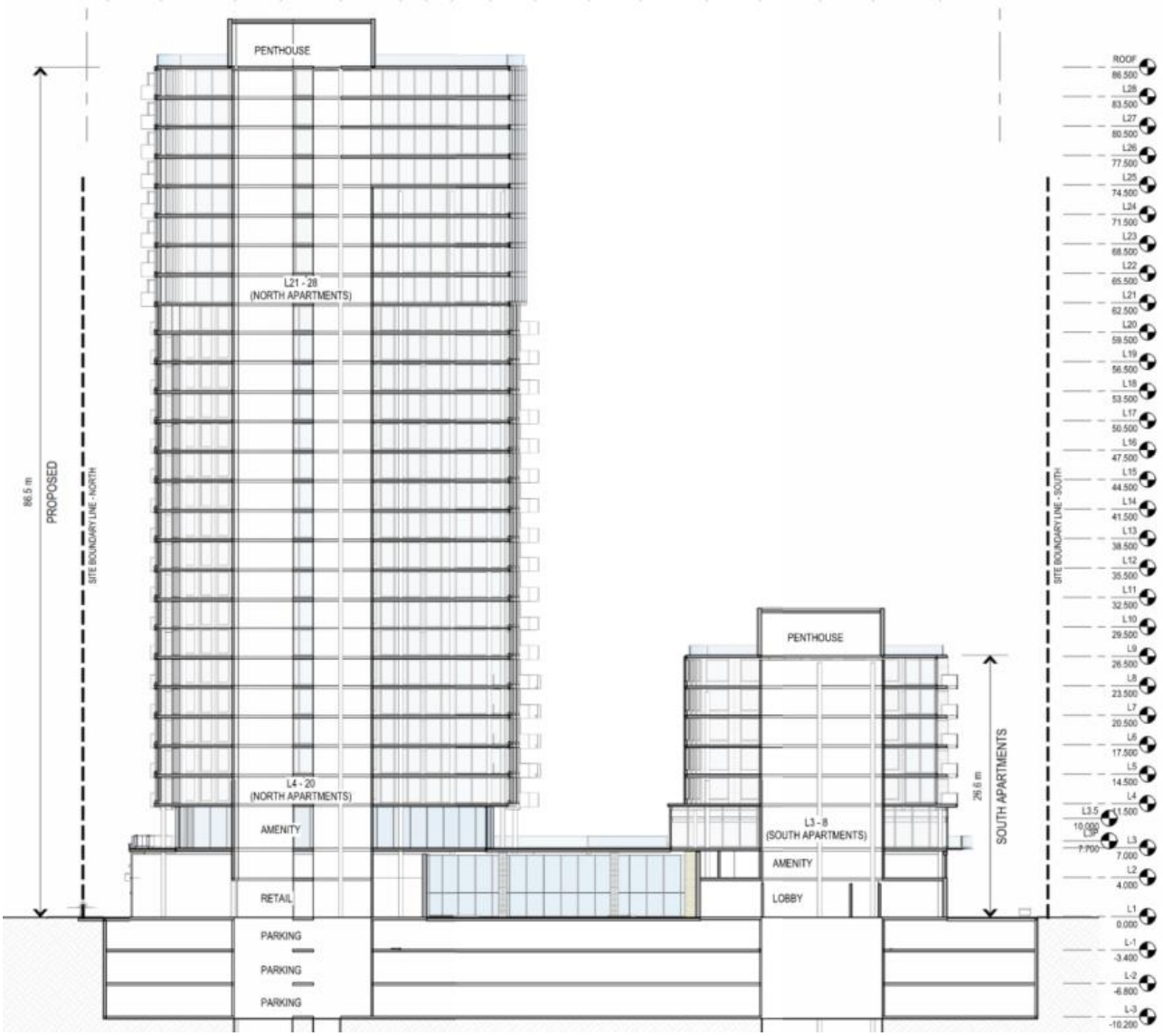
8.0 Streetscape

The following streetscape diagrams show the relationship between the proposed building height and the surrounding properties. A setback of 7.5 metres from the proposed mid-rise tower to the abutting residential lot line to the east is provided at the rear allowing for amenity space. This lot line is partly vegetated with trees and shrubs which provides an additional visual separation from the adjacent property. The establishment of large permanent planters in the design will increase vegetation and water management across the site.

Of the two towers, the high-rise tower is proposed to be set back over 30m from the abutting ‘N’ residential zone at the rear of the property, limiting the impact on the existing neighbourhood.

PROJECT DEVELOPMENT
SECTION

Figure 8: Cross Section

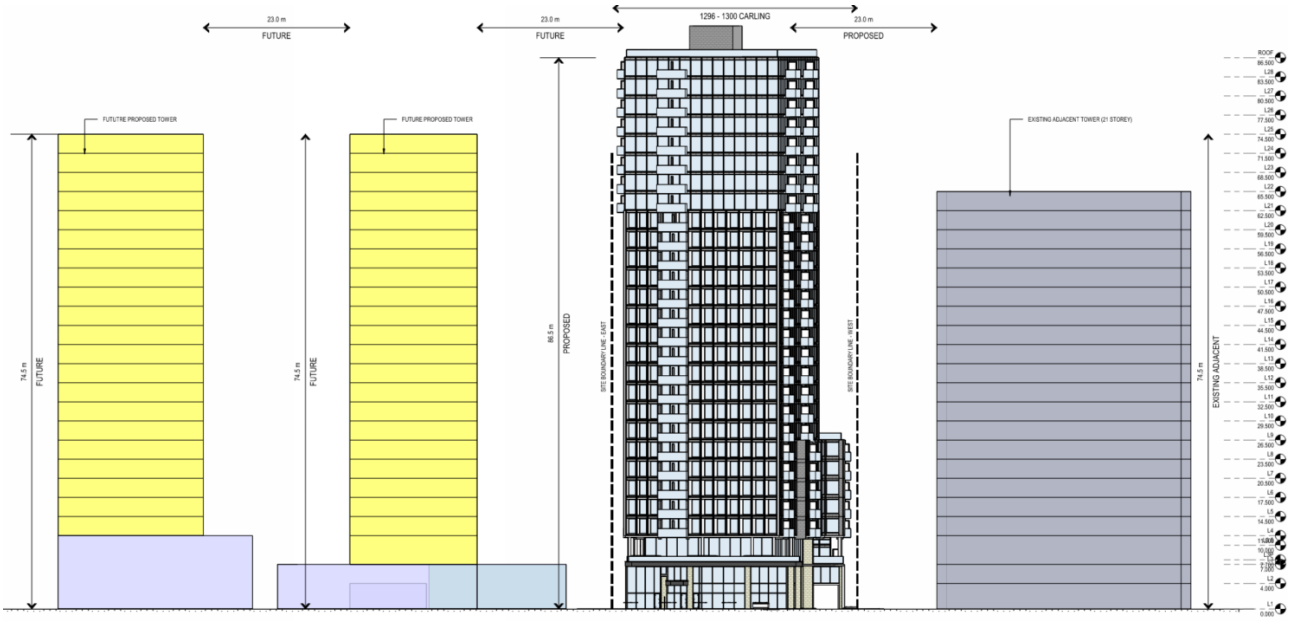


PROJECT DEVELOPMENT
STREETSCAPE

Figures 9 illustrates the context of the proposed building in reference to existing building heights and provides example set-backs for possible future developments for sufficient daylighting purposes.

As such, while the proposed development is larger than existing context in its immediate adjacencies, it is well situated in an area of urban renewal with other similar projects currently proposed or under construction to its north and further west along Carling.

Figure 9: Adjacent Property & Future Developments, Carling Avenue



9.0 Relationship to Public Realm

As discussed above, the ground floor of the proposed development is animated through design to interact with the streetscape and public. The proposed site plan provides pedestrian level greenspace and varied setbacks to create a positive relationship with the public realm, rather than presenting a flat, uninviting front as one might typically find in street level commercial developments.

Provisions for street trees and opportunity for soft landscaping is provided between the existing sidewalk and patio designations along the commercial unit fronts to create a more welcoming pedestrian experience as well as provide street shade and human scale along the property's front façade. The inclusion of large format paver stones as opposed to monolithic concrete is an opportunity to introduce texture, provide water permeability and create visual contrast on site.

10.0 Building Design

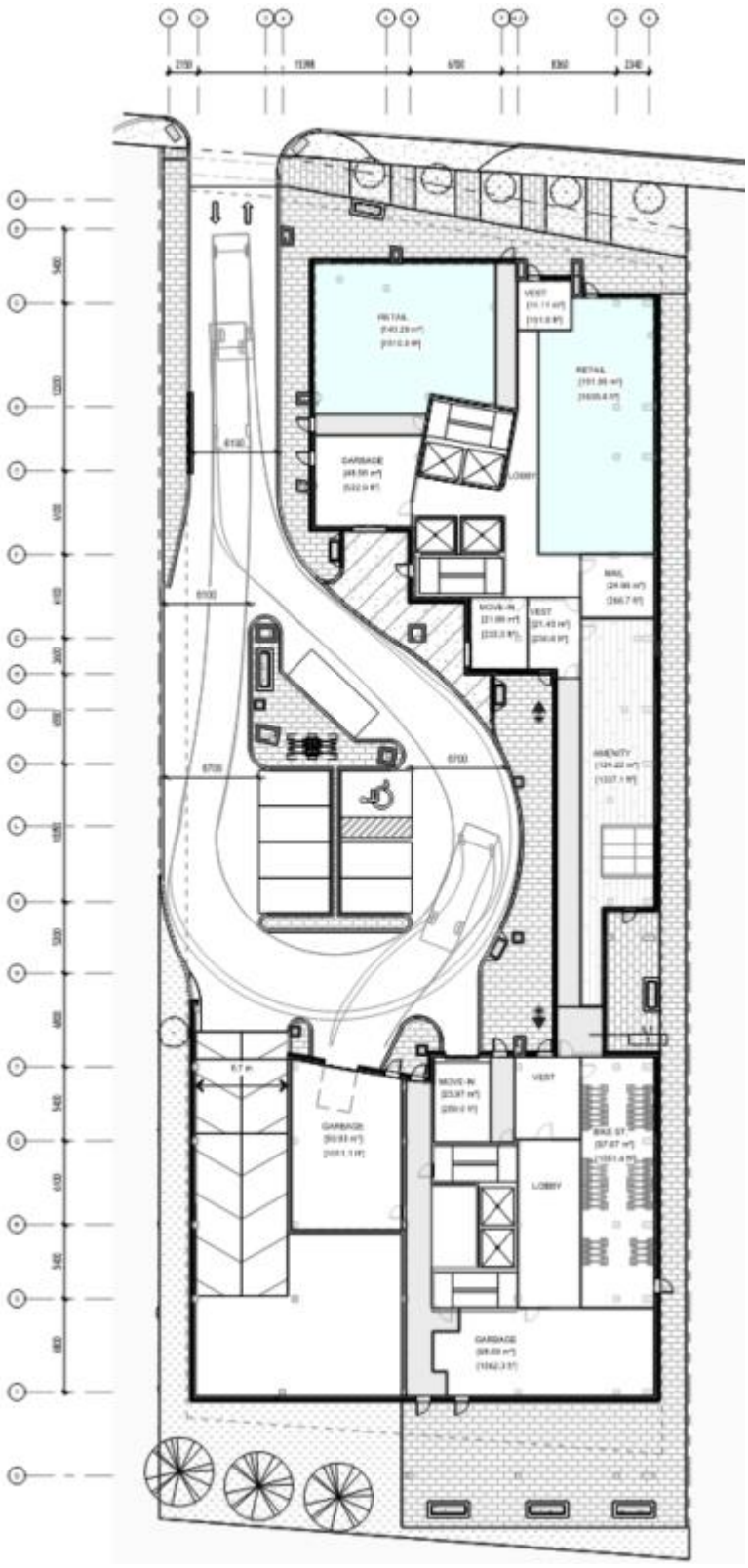
The ground floor plan provided on the following page showcases the relationship between the proposed construction and site. Inherent in the design is the desire to create a clear separation between public and private space. To this end, the residential entrance at Ground Level is located at the rear of the building, accessed by pedestrian pathways and a single vehicular driveway. This allows for a transition between the busy, potentially chaotic, vehicular and pedestrian traffic along the arterial Carling Avenue to be separated from the more private, intimate space for residential inhabitants.

The floor plans indicate the intended floor plates for the residential levels, colour coded based on unit designation. Each residential unit will provide contemporary living space on each level with thoughtful arrangement of spaces to suit family-oriented living, while retail units provide ground level street access and functional interior spaces. A focus was placed on providing a range of living options from 1 to 3 bedroom across all residential levels. Each residence is provided with a balcony to enhance quality of life. Amenity space is proposed on the Second and Penthouse Level, providing all residents with interior amenities as well as shared roof terrace space in both towers.

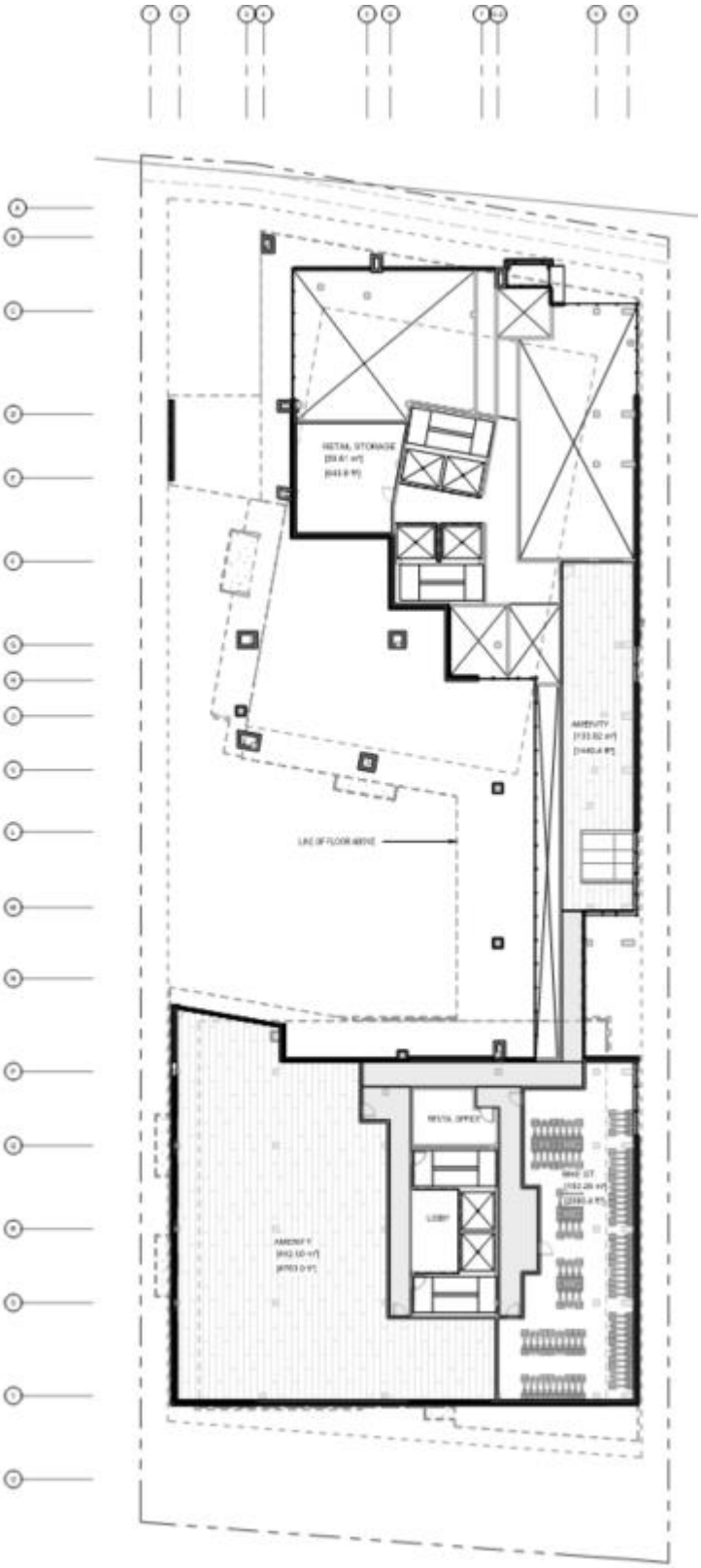
Exterior elevations of the proposed development have been provided to illustrate the form and composition of the design. Materials indicated on the exterior elevations include a mixture of stone and brick masonry precast panels, metal cladding and curtainwall assembly; windows are set in pre-finished panel frames and accented with contemporary scale and trim. A more detailed breakdown of the proposed materials is available below.

Both floor plans and exterior elevations will be further developed and refined for the Site Plan Application which will follow under separate submission.

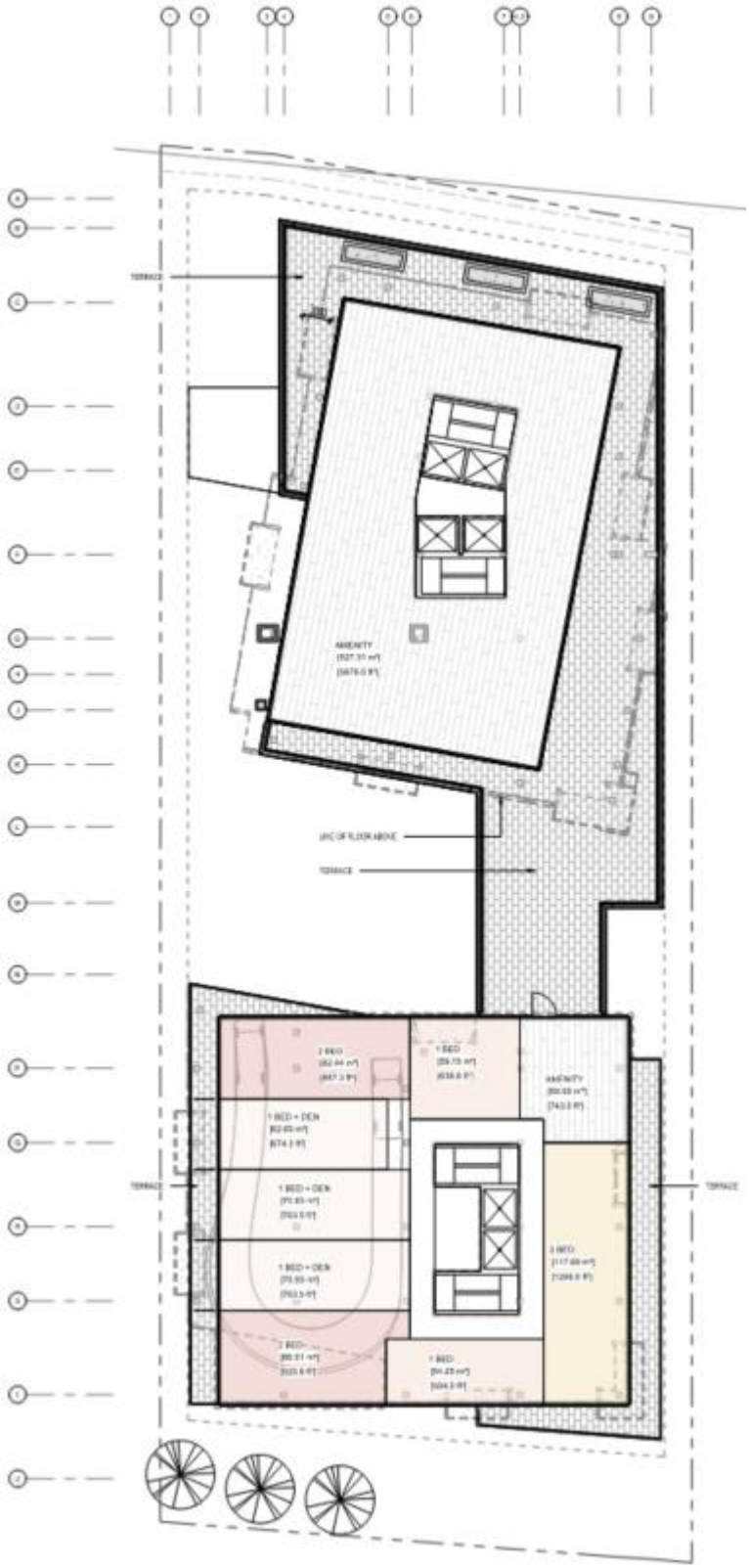
[GROUND FLOOR PLANS]



[SECOND FLOOR PLANS]



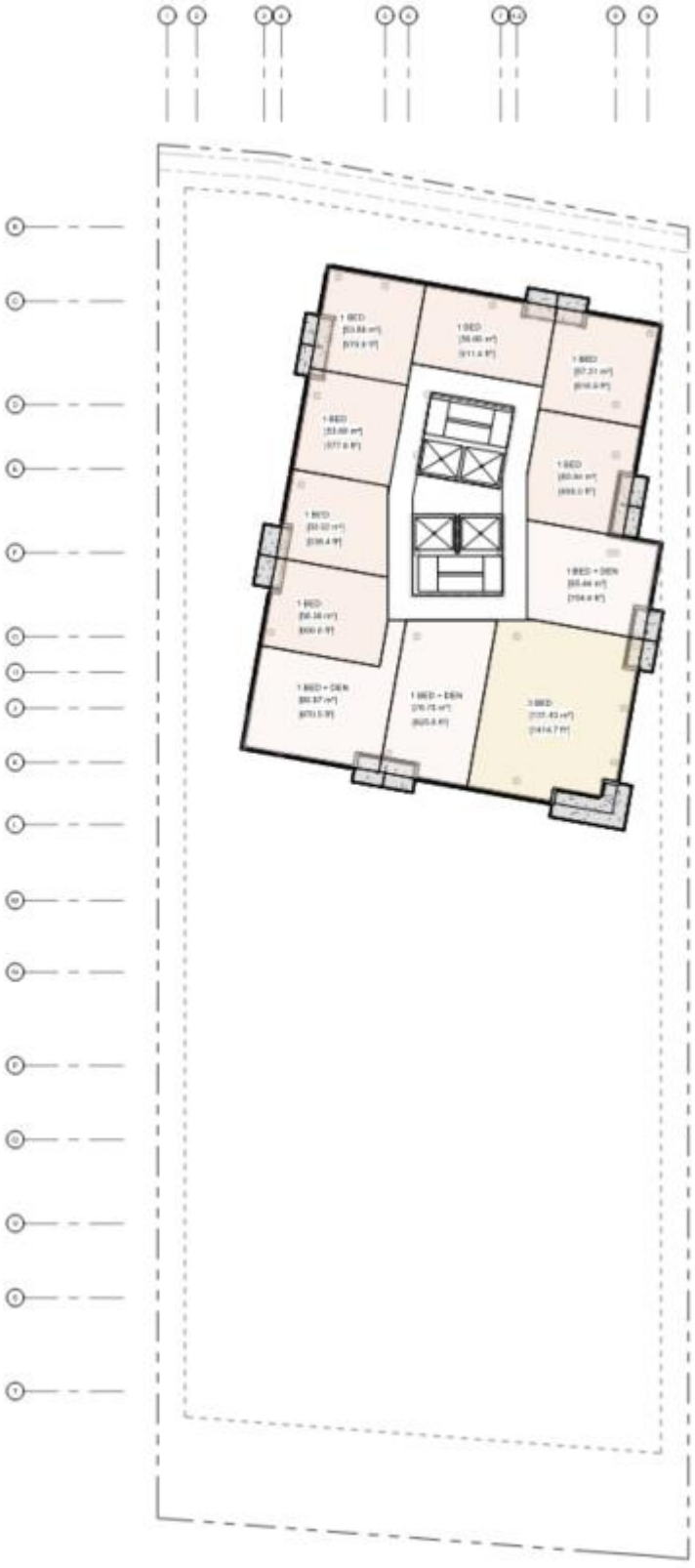
[THIRD FLOOR PLANS]



[FOURTH TO EIGTH FLOOR PLANS]

[NINTH TO TWENTIETH FLOOR PLANS]

[TWENTY-FIRST TO TWENTY-EIGTH FLOOR PLANS]



[ELEVATIONS]

[ELEVATIONS]

[MATERIALS]

11.0 Sustainability

A durable and sustainable building envelope is the primary focus; ensuring long lasting comfort and reduced maintenance over the lifecycle of the building. This development is following the precepts of CAN/CSA S478:19 and Part 5 of the Ontario Building Code, considering materials, lifecycle value, and the season in which the construction will take place. A well designed and implemented envelope will improve the longevity of the structure and reduce energy loss, lowering heating and cooling needs as well as reducing the development's potential carbon footprint.

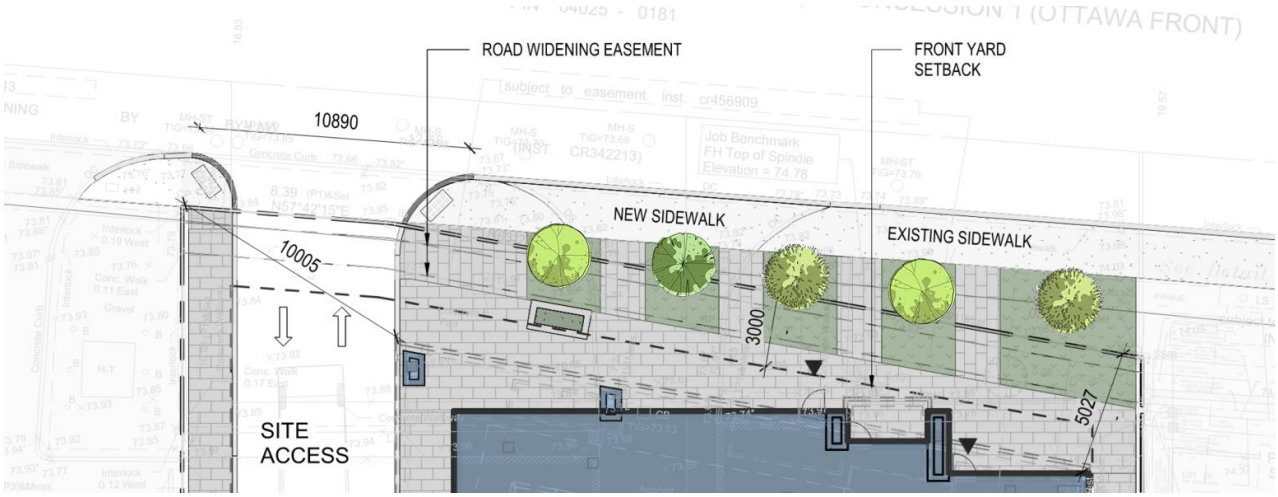
Detailed structural design has not been finalised at this predesign stage and will be developed during both permit/tender documents as well as for a formal Site Plan Control Application to follow. The building will be poured in place concrete with concrete columns, shear walls and related structure.

Additionally, a flat roof is used to conserve stormwater with a high albedo surface to reduce heat-island effects. This flat roof approach also allows the site to control storm water runoff, including some storage of rainwater on the roof to permit controlled in-flow to municipal storm sewers.

The building does not intend to rely on gas for primary heating/cooling and uses air source heat pumps with electric supplemental heating as required. By reusing an infill site, the project reduces the impact of new services and provides housing close to transit options to achieve better environmental outcomes. Options for energy efficiency will also be explored and considered for reduced carbon impact.

Glazing and large windows include, where appropriate, bird-friendly glazing options to minimize impact on local wildlife. Exterior lighting complies with the overall intent of City of Ottawa standards including sharp cut-off fixtures, no (or minimal) up-lighting and sufficient lighting on pedestrian and public realm spaces so as to provide a safe environment and reduce light pollution.

The front property is landscaped to enhance the quality of the public right of way with the street. Permeable ground is provided where possible to provide stormwater management and reduce any overburdening of the municipal systems during heavy precipitation. These areas also allow for variable planting arrangements for native plant species, hardy groundcover or curated gardens, thus breaking up the prevalence of concrete typically expected in an urban landscape. Refer to the landscape plan (by others)



Further to the design goals of the city of Ottawa, the proposed development provides bicycle storage both at ground level and below grade to compliment below grade parking for tenants. As this property is located on an arterial road, the municipal transportation infrastructure should reduce the dependence of residents on personal vehicle travel, as well as providing access to existing walking/bicycle routes across the city. Storage for 150 bicycles has been incorporated into the design with approximately 100m^2 allocated at grade for bicycle storage. The at-grade bicycle storage is provided with a glazed wall and door to increase visibility and provide frequent users with direct access to the exterior (and lobby) with a built-in bike maintenance space for all residents. This enhances not only the safety and security of stored bicycles but creates visible reminders for residents to improve facility and ease of access.

The building lobby also provides space for a mail room, move-in staging room. One of the commercial units could be opened to the lobby, allowing for (for example) a small food retailer or café to serve building residents directly and increase connectivity; this will be developed further with the Site Plan Application and pending tenants/leaseholders.

Hampton Park