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Institutional

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1296 and 1300 Carling Avenue

Planning Rationale

Prepared for: Ambassador Realty Inc.

**1296 and 1300 Carling Avenue
Ottawa, Ontario
Planning Rationale in support of
Major Zoning By-Law Amendment**

Prepared for:
Ambassador Realty Inc.

Prepared By:



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December 19, 2025
Revised April 10, 2026

Novatech File: 124206
Ref: R-2025-122

December 19, 2025
Revised April 10, 2026

City of Ottawa
Planning, Development, and Building Services Department
110 Laurier Avenue West, 4th Floor
Ottawa, Ontario
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Attention: Wendy Tse, Planner III, Development Review South

**Reference: 1296 and 1300 Carling Ave
Major Zoning By-law Amendment Application
Our File No.: 124206**

The following Planning Rationale has been prepared in support of a Major Zoning By-law Amendment application for the lands located at 1296 and 1300 Carling Ave in Ward 16 – River (the “Subject Property”).

The Subject Property is located within the Inner Urban Transect and is designated Hub on Schedule B2 of the City of Ottawa Official Plan (2022). The Subject Property is located within Area-Specific Policy Area 31 (Westgate) on Annex 5 of the Official Plan. Area specific policies take precedence over other policies of the Official Plan. The Subject Property is zoned *Arterial Mainstreet Zone, Subzone 10, Schedule 126 – AM10[S126]* in the *City of Ottawa’s Zoning By-law 2008-250*.

It is proposed to construct one 28-storey mixed-use tower and one 8-storey mixed-use tower connected by a common podium on the Subject Property. The proposed buildings will include two commercial units on the ground floor and a combined total of 323 residential dwelling units. A Major Zoning By-law Amendment application is required to permit the proposed mixed-use buildings. Site specific zoning provisions will establish the maximum permitted building height.

The conceptual development plan shows three-level underground parking providing 223 parking spaces for residents and visitors. The parking spaces will be accessible via a driveway and ramp off Carling Avenue. Walkways from Carling Avenue are proposed along the east and west sides of the proposed building podium. The proposed walkways will facilitate pedestrian and bicycle access off Carling Avenue to entrances and bicycle parking located within the building podium. Amenity space is proposed on the Second Level, providing all residents with interior amenities as well as shared roof terrace space in both towers, connected by a common podium on third level. A Transportation Impact Assessment (TIA) screening was completed, and it was determined that the proposed development does not trigger the threshold for a full traffic study. A separate site plan control application is required to facilitate the proposed development of the Subject Property.

This Planning Rationale examines the location and context of the Subject Property, the planning policy and regulatory framework applicable to the property and makes recommendations on the applications for Major Zoning By-law Amendment to implement policies of City of Ottawa Official Plan.



Should you have any questions regarding any aspect of this application please do not hesitate to contact me at your earliest convenience.

Yours truly,

NOVATECH

N. Thomson

Nicole Thomson, BES (Planning)
Planner | Planning and Development

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EXECUTIVE SUMMARY

Novatech has been retained by Ambassador Realty Inc. to prepare this Planning Rationale in support of a Major Zoning By-law Amendment application to facilitate the development of two mixed-use buildings with a common podium at 1296 and 1300 Carling Avenue (the “Subject Property”).

The Subject Property is located on the south side of Carling Avenue in the River Ward (Ward 16). The Subject Property is currently occupied by two, three-storey mixed-use employment buildings with associated parking. The Subject Property has approximately 37 metres of frontage along Carling Avenue and an approximate area of 3,807 square meters.

The Subject Property is located in an area with a range of commercial uses, employment uses, and existing low-rise, detached dwellings. Directly across Carling Avenue is a large format retail building. A newly constructed high-rise apartment building is located northeast of the Subject Property and is a part of the redevelopment of Westgate Shopping Centre. Within a 600-metre radius, ten-minute walking distance to the west along Carling Avenue, there are several restaurants, commercial amenities and a grocery store located at Hampton Park Plaza. Hampton Park and Highway 417 are also located within a 600-metre radius of the Subject Property. The Subject Property is within a 2-minute walk of bus stops along the frequent transit network.

A Major Zoning By-law Amendment application is proposed to rezone the Subject Property to permit development of a mixed-use building with a 28-storey tower abutting Carling Avenue and an 8-storey tower on the rear portion of the property connected by a common two-storey podium with commercial units at grade. A conceptual development plan shows the proposed mixed-use building will contain 217 one-bedroom units, 38 one-bedroom plus den units, 37 two-bedroom units, and 31 three-bedroom units, for a total of 323 residential dwelling units. Entrances to residential and commercial units will be provided off Carling Avenue on the northern side of the building and provided through the interior of the site. A full access driveway is proposed off Carling Avenue with three levels of underground parking providing 223 parking spaces for residents and visitors. Site specific zoning provisions will permit site-specific provisions related to the maximum building height.

The proposed development concept is consistent with the Provincial Planning Statement (2024) as it will provide residential intensification in an area where appropriate infrastructure exists to support the needs of the community. The proposed development will efficiently use the land by adding residential units and increasing the existing density on the Subject Property. The proposed development represents intensification within walking distance of frequent transit service, retail and commercial uses servicing the proposed development, and will provide a more diverse range of housing options in the community.

The Subject Property is designated Hub within the Inner Urban Transect. The Subject Property is located within Area-Specific Policy Area 31 (Westgate) on Annex 5 of the Official Plan. Area specific policies take precedence over other policies of the Official Plan. The proposed Zoning By-law Amendment will facilitate the addition of residential dwelling units within the urban area and will contribute to the City’s targets of 47% of household growth being within the built-up urban area and 51% of dwelling growth occurring through intensification. The proposed development will provide for intensification in proximity to frequent bus service at the intersection of Carling Avenue and Merivale Road. The proposed high-rise built form is compatible with planned intensification of the Carling Avenue streetscape. The proposed development will meet the City’s intensification goals by providing additional dwelling units on the Subject Property while remaining

compatible with the evolving character of the neighbourhood, as demonstrated by the adjacent Westgate Shopping Centre redevelopment, which includes towers ranging from 24 to 36 storeys.

The Subject Property is zoned *Arterial Mainstreet, Subzone 10, Schedule 126 – AM10[S126]* in the City of Ottawa Zoning By-law 2008-250. The Subject Property is proposed to be rezoned to AM10[SYYY], with site-specific provisions for maximum permitted building height. The proposed site-specific provisions are consistent with zoning permissions on adjacent sites. Policies of the Official Plan support the establishment of minimal functional yard setbacks for developments in the urban area. The proposed high-rise apartment building is consistent with policies of the Official Plan for Mainstreet Corridors. The Subject Property is located near frequent transit along Carling Avenue.

The proposed Zoning By-law Amendment application is appropriate for the development of Subject Property and represents good land use planning.

1.0 INTRODUCTION AND PROPOSED DETAILS

Novatech has prepared this Planning Rationale in support of a Major Zoning By-law Amendment application to permit a future mixed-use development on the property municipally known as 1296 and 1300 Carling Avenue (the “Subject Property”). A conceptual development plan for a high-rise building and a mid-rise building connected via a common podium is provided to demonstrate future development potential on the Subject Property. Three levels of underground parking and a full access driveway is proposed off Carling Avenue. A subsequent development proposal will require demolition of existing buildings and modifications to grading, drainage, and landscaping.

The Subject Property is designated Hub within the Inner Urban Transect on Schedule B2 of the City of Ottawa Official Plan. The Subject Property is zoned *Arterial Mainstreet, Subzone 10, Schedule 126 – AM10[S126]* in the *City of Ottawa’s Zoning By-law 2008-250*. The Subject Property is proposed to be zoned *Hub Zone 2, Schedule 126 (H2 S126)* in the *Final Draft of the New City of Ottawa Zoning By-law*. The current zoning schedule will carry forward into the *Final Draft of the New City of Ottawa Zoning By-law*. For the purposes of the proposed development, the rezoning application recommends a new schedule to reflect proposed building heights as shown on the conceptual development proposal.

This Planning Rationale will demonstrate that the Major Zoning By-law Amendment application will:

- Be consistent with the policies of the Provincial Planning Statement (2024);
- Conform to policies of the City of Ottawa Official Plan (2022);
- Conform to policies of Area-Specific Policy Area 31 (Westgate) of the City of Ottawa Official Plan;
- Adhere to relevant Urban Design Guidelines for the Subject Property;
- Establish appropriate Zoning standards for the Subject Property; and
- Maintain compatibility with surrounding uses and community context.

1.1 Description of Subject Property



Figure 1: Aerial Photo of Subject Property.

The Subject Property is located in Ward 16 (River) of the City of Ottawa. The Subject Property is located in an area bounded by Carling Avenue to the north, Thames Street to the south, Kirkwood Avenue to the west, and Merivale Road to the east (See Figure 1). The Subject Property is currently occupied by two, three-storey mixed-use employment buildings and associated parking. The Subject Property is an interior lot with an approximate area of 3,807 square metres and approximately 37 metres of frontage on Carling Avenue (see Figure 2).



Figure 2: Subject Property from the Street

1.2 Community Context and Connectivity

1.2.1 Community Context

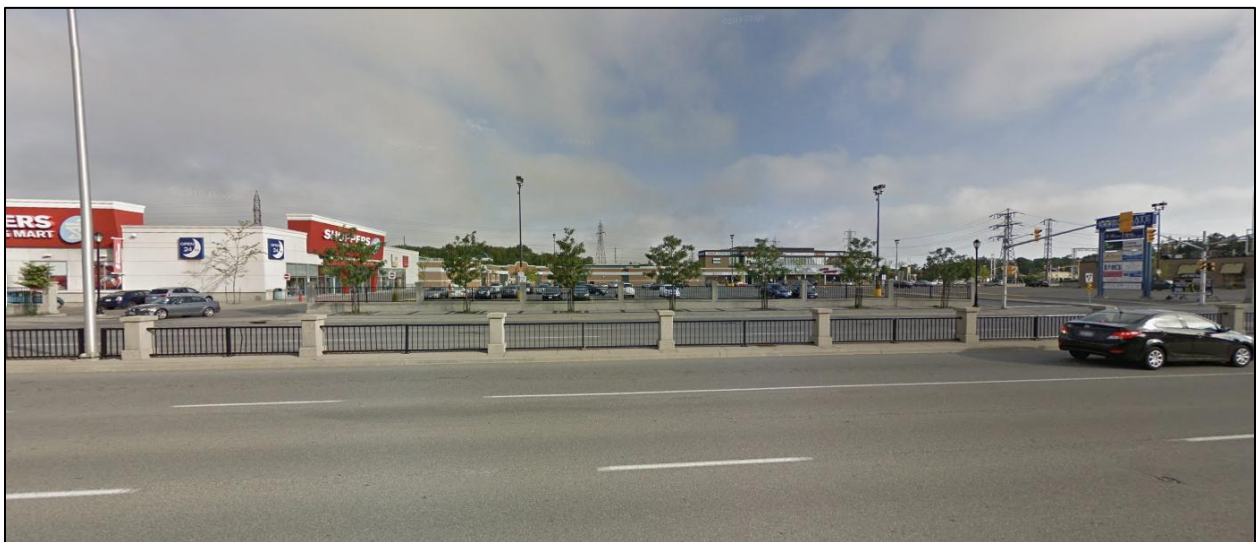


Figure 3: Land uses to the north of the Subject Property

NORTH: Directly across Carling Avenue to the North is the Westgate Shopping Centre. The property is proposed for redevelopment, including four buildings ranging from 24 to 36 storeys (see Figure 3).



Figure 4: Land uses to the east of the Subject Property (Google Earth, July 2024)

EAST: Abutting the Subject Property to the east is a 4-storey hotel. Further east is a newly constructed 22-storey high-rise apartment building (see Figure 4).



Figure 5: Land uses to the west of the Subject Property (Google Earth, July 2024)

WEST: Abutting the Subject Property to the west is a 21-storey apartment building. Further west is a newly constructed 21-storey high-rise apartment building and additional commercial uses along Carling Avenue as visible with cranes in left of centre in image (see Figure 5).

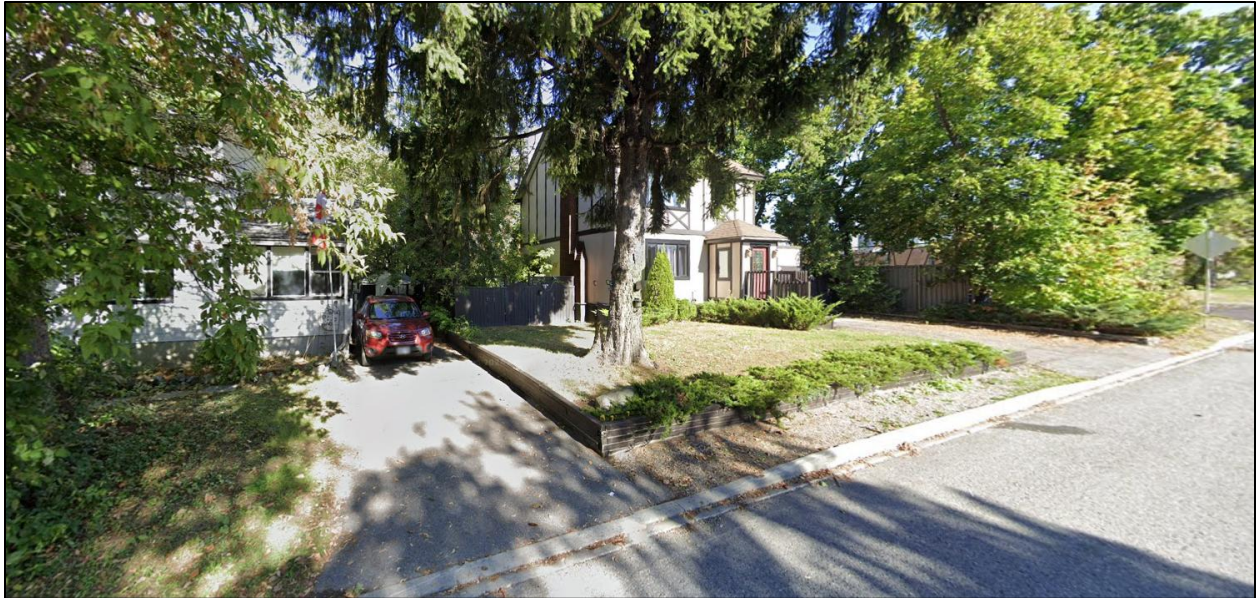


Figure 6: Land uses to the south of the Subject Property

SOUTH: To the south of the Subject Property abutting the rear lot line, there are two, low-rise detached dwellings part of the older residential area of Carlington (see Figure 6).

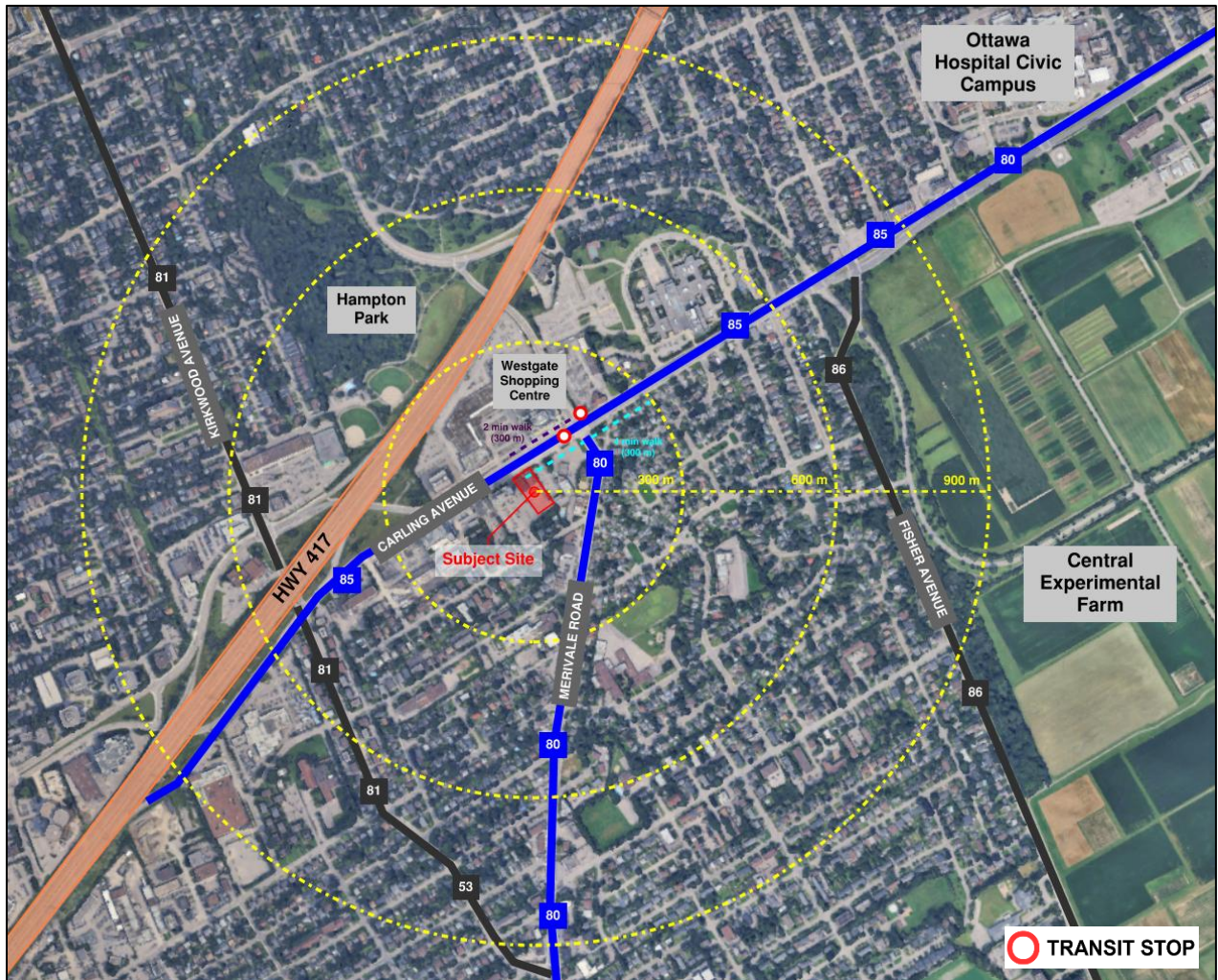


Figure 7: Surrounding Context

Within 300 meters of the Subject Property is the Westgate Shopping Centre, a variety commercial buildings, newly constructed high-rise apartment buildings, and low-rise dwellings primarily located to the south. Within 600 meters of the Subject Property is Highway 417, the Ottawa Hospital Civic Campus, Hampton Park Plaza, and Hampton Park. Additional low-rise residential dwellings are located to the northwest and south of the Subject Property. Within 900 meters there are low-rise residential dwellings surrounding the Subject Property and the Central Experimental Farm located further east (see Figure 7). There are also a number of employment and commercial amenities along Carling Avenue.

1.2.2 Connectivity

The Subject Property has frontage on Carling Avenue. Carling Avenue is designated as an Existing Arterial road on *Schedule C4 – Urban Road Network* of the Official Plan (see Figure 5).

There are several bus transit route options available in the immediate area. Frequent bus route 85 services the Subject Property with a bus stop provided on the north and south sides of Carling Avenue. This bus stop is a two-minute walk from the Subject Property and provides connections to Bayshore Mall, Lees station on Line 1 of the LRT, and Dow’s Lake station on Line 2 of the LRT. (see Figure 7). Carling Avenue is planned as a future BRT route with at grade crossings as shown on *Schedule C2 – Transit Network Ultimate* of the Official Plan.

1.3 Planning and Regulatory Context

1.3.1 Official Plan

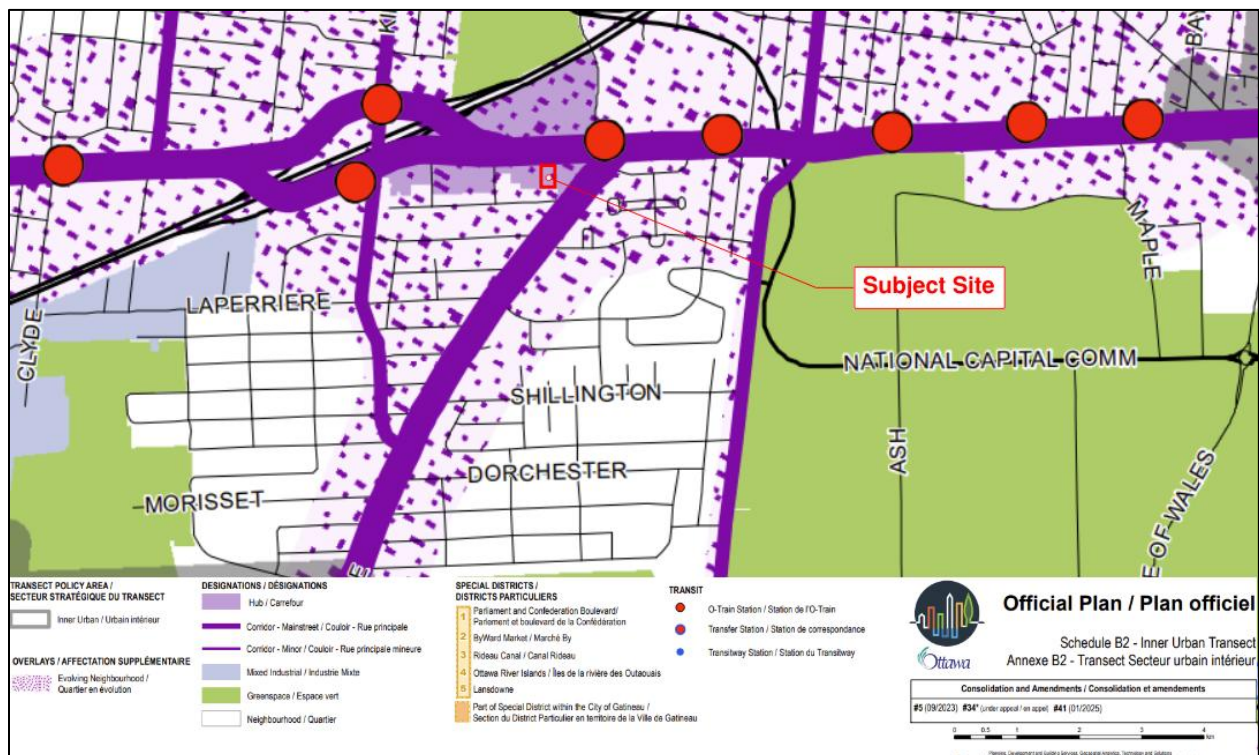


Figure 8: Official Plan Schedule B2 Excerpt

The Subject Property is designated Hub in the Inner Urban Transect on *Schedule B2* of the City of Ottawa Official Plan (see Figure 8).



Figure 9: Official Plan Schedule C4 Excerpt

Carling Avenue is designated as an existing arterial road on Schedule C4 – Urban Road Network of the Official Plan (see Figure 9).

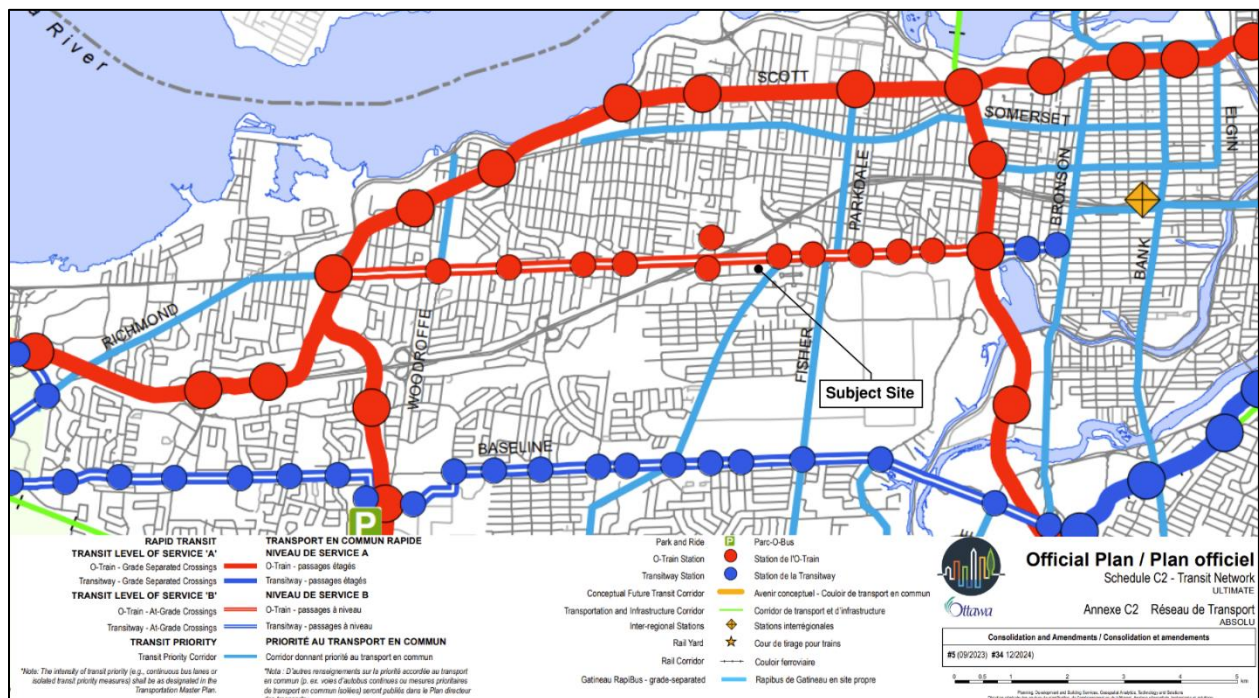


Figure 10: Official Plan Schedule C2 Excerpt

Carling Avenue is designated as Transit Level of Service “B” (O-Train crossings at-grade) on Schedule C2 of the Official Plan (see Figure 10).



Figure 11: Official Plan Schedule C3 Excerpt

The Subject Property is located to the south of Byron Avenue and to the east of Hampton Park. Byron Avenue and the Hampton Park Multi-Use Pathway are each designated as Major Pathways on *Schedule C3* of the Official Plan. Carling Avenue is identified as an existing arterial road. All Arterial and Collector roads in the urban area identified cycling routes that will be upgraded with appropriate cycling facilities over time (see Figure 11). There are public sidewalks located along both sides of Carling Avenue. Access is proposed off Carling Avenue to facilitate pedestrian and bicycle access to commercial units at grade and to bicycle parking located within the building.

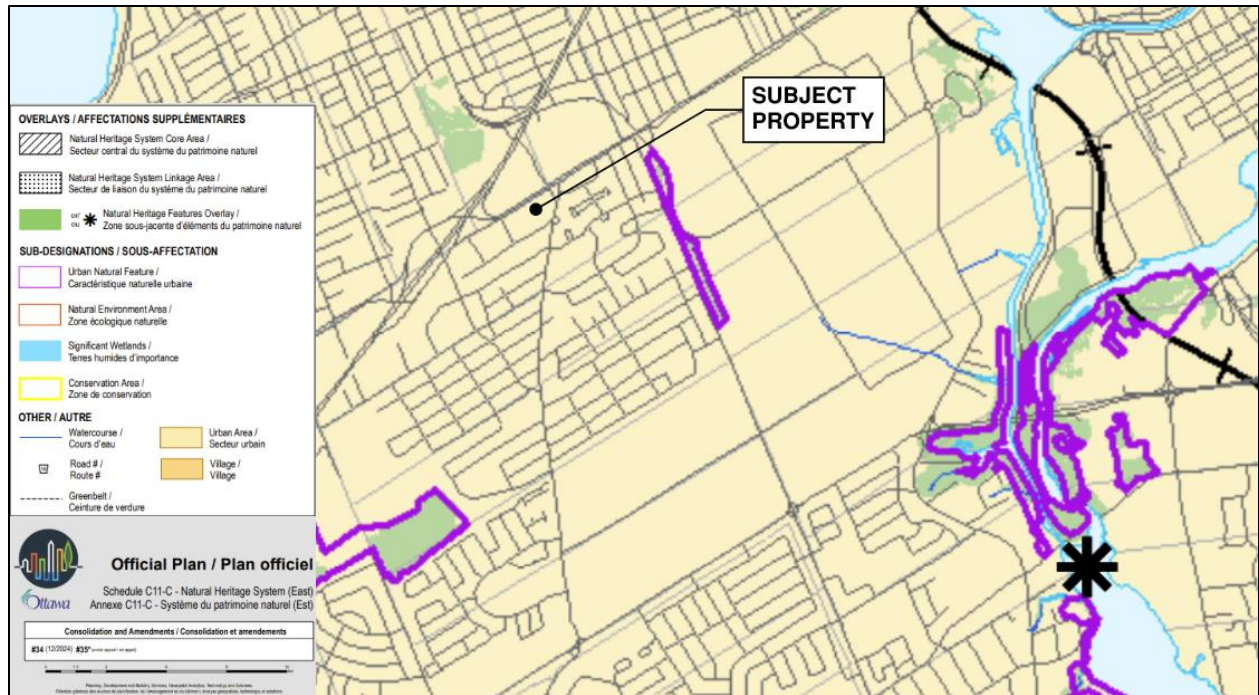


Figure 12: Official Plan Schedule C11-C Excerpt

Schedule C11C – Natural Heritage System (east) does not identify any areas of Natural Heritage on or adjacent to the property (see Figure 12).

Schedule C12 – Urban Greenspace does not identify any greenspace on the Subject Property.

Schedule C15 – Environmental Constraints does not identify any environmental constraints such as flood plain, slope stability, organic soils on the Subject Property. *Schedule C6A – Views, Viewsheds, and View Sequences of the Parliament and other National Symbols* does not identify a protected viewshed on the Subject Property.

1.3.2 Zoning

Properties located to the north, east, west and south are zoned to permit residential uses. Lots immediately to the south of the Subject Property are zoned *Residential Fourth Density, Subzone UC – R4UC*). The maximum permitted residential density in this area is a four-storey, low-rise apartment dwelling.



Figure 13: Zoning for the Subject Property

The Subject Property is zoned *Arterial Mainstreet, Subzone 10, Schedule 126 – AM10[S126]* in the *City of Ottawa Zoning By-law 2008-250* (see Figure 13). Schedule 126 permits a maximum building height of 36.5 metres along Carling Avenue, a maximum building height of 4.5 metres at the rear of the site and requires a 3-metre setback from the rear property line. The Subject Property is proposed to be zoned *Hub Zone 2, Schedule 126 – H2[S126]* in the *Final Draft of the New City of Ottawa Zoning By-law*. The current height schedule carries forward into the Final Draft of the New City of Ottawa Zoning By-law, taking precedence over the maximum building heights permitted in the H2 zone.

2.0 PROPOSED DEVELOPMENT

2.1 Description of Conceptual Development Proposal

The proposed development concept for the Subject Property consists of a mixed-use building comprised of a 28-storey tower and an 8-storey tower, integrated through a common podium (refer to Figures 14, 15, and 16). The conceptual development would accommodate a total of 323 residential units, including 217 one-bedroom units, 38 one-bedroom plus den units, 37 two-bedroom units, and 31 three-bedroom units. Primary residential entrances will be provided directly from Carling Avenue and within the site. Two ground-floor commercial units would be accessed from Carling Avenue. The rear yard will incorporate a combination of soft and hard landscaping, including a vegetated buffer of trees and shrubs along the southern lot line to screen adjacent low-rise dwellings. The south façade of the high-rise tower fronting Carling Avenue will maintain a setback of more than 50 metres from the southern property line, ensuring an appropriate height transition and minimizing impacts on the low-rise neighbourhood to the south.

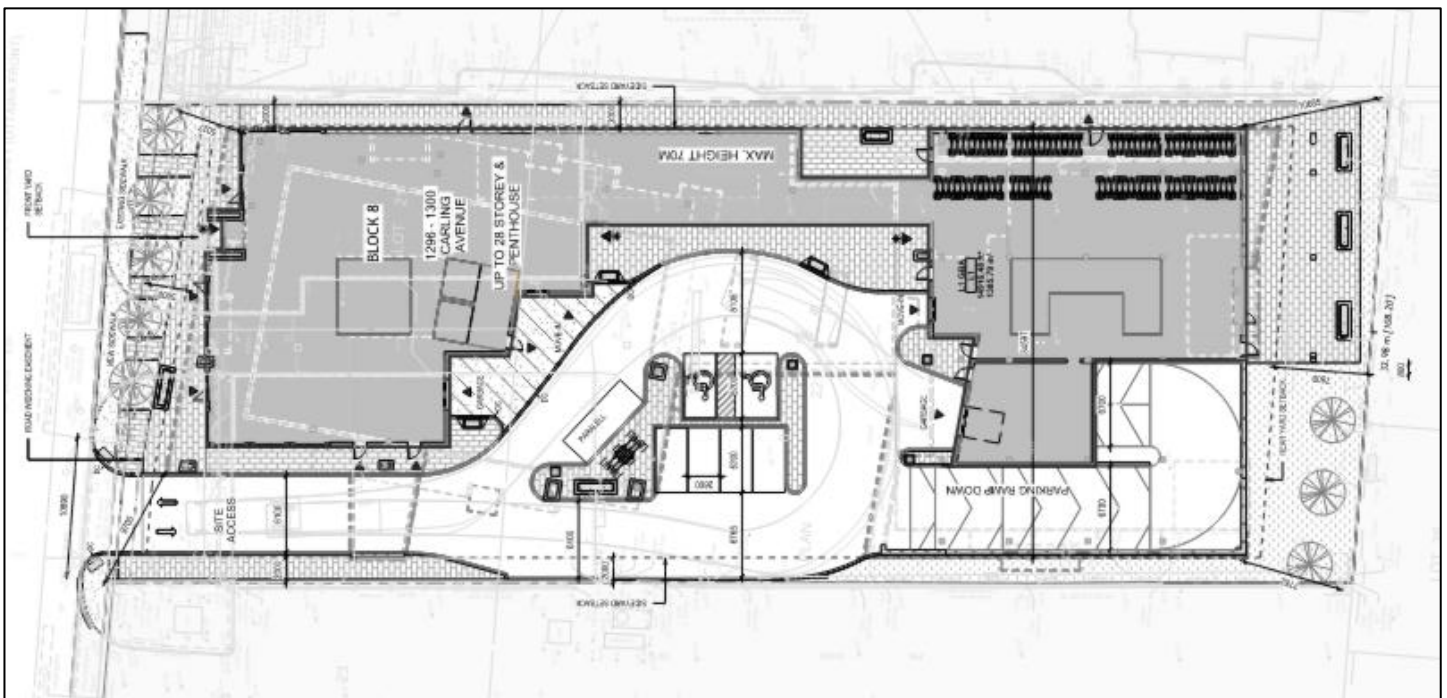


Figure 14: Conceptual Site Plan Excerpt

A total of 215 underground parking spaces and 8 exterior spaces are proposed with access off Carling Avenue. 323 bicycle parking spaces will be provided and will be located within a bike room on the ground floor. The majority of residential units within the building will be designed to include private balconies, enhancing livability and access to outdoor space for residents. Common amenity spaces are located indoors on the first three floors. An outdoor amenity terrace is proposed on the third level, connecting the proposed towers through a shared rooftop terrace.



Figure 15: Conceptual Elevation (facing west)

2.2 Details of Proposed Amendment(s)

1296 and 1300 Carling Avenue is zoned *Arterial Mainstreet, Subzone 10, Schedule 126 – AM10[S126]* in the *City of Ottawa Zoning By-law 2008-250* (see Figure 13). Schedule 126 limits the permitted building height to a maximum of 36.5 metres above grade on the north portion and 4.5 metres on the south portion of the Subject Property. The proposed development is not permitted in the *AM10[S126]* zone. It is proposed to rezone the Subject Property from *AM10[S126]* to *AM10[SYYY]* to permit a maximum building height of 88 metres (28-storeys) on the Subject Property. Site-specific provisions are required.

Proposed Site-Specific Provisions

The following site-specific provisions are proposed for the Subject Property.

- To permit a maximum building height of 88 m in Area A
- To permit a maximum building height of 27.5 m in Area B

2.3 Previous Consultations, Applications and Approvals

A pre-consultation meeting was held on March 28, 2025 to discuss the proposed development of a mixed-use high rise building on the Subject Property with two commercial units and underground parking accessed from Carling Avenue.

3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Planning Statement (PPS) 2024

The Provincial Planning Statement, 2024 (PPS) provides policy direction on matters of provincial interest and sets the foundation for regulating the development and use of all land. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on October 20, 2024. All decisions affecting planning matters must be consistent with the policies of the PPS.

Section 2.1 of the PPS sets out policies to plan for people and homes.

Policy 2.1.6 of the PPS states:

- “Planning authorities should support the achievement of complete communities by:*
- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
 - b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
 - c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.”*

The proposed development on the Subject Property will provide a mix of residential units and commercial uses with access to local and frequent transit options. The proposed development

will contribute to a diverse range of built forms in the surrounding area and will provide commercial space and housing options for residents at all levels of ability and stages of life.

Section 2.2 of the PPS sets out policies for housing.

Policy 2.2.1 of the PPS states:

“Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
- b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional properties (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.”*

The PPS defines “intensification” as:

“the development of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of brownfield sites and underutilized shopping malls and plazas;*
- b) the development of vacant and/or underutilized lots within previously developed areas;*
- c) infill development; and*
- d) the expansion or conversion of existing buildings”*

The proposed development on the Subject Property will promote the efficient use of land through redevelopment of an underutilized site within the City’s urban area. The proposed infill development is an example of residential intensification. The residential component of the proposed development will add 323 dwelling units to a site that is currently occupied with two, three-storey mixed-use employment buildings. The location of the development is well suited to intensification, with transportation infrastructure including frequent bus routes connecting to light rail transit routes and designated cycling routes along Carling Avenue.

Section 2.3 of the PPS defines and sets out policies for settlement areas. The Subject Property is considered part of a settlement area, as it is within the Urban Area for the City of Ottawa.

Policy 2.3.1.1 states: “Settlement areas shall be the focus of growth and development.”

Policy 2.3.1.2 states:

“Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) support active transportation;*
- c) are transit-supportive, as appropriate; and,*
- d) are freight-supportive.”*

The Major Zoning By-law Amendment application will facilitate development of a high-rise, mixed-use building on the Subject Property. The proposed development is consistent with Policy 2.3.1.1 and 2.3.1.2 of the PPS as it represents an efficient use of an existing fully serviced property and existing municipal infrastructure. The proposed development is transit supportive. Bus stops along frequent routes 80 and 85 on Carling Avenue are located immediately across the street and to the east and west of the Subject Property. Carling Avenue is planned as a future BRT route. The route will provide enhanced transit service for businesses and residents adjacent to Carling Avenue and further supports redevelopment along the corridor. The Subject Property is within proximity of designated cycling routes along Carling Avenue with connections to Merivale Avenue and Hampton Park. The proposed development is located along a designated cycling route and promotes active transportation opportunities for residents.

Policy 2.3.1.3 states:

“Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.”

The Subject Property is underutilized for residential given its location near existing and future transit and can accommodate intensification and redevelopment. The proposed development is situated in an appropriate location to support the creation of a complete community. The proposed high-rise, mixed-use building is an example of intensification directed to an area where appropriate levels of infrastructure and public service facilities exist to support the needs of the community.

Section 2.4 of the PPS provides policy direction for Strategic Growth Areas. Policy 2.4.2 states:

“To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- a) to accommodate significant population and employment growth;*
- b) as focal areas for education, commercial, recreational, and cultural uses;*
- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and*
- d) to support affordable, accessible, and equitable housing.”*

The proposed development will provide residential and commercial intensification within walking distance of frequent transit service along Carling Avenue. Carling Avenue is planned as a future BRT route providing connections to local transit routes and the Dow's Lake and Lees LRT stations. The proposal will provide for housing diversity and commercial uses in the community to meet a range of needs for residents and visitors.

Section 2.9 of the PPS provides policy direction related to energy conservation, air quality, and climate change.

Policy 2.9.1 states:

"Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a) support the achievement of compact, transit-supportive, and complete communities;*
- b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
- c) support energy conservation and efficiency;*
- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate."*

The proposed development meets the climate change objectives and policies of the PPS by providing intensification in proximity to public and active transportation routes along Carling Avenue and provides connections to Merivale Avenue and Hampton Park. The introduction of ground-oriented commercial and residential uses and proximity to bus stops on frequent transit routes increases opportunities for residents and visitors to fulfill most of their daily needs by walking, cycling, or taking transit.

Section 3.2 of the PPS sets out policies for transportation systems.

Policy 3.2.1 states:

"Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles."

The proposed development of a high-rise, mixed-use building with limited off-street motor vehicle parking provided will introduce a level of density that promotes the viability of active transportation and transit use and contributes to the efficient movement of residents and visitors to and from the Subject Property.

Section 3.3 of the PPS sets out policies for transportation and infrastructure corridors.

Policy 3.3.3 states:

"New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term

purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.”

The Subject Property is located with frontage on Carling Avenue. Carling Avenue is designated as an existing Arterial road on *Schedule C4 – Urban Road Network* of the Official Plan (see Figure 9). All Arterial and Collector roads in the urban area are designated cycling routes that will be upgraded with appropriate cycling facilities over time as shown on *Schedule C3 – Active Transportation Network* of the Official Plan (see Figure 9). Frequent transit routes 80 and 85 are located within proximity of the Subject Property. The proposed development concept of a high-rise, mixed-use building on the Subject Property is compatible with the existing use of the Carling Avenue corridor, will be transit-supportive and designed to create no negative impacts on the existing or planned function of transportation corridors in the area.

Section 3.6 of the PPS sets out policies for Sewer, Water and Stormwater.

Policy 3.6.1 of the PPS states:

“Planning for sewage and water services shall:

- a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services.”*

The proposed development concept on the Subject Property represents intensification from the current use. The proposed development of a mixed-use building has been designed to align with and optimize existing municipal infrastructure capacity and avoid the requirement for servicing upgrades on the Subject Property.

The Major Zoning By-law Amendment application is consistent with the policies of the Provincial Planning Statement (2024).

3.2 City of Ottawa Official Plan

The Subject Property is designated Hub within the Inner Urban Transect. The Subject Property is located within Area-Specific Policy Area 31 (Westgate) on Annex 5 of the Official Plan (2022). Area specific policies take precedence over other policies of the Official Plan.

3.2.1 Strategic Directions & Cross Cutting Issues

Section 2 of the Official Plan (2022) provides Strategic Directions for the City. This includes five Big Policy Moves and six Cross-Cutting Issues.

The five Big Policy Moves provide broad policy directions and are the foundation of the Official Plan. The Big Policy Moves are:

- 1. Achieve, by the end of the planning period, more growth but intensification than by greenfield development.*
- 2. By 2046, the majority of trips in the city will be made by sustainable transportation.*
- 3. Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.*

4. *Embed environmental, climate and health resiliency and energy into the framework of our planning policies.*
5. *Embed economic development into the framework of our planning policies.*

These Big Policy Moves inform the six themes, or Cross-Cutting Issues, that are embedded throughout the policies and sections of the Official Plan. The Cross-Cutting Issues are:

- Intensification and Diversifying Housing Options
- Economic Development
- Energy and Climate Change
- Healthy and Inclusive Communities
- Gender and Racial Equity
- Culture

The proposed Zoning By-law Amendment application addresses the objectives of the following Cross-Cutting Issues:

3.2.1.1 Intensification and Diversifying Housing Options

The proposed Zoning By-law Amendment application will facilitate the development of 323 dwelling units on the Subject Property. This will contribute to intensification within the urban area and will provide for a diversity of housing options in the neighbourhood. The proposed development will better utilize the Subject Property and contribute to meeting the goals of the City's Growth Management Framework. The proposed development will contribute to the 47% of household growth that is allocated to the built-up or developed portion of the urban area, as per Policy 3.1(4)(a)(i). The proposed development will support the City in meeting its target of 51% of dwelling growth occurring through intensification, as per Policy 3.2(1).

3.2.1.2 Economic Development

The proposed Zoning By-law Amendment application will provide for 323 dwelling units and two commercial units on the Subject Property, which supports the City's Growth Management Framework. The increased density on the Subject Property will also support local businesses, transit and active transportation use along Carling Avenue and in the surrounding community.

3.2.1.3 Energy and Climate Change

The proposed development will more efficiently use the Subject Property and will contribute to the creation of a compact and complete community. Providing increased density on the Subject Property will support transit services with connections along Carling Avenue. The proximity to commercial, retail, employment and recreational opportunities in the surrounding area will decrease reliance on private motor vehicles to complete daily tasks. A bicycle parking ratio of 1.0 is proposed to support the use of active transportation options in the area.

3.2.1.4 Healthy and Inclusive Communities

The proposed development comprises a compact, higher density, mixed residential and commercial use in proximity to frequent transit service to the east and west along Carling Avenue. A bicycle parking ratio of 1.0 is proposed to facilitate the use of active transportation options in the neighbourhood. The Subject Property's location and the provision of bicycle parking will

promote transit and active transportation use by residents, commercial tenants and visitors to the proposed building. This will support the development of healthy, walkable 15-minute neighbourhoods.

3.2.1.5 Gender and Racial Equality

The proposed development has been designed to reduce potential safety impacts on women and racialized communities. The proposed development will be designed with substantial glazing and direct points of access for the commercial units along the Carling Avenue frontage to provide “eyes on the street”. The proposed building has been designed to be accessible.

3.2.1.6 Culture

The proposed development is located with frontage on Carling Avenue providing residents with opportunities to engage in cultural and social activities within walking distance of home. The proposed development has been designed with the main entrance connecting directly to the street, which will enhance the public realm and promote social interaction amongst commercial tenants, residents, visitors and neighbours. The proposed development has been designed to fit within the existing context and maintain compatibility with established characteristics of the neighbourhood.

3.2.2 Growth Management Framework

Section 3 of the Official Plan (2022) provides a Growth Management Framework for the City of Ottawa. Section 3 states:

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

Section 3 also states:

“Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments.”

The Subject Property is located within the urban area of the City and will accommodate residential growth within the built-up area by providing 323 new residential dwelling units and two commercial units. The proposed development will help accommodate the City’s expected growth through infill rather than greenfield development.

Policy 3 of Section 3.1 states:

“The urban area and villages shall be the focus of growth and development.”

Policy 4 of Section 3.1 states:

“The City will allocate household growth targets as follows:

- a) *93 per cent within the urban area where:*
 - i) *47 per cent is within the urban area that is built-up or developed as of July 1, 2018; and*
 - ii) *46 per cent is within the greenfield portion of the urban area;*
- b) *7 per cent within the rural area where:*
 - i) *5 per cent is within the villages; and*
 - ii) *2 per cent is outside of villages.”*

The proposed Zoning By-law Amendment will facilitate the development of 323 dwelling units within the urban area. The proposed development will contribute to achieving the City’s target of 93% of household growth being within the urban area and 47% of household growth being within the built-up or developed portion of the urban area.

Section 3.2 encourages intensification within the built-up area and provides policy direction for future infill growth. Policy 1 states:

“The target amount of dwelling growth in the urban area that is to occur through intensification is 51 per cent and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior’s and student residences, based upon building permit issuance within the built-up portion of the urban area. This overall target is anticipated to be achieved through a gradual increase in intensification throughout the urban area that was developed or built-up as of June 30, 2018 as follows:

- a) *2018 to 2021: 40 per cent;*
- b) *2022 to 2026: 45 per cent;*
- c) *2027 to 2031: 50 per cent;*
- d) *2032 to 2036: 54 per cent;*
- e) *2037 to 2041: 57 per cent; and*
- f) *2042 to 2046: 60 per cent.”*

The proposed development is within the urban area and is considered intensification. The proposed development will contribute to the City’s target of 51% of dwelling growth occurring through intensification.

Policy 4 of Section 3.2 states:

“Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.”

The Subject Property is located within the built-up area and has access to municipal water and sewer service. The proposed development will conform with the appropriate transect and land use designation policies regarding intensification on the Subject Property.

Policy 10 of Section 3.2 of the Official Plan sets out residential density targets that apply to Hubs and states: *“The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors.”*

The Subject Property is designated as Hub in the Official Plan. Policies of the Official Plan establish a targeted residential density of between 150 to 250 dwellings per net hectare for Hubs for proposed developments in the Inner Urban Transect. The Official Plan does not specify a density target for the Subject Property. A total of 323 dwelling units are proposed on the Subject Property, which has a net buildable area of approximately 3,807 square metres. The density of the proposed development is approximately 849 dwelling units per net hectare, which exceeds the residential density targets for Hubs in the Official Plan.

3.2.3 City-wide Policies

Section 4 of the Official Plan sets out city-wide policies to be considered where all new development is proposed.

Policy 1 of Section 4.1.2 of the Official Plan sets out the framework for establishing 15-minute neighbourhoods across the City and states that:

“1) In general, this Plan equates a walking time of:

- a) 5 minutes to be equivalent to a radius of 300 metres, or 400 metres on the pedestrian network;*
- b) 10 minutes to be equivalent to a radius of 600 metres, or 800 metres on the pedestrian network; and*
- c) 15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.”*

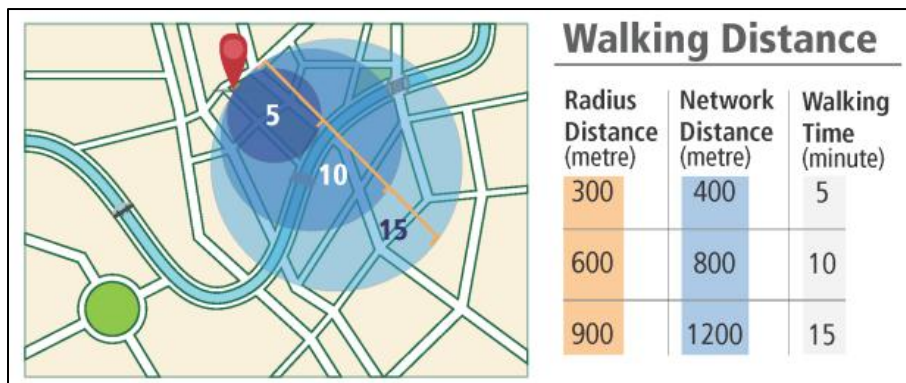


Figure 16 – Official Plan Figure 11

The Subject Property is located fully within 300 metres radius and within 400 metres network distance of transit stops along frequent bus route 80 on Merivale Road and frequent bus route 85 on Carling Avenue. Carling Avenue is planned as a future BRT route providing connections to

local transit routes and LRT stations. Bus stops along local bus route 81 are located within 600 metres radius and within 800 metres network distance west of the Subject Property on Kirkwood Avenue. Bus route 81 provides direct access to Tunney's Pasture rapid transit station. The proximity of the proposed development to a range of transit options in the immediate area represents a walking distance of 10 minutes or less for residents to access frequent street transit options from their home (see Figure 16).

3.2.3.1 Housing

Section 4.2 of the Official Plan provides policy direction related to housing.

Policy 1 of Section 4.2.1 states:

"A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;*
- b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;*
- c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;*
- d) Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and*
- e) The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans."*

The proposed Zoning By-law Amendment application will facilitate the development of a high-rise, mixed use building with 323 residential units including one-bedroom, one-bedroom plus den, two-bedroom, and three-bedroom units. The proposed development will contribute to the housing diversity in the neighbourhood while providing more dwelling units in the urban area.

3.2.3.2 Urban Design

Section 4.6 of the Official Plan sets out policies related to Urban Design and is intended to promote design excellence in Design Priority areas, encourage innovation in site planning and building design, support the objectives of Corridors, Hubs and Neighbourhoods and enable integration of new development with existing communities.

Policy 2 of Section 4.6.5 of the Official Plan states:

"Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated."

The proposed development has been designed to frame Carling Avenue with appropriate building height, setback, and building materials. The active frontage on Carling Avenue provides direct pedestrian connections to the street. The proposed 8-storey building height for the central portion of the Subject Property and 7.5 metre rear yard setback provides a transition to existing low-rise dwellings and mitigates potential visual impacts from the proposed development.

Policy 3 of Section 4.6.5 of the Official Plan states:

“Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.”

Direct pedestrian access to the Subject Property is provided from the principal building entrance to the public sidewalk along Carling Avenue. Entrances to grade level commercial spaces are provided off Carling Avenue. A combination of soft and hard landscaping treatments and street trees will be provided along Carling Avenue where possible. A soft landscape area with vegetated trees and shrubs provides additional screening from the low-rise residential dwellings abutting the Subject Property to the south. Motor vehicle access to an underground garage is provided off Carling Avenue for the proposed development.

Policy 1 of Section 4.6.6 of the Official Plan states:

“To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- a) Between existing buildings of different heights;*
- b) Where the planned context anticipates the adjacency of buildings of different heights;*
- c) Within a designation that is the target for intensification, specifically:
 - i) Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and*
 - ii) Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.”**

The Subject Property is designated Hub in the Official Plan. Policies of the Official Plan generally permit building heights up to high-rise in the Hub designation. The Official Plan defines “High-rise” as buildings up to 40 storeys in height. Existing low-rise buildings are located immediately to the south of the Subject Property on 1243 and 1247 Thames Street. Properties to the south are designated Neighbourhood within the Evolving Neighbourhood Overlay in the Official Plan and are anticipated to remain low-rise. A high-rise, mixed use building is proposed on the Subject Property. The tallest portion of the proposed development is positioned along the Carling Avenue frontage at 28-storeys. The 8-storey building height for the central portion of the Subject Property and 7.5 metre rear yard setback creates a transition in the rear yard from abutting low-rise buildings to the south and mitigates potential visual impacts from the proposed development.

Policy 2 of Section 4.6.6 of the Official Plan states:

“Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.”

Existing low-rise buildings located to the south of the Subject Property along the rear lot line are designated Neighbourhood with an Evolving Neighbourhood Overlay in the Official Plan. Properties to the south are anticipated to remain low-rise. The proposed 8-storey building at the rear of the Subject Property provides a 7.5m rear yard setback to create a transition in the rear yard from abutting low-rise buildings to the east.

Policy 9 of Section 4.6.6 of the Official Plan states:

“High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.”

The existing building to the west sets the standard for tower separation along Carling Avenue. The conceptual site plan ensures a minimum tower separation of 23 metres from the adjacent buildings located east and west of the Subject Property. There are no active development application adjacent to the Subject Property, however, the proposed tower separations shown in Figure 17 ensure that future development of adjacent properties remain possible while maintaining appropriate tower separations and consistency with policies of the Official Plan.

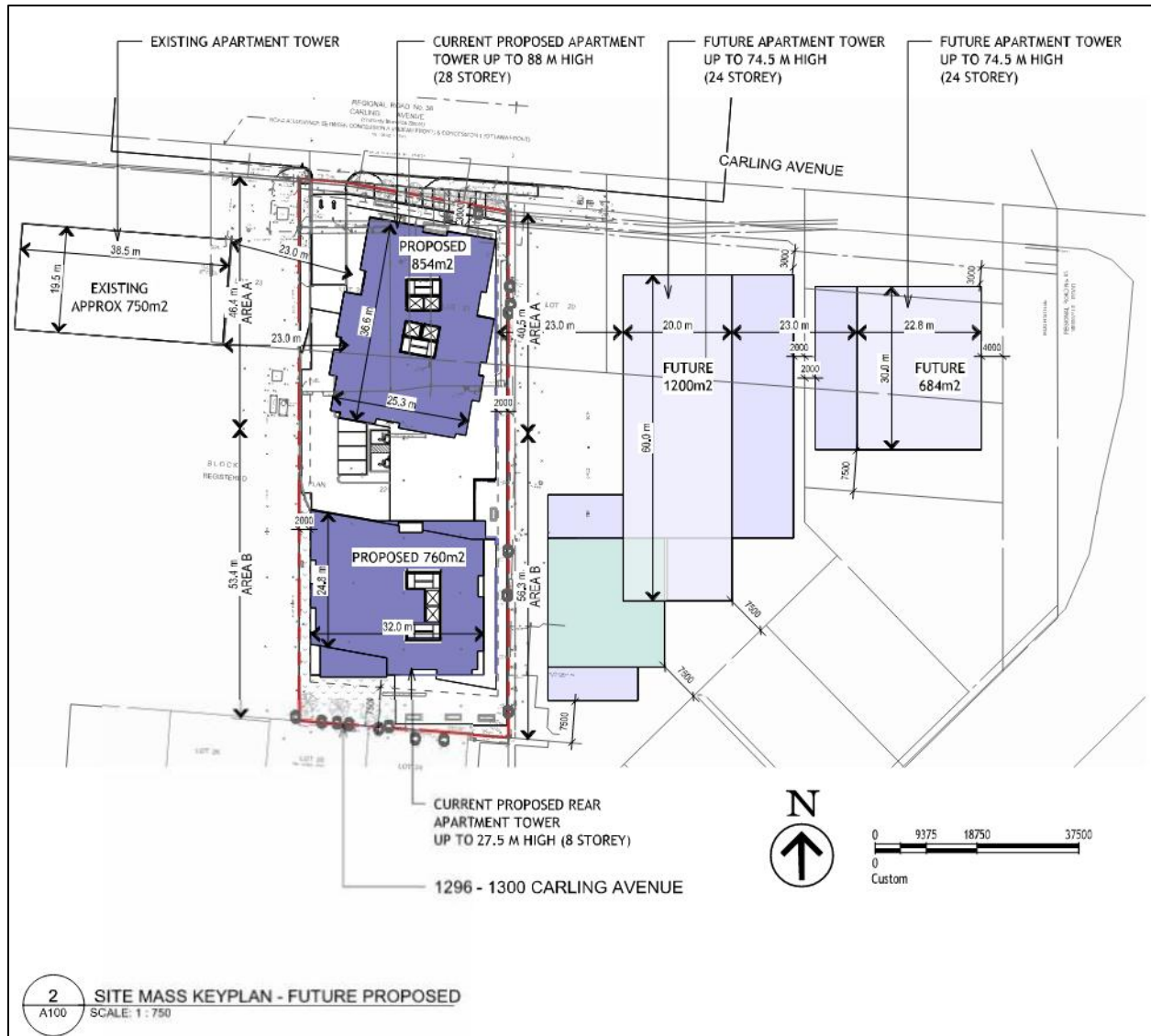


Figure 17: Tower separation distance to abutting properties

3.2.4 Inner Urban Transect

Section 5.2 of the Official Plan sets out general policies and guidance for proposed development within the Inner Urban Transect.

Policy 3 of Section 5.2.1 states:

“The Inner Urban Transect is generally planned for mid- to high-density development, subject to:

- a) Proximity and access to frequent street transit or rapid transit;
- b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and

c) *Resolution of any constraints in water, sewer and stormwater capacity.”*

The proposed development represents an appropriate example of intensification along Carling Avenue in proximity to frequent transit service and planned rapid transit infrastructure. Area Specific Policy 31.12 and 31.15 address building heights and setbacks. The proposed high-rise, mixed-use development features a 2-storey podium that provides a smooth transition from the pedestrian realm to the high-rise tower. The proposed 8-storey building at the rear of the property has a 7.5 metre rear yard setback to prevent encroachment onto neighbouring low-rise dwellings. The proposed building height and massing align with the evolving built form of the neighbourhood, including approved high-rise developments in the Westgate lands to the north and to the west along Carling Avenue.

Policy 4 of Section 5.2.1 states:

“The Inner Urban Transect shall continue to develop as a mixed-use environment, where:

- a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;*
- b) Small, locally oriented services may be appropriately located within Neighbourhoods;*
- c) Existing and new cultural assets are supported, including those that support music and nightlife;*
- d) Larger employment uses are directed to Hubs and Corridors; and*
- e) Increases in existing residential densities are supported to sustain the full range of services noted in Policy a).”*

Policies of the Official Plan direct areas designated “Hub” to accommodate increased residential growth and mixed-use development that support a wide variety of housing types and services for residents within walking distance from home. The proposed development of a mixed-use building on the Subject Property is consistent with policies of the Official Plan for Hubs within the Inner Urban Transect.

Policy 2 in Section 5.2.2 states:

“The transportation network for the Inner Urban Transect shall:

- a) Prioritize walking cycling and transit; and*
- b) Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users.”*

The Subject Property is located within proximity of cycling and transit infrastructure along Carling Avenue, Kirkwood Avenue, and Merivale Road with a connection to Hampton Park. The proposed development concept provides 323 bicycle parking spaces located within the building. Providing bicycle parking at a rate of 1.0 space per dwelling unit to incentivize residents to bike to their daily destinations rather than using a private motor vehicle.

Policy 1 of Section 5.2.3 states:

“Within Hubs, permitted building heights, are as follows:

- a) Up to a 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 3 storeys and up to High-rise;
- b) High-rise 41+ where permitted by a secondary plan;
- c) Outside the area described by Policy a), not less than 3 storeys and up to a High-rise where the parcel is of sufficient size to allow for a transition in built form massing; and
- d) On parcels that are within a designated Hub but not covered by a local plan, High-rise buildings shall only be permitted on parcels of sufficient size to allow for a transition in built form massing, and their height shall be lowest at the outer edge of the Hub and tallest at the centre of the Hub and near a rapid transit station.”

The Subject Property is designated “Hub” and is within 400 metres walking distance from a future BRT route planned on Carling Avenue. The Official Plan defines “High-rise” as buildings up to 40 storeys in height. Area Specific Policies apply to the Subject Property and may limit permitted uses and maximum permitted building height.

The urban characteristics outlined in Table 6 of Section 5 of the Official Plan are as follows:

- *Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm*
- *Principal entrances at grade with direct relationship to public realm*
- *Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios*
- *Minimum of two functional storeys*
- *Buildings attached or with minimal functional side yard setbacks*
- *Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing*
- *No automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building, such as in a front facing garage*

The proposed development concept has a three metre front yard setback to establish a strong interface with the public realm along Carling Avenue. To create an active street frontage, principal entrances to the commercial and residential portions of the building are located facing Carling Avenue complete with soft and hard landscaping, street trees, and raised planters. The proposed development has limited off-street parking primarily located underground. The entrance to the parking garage is located to the south of the development and is separated from the principal entrances and active frontages located at the centre and north portions of the building along Carling Avenue.

3.2.5 Designation

Section 6.1 of the Official Plan sets out policies related to Hub designations. Hubs are centered around planned, or existing rapid transit stations and/or frequent street transit stops.

Policy 3 of Section 6.1.1 of the Official Plan states:

“Development within a Hub:

- a) *Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;*
- b) *Shall encourage large employment, commercial or institutional uses locate close to the transit station;*
- c) *May be required, through the Zoning By-law, to include mixed uses on sites and within buildings located within 300 metre radius or 400 metres walking distance, whichever is greatest of an existing or planned transit station, through measures including but not limited to:*
 - i) *Requiring commercial and service uses on the ground floor of otherwise residential, office and institutional buildings;*
 - ii) *Requiring residential and/or office uses on the upper floors of otherwise commercial buildings; and*
 - iii) *May require minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building;*
- d) *Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;*
- e) *Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;*
- f) *Shall establish buildings that:*
 - i) *Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;*
 - ii) *Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and*
 - iii) *Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.*
- g) *Shall be subject, through the Zoning By-law, to motor vehicle parking regulations that support the Hub's prioritizing of transit, walking and cycling, including as appropriate:*
 - i) *Reduction or elimination of on-site minimum parking requirements;*
 - ii) *Maximum limits on parking supply;*
 - iii) *Prohibition of surface parking lots as a main or accessory use, other than publicly-operated park and-ride facilities;*
 - iv) *Regulation, pricing, metering and enforcement of public on- and off-street parking to balance supply and demand;*
 - v) *Establishment of residential on-street parking permit zones; and*
 - vi) *Despite the above, visitor parking shall continue to be required for high-density residential uses, in order to prevent visitor demand for parking from creating undue demand on public parking facilities; and*
- h) *Prohibit uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.”*

The Subject Property is designated as a Hub. Carling Avenue is planned as a future BRT route with at grade crossings as shown on *Schedule C2 – Transit Network Ultimate* of the Official Plan (Figure 12). The conceptual development proposal includes commercial uses on the ground floor of the residential building contributing to the growth of 15-minute neighbourhoods. The façade along Carling Avenue is broken and stepped to create articulation to provide for a smooth transition from the pedestrian realm to the high-rise tower. The commercial unit entrances are located facing Carling and the residential lobby is located behind the main tower creating a separation between public and private use.

Policy 6 of Section 6.1.1 of the Official Plan states:

“Where Corridors intersect or overlap with Hubs, the building height policies governing Hubs shall prevail; however:

- a) *Vehicular traffic along the Corridor shall be managed with street design and measures including traffic calming so as not to undermine the pedestrian-, cyclist- and transit user-focused environment of the Hub; and*
- b) *Subject to a), transit shall be prioritized along Corridors.”*

Policy 4 of Section 6.1.2 of the Official Plan states:

“The minimum building heights within PMTSAs except as specified by a Secondary Plan, are as follows:

- a) *Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys and*
- b) *Outside the area described by a) not less than 2 storeys.”*

The Subject Property is located along Carling Avenue and is designated as a Mainstreet Corridor and Hub. Per the policy above, the height policies governing Hubs take precedent. The Subject Property is within 400 metres walking distance from a future BRT route planned on Carling Avenue. The minimum permitted building height is four storeys.

3.2.6 Protection of Health and Safety

Section 10 of the Official Plan provides policy direction for the protection of health and safety.

Sections 10.1.1 to 10.1.5 speak to natural hazards such as flooding, unstable soils or bedrock, and wildfires. The Subject Property is not within the floodplain and does not contain bedrock.

Section 10.1.6 speaks to contaminated sites and requires development to only take place on sites where the environmental conditions are suitable for the proposed use. Policy 1 of Section 10.1.6 requires environmental site assessments and remedial or risk assessment/risk management activities reports to be completed as part of a development application. A Phase 1 and Phase 2 Environmental Site Assessment (ESA) was previously completed by Paterson Group dated October 10, 2025. The Phase 2 ESA concluded that *asbestos containing material (ACMs) and lead based paints may be present within the structures.*” The report recommends that *“Lead testing should be conducted in the buildings prior to the disturbance of painted surfaces”* and a Designated Substance Survey (DSS) be carried out prior to undertaking any demolition activities.

Section 10.3 speaks to building resiliency to the impacts of extreme heat. Policy 1 of Section 10.3 states:

“Trees will be retained and planted to provide shade and cooling by:

- a) Applying the urban tree canopy policies in Subsection 4.8 and other sections of the plan;*
- b) Prioritizing them in the design, and operation of parks and the pedestrian and cycling networks and at transit stops and stations for users wherever possible; and*
Encouraging and supporting maintenance and growth of the urban tree canopy on residential, commercial and private property.”

The Conceptual Landscape Plan provided with the submission package shows that existing trees on the Subject Property will be retained where possible. New trees are proposed as part of the development, including five new street trees in the front yard along Carling Avenue. This will provide for an improved streetscape with a mix of hard and soft landscaping. As part of a future site plan application, the proposal will be designed to meet the City’s policies and objectives regarding tree canopy by providing increased canopy coverage.

Section 10.4 speaks to enhancing personal security through design. Policy 1 of Section 10.4 states:

“When reviewing development, the City will consider measures to enhance safety and security through such means as:

- a) Provision of outdoor lighting in spaces intended for public use after dark that is sufficient to support the activities planned for that space;*
- b) An overall pattern of design that avoids creation of enclosed areas or areas such as narrow recesses between buildings that could be used to entrap persons passing through a space;*
- c) Preservation of unobstructed sight lines for persons passing through public spaces and opportunities for public spaces to be overlooked by people in adjacent buildings or other public spaces;*
- d) Provision of a mix of uses on corridors that promotes activity and social interaction at various times of the day and night and are served by transit routes; and*
- e) Where there are overpasses and tunnels, provide alternative routes at grade, where possible; and*
- f) Provision of pedestrian and cycling connections between neighbourhoods and across barriers shall be designed for passive supervision and wayfinding, where possible.”*

The proposed development concept provides a mix of residential and commercial uses to promote a variety of activities at all times of the day. Numerous windows are provided in commercial units facing the street at grade level and direct connections to the public realm are provided to establish “eyes on the street” and enhance safety for all users.

3.2.7 Area Specific Policy

The Subject Property is located within Area-Specific Policy Area 31 (Westgate) on Annex 5 of the Official Plan. Area specific policies take precedence over other policies of the Official Plan.

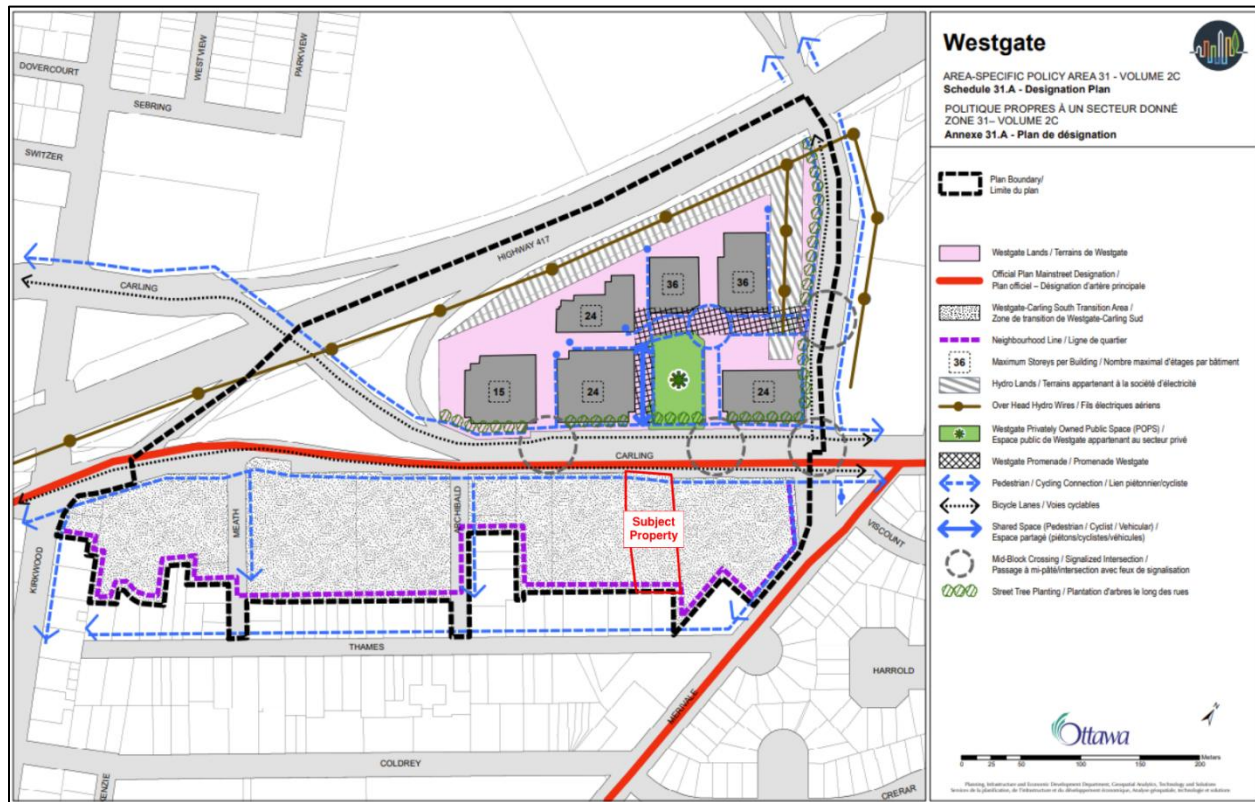


Figure 18: Area-Specific Policy Area 31 – Schedule 31.A – Designation Plan

Policies of the Westgate Area Specific Plan direct the greatest building heights to the “Westgate Lands” (see Figure 18). The Subject Property is located in the Westgate-Carling South Transition Area.

The following Area Specific Policies of the Official Plan generally apply to the Westgate area:

Policy 31.12 of the Westgate Area Specific Plan states:

“Residential and mixed-use buildings will take a podium and tower form. Podiums on all buildings will be a minimum of two storeys in height.”

The proposed high rise tower fronting on Carling Avenue provides a step back at the third storey, above the podium. The step back helps to visually delineate the base podium from the upper floors. A recessed floor plate is provided on level three to mitigate potential wind and shadow impacts on the common outdoor terrace area. Proposed building step backs and façade recesses can reduce the visual impact of the upper storeys when viewed from the street and neighbouring properties.

Policy 31.13 states:

“Tower portions of high-rise buildings should:

- a) Have a floor plate size that is limited. Proposals for residential floor plates larger than 750 square metres, or commercial floor plates larger than 1,500 square metres shall:
 - i) Demonstrate that the relevant objectives of this policy area are met through the use of such measures as building orientation, building shape, design and use of materials; and
 - ii) Provide greater setbacks and setbacks where necessary, to mitigate impacts of uses on adjacent buildings and properties; and
- b) Be appropriately separated from adjacent towers, either on the same property or on an abutting property. A high-rise tower should have a minimum separation distance of 20 metres from another high-rise tower. Reduced tower separation is acceptable if proposals can demonstrate:
 - i) *That the relevant objectives of this policy area are generally met through building layout and design, including but not limited to, the use of a smaller floor plate, building orientation, balconies or window treatments, setbacks, setbacks, and/or building shape; and*
 - ii) *That the potential for future high-rise buildings on abutting lots can be developed and generally meet the separation distances or mitigation measures provided above; and*
 - iii) *That towers of different land uses require special consideration (i.e. a residential tower abutting an office tower); and*
- c) *Where a proposal cannot demonstrate that the above requirements can be met, the property may not be considered appropriate for high-rise buildings or may require lot consolidation before they may be accommodated.”*

The conceptual site plan shows tower plates of approximately 850 square metres to achieve a mix of apartment sizes. While proposed tower plates are slightly larger than the guideline of 750 square metres, a 23-metre separation distance can be provided between existing tower to the west and future high-rise buildings on abutting lots to the east to meet the policy requirement.

Area Specific Policy 31.15 of the Official Plan specifically applies to the Westgate-Carling South Transition Area and states:

“Development in the Westgate-Carling South Transition Area shall demonstrate that the area south of the Neighbourhood Line, provides an appropriate transition in terms of building height and uses, setbacks, and landscaping, to protect the lower-profile character of the area.”

The conceptual site plan provides an appropriate building height transition with the tallest portion of the proposed development positioned along the Carling Avenue frontage stepping down to a mid-rise form adjacent to low-rise residential uses along the rear property line. This approach minimizes the impact on existing low-rise dwellings to the south of the Subject Property. The 7.5 metre rear yard setback from the 8-storey building will provide for an appropriate transition to the low-rise dwellings at the rear of the property. Landscaping is proposed to provide an additional visual buffer to the low-rise residential dwellings to protect the lower-profile character of the area. Façade articulation will be incorporated through a future development to break up the building massing along both the Carling Avenue frontage and the rear property line, enhancing visual interest and reducing perceived scale.

The proposed Major Zoning By-law Amendment application conforms to the policies of the City of Ottawa Official Plan.

3.3 City of Ottawa Zoning By-law 2008-250

The Subject Property is zoned *Arterial Mainstreet, Subzone 10, Schedule 126 – AM10[S126]* under the *City of Ottawa’s Zoning By-law 2008-250*.

The Subject Property is proposed to be rezoned from AM10[S126] to AM10[SYYY] to permit a high rise, mixed-use building on the Subject Property. One 28-storey tower and one 8-storey tower are proposed combined via a common podium level. The proposed development will require site-specific provisions.

The purpose of the AM zone is to:

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

A high rise, mixed-use building is proposed for the Subject Property. One 28-storey tower and one 8-storey tower are proposed combined via a common podium level. The proposed development will include two ground-floor commercial units and 323 residential dwelling units. The incorporation of ground-floor commercial uses, proximity to the Carling Avenue corridor and bus stops on the frequent transit network will promote a pedestrian-oriented public realm where residents can access daily needs by walking, cycling, or taking transit. The built form of the building is designed to maintain the scale and character of the area by providing step backs above the second storey facing Carling Avenue to reduce the scale and visual impact of the building from the street. The proposed development is consistent with the purpose of the AM zone.

Section 185 (1) of the Zoning By-law lists a number of permitted non-residential uses for the AM zone including retail store, personal service business, restaurant and office. The proposed commercial units are permitted to be occupied by a variety of retail and employment uses. No specific employment use has been identified for the proposed development.

Section 185 (2) of the Zoning By-law lists “*dwelling unit*” as a permitted use in the AM zone. The proposed building containing a mix of commercial units at grade with dwelling units above is permitted in the proposed AM zone.

Table 1 below summarizes zoning provisions for the Subject Property. Site Specific Provisions are shown in orange.

Table 1: Zoning Provisions

Zoning Provision	AM Zone	Provided
Minimum Lot Area (m ²)	No minimum	3,807 m ²
Minimum Lot Width (m)	No minimum	32.34 m
Min. Front Yard Setback (m)	No minimum	3 m
Min. Interior Yard Setback (m)	No minimum	2 m

Minimum Rear Yard Setback (m)	7.5 m	7.5m [SYYY]
Maximum Building Height (m) [S126]	Area A: 36.5 m	88 m [SYYY]
	Area B: 4.5 m	27.5 m [SYYY]
Height of First Floor	4.5 m	7 m
Required Total Amenity Area	6m ² per dwelling unit, and 10% of the gross floor area of each rooming unit (6m ² x 323 = 1,938 m ²)	5,690 m ²
Required Communal Amenity Area	A minimum of 50% of the required total amenity area (1,938 m ² / 2 = 969 m ²)	1,265 m ²

Table 2: Parking Provisions

	Required	Provided
Parking Requirements - Residential		
Minimum Parking Spaces (0.5 spaces per dwelling unit after the first 12 units)	0.5 per dwelling unit (323 – 12)(0.5) = 156 spaces	193 residential spaces
Minimum Visitor Parking Spaces	32 spaces (0.1 spaces per dwelling unit after the first 12 units) (323 – 12)(0.1) = 32 spaces (102(3) – no more than 30 visitor parking spaces are required per building within Area X)	30 visitor parking spaces
Minimum Barrier Free Parking Spaces	Type A spaces: 3 Type B spaces: 4	Type A spaces: 7 Type B spaces: 3
Parking Requirements – Non-Residential		
Area X – Ground Floor/Basement	gross floor area of 200 square metres or less, no off-street motor vehicle parking is required to be provided.	n/a
Bicycle Parking Requirements		
Minimum Bicycle Parking Spaces – Residential	0.5 per dwelling unit (323 x 0.5 = 162)	323 bicycle spaces total (323 x 1.0 = 323)
Minimum Bicycle Parking Spaces – Retail / Commercial	1 per 250 m ² of GFA	

(proposed GFA is less than 200 m ²)

The Subject Property is located in Area X on Schedule 1A of the Zoning By-law. Section 101(3) of the Zoning By-law states that ground floor commercial uses located in Area X which do not exceed a total gross floor area of 200 square metres do not require motor vehicle parking. As the proposed ground floor commercial unit is less than 200 square metres in gross floor area, no off-street parking is required for it under the applicable zoning provisions.

Section 64 of the Zoning Bylaw regulates permitted projections above the height limit. The provision states that maximum building height limits do not apply to the following structures.

- *“Mechanical and service equipment penthouse, elevator or stairway penthouses”*

The proposed development includes mechanical and storage rooms as well as elevators and a service stairwell to access the rooftop.

The proposed development fully conforms with the required front, interior and rear yard setbacks, minimum residential parking rates, minimum required visitor parking rates, and minimum required bicycle parking rates. Provisions of the AM10[S126] zone does not permit a maximum building height of 28 storeys. Schedule 126 divides the Subject Property into two areas for purposes of establishing permitted building height. A maximum height of 36.5 metres is permitted along Carling Avenue, a maximum height of 4.5 metres is permitted towards the rear of the property, and a minimum 3 metre rear yard setback is required for the purposes of landscaping.

A major rezoning application is required to zone the Subject Property AM10[SYYY] and to establish site specific zoning provisions for maximum permitted building heights to facilitate the proposed development.

3.3.1 Proposed Zoning for the Subject Property

The following site-specific zoning provisions are requested for the Subject Property.

- To permit a maximum building height of 88 m in Area A on the draft zoning Schedule.
- To permit a maximum building height of 27.5 m in Area B on the draft zoning Schedule.

Building Height

The proposed 28-storey tower will have a maximum building height of 88 metres. The proposed 8-storey tower will have a maximum building height of 27.5 metres. The building will accommodate a four metre height on ground level and a three metre floor height on levels four to twenty-eight. The Official Plan contemplates high-rise intensification of up to 40 storeys in the Hub designation. The proposed 28-storey building height is consistent with policies of the Official Plan to support increased density within Hubs and in proximity to the future BRT route planned on Carling Avenue.

Recent developments along Carling Avenue demonstrate planned intensification of the corridor in line with Official Plan policy and implementing zoning provisions. Directly across from the Subject Property, at 1295 Carling Avenue, a 24-storey mixed-use building forms part of the larger

Westgate Shopping Centre redevelopment. To the west, at 1354 Carling Avenue, a 20-storey mixed-use building further exemplifies this pattern.

Several high-rise developments have received approval, are currently under development, or have been completed on properties located to the west of the Subject Property with frontage along Carling Avenue, as follows:

- Abutting the Subject Property to the west is an existing 21-storey building at 1316 Carling Avenue;



Figure 19: 1354 Carling Avenue

- Newly constructed buildings include a 20-storey and an 8-storey building further west of the Subject Property at 1354 Carling Avenue (see Figure 19); and,



Figure 20: 1285 Carling Avenue

- a 24-storey building at 1285 Carling Avenue to the northeast (see Figure 20).
- A new 24-storey building has been approved at 1330 Carling Avenue and 815 Archibald Street.

Figure 21 summarizes the permitted building heights in the surrounding context.



Figure 21: Approved Building Heights on Surrounding Properties prepared by DCA Architects

Existing low-rise buildings are located immediately to the south of the Subject Property at 1243, 1247, and 1251 Thames Street (Figure 22). The Subject Property is designated Mainstreet Corridor in the Official Plan. Policies of the Official Plan generally permit building heights to be no less than 2 storeys and up to a high-rise in the Mainstreet Corridor designation. The proposed development concept has been designed to complement the existing condition while anticipating intensification on abutting properties to the north, east, and west from low-rise and mid-rise to high-rise built forms over the medium to long term.



Figure 22: Existing low-rise, residential dwelling located at 1243 Thames Street

The proposed building has been designed to be sensitive to the potential impact of the building height on neighbouring properties. A step back is provided at level three above the building podium facing Carling Avenue to visually delineate the base podium from the upper floors. The tower floor plate steps back 2.4 metres above the third floor from the podium to mitigate wind and shadow impacts. Along Carling Avenue, visual breaks, recessed volumes, material changes and multiple entrances are used to articulate the façade where it is primarily pedestrian oriented. For proposed retail spaces clear glazing is provided to foster interaction and visibility. In combination with glazing, durable stone and masonry materials are proposed for visual interest and help to establish a human scale at eye level along Carling Avenue. A variety of Architectural elements such as pilasters are proposed, which will further reduce the visual prominence of the upper storeys.

Existing low-rise buildings located to the south of the Subject Property along the rear lot line are designated Neighbourhood with an Evolving Neighbourhood Overlay in the Official Plan. Properties to the south are anticipated to remain low-rise. To provide a transition from the high-rise tower along Carling, the mid-rise tower at the centre of the property has a maximum building height of eight-storeys and a rear yard setback of 7.5 metres from the rear lot line to create a visual transition in the rear yard to abutting low-rise buildings to the south.

The proposed eight-storey building provides a 7.5m rear yard setback and material changes above the fourth storey. The proposed increase to permitted building height maintains the intent of the zoning by-law and is appropriate for this location.

Preliminary Zoning Schedule

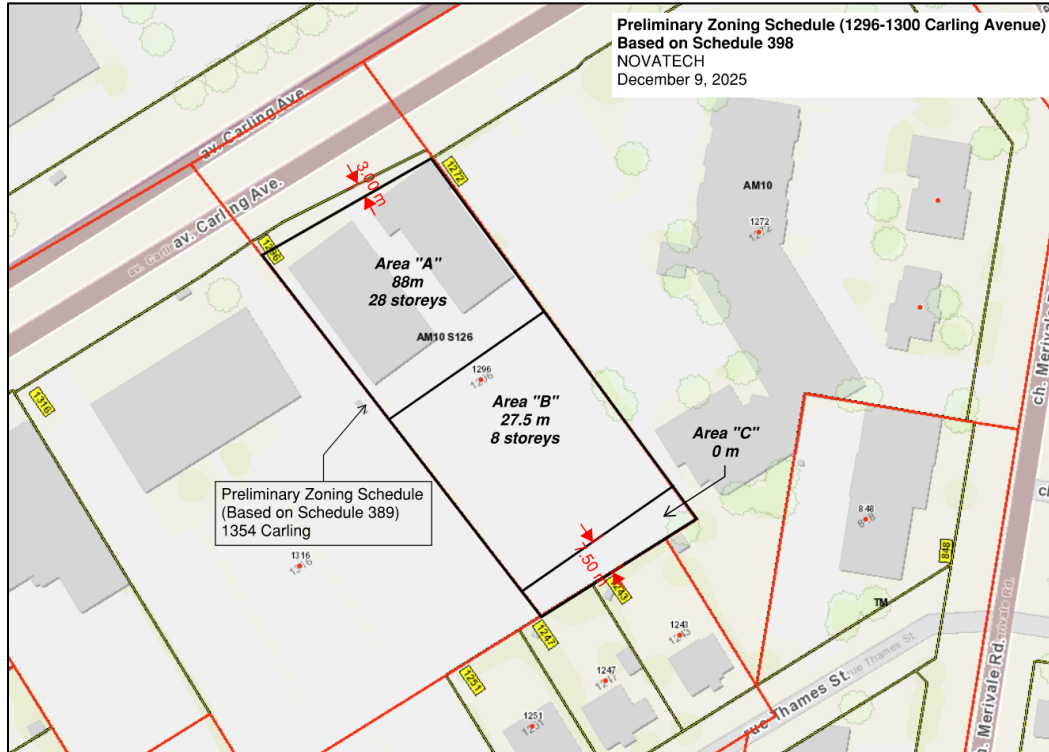


Figure 23: Preliminary Zoning Schedule

A preliminary zoning schedule is provided for the Subject Property based on Zoning Schedule 389 applied to the lands located at 1354-1376 Carling Avenue (see Figure 22). Similar to 1354-1376 Carling Avenue, the maximum permitted height would be greatest where located along Carling Avenue (Area A). Mid-rise building heights would be permitted on the central portion of the property (Area B), and no buildings would be permitted within 7.5 metres of the rear lot line (Area C) to ensure a transition is provided existing low-rise buildings the south property line. The suggested zoning schedule would be consistent with Area Specific Policy for Westgate to provide an appropriate transition to the low-rise neighbourhood located to the south of the Subject Property.

Conclusion

To facilitate the proposed development of a high-rise, mixed-use building on the Subject Property, this application requests site-specific zoning provisions for maximum permitted building heights ranging from 28-storeys to 8-storeys for the proposed development.

The proposed development will allow for intensification of property currently occupied by two commercial buildings within the Hub designation in the urban area. The proposed building will provide 323 dwelling units and two- commercial units to an underutilized site. The requested relief

is appropriate to facilitate the proposed development of a high-rise, mixed use building on the Subject Property.

The proposed Major Zoning By-law Amendment application is consistent with the purpose of the Arterial Mainstreet zone and is generally consistent with the relevant provisions of the City of Ottawa Zoning By-law 2008-250. The requested Major Zoning By-law Amendment is appropriate for the Subject Property.

4.0 URBAN DESIGN GUIDELINES

The City of Ottawa's Urban Design Guidelines provide guidance in order to promote and achieve appropriate development within key growth areas throughout the City. Where the Urban Design guidelines apply, not all of the direction provided will apply to the proposed development. The Urban Design Guidelines are non-statutory documents and are intended to supplement the policies and regulations of the Official Plan and Zoning By-law.

4.1 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings were adopted by Ottawa City Council in 2018. The guidelines apply to all proposed high-rise development in the City. The primary objectives of the guidelines are as follows:

- To promote compatibility between high rise buildings and their surrounding context;
- To coordinate and integrate access, parking, transit, utilities and services into the building and property design;
- To encourage a mix of uses and open spaces;
- To create more liveable, pedestrian-friendly streets and human-scaled environments that improve health and safety outcomes for residents;
- To promote high-quality design of high-rise buildings that contribute to the broader context; and,
- To promote development that responds well to the physical environment and local microclimate.

The Urban Design Guidelines for High-Rise Buildings have been reviewed for the proposed development based on the proposed building height of 28-storeys for "Building A" fronting onto Carling Avenue.

The proposed building provides step backs above the second storey facing Carling Avenue to visually delineate the base podium from the upper floors. Above level three, the apartment floor plate steps back approximately 2.4 metre from the podium and is designed to align with the guidelines to mitigate wind and shadow impacts. Shared amenity space between Building A and Building B is proposed on the third floor, providing residents with individual interior amenity areas and a shared rooftop terrace. The proposed building design provides a transition between high-rise along Carling Avenue and adjacent low-rise built forms to the south of the Subject Property.

A significant proportion of glazed surfaces and landscape treatments are provided at grade for the building façade along Carling Avenue. The ground floor commercial space has clear and generous glazing to permit interaction and visibility. In combination with glazing, durable stone and masonry materials are proposed for visual interest where interfacing with the public realm.

A high-rise element at the front of the property will integrate with this future context, while the mid-rise form at the rear provides a gradual transition to adjacent low-rise residential dwellings. Step backs at the third storey along Carling Avenue and in the rear yard, combined with varied façade materials will mitigate the visual impact of upper storeys from the street and from neighbouring properties. Additional articulation along the Carling Avenue frontage and rear property line further reduces perceived massing. Overall, the development supports the City's intensification objectives by delivering additional housing units while maintaining compatibility with the planned character of the area.

The proposed residential density provided on the site will support the surrounding commercial uses, allowing residents to access their daily needs within walking distance of home. All parking on the site is accessed off Carling Avenue. Off-street parking is located primarily below grade to minimize any potential impact on the street.

5.0 REVIEW OF SUPPORTING STUDIES / INTEGRATED ENVIRONMENTAL REVIEW

Phase 1 & Phase 2 ESA

A Phase 1 and Phase 2 ESA were completed by Paterson Group dated October 10, 2025. A Phase 1 ESA was carried out for the property to research the past and current use of the site and adjacent properties. A Phase 2 ESA was recommended and conducted on the Subject Property and identified potentially contaminating activities included, *"a former commercial automotive service garage, and a former soda bottling facility with one underground fuel storage tank."*

The Phase 2 ESA recommends that, *"If the monitoring wells installed on the Phase II Property are not going to be used in the future, or will be destroyed during site redevelopment, they should be abandoned according to O.Reg. 903 (Ontario Water Resources Act)."* Additionally, based on the approximate age of the subject buildings, asbestos containing material (ACMs) and lead based paints may be present within the structures. It is recommended that *A Designated Substance Survey (DSS) and Record of Site Condition (RSC) be carried out for the Subject Site prior to undertaking any demolition activities or future development.*

Based on the findings from the report, the Phase II ESA confirmed that the historical land use of the Subject Site led to potential environmental concerns due to former off-site activities. The report recommends that if the monitoring wells on-site are not going to be used in the future, they will need to be removed in accordance with provincial regulations. Additionally, the report recommends a DSS and RSC be filed to ensure the safety of the site for future development.

Geotechnical Report

A Geotechnical Report for the Subject Site has been prepared by Paterson Group, dated September 18, 2025. The report concludes that *"From a geotechnical perspective, the subject site is considered suitable for the proposed development. Based on the subsurface conditions encountered in the test holes and the anticipated building depth and loads, it is recommended that the building foundation be comprised of a raft foundation placed over an undisturbed glacial till."*

Based on the findings from the report, the Subject Site is suitable for the proposed development.

Pedestrian Level Wind Study

A Pedestrian Level Wind Study has been completed by Gradient Wind, dated December 8, 2025. The report concludes that *“Most areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Conditions over surrounding sidewalks, transit stops, neighbouring surface parking lots, proposed walkways, the proposed drive aisle, surface parking, and drop-off area, as well as in the vicinity of the loading bays and building access points, are considered acceptable.”*

Based on the findings from the report, the Subject Site will experience conditions that are considered acceptable for intended pedestrian use throughout the year. Conditions surrounding the proposed development are also considered acceptable. A further study will be undertaken as part of the future Site Plan Control submission to the City.

Assessment of Adequacy of Public Services

A Site Servicing Study and Stormwater Management Report has been prepared by Novatech, dated December 8, 2025. The report concludes that *“Based on our analysis of the information available, the existing municipal watermain, sanitary and storm sewers should have adequate capacity to service the proposed development. On-site stormwater management will be implemented to meet the requirements of the City of Ottawa and the Rideau Valley Conservation Authority (RVCA). A complete servicing, grading and SWM design will be included as part of the Site Plan Control submission to the City.”*

Based on the findings from the report, the existing municipal infrastructure can adequately service the proposed development. On-site stormwater management will be implemented to meet City of Ottawa and the RVCA requirements.

6.0 PUBLIC CONSULTATION STRATEGY

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

- A public meeting will be held when the *Zoning By-law Amendment* application goes to the City of Ottawa’s Planning and Housing Committee.
- Signage posting on the Subject Site which provides 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/>).

7.0 CONCLUSION

This Planning Rationale has been prepared in support of a Major Zoning By-law Amendment to facilitate the development of a high-rise, mixed-use building with on the Subject Property. The proposed mixed-use development concept is comprised of one 28-storey tower and one eight storey tower with two commercial units provided at grade on Carling Avenue. A total of 323 dwelling units are provided with 217 one-bedroom units, 38 one bedroom plus den units, 37 two-bedroom units, and 31 three-bedroom units. The Subject Property is designated Hub within the Inner Urban Transect. The Subject Property is located within Area-Specific Policy Area 31 (Westgate) on Annex 5 of the Official Plan (2022). Area specific policies take precedence over other policies of the Official Plan. The Subject Property is zoned *Arterial Mainstreet, Subzone 10, Schedule 126 – AM10[S126]* in the *City of Ottawa Zoning By-law 2008-250*.

The purpose of this application is to facilitate the proposed development of one 28-storey tower and one eight storey tower connected by a common podium on the Subject Property. The Major Zoning By-law Amendment application will establish site specific zoning provisions for maximum permitted building height on the Subject Property. Approval of the proposed development concept will permit a total of 323 residential dwelling units and two commercial units on the Subject Property. A total of 223 off-street parking spaces are provided in an underground garage. A total of 323 bicycle parking spaces are proposed on the Subject Property.

The proposed development of a high-rise, mixed-use building on the Subject Property is appropriate to support growth objectives and residential intensification targets within the urban area of the City of Ottawa. The proposed Major Zoning By-law Amendment application will have no negative impacts to natural heritage features, natural resources, or cultural heritage resources. The requested Major Zoning By-law Amendment application is consistent with the policies of the Provincial Planning Statement.

The Major Zoning By-law Amendment and proposed development concept conform with the policies of the City of Ottawa Official Plan (2022). The proposal is consistent with the Hub designation and Area Specific Policy for Westgate, meets the City's intensification goals and maintains a built form that is context-sensitive and complements the surrounding community. The proposed ground-floor commercial uses are consistent with the retail context to the north of the Subject Property across the Carling Avenue corridor and contribute to the City's objectives to establish 15-minute neighbourhoods. The requested Major Zoning By-law Amendment establishes appropriate zoning provisions for the proposed mixed-use building and permits development that is compatible with surrounding land uses.

The Major Zoning By-law Amendment application is appropriate for the development of the Subject Property and represents good land use planning.

Yours Truly,

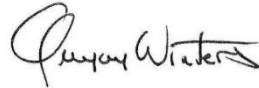
NOVATECH

Prepared by:



Nicole Thomson, BES (Planning)
Planner | Planning & Development

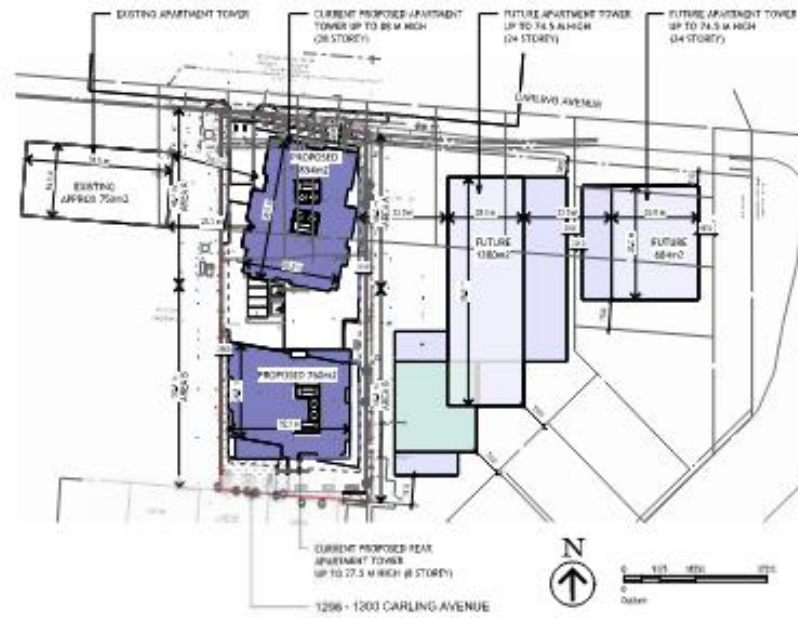
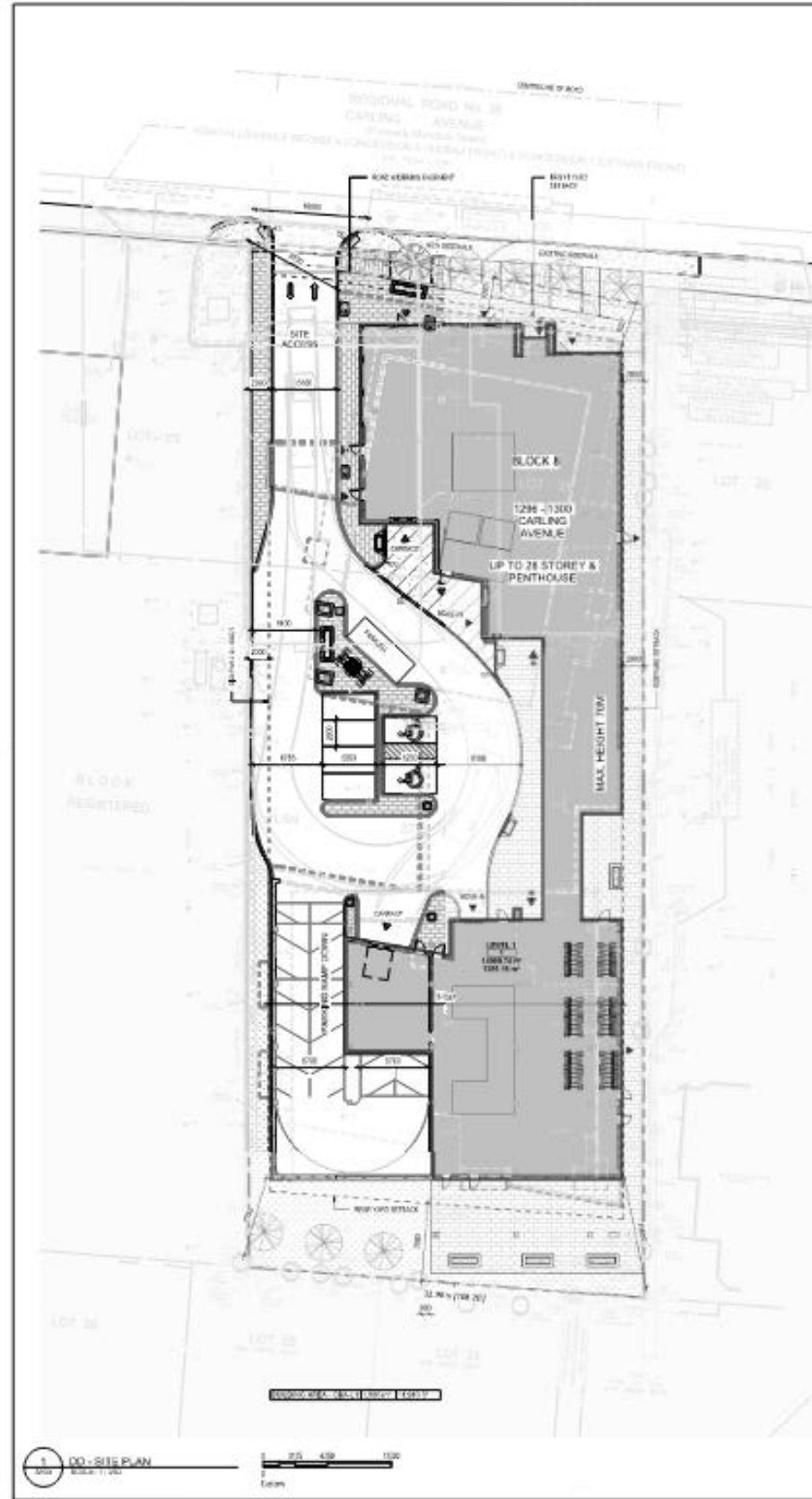
Reviewed by:



Greg Winters, MCIP, RPP
Director | Planning & Development

Appendix A:

Conceptual Site Plan



2 SITE MASS KEYPLAN - FUTURE PROPOSED

APARTMENT NUMBER LIST					
Type	Comments	Type	AREA SF	AREA SM	Count
FR L4-B-APARTMENT-N	1 BED				40
FR L4-B-APARTMENT-N	1 BED + DEN				0
FR L4-B-APARTMENT-N	2 BED				0
FR L4-B-APARTMENT-N	3 BED				0
FR L4-B-APARTMENT-N					55
FR L4-B-APARTMENT-S	1 BED				17
FR L4-B-APARTMENT-S	1 BED + DEN				13
FR L4-B-APARTMENT-S	2 BED				12
FR L4-B-APARTMENT-S	3 BED				0
FR L4-B-APARTMENT-S					48
FR L5-26-APARTMENT-N	1 BED				160
FR L5-26-APARTMENT-N	1 BED + DEN				20
FR L5-26-APARTMENT-N	2 BED				20
FR L5-26-APARTMENT-N	3 BED				20
FR L5-26-APARTMENT-N					700
GRAND TOTAL APARTMENTS					929

LEGEND

- PROPOSED LOCATION
- EXISTING/PROPOSED BUILDING
- UNDEVELOPED
- CONCRETE SIGNAGE
- PAVING
- SMOOTH PAVED TRAILING COURSE
- NOT A UNDEVELOPED LOCATION
- REPRESENTED PROPERTY
- EXISTING METEORIC LIGHT
- EXISTING
- PROPOSED SIGNAGE
- TRANSFORMER & POLE
- DATA WITH SIGN EYE
- COMPARTMENTS SEE ELECTRICAL
- CONCRETE SIGNAGE
- SEWER TELL FINISH
- MECHANICAL SIGNAGE
- CEILING
- SEWER SIGNAGE
- WELL SIGN FINISH

PARKING LEGEND

- STANDARD CAR
- VEHICLE STORAGE
- VEHICLE STORAGE (TYPE 2)

VEHICLE PARKING SECTION (1) 1:10

REFERENCE: AREA A1 - SEE PLAN 11

MINIMUM CAR REQUIRED: 224 PER 1000 RES. UNITS
 MINIMUM REQUIRED: 54,360 + 40 = 54,400

MINIMUM REQUIRED: 150

VEHICLE STORAGE (TYPE 2) REQUIRED: 150

PARKING FOR THE PHYSICAL ISSUES PROVIDED: 150

MINIMUM REQUIRED: 150

MINIMUM PROVIDED: 150

VEHICLE STORAGE SECTION (1) 1:10

MINIMUM REQUIRED: 150

MINIMUM PROVIDED: 150

GRAND FLOOR AREA (COMMERCIAL)

GRAND FLOOR AREA (RESIDENTIAL)

GRAND FLOOR AREA (TOTAL)

GENERAL SITE PLAN NOTES

1. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OTTAWA.

2. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OTTAWA.

3. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OTTAWA.

4. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OTTAWA.

5. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OTTAWA.

GENERAL NOTES

1. FOR ALL INFORMATION REGARDING THE CITY OF OTTAWA, REFER TO THE CITY OF OTTAWA WEBSITE: www.ottawa.ca

2. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OTTAWA.

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5. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OTTAWA.

VEHICLE STORAGE SECTION (1) 1:10

MINIMUM REQUIRED: 150

MINIMUM PROVIDED: 150

VEHICLE STORAGE SECTION (1) 1:10

MINIMUM REQUIRED: 150

MINIMUM PROVIDED: 150

VEHICLE STORAGE SECTION (1) 1:10

MINIMUM REQUIRED: 150

MINIMUM PROVIDED: 150

AMBIASSADOR REALTY
 88 BOWEN ST. #101, OTTAWA, ON, K2P1G1

DCA
 A GROUP OF ARCHITECTS
 250 COLLEGE STREET, OTTAWA, ON K1P 5Y6
 WWW.ARCHITECTSDCA.COM 613.742.2288

PROJECT TITLE
 1296-1300 CARLING AVENUE

DRAWING TITLE
 GITE PLAN

DATE
 2024.12.11

DESIGNER
 ARCHITECTURAL