FOTENN

1316 Carling Avenue & 1251 Thames Street

Planning Rationale
Zoning By-law Amendment
April 10, 2026

FOTENN

Prepared for Homestead Land Holdings Limited

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1.0 Introduction

Fotenn Planning + Design ("Fotenn") has been retained by Homestead Land Holdings Limited (the "Owner") to prepare this Planning Rationale in support of a Zoning By-law Amendment application for the lands municipally known as 1316 Carling Avenue and 1251 Thames Street (the "subject lands") in the Carlington neighbourhood of the City of Ottawa.

1.1 Application Overview

Homestead Land Holdings Limited is proposing to construct a high-rise residential tower in the middle of the property. The proposed 20-storey building will step down to nine (9) storeys and then four (4) storeys towards the southern property line. Between the southern property line and the proposed development, a new municipal park is proposed. A total of 201 units are proposed with 377 new underground parking spaces. The new underground parking garage will be accessible to residents of both the existing and new building, as 169 parking spaces are intended to replace the existing surface parking lot and serve the existing building on site. A total of 208 parking spaces will serve the new residential units. The proposed development will include 1,200.93 square metres of communal amenity spaces located outside at-grade and within the multiple floors of the building. The proposed development will maintain its current access from Carling Avenue and will add a new access along Thames Street.

To facilitate the proposed development, a Zoning By-law Amendment application is being submitted. At the time of the application submission, the City's new Zoning By-law remains within its appeal period. It is understood that in accordance with the *Planning Act*¸ the new Zoning By-law is not in force and effect and the applicable Zoning By-law is By-law 2008-250. The proposed Zoning By-law Amendment will rezone the entirety of the subject lands to Arterial Mainstreet, Subzone 10, with a site-specific exception (AM10[XXXX]).

The site-specific exception is intended to address the following:

- Add high-rise apartment dwelling as a permitted use on the subject lands;
- Increase the maximum permitted building height to 58 metres;
- Remove the requirement for a 1.5 metre landscaped buffer along the edge of a parking lot; and
- Reduce the required setback for the wall of a residential building to a private way to 0 metres for the existing residential use building.

A Site Plan Control application will be submitted at a later date, after the completion of the Zoning By-law Amendment application.

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the property and compatible with adjacent development and the surrounding community. This review also includes an analysis of how the proposed development achieves the City's applicable design guidelines.

2.0
Subject Lands and Surrounding Area

2.1 Subject Lands

The subject lands, municipally known as 1316 Carling Avenue and 1251 Thames Street, are located on the south side of Carling Avenue, between Merivale Road to the east and Archibald Street to the west in the Carlington neighbourhood of the City of Ottawa (Ward 16 – River). The subject lands are a consolidation of two (2) properties, with a total area of approximately 8,525.44 square metres (0.85 hectares). The subject lands have approximately 59.6 metres of frontage on Carling Avenue and 56.5 metres of frontage on Thames Street.

Figure 1: Aerial image of the subject lands and surrounding area

1316 Carling Avenue is a through lot occupied by a 21-storey high-rise residential apartment building known as the Phoenix Apartments. The site includes two vehicular access points located on either side of the building along Carling Avenue, providing access to the surface parking area at the rear of the existing building. The surface parking lot occupies the entirety of the site behind the existing building, extending to Thames Street.

1251 Thames Street is developed with a two-storey building that appears to be a multi-unit dwelling and two driveways. The site is situated within the established low-rise residential fabric of the Carlington neighbourhood and contains landscaping in both the front and rear yards.

Figure 2. View of the existing surface parking lot where development is proposed.

Figure 3. View of existing site access/egress on the west (left) and east (right) sides of the existing building looking towards Carling Avenue

2.2 Surrounding Area

The subject lands are in an area generally characterized by a mix of residential and commercial uses, ranging in heights from low-rise to high-rise. The surrounding area can generally be described as follows:

North: The subject lands are bound by Carling Avenue to the north. Immediately north of Carling Avenue is the Westgate Shopping Centre, which has ceased operations as a mall and is undergoing a comprehensive redevelopment. Further north lies Provincial Highway 417 (the Queensway), beyond which is Hampton Park, containing a dog park, multiple athletic fields, and a public swimming pool.

East: Abutting the subject lands to the east is 1296 Carling Avenue, which contains two low-rise commercial buildings and a shared rear surface parking lot. An active development application for this site has been submitted to the City, which contemplates a 28-storey mixed-use building and an 8-storey residential building situated atop a common 2-storey podium. Further east is a low-rise hotel located at the intersection of Carling Avenue and Merivale Road. East of Merivale Road is a low-rise residential neighbourhood, predominantly consisting of single-detached dwellings with generous front and rear yards, forming part of the Carlington neighbourhood. This area is characterized by a suburban grid street pattern, deep front yards, and a strong presence of mature trees in both front and rear yards.

South: The subject lands abut Thames Street to the south. Beyond Thames Street is a low-rise residential neighbourhood featuring a range of dwelling types, from two-storey detached dwellings to low-rise apartment buildings. These dwellings are generally oriented toward Thames Street and are characterized by landscaping such as mature trees in both their front and rear yards. Further south, low-rise commercial buildings front onto Merivale Road and include uses such as a restaurant and a used car dealership.

West: The subject lands abut 1320 Carling Avenue to the west. 1320 Carling Avenue contains a two-storey low-rise commercial building accommodating a range of tenants, including a hobby store, professional offices, and a medical office. West of the subject lands, along Thames Street, are low-rise residential dwellings ranging from single-detached houses to low-rise apartment buildings, which are characterized by mature trees in both their front and rear yards.

Further west, abutting Archibald Street, is a property occupied by a used car dealership, consisting of a low-rise commercial building and associated surface parking. The block west of Archibald Street is currently undergoing significant redevelopment and includes three high-rise residential apartment buildings fronting onto Carling Avenue, as well as a mid-rise apartment building located mid-block.

Along Thames Street, west of the subject lands, there is also a mix of low-rise residential dwellings featuring a range of typologies, including single-detached and semi-detached dwellings.

Figure 4. Surrounding Area (Carling Avenue)

Figure 5. Surrounding Area (Thames Street)

2.3 Road Network

The subject lands are well connected to multiple major road networks. The subject lands abut Carling Avenue which is identified as an Arterial Road on Schedule C4 - Urban Road Network of the City of Ottawa Official Plan (Figure 2). Merivale Road to the east of the subject lands is also classified as an Arterial Road. Arterial Roads are those within the City which are intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate vehicular traffic as well as pedestrians, public utilities, cyclists and public transit. Due to their ability to accommodate increased capacity, Arterial Roads are generally best suited for increased activity stimulated by residential and commercial intensification.

The subject lands are also located east of Provincial Highway 417. This road is designed to move large volumes of traffic throughout the city with limited stoppages.

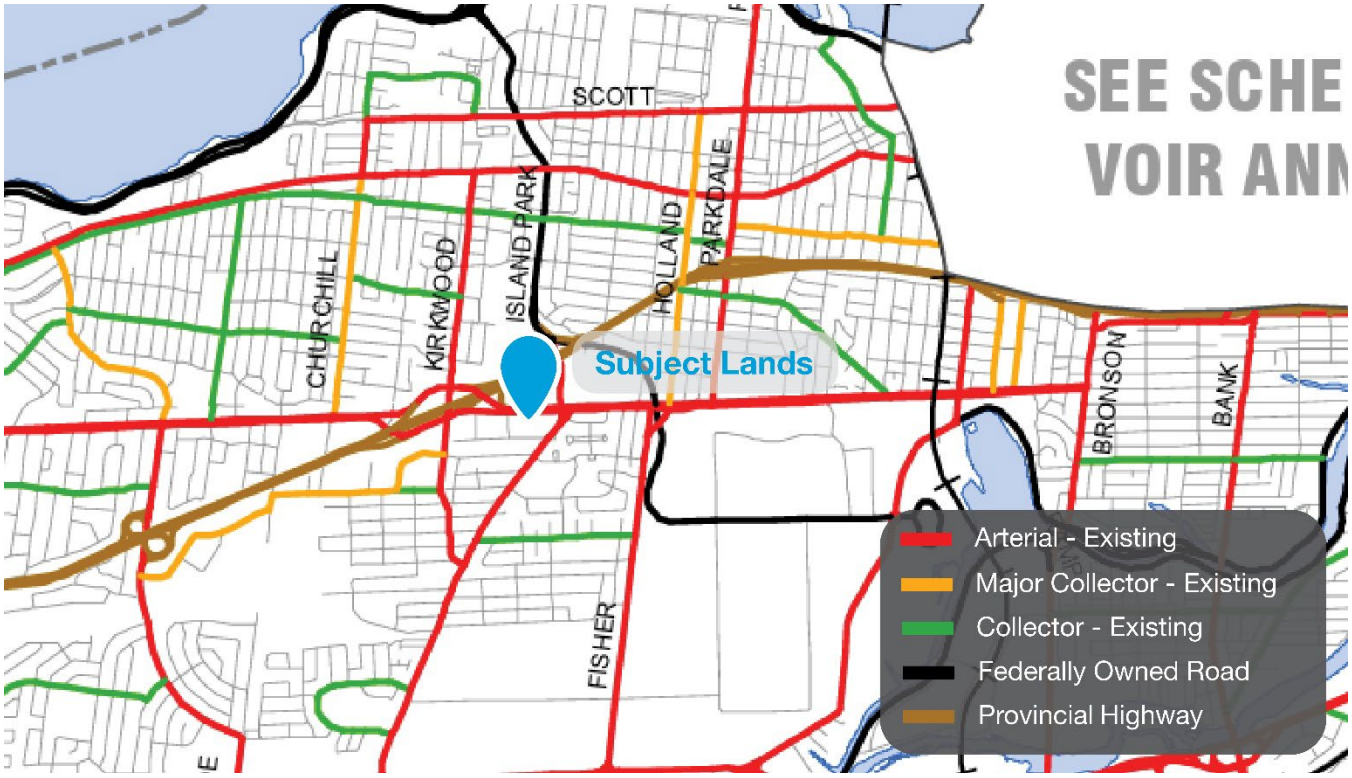

Figure 6: Extract of Schedule C4 - Urban Road Network, City of Ottawa Official Plan

2.4 Transit Network

Carling Avenue is identified as an At-Grade Light Rail Route on Schedule C2 – Transit Network of the City of Ottawa Official Plan (Figure 3). Although a light rail route has yet to be constructed along Carling Avenue, it is a planned corridor and the route is served by busses in the interim. Merivale Road to the east of the subject lands is identified as a Transit Priority Corridor. Transit Priority Corridors refer to roadways with frequent street transit that is prioritized by the implementation of transit priority measures. The Transit Priority Corridor works with the City's Rapid Transit System to provide improved city-wide transit access to major destinations such as employment, commercial and institutional land uses.

As outlined on the OC Transpo Network Map (Figure 4), the subject lands are served by Route 85 providing connectivity to the areas east and west of the subject lands. Frequent routes provide service every 15 minutes or less on weekdays between 6:00 AM and 6:00 PM and operate seven (7) days a week in all time periods.

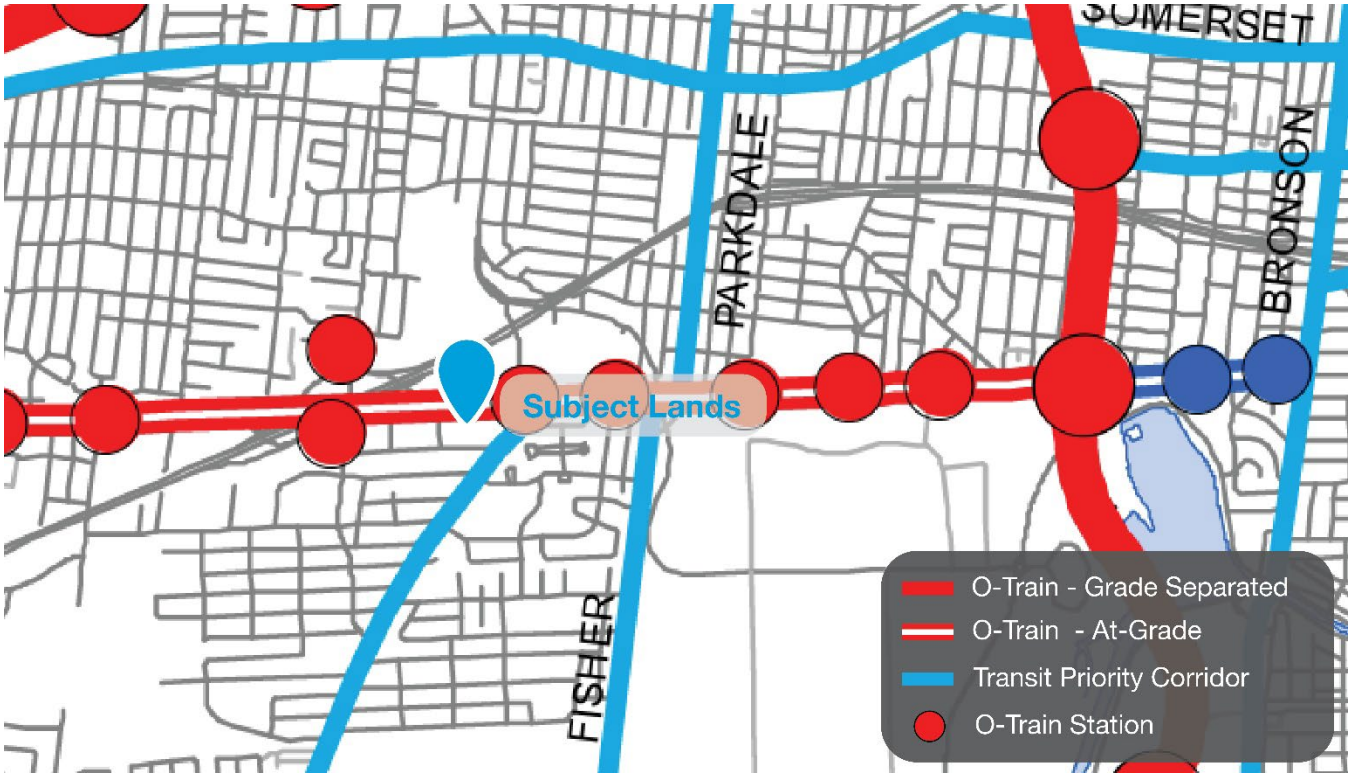

Figure 7: Extract of Schedule C2 Transit Network, City of Ottawa Official Plan.

Figure 8: Extract of OC Transpo Network Map (December 25, extracted on April 5, 2026)

2.5 Active Transportation

As identified in the City of Ottawa Transportation Master Plan (Figure 5), the subject lands are located on a Spine Route along Carling Avenue which is designated to provide efficient travel for cyclists. A second spine route is located east of the subject lands along Merivale Road.

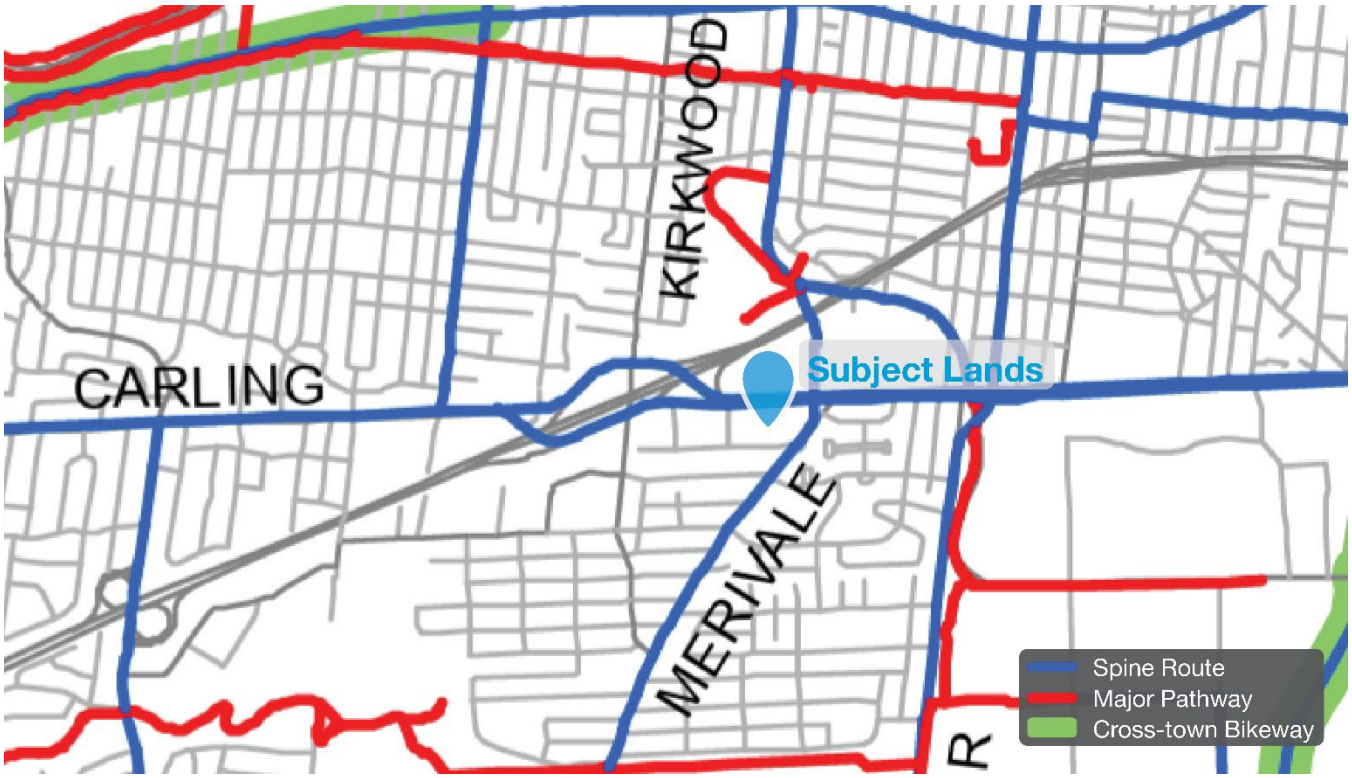

Figure 9: Extract of Map 1 - Cycling Network, City of Ottawa Transportation Master Plan

2.6 Neighbourhood Amenities

Given the subject lands' location on a Mainstreet Corridor, the site benefits from proximity to a variety of amenities, including many commercial uses, institutional uses, schools, and green space.

Some of the neighbourhood amenities include:

- Commercial Uses (former Westgate Shopping Centre,, Hampton Park Plaza);
- Parks and Community Uses (Hampton Park, Carlington Community Garden);
- Schools (W.E. Gowling Public School, St. Elizabeth School);
- Places of Worship (St. Elizabeth Church, St. Teklehaimanot Ethiopian Orthodox Tewahedo Church); and
- Institutional Uses (The Royal Ottawa Mental Health Centre).

Figure 10: Aerial view identifying amenities in proximity to the subject lands.

3.0
Proposed Development

3.1 Development Overview

Homestead Land Holdings Limited is proposing to construct a high-rise residential tower in the middle of the property, replacing the existing surface parking area. The proposed 20-storey building will step down to nine (9) storeys and then four (4) storeys towards the southern property line. Between the south property line and the proposed development, a new municipal park is proposed. A total of 201 units are proposed with 377 new underground parking spaces. The new underground parking garage will be accessible to residents of both the existing and new building, as 169 parking spaces are intended to replace the existing surface parking that will be lost and the balance are to serve the existing building on site. A total of 208 parking spaces will serve the new residential units.

The proposed development will maintain both access/egress points from Carling Avenue and will introduce a new access to the site from Thames Street. In addition to the vehicular access to the site, a pedestrian pathway is proposed throughout the site to provide a mid-block connection between Thames Street and Carling Avenue. The pedestrian pathway will pass through the new municipal park, the outdoor landscaped amenity area for residents, and along the western property line, which will be landscaped to provide a buffer between the pathway and the existing drive-aisle. The proposed development introduces new tree planting opportunities and greenspace on a site that was previously developed with a surface parking lot.

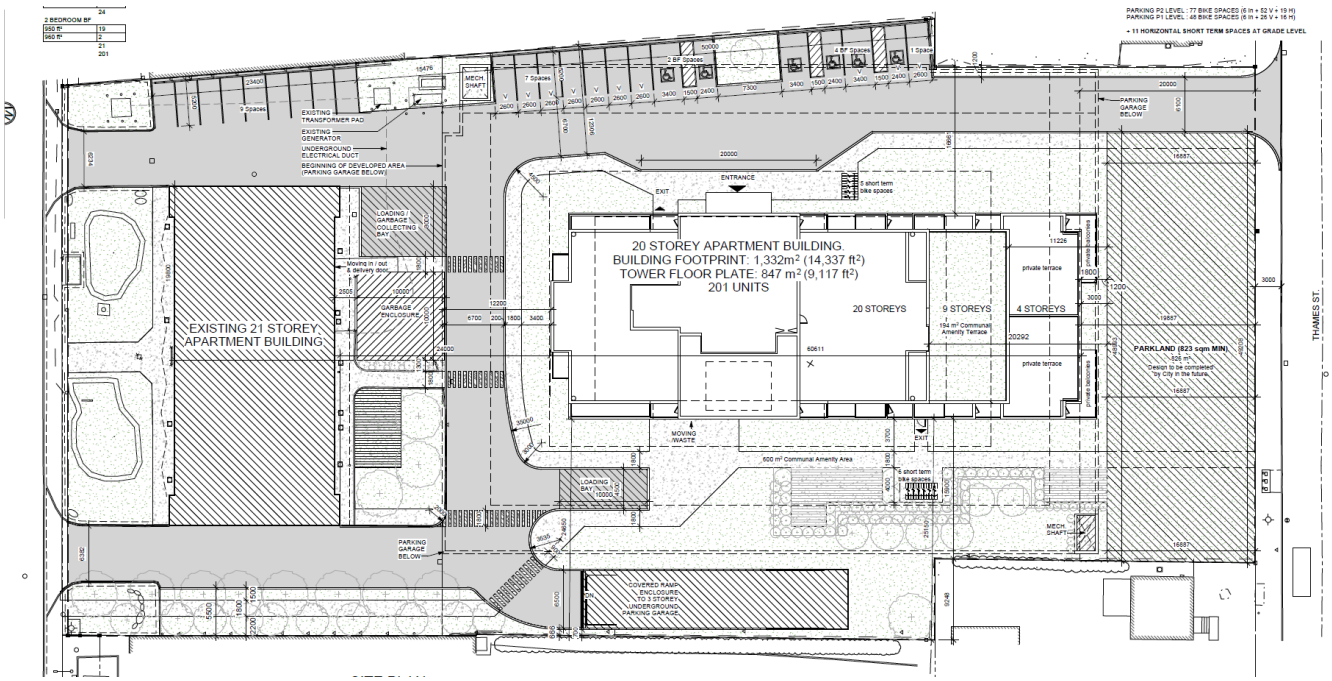

Figure 11. Site Plan

3.2 Building Design

3.2.1 Building Massing and Scale

The proposed development has been designed to reduce massing impacts on the low-rise neighbourhood to the south by providing appropriate setbacks and a gradual height transition. The massing is predominantly concentrated toward the centre of the site, with the tower oriented in a north-south direction. The orientation of the building has been

designed to be perpendicular to the existing building. The building steps down to nine (9) storeys and four (4) storeys as you transition closer to Thames Street, with the building situated 19.8 metres from the Thames Street, and the tower portion of the building situated 37.1 metres from Thames Street. The proposed building is setback 16.6 metres from east property line and 15.9 metres from the west property line.

The building mass has been articulated through the use of architectural detailing and changes in materiality. The four (4) storey base of the building has been designed with different materials than the upper levels, to establish a pedestrian scale for the building. Darker materiality, the mix of building notch-outs, and projecting balconies contribute to the variation in massing for the upper levels of the building. These features introduce both horizontal and vertical dimension to the building on the east, west and south sides.

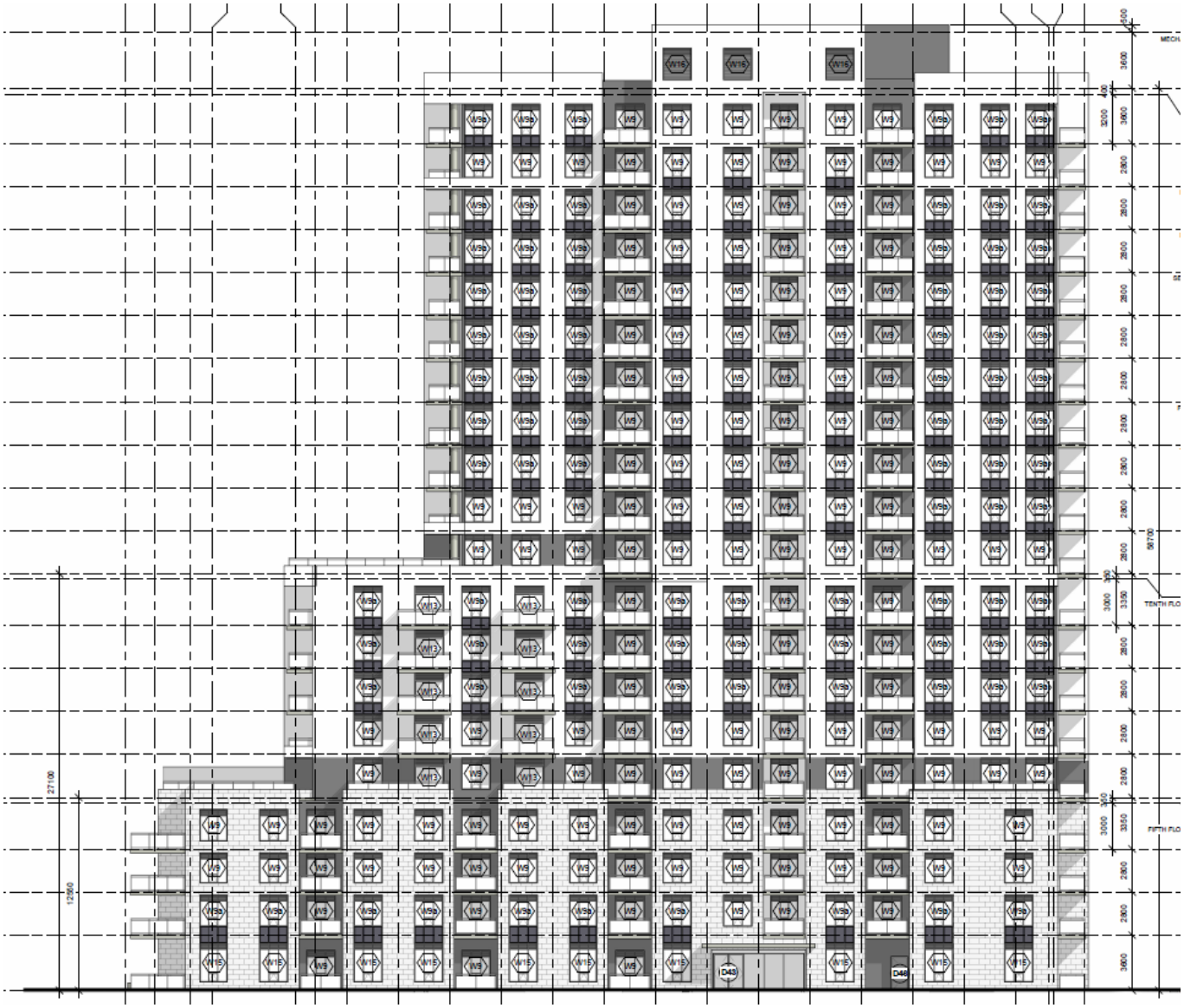

Figure 12. East building elevation

Figure 13. West building elevation

Figure 14. North (left) and South (right) building elevations

3.2.2 Building Transition

As outlined above, the proposed development has been designed to include stepbacks and setbacks to ensure a suitable transition towards Thames Street and the low-rise neighbourhood to the south. The proposed development achieves the 45-degree angular plane from Thames Street, as illustrated in Figure 11. The subject lands abut lands that are zoned Neighbourhood in the new Zoning By-law, and require additional transition as a result. The proposed tower portion of the new building will be located 24.6 metres from the nearest Neighbourhood zoned property. The proposed development projects marginally into the 45-degree angular plane, but the majority of the proposed development adjacent to the Neighbourhood zone is a mid-rise built form (Figure 12).

In addition to the significant setback that is provided between the proposed tower and Thames Street, a 24-metre tower separation is provided between the proposed tower and the existing tower to the north.

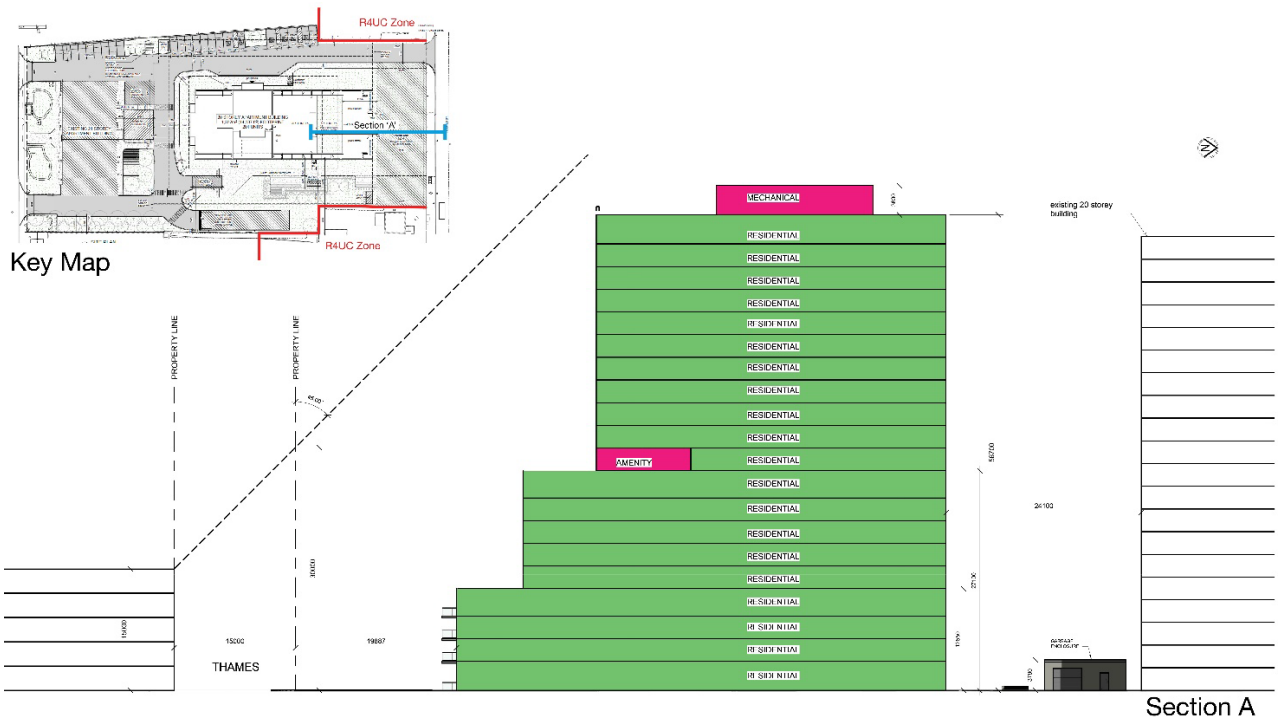

Figure 15. Angular Plane Diagram from Thames Street (Section 'A')

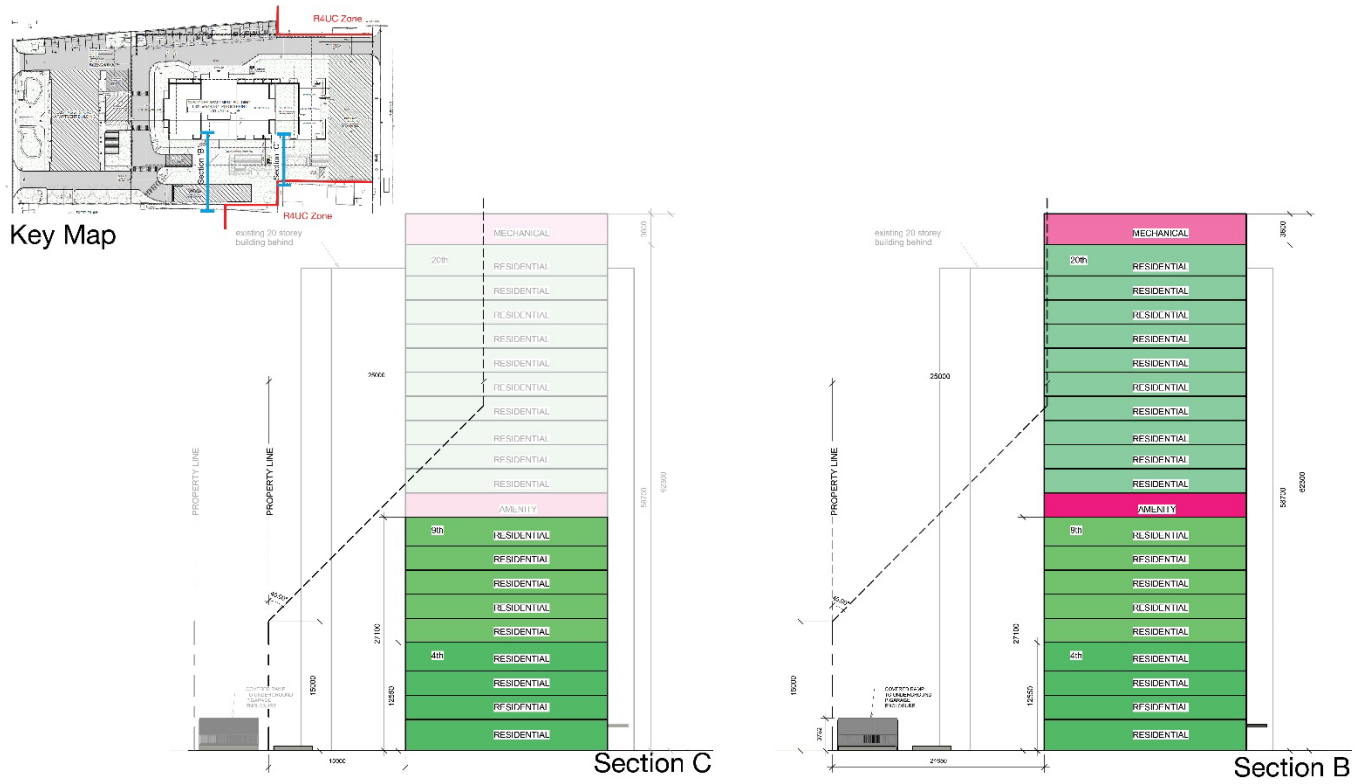

Figure 16. Angular Plane Diagram from the West property line, abutting the Neighbourhood zone (left, Section 'C') and abutting the Hub zone (right, Section 'B')

3.3 Pedestrian Experience and Public Realm

An important focus of the design for the proposed development was the enhancement of the public realm and the provision of pedestrian connections from the low-rise neighbourhood to Carling Avenue (Figure 13). As previously discussed, the proposed development includes a pedestrian pathway that provides a mid-block connection between Thames Street and Carling Avenue along the west side of the proposed development and existing building. The proposed pedestrian pathway is integrated into the landscaped areas that are proposed at-grade. The proposed pedestrian pathway will replace existing surface parking on the west side of the existing apartment building and will facilitate additional landscaping and tree planting opportunities that contribute to the public realm on the site and between Carling Avenue and Thames Street.

A new municipal park is proposed along the Thames Street frontage. The location of this park, combined with the pedestrian pathway will allow for residents of the proposed development, of the abutting low-rise residential neighbourhood, and of the other residential buildings along Carling Avenue to use the park.

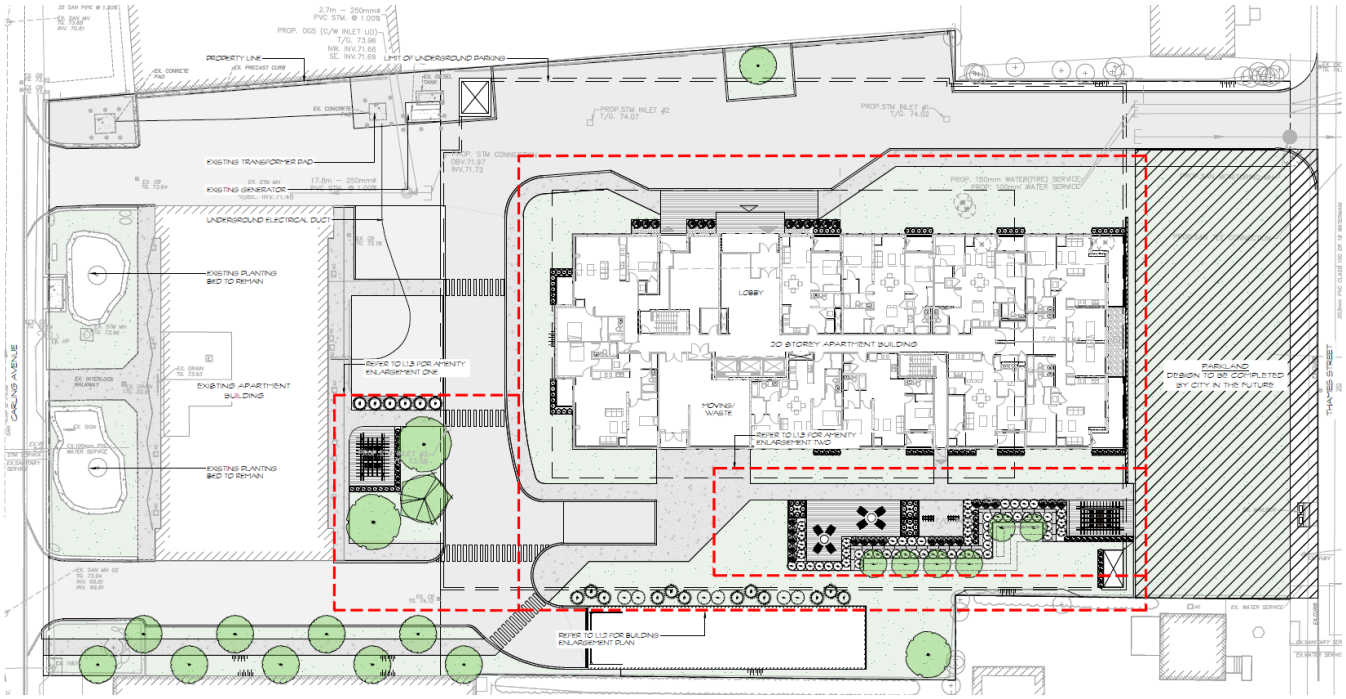

Figure 17. Conceptual Landscape Plan

The interior portion of the subject property, between the existing and proposed buildings, will be the primary location for all move-in, loading, and garbage collection. Locating these functional elements of the buildings interior to the site ensures that these are out of view of the proposed park and the communal amenity area. This area of the site will also promote pedestrian connectivity between the two buildings, as multiple pedestrian cross walks are located across the drive aisle.

3.4 Amenities

An important consideration in the design of the proposed development was the inclusion of spaces that will maximize the liveability for residents of the subject property. An important consideration was the location of the proposed amenity spaces both within the building and outside of the building.

The proposed development includes a combination of communal amenity areas and private balconies for building residents. An indoor party room and outdoor terrace are proposed at the tenth floor, with additional indoor communal amenity rooms located on P1. In addition to the interior amenity spaces, an outdoor landscaped communal amenity area at-grade on the west side of the proposed building abutting the future municipal park is proposed. The location of the proposed amenity spaces takes into consideration all-season use, providing a mix of both interior and exterior amenity spaces.

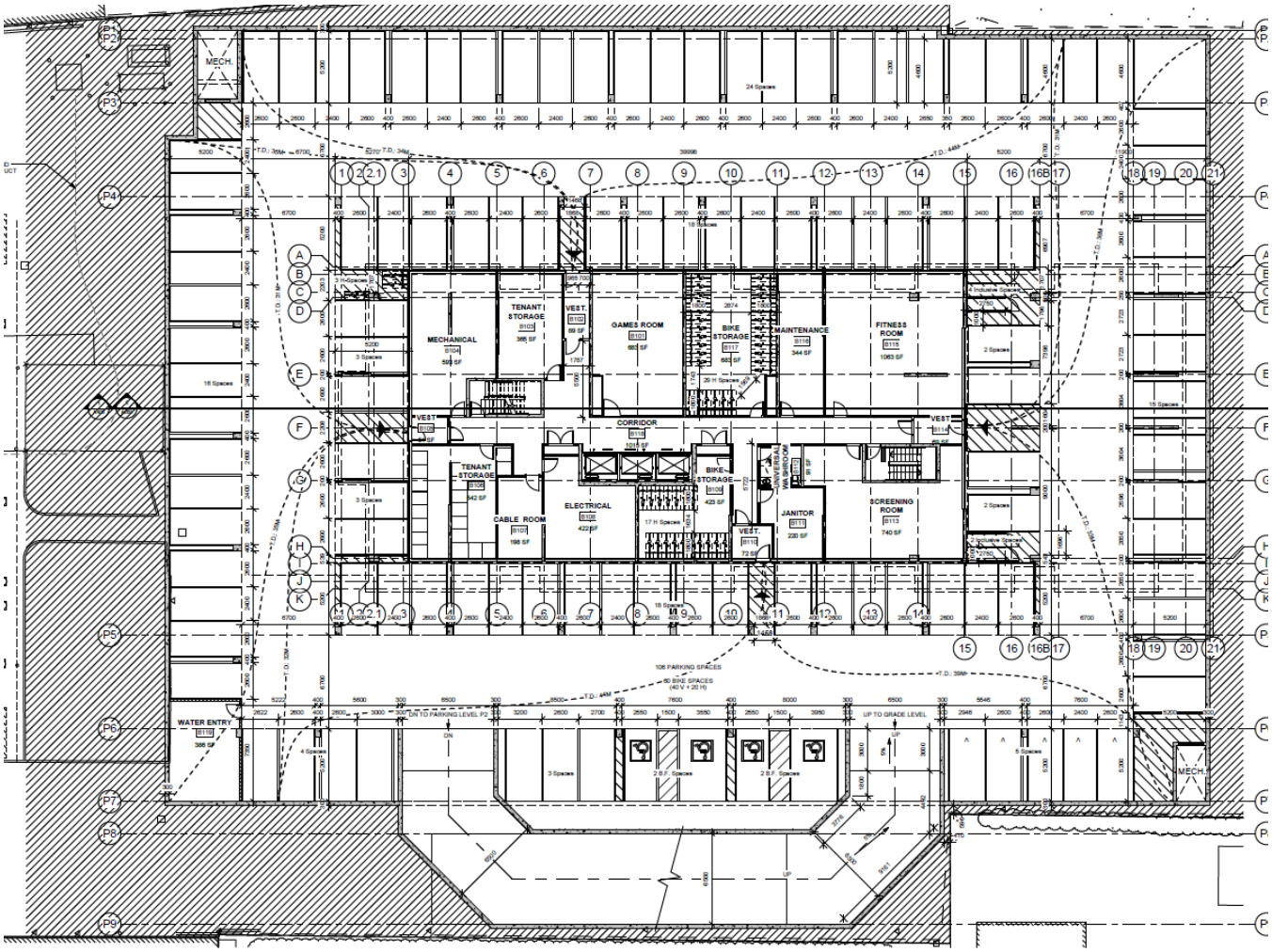

Figure 18. P1 Floor Plan

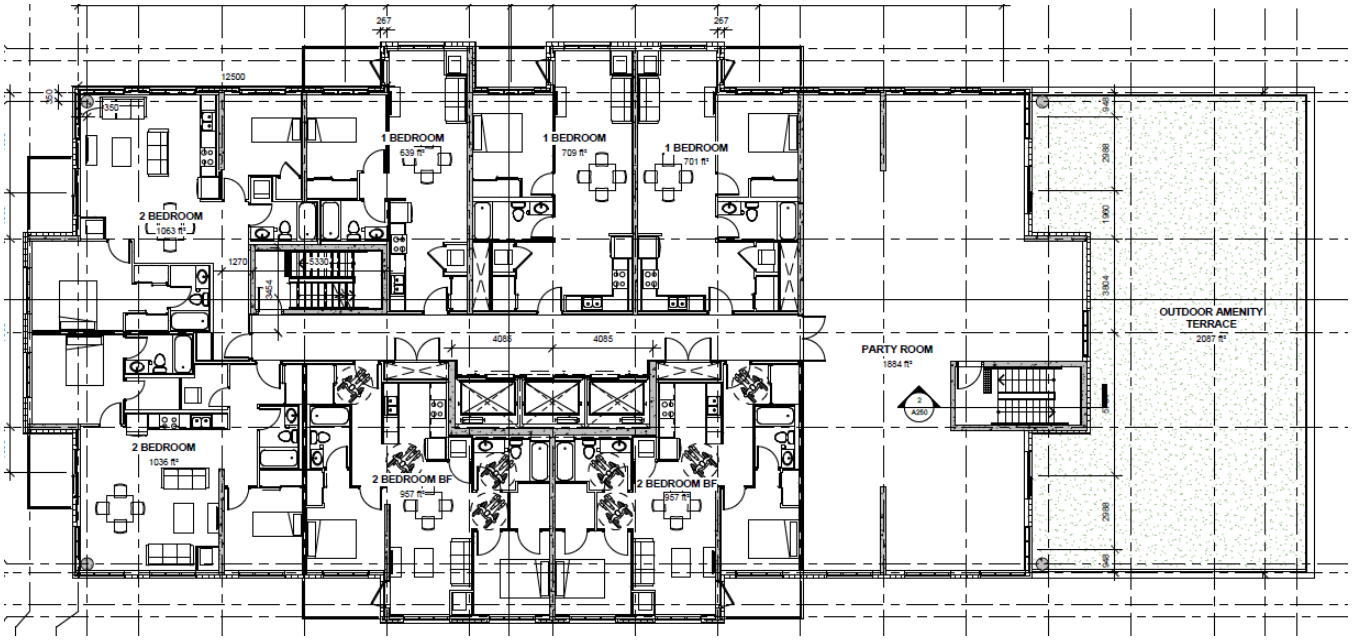

Figure 19. Tenth Floor Plan

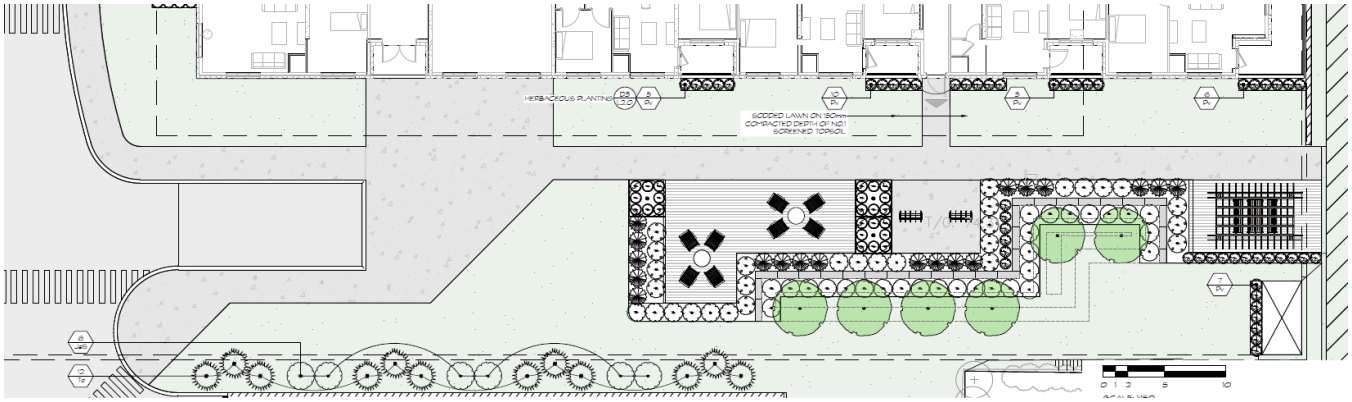

Figure 20. Extract of Landscape Plan illustrating the at-grade communal amenity area

4.0
Policy & Regulatory Framework

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS), issued under Section 3 of the *Planning Act*, provides policy direction on matters of provincial interest related to land use planning and development. The *Planning Act* requires that decisions affecting land use planning "be consistent with" such policy statements issued under the *Act.*

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns that optimize land uses, resources, public investment, and public service facilities.

The proposed development is consistent with the following policies of the PPS, among others:

4.1.1 Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

- Policy 1 of Section 2.2 – 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:
  - b) Permitting and facilitating:
    1. all housing options required to meet the social, health, economic and wellbeing 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 sites (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.
- Policy 1 of Section 2.3.1 – Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.
- Policy 2 of Section 2.3.1 – 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) optimize existing and planned infrastructure and public service facilities;
  - c) support active transportation;
  - d) are transit-supportive, as appropriate; and
  - e) are freight-supportive.
- Policy 3 of Section 2.3.1 – 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.
- Policy 2 of Section 2.4.1 – 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.
- Policy 3 of Section 2.4.1 – Planning authorities should:

a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;
b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;
c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form; …

- Policy 1 of Section 2.4.3 – Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.

The proposed development represents residential intensification of a surface parking lot within the urban area that efficiently uses existing land, resources, and infrastructure. The proposed development supports the use of active and public transportation by being in an area where rapid transit is planned and active transportation facilities are available. The proposed development contributes to the creation of a complete community, locating residential density along a Mainstreet Corridor that already includes a mix of residential and non-residential uses where residents can meet their daily needs. The proposed development will also provide a new municipal park that contributes to the community spaces available for residents of the new building and the broader neighbourhood.

4.1.2 Chapter 3: Infrastructure and Facilities

- Policy 1 of Section 3.2 – 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.
- Policy 2 of Section 3.2 – Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.
- Policy 3 of Section 3.2 – As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained, and where possible, improved…
- Policy 3 of Section 3.3 – … 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.
- Policy 5 of Section 3.3 – The co-location of linear infrastructure should be promoted, where appropriate.
- Policy 1 of Section 3.9 – Healthy, active, and inclusive communities should be promoted by:
  a) Planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;
  b) Planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails, linkages, and, where practical, water-based resources;

The proposed development is located on a Mainstreet Corridor that is planned for future light-rail transit per the City's Official Plan. The proposed development will introduce a new pedestrian pathway that connects the Carlington neighbourhood and the future municipal park to Carling Avenue, contributing to a healthy, active and inclusive community. The proposed development is compatible with the Carling Avenue transportation corridor and is not anticipated to create any negative impacts or adverse impacts on the corridor.

4.2 City of Ottawa Official Plan (2022, as amended)

The City of Ottawa Official Plan was approved on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the City will accommodate this growth over time and sets out policies to guide the development and growth of the City.

4.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century.

1) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

   Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

   The proposed development represents intensification of a surface parking lot in the inner urban area, abutting a future rapid transit corridor, advancing the City's objective to achieve more growth through intensification than greenfield development.

2) By 2046, the majority of the trips in the City will be made by sustainable transportation.

   The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

   The subject property is served by existing transit routes along Carling Avenue, which is designated as a Transit Priority Corridor with future Light Rail Transit planned for this corridor. The proposed development will benefit from future rapid transit and from existing frequent and local transit options.

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.

   A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

   The urban design and transition policies of the Official Plan support higher-density development on the subject property to optimize land use efficiency and promote a well-integrated built form. The proposed development will create a new municipal park and a new pedestrian mid-block connection that will contribute to strengthening the existing neighbourhood.

4) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

   The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

   The proposed development of the subject property supports the City's environmental objectives by introducing greenspace and tree planting opportunities to a site that is otherwise characterized by an asphalt surface parking lot with minimal greenspace. The increase in landscaped area and tree planting opportunities will contribute to

the City's target of 40 percent urban forest canopy cover and will also contribute to the reduction of the heat island effect.

5) Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

The proposed development will locate additional residential density along Carling Avenue, a mainstreet corridor that is characterized by a mix of commercial uses. The increased residential density will support new and existing industries and businesses along this corridor.

4.2.2 Cross Cutting Issues

The Official Plan establishes a number of cross-cutting issues. Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross-cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- Intensification
- Economic Development
- Energy and Climate Change
- Healthy and Inclusive Communities
- Gender Equity
- Culture

Section 2.2.1, Intensification and Diversifying Housing Options, provides policy direction for intensification within the City of Ottawa. It is identified that residential growth be directed towards Hubs, Corridors and surrounding Neighbourhoods where daily and weekly needs can be accessed within a short walk.

Section 2.2.2, Economic Development, provides policy direction for economic growth and development. The intention is to support Ottawa's economic growth by attracting talent, focusing employment in strategic areas, integrating land uses, supporting key sectors like education and health, and protecting spaces for business, logistics, and rural development.

Section 2.2.3, Energy and Climate Change, provides policy direction for the mitigation and adaptation to climate change. The Official Plan aims to achieve the development of a compact and connected city where higher density development is encouraged in areas close to transit and within walking distance of a wide range of services. A compact urban built form with a mix of land uses and housing options is encouraged, to ensure both energy efficiency and sustainable patterns of development over the long term. Further, a shift from the reliance of personal automobiles to active and zero emission transportation modes such as public transit, walking and cycling is favoured.

Section 2.2.4, Healthy and Inclusive Communities, provides policy direction to promote healthy, inclusive, and resilient communities by encouraging 15-minute neighbourhoods, accessible design for all ages, and sustainable development. It recognizes that the built environment plays a key role in addressing public health challenges, supporting well-being, and building resilience to climate and social stressors.

Section 2.2.5, Gender Equity, provides policy direction to embed gender and racial equity into all aspects of planning by recognizing how intersecting identities affect access to housing, mobility, and amenities. It aims to eliminate systemic barriers through inclusive engagement and tools that assess equity at every stage of the planning process, improving quality of life for all residents.

Section 2.2.6, Culture, provides policy direction integrating culture into land use planning to foster identity, inclusion, and well-being. It supports creating cultural spaces, promoting the arts in placemaking, reinforcing local identity through design, and growing the creative economy to enhance livability and attract talent.

The proposed development will result in residential intensification that is supportive of the above cross-cutting issues. The proposed development proposes efficient growth through intensification in an area served by existing infrastructure and public services while providing new housing that meets contemporary sustainability and accessibility design standards. It will support the growth of Ottawa's population and contribute to the variety of housing stock available. The proposed development will introduce a new public park and contribute to connectivity within the community, further seeding the conditions of a 15-minute neighbourhood. The proposed development will replace existing surface parking and introduce new greenspace on the site, contributing to a healthy and inclusive community.

4.2.3 Growth Management, Supporting Intensification

Section 3 of the Official Plan establishes policies to support intensification. Ottawa's population is projected to grow by 40 percent between 2018 and 2046 with 51 percent of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40 percent in 2018 up to 60 percent by 2046).

Th City of Ottawa adopted Official Plan Amendment 46 (OPA 46) in July 2025, which amended the Official Plan to update policies and mapping for consistency with the Provincial Planning Statement 2024. The Official Plan Amendment is now before the Minister of Municipal Affairs and Housing for a decision in accordance with Sections 17and 26 of the *Planning Act* and is therefore not yet in force and effect. For the purposes of evaluating the proposed development, the Official Plan as currently written has been reviewed, with OPA 46 reviewed subsequently.

The applicable policies of Section 3.2 for the proposed development including the following:

- Policy 2 – Intensification may occur in a variety of built forms and height categories, from Low-rise to High-rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height.
- Policy 3 – The vast majority of residential intensification shall focus within 15-minute neighbourhoods, which re comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.
- Policy 4 – 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.
- Policy 8 – Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:
  a) Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and
  b) Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.

- Policy 10 – The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a [of the Official Plan] for Hubs and Mainstreet Corridors. Mainstreet Corridors have a minimum area-wide density requirements of 120 people and jobs per gross hectares and a minimum residential density requirement for intensification of 120 dwellings per net hectare. The minimum proportion of large-household dwellings within intensification for Mainstreet Corridors is 5 percent and a target of 10 percent.

The proposed development is consistent with the policies of the Official Plan as they relate to growth management and intensification. The proposed development will replace an underutilized surface parking lot within the inner urban area of the City and in a Hub along a Mainstreet Corridor adjacent to a planned rapid transit corridor. The proposed development will result in an additional 201 units within the area, representing a density of 471 units per gross hectare (including the existing 209 units on site). The proposed development exceeds the 10 percent target of large-household dwellings within intensification, providing 63 percent of the total units as large-household dwellings (units larger than 80 square metres).

As noted above, OPA 46 was adopted by City Council but remains with the Minister of Municipal Affairs and Housing for final approval and is therefore not yet in force. OPA 46 sought to renumber the subsections within Section 3 – Growth Management Framework, as follows:

- Section 3.2 will be renamed "Growth Within the Built-Up Area" with the following subsections:
  - Subsection 3.2.1 – Strategic Growth Areas
  - Subsection 3.2.2 – Major Transit Station Areas (MTSAs) and Protected Hubs as Protected Major Transit Station Areas (PMTSAs)
  - Subsection 3.2.3 – Support Intensification (currently section 3.2 of the Official Plan).

The applicable policies of the revised Section 3.2 are as follows, as written in Document 1 – Details of Recommended Official Plan Amendment 46:

- Policy 1 of Section 3.2.1 – The Hub and Corridor designations are strategic growth areas to accommodate residential and non-residential growth through intensification by providing access to existing services and transit and supports an evolution towards 15-minute neighbourhoods.
- Policy 2 of Section 3.2.1 – Locating mid- and high-rise buildings to these strategic growth areas provides opportunities for increasing the range and mix of housing options and supports the provision of housing that is more affordable relative to other locations while also providing access to public transit.
- Policy 4 of Section 3.2.1 – Section 4.6 Urban Design describes how development within Hubs and Corridors are to transition to adjacent areas.
- Policy 5 of Section 3.2.1 – Section 5 Transects describes the general built form characteristics, including minimum and maximum building heights, for Hubs and Corridors by the transect that they are within.
- Policy 6 of Section 3.2.1 – Section 6 Urban Designations describes the function of Hubs and Corridors, including their strategic purpose, land use permissions, and guidance for how development should occur within the designation.
- Policy 3 of Section 3.2.3 – The vast majority of residential intensification shall focus within strategic growth areas and 15-minute neighbourhoods, which are comprised of Hubs, Corridors, lands within the Evolving Neighbourhood Overlay as shown on Schedules B1 through B8.
- Policy 9 of Section 3.2.3 – The residential intensification targets by dwelling sizes as shown on Schedules B1 through B8 are established in Table 2a and by transect and designations in Table 2b. In Inner Urban Hubs and Mainstreets, the minimum large household dwelling requirement for residential intensification is 5 percent and the target is 10 percent.
- Policy 10 of Section 3.2.3 – Density targets within Major Transit Station Areas (MTSAs) are established in Table 3a, and density targets outside of MTSAs are established in Table 3b. Within Neighbourhoods, the higher densities within the target range to increase the diversity of housing opportunities should generally occur within the Evolving Neighbourhood Overlay, being the areas closest to services and amenities within the adjacent

strategic growth areas, or on larger lots. The minimum residential density target outside of an MTSA in the inner urban area is 250 dwellings per net hectare in Hubs, 120 dwellings per net hectares on Mainstreets, and 60 to 80 dwellings per net hectare in Neighbourhoods.

The proposed development is located within a strategic growth area, in a Hub along a Mainstreet Corridor within the urban area. The proposed development conforms to the policies of Section 4.6 – Urban Design, Section 5.2 – Inner Urban Transect, and Section 6.2 – Corridors, as outlined in later sections of this report. The proposed development exceeds the minimum density targets for inner urban area Hubs, outside a Major Transit Station Area (MTSA), and exceeds the minimum target for large-household dwellings. The proposed development contributes to the evolution of the immediate neighbourhood as a 15-minute neighbourhood.

4.2.4 Inner Urban Transect

The Inner Urban Transect includes the pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them. Generally, the older neighbourhoods reflect the urban built form characteristics, while the post-war neighbourhoods reflect suburban characteristics.

The applicable policies of Section 5.2 for the proposed development include the following:

- Policy 1 of Section 5.2.1 – The Inner Urban Transect's built form and site design includes both urban and suburban characteristics as described in Table 6 [of the Official Plan]. It's intended pattern is urban.

The proposed development represents an urban pattern of development.

- Policy 3 of Section 5.2.1 – 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 a high-density development in proximity to frequent street transit and future rapid transit. The proposed development has been designed in accordance with the policies of Section 4.6, providing an appropriate transition to the low-rise neighbourhood to the south. The proposed development is supported by water, sewer, and stormwater services, as outlined in the Functional Servicing Report, prepared by Gerrits Engineering Ltd.

- Policy 4 of Section 5.2.1 – 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).

The proposed development is a residential building located in an area developed with a mix of uses. The proposed development is within walking distance of non-residential uses that would serve the future residents of this building.

/ Policy 5 of Section 5.2.1 – The Inner Urban area is planned for mid- to high-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:
  c) … development applications may be required to:
    i) Reduce the number and/or width of private approaches on a site;
    ii) Re-use existing private approaches; or
    iii) Relocate and/or combine existing private approaches with no net increase in number or width.

The proposed development makes use of an existing surface parking lot within the inner urban area, replacing surface parking with a residential-use building and relocating parking to an underground parking garage. The proposed development does not seek to alter the private approaches along Carling Avenue, and proposes a new private approach along Thames Street.

/ Policy 2 of Section 5.2.2 – 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 proposed development has been designed to provide direct pedestrian access to Carling Avenue to ensure that walking, cycling and transit are encouraged and a prioritized form of transportation.

/ Policy 3 of Section 5.2.2 – Motor vehicle parking in the Inner Urban Transect shall be managed as follows:
  a) Motor vehicle parking may only be required for large-scale developments, and only to the extent needed to offset sudden large increases in parking demand;
  b) No parking shall be required as a condition of development within Hubs;
  c) Surface parking within 300 metre radius or 400 metre walking distance, whichever is greatest, of existing and existing or planned rapid transit, shall be limited to a very small amount of spaces only for short-term drop-off and pick-up, or delivery vehicles; shall not be located between the building and the sidewalk; and shall be accessed and aggressed by the narrowest possible driveway; and
  d) Where new development is proposed to include parking as an accessory use, such parking:
    i) Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;
    ii) Shall be accessed by driveways that minimize the impact on the public realm and on both City-owned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches; and
    iii) May be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of this Plan.

The proposed development has a parking rate of 1.03 spaces per unit (resident + visitor). As noted above, the proposed development will be served by underground parking and minimal surface parking that is located away from the Carling Avenue and Thames Street frontages.

/ Policy 1 of Section 5.2.3 – 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;
/ Policy 2 of Section 5.2.3 – Along Mainstreets, permitted building heights are as follows: subject to appropriate height transitions, stepbacks, and angular planes:
  a) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form and massing, not less than 2 storeys and up to high-rise;

The proposed development is a 20-storey high-rise residential building that has been designed to transition down in height towards Thames Street, consistent with the policies of Section 5.2.3 above.

As outlined above, the proposed development conforms to the Inner Urban Transect Area policies of the Official Plan.

4.2.5 Land Use Designation

The subject property is split-designated Hub and Mainstreet Corridor on Schedule B2 – Inner Urban Transect Policy Area (Figure 17) of the Official Plan. The Hub designation applies to the portion of the property closest to Carling Avenue, while the Neighbourhood designation applies to the portion of the property along Thames Street.

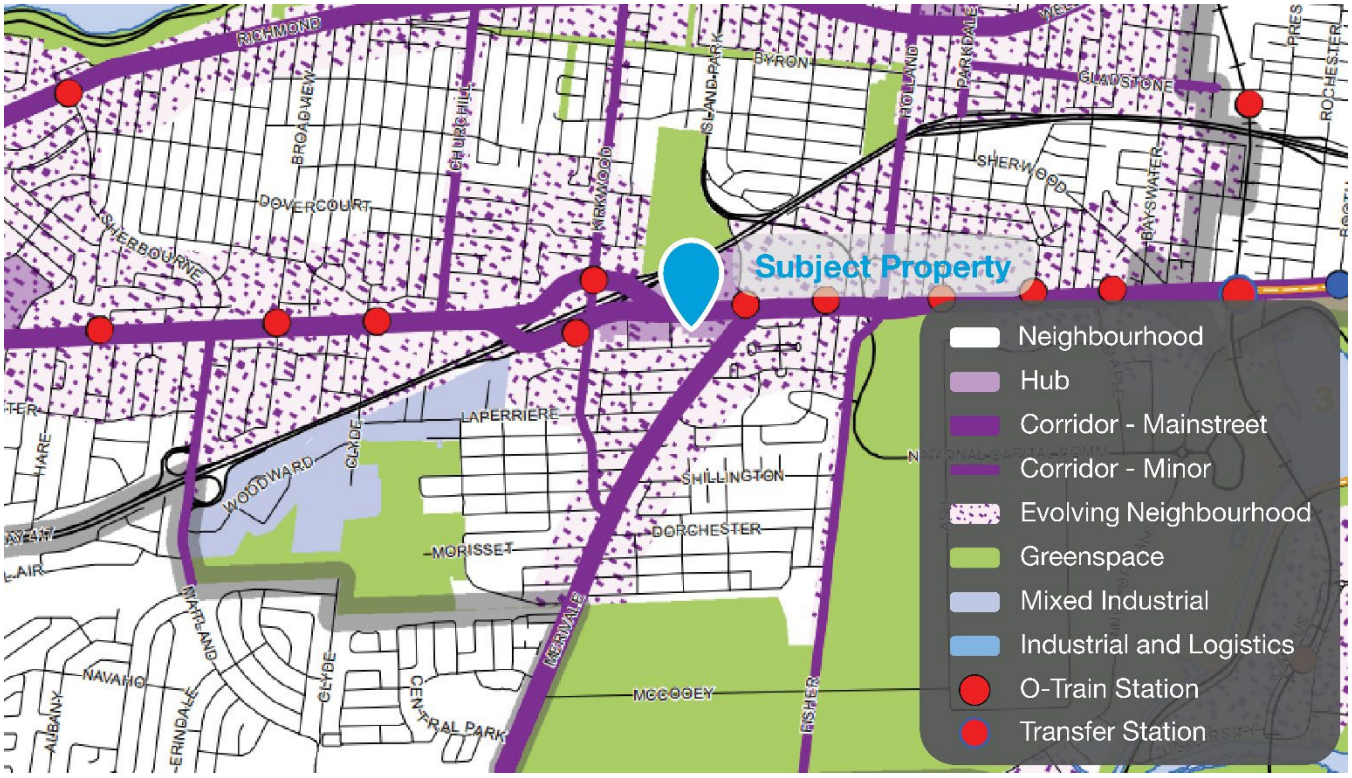

Figure 21. Extract of Schedule B2 - Inner Urban Transect Policy Area, City of Ottawa Official Plan

Hub Designation:

Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub.

The applicable policies of Section 6.1 for the proposed development include the following:

- Policy 1 of Section 6.1.1 – Hubs are defined areas that may include lands adjacent to, or within a short walking distance of an identified rapid transit station or major frequent street transit stop, and:
  a) Hubs generally include lands up to 600 metre radius or 800 metres walking distance, whichever is greatest, from an existing or planned rapid transit station or major frequent street transit stop, and are shown on the B-series of schedules;
- Policy 2 of Section 6.1.1 – The strategic purpose of Hubs is to:
  a) Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;

b) Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential, commercial, employment, and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;
c) Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and
d) Reduce greenhouse has emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in Policy b).

- Policy 3 of Section 6.1.1 – 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;
  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 façade 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 minimum their impact on the public realm.
- Policy 6 of Section 6.1.1 – 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.

The northern portion of the subject lands are designated Hub. As such, the proposed development has been designed to locate the tallest portion of the residential tower within the Hub designation. The proposed development establishes a high-density development that prioritizes transit users, cyclists and pedestrians, and provides pedestrian links from the neighbourhood to the south towards Carling Avenue where transit and cycling facilities are provided. The proposed development proposes significant improvements and enhancements to the public realm through the introduction of additional landscaping and softscape areas on a site that was previously characterized by asphalt surface parking, and through a new municipal park. The proposed development conforms to the Hub policies of the Official Plan.

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

The applicable policies of Section 6.2 for the proposed development include the following:

- Policy 1 of Section 6.2.1 – Corridors are shown as linear features in the B-series of schedules. The Corridor designation applies to any lot abutting the Corridor, subject to:
  a) Generally, a maximum depth of:

i) In the case of Mainstreet Corridors, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor;

- Policy 2 of Section 6.2.1 – Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:
  a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
  b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
  c) For sites generally of greater than one hectare in area or 100 metres in depth:
     i) Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users;
  d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.
- Policy 3 of Section 6.2.1 – Corridors will generally permit residential and non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:
  a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
  b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
  c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.
- Policy 4 of Section 6.2.1 – Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:
  a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors and Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and
  b) Vehicular access shall generally be provided from the parallel street or side street.
- Policy 1 of Section 6.2.2 – In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.

The subject lands have a lot depth of approximately 136 metres, and as such, the Mainstreet Corridor designation would apply to the entirety of the lands not designated as Hub. The proposed development has been designed to locate the tallest portion of the proposed residential tower within the Hub designation, which is closest to the designated Mainstreet Corridor, and transitioning downward in height closest to Thames Street. Additionally, the proposed development introduces a new pathway that provides connectivity between the low-rise neighbourhood to the south of the subject lands and Carling Avenue to the north. The proposed residential development will be supportive of nearby non-residential uses, contributing to a 15-minute neighbourhood. The proposed development does not address the Carling Avenue Corridor due to the location of the existing building on site; however, vehicular access for the proposed building is proposed from both Carling Avenue (existing access and egress) and Thames Street (proposed new vehicular access). The proposed development conforms to the Mainstreet Corridor policies of the Official Plan.

4.2.6 Parks and Recreation Facilities

Parks are one component of the City's greenspace and are important for quality of life, recreation and health. Parks provide spaces for active and passive recreation and opportunities to showcase the City's diverse cultural communities and for creative expression. The Official Plan provides overarching planning policy for parks, while the City's Parks and Recreation Facilities Master Plan is where people will find details on the programming of parks. Parks are distribute through a neighbourhood, and across the City, to enable residents to meet recreational needs.

The applicable policies of Section 4.4 for the proposed development include the following:

- Policy 2 of Section 4.4.1 – All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:
  a) Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and
  b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:
     i) Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan;
     ii) Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication;
     iii) Be of a usable shape, topography and size that reflects its intended use;
     iv) Meet applicable provincial soil regulations; and
     v) Meet the minimum standards for drainage, grading and general condition.
- Policy 4 of Section 4.4.1 – The Parkland Dedication By-law, or any successor by-law, shall include provisions for the rate of parkland dedication. As per the *Planning Act* the following rates apply at the time of adoption of the Official Plan:
  a) The City shall require the dedication of land for parks in an amount not exceeding 5 per cent of the area of land that is developed or redeveloped for all other purposes except that the City will calculate the park dedication for residential development or redevelopment at densities that exceed 18 units per net hectare using the 'alternative requirement' of 1 hectare for every 300 dwelling units as provided in the Planning Act or some lesser amount based upon this requirement. The Parkland Dedication By-law will identify circumstances when a lesser amount will be considered;
- Policy 6 of Section 4.4.1 – Consistent with Subsections 4.8 and 4.9 and Section 7, the following lands and features shall not be considered as part of the parkland dedication, at the discretion of the Department responsible for recreation: Natural Heritage Features as defined by the City's Environmental Impact Study Guidelines, the minimum setback from surface water features, Natural Environment Areas, Significant Wetlands, Open Spaces, Urban Natural Features and Conservation Areas.
- Policy 1 of Section 4.4.3 – To provide new parks in the Downtown Core and Inner Urban Transects, as identified in the Parks and Recreation Facilities Master Plan, the following will apply:
  a) An Urban Parks Strategy or similar document shall identify the City's preferred location for parks and recreation facilities where higher-density neighbourhoods exist or are expected;
  b) New park sites will be supported in Hubs, Corridors and, when in Neighbourhoods, in the centre of neighbourhoods;
  c) The acquisition of large parks in the Downtown Core and Inner Urban area will be prioritized where opportunities arise, for example as part of the LeBreton development;
  d) The City shall seek opportunities for urban plazas and parkettes that, alongside recreational uses, consider cultural development opportunities such as providing space for performance, exhibitions, commemoration and ceremony; and
  e) The City shall direct that all cash-in-lieu of park land collected through development applications within these transects, as described in Subsection 4.4.1, Policy 4 d) and Subsection 4.4.2, Policy 3), be used for the acquisition of new park land and the improvements to the existing parks within these transects.

The proposed development will include a new municipal park that will be conveyed to the City as parkland dedication, as the subject lands are greater than 4,000 square metres in size and therefore are a priority for land conveyance. The proposed parkland will be 826 square metres in size, with 49.2 metres of frontage along Thames Street, which accounts for 9.5 percent of the total lot area or 13.9 percent of the development area of the subject lands. The *Planning Act* permits parkland conveyance at a rate of 1 hectare per 600 units, up to a maximum of 10 percent of land area. As there are portions of the subject lands that are already developed and remaining untouched, the proposed

parkland dedication satisfies the requirements of the *Planning Act*. As outlined in Policy 2, the proposed park is greater than 400 square metres, will be free from encumbrances, and is rectangular-shaped. The park has been sited to maximize the street frontage on Thames Street, consistent with the above policies. The proposed park will serve residents of the subject lands and in the surrounding area. The proposed parkland dedication is consistent with the City's land-first policy and conforms with the parks and recreation facility policies of the Official Plan.

4.2.7 Urban Design

Urban Design is the process of giving form and context to a city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages.

The applicable policies of Section 4.6 for the proposed development include the following:

- Policy 5 of Section 4.6.1 – Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:
  a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
  b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
  c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

  The proposed development has been designed to consider four season comfort by incorporating interior and exterior amenities for future residents. The proposed development has been designed to incorporate additional landscaping on what was an existing asphalt surface parking lot that contributes to mitigating micro-climate impacts on the site.

- Policy 1 of Section 4.6.3 – Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.

  The proposed development has been designed to enhance the public realm by including a new public park along Thames Street. In addition to the public park, a new pedestrian pathway will provide connectivity between Thames Street and Carling Avenue.

- Policy 1 of Section 4.6.5 – Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.
- Policy 2 of Section 4.6.5 – 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.
- Policy 3 of Section 4.6.5 – 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.

/ Policy 4 of Section 4.6.5 – Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

The proposed development demonstrates the intent of the applicable Council-approved design guidelines, including the Urban Design Guidelines for Arterial Mainstreets and the Urban Design Guidelines for High-Rise Buildings. The proposed development responds to its context within the Inner Urban area and responds to the Hub and Neighbourhood policies of the Official Plan. The proposed development has been designed to internalize servicing, loading and mechanical equipment into the design of the building, with loading and garbage pickup proposed between both of the buildings on the site.

/ Policy 1 of Section 4.6.6 – 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.

/ Policy 2 of Section 4.6.6 – 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.

The proposed development has been designed to transition between Carling Avenue, which is generally characterized by high-rise buildings and Thames Street, which is generally characterized by low-rise development. The proposed development has been designed to include multiple stepbacks and large setbacks to ensure that the building does not impose onto the low-rise character of Thames Street. While it is one of many tools for achieving transition, the proposed development achieves a 45-degree angular plane from Thames Street. The tower-portion of the building has been situated as far away from the lot lines abutting residential zones as possible to ensure that there is limited impact to the residential uses along Thames Street. The tower portion of the proposed development achieves a setback of 37.1 metres to Thames Street, 25.1 metres to the western property line, and 18.4 metres to the eastern property line. The diagram below illustrates where the subject lands abut residential zones to the east and west and where the tower is situated relative to these zones.

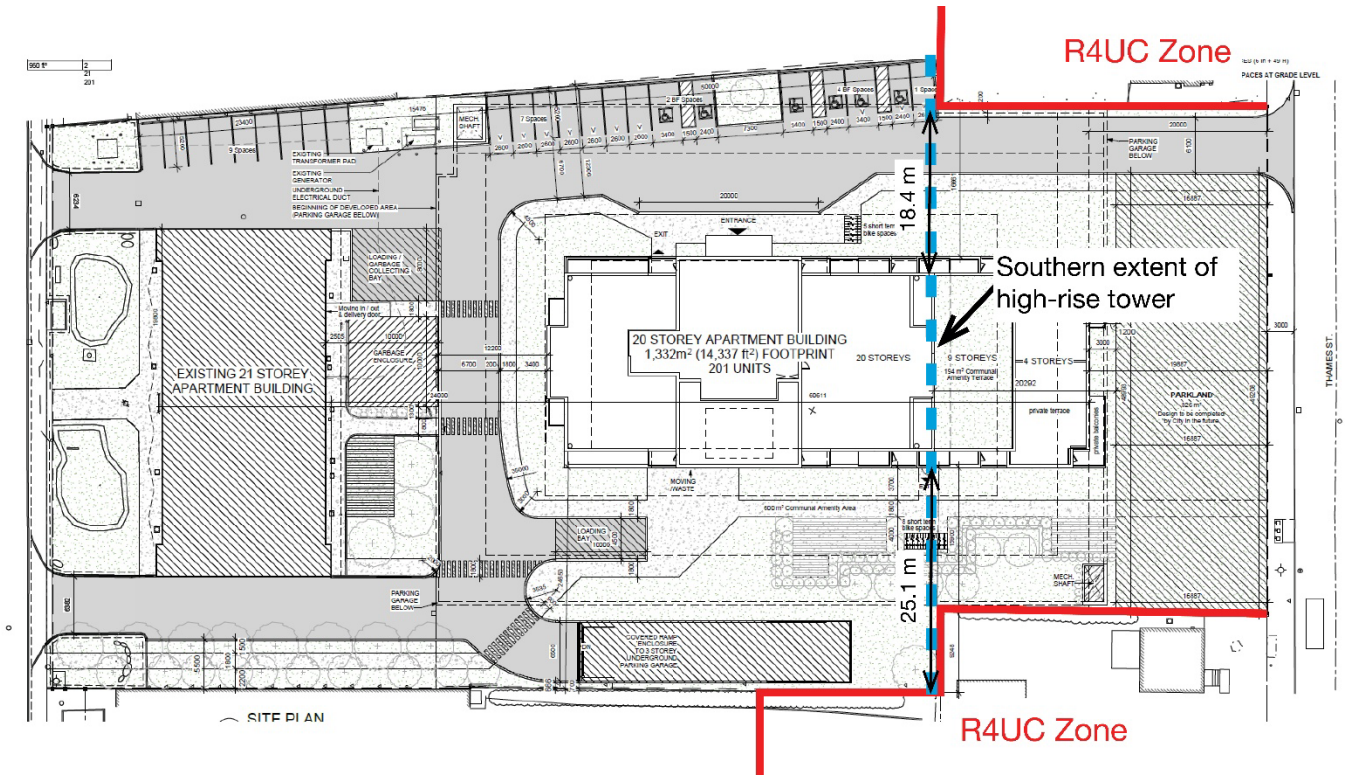

Figure 22. Diagram illustrating the extent of the high-rise tower relative to the abutting residential zones.

/ Policy 3 of Section 4.6.6 – Where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

The proposed development has been designed to respond to the immediate context. The proposed 20-storey tower is slightly shorter than the existing 21-storey tower on the subject property and will transition downward in height to 9 storeys and 4 storeys approaching Thames Street, which is generally seen as the edge of the high-rise cluster along Carling Avenue. The proposed development also provides a variation in height within the Westgate area.

/ Policy 4 of Section 4.6.6 – Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential

a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

The proposed development has been designed to include a mix of interior and exterior amenity areas that will provide protection from heat, wind, extreme weather, noise and air pollution. The proposed development includes interior amenity areas that are capable of being multi-functional spaces that can be used to support residents during extreme heat events, power outages, or other emergencies. The proposed development has been designed to provide a mix of amenity spaces that can serve a range of residents.

/ Policy 8 of Section 4.6.6 – High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

The proposed development has been designed with a tower floorplate of 847 square metres and a gross floor area of 697.45 square metres. The proposed tower sits atop a podium that has a footprint of 1,332 square metres, and moves most parking below-grade, which allows for a significant portion of the site to be landscaped. The larger tower floorplate is appropriate for the subject site, as tower separation distances and setbacks continue to exceed the minimum requirements.

/ Policy 9 of Section 4.6.6 – 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 proposed development has been designed to maximize the tower separation on the site while also respecting the location of the tower relative to Thames Street. A tower separation of 24 metres is proposed between the existing high-rise tower and the proposed development.

/ Policy 10 of Section 4.6.6 – Development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.

As outlined in the Urban Design Brief, the future context of the surrounding area has been illustrated based on the planned context.

4.3 Area-Specific Policy 31 – Westgate

Area-Specific Policy 31 – Westgate (ASP 31) provides direction for development within the area surrounding the Westgate shopping centre. The northern portion of the subject property abutting Carling Avenue is located within the Westgate Area-Specific Policy (ASP) area, while the southern portion of the subject property abutting Thames Street is outside of the ASP area. The subject property is designated Westgate-Carling South Transition Area on Schedule 31.A – Designation Plan, of Volume 2C of the Official Plan (Figure 18). The south edge of 1361 Carling Avenue is the boundary for the Neighbourhood Line, also identified on Figure 18. Additionally, a mid-block crossing/signalized intersection is identified along Carling Avenue, adjacent to the west driveway into the subject property.

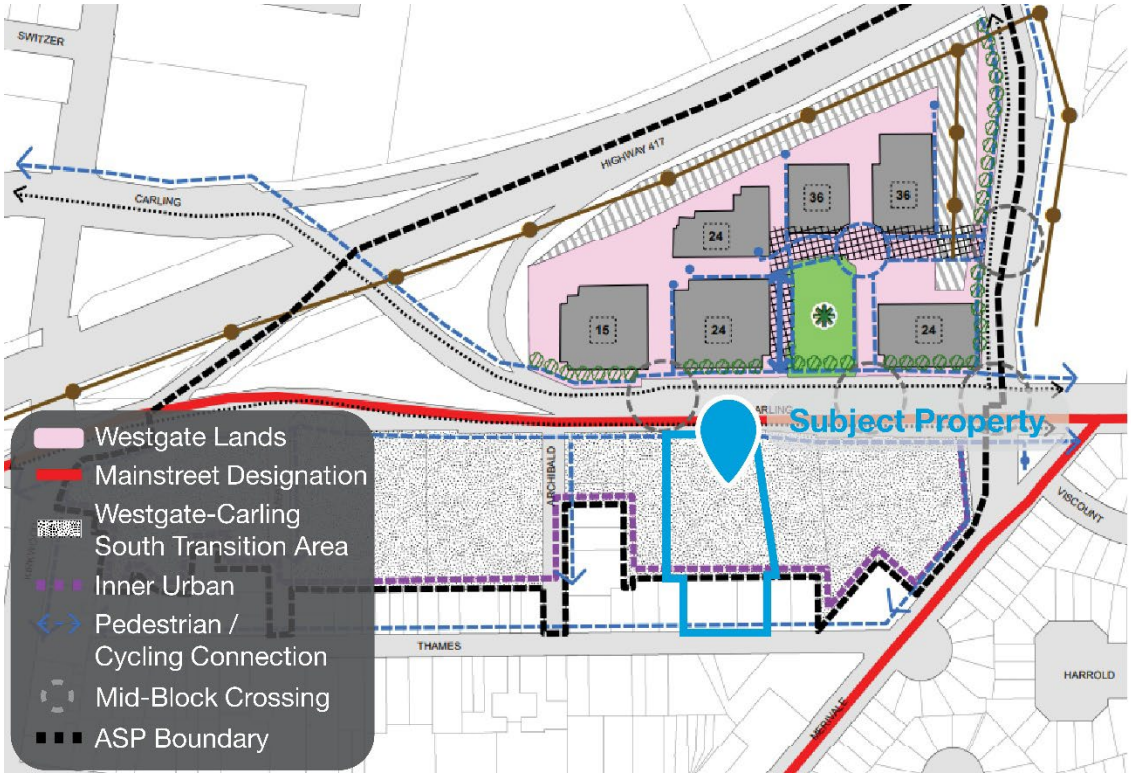

Figure 23. Extract of Schedule 31.A - Designation Plan, Volume 2C of the City of Ottawa Official Plan

The applicable policies of ASP 31 for the proposed development include the following:

- Policy 31.3 – Applications for new development shall demonstrate how they provide pedestrian and cycling facilities, Privately-Owned Public Spaces (POPS), streets, and other considerations, consistent with Schedule 31.A - Designation Plan, Volume 2C - Official Plan, and the wider objectives for this policy area.

The proposed development has been designed to include a pedestrian connection through the site that will provide access between Thames Street and Carling Avenue. The pedestrian connection will end at the western access to the site along Carling Avenue, which will generally align with the conceptualized mid-block crossing on Carling Avenue.

- Policy 31.5 – Vehicular parking may be provided above the ground level, in a structure, for commercial and residential uses. Ground-level motor vehicle parking spaces, aisles (other than direct access and egress) or ramps shall not abut any street and shall be separated from the street by an active use accessible by pedestrians from the sidewalk.

The proposed development has been designed to accommodate the majority of vehicular parking underground. The surface parking spaces will primarily be used as visitor parking and will abut the eastern property line. The location of the surface parking spaces is consistent with the existing conditions on the subject property.

- Policy 31.12 – 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 development has been designed as a podium and tower form, consisting of a 4-storey podium, stepping back up to 9-storeys and then again to 20 storeys.

/ Policy 31.13 – 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 stepbacks 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 site 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, stepbacks, 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 site may not be considered appropriate for high-rise buildings or may require lot consolidation before they may be accommodated.

The proposed development has been designed with a tower floorplate of 847 square metres. The proposed development has also been designed to orient the tower perpendicular to the existing tower on site to ensure that any additional shadow impacts to the surrounding area are minimized. A tower separation of 24 metres is achieved on the subject property, while also providing a 37.1-metre setback to Thames Street, which is characterized by low-rise dwellings. The proposed high-rise tower is suitable for the subject property and has been designed to mitigate any potential impacts on adjacent properties.

/ Policy 31.14 – Pedestrian and cycling connections are required, as identified on Schedule 31.A - Designation Plan, Volume 2C - Official Plan, across private land in the Westgate Lands and Westgate-Carling South Transition Area, at time of redevelopment, to connect the surrounding community to the mid-block crossing points on Carling Avenue, as designated for the policy area.

As outlined above, the proposed development has been designed to include a pedestrian connection through the site that will provide access between Thames Street and Carling Avenue. The pedestrian connection will end at the western access to the site along Carling Avenue, which will generally align with the conceptualized mid-block crossing on Carling Avenue.

/ Policy 31.15 – 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 proposed development provides an appropriate transition to the south of the Neighbourhood Line. The building massing is designed as 4-storeys closest to Thames Street, consistent with the low-rise massing along Thames Street. A new municipal park will provide additional separation between the proposed building and Thames Street and will provide an area for residents of the immediate neighbourhood to gather.

As outlined above, the proposed development is consistent with the policy direction in Area-Specific Policy 31.

4.4 City of Ottawa Comprehensive Zoning By-law

The City of Ottawa has recently undertaken the creation of a new comprehensive zoning by-law to implement the Official Plan that was approved in November 2022. The new Zoning By-law (2026-50) was enacted on March 11, 2026. At the time of writing this report, the new Zoning By-law remains within the 20-day appeal period for the By-law and is therefore not in force.

Both the existing By-law (2008-250) and new By-law (2026-50) have been reviewed, and the proposed development has been assessed for compliance under both by-laws.

4.4.1 Zoning By-law 2008-250

The subject property is split-zoned Arterial Mainstreet, Subzone 10 (AM10) and Residential Fourth Density, Subzone UC (R4UC) (Figure 19). The purpose of the AM zone is to:

- 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
- Impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

The purpose of the R4 zone is to:

- Allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;
- Allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
- Permit ancillary uses to the principal residential use to allow residents to work at home;
- Regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.

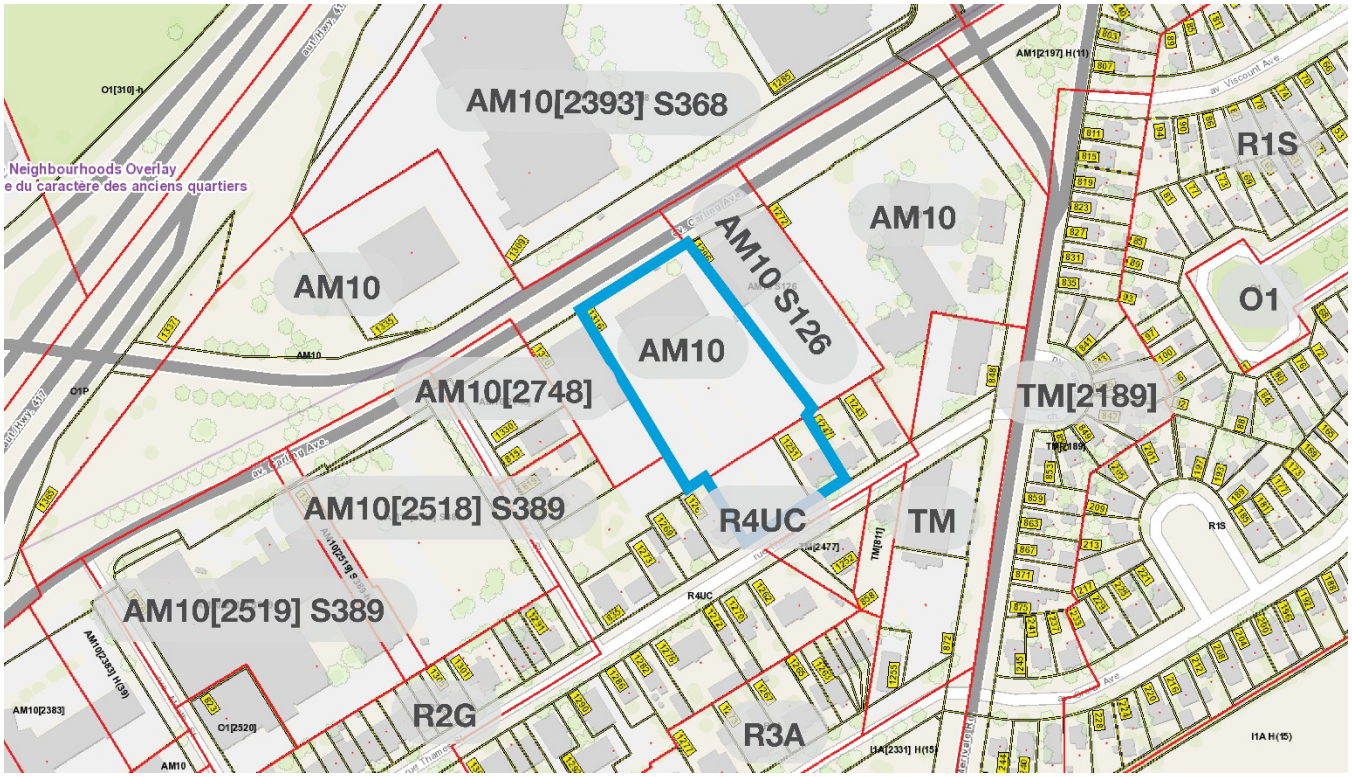

Figure 24. Zoning Map (By-law 2008-250), with subject lands outlined in blue

To facilitate the development of the subject property as proposed, it is recommended that the lands be rezoned entirely to Arterial Mainstreet, Subzone 10, Urban Exception XXXX (AM10[XXXX]). The Urban Exception would accommodate deviations from the AM10 zone and other sections of the Zoning By-law as determined in the following zoning compliance table (Table 1).

Table 1. AM10 Zoning Compliance Table

Zoning Provisions	**By-law Requirement or Applicable Section, Exception or Schedule Reference** **AM10 Zone has been reviewed**	**Proposal**	**Compliant (Y/N)**
Proposed Zone/Subzone (Zoning By-law Amendments only):	**AM10(XXXX)**		
Principal Land Use(s)	Apartment dwelling, low-rise Apartment dwelling, mid-rise	Apartment dwelling, high-rise	**N**
Minimum Lot Width Table 185(b)	No minimum	59.5 m	**Y**
Minimum Lot Area Table 185(a)	No minimum	8,652.8 m^2	**Y**
Minimum Front & Corner Side Yard Setback Section 186(10)(a)	0 m, and at least 50% of the frontage must be occupied by	Carling: Existing Building	**Y**

Zoning Provisions		By-law Requirement or Applicable Section, Exception or Schedule Reference AM10 Zone has been reviewed	Proposal	Compliant (Y/N)
Section 186(10)(b)(i) Carling Ave.		building walls within 4.5 m of the frontage		
Minimum Interior Side Yard Setback Table 185(d)(i) & (ii)	Abutting a residential zone	3 m for the first 20 m back from street, 7.5 m beyond m back from the street	15.9 m	Y
	All other cases	No minimum	24.6 m	Y
Minimum Rear Yard Tabe 185(e)(i) Section 186(10)(d)(i) Thames St.		3 m	19.8 m	Y
Maximum Building Height Section 186(10)(j)	Up to 7.5 metres from that part of a side lot line within 20 m of a street and abutting a R1, R2, R3, or R4 zone	15 m	No building proposed within 7.5 of a lot line abutting a R1, R2, R3 or R4 zone.	Y
	All other cases	30 m	56.8 m	N
Maximum Floor Space Index Table 185(g)		None	n/a	**n/a**
Rooftop Landscaped Areas, Gardens and Terraces – Setbacks Table 55(8)(b)		No setback required	No setback	Y
Provisions for High Rise Buildings		Does not apply – outside of Area A and B on Schedule 402	n/a	**n/a**
Permitted Projections Above the Height Limit Section 64		The maximum height limits do not apply to the following: mechanical and service equipment penthouse, elevator or stairway penthouses	Mechanical penthouse projects above the height limit	Y
Planned Unit Development Provisions Section 131				
Minimum Width of a Private Way Table 131(1)		6 m	6.7 m	Y

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule Reference AM10 Zone has been reviewed	Proposal	Compliant (Y/N)
Minimum Setback for Any Wall of a Residential Use Building to a Private Way Table 131(2)	1.8 m	Proposed Building: >1.8 m Existing Building: 0 m	Y N
Minimum Setback for any Garage or Carport Entrance from a Private Way Table 131(3)	5.2 m	n/a	n/a
Minimum Separation Area Between Buildings within a Planned Unit Development Table 131(4)(b)	3 m	24 m	Y
Parking Table 131(5)	May be provided anywhere within the development, whether or not the development parcels are severed; and Required visitor parking may be provided as parallel parking on a private way, provided the private way has a minimum width of 8.5 m	Parking is provided within the development parcel and no visitor parking is proposed as parallel parking	Y
Parking Provisions			
Minimum Parking Space Rates Section 101 Area Y on Schedule 1A	0.5 spaces per unit, no parking for first 12 units (201 units) = 95 spaces	189 resident spaces for proposed building 169 spaces for existing building 358 spaces total	Y
Minimum Visitor Parking Space Rates Section 102 Area Y on Schedule 1A	0.1 spaces per unit, no visitor parking for the first 12 units, no more than 30 visitor spaces required = 19 spaces	19 spaces	Y
Parking Space Dimensions Section 106	Standard Size: 2.6 x 5.2 m Up to 50% of the parking spaces in a parking garage may be reduced to a minimum of 4.6m long and 2.4m wide, provided that the space:	Standard size: 270 Small size: 97 spaces Barrier free: 10 spaces	Y

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule Reference AM10 Zone has been reviewed	Proposal	Compliant (Y/N)
	/ Is visibly identified as being for a compact car / Is not a required visitor parking space / Is not abutting or near a wall, column or similar surface that obstructs the opening of the doors of a parked vehicle or limits access to a parking space, in which case the minimum width is 2.6 metres.		
Driveway Width Section 107(1)(a) & 107(1)(aa)	Minimum width: 6 m Maximum width: 6.7 m	6.1 to 6.7 m between buildings	Y
Aisle Width Section 107(c)(ii)	6.0 m	6.7 m	Y
Location of Parking Section 109(2)	No parking in the front yard	Parking in interior side yard and underground	Y
Landscaping Provisions for Parking Lots Section 110 For a parking lot with 11-99 spaces, not abutting a street	1.5 m; and 15% of the area of any parking lot provided as perimeter or interior landscaped area is required	0 m 15% of the parking area along the east side is provided as interior landscaped area (landscaped island)	N Y
Bicycle Parking Rates Section 111	0.5 per unit = 101 spaces	216 spaces	Y
Amenity Space Section 137	6 m^2 per unit, 50% minimum communal = 1206 m^2 total, 603 m^2 communal	Total = 2,238.5 m^2 Communal = 1,200.9 m^2	Y
Outdoor Refuse Section 110(3)	Where outdoor refuse collection or refuse loading is contained or accessed via a parking lot, it must be: / Located 3 m from a lot line not abutting a street / Screened from view by an opaque screen with a height of 2 m	Located >3 m from a lot line Garbage is stored within an enclose >2 m in height	Y

4.4.2 Zoning By-law 2026-50

The subject property is split-zoned Hub 2 (H2) and Neighbourhood 4, Subzone C, Maximum Height of 11 metres (N4C H(11)) (Figure 20). The purpose of the Hub 2 zone is to:

- Permit a broad range of uses and promote an urban form in mixed-used nodes throughout the city.
- Lands in this zone will accommodate a mid- to high-density built environment and mixed-use neighbourhoods that provide a full range of services to residents.

The purpose of the Neighbourhood zones is to:

- Permit a full range of housing options and associated residential uses as contemplated within the Neighbourhoods designation of the Official Plan, and establish standards focused on regulating their built form and function.
- Regulate density and maximum building height using the primary Neighbourhood Zones, with the N5 and N6 Zones denoting mid- and high-rise respectively.
- Regulate elements of residential character, such as lot width and yard setbacks, using the N-subzones (A-F), with subzone A representing the most urban character and subzone F representing the most suburban character as defined in Table 6 of the Official Plan. These standards apply to all primary Neighbourhood Zones.
- The mid- and high-rise zones (N5 and N6) also conditionally permit non-residential uses, so as to permit a range of services in proximity to permitted high-density residential areas to implement the 15-minute neighbourhood policies of the Official Plan.

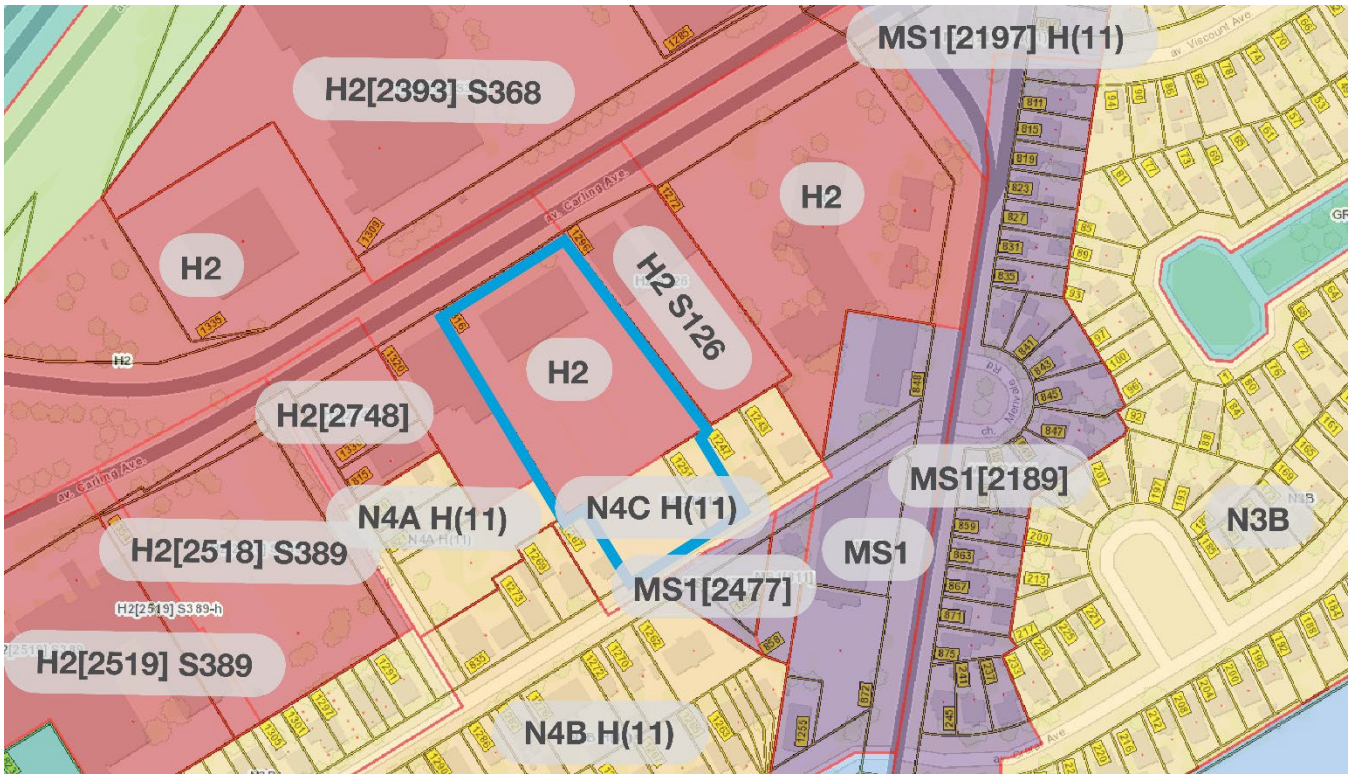

Figure 25. Zoning Map (By-law 2026-50), with subject lands outlined in blue

At the time of writing this Planning Rationale, Zoning By-law 2026-50 has been adopted by City Council but remains in the 20-day appeal period. It's our understanding that the By-law is not in full force and effect and the applicable Zoning By-law would be the existing Zoning By-law 2008-250. Despite this, we have reviewed the new Zoning By-law for

compliance. The proposed development will generally comply with the new Zoning By-law, with the exception of the following provisions:

- Section 902(6) – the proposed development provides a 1.2 metre landscaped buffer along the east property line abutting an N4 zone and a 0.7 metre landscaped buffer abutting an N4 zone, whereas a 3 metre buffer is required. One parking space abuts an N4 zone and no opaque screen is proposed along this property line, despite a 1.5 metre screen being required.
- Section 607(5) – no opaque screen is proposed where a parking lot abuts the N4 zone, whereas a 1.5 metre opaque screen is required. One (1) parking space abuts the N4 zone and this is an existing condition.
- Section 607(7) – no soft landscaped buffer is proposed along the east property line where surface parking is proposed to be located, whereas a 3.5 metre landscaped buffer is required. These parking spaces are an existing condition.
- Section 611(2)(a) – no parking spaces are proposed to be designed as electric vehicle spaces, despite 25% of provided spaces being required to be designed as such.

Until the 20-day appeal period for the new Zoning By-law (2026-50) has passed, or any appeals received have been resolved, it is our opinion that in accordance with the *Planning Act*, the proposed development is subject only to Zoning By-law 2008-250. As a result, Zoning By-law 2026-50 is not required to be amended.

4.5 Urban Design Guidelines for Development Along Arterial Mainstreets

The Urban Design Guidelines for Development Along Arterial Mainstreets were approved by Ottawa City Council in May 2006. The purpose of these guidelines is to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Arterial Mainstreets. The urban design guidelines are organized into seven (7) sections that address the following: streetscape; built form; pedestrians and cyclists; vehicles and parking; landscape and environment; signs; and servicing and utilities.

The proposed development meets the following applicable design guidelines, among others:

Built Form:

- Design new development to be compatible with the general physical character of adjacent neighbourhoods. Protect the positive elements of the existing fabric including significant buildings, existing trees, pedestrian routes, public facilities and pedestrian amenities [Guideline 7];
- Base new development on an internal circulation pattern that allows logical movement throughout the site that will accommodate, and not preclude, intensification over time. Design the internal circulation pattern with direct connections to the surrounding streets [Guideline 10];
- Design the built form in relation to the adjacent properties to create coherent streetscapes [Guideline 12];
- Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact [Guideline 14];

Pedestrians and Cyclists:

- Connect pedestrian walkways between adjacent properties in order to facilitate circulation between sites [Guideline 19];
- Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances [Guideline 20];

Vehicles and Parking:

- Locate surface parking spaces at the side or rear of buildings […] [Guideline 27];
- Orient car parking spaces to minimize the number of traffic aisles that pedestrians must cross [Guideline 29];

Landscaping and Environment:

- Select trees, shrubs and other vegetation considering their tolerance to urban conditions, such as road salt or heat. Give preference to native species of the region of equal suitability. [Guideline 32];

Servicing and Utilities:

- Enclose all utility equipment within buildings or screen them from both the arterial mainstreet and private properties to the rear. These include utility boxes, garbage and recycling container storage, loading docks and ramps and air conditioner compressors. [Guideline 50].

The proposed development responds to the Urban Design Guidelines for Development along Arterial Mainstreets. While the proposed development does not propose any new buildings immediately abutting Carling Avenue, the proposed development it situated on a lot that has frontage on Carling Avenue. The proposed development will introduce landscaping elements and pedestrian walkways that facilitate circulation between the arterial mainstreet and the low-rise stable neighbourhood. The Guidelines will be assessed in greater detail at the time of the future Site Plan Control application.

4.6 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings were approved by Ottawa City Council in May 2018. The Guidelines for High-Rise Buildings are to be used during the preparation and review of development proposals including high-rise buildings. The guidelines focus largely on the context for high-rise buildings and appropriate transition and compatibility, while also considering their built form. The relevant guidelines have been reviewed as they relate to the proposed development.

The proposed development is supportive of the following guidelines:

Context:

- When a high-rise building or group of high-rise buildings are proposed within an identified growth area, design the buildings nearer the edge of the growth area to be progressively lower in height than those in the “centre” [Guideline 1.10];
- Include base buildings that relate directly to the height and typology of the existing or planned streetwall context [Guideline 1.12];
- An angular plane, typically 45°, measured from the relevant property lines, should be used to provide a frame of reference for transition in scale from proposed high-rise buildings down to lower scale areas. [Guideline 1.13];
- When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back:
  b) 1,800m² for an interior lot or a through lot [Guideline 1.16];
- When a proposed high-rise building abuts lots where only low-rise residential buildings are permitted, the lot should be of sufficient width or depth to establish the desirable transition:
  b) in other areas, the lot should be of sufficient size to establish a gradual height transition on site by generally following an angular plane, typically 45° [Guideline 1.17];

Built Form:

- Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions:
  a) a high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives.
  b) a high-rise building that has a tower (middle + top) with a small floor plate can effectively achieve many design objectives in the urban environment [Guideline 2.3];
- A high-rise bar building may be appropriate when:

a) it is oriented along the north-south direction to provide greater opportunities to minimize shadow impacts and allow for better access to natural light;
b) it is placed to effectively frame streets and public open spaces; and
c) it is coordinated with point towers to create a balanced grouping of different high-rise types [Guideline 2.4].

- When abutting a low-rise residential area at the rear, an angular plane, typically 45°, measured from appropriate lot lines should apply to determine the heights of various portions of a bar building [Guideline 2.8];
- Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS):
  a) where there is an existing context of street wall buildings, align the facades of the base with adjacent building facades;
  b) in the absence of an existing context of street wall buildings, create a new street wall condition to allow for phased development and evolution. [Guideline 2.13];
- The maximum height of the base of a proposed high-rise building should be equal to the width of the ROW to provide sufficient enclosure for the street without overwhelming the street. [Guideline 2.15];
- Additional height may be appropriate through the provision of step backs and architectural articulation, particularly on wider streets and deeper lots. [Guideline 2.16];
- The minimum height of the base should be 2 storeys. [Guideline 2.17];
- For sites where the adjacent context is lower-scale and not anticipated to change:
  a) the height of the base or the portion of the base immediately adjacent to the neighbouring lower-scale buildings should match the height of the neighbouring buildings;
  b) provide a transition in height on the base through setbacks and architectural articulation [Guideline 2.19];
- Encourage small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces:
  a) the maximum tower floor plate for a high-rise residential building should be 750m^2 (Diagram 2-8);
  b) the maximum tower floor plate for a high-rise office building should 2,000m^2; and
  c) larger tower floor plates may be considered in suburban locations with design features to mitigate shadow and wind impacts, maintain skyviews, and allow for access to natural lights. [Guideline 2.24];
- Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of skyviews, and allow for natural light into interior spaces:
  a) the minimum separation between towers should be 23m;
  b) a tower must provide a minimum 11.5m setback from the side and/or rear property lines when abutting another high-rise building [Guideline 2.25];
- Orient and shape the tower to minimize shadow and wind impacts on the public and private spaces. [Guideline 2.31];
- Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors. [Guideline 2.36];

Pedestrian Realm:

- Where the main pedestrian entrance is located away from the sidewalk provide a direct, clearly defined pedestrian connection such as a walkway or a pedestrian plaza, between the main pedestrian entrance and the sidewalk. [Guideline 3.11];
- Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible. [Guideline 3.16];
- Conduct a wind analysis for all high-rise developments in accordance with the Wind Analysis Terms of Reference and indicate:
  a) how the building is placed and built form is designed to minimize the potential impacts; and
  b) how measures have been introduced to mitigate any potential wind impacts.[Guideline 3.26];
- Conduct a shadow analysis for all high-rise developments in accordance with the Shadow Analysis Terms of Reference and indicate how the placement and the built form is designed and shaped to minimize shadow impacts on the surrounding public and private realms. [Guideline 3.27];

- Protect pedestrians from wind, rain, snow and intense sun with features such as arcades, canopies, arbours or other elements to moderate the microclimate and facilitate year-round use. [Guideline 3.28];
- Provide permanent pedestrian weather protection, such as overhangings or canopies, at the building entrances and along commercial and mixed-use street frontage [Guideline 3.29].

The proposed development responds to the Urban Design Guidelines for High-Rise Buildings. The proposed development locates a high-rise residential tower in an area characterized by other high-rise towers. The proposed development achieves an appropriate transition to the nearby low-rise areas through the use of the 45-degree angular plane, building setbacks, and building stepbacks. The proposed development also orients the building in the opposite direction of the existing tower on site to ensure that any new shadow impacts are minimized. The Guidelines will be reviewed again in detail through the future Site Plan Control application.

4.7 Bird Safe Design Guidelines

The Bird Safe Design Guidelines were approved by City Council in November 2020 and serve to "inform building, landscape and lighting design at the planning stage of private or public development projects to minimize the threat of bird collisions."

A total of seven (7) Bird Safe Design Guidelines are provided. They are as follows:

- Consider the environmental context;
- Minimize the transparency and reflectivity of glazing;
- Avoid or mitigate design traps;
- Consider other structural features;
- Create safe bird-friendly landscaping;
- Design exterior lighting to minimize light trespass at night; and
- Avoid nighttime light trespass from the building's interior.

The Bird Safe Design Guidelines have been considered and further details as they relate to the guidelines will be refined during the future Site Plan Control application.

5.0
Proposed Zoning By-law Amendment

As outlined in earlier sections of this report, to facilitate the proposed development of the subject lands as proposed, it is recommended that the subject lands be rezoned to Arterial Mainstreet, Subzone 10, Urban Exception XXXX (AM10[XXXX]). The purpose of the Zoning By-law Amendment is to establish the applicable development standards to permit the proposed development. The proposed amendments for the subject property are as follows:

- **Permitted Land Uses** – As outlined in the Zoning Compliance Table, high-rise apartment dwelling is not permitted on the subject lands, and as such, is required to be added as a permitted use. The high-rise apartment dwelling use will ensure that the maximum building height sought below will be permitted.

- **Maximum Building Height** – A maximum building height of 58 metres is proposed whereas Section 186(10)(j) permits a maximum building height of 30 metres. The increase in height is required to accommodate the high-rise apartment dwelling built form, consistent with the existing building on site. As outlined on the site plan and in earlier sections of this Report, the increase in building height is appropriate and is not anticipated to create and undue adverse impacts. The proposed development has been designed to sensitively integrate with the low-rise neighbourhood along Thames Street, with lower heights proposed as you get closer to the street frontage.

- **Landscaped Buffer for Parking Lots** – A 0 metre landscape buffer for a parking lot with 11-99 spaces is proposed, whereas a 1.5 metre buffer is required. The proposed surface parking lot is an existing condition that will be reinstated with landscape islands to provide landscaping opportunities within the parking lot. The parking lot makes use of the notch-out where the subject lands abuts 1247 Thames Street, allowing for a seamless drive-aisle connection between Thames Street and Carling Avenue while accommodate parking on the east side of the drive-aisle. A landscaped buffer would result in a 1.5 metre "jog" of the drive-aisle, reducing the width of the drive-aisle and removing some of the landscaped area that is in front and to the side of the proposed building entrance. The removal of the landscaped buffer is appropriate, as the parking lot will primarily interface with the proposed drive-aisle and underground parking garage ramp of the proposed development on the abutting property to the east. While the parking lot is an existing condition today, the reinstated parking lot will introduce a landscaped island that is capable of supporting a medium sized tree. This is more soil volume than what would be provided with the 1.5 metre landscaped buffer. Given the interface of the abutting property, the impacts to other landscaping on the subject property, and the new landscaping opportunity within the parking lot, the removal of the landscaped buffer along the eastern property line is appropriate and is not anticipated to create any undue adverse impacts.

- **Minimum Setback for Any Wall of a Residential Use Building to a Private Way** – A minimum setback of 0 metres from the wall of the existing residential tower to the existing drive aisles (private ways) is proposed, whereas a 1.8 metre setback is required. While it is recognized that this is an existing condition, an amendment is proposed to ensure that both the existing and proposed buildings comply with the Zoning By-law. The reduction in the required setback is not anticipated to create any undue adverse impacts to the existing residents, future residents, or surrounding area. The proposed new residential building will be setback more than 1.8 metres from the private way, complying with the Zoning By-law.

6.0
Supporting Plans and Studies

The following plans and studies have been prepared in support of the Zoning By-law Amendment application for the subject lands.

Phase One Environmental Site Assessment, prepared by Pinchin Ltd., dated March 31, 2026

Pinchin Ltd. ("Pinchin") completed a Phase One Environmental Site Assessment (ESA) for the subject lands to assess the potential presence of environmental impacts due to activities at and near the Phase One property. Based on the findings of the Phase One ESA, Pinchin identified nine (9) Potential Contaminating Activities (PCAs) on the Phase One property and (on-site) 13 PCAs within the Phase One Study Area outside of the Phase One Property (off-site). Of the on-site PCAs, seven (7) are not considered to be Areas of Potential Environmental Contamination (APECs), while two (2) are considered to be APECs. The off-site PCAs are not considered to result in APECs at the Phase One Property given the distance from the PCAs to the Phase One Property, their downgradient or transgradient locations relative to the inferred groundwater flow direction in the Phase One Study Area and/or the nature of operations and potential contaminations related to these operations.

The two (2) on-site PCAs are related to areas of potential fill of unknown quality and quantity, which may have impacted soil quality at the Phase One Property and, as such, result in APECs that warrant further investigation. Pinchin concludes with a recommendation that a Phase Two ESA in conjunction with a Soil Characterization in relation with the Excess Soil Rules and Regulation be conducted at the Phase One Property as an "assessment of property conducted in accordance with the regulations by or under the supervision of a qualified person to determine the location and concentration of one or more contaminants in the land or water on, in or under the property". It is Pinchin's opinion that this can be completed at the time of redevelopment.

Geotechnical Investigation, prepared by Paterson Group, dated September 10, 2025

Paterson Group completed a Geotechnical Investigation for the proposed development, with the objective of determining the subsoil and groundwater conditions at the site by means of boreholes, and providing geotechnical recommendations pertaining to the design of the proposed development including construction considerations which may affect the design.

For the foundation design data provided within the report to be applicable, it is recommended that the following material testing and observation program be performed by the geotechnical consultant:

- Review of the finalized Grading Plan, from a geotechnical perspective.
- Review of the temporary shoring system design, if not prepared by Paterson.
- Observation of all bearing surfaces prior to the placement of concrete.
- Sampling and testing of the concrete and fill materials.
- Periodic observation of the condition of unsupported excavation side slopes in excess of 3 m in height, if applicable.
- Observation of all subgrades prior to backfilling.
- Field density tests to determine the level of compaction achieved.
- Sampling and testing of the bituminous concrete, including mix design reviews.

Noise Impact Study of the Proposed Residential Development, prepared by Pinchin Ltd., dated February 20, 2026

Pinchin Ltd. ("Pinchin") prepared a noise impact study report for the proposed residential development at 1316 Carling Avenue. The report was prepared to evaluate the noise impacts from external sources and road traffic on the Development and the Development on nearby noise sensitive receptors.

The study concludes that the traffic noise impact on the Development meets the NPC-300 noise criteria, with the included control measures (rooftop parapet/glass panels) and proposed installation of central air conditioning systems. In addition, the following warning clause Types A and C are required:

- Warning Clause Type A – From MECP NCP-300
  - "Purchasers/tenants are advised that sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment."

- Warning Clause Type C – From MECP NCP-300
  - "This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."

The predicted noise impacts from external stationary sources and emergency generators meet the NPC-300 noise criteria. Noise control measures are not required. The predicted noise impacts from the Development on external sensitive receptors meet the NPC-300 noise criteria. Noise control measures are not required.

Functional Servicing Report, prepared by Gerrits Engineering Limited, dated March 27, 2026

Gerrits Engineering Limited ("GEL") has prepared a Functional Servicing Report to demonstrate how the proposed development will connect to the existing municipal infrastructure and manage stormwater runoff from the site. In particular, the Functional Servicing Report examines the property's functional servicing with relation to water supply, sanitary sewerage, storm sewerage, and utilities. Ther servicing recommendations include the following:

- Water Servicing – the proposed development will be serviced via connection to the existing 200 mm PVC municipal watermain on Thames Street. A new 100 mm diameter PVC DR18 domestic water service and a 150 mm diameter PVC DR18 fire service are proposed to satisfy both the domestic and fire flow demands. A private hydrant will be provided on-site in accordance with applicable standards.
- Sanitary Servicing – the proposed development will be serviced via connection to the existing 300 mm PVC municipal sanitary sewer on Thames Street. Approximately 8.3 m of 150 mm PVC DR35 sanitary service is proposed from the municipal connection to a sanitary monitoring manhole at the property line, with an additional 17 m of 150 mm dimeter PVC DR35 service extending to the building for connection to the internal mechanical systems.
- Stormwater Drainage and Management – the site grading and servicing design has been developed to generally maintain existing drainage patterns and flow regimes. Runoff will be conveyed to the on-site storm sewer system and directed through proposed quantity and quality control measures to ensure controlled discharge to the municipal storm sewer system with no anticipated adverse impacts.

The report concludes the servicing of the proposed development is feasible.

Transportation Impact Assessment, prepared by CGH Transportation, dated March 2026

CGH Transportation ("CGH") has prepared a Transportation Impact Assessment (TIA) for the proposed development in accordance with the City of Ottawa's 2017 Transportation Impact Assessment Guidelines, incorporating the 2023 Revision to Transportation Impact Assessment Guidelines.

The TIA forecasts 84 two-way people trips during the AM peak hour and 84 two-way people trips during the PM peak hour. Of the forecasted people trips, 32 two-way trips will be vehicle trips during the AM peak hour and 33 two-way trips will be vehicle trips during the PM peak hour. Of the forecasted trips, 10% are anticipated to travel north, 30% to the south, 35% to the east, and 25% to the west.

The TIA concludes that Carling Avenue and Thames Street will not meet the pedestrian LOS targets in the existing and future conditions. To meet the theoretical pedestrian LOS target on Carling Avenue, the operating speed would need to be reduced to 50-60 km/hour. To meet the theoretical pedestrian LOS target on Thames Street, either a speed reduction to 30 km/hour or sidewalk with a boulevard greater than 0.5 metres would be required. Despite the pedestrian LOS targets not being met, both Carling Avenue and Thames Street will meet the bicycle LOS target in the existing and future conditions. Carling Avenue does not meet the transit LOS target in the existing conditions, but it is anticipated to meet the LOS target in the future conditions once the Carling Avenue Transit Priority is completed.

The TIA recommends supportive TDM measures to be included within the proposed development, which would include displaying local area maps with walking and cycling routes, and transit route information and schedules at major entrances, providing a multi-modal travel options information package to new residents, and unbundling parking costs from purchase/rental costs.

The TIA recommends that, from a transportation perspective, the proposed development applications proceed.

Pedestrian Level Wind Study, prepared by Gradient Wind Engineers & Scientists, dated March 5, 2026

Gradient Wind Engineers & Scientists (“Gradient Wind”) completed a pedestrian level wind study for the proposed development. The purpose of the study was to investigate pedestrian wind conditions within and surrounding the subject site, and to identify areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.

The study concludes that most grade-level 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, the existing surface parking to the east and west, proposed walkways, and in the vicinity of building access points are considered acceptable. The walking comfort threshold is exceeded during the spring and winter seasons over a limited area of the drive aisle to the northwest; however, the exceedance of the criterion may be considered marginal. Given the minimal impact, the conditions over the area may be considered satisfactory.

During the typical use period (May to October, inclusive), conditions over the parkland and communal amenity area are predicted to be suitable for a mix of sitting and standing. Comfort levels at designated seating areas may be improved by implementing targeted landscaping elements and wind barriers adjacent to sensitive-use areas such as tall wind screens and raised planters with dense plantings, in combination with strategically placed seating with high-back benches or other local wind mitigation, the extent of which is programming dependent.

Regarding the common amenity terrace serving the proposed development, conditions during the typical use period are predicted to be suitable for sitting along the façade and suitable for standing elsewhere. The extent of mitigation measures is dependent on the programming of the terrace. A 1.8-m-tall wind screen along the full terrace perimeter is recommended in combination with inboard mitigation such as wind screens, overhead canopies, and other landscaping features.

Tree Conservation Report for 1316 Carling Avenue, prepared by IFS Associates, dated March 12, 2026

IFS Associates Inc. (“IFS”) prepared the Tree Conservation Report (TCR) for the proposed development. The inventory in this report details the assessment of all individual trees on the subject and adjacent private property, including any trees on nearby City of Ottawa property.

Twelve (12) trees are proposed for removal, five (5) of which are located around the existing building on-site. One (1) tree with shared roots along the eastern property line is proposed to be removed, while another shared tree along the southern property line at the proposed Thames Street access is proposed to be removed. The majority of trees along the

perimeter of the site on the subject property, on adjacent lands, or shared between the two are proposed to be retained.

The TCR includes the following mitigation measures, which are the minimum required by the City of Ottawa to ensure tree survival during the following construction:

- As per the City of Ottawa's tree protection barrier specification, erect a fence as close as possible to the CRZ of the trees.
- Do not place any material or equipment within the CRZ of the tree(s).
- Do not attach any signs, notices or posters to any tree.
- Do not raise or lower the existing grade within the CRZ without approval.
- Tunnel or bore instead of trenching within the CRZ of any tree.
- Do not damage the root system, trunk or branches of any tree.
- Ensure that exhaust fumes from all equipment are NOT directed towards any tree's canopy.

7.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment application to permit the proposed development on the subject lands constitutes good planning and is in the public interest. As outlined in the preceding sections:

- The proposed development is consistent with the Provincial Planning Statement (2024) by providing residential intensification within a strategic growth area of the City. The proposed development efficiently makes use and land, resources and infrastructure, and promotes the use of active and public transportation.
- The proposed development conforms to the Official Plan's policies as they relate to Growth Management, the Inner Urban Transect, Hub and Neighbourhood designations, and Urban Design. The proposed development has been designed to provide an adequate transition between the Hub and Neighbourhood designations. The proposed development replaces a surface parking lot within the Inner Urban Area with residential uses that can support the mixed-use nature of the Carling Avenue corridor, contributing to the creation of a 15-minute neighbourhood.
- The proposed development conforms to the policies of the Westgate Area-Specific Policy. The proposed development limits the tower floorplate to 750 square metres and provides an appropriate transition south of the Neighbourhood Line.
- The proposed development responds strongly to the Urban Design Guidelines for High-Rise Buildings and the Urban Design Guidelines for Development along Arterial Mainstreets.
- The proposed development generally complies with the applicable provisions of Zoning By-law 2008-250. The requested amendments are appropriate and are not anticipated to create any undue adverse impacts on the community, surrounding properties, or future residents of the proposed development.
- The proposed development is supported by technical studies submitted as part of this application.

Sincerely,

Patricia Warren, MCIP RPP
Senior Planner

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Principal, Planning