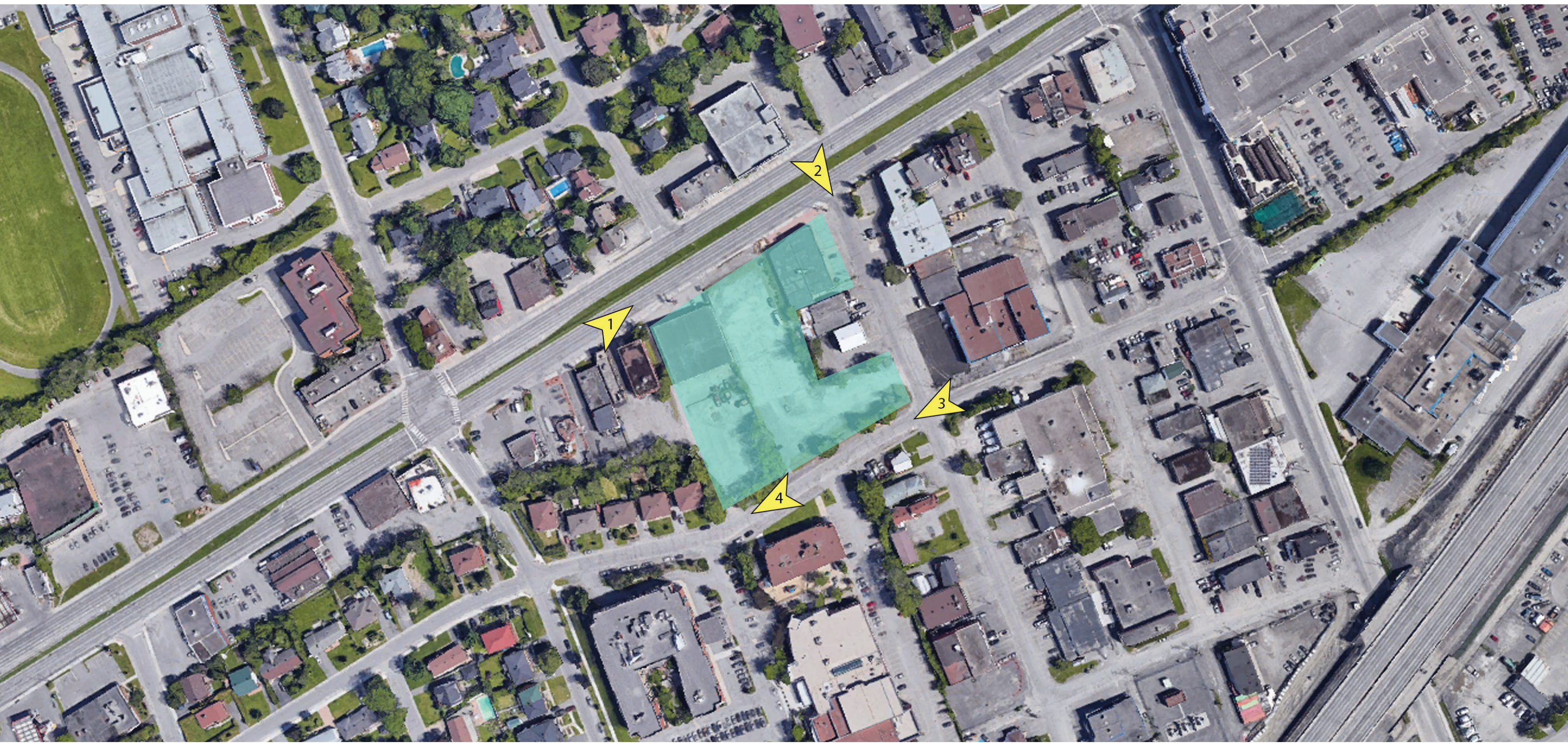




1746 CARLING Ave Urban Design Brief 2026.01.30



SITE, CONTEXT, AND ANALYSIS street views

1) traveling East on Carling towards site and intersection



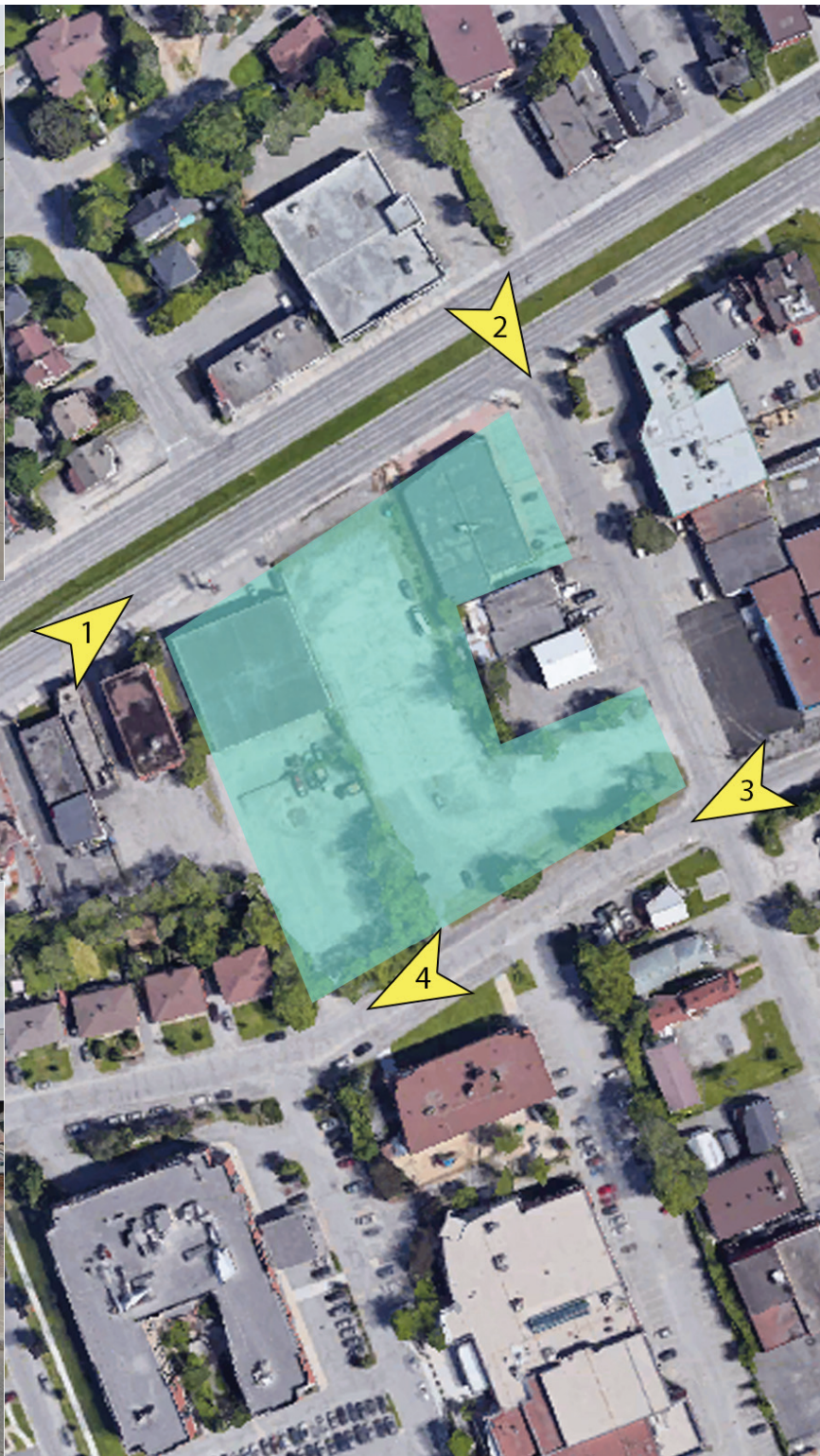
3) facing West at intersection of Kerr and Boyd

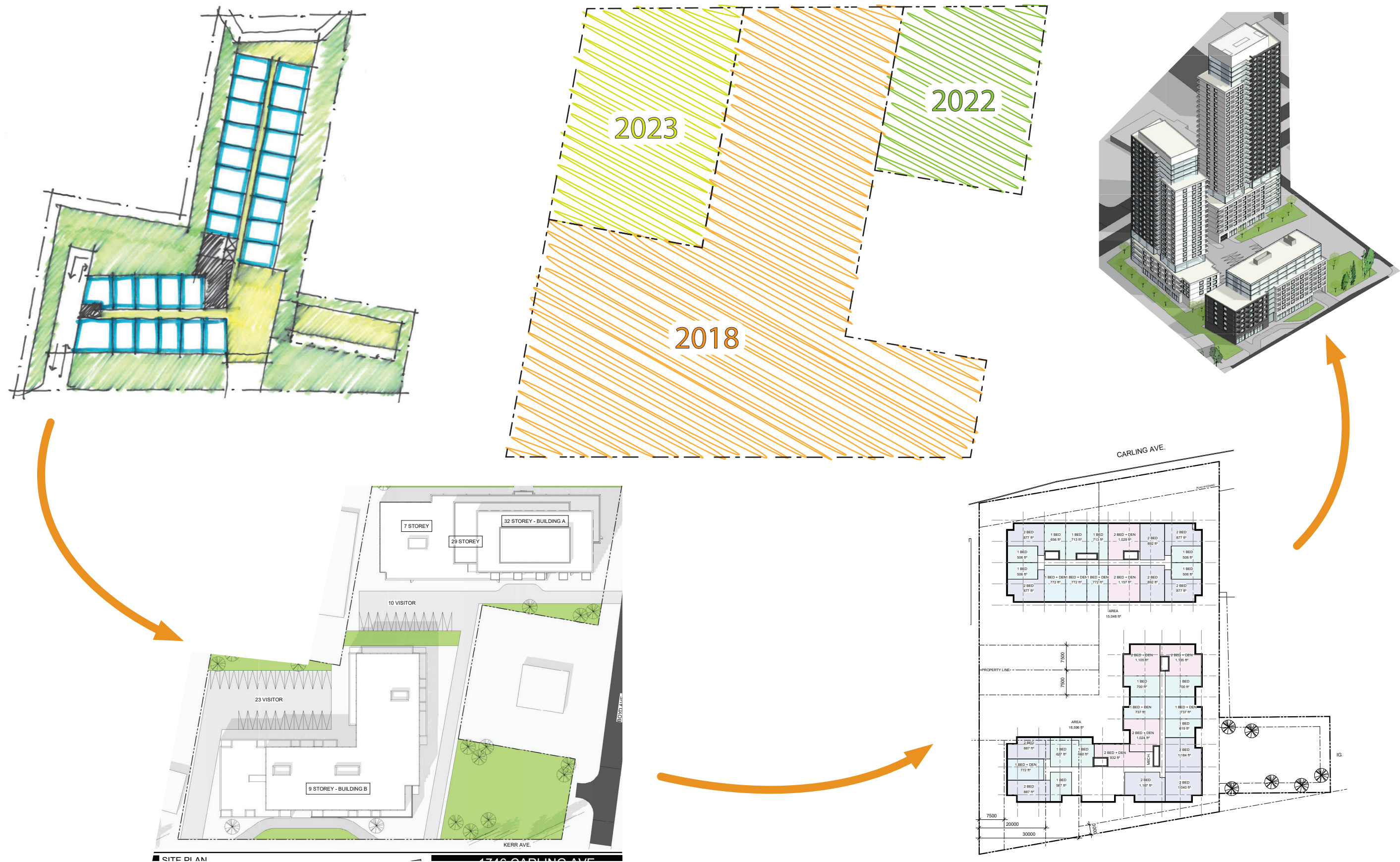


2) facing South at intersection of Carling and Boyd

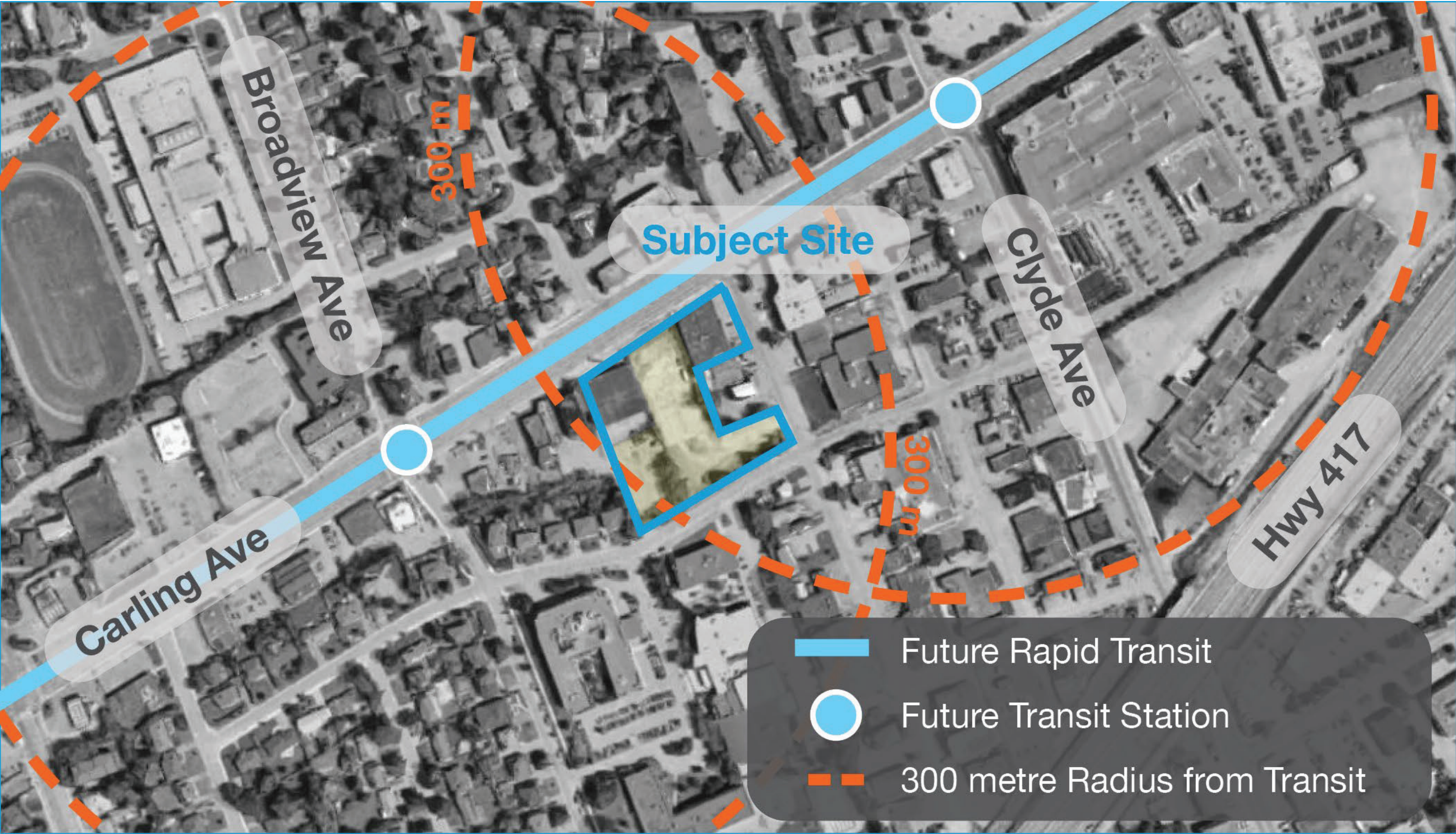


4) traveling West on Kerr





Site Context and Analysis



Design Directive - Policy and Regulatory Framework

City of Ottawa Official Plan



Schedule B2 - Inner Urban Transect

The subject site is designated **Mainstreet Corridor** within the **Inner Urban Transect** as outlined on Schedule B1 of the Official Plan.

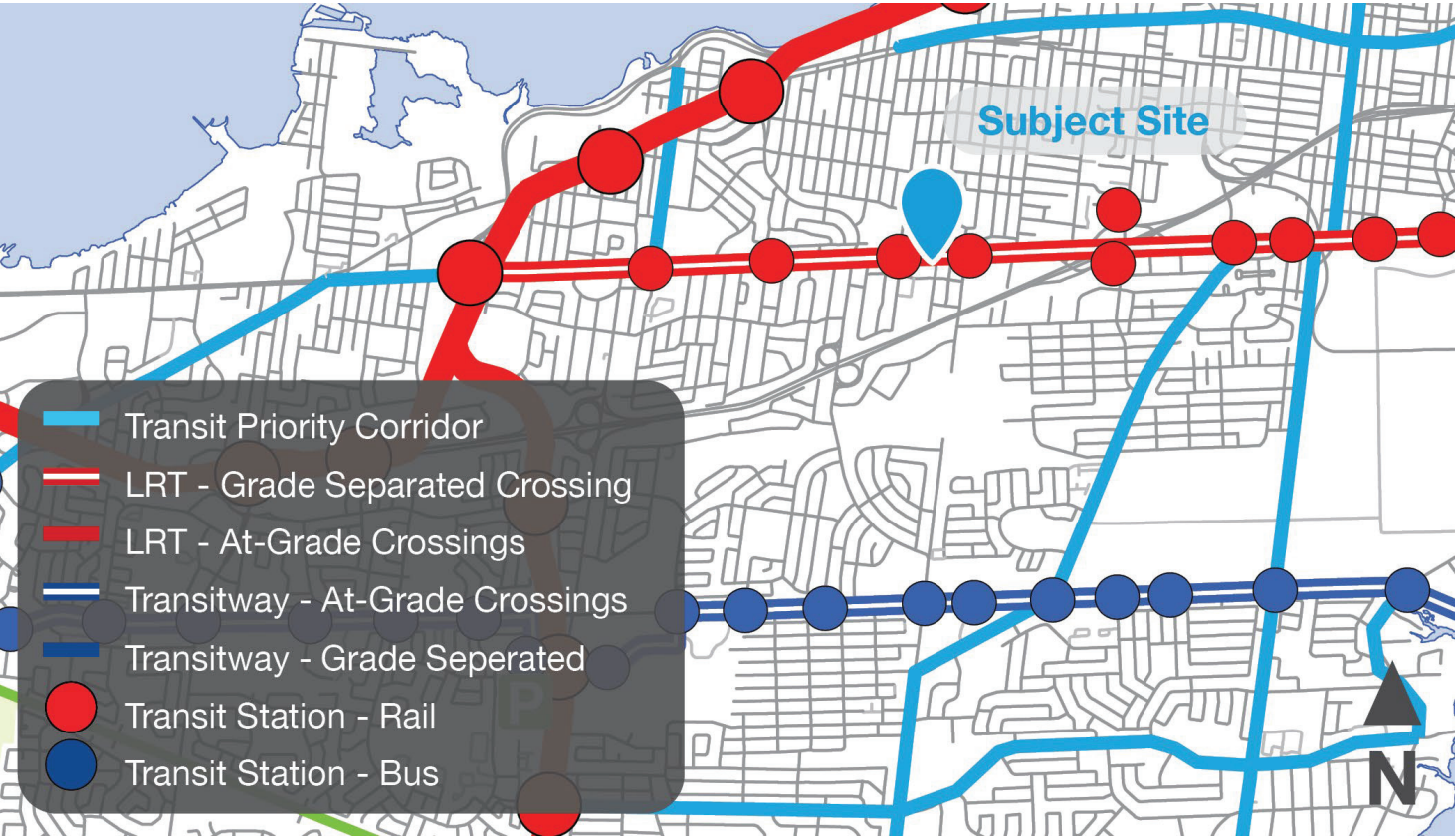
Development within the Inner Urban Transect is intended to have evolve to an urban pattern of built form, site design and mix of uses that prioritizes walking, cycling and transit use.

Along Mainstreet Corridors, New development shall provide a dense, mixed-use environment and contain active entrances facing the Corridor.

Building heights of up to 40 storeys are permitted along Mainstreet Corridors whose right-of-way is 30 metres or greater and where the parcel is of sufficient size to allow for built form transition.

Design Directive - Policy and Regulatory Framework

City of Ottawa Official Plan



Schedule C2 – Transit Network Ultimate

Transit Network

The subject site is well connected to the exiting and planned transportation network. Carling Avenue is identified as a future LRT Corridor on Schedule C2 of the Official Plan. The subject site is located within 300 metres of two future LRT stations. Approximately halfway between Broadview Avenue and Clyde Avenue.



Schedule C4 - Urban Road Network

Road Network

Carling Avenue is identified as an Arterial Road on Schedule C5 of the Official Plan. Arterial roads are intended to function as major corridors in the urban communities, accommodating a variety of transit modes including vehicle, pedestrian, bicycle, and public transportation. Arterial roads are designed in a manner which meets the needs of these users through the provision, where appropriate, of sidewalks, cycling lanes, and transit stops.

Design Directive - Policy and Regulatory Framework

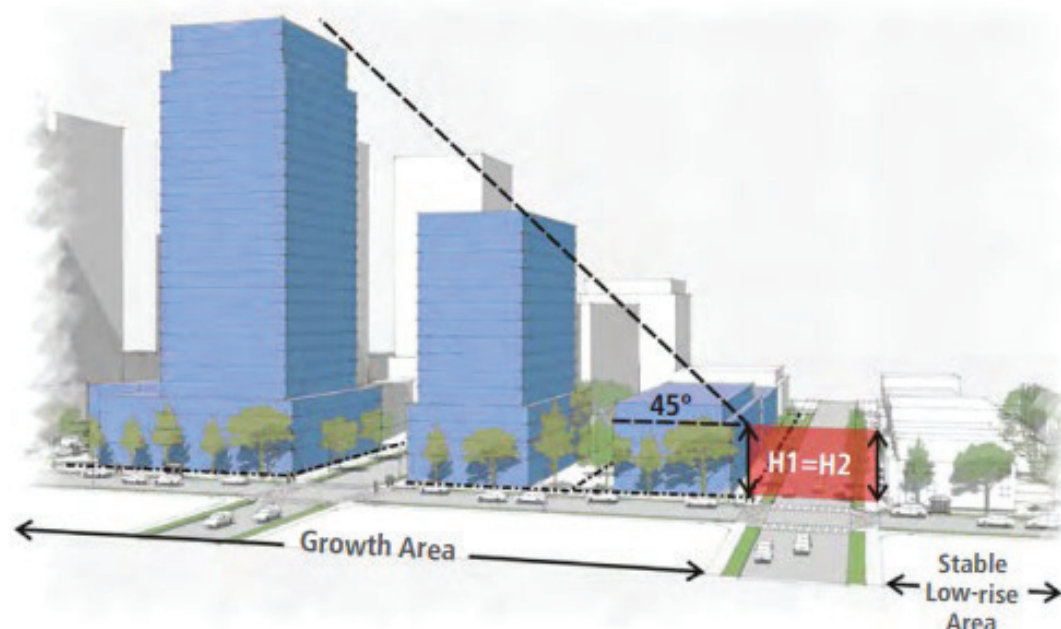
City of Ottawa Urban Design Guidelines

Urban Design Guidelines for High-Rise Buildings

The City of Ottawa's Urban Design Guidelines for High-Rise Buildings provide direction on Urban Design to be used during the review of development proposals.

Key guidelines reviewed include:

- / The application of 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.
- / Encouragement of small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces; and
- / The application of a base-middle-top approach.



Urban Design Guidelines for Transit Oriented Development

These guidelines apply to development within a 600 metre walking distance of a rapid transit station and provide guidance for the proper development of strategically located properties.

The guidelines address six elements of urban design including:

- / Land Use - Pedestrians and cyclists
- / Layout - Vehicles and parking
- / Built Form - Streetscape and environment.

Urban Design Guidelines for Development along Arterial Mainstreets

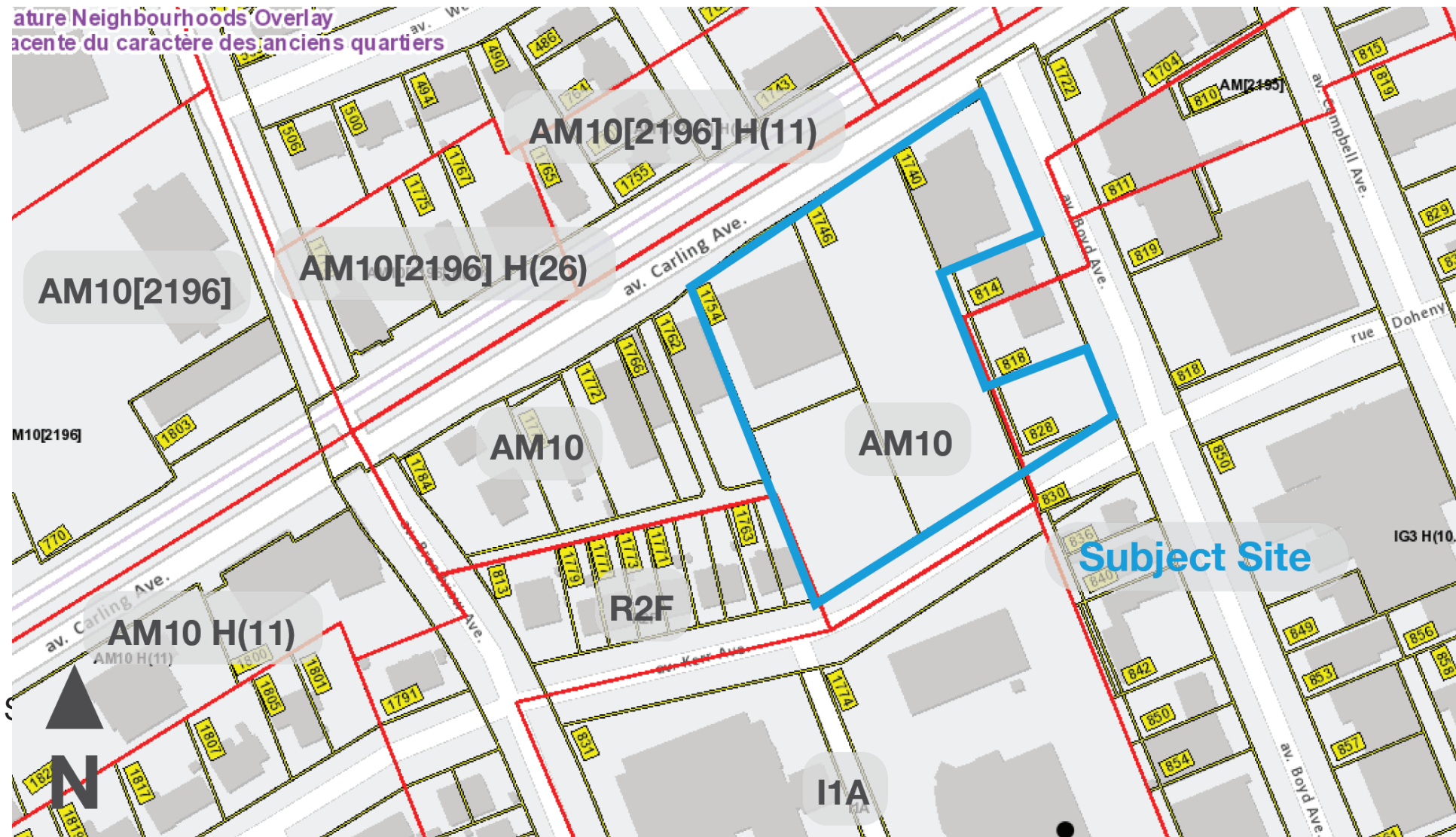
The City of Ottawa's Urban Design Guidelines for Development along Arterial Mainstreets provide direction on Urban Design to be used during the review of development proposals.

The proposed building is set close to the property line to frame the public realm, while allowing sufficient space for ample plantings including trees and shrubs (Guidelines 2 & 3).

Provides a transition in scale and density of built form to adjacent lower density neighbourhoods (Guideline 14).

Design Directive - Policy and Regulatory Framework

City of Comprehensive Zoning By-law



The subject site is zoned **AM10 - Arterial Mainstreet, Subzone 10**.

The purpose of the AM – Arterial Mainstreet Zone is to:

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

Design Directive - Response to Pre-Consultation Urban Design Direction

Transition to adjacent low-rise neighbourhood designation

Demonstrate appropriate transition to adjacent low-rise built forms to the west and south.

Response: Drawing D302 demonstrates the height transition from the low-rise built forms along Kerr Avenue using an angular plane. A 45-degree angular plane is applied from the property line of the built forms to the south of the project, at a height of 15m as per zoning regulations, showing general conformance.

Additionally, Drawing D302 shows a 45-degree angular plane from the western property line of the project, at a height of 8m according to zoning. While this does not fully meet the guidelines, recent changes to the Parkland have resulted in shifting our mid-rise Building C closer to the low-rise built forms to the west. Despite this, the density and mid-rise form of Building C appear to align with the objectives of the Official Plan and AM zoning regulations.

Transition to the park

Please increase the building setback adjacent to the park.

Response: The setback for Building C from the adjacent park has been increased to 2.5 meters, allowing for pedestrian circulation. An additional 6.5-meter setback is introduced at the 7th level of Building C to provide a stepback adjacent to the park.

Tower Separation

Please ensure all towers have 11.5m from any lot line. Guidelines for tower separation are 23m at minimum and 25m for towers over 30 storeys.

Response: A tower separation distance of 26.57 meters has been provided between towers A and B. Tower setbacks along the west property line complies with the minimum 10 metre tower setback for High-rise buildings in Section 77 of the Zoning By-law.

Design Directive - Response to Pre-Consultation Urban Design Direction

Tower Floor Plate

A floorplate size of no larger than 750 m² is encouraged.

Response: Building A has a total tower floorplate of 785 square metres and Building B has a total tower floorplate of 749 square metres.

Pedestrian Circulation

Pedestrian circulation through the site should have clearly delineated routes connecting Kerr to Carling, near the park would be one suggestion. Or a mid- block connection running along the west property line.

Response: We have incorporated clearly delineated routes connecting Kerr to Carling, placing emphasis on a connection near the park. Additionally, we have provided a pathway along the west property line to enhance accessibility and encourage movement through the site.

Articulation and Massing

Please spend some additional time working on the articulation and massing of the podium and tower so that it's not an overwhelming scale for the site. The corner at Carling should be better addressed.

Response: We have adjusted the tower in Building A by setting it back an additional 2 meters from Carling to lessen its visual impact and better match the scale of the site. This change helps create a smoother transition between the building and the street. We have also updated the design of the corner at Carling to improve its appearance.

PROJECT DESCRIPTION & STATISTICS

This Urban Design Brief outlines the design strategy for a proposed three-building development at 1746 Carling Avenue. The project consists of two high-rise buildings fronting Carling Avenue, at 32 and 28 storeys respectively (Buildings A and B), and a nine-storey building (Building C) located at the southernmost portion of the site along Kerr Avenue. The proposed redevelopment involves the demolition of two existing detached commercial buildings and their replacement with a transit-oriented development aligned with the planned Rapid Bus Transit corridor along Carling Avenue.

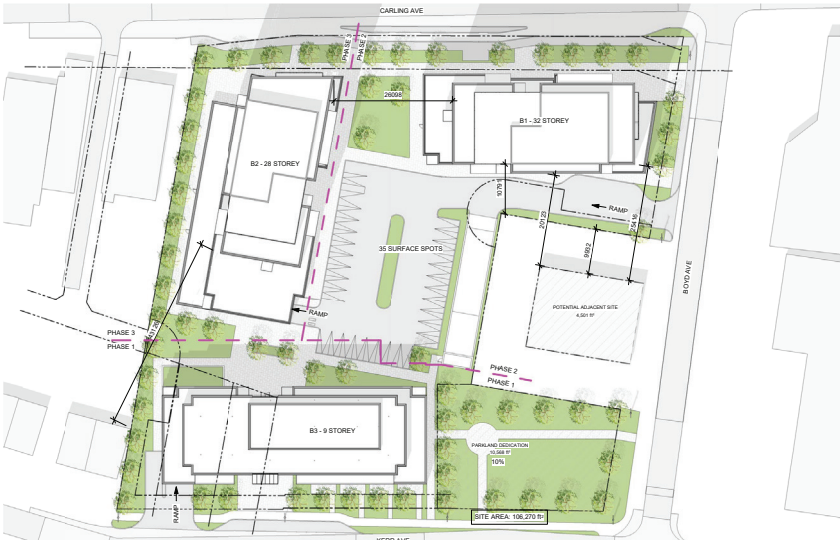
Buildings A and B are designed with six-storey and four-storey podiums respectively, while Building C incorporates a six-storey masonry base supporting a nine-storey mass. This shared podium and base expression establishes a cohesive architectural language across the site. The tower floor plates for Buildings A and B are each approximately 750 square metres, consistent with the City of Ottawa’s Urban Design Guidelines for High-Rise Buildings. The combined building footprint represents approximately 35% of the site area. Impervious surfaces associated with parking, garages, and driveways account for 16.87% of the site, while 37.8% is dedicated to high-quality landscaping and outdoor amenity spaces. A 10% parkland dedication is provided at the southeast corner of the site, at the intersection of Kerr Avenue and Boyd Avenue.

The built form of the high-rise buildings follows the Base-Middle-Top approach outlined in the City’s high-rise design guidelines. Buildings are aligned along the street edge to establish a continuous and active street wall, with appropriate setbacks to accommodate pedestrian circulation and public realm enhancements. Building heights and massing are designed to provide appropriate transitions to adjacent lower-scale areas. Ground-floor commercial uses and generous glazing contribute to an animated pedestrian environment. The majority of parking is located underground, with access ramps positioned internally or away from primary street frontages to minimize visual impact.

The massing strategy responds sensitively to the surrounding context. Low-rise, low-density residential uses are located to the south and southwest of the site, while Carling Avenue is characterized by a mix of low-rise commercial uses and emerging high-rise, high-density residential developments. The proposed design carefully balances increased density with contextual compatibility, supporting a comfortable, sustainable, and transit-oriented living environment that contributes positively to the evolving character of the area.

Property	Site Statistic
Zoning	AM10
Site Area	10,560 m² *includes closed laneway to west
Lot Coverage	52.2%
Paved Surface	195.6 m² (7.10%)
Building Footprint (Combined Bldgs A, B, C)	3,475 m² (35.33%)
Landscaped Open Space	3,716.9 m² (37.80%)
Parkland Dedication	983.5 m² (10.00%) *excludes closed laneway 725 m²
Tower Floorplate Areas	A - 760 m² B - 760 m² C – N/A
Total Amenity Area	4,840 m² (4,494 m² Req'd)
Total Communal Amenity Area	3,600 m² (2,247 m² Req'd)
Private Amenity Area	1,240m²
Resident Parking	463 spaces (357 Req'd)
Visitor Parking	71 spaces (69 Req'd)
Total Vehicle Parking	534 spaces (426 Req'd)
Bicycle Parking	375 spaces (375 Req'd)
Live-work Units	4 (1.1%)
Studio Units	48 (6.4%)
1-Bed Units	359 (47.9%)
1-Bed + Den Units	78 (10.4%)
2-Bed Units	218 (29.1%)
2-Bed + Den Units	32 (4.3%)
3-Bed Units	6 (0.8%)
Total Number of Units	749 (100%)

OP 1 (current)



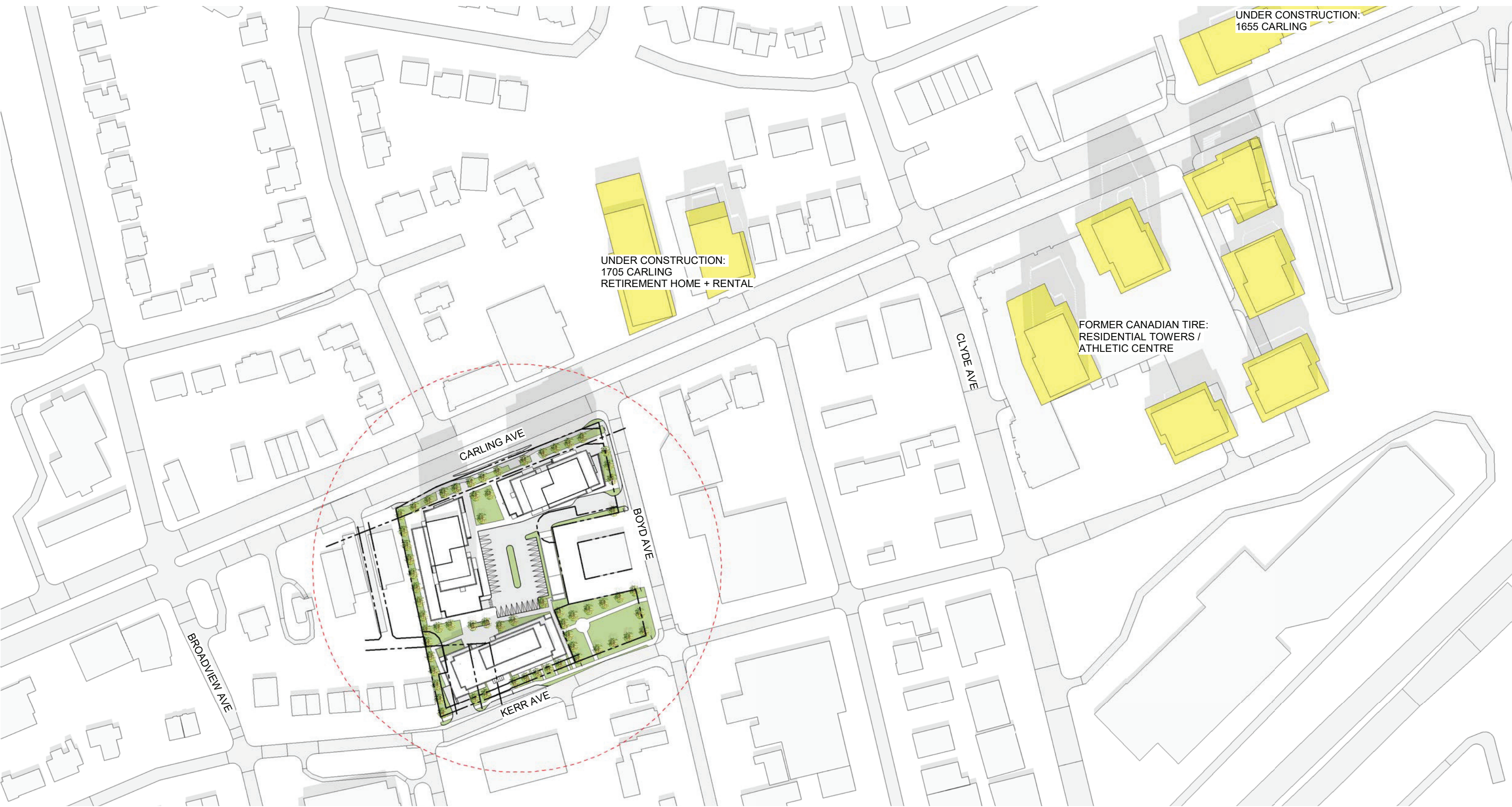
OP 2



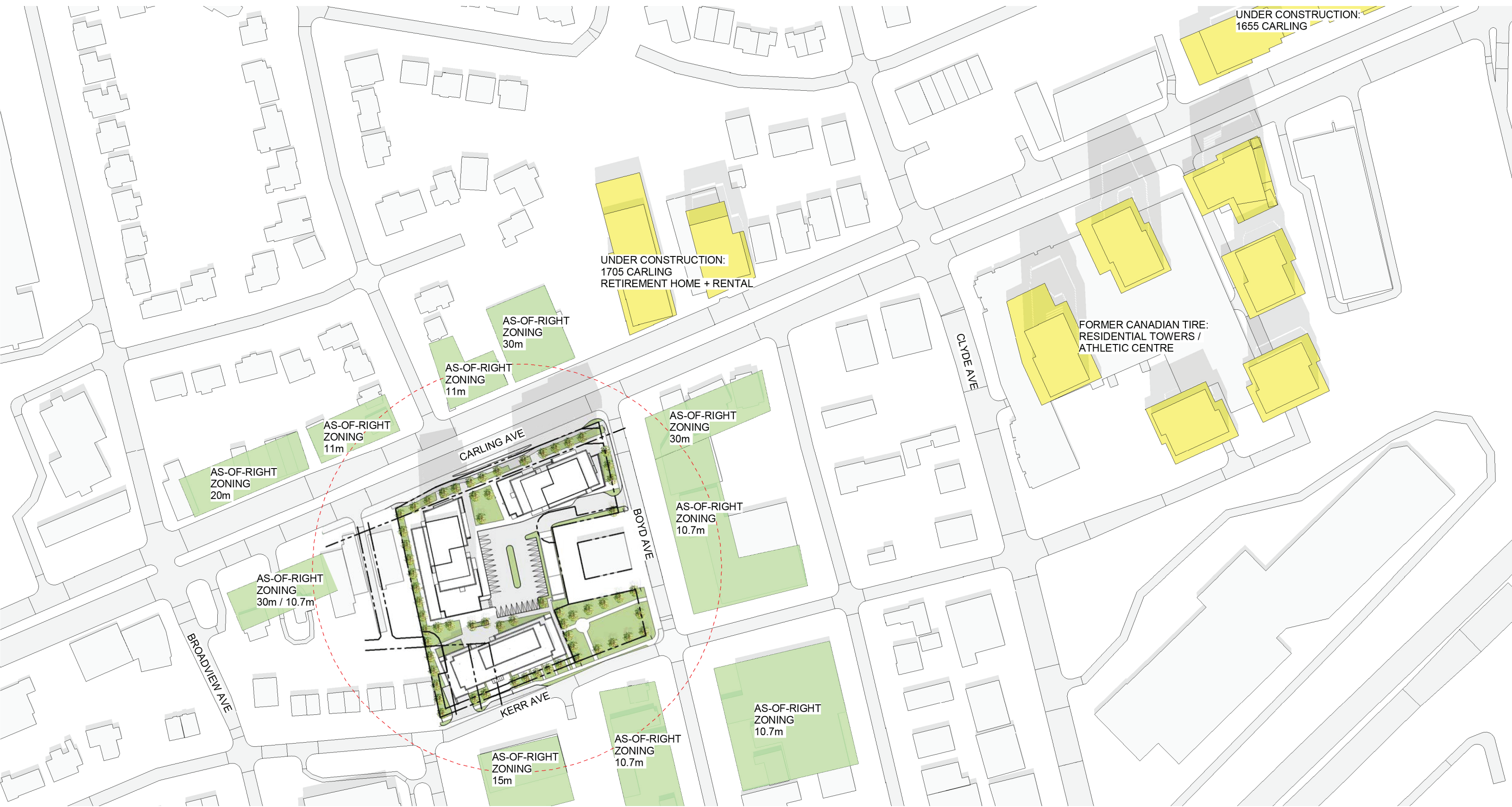
OP 3



SITE, CONTEXT, AND ANALYSIS Future and current development proposals on adjacent properties.



SITE, CONTEXT, AND ANALYSIS Future and development potential of properties immediately adjacent to the site.

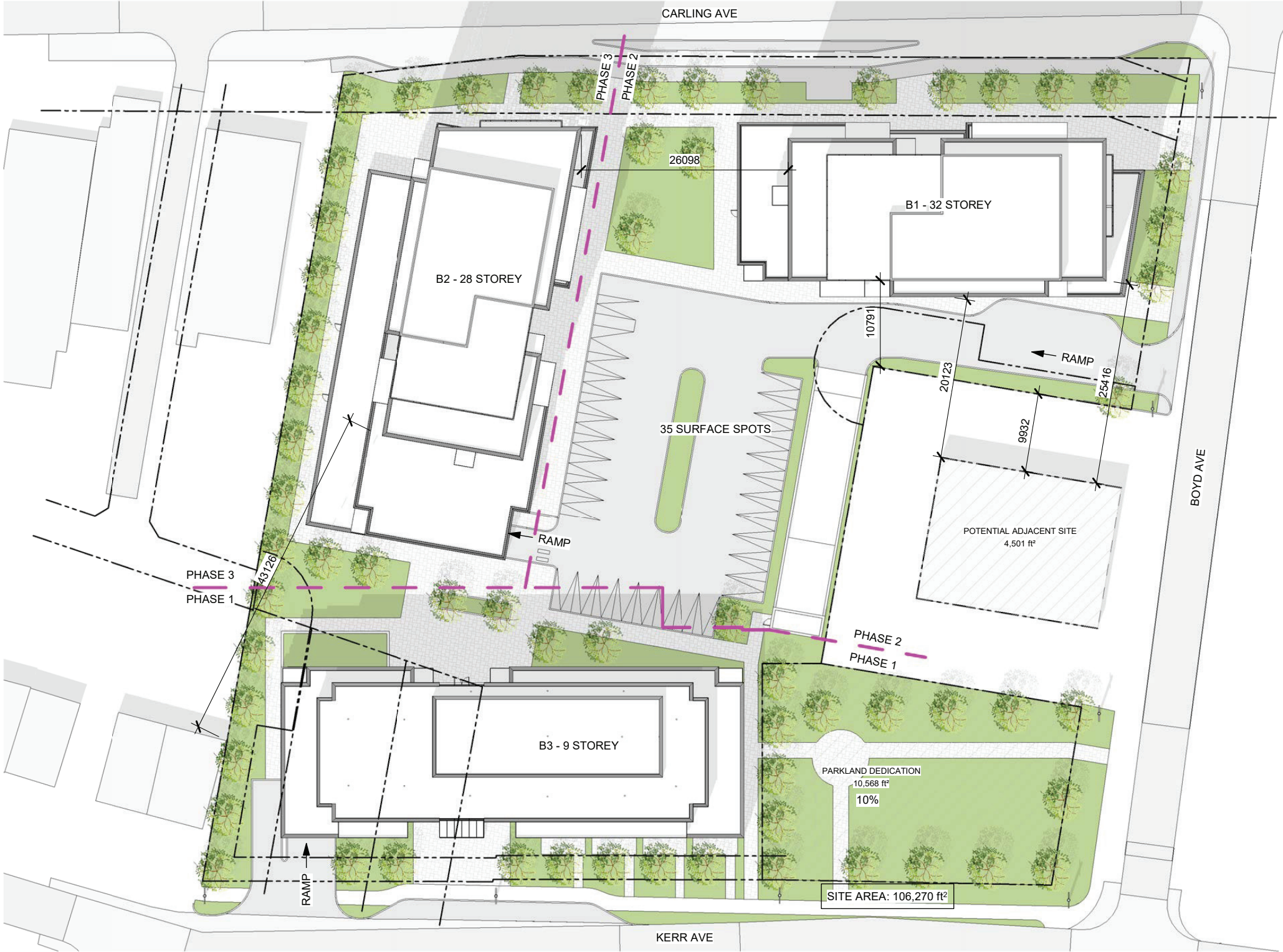


DESIGN RESEARCH Massing of proposed development with permitted building envelopes under current zoning - View Northeast

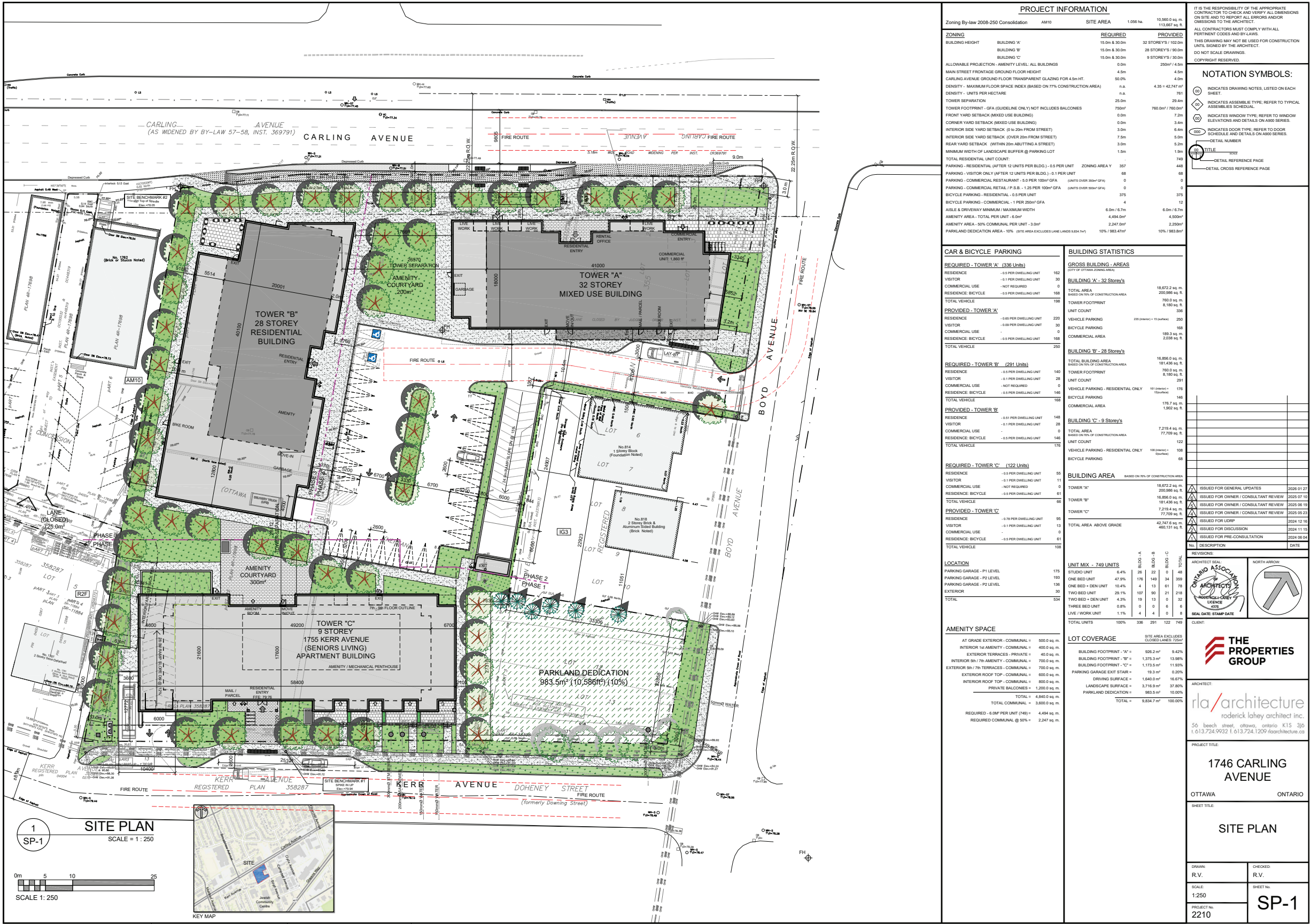
- AS-OF RIGHT PERMITTED BUILDING ENVELOPE
- APPROVED DEVELOPMENTS

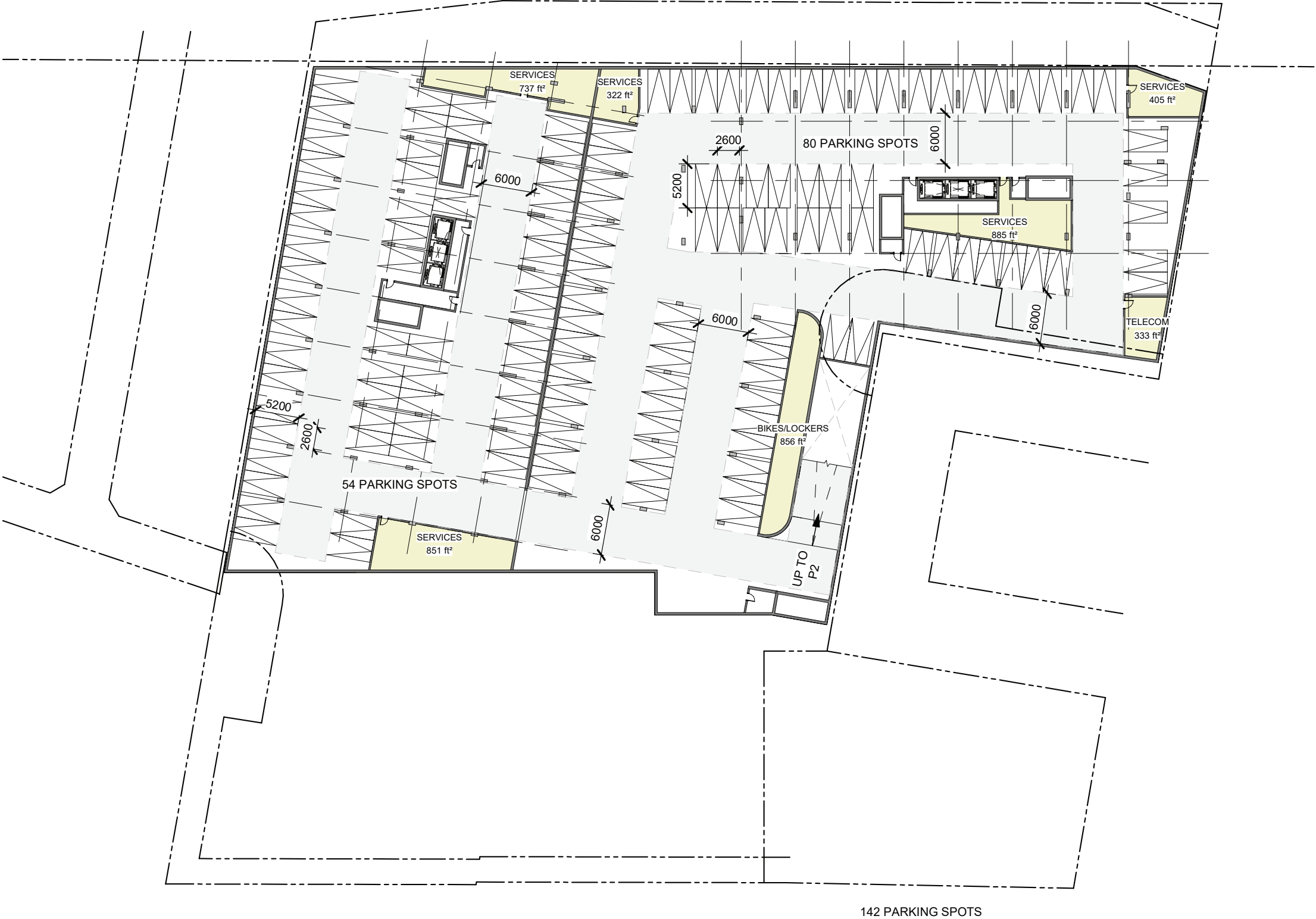


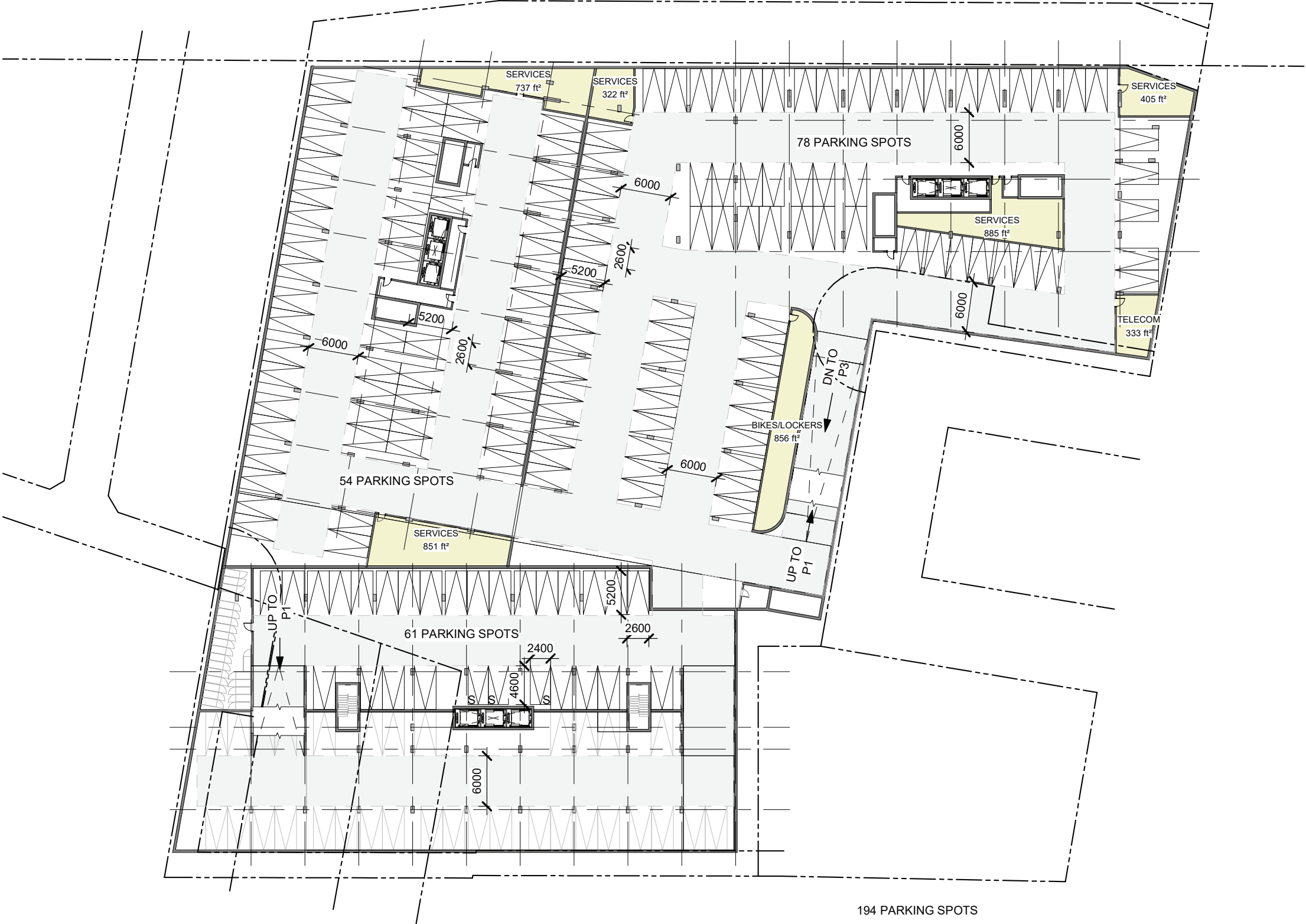


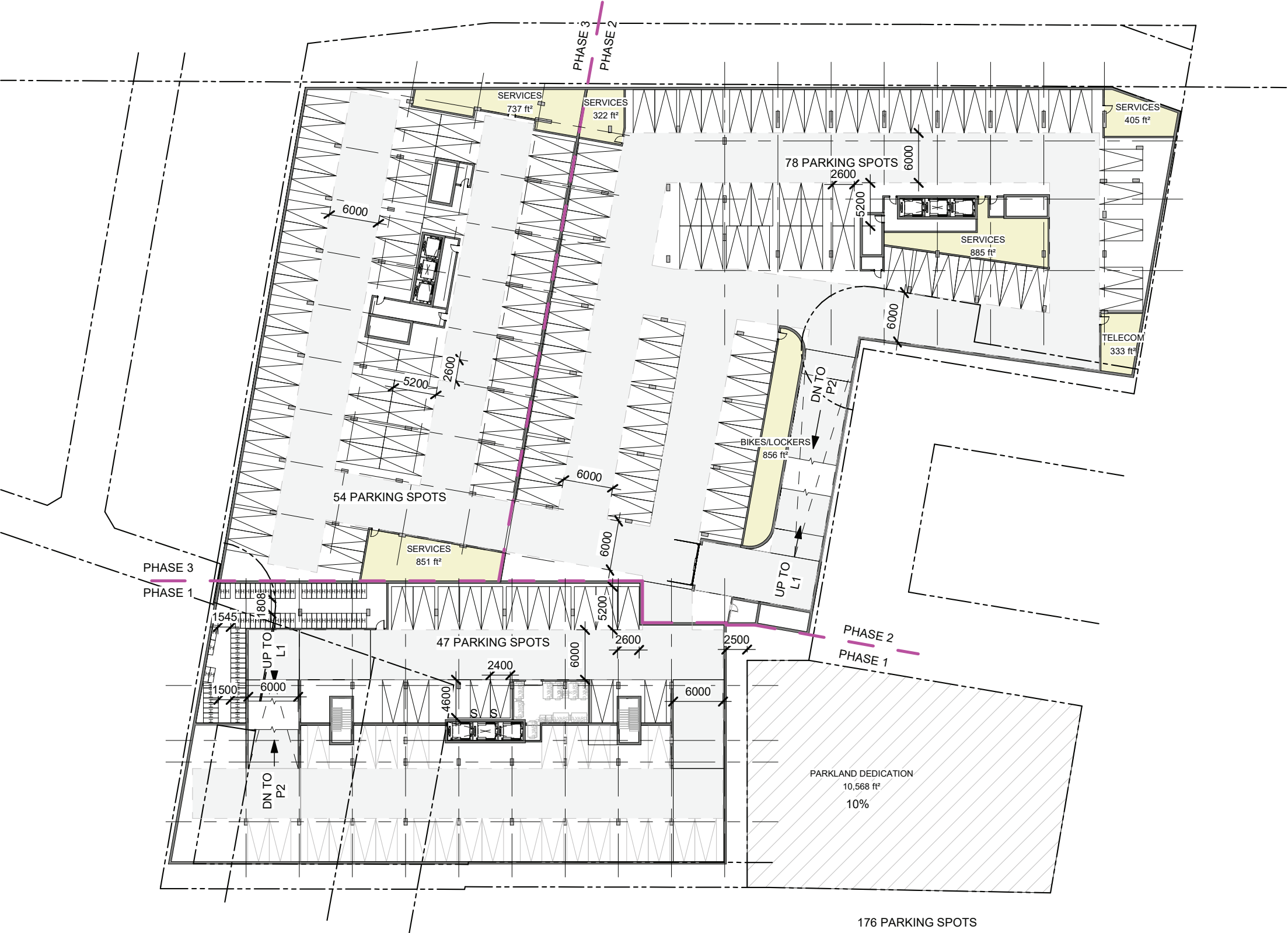


SITE PLAN























ELEVATION North Building Elevations - Carling Ave.



ELEVATION East Building Elevations - Boyd Ave.





ELEVATION West Building Elevations















SUSTAINABILITY

The proposed development is exploring various sustainability strategies and components which may be suitable to the site. The Owners aim to contribute to all three pillars of sustainability: social, economic and environmental. Various options are being explored, including CMHC MLI Select which targets energy efficiency which the development seeks to achieve through implementing a geothermal energy system for the building. Social sustainability initiatives such as additional bike parking, ample exterior amenity spaces for residents, and proximity to public transit encourage a healthy lifestyle.

Architectural Considerations:

- 15% of the residential units are proposed to be accessible barrier/free units designed to include wider doorways and clear passages to washroom and bedrooms
- All internal and external communal spaces within the building will be designed to be accessible
- Incorporation of pedestrian pathways that are continuous and universally accessible into landscape design along all site frontages connecting the courtyard, POPS and public park
- Installing high quality windows that utilize low-e coatings and gas filling, while choosing the glazing and window frame materials that will be most sustainable
- Air-tight building envelope using increasing insulation to help reduce heating and cooling loads
- Reduction of heat island effect through the use of cool roofs
- The development provides underground parking spaces to maximize landscape areas at grade
- Bicycle parking spaces for residential and retail users are provided in weather protected areas at ground level.

Other Considerations:

- High-density development in close proximity to public transit (bus), encouraging use of public transit subsequently lowering greenhouse gas emissions
- Incorporation of electric car charging stations on site

BIRD FRIENDLY

- Bird friendly design guidelines have been incorporated in the podium and up to first 16 m of the building, as per the City of Ottawa Bird Friendly Design Guidelines. Application of bird-safe glass within the first 16m of building height as measured from finished grade.

SHADOW ANALYSIS June 21st



8 AM



9 AM



10 AM



11 AM



12 PM



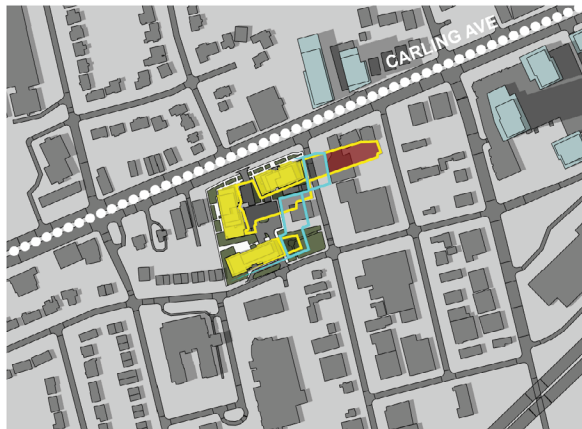
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rla / architecture

SUNSHADE STUDY - JUNE

SCALE: 1 : 6500

DATE: 2024-11-13

 PROPOSED SHADOW OUTLINE
 AS OF RIGHT SHADOW OUTLINE
 MAINSTREET CORRIDOR
 PROPOSED DEVELOPMENT
 NEW NET SHADOW

1746 CARLING AVENUE
OTTAWA ONTARIO



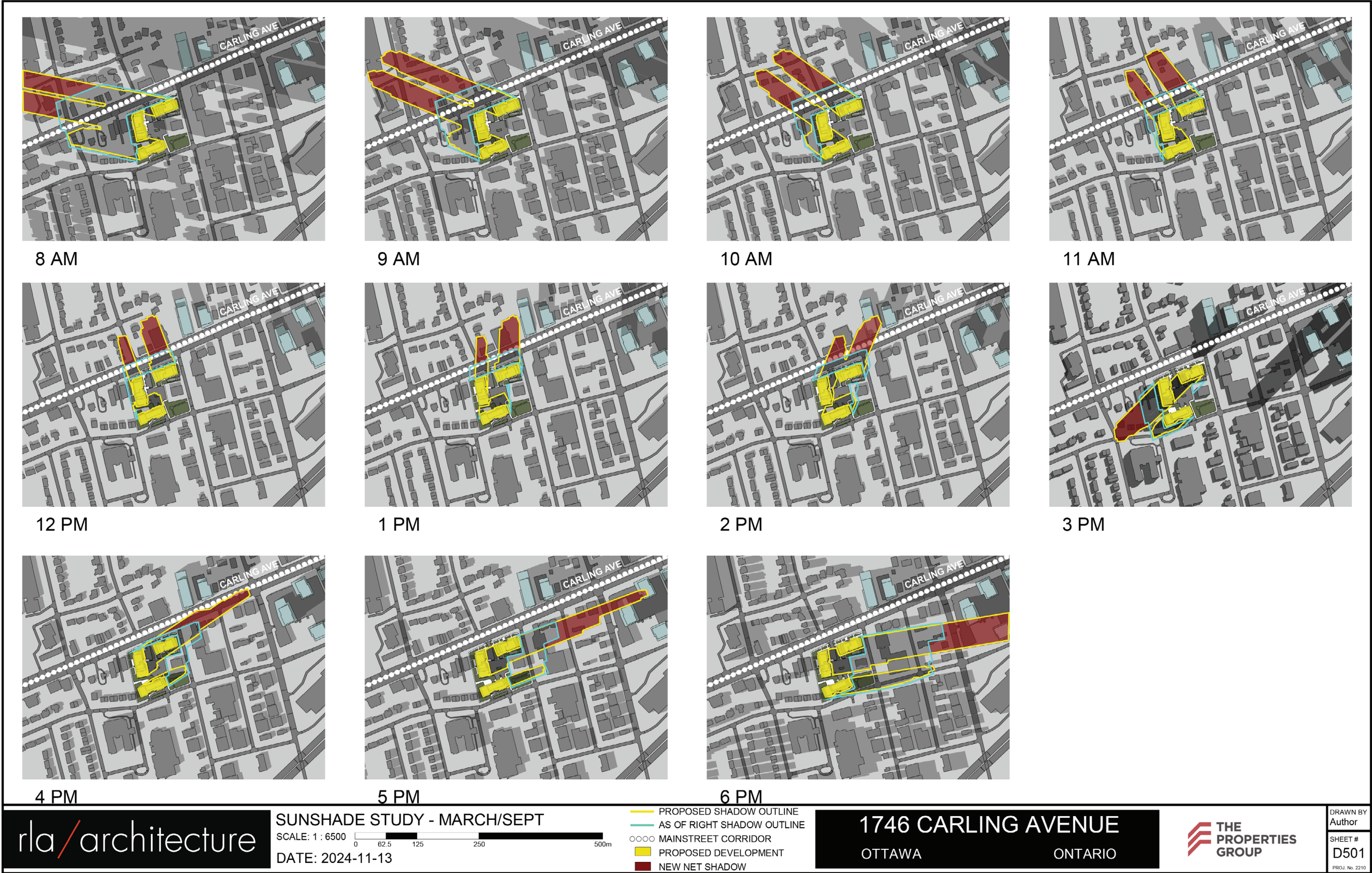
**THE
PROPERTIES
GROUP**

DRAWN BY	Author
SHEET #	D500

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PLOT SCALE: 1:1

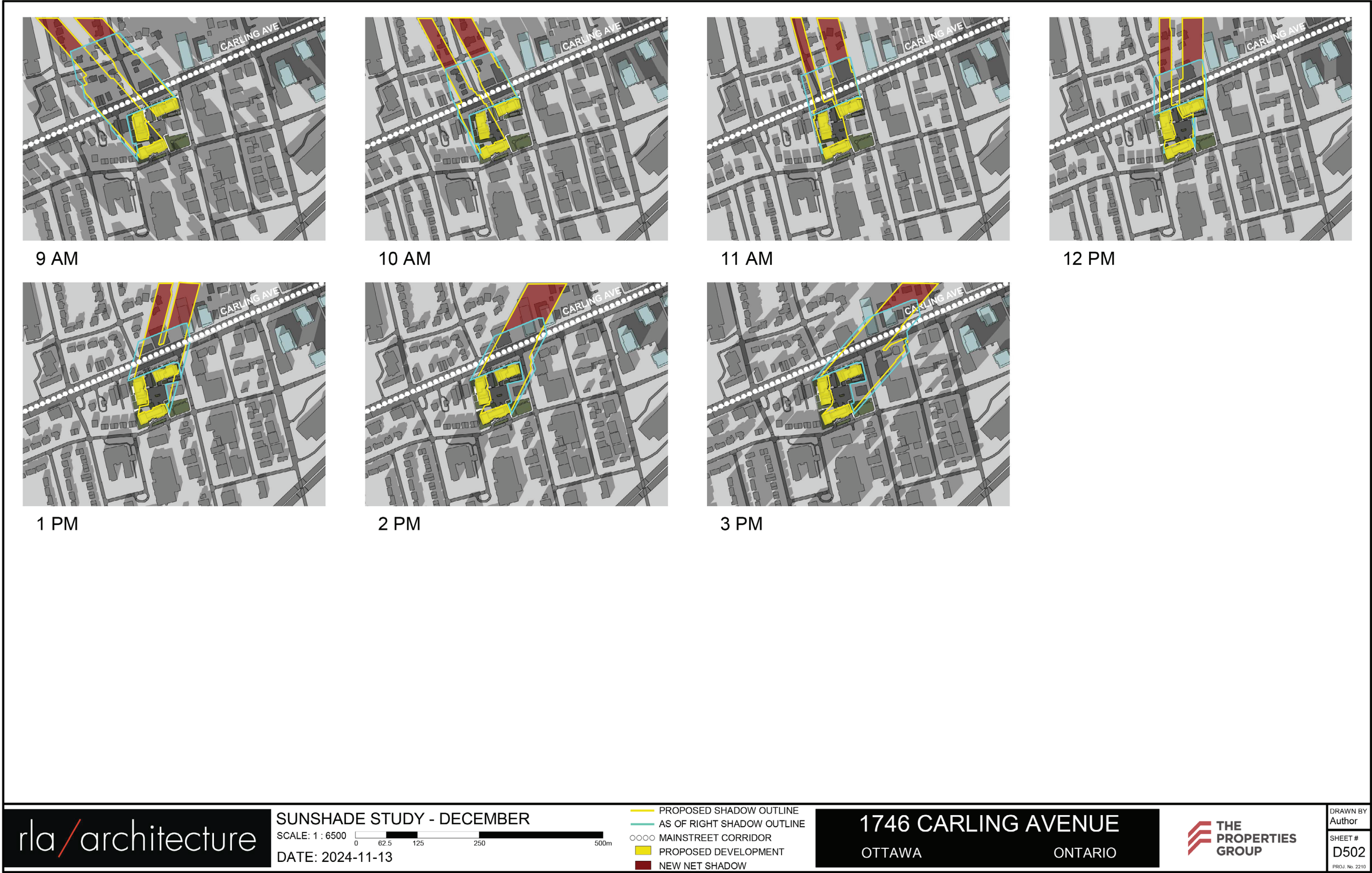
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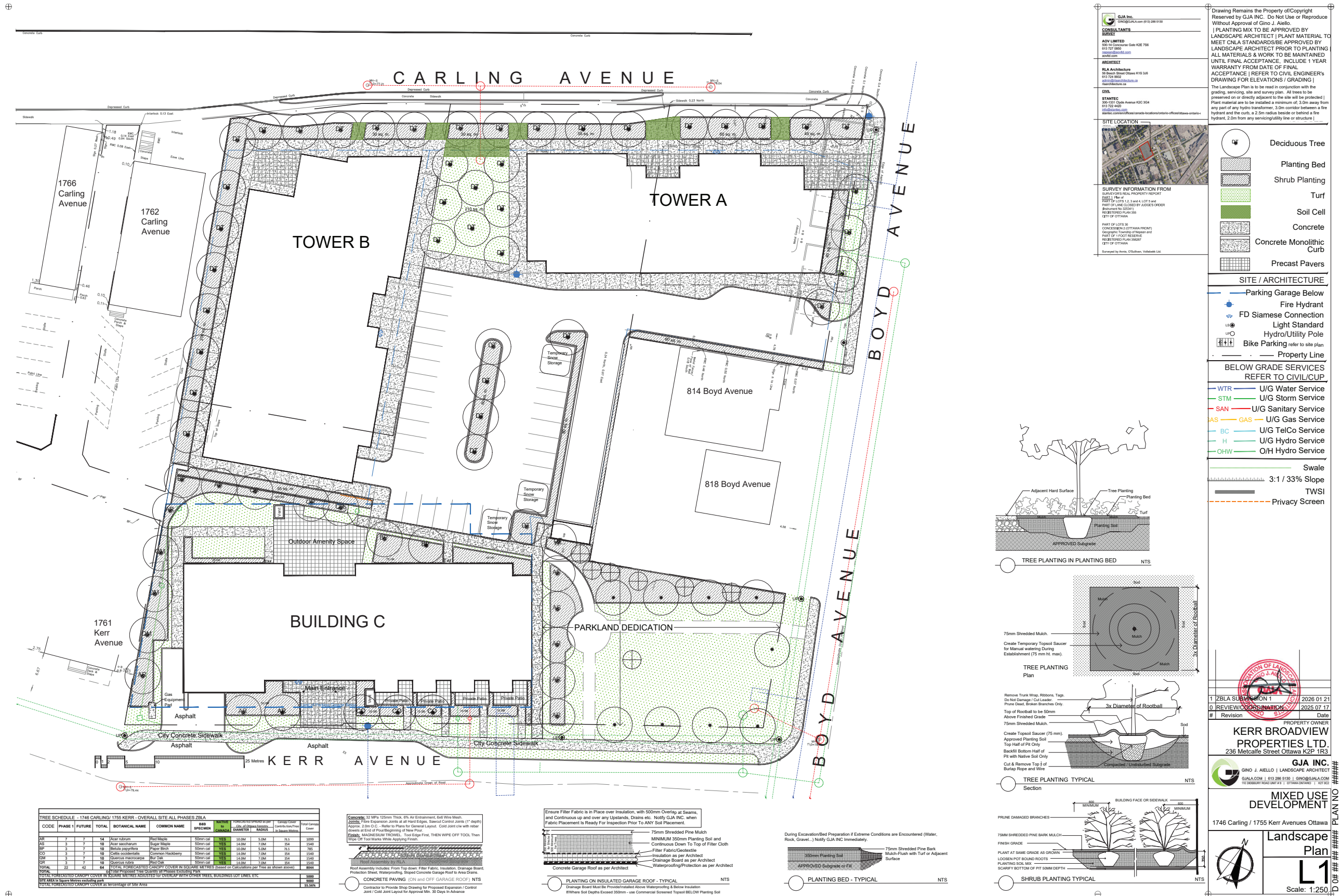


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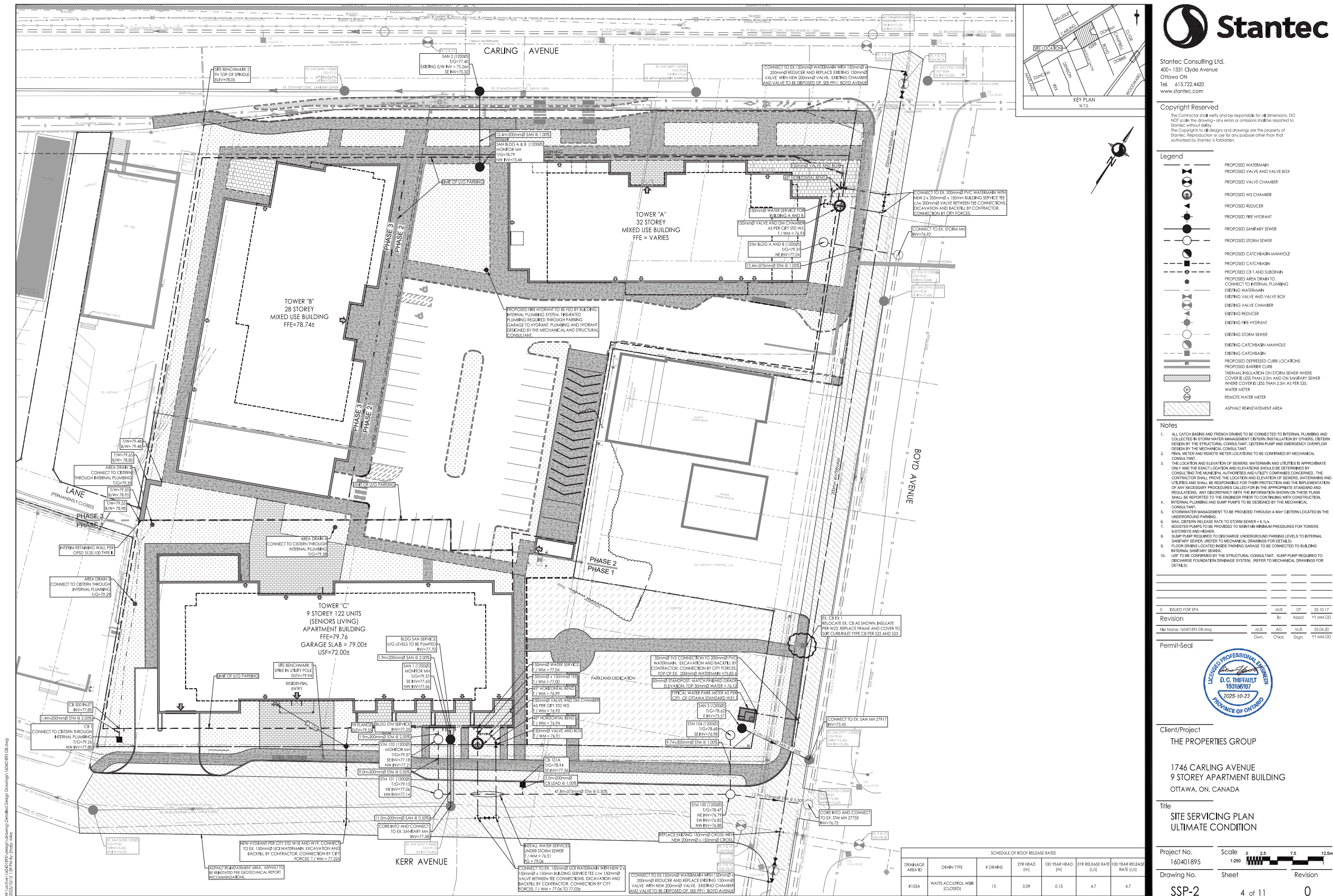
PLOT SCALE: 1:1

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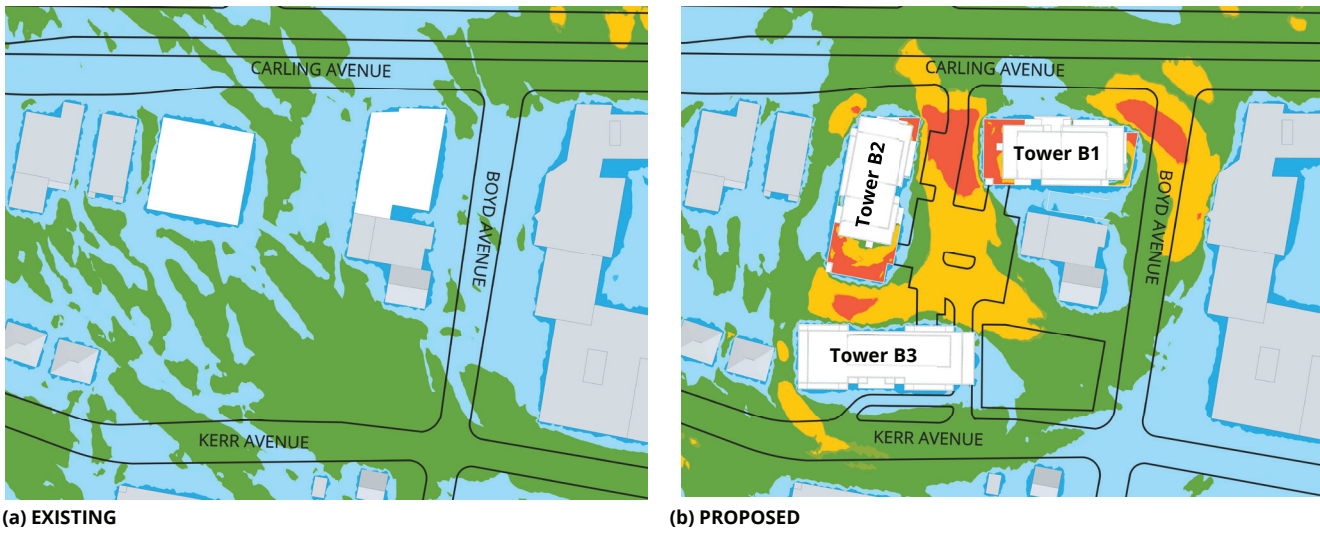
LANDSCAPE PLAN



SITE SERVICING PLAN

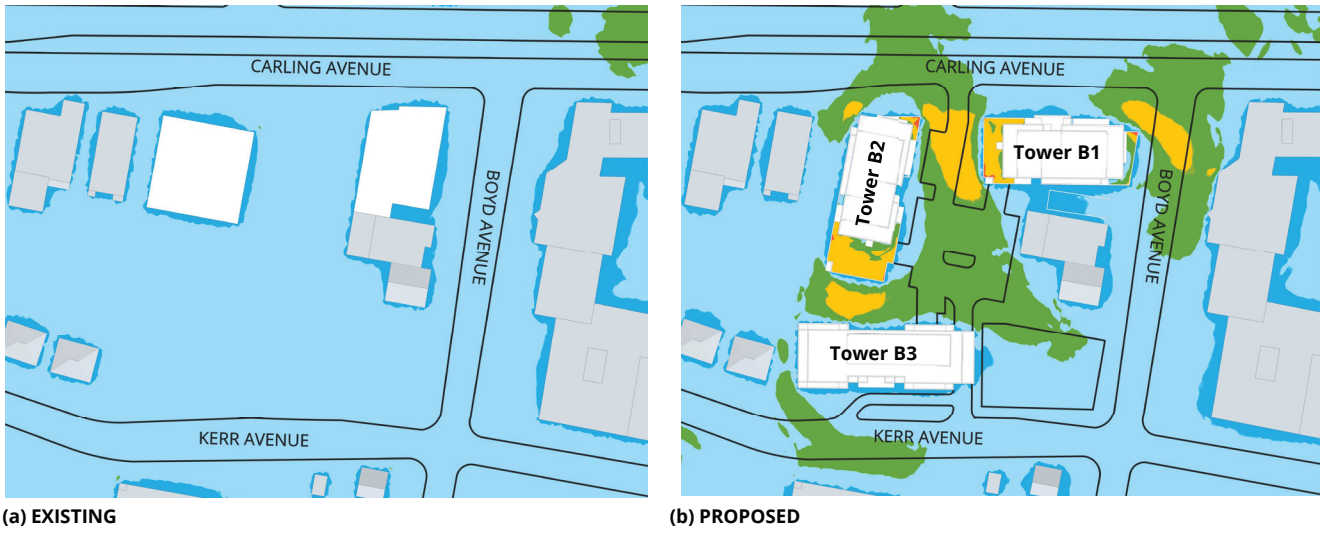


WIND ANALYSIS



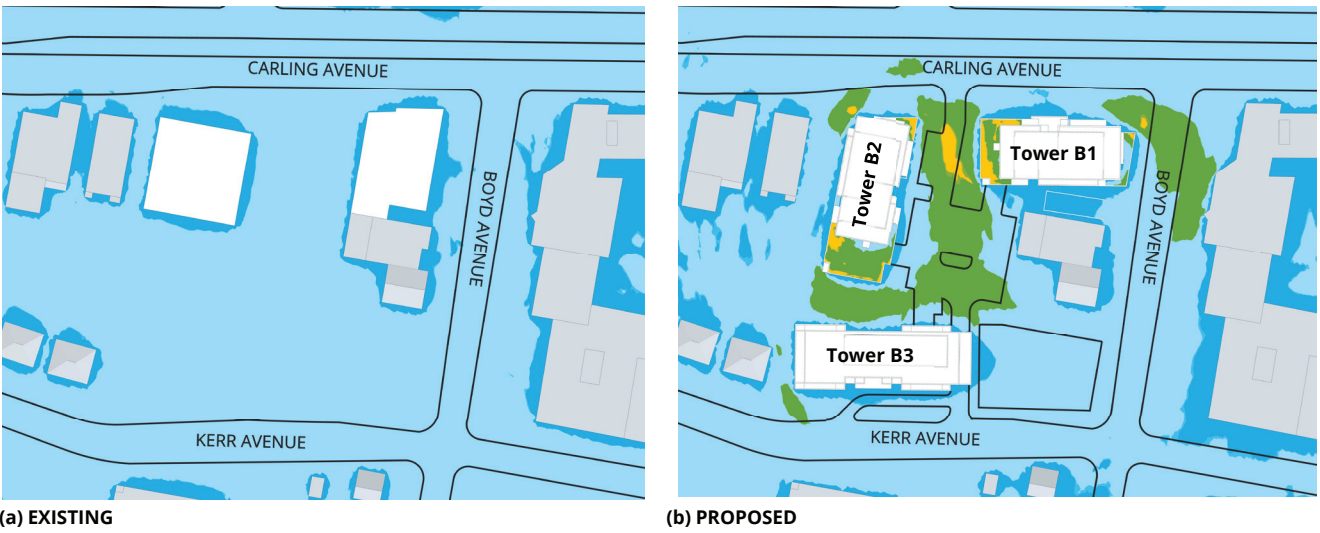
COMFORT: SITTING STANDING STROLLING WALKING UNCOMFORTABLE

SPRING



COMFORT: SITTING STANDING STROLLING WALKING UNCOMFORTABLE

FALL



COMFORT: SITTING STANDING STROLLING WALKING UNCOMFORTABLE

SUMMER



COMFORT: SITTING STANDING STROLLING WALKING UNCOMFORTABLE

WINTER