FOTENN

1746 Carling Avenue

Planning Rationale
Zoning By-law Amendment + Site Plan Control
February 11, 2026

FOTENN

Prepared for The Properties Group

Prepared by Fotenn Planning + Design
420 O'Connor Street
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1.0 Introduction

Fotenn Planning + Design has been retained by The Properties Group to prepare this Planning Rationale in support of a Zoning By-law Amendment and Site Plan Control applications for the lands known municipally as 1746 Carling Avenue in the City of Ottawa. The Zoning By-law Amendment seeks to rezone the entirety of the lands, whereas the Site Plan Control application is scoped to address Phase 1 of the proposed development.

The intent of this Planning Rationale & Urban Design Brief is to assess the proposed development against the applicable policy and regulatory framework and as-of-right development and determine whether it is appropriate for the subject property and compatible with existing adjacent developments and the surrounding community.

1.1 Application Summary

The Zoning By-law Amendment seeks site-specific zoning provisions to permit the redevelopment of the subject property with a 32-storey mixed-use tower, a 28-storey residential tower, a nine-storey seniors living building, and a park. To permit the development, the Zoning By-law Amendment application seeks to introduce a site-specific exception to the existing Arterial Mainstreet, Subzone 10 (AM10) zone. The application seeks to introduce the following zoning provisions through the site-specific exception:

- Introduce apartment, high-rise as a permitted use (Section 185);
- Reduce the interior side yard setback beyond 20 metres back from the street from 7.5 metres to 5 metres (Section 185);
- Increase the maximum permitted height from between 11 metres and 30 metres to up to 102 metres along Carling Avenue and 30 metres along Kerr Avenue (Section 185);
- Reduce the parking garage aisle width from 6.7 metres to 6 metres (Section 107);
- Permit indoor amenity space as a permitted projection (Section 64); and,
- Reduce the width of a PUF private way from 6.7 metres to 6 metres (Section 131).

A concurrent application for Site Plan Control is also being submitted to address the detailed design of Phase 1, Building C and the parkland dedication.

1.2 Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with *the Planning Act requirements, including the circulation of notices and the conduct of a* Statutory Public Meeting. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the months after the application has been submitted.

- This application constitutes the formal submission of application information and materials for Official Review.
- Community “Heads Up” to local Community Association, where applicable, to be completed by the City of Ottawa during the application review process.
- Applicant engaged with Councillor Kavanagh prior to submitting the Zoning By-law Amendment application. This meeting was held on July 30, 2025.
- Community Information Session (If Requested)
  - A community information session will be held to discuss the proposed development following this submission if requested by the Community Association or Councillor Kavanagh.
- Planning Committee Meeting Advertisement and Notice of the public meeting.
  - The City of Ottawa will undertake notification for the statutory public meeting.
- Statutory Public Meeting for the Zoning By-law Amendment application at Planning and Housing Committee.

/ The Statutory public meeting will take place at the City of Ottawa Planning and Housing Committee meeting.

2.0
Site Context and Surrounding Area

2.1 Subject Property

The subject property is located in Ward 7 (Bay) in the Laurentian community of the City of Ottawa. The subject property is the consolidation of the following properties acquired by the property owner:

- 1754 Carling Avenue;
- 1746 Carling Avenue;
- 1740 Carling Avenue;
- 828 Boyd Avenue; and,
- 1755 Kerr Avenue.

As these properties are to be merged on the title, the properties shall be known in this report as the “subject property”, known by the municipal address of 1746 Carling Avenue. The subject property has a total lot area of 10,560 square metres (1.06 hectares).

The subject property has municipal frontage on multiple public rights-of-way, including Carling Avenue (north), Boyd Avenue (east), and Kerr Avenue (south).

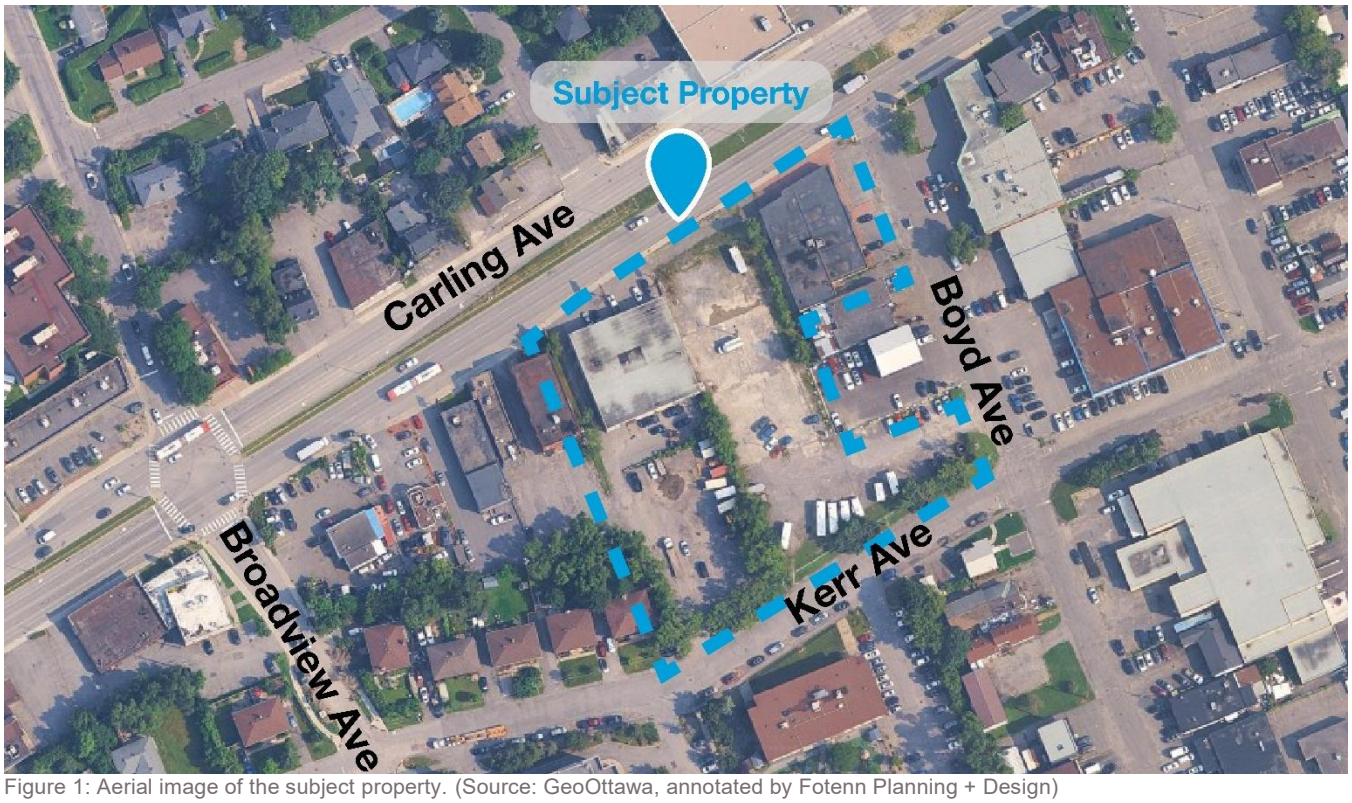

Figure 1: Aerial image of the subject property. (Source: GeoOttawa, annotated by Fotenn Planning + Design)

The subject properties are vacant at 1746 Carling Avenue, 828 Boyd Avenue, and 1755 Kerr Avenue, and are used for surface parking. A one-storey mechanic shop occupies 1754 Carling, with front-yard parking. A one-storey commercial building occupies the corner lot at 1740 Carling Avenue with parking located along Boyd Avenue.

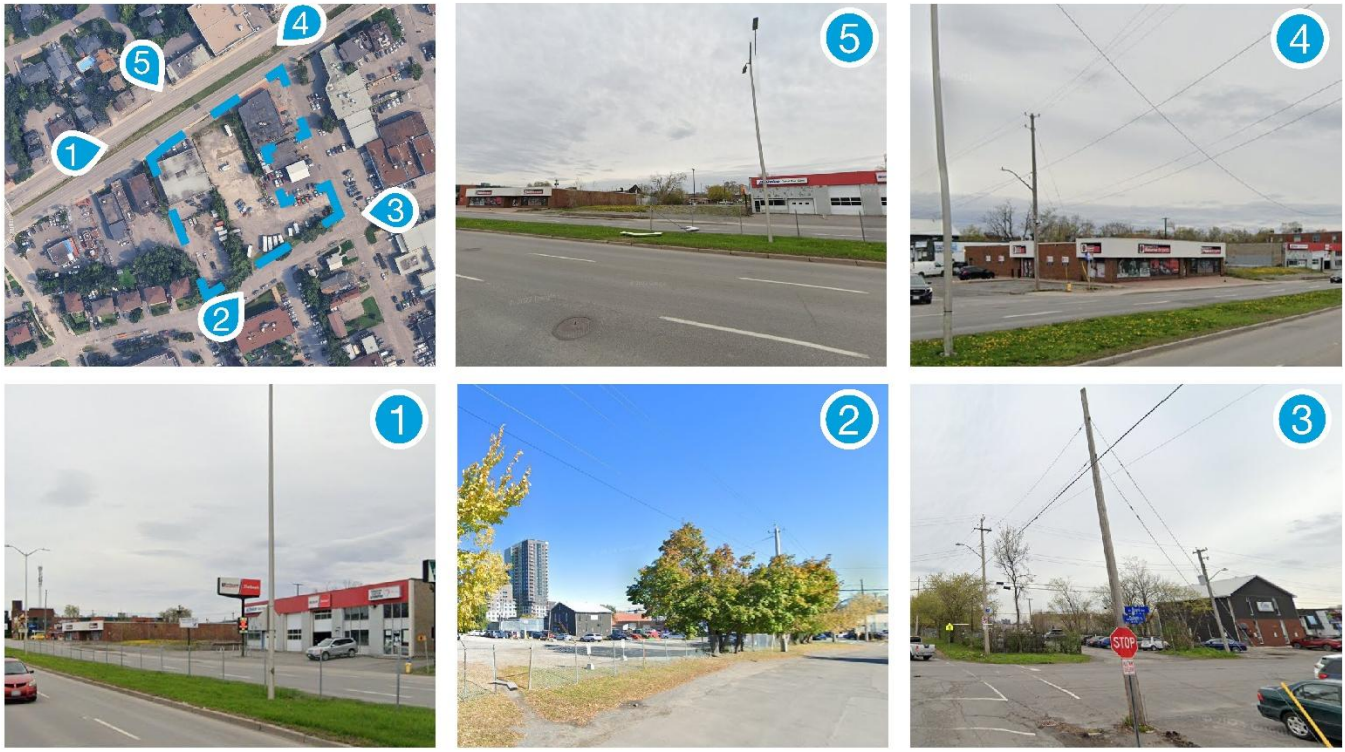

Figure 2: Subject property viewed from the surrounding rights-of-way. (Source: Google Earth, annotated by Fotenn Planning + Design)

2.2 Surrounding Area and Community Amenities

The following generally describes the land uses surrounding the subject property:

- **North** of the subject property is Carling Avenue, a divided six-lane arterial road. Across Carling Avenue are low-rise commercial uses oriented toward Carling Avenue. To the northeast, a 22-storey tower and an 8-storey building have recently been constructed, and a 28-storey tower is proposed, providing residential density along Carling Avenue. A low-density, single-detached dwelling neighbourhood is situated north of Carling Avenue. A bus stop is located at the northeast corner of the subject property.

- **East** of the subject property is Boyd Avenue, along the road is a series of low-rise commercial buildings characterized by front yard parking. 818 and 828 Boyd Avenue, located at the corner of Boyd Avenue and Kerr Avenue, are zoned General Industrial and utilized as a used car dealership.

- **South** of the subject property is Kerr Avenue. The block between Boyd Avenue and Broadview Avenue is primarily occupied by two and three-storey institutional buildings, including a daycare and a retirement home, as well as four (4) two-storey semi-detached dwellings. Along Boyd Avenue to the south, low-rise commercial buildings occupy the area.

- **West** of the subject property is a three-storey commercial building with rear yard parking. A signalized intersection to cross Carling Avenue is located approximately 100 metres west of the subject property at the corner of Carling Avenue and Broadview Avenue. The intersection is developed with low-rise commercial businesses, including medical offices, fast food restaurants, and a mechanic.

2.3 Transportation

The subject property is adjacent to several municipal rights-of-way, including Carling Avenue, Boyd Avenue, and Kerr Avenue. Schedule C4-Urban Road Network identified Carling Avenue as an arterial road and Boyd Avenue and Kerr Avenue as local roads. Arterial roads are intended to function as major corridors in urban communities, accommodating a variety of transit modes, including vehicles, pedestrians, bicycles, 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. Schedule C16 – Road Classification and Rights-of-Way Protection identify the section of Carling Avenue adjacent to the subject property with a protected right-of-way of 44.5 metres.

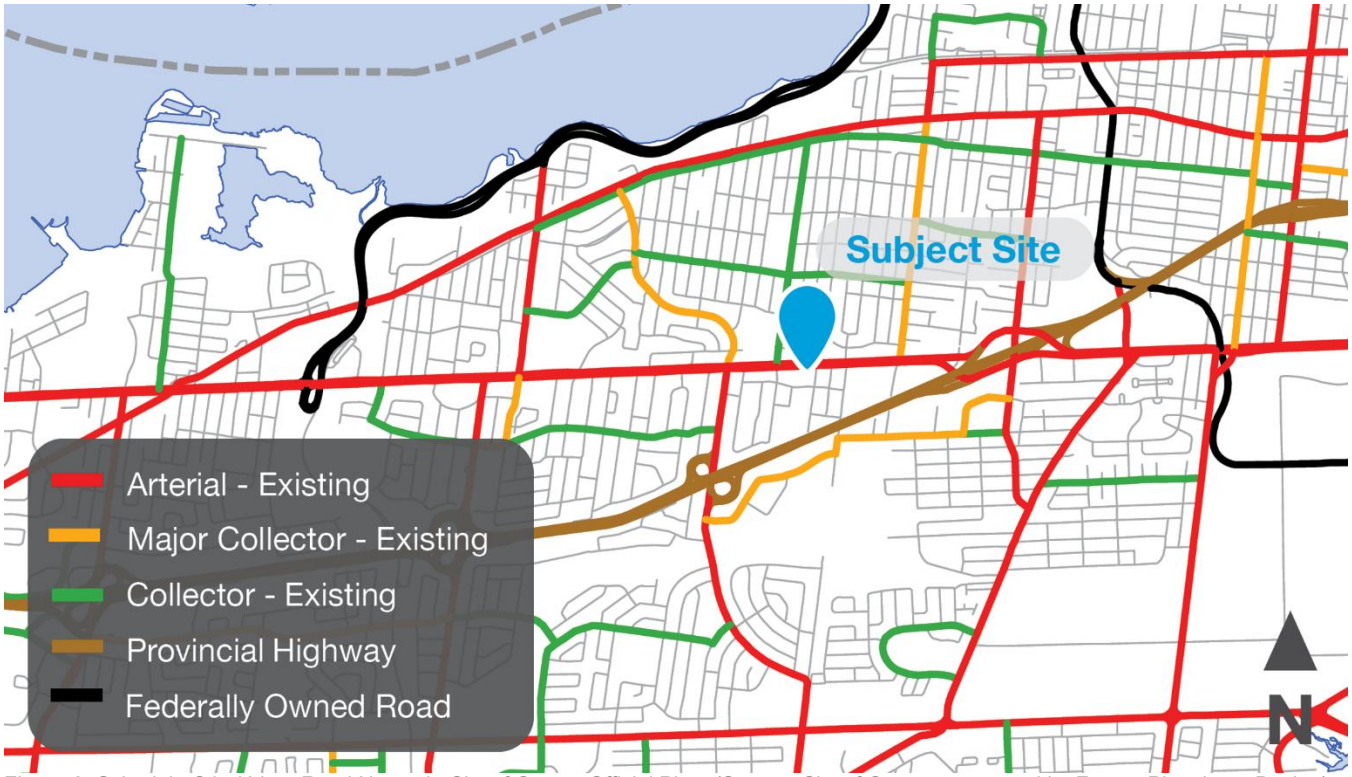

Figure 3: Schedule C4 - Urban Road Network, City of Ottawa Official Plan. (Source: City of Ottawa, annotated by Fotenn Planning + Design)

The subject property is well-connected to the existing and planned transportation network. Carling Avenue is identified as a future Light Rail Transit Corridor on Schedule C2—Transit Network Ultimate of the Official Plan, with the subject property located within 300 metres of two proposed LRT stations, approximately halfway between Broadview Avenue and Clyde Avenue. Despite Schedule C2, the Needs-Based Transit Network completed as part of the Transit Master Plan update identifies that a transitway along Carling Avenue, providing dedicated bus lanes between Lincoln Field Station and Sherwood Drive, shall provide appropriate rapid transit capacity within the 2046 planning horizon. These bus lanes will tie into the existing bus lanes that extend east to Bronson Avenue. Implementation is expected to be through lane conversion in some segments of the corridor.

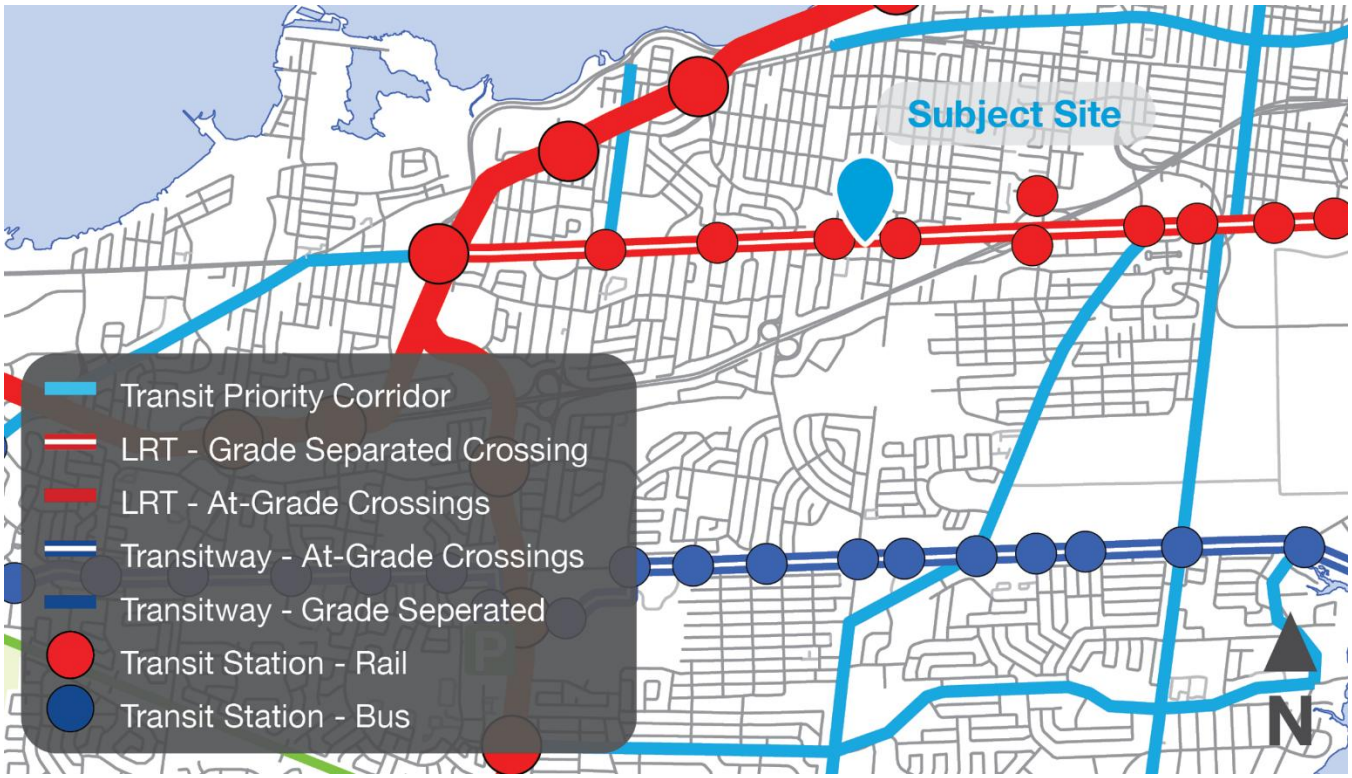

Figure 4: Schedule C2 – Transit Network – Ultimate, City of Ottawa Official Plan. (Source: City of Ottawa, annotated by Fotenn Planning + Design)

A bus stop is situated at the corner of Carling Avenue and Boyd Avenue, serviced by Route 85. This transit line provides direct connection to LRT Line 1 from Pimisi Station, LRT Line 2 from Dow's Lake Station, and the Lincoln Fields Transitway for connectivity to the wider community.

Schedule C2 – Transit Network demonstrates a future Light Rail Transit (LRT) line along Carling Avenue. This line would provide additional connections between the future expansion of the Confederation Line to the east and the Trillium Line to the east. Future LRT stations are contemplated at Broadview Avenue and Clyde Avenue, placing the subject property within a 300-metre radius of two future rapid transit stations.

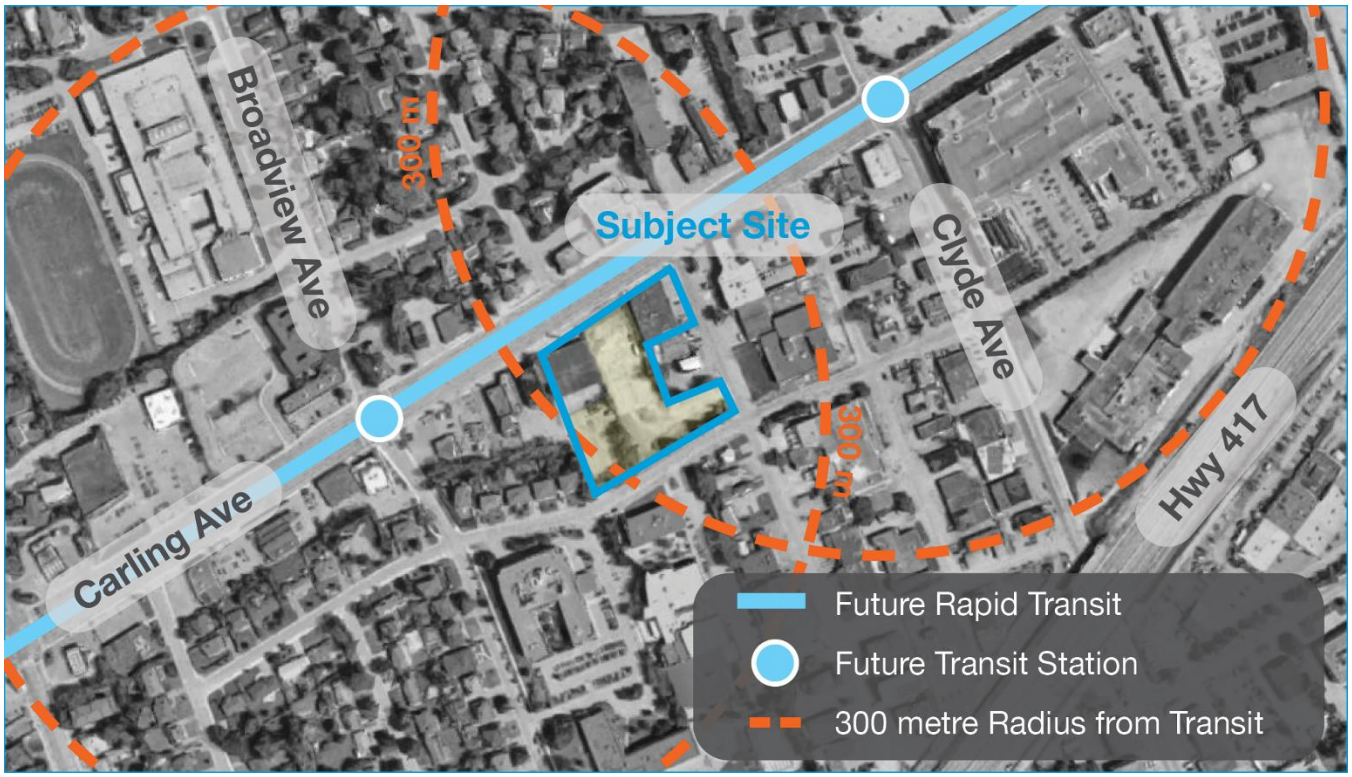

Figure 5Future rapid transit on Carling Avenue. (Source: GeoOttawa, annotated by Fotenn Planning + Design)

3.0
Proposed Development

3.1 Site Overview

The proposed development envisions a comprehensive mixed-use community consisting of three buildings and public parkland. The tallest structure, Tower A, is planned as a 32-storey mixed-use building, prominently situated at the intersection of Carling Avenue and Boyd Avenue, and establishes a strong urban presence, acting as a visual landmark along Carling Avenue.

Along the northwest side of the site, Tower B is proposed as a 28-storey mixed-use building, contributing to the overall skyline while maintaining a cohesive architectural relationship with Tower A.

Along Kerr Avenue, in the southwest portion of the site, Building C is proposed as a 9-storey seniors' residence, providing a transition in height toward the adjacent neighbourhood and supporting a diversity in housing options within the development.

Together, the buildings and the accompanying parkland dedication will create a dynamic, pedestrian-friendly environment that integrates residential, commercial, and recreational uses in a unified and context-sensitive manner.

Figure 6: Aerial views from the south and north. (Source: RLA Architecture)

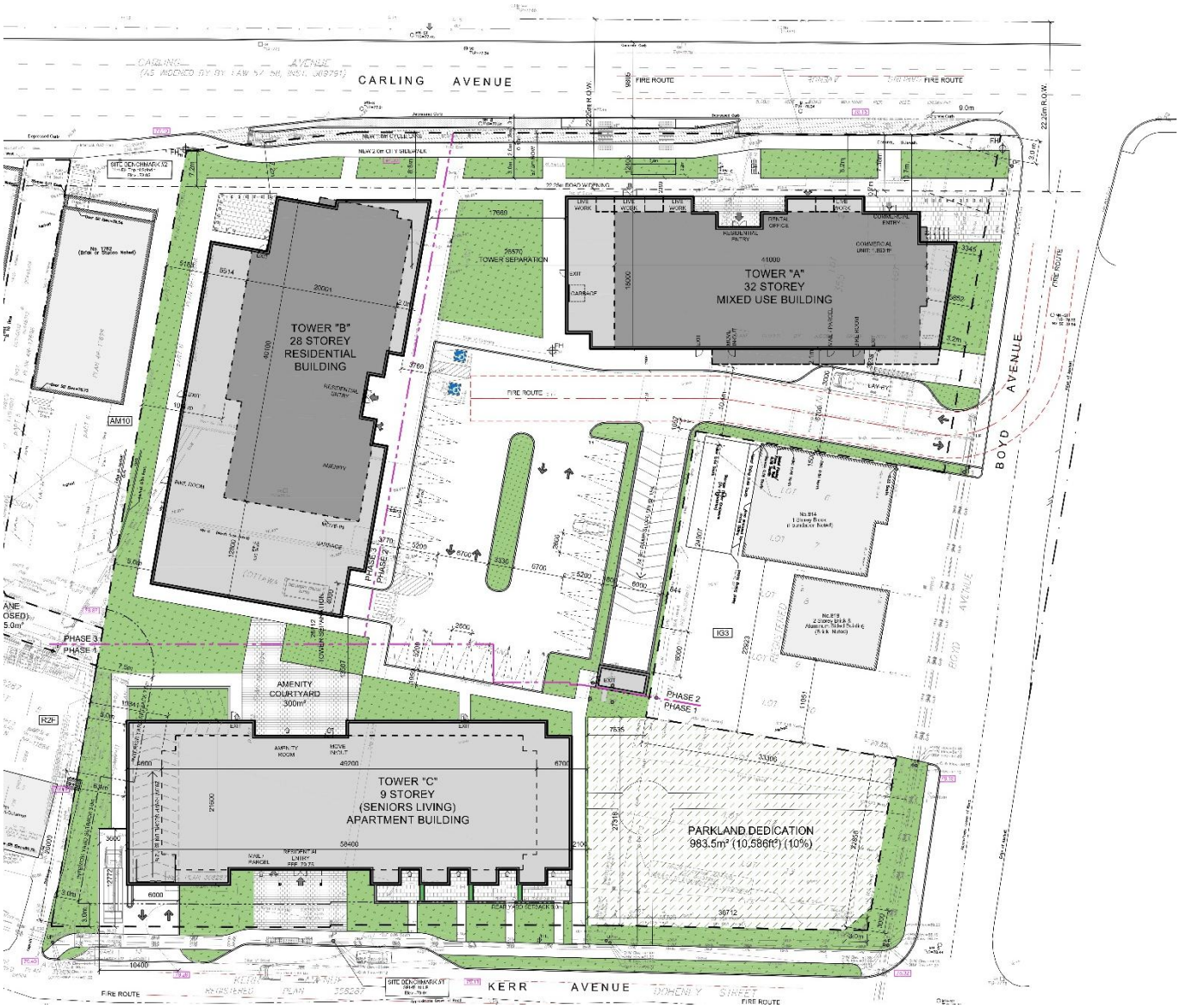

Figure 7: Site plan. (Source: RLA Architecture)

3.2 Development Phasing

Phasing of the development is proposed to be divided as follows:

- Phase 1: Building C and Parkland
- Phase 2: Tower A
- Phase 3: Tower B

During the original Urban Design Review Panel (UDRP) submission, the proposed phasing plan identified Tower A as the initial phase of development. However, the applicant has since revised the sequencing to prioritize the construction of Building C. This adjustment allows for the continued operation of the existing commercial businesses currently occupying

1740 and 1754 Carling Avenue throughout the early stages of redevelopment, ensuring minimal disruption to ongoing commercial activities on the site.

The development and conveyance of the parkland will occur as part of Phase 1, aligning with the first stage of construction. The inclusion of the parkland in the initial phase will help establish key elements of the public realm early in the project's implementation. During the construction period of Phase 1, the designated parkland area will serve temporarily as a construction staging and laydown area, supporting site logistics and enabling efficient coordination of building activities. Upon completion of the initial phase, the parkland will be fully restored and developed as a public open space.

3.3 Building Design

The proposed development introduces intensification to the subject property as a transit-oriented residential community comprising three distinct buildings—two (2) high-rise towers and one (1) mid-rise seniors' building—designed to bring thoughtful residential intensification to the subject property. The architectural composition balances density, livability, and high-quality design, contributing to the ongoing transformation of the Carling Avenue corridor into a more vibrant, mixed-use urban setting.

The site's organization establishes a generous 26.6-metre separation between the two towers, enhancing light penetration, air flow, and visual openness across the development. This spacing also creates an opportunity to extend sightlines deep into the site, offering clear side views of Tower B, which is oriented along the interior west side yard. Along Carling Avenue, the ground floors of Towers A and B are designed to accommodate a mix of commercial spaces and live-work units. These uses will animate the streetscape, foster a dynamic pedestrian environment, and introduce new neighbourhood services or commercial opportunities at the pedestrian scale.

Figure 8: Looking west towards Tower A from Carling Avenue. (Source: RLA Architecture)

Figure 9: Looking east towards Tower B from Carling Avenue. (Source: RLA Architecture)

Figure 10: Looking west towards Building C from Kerr Avenue. (Source: RLA Architecture)

Together, the three (3) buildings will deliver 749 new residential units, distributed as follows: 336 units in Tower A, 291 in Tower B, and 122 in Building C. The proposed range of unit types—from bachelor to three-bedroom suites—will support a diverse residential population and family structures. Approximately 5.1% of the total units are designed as large, family-oriented dwellings, enhancing the site's contribution to housing variety within proximity to rapid transit. A summary of unit distribution and development statistics is provided in Table 3 below.

Table 1: Unit Breakdown

Unit Type	Tower A	Tower B	Tower C	Total
Bachelor	26	22	0	48 (6.4%)
1 Bedroom	176	149	34	371 (49.5%)
1 Bedroom + Den	4	13	61	78 (10.4%)
2 Bedrooms	107	90	21	218 (29.1%)
2 Bedrooms + Den	19	13	0	32 (4.3%)
3 Bedrooms	0	0	6	6 (0.8%)
Live/Work Unit	4	4	0	8 (1%)
Total Units	336 (44.9%)	291 (39.9%)	122 (16.2%)	749

The towers utilize mixed materiality, neutral colourways, and expansive glazing to create visually interesting blocks across the structures. The mechanical penthouses atop each tower will be enclosed in a sleek metal panel system and recessed from the residential façades to minimize their visual prominence, allowing the architectural focus to remain on the main building massing and residential character.

Building C will be distinguished from the towers through its mid-rise form and use of warm, textured materials. Red brick masonry will define the central portion of the building between the second and sixth storeys, creating a strong and grounded architectural expression. The upper three floors will employ lighter materials and extensive glazing, reducing the perceived massing and contributing to a more human-scaled streetscape along Kerr Avenue. A vertical glass feature wall positioned above the main entrance will further emphasize the pedestrian entry and create an identifiable architectural focal point.

Across all three buildings, a cohesive design language is achieved through complementary materials, varied patterns, and aligned architectural rhythms. This unified approach ensures that, while each building maintains its own identity, the overall composition reads as an integrated, harmonious development that enhances the character and quality of the surrounding area.

3.4 Parking

Underground parking shall extend beneath the entirety of the subject property. Towers A and B shall share three (3) levels of parking accessed by a ramp behind Tower A. Building C's two underground parking levels shall abut the tower's underground parking, but there will be no circulation between the two zones. This garage shall be accessed via Kerr Avenue at the west side of Building C. Both ramps feature landscape strips adjacent to the entrances to improve the aesthetics of the public realm. Underground parking shall feature secure locker rooms and bike rooms for convenient access for residents. Bicycle rooms will be featured in the garages, providing residents with a convenient and secure space that shall encourage the use of active transportation modes. A total of 30 exterior (surface) parking spaces are provided, with the remaining 504 in the underground parking garage.

Table 2: Parking

Parking	Tower A	Tower B	Tower C	Total
Resident Parking	220	148	95	464
Visitor Parking	30	28	13	71
Total	250	176	108	534

3.5 Streetscape and Public Realm

The proposed development benefits from frontage along three public rights-of-way — Carling Avenue to the north, Boyd Avenue to the east, and Kerr Avenue to the south — providing multiple points of access and strong visual connections to the surrounding neighbourhood.

Boyd Avenue frontage is not continuous, as the existing property at 818 Boyd Avenue remains outside the development boundary and will continue to operate as a separate commercial use. The site layout and building massing have been carefully configured to ensure a cohesive streetscape along Boyd Avenue despite the discontinuity in frontage by incorporating the parkland along this frontage.

Across all street edges, the development has been sensitively designed to contribute positively to the public realm through a combination of active frontages, high-quality landscaping, pedestrian-oriented design features, and architectural articulation. These measures promote a comfortable, engaging, and visually cohesive environment that supports walkability, enhances neighbourhood character, and reinforces the urban design objectives of the Carling Avenue corridor.

Figure 11: Looking northwest towards Building B from the internal courtyard. (Source: RLA Architecture)

Figure 12: Streetview looking east towards Tower B from Carling Avenue. (Source: RLA Architecture)

Figure 13: Streetview looking south between Towers A and B from Carling Avenue. (Source: RLA Architecture)

Figure 14: Streetview looking west towards Building A from the intersection of Carling Avenue and Boyd Avenue. (Source: RLA Architecture)

3.6 Parkland

Through consultation with Parks and Facility Planning, the corner of Boyd Avenue and Kerr Avenue was identified as the location for the 984 square metre public park. The location provides sightlines into the public space from two rights-of-way and into the central surface parking area of the subject property, creating the eyes-on-the-street effect and enhancing the neighbourhood's streetscape. Park programming and design shall be refined by Park and Facility Planning through the Site Plan Control application.

4.0
Policy and Regulatory Context

4.1 Provincial Policy Statement, 2024

The Provincial Policy Statement (PPS), issued under the authority of 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 use, resources, public investment, and public service facilities.

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

2.1.4 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
- maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

2.1.6 Planning authorities should support the achievement of complete communities by:

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

The proposed development is consistent with Policy 2.1 of the PPS, as it involves intensification of the subject property, located in a built-up area of the city where services are readily available and with convenient access to existing transit, future rapid transit, and nearby amenities and employment opportunities.

2.2.1 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 permitting and facilitating:

- 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
- 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;

Promoting densities for new housing that efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation; requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

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:

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

2.4.2 Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:

- 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit

Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by planning for land uses and built form that support the achievement of minimum density targets.

All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:

- connections to local and regional transit services to support transit service integration;
- infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and

commuter pick-up/drop-off areas.

The subject property is in a built-up settlement area with sufficient servicing and infrastructure. The subject property is in an ideal location, with convenient access to existing and improving public transit and a variety of nearby amenities and uses, thereby promoting air quality, energy efficiency, and public health. The proposed development will occur in an existing community and add infill development to an existing neighbourhood.

The proposed development directs new housing development in a location where appropriate levels of infrastructure and public service facilities are readily available and planned. The proposed development is compact in form, and its density will make efficient use of the subject property and support public transit.

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

- support the achievement of compact, transit-supportive, and complete communities;
- incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;
- support energy conservation and efficiency;

- promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and
- take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.
-

The proposed development intensifies the subject property with a compact, dense, and transit-supportive built form. Residents have a modal choice to promote sustainable travel patterns in all weather conditions.

3.6.1 Planning for sewage and water services shall:

- accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services, and existing private communal sewage services and private communal water services;
- ensure that these services are provided in a manner that:
  - can be sustained by the water resources upon which such services rely;
  - is feasible and financially viable over their life cycle;
  - protects human health and safety, and the natural environment, including the quality and quantity of water; and
  - aligns with comprehensive municipal planning for these services, where applicable.
- promote water and energy conservation and efficiency;
- integrate servicing and land use considerations at all stages of the planning process;
- consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply.

a.

3.6.8 Planning for stormwater management shall:

- be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
- minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
- minimize erosion and changes in water balance including through the use of green infrastructure;
- mitigate risks to human health, safety, property and the environment;
- maximize the extent and function of vegetative and pervious surfaces;
- promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and
- align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

The subject property is located in a built-up area with existing infrastructure and public services. The proposed intensification of the subject property will help optimize the existing infrastructure, public service facilities, and rapid transit.

1.7.1 Long-term economic prosperity should be supported by:

- encourage residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
- optimizing long-term availability and use of land, resources, infrastructure, and public service facilities;
- encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes; and
- promoting the redevelopment of brownfield sites.

The proposed development represents an appropriate form of residential intensification within an established, built-up area, making efficient use of existing land, infrastructure, and municipal services. By directing growth to an area already served, the proposal supports long-term land and resource optimization while minimizing the need for outward expansion. In addition, the development contributes to a more balanced and resilient housing supply by introducing a broader range of dwelling types, thereby enhancing housing choice and responding to the evolving needs of the surrounding community.

4.2 City of Ottawa Official Plan

The Official Plan for the City of Ottawa provides a framework for how the city will develop until 2046, when its population is expected to surpass 1.4 million. The Plan directs how the city will accommodate this growth over time and sets out the policies to guide its development and growth.

4.2.1 Transect, Designation, and Overlay

The subject property is within the “Inner Urban Core” Transect and designated as “Mainstreet – Corridor” and “Neighbourhood”; it is also subject to an Evolving Neighbourhood Overlay per Schedule B2 – Inner Urban Transect.

Figure 25: Schedule B2 – Inner Urban Core Transect

4.2.2 Inner Urban Core Transect

The Inner Urban Core Transect is the area surrounding the Downtown Core Transect. The neighbourhoods within the Transect are established communities reflecting suburban characteristics. The Official Plan seeks to prioritize active and public transit linkages to and through the Inner Urban Transect and provide additional direction to Neighbourhood designations.

Per policy 5.2.1, the city seeks to enhance or establish an urban pattern of built form, site design and mix of uses:

- The Inner Urban Transect's built form and site design includes both urban and suburban characteristics. Its intended pattern is urban.
- In the Inner Urban Transect, the City shall support the development of large parcels and superblocks into fully urban districts and integrated neighbourhood centres, including requiring that the development of such parcels introduce permanent and high-quality public pedestrian networks within the site through easements and public streets, and to orient new buildings to such networks and public streets.
- The Inner Urban Transect is generally planned for mid- to high-density development, subject to:
  - Proximity and access to frequent street transit or rapid transit;
  - 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

- Resolution of any constraints in water, sewer and stormwater capacity.

The proposed development contributes to the existing urban context by introducing new residential housing opportunities to support the development of 15-minute neighbourhoods, with sufficient residential density in proximity to rapid transit. Through previous lot consolidation, the parcel may be developed with higher densities, while also contributing to the public realm by introducing parkland.

The proposed additional height sought has been carefully contemplated through shadow and wind studies to assess the appropriateness of a site-specific height increase. The sun shadow analysis determined that the increased height will not impact the surrounding public spaces.

Section 5.2.2. discusses the prioritization of walking, cycling, and transit within and to and from the Inner Urban Transect.

/ In the Inner Urban Transect, the Zoning By-law shall prohibit new automobile-oriented land uses and development forms, including but not limited to:
  - Automobile service stations;
  - Automobile dealerships, except automobile showrooms entirely contained within a building;
  - Drive-through facilities;
  - Surface parking lots as a main use of land; and
  - Mini-storage warehouses, except as ancillary uses to major residential development.

/ The transportation network for the Inner Urban Transect shall:
  - Prioritize walking cycling and transit; and
  - 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.

/ Motor vehicle parking in the Inner Urban Transect shall be managed as follows:
  - 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;
  - Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, 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 egressed by the narrowest possible driveway; and
  - Where new development is proposed to include parking as an accessory use, such parking:
    - Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;
    - 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
    - May be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of this Plan.

94% of all parking spaces across the subject property are located within the underground parking garages. All resident parking shall be provided within the three levels of the shared underground parking in addition to 73 visitor spaces,

including 30 surface parking spaces. The proposed parking rate of 0.48 spaces per unit and 0.5 bike parking spaces per unit meet the provisions of the Zoning By-law.

A loading zone for delivery trucks shall be featured under the cantilevered south side of Tower B and along the west side of Building C, providing reserved spaces for large vehicles to park and unload. An additional lay-by at the vehicular entrance to the site from Boyd Avenue offers a pick-up, drop-off zone.

4.2.3 Corridor Designation

The entirety of the site is designated as a Corridor – Mainstreet as defined by Section 6.2.1 stating that the designation extends to a maximum depth of 220 metres from the centreline of the street identified as Mainstreet Corridor.

Section 6.2.2 provides direction to development in the Corridor designation.

- Establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate;
- 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;
- May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
- For sites generally of greater than one hectare in area or 100 metres in depth:
  - Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
  - Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and
  - 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.
- Corridors will generally permit residential uses and such 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:
  - 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;
  - Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
  - Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.
- 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:
  - Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and
  - Vehicular access shall generally be provided from the parallel street or side street.

The site plan design directly responds to the Official Plan policies by locating the greatest height along Carling Avenue. Tower A is oriented to the intersection of Carling Avenue and Boyd Avenue, and the tower of Tower B is positioned on Carling Avenue with the podium stepback toward Kerr Avenue, offering a transition toward Building C.

The development shall be phased, beginning with Building C and the parkland as Phase 1, followed by Tower A as Phase 2 and Tower B as Phase 3. This phasing order has been proposed to permit the continued operation of the commercial uses currently in Phases 2 and 3 while Building C is constructed.

Commercial and live/work units shall be provided on the ground floors of Towers A and B, animating the main street Carling frontage and inviting pedestrians into the subject property to visit the live/work spaces in Tower B. The commercial spaces are positioned on Carling Avenue

Vehicular access to the underground parking garage shall be provided via the Boyd Avenue and Kerr Avenue frontages, thereby reducing interference with existing traffic patterns along Carling Avenue. The surface parking area shall only be accessible via the Kerr Avenue entrance.

The park shall frame the corner of Boyd Avenue and Kerr Avenue, providing clear sightlines into the park from the public realm.

4.2.4 Growth Management Framework

Ottawa's population is projected to grow by 40 percent between 2018 and 2046, with 51% 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% in 2018 up to 60% by 2046).

Intensification is anticipated to occur in various built forms and height categories, from Low-rise to High-Rise 41+ buildings, provided density requirements are met. The Official Plan defines four (4) height categories, including:

- Low-rise: up to and including four (4) storeys;
- Mid-rise: between five (5) and nine (9) full storeys;
- High-rise: between ten (10) and 40 full storeys; and,
- High-rise 41+: 41 full storeys or taller.

The hierarchy of intensification locations directs Hubs, Corridors, and lands within the adjacent Neighbourhood designations to be the priority locations for intensification (s 3.2.8)

Residential intensification is permitted in all designations where development is permitted and should occur in a variety of dwelling unit sizes to provide housing choice (s. 3.2.8). The Official Plan defines two broad dwelling size categories:

- Small-household dwellings are units with up to two (2) bedrooms and are typically within apartment-built forms; and,
- Large-household dwellings are units with three (3) or more bedrooms, or an equivalent floor area, and are typically within ground-oriented built forms.

The above section and Tables 2 and 3b in the Official Plan mention density and dwelling targets.

Table 3: Hubs, Mainstreets, and Protected Major Transit Station Area (PMTSA) Density and Large Dwelling Requirements (Table 3a in the Official Plan)

Applicable Area	Minimum Residential Density Requirement for Intensification, Dwellings per Net Hectare	Minimum Proportion of Large-household Dwellings within Intensification
Mainstreet	120	Minimum: 5 percent Target: 10 percent

The proposed development supports the goal of achieving residential intensification within the city's built-up areas by providing for high-rise intensification in the Corridor – Mainstreet designation. The proposed unit count includes a variety of typologies to accommodate various tenants, with 6.4% of bachelor studios, 60.9% of one-bedroom and one-

bedroom-plus-den units, 33.4% of 2-bedroom and two-bedroom-plus-den units, and 0.8% of three-bedroom units. Of the proposed units, 5.1% are considered large dwelling units and meet the intent of the Official Plan.

The subject property has an area of 1.056 hectares; the proposed development of 749 units shall create a density of 709.3 units per net hectare, exceeding the minimum residential intensification for Mainstreets.

4.2.5 Housing

Adequate, safe, and affordable housing makes Ottawa a good place to live and do business. Housing that meets needs across ages, incomes and backgrounds and supports accessibility needs is a key requirement for health and well-being as well as attracting and retaining highly skilled labour and new businesses.

Market-based housing is the housing available in the city because of houses being sold by existing owners and housing that is constructed in new communities. As the city grows and changes with a larger population, more different types of housing will be needed. This includes housing units of different sizes and forms, some of which might not be common in Ottawa today.

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allow for a greater number of units within the permitted built form envelope; and application processing priority and consider new policies or development application requirements through a housing- and mobility- affordability lens.

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

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

The proposed development provides a diverse range of flexible, context-sensitive housing options through a dense residential high-rise building with a range of unit sizes.

4.2.6 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, genders and social statuses.

The Official Plan distinguishes three tiers of design priority areas. Mainstreet Corridors are classified as tier 3 – local areas. Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. Tier 3 areas also represent emerging areas that may contribute to defining Ottawa's local image in the future and areas that represent hubs of significant economic activity. These include commercial streets reflecting a suburban built form that may transition into a more walkable environment.

Section 4.6.1 describes that development and capital projects within Development Priority Areas shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

- 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;
- Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
- 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.

Carling Avenue is designated as a Corridor – Mainstreet within the Design Priority Area as an emerging area that may contribute to defining Ottawa's local image in the future. The design thoughtfully considers the public realm and how the buildings shall animate the area. The redevelopment shall include the road widening of Carling Avenue, which will incorporate a protected bike lane, and the construction of new 2-metre sidewalks to improve the public realm along the Carling Avenue frontage by introducing sidewalks buffered from the arterial road by landscaped strips. On the subject property, additional pathways will front onto the commercial and live/work units behind, providing a comfortable public realm. Further micro-climate design elements shall be considered during Site Plan Control for Phases 2 and 3.

Section 4.6.3 encourages capital investments in the City's streets, sidewalks, and other public spaces to support healthy lifestyles through development projects.

- 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.
- Public realm investments such as street furniture and other related streetscape elements will be designed to be welcoming and comfortable for all people, and hostile elements that intentionally prevent people from using the space will be avoided.

The site's redevelopment shall improve the public realm by extending and upgrading the sidewalks along all frontages, including to the parkland, and by incorporating upgraded pavement treatments in front of the commercial units to define the public realm. At the prominent intersection of Carling Avenue and Boyd Avenue, street furniture and seating areas will be introduced to create an inviting gathering space. This corner will serve as a focal point along the streetscape, enhancing the pedestrian experience and supporting the vitality of the adjacent ground-floor commercial units.

Section 4.6.5 provides direction for Corridors, which includes:

- 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.
- 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.

- 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 is consistent with the intent and general direction of the design guidelines for corridors. Development frames the wide arterial road, providing maximum setbacks from adjacent low-rise areas.

All resident parking will be accommodated within underground parking garages. The underground garages are directly connected to the building lobbies, with vertical access provided by elevators in each building, ensuring fully accessible routes between all parking levels, common areas, and residential units.

A total of 30 visitor and short-term parking spaces will be provided at grade, including designated accessible spaces conveniently located near the entrances to serve both the residential and commercial components of the development.

The site's generally level topography supports universal accessibility throughout the property. All residential units are designed on a single level, and every floor is reachable by elevator or stairs, promoting ease of movement for residents of all ages and abilities. With public transit stops located within 200 metres of the site, the development demonstrates a comprehensive and thoughtful approach to accessibility and mobility. The overall design supports residents with diverse physical abilities and provides an environment that enables aging-in-place, consistent with inclusive community design principles.

Section 4.6.6 focuses on how to enable the sensitive integration of new development of low-rise, mid-rise, and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all.

Policy 1 indicates that, 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:

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

Policy 2 states that 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 Bylaw or by other means in accordance with Council-approved Plans and design guidelines.

The proposed development provides transition in height between the high-rise form and the adjacent low-rise and mid-rise neighbourhood. The towers are oriented to the wide arterial road, recognizing the existing and planned context of Carling Avenue. A series of stepbacks as the building gains height provides further setback from the building's edge, thereby mitigating impacts related to privacy and overlook for the dwelling and the broader mixed-use neighbourhood.

Policy 4 directs that 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:

- Provide protection from heat, wind, extreme weather, noise and air pollution; and
- 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.

Amenity space is proposed indoors and outdoors, at the ground levels and on podium terraces. Balconies provide additional private amenity space. The mix of indoor and outdoor, as well as private and communal amenity spaces, offers a range of options for future residents. Indoor amenity space provides protection from weather, noise, and air pollution.

Policy 7 describes that md-rise buildings shall be designed to respond to context, and transect area policies, and should:

- Frame the street block and provide mid-block connections to break up large blocks;
- Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
- Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and
- Provide sufficient setbacks and step backs to:
  - Provide landscaping and adequate space for tree planting;
  - Avoid a street canyon effect; and
  - Minimize microclimate impacts on the public realm and private amenity areas.

Building C has been designed to frame the block adjacent to the parkland, using brick on the lower floors and providing a central active frontage framed by glass panelling. The main entrance shall face a two-storey day care building. The outdoor play area for this organization is situated in their rear yard while their front yard is a landscaped strip, preventing onlook onto the private playground. Newly introduced sidewalks and landscaping along Kerr Avenue shall improve existing neighbourhood conditions.

Per Policy 8, 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,
- Space at-grade should be provided for soft landscaping and trees.

The towers shall be composed of podium bases, middles and tops to define the structures from the pedestrian scale and as landmarks seen from a distance. The floorplates of 760 square metres slightly exceed the suggested 750 square metre direction, providing a compact and efficient design. The stepbacks and tower separation shall reduce the potential for a canyon effect. The landscaping plan proposes a combination of soft landscaping and pathways surrounding the buildings. The increased height of the buildings maintains the building typology as a high-rise building, consistent with the transect policies for Corridors - Mainstreet in the Inner Urban Transect.

Tower separation of high-rise buildings is directed by Policy 9, stating that a minimum of 23 metres of separation is desired to ensure privacy, light and sky views for residents and workers.

Tower A and Tower B are proposed to be 28.6 metres apart. The high-rise portion of Tower A is oriented toward the intersection of Carling Avenue and Boyd Avenue, creating additional separation between Towers A and B.

4.3 Urban Design Guidelines for High-rise Buildings

City Council approved the new Urban Design Guidelines for High-Rise Buildings in 2018, replacing the previous version from 2009. The Official Plan defines a high-rise building as one that is ten (10) storeys or more in height. The objectives of the guidelines are to:

- Promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- Address compatibility and the relationship between high-rise buildings and their existing and planned context;
- Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and,
- Promote development that responds to the physical environment and microclimate through design.

Figure 15: Angular plane through Carling Avenue. (Source: RLA Architecture)

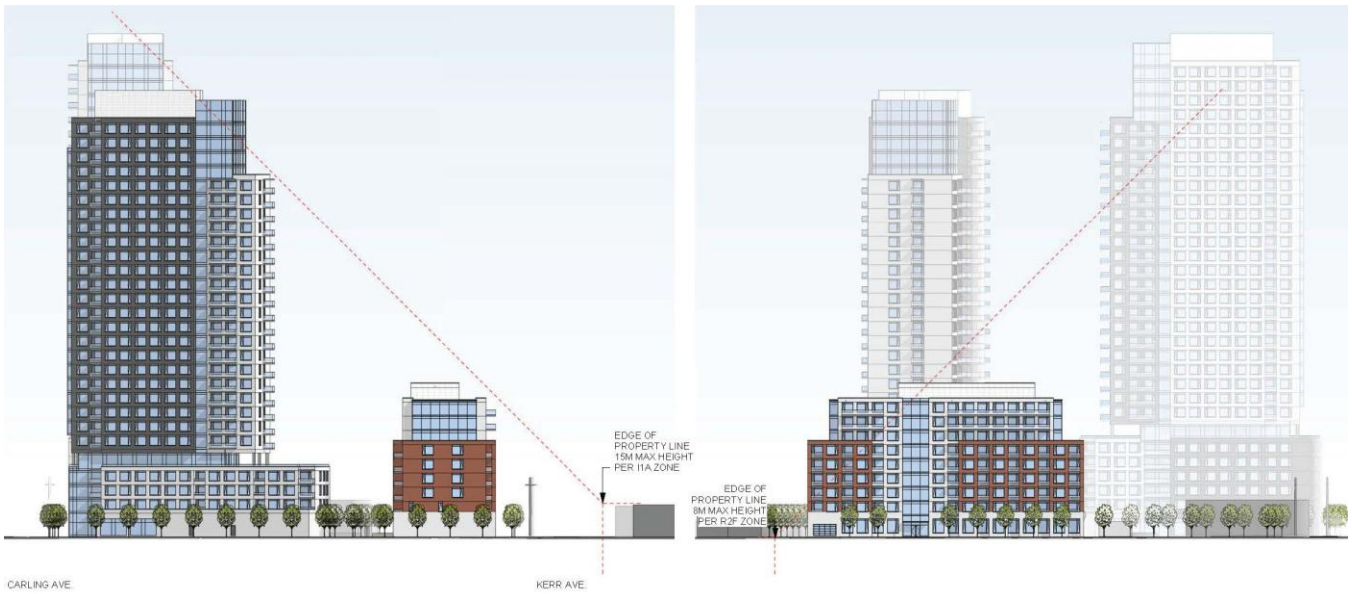

Figure 16: Angular plane – Kerr Avenue. (Source: RLA Architecture)

The Official Plan provides direction for evaluating the appropriateness of individual sites and for informing many aspects of high-rise design, and the Zoning By-law provides a preliminary framework that addresses issues related to context, massing, shadowing, and public space. The Official plan directs high-rise buildings to areas where intensification is expected and encouraged due to proximity to major transit stations.

The most relevant guidelines to the proposed development are discussed below:

- The towers feature a podium/tower design and respect the 45-degree angular plane to the north. The towers are positioned along Carling Avenue and meet and exceed the 45-degree angular plane to the residential properties to the north of Carling Avenue. Toward the south of the subject property, the towers generally meet the 45-degree angular plane to the Institutional buildings, the angular plane intersects with the southern corner of the top three floors of Tower B and the top floor of Tower A.
- The 45-degree angular plane to the residential property to the west along Kerr Avenue is not fully met by Building C. The nine-storey building orients the tallest portion away from the interior side yard, reducing development within the intersecting 45-degree angular plane. The stepback, coupled with the interior yard landscape buffer, shall mitigate the impact on the residential uses.
- The Sun Shadow Analysis did not identify undue shadowing impacts with this design, and exterior balconies were not proposed for these units to reduce overlook into the residential rear yards (Guidelines 1.12, 1.13 and 1.17);
- The proposed development abuts and provides linkages to multiple streets and a separated bike lane (Guideline 1.15);
- The proposed development includes a base/middle/top design, and the base is designed to interface with the improved pedestrian and cyclist realm to the north (Guidelines 2.3 and 2.13);
- The proposed towers are sufficiently separated from themselves and other potential adjacent sites where a tower may exist in the future (Guideline 2.25);
- The proposed buildings include stepbacks to provide for a base/middle/top design and to make the base the primary defining element of the design (Guideline 2.29).
- Parking is primarily located underground via an internal ingress/egress ramp, accessed via Boyd Avenue. The small surface parking lot is located on the site's interior, providing short-term parking for visitors and commercial users. Servicing, loading and other utilities are incorporated into the design of the internal parking area, shielding these areas from the streetscape (Guidelines 3.14, 3.15, 3.16 and 3.17); and,

- The shadow analysis shows that there are minimal shadowing impacts on the existing low-rise communities to the north and west (Guideline 3.27).

The proposed development generally meets the City of Ottawa's Urban Design Guidelines for High-Rise Buildings. The buildings are sensitively designed to provide transition to the surrounding, existing low-rise and mid-rise uses. The overall design of the project generally meets the intent of the 45-degree angular plane to the north and south, being to permit sunlight and restrict overlook into these existing communities through a sensitive, gradual transition in building heights—the transition to the west impacts limited low-rise residential uses. The building base along the multi-use pathway is designed as a front façade to interact with the multi-use pathway. It features active uses, such as amenity space and lobbies, and a high degree of glazing for safety and "eyes on the street." Overall, the project is aligned with the design guidelines above.

4.4 Urban Design Guidelines for Development along Arterial Mainstreets

In May 2006, the Ottawa City Council adopted the Urban Design Guidelines for Development along Arterial Mainstreets. These guidelines serve to "provide urban design guidance…to assess, promote and achieve appropriate development along Arterial Mainstreets" with the objective to:

- Promote development that will contribute to the recognized or planned scale and character of the street;
- Promote a comfortable pedestrian environment and create attractive streetscapes;
- Achieve high-quality built form and strengthen building continuity along Arterial Mainstreets;
- Foster compact, pedestrian-oriented development that is linked to street-level amenities; and
- Accommodate a broad range of uses including retail, services commercial uses, offices, residential and institutional uses where one can live, shop and access amenities.

The Arterial Mainstreet designation from the former Official Plan has generally been replaced by the Mainstreet Corridor designation in the current Official Plan. Consequently, the design guidelines can provide helpful guidance for site development. The following guidelines, have been considered:

- Locate new buildings along the public street edge (Guideline 1).
- Provide or restore a 2 metre wide unobstructed concrete sidewalk. Locate the sidewalk to match the approved streetscape design plans for the area. In addition, provide a 2 to 4 metre wide planted boulevard and a 1 to 3 metre landscape area in the right-of-way (Guideline 2).
- Plant trees in the boulevard when it is 4 metres wide (Guideline 3).
- Use buildings, landscaping and other streetscape elements to create continuous streetscapes (Guideline 4).
- Provide streetscape elements such as trees, decorative paving, benches and bicycle parking between the building and the curb. These elements should match approved streetscape design plans for the area, or where there is no streetscape design plan, they should match and extend the existing context (Guideline 5).
- Create intensified, mixed-use development, incorporating public amenities such as bus stops and transit shelters, at nodes and gateways by concentrating height and mass at these locations (Guideline 11).
- Design the built form in relation to the adjacent properties to create coherent streetscapes (Guideline 12).
- Ensure that buildings occupy the majority of the lot frontage (Guideline 13).
- Create a transition in scale and density of the built form on the site when located next to lower-density neighbourhoods to mitigate any potential impacts (Guideline 14).

- Design richly detailed buildings that create visual interest, a sense of identity and a human scale along the public street (Guideline 16).
- Orient the front façade to face the public street and locate front doors to be visible and directly accessible from the public street (Guideline 17).
- Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent. Locate active uses along the street at grade, such as restaurants, specialty in-store boutiques, food concessions, seating areas, offices and lobbies (Guideline 18).
- Provide direct, safe, continuous, and clearly-defined pedestrian access from public sidewalks to building entrances (Guideline 20).
- Provide site furnishings such as benches, bike racks and shelters, at building entrances and amenity areas. Ensure that these locations do not conflict with pedestrian circulation (Guideline 24).
- Locate surface parking spaces to the side or rear of buildings (Guideline 27).
-

The proposed building design includes many of the above-mentioned urban design recommendations, among others, appropriate for new development along Arterial Mainstreets.

4.5 Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines, which were approved by City Council in 2007, are to be applied throughout Ottawa for all development within a 600 metre walking distance of a rapid transition station or stop. As the proposed development is within 300 metres of two proposed rapid transit stations along Carling Avenue, these guidelines apply. The following is a summary of how the proposed development meets some of the various guidelines for transit-oriented development.

- The proposed development provides residential intensification on an underdeveloped lot along a transit priority corridor (Guideline 1);
- The proposed development includes only transit-supportive land uses, redeveloping current surface parking areas into mixed-use intensification. Parking is primarily located underground with minimal surface parking accessed from Boyd Avenue. The portion of the property abutting Carling Avenue is sensitively designed to support the pedestrian environment, for both residents and the public (Guideline 2);
- The mixed-use development creates a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel (Guideline 3);
- Locate Towers A and B close to each other to create a continuous active frontage along Carling Avenue, closest to the transit corridor (Guidelines 7 and 8);
- The proposed development is sensitively designed to create transition to the adjacent low-rise communities to the south. The towers are located to the north of the site, adjacent to the wide Carling Avenue. The nine-storey Building C and parkland on the south side of the proposed development provides appropriate separation and transition to the low-rise land uses to the south. (Guideline 9);
- The buildings are designed to be oriented on multiple frontages to ensure residents and pedestrians are both connected to active transportation and public transportation routes (Guideline 10);
- The proposed development includes a podium/tower design and mid-rise buildings on the south side to reduce shadow and wind impacts on adjacent streetscapes (Guideline 11);

The proposed development responds to the Transit-Oriented Development Guidelines by providing a building that intensifies an existing underutilized site, contributes to a range of housing choices within the community, integrates with the existing streetscape and larger community, and is located in close proximity to a future major transit station.

4.6 City of Ottawa Zoning By-law (2008-250)

The subject property is primarily zoned “Arterial Mainstreet, Subzone 10 (AM10). 828 Boyd Avenue is zoned General Industrial, Subzone 3 with a height suffix of maximum 10.7 metres (IG3 H(10.7)). While 828 Boyd Avenue shall be rezoned as part of this submission, this area shall form the area for parkland dedication.

The forthcoming Zoning By-law (2026-50) shall replace the existing AM10 zone with the Mainstreet Zone 2 (MS2).

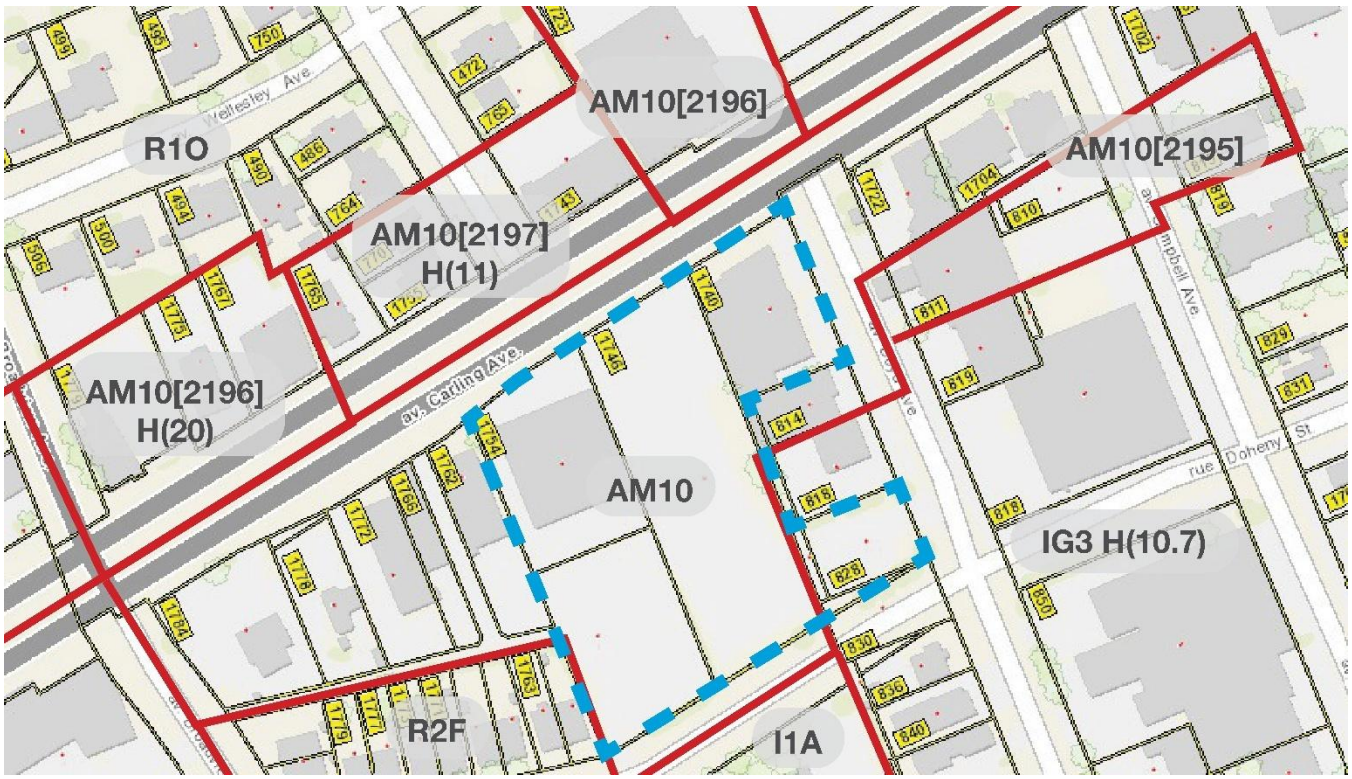

Figure 29: Current zoning.

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 purposes of the IG Zone is to:

- permit a wide range of low to moderate impact, light industrial uses in accordance with the Employment Area designation of the Official Plan or, the General Urban Area designation where applicable;
- allow in certain Employment Areas or General Urban Areas, a variety of complementary uses such as recreational, health and fitness uses and service commercial (e.g. convenience store, personal service business, restaurant,

automobile service station and gas bar), occupying small sites as individual occupancies or in groupings as part of a small plaza, to serve the employees of the Employment or General Urban Area, the general public in the immediate vicinity, and passing traffic;

- prohibit retail uses in areas designated as Employment Area but allow limited sample and showroom space that is secondary and subordinate to the primary use of buildings for the manufacturing or warehousing of the product; and
- provide development standards that would ensure that the industrial uses would not impact on the adjacent non-industrial areas.

Per Section 185, the permitted uses on the AM Zone site are as follows:

- amusement centre
- amusement park
- animal care establishment
- animal hospital
- artist studio
- automobile dealership
- automobile rental establishment
- automobile service station
- bank
- bank machine
- bar
- broadcasting studio
- car wash
- catering establishment
- cinema
- click and collect facility
- community centre
- community health and resource centre
- convenience store
- day care
- diplomatic mission
- drive-through facility
- emergency service
- funeral home
- gas bar
- hotel
- instructional facility
- library
- medical facility
- municipal service centre
- museum
- nightclub
- office park
- parking garage
- payday loan establishment
- personal brewing facility
- personal service business
- place of assembly
- place of worship
- post office
- production studio
- recreational and athletic facility
- research and development centre
- residential care facility
- restaurant
- retail food store
- retail store
- school
- service and repair shop
- sports arena
- storefront industry
- technology industry theatre
- training centre
- urban agriculture

- apartment dwelling, low rise
- apartment dwelling, mid rise
- bed and breakfast
- dwelling unit
- group home
- home-based business
- home-based day care
- planned unit development
- retirement home
- retirement home, converted
- rooming house
- stacked dwelling
- townhouse dwelling

4.6.1 Zoning Table

The table below summarizes the applicable zoning provisions as detailed in Zoning By-law 2008-250 and how the proposed development meets or requires relief from those provisions. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (×).

AM10 Provisions	Required	Provided	Compliance?
Permitted Use Section 185(1&2)	Planned unit development; apartment mid-rise; restaurant; retail store	Planned unit development, apartment high-rise, apartment mid-rise, restaurant, retail store, and park	×
Min. Lot Area Table 185	No minimum	10,560 m^2 (1.056 ha)	✓
Min. Lot Width Table 185	No minimum	+/- 107 m	✓
Min. Front and Corner Side Yard Setback Section 185(10)	The minimum front and corner side yard setback for all buildings is 0 metres, and at least 50% of the frontage along the front lot line and corner side lot line must be occupied by building walls located within 4.5 metres of the frontage for a residential use building, and within 3 metres for non-residential and mixed use buildings	Front Yard: 0.7 m (after road widening taken) Corner Side Yard: 3.4 m	✓
Min. Interior Side Yard Setback Table 185	Abutting a residential zone: 3 m for the first 20 m back from the street and 7.5 m beyond 20 m back from the street All other: no minimum	5 m for the first 20 m back from the street and 5 m beyond 20 m back from the street	×
Min. Rear Yard Setback Table 185	Abutting a street: 3 m Rear lot line abutting a residential zone: 3 metres for any building wall within 20 metres of a lot line abutting a public street	Abutting a street: 5.2 m	✓

AM10 Provisions	Required	Provided	Compliance?
	All other: 7.5 m		
Max. Height Section 185	In any area up to and including 20 metres from a rear lot line abutting a R1, R2 or R3 zone: 11 m In any area over 20 metres and up to and including 30 metres from a rear lot line abutting a R1, R2, R3, or R4 zone: 20 m In any area: - outside of the areas identified in (i) through (iii) above; and, - up to 7.5 metres from that part of a side lot line within 20 metres of a street and abutting a R1, R2, R3 or R4 zone: 15 m In all other cases: 30 m	Tower A: 102 m (32 storeys) Tower B: 90 m (28 storeys) Building C: 30 m (9 storeys)	✗
Min. Height of Building within 10m of Front Lot Line or Corner Lot Line Section 185	Non-residential or mixed-use building, the ground floor requires a minimum height of 4.5 metres Minimum building height required is 7.5 metres, and must contain at least two storeys,	4 storeys minimum Minimum ground floor height: 4.5m	✓
Max. Floor Space Index Table 185	None	Based upon 77% construction area: 4.35	✓
Front Lot Line Identification Section 185(10)	The lot line abutting the designated "Arterial Mainstreet", as per Schedule B of the Official Plan, is the front lot line	Front lot line = Carling Avenue	✓
Phased Development Section 185(10)	In the case of a phased development, all phases must be shown on a site plan approved pursuant to Section 41 of the Planning Act, and must satisfy the following; 1) the first phase is required to satisfy (b)(i) prior to or concurrent with the construction of any building at the interior or rear of the lot for the portion of property shown in that phase; and 2) all subsequent phases are not required to comply with (b)(i)	Phase 1: Building C + parkland Phase 2: Tower A Phase 3: Tower B	✓

AM10 Provisions	Required	Provided	Compliance?
	independently, provided that (b)(i) is satisfied upon the completion of all phases; and 3) the boundary of a phasing line will be determined through Site Plan Control, and each phase of development must comply with the zone requirements and incorporate the site plan elements required and provided to support the uses of land within that phase		
Amenity Area Section 137	6 m^2 per dwelling unit. A minimum of 50% of the required total amenity area must be communal, and aggregated into areas up to 54m^2, and when more than one aggregated area is provided, at least one must be 54m^2. Total required: 749 units x 6 m^2. = 4,494 m^2 Total communal amenity area required: 4,494 x 50% = 2,247 m^2	Total: 4,840 m^2 Communal: 3,600 m^2	✓
Min. Vehicle Parking Area Y Section 101(3), Table 101A	No parking is required within a building of five of more storeys for the first 12 residential units Non-residential use with a gross floor area of 500 m^2or less, no off-street motor vehicle parking is required to be provided. 0.5 spaces per dwelling unit 749 – (12 x 3) = 713 x 0.5 = 357	357	✓
Min. Visitor Parking Section 102(2), Table 102	No visitor parking is required within a building of five of more storeys for the first 12 residential units. No more than 30 visitor spaces are required. 0.1 visitor space per unit 749 – (12 x 3) = 737 x 0.1 = 68	71	✓

AM10 Provisions	Required	Provided	Compliance?
Min. Parking Space Dimensions S106(1)	5.2 m x 2.6 m	5.2 m x 2.6 m	✓
Max. Driveway Width Section 107 (1aa)	6.7 m	6.7 m	✓
Min. Drive Aisle Width Section 107(1c), Table 107	To a parking garage: 6 m	6 m	✓
	Internal parking garage: 6.7 m	6 m	×
Min. Parking Lot Landscaped Buffer Table 110	1.5 m	1.9 m	✓
Min. Bicycle Parking Table 111	0.5 per dwelling unit = 375 1 per 250 m^2 of commercial GFA = 4	375 12	✓
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 and service equipment penthouse Permit indoor rooftop amenity space as a permitted projection, maximum of 250 m2 per building, maximum of 4.5 m projection	✓ ×
High-rise Min. Lot Area Section 77	Corner Lot: 1,150 m^2	10,560 m^2	✓
Definition of Tower Section 77	That portion of a building over 9 storeys or a height equal to the width of the widest public street abutting a lot line, whichever is less.	Towers A and B meet the definition of a tower. At 9 storeys, Building C does not	✓
Min. Separation Distance between Towers on the same Lot Section 77	20 m	26.6 m	✓
Minimum Width of a Private Way Table 131(1)	6 m	6.7 m	×
Minimum Setback for Any Wall of a Residential Use Building to a Private Way Table 131(2)	Notwithstanding any front yard setback requirement associated with any zone or subzone, the minimum setback for any wall of a residential use building to a private way is 1.8 metres	2.9 m	✓

AM10 Provisions	Required	Provided	Compliance?
Minimum Setback for any Garage or Carport Entrance from a Private Way Table 131(3)	5.2 m	33 m	✓
Minimum Separation Area Between Buildings within a PUD Table 131(4)(b)	3 m	13.5 m	✓
Parking Table 131(5)	May be provided anywhere within the development, whether or not the development parcels are severed	Interior yard parking	✓

4.6.2 Proposed Zoning

To facilitate the proposed development, a Zoning By-law Amendment application is required to rezone the 1746 Carling Avenue property. Although the proposal generally conforms to the provisions of the AM10 zone, various amendments to the provisions of the zoning framework are required. The AM10 zone, with a Site-Specific Schedule and Exception, best facilitates the future buildout of the site and ensures compatibility with the existing and planned character of the neighbourhood.

Permitted Use

As part of the Zoning By-law Amendment application, the Applicant is requesting the addition of apartment dwelling, high-rise as a permitted use on the subject property. This request is well supported by the site's lot area, surrounding context, and applicable policy framework.

As outlined above, the subject property is located within 300 metres of two future Light Rail Transit (LRT) stations at Broadview Avenue and Clyde Avenue. This proximity to rapid transit strongly supports the City's policy objectives to concentrate growth and achieve residential intensification within the built-up area. The proposed development advances these objectives by introducing high-rise residential intensification within the Corridor – Mainstreet designation, where increased height and density are explicitly encouraged in close proximity to rapid transit.

The surrounding context further supports the proposed scale and form of development. A 22-storey tower and an 8-storey residential building have recently been constructed immediately north of the subject property, establishing a clear precedent for high-density residential development along Carling Avenue. The proposed development is consistent with this emerging built form and contributes to the continued evolution of Carling Avenue as a transit-oriented urban corridor.

While apartment dwelling is not currently listed as a permitted use within the Arterial Mainstreet zone, Provision 185(6) of the Zoning By-law provides clear policy direction in support of the proposed use. This provision states that, *"Despite the list of permitted residential uses, where the zoning on a lot is accompanied by an H suffix, schedule or exception that permits a height of 30 metres or greater on part of the lot, the use apartment dwelling, high-rise is a permitted use on that lot."* As the subject property is subject to a height permission exceeding 30 metres, the proposed high-rise apartment use aligns with the intent of the Zoning By-law.

Further, the incoming Zoning By-law (2026-50) does not regulate residential built form, thereby permitting high-rise apartment buildings on the subject property. In this context, the requested addition of apartment dwelling, high-rise as a permitted use is appropriate, consistent with both current and emerging policy directions, and represents good planning.

Interior Side Yard Setback

Relief is requested to permit a reduced interior side yard setback of 5.0 metres, where a minimum of 7.5 metres is required for portions of the building located more than 20 metres from the street. The requested relief applies to the placement of Building C and represents a reduction of 2.5 metres from the required standard. This reduction affects the rear yard of a single residential property located immediately west of Building C.

The proposed building placement satisfies the intent of the zoning provision by providing an interior side yard setback exceeding the minimum requirement of 3.0 metres within the first 20 metres of the street frontage. As such, the development complies with half of the applicable setback standard, ensuring an appropriate transition and separation where building massing is closest to the public realm.

The need for relief arises primarily from the irregular geometry of the subject property. The property is significantly wider along the Kerr Avenue frontage than along Carling Avenue, resulting in an acute interior yard angle along the western lot line adjacent to Kerr Avenue. This configuration limits the ability to uniformly apply the increased interior side yard setback beyond 20 metres from the street without creating inefficiencies in building placement and site organization.

Requiring full compliance with the 7.5-metre setback beyond 20 metres would necessitate shifting Building C further west, closer to the adjacent residential lot, or alternatively increasing building height beyond the proposed nine storeys in order to accommodate the planned gross floor area. Either outcome would result in greater impacts, including increased building height, additional shadowing, and a more pronounced visual presence, which would be less compatible with the surrounding context. The proposed reduction in setback allows the building to remain at a moderate height along Kerr Avenue while maintaining functional site design, appropriate separation distances, and a built form that responds to the site's constraints. The limited extent of the relief, affecting only one adjacent residential property and only beyond 20 metres from the street, ensures that impacts related to privacy, light, and overlook are minimized and remain acceptable.

Building Height

A maximum building height of 32 storeys (102 metres) is proposed along Carling and 30 metres along Kerr Avenue, while the subject property currently permits maximum heights ranging from 11 metres to 30 metres. The proposed towers are of an appropriate height and scale for a site located adjacent to planned rapid transit infrastructure and a wide municipal right-of-way. The Sun Shadow Analysis demonstrates that the proposed development results in only minor additional shadow impacts compared to the as-of-right scenario, with no significant adverse effects on the residential uses to the west. As such, the proposal continues to meet the City's municipal terms of reference.

The requested increase in height is necessary to facilitate the proposed mixed-use and residential development. The increased building heights would allow for higher residential densities on the site, directly supporting the Official Plan's intensification objectives. The subject property is well suited to accommodate these densities due to its location adjacent to planned bus rapid transit infrastructure, Carling Avenue's function as a major east–west commercial corridor, planned improvements to the active transportation network, and the availability of existing public and private amenities in the surrounding area.

The surrounding context reflects an ongoing transition toward higher-density, mid- and high-rise development along Carling Avenue. The proposed Zoning By-law Amendment would enable a height and built-form transition comparable to that of the proposed 28-storey building and the existing 22-storey buildings located north of the site along Carling Avenue. The addition of two new towers continues the planned intensification of built form along this arterial roadway.

In support of this policy direction, the City of Ottawa established, through Section 77 of the Zoning By-law, a minimum lot area of 1,350 square metres to support a high-rise building on a corner lot. With a total lot area of approximately 1.056 hectares, the subject property is capable of accommodating multiple high-rise towers, consistent with the City's objectives for increased density in proximity to rapid transit.

The Official Plan further supports the permissibility of high-rise buildings on sites such as the subject property. Policy 5.2.3(2) permits building heights up to high-rise on sites fronting streets with a right-of-way width of 30 metres or greater, provided adequate transition can be achieved. Carling Avenue, once the planned widening identified in Schedule C16 is implemented, will have a right-of-way width of 44.5 metres adjacent to the site. As demonstrated throughout this rationale, the site is of sufficient size to accommodate the proposed built form, and appropriate transitions to adjacent lands to the north and south are provided. Accordingly, the proposed development aligns with the Official Plan's policies for high-rise buildings and supports the broader objective of directing growth and density to areas adjacent to planned and existing rapid transit infrastructure.

Private Way Width

A private driveway width of 6.7 metres is proposed to serve the surface visitor parking lot. While the zoning by-law generally permits a maximum driveway width of 6.0 metres for lots within a Planned Unit Development, the proposed width is consistent with Section 107 of the zoning by-law. This section allows driveways providing access to apartment building parking areas containing 20 or more parking spaces to have a maximum width of 6.7 metres. Given that the driveway serves as access to a larger parking facility, the proposed width is appropriate and aligns with the by-law's intent.

Parking Garage Aisle Width

Relief is requested to reduce the aisle width from 6.7 metres to 6.0 metres within the underground parking garage. The requested reduction continues the standard of 6.0 metre aisles as seen in Section 107 of the zoning by-law, which has found 6.0 metre aisles to be of sufficient width to maintain safe, functional, and efficient vehicular circulation within parking areas. The 6.0 metre aisle shall accommodate two-way vehicular movement and safe parking maneuvers for egress and ingress.

The requested reduction in aisle width aligns with the standards approved in Zoning By-law (2026-50), which reflect contemporary parking design practices and have been determined by the municipality to provide adequate space for safe and efficient vehicular circulation within residential parking facilities. The proposed 6.0 metre aisle width is sufficient to accommodate two-way traffic, vehicle maneuvering, and access to parking spaces, while maintaining appropriate sightlines and safety conditions.

The requested provision is technical in nature and is required solely to address the timing difference between the existing zoning provisions and the approved forthcoming zoning by-law. The proposal maintains the intent and purpose of both the existing and approved zoning standards, does not introduce any functional or safety concerns, and will not result in adverse impacts to users of the parking facility or to the surrounding area.

Indoor Rooftop Amenity Space

Relief is sought to permit indoor rooftop amenity spaces as a permitted projection, with a maximum of 250 square metres per building. The proposed amendment would allow this limited amount of enclosed amenity area at the top of each tower, provided that the projection does not exceed the maximum height and projection permissions currently applicable to the mechanical penthouse of 4.5 metres. As such, the overall true height of the towers would not increase, and the established height framework would be maintained.

The proposed 250 square metres represents a modest and carefully controlled addition to the rooftop level. This limited area is intended to transform otherwise residual roof space into functional, high-quality indoor amenity space for residents. By situating this space within the same envelope as the permitted mechanical penthouse projection, the design ensures that the amenity area remains visually and physically subordinate to the principal tower form. Given its limited size and integration within the upper architectural expression of the tower, the rooftop amenity space will not result in undue shadowing, overlook, or visual impacts. The modest scale and recessed placement ensure compatibility with the surrounding context and adherence to the intended built form.

5.0
Conclusion

It is our professional planning opinion that the proposed Zoning By-law Amendment application represents good planning and is in the public interest for the following reasons:

- The proposed development is consistent with the intent of the Provincial Planning Statement, proposing the intensification of a property within the built-up area where existing infrastructure and public service facilities are available, with strong connections to active transportation and rapid transit;
- The proposed development conforms to the City of Ottawa Official Plan policies regarding growth management and the land use policies for the Mainstreet Corridor and Neighbourhood designations;
- The proposed development conforms to urban design objectives and compatibility criteria established in section 4.6 of the Official Plan;
- The City of Ottawa's Urban Design Guidelines for High-Rise Buildings and Transit-Oriented Development Guidelines objectives are met by proposing high density development adjacent to the future Carling O-Train line,
- The proposed development complies with the general intent of the Zoning By-law, subject to the proposed site-specific Zoning By-law Amendment.

Sincerely,

Gabi Amos, MCIP RPP
Planner

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Associate