1746 CARLING Ave Urban Design Brief 2026.01.30

rla/architecture

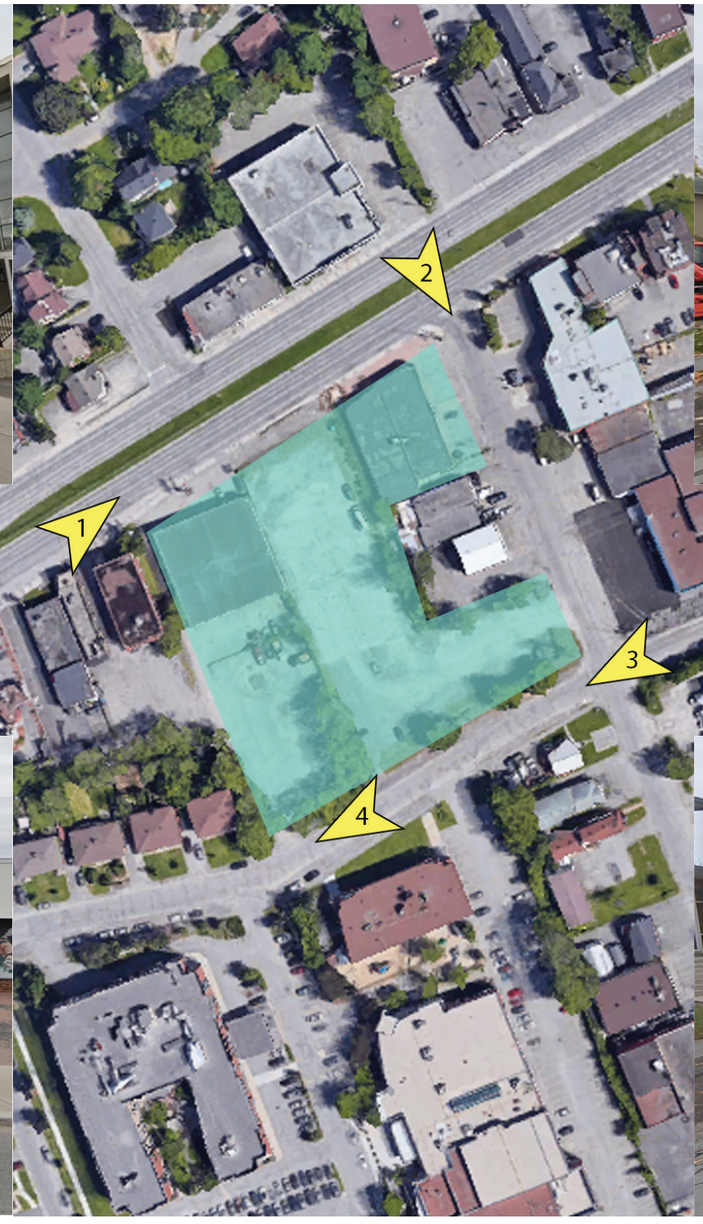
FOTENN Planning + Design

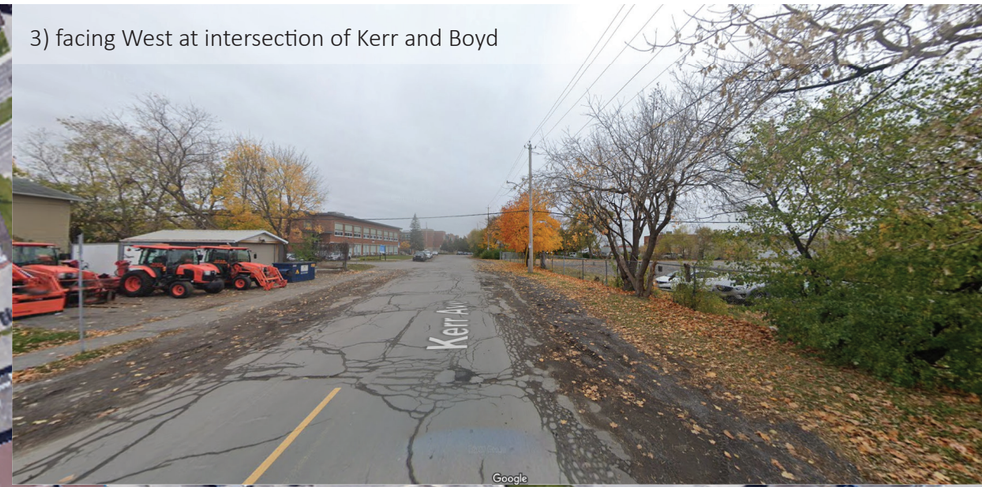
THE PROPERTIES GROUP

SITE, CONTEXT, AND ANALYSIS aerial view of subject site 1746 Carling

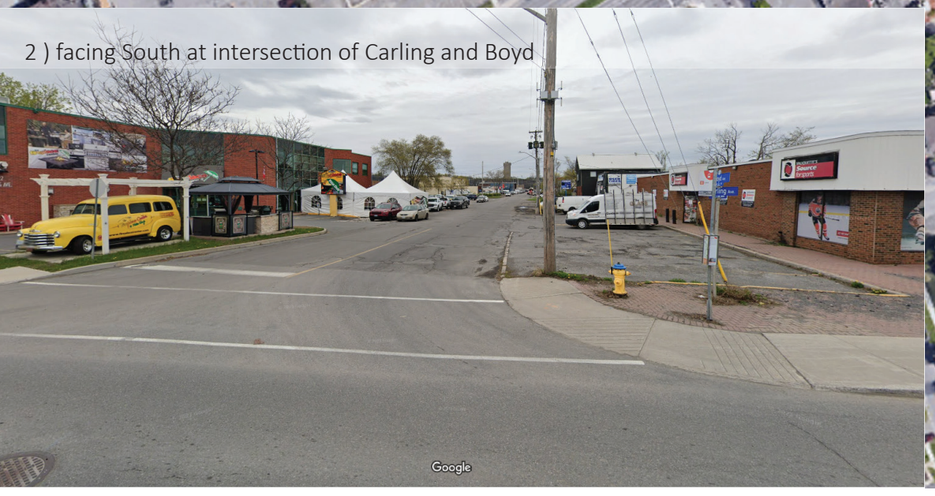
SITE, CONTEXT, AND ANALYSIS street views

1) traveling East on Carling towards site and intersection





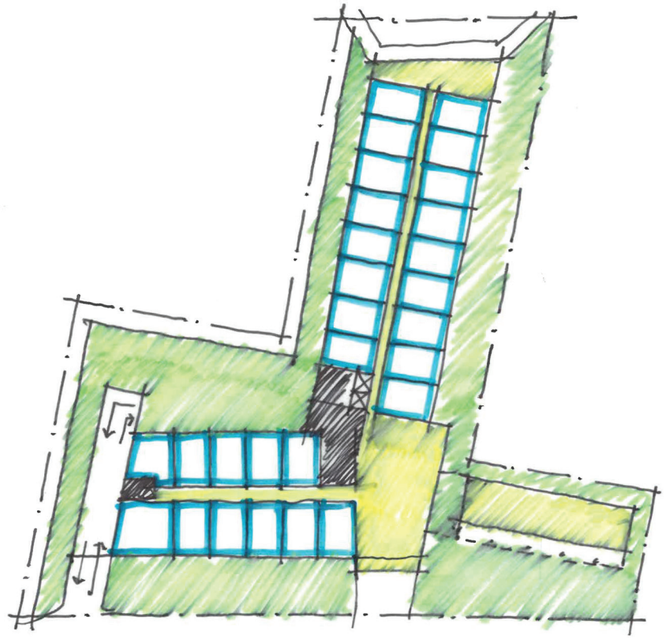
3) facing West at intersection of Kerr and Boyd

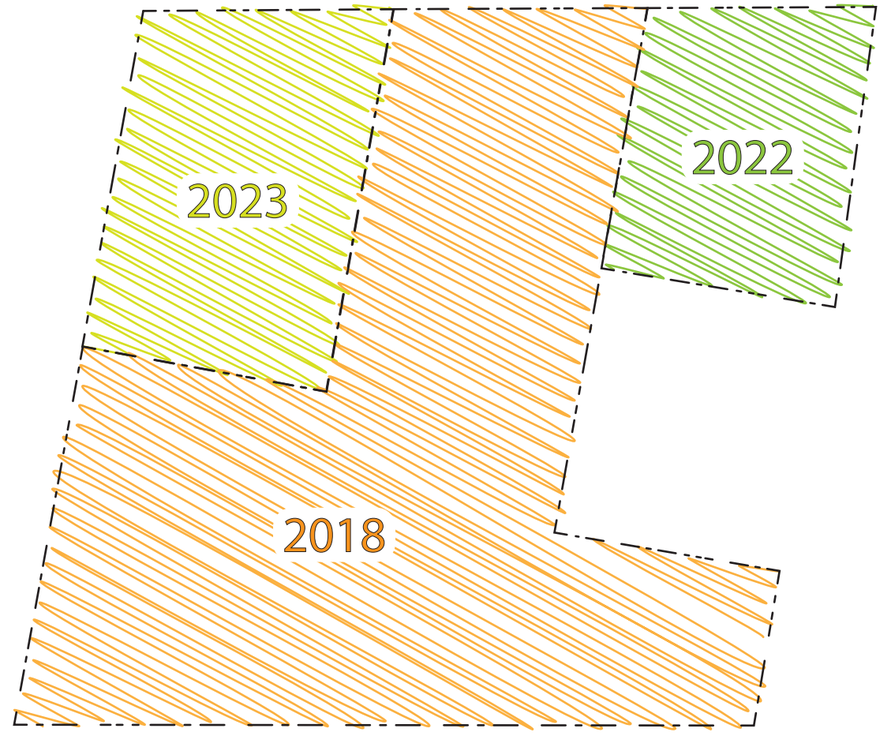


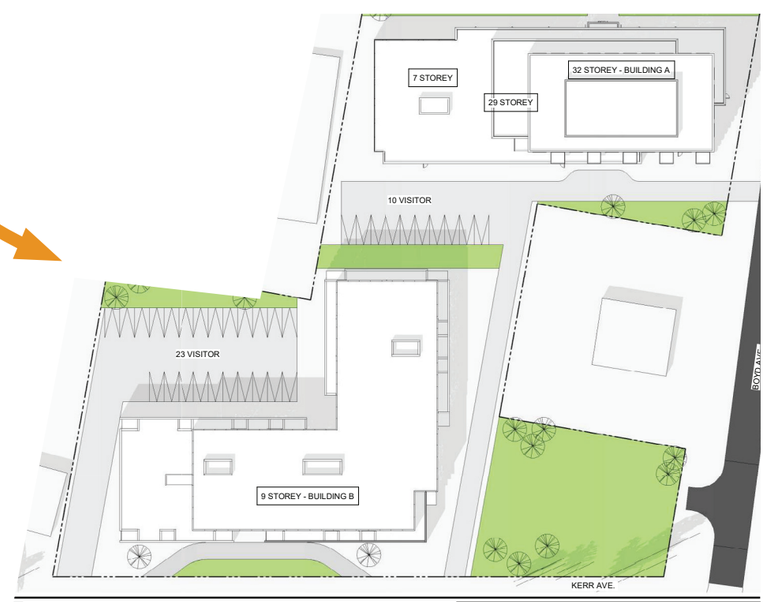
2) facing South at intersection of Carling and Boyd

4) traveling West on Kerr

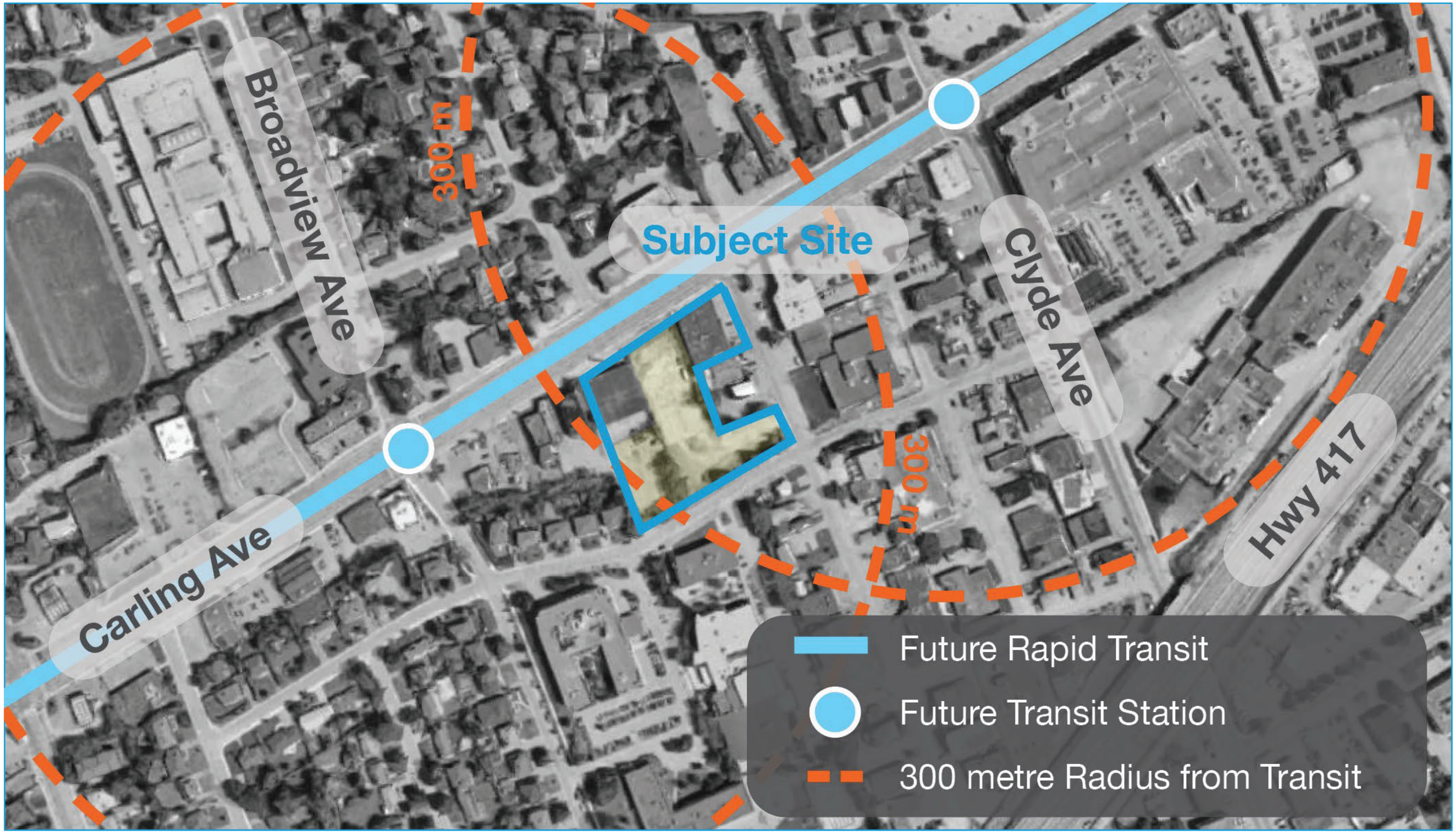
DESIGN RESEARCH design evolution







Site Context and Analysis



Design Directive - Policy and Regulatory Framework
City of Ottawa Official Plan

Schedule B2 - Inner Urban Transect

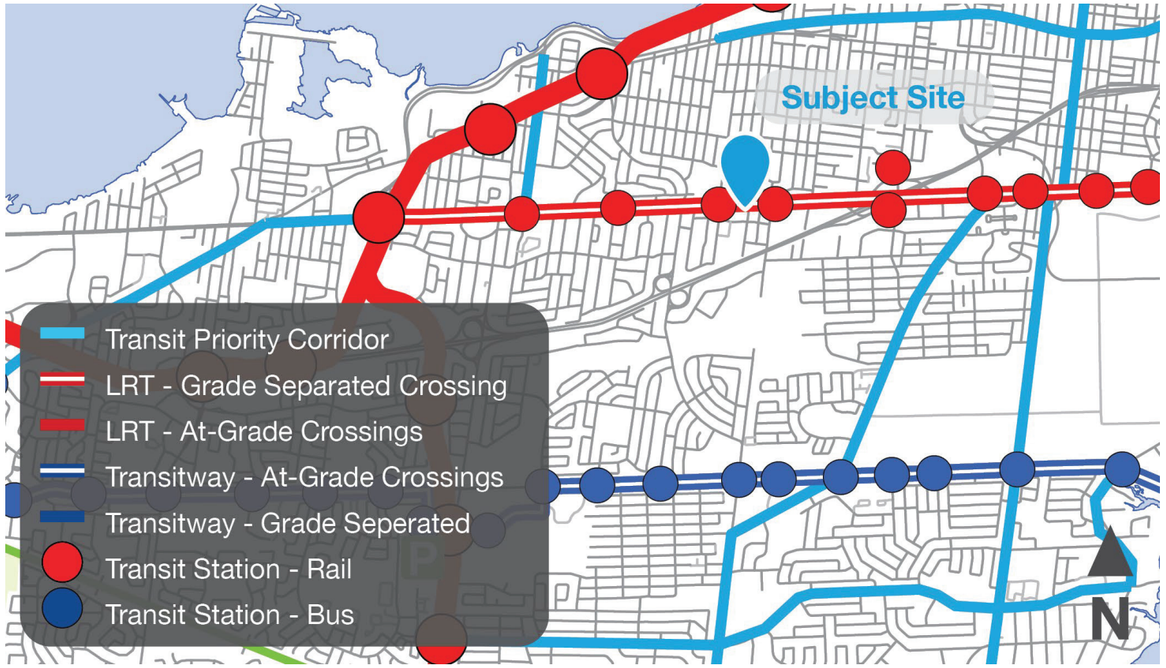
The subject site is designated **Mainstreet Corridor** within the **Inner Urban Transect** as outlined on Schedule B1 of the Official Plan.

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

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

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

Design Directive - Policy and Regulatory Framework
City of Ottawa Official Plan



Schedule C2 – Transit Network Ultimate

Schedule C4 - Urban Road Network

Transit Network

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

Road Network

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

Design Directive - Policy and Regulatory Framework
City of Ottawa Urban Design Guidelines

Urban Design Guidelines for High-Rise Buildings

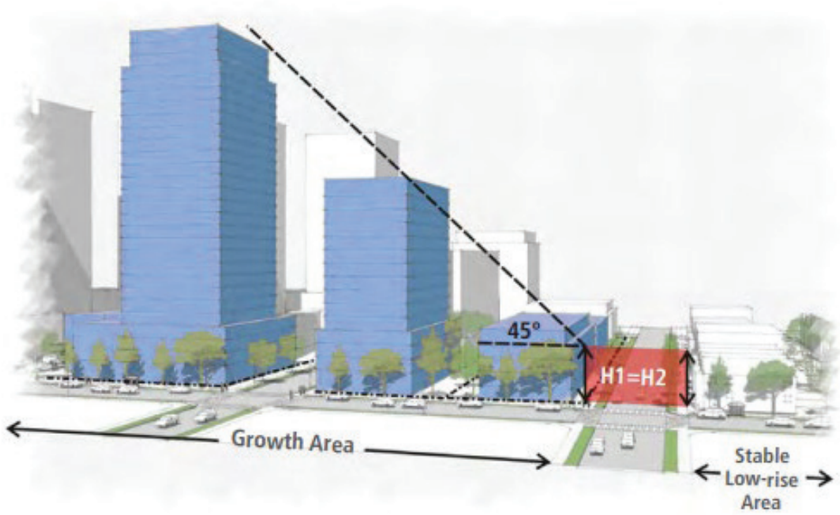
The City of Ottawa's Urban Design Guidelines for High-Rise Buildings provide direction on Urban Design to be used during the review of development proposals.

Key guidelines reviewed include:

/ The application of an angular plane, typically 45°, measured from the relevant property lines, should be used to provide a frame of reference for transition in scale from proposed high-rise buildings down to lower scale areas.

/ Encouragement of small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces; and

/ The application of a base-middle-top approach.



Urban Design Guidelines for Transit Oriented Development

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

The guidelines address six elements of urban design including:

/ Land Use - Pedestrians and cyclists

/ Layout - Vehicles and parking

/ Built Form - Streetscape and environment.

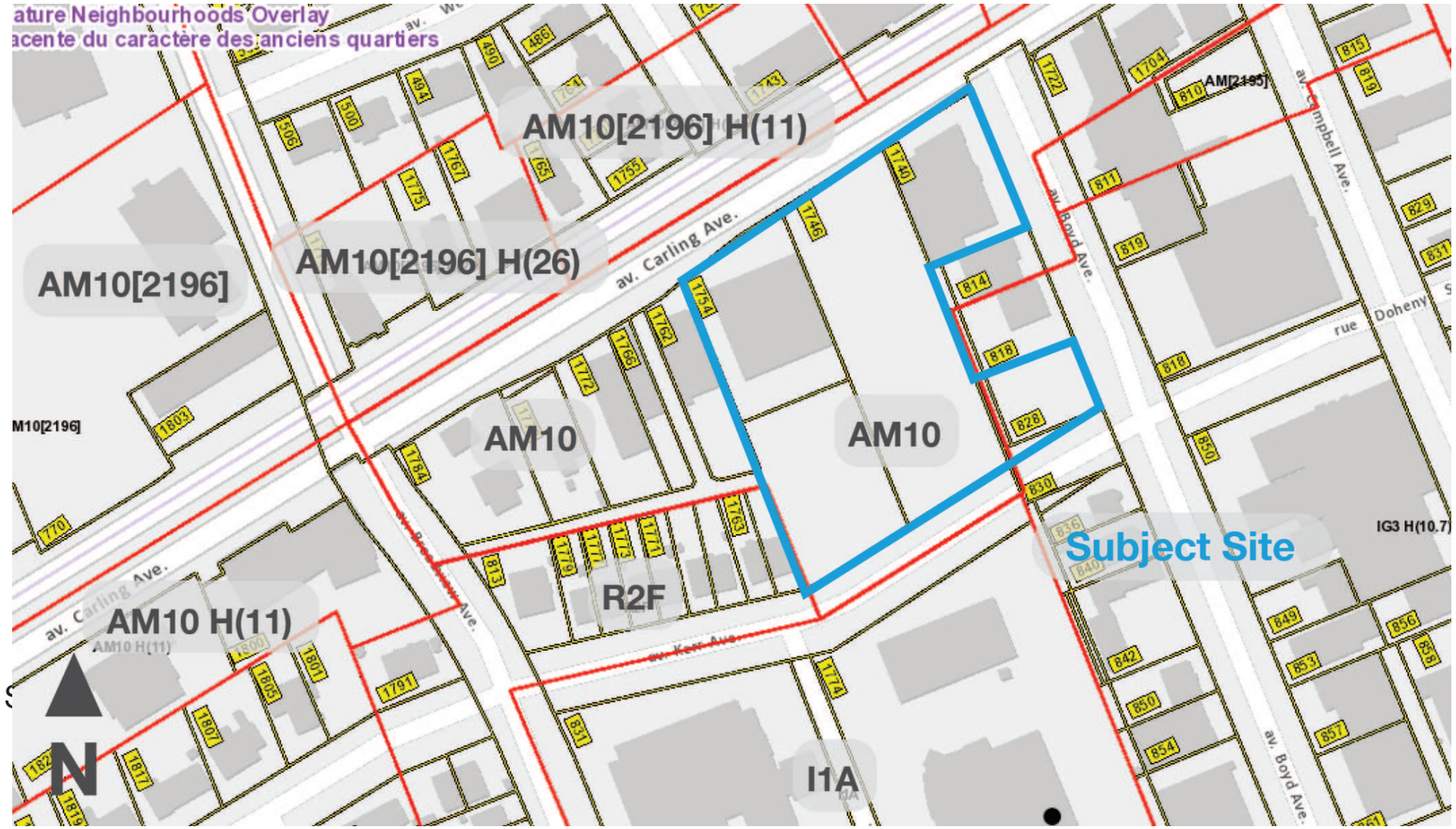
Urban Design Guidelines for Development along Arterial Mainstreets

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

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

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

Design Directive - Policy and Regulatory Framework
City of Comprehensive Zoning By-law



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

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

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

Design Directive - Response to Pre-Consultation Urban Design Direction

Transition to adjacent low-rise neighbourhood designation

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

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

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

Transition to the park

Please increase the building setback adjacent to the park.

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

Tower Separation

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

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

Design Directive - Response to Pre-Consultation Urban Design Direction

Tower Floor Plate

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

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

Pedestrian Circulation

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

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

Articulation and Massing

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

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

PROJECT DESCRIPTION & STATISTICS

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

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

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

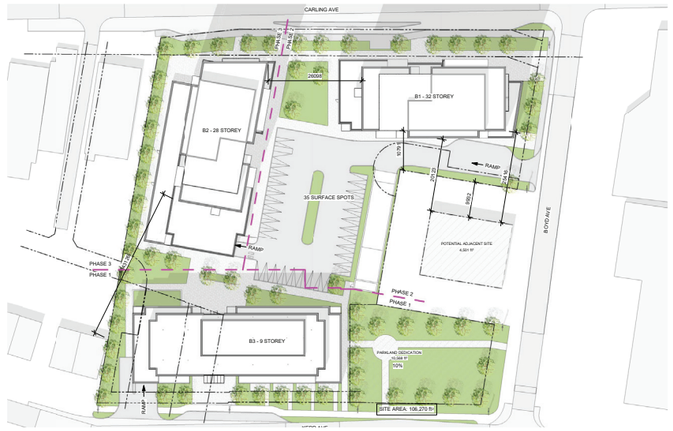
The massing strategy responds sensitively to the surrounding context. Low-rise, low-density residential uses are located to the south and southwest of the site, while Carling Avenue is characterized by a mix of low-rise commercial uses and emerging high-rise, high-density residential developments. The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

1

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

DESIGN RESEARCH alternative massing options

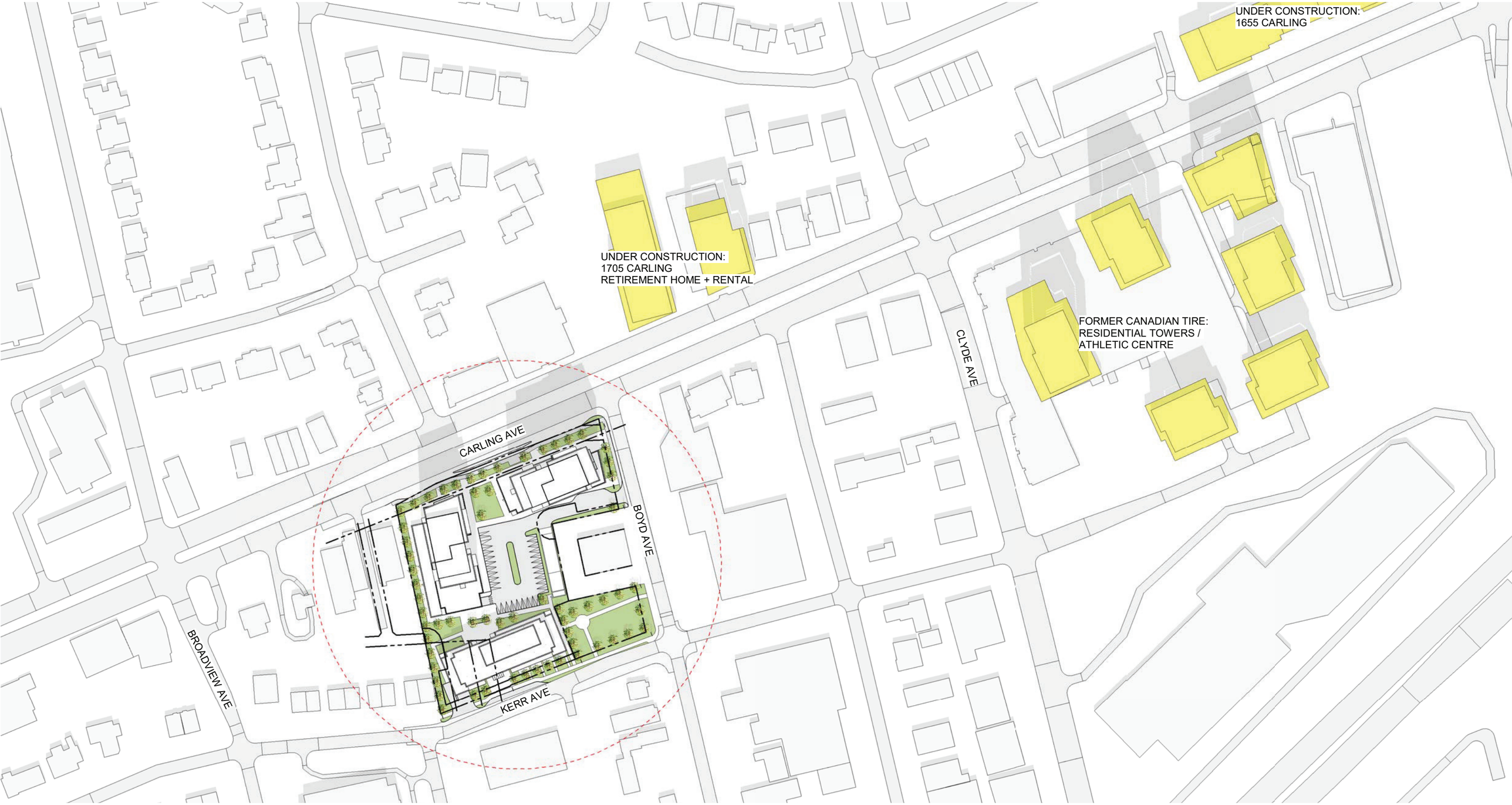
OP 1 (current)



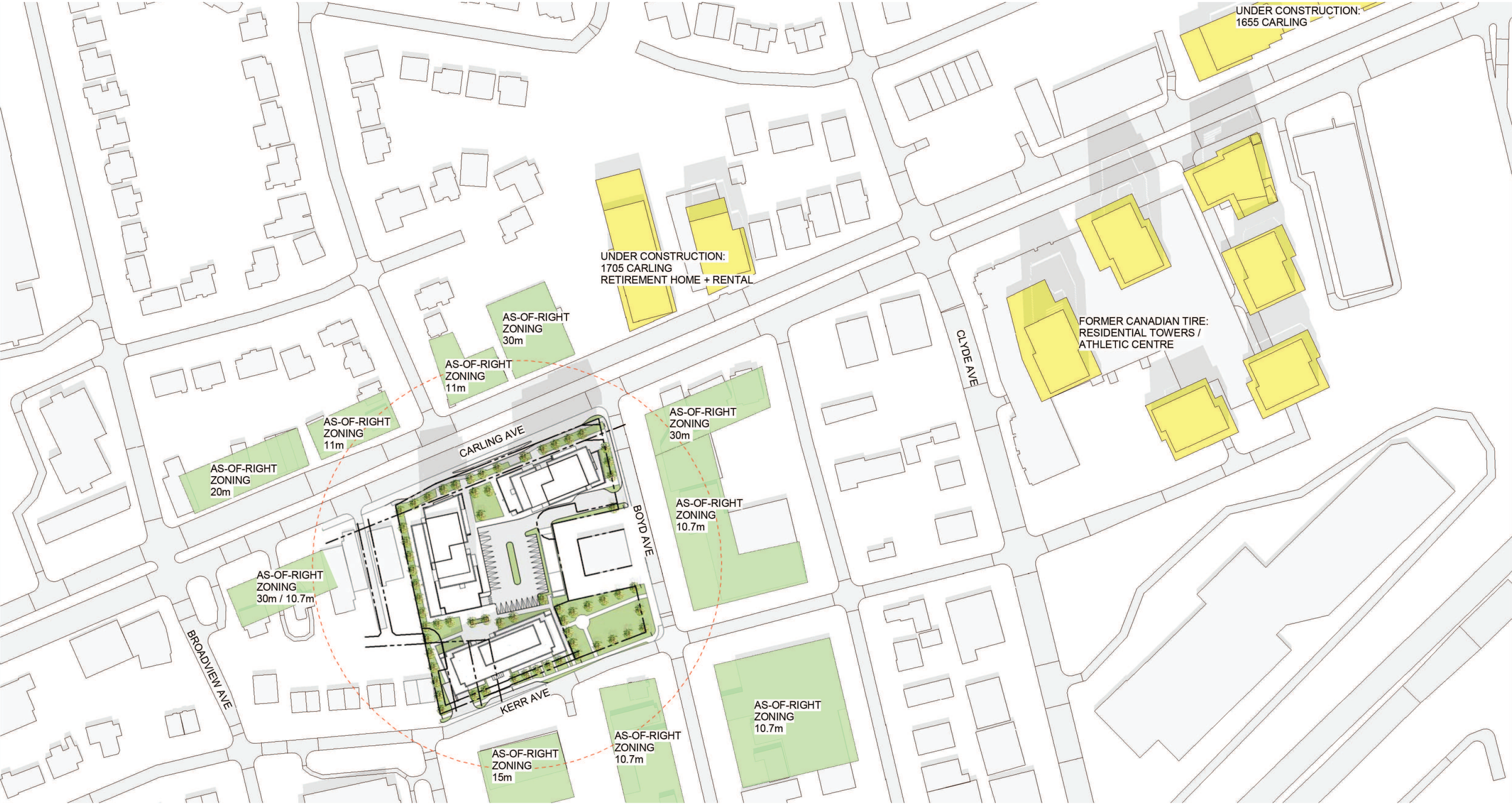
OP 2

OP 3

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



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



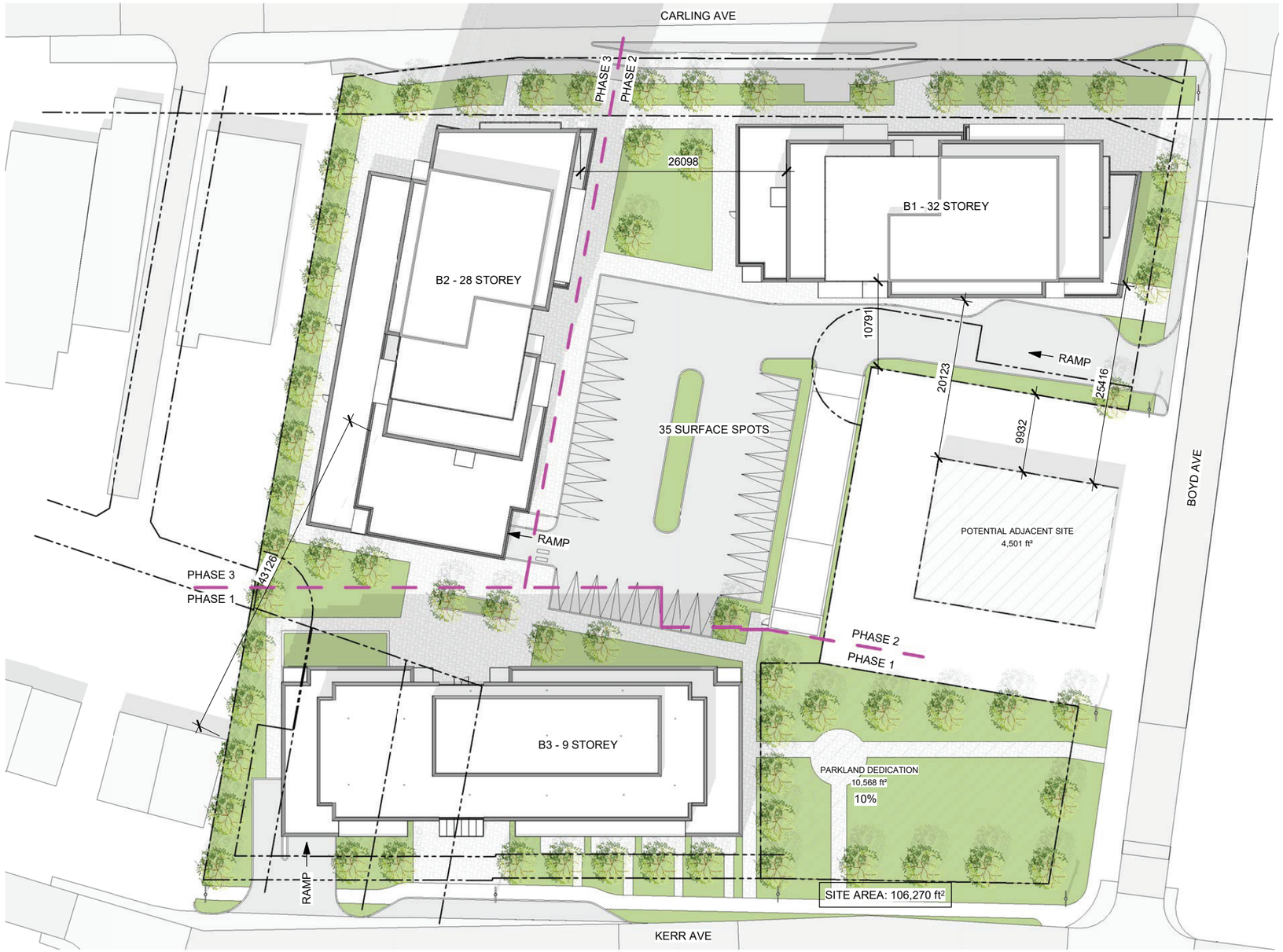
DESIGN RESEARCH

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

DESIGN RESEARCH

Massing of proposed development with permitted building envelopes under current zoning - View Northwest

DESIGN RESEARCH Potential Future Development and Phased Approach



SITE PLAN

1
SP-1
SITE PLAN
SCALE = 1 : 250

PROJECT INFORMATION

Zoning By-law 2008-250 Consolidation AM10 SITE AREA 1.056 ha. 10,560.0 sq. m. 113,667 sq. ft.

ZONING		REQUIRED	PROVIDED
BUILDING HEIGHT	BUILDING 'A'	15.0m & 30.0m	32 STOREY'S / 102.0m
	BUILDING 'B'	15.0m & 30.0m	28 STOREY'S / 90.0m
	BUILDING 'C'	15.0m & 30.0m	9 STOREY'S / 30.0m
ALLOWABLE PROJECTION - AMENITY LEVEL: ALL BUILDINGS		0.0m	250m² / 4.5m
MAIN STREET FRONTAGE GROUND FLOOR HEIGHT		4.5m	4.5m
CARLING AVENUE GROUND FLOOR TRANSPARENT GLAZING FOR 4.5m HT.		50.0%	4.0m
DENSITY - MAXIMUM FLOOR SPACE INDEX (BASED ON 77% CONSTRUCTION AREA)		n.a.	4.35 = 42,747 m²
DENSITY - UNITS PER HECTARE		n.a.	761
TOWER SEPARATION		25.0m	29.4m
TOWER FOOTPRINT - GFA (GUIDELINE ONLY) NOT INCLUDES BALCONIES		750m²	760.0m² / 760.0m²
FRONT YARD SETBACK (MIXED USE BUILDING)		0.0m	7.2m
CORNER YARD SETBACK (MIXED USE BUILDING)		0.0m	3.4m
INTERIOR SIDE YARD SETBACK (0 to 20m FROM STREET)		3.0m	6.4m
INTERIOR SIDE YARD SETBACK (OVER 20m FROM STREET)		7.5m	5.0m
REAR YARD SETBACK (WITHIN 20m ABUTTING A STREET)		3.0m	5.2m
MINIMUM WIDTH OF LANDSCAPE BUFFER @ PARKING LOT		1.5m	1.9m
TOTAL RESIDENTIAL UNIT COUNT:			749
PARKING - RESIDENTIAL (AFTER 12 UNITS PER BLDG.) - 0.5 PER UNIT	ZONING AREA Y	357	448
PARKING - VISITOR ONLY (AFTER 12 UNITS PER BLDG.) - 0.1 PER UNIT		68	68
PARKING - COMMERCIAL RESTAURANT - 5.0 PER 100m² GFA	(UNITS OVER 350m² GFA)	0	0
PARKING - COMMERCIAL RETAIL / P.S.B. - 1.25 PER 100m² GFA	(UNITS OVER 500m² GFA)	0	0
BICYCLE PARKING - RESIDENTIAL - 0.5 PER UNIT		375	375
BICYCLE PARKING - COMMERCIAL - 1 PER 250m² GFA		4	12
AISLE & DRIVEWAY MINIMUM / MAXIMUM WIDTH		6.0m / 6.7m	6.0m / 6.7m
AMENITY AREA - TOTAL PER UNIT - 6.0m²		4,494.0m²	4,500m²
AMENITY AREA - 50% COMMUNAL PER UNIT - 3.0m²		2,247.0m²	2,250m²
PARKLAND DEDICATION AREA - 10%	(SITE AREA EXCLUDES LANE LANDS 5,934.7m²)	10% / 983.47m²	10% / 983.8m²

CAR & BICYCLE PARKING

REQUIRED - TOWER 'A' (336 Units)		
RESIDENCE	- 0.5 PER DWELLING UNIT	162
VISITOR	- 0.1 PER DWELLING UNIT	30
COMMERCIAL USE	- NOT REQUIRED	0
RESIDENCE: BICYCLE	- 0.5 PER DWELLING UNIT	168
TOTAL VEHICLE		198

PROVIDED - TOWER 'A'		
RESIDENCE	- 0.65 PER DWELLING UNIT	220
VISITOR	- 0.09 PER DWELLING UNIT	30
COMMERCIAL USE	-	0
RESIDENCE: BICYCLE	- 0.5 PER DWELLING UNIT	168
TOTAL VEHICLE		250

REQUIRED - TOWER 'B' (291 Units)		
RESIDENCE	- 0.5 PER DWELLING UNIT	140
VISITOR	- 0.1 PER DWELLING UNIT	28
COMMERCIAL USE	- NOT REQUIRED	0
RESIDENCE: BICYCLE	- 0.5 PER DWELLING UNIT	146
TOTAL VEHICLE		168

PROVIDED - TOWER 'B'		
RESIDENCE	- 0.51 PER DWELLING UNIT	148
VISITOR	- 0.1 PER DWELLING UNIT	28
COMMERCIAL USE	-	0
RESIDENCE: BICYCLE	- 0.5 PER DWELLING UNIT	146
TOTAL VEHICLE		176

REQUIRED - TOWER 'C' (122 Units)		
RESIDENCE	- 0.5 PER DWELLING UNIT	55
VISITOR	- 0.1 PER DWELLING UNIT	11
COMMERCIAL USE	- NOT REQUIRED	0
RESIDENCE: BICYCLE	- 0.5 PER DWELLING UNIT	61
TOTAL VEHICLE		66

PROVIDED - TOWER 'C'		
RESIDENCE	- 0.78 PER DWELLING UNIT	95
VISITOR	- 0.1 PER DWELLING UNIT	13
COMMERCIAL USE	-	0
RESIDENCE: BICYCLE	- 0.5 PER DWELLING UNIT	61
TOTAL VEHICLE		108

LOCATION	
PARKING GARAGE - P1 LEVEL	175
PARKING GARAGE - P2 LEVEL	193
PARKING GARAGE - P2 LEVEL	136
EXTERIOR	30
TOTAL	534

AMENITY SPACE

AT GRADE EXTERIOR - COMMUNAL =	500.0 sq. m.
INTERIOR 1st AMENITY - COMMUNAL =	400.0 sq. m.
EXTERIOR TERRACES - PRIVATE =	40.0 sq. m.
INTERIOR 5th / 7th AMENITY - COMMUNAL =	700.0 sq. m.
EXTERIOR 5th / 7th TERRACES - COMMUNAL =	700.0 sq. m.
EXTERIOR ROOF TOP - COMMUNAL =	600.0 sq. m.
INTERIOR ROOF TOP - COMMUNAL =	800.0 sq. m.
PRIVATE BALCONIES =	1,200.0 sq. m.
TOTAL =	4,940.0 sq. m.
TOTAL COMMUNAL =	3,600.0 sq. m.
REQUIRED - 6.0M² PER UNIT (749) =	4,494 sq. m.
REQUIRED COMMUNAL @ 50% =	2,247 sq. m.

BUILDING STATISTICS

GROSS BUILDING - AREAS
(CITY OF OTTAWA ZONING AREA)

BUILDING 'A' - 32 Storey's

TOTAL AREA (BASED ON 76% OF CONSTRUCTION AREA)		18,672.2 sq. m. 200,986 sq. ft.
TOWER FOOTPRINT		760.0 sq. m. 8,180 sq. ft.
UNIT COUNT		336
VEHICLE PARKING	235 (interior) + 15 (surface)	250
BICYCLE PARKING		168
COMMERCIAL AREA		189.3 sq. m. 2,038 sq. ft.

BUILDING 'B' - 28 Storey's

TOTAL BUILDING AREA (BASED ON 76% OF CONSTRUCTION AREA)		16,856.0 sq. m. 181,436 sq. ft.
TOWER FOOTPRINT		760.0 sq. m. 8,180 sq. ft.
UNIT COUNT		291
VEHICLE PARKING - RESIDENTIAL ONLY	161 (interior) + 15(surface)	176
BICYCLE PARKING		146
COMMERCIAL AREA		176.7 sq. m. 1,902 sq. ft.

BUILDING 'C' - 9 Storey's

TOTAL AREA (BASED ON 76% OF CONSTRUCTION AREA)		7,219.4 sq. m. 77,709 sq. ft.
UNIT COUNT		122
VEHICLE PARKING - RESIDENTIAL ONLY	108 (interior) + 0(surface)	108
BICYCLE PARKING		68

BUILDING AREA (BASED ON 76% OF CONSTRUCTION AREA)

TOWER "A"	18,672.2 sq. m. 200,986 sq. ft.
TOWER "B"	16,856.0 sq. m. 181,436 sq. ft.
TOWER "C"	7,219.4 sq. m. 77,709 sq. ft.
TOTAL AREA ABOVE GRADE	42,747.6 sq. m. 460,131 sq. ft.

UNIT MIX - 749 UNITS

		BLDG - A	BLDG - B	BLDG - C	TOTAL
STUDIO UNIT	6.4%	26	22	0	48
ONE BED UNIT	47.9%	176	149	34	359
ONE BED + DEN UNIT	10.4%	4	13	61	78
TWO BED UNIT	29.1%	107	90	21	218
TWO BED + DEN UNIT	4.3%	19	13	0	32
THREE BED UNIT	0.8%	0	0	6	6
LIVE / WORK UNIT	1.1%	4	4	0	8
TOTAL UNITS	100%	336	291	122	749

LOT COVERAGE (SITE AREA EXCLUDES CLOSED LANES: 7,250m²)

BUILDING FOOTPRINT - "A" =	926.2 m²	9.42%
BUILDING FOOTPRINT - "B" =	1,375.3 m²	13.98%
BUILDING FOOTPRINT - "C" =	1,173.5 m²	11.93%
PARKING GARAGE EXIT STAIR =	19.3 m²	0.20%
DRIVING SURFACE =	1,640.0 m²	16.67%
LANDSCAPE SURFACE =	3,716.9 m²	37.80%
PARKLAND DEDICATION =	983.5 m²	10.00%
TOTAL =	9,834.7 m²	100.00%

IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND TO REPORT ALL ERRORS AND/OR OMISSIONS TO THE ARCHITECT.

ALL CONTRACTORS MUST COMPLY WITH ALL PERTINENT CODES AND BY-LAWS.

THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION UNTIL SIGNED BY THE ARCHITECT.

DO NOT SCALE DRAWINGS.

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NOTATION SYMBOLS:

- (D) INDICATES DRAWING NOTES, LISTED ON EACH SHEET.
- (A) INDICATES ASSEMBLIE TYPE; REFER TO TYPICAL ASSEMBLIES SCHEDUAL.
- (W) INDICATES WINDOW TYPE; REFER TO WINDOW ELEVATIONS AND DETAILS ON A900 SERIES.
- (DOR) INDICATES DOOR TYPE; REFER TO DOOR SCHEDULE AND DETAILS ON A600 SERIES.
- (D) DETAIL NUMBER / TITLE / SCALE
- (D) DETAIL REFERENCE PAGE
- DETAIL CROSS REFERENCE PAGE

No.	DESCRIPTION	DATE
1	ISSUED FOR GENERAL UPDATES	2026 01 27
1	ISSUED FOR OWNER / CONSULTANT REVIEW	2025 07 10
1	ISSUED FOR OWNER / CONSULTANT REVIEW	2025 06 19
1	ISSUED FOR OWNER / CONSULTANT REVIEW	2025 05 23
1	ISSUED FOR UDRP	2024 12 16
1	ISSUED FOR DISCUSSION	2024 11 15
1	ISSUED FOR PRE-CONSULTATION	2024 06 04

REVISIONS:

ARCHITECT SEAL: ONTARIO ASSOCIATION OF ARCHITECTS — ROBERT-ALAN LAHEY — LICENCE 4376 — SEAL DATE: STAMP DATE

NORTH ARROW:

CLIENT: THE PROPERTIES GROUP

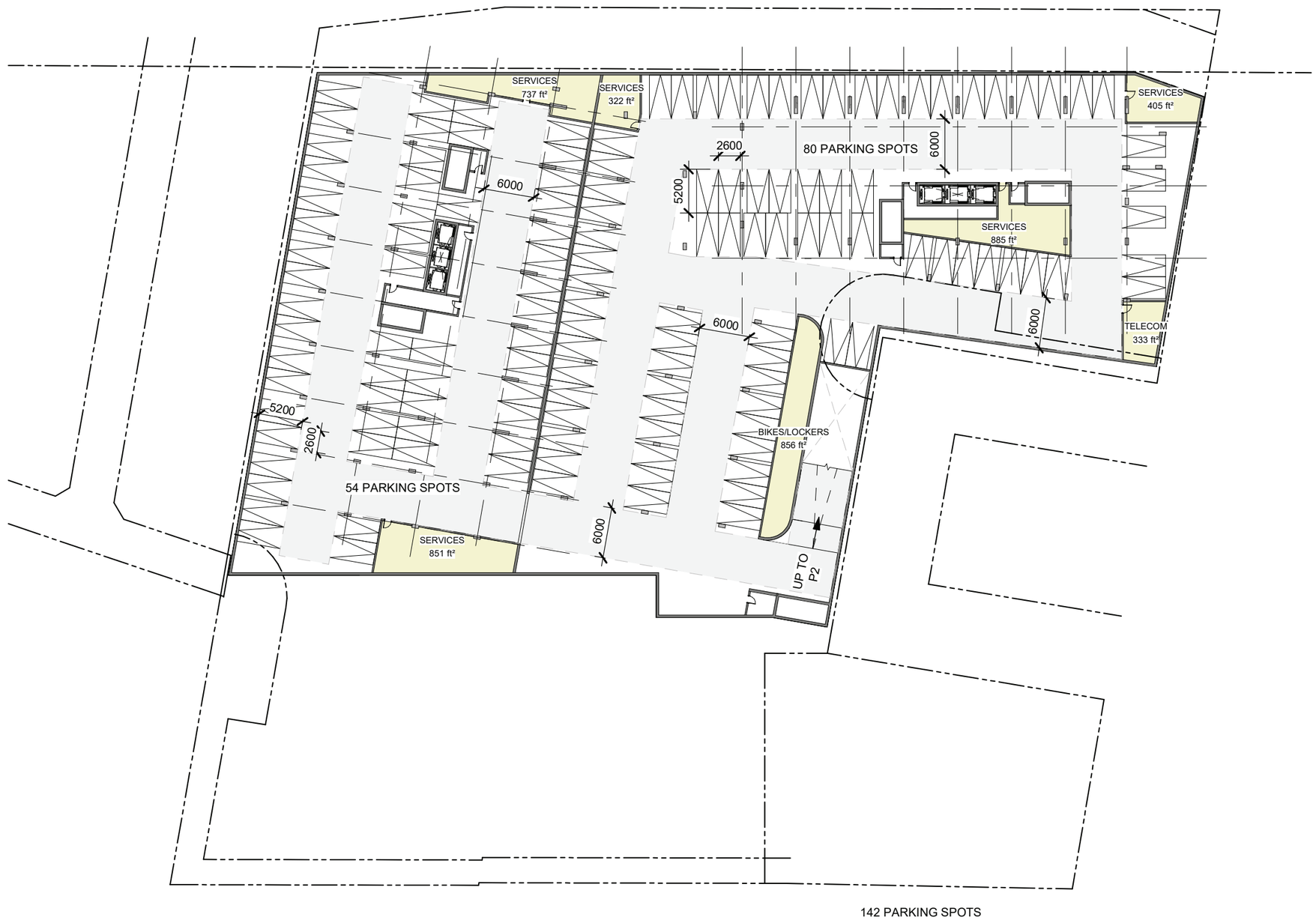
ARCHITECT:
rla/architecture
roderick lahey architect inc.
56 beech street, ottawa, ontario K1S 3J6
t.613.724.9932 f.613.724.1209 rlaarchitecture.ca

PROJECT TITLE:
1746 CARLING AVENUE
OTTAWA ONTARIO

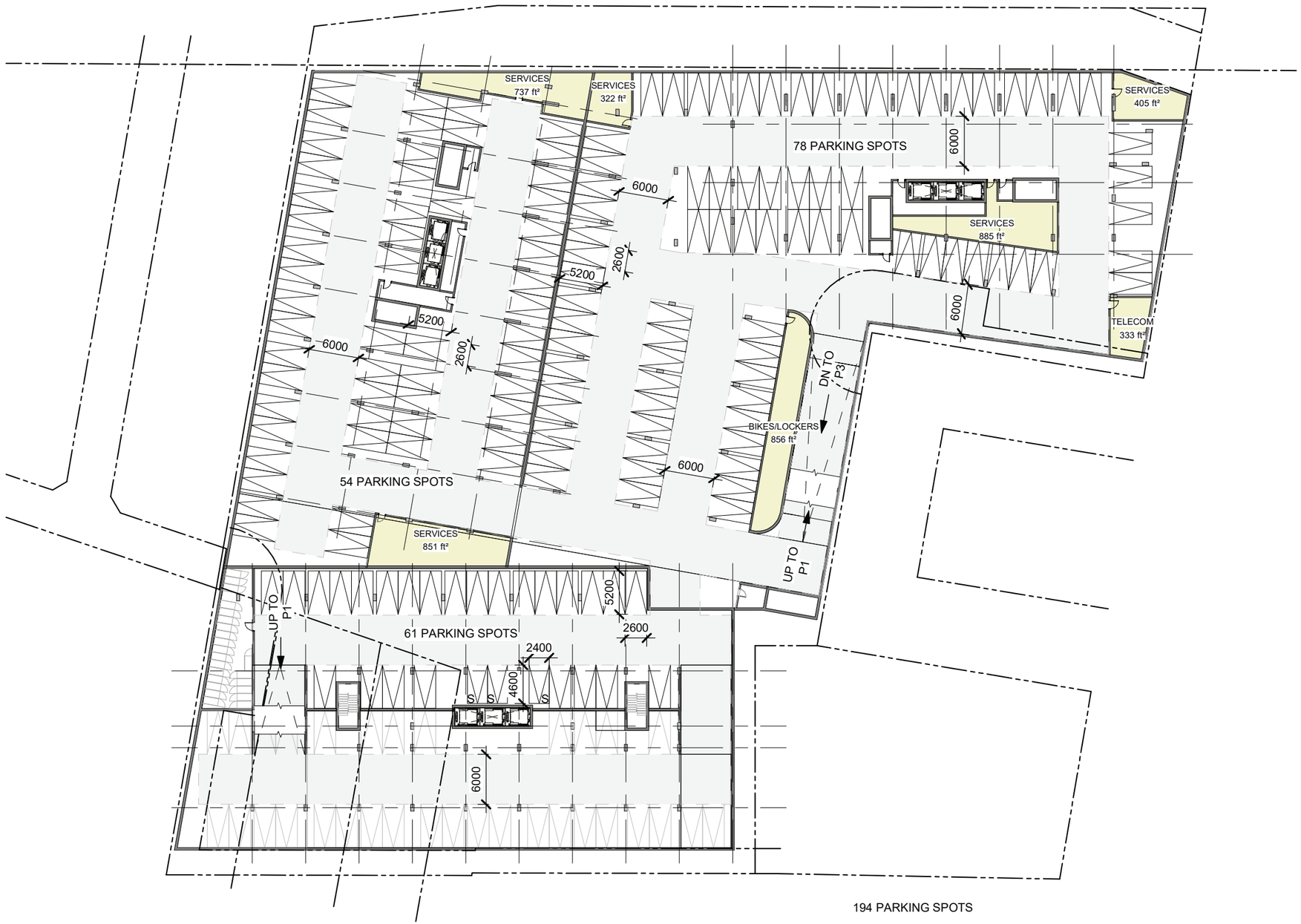
SHEET TITLE:
SITE PLAN

DRAWN: R.V.	CHECKED: R.V.
SCALE: 1:250	SHEET No. SP-1
PROJECT No. 2210	

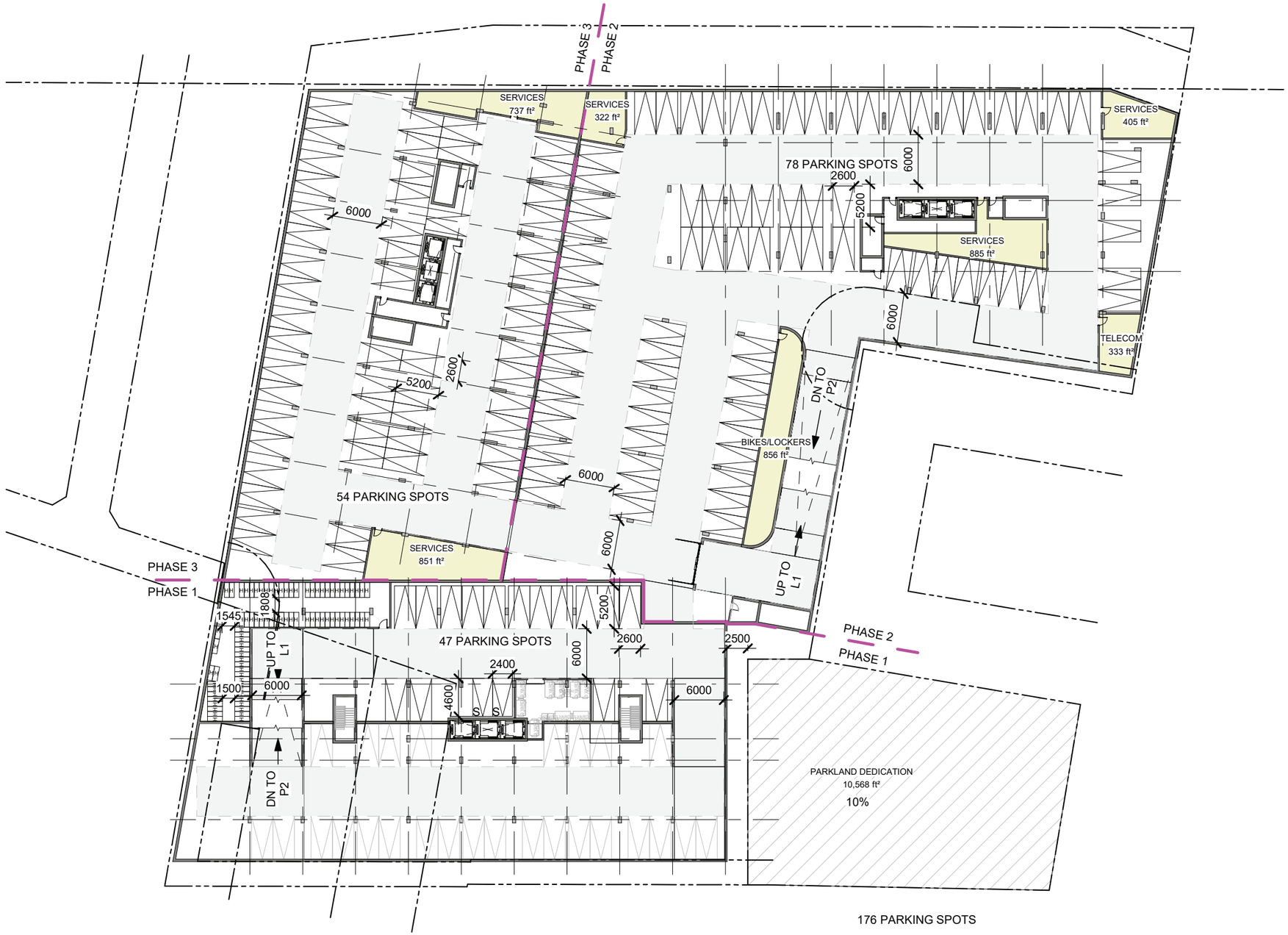
PLAN P3 Parking Level



PLAN P2 Parking Level



PLAN P1 Parking Level



PLAN Ground Floor

PLAN Typical L2-L4

PLAN Tower (Level 5-6)

PLAN Tower (Level 7-8)

PLAN Tower (Typ Levels 9- 24)

PLAN Tower (Level 25-28)

PLAN Tower (Typ Levels 29-32)

ELEVATION North Building Elevations - Carling Ave.

ELEVATION East Building Elevations - Boyd Ave.

ELEVATION South Building Elevations - Kerr Ave.

ELEVATION West Building Elevations

SITE, CONTEXT, AND ANALYSIS perspective images

DESIGN ANALYSIS Street Cross Sections & Built Form Transition- 45-degree angular plane from Kerr Ave (taken from South and West property line)

DESIGN ANALYSIS Street Cross Sections & Built Form Transition- 45-degree angular plane from Carling Ave (taken from North property line)

SUSTAINABILITY

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

Architectural Considerations:

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

Other Considerations:

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

BIRD FRIENDLY

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

SHADOW ANALYSIS June 21st

8 AM

9 AM

10 AM

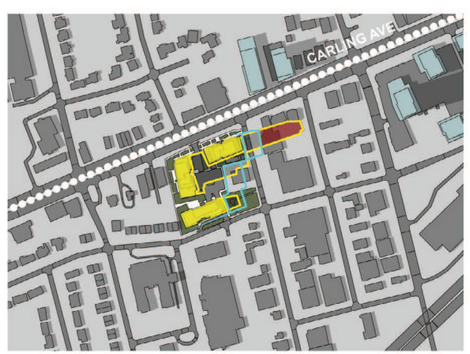
11 AM

12 PM

1 PM

2 PM

3 PM



4 PM

5 PM

6 PM

7 PM

rla/architecture

SUNSHADE STUDY - JUNE

SCALE: 1 : 6500

0 62.5 125 250 500m

DATE: 2024-11-13

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

1746 CARLING AVENUE

OTTAWA ONTARIO

THE PROPERTIES GROUP

DRAWN BY Author

SHEET # D500

PROJ. No. 2210

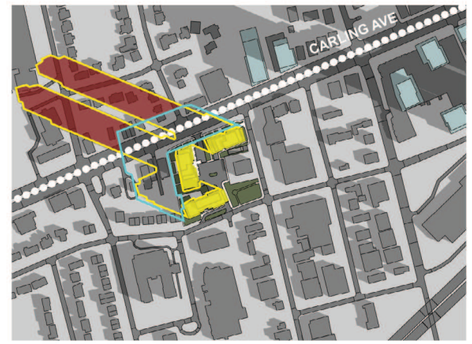
PLOT DATE: 2024-12-16 3:02:59 PM

PLOT SCALE: 1:1

PAPER SIZE: ANSI B Tabloid 11" x 17" (279.40 x 431.80mm)

SHADOW ANALYSIS Sept/ Mar 21st

8 AM



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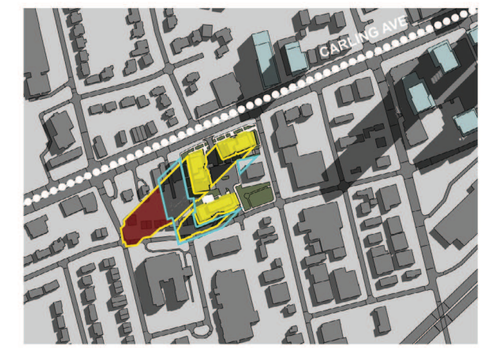

3 PM

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5 PM

6 PM

rla/architecture

SUNSHADE STUDY - MARCH/SEPT

SCALE: 1 : 6500 (0, 62.5, 125, 250, 500m)

DATE: 2024-11-13

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

1746 CARLING AVENUE
OTTAWA ONTARIO

THE PROPERTIES GROUP

DRAWN BY Author
SHEET # D501
PROJ. No. 2210

PLOT DATE: 2024-12-16 3:08:05 PM
PLOT SCALE: 1:1
PAPER SIZE: ANSI B Tabloid 11" x 17" (279.40 x 431.80mm)

SHADOW ANALYSIS Dec 21st

9 AM

10 AM

11 AM

12 PM

1 PM

2 PM

3 PM

rla/architecture

SUNSHADE STUDY - DECEMBER

SCALE: 1 : 6500 0 62.5 125 250 500m

DATE: 2024-11-13

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

1746 CARLING AVENUE

OTTAWA ONTARIO

THE PROPERTIES GROUP

DRAWN BY Author

SHEET # D502

PROJ. No. 2210

PLOT DATE: 2024-12-16 3:11:05 PM

PLOT SCALE: 1:1

PAPER SIZE: ANSI B Tabloid 11" x 17" (279.40 x 431.80mm)

LANDSCAPE PLAN

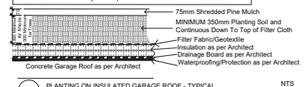
TREE SCHEDULE - 1746 CARLING/ 1755 KERR - OVERALL SITE ALL PHASES ZBLA										
CODE	PHASE 1	FUTURE	TOTAL	BOTANICAL NAME	COMMON NAME	860 SPECIMEN	NATIVE to CANADA	TOTAL DATA SHEET AT BP City of Ottawa Formula DIAMETER	RADIUS	Canopy Cover Contribution/Tree In Square Metres	Total Canopy Cover
AR	7	7	14	Acer rubrum	Red Maple	50mm cal	YES	10.0M	5.0M	78.5	1099
AS	3	7	10	Acer saccharum	Sugar Maple	50mm cal	YES	14.0M	7.0M	154	1540
BP	3	7	10	Betula papyrifera	Paper Birch	50mm cal	YES	10.0M	5.0M	78.5	785
CO	3	7	10	Celtis occidentalis	Common Hackberry	50mm cal	YES	14.0M	7.0M	154	1540
OM	3	7	10	Quercus macrocarpa	Bur Oak	50mm cal	YES	14.0M	7.0M	154	1540
QR	3	7	10	Quercus rubra	Red Oak	50mm cal	YES	14.0M	7.0M	154	1540
TOTAL	22	42	64	TOTAL FORECASTED CANOPY COVER IN SQUARE METRES (based on Calculations per Tree as shown above)							8043
TOTAL				(x0.15)= Proposed Tree Quantity at Phase Excluding Park							
TOTAL FORECASTED CANOPY COVER IN SQUARE METRES ADJUSTED for OVERLAP WITH OTHER TREES, BUILDINGS LOT LINES, ETC											5000
SITE AREA in Square Metres excluding park											9000
TOTAL FORECASTED CANOPY COVER as percentage of Site Area											55.56%

Concrete: 32 MPa 125mm Thick, 6% Air Entrainment, 6x6 Wire Mesh.
Joints: Fibre Expansion Joints at all Hard Edges. Sawcut Control Joints (1" depth) Approx. 2.0m O.C. - Refer to Plans for General Layout. Cold Joint c/w with rebar dowels at End of Pour/Beginning of New Pour.
Finish: MAGNESIUM TROWEL. Tool Edge First, THEN WIPE OFF TOOL Then Wipe Off Tool Marks While Applying Finish.

CONCRETE PAVING (ON and OFF GARAGE ROOF) NTS

Contractor to Provide Shop Drawing for Proposed Expansion / Control Joint / Cold Joint Layout for Approval Min. 30 Days In Advance

Ensure Filter Fabric is in Place over Insulation, with 500mm Overlap at Seams, and Continuous up and over any Upstands, Drains etc. Notify GJA INC. when Fabric Placement Is Ready For Inspection Prior To ANY Soil Placement.



PLANTING ON INSULATED GARAGE ROOF - TYPICAL NTS

Drainage Board Must Be Provided/Installed Above Waterproofing & Below Insulation
If/Where Soil Depths Exceed 350mm - use Commercial Screened Topsoil BELOW Planting Soil

During Excavation/Bed Preparation if Extreme Conditions are Encountered (Water, Rock, Gravel...) Notify GJA INC Immediately.

PLANTING BED - TYPICAL NTS

GJA Inc.
GINO@GJA.COM (613) 296 5130

CONSULTANTS
SURVEY
ADV LIMITED
500-14 Concourse Gate K2E 7S6
613 727 0850
ottawa@advltd.com
advltd.com

ARCHITECT
RLA Architecture
56 Beech Street Ottawa K1S 3J5
613 724 0932
admin@rlaarch@rlaarch.ca
rlaarchitecture.ca

CIVIL
STANTEC
400-1331 Clyde Avenue K2C 3G4
613 722 4420
info@stantec.com
stantec.com/en-ca/locations/canada-locations/ontario-offices/ottawa-ontario.html

SITE LOCATION

SURVEY INFORMATION FROM
SURVEYOR'S REAL PROPERTY REPORT
PART 1 Plan of
PART OF LOTS 1,2,3 and 4, LOT 5 and
PART OF LANE CLOSED BY JUDGE'S ORDER
(Instrument No 325341)
PART OF LANE CLOSED BY
CITY OF OTTAWA

PART OF LOTS 30
CONCESSION 2 (OTTAWA FRONT)
PART OF LOT 1 Concession of Nepean and
PART OF LOT 1 CONTRE SERVE
REGISTERED PLAN 5M587
CITY OF OTTAWA

Surveyed by Annis, O'Sullivan, Vollebekk Ltd.

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| PLANTING MIX TO BE APPROVED BY LANDSCAPE ARCHITECT | PLANT MATERIAL TO MEET CNLA STANDARDS/BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO PLANTING | ALL MATERIALS & WORK TO BE MAINTAINED UNTIL FINAL ACCEPTANCE. INCLUDE 1 YEAR WARRANTY FROM DATE OF FINAL ACCEPTANCE | REFER TO CIVIL ENGINEER's DRAWING FOR ELEVATIONS / GRADING |

The Landscape Plan is to be read in conjunction with the grading, servicing, site and survey plan. All trees to be preserved on or directly adjacent to the site will be protected | Plant material are to be installed a minimum of; 3.0m away from any part of any hydro transformer, 3.0m corridor between a fire hydrant and the curb, a 2.5m radius beside or behind a fire hydrant, 2.0m from any servicing/utility line or structure |

- Deciduous Tree
- Planting Bed
- Shrub Planting
- Turf
- Soil Cell
- Concrete
- Concrete Monolithic Curb
- Precast Pavers

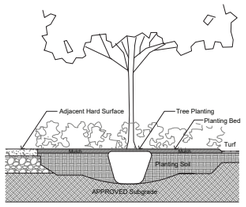
SITE / ARCHITECTURE

- Parking Garage Below
- Fire Hydrant
- FD Siamese Connection
- Light Standard
- Hydro/Utility Pole
- Bike Parking refer to site plan
- Property Line

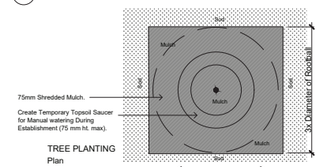
BELOW GRADE SERVICES
REFER TO CIVIL/CUP

- WTR — U/G Water Service
- STM — U/G Storm Service
- SAN — U/G Sanitary Service
- GAS — U/G Gas Service
- BC — U/G TelCo Service
- H — U/G Hydro Service
- OHW — O/H Hydro Service

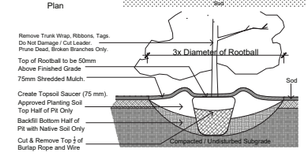
- Swale
- 3:1 / 33% Slope
- TWSI
- Privacy Screen



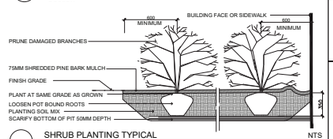
TREE PLANTING IN PLANTING BED NTS



TREE PLANTING Plan



TREE PLANTING TYPICAL Section NTS



SHRUB PLANTING TYPICAL NTS

#	Revision	Date
1	ZBLA SUBMISSION 1	2026 01 21
0	REVIEW/COORDINATION	2025 07 17

PROPERTY OWNER
KERR BROADVIEW PROPERTIES LTD.
236 Metcalfe Street Ottawa K2P 1R3

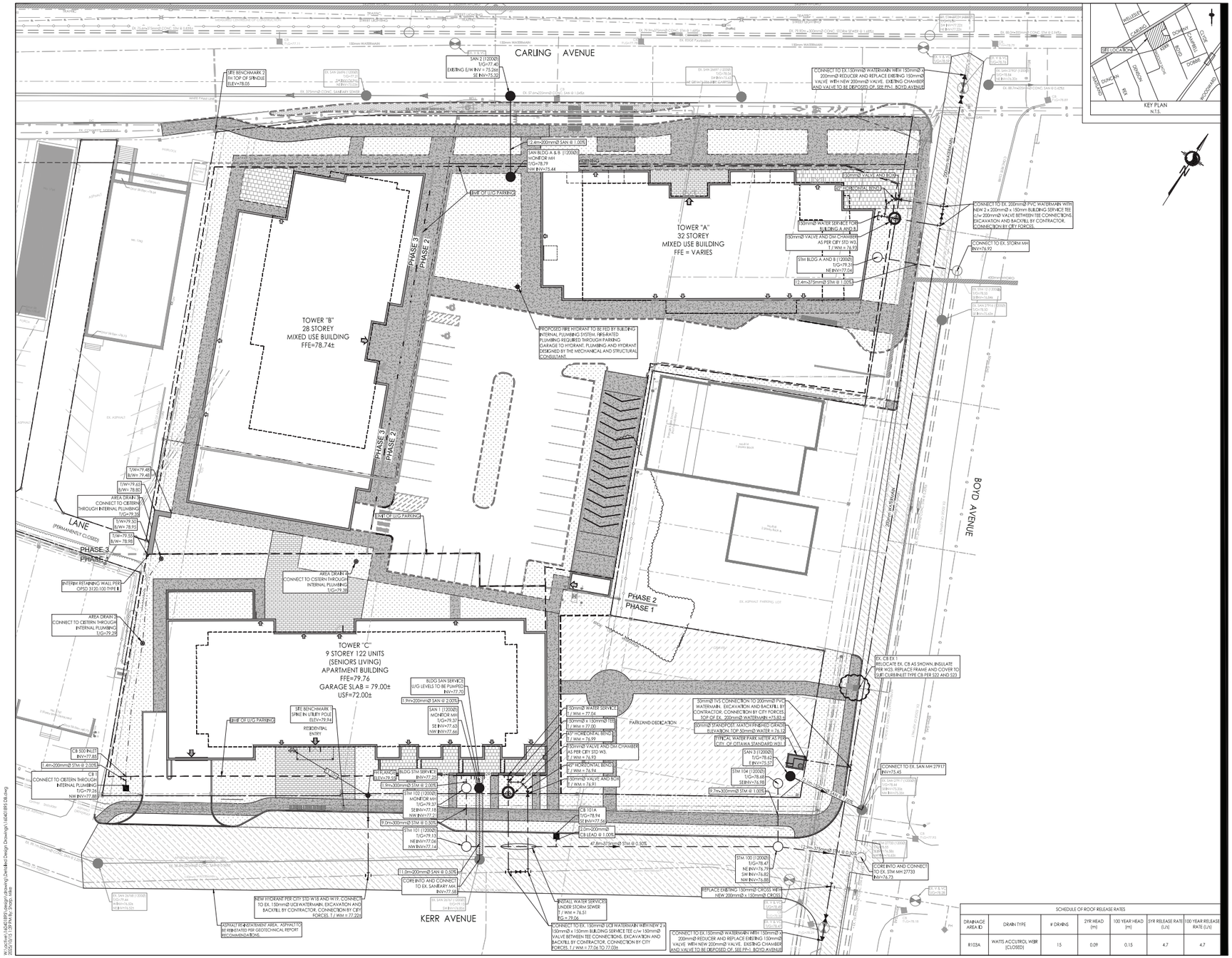
GJA INC.
GINO J. AIELLO | LANDSCAPE ARCHITECT
GJA.CA | 613 296 5130 | GINO@GJA.CA
70 DENBURY ROAD UNIT # 1 | OTTAWA ONTARIO | K2J 5C5

MIXED USE DEVELOPMENT
1746 Carling / 1755 Kerr Avenues Ottawa

Landscape Plan
L1
Scale: 1:250

PLAN NO ##### ### ### ### D

SITE SERVICING PLAN



Stantec

Stantec Consulting Ltd.
400 - 1331 Clyde Avenue
Ottawa ON
Tel. 613.722.4420
www.stantec.com

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Legend

- PROPOSED WATERMAIN
- PROPOSED VALVE AND VALVE BOX
- PROPOSED VALVE CHAMBER
- PROPOSED W3 CHAMBER
- PROPOSED REDUCER
- PROPOSED FIRE HYDRANT
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- PROPOSED CATCHBASIN MANHOLE
- PROPOSED CATCHBASIN
- PROPOSED CB T AND SUBDRAIN
- PROPOSED AREA DRAIN TO CONNECT TO INTERNAL PLUMBING
- EXISTING WATERMAIN
- EXISTING VALVE AND VALVE BOX
- EXISTING VALVE CHAMBER
- EXISTING REDUCER
- EXISTING FIRE HYDRANT
- EXISTING STORM SEWER
- EXISTING CATCHBASIN MANHOLE
- EXISTING CATCHBASIN
- PROPOSED DEPRESSED CURB LOCATIONS
- PROPOSED BARRIER CURB
- THERMAL INSULATION ON STORM SEWER WHERE COVER IS LESS THAN 2.0m AND ON SANITARY SEWER WHERE COVER IS LESS THAN 2.5m AS PER S35.
- WATER METER
- REMOTE WATER METER
- ASPHALT REINSTATEMENT AREA

Notes

1. ALL CATCH BASINS AND TRENCH DRAINS TO BE CONNECTED TO INTERNAL PLUMBING AND COLLECTED IN STORM WATER MANAGEMENT CISTERN. INSTALLATION BY OTHERS. CISTERN DESIGN BY THE STRUCTURAL CONSULTANT. CISTERN PUMP AND EMERGENCY OVERFLOW DESIGN BY THE MECHANICAL CONSULTANT.
2. FINAL METER AND REMOTE METER LOCATIONS TO BE CONFIRMED BY MECHANICAL CONSULTANT.
3. THE LOCATION AND ELEVATION OF SEWERS, WATERMAIN AND UTILITIES IS APPROXIMATE ONLY AND THE EXACT LOCATION AND ELEVATIONS SHOULD BE DETERMINED BY CONSULTING THE MUNICIPAL AUTHORITIES AND UTILITY COMPANIES CONCERNED.. THE CONTRACTOR SHALL PROVE THE LOCATION AND ELEVATION OF SEWERS, WATERMAINS AND UTILITIES AND SHALL BE RESPONSIBLE FOR THEIR PROTECTION AND THE IMPLEMENTATION OF ANY NECESSARY PROCEDURES CALLED FOR IN THE APPROPRIATE STANDARD AND REGULATIONS. ANY DISCREPANCY WITH THE INFORMATION SHOWN ON THESE PLANS SHALL BE REPORTED TO THE ENGINEER PRIOR TO CONTINUING WITH CONSTRUCTION.
4. INTERNAL PLUMBING AND SUMP PUMPS TO BE DESIGNED BY THE MECHANICAL CONSULTANT.
5. STORMWATER MANAGEMENT TO BE PROVIDED THROUGH A 90m³ CISTERN LOCATED IN THE UNDERGROUND PARKING.
6. MAX. CISTERN RELEASE RATE TO STORM SEWER = 6.5L/s
7. BOOSTER PUMPS TO BE PROVIDED TO MAINTAIN MINIMUM PRESSURES FOR TOWERS 6-STOREYS AND HIGHER.
8. SUMP PUMP REQUIRED TO DISCHARGE UNDERGROUND PARKING LEVELS TO INTERNAL SANITARY SEWER. (REFER TO MECHANICAL DRAWINGS FOR DETAILS)
9. FLOOR DRAINS LOCATED INSIDE PARKING GARAGE TO BE CONNECTED TO BUILDING INTERNAL SANITARY SEWER.
10. USF TO BE CONFIRMED BY THE STRUCTURAL CONSULTANT. SUMP PUMP REQUIRED TO DISCHARGE FOUNDATION DRAINAGE SYSTEM. (REFER TO MECHANICAL DRAWINGS FOR DETAILS)

Revision	By	Appd.	YY.MM.DD
0 ISSUED FOR SPA	MJS	DF	25.10.17

File Name: 160401895 DB.dwg	Dwn.	Chkd.	Dsgn.	YY.MM.DD
	MJS	AG	MJS	25.04.30

Permit-Seal

LICENSED PROFESSIONAL ENGINEER
D. C. THIFFAULT
100106107
2025-10-23
PROVINCE OF ONTARIO

Client/Project

THE PROPERTIES GROUP

1746 CARLING AVENUE
9 STOREY APARTMENT BUILDING
OTTAWA, ON, CANADA

Title

SITE SERVICING PLAN
ULTIMATE CONDITION

Project No. 160401895

Scale 1:250 (0 2.5 7.5 12.5m)

Drawing No. SSP-2

Sheet 4 of 11

Revision 0

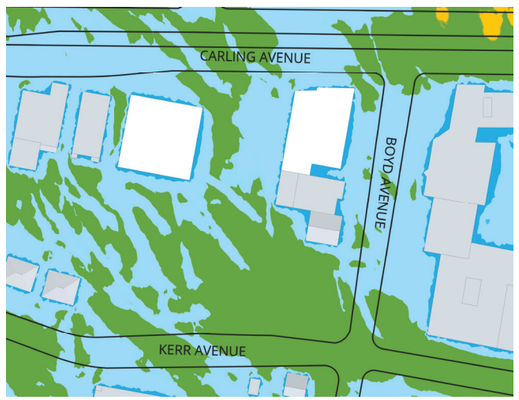
SCHEDULE OF ROOF RELEASE RATES

DRAINAGE AREA ID	DRAIN TYPE	# DRAINS	2YR HEAD (m)	100 YEAR HEAD (m)	5YR RELEASE RATE (L/s)	100 YEAR RELEASE RATE (L/s)
R103A	WATTS ACCUTROL WEIR (CLOSED)	15	0.09	0.15	4.7	4.7

W:\Active\160401895\Design\Drawing\Detailed Design Drawings\160401895 DB.dwg
2025-10-13 1:09PM By: Dayan, Nate

ORIGINAL SHEET - ARCH D

WIND ANALYSIS



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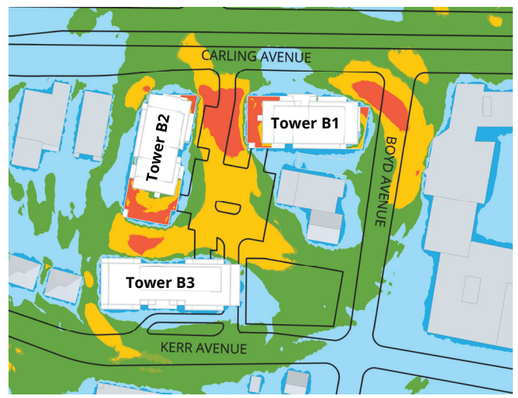
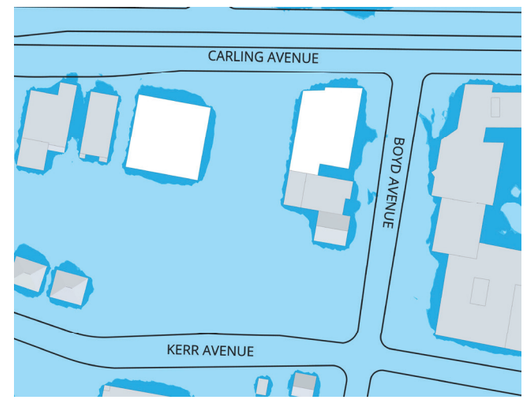


(b) PROPOSED

COMFORT: SITTING | STANDING | STROLLING | WALKING | UNCOMFORTABLE

SPRING



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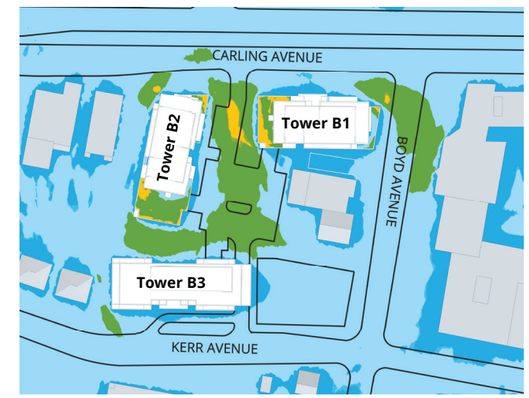
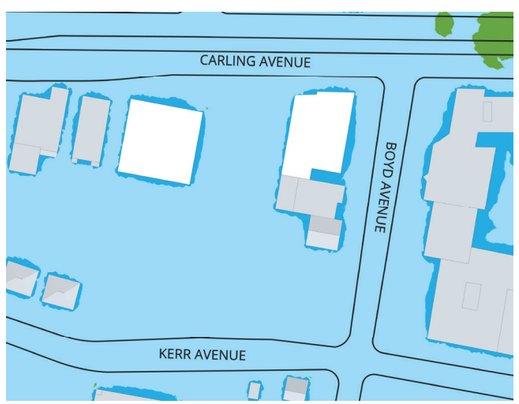


(b) PROPOSED

COMFORT: SITTING | STANDING | STROLLING | WALKING | UNCOMFORTABLE

SUMMER



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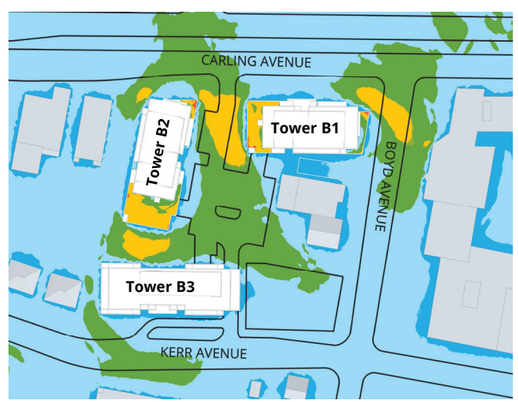
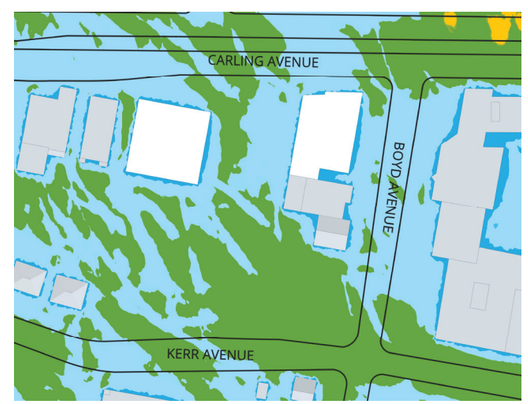


(b) PROPOSED

COMFORT: SITTING | STANDING | STROLLING | WALKING | UNCOMFORTABLE

FALL



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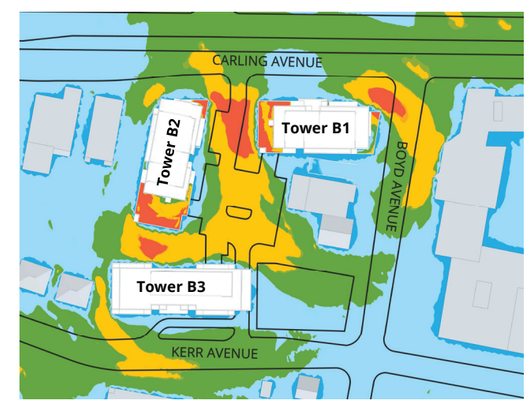

(b) PROPOSED

COMFORT: SITTING | STANDING | STROLLING | WALKING | UNCOMFORTABLE

WINTER