

Urban Design Review Panel Report

1316 Carling Avenue & 1251 Thames Street

April 6, 2026

Fotenn was retained by Homestead Land Holdings Limited (“Homestead”) to prepare this Urban Design Review Panel (UDRP) Report in support of a Zoning By-law Amendment application for the properties municipally known as 1316 Carling Avenue and 1251 Thames Street (the “subject lands”).

The proposed development was subject to a review by the UDRP on November 7, 2025. Written recommendations from the Panel were received on November 26, 2025. A response to the recommendations is provided in the attached table, along with the previously submitted Urban Design Brief (Appendix 1) and the UDRP Recommendations (Appendix 2).

We trust that this Urban Design Review Panel Report satisfies the requirements for the Zoning By-law Amendment application for the subject property.

Sincerely,



Patricia Warren, MCIP RPP
Senior Planner

1316 Carling Avenue & 1251 Thames Street

Response to UDRP Recommendations

Zoning By-law Amendment Application

UDRP Meeting Date: November 7, 2025

No.	Comment	Response
1.0	Key Recommendations	
1.1	The Panel supports the overall massing direction and acknowledges the ambition to improve the site for current and future residents.	Noted.
1.2	The Panel notes that the Phoenix building is a handsome example of modernist suburban tower architecture and should be carefully considered as a part of the overall site redevelopment both in terms of massing and architectural expression.	Noted.
1.3	The Panel notes a concern regarding the amount of site area dedicated to vehicular circulation, encouraging the simplification and consolidation of driveways and surface parking.	Driveways and surface parking have been simplified and consolidated.
1.4	The Panel emphasizes that the project sets an important precedent for future intensification in the surrounding area, and therefore requires a clear, unified landscape and public realm framework. - A mid-block pedestrian connection from Carling Avenue to Thames Street is a critical component of the project, and the Panel encourages treating it as an integrated landscape spine through the site.	The mid-block connection has been enhanced along the west border of the site using appropriate landscape and street furniture elements.
1.5	The Panel recommends looking at the block as a whole, including the existing Phoenix building, to develop a coordinated landscape and circulation plan.	The conceptual landscape plan has been designed to create a connection between Thames Street and Carling Avenue.
1.6	The Panel encourages further refinement of massing, including reconsidering the nine-storey component, pulling the building further from the park edge, and simplifying the architectural expression to better complement the Phoenix's modernist character.	The building has been pulled away from the edge of the park, landscaping has been added at the base of the building and building massing has been further simplified.
1.7	The Panel encourages continued collaboration with adjacent landowners to support a coordinated block plan.	Noted.
2.0	Site Design & Public Realm	
2.1	The Panel appreciates the initial efforts to enhance the site's public realm but highlights the importance of establishing a cohesive, block-wide landscape strategy.	The landscape strategy has been designed to incorporate pedestrian connectivity between Carling Avenue and Thames Street.
2.2	The Panel notes that the landscape along Carling Avenue, particularly in front of the Phoenix building, appears outdated and should be incorporated into a unified approach that strengthens connectivity, continuity, and legibility across the entire block.	The front of the existing building is an existing condition that is not proposed to be altered as part of this development.

No.	Comment	Response
2.3	The Panel encourages the creation of a mid-block pedestrian connection from Carling Avenue to Thames Street as a defining component of the project. This connection must read as a major landscape gesture, providing safe, intuitive, and high-quality pedestrian access through the site.	The mid-block connection has been enhanced along the west border of the site using appropriate landscape and street furniture elements.
2.4	The Panel recommends reshaping vehicular circulation to support this priority, including the possibility of a one-way loop that consolidates access and reduces conflicts.	Existing entrances to the site have been maintained and a new entrance from Thames Street has been created. A one-way loop is not feasible given the shape and dimensions of the site and the need to accommodate emergency and service vehicles .
2.5	The Panel notes a concern that the building is too tight to the park edge, creating privacy and livability challenges, particularly where grade-related bedrooms sit directly on the park. <ul style="list-style-type: none"> - The Panel recommends pulling the building back, introducing buffers, and providing more generous thresholds to improve the interface and increase tree canopy. - The Panel supports opportunities to remove surface parking near Thames Street and create a broader green transition to neighbouring properties. 	The building has been pulled away from the edge of the park, landscaping has been added at the base of the building and building massing has been further simplified.
2.6	The Panel encourages expanding the landscape program to include amenities and functional spaces for residents, including consideration of pets and daily use patterns. <ul style="list-style-type: none"> - The Panel recommends reorganizing the rear of the Phoenix to create an integrated internal courtyard between the new and existing buildings including introducing pedestrian priority paving treatments and vegetation to support an integrated open space system. 	The concept of an internal courtyard which integrates materials handling issues with the landscaped pedestrian realm is being explored.
2.7	The Panel supports the direction of the proposed parkland and sees significant opportunity for this project to establish a highly connected, landscape-led framework that guides future redevelopment.	Noted.
3.0	Sustainability	
3.1	The Panel supports the transformation of the current heavily paved site into a greener, more sustainable environment.	Noted.
3.2	The Panel highlights the importance of reducing asphalt, expanding tree canopy, and incorporating stormwater management strategies into the landscape.	A third level of underground parking has been introduced to eliminate surface parking and integrate additional greenspace.
3.3	The Panel recommends exploring opportunities to enhance environmental performance by introducing shade structures, diverse planting, and outdoor amenity areas that support a livable microclimate.	A conceptual landscape plan is provided as part of the Zoning By-law Amendment application. A detailed landscape plan will be provided as part of a future Site Plan Control application.
4.0	Built Form & Architecture	
4.1	The Panel supports the overall massing strategy and appreciates the orientation of the tower in relation to the Phoenix.	Noted.
4.2	The Panel notes concern with the height of the nine-storey interstitial component, noting that it is too tall for an effective transition between the podium and the tower.	The nine-storey interstitial component has been reduced in size to create a more effective transition between the tower and the podium.
4.3	The Panel encourages reducing or reshaping this portion to improve massing relationships, particularly along the park edge.	Noted.

No.	Comment	Response
4.4	The Panel encourages simplifying the architectural expression above the fourstorey base to better align with the clean, modernist character of the Phoenix building. A clearer vertical expression would help create a more cohesive relationship between the two buildings.	Noted.
4.5	The Panel recommends refining the base building to provide more texture and human-scale elements. Adding features such as canopies or finer detailing would soften the building's presence at grade and improve the pedestrian experience.	Elevations have been modified to add finer texture and coursing in the base stonework. Window canopies, wall sconces, foundation planter beds and tree boxes have also been added.
4.6	The Panel recommends relocating of the main entrance to the short side of the bar, which could help create a stronger plaza and shared space between the buildings and reinforce the desired mid-block pedestrian route.	We studied relocating the main entrance to the short side of the bar but found that it was too restricting in terms of vehicle access to the parking structure and the proper movement of emergency and service vehicles.
4.7	The Panel encourages continued refinement of the architecture to reinforce simplicity, strengthen the relationship to the Phoenix, and ensure that massing, articulation, and materiality support a cohesive and enduring built form character.	Agreed. We will continue to refine the architectural vocabulary of the project as we move forward.

Appendix 1
Urban Design Brief (November 7, 2025)

1316 Carling Avenue & 1251 Thames Street

Urban Design Brief
November 7, 2025

HOMESTEAD

FOTENN
Planning + Design

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INTRODUCTION

01

Introduction

This Urban Design Brief has been prepared to satisfy the requirements of a Zoning By-law Amendment application to facilitate the proposed development at 1316 Carling Avenue and 1251 Thames Street. This Urban Design Brief has been prepared by Fotenn Planning + Design, with architectural graphics provided by Alexander Wilson Architect Inc.

We trust that the contents of this Urban Design Brief are satisfactory.

Sincerely,



Patricia Warren, MCIP RPP
Planner

PROJECT DESCRIPTION

02

Project Statistics

BUILDING AREAS				
	GROSS FLOOR AREA	AMINETIES (INDOOR)	BALCONIES	TERRACES (OUTDOOR)
UNDERGROUND PARKING GARAGE L2	-	-	-	-
UNDERGROUND PARKING GARAGE L1	-	204.75 m ² (Communal)	-	-
GROUND FLOOR AREA	949.56 m ² (10,221 ft ²)	-	64.73 m ²	600 m ² (6458.35 ft ²) (Communal)
2ND - 4TH FLOOR AREA (X3 STOREYS)	(1,180.12 m ² X3 =) 3,540.36 m ² (12,702.70 X3 = 38,108.12 ft ²)		(71.28m ² X 3 =) 213.84 m ²	-
5TH FLOOR AREA	989.13 m ² (10,646.90 ft ²)		34.23 m ²	166.03 m ²
6TH - 9TH FLOOR AREA (X4 STOREYS)	(989.13 m ² X4 =) 3,956.52 m ² (10,646.90 X4 = 42,587.62 ft ²)		(75.40 m ² X 4 =) 301.6 m ²	-
10TH FLOOR AREA	529.49 m ² (5,699.38 ft ²)	192.42 m ² (Communal)	36.48 m ²	331.68 m ² (3,570.17 ft ²) (Communal)
TYPICAL FLOOR AREA (11TH - 20TH) (X10 STOREYS)	(707.85 m ² X10 =) 7,078.50 m ² (7,619.23 X10= 76,192.30 ft ²)		57.12 m ²	-
SUM GROSS AREA	17,043.56 m² (183,455.35 ft²)	397.17 m²	708 m²	1,097.71 m²
SUM AMENITIES (Indoor, Balconies and...)		2,202.88 m ² (Including 1,328.85 m ² communal)		
NUMBER OF STOREYS (above grade)		20 storeys		

City of Ottawa Zoning By-Law 2008-250			
ZONING MECHANISM	REQUIRED /PERMITTED	PROPOSED	RELIEF REQ'D

AMENITIES

Amenity Area for Residential Development (MIN.)	6 m ² for every Residential Unit = 1266 m ²	2,202.88 m ²	-
Amenity Area Provided as Commonal Space	MIN. 50 % X 1266 m ² = 633 m ²	1,328.85 m ² (105%)	-

UNIT MIX/ FLOOR	1 BDRM		1 BDRM +DEN		2 BDRM		2 BDRM +DEN		TOTAL		TOTAL
	(76-80m ²)		(76-80m ²)		(103-113m ²)		(82-84m ²)				
		B.F.		B.F.		B.F.		B.F.		B.F.	
LEVEL 1	1	0	2	0	6	1	0	0	10	0	10
LEVEL 2 -4 (X3 floors)	3 X3=9	0	0	0	9 X3=27	1 X3=3	0	0	11 X3=33	2 X3=6	13 X3=39
LEVEL 5 -9 (X5 floors)	5 X5=25	0	0	0	7 X5=35	1 X5=5	0	0	11 X5=55	2 X5=10	13 X5=65
LEVEL 10	2	1	0	0	2	2	0	0	5	2	7
LEVEL 11 -20 (X10 floors)	2 X10=20	1 X10=10	0	0	5 X10=50	1 X10=10	0	0	7 X10=70	2 X10=20	9 X10=90
TOTAL	57	11	2	0	120	21	0	0	179	32 (15%)	211
TOTAL	68		2		141		0		211		211

Parking Schedule		
Level	Type	Count
PARKING P2	Small Space 2400x4600	1
PARKING P2	Small Space 2400x5200	27
PARKING P2	Small Space 2600x4600	4
PARKING P2	Standard Space 2600x5200	90
PARKING P1	Small Space 2400x4600	1
PARKING P1	Small Space 2400x5200	26
PARKING P1	Small Space 2600x4600	4
PARKING P1	Standard Space 2600x5200	88
GROUND FLOOR	BF Space Type A 3400x5200	4
GROUND FLOOR	BF Space Type B 2750x6000	4
GROUND FLOOR	Standard Space 2600x5200	48
		297

SMALL SPACES : 63
STANDARD SPACES : 226
B.F. SPACES : 8

REQUIRED: TABLE 101 R12 HIGH-RISE AREA X/Y
0.5 RESIDENT / DWELLING + 0.1 VISITOR = 0.6
(No parking for first 12 units)
199 UNITS x 0.6 = 119 SPACES REQUIRED
(20 VISITOR + 100 RESIDENTIAL)

BARRIER-FREE PARKING
OTTAWA BY-LAW 2017-301
TYPE A: 3400mm WIDE
TYPE B: 2400mm WIDE

PROPOSED : 297 SPACES	# SPACES	A	B	TOTAL
169 SPACES TO REPLACE THE EXISTING SPACES	251-300	4	4	8
128 NEW SPACES FOR 199 UNITS = 0.64 PARKING RATE	301-350	4	5	9
	351-400	5	5	10

BICYCLE SPACES :

REQUIRED : 0.5 RESIDENT / DWELLING
211 UNITS x 0.5 = 106 SPACES REQUIRED

PROPOSED : 136 SPACES FOR 211 UNITS = 0.64 PARKING RATE
(88 Vertical spaces + 48 Horizontal spaces)

PARKING P2 LEVEL : 76 BIKE SPACES (48 V + 28 H)
PARKING P1 LEVEL : 60 BIKE SPACES (40 V + 20 H)

LOT COVERAGE	
GROUND FLOOR AREA (Building footprint)	1,381.3 m ²
LANDSCAPE AREA	4,545 m ² (including 824 m ² PARKLAND + 64.73 m ² Patios + 451.27 m ² Hardscape + 1,058 m ² Softscape + 2,147 m ² Asphalt)
TOTAL DEVELOPED AREA	5,926.3 m ²
UNDEVELOPED (Existing building) AREA	2,726.5 m ²
TOTAL LOT AREA	8,652.8 m ² ((including 824 m ² PARKLAND)

DESIGN DIRECTIVES

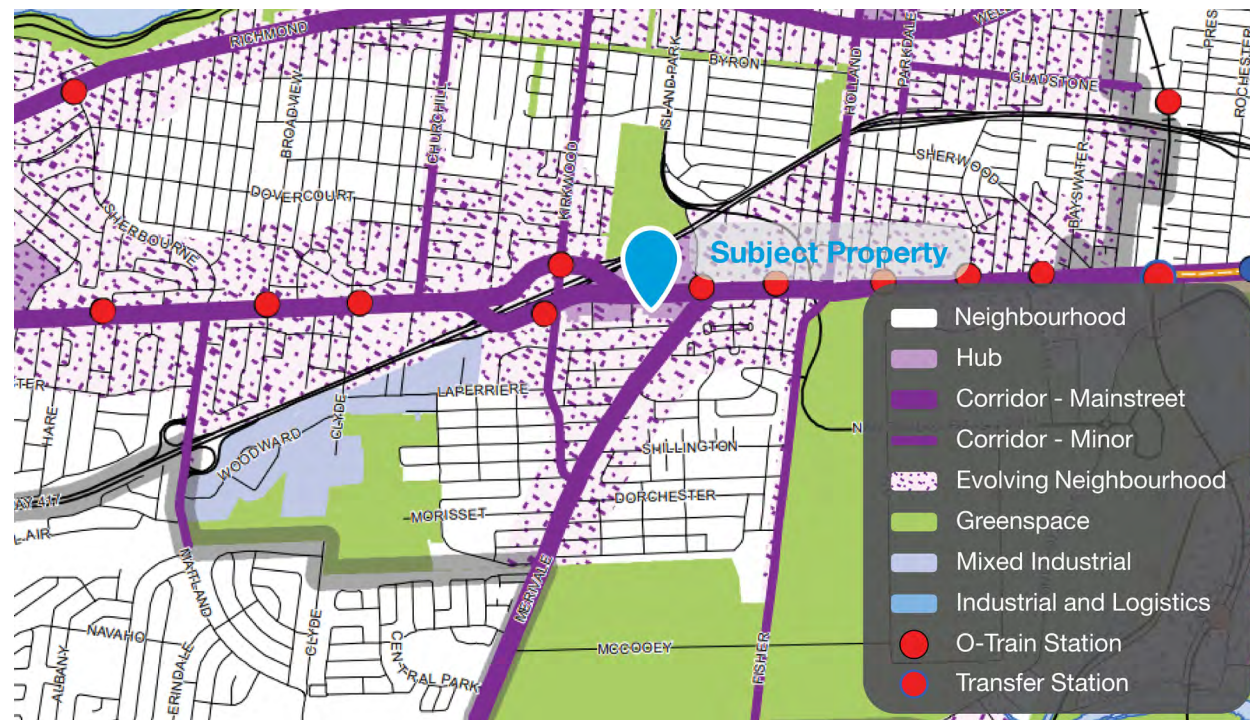
03

Response to Applicable Urban Design Policies & Guidelines

City of Ottawa Official Plan

The subject lands are located in the Inner Urban Transect of the City of Ottawa Official Plan. This area includes pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them.

The subject lands are designated Hub and Mainstreet Corridor on Schedule B2 of the City of Ottawa Official Plan, with the Mainstreet Corridor designation applying to the portion of the lands not designated Hub.



The Inner Urban Transect is generally planned for mid- and high-density development, subject to proximity to frequent street transit or rapid transit; limits on building heights and massing per the underlying functional designation and the separation of tower elements; and the resolution of any constraints in water, sewer, and stormwater capacity. Inner Urban Hubs and Mainstreets are permitted building heights up to high-rise (40 storeys), with direction for the tallest heights and highest densities to be located closest to a rapid transit station or corridor, with heights and densities decreasing as you move further away from a station and/or corridor.

Section 4.6 provides urban design direction for development within the City. Section 4.6.5 provides direction for effective site planning, including internalizing all servicing and loading areas, mechanical equipment, and utilities into the design of the building; locate development to frame adjacent streets

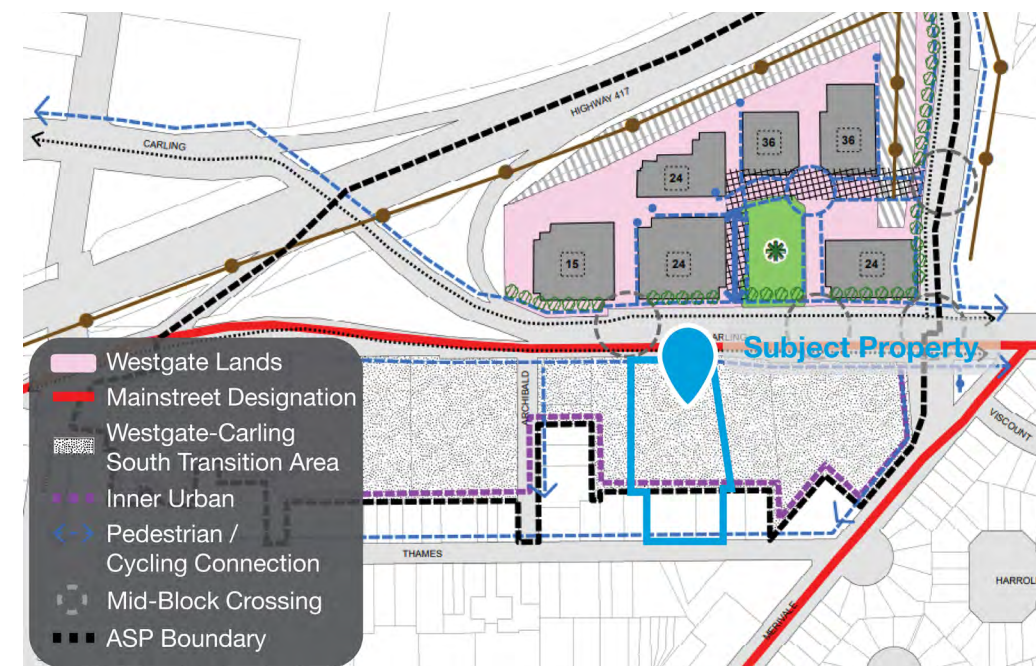
November 2025

and parks; and provide appropriate setbacks within the street context. Section 4.6.6 provides direction for the integration of new development into neighbourhoods, including the transition of mid- and high-rise buildings to adjacent properties designated as Neighbourhood; provide a variation in building height amongst high-rise buildings with shorter heights directed to the edge of a cluster of high-rise buildings; generally limit the floorplate of residential buildings to 750 square metres with a 23 metre tower separation distance (desired, however a smaller separation may be permitted in accordance with Council-approved design guidelines).

The proposed development is a 20-storey high-rise building that transitions down in height towards Thames Street, consistent with the policies for Inner Urban Hubs and Mainstreet Corridors as well as the Official Plan's urban design policies. Vehicular access to the site is proposed from Thames Street, with all loading and servicing internalized on the site and within the proposed building where possible. The proposed development frames the proposed municipal park along Thames Street, contributing to the transition in building height from Carling Avenue to Thames Street.

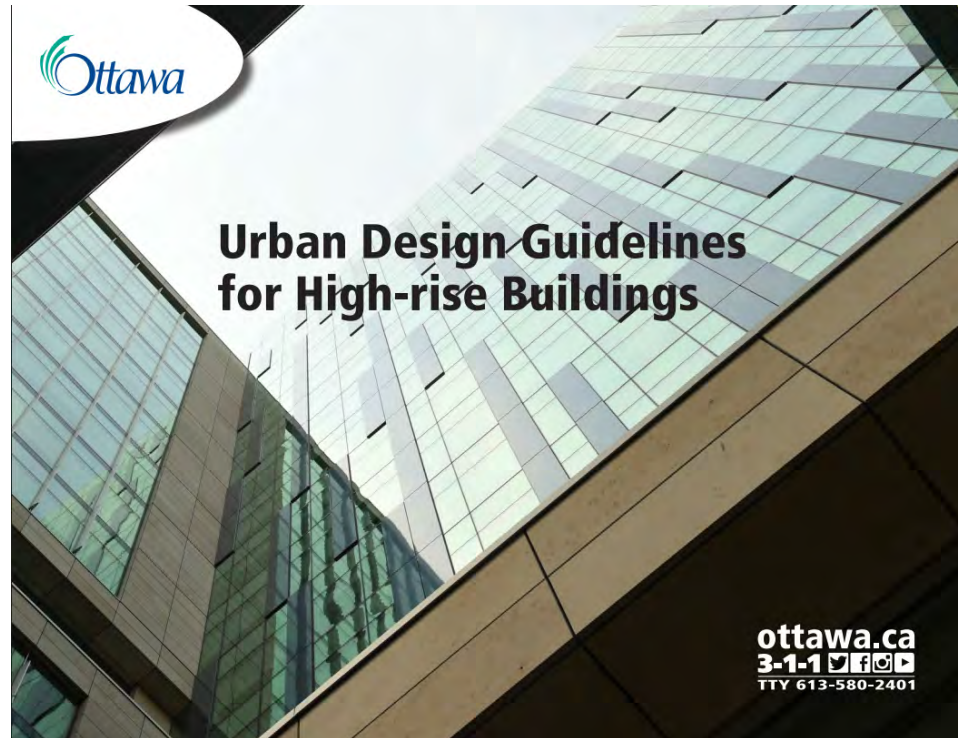
Area-Specific Policy 31 - Westgate

A portion of the subject lands are located within the boundaries of the Westgate Area-Specific Policy 31. The north portion of the subject lands are located within the Westgate-Carling South Transition Area designation. Development within this designation shall demonstrate that the area south of the Neighbourhood Line provides an appropriate transition in terms of building height and uses, setbacks, and landscaping, to protect the lower-profile character of the area.



1316 Carling Ave. & 1251 Thames St.
Urban Design Review Panel

Response to Applicable Urban Design Policies & Guidelines



City of Ottawa Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-rise Buildings address the design of high-rise buildings (10+ storeys) in relation to their context, built form, and impact on the pedestrian realm. The following design guidelines are applicable to the development, among others:

- / 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 (Guideline 1.13);
- / The application of a base-middle-top approach (Guideline 2.3);
- / 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 (Guideline 2.24);
- / Orient and shape the tower to minimize shadow and wind impacts on the public and private spaces (Guideline 2.31);
- / Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible (Guideline 3.16).

City of Ottawa Urban Design Guidelines for Development along Arterial Mainstreets

The Urban Design Guidelines for Development along Arterial Mainstreets address development along Arterial Mainstreets

in relation to streetscape, built form, pedestrians and cyclists, vehicles and parking, landscape and environment, signs, and servicing and utilities. While the subject property at 1316 Carling Avenue abuts Carling Avenue, a designated Arterial Road, the proposed development primarily orients itself internally to the site and towards Thames Street. Despite this, the guidelines have been reviewed and the following design guidelines are applicable to the development, among others:

- / Use buildings, landscaping and other streetscape elements to create continuous streetscapes (Guideline 4);
- / Design the built form in relation to the adjacent properties to create coherent streetscapes (Guideline 12);
- / Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact (Guideline 14);
- / Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law (Guideline 27);

The proposed development has considered the applicable urban design guidelines and will continue to use these guidelines to inform modifications to the proposal throughout the development application process. A future Site Plan Control application will review the applicable design guidelines in greater detail.

Response to Urban Design Directions from Previous Pre-Consultation Meetings

The following urban design comments were provided at the January 2025 Pre-Consultation meeting with City staff. Project Team responses are provided in **blue**.

Submission Requirements:

1. An Urban Design Brief is required. Please see attached customized Terms of Reference to guide the preparation of the submission.
 - a) The Urban Design Brief should be structured by generally following the headings highlighted under Section 3 - Contents of these Terms of Reference.
 - b) Please note that the Urban Design Brief will also serve as the submission to the Urban Design Review Panel (see notes below).

Response: The Urban Design Brief has been prepared in accordance with the customized Terms of Reference and has been structured by the headings within the Terms of Reference.

2. Additional drawings and studies are required as shown on the SPIL. Please follow the terms of reference to prepare these drawings and studies. See Urban Design Brief TOR.

Response: Acknowledged.

Urban Design Review Panel Review and Report:

1. The site is located within a Design Priority Area and is subject to review by the Urban Design Review Panel. UDRP review occurs within the Preconsultation stage. To proceed with a UDRP review, please contact udrp@ottawa.ca.

Response: The proposed development is scheduled for UDRP on November 7, 2025.

2. The submission of a UDRP report is a requirement for deeming an application complete. Please follow the instructions provided in the Terms of Reference available here: [Urban Design Review Panel Report \(ottawa.ca\)](#)

Response: Acknowledged. A UDRP Report will be provided with the forthcoming Zoning By-law Amendment application.

Comments on Preliminary Design:

1. The following elements of the preliminary design are appreciated:
 - a) The gradual lowering of the built form to a low-rise expression facing the residential community to the south.

Response: Acknowledged.

Recommendations:

1. We recommend preparing for and attending the UDRP at the earliest convenience.

Response: The proposed development is scheduled for UDRP on November 7, 2025.

2. We recommend consulting the City's High-rise Guidelines for massing sculpting of the tower and podium.

Response: The City's High-rise Guidelines have been reviewed and considered. The proposed development respects and enhances the overall character of the neighbourhood and the skyline by maintaining a harmonious relationship with the neighbouring buildings through means such as height transition, fenestration patterns, neutral colouring and crisply detail authentic materials. The angular plane and transition towards the south is enhanced through the location of a new municipal park on Thames Street. Abutting the future park is a four-storey "street wall" that addresses the low-rise character of Thames Street.

3. We recommend height of a new tower transition down towards the south towards the residential community context.

Response: The proposed tower transitions from a high-rise building located centrally to the property, to nine (9) storeys and four (4) storeys. A municipal park is proposed abutting Thames Street, providing additional transition toward the residential community context.

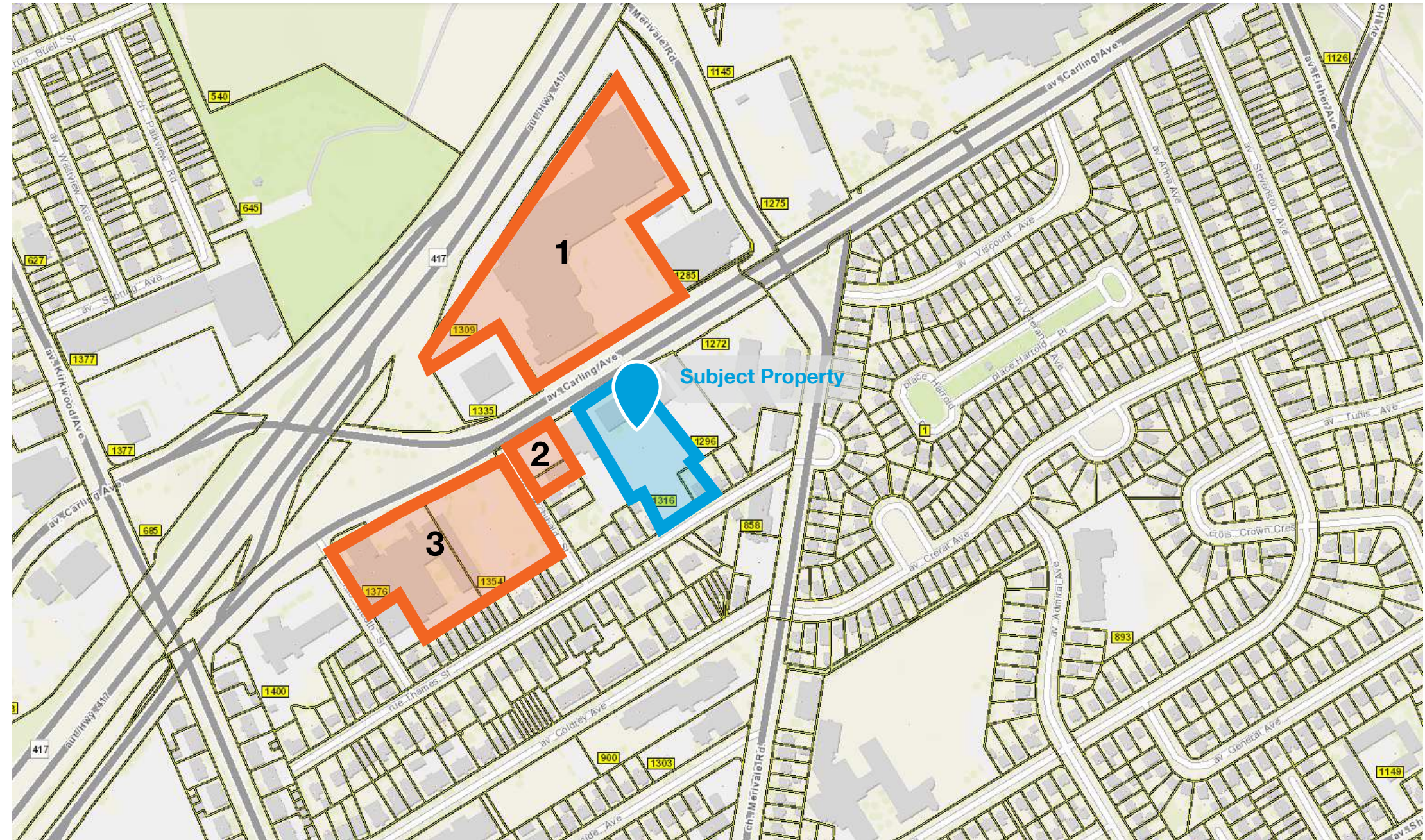
SITE CONTEXT & ANALYSIS

04

Development Proposals on Adjacent Lands

The subject lands are adjacent to properties subject to active development applications as well as properties that have received Site Plan Control approval for forthcoming development. The ongoing development in the area includes:

- 1. 1309 Carling Avenue** - An active Site Plan Control application to demolish the Westgate Shopping Centre except for the portion containing the Shoppers Drug Mart, and to construct a one-storey retail food store between the remaining portion of the mall and Highway 417, as well as 250 surface parking spaces.
- 2. 1330 Carling Avenue & 815 Archibald Street** - Site Plan Control approval has been granted for a 24-storey mixed use building consisting of 175 units and 729 square metres of commercial space.
- 3. 1354 & 1376 Carling Avenue** - Zoning By-law Amendment approval for a 22-storey building, two 20-storey buildings, and two 8-storey buildings consisting of approximately 900 units. Phase 1, consisting of a 20-storey and 8-storey building has received Site Plan Control approval.



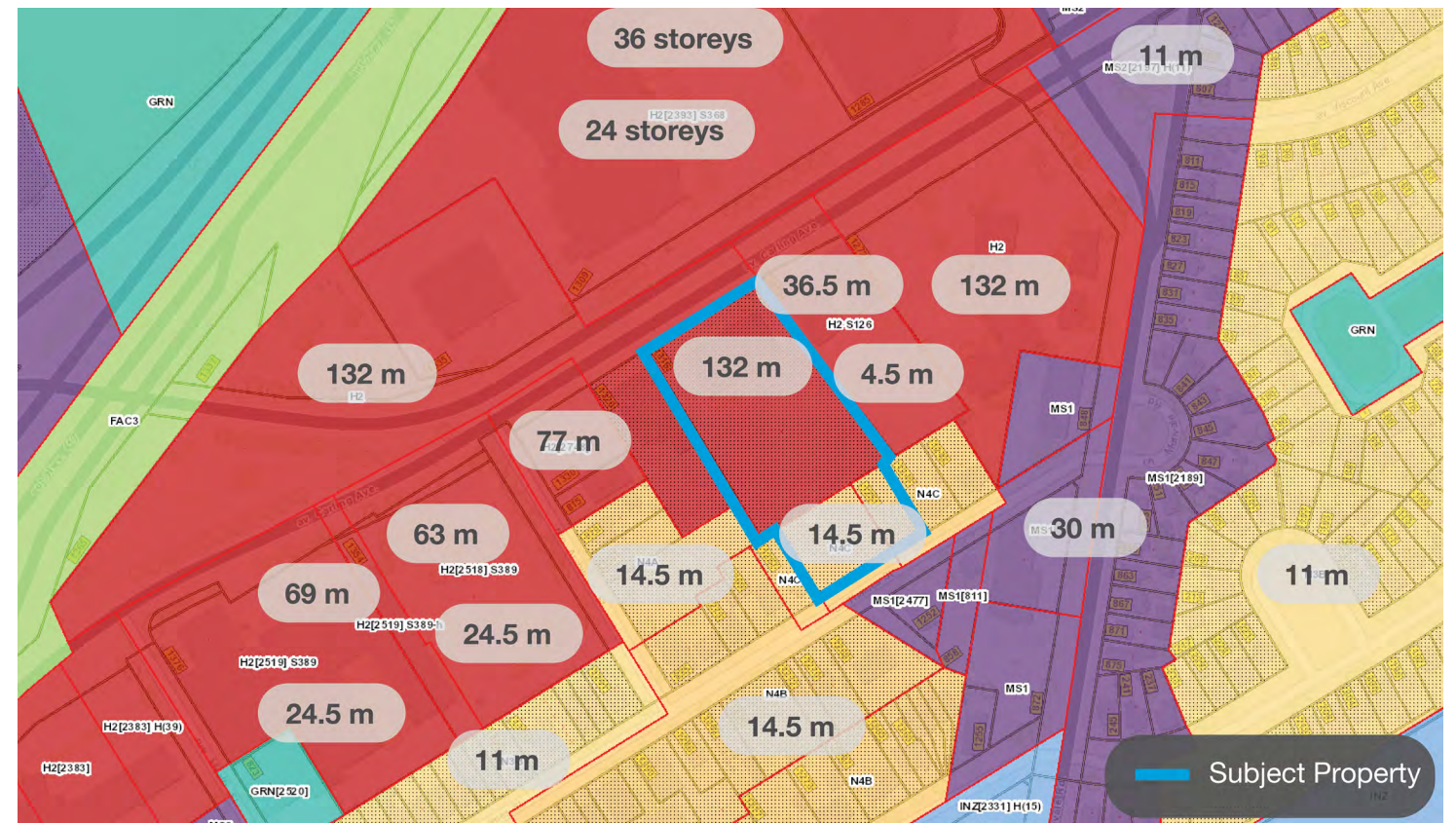
Planned Functions of Surrounding Area

The planned function of the surrounding area is generally guided by the City of Ottawa Comprehensive Zoning By-law (2008-250) and the Westgate Area-Specific Policy. The City of Ottawa is currently drafting a new Comprehensive Zoning By-law that will replace the current Zoning By-law. The draft new Zoning By-law implements the 2022 Official Plan, including approved Secondary Plans and Area-Specific Policies. For the purpose of assessing the planned function of the surrounding area, the existing Zoning By-law and Draft 3 of the New Zoning By-law have been reviewed.

As illustrated below and in previous sections of this report, the area has been subject to development approvals in the past for heights up to 36 storeys. In Draft 3 of the new Zoning By-law, the previously approved building heights are carried forward, along with additional permissions for heights up to 132 metres, including on a portion of the subject lands. The low-rise areas to the south of the subject lands are currently permitted heights up to 11 metres in the current Zoning By-law, which is proposed to be increased to 14.5 metres in Draft 3 of the new Zoning By-law.



Existing Zoning Map (By-law 2008-250) with permitted heights labeled



Proposed Zoning Map (Draft 3) with permitted heights labeled

DESIGN RESEARCH

05

Massing of the Proposed Development in the Current Context



View of proposed development from the north



View of proposed development from the south

Massing of the Proposed Development in the Current Context



View of proposed development from the east



View of proposed development from the west

Massing of the Proposed Development in the Current Context



View of proposed development at ground-level on Carling Avenue from the west



View of proposed development from at ground-level on Carling Avenue from the east

Massing of the Proposed Development in the Planned Context



View of proposed development from the north



View of proposed development from the south

Massing of the Proposed Development in the Planned Context



View of proposed development from the east



View of proposed development from the west

Massing of the Proposed Development in the Planned Context



View of proposed development at ground-level on Carling Avenue from the west

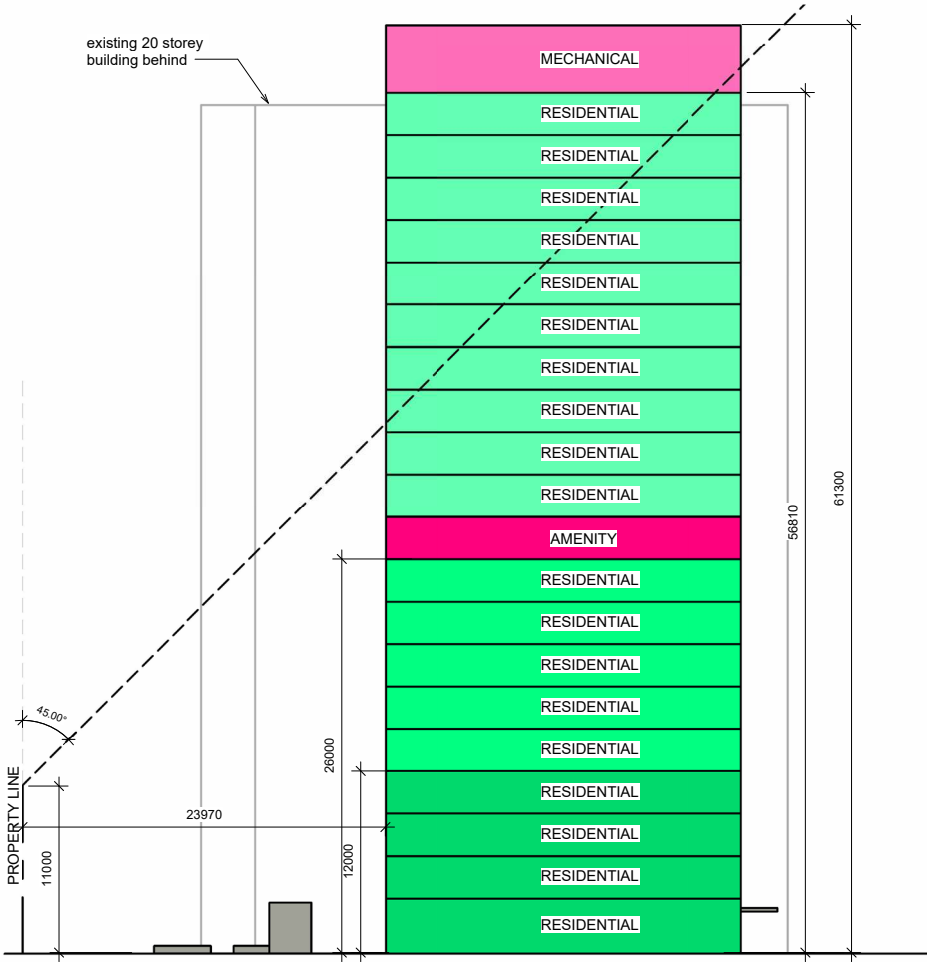


View of proposed development from at ground-level on Carling Avenue from the east

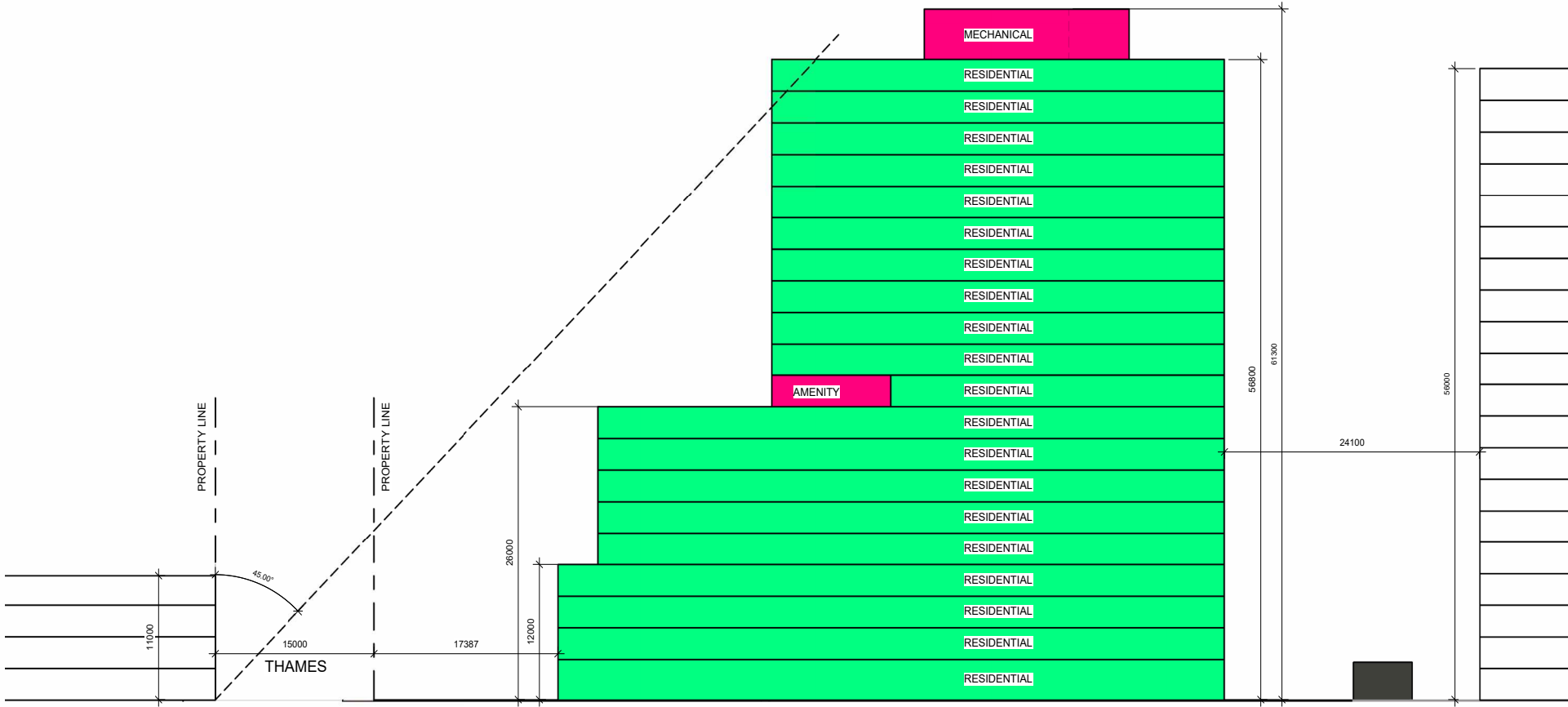
Built Form Transition

The proposed development has been designed to transition down in height towards Thames Street, in accordance with the policy direction of the Official Plan and the Westgate Area-Specific Policy 31. A setback of approximately 37.5 metres is proposed between the property line along Thames Street and the high-rise portion of the proposed development. The transition towards the low-rise neighbourhood is enhanced through the location of a new municipal park immediately abutting Thames Street. As illustrated in the graphic below, the proposed development is fully within the 45-degree angular plane taken from Thames Street with the exception of a small portion of the 19th and 20th floors.

The graphics below also illustrate an angular plane from the west property line where the subject lands abut properties zoned R4UC. As illustrated below, the proposed development begins to project into the 45-degree angular plane starting at the 13th floor. The building has been designed to maximize the setbacks from the interior lot lines, proposing a setback of 23.9 metres from the west interior property line.



Transition diagram from the west property line



Transition diagram from the southern property line

APPENDIX A

SITE PLAN

UNIT MIX	
Area	Count
1 BEDROOM	
560 ft ²	5
630 ft ²	5
650 ft ²	37
670 ft ²	1
680 ft ²	1
690 ft ²	8
57	
1 BEDROOM + DEN	
890 ft ²	1
900 ft ²	1
2	
1 BEDROOM BF	
690 ft ²	11
11	
2 BEDROOM	
850 ft ²	5
950 ft ²	23
990 ft ²	4
1010 ft ²	3
1040 ft ²	26
1060 ft ²	26
1080 ft ²	6
1090 ft ²	1
1120 ft ²	5
1130 ft ²	5
1200 ft ²	1
1220 ft ²	4
1250 ft ²	3
1440 ft ²	8
120	
2 BEDROOM BF	
950 ft ²	1
960 ft ²	1
970 ft ²	19
21	
211	

UNIT MIX/ FLOOR	1 BDRM		1 BDRM +DEN		2 BDRM		2 BDRM +DEN		TOTAL		TOTAL
	(76-80m ²)		(76-80m ²)		(103-113m ²)		(82-84m ²)				
UNIT AREA	B.F.		B.F.		B.F.		B.F.		B.F.		
LEVEL 1	1	0	2	0	6	1	0	0	10	0	10
LEVEL 2-4 (X3 floors)	3 X3=9	0	0	0	9 X3=27	1 X3=3	0	0	11 X3=33	2 X3=6	13 X3=39
LEVEL 5-9 (X5 floors)	5 X5=25	0	0	0	5 X5=35	1 X5=5	0	0	11 X5=55	2 X5=10	13 X5=65
LEVEL 10	2	1	0	0	2	2	0	0	5	2	7
LEVEL 11-20 (X10 floors)	2 X10=20	1 X10=10	0	0	5 X10=50	1 X10=10	0	0	7 X10=70	2 X10=20	9 X10=90
TOTAL	57	11	2	0	120	21	0	0	179	32 (15%)	211
TOTAL	68	2	2	0	141	0	0	0	211	0	211

LOT COVERAGE	
GROUND FLOOR AREA (Building footprint)	1,381.3 m ²
LANDSCAPE AREA	4,545 m ² (including 824 m ² PARKLAND + 64.73 m ² Patios + 451.27 m ² Hardscape + 1,058 m ² Softscape + 2,147 m ² Asphalt)
TOTAL DEVELOPED AREA	5,926.3 m²
UNDEVELOPED (Existing building) AREA	2,726.5 m ²
TOTAL LOT AREA	8,652.8 m² (including 824 m ² PARKLAND)

BUILDING AREAS				
	GROSS FLOOR AREA	AMINITIES (INDOOR)	BALCONIES	TERRACES (OUTDOOR)
UNDERGROUND PARKING GARAGE L2	-	-	-	-
UNDERGROUND PARKING GARAGE L1	-	204.75 m ² (Communal)	-	-
GROUND FLOOR AREA	949.56 m² (10,221 ft ²)	-	64.73 m²	600 m² (6458.35 ft ²) (Communal)
2ND - 4TH FLOOR AREA (X3 STOREYS)	(1,180.12 m ² X3 =) 3,540.36 m ² (12,702.70 X3 =) 38,108.12 ft ²)	-	(71.28m ² X 3 =) 213.84 m ²	-
5TH FLOOR AREA	989.13 m ² (10,646.90 ft ²)	-	34.23 m ²	166.03 m ²
6TH - 9TH FLOOR AREA (X4 STOREYS)	(989.13 m ² X4 =) 3,956.52 m ² (10,646.90 X4 =) 42,587.62 ft ²)	-	(75.40 m ² X 4 =) 301.6 m ²	-
10TH FLOOR AREA	529.49 m ² (5,699.38 ft ²)	192.42 m ² (Communal)	36.48 m ²	331.68 m ² (3,570.17 ft ²) (Communal)
TYPICAL FLOOR AREA (11TH - 20TH) (X10 STOREYS)	(707.85 m ² X10 =) 7,078.50 m ² (7,619.23 X10 =) 76,192.30 ft ²)	-	57.12 m ²	-
SUM GROSS AREA	17,043.56 m² (183,455.35 ft ²)	397.17 m²	708 m²	1,097.71 m²
SUM AMENITIES (Indoor, Balconies and...)	-	2,202.88 m ² (Including 1,328.85 m ² communal)		
NUMBER OF STOREYS (above grade)	20 storeys			

City of Ottawa Zoning By-Law 2008-250			
ZONING MECHANISM	REQUIRED /PERMITTED	PROPOSED	RELIEF REQ'D
AMENITIES			
Amenity Area for Residential Development (MIN.)	6 m ² for every Residential Unit = 1266 m ²	2,202.88 m ²	-
Amenity Area Provided as Common Space	MIN. 50 % X 1266 m ² = 633 m ²	1,328.85 m ² (105%)	-

Parking Schedule		
Level	Type	Count
PARKING P2	Small Space 2400x4600	1
PARKING P2	Small Space 2400x5200	27
PARKING P2	Small Space 2600x4600	4
PARKING P2	Standard Space 2600x5200	90
PARKING P1	Small Space 2400x4600	1
PARKING P1	Small Space 2400x5200	26
PARKING P1	Small Space 2600x4600	4
PARKING P1	Standard Space 2600x5200	88
GROUND FLOOR	BF Space Type A 3400x5200	4
GROUND FLOOR	BF Space Type B 2750x6000	4
GROUND FLOOR	Standard Space 2600x5200	48
		297

SMALL SPACES : 63
STANDARD SPACES : 228
B.F. SPACES : 8

REQUIRED: TABLE 101 R12 HIGH-RISE AREA X/Y
0.5 RESIDENT / DWELLING + 0.1 VISITOR = 0.6
(No parking for first 12 units)
199 UNITS x 0.6 = 119 SPACES REQUIRED
(20 VISITOR + 100 RESIDENTIAL)

PROPOSED: 297 SPACES
169 SPACES TO REPLACE THE EXISTING SPACES
128 NEW SPACES FOR 199 UNITS = 0.64 PARKING RATE

BARRIER-FREE PARKING
OTTAWA BY-LAW 2017-301
TYPE A: 3400mm WIDE
TYPE B: 2400mm WIDE

# SPACES	A	B	TOTAL
251-300	4	4	8
301-350	4	5	9
351-400	5	5	10

BICYCLE SPACES :
REQUIRED : 0.5 RESIDENT / DWELLING
211 UNITS x 0.5 = 106 SPACES REQUIRED

PROPOSED : 136 SPACES FOR 211 UNITS = 0.64 PARKING RATE
(88 Vertical spaces + 48 Horizontal spaces)

PARKING P2 LEVEL : 76 BIKE SPACES (48 V + 28 H)
PARKING P1 LEVEL : 60 BIKE SPACES (40 V + 20 H)

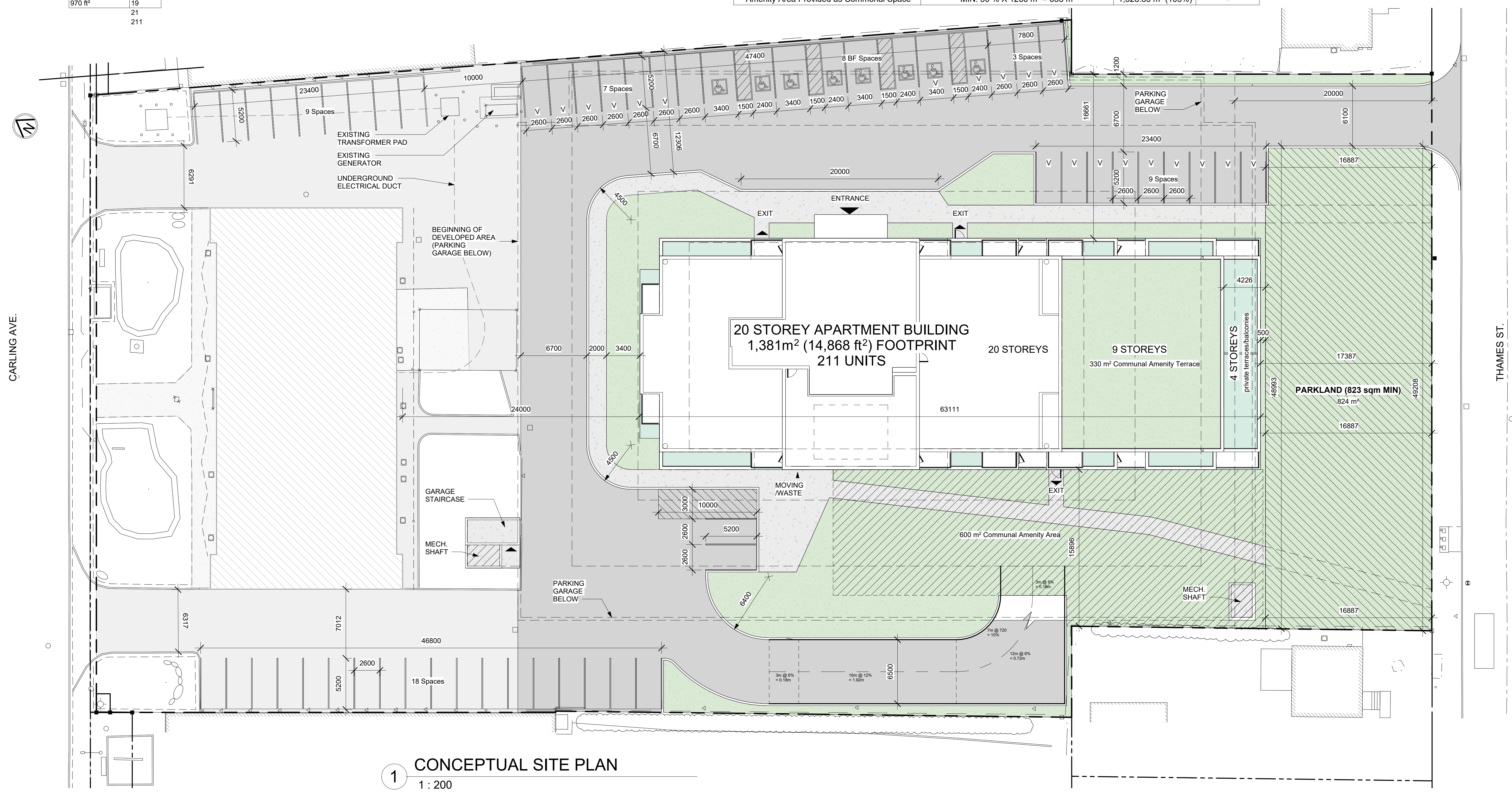
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Revisions		
No.	Date	Description
1	04-09-2025	Conceptual Design
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1 CONCEPTUAL SITE PLAN
1 : 200



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Project
1316 CARLING AVE APARTMENTS

1316 CARLING AVE.,
OTTAWA, ON

Drawing
SITE PLAN

Drawn By	FAHD A.Z.	Checked By	
Scale	1 : 200	Date	05/13/25
Project No.	2513	Revision	2
Drawing No.	A010		

APPENDIX B

LANDSCAPE PLAN

1316 Carling Avenue Conceptual Landscape Design



November 7, 2025



Conceptual Plan



Shrub & Perennial Planting

Accent Paving at Primary Entrance

Amenity Enlargement

Parkland
Design to be completed by City in the future

Amenity Area Enlargement



Section Two

Bench

Section One

Pergola with Group Seating

Precast Retaining Wall

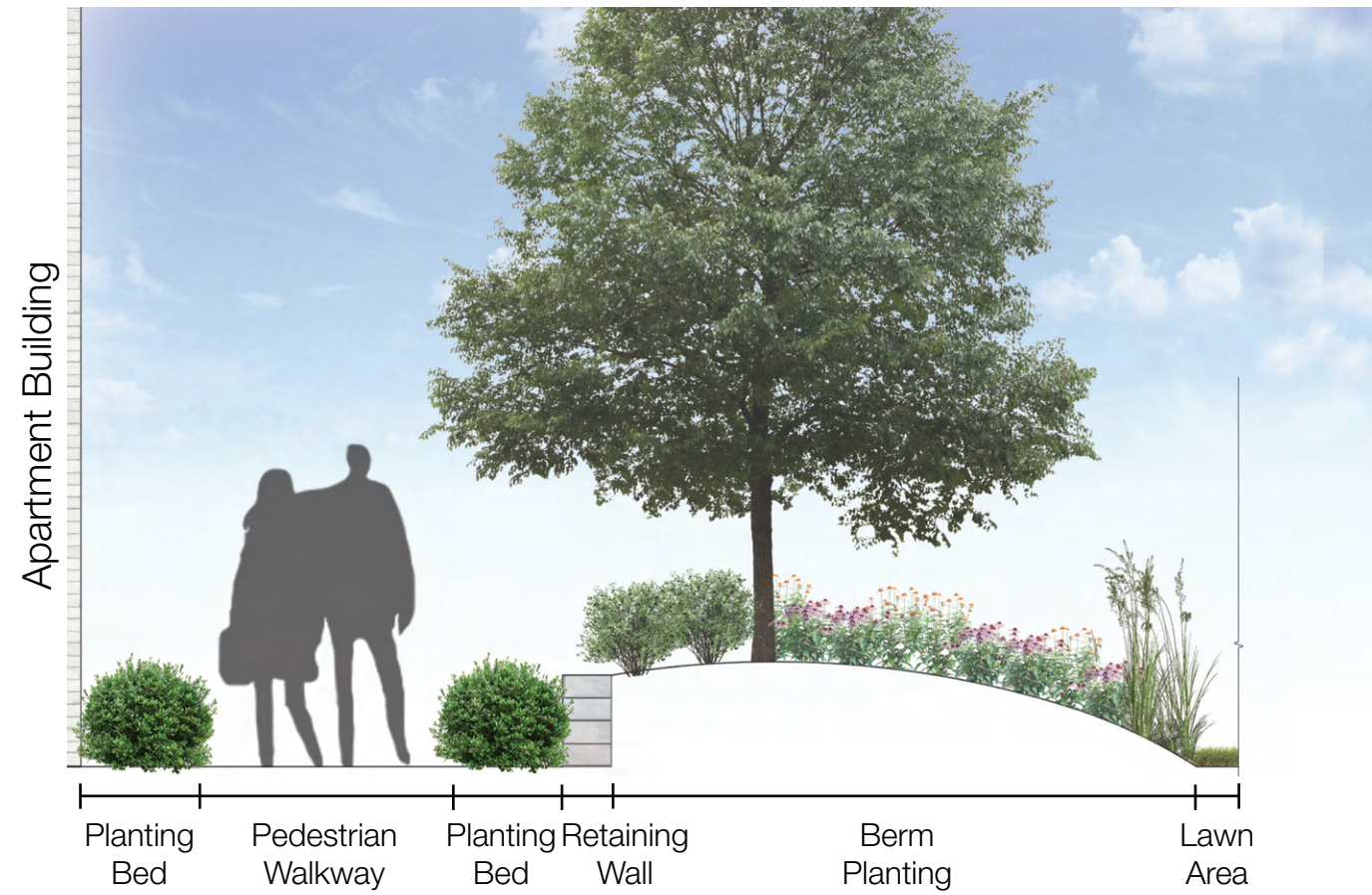
Visual Buffer

Planting on Berm

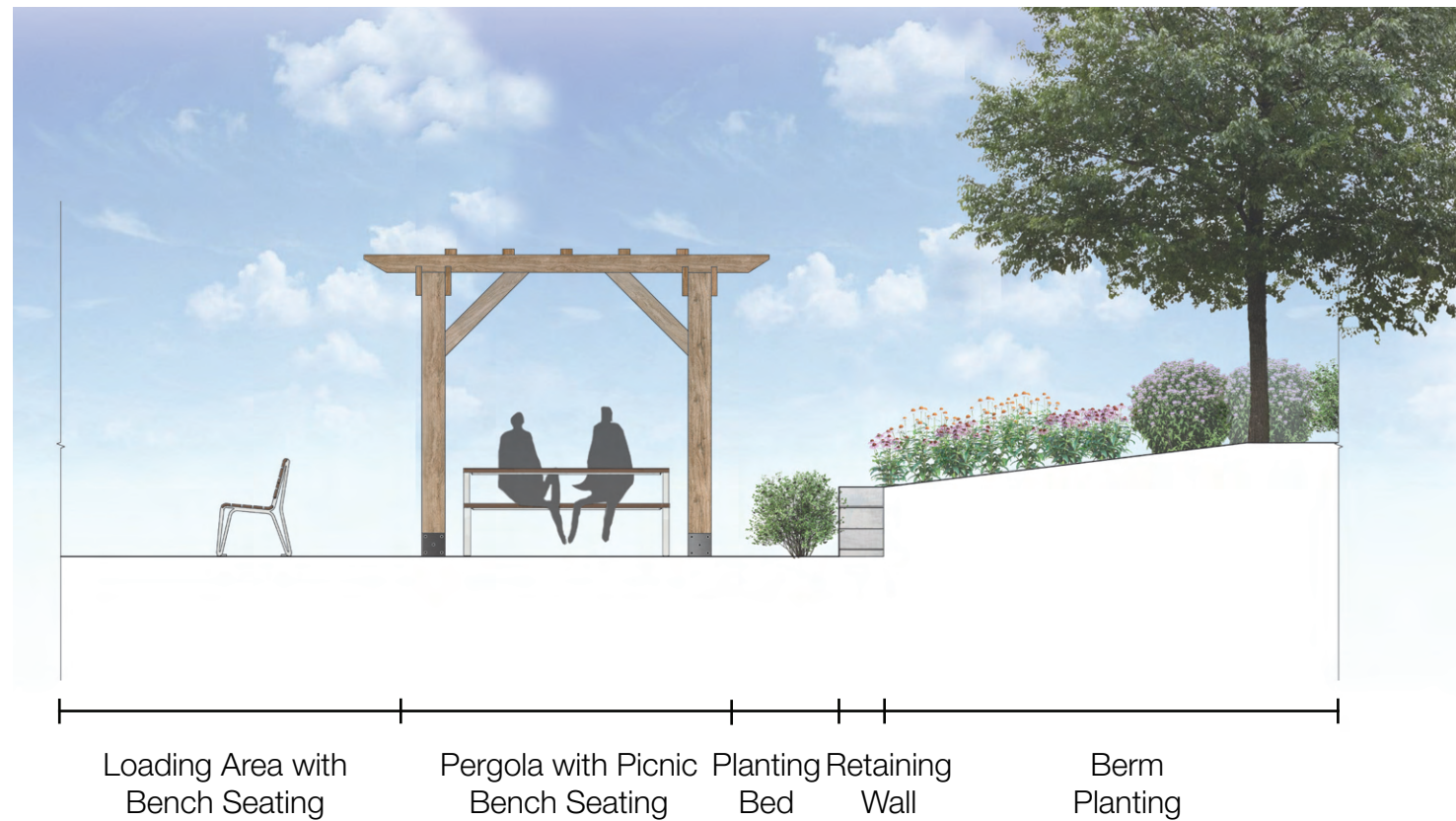
Short Term Bike Parking

Accent Paving at Entrances & Gathering Areas

Amenity Sections



Section One: Pedestrian Pathway and Berm Planting

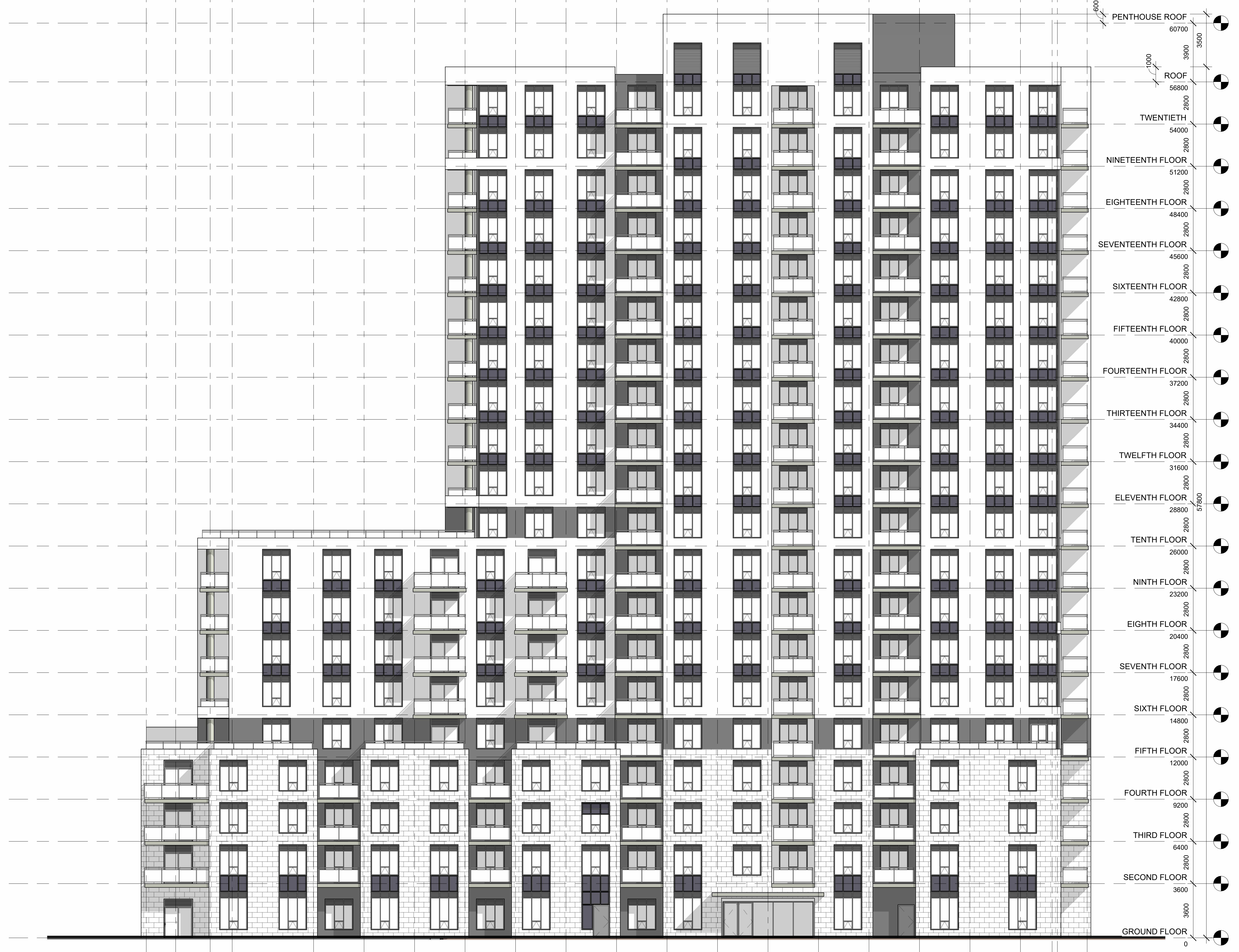


Section Two: Pergola Seating Area

APPENDIX C

BUILDING ELEVATIONS

21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2.1 2 1



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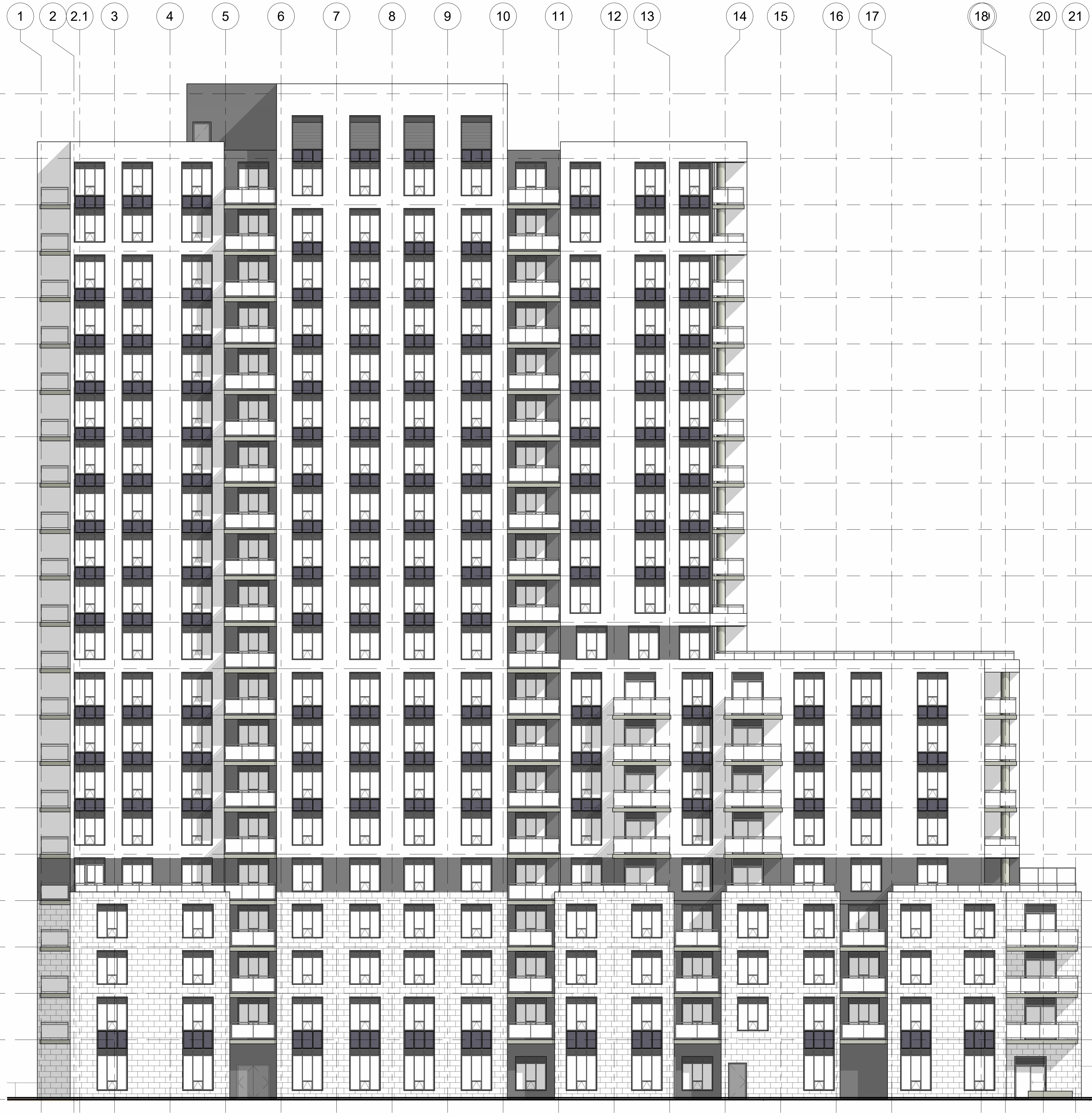
Project
1316 CARLING AVE APARTMENTS

1316 CARLING AVE.,
 OTTAWA, ON

Drawing
EAST ELEVATION

Drawn By	FAHD A.Z.	Checked By	
Scale	1 : 125	Date	06/28/25
Project No.	2513	Revision	2
Drawing No.	A301		

1 EAST ELEVATION
 1 : 125



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Project
1316 CARLING AVE APARTMENTS

1316 CARLING AVE.,
 OTTAWA, ON

Drawing

WEST ELEVATION

Drawn By: FAHD A.Z. Checked By: _____

Scale: 1:125 Date: 06/28/25

Project No.: 2513 Revision: 2

Drawing No.: **A302**

1 WEST ELEVATION
 1:125

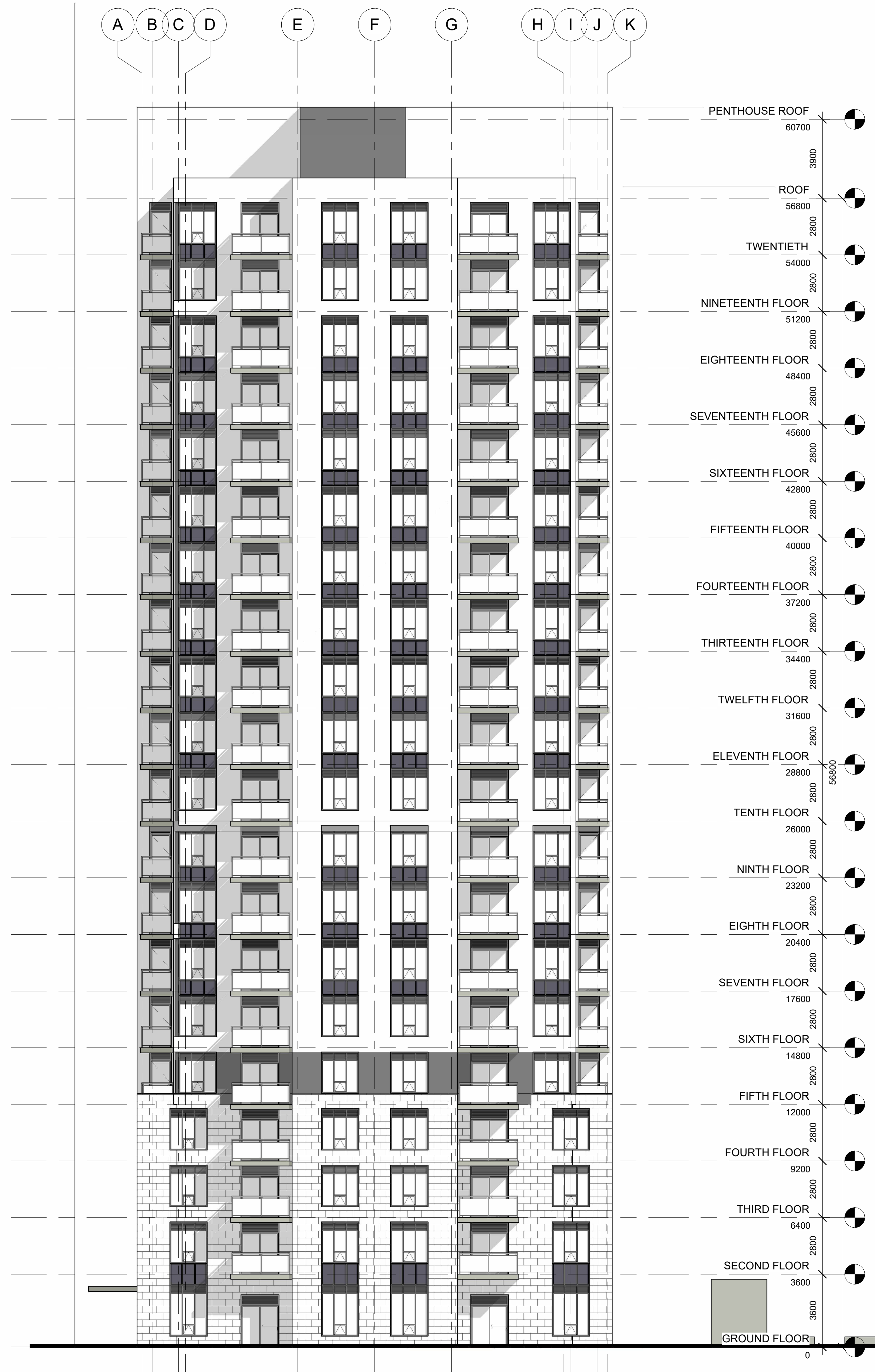
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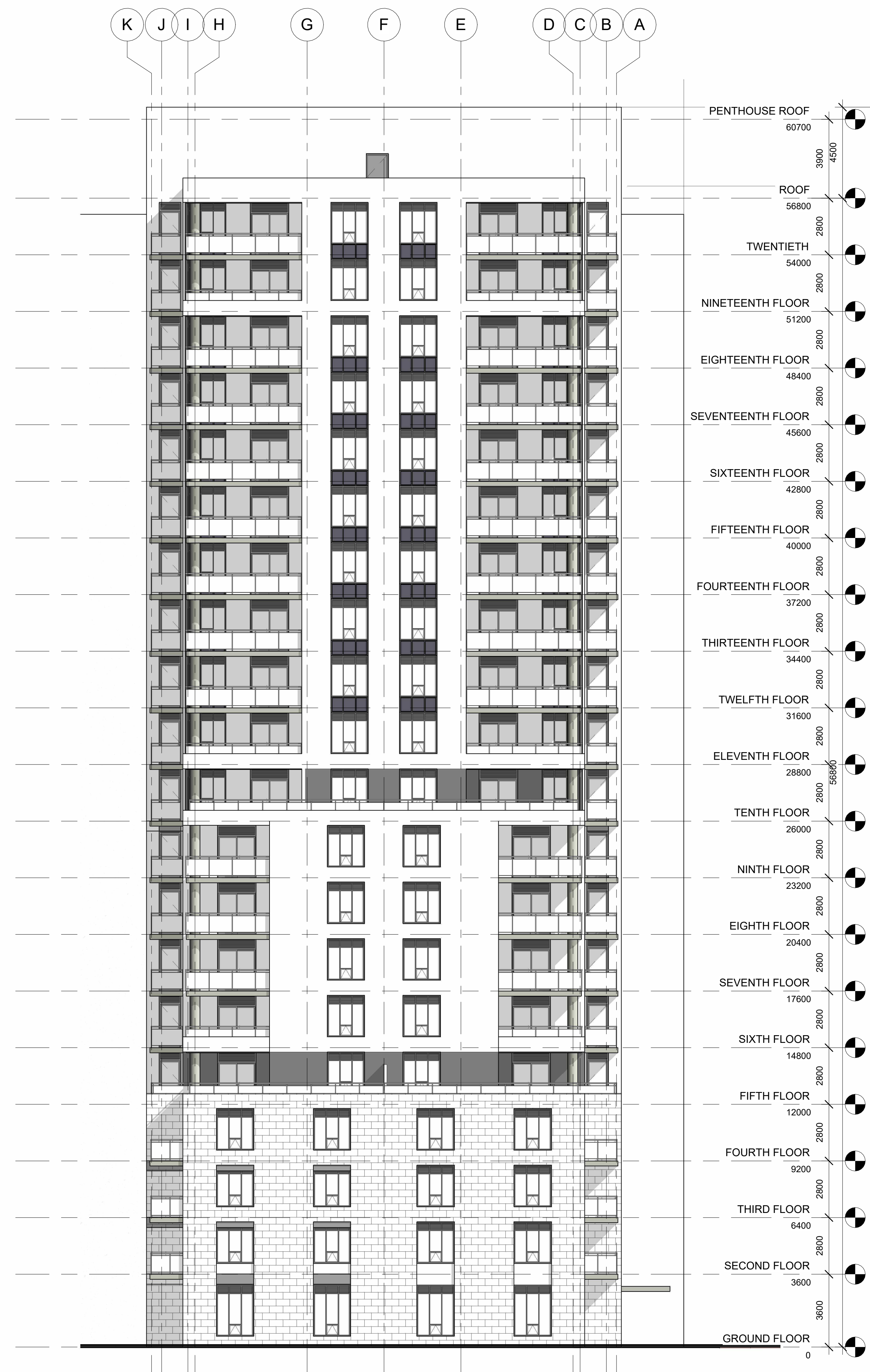
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1 NORTH ELEVATION
1 : 125



2 SOUTH ELEVATION
1 : 125



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Project
**1316 CARLING AVE
 APARTMENTS**

1316 CARLING AVE.,
 OTTAWA, ON

Drawing

**NORTH & SOUTH
 ELEVATIONS**

Drawn By: FAHD A.Z. Checked By:

Scale: 1 : 125 Date: 06/28/25

Project No.: 2513 Revision: 2

Drawing No.: **A303**

APPENDIX D

CONCEPTUAL FLOOR PLANS

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Parking Schedule		
Level	Type	Count
PARKING P2	Small Space 2400x4600	1
PARKING P2	Small Space 2400x5200	27
PARKING P2	Small Space 2600x4600	4
PARKING P2	Standard Space 2600x5200	90
PARKING P1	Small Space 2400x4600	1
PARKING P1	Small Space 2400x5200	26
PARKING P1	Small Space 2600x4600	4
PARKING P1	Standard Space 2600x5200	88
GROUND FLOOR	BF Space Type A 3400x5200	4
GROUND FLOOR	BF Space Type B 2750x6000	4
GROUND FLOOR	Standard Space 2600x5200	48
		297

PARKLAND ABOVE



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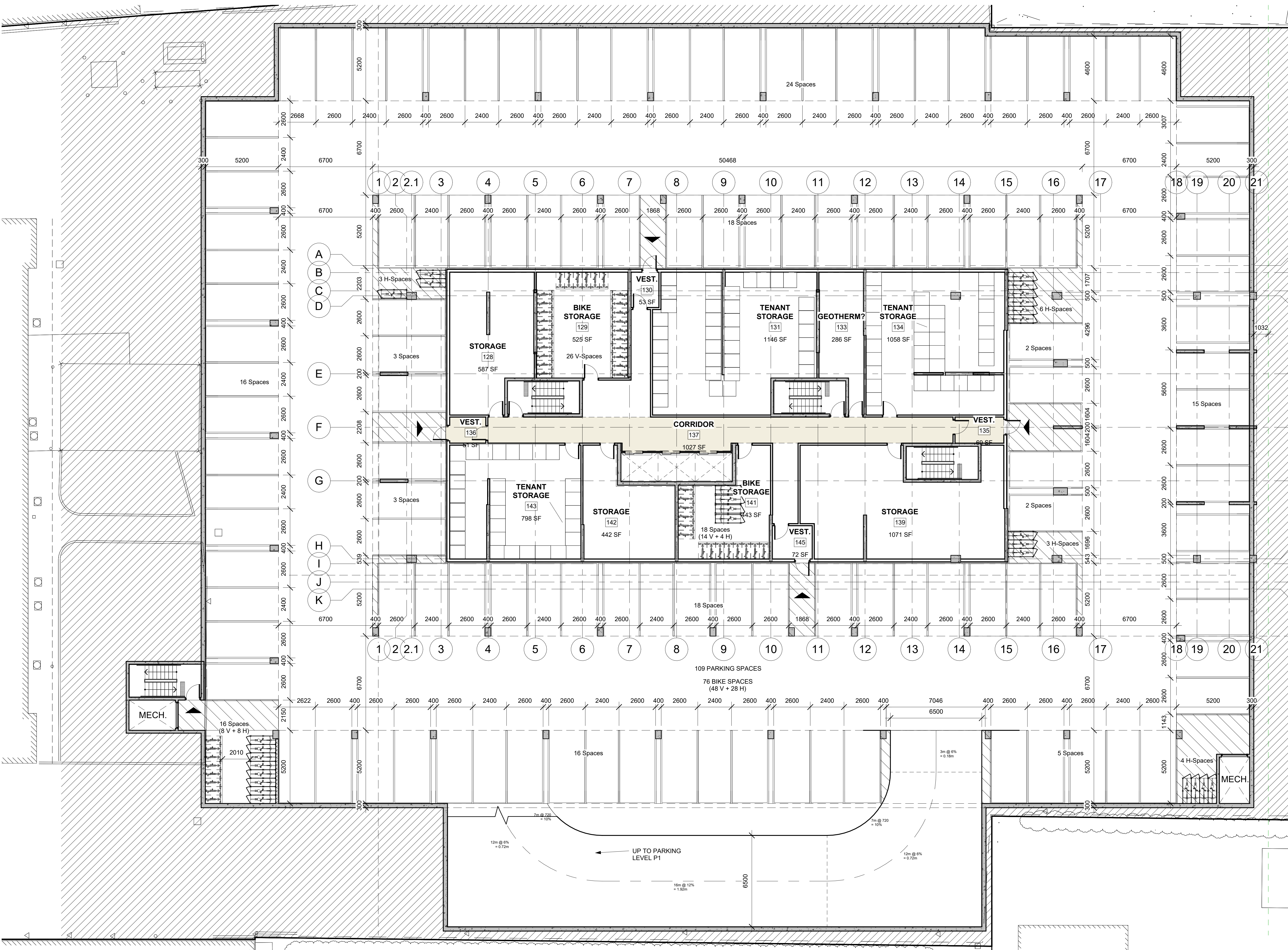
Project
1316 CARLING AVE APARTMENTS

1316 CARLING AVE.,
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Drawing

PARKING LEVEL P2

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1 PARKING LEVEL P2
 1 : 125

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Level	Type	Count
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PARKING P2	Small Space 2400x5200	27
PARKING P2	Small Space 2600x4600	4
PARKING P2	Standard Space 2600x5200	90
PARKING P1	Small Space 2400x4600	1
PARKING P1	Small Space 2400x5200	26
PARKING P1	Small Space 2600x4600	4
PARKING P1	Standard Space 2600x5200	88
GROUND FLOOR	BF Space Type A 3400x5200	4
GROUND FLOOR	BF Space Type B 2750x6000	4
GROUND FLOOR	Standard Space 2600x5200	48
		297

PARKLAND ABOVE



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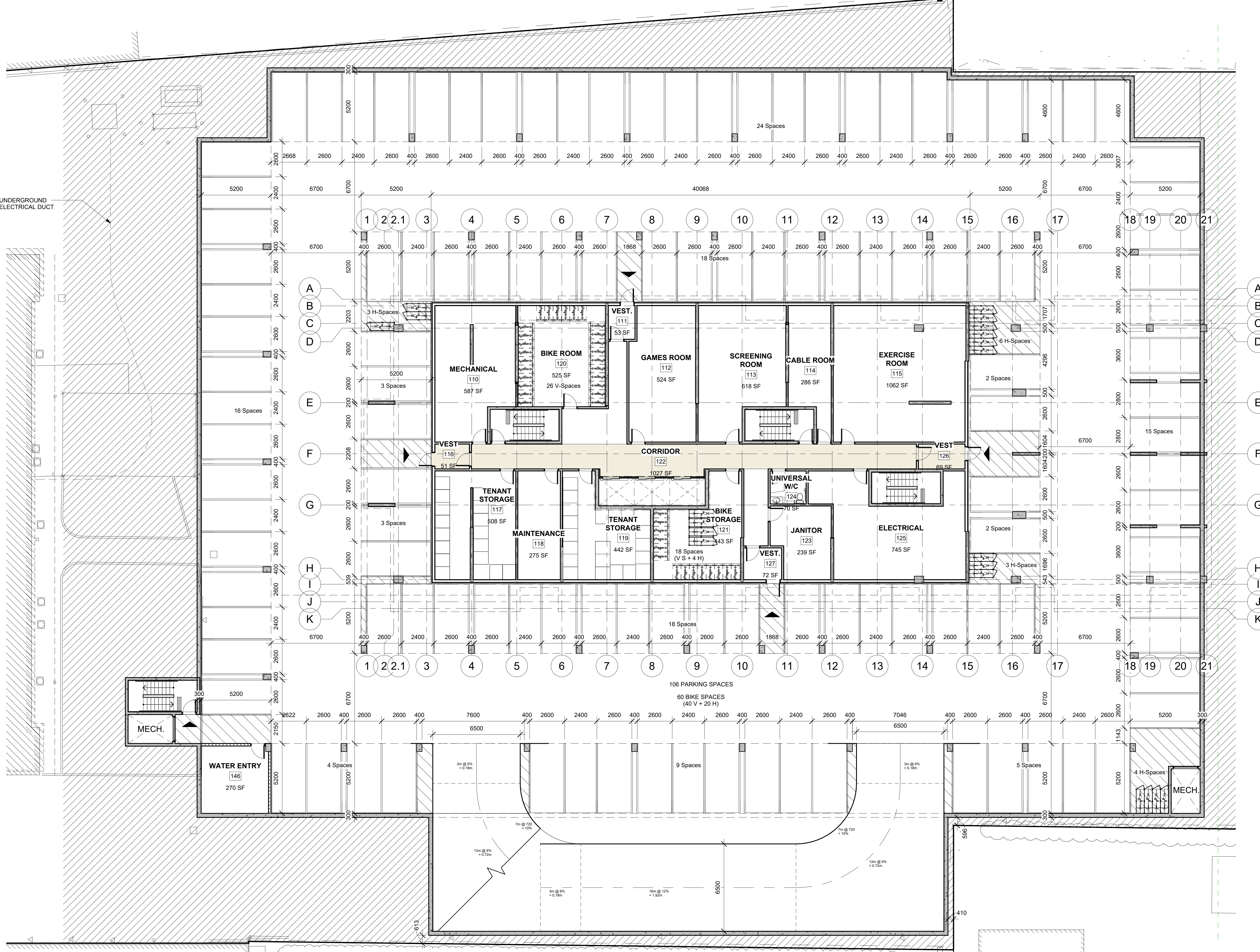
Project
1316 CARLING AVE APARTMENTS

1316 CARLING AVE.,
 OTTAWA, ON

Drawing

PARKING LEVEL P1

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Project No.	2513	Revision	2
Drawing No.	A101		



1 PARKING LEVEL P1
 1 : 125

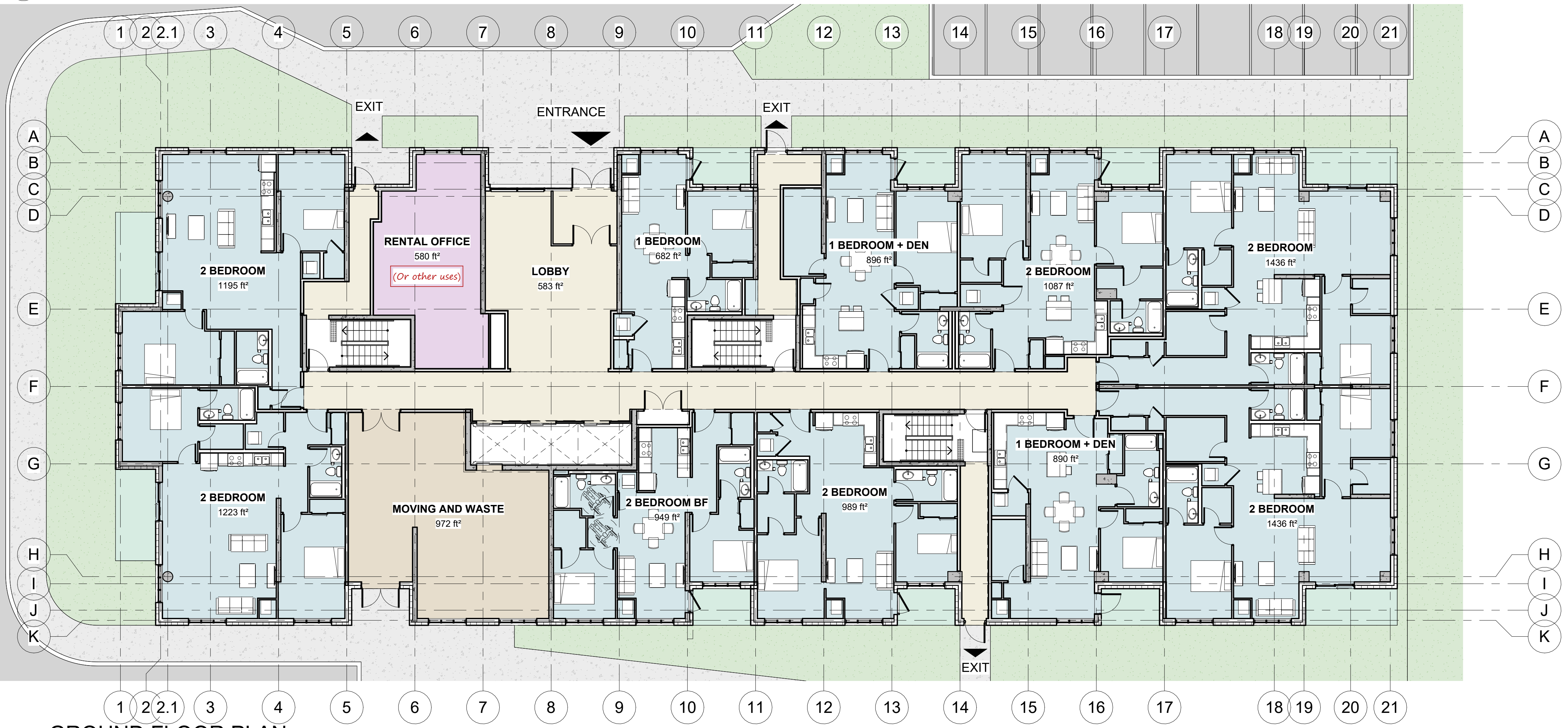
UNIT MIX	
Area	Count
1 BEDROOM	
560 ft ²	5
630 ft ²	5
650 ft ²	37
670 ft ²	1
680 ft ²	1
690 ft ²	8
57	
1 BEDROOM + DEN	
890 ft ²	1
900 ft ²	1
2	
1 BEDROOM BF	
690 ft ²	11
11	
2 BEDROOM	
850 ft ²	5
950 ft ²	23
990 ft ²	4
1010 ft ²	3
1040 ft ²	26
1060 ft ²	26
1080 ft ²	6
1090 ft ²	1
1120 ft ²	5
1130 ft ²	5
1200 ft ²	1
1220 ft ²	4
1250 ft ²	3
1440 ft ²	8
120	
2 BEDROOM BF	
950 ft ²	1
960 ft ²	1
970 ft ²	19
21	
211	

UNITS BY FLOOR		
Comments	Count	
GROUND FLOOR		
1 BEDROOM	1	
1 BEDROOM + DEN	2	
2 BEDROOM	6	
2 BEDROOM BF	1	
	10	
7		
SECOND FLOOR		
1 BEDROOM	3	
2 BEDROOM	9	
2 BEDROOM BF	1	
	13	
THIRD FLOOR		
1 BEDROOM	3	
2 BEDROOM	9	
2 BEDROOM BF	1	
	13	
FOURTH FLOOR		
1 BEDROOM	3	
2 BEDROOM	9	
2 BEDROOM BF	1	
	13	
FIFTH FLOOR		
1 BEDROOM	5	
2 BEDROOM	7	
2 BEDROOM BF	1	
	13	
SIXTH FLOOR		
1 BEDROOM	5	
2 BEDROOM	7	
2 BEDROOM BF	1	
	13	
SEVENTH FLOOR		
1 BEDROOM	5	
2 BEDROOM	7	
2 BEDROOM BF	1	
	13	
EIGHTH FLOOR		
1 BEDROOM	5	
2 BEDROOM	7	
2 BEDROOM BF	1	
	13	
NINTH FLOOR		
1 BEDROOM	5	
2 BEDROOM	7	
2 BEDROOM BF	1	
	13	

UNITS BY FLOOR		
Comments	Count	
TENTH FLOOR		
1 BEDROOM	13	
ELEVENTH FLOOR		
1 BEDROOM	2	
1 BEDROOM BF	1	
2 BEDROOM	2	
2 BEDROOM BF	2	
	7	
TWELFTH FLOOR		
1 BEDROOM	2	
1 BEDROOM BF	1	
2 BEDROOM	5	
2 BEDROOM BF	1	
	9	
THIRTEENTH FLOOR		
1 BEDROOM	2	
1 BEDROOM BF	1	
2 BEDROOM	5	
2 BEDROOM BF	1	
	9	
FOURTEENTH FLOOR		
1 BEDROOM	2	
1 BEDROOM BF	1	
2 BEDROOM	5	
2 BEDROOM BF	1	
	9	
FIFTEENTH FLOOR		
1 BEDROOM	2	
1 BEDROOM BF	1	
2 BEDROOM	5	
2 BEDROOM BF	1	
	9	
SIXTEENTH FLOOR		
1 BEDROOM	2	
1 BEDROOM BF	1	
2 BEDROOM	5	
2 BEDROOM BF	1	
	9	
SEVENTEENTH FLOOR		
1 BEDROOM	2	
1 BEDROOM BF	1	
2 BEDROOM	5	
2 BEDROOM BF	1	
	9	
EIGHTEENTH FLOOR		
1 BEDROOM	2	
1 BEDROOM BF	1	
2 BEDROOM	5	
2 BEDROOM BF	1	
	9	
NINETEENTH FLOOR		
1 BEDROOM	2	
1 BEDROOM BF	1	
2 BEDROOM	5	
2 BEDROOM BF	1	
	9	
TWENTIETH FLOOR		
1 BEDROOM	2	
1 BEDROOM BF	1	
2 BEDROOM	5	
2 BEDROOM BF	1	
	9	
211		



2 SECOND TO FOURTH FLOORS
1 : 125



1 GROUND FLOOR PLAN
1 : 125

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No.	Date	Description
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Project
1316 CARLING AVE APARTMENTS
1316 CARLING AVE.,
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Drawing
GROUND TO FOURTH FLOORS

Drawn By	FAHD A.Z.	Checked By	
Scale	1 : 125	Date	05/16/25
Project No.	2513	Revision	2
Drawing No.	A103		

UNIT MIX	
Area	Count

1 BEDROOM	
560 ft ²	5
630 ft ²	5
650 ft ²	37
670 ft ²	1
680 ft ²	1
690 ft ²	8
	57

1 BEDROOM + DEN	
890 ft ²	1
900 ft ²	1
	2

1 BEDROOM BF	
690 ft ²	11
	11

2 BEDROOM	
850 ft ²	5
950 ft ²	23
990 ft ²	4
1010 ft ²	3
1040 ft ²	26
1060 ft ²	26
1080 ft ²	6
1090 ft ²	1
1120 ft ²	5
1130 ft ²	5
1200 ft ²	1
1220 ft ²	4
1250 ft ²	3
1440 ft ²	8
	120

2 BEDROOM BF	
950 ft ²	1
960 ft ²	1
970 ft ²	19
	21
	211

UNITS BY FLOOR	
Comments	Count

GROUND FLOOR	
1 BEDROOM	1
1 BEDROOM + DEN	2
2 BEDROOM	6
2 BEDROOM BF	1
	10

SECOND FLOOR	
1 BEDROOM	3
2 BEDROOM	9
2 BEDROOM BF	1
	13

THIRD FLOOR	
1 BEDROOM	3
2 BEDROOM	9
2 BEDROOM BF	1
	13

FOURTH FLOOR	
1 BEDROOM	3
2 BEDROOM	9
2 BEDROOM BF	1
	13

FIFTH FLOOR	
1 BEDROOM	5
2 BEDROOM	7
2 BEDROOM BF	1
	13

SIXTH FLOOR	
1 BEDROOM	5
2 BEDROOM	7
2 BEDROOM BF	1
	13

SEVENTH FLOOR	
1 BEDROOM	5
2 BEDROOM	7
2 BEDROOM BF	1
	13

EIGHTH FLOOR	
1 BEDROOM	5
2 BEDROOM	7
2 BEDROOM BF	1
	13

NINTH FLOOR	
1 BEDROOM	5
2 BEDROOM	7
2 BEDROOM BF	1
	13

UNITS BY FLOOR	
Comments	Count

TENTH FLOOR	
1 BEDROOM	13
1 BEDROOM	2
1 BEDROOM BF	1
2 BEDROOM	2
2 BEDROOM BF	2
	7

ELEVENTH FLOOR	
1 BEDROOM	2
1 BEDROOM BF	1
2 BEDROOM	5
2 BEDROOM BF	1
	9

TWELFTH FLOOR	
1 BEDROOM	2
1 BEDROOM BF	1
2 BEDROOM	5
2 BEDROOM BF	1
	9

THIRTEENTH FLOOR	
1 BEDROOM	2
1 BEDROOM BF	1
2 BEDROOM	5
2 BEDROOM BF	1
	9

FOURTEENTH FLOOR	
1 BEDROOM	2
1 BEDROOM BF	1
2 BEDROOM	5
2 BEDROOM BF	1
	9

FIFTEENTH FLOOR	
1 BEDROOM	2
1 BEDROOM BF	1
2 BEDROOM	5
2 BEDROOM BF	1
	9

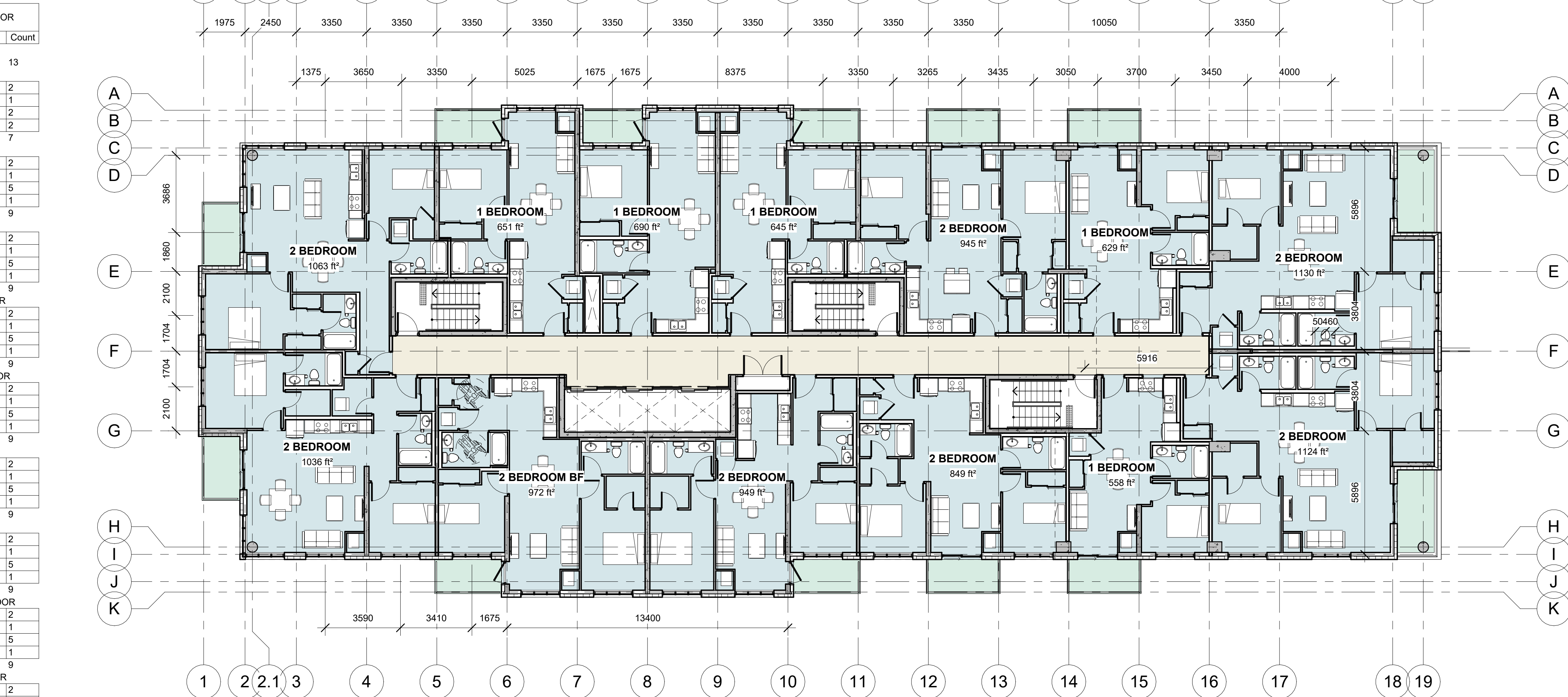
SIXTEENTH FLOOR	
1 BEDROOM	2
1 BEDROOM BF	1
2 BEDROOM	5
2 BEDROOM BF	1
	9

SEVENTEENTH FLOOR	
1 BEDROOM	2
1 BEDROOM BF	1
2 BEDROOM	5
2 BEDROOM BF	1
	9

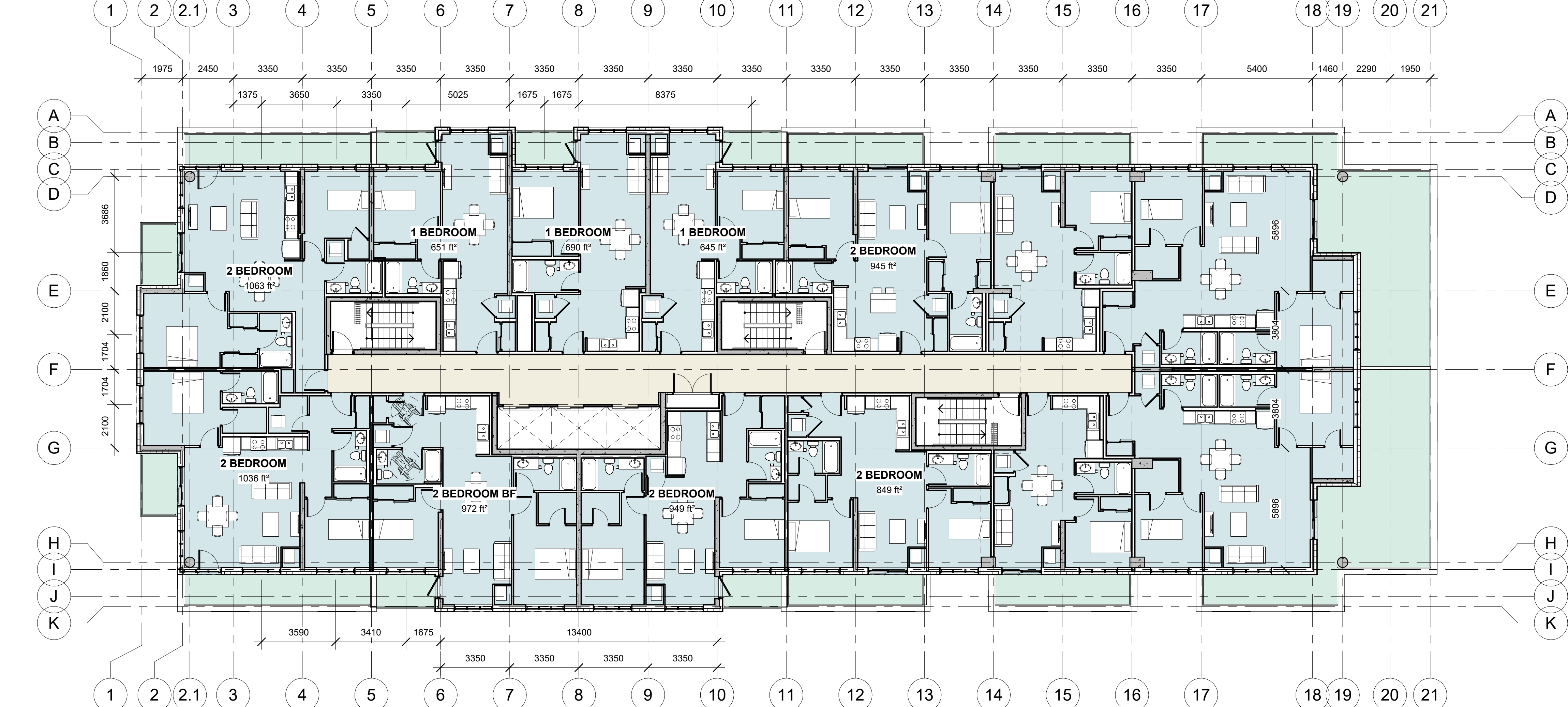
EIGHTEENTH FLOOR	
1 BEDROOM	2
1 BEDROOM BF	1
2 BEDROOM	5
2 BEDROOM BF	1
	9

NINETEENTH FLOOR	
1 BEDROOM	2
1 BEDROOM BF	1
2 BEDROOM	5
2 BEDROOM BF	1
	9

TWENTIETH FLOOR	
1 BEDROOM	2
1 BEDROOM BF	1
2 BEDROOM	5
2 BEDROOM BF	1
	9



1 1 : 125
SIXTH TO NINTH FLOORS



2 1 : 125
FIFTH FLOOR

DO NOT SCALE DRAWINGS
CHECK AND VERIFY ALL DIMENSIONS BEFORE PROCEEDING WITH THE WORK.
DRAWINGS NOT TO BE USED FOR CONSTRUCTION UNLESS STAMPED AND SIGNED BY THE CONSULTANT.
THESE DRAWINGS HAVE BEEN DESIGNED IN CONFORMANCE WITH THE ONTARIO BUILDING CODE.

Revisions		
No.	Date	Description
1	04-09-2025	Conceptual Design
2	16-10-2025	Issued For Zoning



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Project
1316 CARLING AVE APARTMENTS

1316 CARLING AVE., OTTAWA, ON

Drawing
FIFTH TO TWENTIETH FLOORS

Drawn By	FAHD A.Z.	Checked By	
Scale	1 : 125	Date	07/25/25
Project No.	2513	Revision	2
Drawing No.	A104		

DO NOT SCALE DRAWINGS

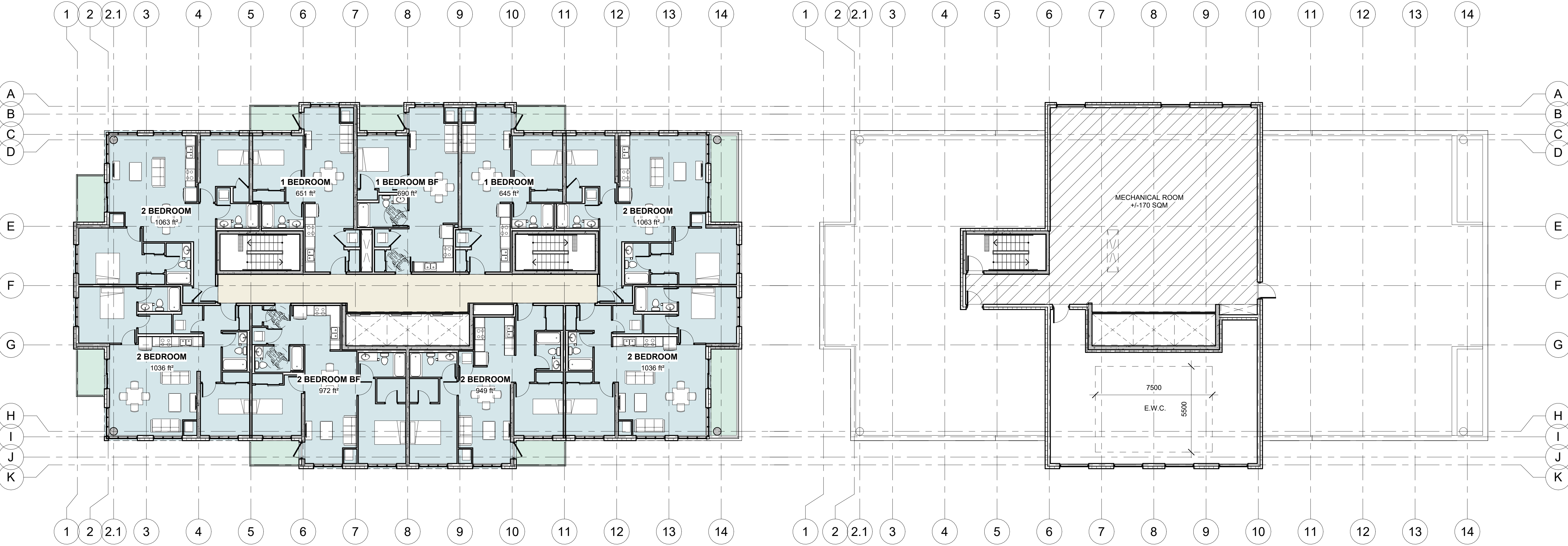
CHECK AND VERIFY ALL DIMENSIONS BEFORE PROCEEDING WITH THE WORK.

DRAWINGS NOT TO BE USED FOR CONSTRUCTION UNLESS STAMPED AND SIGNED BY THE CONSULTANT.

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Revisions

No.	Date	Description
2	16-10-2025	Issued For Zoning



3 ELEVENTH TO TWENTIETH FLOORS
1 : 125

2 MECHANICAL ROOF
1 : 125



1 TENTH FLOOR
1 : 125



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Stamp

Project
1316 CARLING AVE APARTMENTS

1316 CARLING AVE.,
OTTAWA, ON

Drawing
TENTH FLOOR TO ROOF

Drawn By	FAHD A.Z.	Checked By	
Scale	1 : 125	Date	06/29/25
Project No.	2513	Revision	2
Drawing No.	A105		

APPENDIX E

SHADOW ANALYSIS



CARLING AVE.

THAMES ST.



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1316 CARLING AVENUE TOP VIEW SHADOW STUDY

FIGURE : TEST DATE & TIME
DEC 21ST – 9 AM EST

- As of Right Mass Line
- As of Right Shadow Line
- Proposed Shadow Line
- Proposed Development
- Approved Development



CARLING AVE.

THAMES ST.

1316 CARLING AVENUE TOP VIEW SHADOW STUDY

FIGURE : TEST DATE & TIME
DEC 21ST – 10 AM EST



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- As of Right Mass Line
- As of Right Shadow Line
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CARLING AVE.

THAMES ST.

1316 CARLING AVENUE TOP VIEW SHADOW STUDY

FIGURE : TEST DATE & TIME
DEC 21ST – 11 AM EST



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CARLING AVE.

THAMES ST.

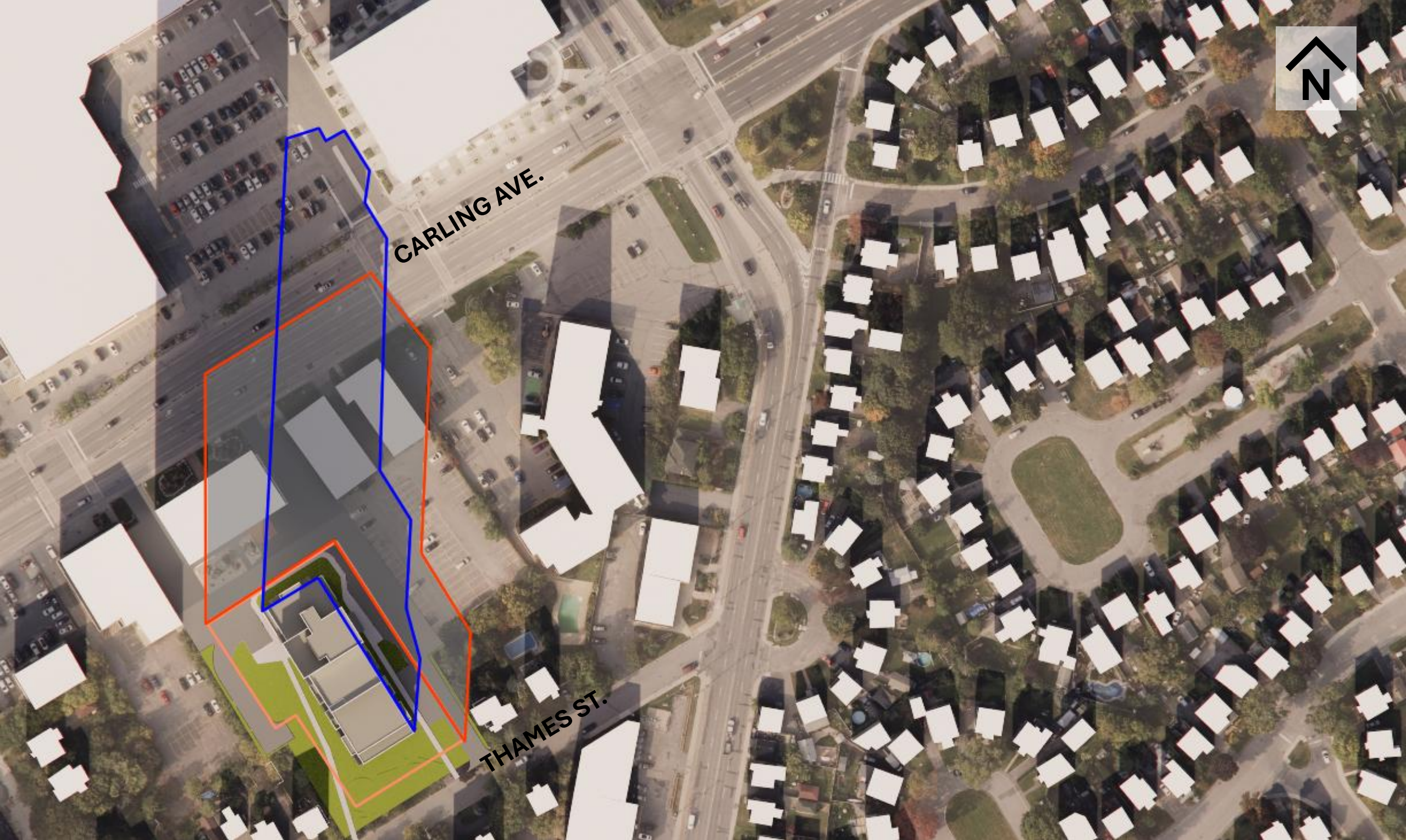
1316 CARLING AVENUE TOP VIEW SHADOW STUDY

FIGURE : TEST DATE & TIME
DEC 21ST – 12 PM EST



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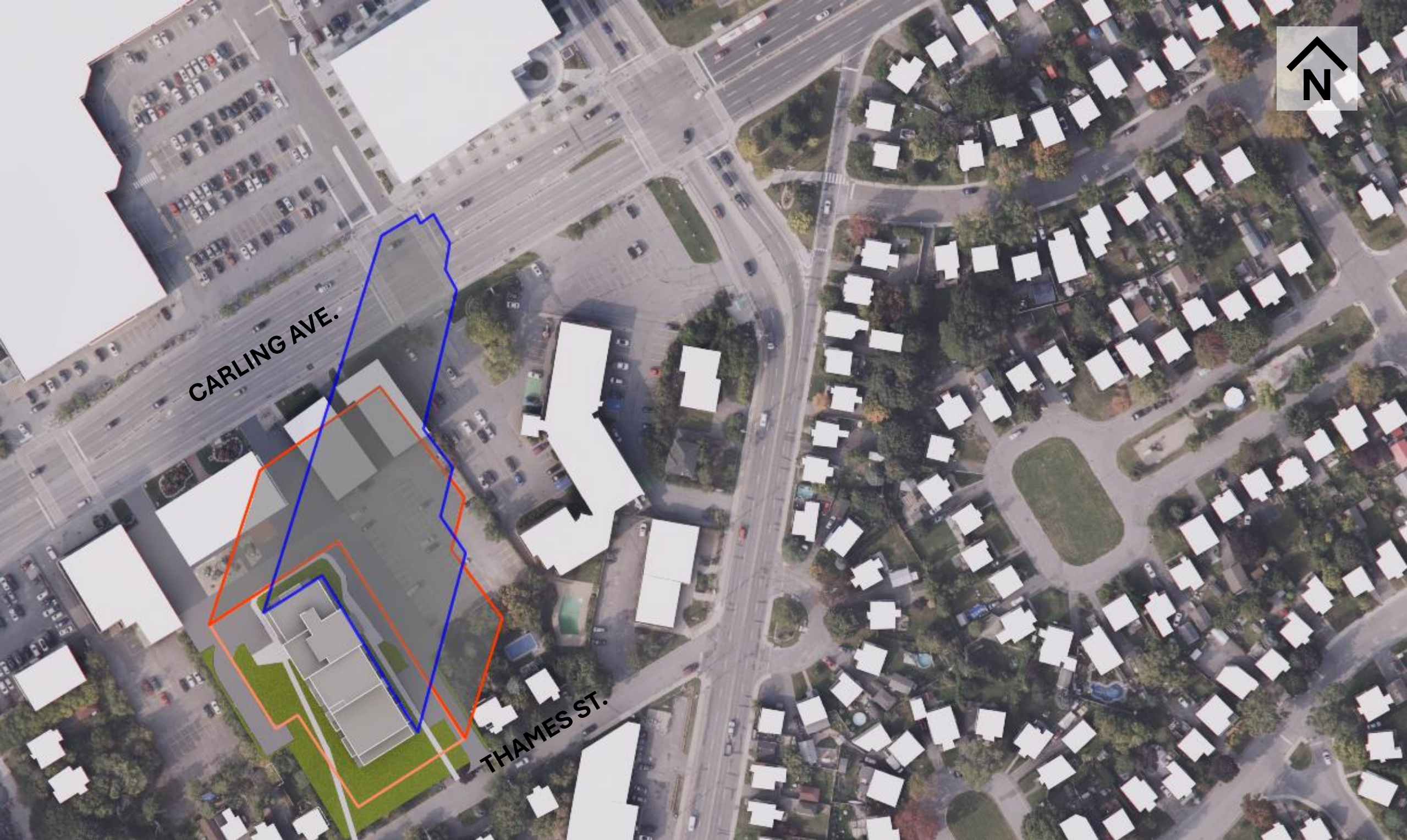


**1316 CARLING AVENUE
TOP VIEW SHADOW STUDY**

FIGURE : TEST DATE & TIME
DEC 21ST – 1 PM EST



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1316 CARLING AVENUE TOP VIEW SHADOW STUDY

FIGURE : TEST DATE & TIME
DEC 21ST – 2 PM EST

- As of Right Mass Line
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CARLING AVE.

THAMES ST.

**1316 CARLING AVENUE
TOP VIEW SHADOW STUDY**

FIGURE : TEST DATE & TIME
DEC 21ST – 3 PM EST



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- As of Right Mass Line
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CARLING AVE.

THAMES ST.



**1316 CARLING AVENUE
TOP VIEW SHADOW STUDY**

FIGURE : TEST DATE & TIME
JUNE 21ST - 8AM EST



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- As of Right Mass Line
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CARLING AVE.

THAMES ST.



1316 CARLING AVENUE TOP VIEW SHADOW STUDY

FIGURE : TEST DATE & TIME
JUNE 21ST - 9AM EST



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THAMES ST.



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FIGURE : TEST DATE & TIME
JUNE 21ST – 1PM EST

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CARLING AVE.

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**1316 CARLING AVENUE
TOP VIEW SHADOW STUDY**

FIGURE : TEST DATE & TIME
JUNE 21ST – 2PM EST



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- As of Right Mass Line
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CARLING AVE.

THAMES ST.



**1316 CARLING AVENUE
TOP VIEW SHADOW STUDY**

FIGURE : TEST DATE & TIME
JUNE 21ST – 3PM EST

- As of Right Mass Line
- As of Right Shadow Line
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**1316 CARLING AVENUE
TOP VIEW SHADOW STUDY**

FIGURE : TEST DATE & TIME
JUNE 21ST – 4PM EST



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CARLING AVE.






THAMES ST.

1316 CARLING AVENUE TOP VIEW SHADOW STUDY

FIGURE : TEST DATE & TIME
JUNE 21ST – 5PM EST



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-  As of Right Mass Line
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CARLING AVE.






THAMES ST.

**1316 CARLING AVENUE
TOP VIEW SHADOW STUDY**

FIGURE : TEST DATE & TIME
JUNE 21ST – 6PM EST



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-  As of Right Mass Line
-  As of Right Shadow Line
-  Proposed Shadow Line
-  Proposed Development
-  Approved Development



CARLING AVE.



THAMES ST.

**1316 CARLING AVENUE
TOP VIEW SHADOW STUDY**

FIGURE : TEST DATE & TIME
JUNE 21ST – 7PM EST

- As of Right Mass Line
- As of Right Shadow Line
- Proposed Shadow Line
- Proposed Development
- Approved Development



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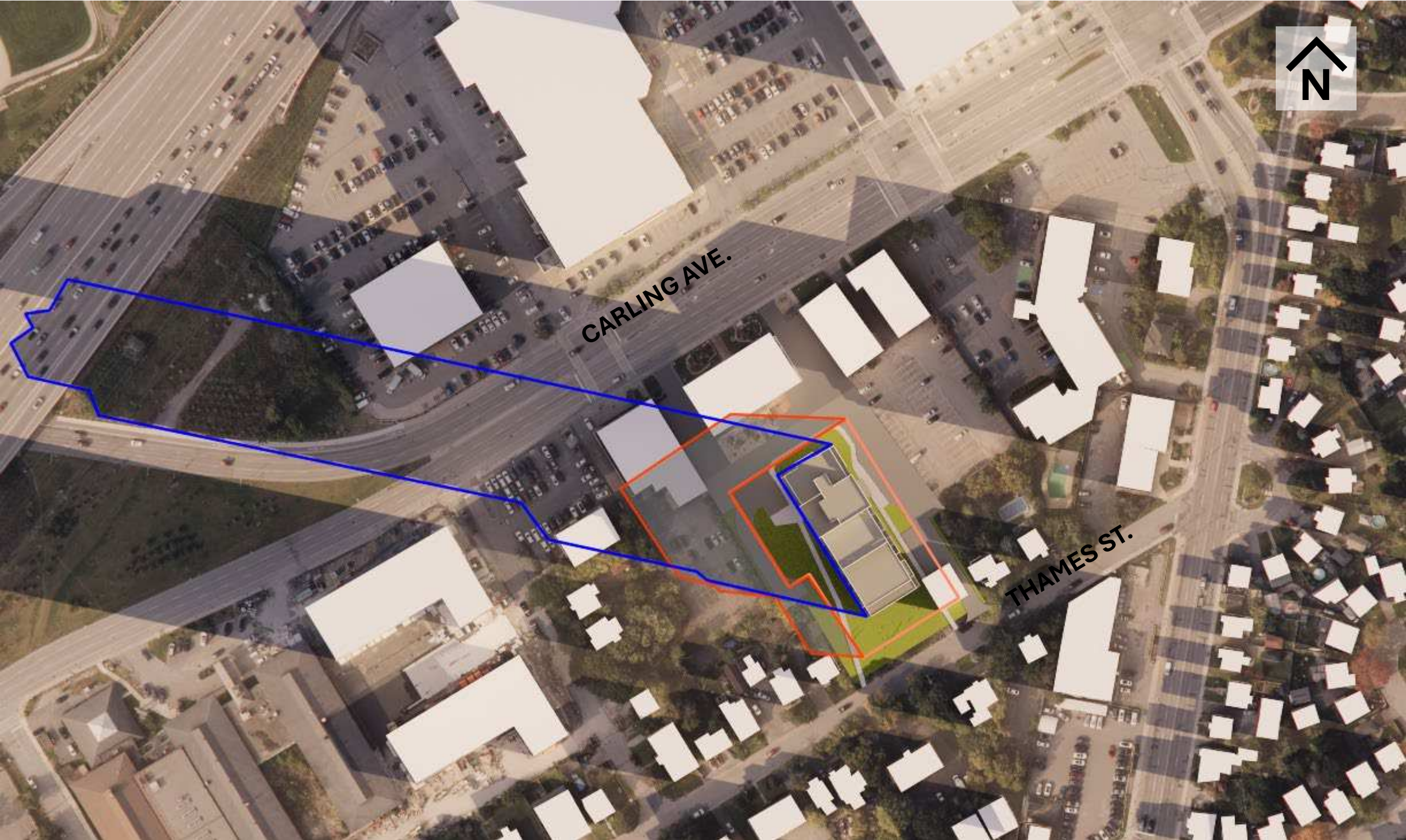
**1316 CARLING AVENUE
TOP VIEW SHADOW STUDY**

FIGURE : TEST DATE & TIME
JUNE 21ST – 8PM EST



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- As of Right Mass Line
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**1316 CARLING AVENUE
TOP VIEW SHADOW STUDY**

FIGURE : TEST DATE & TIME
SEPT 21ST – 8 AM EST



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- As of Right Mass Line
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CARLING AVE.

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**1316 CARLING AVENUE
 TOP VIEW SHADOW STUDY**

FIGURE : TEST DATE & TIME
 SEPT 21ST – 9 AM EST

- As of Right Mass Line
- As of Right Shadow Line
- Proposed Shadow Line
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CARLING AVE.

THAMES ST.

1316 CARLING AVENUE TOP VIEW SHADOW STUDY

FIGURE : TEST DATE & TIME
SEPT 21ST – 10 AM EST



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1316 CARLING AVENUE TOP VIEW SHADOW STUDY

FIGURE : TEST DATE & TIME
SEPT 21ST – 11 AM EST

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CARLING AVE.

THAMES ST.

**1316 CARLING AVENUE
TOP VIEW SHADOW STUDY**

FIGURE : TEST DATE & TIME
SEPT 21ST – 12 PM EST



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FIGURE : TEST DATE & TIME
SEPT 21ST – 1 PM EST

- As of Right Mass Line
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1316 CARLING AVENUE TOP VIEW SHADOW STUDY

FIGURE : TEST DATE & TIME
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**1316 CARLING AVENUE
 TOP VIEW SHADOW STUDY**

FIGURE : TEST DATE & TIME
 SEPT 21ST – 3 PM EST

- As of Right Mass Line
- As of Right Shadow Line
- Proposed Shadow Line
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- Approved Development



CARLING AVE.

THAMES ST.

1316 CARLING AVENUE TOP VIEW SHADOW STUDY

FIGURE : TEST DATE & TIME
SEPT 21ST – 4 PM EST



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CARLING AVE.

THAMES ST.

**1316 CARLING AVENUE
TOP VIEW SHADOW STUDY**

FIGURE : TEST DATE & TIME
SEPT 21ST – 5 PM EST

- As of Right Mass Line
- As of Right Shadow Line
- Proposed Shadow Line
- Proposed Development
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THAMES ST.

1316 CARLING AVENUE TOP VIEW SHADOW STUDY

FIGURE : TEST DATE & TIME
SEPT 21ST – 6 PM EST

- As of Right Mass Line
- As of Right Shadow Line
- Proposed Shadow Line
- Proposed Development
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HOMESTEAD

FOTENN
Planning + Design

Appendix 2
UDRP Recommendations

1316 Carling Avenue & 1251 Thames Street | Informal Review | Zoning By-law Amendment | Homestead Land Holdings Ltd., Alexander Wilson Architect Inc, Wentworth Landscapes Fotenn Planning + Design |

Panel Members in Attendance: David Leinster | James Parakh | Heather Rolleston | Emmanuelle van Rutten | Alex Taranu | Nigel Tai | Philip Evans|



Key Recommendations

- The Panel supports the overall massing direction and acknowledges the ambition to improve the site for current and future residents.
- The Panel notes that the Phoenix building is a handsome example of modernist suburban tower architecture and should be carefully considered as a part of the overall site redevelopment both in terms of massing and architectural expression.
- The Panel notes a concern regarding the amount of site area dedicated to vehicular circulation, encouraging the simplification and consolidation of driveways and surface parking.
- The Panel emphasizes that the project sets an important precedent for future intensification in the surrounding area, and therefore requires a clear, unified landscape and public realm framework.
 - A mid-block pedestrian connection from Carling Avenue to Thames Street is a critical component of the project, and the Panel encourages treating it as an integrated landscape spine through the site.
- The Panel recommends looking at the block as a whole, including the existing Phoenix building, to develop a coordinated landscape and circulation plan.

- The Panel encourages further refinement of massing, including reconsidering the nine-storey component, pulling the building further from the park edge, and simplifying the architectural expression to better complement the Phoenix's modernist character.
- The Panel encourages continued collaboration with adjacent landowners to support a coordinated block plan.

Site Design & Public Realm

- The Panel appreciates the initial efforts to enhance the site's public realm but highlights the importance of establishing a cohesive, block-wide landscape strategy.
- The Panel notes that the landscape along Carling Avenue, particularly in front of the Phoenix building, appears outdated and should be incorporated into a unified approach that strengthens connectivity, continuity, and legibility across the entire block.
- The Panel encourages the creation of a mid-block pedestrian connection from Carling Avenue to Thames Street as a defining component of the project. This connection must read as a major landscape gesture, providing safe, intuitive, and high-quality pedestrian access through the site.
- The Panel recommends reshaping vehicular circulation to support this priority, including the possibility of a one-way loop that consolidates access and reduces conflicts.
- The Panel notes a concern that the building is too tight to the park edge, creating privacy and livability challenges, particularly where grade-related bedrooms sit directly on the park.
 - The Panel recommends pulling the building back, introducing buffers, and providing more generous thresholds to improve the interface and increase tree canopy.
 - The Panel supports opportunities to remove surface parking near Thames Street and create a broader green transition to neighbouring properties.
- The Panel encourages expanding the landscape program to include amenities and functional spaces for residents, including consideration of pets and daily use patterns.
 - The Panel recommends reorganizing the rear of the Phoenix to create an integrated internal courtyard between the new and existing buildings including introducing pedestrian priority paving treatments and vegetation to support an integrated open space system.

- The Panel supports the direction of the proposed parkland and sees significant opportunity for this project to establish a highly connected, landscape-led framework that guides future redevelopment.

Sustainability

- The Panel supports the transformation of the current heavily paved site into a greener, more sustainable environment.
- The Panel highlights the importance of reducing asphalt, expanding tree canopy, and incorporating stormwater management strategies into the landscape.
- The Panel recommends exploring opportunities to enhance environmental performance by introducing shade structures, diverse planting, and outdoor amenity areas that support a livable microclimate.

Built Form & Architecture

- The Panel supports the overall massing strategy and appreciates the orientation of the tower in relation to the Phoenix.
- The Panel notes concern with the height of the nine-storey interstitial component, noting that it is too tall for an effective transition between the podium and the tower.
- The Panel encourages reducing or reshaping this portion to improve massing relationships, particularly along the park edge.
- The Panel encourages simplifying the architectural expression above the four-storey base to better align with the clean, modernist character of the Phoenix building. A clearer vertical expression would help create a more cohesive relationship between the two buildings.
- The Panel recommends refining the base building to provide more texture and human-scale elements. Adding features such as canopies or finer detailing would soften the building's presence at grade and improve the pedestrian experience.
- The Panel recommends relocating of the main entrance to the short side of the bar, which could help create a stronger plaza and shared space between the buildings and reinforce the desired mid-block pedestrian route.
- The Panel encourages continued refinement of the architecture to reinforce simplicity, strengthen the relationship to the Phoenix, and ensure that massing, articulation, and materiality support a cohesive and enduring built form character.