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3711 – 3725 Carp Road Draft Plan

Urban Design Brief

March 2025

Prepared for: Karson Holdings Inc.

Engineering excellence.

Planning progress.

Liveable landscapes.

3711 – 3725 Carp Road

Ottawa, Ontario

Urban Design Brief

in support of

Draft Plan of Subdivision Application

Prepared For:

Karson Holdings Inc.

Prepared By:

NOVATECH

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March 2025

Novatech File: 122173

Ref: R-2025-015

March 6, 2025

City of Ottawa
Planning, Real Estate and Economic Development Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON, K1P 1J1

Attention: File Lead

Reference: Draft Plan Application – 3711, 3715, 3719 and 3725 Carp Road
Our File No.: 121173

The following Urban Design Brief has been prepared to support a Draft Plan of Subdivision application on a site with four municipal addresses – 3711, 3715, 3719 and 3725 Carp Road (together the “Subject Site”). A mixed-use development is proposed with seven, three-storey buildings on a new private street network with surface parking.

This Urban Design Brief examines the location and context of the Subject Site, the applicable planning policy and regulatory framework and provides justification in support of the conceptual design. The Urban Design Brief concludes with recommendations for the Draft Plan of Subdivision application required to facilitate development on the Subject Site.

Should you have any questions please feel free to contact me.

Yours truly,

NOVATECH



Jeffrey Kelly, MCIP RPP
Project Manager | Planning & Development

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1.0 SECTION 1

1.1 Application Submission

1.1.1 Introduction

This Design Brief has been prepared in support of a Draft Plan of Subdivision application on a site with four municipal addresses – 3711, 3715, 3719 and 3725 Carp Road (together the “Subject Site”). A mixed-use development is proposed with seven, three-storey buildings on a new private street network with surface parking.

The conceptual development comprises a total of 60, three storey stacked dwelling units and a three-storey mixed use development fronting Carp Road containing a total of 18 ‘Lifestyle Units’ which have ground floor commercial use with two levels of residential above. Vehicular and pedestrian access is from Carp Road and access through the site is via private streets. Surface parking is provided throughout the site. Some of the parking is provided in the flood overlay, consistent with a site-specific zoning exception that applies to the site. The bank of the Carp River will be retained as open space. The proposed development will require modifications to site grading, drainage and landscaping on the property.

The Subject Site is within the Rural Transect and is designated Village Core on Schedule B9 of the City of Ottawa Official Plan. The Subject Site is located within a Design Priority Area on Schedule C7-B of the Official Plan. The Subject Site is designated Village Core on Schedule A of the Village of Carp Secondary Plan. The Subject Site is designated Village Core on Schedule A of the Carp Community Design Plan. The Subject Site is zoned Village Mixed Use, Exception 666r (VM [666r]) in the City of Ottawa Zoning By-law 2008-250.

The proposed uses are permitted use in the Village Mixed Use zoning on the Subject Site. The proposal is a Planned Unit Development (PUD). PUD is not a permitted use in the current zone. A separate application for minor Zoning By-law Amendment will be required to permit a PUD on the Subject Site.

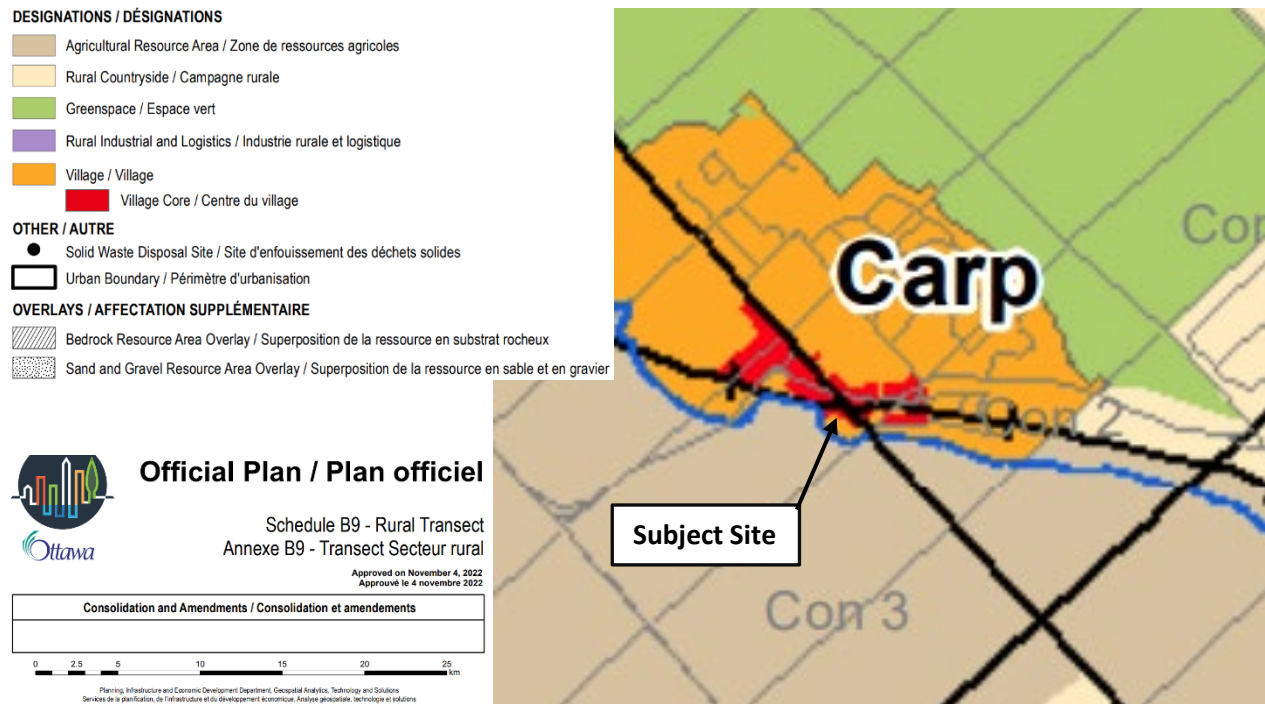
1.1.2 Project Description (Design Intent)

The conceptual plan is designed to provide increased pedestrian activation along the Carp Road frontage and a more private residential experience to the interior and rear of the site backing on to the Carp River. Along Carp Road, low plantings will screen parking areas and animate the streetscape, while ground floor commercial units with dwellings above front on the street to define a built street edge and enclose residential buildings to the rear. Visual and physical connections are provided to Carp Road via a driveway and walkways through the site. Commercial uses at grade level along Carp Road would establish a walkable, pedestrian linkage to existing uses located at the main intersection of Donald B. Munro Drive and Carp Road. The potential for pedestrian walkways to be created along the Carp River are maintained. A row of trees will be provided to screen the proposed development from the Rail Corridor to the North. The conceptual building footprints are configured to accommodate the Carp River floodplain area at the rear of the property to ensure safety and compatibility of built form during extreme weather events. A future application for Site Plan control will be required to facilitate development of the Subject Site.

1.2 Response to City Documents

1.2.1 Official Plan

Figure 1: Official Plan Schedule B9 Excerpt



The Subject Site is designated “Village Core” in the Rural Transect on Schedule B9 of the Official Plan (see Figure 1).

Section 9.4 of the Official Plan sets out general policies and guidance for proposed development in the Village designation within the Rural Transect.

“9.4.1 Consider villages as rural neighbourhoods that should evolve into 15-minute neighbourhoods, particularly those that are fully serviced

9.4.2 Ensure all development maintains rural and village character, and to facilitate the use of active transportation for short trips within each Village

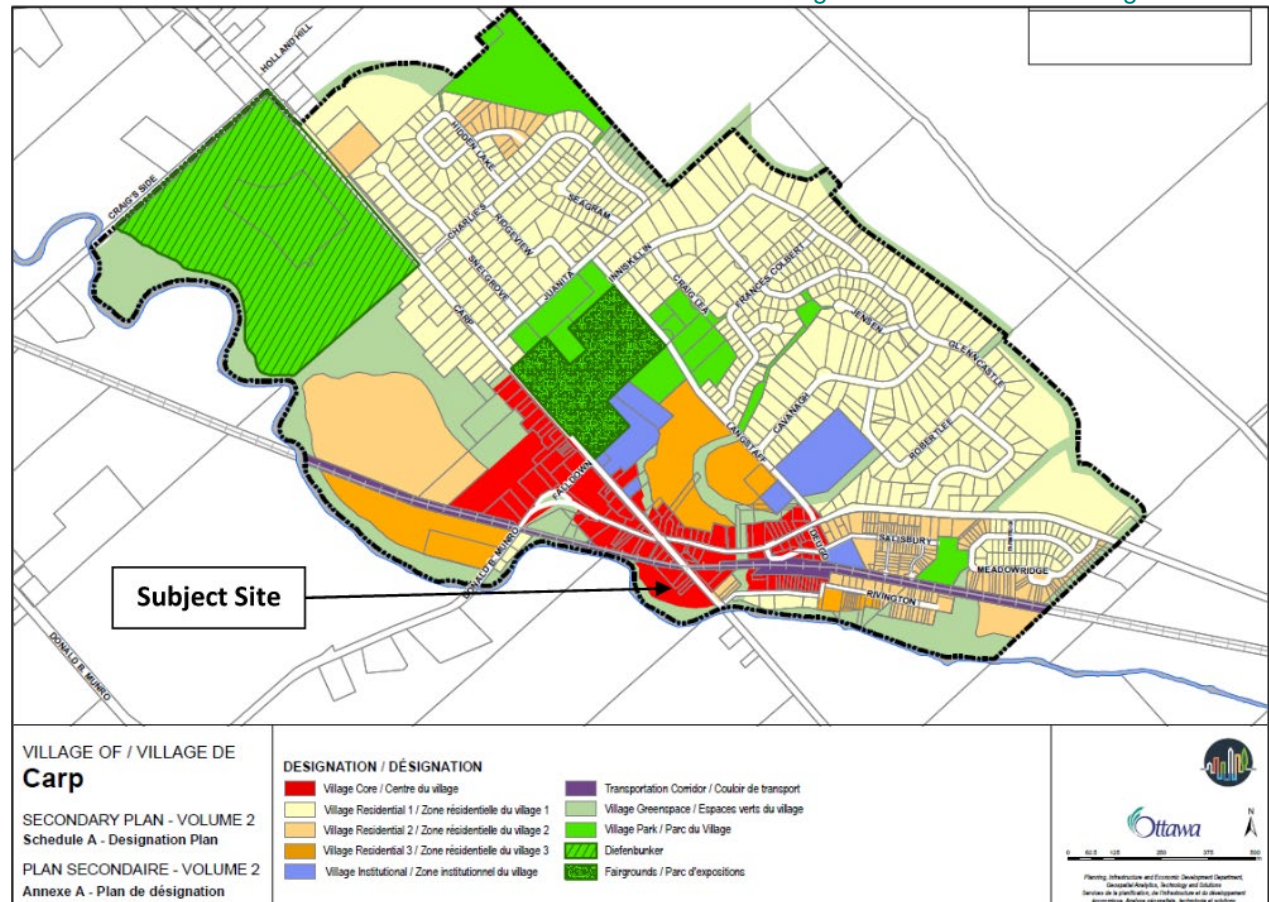
1) The following are generally permitted uses within Villages unless otherwise prescribed by a secondary plan:

- a) Residential uses, the form and scale of which shall be limited by the available servicing methods and subject to the policies related to water and wastewater servicing;*
- b) Small-scale office, retail and commercial uses;”*

Although the proposal is for Draft Plan approval, the conceptual development could include residential and small-scale office, retail and commercial uses. Servicing is addressed with the Servicing Brief included with the application.

1.2.2 Village of Carp Secondary Plan

Figure 2: Schedule A – Designation Plan



The Subject Site is designated “Village Core” and “Village Greenspace” on Schedule A of the Village of Carp Secondary Plan (see Figure 2).

Section 5.1 of the Village of Carp Secondary Plan sets out general policies and guidance for proposed development in the “Village Core” designation.

“The Village Core will be the primary focus of Carp’s economic activity, and the foundation of its local economy. Commercial, recreational, and institutional uses will be the predominant uses with residential being encouraged as part of a mixed-use development. The village’s retail uses will also be concentrated in the Village Core, to aid in ensuring this area continues to function as the community’s meeting place. The concept is to permit a compatible mix of uses, including a wide range of community serving commercial uses as well as residential and public uses on properties within the Village Core.”

Applicable policies of Section 5.1 are addressed below:

“1) Commercial, retail, personal service, restaurants/bars, recreational, and institutional uses will be the predominant uses in the Village Core.”

The proposal includes 18 lifestyle units which have commercial space at ground floor level. Commercial space could be occupied by many of the uses listed in Policy 1 above.

“3) Residential apartments are permitted and will be encouraged above commercial businesses to provide for a mix of uses in the Village Core.”

The proposal includes 18 lifestyle units which have residential units above ground floor commercial spaces.

“4) Residential Multi-Unit development may be considered if the predominant uses listed in Section 5.1, Policy 1) and 3) are not feasible”.

Development of multi-unit residential uses is proposed at the interior and rear of the Subject Site, enclosed by proposed lifestyle units fronting Carp Road. Lifestyle units would be designed with commercial space at grade and residential units above.

“6) The City will encourage property owners to provide open space and public plazas that improve or add to the public streetscape, when sites are redeveloped.”

Although this is a Draft Plan application only, the potential for a privately owned public space with frontage on Carp Road is limited by the site’s location between Carp Road, the Carp River and a railway corridor. A potential location for privately owned public space is shown on the Conceptual Landscape Plan in Appendix “B”. Additional opportunities for open space may be available toward the interior of the Subject Site. Detailed design of any privately owned public space would be further explored and incorporated as part of future Site Plan applications for the Subject Site.

“7) The height of the buildings within the Village Core should not exceed 3 storeys.”

The proposed buildings will not exceed three storeys.

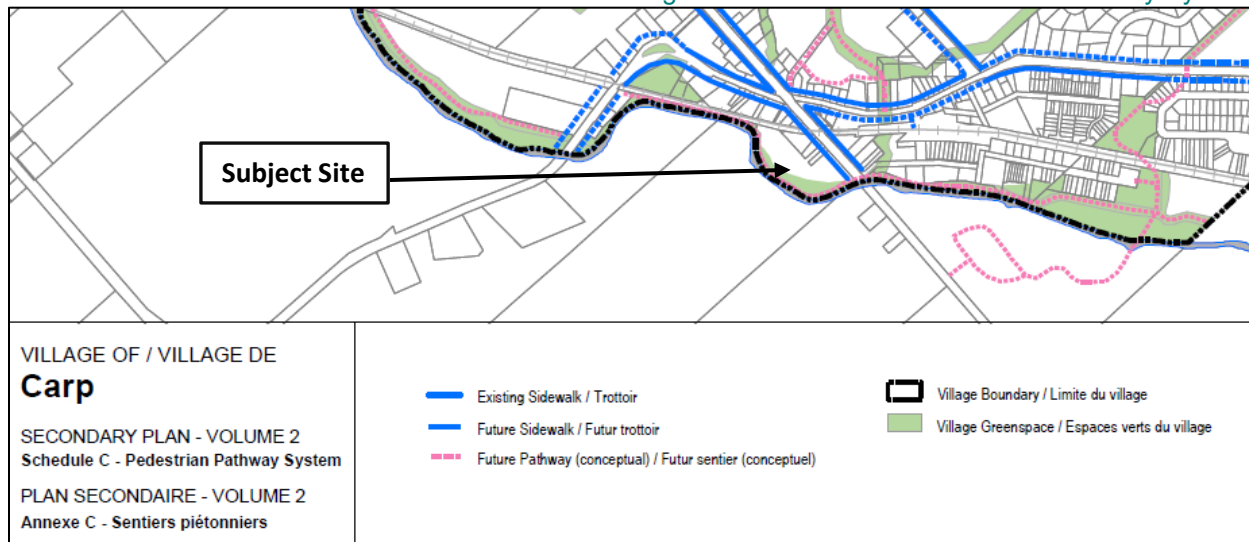
“8) The height of buildings in the core will be sensitive to the historic viewshed and landscape characteristics of the village including the octagonal fairground exhibit hall, historic churches, cenotaph, and Diefenbunker lands. The uses permitted should be appropriately located and well designed so as to minimize nuisance or interference with existing or proposed uses of adjoining lands. Measures such as landscaping screening or buffering shall be used to reduce the impact of industrial uses on adjacent properties.”

Detailed design of the buildings and private streets will be the subject of future Site Plan applications for the Subject Site. Commercial uses would be appropriately located close to Carp Road with residential uses enclosed from the street located toward the interior of the Subject Site. Any proposed commercial uses would be selected to cause no adverse impacts or interference with existing or planned uses of adjoining lands.

Section 5.6 of the Village of Carp Secondary Plan sets out general policies and guidance for proposed development in the “Village Greenspace” designation.

“The areas identified on Schedule A – Designation Plan, as Village Greenspace include open space areas and areas on other lands which may be used for pathway systems, drainage control areas such as flood plain, preservation of significant vegetation and access to other areas.”

Figure 3: Schedule C – Pedestrian Pathway System



Applicable policies of Section 5.6 are addressed below:

“28) The Village Greenspace corridors are intended to be sufficiently wide so that proposed uses can be comfortably accommodated, taking into account the natural terrain and abutting uses. Additional recreational pathways intended to form part of the pathway network are outside of and abutting the Village boundary as shown on Schedule A. Pathways may be either publicly or privately owned. Where they remain in private ownership the City will use a variety of mechanisms such as leasing, rights-of-way or land trusts to ensure public access.”

The area of the Subject Site designated Village Greenspace is identified as turtle habitat. Future pedestrian access along the rear of the Subject Site may be limited (see Figure 3).

“29) The flood plain along the Carp River will be used wherever possible for open space purposes. Efforts to restore and improve the Carp River shoreline and provide access trails to the River will be supported.”

The portion of the Subject Site designated Village Greenspace is shown as open space on the Draft Plan. The area of the Subject Site designated Village Greenspace is identified as turtle habitat. Future pedestrian access along the rear of the Subject Site may be limited (see Figure 3). A large portion of lands within the 30-metre buffer along the river exist as barren, engineered fill and are proposed as a focal area for landscaping and naturalization.

1.2.3 Carp Community Design Plan

The Carp Community Design Plan (“the CDP”) was approved in 2012.

The CDP introduction states: *“This Community Design Plan represents the views of the community as to how the village of Carp should develop over the next 20 years.”* Although the Official Plan (including the Carp Secondary Plan) replicates aspects of the CDP, it remains applicable to the Subject Site. Schedule A – Land Use designates the Subject Site as Village Core in the CDP.

Introductory comments on the Village Core designation state:

“Carp Village can learn from other villages and towns in eastern Ontario. Those that are the most successful have flourishing mainstreets in their core. The following policies are intended to provide a plan for the successful transformation of the Carp Village Core into a thriving place and a source of pride for all residents. Its success depends on the following factors:

- The ability of local businesses to be successful in the Core and to serve local residents as well as specialized shoppers looking for niche, village-style markets;*
- The preservation and re-use of older buildings and the respectful treatment of established and historic development patterns;*
- The ability of the Village to evolve into a larger, more intensified, community while sustaining its village character.”*

Section 4.2 of the CDP contains policies relating to village structure:

“1. The city will seek to improve the connectivity between the village core and the surrounding parts of the village and will require the dedication of pathways identified in this plan at the time of development review;

2. The village’s retail and food service (restaurants/bars) uses will be concentrated in the Village Core to aid in ensuring this area continues to function as the community’s meeting place, the primary focus of Carp’s economic activity, and the foundation of its local economy;

3. In order to encourage walking and cycling and to encourage local business the city will require new roads and pathways proposed as part of adjacent development to connect to the village core.”

Schedule C identifies a future pathway through the Subject Site along the Carp River. The area of the Subject Site designated Village Greenspace is identified as turtle habitat. As shown on the Conceptual Landscape Plan in Appendix “B”, future pedestrian access along the rear of the Subject Site may be limited (see Figure 3). The proposal includes commercial space on the ground floor of Building A and Building B. Pedestrian connections that lead to the intersection with Donald B. Munro Drive would be established off Carp Road to the Subject Site.

Section 4.3 Design Cues for the Village Core is primarily applicable to future Site Plan applications. No buildings are proposed as part of this Draft Plan of Subdivision application. The Conceptual Site Plan and preliminary massing demonstrates that the Draft Plan is consistent with the existing zoning by providing for minimal setbacks to Carp Road.

In relation to Section 4.4 of the CDP regarding “*Compact Building Form*”, the intent is:

“Compact built form, meaning buildings relatively close together, will help to frame the streetscape and create a sense of activity to give the core a sense of place, distinct from the rest of the village. The objective is to replicate traditional patterns of the older village development to maintain the village character.” (emphasis added)

The Draft Plan is based on a concept that positions buildings close together with mixed use buildings framing Carp Road to maintain the distinct characteristics of the Village Core.

Most of Section 4.5 “Pedestrian-Friendly Streetscape” relates to the Carp Road right of way. Policy 7 is applicable:

Conflicts between vehicles and pedestrians will be minimized through development review:

- *Encouraging the creation of a shared parking area at the rear of all properties that front on Donald B. Munro Drive and Carp Roads;*
- *Generally allowing only a single driveway for each new development;*
- *Providing a continuous public sidewalk across every driveway entrance*

Parking areas on the interior of the Subject Site will be shared by commercial and residential uses. A single driveway is proposed to access the Subject Site off Carp Road. A continuous public sidewalk will be provided across the driveway access.

In relation to 4.7 Parking:

“The size and configuration of many existing properties pose a challenge to providing adequate parking for new development or redevelopment proposals. Practical parking arrangements should be explored that do not detract from the character of the Village Core. Where possible, parking should be hidden from view to provide a sense of enclosure by allowing the building to be close to the street.” (emphasis added)

The Conceptual Site Plan shows parking internal to the site, screened from view of Carp Road. Proposed buildings with frontage on Carp Road are designed with minimal setbacks from the street.

The Subject Site (the ‘truck depot’) is specifically identified in the CDP as a redevelopment opportunity:

“There are two industrial land uses located at each end of the village core, a truck depot and an auto parts storage yard. At the workshops, participants felt that these uses were incompatible with the village core and it was suggested that they should be encouraged to relocate outside of the village. The owner of the truck depot has submitted an application for the trucking lands to be converted to a Multi-unit mixed use development. This redevelopment would provide retail uses as well as parking and act as an anchor at the southern end of the core. The application and subsequent necessary amendment to the CDP are supported in principle by this document because redevelopment of this site is a key to the rejuvenation of the core area.” (emphasis added)

There is a policy specific to the Subject Site:

“The redevelopment of truck depot site as a mixed-use development is strongly encouraged. The design of the development shall be consistent with the historic character of the village core. The proponents are encouraged to work with an architect to develop a plan for the site in keeping with the village character;”

As of 2012 the depot operations have ceased and all buildings have been removed. The application referenced in the site-specific policy was not completed. The current proposal is for a similar multi-unit, mixed use development. It remains accurate to state that “this site is a key to the rejuvenation of the core area”. Specific details of the building design will be included as part of a future Site Plan application.

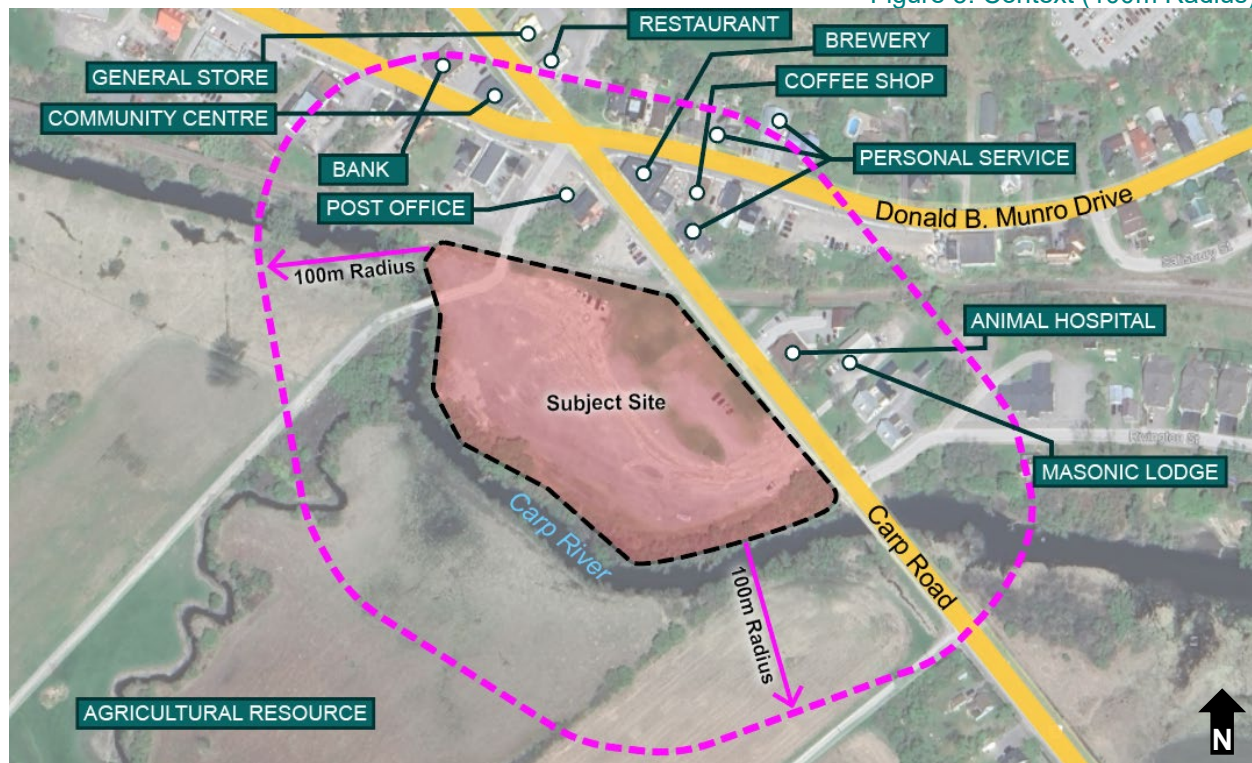
1.3 Context Plan

Figure 4. Subject Site and Surrounding Context



The Subject Site comprises 2.28 hectares of land on the west side of Carp Road on the north bank of the Carp River. Historically the Subject Site has been developed with a number of detached dwellings. Between approximately 1976 and 2014 the Subject Site was occupied by an office and depot for Karson Cartage. By 2015, all houses and depot buildings were removed. The Subject Site has been vacant since (see Figure 4).

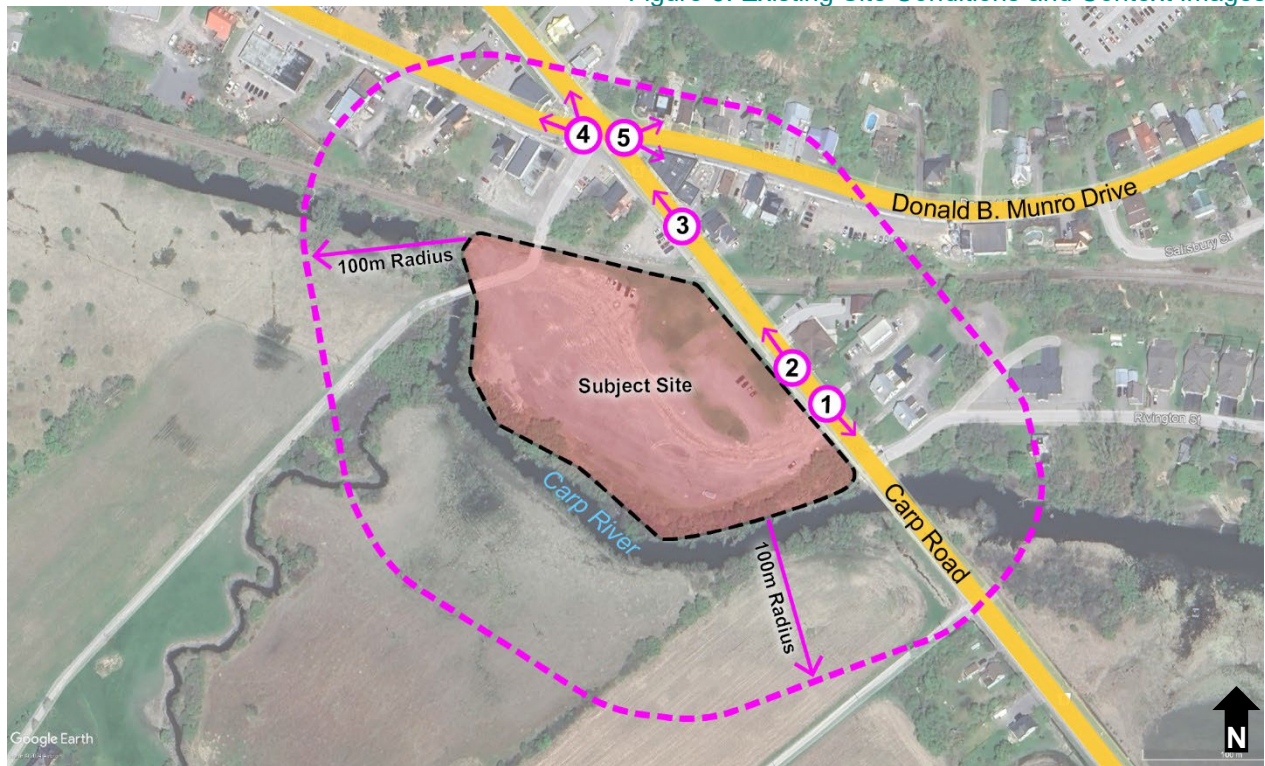
Figure 5. Context (100m Radius)



To the north of the Subject Site is a rail line. Further north are a detached dwelling, the Carp Post Office, the Carp Memorial Hall, a Bank, restaurant and a General Store (see Figure 5). To the east across Carp Road are the West Carleton Animal Hospital, the Carleton Masonic Lodge and four semi-detached dwellings. To the northeast are commercial uses including the Ridge Rock Brewery, a Café and Personal Service uses. To the south and west is the Carp River, with agricultural lands located beyond.

The surrounding neighbourhood is pedestrian oriented and has access to a range of daily needs and services for residents and visitors within walking distance of the Subject Site.

Figure 6. Existing Site Conditions and Context Images



1.3.1 Existing Architectural Context

The architectural context of buildings located immediately to the north of the Subject Site across Carp Road are low rise and are generally oriented to the street. Further to the north, a low-rise built form context with is also present along Donald B. Munro Drive running from east to west.

The local streets within the surrounding neighbourhood comprise an existing low rise residential form with single detached and semi-detached dwellings. Several commercial uses have been established in low rise buildings mixed within the streetscape along Carp Road and Donald B. Munro Drive. Buildings located within 100m radius of the Subject Site are consistent with the form and scale of the proposed development.

The proposed development is designed with an appropriate scale to fit within the local low-rise context. Although no specific architectural designs have been created, proposed buildings will be well-designed with contemporary building materials and architectural features that are compatible with the context of adjacent built forms.

Please see Figure 6 and the images attached below for reference.



Image 1: Low-rise development along Carp Road (looking south east)



Image 2: Subject Site and Low-rise commercial use along Carp Road (looking north west)



Image 3: Low rise forms near intersection of Carp Road and Donald B. Munro Drive (looking north west)



Image 4: Low rise forms at intersection of Carp Road and Donald B. Munro Drive (looking west)



Image 5: Low rise forms at intersection of Carp Road and Donald B. Munro Drive (looking east)

2.0 SECTION 2

Section 4.6 of the Official Plan sets out direction for urban design throughout the City. The following section provides a review of relevant policies regarding the conceptual site plan, massing and building design and provides design justification in support of the development of a mix of commercial spaces, lifestyle units and stacked residential dwelling units on the Subject Site.

Section 1.2 of this Design Brief provides a review and detailed discussion of applicable policies from the Official Plan, Village of Carp Secondary Plan and Carp Community Design Plan.

2.1 Views

Figure 7. Aerial View from intersection of Carp Road and Donald B. Munro Drive Looking South East

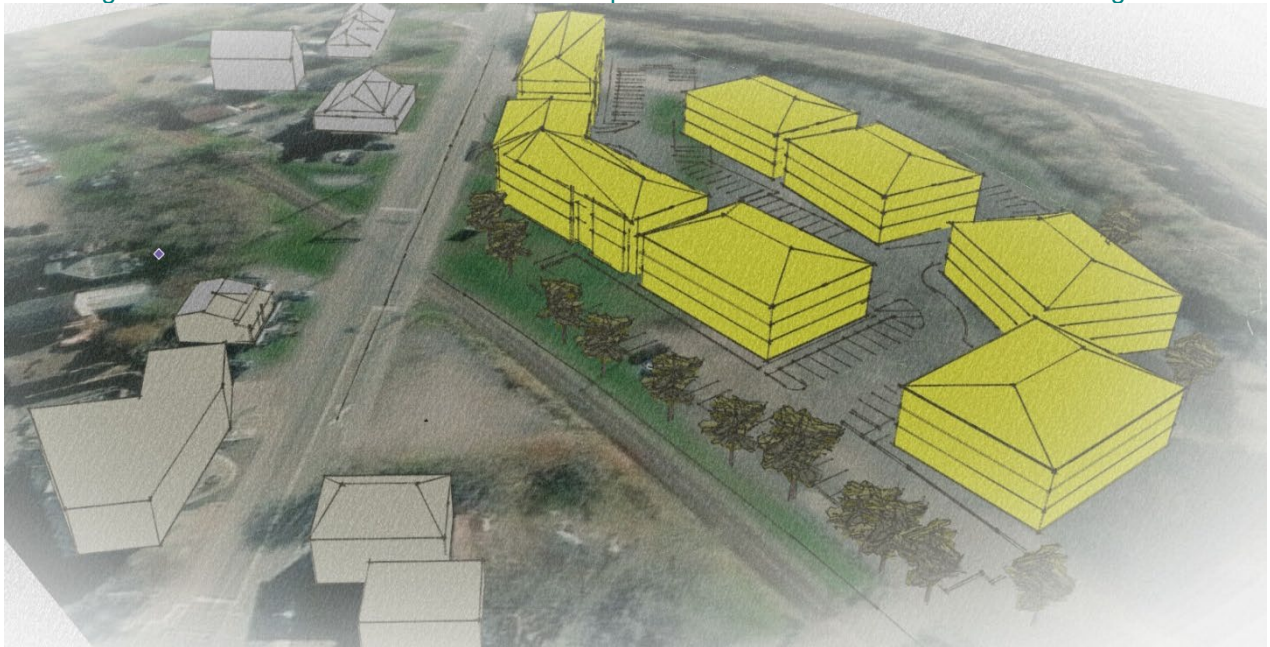


Figure 8. Aerial View from Carp Road Looking West

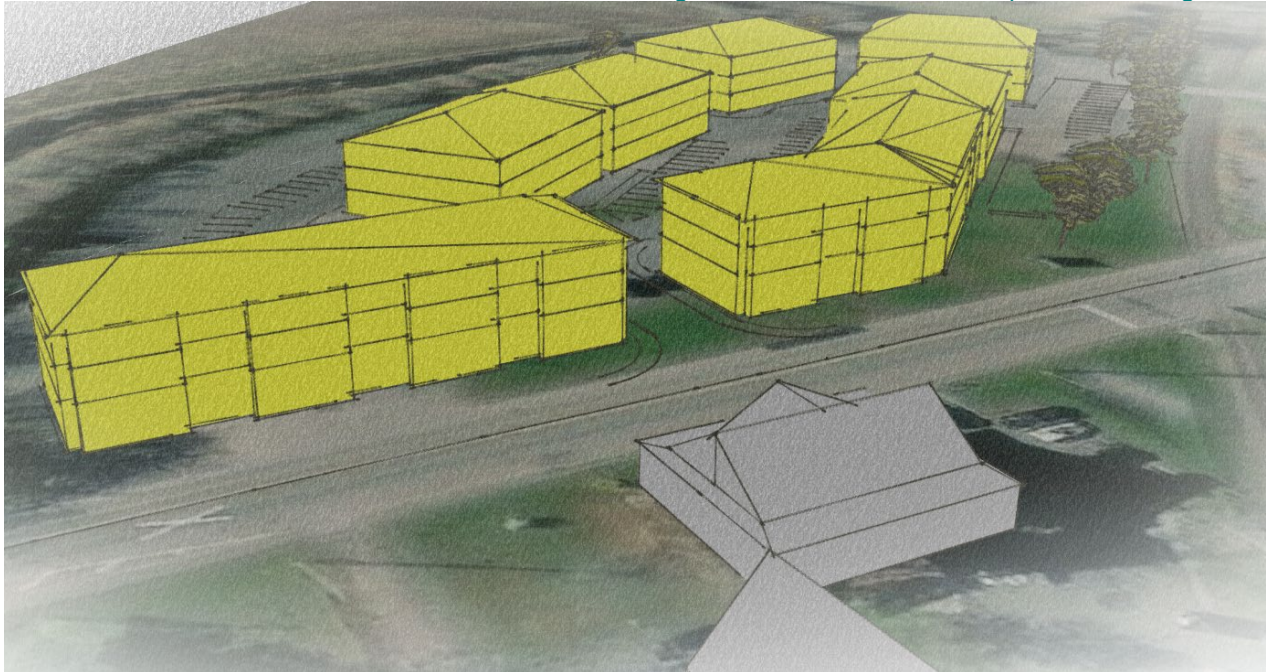


Figure 9. Aerial View from Donald B. Munro Drive Looking South



2.2 Grading

Grading on the Subject Site is generally flat, sloping toward the Carp River at the rear of the property. The conceptual design incorporates planned topography, location of built form and vehicular circulation areas to mitigate potential impacts of potential flooding events. Detailed studies will be provided as part of a future Site Plan application.

2.3 Streetscape (Public Realm)

Figure 10. Street Level view from intersection of Carp Road and Donald B. Munro Drive Looking South



The proposed development responds to the existing and planned scale envisioned for the surrounding context through an appropriate setback for each building along the perimeter of Carp Road resulting in a continuous frontage that frames the street, improves pedestrian access and interfaces well with the public realm. As shown in yellow on Figure 10 above, when viewed from the intersection of Carp Road and Donald B. Munro Drive, a range of three-storey mixed use and stacked dwellings provide an appropriate scale of development that is compatible with existing low-rise buildings to the north and east of the Subject Site.

2.4 Relationship to Public Realm

The Official Plan includes policies to improve the quality and safety of the public realm and proposed development on sites throughout the City. Policies 3 and 4 of Section 4.6.5 state that:

“3) Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.”

and;

“4) Development shall demonstrate universal accessibility, in accordance with the City’s Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.”

Direct, barrier-free pedestrian connections around the Subject Site are planned to be provided by the public sidewalk along Carp Road and through internal walkways. Surface parking will be provided for commercial and residential units via a single access off Carp Road. Bicycle parking would be provided either within each building or in secure storage at the building exterior. Access is provided from Carp Road to separate commercial and residential entrances, landscaped private walkways. Garbage pads will be located internal to the site. Providing consolidated vehicle access points to the property that are separated from principal entrances reduces potential conflicts and improves the safety, accessibility, and movement of pedestrians to and from the Subject Site.

A centralized point of access will be provided for residents to access the Carp River at the rear of the Subject Site. An appropriate location for access to the Carp River will be determined with consideration for protection of existing and planned turtle habitat on the Subject Site and the surrounding river corridor.

The Official Plan recognizes the importance that building design can have on ensuring intensification remains compatible with the existing context.

Built Form Context & Building Materials

Figure 11. Street Level view from Carp Road Looking North



Policy 6 of Section 4.6.6 states that:

“6) Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.”

The level of density proposed on the Subject Site is intended to complement the existing context with a low-rise built form. As shown on Figure 11 above in yellow, the conceptual massing is designed to complement the existing character of the neighbourhood and to provide an appropriate scale in transition to buildings surrounding the Subject Site.

The proposed development is designed to be compatible with existing buildings abutting the Subject Site with three-storey mixed use buildings fronting on Carp Road. Each set of stacked dwellings is arranged at the rear of the property, screened from the Carp Road frontage and generally oriented to the internal courtyard with the Carp River to the rear. Façade articulation of the mixed-use buildings fronting along Carp Road would be designed to reference the width and scale of existing buildings in the surrounding community. Gaps between the residential blocks would be used to allow access between buildings to walkways and parking areas. Spaces between buildings could also provide lines of sight through the development for a more connected and open feel. Spaces to the rear of residential blocks located along the Carp River and rail corridor would be used as communal outdoor spaces, where possible. The proposed building materials will be selected to be high-quality aesthetically and ensure compatibility with the design of existing low-rise buildings in the area.

The proposed development establishes a level of density that is walkable and promotes the option to access local activities, services and shopping options without the use of an automobile. The proposed development will fit within the existing and planned residential and commercial context surrounding the Subject Site. The proposed development of a mixed-use development on the Subject Site is appropriate for the existing and surrounding context and will not cause undue adverse impacts on abutting properties.

2.5 Sustainability

The Official Plan strives to include innovative and sustainable design practices on sites throughout the City. Policy 1 of Section 4.6.4 states:

“1) Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.”

The conceptual plan is designed to fit within the context of existing buildings surrounding the Subject Site and will incorporate materials and visual cues to ensure compatibility with adjacent buildings. Each proposed commercial and residential unit could be designed to incorporate features such as large operable windows to allow natural light and fresh air for residents and commercial tenants. Covered terraces at grade and balconies above the ground floor could be used to introduce shading while providing outdoor amenity areas for residents and visitors. Through the Site Plan process, the landscape plan will propose tree planting to provide shade along the rail corridor and the Carp River. The potential use of low-impact landscaping, native and adaptive vegetation will be considered to advance sustainability objectives on the Subject Site.

Energy efficient mechanical systems and lighting along with Energy Star appliances will be considered for the building design. High levels of insulation, water efficient plumbing fixtures, energy efficient windows & resilient building materials will be considered through the Site Plan process. Waste management and the use of recycled materials will also be explored. The potential implementation of environmentally responsible measures and sustainable building practices will meet energy targets and high performance design standards, as necessary.

Sustainability is promoted by encouraging more active and sustainable modes of transportation. While individual parking garages for motor vehicles are being provided, residents of this development will be able to conveniently walk or cycle to nearby shopping, services and amenities.

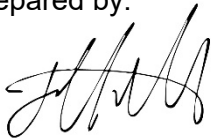
3.0 CONCLUSION

The proposed development shown on the conceptual site plan will result in a mixed-use development with seven, three-storey buildings on a new private street network with surface parking in the Village of Carp. The proposed development is within proximity to restaurants, shops, parks and outdoor amenity areas for residents and visitors. A future minor Zoning By-law Amendment will be required to permit a Planned Unit Development on the Subject Site. The conceptual site plan demonstrates that the proposed Draft Plan of Subdivision is appropriate to facilitate the proposed development on the Subject Site and represents good land use planning.

Yours Truly,

NOVATECH

Prepared by:



Jeffrey Kelly, MCIP, RPP
Project Manager | Planning & Development

Appendix A:
Conceptual Site Plan

\\032112173\CP10.dwg, Concept Plan - Dual Scale, Mar 05, 2025 - 10:50am, velas

SOURCE REFERENCE:

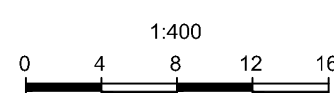
Legal Information: *Plan of Survey (Draft)*
Annis, O'Sullivan, Vollebekk Ltd. / Feb 12, 2023 / MTM Zone 9, Nad83 ORIG
Topographic Information: 1:1000 Topographic Mapping
City of Ottawa / 2015 / MTM Zone 9, Nad83 ORIG

NOTE:
THE POSITION OF ALL POLE LINES, CONDUITS, WATERMANS, SEWERS AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, DETERMINE THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.

THE POSITION OF ALL POLE LINES, CONDUITS, TERMAINS, SEWERS AND OTHER DERGROUND AND OVERGROUND UTILITIES AND UCTURES IS NOT NECESSARILY SHOWN ON CONTRACT DRAWINGS, AND WHERE SHOWN, ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, DETERMINE THE EXACT LOCATION OF ALL SUCH UTILITIES AND UCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.							

SCALE

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NOVATECH
Engineers, Planners & Landscape Architects

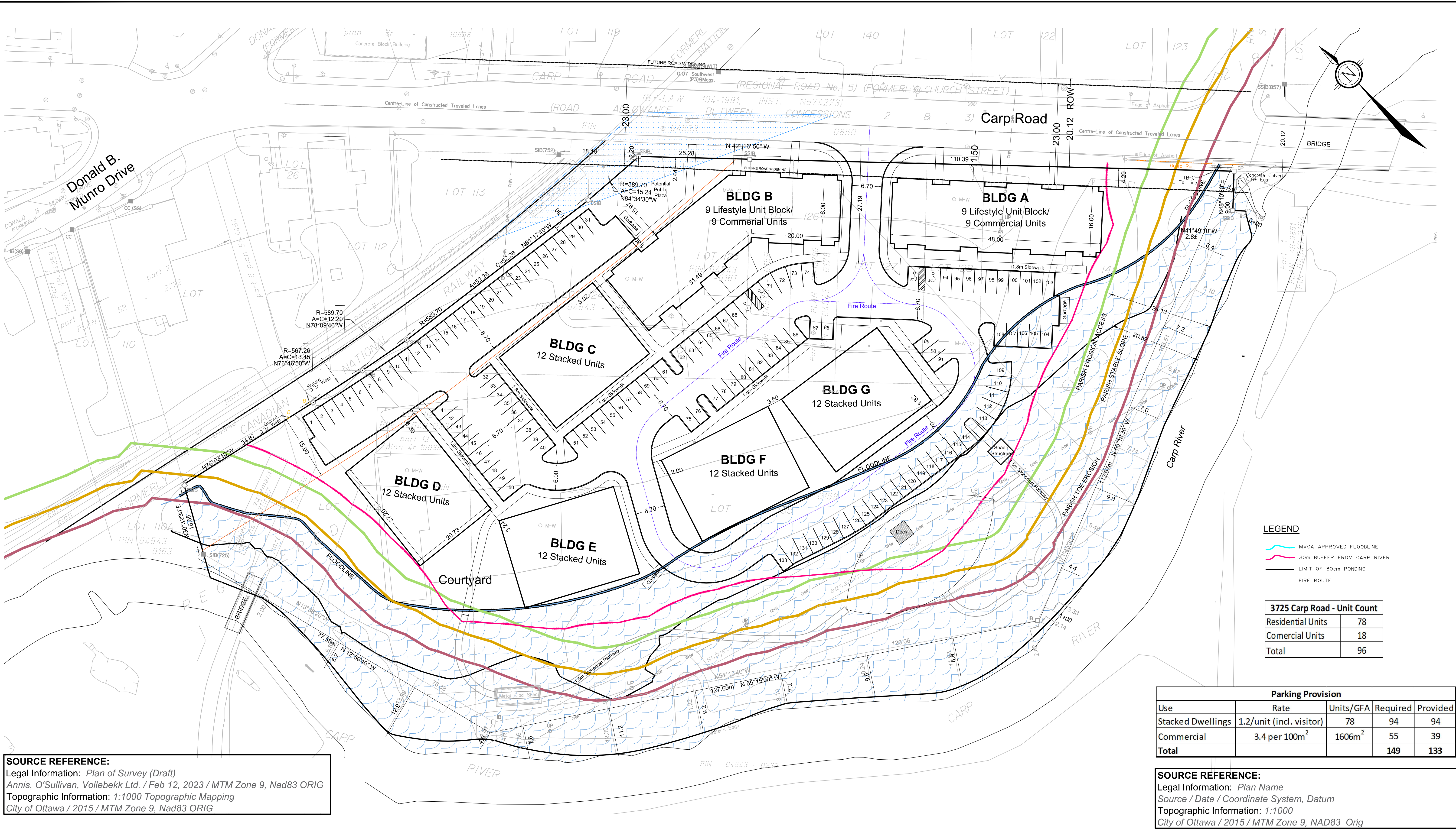
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CITY OF OTTAWA
3725 CARP ROAD

DRAWING NAME
CONCEPT PLAN 10

PROJECT No.
121173-00
REV
REV #2
DRAWING No.
121173-CP10



LEGEND

- MYCA APPROVED FLOODLINE
- 30m BUFFER FROM CARP RIVER
- LIMIT OF 30cm PONDING
- FIRE ROUTE

3725 Carp Road - Unit Count

Residential Units	78
Commercial Units	18
Total	96

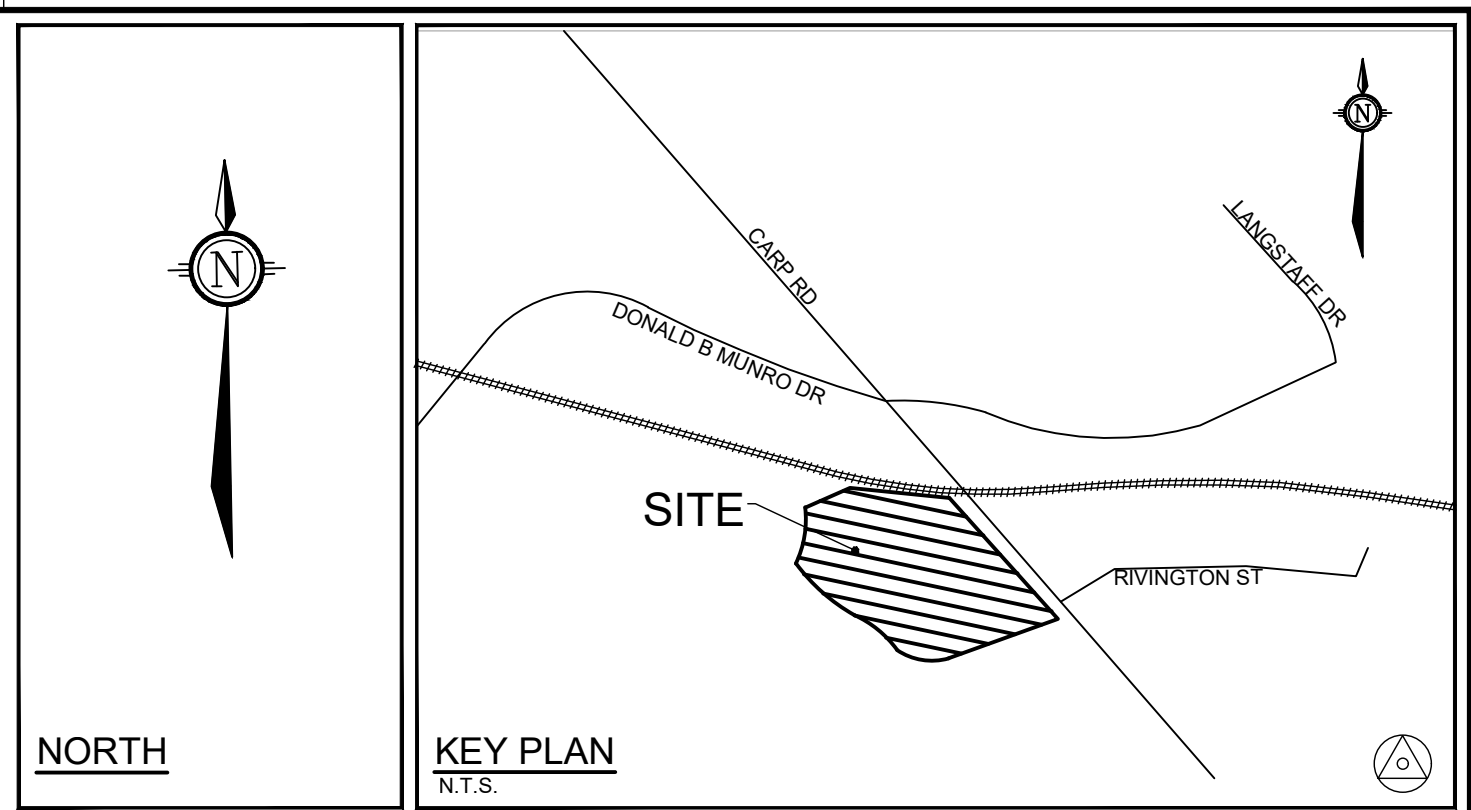
Parking Provision

Use	Rate	Units/GFA	Required	Provided
Stacked Dwellings	1.2/unit (incl. visitor)	78	94	94
Commercial	3.4 per 100m ²	1606m ²	55	39
Total			149	133

SOURCE REFERENCE:

Legal Information: *Plan Name*
Source / Date / Coordinate System, Datum
Topographic Information: 1:1000
City of Ottawa / 2015 / MTM Zone 9, NAD83_Orig

Appendix B:
Conceptual Landscape Plan



- LEGEND
- PROPERTY LIMIT
 - 30m SETBACK FROM RIVER
 - STONEDUST PATHWAY
 - SOD
 - REVEGETATION (SHRUBS) OF EXISTING ENGINEERED FILL
 - REFORESTATION OF EXISTING ENGINEERED FILL
 - ORNAMENTAL PLANTING
 - PROPOSED DECIDUOUS TREE
 - PROPOSED CONIFEROUS TREE
 - PROPOSED TURTLE FENCE
 - TEMPORARY TREE PROTECTION FENCE ALONG EDGE OF WOODED AREA
 - SHADE STRUCTURE
 - DECK

NOTE:
THE POSITION OF ALL POLE LINES, CONDUITS, WATERMANS, SEWERS AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS. AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, DETERMINE THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.

NOT FOR CONSTRUCTION

No.	REVISION	DATE	BY
1.	ISSUED PER CITY COMMENTS	FEB 12/25	RGJ

SCALE

1:400

0 4 8 12 16

DESIGN	FOR REVIEW ONLY
RGJ/JK	
CHECKED RGJ	
DRAWN JK	
CHECKED RGJ	
APPROVED RGJ	

Seal of the Association of Landscape Architects of Ontario

Feb 12/25

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LOCATION
CITY of OTTAWA
3725 CARP ROAD

DRAWING NAME
LANDSCAPE CONCEPT

PROJECT No.
121173-00

REV
REV # 1

DRAWING No.
121173-LC1