# 1657 CARLING AVENUE

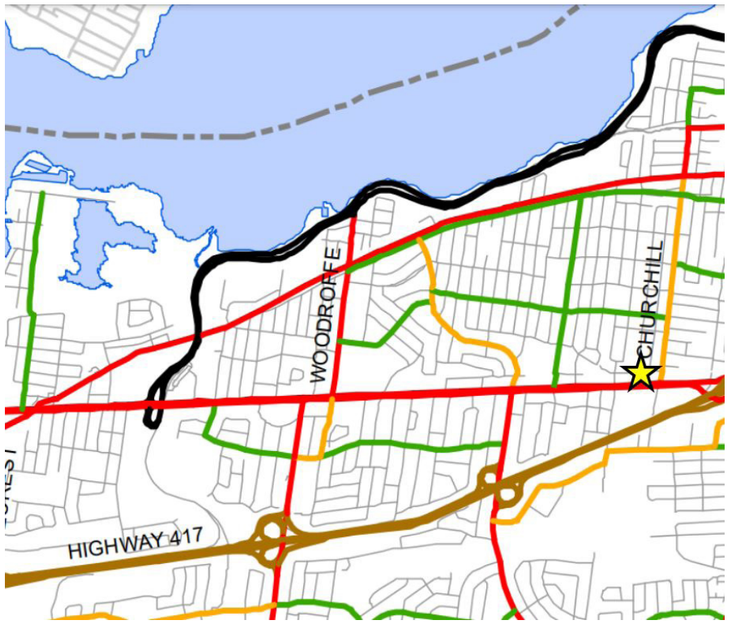
## DESIGN BRIEF

01 October 2024

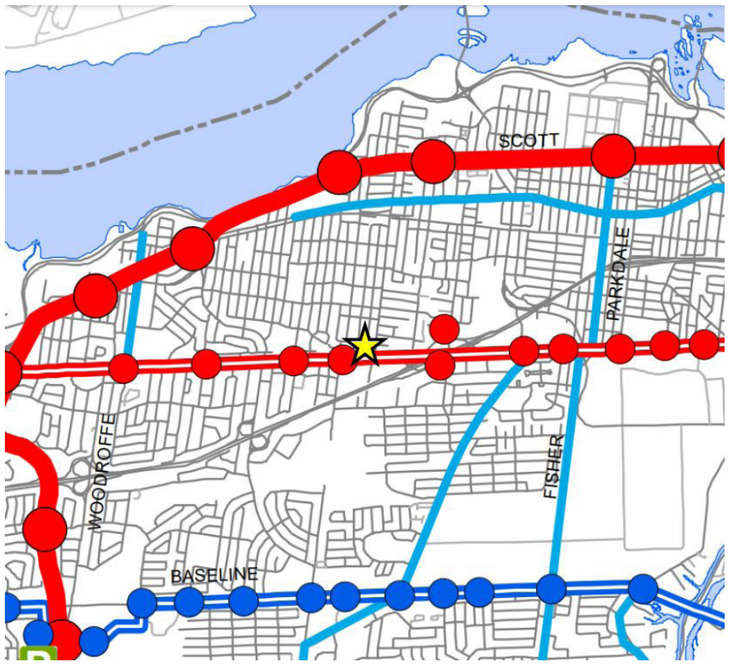

project11
studio

# POLICY AND REGULATORY FRAMEWORK

## Road Network and Transit




Arterial - Existing
Arterial - Future (alignment defined)
Major Collector - Existing
Major Collector - Future
Collector - Existing
Collector - Future
Provincial Highway
Federally Owned Road
City Freeway

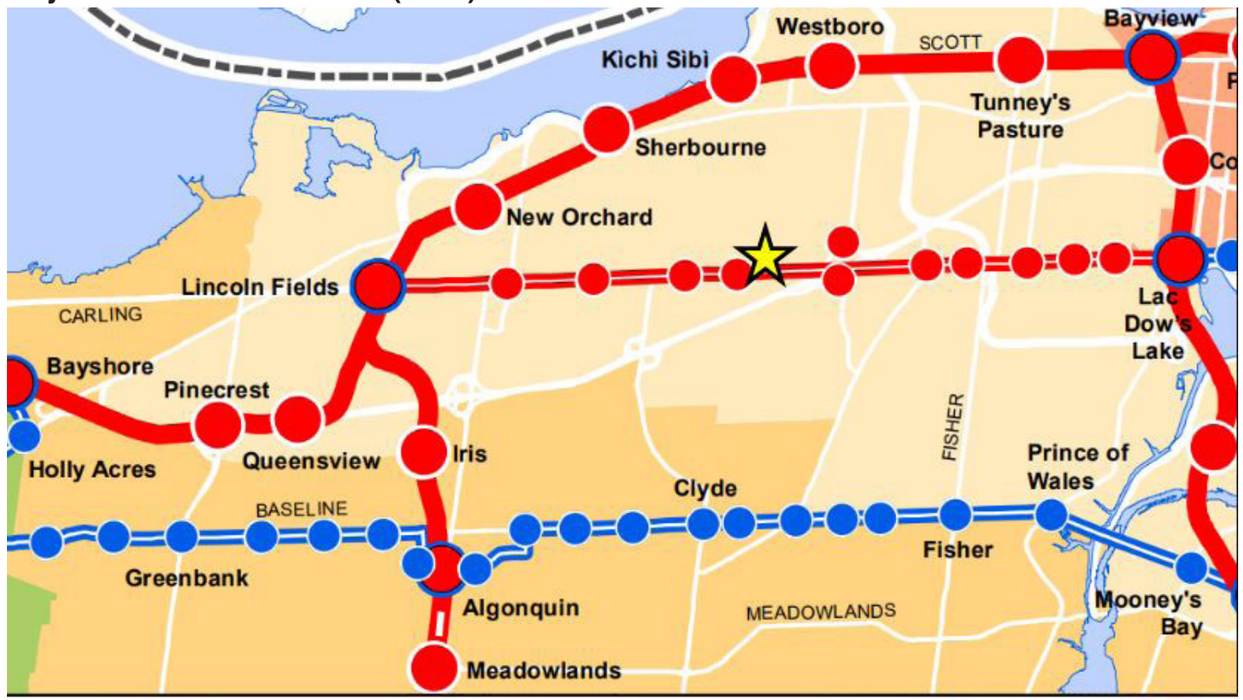



**RAPID TRANSIT**
**TRANSIT LEVEL OF SERVICE 'A'**
O-Train - Grade Separated Crossings
Transitway - Grade Separated Crossings
**TRANSIT LEVEL OF SERVICE 'B'**
O-Train - At-Grade Crossings
Transitway - At-Grade Crossings
**TRANSIT PRIORITY**
Transit Priority Corridor

**Note: The intensity of transit priority (e.g., continuous bus lanes or isolated transit priority measures) shall be as designated in the Transportation Master Plan.*

Park and Ride
O-Train Station
Transitway Station
Conceptual Future Transit Corridor
Protected Transportation Corridor
Inter-regional Stations
Rail Yard
Rail Corridor
Gatineau RapiBus - grade-separated

## City of Ottawa Official Plan (2022)




**TRANSECT POLICY AREAS / SECTEURS STRATÉGIQUES DU TRANSECT**
Downtown Core / Centre-ville
Inner Urban / Urbain intérieur
Outer Urban / Urbain extérieur
Greenbelt / Ceinture de verdure
Suburban / Suburbain
Rural / Rural

**TRANSIT**
O-Train and Station / O-Train et station
Future O-Train / O-Train et station (futur)
Transitway – grade separated / Transitway en site propre
Transitway – at grade / Transitway – Voie à niveau
Transfer Station / Station de correspondance
Terminus Station / Station terminus
Gatineau RapiBus - grade-separated / Rapibus de Gatineau en site propre

Note: The transit network on this Schedule is provided for reference purposes only. For transit network policy, please refer to Schedule C2. / Remarque : Les renseignements relatifs au réseau de transport en commun qui sont présentés dans cette annexe sont fournis à titre de référence. Pour consulter les politiques du réseau de transport, veuillez vous référer à l'annexe C2.

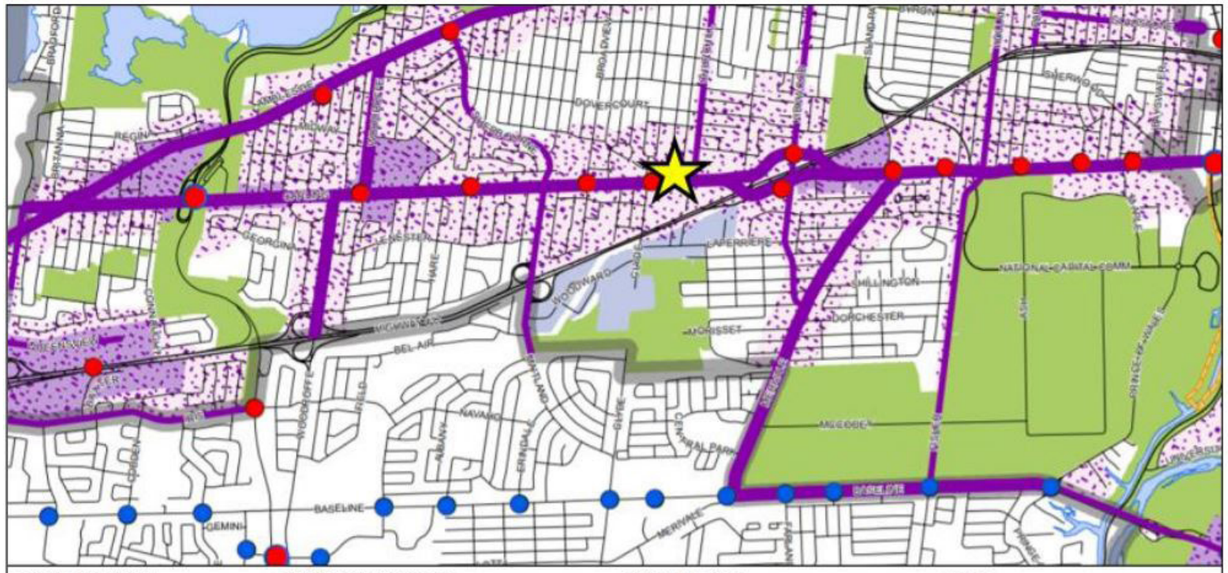
Urban Boundary / Périmètre d'urbanisation

**Urban characteristics are emphasized for Inner Urban areas including the following:**

/ Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm
/ Principal entrances at grade with direct relationship to public realm
/ Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios
/ Minimum of two functional storeys
/ Buildings attached or with minimal functional side yard setbacks
/ Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing

# POLICY AND REGULATORY FRAMEWORK

## City of Ottawa Official Plan (2022)




| | | | |
|---|---|---|---|
| **Inner Urban Transect** | **5.2.3(1)** | **Hubs** | Low-rise, Mid-rise and High-rise: minimum 3 storeys and maximum 40 storeys |
| | **5.2.3(2)** | **Mainstreet Corridors** | Low-rise and Mid-rise and High-rise: minimum 2 storeys and maximum 40 storeys dependent on road width and transition |
| | **5.2.3(3)** | **Minor Corridors** | Low-rise and Mid-rise: minimum 2 storeys and maximum of 6 storeys |
| | **5.2.4(1)** | **Neighbourhoods** | Low-rise: minimum 2 storeys, generally permit 3 storeys, allow built height of up to 4 storeys where appropriate |

**Section 5.2.3 states that along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, stepbacks, and angular planes:**

/a) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise;

/c) In all cases,

/i) The wall heights directly adjacent to a street, and the heights of the podiums of High-rise buildings, where permitted, shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section…; and

/ii) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.

## Proposed Zoning By-law Amendment


**The proposed Zoning By-law Amendment would apply an AM10 – Arterial Mainstreet, Subzone 10 zoning to the entirety of the site with a site-specific exception to the site in order to establish the building as proposed.**

In particular, the Zoning By-law Amendment will denote the site as AM10[XXXX] SYYY with the following provisions established through a site-specific zoning exception:

/A building height that aligns with that proposed for the final design;
/A building setback approach that aligns with the footprint of the Concept Plan, reflected in a future zoning schedule; and
/Any additional approval considerations.

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N

0 37.5m 75m 150m

**1657 CARLING AVENUE** CONTEXTUAL ANALYSIS PLAN

| 2213 | SCALE N.T.S.

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**View Looking North**

## BUILDING MASSING

The project is situated on a prominent parcel facing Carling Avenue, a significant thoroughfare in the area, designated as an Arterial Road. To the North, it is bordered by the Highland Park neighborhood, characterized by a variety of low to mid-density residential buildings, including a mix of detached and semi-detached houses, as well as low-rise apartment buildings.

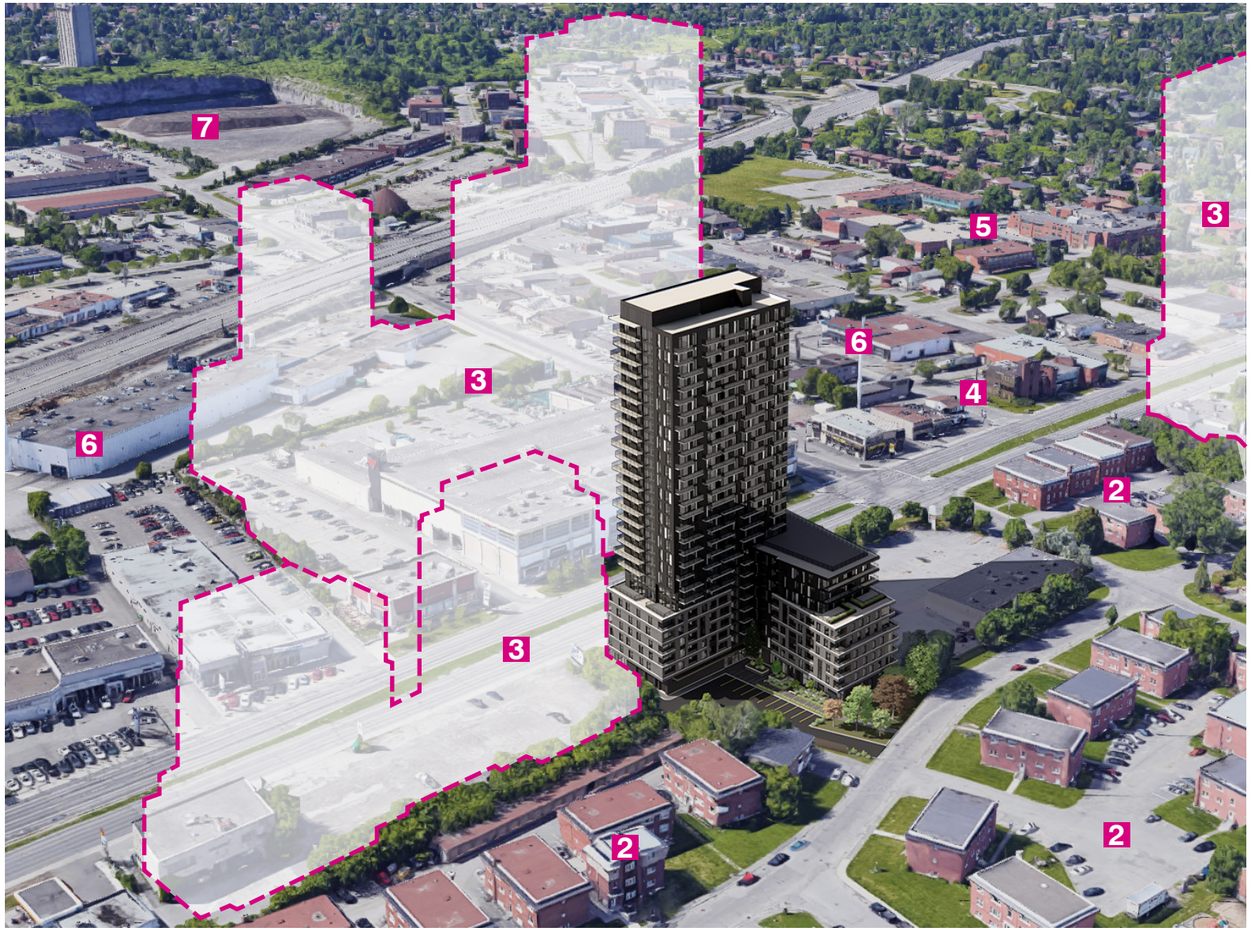
To the south, the project is adjacent to the Carlingwood West community, predominantly featuring commercial and industrial buildings tight with the 417 Queensway. Across the street is the site of the old Canadian Tire Center. There is a planned development for multiple buildings on this property including a 40 storey tower.

The project site is adjacent to an 18 storey development under construction. Across the street, there are a variety of commercial and industrial properties such as restaurants and car repair shops that also face Carling Avenue.

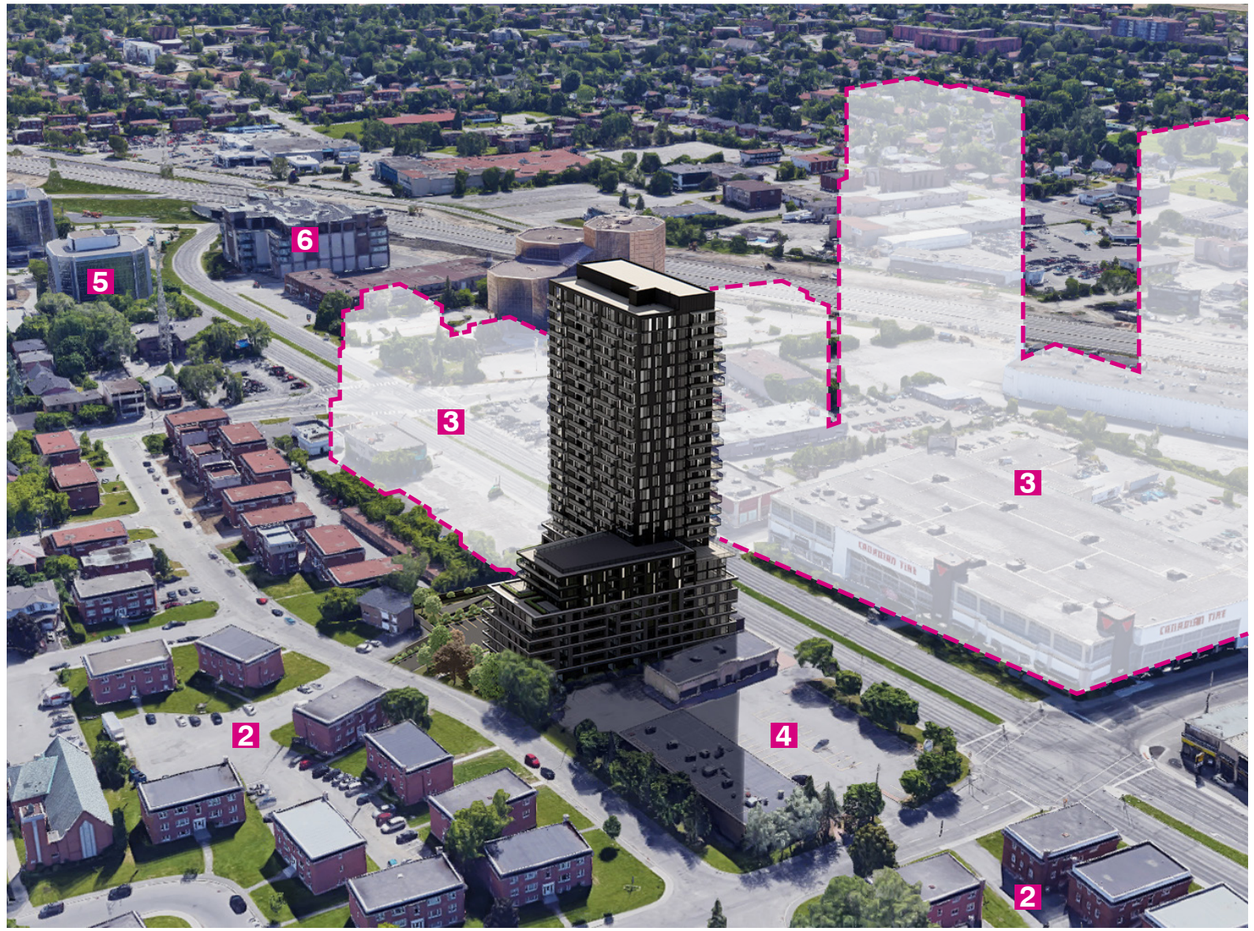
Situated within an area of Carling seeing much development, this project has the opportunity to set a precedent, showcasing a good balance of housing density and integrated amenity/commercial spaces.

## LEGEND

**1** Low-density Residential
**2** Low-Rise Multi-unit Residential Bld
**3** Future/Under Construction High-Rise
**4** Commercial Building
**5** Office Building
**6** Industrial Building
**7** Historic Frazer-Duntile Quarry




**View Looking South**




**View Looking East**

## LEGEND

**1** Low-density Residential
**2** Low-Rise Multi-unit Residential Bld
**3** Future/Under Construction High-Rise
**4** Commercial Building
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**6** Industrial Building
**7** Historic Frazer-Duntile Quarry



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**1657 CARLING AVENUE** VIEWS FROM CARLING AVENUE

| 2213 | SCALE N.T.S.


**1657 CARLING AVENUE** VIEW FROM CARLING AVENUE (SOUTH ELEVATION)

| 2213 | SCALE N.T.S.


**1657 CARLING AVENUE** VIEW FROM CARLING AVENUE

| 2213 | SCALE N.T.S.

**1657 CARLING AVENUE** VIEW OF REAR OF BUILDING FROM THE NORTH/NORTH-EAST

| 2213 | SCALE N.T.S.

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**1657 CARLING AVENUE** VIEW FROM TILLBURY AVENUE LOOKING EAST

| 2213 | SCALE N.T.S.

**1657 CARLING AVENUE** VIEW FROM TILLBURY AVENUE LOOKING SOUTH-WEST

| 2213 | SCALE N.T.S.

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View from Carling Avenue

## DESIGN INTENT

### Materiality

The material palette for this design draws inspiration from the striations found in geological formations, reflected in the natural light brick tone and the dark and light grey shades of the tower's façade. The solid brick podium is designed to feel robust and grounded, with textured brick detailing at the ground level, echoing the layered patterns of rock formations. Glass balconies feature fritted bands, enhancing their prominence as a key design element while providing privacy for residents and maintaining a cohesive tower aesthetic by concealing personal belongings. Warm wood cladding, revealed within the recessed podium balconies, offers a tactile contrast to the cooler stone tones, adding depth and warmth to the overall composition. The design, inspired by natural forms, harmonizes with the urban context while offering a contemporary contrast to its surroundings.

### Massing

The design is composed of three distinct elements: the podium, the tower, and a two-story separation between the two, which creates the impression of a floating tower. This design strategy reduces the perceived impact of the building's height. The podium is defined by thick brick bands that undulate in and out, combined with recessed balconies, offering residents a sense of privacy despite the building's prominent location on a major public avenue. Both the tower's balconies and the podium's undulating brick bands draw inspiration from natural rock striations, creating visual interest, particularly from the street level. This design approach fosters a strong connection to the natural environment while enhancing the pedestrian experience.

### Public Realm

The building's design enhances the public realm by creating an engaging and visually dynamic streetscape. The podium's undulating brick bands and recessed balconies provide a sense of privacy for residents without overwhelming the streetscape, contributing to a dynamic and pleasant environment for those walking by. The North face of the building incorporates significant setbacks at levels 5, 7, and 10 to facilitate a seamless visual transition to the low-rise residential neighborhood north of Tilbury Avenue. The two-story visual break between the podium and tower reduces the impact of the building's height, making the area feel more open and less dominated by the tower's scale along Carling Avenue. The building also activates the street with commercial spaces at the ground level, promoting social and economic interaction and enriching the pedestrian experience. Overall, the design is carefully integrated into its urban context, balancing aesthetics and function to enrich the public realm.

| **Site Statistics** | |
|---|---|
| **Current Zoning Designation:** | AM10 |
| **Lot Width:** | 61.45m |
| **Total Lot Area:** | 3949.9m² |
| **Average Existing Grade:** | 77.62m |
| **Gross Floor Area:** | 27336.48m² |
| **Building Area** | 1628.99m² |
| **Floor Space Index:** | 6.92 |

**Proposed Development - 28 Storey High-Rise Apartment Building**

**No. of units 370 Units**

| **Zoning Mechanism** | **Required** | **Provided** |
|---|---|---|
| **Minimum Lot Area**<br>*Table 185 (a)* | No Minimum | 3949.9m² |
| **Minimum Lot Width**<br>*Table 185 (b)* | No Minimum | 61.45m |
| **Min. Front Yard Setback**<br>*Table 185 (c)(i)* | No Minimum | 7.3m |
| **Max. Front Yard Setback**<br>Section 185 (10)(b)(i) | 3m | 7.3m |
| **Corner Side Yard Setback**<br>*Table 185 (c)(i)* | No Minimum | - |
| **Min. Rear Yard Setback**<br>*Table 185 (e)(i)* | 3m | 3m |
| **Min. Interior Side Yard Setback**<br>*Table 185 (d)(ii)* | No Minimum | 7.5m (East)<br>3m (West) |
| **Maximum Building Height**<br>Section 185 (10)(j) | ≤20m from a rear lot abutting a R1, R2, R3 : 11m<br>>20m-30m from a rear lot abutting a R1, R2, R3,R4 : 20m<br>Otherwise: 30m | 28.7m<br>28.7m<br>86.0m |
| **Total Amenity Area**<br>*Table 137(5)(II)* | 2220m²<br>*6m² / unit for 370 units* | 4619m² |
| **Communal Amenity Area**<br>*Table 137(5)(III)* | 1110m²<br>*Min. 50% of Total Amenity Area* | 1124m² |
| **Parking Requirements (Residential)** | | |
| **Minimum Parking Spaces**<br>*101 (Sch. 1A - Area Y)* | 161 Spaces<br>*0 spaces for first 12 units - Section 101(4)(b)*<br>*0.5 spaces / unit for 358 units - Table 101(R15)(II)*<br>*- 10% Section 101(6)(c)* | 161 Spaces |
| **Minimum Visitor Parking Spaces**<br>*101 (Sch. 1A - Area Y)* | 36 Spaces<br>*0 spaces for first 12 units - Section 102(2)*<br>*0.1 spaces / unit for 358 units - Table 102(II)* | 36 Spaces |
| **Parking Requirements (Retail)** | | |
| **Minimum Parking Spaces**<br>*101 (Sch. 1A - Area Y)* | 0 Spaces<br>*Section 101(4)(d)* | 15 Spaces |
| **Bicycle Parking Rates** | | |
| **Minimum Bicycle Parking Spaces (Residents)**<br>*Table 111A (Sch. 1 - Area B)* | 185 Spaces<br>*0.5 spaces / unit for 370 units[111A(b)(i)]* | 372 Spaces |
| **Minimum Bicycle Parking Spaces (Retail)**<br>*Table 111A (Sch. 1 - Area B)* | 2 Spaces<br>*1 space / 250m² x 368m² [111A(e)]* | 4 Spaces |

## RETAIL UNIT COUNT

| NUMBER | UNIT TYPE | AREA | AREA (SF) |
|---|---|---|---|
| R1 | RETAIL UNIT 1 | 90.52 m² | 974 SF |
| R2 | RETAIL UNIT 2 | 92.17 m² | 992 SF |
| R3 | RETAIL UNIT 3 | 80.22 m² | 864 SF |
| R4 | RETAIL UNIT 4 | 94.40 m² | 1016 SF |
| TOTAL | | 357.32 m² | 3846 SF |

## AMENITY SCHEDULE (COMMUNAL)

| LEVEL | NAME | AREA | AREA (SF) |
|---|---|---|---|
| LEVEL 01 | AMENITY - SHARED WORKSPACE | 87.41 m² | 941 SF |
| LEVEL 01 | EXT. AMENITY AREA | 409.38 m² | 4407 SF |
| LEVEL 09 | LEVEL 9 AMENITY ROOM | 77.92 m² | 839 SF |
| LEVEL 09 | LEVEL 9 TERRACE (AMENITY) | 78.29 m² | 843 SF |
| LEVEL 10 | LEVEL 10 TERRACE (AMENITY) | 380.85 m² | 4099 SF |
| LEVEL 10 | LEVEL 10 AMENITY ROOM | 90.24 m² | 971 SF |
| TOTAL | | 1124.10 m² | 12100 SF |

## GROSS FLOOR AREA (OBC)

| LEVEL | AREA | AREA (SF) |
|---|---|---|
| LEVEL 01 | 1628.99 m² | 17534 SF |
| LEVEL 02 | 1626.46 m² | 17507 SF |
| LEVEL 03 | 1626.46 m² | 17507 SF |
| LEVEL 04 | 1626.46 m² | 17507 SF |
| LEVEL 05 | 1593.15 m² | 17149 SF |
| LEVEL 06 | 1593.15 m² | 17149 SF |
| LEVEL 07 | 1231.48 m² | 13256 SF |
| LEVEL 08 | 1231.48 m² | 13256 SF |
| LEVEL 09 | 1187.00 m² | 12777 SF |
| LEVEL 10 | 736.41 m² | 7927 SF |
| LEVEL 11 | 736.41 m² | 7927 SF |
| LEVEL 12 | 736.41 m² | 7927 SF |
| LEVEL 13 | 736.41 m² | 7927 SF |
| LEVEL 14 | 736.41 m² | 7927 SF |
| LEVEL 15 | 736.41 m² | 7927 SF |
| LEVEL 16 | 736.41 m² | 7927 SF |
| LEVEL 17 | 736.41 m² | 7927 SF |
| LEVEL 18 | 736.41 m² | 7927 SF |
| LEVEL 19 | 736.41 m² | 7927 SF |
| LEVEL 20 | 736.41 m² | 7927 SF |
| LEVEL 21 | 736.41 m² | 7927 SF |
| LEVEL 22 | 736.41 m² | 7927 SF |
| LEVEL 23 | 736.41 m² | 7927 SF |
| LEVEL 24 | 736.41 m² | 7927 SF |
| LEVEL 25 | 736.41 m² | 7927 SF |
| LEVEL 26 | 736.41 m² | 7927 SF |
| LEVEL 27 | 736.41 m² | 7927 SF |
| LEVEL 28 | 736.41 m² | 7927 SF |
| TOTAL | 27336.48 m² | 294247 SF |

## RENTABLE AREA (RESIDENTIAL)

| LEVEL | AREA | AREA (SF) | TOTAL |
|---|---|---|---|
| LEVEL 01 | 591.76 m² | 6370 SF | 9 |
| LEVEL 02 | 1439.11 m² | 15490 SF | 24 |
| LEVEL 03 | 1439.11 m² | 15490 SF | 24 |
| LEVEL 04 | 1439.11 m² | 15490 SF | 24 |
| LEVEL 05 | 1405.80 m² | 15132 SF | 24 |
| LEVEL 06 | 1405.80 m² | 15132 SF | 24 |
| LEVEL 07 | 1053.94 m² | 11345 SF | 18 |
| LEVEL 08 | 1053.94 m² | 11345 SF | 18 |
| LEVEL 09 | 936.22 m² | 10077 SF | 16 |
| LEVEL 10 | 557.69 m² | 6003 SF | 9 |
| LEVEL 11 | 655.12 m² | 7052 SF | 10 |
| LEVEL 12 | 655.12 m² | 7052 SF | 10 |
| LEVEL 13 | 655.12 m² | 7052 SF | 10 |
| LEVEL 14 | 655.12 m² | 7052 SF | 10 |
| LEVEL 15 | 655.12 m² | 7052 SF | 10 |
| LEVEL 16 | 655.12 m² | 7052 SF | 10 |
| LEVEL 17 | 655.12 m² | 7052 SF | 10 |
| LEVEL 18 | 655.12 m² | 7052 SF | 10 |
| LEVEL 19 | 655.12 m² | 7052 SF | 10 |
| LEVEL 20 | 655.12 m² | 7052 SF | 10 |
| LEVEL 21 | 655.12 m² | 7052 SF | 10 |
| LEVEL 22 | 655.12 m² | 7052 SF | 10 |
| LEVEL 23 | 655.12 m² | 7052 SF | 10 |
| LEVEL 24 | 655.12 m² | 7052 SF | 10 |
| LEVEL 25 | 655.12 m² | 7052 SF | 10 |
| LEVEL 26 | 655.12 m² | 7052 SF | 10 |
| LEVEL 27 | 655.12 m² | 7052 SF | 10 |
| LEVEL 28 | 655.12 m² | 7052 SF | 10 |
| TOTAL | 23114.67 m² | 248804 SF | 370 |

## UNIT COUNT

| NAME | LVL 01 | LVL 02 | LVL 03 | LVL 04 | LVL 05 | LVL 06 | LVL 07 | LVL 08 | LVL 09 | LVL 10 | LVL 11 | LVL 12 | LVL 13 | LVL 14 | LVL 15 | LVL 16 | LVL 17 | LVL 18 | LVL 19 | LVL 20 | LVL 21 | LVL 22 | LVL 23 | LVL 24 | LVL 25 | LVL 26 | LVL 27 | LVL 28 | TOTAL COUNT | PERCENTAGE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1-BED | 3 | 6 | 6 | 6 | 6 | 6 | 8 | 8 | 7 | 5 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 133 | 36% |
| 1-BED + DEN | 3 | 7 | 7 | 7 | 7 | 7 | 5 | 5 | 5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 72 | 19% |
| 2-BED | 2 | 5 | 5 | 5 | 6 | 6 | 5 | 5 | 4 | 3 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 136 | 37% |
| 2-BED + DEN | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1% |
| STUDIO | 0 | 5 | 5 | 5 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 7% |
| TOTAL | 9 | 24 | 24 | 24 | 24 | 24 | 18 | 18 | 16 | 9 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 370 | 100% |



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**Key Recommendations**

• The Panel recommends approaching the landscaped and surface parking areas of the courtyard/forecourt more holistically, with surface treatments that feel part of the pedestrian realm.
  o Consider a woonerf style courtyard/forecourt area, that blends the landscaped area with the surface parking, while simultaneously reducing the surface parking as much as possible. The area should feel like pedestrian space that is shared with vehicles.
Please refer to comments below in the Site Design & Public Realm Section.

• The Panel recommends giving greater consideration and study to the angular plane and the effects of the proposal on the adjacent residences at 376 and 390 Tillbury Avenue.
Please refer to comments below in the Site Design & Public Realm Section.

• The Panel has concerns with the tower floorplate size exceeding the 750m2 in the City's high-rise guidelines. Ensure the guidelines are adhered to at 750m2.
Please refer to comments below in the Built Form & Architecture Section.

• The Panel strongly supports the architectural approach to the 6-storey podium and the tower.
  o Consider foregoing the 7-9th storey transition between the podium and tower, which adds unnecessary bulk to the building design, and consider transitioning directly from the podium the tower.
Please refer to comments below in the Built Form & Architecture Section.

• The Panel recommends addressing the heaviness of the tower by lightening the colour palette to create more apparent play of light and shadow with the balconies.
Please refer to comments below in the Built Form & Architecture Section.

• The Panel suggests bringing the woven treatment of the podium down to grade level, especially along Carling Avenue, in order to help ground the building.
This comment is noted and will be considered. That said, the nature of retail spaces require ample frontage on the street with significant amounts of glazing which could make implementing the woven treatment difficult. We will likely be more able to accommodate this on the courtyard side of the building.

• The Panel has concerns with the 3m/4.5m setback along the western property line and the tight condition it creates between residential units and the neighbouring property.
  o Consider providing a more generous setback along the western property line.
Please refer to comments below in the Site Design & Public Realm Section.

**Site Design & Public Realm**

• The Panel has concerns with the 3m side-yard setback being proposed along the western property line.
The 3m interior side yard setback is along the face of the building in areas intended for bedrooms. Living spaces will be adjacent the recessed patios and balconies which offer an additional 1.5m setback. A 4.5m setback is a very liveable and will offer no ill effects on the few units that have this exposure. Keep in mind as well that the development on the neighboring property to the east has much tighter interior side yard setbacks that go down to zero in some locations.

• The Panel recommends reducing the surface parking area as much as possible.
Noted, however the building does contain 4 retail units along with 390 units, so there will be demand for short term parking, as well as pick-up and drop off spaces. The surface parking as designed is completely shielded from both Carling and Tillbury.

• The Panel appreciates the description in the presentation of this parking area as a courtyard space, however what is currently proposed reads as a parking lot.
  o Consider adding more landscaping in order to create a courtyard space. A lush courtyard space will also create a buffer from Tillbury Avenue. The courtyard design should be explored further in order to fulfill the description and intended vision for that space.
We are confused by this comment as we described in detail the landscaping shown in the design package. The building has a very generous setback from Tillbury in order to create a park space and this park is then carried into the courtyard of the building. This includes features such as raised planters, benches and other elements of outdoor furniture. Separating the parking from the ramp is another area of planting which is meant to obstruct the view of the ramp and will include small trees and taller shrubs.

In a recommendation under in the "Built Form & Architecture" section, the panel suggests "Consider placing any ground floor amenity space on the courtyard, potentially swapping with the bike storage area." This seems like an odd suggestion to make if this area reads like a parking lot.

While we have yet to complete a landscape plan, this will be done for the site plan control submission, where we will also provide more specifics of the specific planting being proposed to ensure that this space feels like a courtyard and not simply like a parking lot.

• The Panel recommends giving more consideration to the residences adjacent to the site at 376 and 390 Tillbury Avenue when studying the shadowing effects and the angular plane.
Noted.

• The Panel appreciates the soft landscaping and heavily treed buffer proposed along Tillbury Avenue to help mitigate the looming effect of the tower on the lowrise residential apartments.
o Consider doing more to address the condition with regard to 376 and 390 Tillbury Avenue. Consideration needs to be given to the impacts this site will have on those residents and homes.
Noted.

• The Panel recommends further studying the functionality of the ground plane. Ensure there is an appropriate radius for delivery and service vehicles.
A traffic study has been completed for the project and confirms that the site is fully serviceable for deliveries, garbage collection and emergency vehicles as designed.

• The Panel recommends implementing a surface treatment in the 'courtyard' space that is more consistent with a pedestrian-first space.
  o Consider blurring the lines between the pedestrian landscaped portion and the vehicular space by using paver treatments and landscaping as a means of creating a more pedestrian-first environment overall.
  The specifics of the hard landscaping will be further developed during the site plan control submission, however there are concerns over cost and long-term wear related to using paving stones.
  o Consider designing the forecourt area as a woonerf style courtyard.
  This can be considered as we develop the landscape design further.
  o Consider reducing the number of surface parking spaces proposed.
We foresee a practical need for these surface parking spaces to properly serve the building. That said, we will look to see if we can remove one or two parking spaces in the future.

**Sustainability**

• The Panel recommends giving more thought to how this proposal could adhere to the City's sustainability standards, such as the upcoming High-Performance Development Standards, and add valuable environmental & social sustainability to the Westboro-Carlington community.
The High Performance Development Standards are not in effect and are not likely to be for some time. The development will exceed code requirements for energy efficiency and may target higher standards depending on funding opportunities that may become available.

**Built Form & Architecture**

• The Panel has concerns with the 30-storey height proposed for the building and the angular plane from residential on Tillbury Avenue. A much stronger planning argument is needed to allow for this height at this location.
  o Consider the height of the building directly east on the north side of Carling Avenue is 16-storeys. There is not a strong rationale for more height at this location, given what was granted to 1655 Carling Avenue
The discussion around suitable height in this location is largely focused on the transition to the low-rise residential uses to the north. At 1655 Carling, there is a lot depth of approximately 40m, and the distance from the rear lot line to the nearest residential building is 15m, this provides an effective depth of 55m in which to provide transition. The subject site is a through-lot with a lot depth of approximately 73m and the nearest residential building is over 26m to the rear lot line along Tillbury. This provides a depth of 109m to provide transition, which is almost double the distance that is provided at 1655. Allowing significantly more depth for transition should permit additional building height.

• The Panel appreciates the use of the local quarry as an inspiration for the architectural expression. That reference is strong and clear in the design.
Thank you!

• The Panel appreciates the woven brick treatment of the podium design, which provides a lively and handsome quality to the proposal.
Thank you!

• The Panel cautions against too much use of starkly dark materials.
  o Consider lightening up the entire tower portion of the building. The play of light and shadow through the variation in balconies would be more pronounced.
We disagree. The design proposes all glass balconies which will reflect the sky during all times of day. The contrast of light and dark will be much more evident if the sky reflected in the balconies is set against a darker background colour. The project is also proposing staggered vertical bands of contrasting coloured cladding, and this effect will be lost if the tower is made lighter. Finally, the cladding for the tower will be a metallic panel, offering some sheen as opposed to a matte black material like brick. There are examples of compelling architectural projects with dark coloured towers the world over.

  o Consider opting for a less visible balcony divider. The dark balcony dividers pose quite a distraction to the horizontal quality of the balconies.
Noted.

• The Panel highly recommends the City's high-rise guideline of 750m2 floorplates, inclusive of balconies, should be adhered to. As it stands, there is not a strong enough rationale for this project to be granted special consideration to this guideline.
We understand that tall building guidelines are not standards but recommendations to be considered. We would question why a building that provides balconies would have a limitations on indoor space that a building without balconies would not face. Does this not encourage un-articulated buildings that are devoid of balconies? Is this the direction that is intended for high-rise buildings? I would also question why the 750m2 floor plate includes balconies where the Toronto guidelines upon which Ottawa's were based does not.

• The Panel highly recommends pursuing a generous through lobby from the south-west corner of the building (where amenity workspaces are) to enhance and improve the building's access and presence along Carling Avenue.
  o Consider merging the amenity workspaces with a grander lobby area to enhance that through lobby experience as much as possible.
Noted.

• The Panel recommends ensuring that the podium heights and street-wall align with the adjacent existing and proposed buildings.
Noted, the podium and street-wall are in alignment with the development at 1655 Carling, immediately to the east of the subject site.

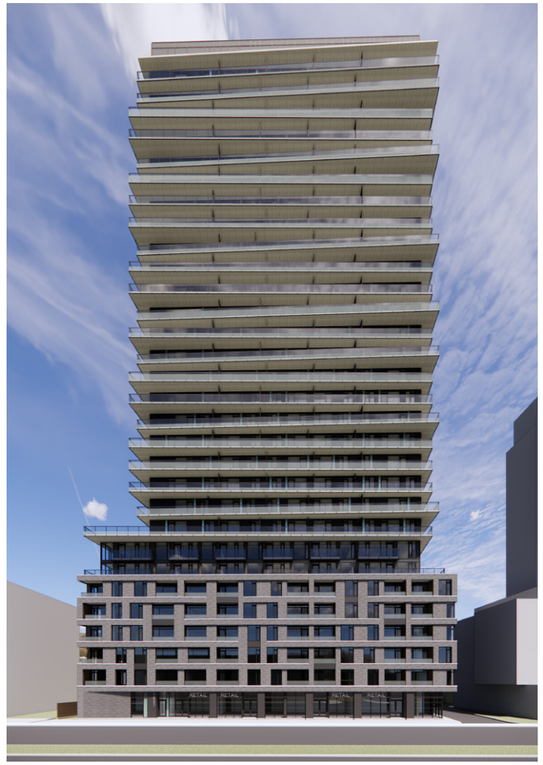
• The Panel recommends providing more depth to the commercial spaces to help them be successful.
Noted.

• The Panel recommends removing the amenity space on the ground floor or merging it with a through-lobby entrance at the corner of the building.
  o Consider moving the bike storage space to the west side of the building, closer to Carling Avenue and creating a through-lobby area.
Noted.

o Consider placing any ground floor amenity space on the courtyard/forecourt, potentially swapping with the bike storage area.
We strongly disagree with the suggestion to position a bicycle storage room along the street frontage instead of an amenity space that is designed to promote interaction with the street. Note that the primary outdoor amenity space for the building will be the terrace on the 10th floor facing north, which also features an indoor amenity room. The courtyard space at the entrance to the building is meant more to create a sense of arrival and to facilitate departure.

• The Panel highly recommends a 6-storey podium, foregoing the 7th-9th storey portions that go beyond the tower floorplate.
  o The Panel suggests it would provide for a cleaner form of architecture if, beyond the 6-storey woven podium, the building immediately transitioned to a tower starting at the 7th floor, thereby removing the current 'transition' space that adds superfluous building area and bulk to the building.
While the panel may consider this to be 'superfluous building area', eliminating this transition would result in the reduction of building area by approximately 17,000 sqft and the loss of 21 units residential suites. Unless the panel is suggesting that we could recapture this lost area with increased building height, we would like to make clear that this area is critical to the viability of the project as designed.

ORIGINAL DESIGN SUBMITTED TO UDRP

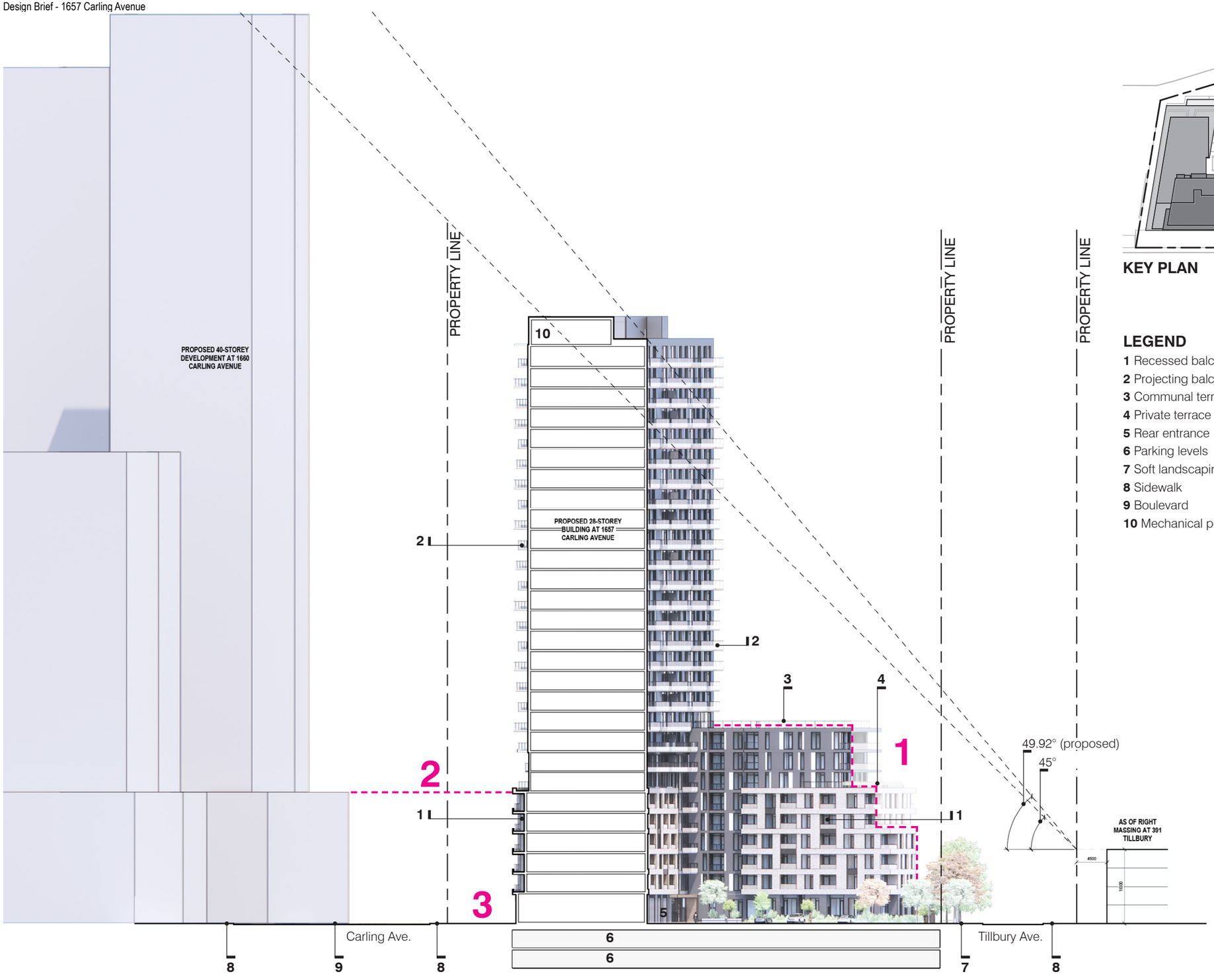


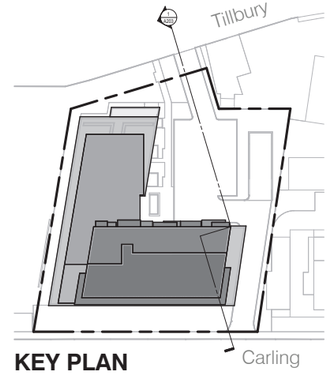
The initial design proposed a 30-story tower, featuring alternating angled balconies with fritted glass panels at varied elevations, evoking the natural striations of geological formations. The podium is articulated in medium grey brick, providing a strong visual base, while the tower above is clad in black with blue accent panels to enhance the structure's sleek profile. On the west elevation, levels 7 to 9 are recessed by 3 meters, aligning with the setbacks of the lower levels, and are complemented by a fritted glass canopy at level 8. The podium's design, coupled with the slightly recessed ground floor, creates a visually striking effect of a floating structure, elevating the building to enhance pedestrian engagement and maximize the use of public space at street level.

CURRENT DESIGN

The current design responds to concerns raised in the UDRP comments by incorporating the following changes:

- The tower height has been reduced from 30 to 28 stories.
- Levels 7-9 have been set back an additional 2.5 meters on the west façade to create a more seamless transition to ground.
- The south podium façade and tower have been shifted 3.3 meters back from Carling Avenue, in compliance with ROW requirements.
- The canopy above level 8 has been updated to a black finish, enhancing the contrast with the tower's balconies.
- The blue accent panels have been refined to a more subdued silver tone.
- The design of the tower balconies has been revised for greater cohesion with the podium expression, while continuing to evoke the layered effect of geological striations.
- The podium's brick tone has been lightened, and the ground floor footprint has been reconfigured to incorporate protuding columns in the same tone, extending the brick material to further anchor the podium and provide a stronger connection to the ground level.




## KEY PLAN

## LEGEND

**1** Recessed balconies (Levels 2 to 6)
**2** Projecting balconies (Levels 7 to 30)
**3** Communal terrace
**4** Private terrace
**5** Rear entrance
**6** Parking levels
**7** Soft landscaping
**8** Sidewalk
**9** Boulevard
**10** Mechanical penthouse

## BUILDING TRANSITION

Our project takes a considered approach to introducing greater height and density to this growing area of the city, implementing specific design strategies to ensure a seamless integration with the existing surroundings, particularly addressing the transition to the low-rise neighborhood to the north and the pedestrian realm along Carling Avenue.

### Measure 1 - Stepping Down Towards Tillbury

The building features a descending design, with a 9-story section that steps down to 6 and then 4 stories as it nears the residential zone to the north.

This gradual reduction in height, accentuated by a sequence of terraces, helps the building transition from the high-rise 28-story tower at the south to the lower residential context to the north.

### Measure 2 - Podium Alignment on Carling

We've designed a 6-story podium that aligns with the new development to the east, and zoning requirements for the area.

This creates a visual connection between our building and the emerging street profile, anchoring it firmly within the current and anticipated developments along Carling Avenue.

### Measure 3 - Open Ground Floor

At the ground level, the project features retail spaces with a clear height of 4.5 meters, enhancing the openness at street level. This elevated design choice clearly defines the building's base and encourages street interaction, bolstering the active commercial presence along Carling.

Further enriching the pedestrian experience, the development incorporates direct pathways across the site, which are complemented by thoughtful landscaping and planting to ensure seamless and inviting access at the street level.

These strategies are employed to ensure the new building integrates with the community and enhances the existing urban landscape, carefully balancing its prominent stature with the established scale and character of the area.



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**LEGEND**

**1** Recessed balconies (Levels 2 to 6)
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**6** Parking levels
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**8** Sidewalk
**9** Boulevard

**1657 CARLING AVENUE** PUBLIC REALM - STREETSCAPE / RELATIONSHIP TO PUBLIC REALM
| 2213 | SCALE N.T.S.

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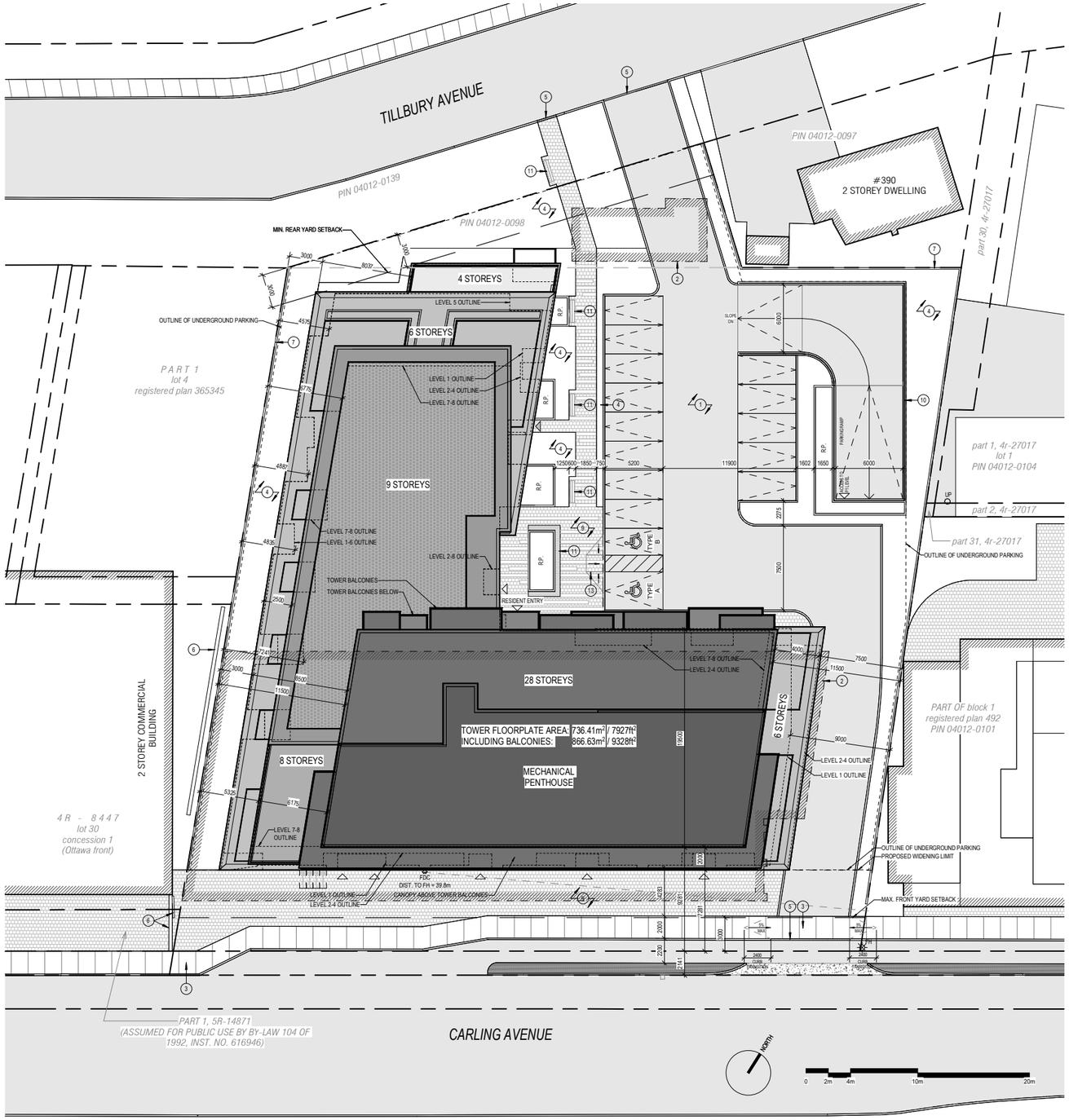



## SITE PLAN SYMBOLS LEGEND

- BUILDING ENTRANCE
- BUILDING EXIT
- BICYCLE PARKING
- PROPERTY LINE
- SETBACK LINE
- INTERLOCKING STONE PAVERS
- FDC — FIRE DEPARTMENT CONNECTION
- FH — FIRE HYDRANT
- FH — FIRE HYDRANT TO BE RELOCATED
- UP — EXISTING UTILITY POLE TO REMAIN
- R.P. — RAISED PLANTER

TOPOGRAPHIC PLAN OF SURVEY OF
PART OF LOT 2
REGISTERED PLAN 492
AND
PART OF BLOCK 4
REGISTERED PLAN 310595
GEOGRAPHIC TOWNSHIP OF NEPEAN
CITY OF OTTAWA

STANTEC GEOMATICS LTD. 2023

0 2m 4m 10m 20m

## SITE PLAN NOTES

1. ASPHALT
2. EXISTING STRUCTURE TO BE DEMOLISHED
3. CONCRETE SIDEWALK
4. SOFT LANDSCAPING
5. DEPRESSED CURB
6. EXISTING RETAINING WALL
7. 2m HIGH WOOD PRIVACY FENCE
8. CANOPY/BUILDING ABOVE
9. HARD LANDSCAPING
10. RAILING AROUND PARKING RAMP PERIMETER
11. BENCH
12. PRIVATE TERRACE
13. CURB RAMP

**1657 CARLING AVENUE** SITE PLAN

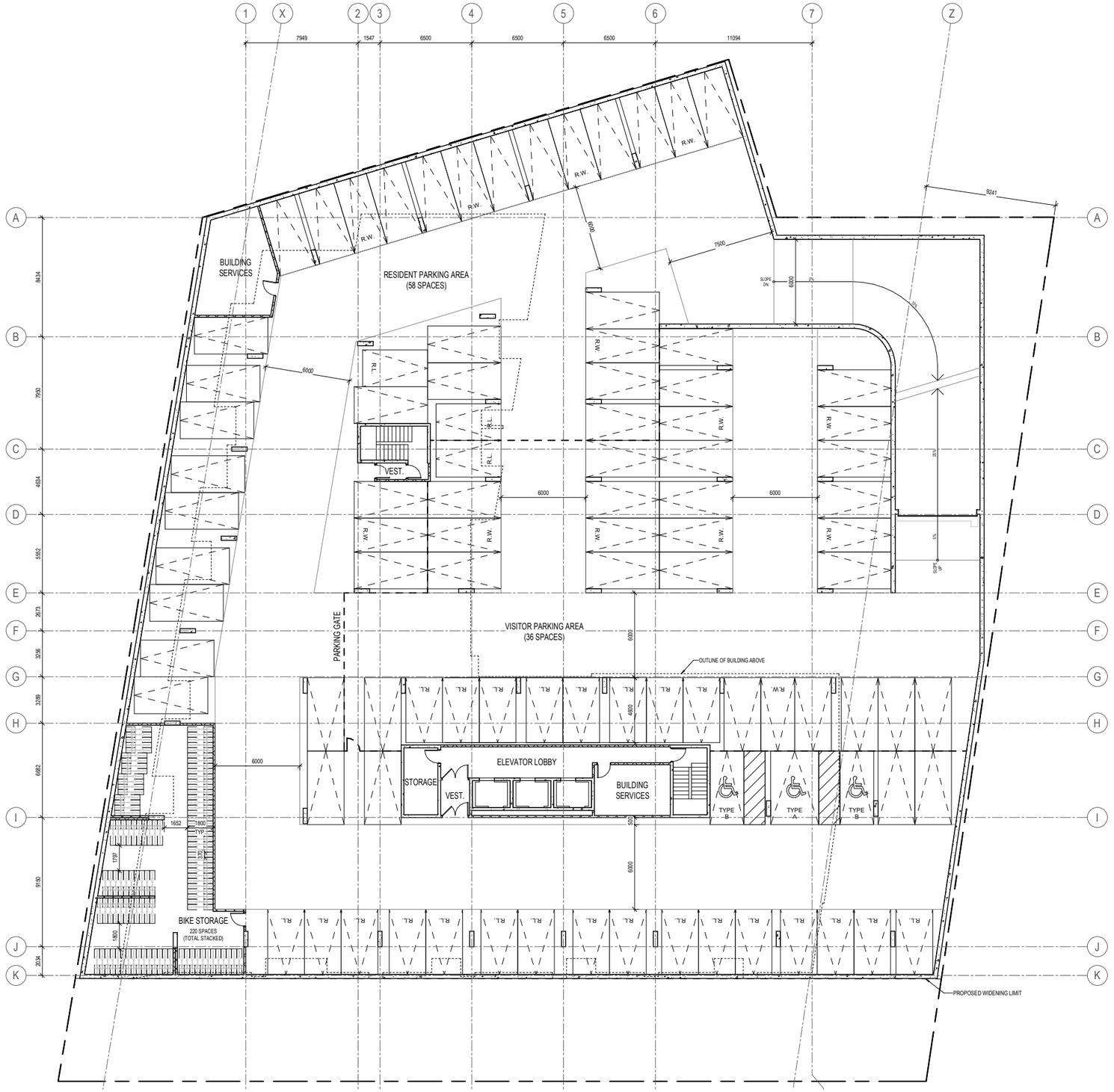
| 2213 | SCALE N.T.S.


## LEGEND

1. SOFT LANDSCAPING
2. RAISED PLANTER
3. SIDEWALK
4. WOOD FENCE
5. TERRACE
6. EXISTING BUILDING
7. RAMP TO UNDERGROUND PARKING
8. RESIDENTIAL SUITE
9. COMMERCIAL SUITE
10. MAIN LOBBY
11. OFFICE
12. PARCEL STORAGE
13. RESIDENTIAL GARBAGE ROOM
14. LOADING ZONE
15. COMMERCIAL GARBAGE ROOM
16. AMENITY WORKSHARE SPACE
17. MAILBOXES
18. CYCLETRACK

**1657 CARLING AVENUE** FLOOR PLAN - GROUND FLOOR / CONCEPTUAL LANDSCAPE PLAN

| 2213 | SCALE 1:350




**1657 CARLING AVENUE** FLOOR PLAN - TYPICAL PARKING LEVEL

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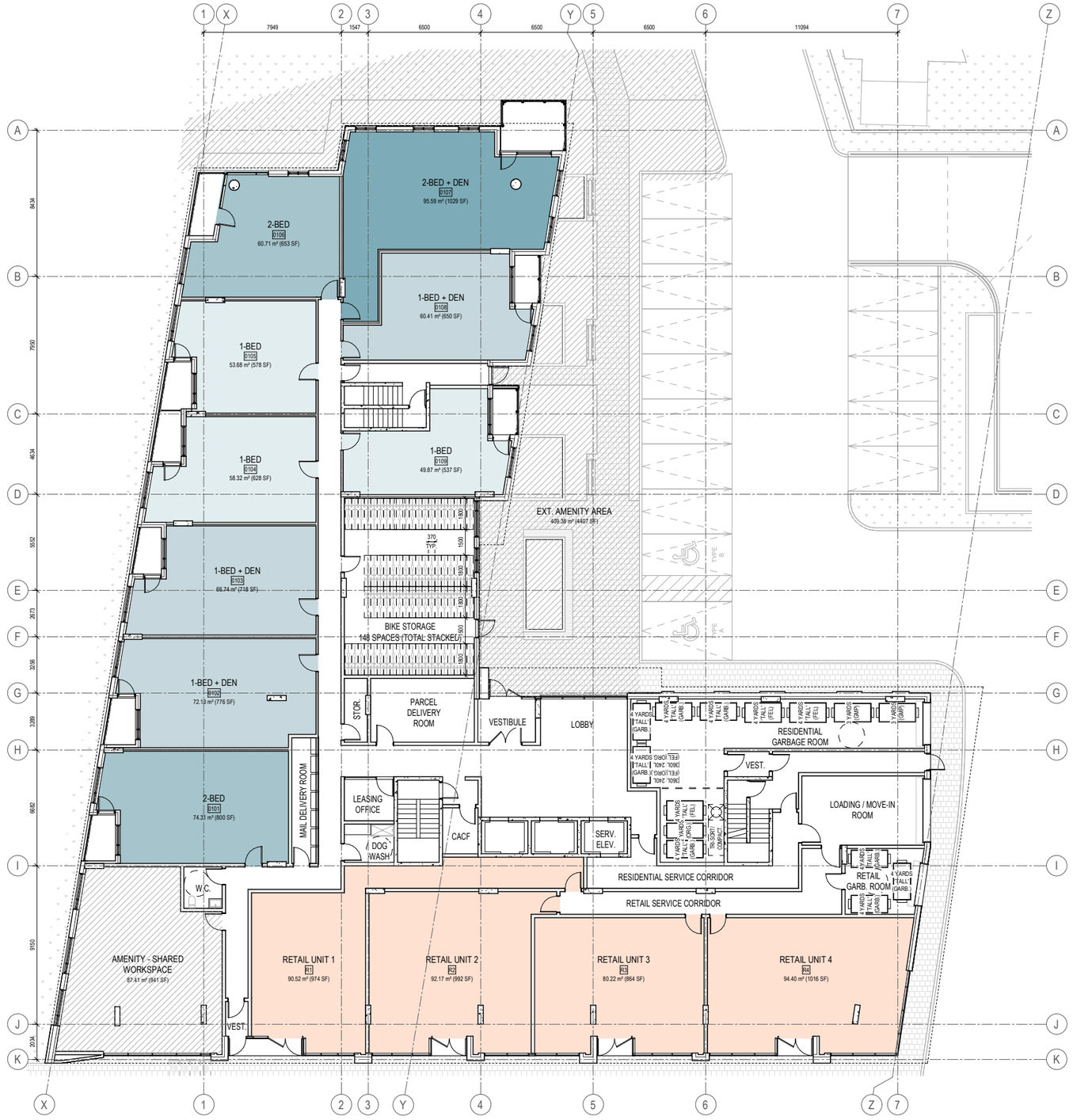



**1657 CARLING AVENUE** FLOOR PLAN - GROUND FLOOR

| 2213 | SCALE N.T.S.


**1657 CARLING AVENUE** FLOOR PLAN - LEVEL 2-4

| 2213 | SCALE N.T.S.


**1657 CARLING AVENUE** FLOOR PLAN - LEVEL 5-6

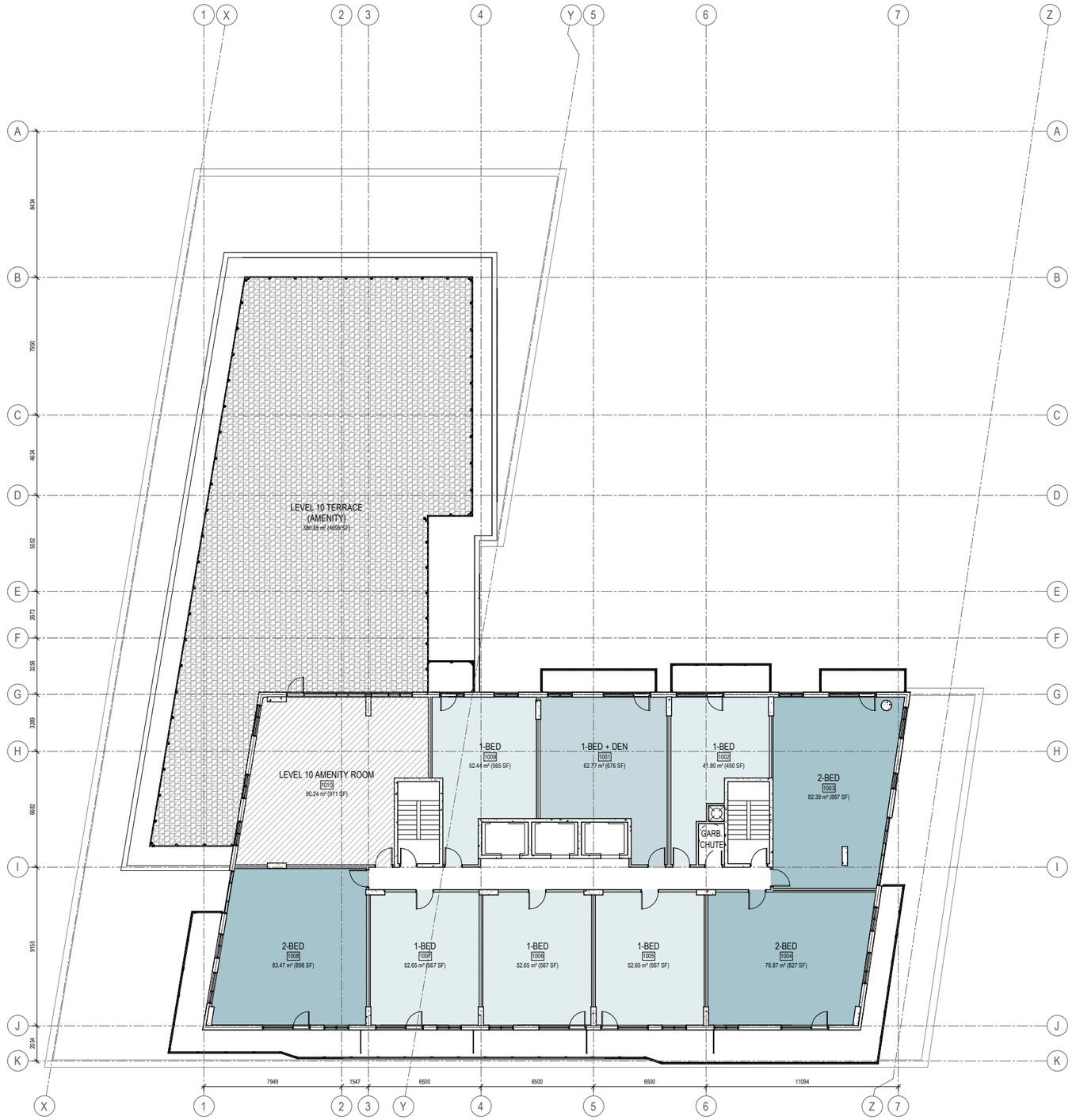
| 2213 | SCALE N.T.S.


**1657 CARLING AVENUE** FLOOR PLAN - LEVEL 7-8

| 2213 | SCALE N.T.S.


**1657 CARLING AVENUE** FLOOR PLAN - LEVEL 9

| 2213 | SCALE N.T.S.




**1657 CARLING AVENUE** FLOOR PLAN - LEVEL 10

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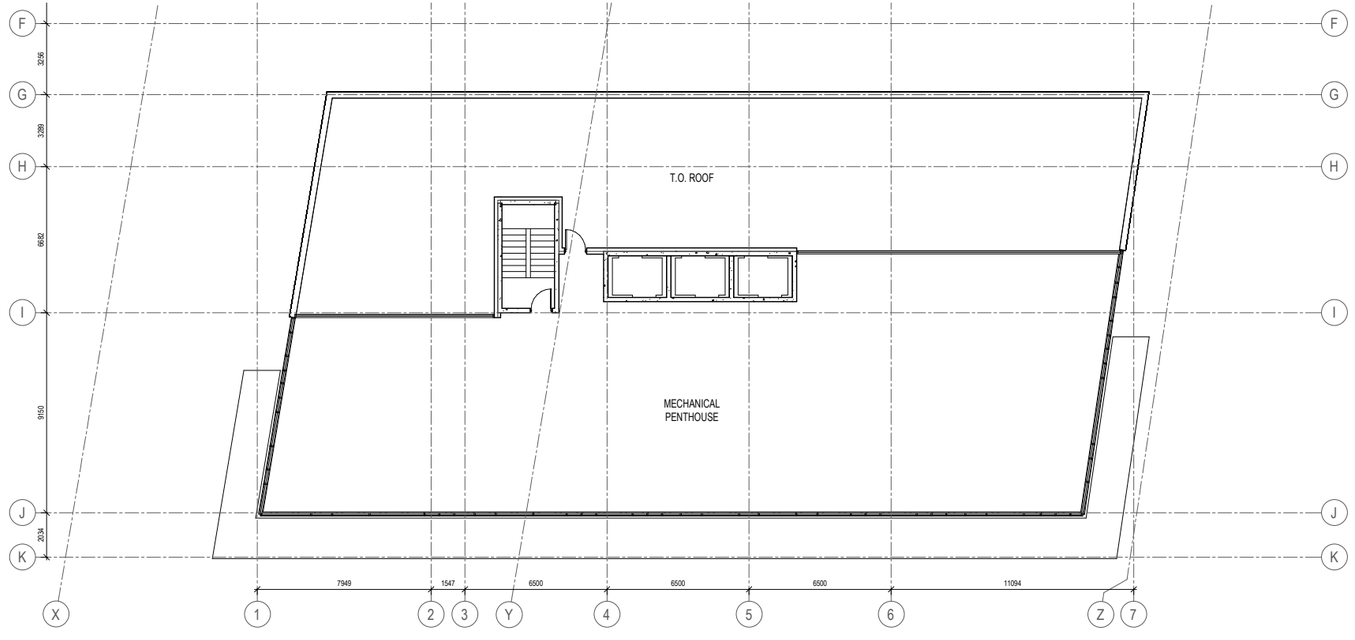
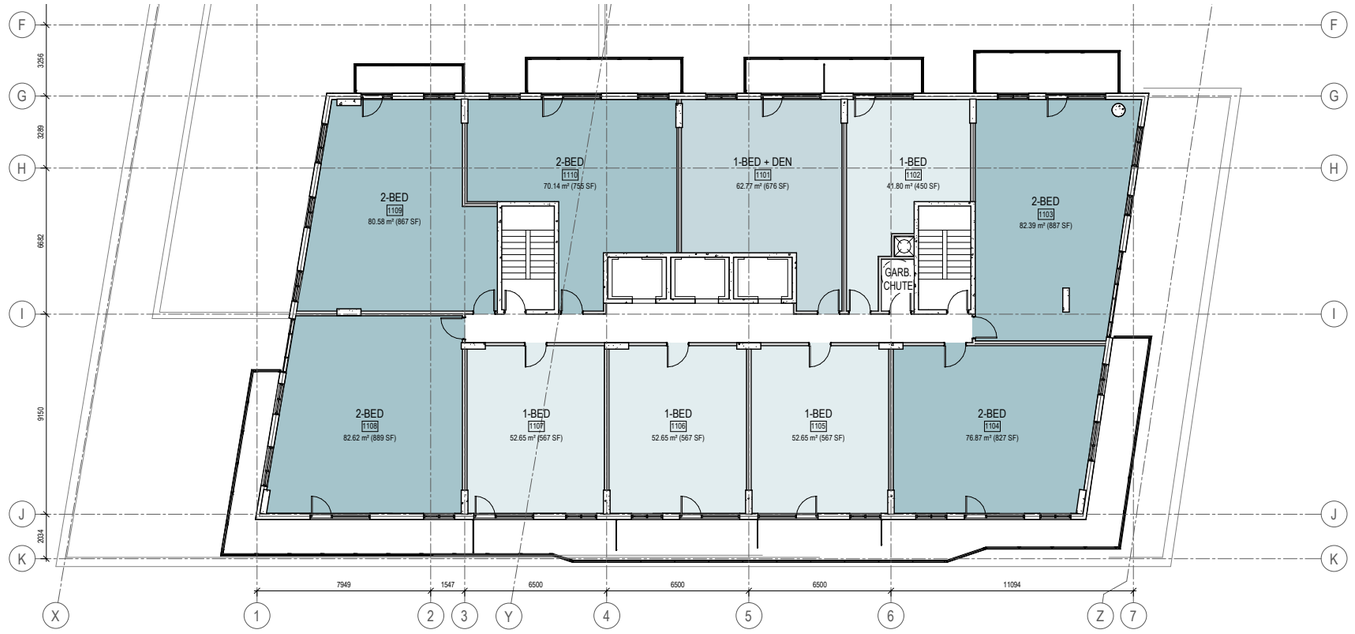
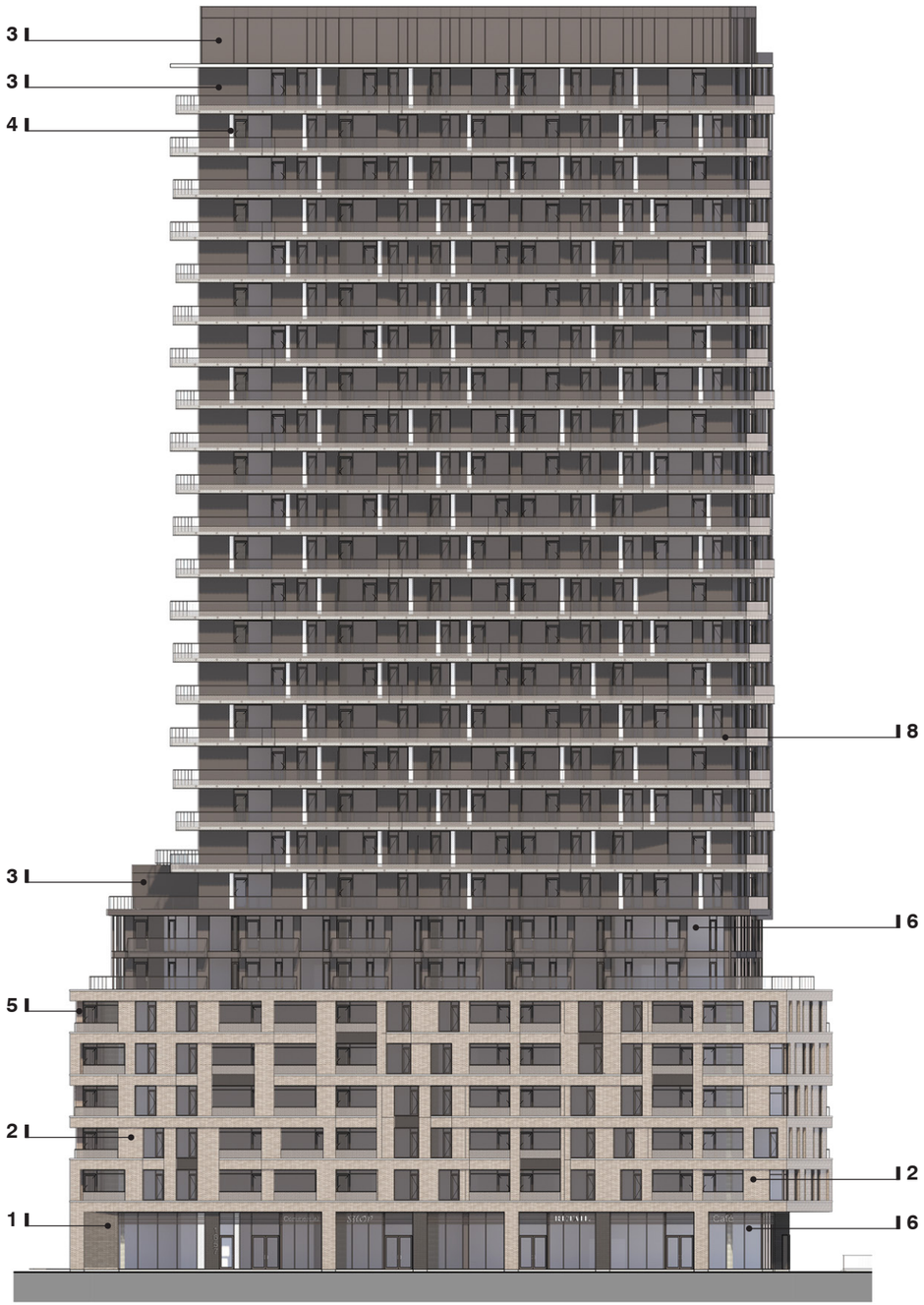
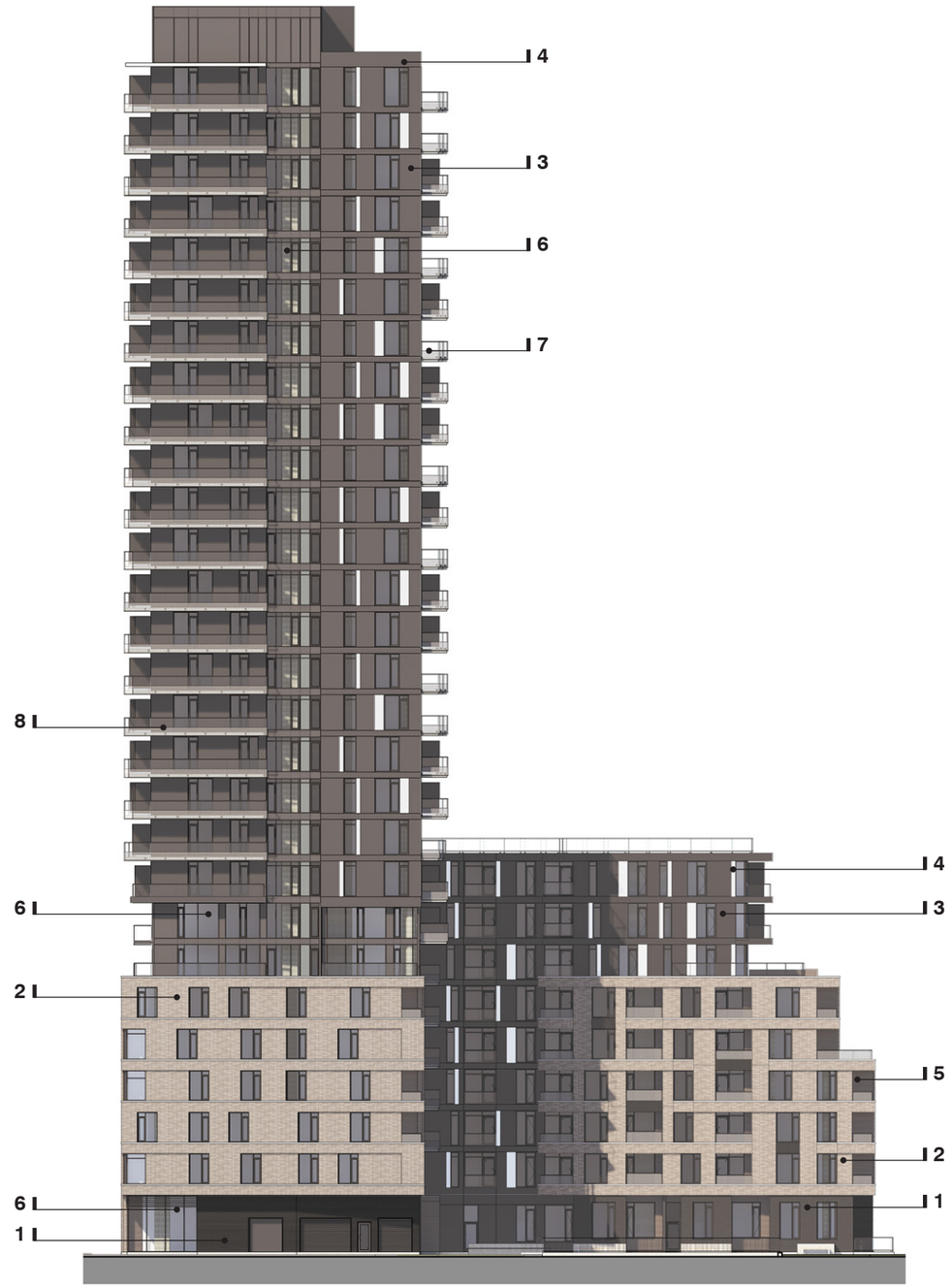



**1657 CARLING AVENUE** FLOOR PLAN - LEVEL 11-28 & PENTHOUSE LEVEL

| 2213 | SCALE N.T.S.




**LEGEND**

**1** Brick Masonry (Black)
**2** Brick Masonry (Grey)
**3** Aluminum Composite Panel (Dark Grey)
**4** Aluminum Composite Panel (Anodized)
**5** Aluminum Composite Panel (Wood Grain)
**6** Window Wall
**7** Aluminum and Glass Railing
**8** Aluminum and Glass Railing (Fritted)

**1657 CARLING AVENUE** BUILDING DESIGN - SOUTH & EAST ELEVATION

| 2213 | SCALE N.T.S.

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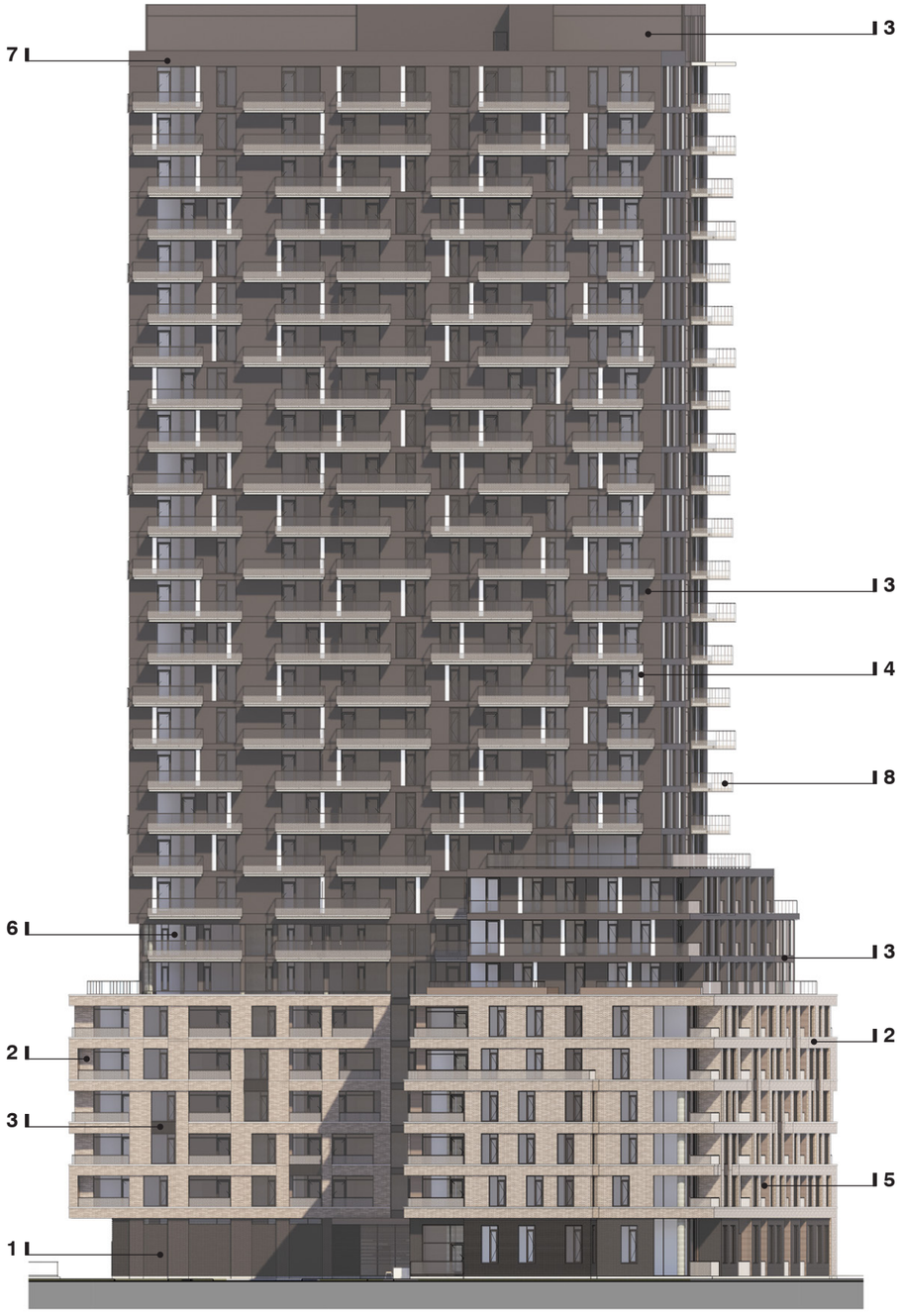


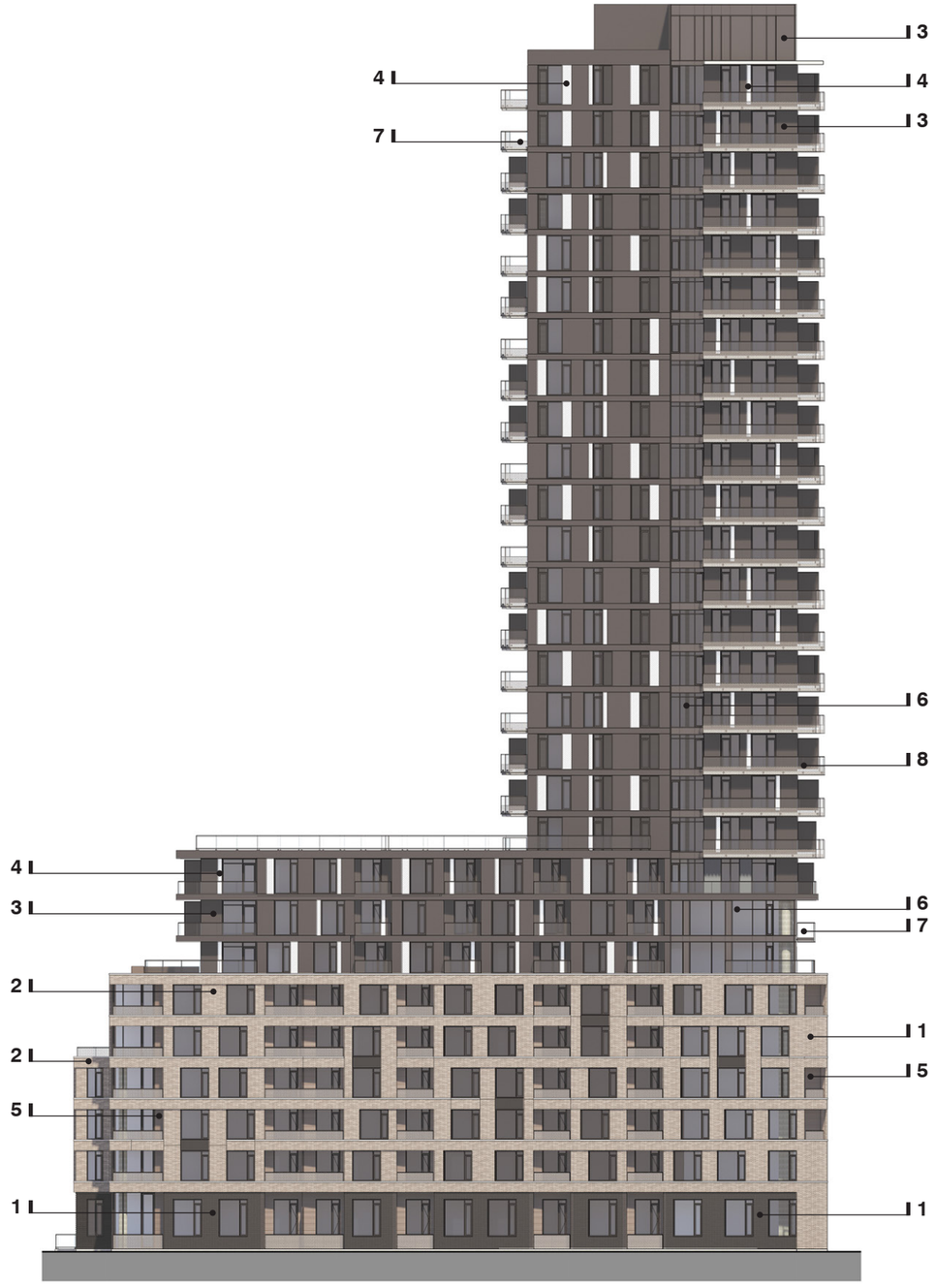


**LEGEND**

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**3** Aluminum Composite Panel (Dark Grey)
**4** Aluminum Composite Panel (Anodized)
**5** Aluminum Composite Panel (Wood Grain)
**6** Window Wall
**7** Aluminum and Glass Railing
**8** Aluminum and Glass Railing (Fritted)

**1657 CARLING AVENUE** BUILDING DESIGN - NORTH & WEST ELEVATION

| 2213 | SCALE N.T.S.

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## SUSTAINABILITY

While not targeting specific energy use targets, this project does offer a number of sustainable design features simply by the nature of its design, and its location within the city. The building will make use of an energy model to ensure that it exceeds the energy use requirements of the Ontario Building Code.

Suites will have high efficiency HVAC units offering on demand heating and cooling at all months of the year. The project will be using high efficiency appliances and all lighting will use LED luminaires which, combined, will result in a significant reduction in the electrical demand for the building.

Building envelope design will exceed code requirements for insulation values and the glazing system will also exceed code requirements. The roofing membrane will have a light colour, increasing reflectivity and reducing heat island effects. Projecting balconies along the south elevation will help to reduce indoor thermal heat gain during the summer months, while allowing daylight in the winter.

All resident parking is underground. By reducing surface parking, we are ensuring a greater amount of soft landscaping which will reduce the surface run-off created by this development. In addition, a cistern will be included in the design to ensure a storm water flow-rate that will not overwhelm existing infrastructure. The proposed development includes extensive planting, with enough soil volume to ensure healthy tree growth.

The project will include outboard insulation on the exterior walls, which creates a more cohesive thermal barrier and reduces thermal bridges through the exterior walls, as well as durable cladding materials, all of which installed using a ‘rain screen’ design, ensuring that these cladding materials will perform well over the long term and will not require replacement.



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C11-A - Natural Heritage System (West)

## BIRD-SAFE DESIGN APPROACH

Our bird-safe design strategy encompasses more than just the application of bird-safe glass. We have implemented fritted (bird-safe) glass for the glass railings on levels 1-6, and in the tower portion, the bottom half of all glass railings features fritted glass. Additionally, the building has been designed in alignment with a variety of bird-safe design guidelines. Below is a summary of our compliance:

**Guideline 1:**
a) The project is not located near a Natural Heritage System. Please refer to the extract from Schedule C11-A - Natural Heritage System (West).

**Guideline 2:**
a) We comply with this guideline by utilizing only ‘punched glazing’ and limiting monolithic glass to the main entrance areas.
b) The building employs a variety of cladding materials and colors, which help break up reflections.

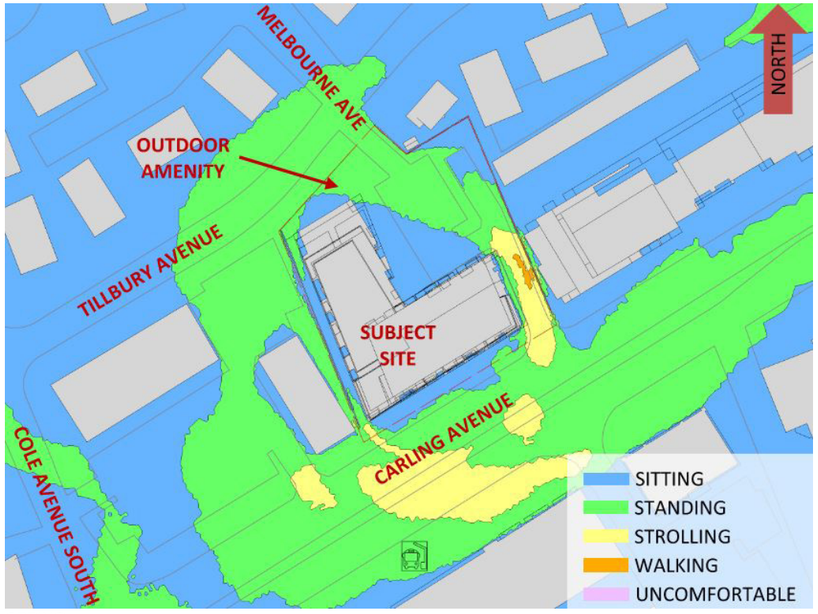
**Guideline 3:**
a) The building has no ‘fly-through’ or ‘mirror maze’ areas, in line with this guideline.
b) We have limited the use of corner glazing within the project.

**Guideline 4:**
a) No exterior antennas or towers are planned for this project.
b) No guy-wires will be used.
c) There will be no up-lighting on the project.
d) All grates will meet the specified opening requirements of this guideline.
e) All vertical pipes and flues will be capped.

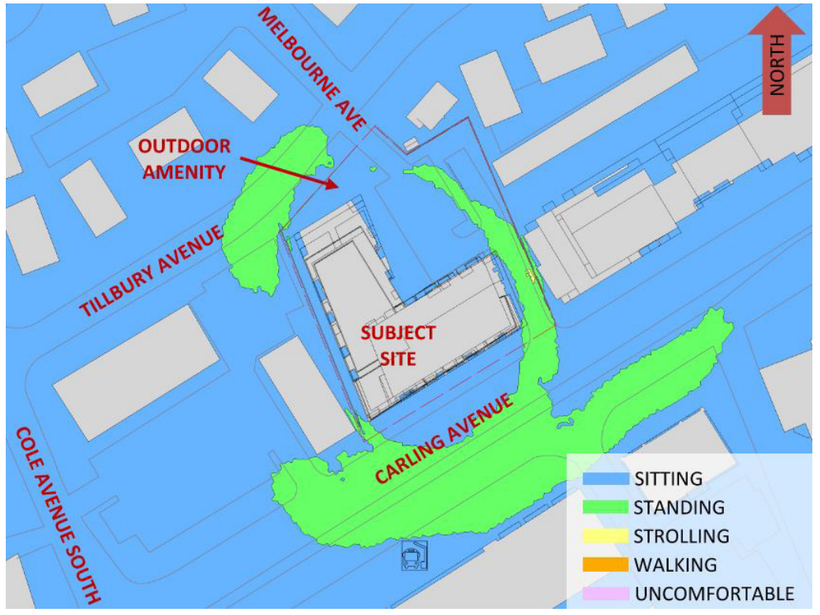
**Guideline 5:**
a) The plantings around the building have been planned to prevent significant reflections on the façade.
b) There are no linear landscape elements that lead directly to glass facades or doors.
c) No plant species with significant fruit or seed crops are included in the landscape design.
d) The building’s rooftop is not influenced by adjacent structures of significant height.
e) Indoor vegetation is not part of the project design.
f) No ornamental or water features are planned for the project.

**Guideline 6:**
a) There will be no up-lighting on the project.
b) All light fixtures will be full cut-off to minimize light pollution.
c) Non-essential exterior lighting will be controlled by motion sensors.
d) Lighting intensity will be kept to the minimum required by the Ontario Building Code (OBC).
e) Perimeter lighting will be discrete.
f) No flood lights will be used.

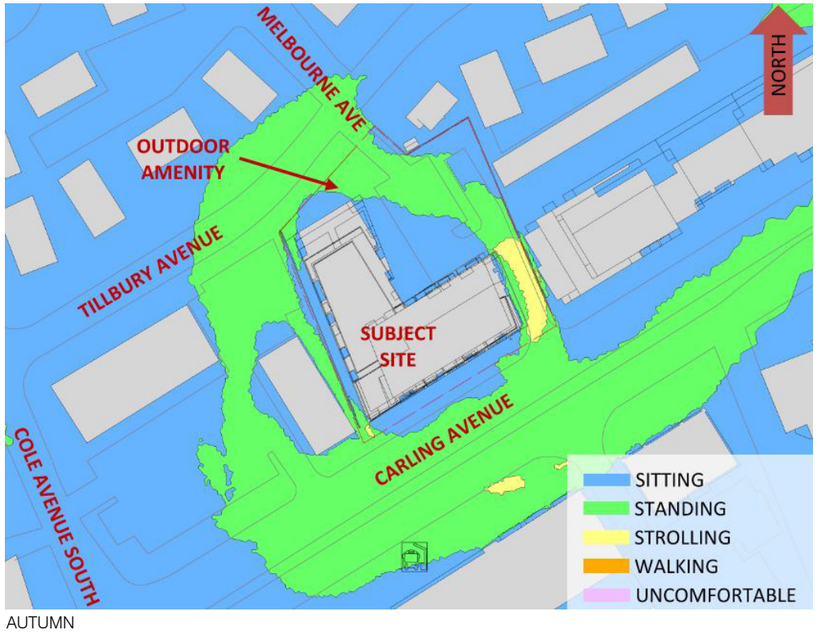
**Guideline 7:**
a) Windows will be equipped with roller blinds.
b) Except for the lobby, amenity rooms, and public corridor, there will be no public spaces visible from the exterior.
c) Individual units will have less than 15 feet of frontage along the exterior, resulting in small, independently controlled lighting zones.



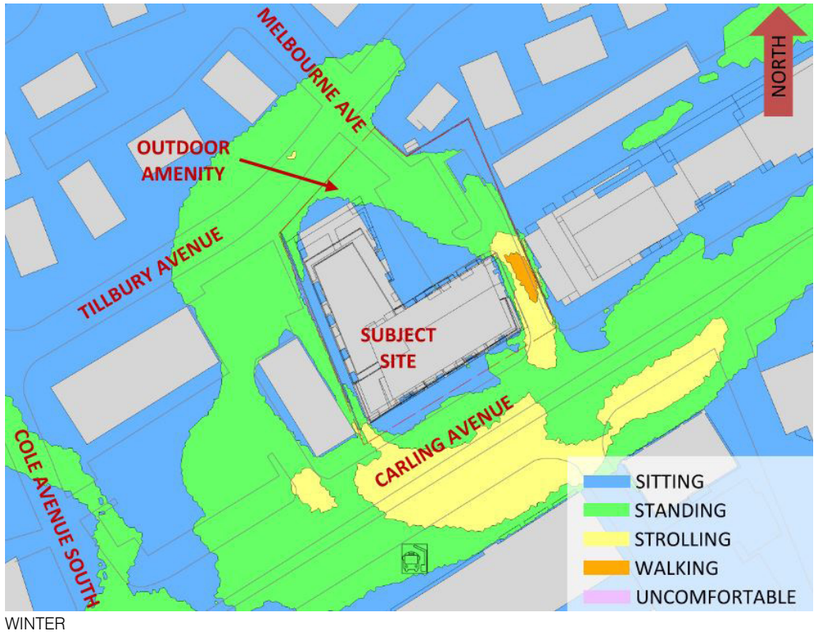

SPRING



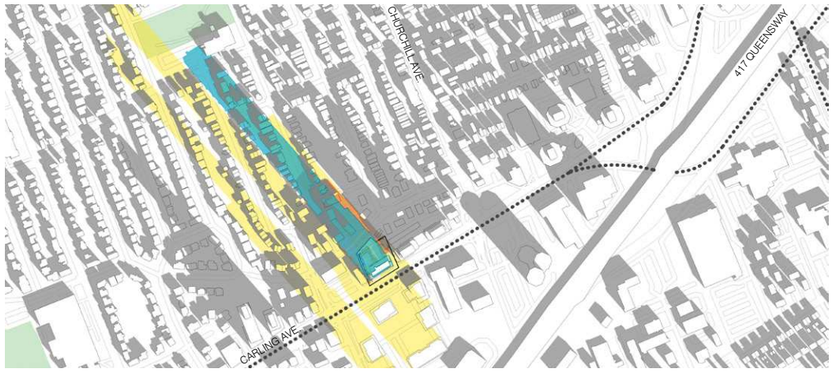

SUMMER



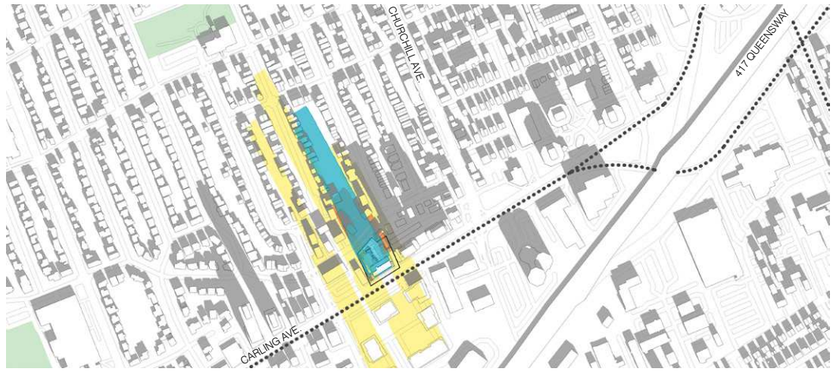

AUTUMN




WINTER




DEC 21 - 9:00 AM

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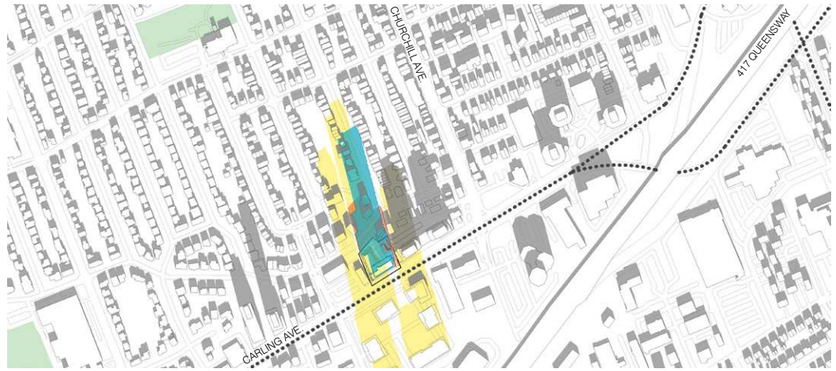


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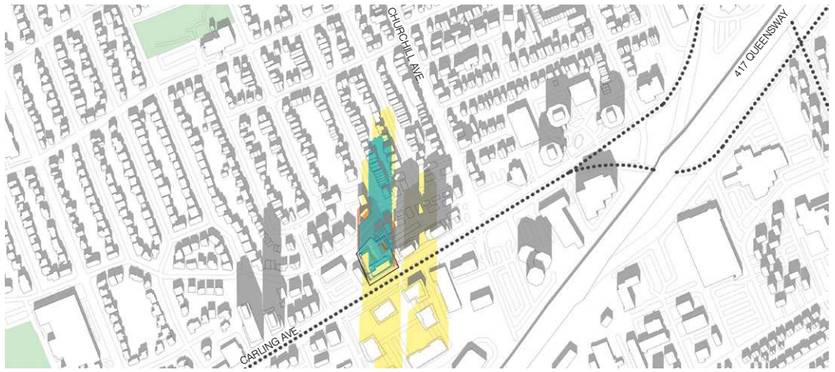
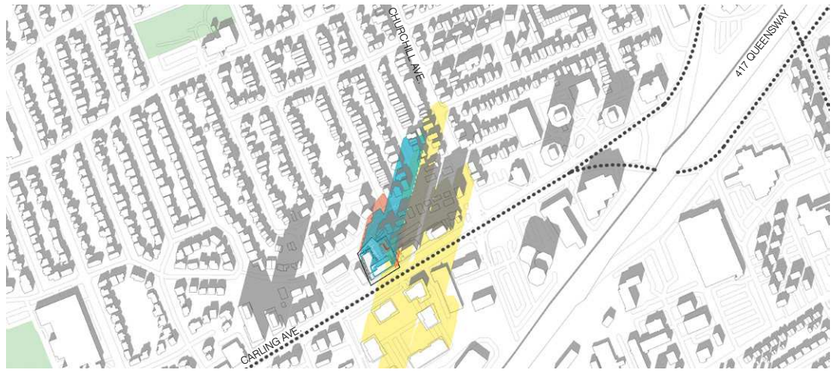
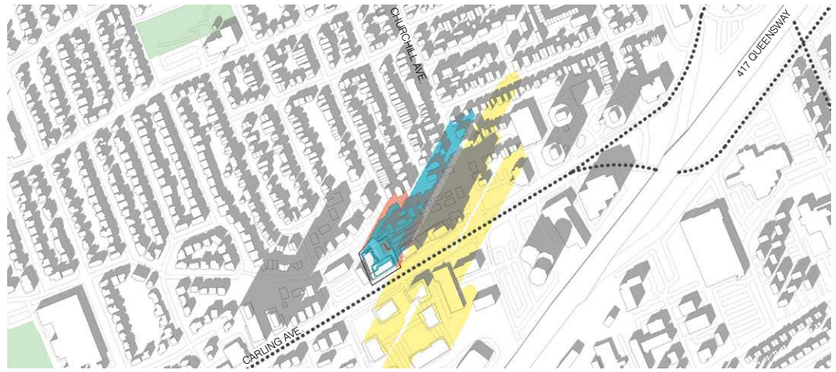



DEC 21 - 12:00 PM




DEC 21 - 1:00 PM




DEC 21 - 2:00 PM


DEC 21 - 3:00 PM

**LEGEND**

- As-of-Right Shadow/Outline
- Proposed Project Shadow Outline
- New Net Shadow
- Shadow from Proposed Development at 1660 Carling Avenue
- Overlap of Proposed Project Shadow and Shadow from 1660 Carling
- Overlap of Proposed Project Shadow and As-of-Right Shadow
- Public Park
- Arterial Mainstreet

N

**1657 CARLING AVENUE** SHADOW ANALYSIS - DECEMBER 21 - 45°22’47”N 75°44’55”W

|2213 |SCALE N.T.S.

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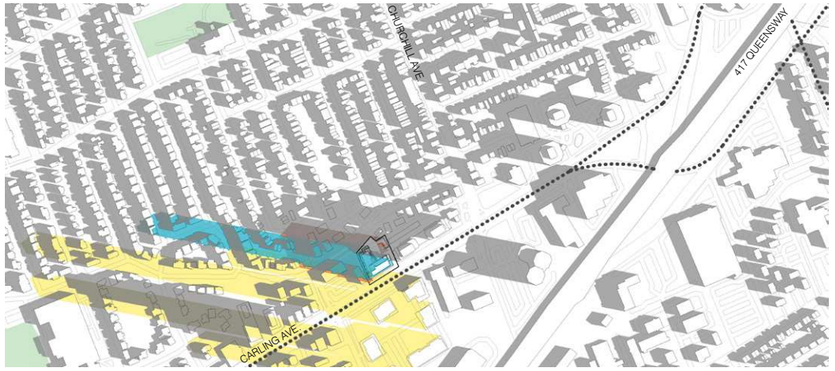
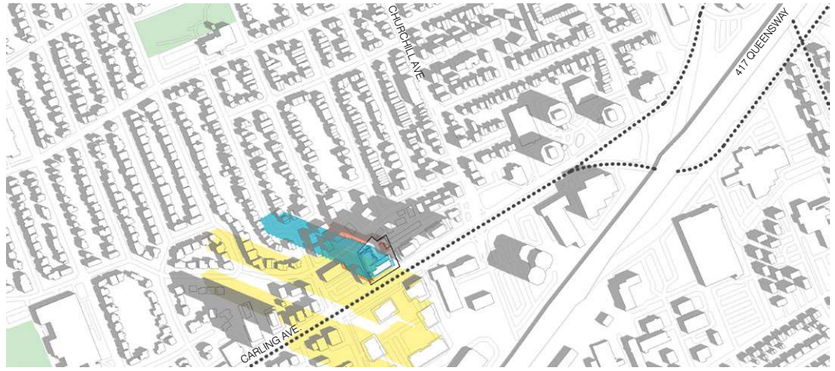
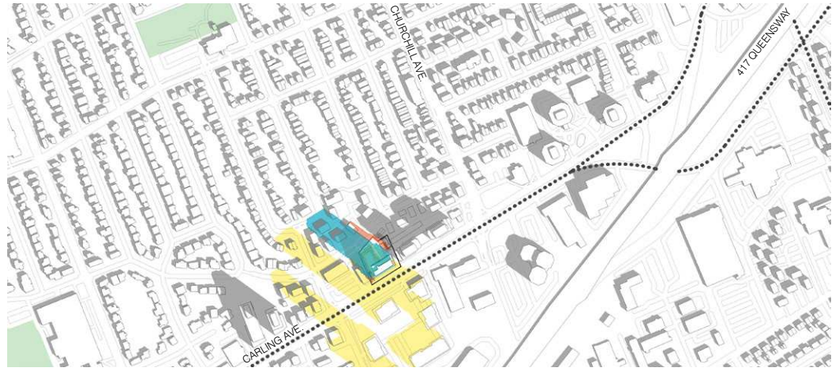



SEP 21 - 8:00 AM




SEP 21 - 9:00 AM




SEP 21 - 10:00 AM


SEP 21 - 11:00 AM


SEP 21 - 12:00 PM


SEP 21 - 1:00 PM


SEP 21 - 2:00 PM


SEP 21 - 3:00 PM

**LEGEND**

- As-of-Right Shadow/Outline
- Proposed Project Shadow Outline
- New Net Shadow
- Shadow from Proposed Development at 1660 Carling Avenue
- Overlap of Proposed Project Shadow and Shadow from 1660 Carling
- Overlap of Proposed Project Shadow and As-of-Right Shadow
- Public Park
- Arterial Mainstreet

N

**1657 CARLING AVENUE** SHADOW ANALYSIS - SEPTEMBER 21 - 45°22'47"N 75°44'55"W

|2213 |SCALE N.T.S.

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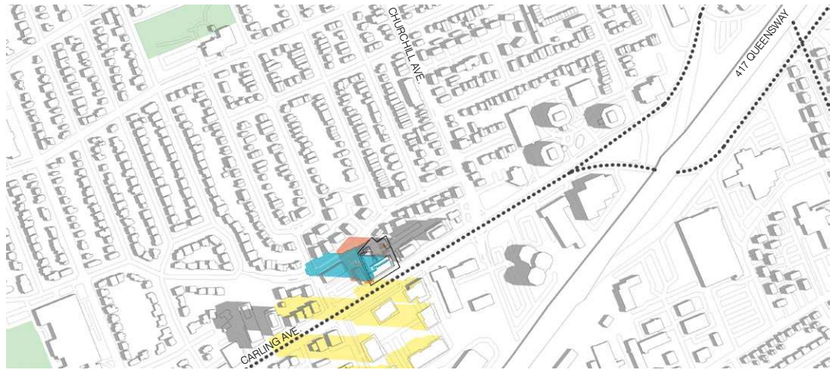
SEP 21 - 4:00 PM


SEP 21 - 5:00 PM


SEP 21 - 6:00 PM


JUN 21 - 8:00 AM

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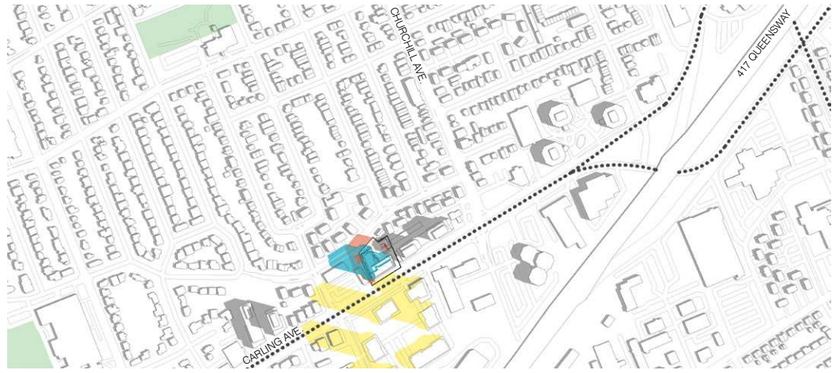
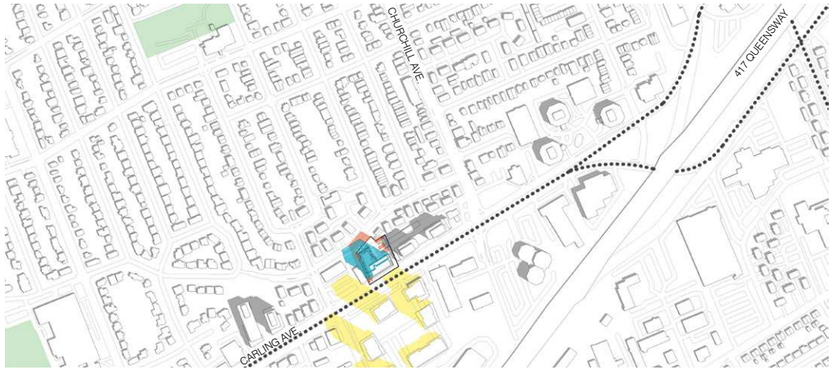



JUN 21 - 10:00 AM




JUN 21 - 11:00 AM


JUN 21 - 12:00 PM

**LEGEND**

- As-of-Right Shadow/Outline
- Proposed Project Shadow Outline
- New Net Shadow
- Shadow from Proposed Development at 1660 Carling Avenue
- Overlap of Proposed Project Shadow and Shadow from 1660 Carling
- Overlap of Proposed Project Shadow and As-of-Right Shadow
- Public Park
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N

**1657 CARLING AVENUE** SHADOW ANALYSIS - SEPTEMBER 21 / JUNE 21 - 45°22'47"N 75°44'55"W

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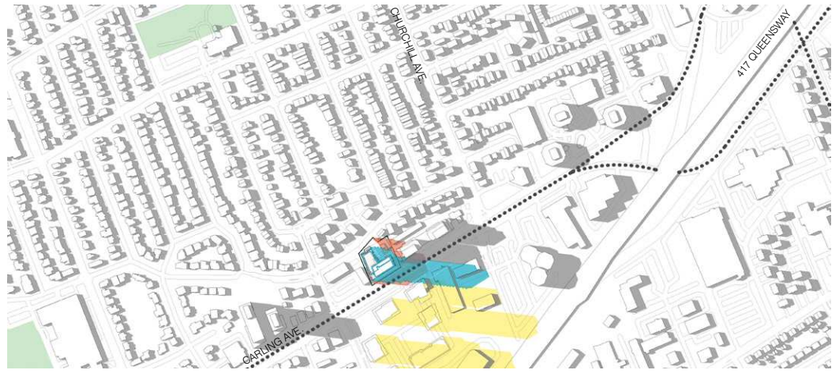
JUN 21 - 1:00 PM


JUN 21 - 2:00 PM


JUN 21 - 3:00 PM


JUN 21 - 4:00 PM


JUN 21 - 5:00 PM

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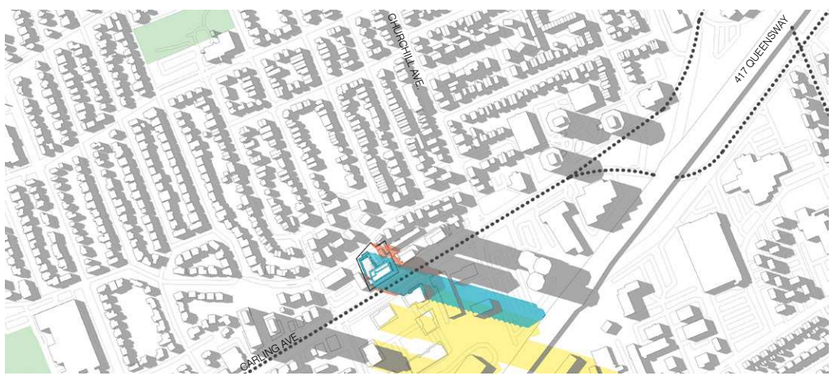
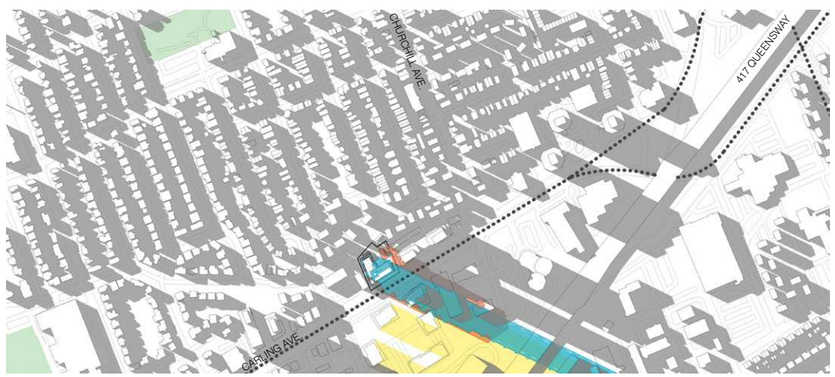



JUN 21 - 7:00 PM




JUN 21 - 8:00 PM

**LEGEND**

- As-of-Right Shadow/Outline
- Proposed Project Shadow Outline
- New Net Shadow
- Shadow from Proposed Development at 1660 Carling Avenue
- Overlap of Proposed Project Shadow and Shadow from 1660 Carling
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N

**1657 CARLING AVENUE** SHADOW ANALYSIS - JUNE 21 - 45°22'47"N 75°44'55"W

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