

1655, 1619 CARLING AVENUE – FORMAL UDRP

Application File No. D02-02-19-0126

December 4th, 2020





A Highway 417

C Notre Dame High School

E Churchill Office Park

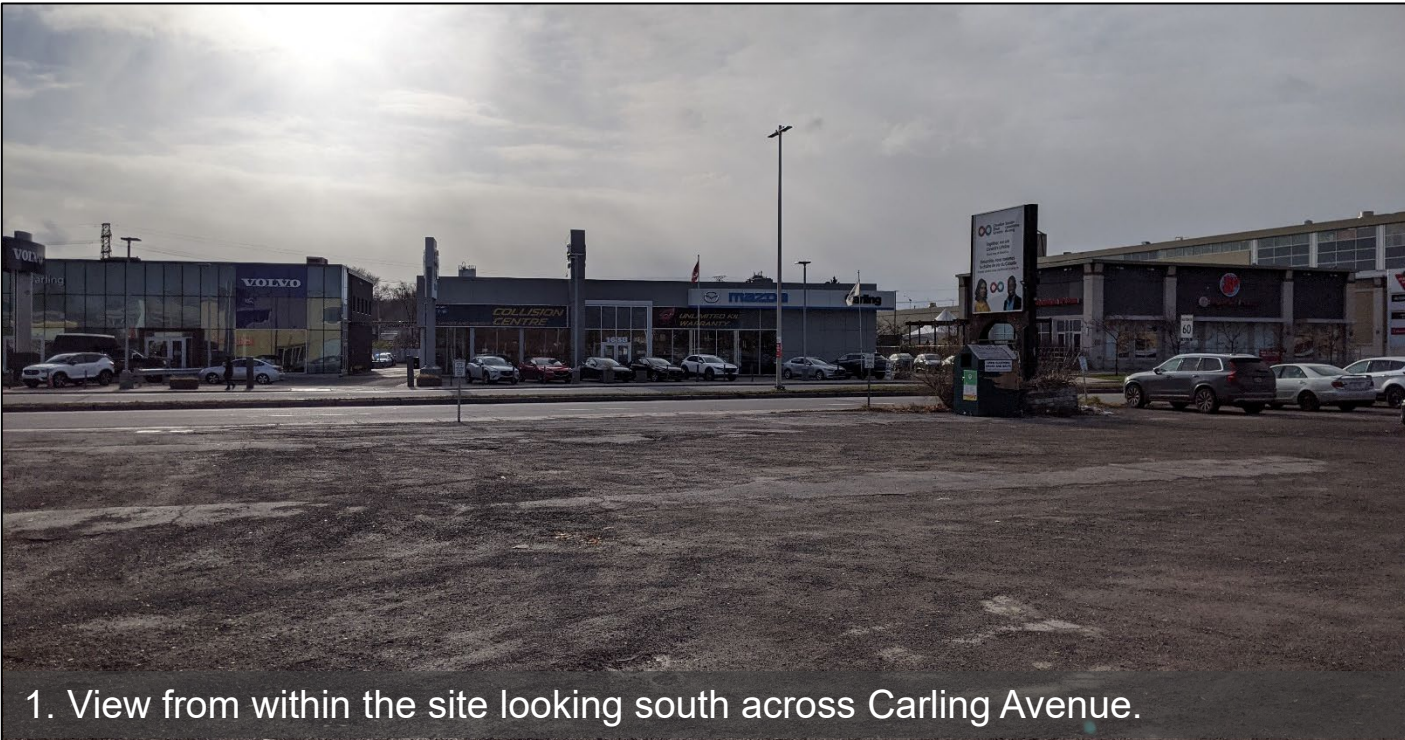
B Canadian Tire

D Dovercourt Recreation Centre & Westboro Kiwanis Park

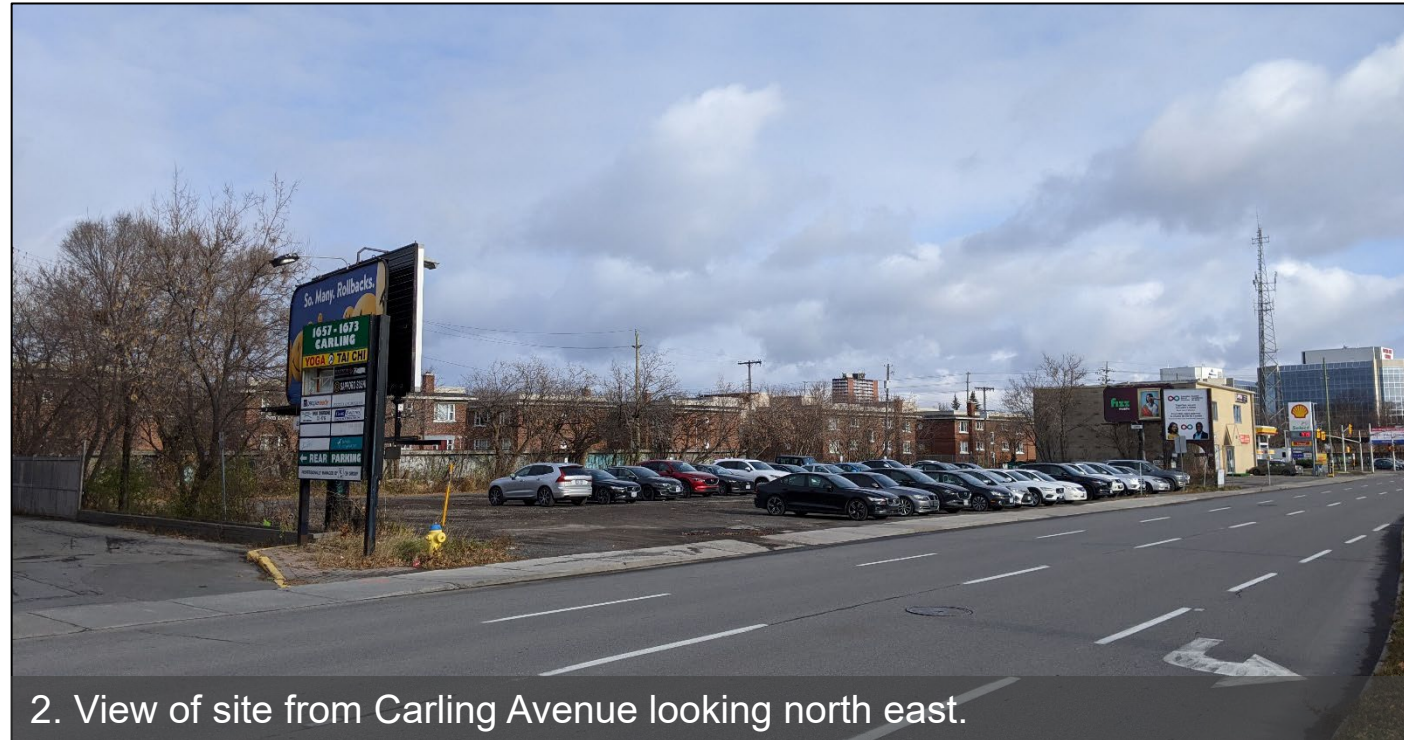
F Carling Executive Park

 Proposed Network Concept 2031: Rapid Transit Station

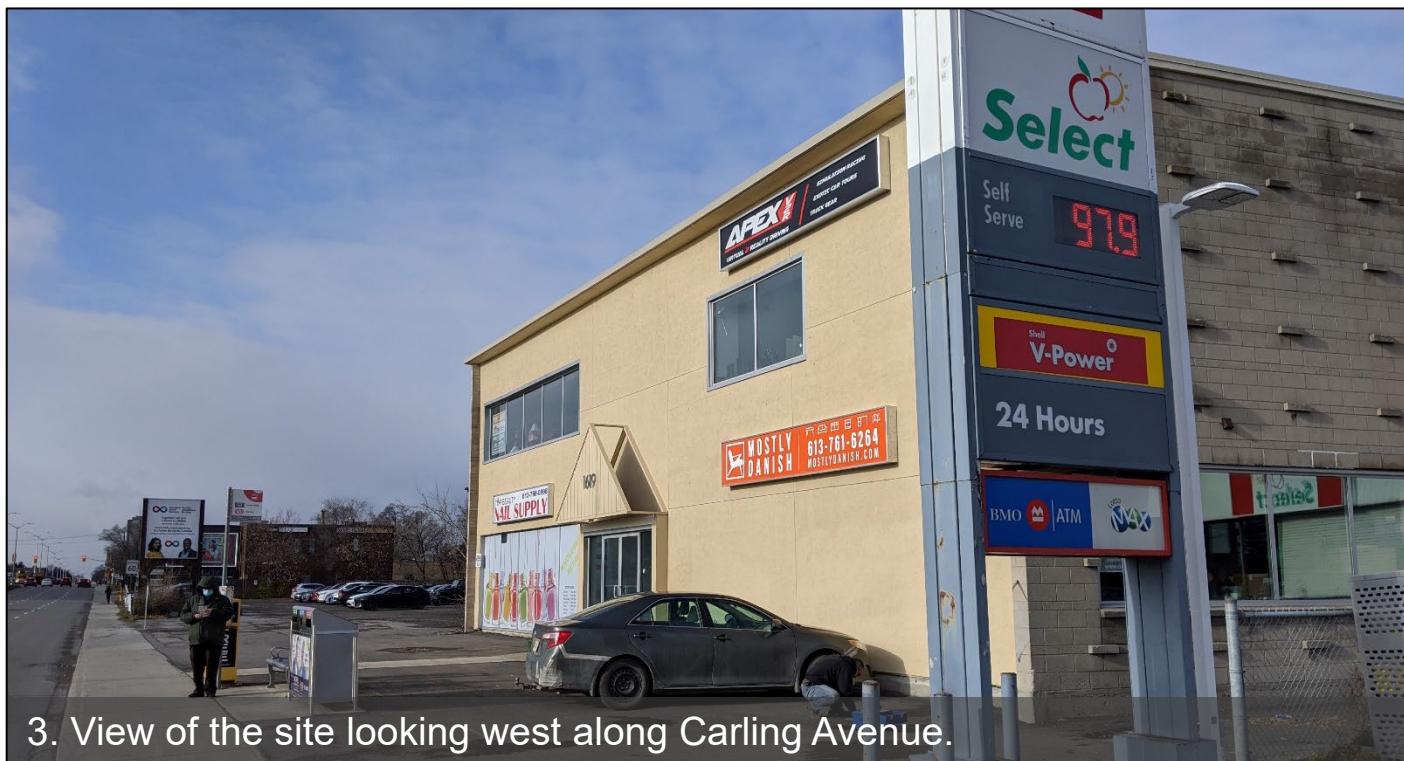
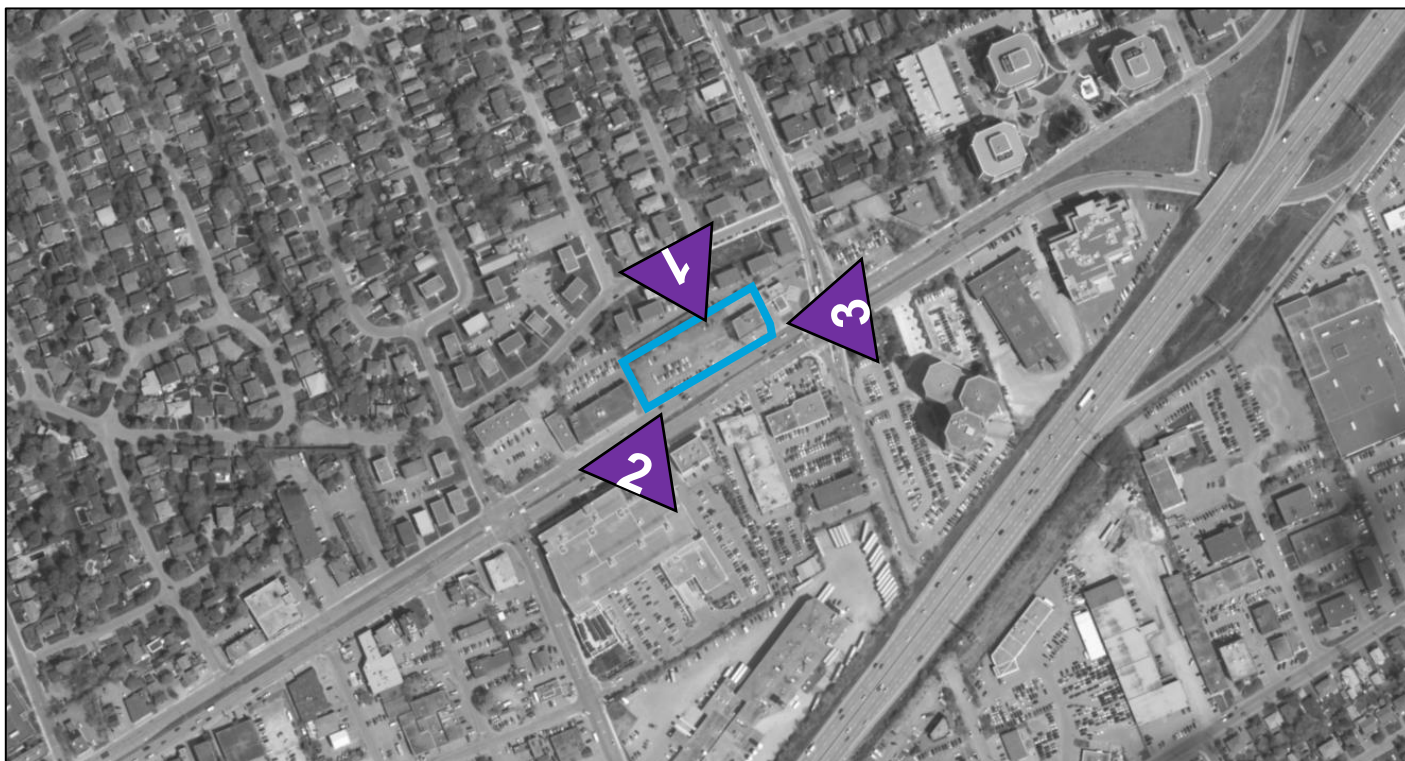
EXISTING CONDITIONS - SITE AND SURROUNDING AREA



1. View from within the site looking south across Carling Avenue.



2. View of site from Carling Avenue looking north east.



3. View of the site looking west along Carling Avenue.

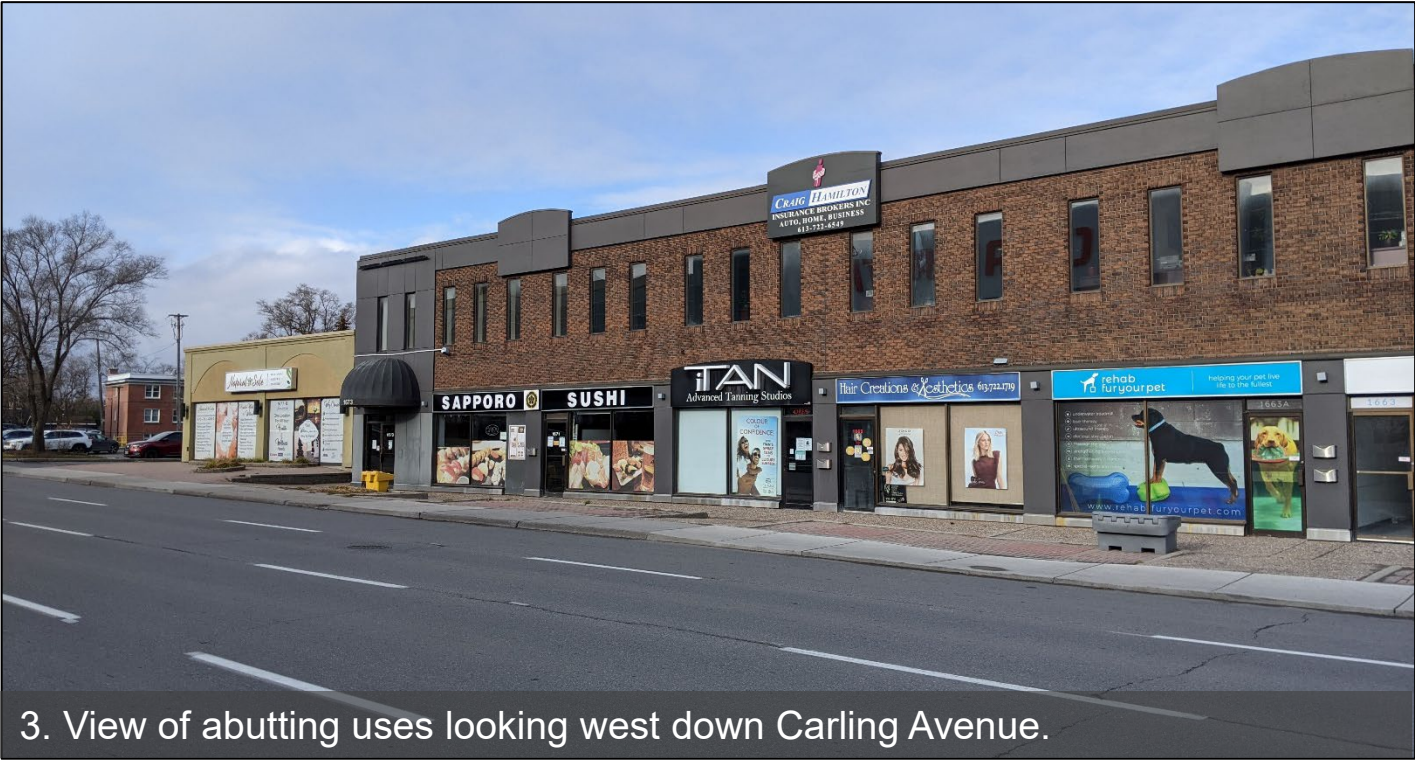
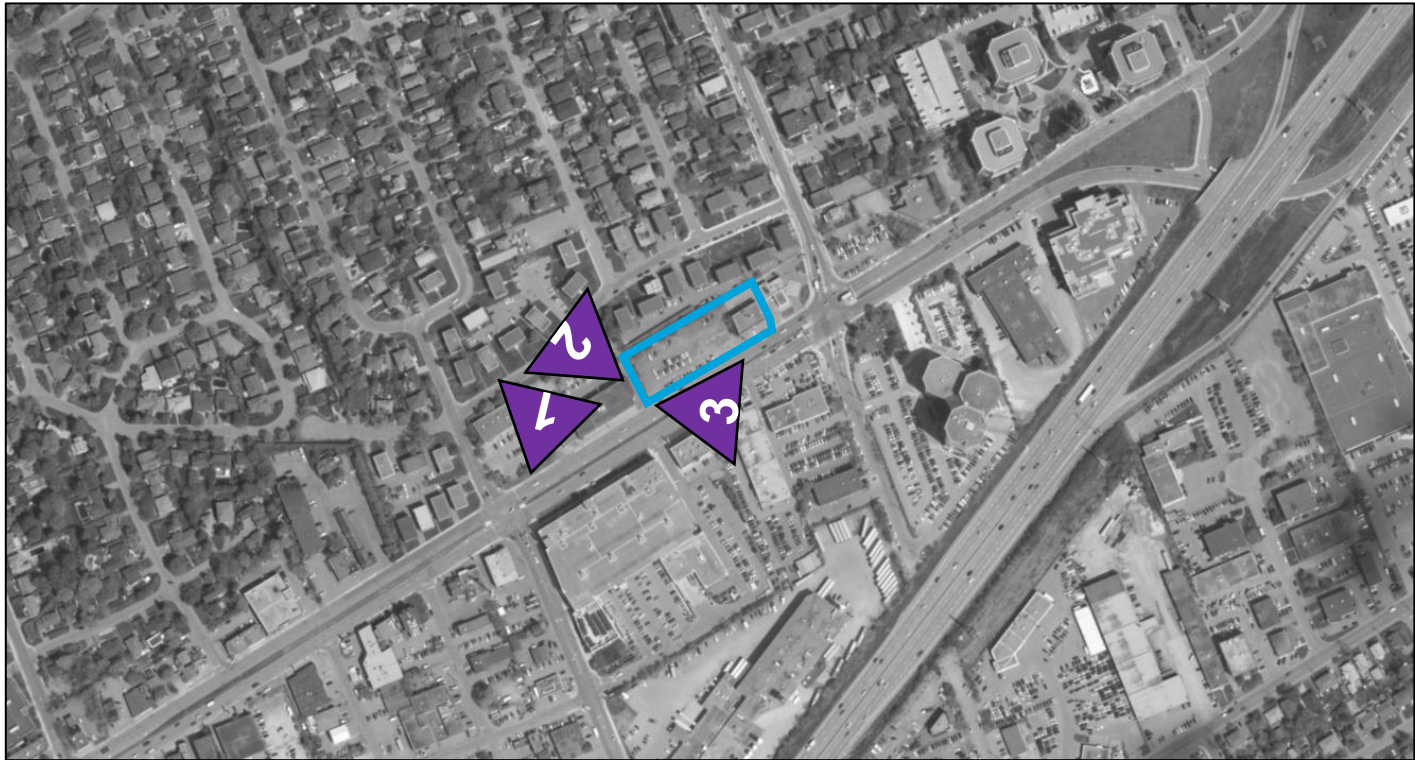
EXISTING CONDITIONS - SITE AND SURROUNDING AREA



1. View looking south west across Carling Avenue.



2. View looking south from the site across Carling Avenue.



3. View of abutting uses looking west down Carling Avenue.

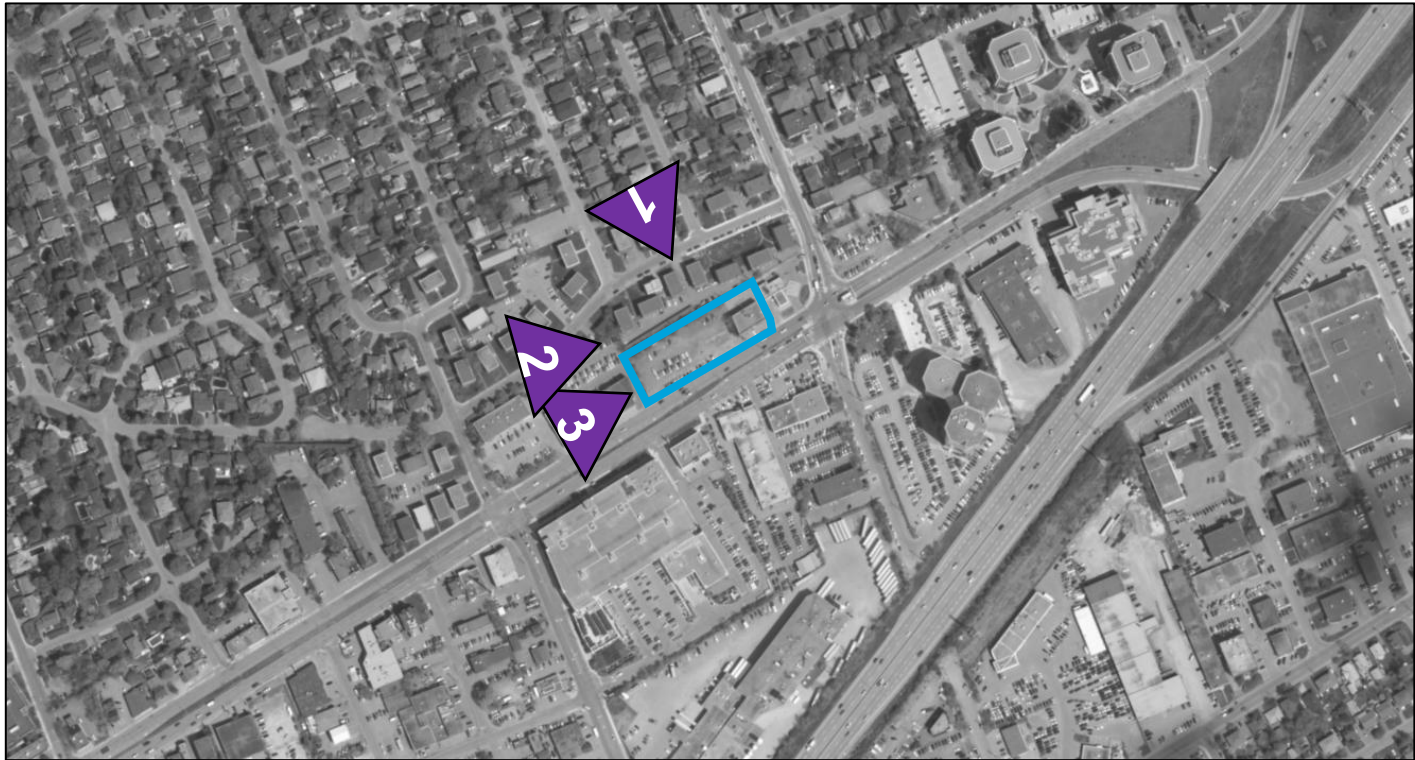
EXISTING CONDITIONS - SITE AND SURROUNDING AREA



1. View of low-rise residential along Tillbury Avenue looking south to the site.



2. View looking east to the abutting rear yards of low-rise residential.



3. View of the site looking east.

POLICY CONTEXT – OFFICIAL PLAN

Section 3.6.2 – Land Use Designation

The subject lands are designated ‘**Arterial Mainstreet**’, the following policies, among others, apply:

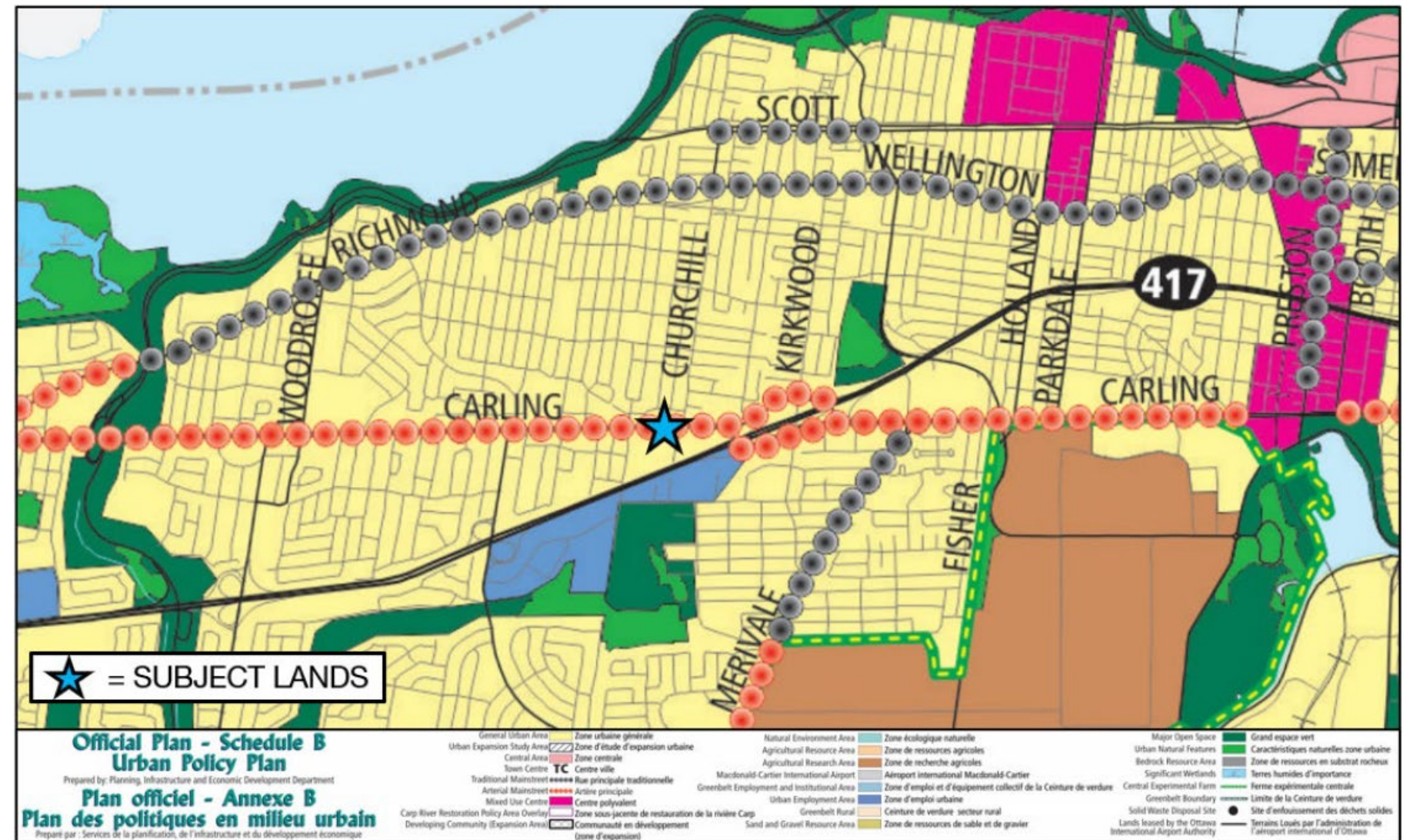
Policy 5: A broad range of uses is permitted on Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side-by-side in separate buildings.’

Policy 10: Redevelopment and infill are encouraged on Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.

Policy 12: Permits building heights up to nine storeys as-of-right on Arterial Mainstreets, except where a secondary plan states otherwise. Where secondary plans do not limit the height on an Arterial Mainstreet, high-rise buildings above nine storeys are permitted through a zoning by-law amendment and where the building will be located at one or more of the following nodes:

- within 400 metres walking distance of a Rapid Transit Station on Schedule D of this Plan; or
- directly abutting an intersection of the Mainstreet with another Mainstreet or a Transit Priority Corridor on Schedule D of this Plan; or
- directly abutting a Major Urban Facility.

Additionally, the development must provide a community amenity and adequate transition is to be provided to adjacent low-rise neighbourhoods.



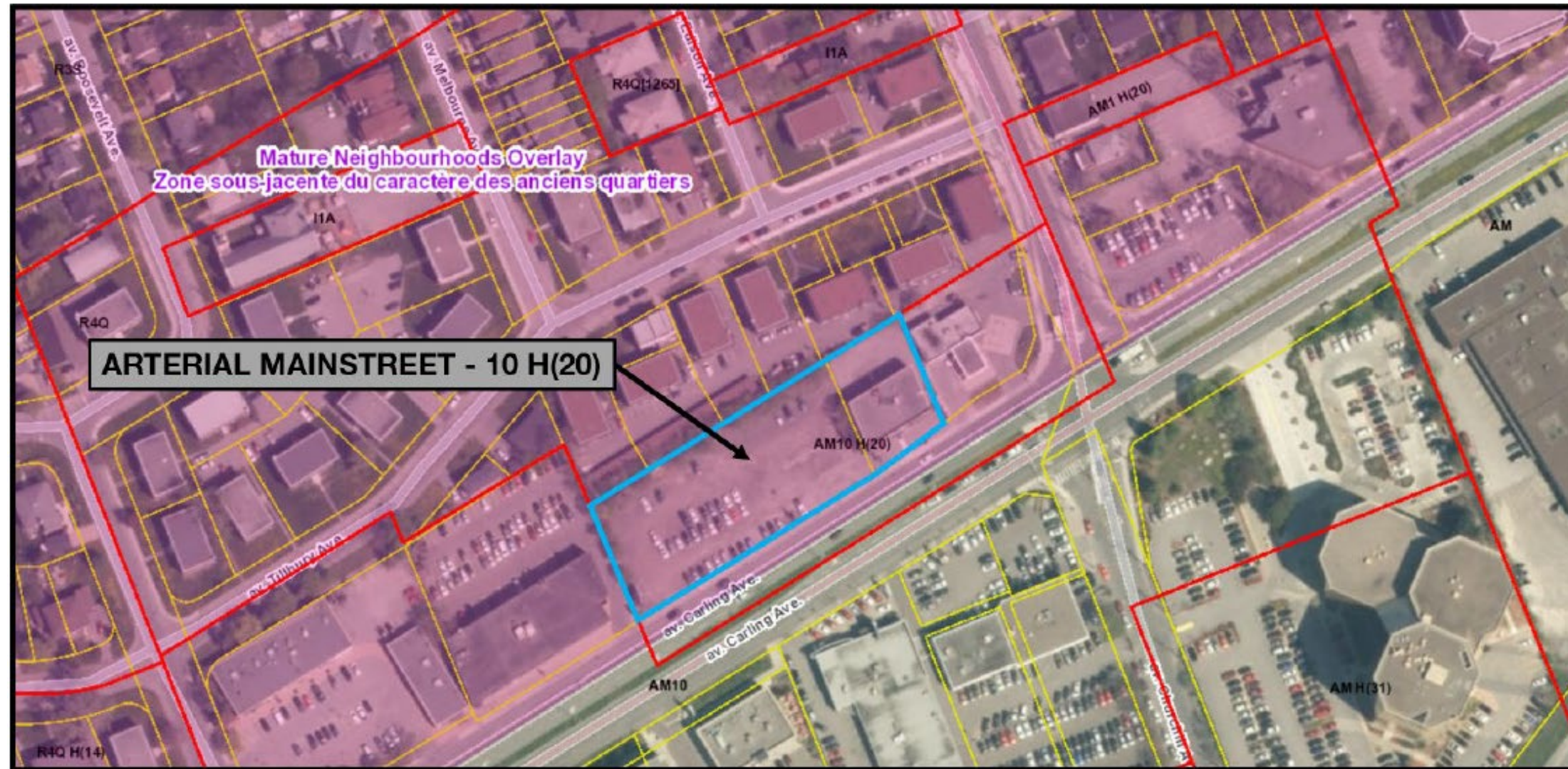
REGULATORY CONTEXT – ZONING BY-LAW

ARTERIAL MAINSTREET 10, HEIGHT MAXIMUM 20 M - AM10 H(20)

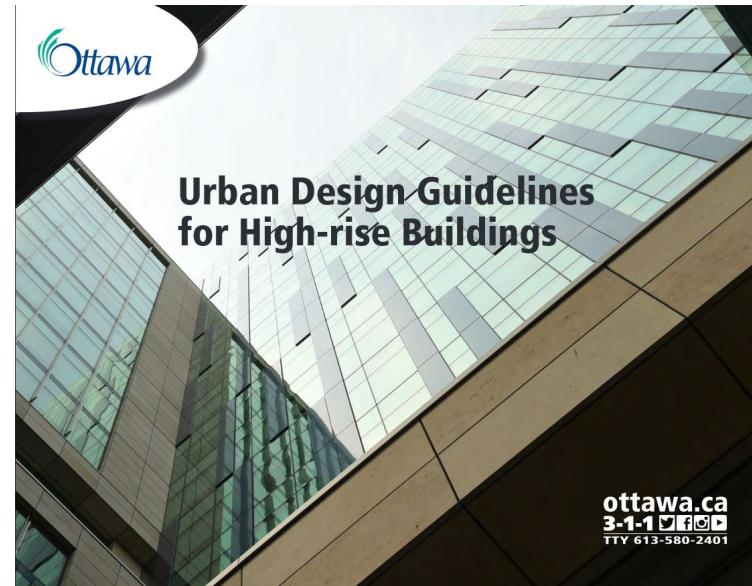
The subject lands are zoned Arterial Mainstreet – Subzone 10, Height Maximum 20 metres.

Non-Permitted Use

- Apartment dwelling, high-rise



APPLICABLE GUIDELINES

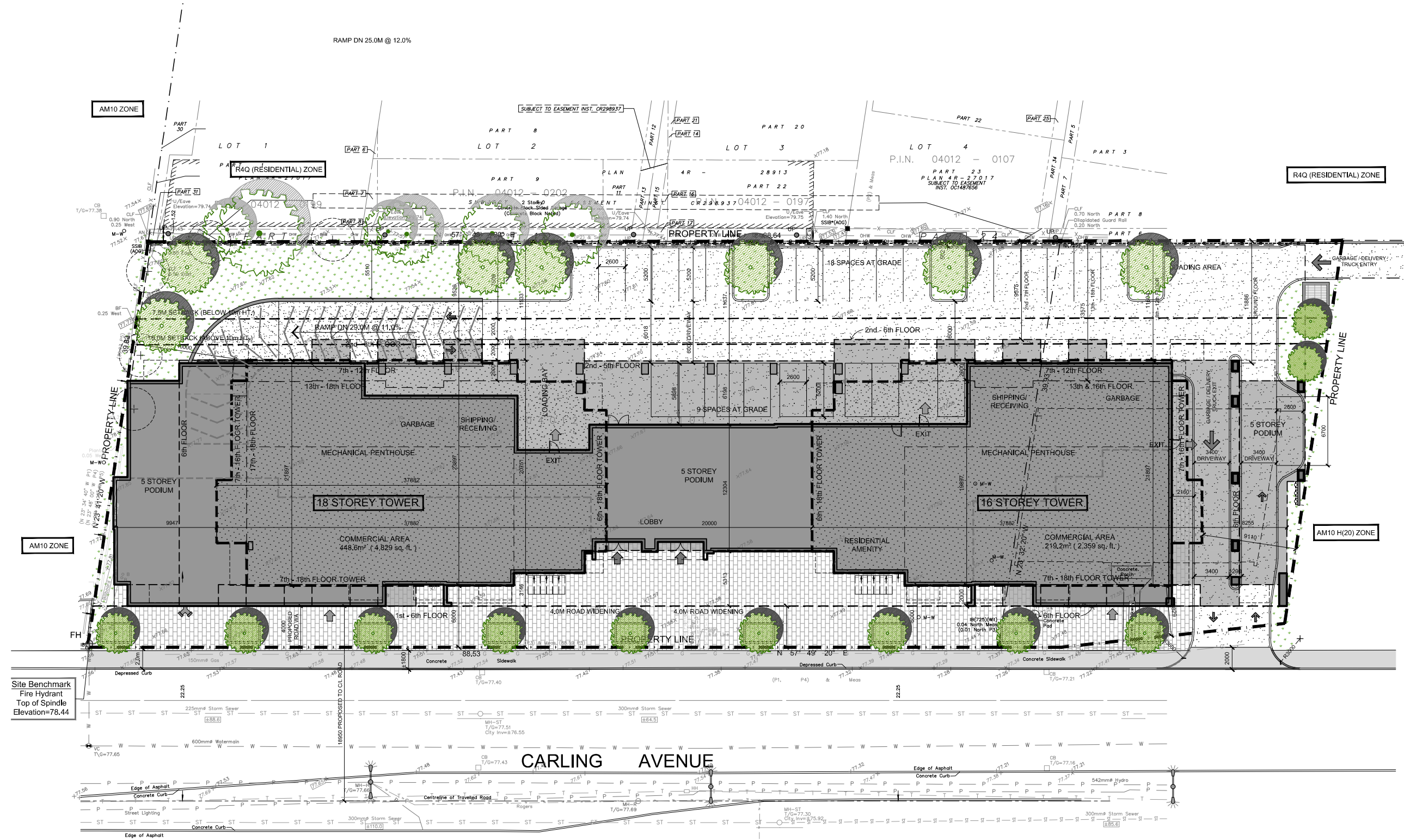


G.1	Locate new buildings along the public street edge;
G.5	Provide streetscape elements such as trees, decorative paving, benches and bicycle parking between the building and the curb. These elements should match approved streetscape design plans for the area, or where there is no streetscape design plan, they should match and extend the existing context;
G.6	Set new buildings 0 to 3.0 metres back from the front property line, and 0 to 3.0 metres back from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping;
G.11	Create intensified, mixed-use development, incorporating public amenities such as bus stops and transit shelters, at nodes and gateways by concentrating height and mass at these locations;
G.13	Ensure that buildings occupy the majority of the lot frontage. If the site is on a corner, situate the building at the lot line with the entrance at the corner;
G.14	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;
G.15	Landscape the area in front of a building wall and use projections, recesses, arcades, awnings, colour and texture to reduce the visual size of any unglazed walls;
G.18	Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent. Locate active uses along the street at grade, such as restaurants, specialty in-store boutiques, food concessions, seating areas, offices and lobbies;
G.21	Provide unobstructed pedestrian walkways that are a minimum of 2.0 metres wide along any façade with a customer entrance, along any façade adjacent to parking areas, and between the primary entrance and the public sidewalk. Provide additional width where doors swing out and car bumpers can potentially interfere with the walkway. Make all other on-site pedestrian walkways at least 1.5 metres wide;
G.27	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;
G.35	Provide a minimum 3.0 metre wide landscape area, which may include a solid wall or fence in addition to planting, at the edges of sites adjacent to residential or institutional properties;
G.40	Landscape areas between the building and the sidewalk with foundation planting, trees, street furniture, and walkways to the public sidewalk.

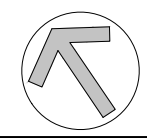
G.1.12	Include base buildings that relate directly to the height and typology of the existing or planned streetwall context;
G.1.16	When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back: / 1,800m ² for an interior lot or a through lot;
G.1.17	When a proposed high-rise building abuts lots where only low-rise residential buildings are permitted, the lot should be of sufficient width or depth to establish the desirable transition: / in the Central Area and the emerging downtown districts the lot should be of sufficient size to establish a minimum 20m tower setback from the abutting low-rise residential properties
G.2.1	Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building, which: / fits into the existing urban fabric, animates existing public spaces, and frames existing views; and / creates a new urban fabric, defines and animates new public spaces, and establishes new views.
G.2.16	Additional height may be appropriate through the provision of step backs and architectural articulation, particularly on wider streets and deeper lots.
G.2.20	Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by: / breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain-built form context
G.2.23	The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages.
G.2.29	Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening skyviews: / a step back of 3m or greater is encouraged. / the minimum step back, including the balconies, should be 1.5m; and / where development lots are very narrow (less than 30m), such as in the Central Area and emerging downtown districts, and a step back is difficult to achieve, use various design techniques to visually delineate the tower from the base (Figure 2-16). Use other measures to mitigate shadow and wind impacts.
G.2.36	Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors.
G.2.13	Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS): / in the absence of an existing context of street wall buildings, create a new street wall condition to allow for phased development and evolution

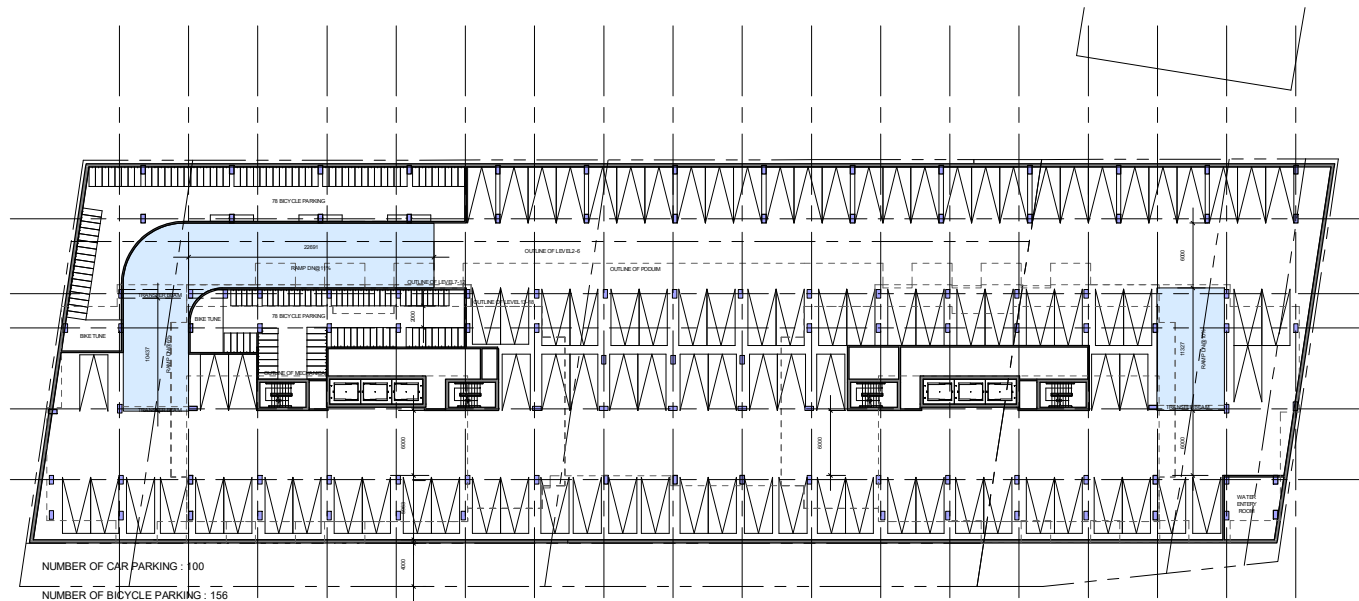
G.1	Provide transit supportive land uses within a 600-metre walking distance of a rapid transit stop or station. Transit-supportive land uses encourage transit use and transportation network efficiency as they establish high residential and/or employee densities;
G.3	Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-Law. The mix of different uses can all be within one building and/or within different buildings within close proximity of one another;
G.7	Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit. Coordinate the location and integration of transit stops and shelters early in the design process to ensure sufficient space and adequate design;
G.11	Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street;
G.14	Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians;
G.29	Provide convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians;
G.35	Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side;
G.39	Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping;



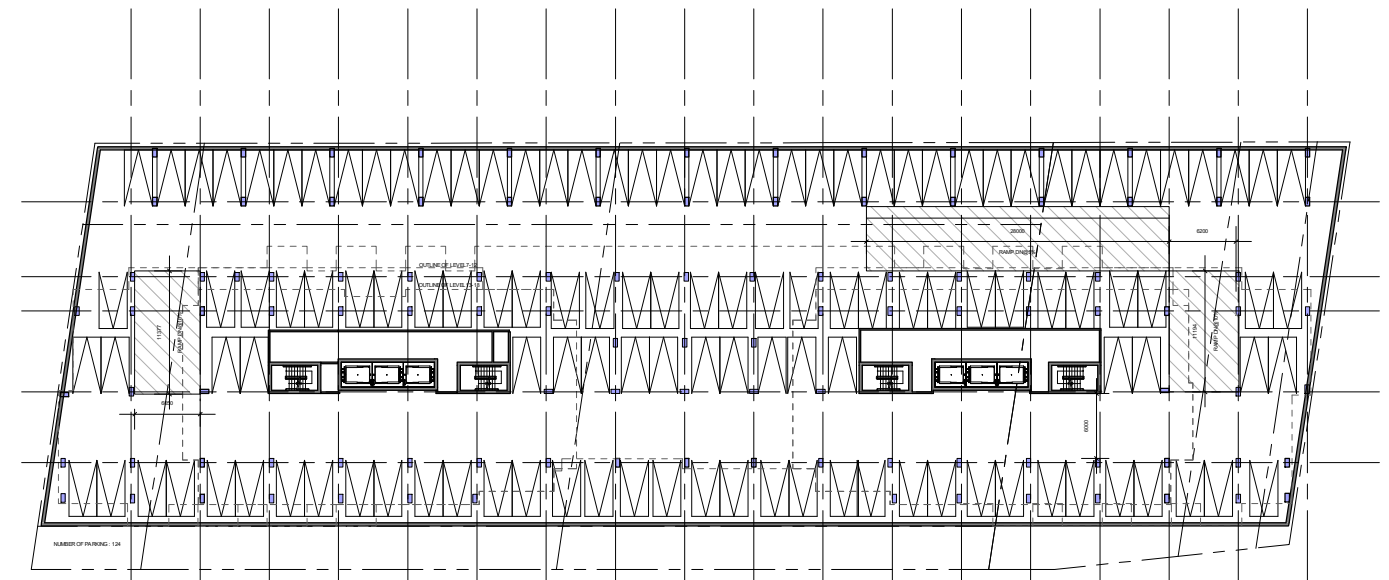


PROJECT INFORMATION	
ZONING	Arterial Main Street, AM10 (H20)
SITE AREA	4,562.5 sq. m. 49,003 sq. ft.
BUILDING HEIGHT	20 m
FRONT YARD SETBACK	0.0 m
INTERIOR YARD SETBACK UNDER 11.0 m HT.	0.0 m
REAR YARD SETBACK	7.5 m
AMENITY AREA @ 6.0 PER UNIT	2,220 sq. m.
BUILDING STATISTICS	
GROSS BUILDING - AREA (CITY OF OTTAWA'S DEFINITION)	
GROUND FLOOR	667.8 sq. m. 7,188 sq. ft.
2nd FLOOR	2,072.2 sq. m. 22,305 sq. ft.
3rd-5th FLOOR	3 x 2,081.8 sq. m. 3 x 22,408 sq. ft.
6th FLOOR (TOWER A)	607.6 sq. m. 6,540 sq. ft.
6th FLOOR (TOWER B)	607.6 sq. m. 6,540 sq. ft.
7th - 12th FLOOR (TOWER A)	6 x 613.4 sq. m. 6 x 6,603 sq. ft.
7th - 12th FLOOR (TOWER B)	6 x 613.4 sq. m. 6 x 6,603 sq. ft.
13th - 16th FLOOR (TOWER A)	4 x 566.2 sq. m. 4 x 6,095 sq. ft.
13th - 16th FLOOR (TOWER B)	4 x 566.2 sq. m. 4 x 6,095 sq. ft.
17th & 18th FLOOR (TOWER A)	2 x 5,783.3 sq. ft. 2 x 5,373 sq. m.
17th & 18th FLOOR (TOWER B)	2 x 5,783.3 sq. ft. 2 x 5,373 sq. m.
TOTAL AREA	23,166.2 sq. m. 249,359 sq. ft.
UNIT STATISTICS	
1 BEDROOM UNIT	243
2 BEDROOM UNIT	127
TOTAL	370
COMMERCIAL RETAIL	667.8 sq. m. (7,188 sq. ft.)
CAR PARKING	
REQUIRED by ZONING BY-LAW	
RESIDENCE	- 0.5 PER UNIT (370 UNITS) (AFTER 12 UNITS)
VISITOR	- 0.1 PER DWELLING UNIT (AFTER 12 UNITS)
COMMERCIAL RETAIL	- NOT REQUIRED FOR UNITS UNDER 500m ² G.F.A.
TOTAL	215
PROVIDED	
RESIDENCE	- 0.6 PER UNIT
VISITOR	- 0.1 PER DWELLING UNIT (AFTER 12 UNITS)
COMMERCIAL RETAIL	- 1.25 PER 100m ² OF G.F.A.
TOTAL	263
BICYCLE PARKING	
REQUIRED	
RESIDENCE	- 0.5 PER UNIT (370 UNITS)
COMMERCIAL RETAIL	- 1.0 PER 250m ² OF G.F.A.
TOTAL	188
PROVIDED	
EXTERIOR	12
UNDERGROUND PARKING LEVEL	200
TOTAL	212
LOT COVERAGE	
PAVED SURFACE =	1,469.1 sq. m. 32.3%
BUILDING FOOTPRINT =	1,847.4 sq. m. 40.6%
LANDSCAPE OPEN SPACE =	1,236.0 sq. m. 27.1%
TOTAL =	4,552.5 sq. m. 100.0%
PARKING LOT COVERAGE	
PAVED SURFACE =	1,254.7 sq. m. 73.4%
SOFT LANDSCAPING =	454.5 sq. m. 26.6%
TOTAL =	1,709.2 sq. m. 100.0%

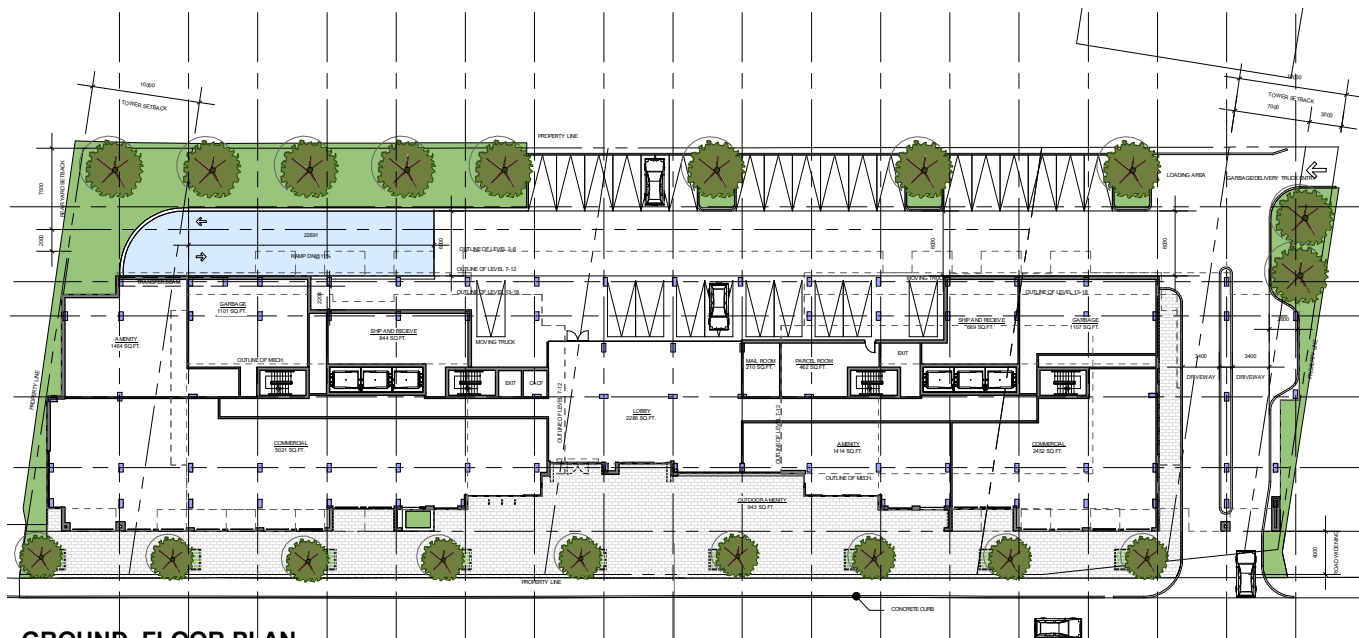




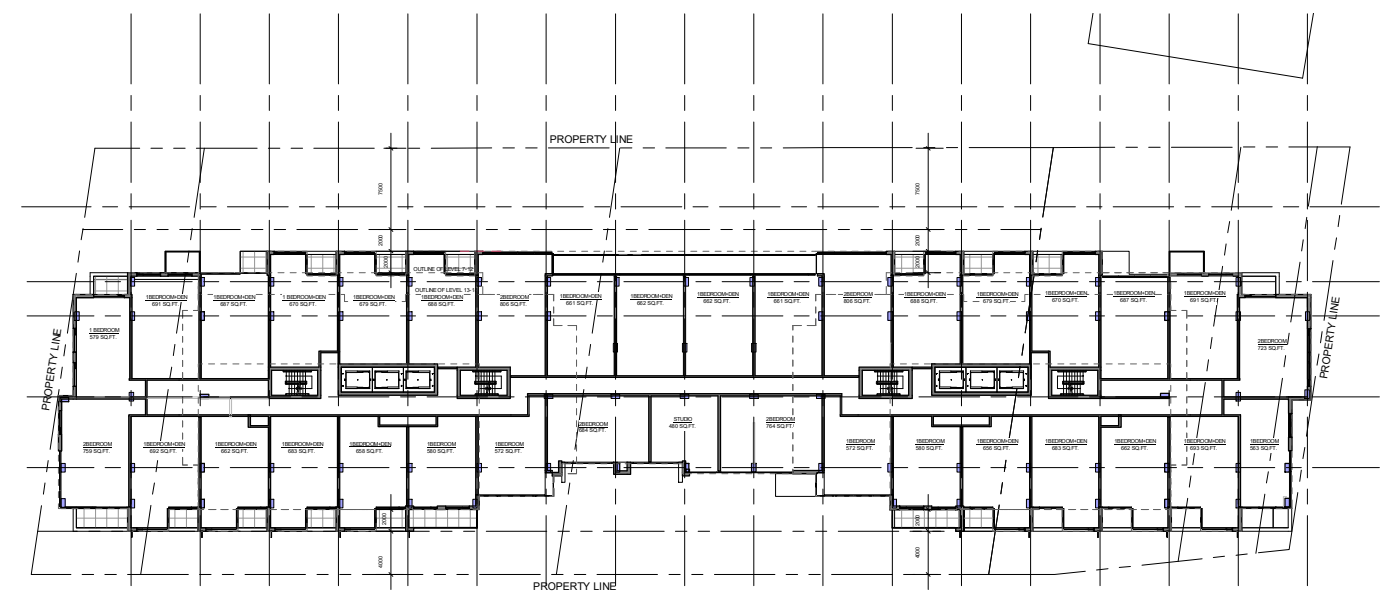
P1 FLOOR PLAN



TYPICAL PARKING FLOOR PLAN

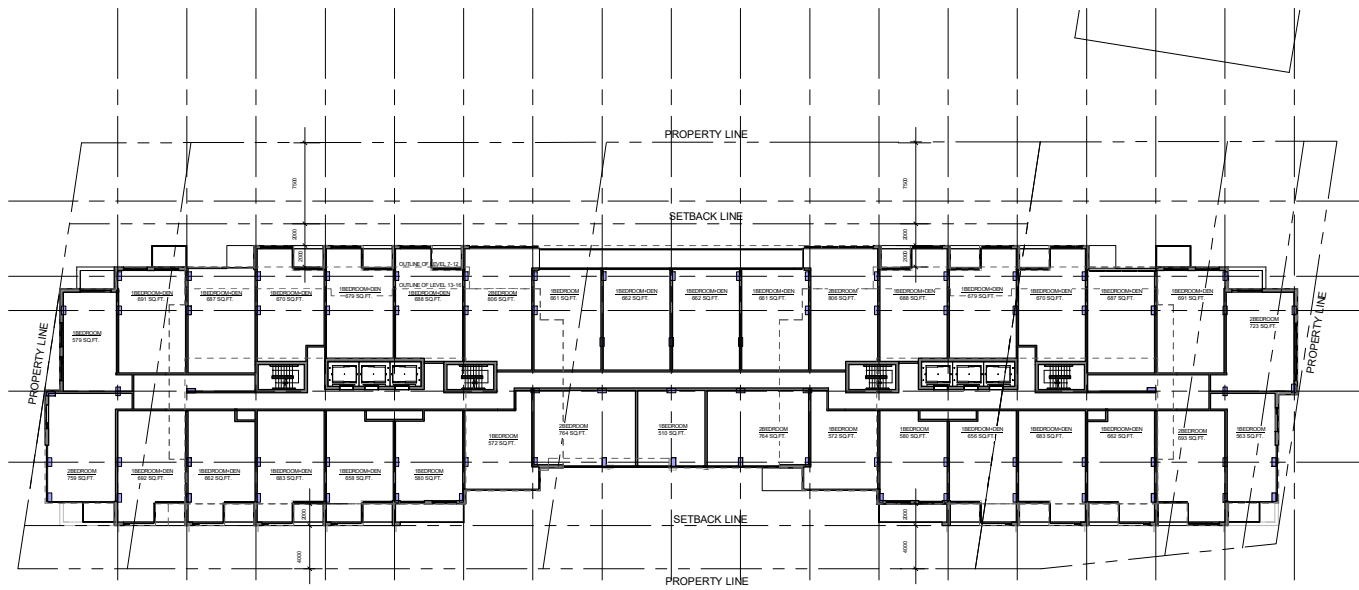


GROUND FLOOR PLAN

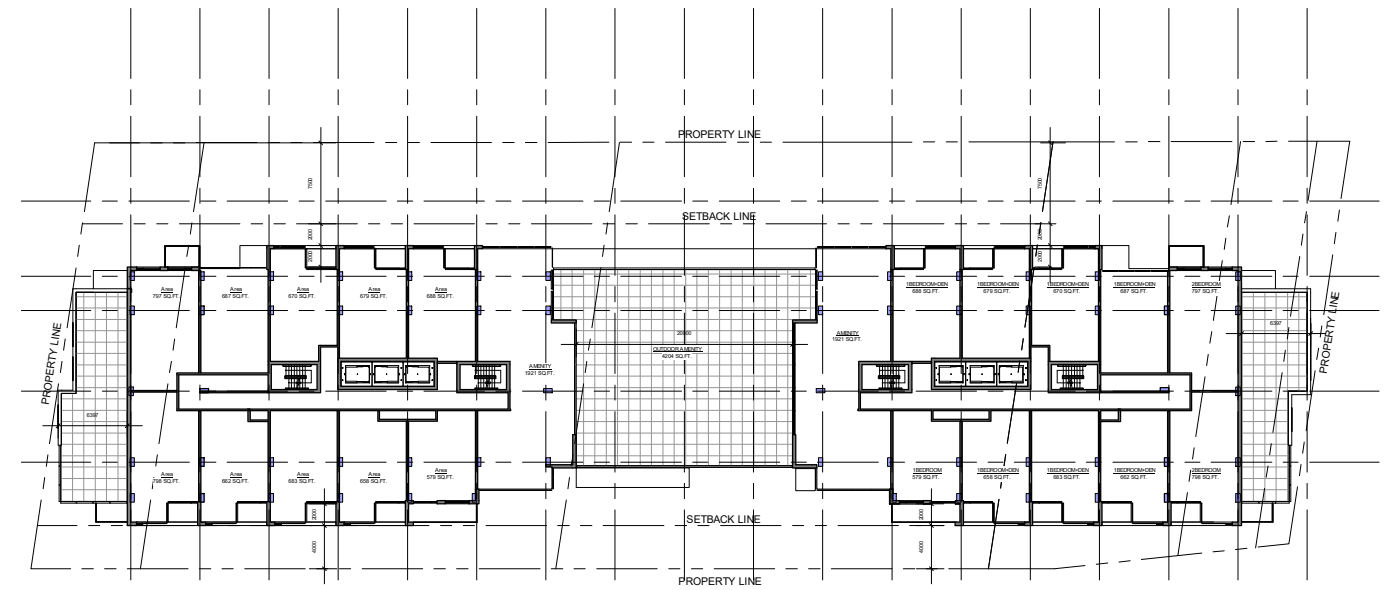


LEVEL 2 FLOOR PLAN

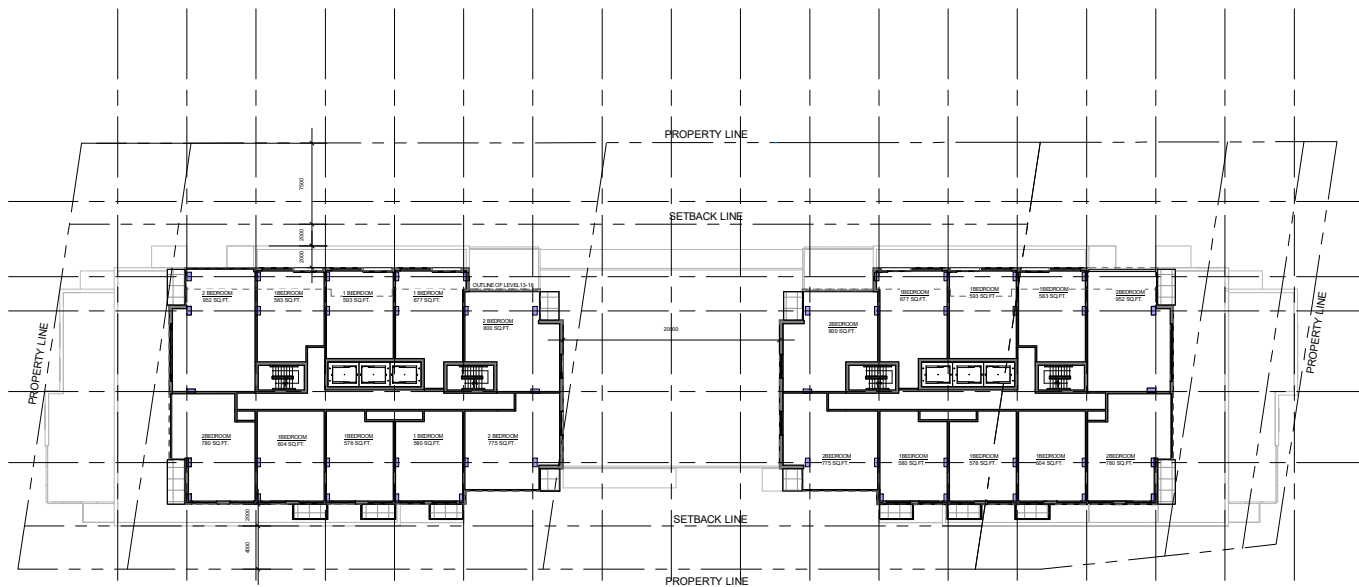




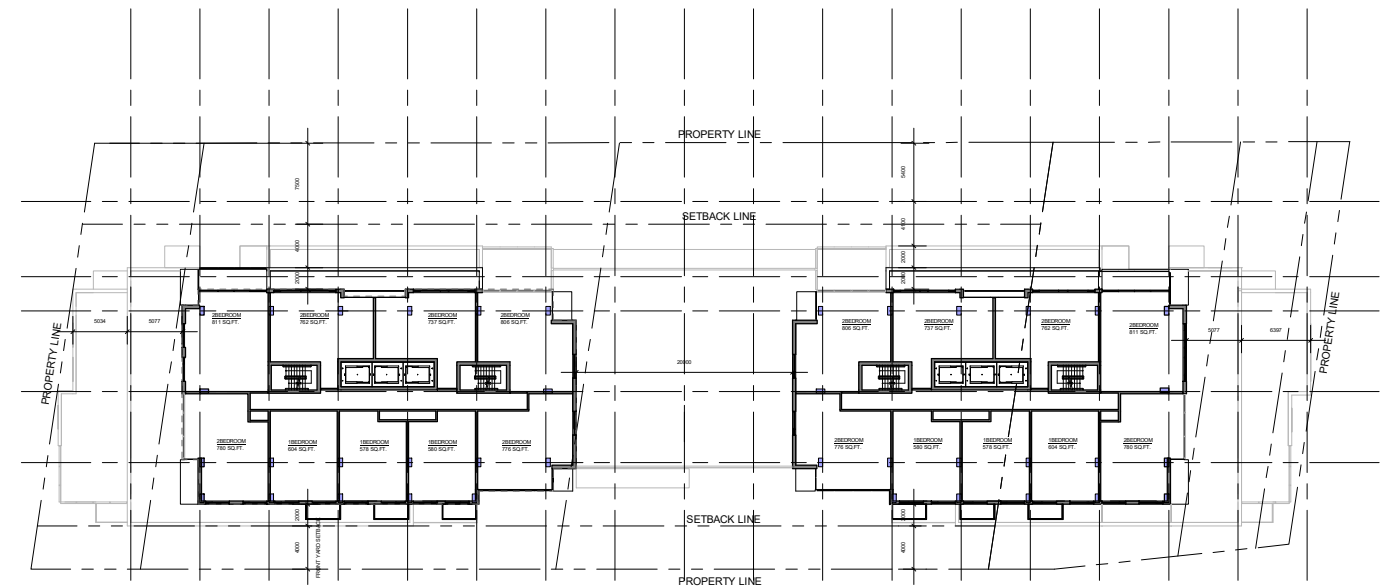
LEVEL 3-5 FLOOR PLAN



LEVEL 6 FLOOR PLAN

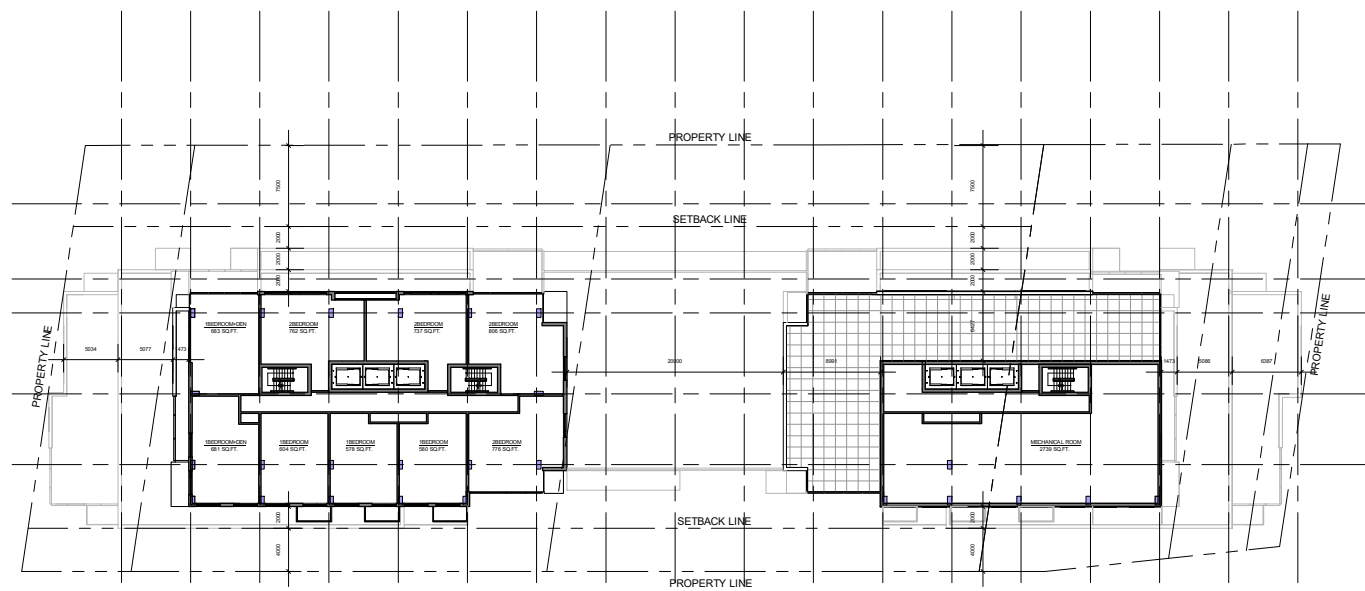


LEVEL 7-12 FLOOR PLAN

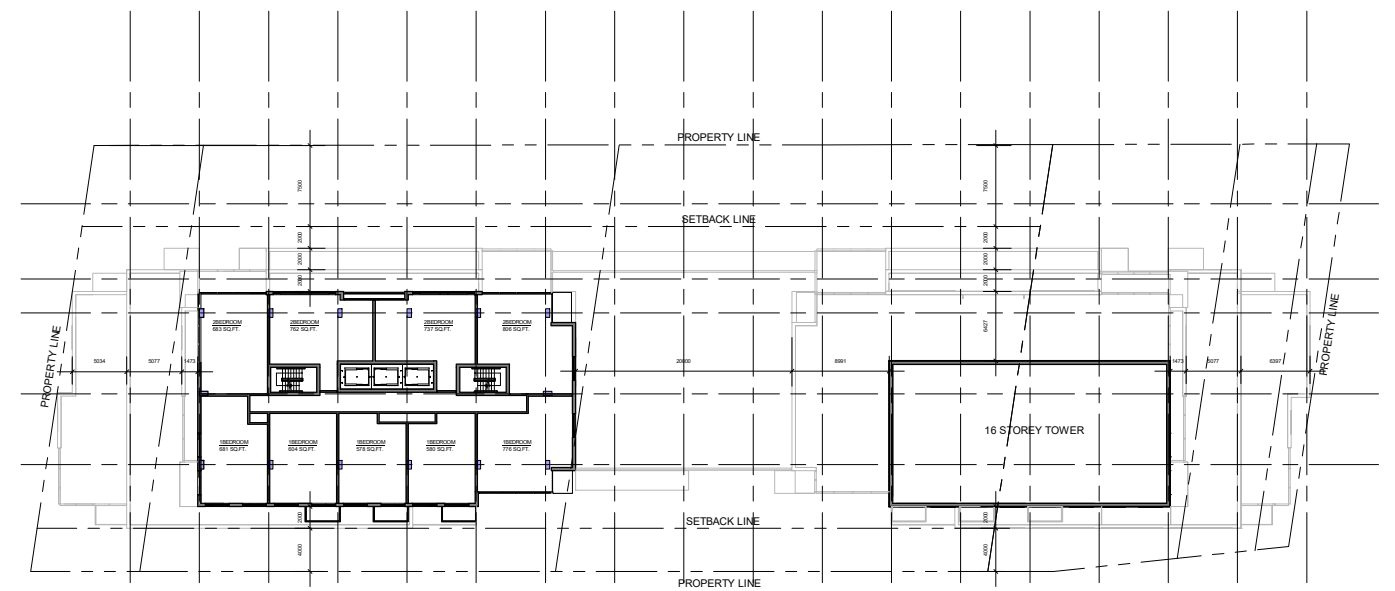


LEVEL 13-16 FLOOR PLAN

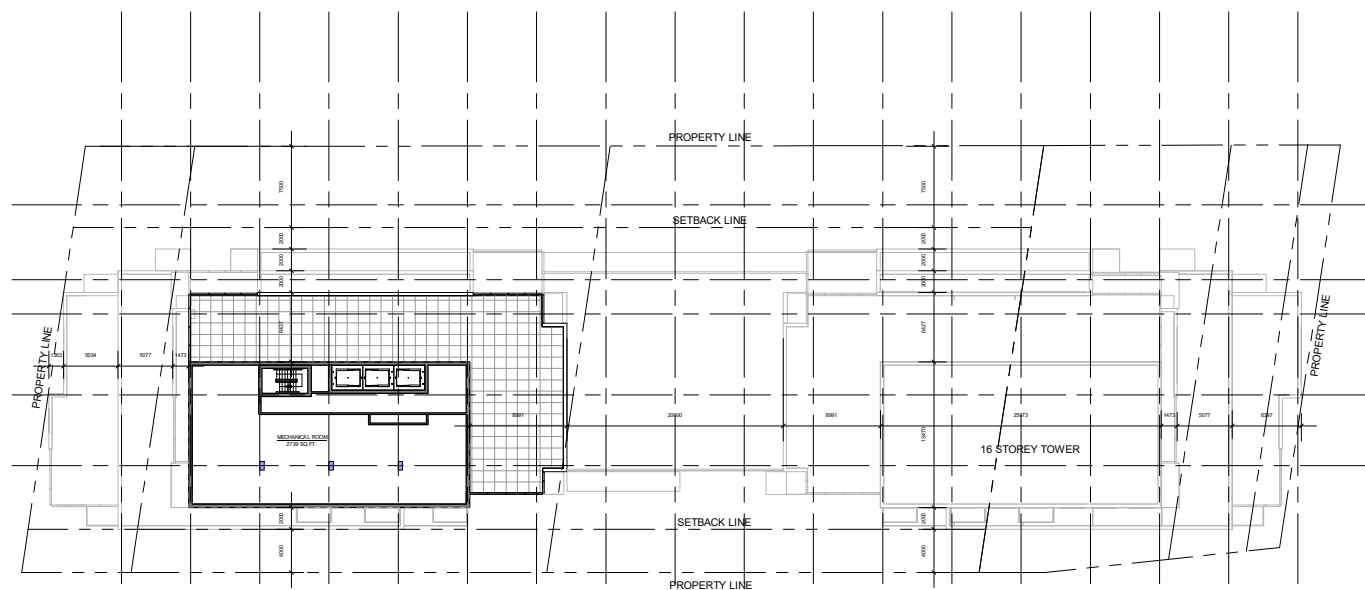




LEVEL17 FLOOR PLAN

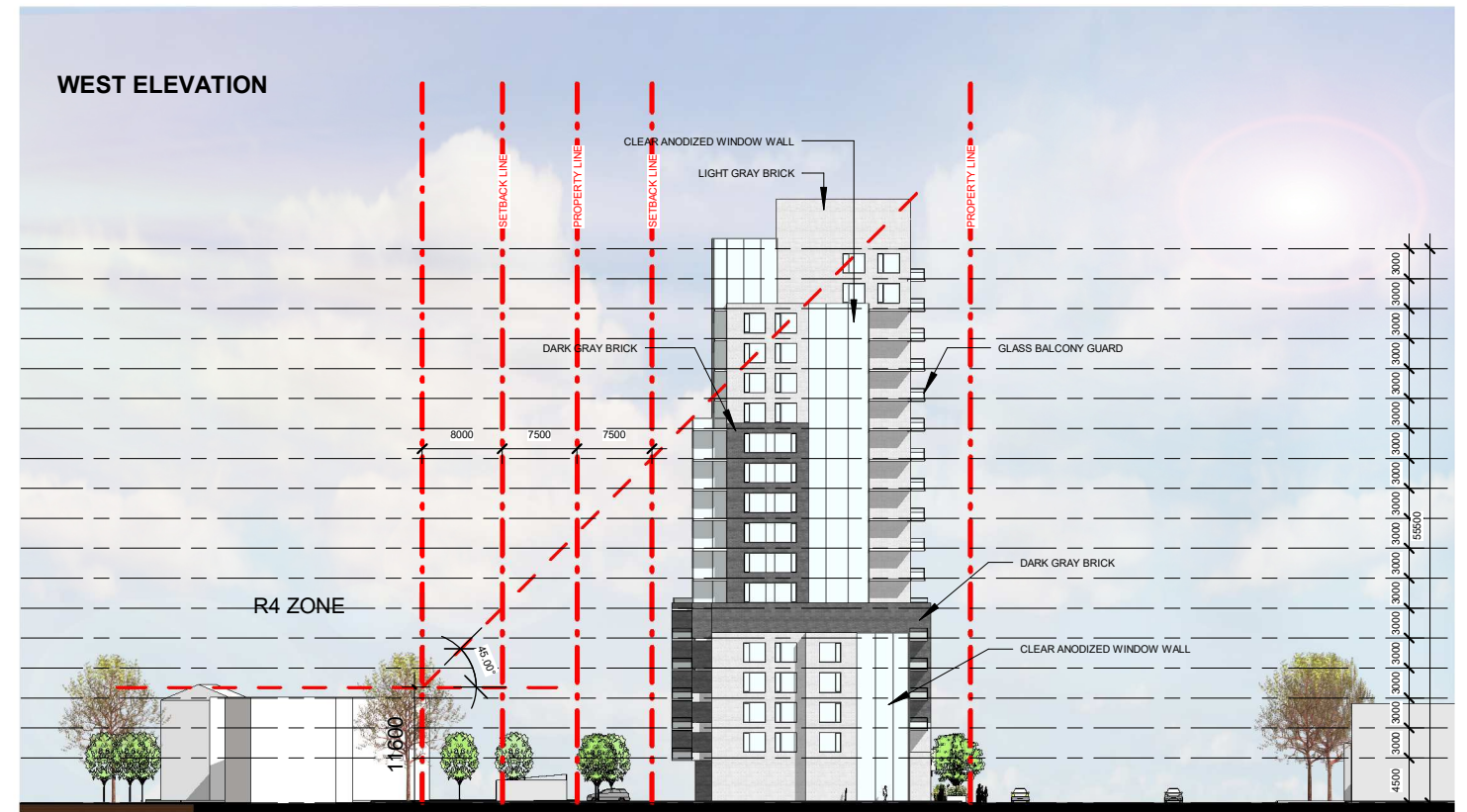
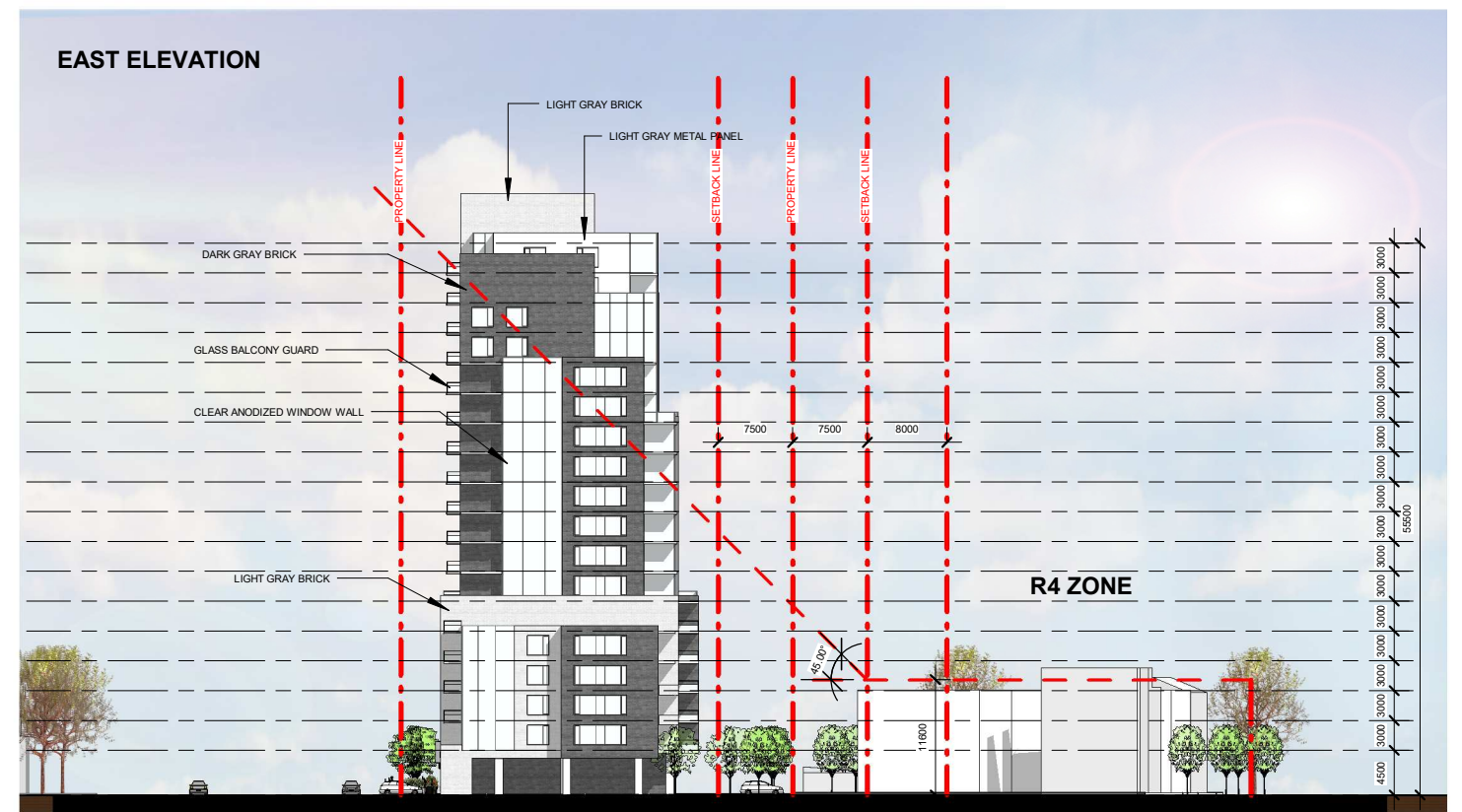
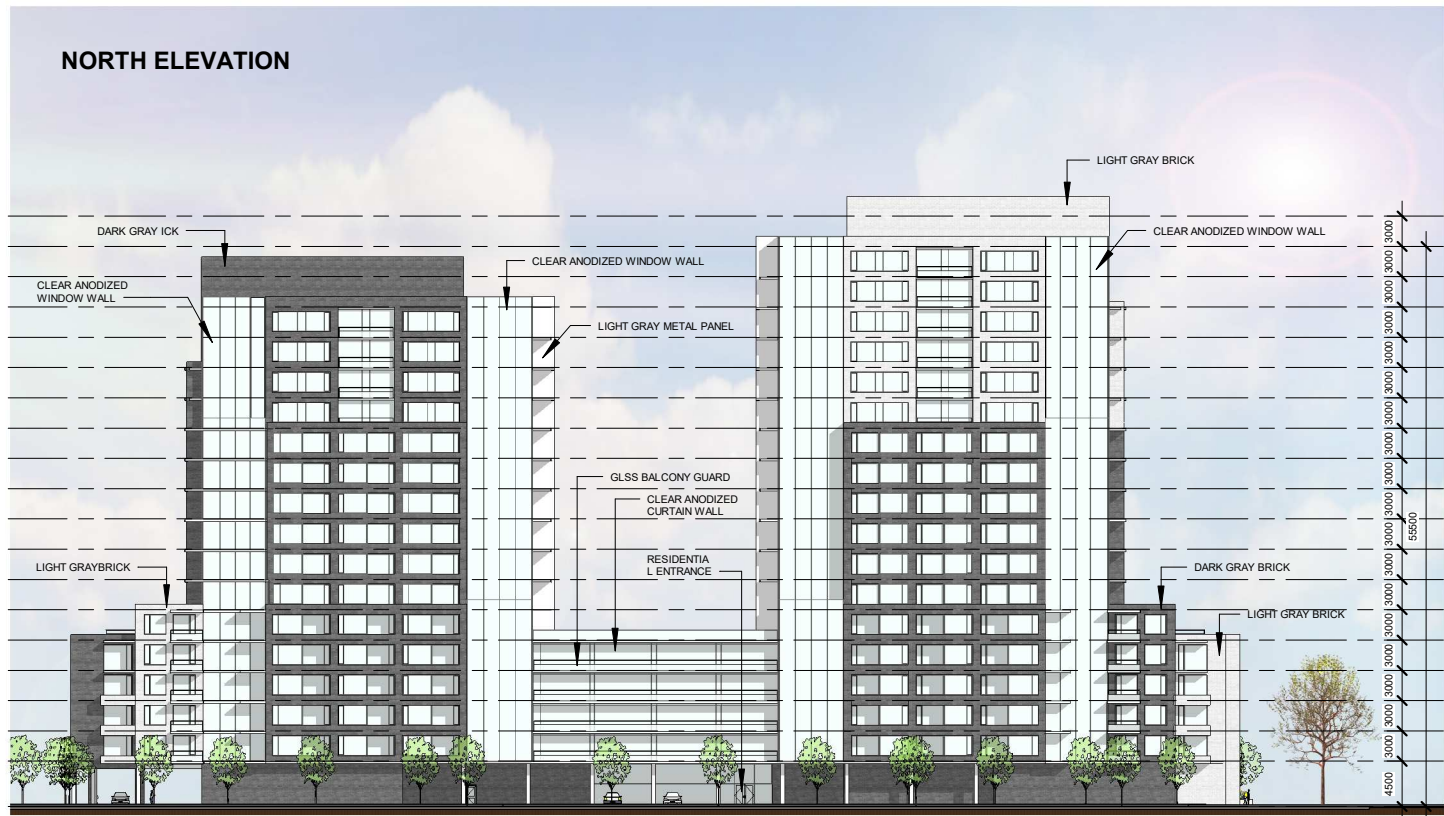


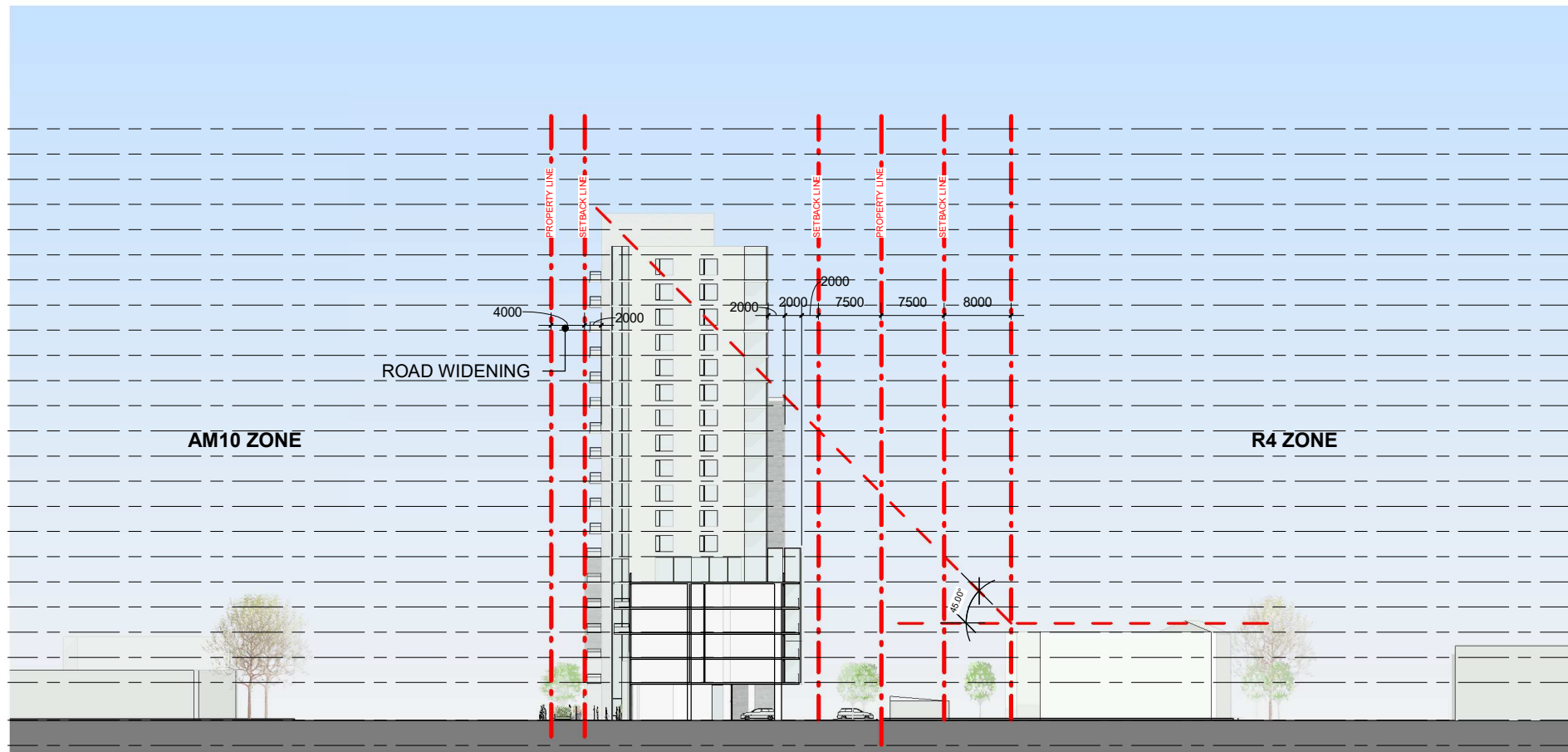
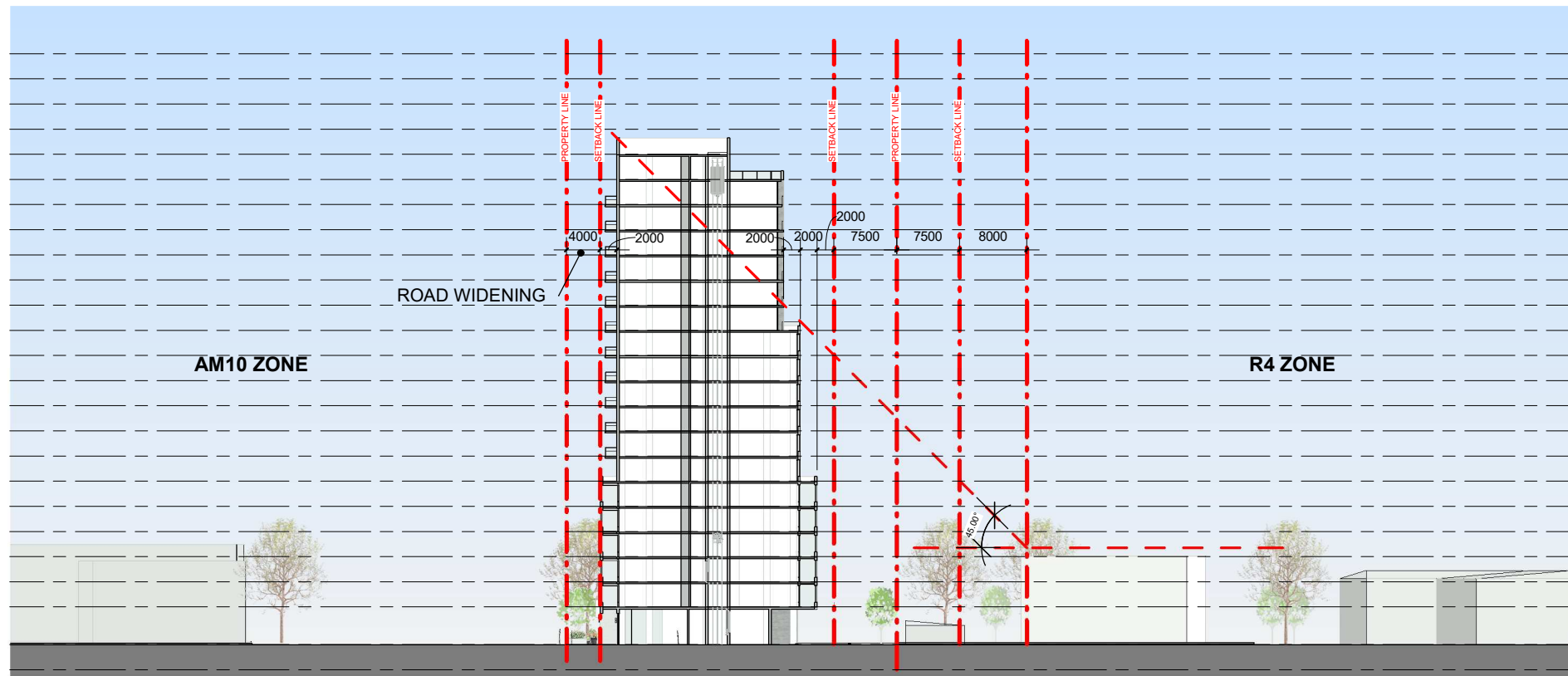
LEVEL18 FLOOR PLAN



MECHANICAL FLOOR PLAN







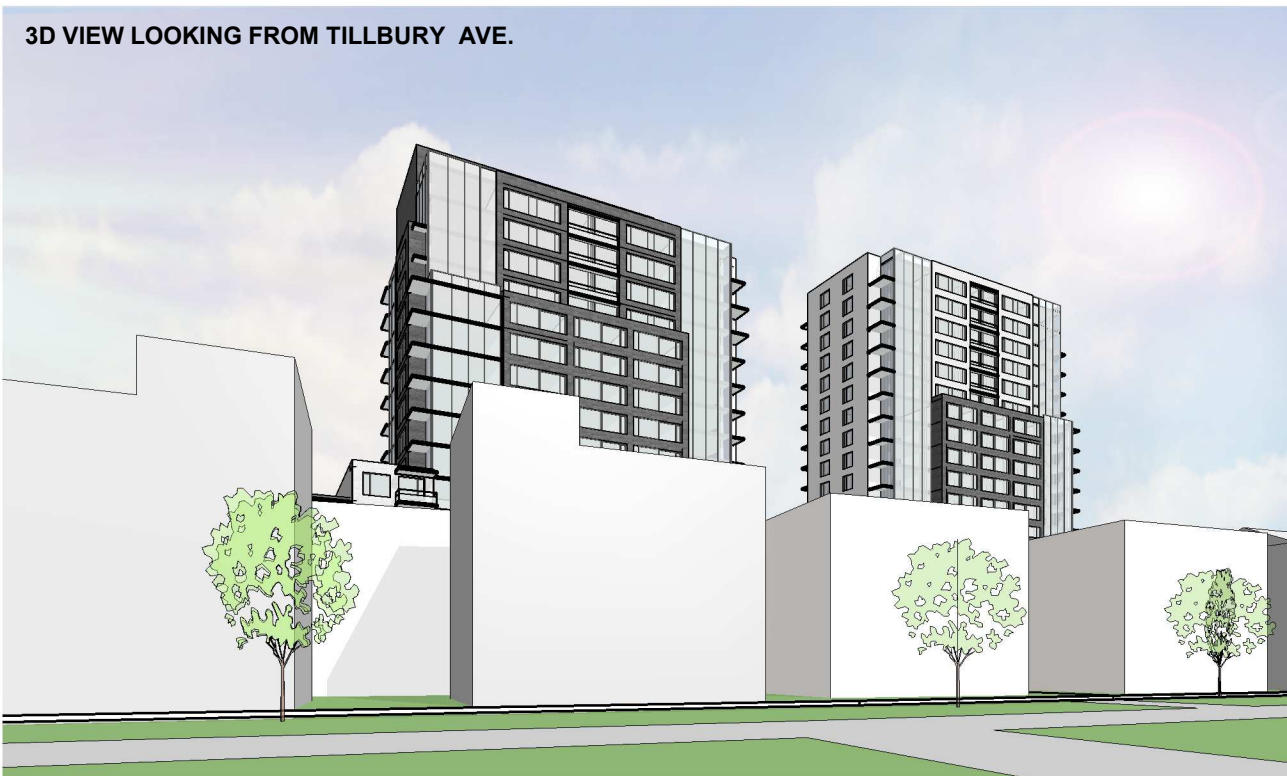
3D VIEW LOOKING FROM CARLING AVE.



3D VIEW LOOKING FROM CARLING AVE.



3D VIEW LOOKING FROM TILLBURY AVE.



3D VIEW LOOKING FROM TILLBURY AVE.





3D VIEW LOOKING FROM CARLING AVE.



3D VIEW LOOKING TOWARD MAIN ENTRANCE



3D VIEW LOOKING FROM CARLING AVE.



3D VIEW LOOKING FROM CARLING AVE.



3D VIEW LOOKING SOUTH WEST



3D VIEW LOOKING SOUTH EAST



3D VIEW LOOKING NORTH EAST



3D VIEW LOOKING SOUTH WEST

FAÇADE RENDERINGS



FAÇADE RENDERINGS



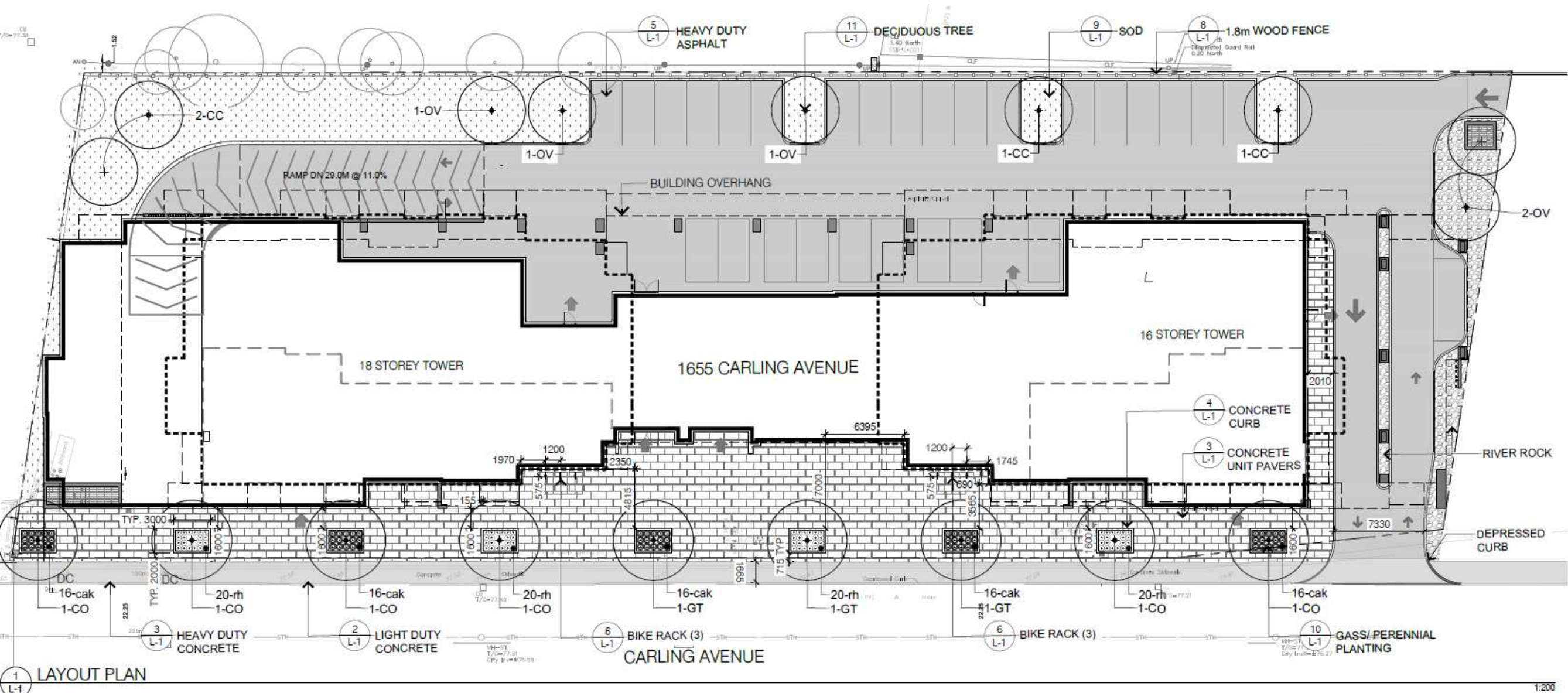
FAÇADE RENDERINGS



SUSTAINABILITY STATEMENT

- The percentage of glass at the tower has been minimized by applying smaller punched windows to obtain more energy efficiency.
- Installing high quality windows that utilize low-e coatings and gas filling, while choosing the glazing and window frame material that will be most sustainable.
- Air-tight building envelope using increased insulation to be validated using energy modeling software.
- The building extends along its east-west axis, which allows most of the units to take advantage of the south light. Southern facing windows are a vital component for an energy efficient design.
- The proposal has paid attention to the implementation of bird friendly design:
 - The first 4 storeys above grade are the most critical portion of the building. Hence, special design has been paid to this portion of the building. More solid dark gray walls have been incorporated, which is high in contrast, to ensure bird friendliness.
 - The use of both transparent and opaque building surface materials creates interruption in a reflective façade by applying a horizontal solid wall at each floor.

LANDSCAPE PLAN



LEGEND:

- PROPERTY LINE
- - - BUILDING OVER HANG
- 1.8 m WOOD FENCE
- (+) NEW DECIDUOUS TREE
- (•) EXISTING DECIDUOUS TREE
NOTE: ALL EXISTING TREES ON SITE TO BE REMOVED AS PER AUG. 9th TCR REPORT RECOMMENDATION
- ▨ SOD
- HEAVY DUTY ASPHALT
- ▤ UNIT PAVER
- ▥ LIGHT DUTY CONCRETE
- ▧ HEAVY DUTY CONCRETE
- ☼ GRASSES
- ⊕ PERENNIAL
- ⊖ BIKE RACK
- ▬ NEW CURB
- ▩ RIVER ROCK

8 L-1 1.8 m WOOD FENCE

11 L-1 NEW DECIDUOUS TREE

9 L-1 SOD

5 L-1 HEAVY DUTY ASPHALT

4 L-1 UNIT PAVER

2 L-1 LIGHT DUTY CONCRETE

3 L-1 HEAVY DUTY CONCRETE

10 L-1 GRASSES

7 L-1 PERENNIAL

1 L-1 BIKE RACK

6 L-1 NEW CURB

10 L-1 GRASS/PERENNIAL PLANTING

1 L-1 LAYOUT PLAN

1:200

MARCH 21st,
DST



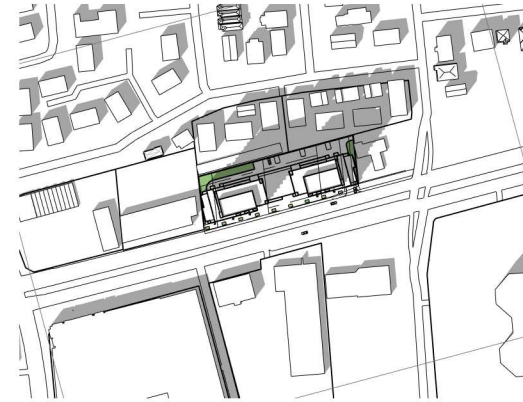
10:00 AM



12:00 PM



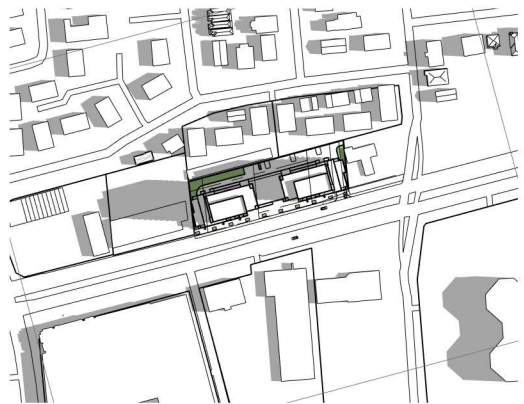
2:00 PM



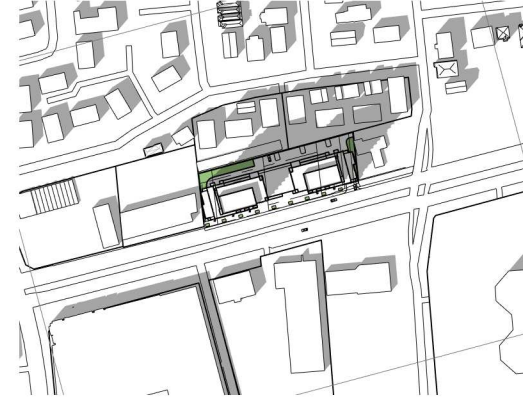
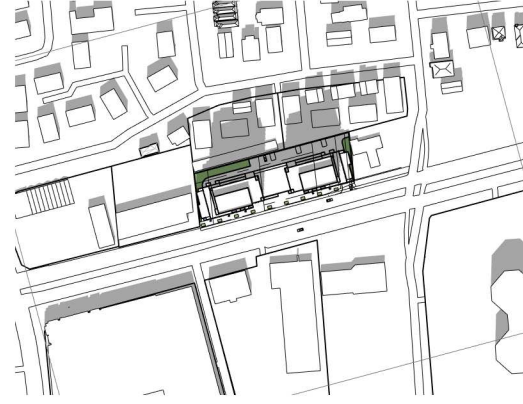
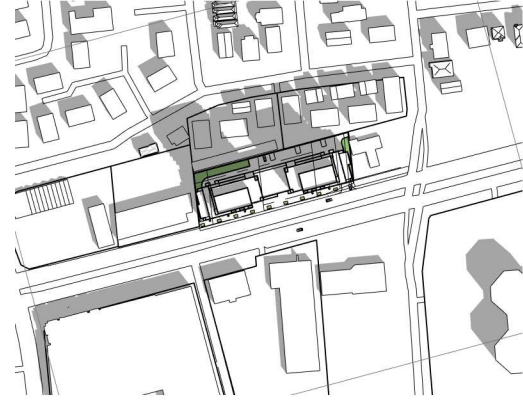
4:00 PM



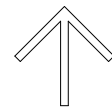
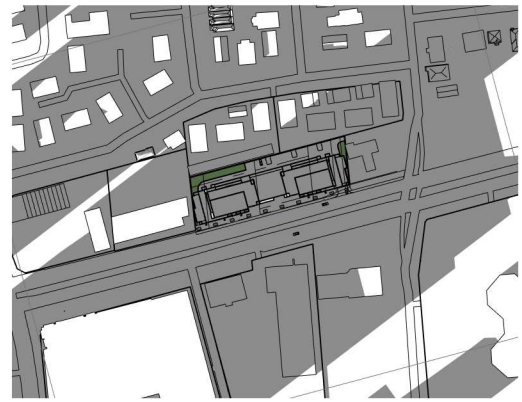
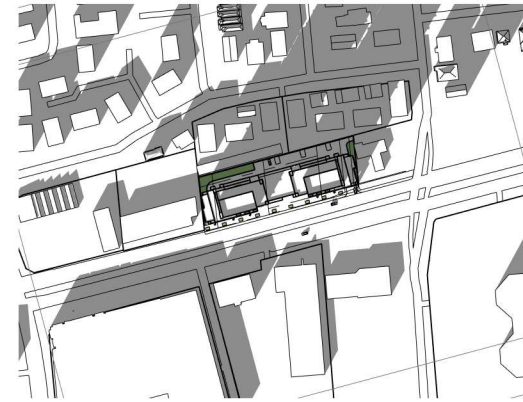
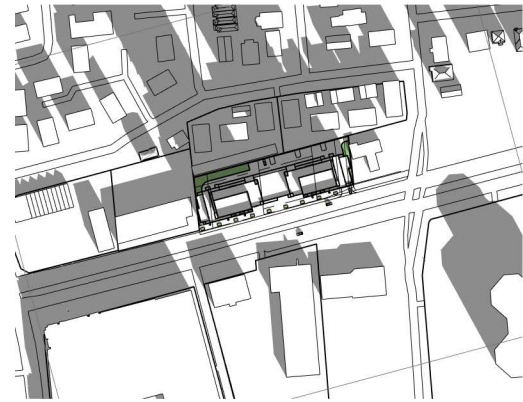
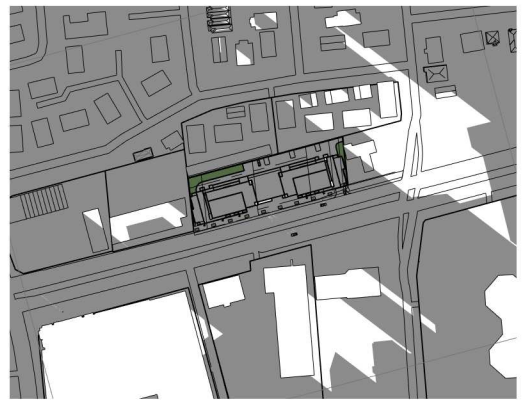
JUNE 21st,
DST



SEPTEMBER 21st,
DST



DECEMBER 21st



PEDESTRIAN LEVEL WIND STUDY

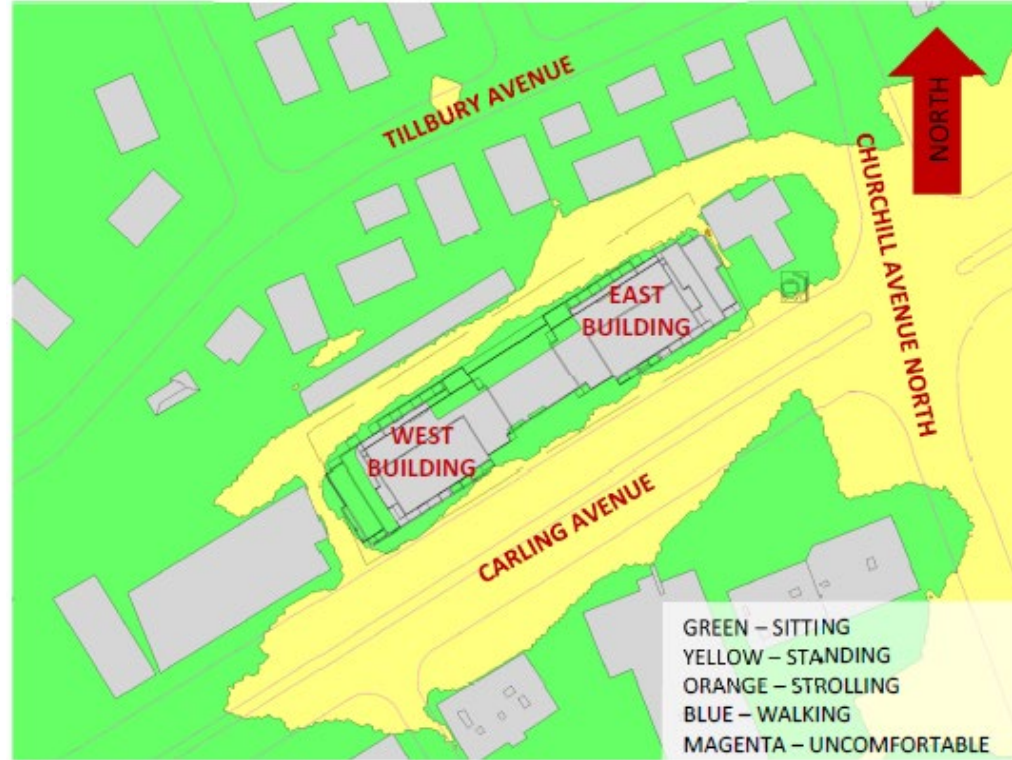


FIGURE 3A: SPRING – WIND CONDITIONS AT GRADE LEVEL



FIGURE 3C: AUTUMN – WIND CONDITIONS AT GRADE LEVEL



FIGURE 3B: SUMMER – WIND CONDITIONS AT GRADE LEVEL

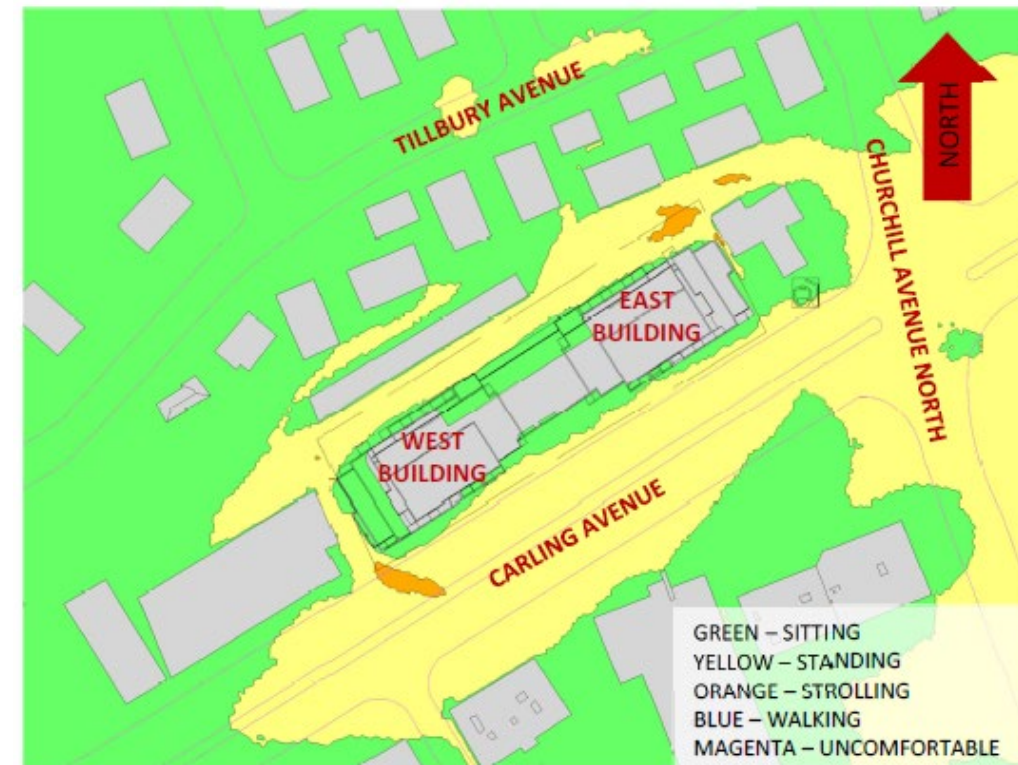


FIGURE 3D: WINTER – WIND CONDITIONS AT GRADE LEVEL

PEDESTRIAN LEVEL WIND STUDY

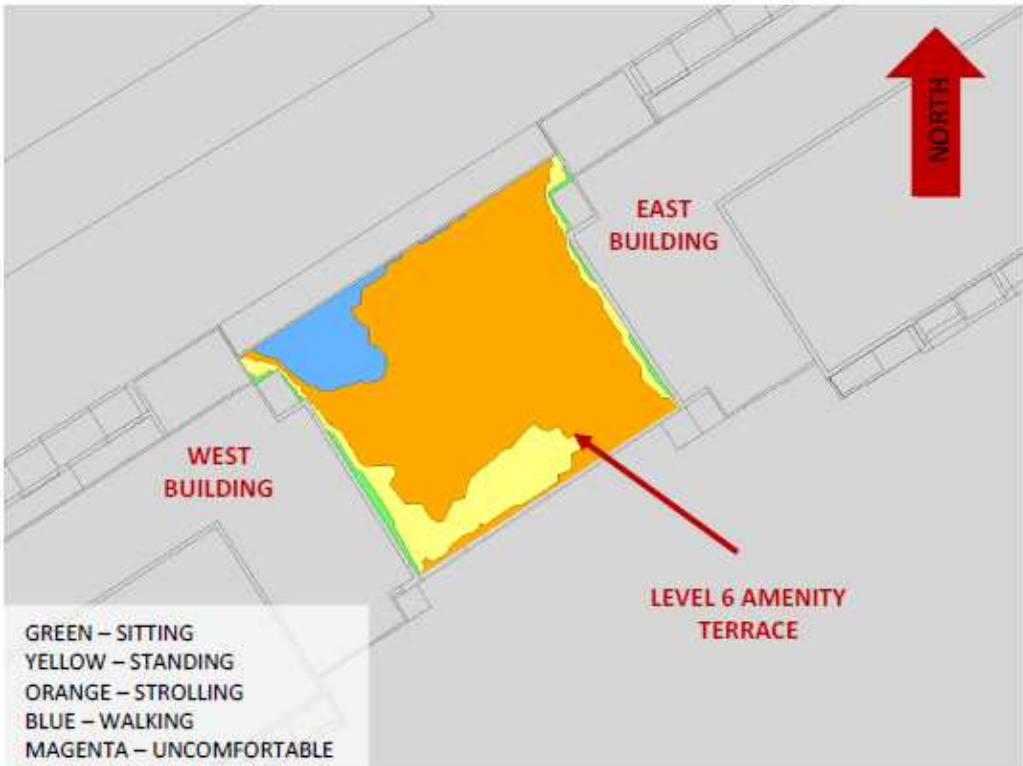


FIGURE 4A: SPRING – WIND CONDITIONS, COMMON AMENITY TERRACE

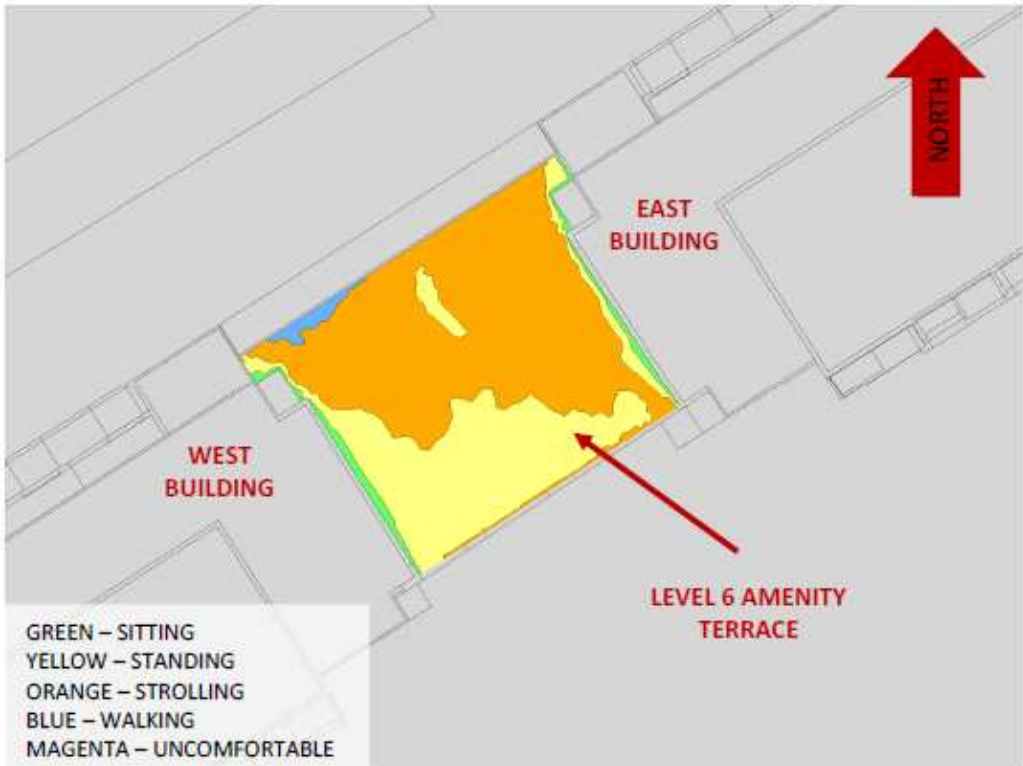


FIGURE 4C: AUTUMN – WIND CONDITIONS, COMMON AMENITY TERRACE

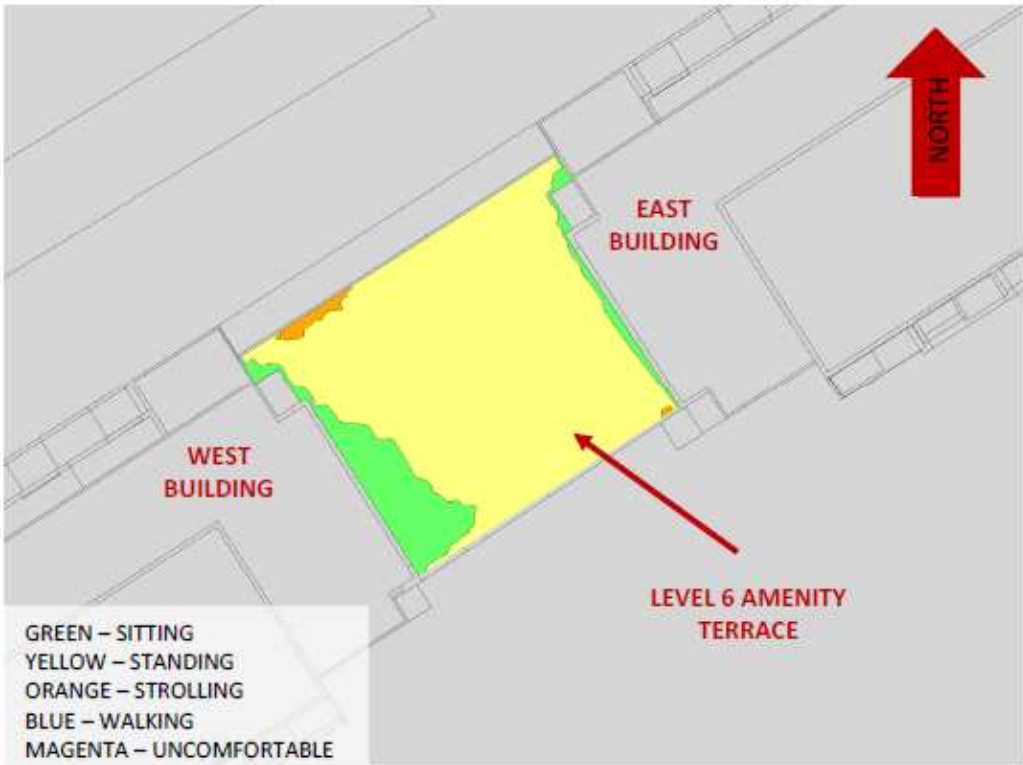


FIGURE 4B: SUMMER – WIND CONDITIONS, COMMON AMENITY TERRACE



FIGURE 4D: WINTER – WIND CONDITIONS, COMMON AMENITY TERRACE