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Lisa Stern | Development Review Planner
Planning, Infrastructure and Economic Development Department

Re: 1983 Carling Avenue
Site Plan Control Application

SPC Response 1 - Revised Design Brief following changes to building height (5-storeys to 3-storeys)

The owner of 1983 Carling Avenue is proposing a 3-storey residential apartment building containing 21 units on the corner of an existing lot, adjacent to 3 existing low-rise apartment buildings, located on the same property.

The proposed building is located on the north side of Carling Avenue, east of Sherbourne Road and west of Woodroffe Ave. More specifically, the site is located at the corner of Carling and Bromley Road. The space on the lot is currently empty, serving as additional parking space for residents of the adjacent apartments. The lot is designated AM, Arterial Mainstreet, as per Schedule 'B' of the City of Ottawa's Official Plan, Subzone 10, and has a designated height limit of 20m. The site is not subject to a Secondary Plan in Volume 2 of the Official Plan, nor is it subject to a Community Design Plan.

The proposed site is easily accessible by various modes of transportation, including walking, cycling, public transit and motorized vehicle.

Proposal for Site Plan Approval

This application seeks to facilitate the development of the aforementioned 3-storey apartment building. The building will have a ground floor, with a Main Entrance and a corner lobby off Carling Ave. It will also provide an accessible Basement and 2 additional floors above ground. The rooftop will incorporate exterior amenity space for the tenants.

Surrounding Context

Residential properties are located to the north (R3A), west (AM10) and east (AM10) of the site. A future high-rise tower is planned for the adjacent corner lot, west of Bromley Road.

Design Brief

The proposed residential building will include units ranging from 465 sq.ft to 804 sq.ft, varying from studios to two bedrooms.

Residents will enter the ground floor from the entrance on the south-east face of the building. The building front will be setback 22.25m from Carling Ave to accommodate the future road widening. The accessible basement below will offer four suites and provide shared amenities including a bicycle storage, garbage room, and a mailroom. The ground floor will have 5 suites, and the upper floors will each have six suites. The rooftop will offer 1400 sq.ft (130 sq.m) of exterior amenity space. Around the building, tenants will be

FIG. 1
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FIG. 2
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able to use an accessible walkway to the west, and a secondary walkway providing access to the building with exterior stairs to the east. Exits from the building's scissor stairs are along the east.

Parking will be located at the rear of the site, along a new drive aisle with surrounding landscaping. Six new spaces will be provided, with 1 designated visitor space. Additional parking, roughly 32 spaces, is available on the lot for residents of the entire development which will now include a total of 4 buildings. Bicycle parking, available inside the building, will consist of 6 stacked spaces for a total of 12.

The grading on the site slopes up from street level on Carling Ave to the main entrance 0.1m, and then back down 0.88m to the rear of the building. To manage drainage, a 0.15m layer of new asphalt will be added at the northern edge of the site, near the new parking spaces. The existing curb, trees, hedges on the north are to remain. A new decorative fence will be added to provide additional privacy to the residents north of the property. To allow parking without disrupting these trees and their roots, bumper curbs will be installed.

The proposed building is respectful of its surrounding neighbourhood by adding density whilst being low-rise and well-matched to the scale of the nearby residences. It should be noted that a small corner of the building encroaches onto the 11m setback by roughly 1m. However, the 12m building heigh remains consistent despite a max height of 20m. This allows the building to retain a human scale, with a generous rear setback of 8.2m, all the while suiting the streetscape. These changes were deemed essential in creating a functional floor plan.

Finally, the building maintains a connection to Carling Avenue with a fully glazed lobby, visible from Carling. The ground floor will incorporate glazing at 50% of the front façade, measured from the ground to a height of 4.5m. This allows transparency whilst maintaining residents' privacy. The proposed reduction in ground floor height is proposed given the residential function of the building.

Building cladding will consist of brick and charcoal fiber cement panels with touches of corrugated metal in a charcoal colour. The overall feel of the building is simple, clean, with a playful layout of punched windows.

Urban Design Guidelines for Development along Arterial Mainstreets:

1: Locate new buildings along the public street edge.

This development locates the building along the public street edge with a wide walkway leading to the main entry. The proposed building setback from the street is defined by a future road widening setback on Carling Avenue.

4: Use buildings, landscaping and other streetscape elements to create continuous streetscapes.

The proposed building defines the street edge and maintains continuity to the existing pedestrian sidewalk along Carling by mimicking adjacent buildings' use of walkways and decorative hedges. Barrier-free access is provided at the main entrance. The intention is to maintain an uninterrupted streetscape with soft landscaping and continuous vegetation for the full length of the site, in front of the building.

8: Provide significant architectural or landscape features at the corner on corner sites where there is no building, to emphasize the public streets and enhance the streetscape.

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The proposed building has a fully glazed corner entry facing Carling. This creates a dynamic view from the street and enhances the mostly residential streetscape along this path.

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.

The proposed building, at 3-storeys, is smaller in scale than the recommended zoning height. This is a direct effort to remain approachable and at human scale. The architecture of the building has, however, maximised the available square footage to bring valuable rental units to a neighbourhood which greatly requires densification.

19: Connect pedestrian walkways between adjacent properties in order to facilitate circulation between sites.

The proposed site features a 1.2m wide interlock walkway that slopes down to the back of the property, This walkway can be used by residents of all 3 residential buildings on the lot to access the shared parking, thus improving the connection between Carling Ave and the other buildings on the lot.

22: Provide weather protection at building entrances, close to transit stops and in places with pedestrian amenities.

Principal access is located away from the street with a highly visible, covered entrance canopy equipped with lighting and seating.

26: Link access drives and parking lots of adjacent properties in order to allow for the circulation of vehicles between sites.

The corner site provides the only access to the parking on the lot. The new drive aisle will eliminate visible cars from the Mainstreet and facilitate circulation by creating well-defined areas between cars and pedestrians.

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

Parking for the residents is located at the rear of the site. The number of spaces complies with the minimum requirement.

39: Protect and feature heritage, specimen and mature trees on site by minimizing grade changes and preserving permeable surfaces.

The proposal seeks to preserve as many trees on the site as possible. The grading is minimised to keep these trees alive while provide necessary parking. Minimal grade changes around the property will promote positive drainage. New trees and landscaping will be added along the drives aisle to comply with the 15% minimum requirement for parking.

40: Landscape areas between the building and the sidewalk with foundation planting, trees, street furniture and walkways to the public sidewalk.

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The area between the existing sidewalk at Carling Ave and the proposed building entrance will be landscaped with grasses, perennials, and shrubs. The font and side walkways, framed with vegetation, provide a distinct connection to the building while facilitating a public/semi-private transition.

53: Design secondary doors (such as emergency exit or service doors) to blend in with the building façade.

The building was designed so that all secondary doors blend into the corrugated metal cladding by being painted the same colour.

Regards,

Roberto Campos, **Architect | OAA | M.Arch. | MRAIC | ORSA**
Partner

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