FOTENN

CLARIDGE HOMES

1995 Carling Avenue

Urban Design Review Panel Formal Consultation
July 2020

Subject Property

Subject Property

Site Photos

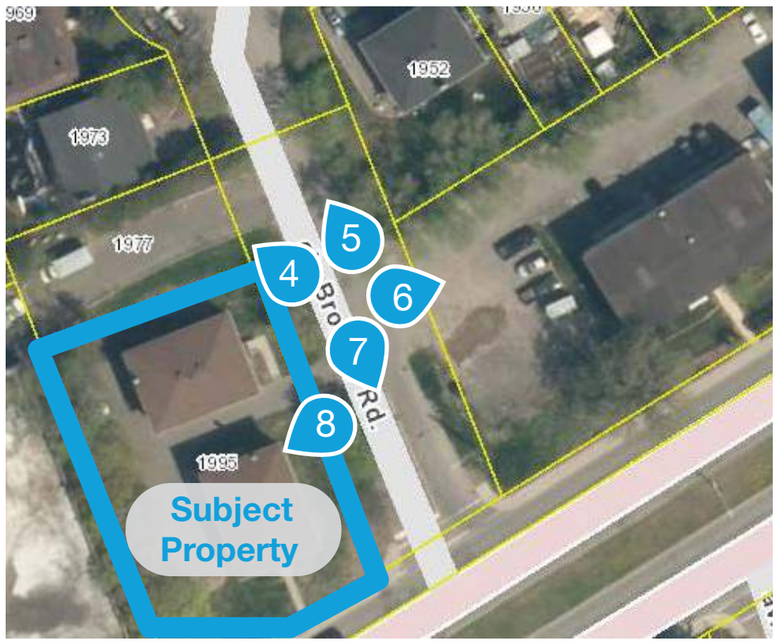

Subject Property
1
2
3
prom. Manitou Dr.
ch Bromley Rd.
av. Carling
av. Carling Ave.
Carling Ave.
av. Maplecrest Ave.

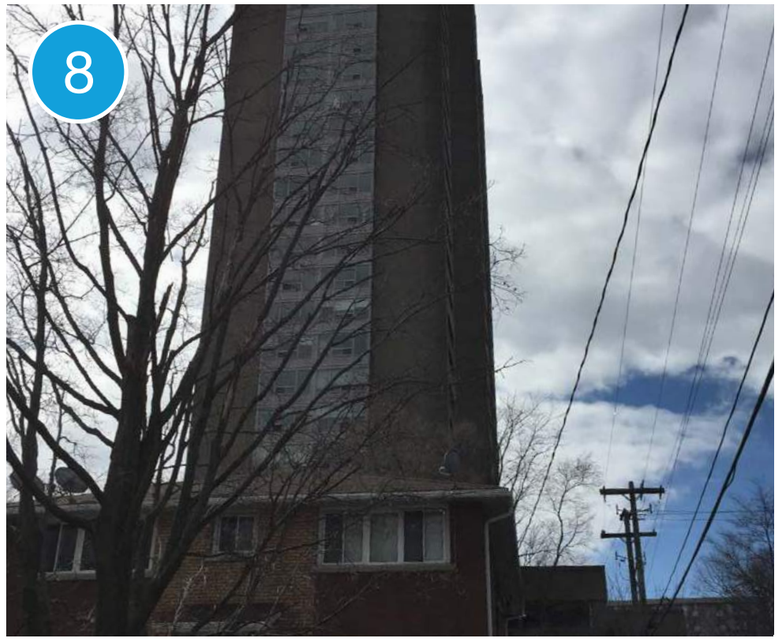

1


2

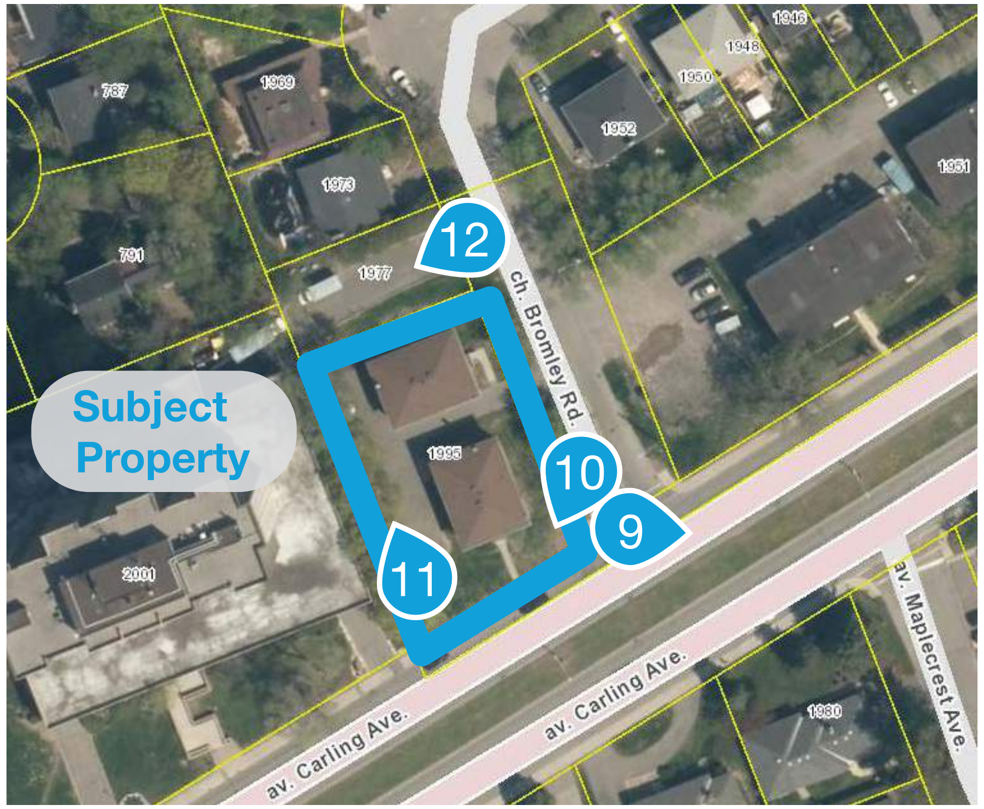

3

Site Photos





Site Photos


12
ch. Bromley Rd.
Subject Property
10
9
11
av. Carling Ave.
av. Carling Ave.
av. Maplecrest Ave.

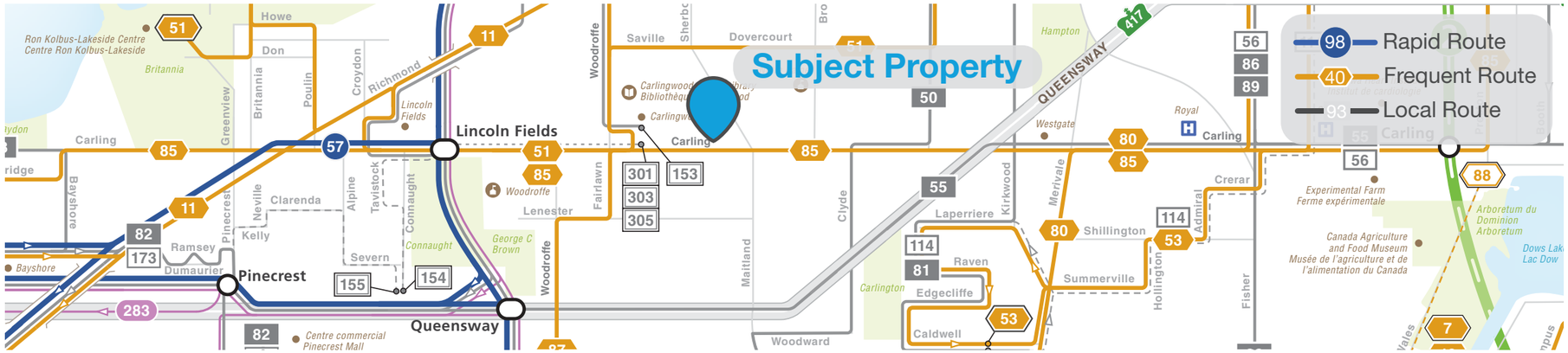

9

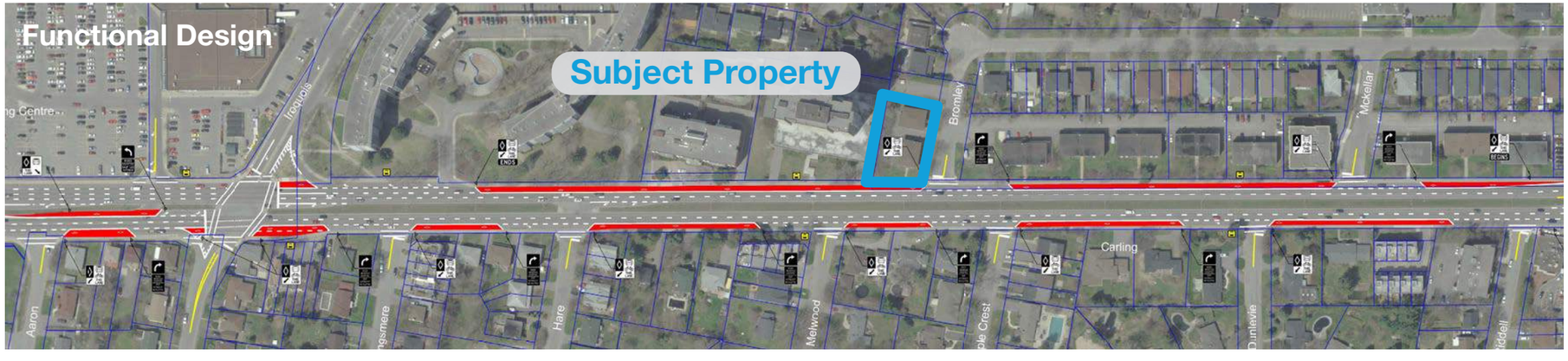

10


11


12

Site Analysis





Transit Network

The subject property is currently served by the number 85, a frequent route that offers 15-minute or better weekday service. The 85 connects west to Lincoln Fields Transit Station and east to the Carling Light Rail Station on the Trillium Line.

Schedule D of the Official Plan identifies an at-grade Light Rail (LRT) line along Carling Avenue between Lincoln Fields and the existing Trillium Line. While the timing for implementation of the LRT line is not confirmed, the 2013 Transportation Master Plan identifies continuous transit priority measures along Carling Avenue as part of the 2031 “affordable network.”

A recommended functional design has been prepared to implement transit priority measures along Carling. In the vicinity of the subject property, these measures include dedicated painted bus lanes.

Site Analysis

Cycling Routes and Multi-Use Pathways

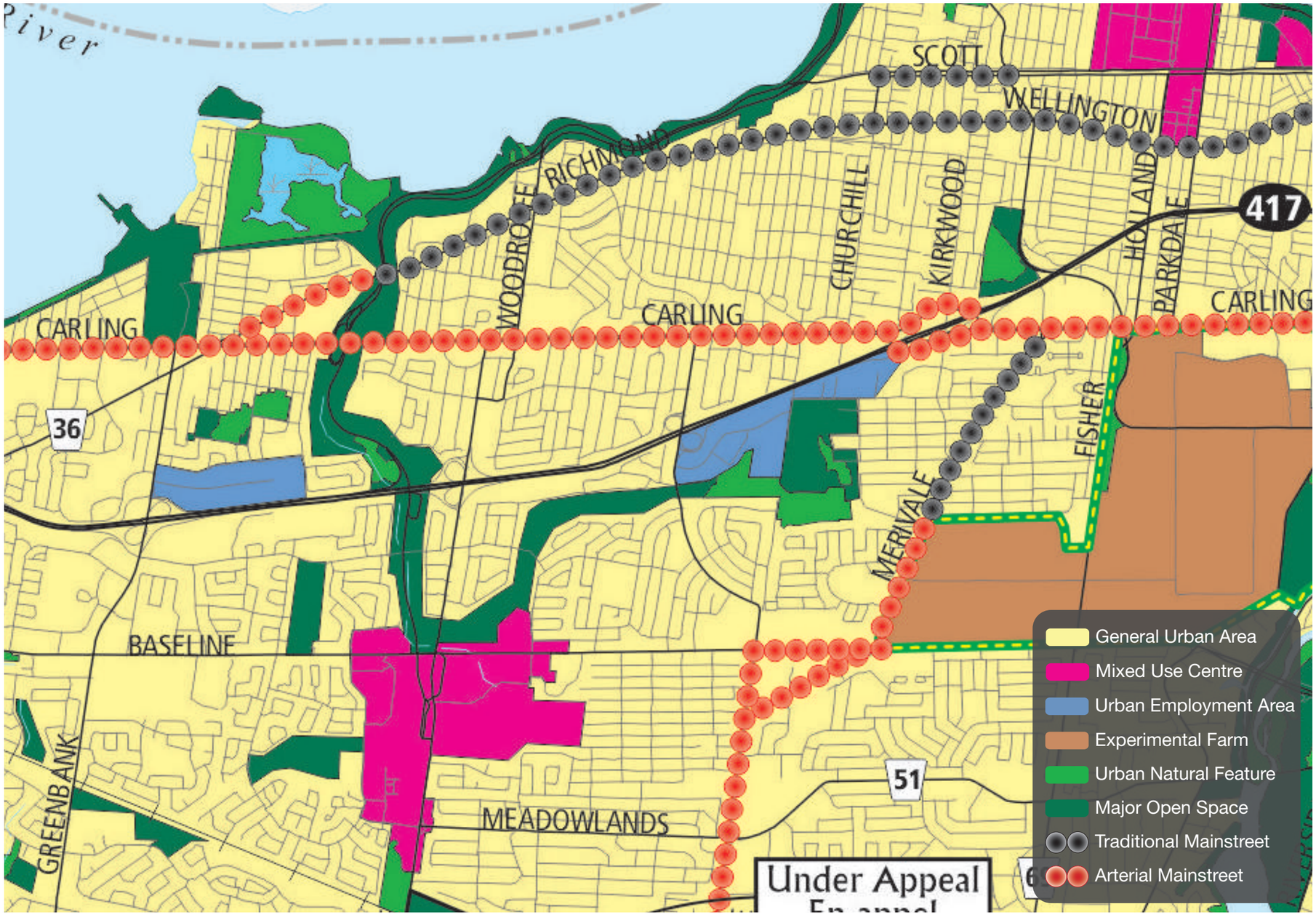
Carling Avenue is designated as a spine route on Schedule C of the Official Plan. Existing cycling infrastructure on Carling Avenue is extremely limited.

As part of the functional design for transit priority measures, cycling lanes will be added to Carling Avenue between Bronson Avenue and Sherwood Drive, but no cycling facilities are proposed near the subject property.

Road Network

Carling Avenue is designated as an Arterial Roadway in the City of Ottawa's Official Plan. Arterial roads are intended to carry large volumes of traffic over the longest distance.

Policy and Regulatory Framework



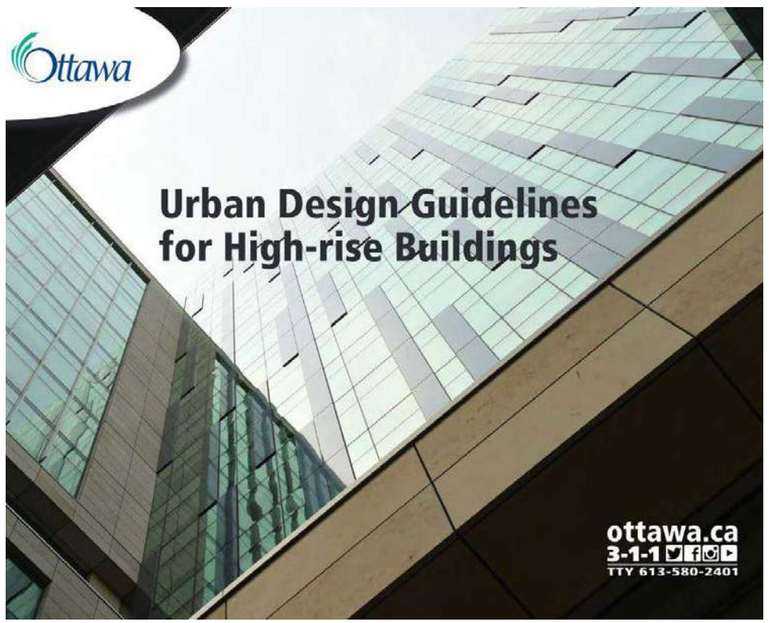
Official Plan

The Subject Property is designated Arterial Mainstreet on Schedule B of the Official Plan. This designation permits a broad range of uses, including residential. Infill and redevelopment are encouraged along Arterial Mainstreets. New development:

- Should optimize the use of land through intensification;
- Should enclose and define the street edge; and
- May be taller than nine storeys where the development is within 400 metres of a future Rapid Transit Station, a community amenity is provided, and transition to nearby low-rise development is provided.

Urban design and compatibility are addressed in Sections 2.5.1 and 4.11 of the Official Plan. Compatible development works well and fits well with the existing and planned context, without necessarily being the same as existing buildings.

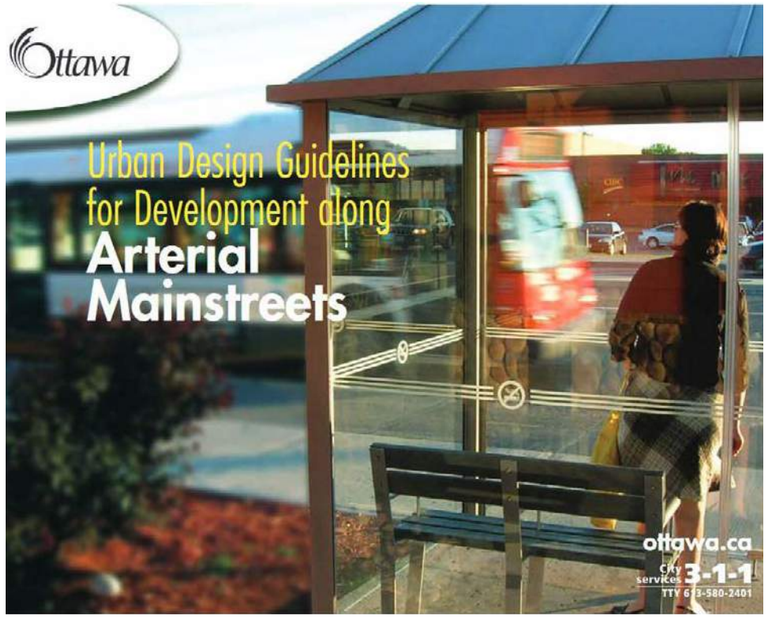
Policy and Regulatory Framework



Urban Design Guidelines for High Rise Buildings

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

/ Enhance the overall character of the existing and planned urban fabric and skyline by maintaining a harmonious relationship with the neighbouring buildings without necessarily being the same;
/ Include a building base that relates directly to the existing or planned streetwall context;
/ Use a base-middle-top typology to acheive urban design goals;
/ Placed the base of buildings to form continuous building edges along streets, except where an additional setback accommodates pedestrian amenities;
/ Provide a tower floorplate of less than 750 square metres to minimize shadowing and other impacts;
/ Where lot fabric is tight, provide a reduced separation distance of 20 metres, shared between properties;
/ Use building articulation to define the base of the building. Step-backs of at least 1.5 metres are encouraged, but where lots are narrow, other approaches can be employed; and
/ Integrate the top of the building with the overall architecture of the building.



Urban Design Guidelines for Development along Arterial Mainstreets

These guidelines provide urban design guidance in order to assess, promote, and achieve appropriate development along Arterial Mainstreets. The guidelines address seven aspects of development, including: streetscape, built form, pedestrians and cyclists, vehicles and parking, landscape and environment, signs, and servicing and utilities. The following selected guidelines apply to the proposed development:

/ Provide a two-metre wide sidewalk and a landscaped boulevard in the right-of-way;
/ Set new buildings back less than three metres from the front and corner side property lines to define the street edge;
/ Relate the built form to existing development;
/ Ensure that buildings occupy the majority of the lot frontage; and
/ Use clear windows and doors make the ground level street-facing facades highly transparent, and locate active uses adjacent to these frontages.

Policy and Regulatory Framework

Zoning By-law

The Subject Property is zoned Arterial Mainstreet, subzone 10 **(AM10)**. The purpose of the AM zone is to impose development standards that will promote intensification, while ensuring that they are compatible with surrounding uses. A broad range of uses is permitted in the AM zone, including apartment, high-rise, where site-specifc provisions permit building heights above 30 metres.

The intent of the AM10 subzone is to impose performance standards that contribute to active street frontages. These provision include requirements to:

- Locate buildings with ‘active entrances’ at or close to the front and corner side lot lines;
- Provide for a minimum amount (50%) transparent glazing and active residential entrances at grade;
- Appropriately phase new developments through the Site Plan Control process; and,
- Provide greater separation to abutting residential uses.

Building Design

Site Plan

EVOQ

Building Design

Northeast Perspective View

Building Design

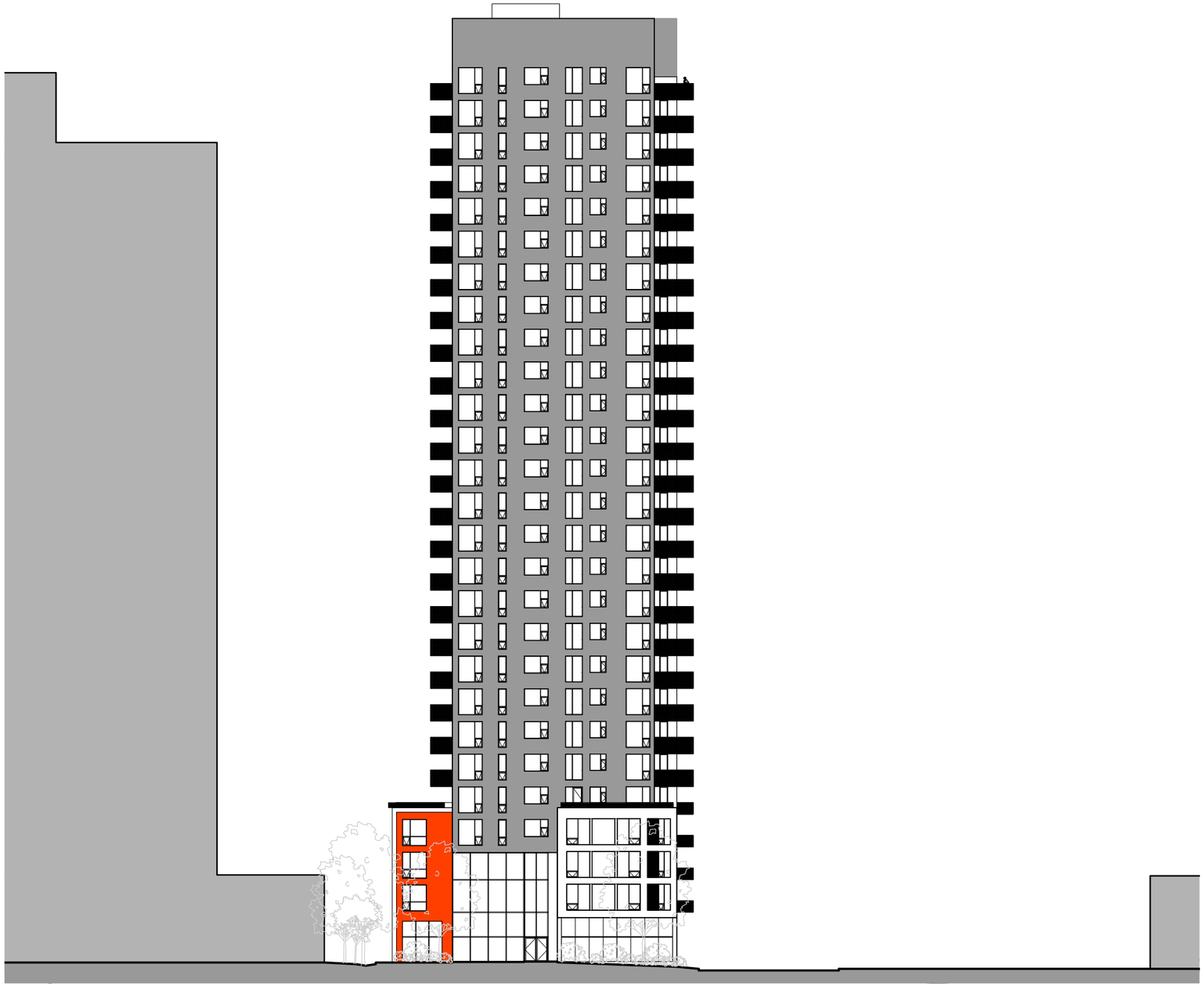
Perspective View from Carling
Looking West

Building Design

Aerial Perspective of Southeast Corner (Carling and Bromley Intersection)

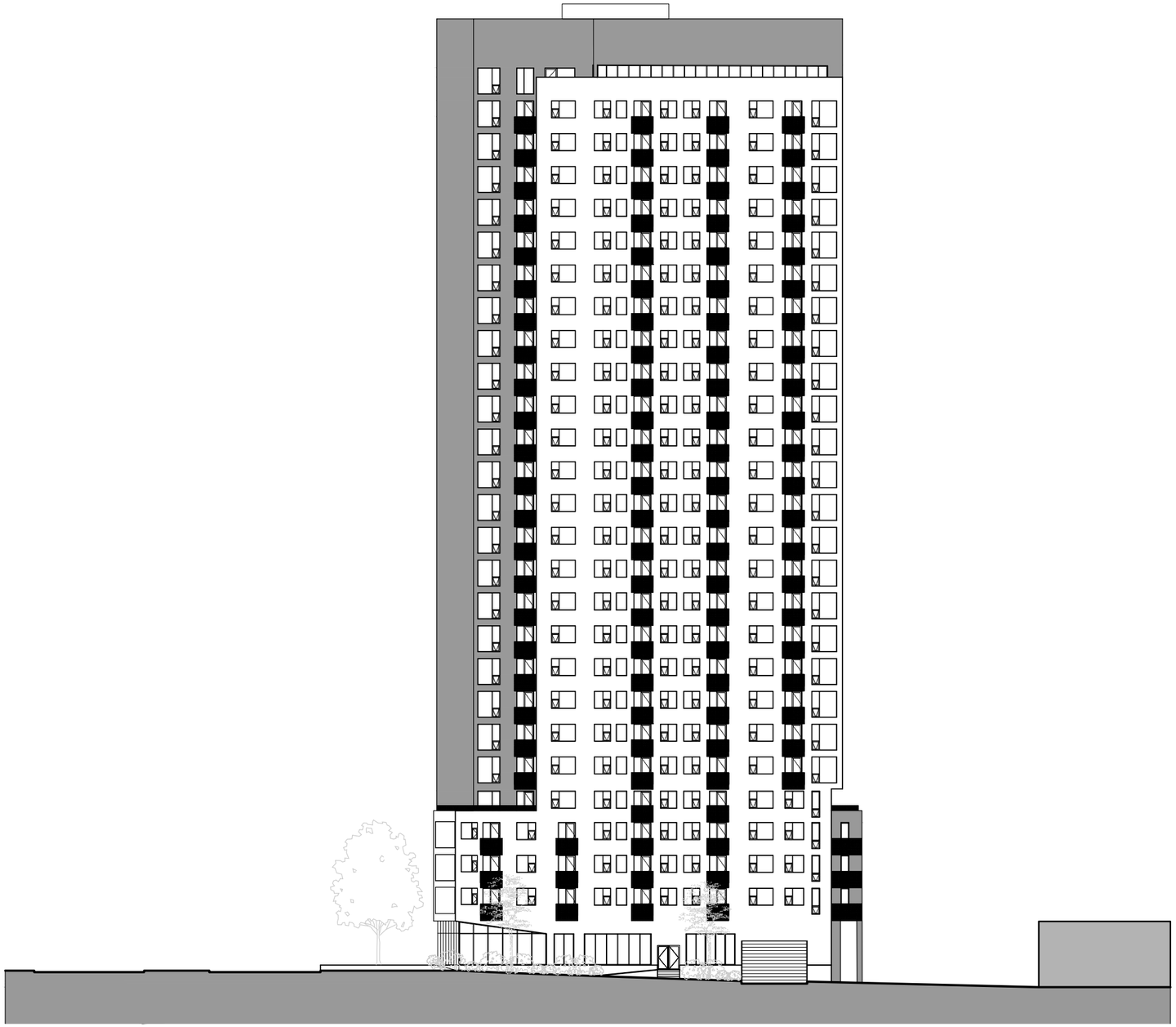
Building Design

South Elevation



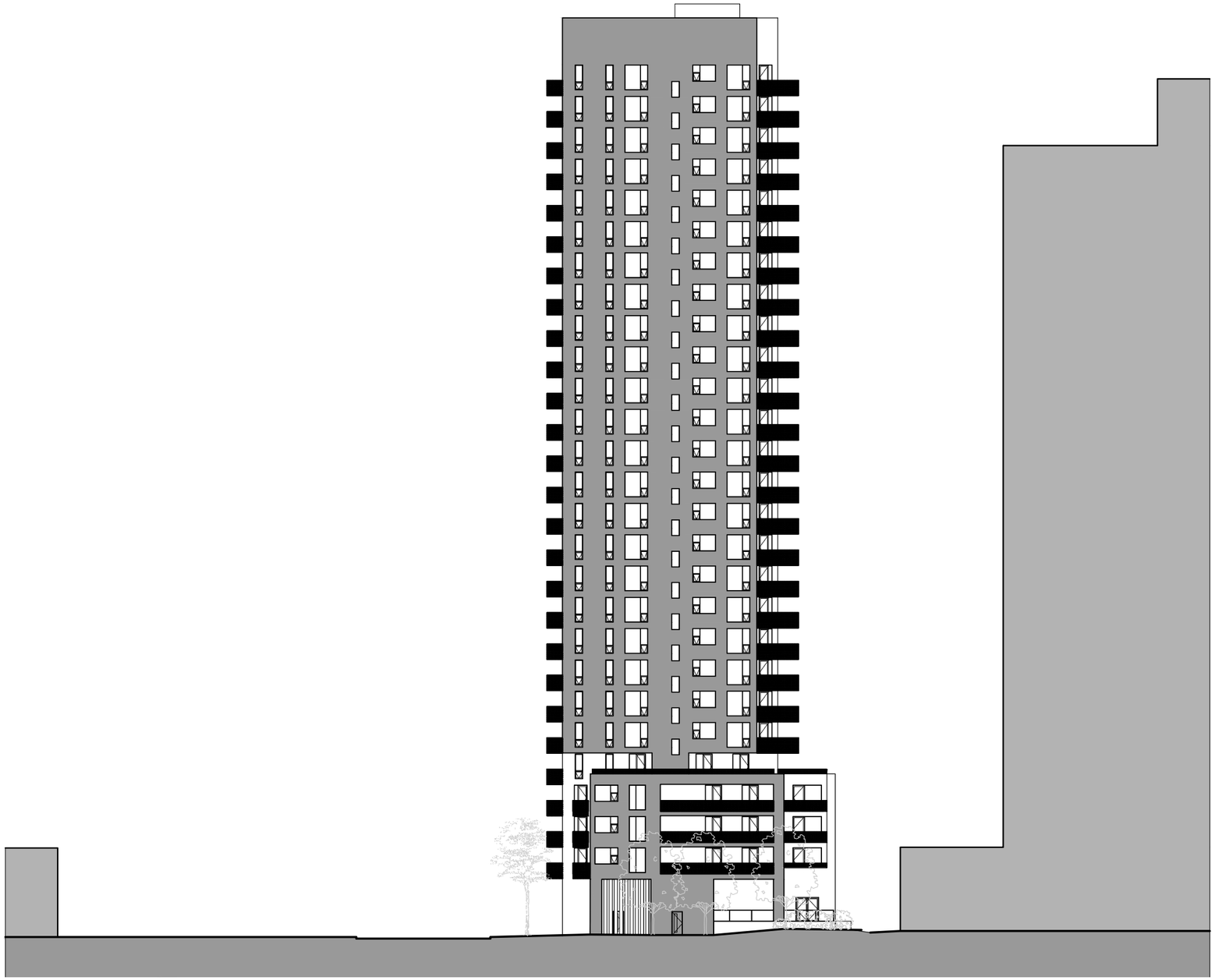
Building Design

East Elevation



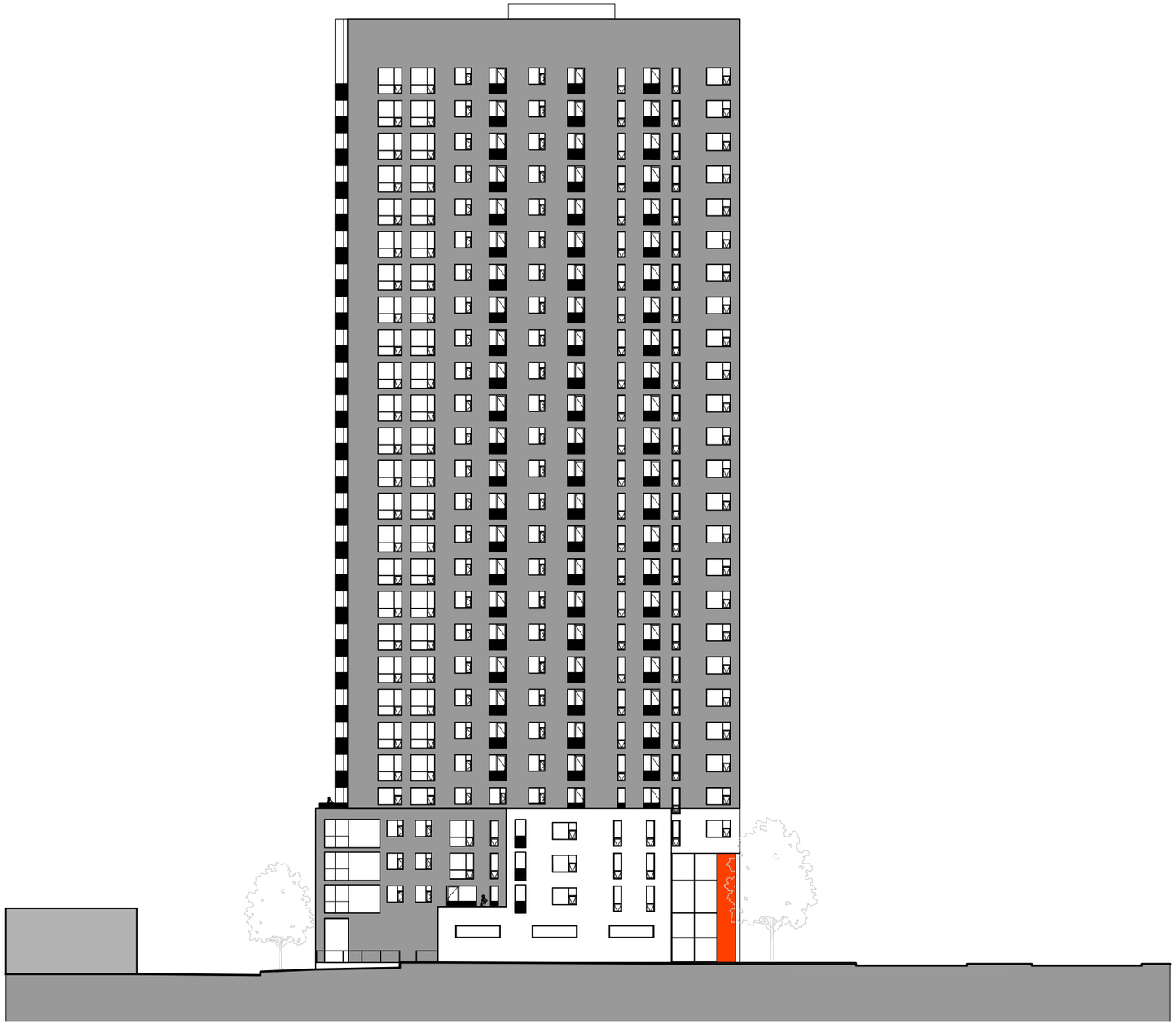
Building Design

North Elevation

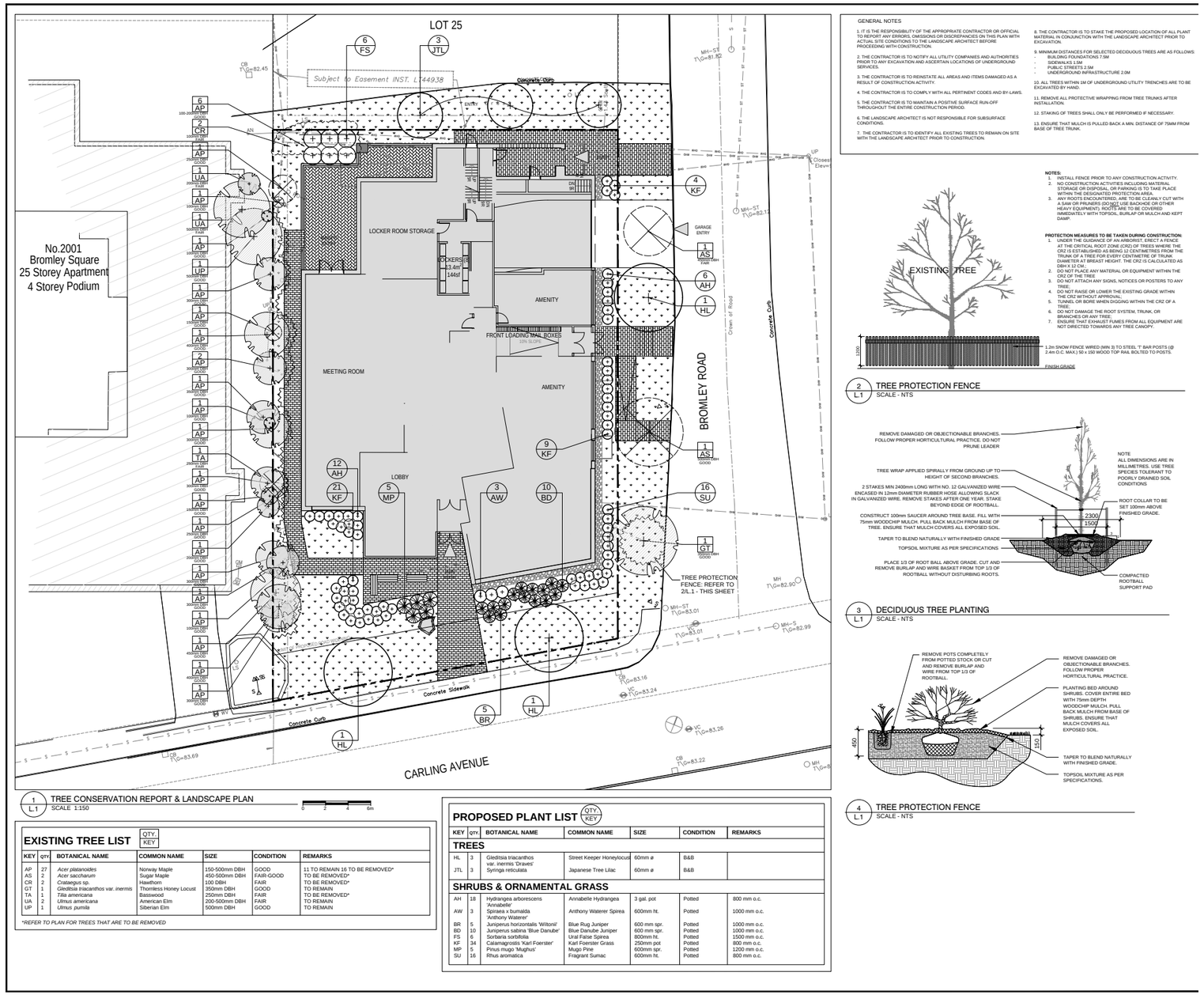


Building Design

West Elevation



Building Design



1 L.1 TREE CONSERVATION REPORT & LANDSCAPE PLAN
SCALE 1:150

0 2 4 6m

EXISTING TREE LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	REMARKS
AP	27	*Acer platanoides*	Norway Maple	150-500mm DBH	GOOD	11 TO REMAIN 16 TO BE REMOVED*
AS	2	*Acer saccharum*	Sugar Maple	450-500mm DBH	FAIR-GOOD	TO BE REMOVED*
CR	2	*Crataegus sp.*	Hawthorn	100 DBH	FAIR	TO BE REMOVED*
GT	1	*Gleditsia triacanthos var. inermis*	Thornless Honey Locust	350mm DBH	GOOD	TO REMAIN
TA	1	*Tilia americana*	Basswood	250mm DBH	FAIR	TO BE REMOVED*
UA	2	*Ulmus americana*	American Elm	200-500mm DBH	FAIR	TO REMAIN
UP	1	*Ulmus pumila*	Siberian Elm	500mm DBH	GOOD	TO REMAIN

*REFER TO PLAN FOR TREES THAT ARE TO BE REMOVED

PROPOSED PLANT LIST

KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	REMARKS
TREES						
HL	3	Gleditsia triacanthos var. inermis 'Draves'	Street Keeper Honeylocust	60mm ø	B&B	
JTL	3	Syringa reticulata	Japanese Tree Lilac	60mm ø	B&B	
SHRUBS & ORNAMENTAL GRASS						
AH	18	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	3 gal. pot	Potted	800 mm o.c.
AW	3	Spiraea x bumalda 'Anthony Waterer'	Anthony Waterer Spirea	600mm ht.	Potted	1000 mm o.c.
BR	5	Juniperus horizontalis 'Wiltonii'	Blue Rug Juniper	600 mm spr.	Potted	1000 mm o.c.
BD	10	Juniperus sabinia 'Blue Danube'	Blue Danube Juniper	600 mm spr.	Potted	1000 mm o.c.
FS	6	Sorbaria sorbifolia	Ural False Spirea	800mm ht.	Potted	1500 mm o.c.
KF	34	Calamagrostis 'Karl Foerster'	Karl Foerster Grass	250mm pot	Potted	800 mm o.c.
MP	5	Pinus mugo 'Mughus'	Mugo Pine	600mm spr.	Potted	1200 mm o.c.
SU	16	Rhus aromatica	Fragrant Sumac	600mm ht.	Potted	800 mm o.c.

GENERAL NOTES

1. IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR OR OFFICIAL TO REPORT ANY ERRORS, OMISSIONS OR DISCREPANCIES ON THIS PLAN WITH ACTUAL SITE CONDITIONS TO THE LANDSCAPE ARCHITECT BEFORE PROCEEDING WITH CONSTRUCTION.
2. THE CONTRACTOR IS TO NOTIFY ALL UTILITY COMPANIES AND AUTHORITIES PRIOR TO ANY EXCAVATION AND ASCERTAIN LOCATIONS OF UNDERGROUND SERVICES.
3. THE CONTRACTOR IS TO REINSTATE ALL AREAS AND ITEMS DAMAGED AS A RESULT OF CONSTRUCTION ACTIVITY.
4. THE CONTRACTOR IS TO COMPLY WITH ALL PERTINENT CODES AND BY-LAWS.
5. THE CONTRACTOR IS TO MAINTAIN A POSITIVE SURFACE RUN-OFF THROUGHOUT THE ENTIRE CONSTRUCTION PERIOD.
6. THE LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR SUBSURFACE CONDITIONS.
7. THE CONTRACTOR IS TO IDENTIFY ALL EXISTING TREES TO REMAIN ON SITE WITH THE LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION.
8. THE CONTRACTOR IS TO STAKE THE PROPOSED LOCATION OF ALL PLANT MATERIAL IN CONJUNCTION WITH THE LANDSCAPE ARCHITECT PRIOR TO EXCAVATION.
9. MINIMUM DISTANCES FOR SELECTED DECIDUOUS TREES ARE AS FOLLOWS:
   - BUILDING FOUNDATIONS 7.5M
   - SIDEWALKS 1.5M
   - PUBLIC STREETS 2.5M
   - UNDERGROUND INFRASTRUCTURE 2.0M
10. ALL TREES WITHIN 3M OF UNDERGROUND UTILITY TRENCHES ARE TO BE EXCAVATED BY HAND.
11. REMOVE ALL PROTECTIVE WRAPPING FROM TREE TRUNKS AFTER INSTALLATION.
12. STAKING OF TREES SHALL ONLY BE PERFORMED IF NECESSARY.
13. ENSURE THAT MULCH IS PULLED BACK A MIN. DISTANCE OF 75MM FROM BASE OF TREE TRUNK.

NOTES:
1. INSTALL FENCE PRIOR TO ANY CONSTRUCTION ACTIVITY.
2. NO CONSTRUCTION ACTIVITIES INCLUDING MATERIAL STORAGE OR DISPOSAL, OR PARKING IS TO TAKE PLACE WITHIN THE DESIGNATED PROTECTION AREA.
3. ANY ROOTS ENCOUNTERED, ARE TO BE CLEANLY CUT WITH A SAW OR PRUNERS (DO NOT USE BACKHOE OR OTHER HEAVY EQUIPMENT). ROOTS ARE TO BE COVERED IMMEDIATELY WITH TOPSOIL, BURLAP OR MULCH AND KEPT DAMP.

PROTECTION MEASURES TO BE TAKEN DURING CONSTRUCTION:
1. UNDER THE GUIDANCE OF AN ARBORIST, ERECT A FENCE AT THE CRITICAL ROOT ZONE (CRZ) OF TREES WHERE THE CRZ IS ESTABLISHED AS BEING 12 CENTIMETRES FROM THE TRUNK OF A TREE FOR EVERY CENTIMETRE OF TRUNK DIAMETER AT BREAST HEIGHT. THE CRZ IS CALCULATED AS DBH X 12 CM.
2. DO NOT PLACE ANY MATERIAL OR EQUIPMENT WITHIN THE CRZ OF THE TREE.
3. DO NOT ATTACH ANY SIGNS, NOTICES OR POSTERS TO ANY TREE.
4. DO NOT RAISE OR LOWER THE EXISTING GRADE WITHIN THE CRZ WITHOUT APPROVAL.
5. TUNNEL OR BORE WHEN DIGGING WITHIN THE CRZ OF A TREE.
6. DO NOT DAMAGE THE ROOT SYSTEM, TRUNK, OR BRANCHES OR ANY TREE.
7. ENSURE THAT EXHAUST FUMES FROM ALL EQUIPMENT ARE NOT DIRECTED TOWARDS ANY TREE CANOPY.

1.2m SNOW FENCE WIRED (MIN 3) TO STEEL T- BAR POSTS (@ 2.4m O.C. MAX.) 50 x 150 WOOD TOP RAIL BOLTED TO POSTS.

2 L.1 TREE PROTECTION FENCE
SCALE - NTS

3 L.1 DECIDUOUS TREE PLANTING
SCALE - NTS

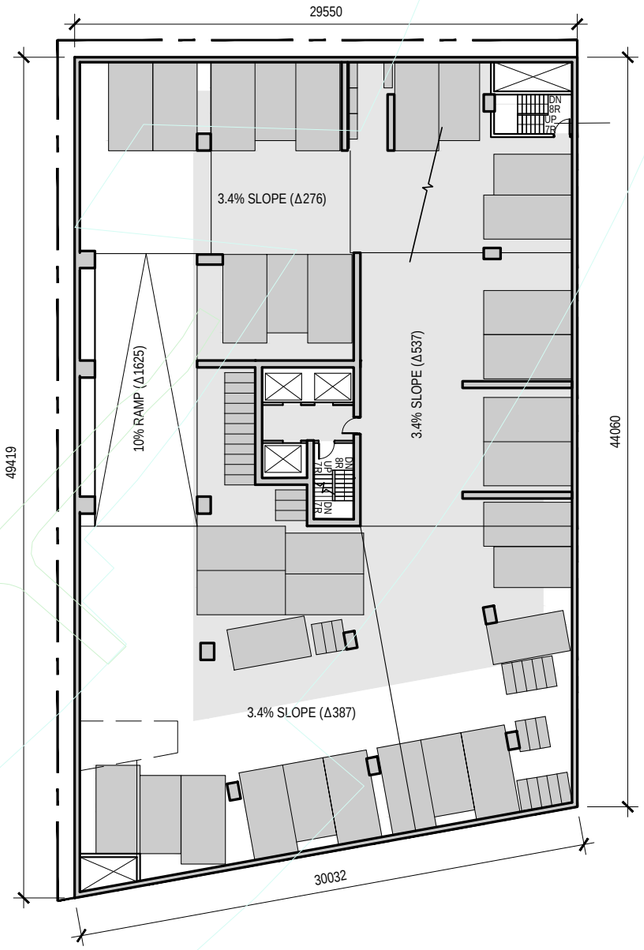
4 L.1 TREE PROTECTION FENCE
SCALE - NTS

Landscape Plan

An existing row of trees, mostly Norway Maples, will be preserved as a buffer between the proposed building and the existing high-rise to the west.

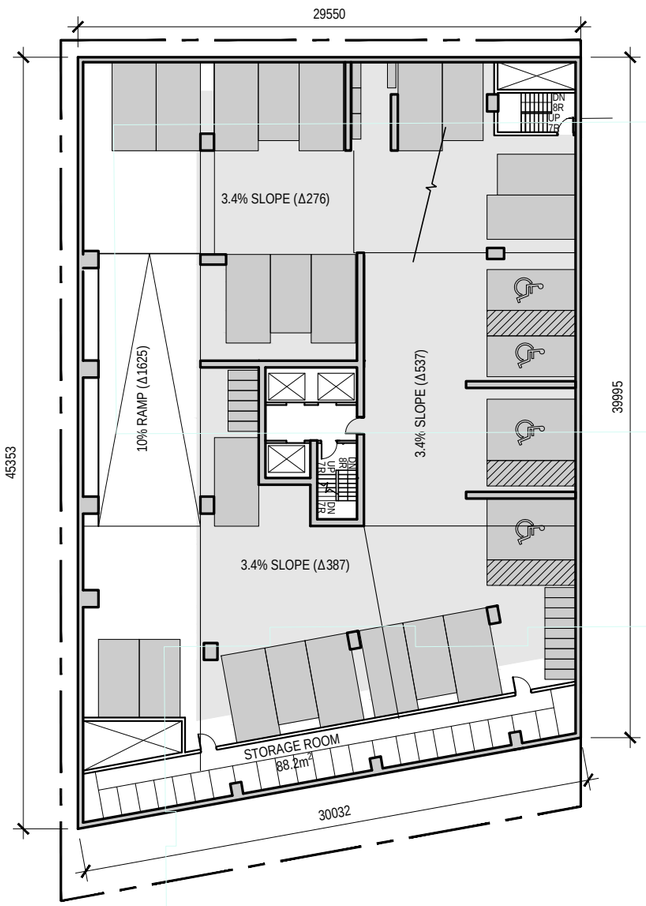
New trees are proposed to be planted in the Carling Avenue and Bromley Road boulevards, as well as on a portion of the abutting property to the north. The tree species selected are hardy and suitable for use as street trees.

Building Design



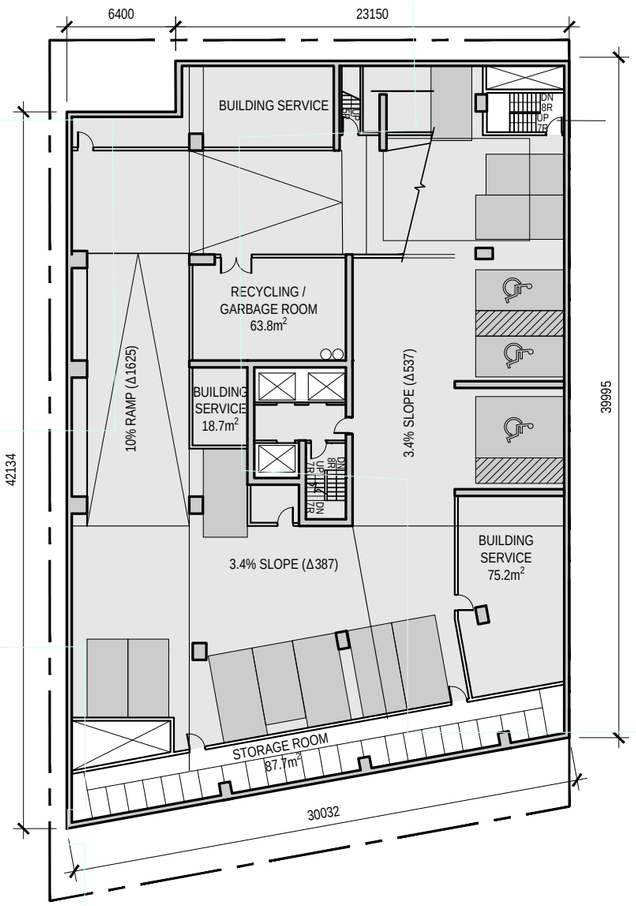
UNDERGROUND PARKING P3 - P6

1:300



UNDERGROUND PARKING P2

1:300



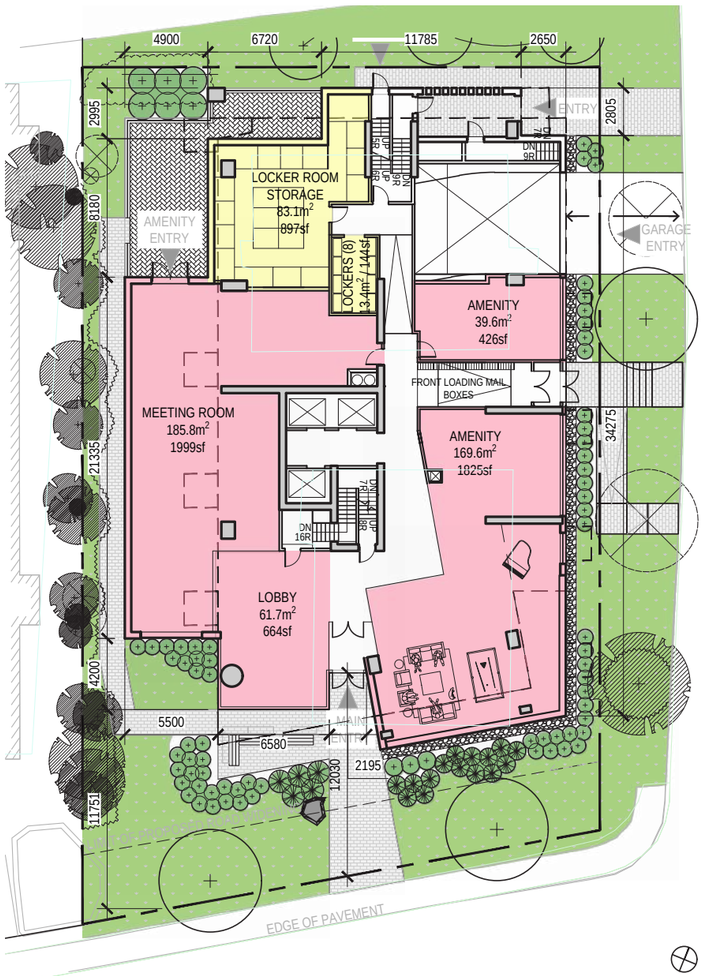
UNDERGROUND PARKING P1

1:300

July 2020

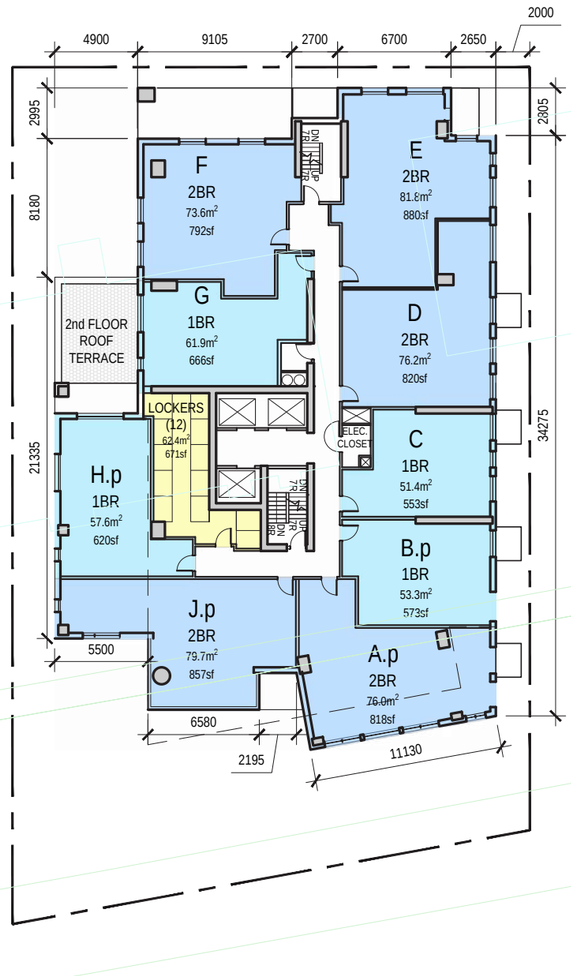
1995 Carling Avenue
Urban Design Review Panel Formal Consultation

Building Design



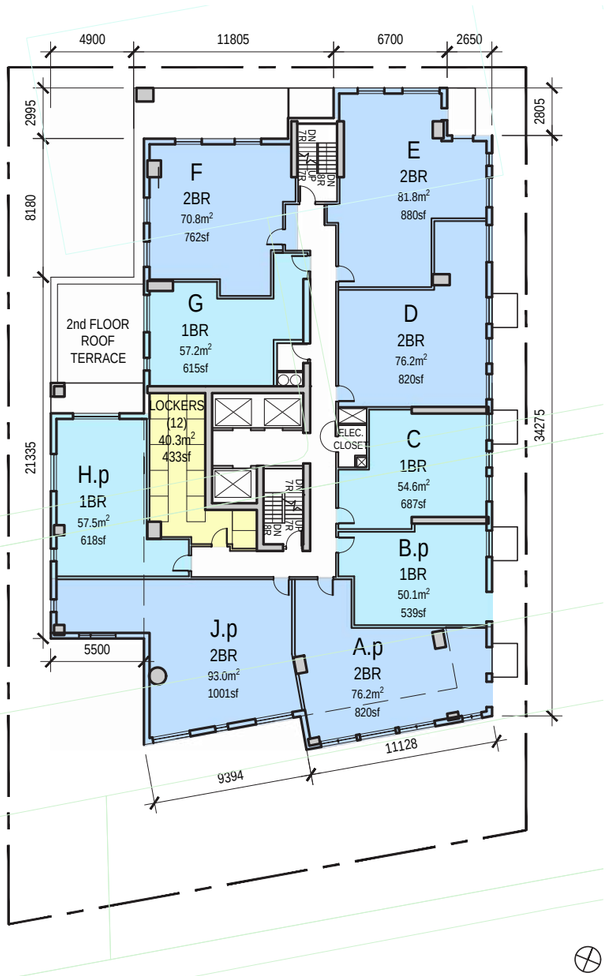
GROUND FLOOR PLAN

1:300



2ND & 3RD FLOOR PLAN

1:300



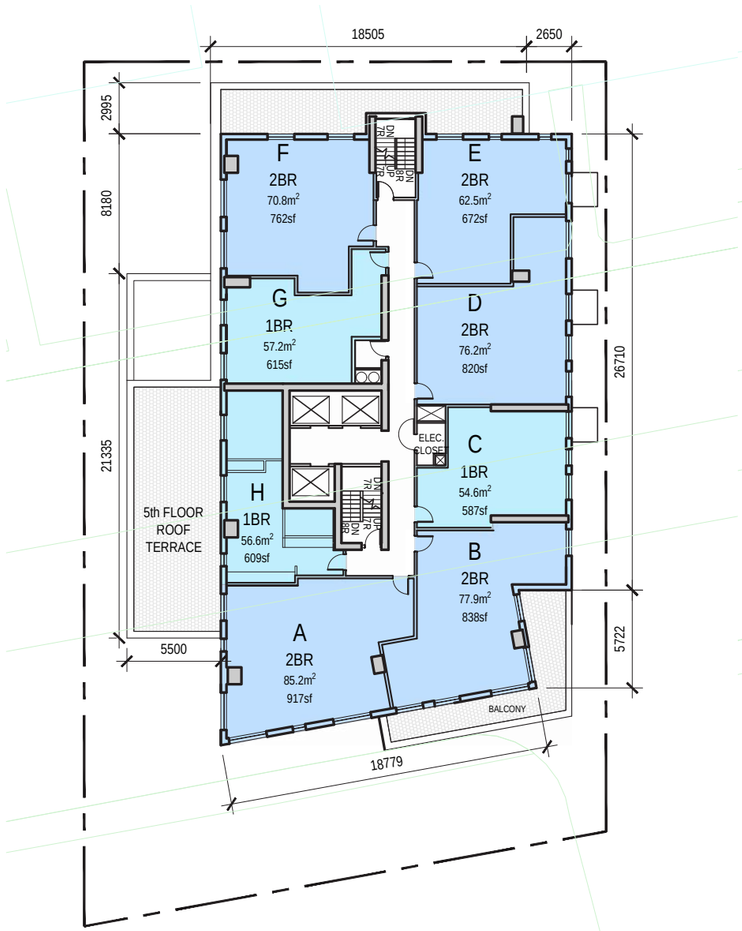
4TH FLOOR PLAN

1:300

July 2020

1995 Carling Avenue
Urban Design Review Panel Formal Consultation

Building Design



5TH FLOOR PLAN

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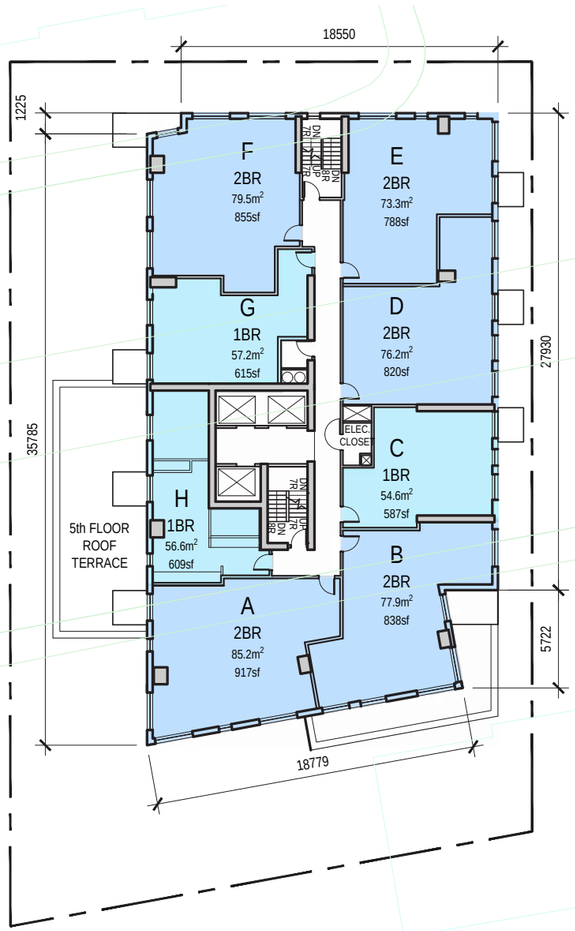
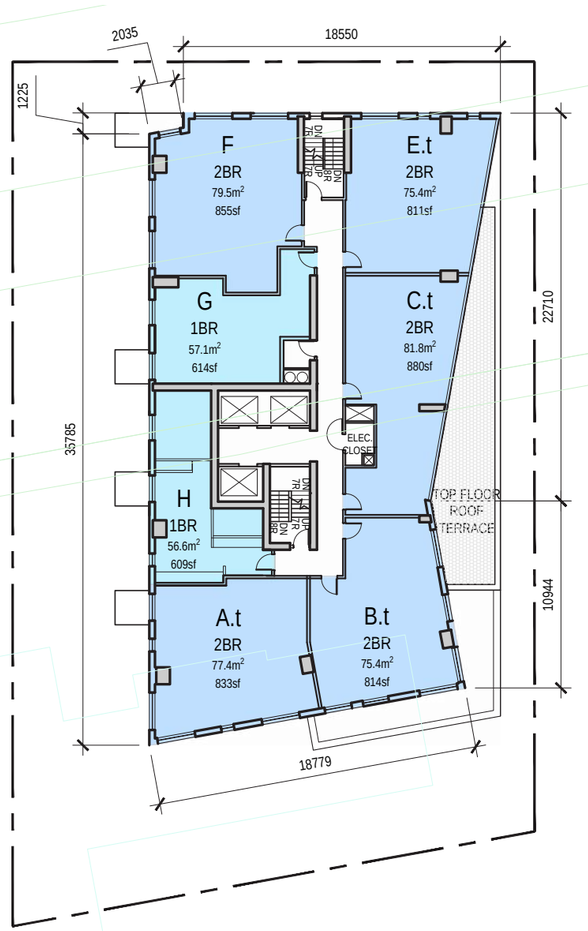


TYPICAL FLOOR PLAN

1:300



27TH FLOOR PLAN

1:300

July 2020

1995 Carling Avenue
Urban Design Review Panel Formal Consultation

Building Design - Sustainability

The design and construction of 1995 Carling will pursue sustainability principles based on LEED Silver standards.

Walkability and Transportation

The densification of the site with 210 residential units along an arterial boulevard, with an existing bus stop at the corner and in walkable proximity to several shopping centers and street facing commercial amenities, will provide urban housing that would ideally reduce the need for new low-density developments in currently undeveloped lands outside the green belt. The additional density will support the feasibility of the future Light Rail Transit line that is planned for Carling Avenue in the 2013 Transportation Masterplan.

Secure, indoor ride-in bicycle storage is also located below grade and is provided in numbers exceeding municipal requirements and LEED standards. Electric charging stations and communal car parking spots will be considered.

Landscape

The site itself is over 35% landscaped at grade. A garden passageway front the front entrance to the outdoor amenity space to the rear will be substantially vegetated, contributing the greening of the neighbourhood. All on-site parking is located underground, maximizing the availability of landscape at grade. Rain-water management principles will be strictly applied with consideration of using storm water collected in sub-grade cisterns for irrigation of landscaping.

Energy Efficiency

The building design including envelope and heating and cooling systems will optimize energy consumption through modeling to meet and exceed all provincial and federal model requirements. The building envelope being proposed is predominantly rain-screen masonry with punched windows, allowing for higher overall energy efficiency than can be achieved with all-glass wall systems. Where full glazing is used at the building entrance and common amenities at the ground level, the efficiency of glazing units and spandrel panels will be optimized to assure comfort and overall energy model performance. Operable windows in all units will permit natural ventilation to living and sleeping spaces. These measures will reduce energy consumption and reliance on electrical and mechanical systems.

Additional Features

Heat islands will be avoided through the use of thermally reflective roof treatments. Exterior lighting will be designed so as to reduce light pollution to a minimum.

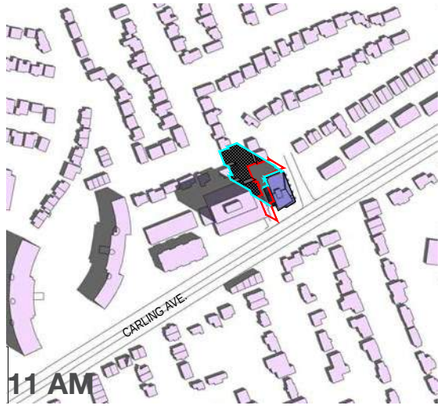
Construction will favour locally sourced, durable, sustainable and recycled materials. Contractors will be required to follow best waste-management principles. Interior finishes will also favour local sourcing and will be selected for durability and low emissivity.

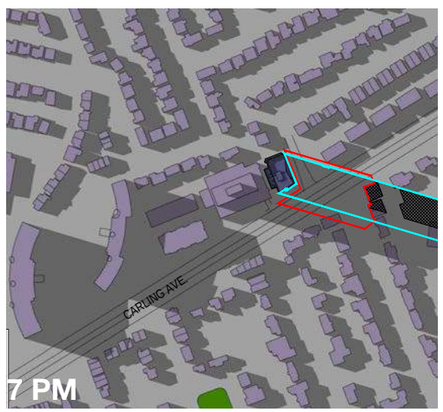
Neighbouhood Sustainability

The neighbouhood to the North, South, and East is of low rise in character whereas there are high rise buildings to the west. The design for 1995 Carling engages the low-rise neighbourhood with a podium design articulated on all sides. Common amenities are located on the ground floor, including a large fully glazed amenity space located directly at the corner of Carling and Bromley to engage with pedestrians. The front entrance is set away from the corner with a forecourt that includes a sitting area to act as a kind of “front porch” for the high rise residents to activate the street life.

Mitigating Impacts

Sun Shadow Study
JUNE 21

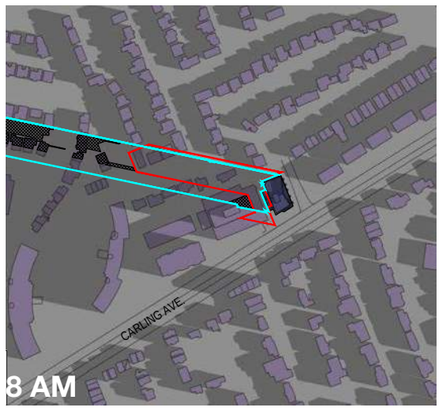


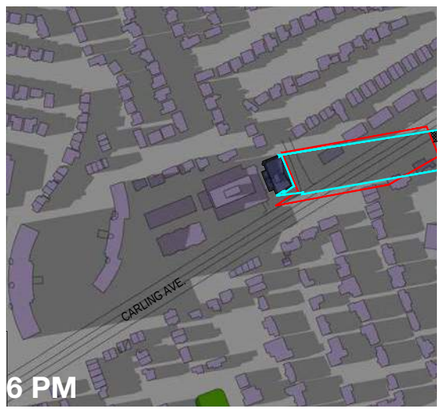


LEGEND

- Proposed Shadow Outline
- As of Right Shadow Outline
- Proposed Development
- Approved Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow

Mitigating Impacts





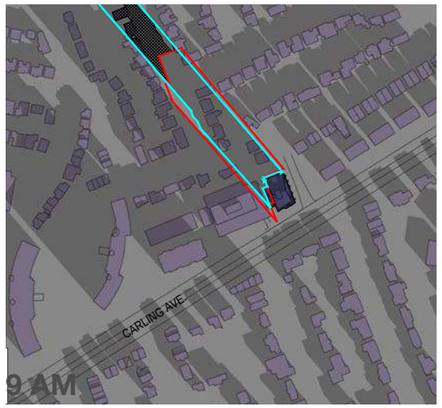
Sun Shadow Study
SEPTEMBER 21

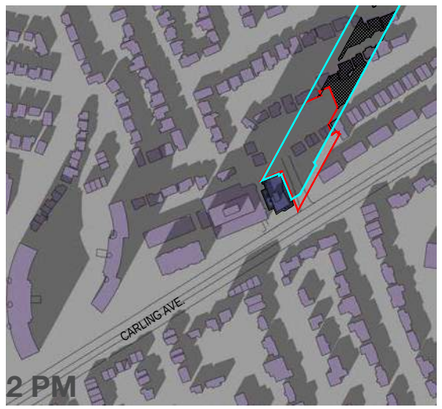
LEGEND

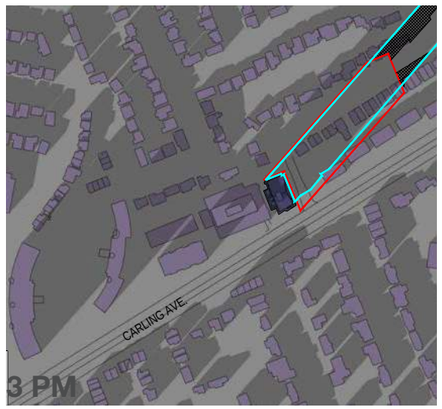
- Proposed Shadow Outline
- As of Right Shadow Outline
- Proposed Development
- Approved Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow

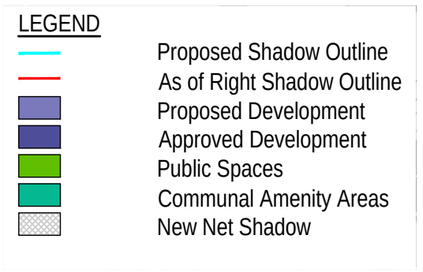
Mitigating Impacts

Sun Shadow Study
DECEMBER 21









Mitigating Impacts

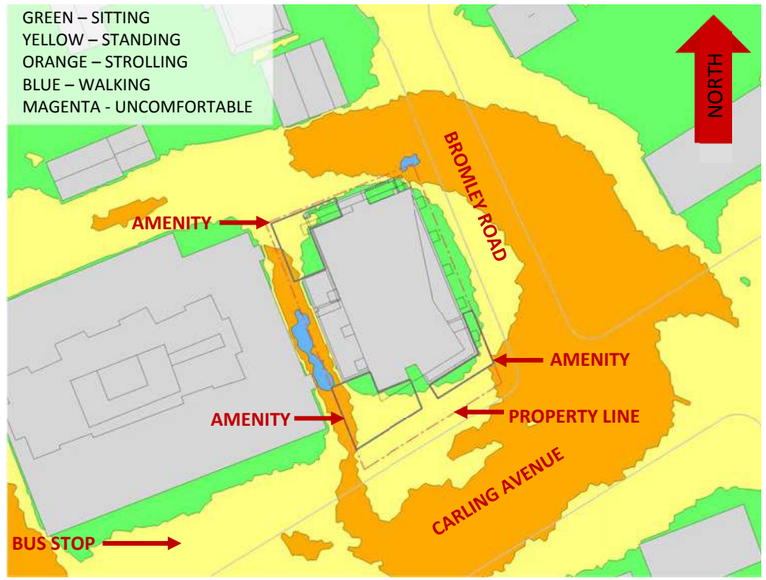


FIGURE 3A: SPRING – WIND CONDITIONS AT GRADE LEVEL

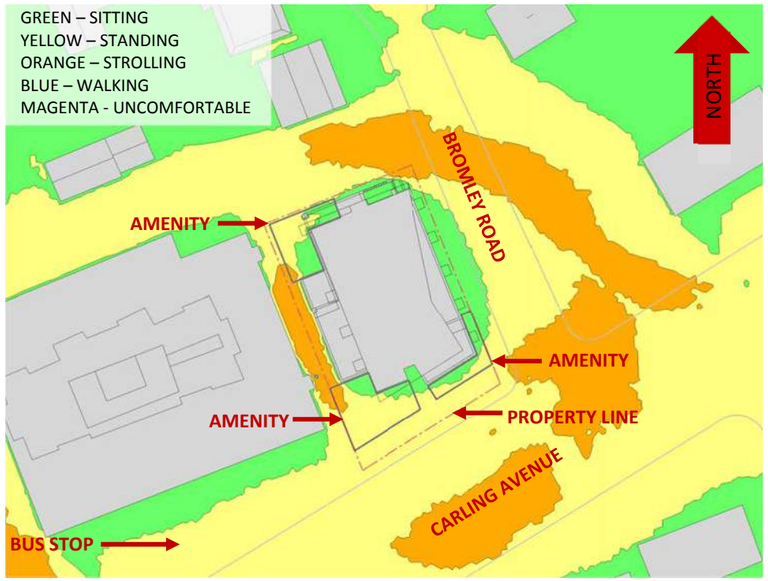


FIGURE 3C: AUTUMN – WIND CONDITIONS AT GRADE LEVEL

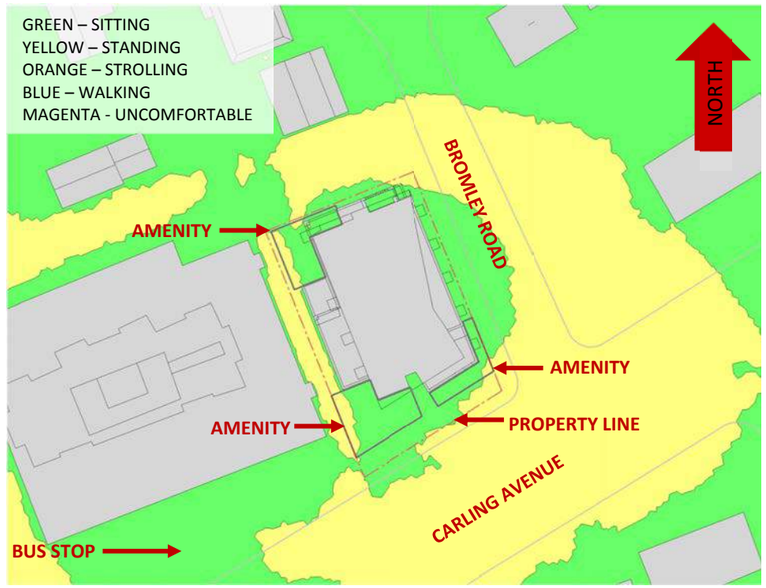


FIGURE 3B: SUMMER – WIND CONDITIONS AT GRADE LEVEL

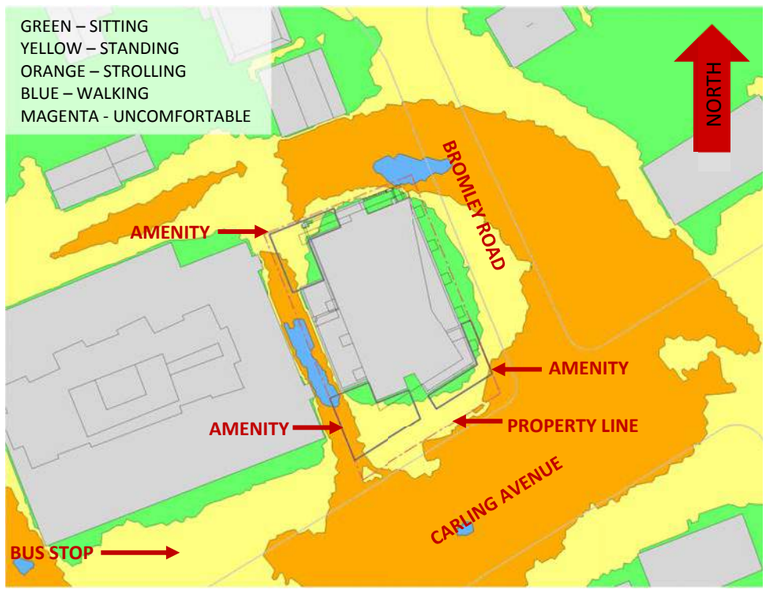
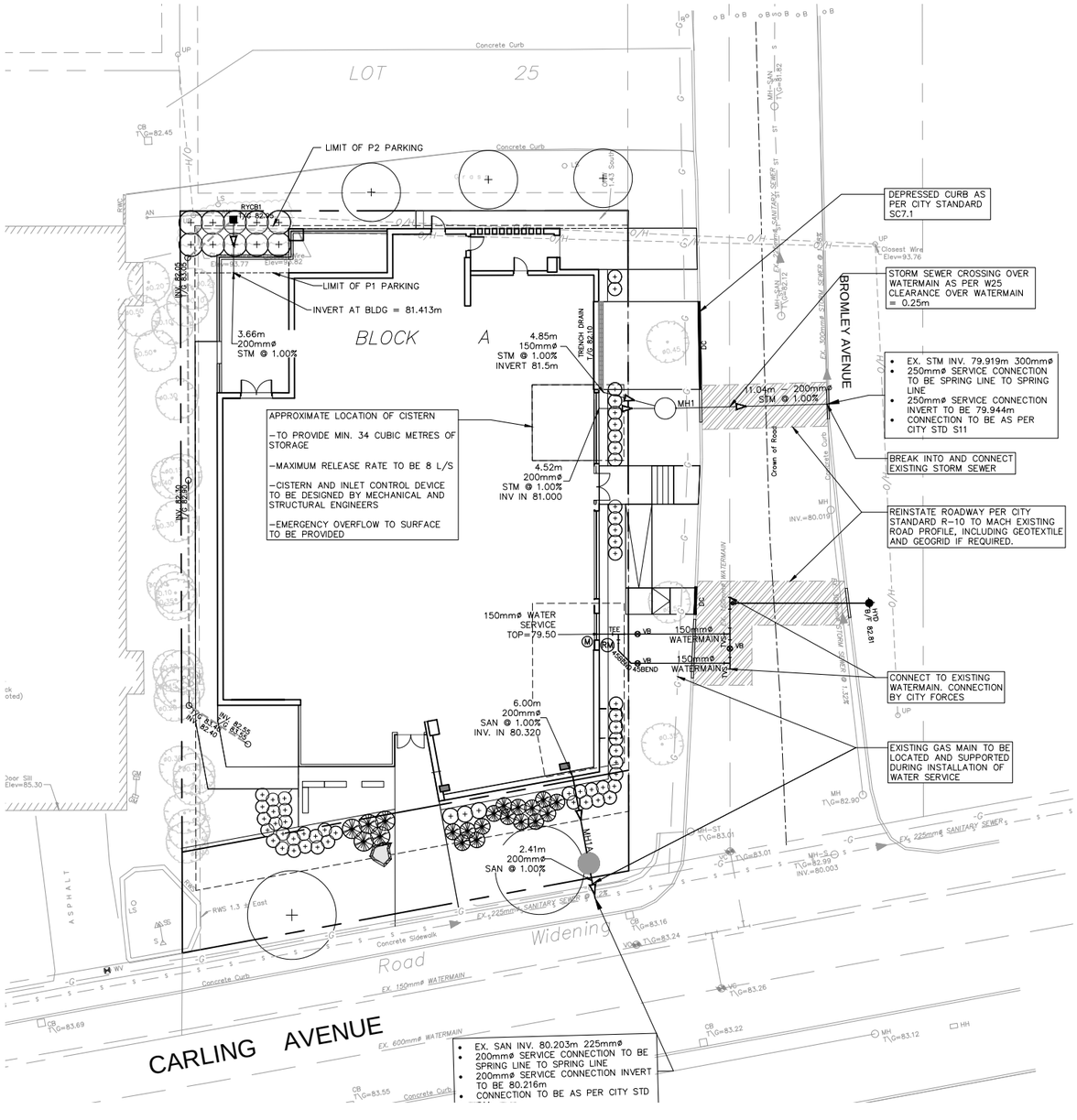


FIGURE 3D: WINTER – WIND CONDITIONS AT GRADE LEVEL

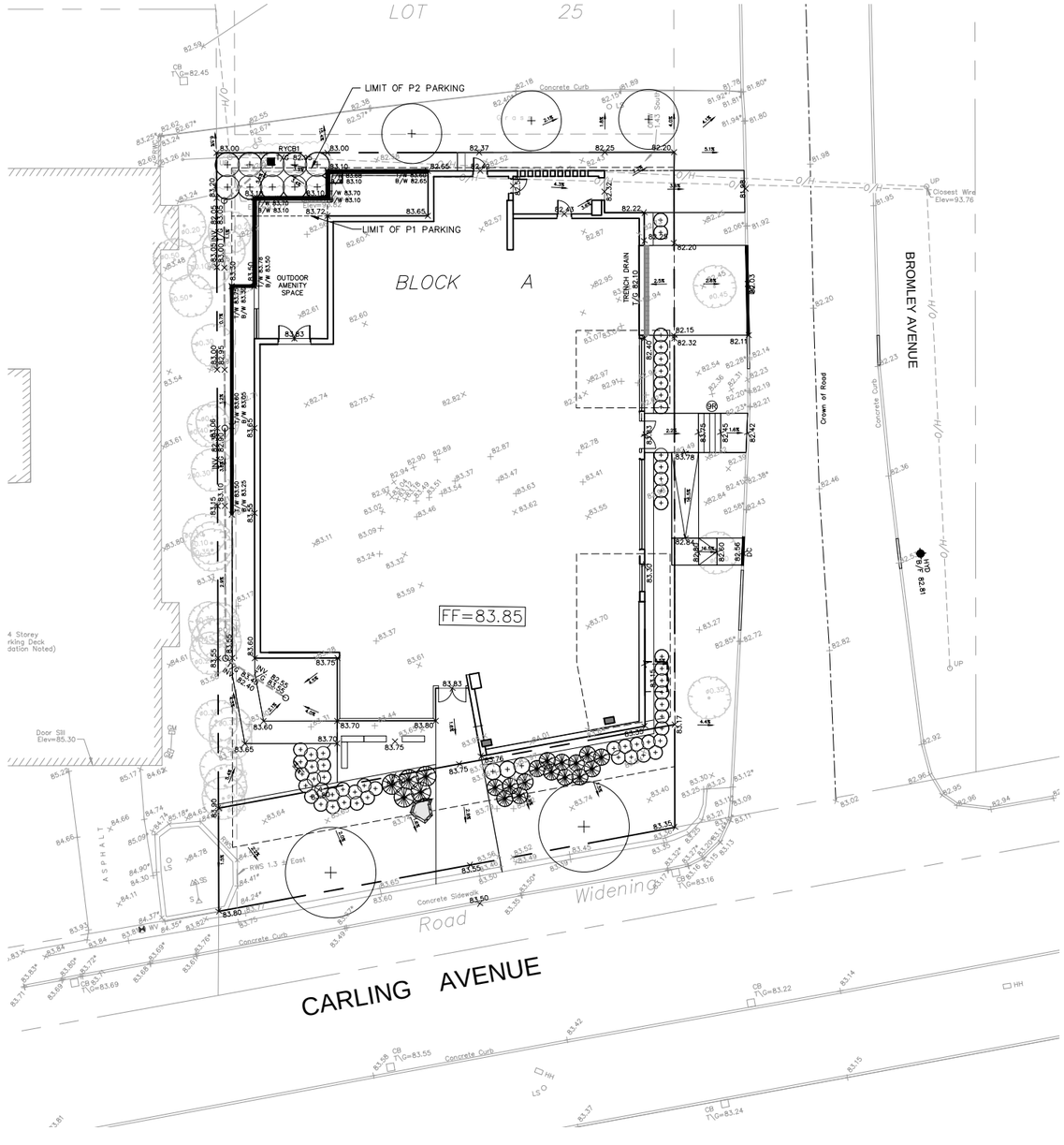
Wind Study

The wind analysis, prepared by Gradient Wind Engineers + Scientists, confirms that all at-grade spaces, both on the subject property and on nearby public and private lands, will be comfortable at least for walking throughout the year.

Technical Studies



Grading Plan



Site Servicing Plan

July 2020

1995 Carling Avenue
Urban Design Review Panel Formal Consultation