

1705 CARLING AVENUE – FORMAL UDRP



FOTENN
Planning + Design

NEUF
ARCHITECT(E)S



NEUF ARCHITECTES SENCRL

GRADIENTWIND
ENGINEERS & SCIENTISTS

NOVATECH

Engineers, Planners & Landscape Architects

JAMES B. LENNOX & ASSOCIATES INC.
LANDSCAPE ARCHITECTS



Application File No. D02-02-20-0033, D07-12-20-0048



A Notre Dame High School

B Canadian Tire

C Broadview Public School

D Dovercourt Recreation Centre
& Westboro Kiwanis Park

E Soloway Jewish Community Centre

F Divisoria Market & Grocery Store

G Carling Broadview Medical Centre

H Produce Depot

 Existing OC Transpo Stops (within 250 m)

 Proposed Network Concept 2031: Rapid Transit Station

SITE CONTEXT

North

Low-rise, ground oriented residential dwellings; Nepean High School; Broadview Public School; Dovercourt Recreation Centre.

East

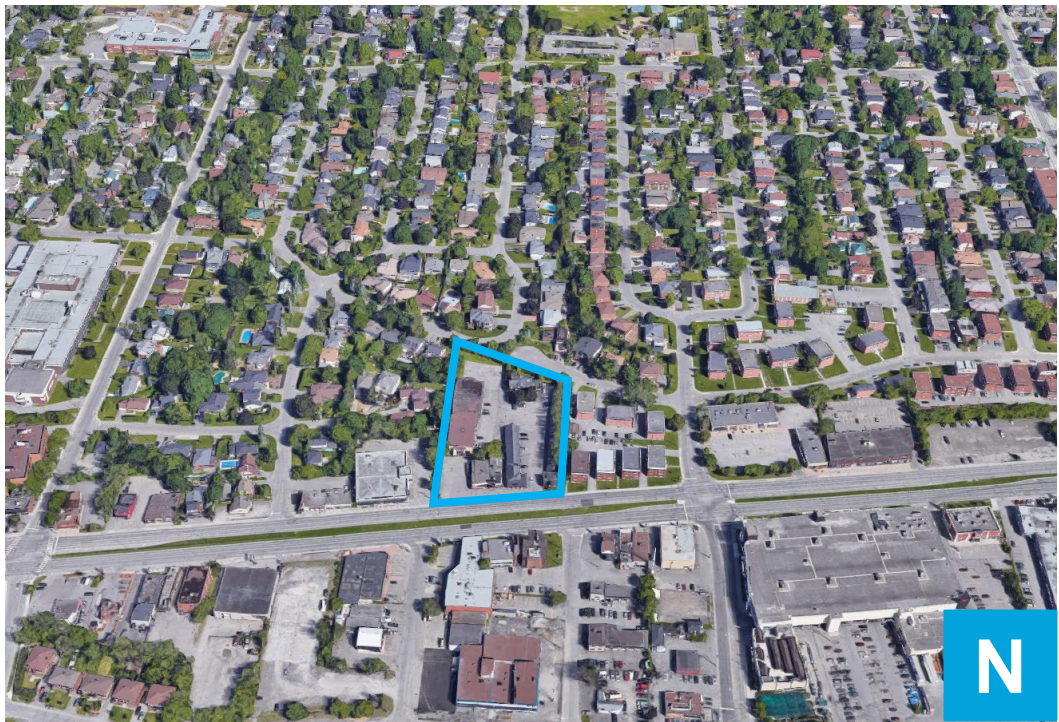
General commercial and auto oriented commercial uses; intersection of Carling Ave. with Highway 417; low-rise residential dwellings; pockets of higher density.

West

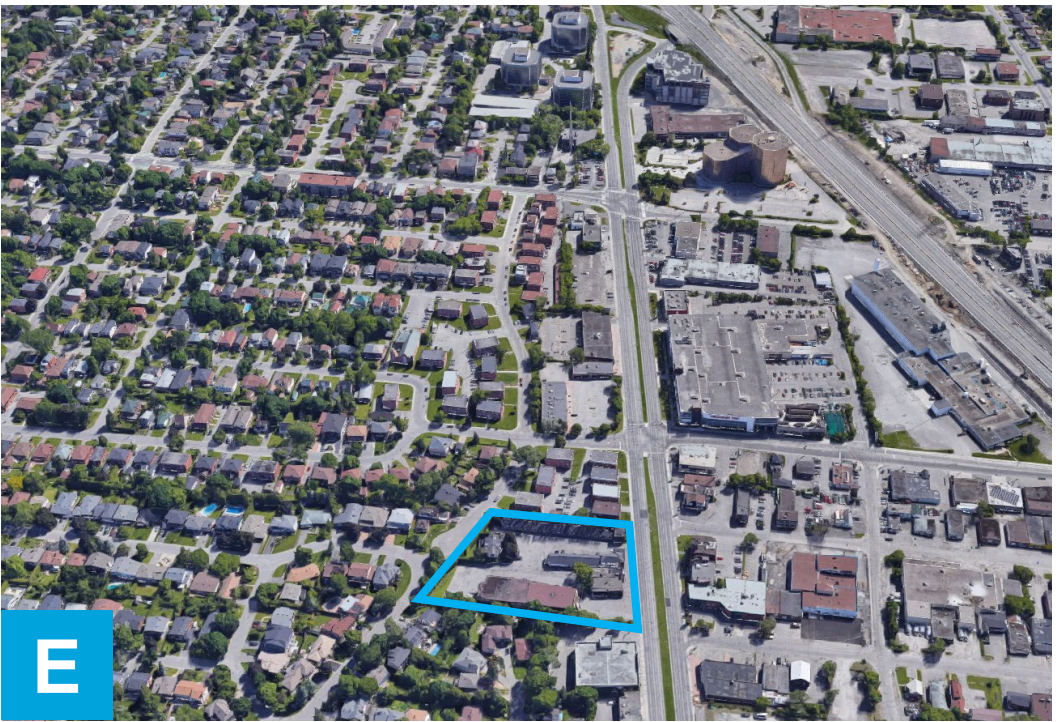
General commercial and auto oriented commercial uses; Notre Dame High School;

South

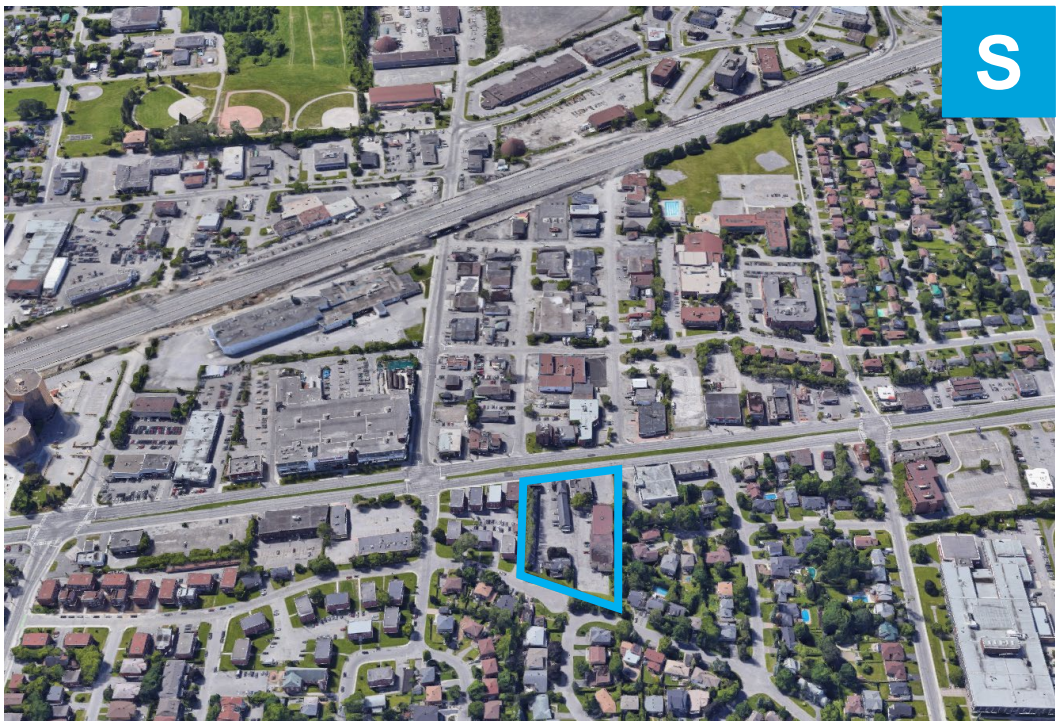
Variety of commercial uses including Canadian Tire; light industrial uses; automobile oriented commercial uses; Highway 417.



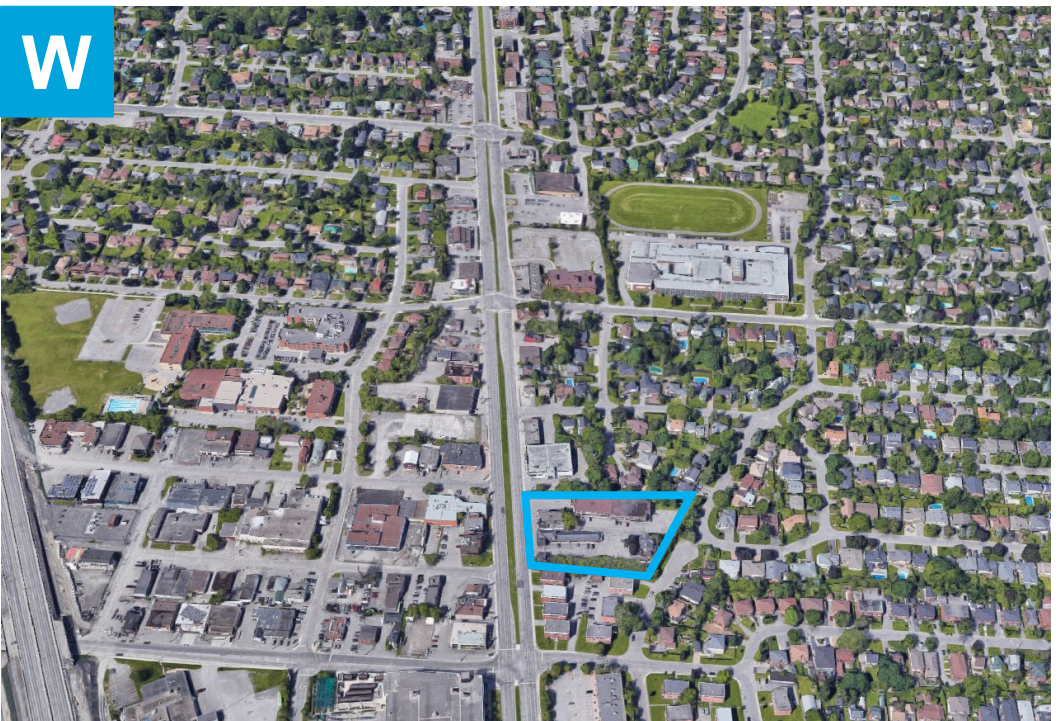
N



E



S



W

EXISTING CONDITIONS - SITE AND SURROUNDING AREA



1. View of the site from the south side of Carling Avenue.

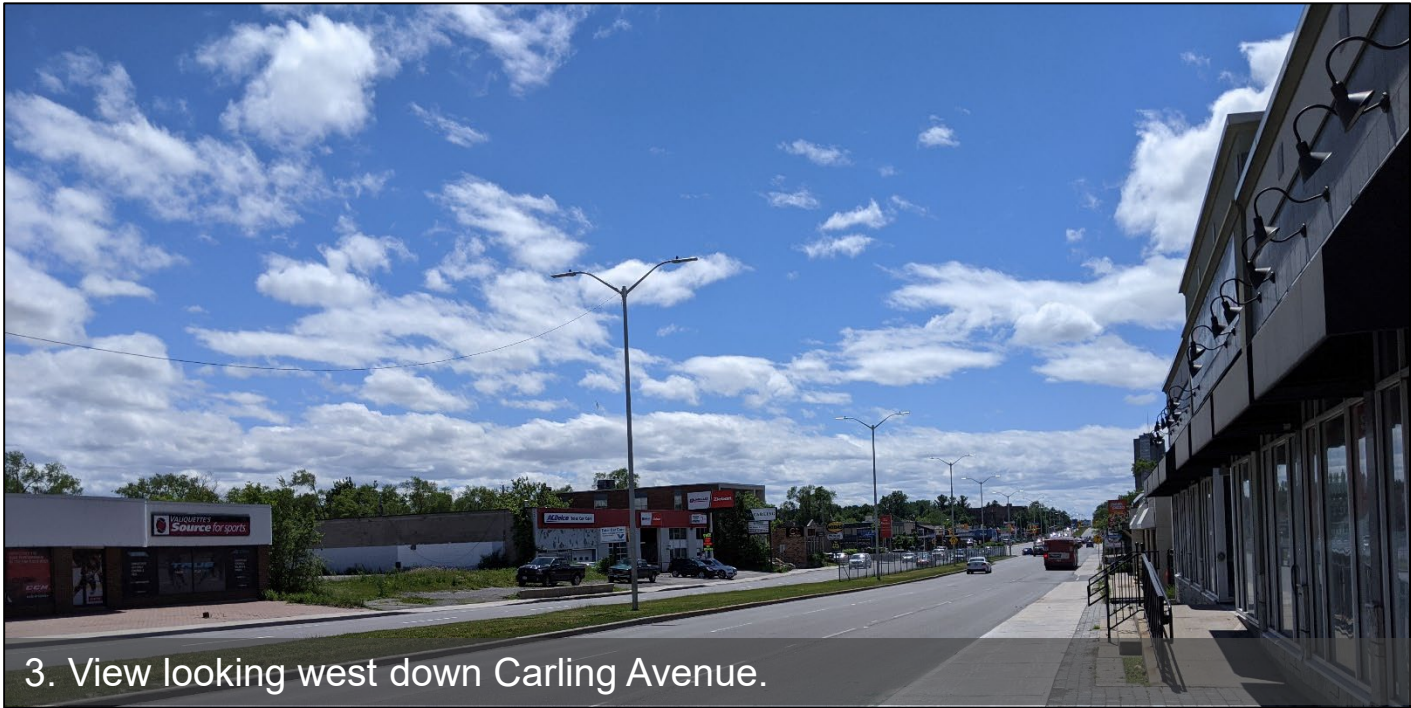


2. View looking north from the restaurant parking area along Carling Avenue.



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

EXISTING CONDITIONS - SITE AND SURROUNDING AREA



EXISTING CONDITIONS - SITE AND SURROUNDING AREA



1. View of abutting buildings from Carling Avenue and Cole Avenue S.



2. View looking west along Tillbury Avenue behind the site.



3. View of the site looking south from Tillbury Avenue.

POLICY CONTEXT – OFFICIAL PLAN

Section 3.6.2 – Land Use Designation

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

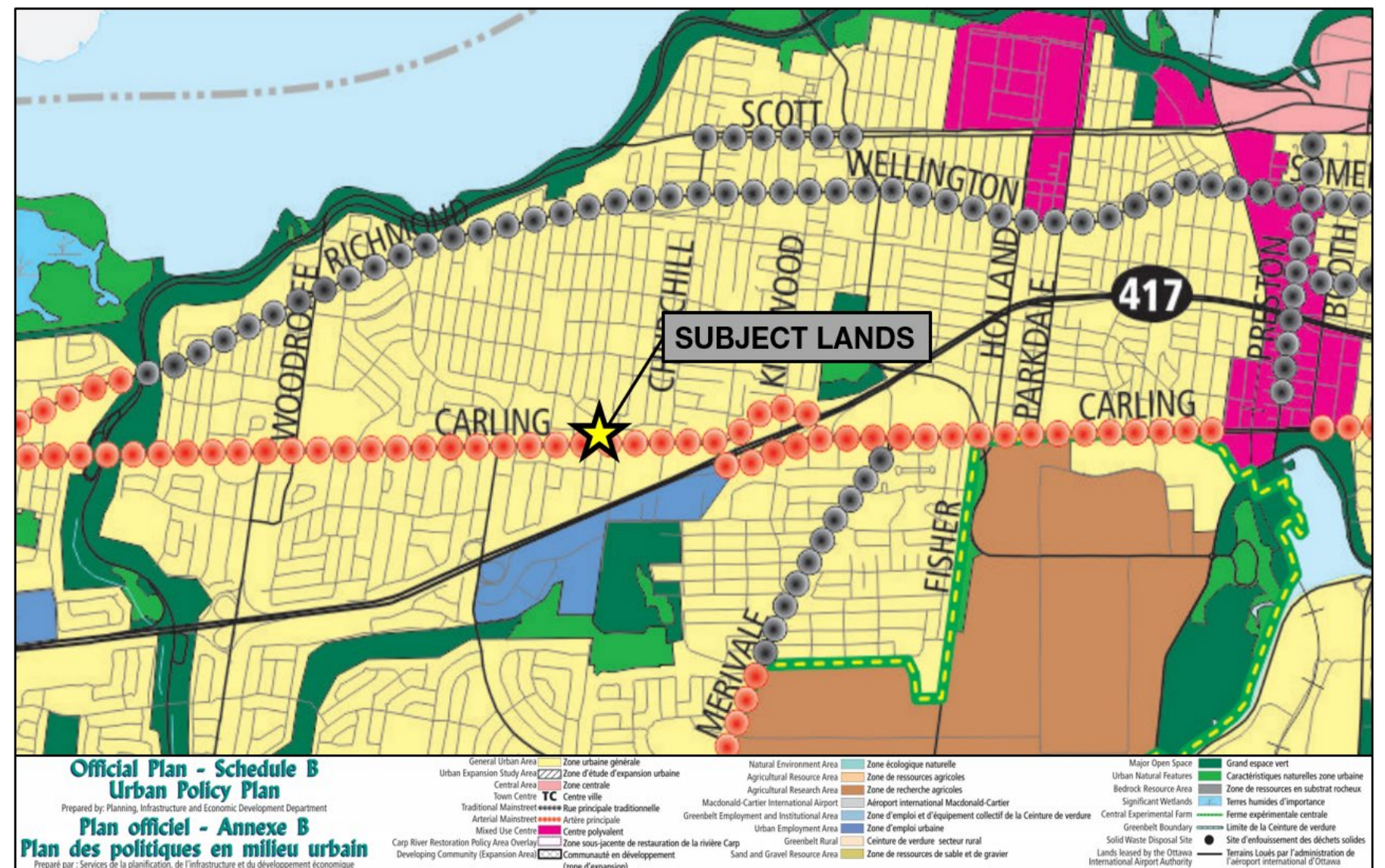
Policy 5: A broad range of uses is permitted on Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side-by-side in separate buildings.’

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 (AM10) & RESIDENTIAL FIRST DENSITY – O (R10)

The subject lands are split zoned with Arterial Mainstreet – Subzone 10 (AM10) applicable to most of the southern portion of the property and Residential First Density – Subzone O (R10) on the northern portion of the property

ARTERIAL MAINSTREET - 10

Permitted Uses

- Retirement home

Non-Permitted Uses

- Apartment dwelling, high-rise

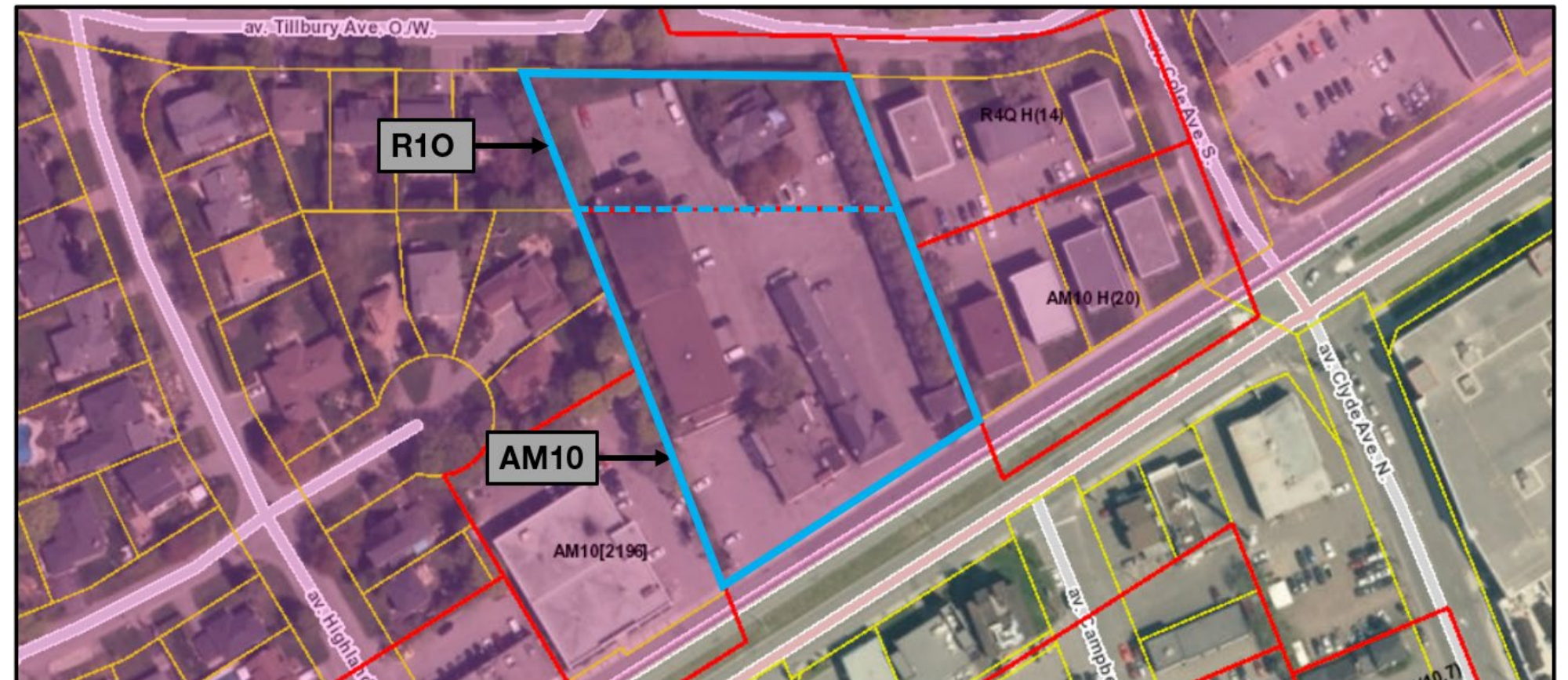
RESIDENTIAL FIRST DENSITY - O

Permitted Uses

- N/A

Non-Permitted Uses

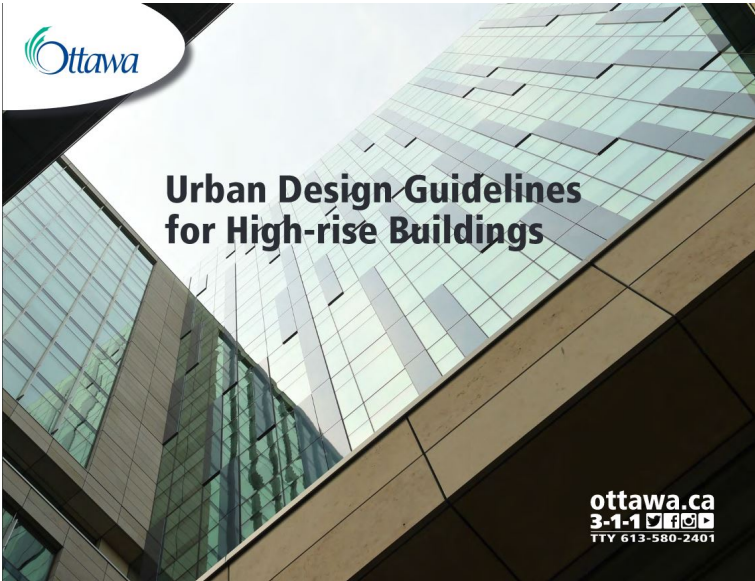
- Apartment dwelling, high-rise
- Retirement home



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.2.18	Where there is an existing context of streetwall buildings with consistent height, the base of the proposed high-rise building should respect this condition through setbacks and architectural articulation.
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;

SUSTAINABILITY STATEMENT

- / Balance between the amount of natural light that we want the users to benefit from with generous glazing and the use of energy efficient low-e double glazed sealed units and high efficiency window frames.
- / Air-tight building envelope using increased insulation to be validated using energy modeling software.
- / Where possible, use of sustainable millwork and cabinetry using FSC wood and low VOC content
- / The use of locally available millwork and cabinetry using FSC wood and low VOC content
- / From a site management perspective and to be validated with Claridge, the sorting, recycling and proper waste disposal of construction waste.
- / Water management and conservation strategies

PROPOSED DEVELOPMENT

High-Rise Apartment Dwelling – 22 Storeys

RENTAL-UNITS %		
UNIT TYPE	NUMBER OF UNITS	%
1BR	74	38,1%
1BR + D	21	10,8%
2BR	89	45,9%
BACHELOR	10	5,2%
	194	100,0%

RENTAL - PARKING	
LEVEL	NUMBER OF PARKING
PARKING LEVEL 2.5	54
PARKING LEVEL 2	51
PARKING LEVEL 1.5	49
PARKING LEVEL 1	33

TOTAL: 187
INCLUDING 36 SMALL CAR (31 % OF THE REQUIRED NUMBER)

Bicycle Parking

- 97 spaces for residents
- 1 space for commercial

Accessible Parking

- 3 Type A
- 4 Type B



PROPOSED DEVELOPMENT

Retirement Home – 9 Storeys

RETIREMENT HOME -UNITS %		
UNIT TYPE	NUMBER OF UNITS	%
1BR	45	28,1%
1BR + D	21	13,1%
2BR	10	6,3%
AC 1BR	10	6,3%
AC Suite	42	26,3%
Studio	11	6,9%
Suite	21	13,1%
	160	100,0%

52 ASSISTED CARE
UNITS (32,6%)

108 UNITS (67,4%)

RETIREMENT HOME - PARKING	
LEVEL	NUMBER OF PARKING
PARKING LEVEL 2	23
PARKING LEVEL 1	24
GROUND FLOOR	19
TOTAL: 66	

Bicycle Parking

- 40 spaces for residents

Accessible Parking

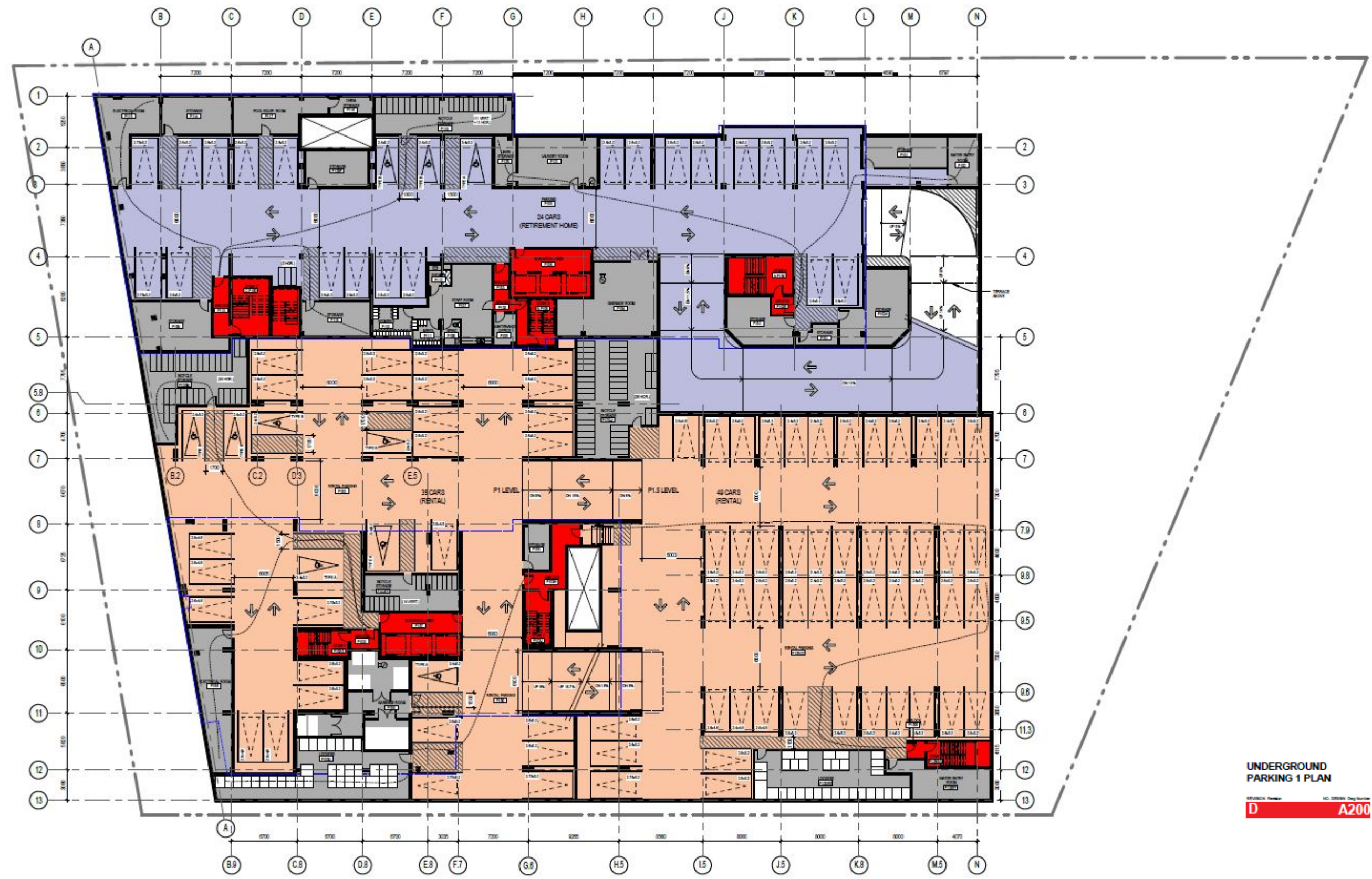
- 1 Type A
- 2 Type B



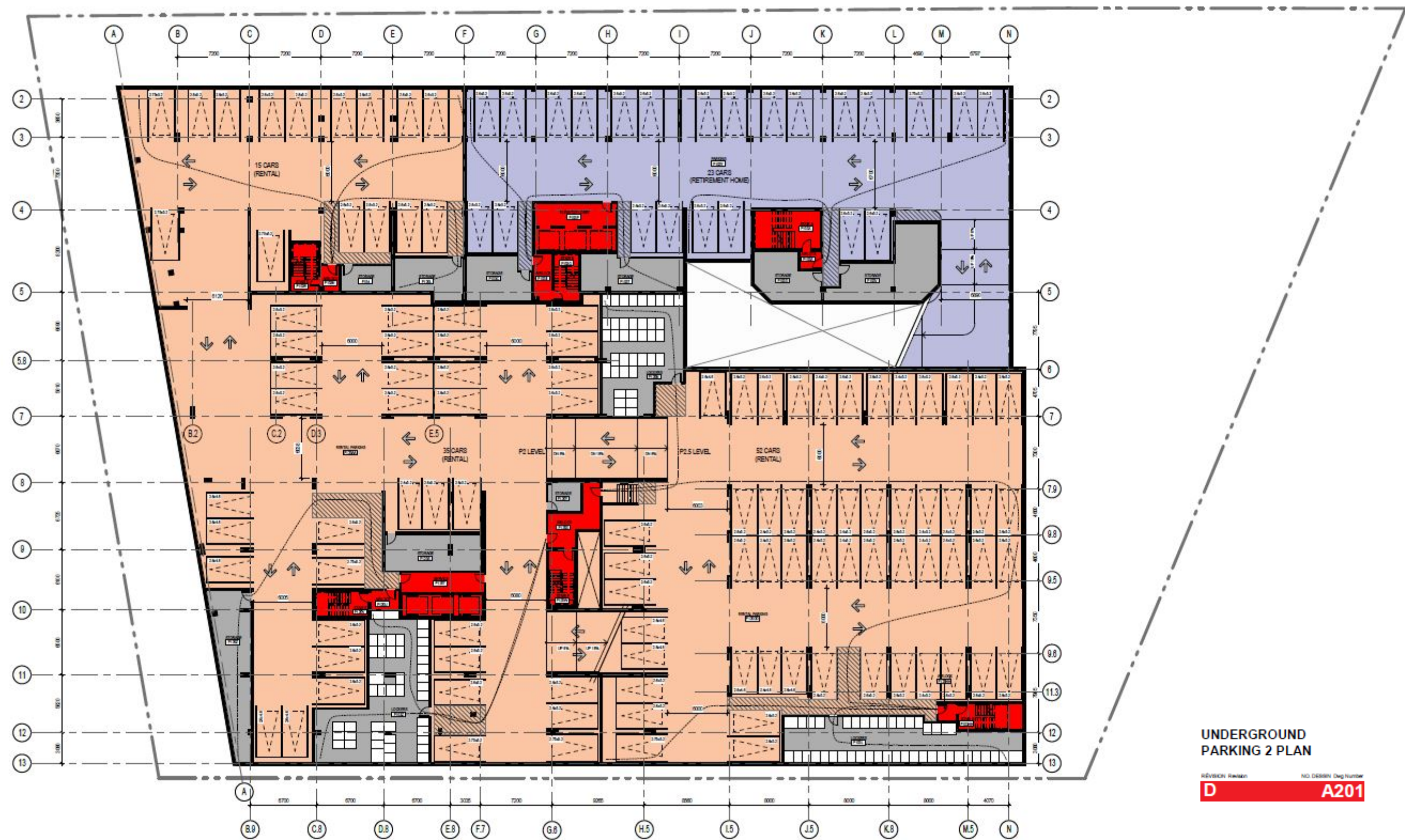
SITE PLAN



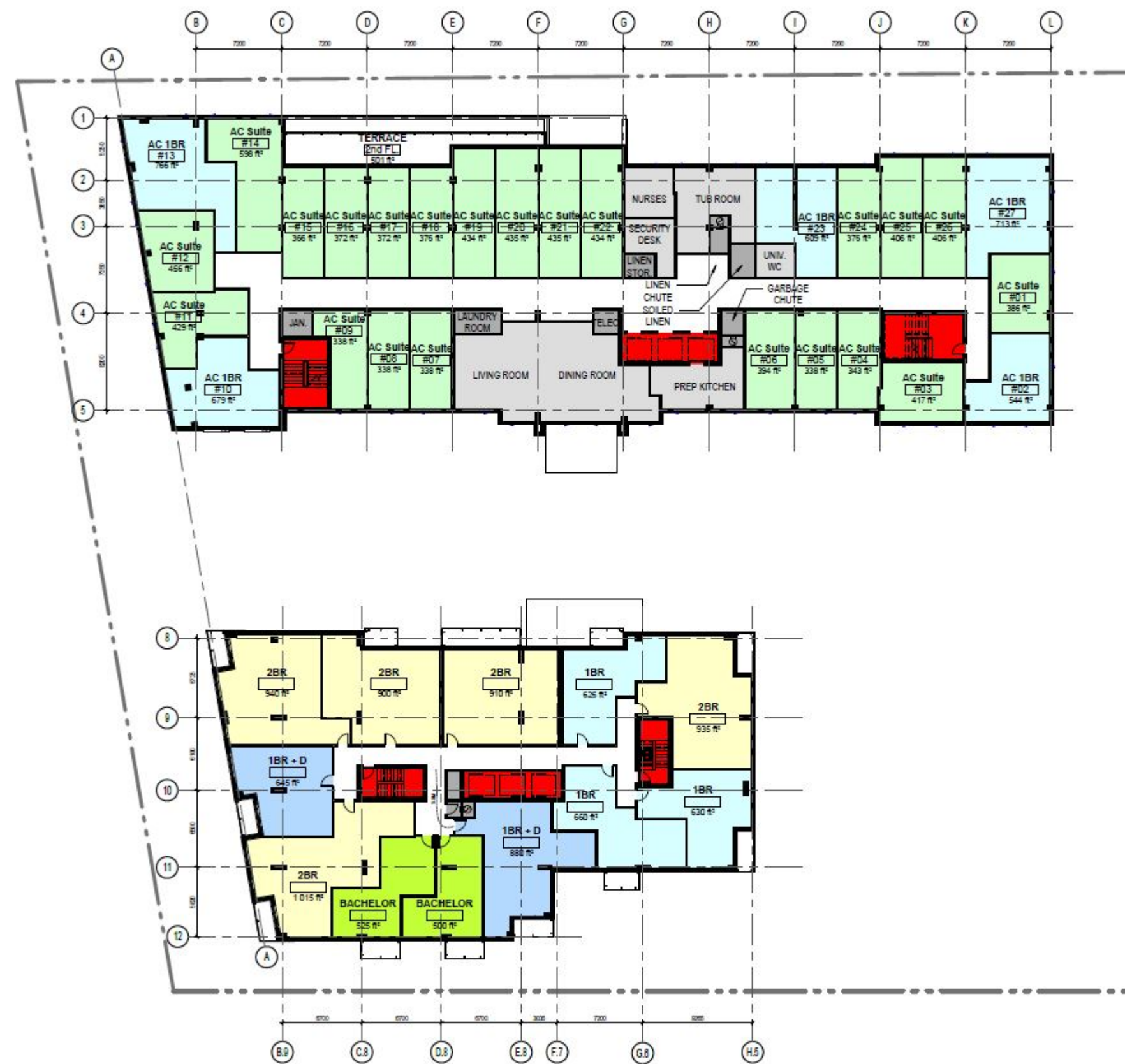
ARCHITECTURAL PLANS AND DRAWINGS



ARCHITECTURAL PLANS AND DRAWINGS



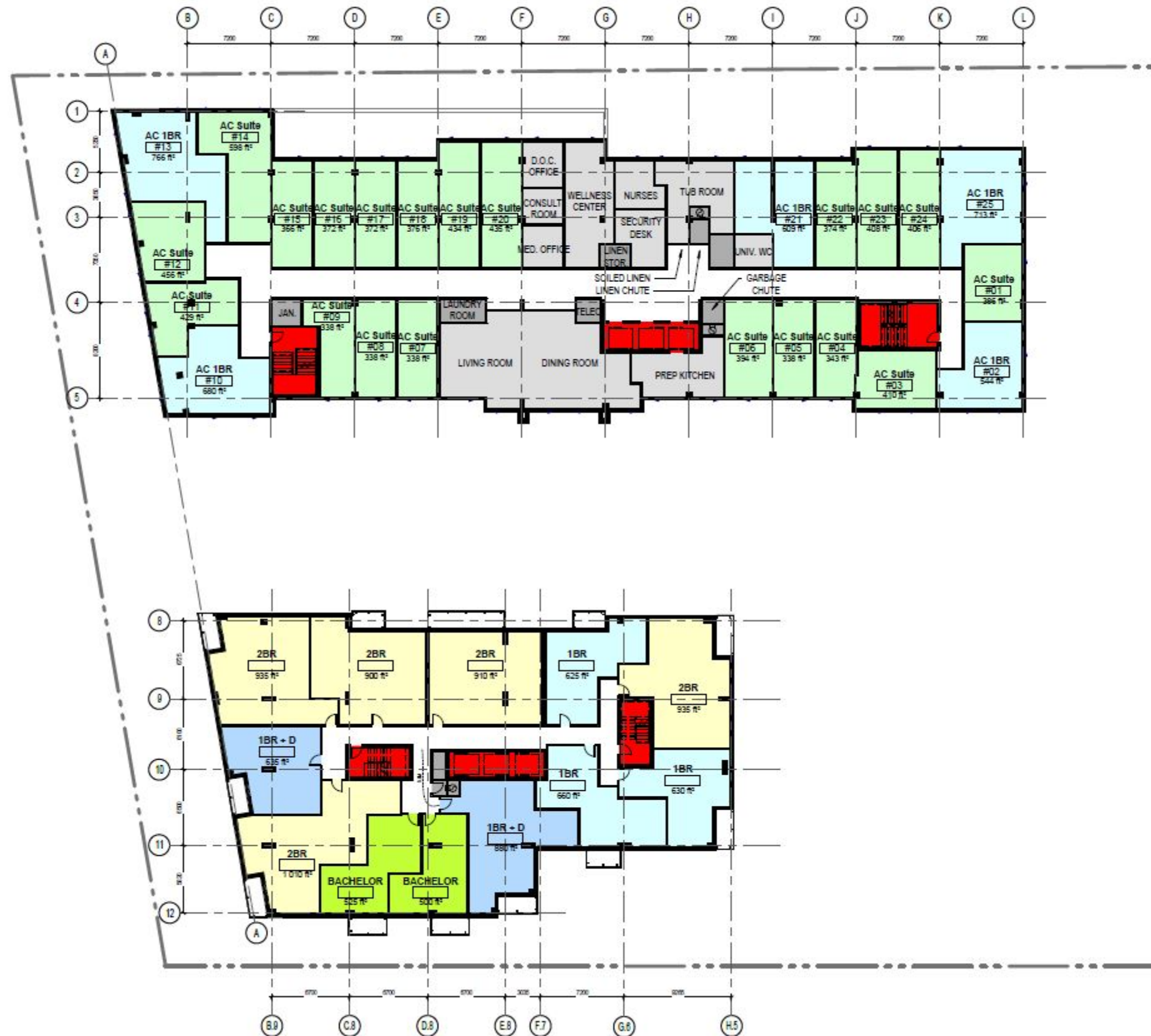
ARCHITECTURAL PLANS AND DRAWINGS



2nd FLOOR PLAN

REVISION: **C** NO. 200001-000000 **A204**

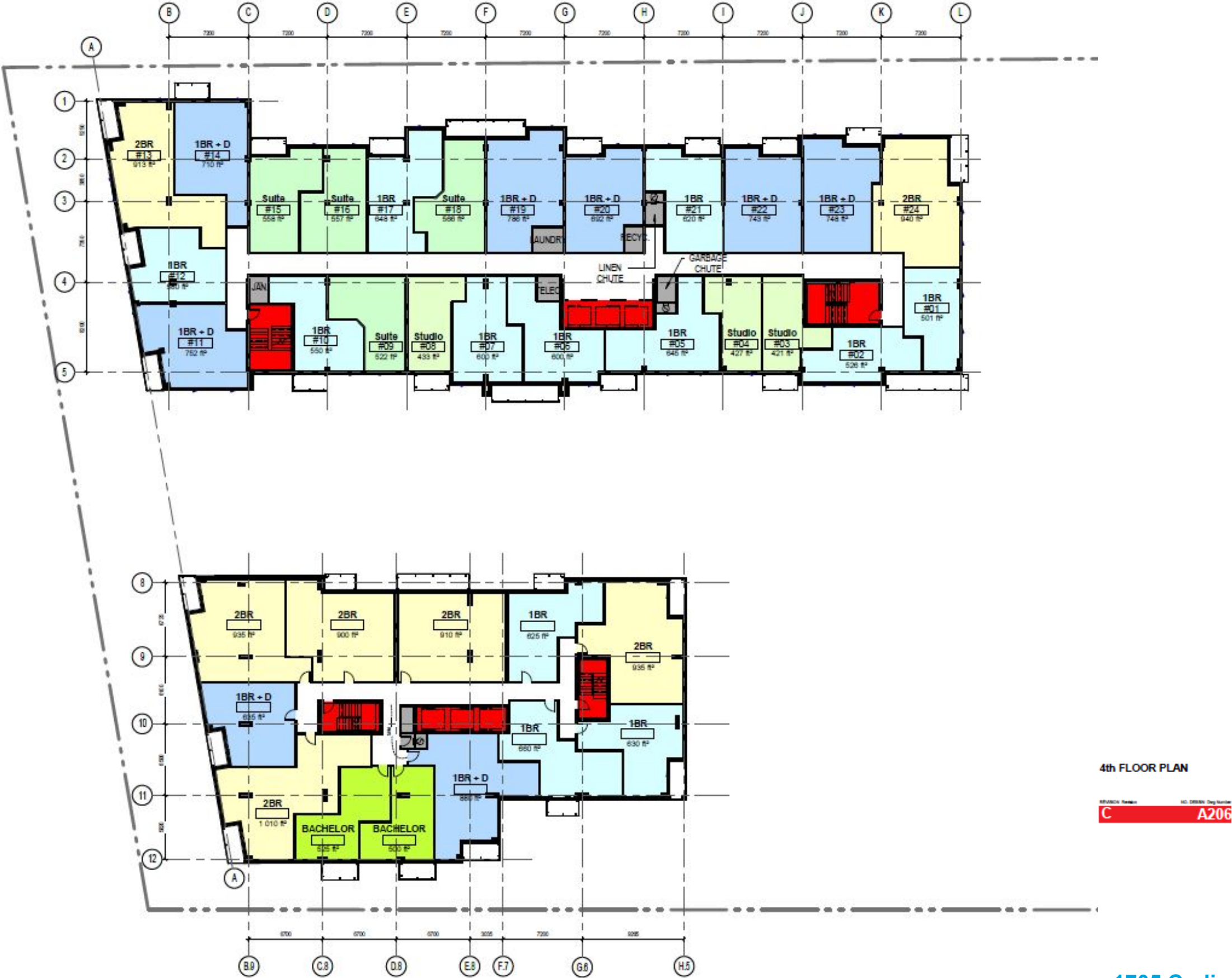
ARCHITECTURAL PLANS AND DRAWINGS



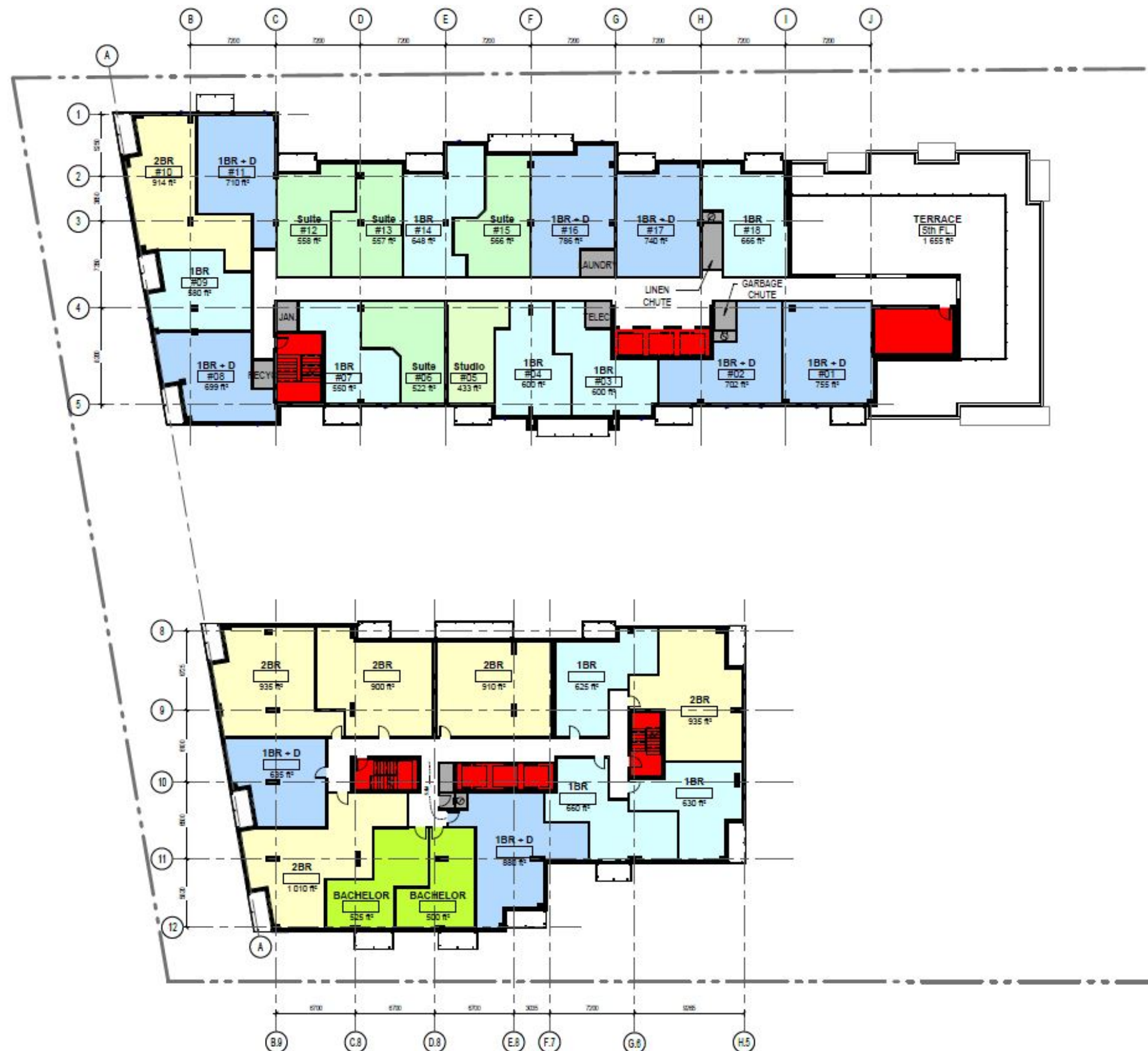
3rd FLOOR PLAN

C A205

ARCHITECTURAL PLANS AND DRAWINGS



ARCHITECTURAL PLANS AND DRAWINGS



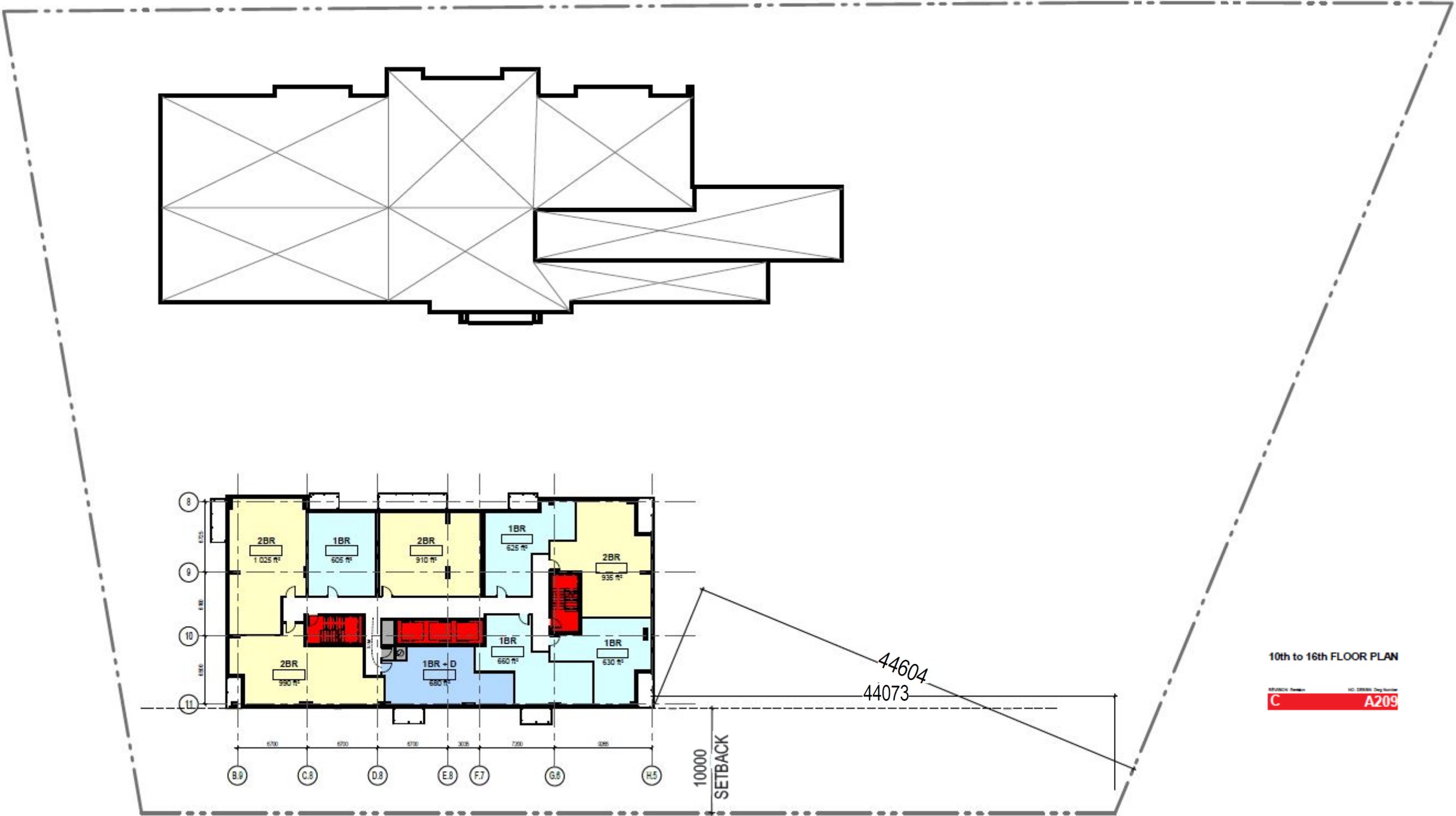
5th and 6th FLOOR PLAN

C A207

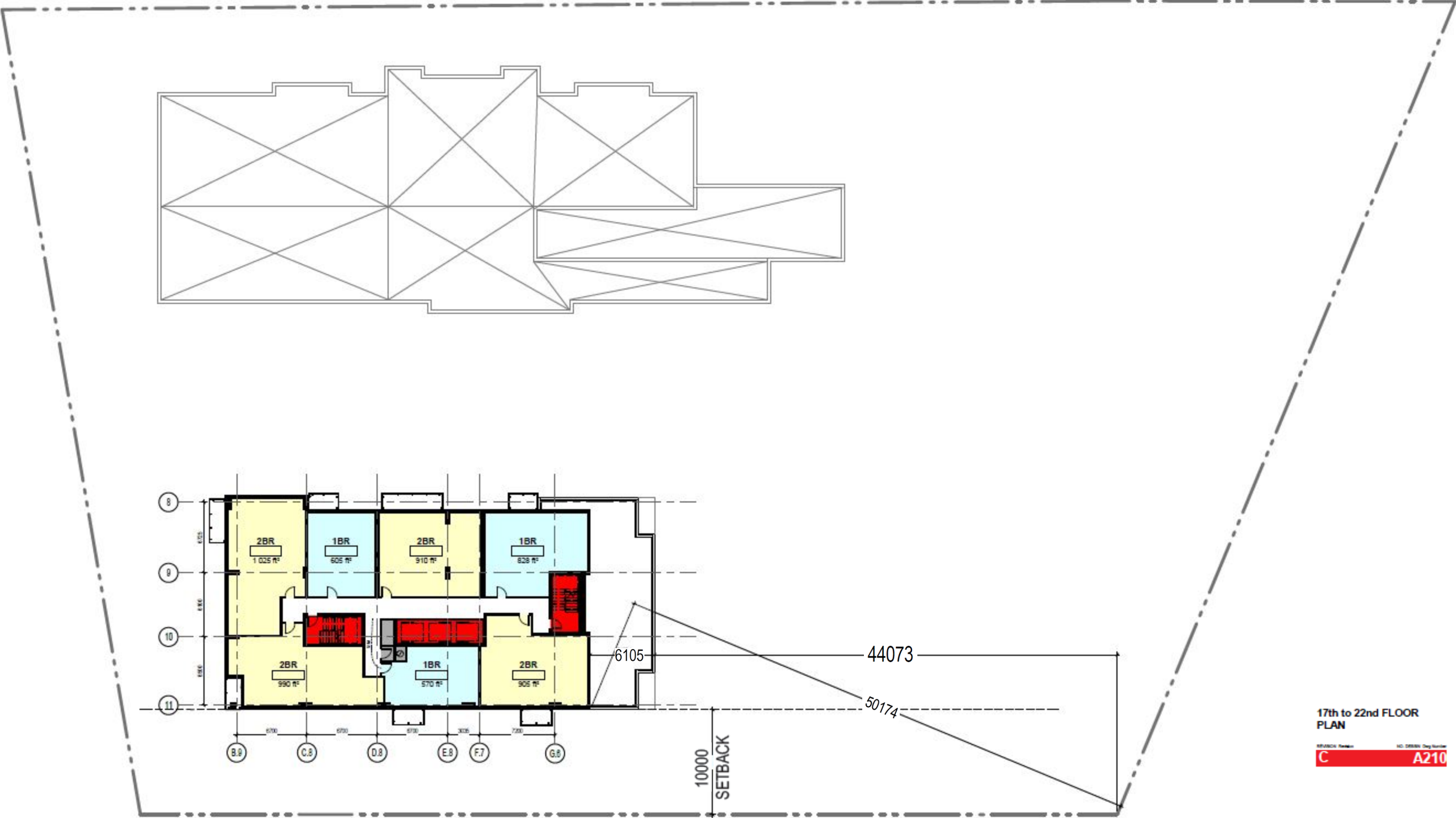
ARCHITECTURAL PLANS AND DRAWINGS



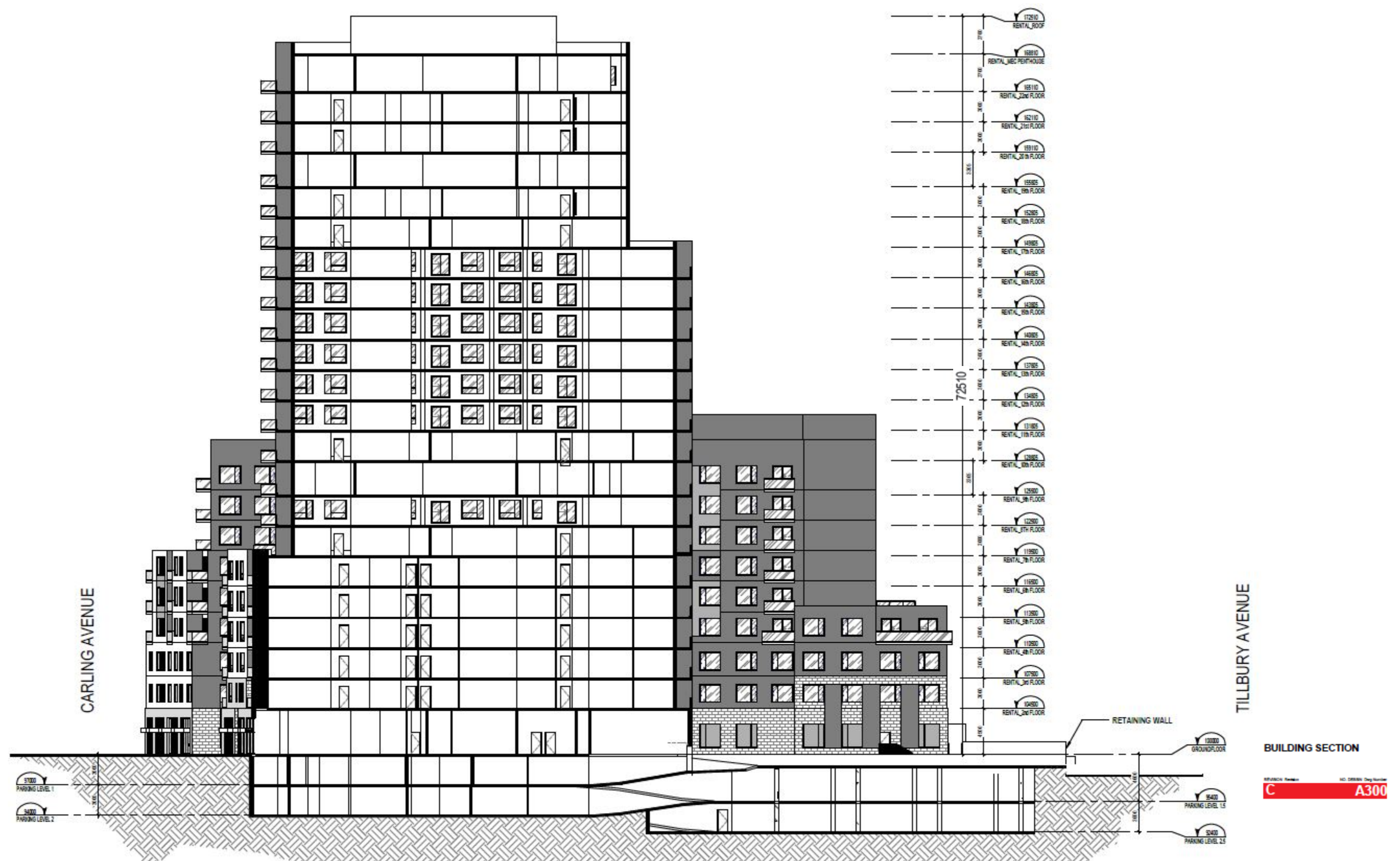
ARCHITECTURAL PLANS AND DRAWINGS



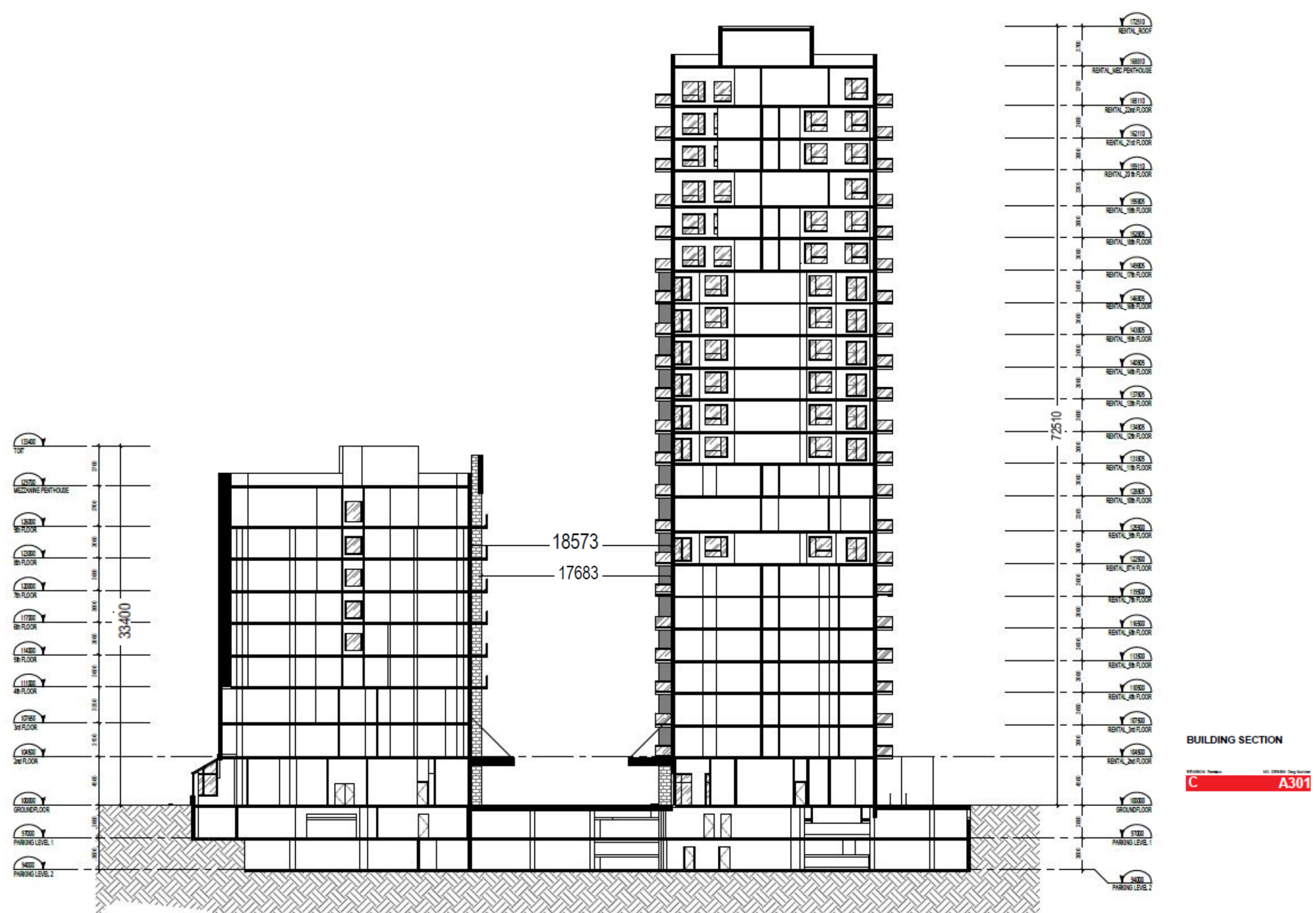
ARCHITECTURAL PLANS AND DRAWINGS



ARCHITECTURAL PLANS AND DRAWINGS

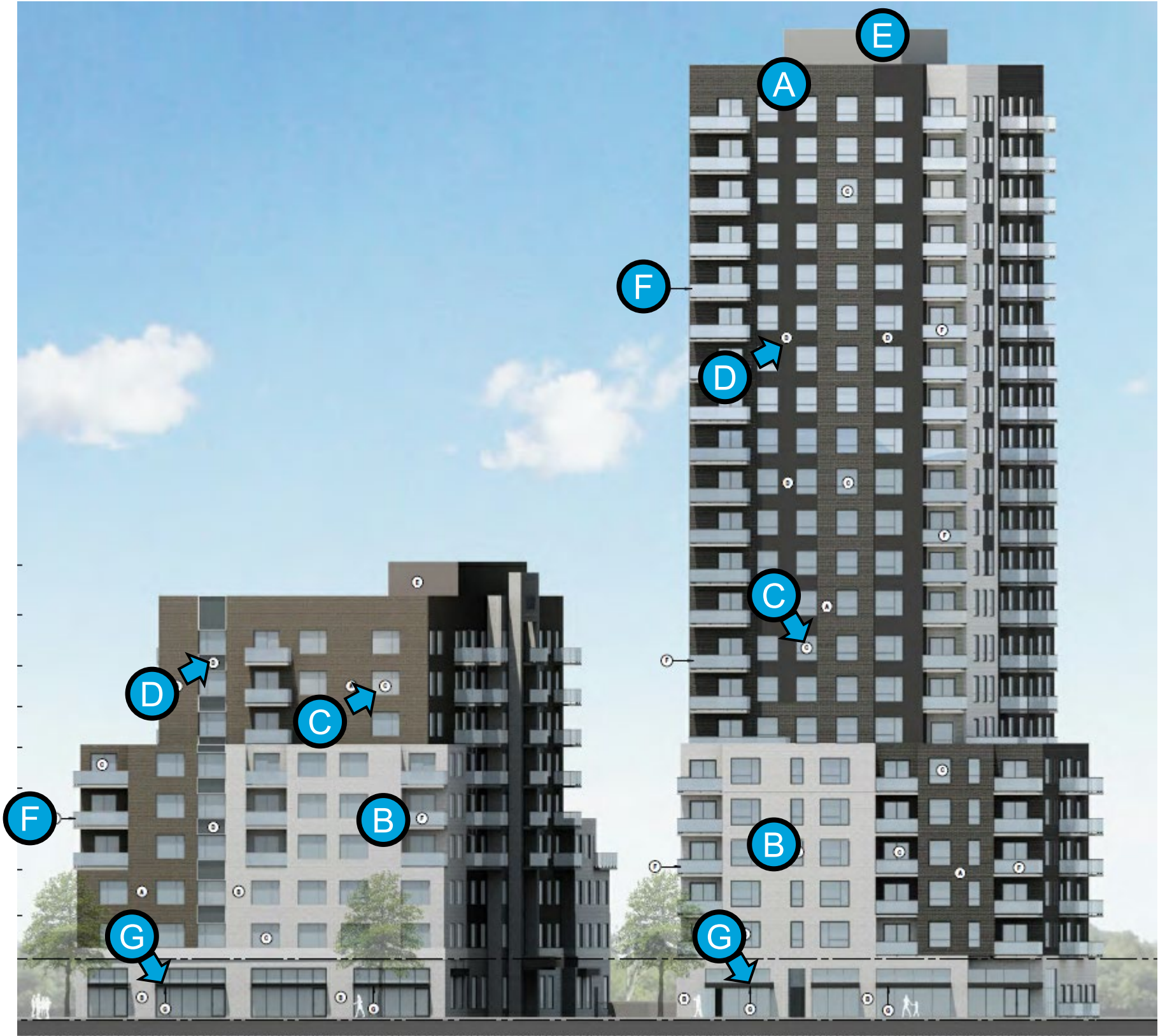


ARCHITECTURAL PLANS AND DRAWINGS



ARCHITECTURAL PLANS AND DRAWINGS

EXTERIOR FINISH LEGEND	
NOTE	DESCRIPTION
A	MASONRY VENEER BRICK
B	MASONRY VENEER ARTIFICIAL STONE
C	SEALED THERMAL UNIT / ALUMINUM FRAME
D	GLASS SPANDREL PANEL
E	METAL SIDING
F	ALUMINUM GUARD RAIL WITH TEMPERED GLASS
G	ALUMINUM PANEL



ARCHITECTURAL PLANS AND DRAWINGS

EXTERIOR FINISH LEGEND	
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A	MASONRY VENEER BRICK
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G	ALUMINUM PANEL



RETIREMENT HOME -
FRONT ELEVATION

REVISION	Revision	NO. DESIGN	Design Number
B		A401	

ARCHITECTURAL PLANS AND DRAWINGS



RETIREMENT HOME -
BACK ELEVATION

REVISION: 01/2024
NO. 000001 (1/2024)

B **A402**

ARCHITECTURAL PLANS AND DRAWINGS



PARK ELEVATION -
TILLBURY AVENUE

REVISION: 10/20/2023
NO. 000000 Day Number
B A403

ARCHITECTURAL PLANS AND DRAWINGS



RENTAL - FRONT
ELEVATION

B A404

ARCHITECTURAL PLANS AND DRAWINGS



RENTAL - BACK
ELEVATION

REVISION: Revision NO. DRAWING: Drawing Number
B **A405**

ARCHITECTURAL PLANS AND DRAWINGS



PERSPECTIVE

REVISION Reason NO. DESIGN Draw Number
B **A1001**

ARCHITECTURAL PLANS AND DRAWINGS



PERSPECTIVE

REVISION	Revision	NO. DESIGN	Design Number
B		A1002	

ARCHITECTURAL PLANS AND DRAWINGS



PERSPECTIVE

REVISION	REASON	NO.	DATE	BY
B				

NO.	DATE	BY
A1003		

ARCHITECTURAL PLANS AND DRAWINGS



PERSPECTIVE

REVISION	REVISION	NO.	DATE	BY
B				

A1004

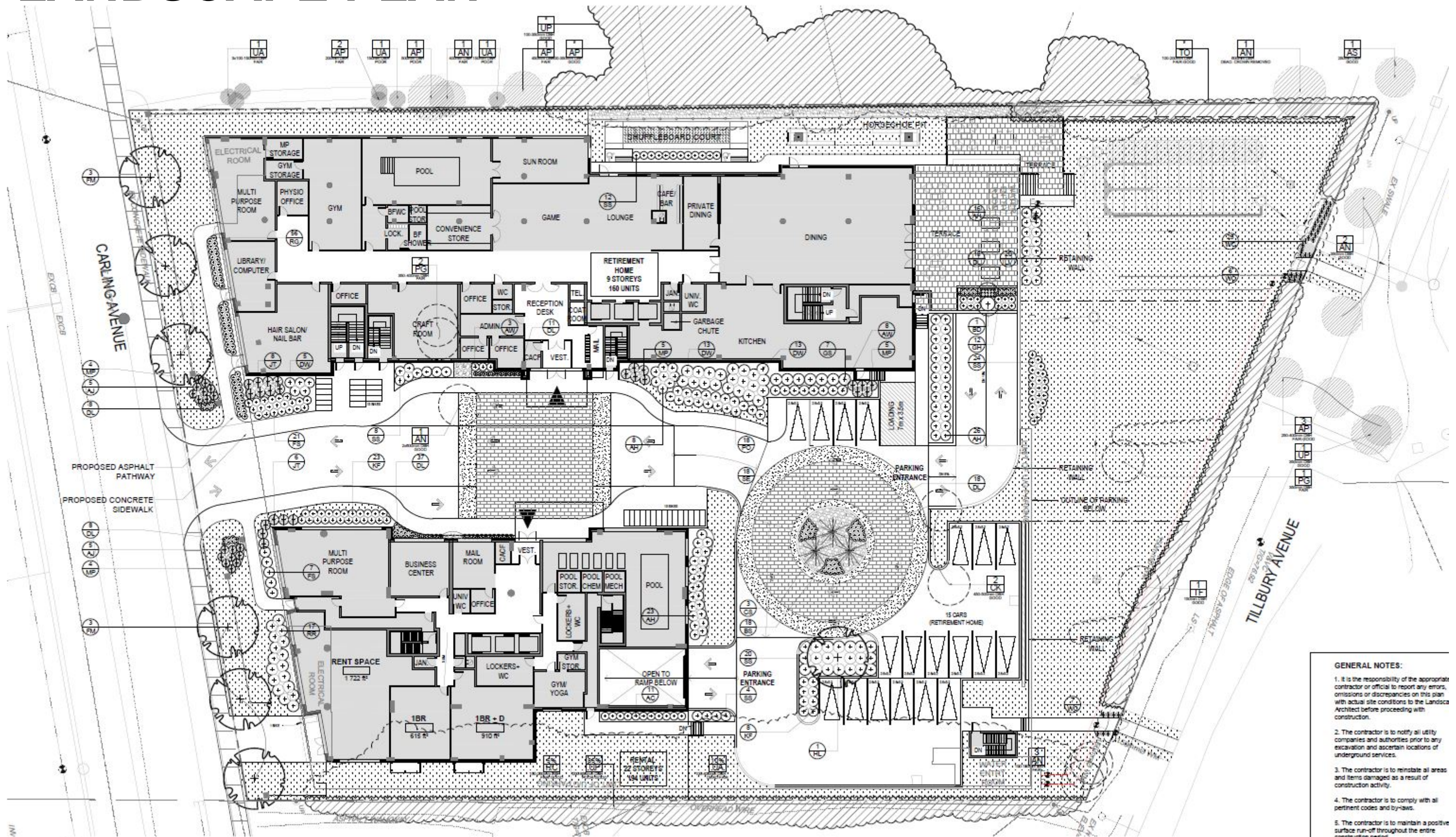
ARCHITECTURAL PLANS AND DRAWINGS



ARCHITECTURAL PLANS AND DRAWINGS



LANDSCAPE PLAN

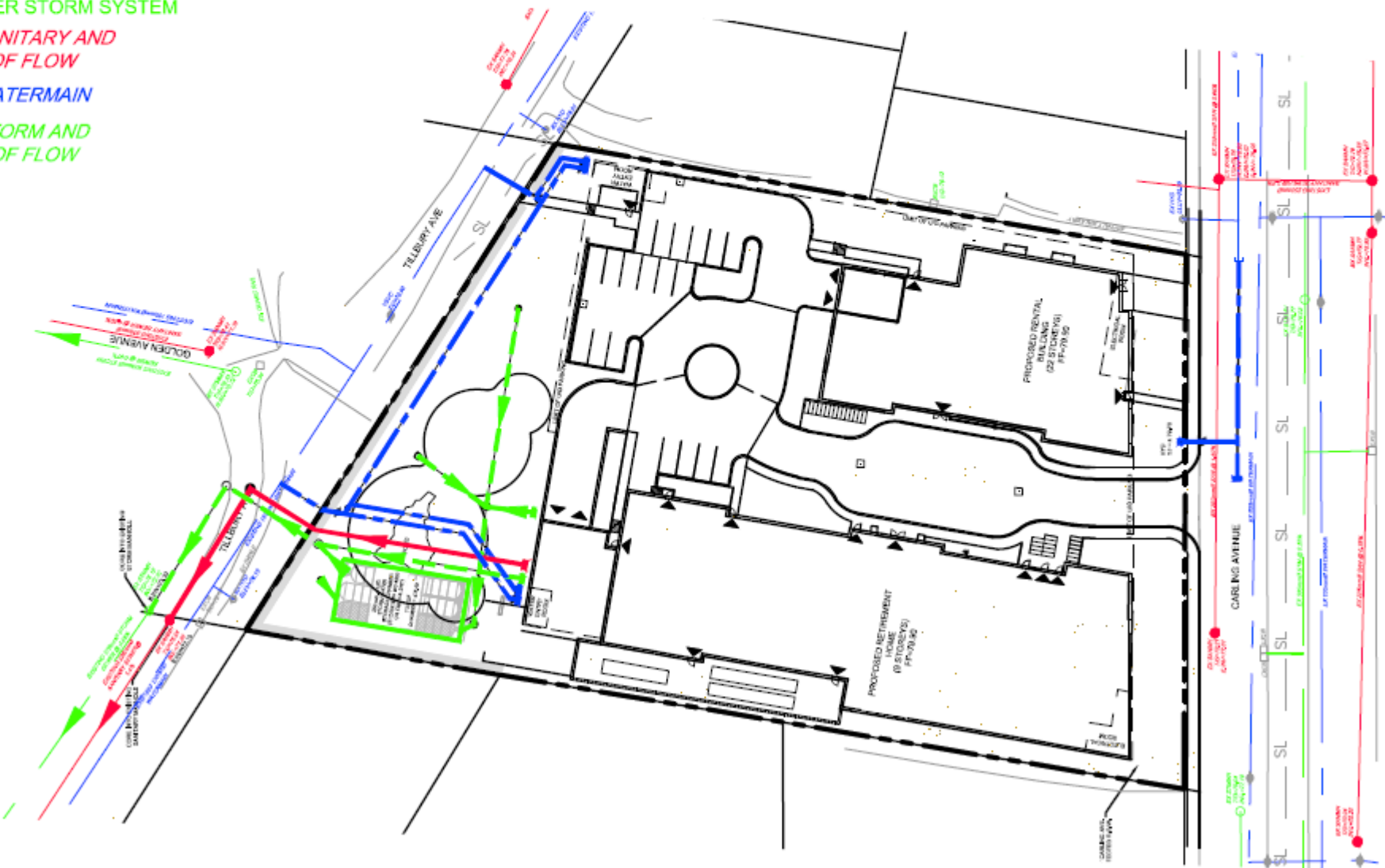


- GENERAL NOTES:**
1. It is the responsibility of the appropriate contractor or official to report any errors, omissions or discrepancies on this plan with actual site conditions to the Landscape Architect before proceeding with construction.
 2. The contractor is to notify all utility companies and 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.

SERVICING PLAN – EXISTING AND PROPOSED

LEGEND

- PROPOSED SANITARY AND DIRECTION OF FLOW
- PROPOSED WATERMAIN
- PROPOSED STORM AND DIRECTION OF FLOW
- PROPOSED UNDERGROUND STORMWATER STORM SYSTEM
- EXISTING SANITARY AND DIRECTION OF FLOW
- EXISTING WATERMAIN
- EXISTING STORM AND DIRECTION OF FLOW



SUN SHADOW STUDY



MARCH 21st - 9:00 am



MARCH 21st - 12:00 pm



MARCH 21st - 3:00 pm



MARCH 21st - 6:00 pm

SUN STUDY - MARCH

REVISION	NO. DRAWN	DATE
B	A1100	

SUN SHADOW STUDY



JUNE 21st - 9:00 am



JUNE 21st - 12:00 pm



JUNE 21st - 3:00 pm



JUNE 21st - 6:00 pm

SUN STUDY - JUNE

REVISION: None
NO. CHANGES: 0
B A1101

SUN SHADOW STUDY



SEPTEMBER 21st - 9:00 am



SEPTEMBER 21st - 12:00 pm



SEPTEMBER 21st - 3:00 pm



SEPTEMBER 21st - 6:00 pm

SUN STUDY -
SEPTEMBER

REVISION: Revision

NO. DESIGN: Design Number

B

A1102

SUN SHADOW STUDY



DECEMBER 21st - 9:00 am



DECEMBER 21st - 12:00 pm



DECEMBER 21st - 3:00 pm



DECEMBER 21st - 6:00 pm

SUN STUDY - DECEMBER

REVISION	REVISION	NO. DRAWN	DATE
B		A1103	

PEDESTRIAN LEVEL WIND STUDY

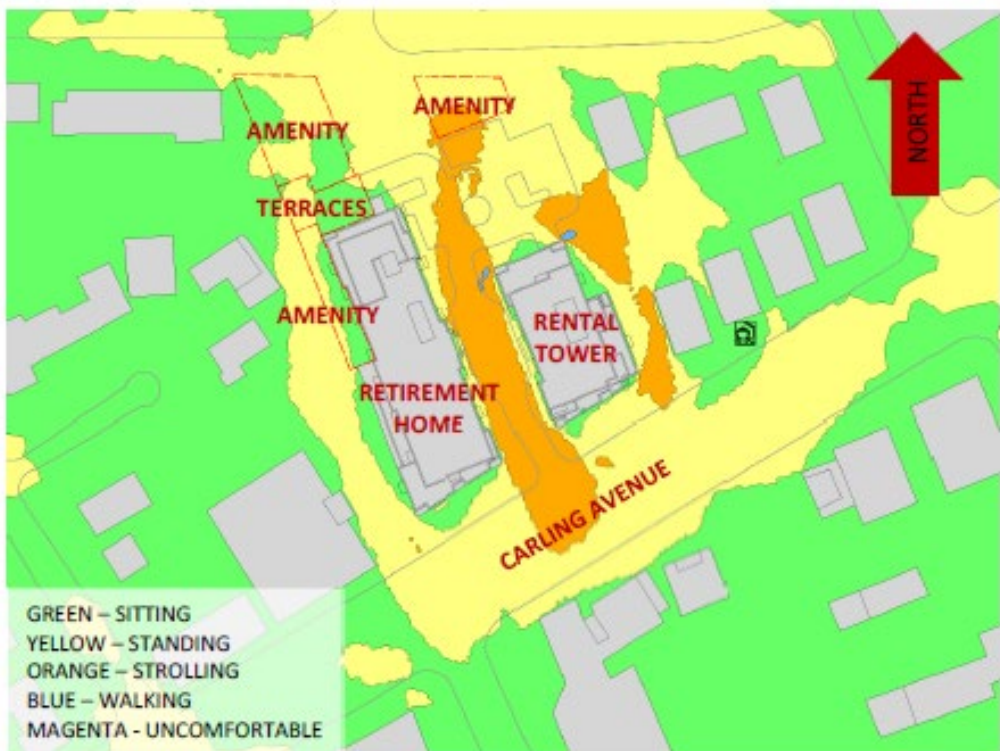


FIGURE 3A: SPRING – WIND CONDITIONS AT GRADE LEVEL

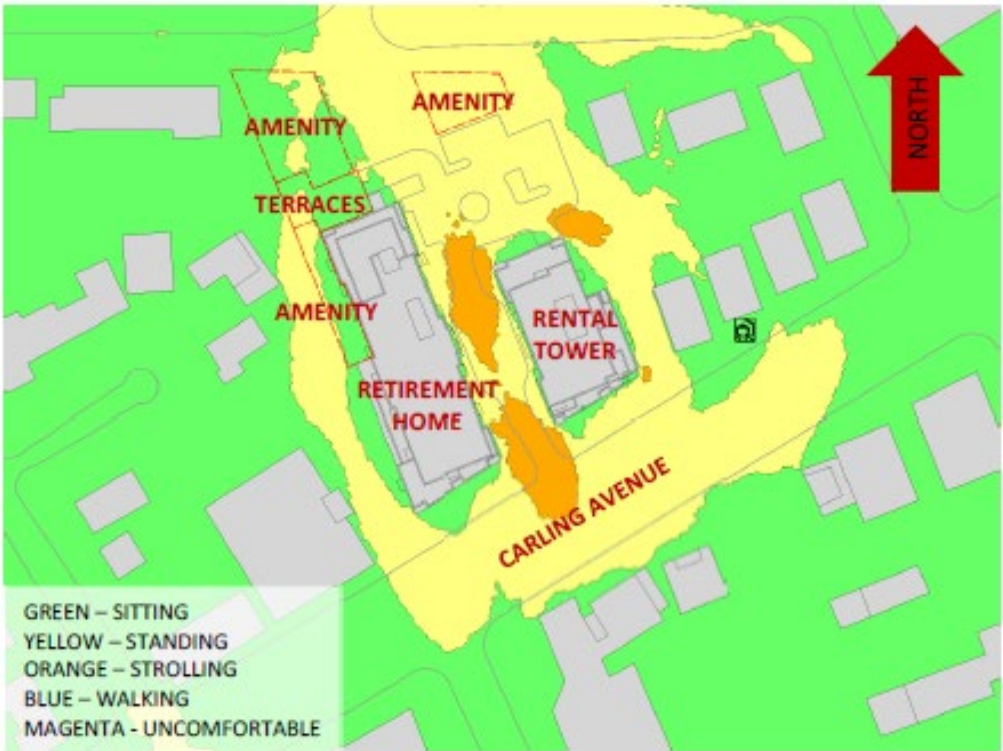


FIGURE 3C: AUTUMN – WIND CONDITIONS AT GRADE LEVEL



FIGURE 3B: SUMMER – WIND CONDITIONS AT GRADE LEVEL

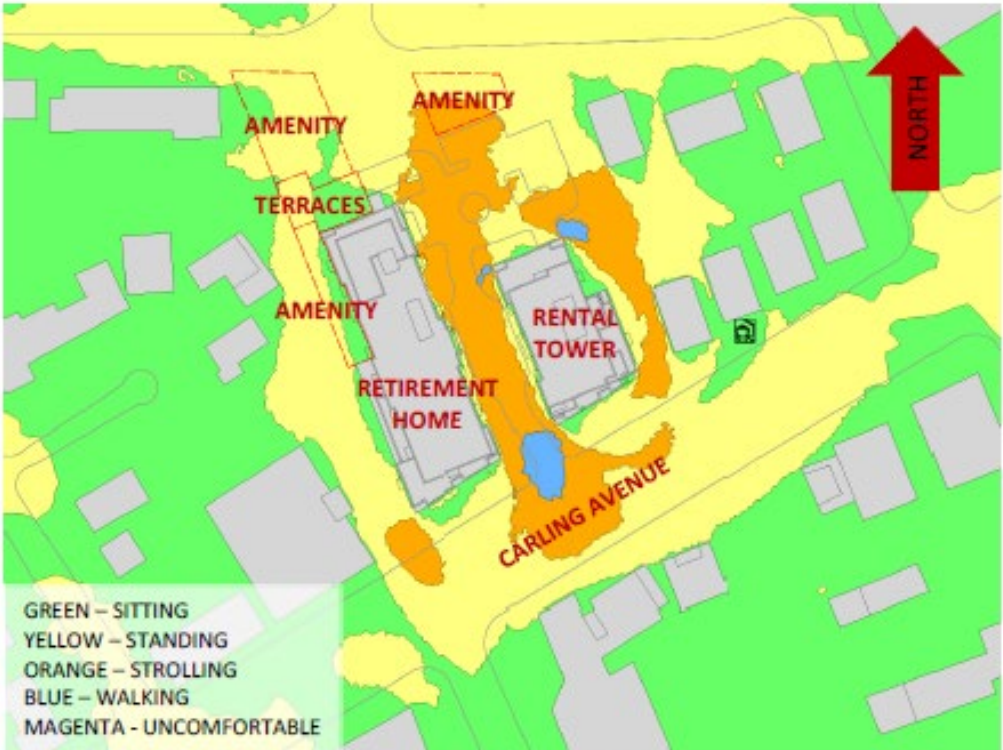


FIGURE 3D: WINTER – WIND CONDITIONS AT GRADE LEVEL

PEDESTRIAN LEVEL WIND STUDY



FIGURE 4A: SPRING – WIND CONDITIONS WITHIN COMMON AMENITY TERRACES

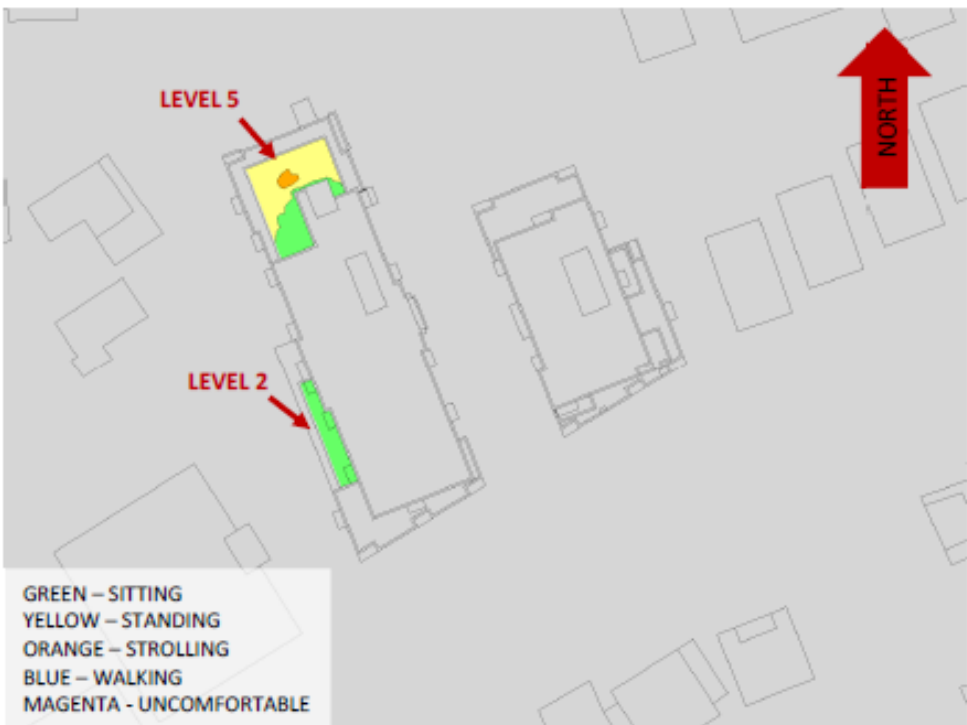


FIGURE 4C: AUTUMN – WIND CONDITIONS WITHIN COMMON AMENITY TERRACES

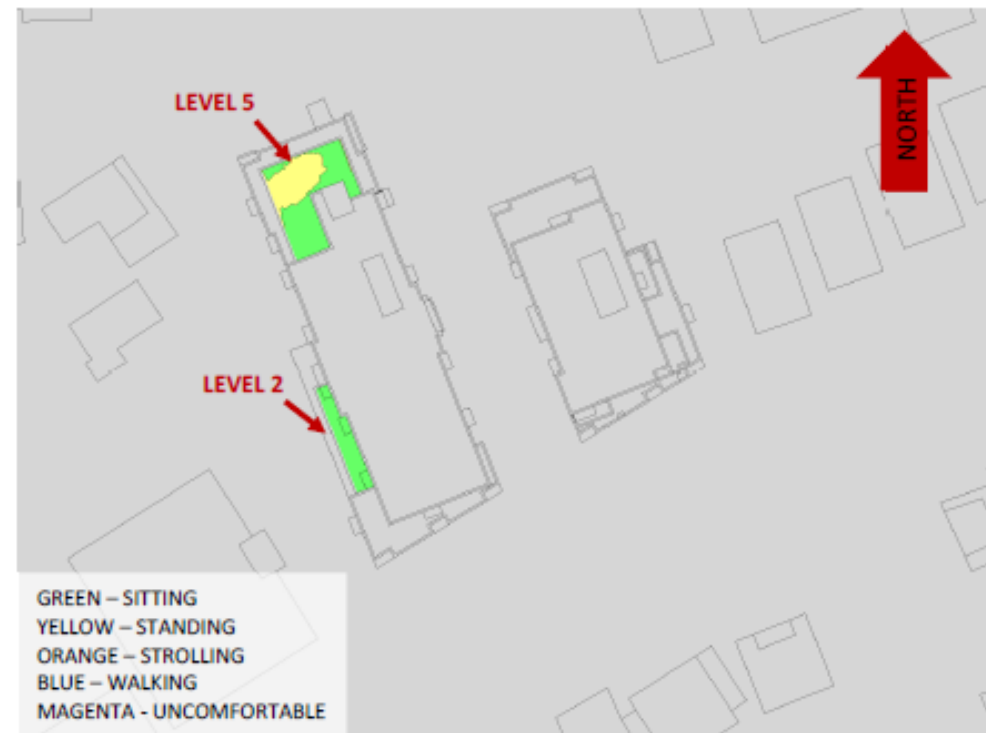


FIGURE 4B: SUMMER – WIND CONDITIONS WITHIN COMMON AMENITY TERRACES



FIGURE 4D: WINTER – WIND CONDITIONS WITHIN COMMON AMENITY TERRACES