



FORMAL CONSULTATION

1983 Carling Ave.

October 2021



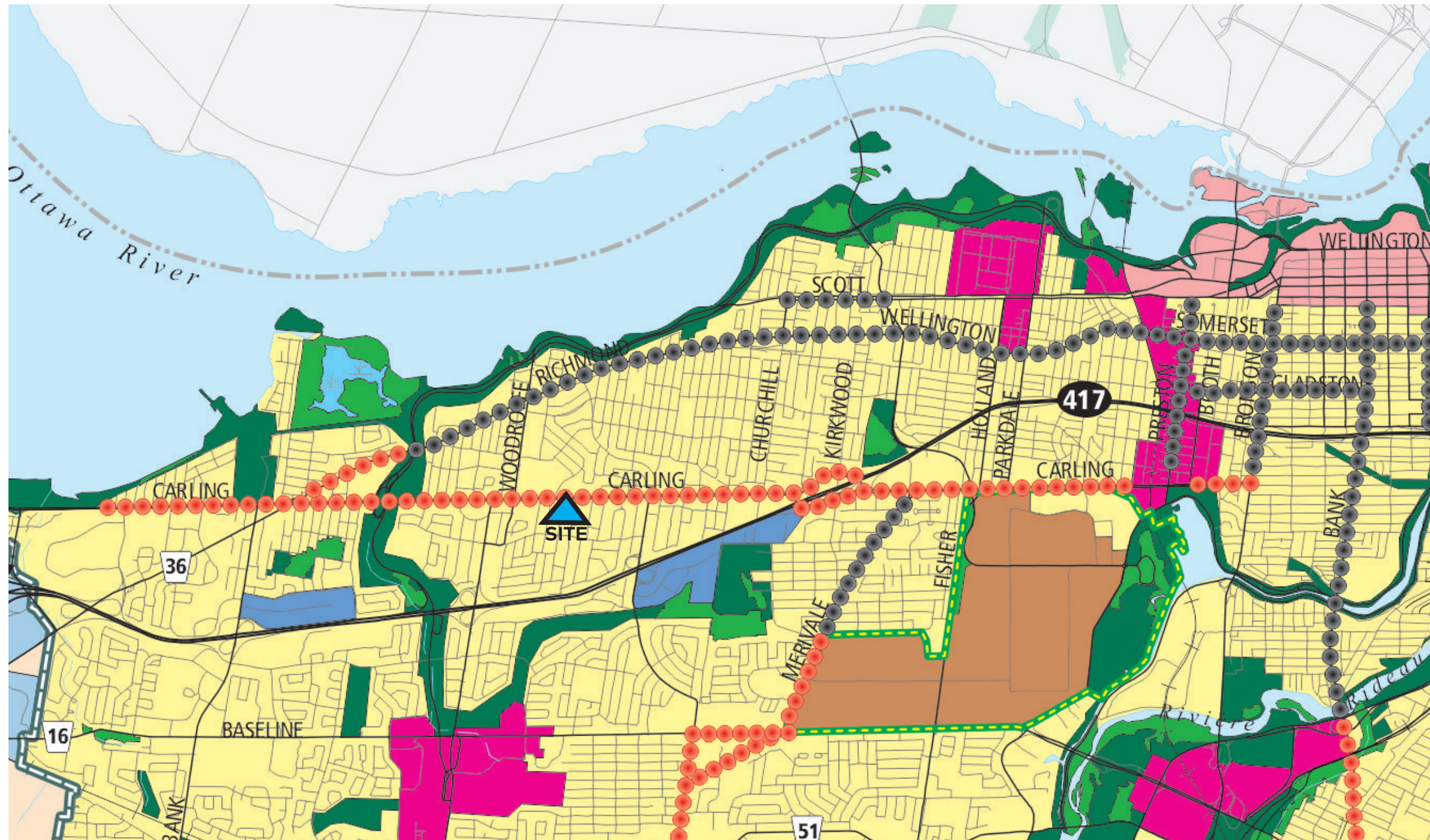
ZONING TABLE	AM10 H(20)	
CITY OF OTTAWA ZONING BY-LAW No. 2008-250	REQUIRED	PROPOSED
MINIMUM LOT AREA	NONE	4713.41m ²
MINIMUM LOT WIDTH	NONE	39.02m
FRONT YARD SETBACK	NONE	6.79m
MINIMUM INTERIOR SIDE YARD SETBACK	Abutting a street: 3m All other cases: NONE Abutting a residential zone: 7.5m	Abutting the street: 3.00m From hydroline: 5.00m
MINIMUM REAR YARD SETBACK	7.5m	8.23m
MAXIMUM BUILDING HEIGHT	In area up to and including 20m from property line: 11m In area over 20m from property line: 20m	16.35m
HYDRO SETBACK	5m	5.00m
MAXIMUM FLOOR SPACE INDEX	N/A	
GLAZING REQUIREMENTS	50% OF FRONT FACADE, MEASURED FROM GRADE TO 4.5m HEIGHT	37m ² of 74.6m ² 50%
VEHICLE PARKING REQUIREMENTS (AREA Y, SCHEDULE 1A)	0 parking spaces for first 12 units Table 101 - Dwelling mid-high rise apartment: 0.5 per dwelling unit = 8 SPACES	8 SPACES
VISITOR PARKING REQUIREMENTS (AREA Y, SCHEDULE 1A)	0 parking spaces for first 12 units Table 102 - Apartment dwelling, low-rise or mid-high rise: 0.1 per dwelling unit = 1.5 SPACES	2 SPACES
PARKING AREA AND SURROUNDING LANDSCAPING	15% MIN OF 486m ² = 72.9m ²	16.5% = 80m ²
AMENITY AREA REQUIREMENTS	Table 137 - Apartment building, mid-high rise: 6m ² per dwelling unit = 162m ² 50% Communal = 72m ²	- 150m ² EXTERIOR ROOFTOP AMENITY - 19m ² BALCONIES TOTAL = 169m ²
BICYCLE PARKING SPACES	Table 111A - Apartment dwelling, mid-rise: 0.5 per dwelling unit = 12	6 STACKED INTERIOR STORAGE SPACES (12 TOTAL)



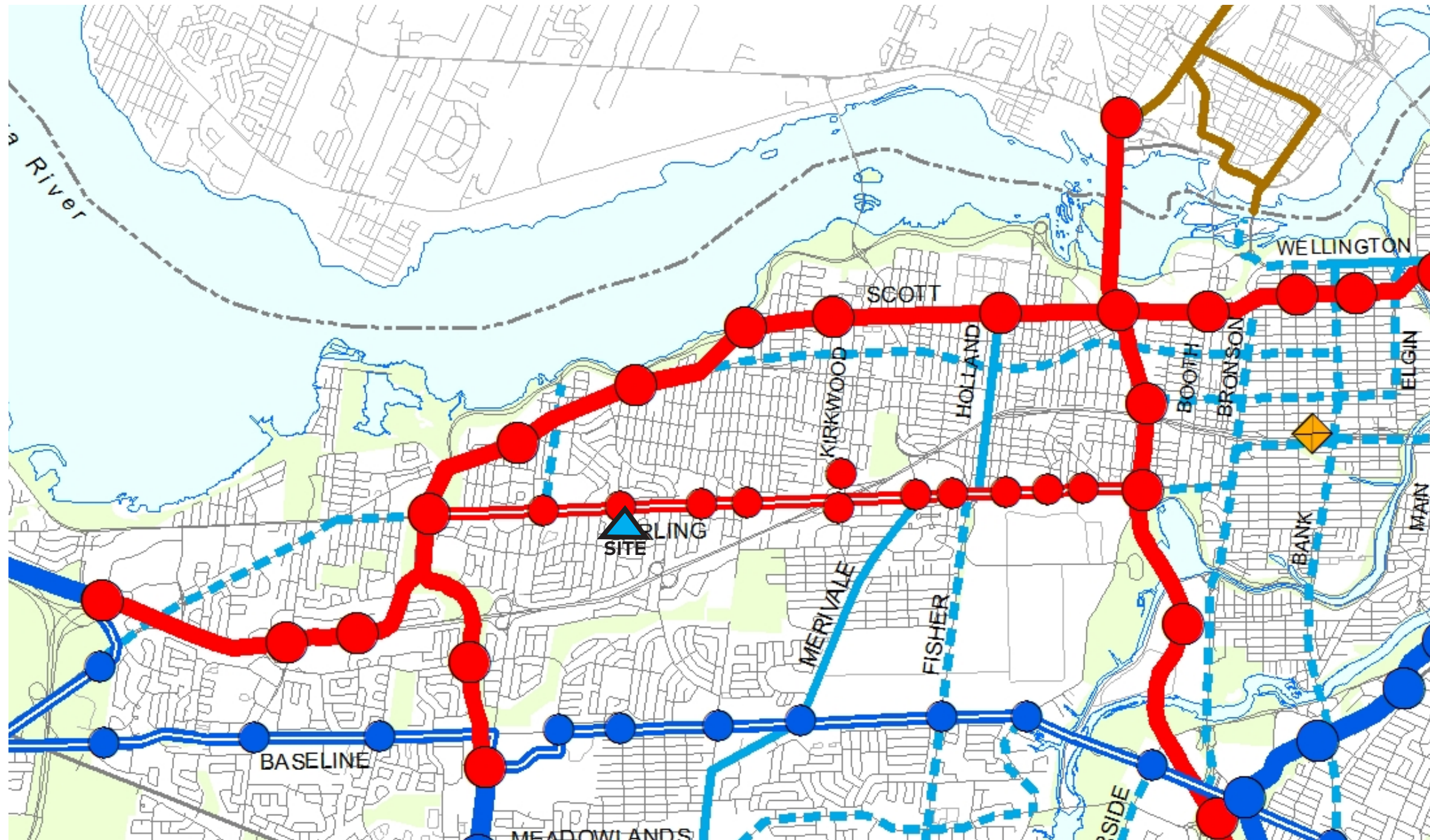
A 1995 CARLING AVE.
SPC / 27-storey residential apartment building

B 1705 CARLING AVE.
SPC / 22-storey residential apartment and 9-storey retirement home





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|--|---|--|
| General Urban Area | Natural Environment Area | Major Open Space |
| Urban Expansion Study Area | Agricultural Resource Area | Urban Natural Features |
| Central Area | Agricultural Research Area | Bedrock Resource Area |
| Town Centre TC | Macdonald-Cartier International Airport | Significant Wetlands |
| Traditional Mainstreet | Greenbelt Employment and Institutional Area | Central Experimental Farm |
| Arterial Mainstreet | Urban Employment Area | Greenbelt Boundary |
| Mixed Use Centre | de la rivière Carp | Solid Waste Disposal Site |
| Carp River Restoration Policy Area Overlay | Greenbelt Rural | Lands leased by the Ottawa International Airport Authority |
| Developing Community (Expansion Area) | Sand and Gravel Resource Area | |



- | | | | |
|--|--|------------------------------------|--|
| Light Rail Transit (LRT) - Grade Separated Crossings | | Park and Ride | |
| Light Rail Transit (LRT) - At-Grade Crossings | | Transit Station - rail | |
| Bus Rapid Transit (BRT) - Grade Separated Crossings | | Transit Station - bus | |
| Bus Rapid Transit (BRT) - At-Grade Crossings | | Conceptual Future Transit Corridor | |
| TRANSIT PRIORITY | | Inter-regional Stations | |
| Transit Priority Corridor (Continuous Lanes) | | Potential Rail Yard | |
| Transit Priority Corridor (Isolated Measures) | | Gatineau Rapibus | |

Land Use Planning Approvals

- Complex Site Plan Control Application – approval by the City of Ottawa
 - Site Plan Agreement required following issuance of site plan approval
- Zoning bylaw amendment or minor variance – approval by the City of Ottawa
 - The project has been designed within the current zoning save and except for the maximum permitted height such that either a such that either an application for zoning bylaw amendment or minor variance will be required. At this point no determination as to which process would be pursued but will be determined prior to the submission of the formal site plan control application.

Official Plan

- The subject property is designated as Arterial Mainstreet in the City's Official Plan, and has been for many years. This designation permits the intended use, that being a mid-rise apartment building. It also permits a very full range of other residential uses and full range of non-residential uses, combined or stand alone.
- There is no Secondary Plan or Community Design Plan for this area of the City of Ottawa.
- The OP contains design criteria for Mainstreets and requires a submission to the City's Urban Design Review Panel.
- Compatibility with adjacent and planned uses is also highlighted in the OP policies and as such, the required technical studies such as traffic, noise, wind and shadow studies will examine and assist in addressing this issue.
- The OP designates Carling Avenue as a Light Rail Transit Corridor; however, no design has been undertaken and will ultimately be a bus rapid transit route with the functional design already completed. The OP directs more intensive uses along such routes in the growth strategy in section 2.2. The OP also designates Carling Avenue as a Primary Urban Cycling Network - Spine Route, such that as redesigns take place, this would be implemented such as widened outside lane or demarcated cycling lanes. Keep in mind that the OP indicates some short but also mid and long terms objectives over the life of the Plan, typically extending some 20 years from date of passage. Finally, Carling Avenue is also designated as an existing Arterial Road. All of these designations are intended to promote and support development along these transportation routes as other modes of transportation for residents (away from private vehicles) is or will be readily available.
- A road widening bringing the road allowance width of Carling Avenue to 44.5m (22.25m from centreline) along with a daylight triangle measuring 5.0m x 5.0m will be required as a condition of approval.

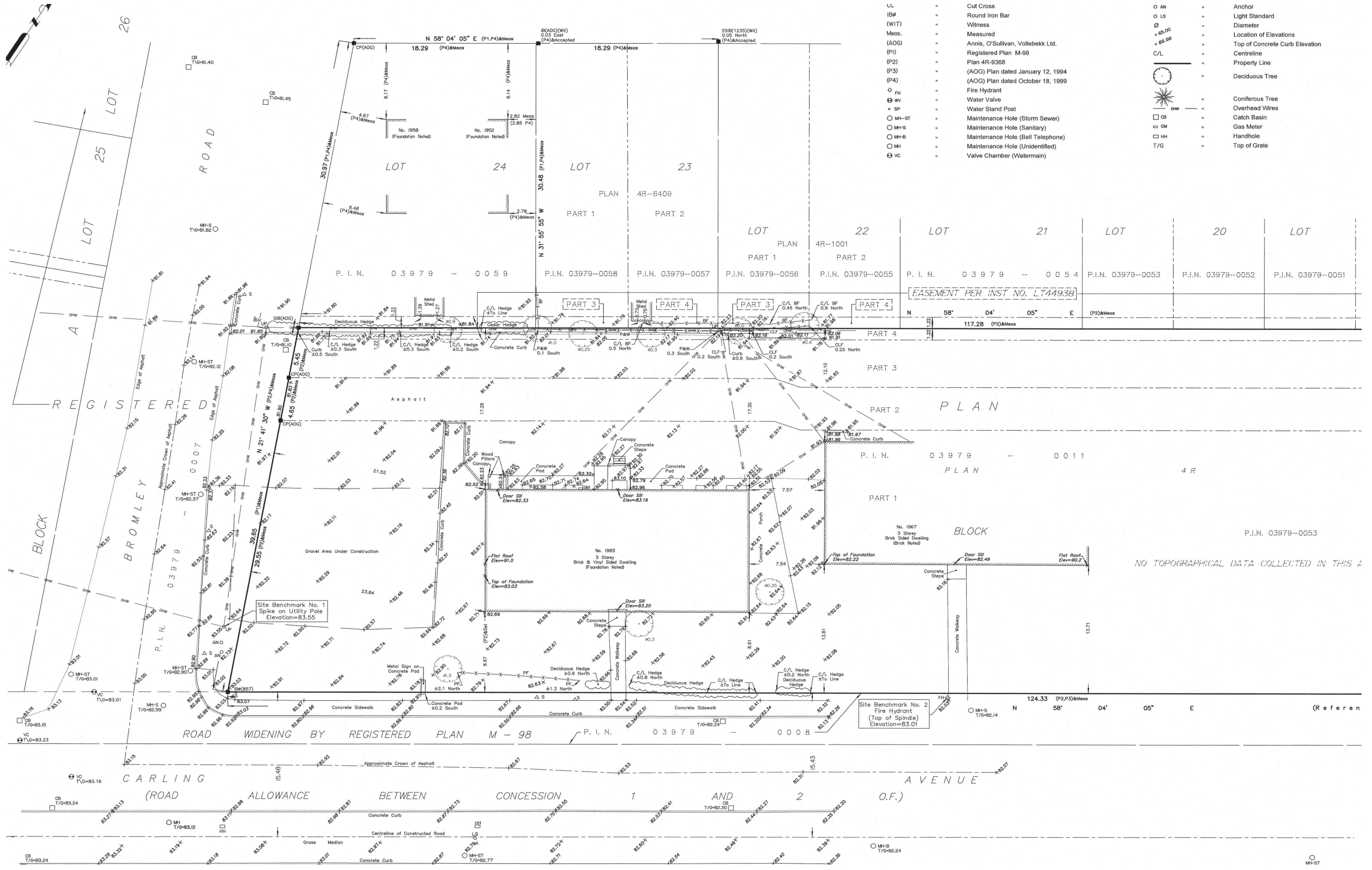
Zoning Bylaw

- Current zoning is AM10 H(20), and has been for some time since following the adoption of the Arterial Mainstreet OP designation which is an Arterial Mainstreet Subzone.
- The zoning bylaw contains the following purpose of the AM – Arterial Mainstreet Zone:
 - (1) accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan; and
 - (2) impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

This is consistent with the OP.

- The proposed apartment dwelling use (apartment dwelling, mid-rise) is a listed permitted use, which covers buildings from 5-9 storeys in height.
- Performance standards such as maximum permitted building height, minimum building setback requirements from all lot lines, minimum required vehicular and bicycle parking, and other provisions are being respected in the current design. These standards are meant in part to help address the compatibility issues that arise between adjacent land uses.
- The current design would require relief/amendment to the maximum building height within 20m from the abutting residential uses.

The site is considered as a Planned Unit Development by virtue of multiple residential buildings on a single lot. This may or may not be the final configuration subject to consideration of a consent (severance) application to subdivide the property in the future.



CC	"	Cut Cross	○ AN	"	Anchor
IB#	"	Round Iron Bar	○ LS	"	Light Standard
(WIT)	"	Witness	∅	"	Diameter
Meas.	"	Measured	+ 65.00	"	Location of Elevations
(AOG)	"	Annis, O'Sullivan, Vollebakk Ltd.	+ 66.00	"	Top of Concrete Curb Elevation
(P1)	"	Registered Plan M-98	C/L	"	Centreline
(P2)	"	Plan 4R-9368	—	"	Property Line
(P3)	"	(AOG) Plan dated January 12, 1994	○	"	Deciduous Tree
(P4)	"	(AOG) Plan dated October 18, 1999	○	"	Coniferous Tree
○ FH	"	Fire Hydrant	○	"	Overhead Wires
○ WV	"	Water Valve	○	"	Catch Basin
○ SP	"	Water Stand Post	○	"	Gas Meter
○ MH-ST	"	Maintenance Hole (Storm Sewer)	○	"	Handhole
○ MH-S	"	Maintenance Hole (Sanitary)	○	"	Maintenance Hole (Unidentified)
○ MH-B	"	Maintenance Hole (Bell Telephone)	○	"	Valve Chamber (Watermain)
○ MH	"	Maintenance Hole (Unidentified)	○	"	
○ VC	"	Valve Chamber (Watermain)	○	"	

Legend

- EXISTING DECIDUOUS TREE TO REMAIN
- PROPOSED DECIDUOUS TREE
- PROPOSED DECIDUOUS SHRUBS
- PROPOSED CONIFEROUS SHRUBS
- EXISTING GROUPING OF VEGETATION TO REMAIN
- PROPOSED PERENNIALS AND GRASSES
- PROPOSED PLANTING BED EDGE
- SOD WITH 150mm TOPSOIL
- PROPOSED UNIT PAVERS. REFER TO DETAIL 4/L300.
- PROPERTY LINE

Notes

- SITE PLAN PREPARED BY FIGURR DATED JUNE 17, 2021.
- PLEASE REFER TO TREE CONSERVATION REPORT PREPARED BY DENDRON FORESTRY SERVICES, JANUARY 24, 2021, FOR INFORMATION RELATED TO THE PRESERVATION AND REMOVAL OF EXISTING TREES.
- TOPOGRAPHIC SURVEY PREPARED BY ANNIS, O'SULLIVAN, VOLLEBECK LTD, DATED JULY 2, 2022.

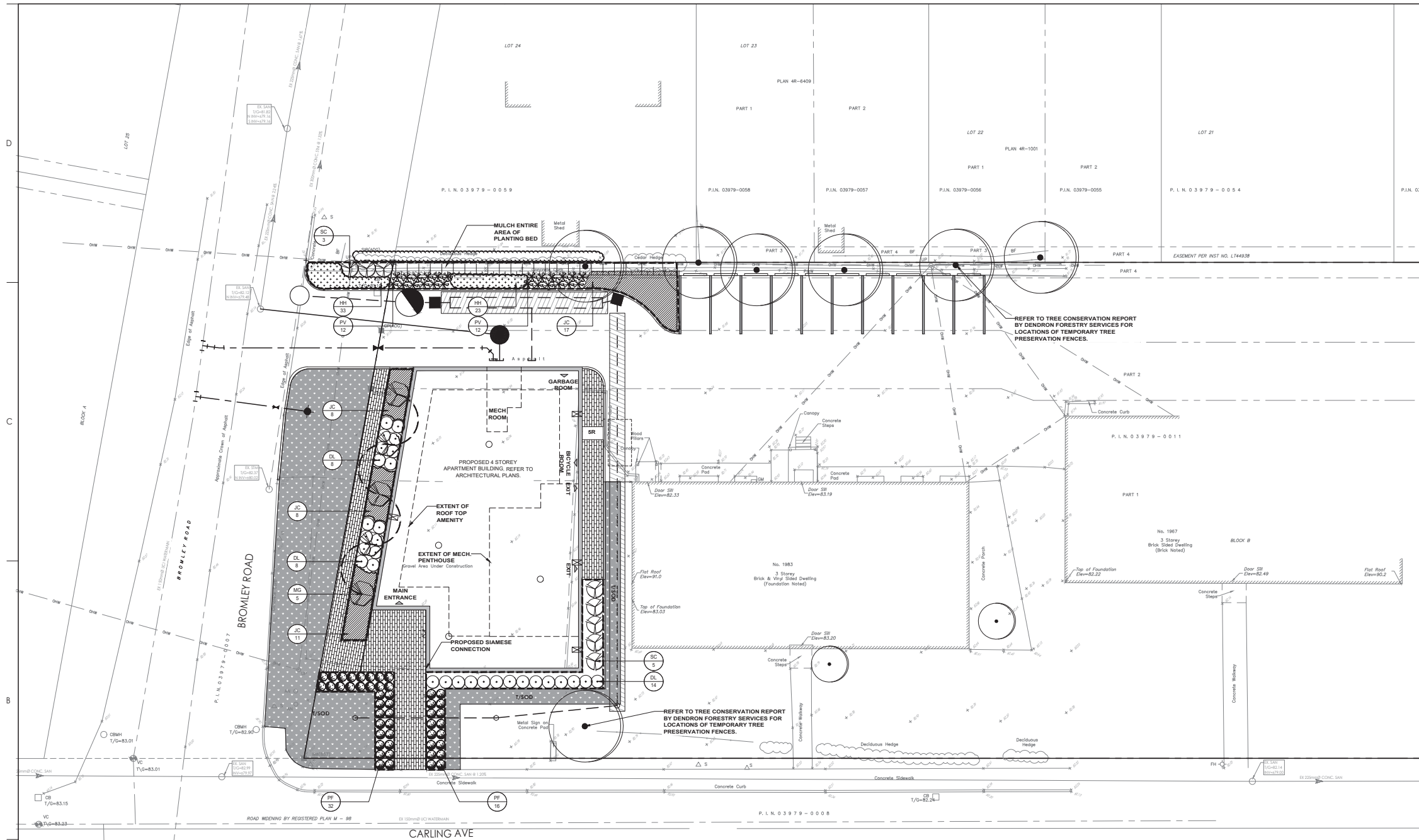
Revision	By	Appd.	Date
1	CTL	LL	2021.06.18
2	CTL	LL	2021.05.13

Permit-Seal



Client/Project
247393 ONTARIO INC
1951 CARLING AVENUE
OTTAWA, ON
Title
LANDSCAPE PLAN

Project No. 160401679	Scale 1:150	Sheet 1 of 2	Revision 1
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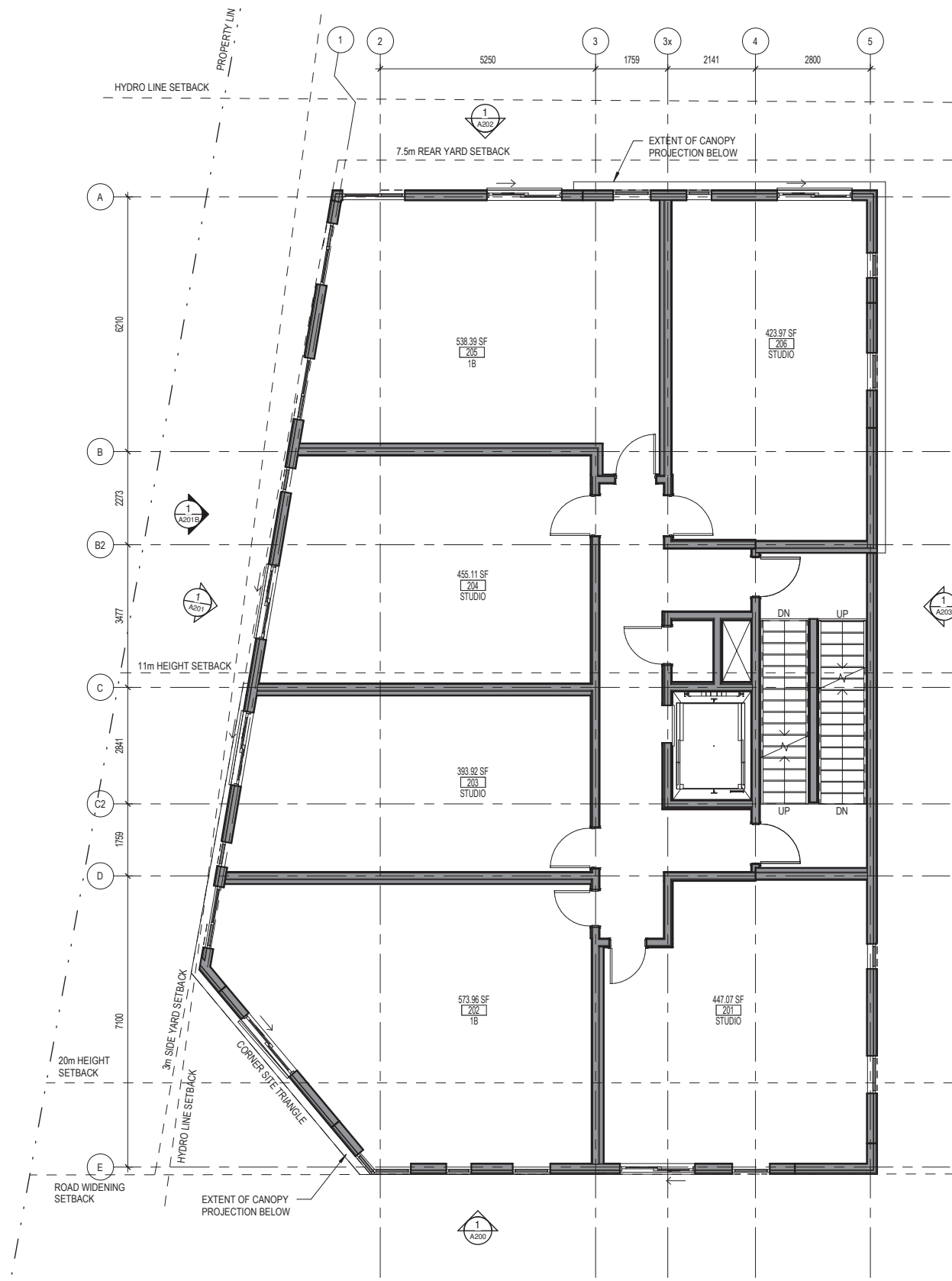
1 LANDSCAPE PLAN
1:150

QTY	KEY BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
DECIDUOUS TREES - REFER TO DETAIL 1/L200				
5	MG <i>Morus x Green Wolf</i>	Green Wolf Crabapple	1750 mm (Ht.)	J.W.S.; Plant at 4 m o/c
DECIDUOUS SHRUBS - REFER TO DETAIL 2/L200				
30	DL <i>Diervilla lonicera</i>	Bush Honeysuckle	500 mm (Ht.)	C.G.; Plant at 1000 mm o/c
48	PF <i>Potentilla fruticosa 'Abbotwood'</i>	Abbotwood Cinquefoil	500 mm (Ht.)	C.G.; Plant at 750 mm o/c
8	SC <i>Sambucus canadensis 'Lemony Lace'</i>	Lemony Lace Elderberry	500 mm (Ht.)	C.G.; Plant at 1300 mm o/c
CONIFEROUS SHRUBS - REFER TO DETAIL 2/L200				
44	JC <i>Juniperus communis var. depressa 'Aurea'</i>	Canadian Golden Juniper	500 mm (Sp.)	Potted; Plant at 1000 mm o/c
PERENNIALS / ORNAMENTAL GRASSES - REFER TO DETAIL 3/L200				
56	NH <i>Helianthus scaberrimus 'Tuscan Sun'</i>	Tuscan Sun Sunflower	1 Gallon	Potted; Plant at 500 mm o/c
24	PV <i>Panicum virgatum 'Prairie Winds' 'Cheyenne Sky'</i>	Cheyenne Sky Switch Grass	1 Gallon	Potted; Plant at 700 mm o/c

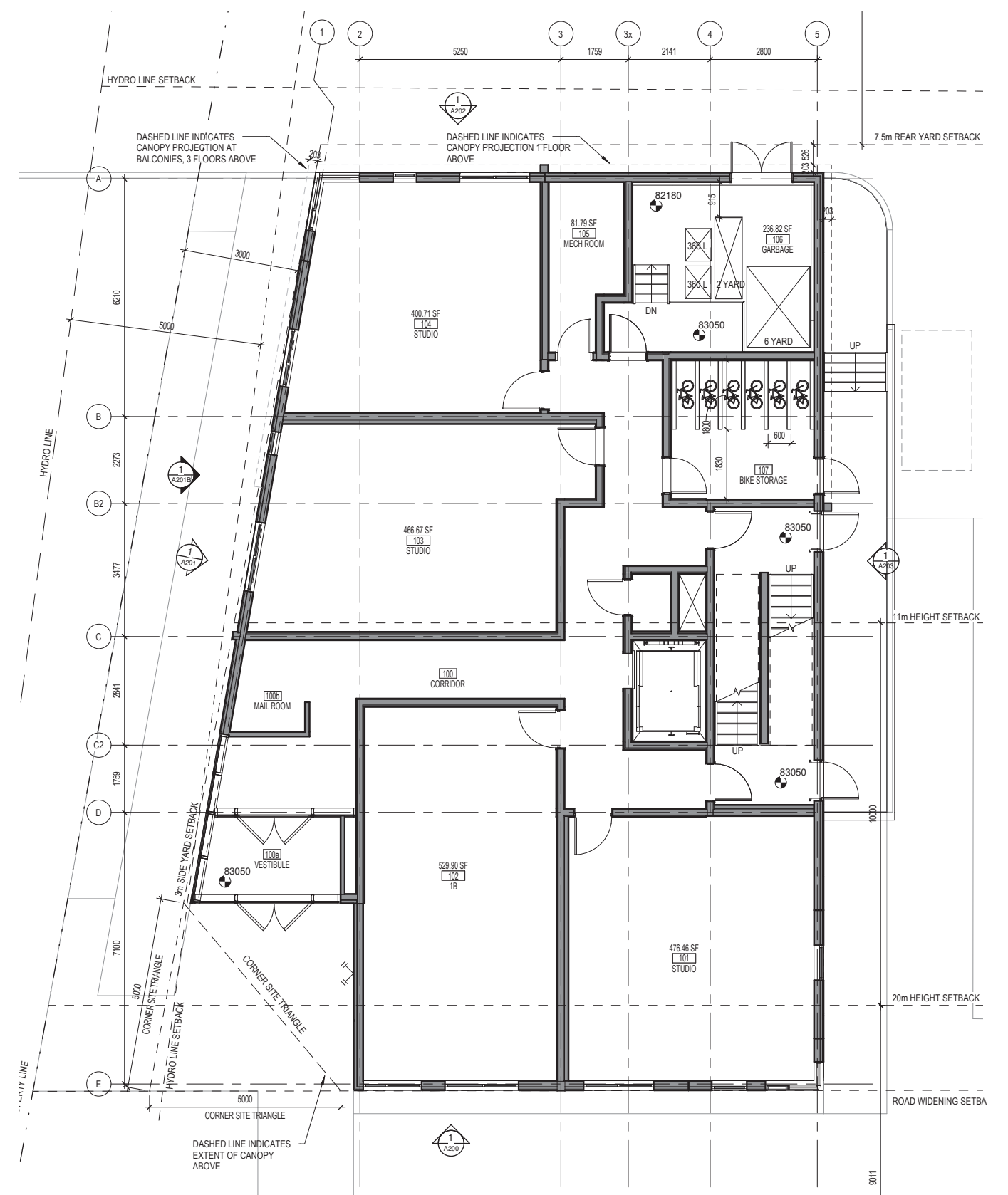




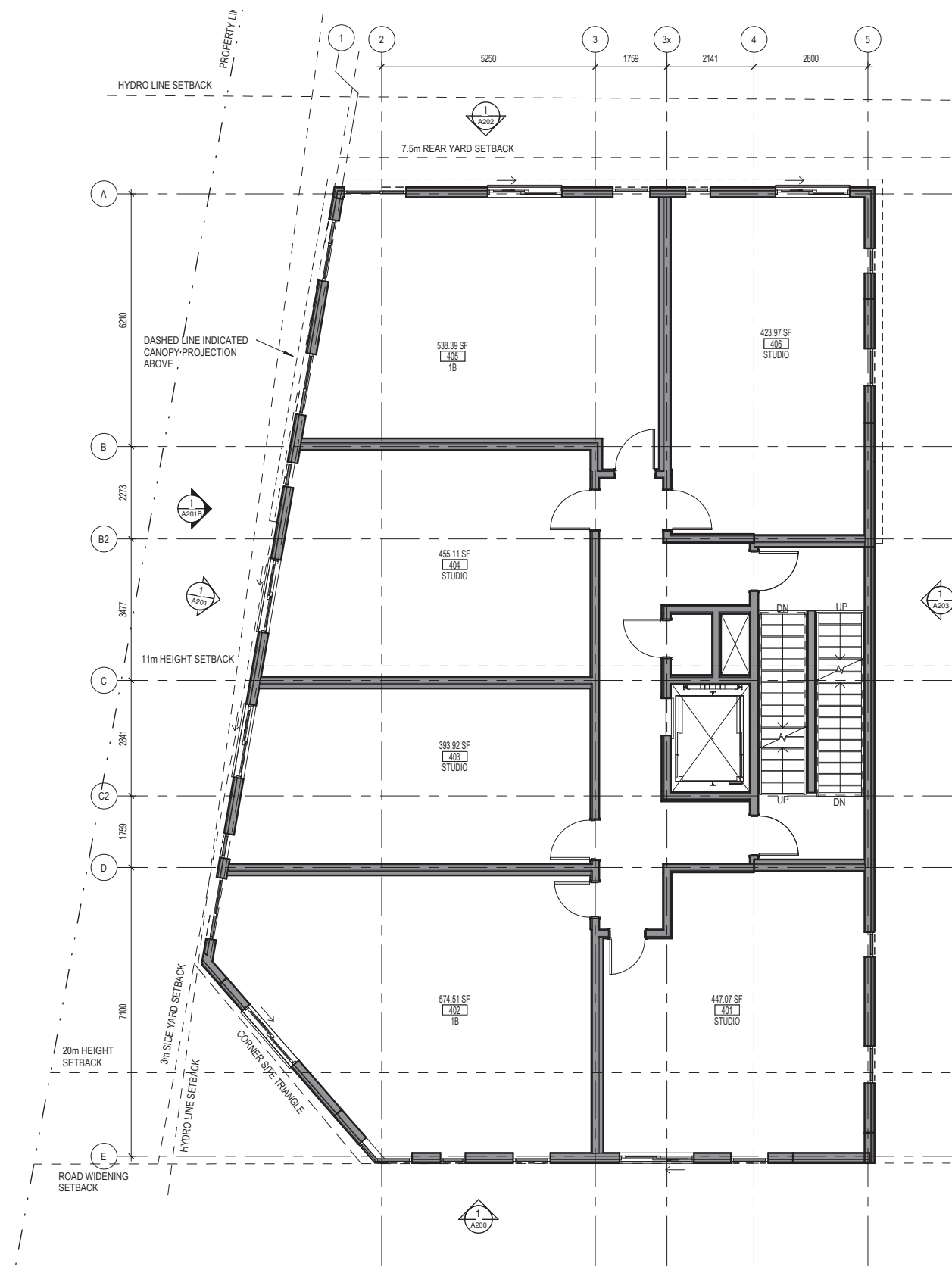




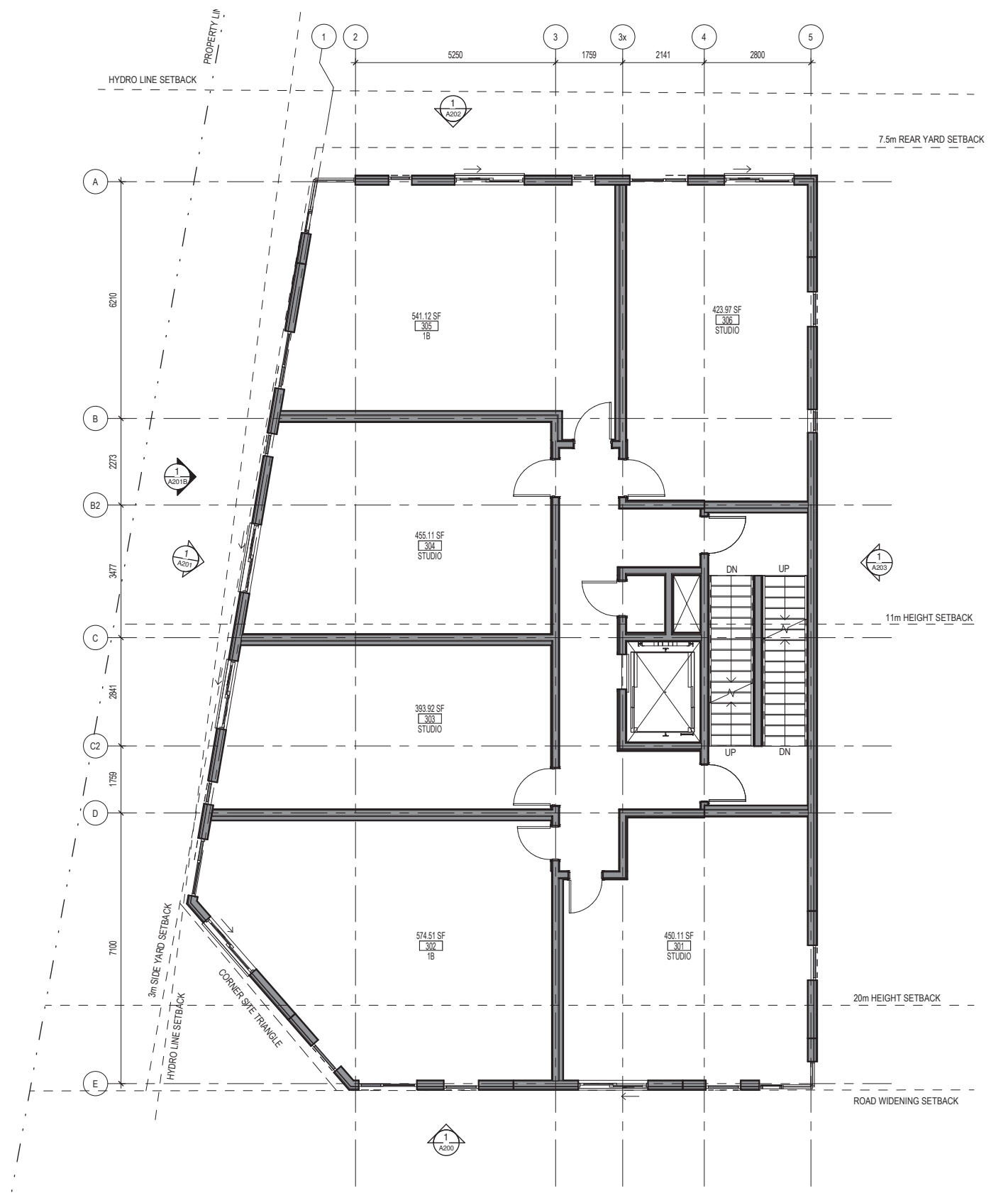
Level 2 Floor Plan



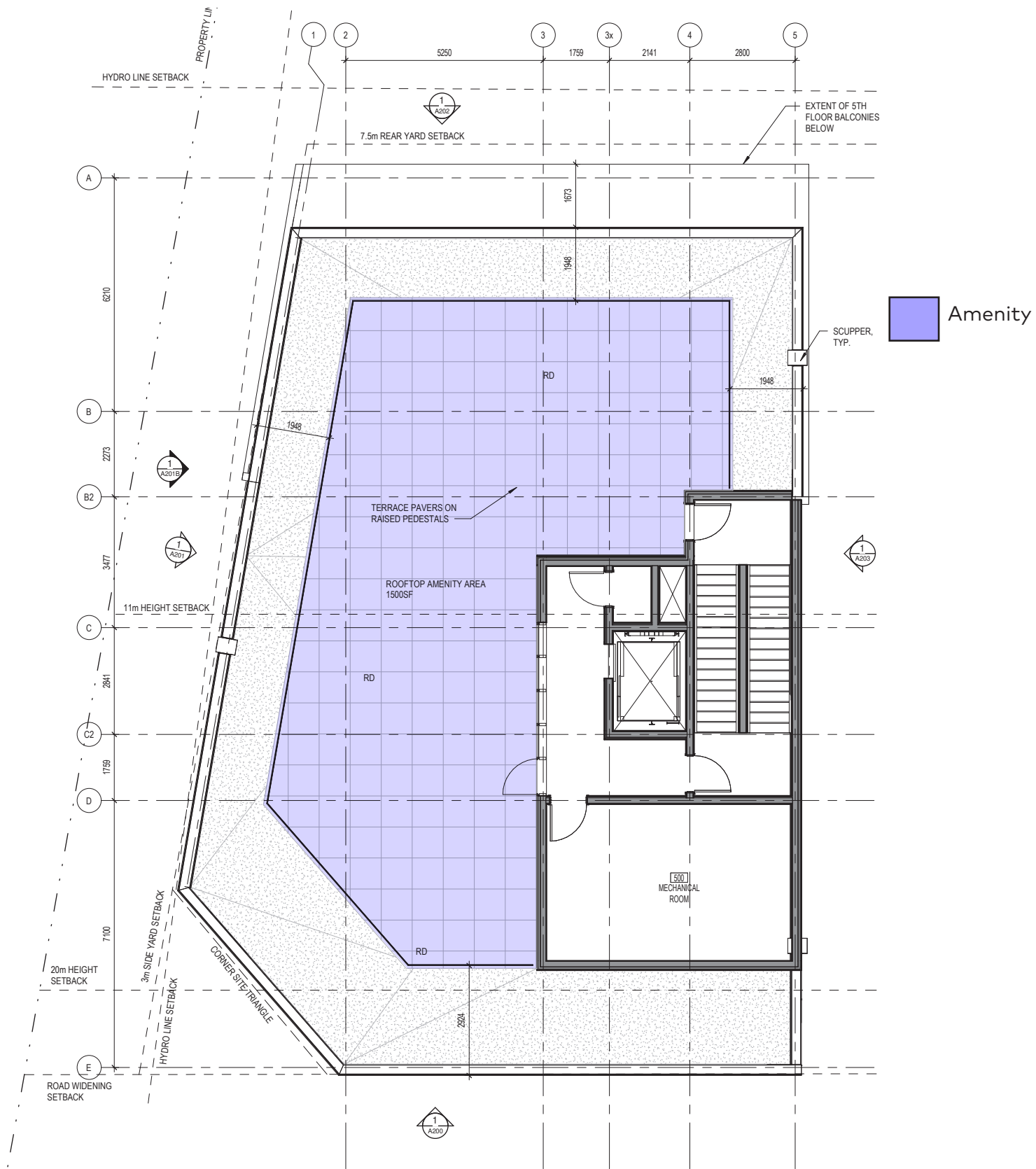
Ground Floor Plan



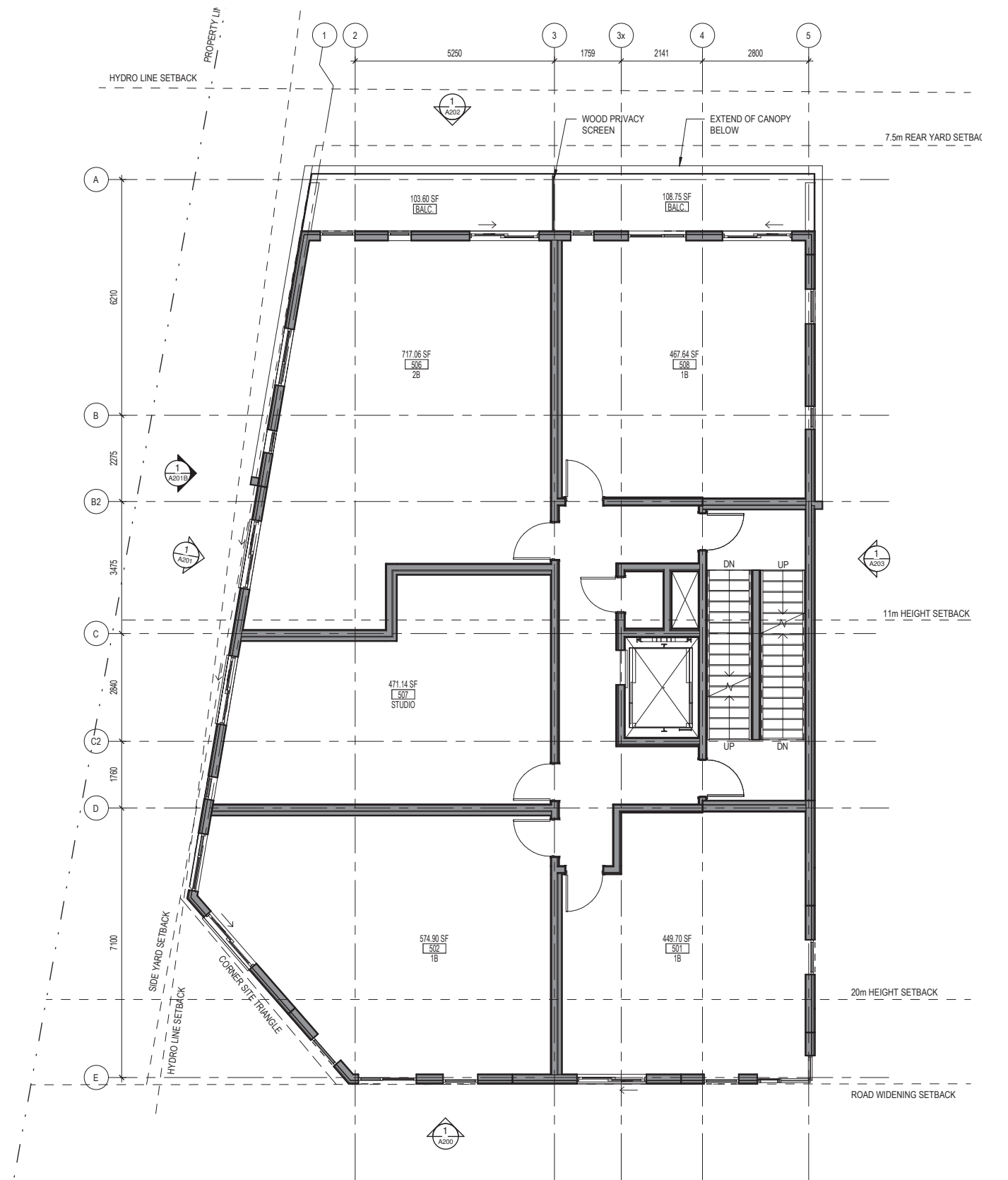
Level 4 Floor Plan



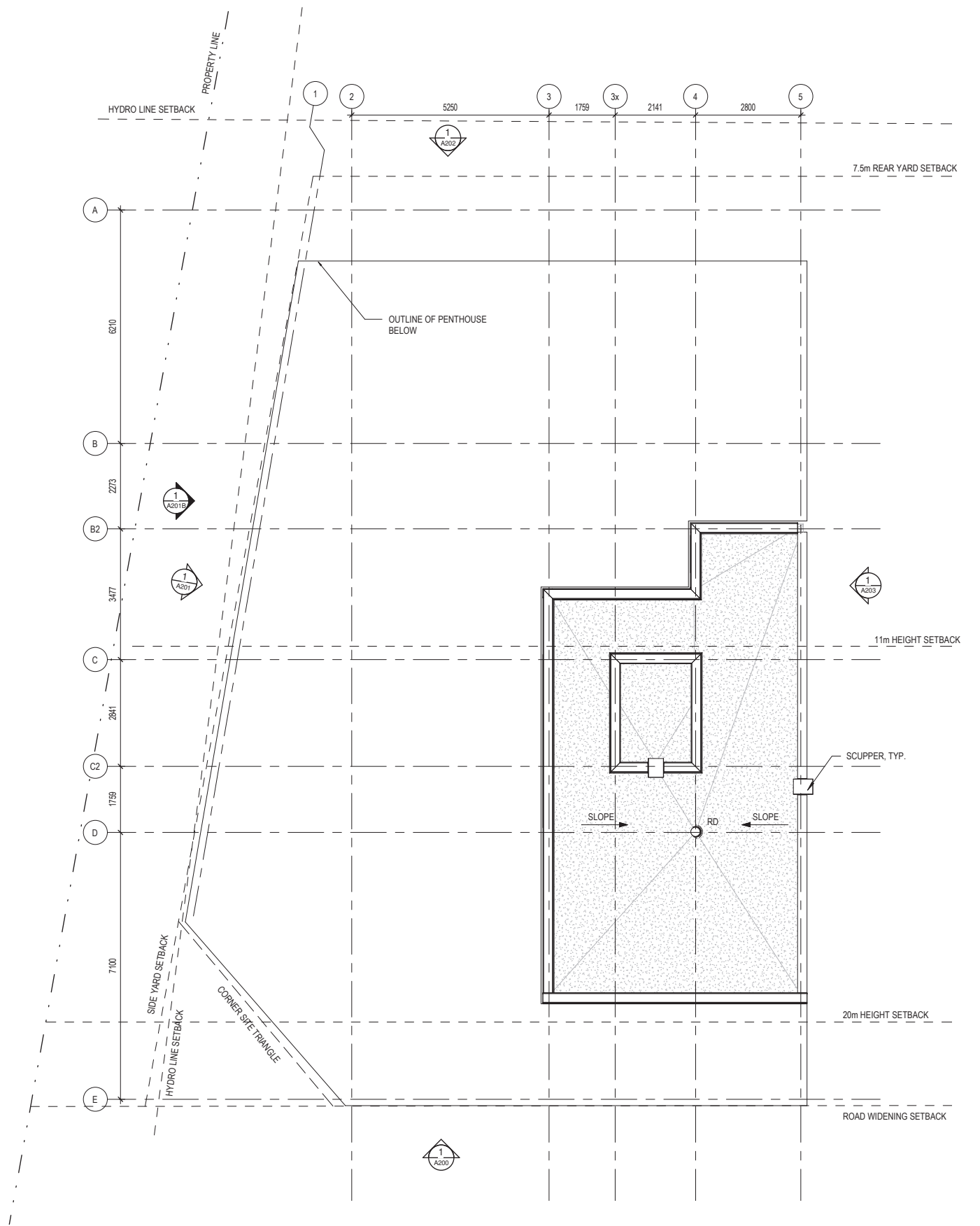
Level 3 Floor Plan



Roof Plan



Level 5 Floor Plan



Penthouse Roof

- Fibre Cement Panels
Colour: Dark Grey
- Corrugated Metal
Colour: Dark Grey
- Panels
Colour: Wood Look



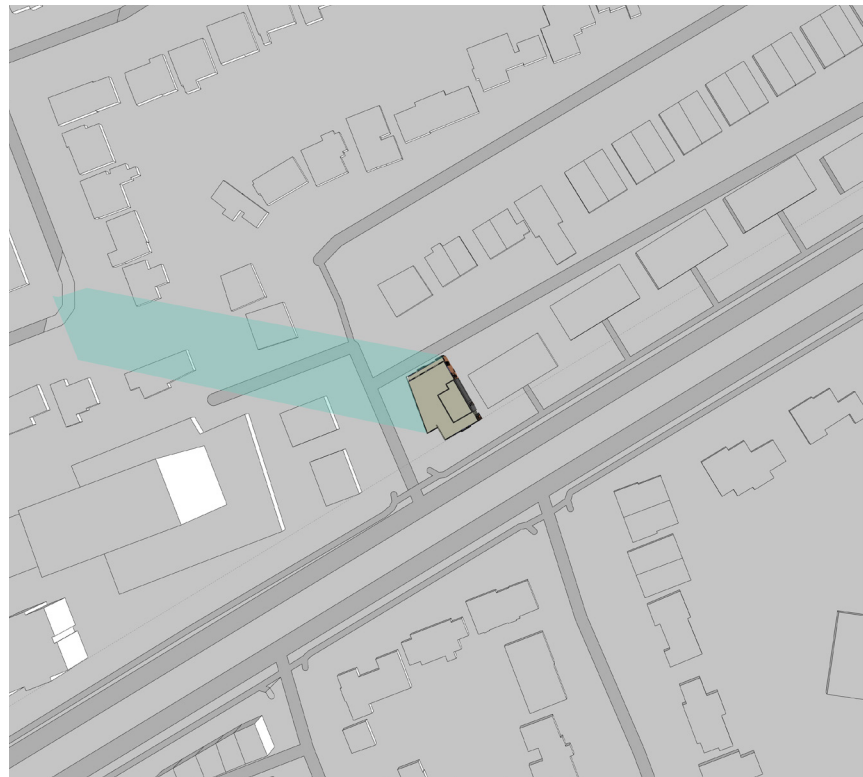
- Fibre Cement Panels
Colour: Dark Grey
- Corrugated Metal
Colour: Dark Grey
- Panels
Colour: Wood Look



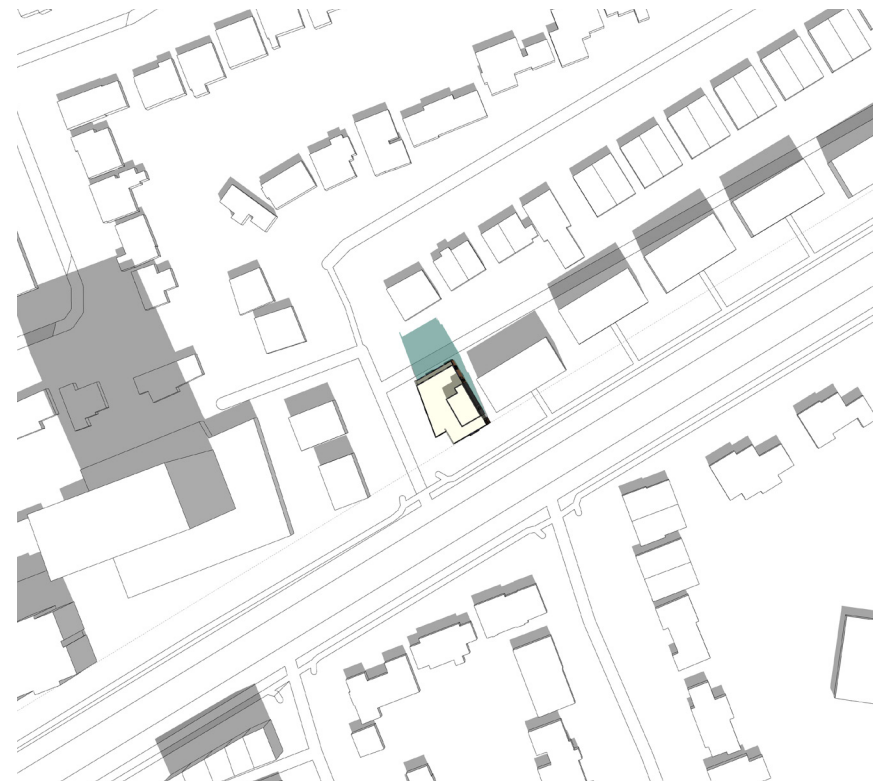
- Fibre Cement Panels
Colour: Dark Grey
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Colour: Dark Grey
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Colour: Wood Look







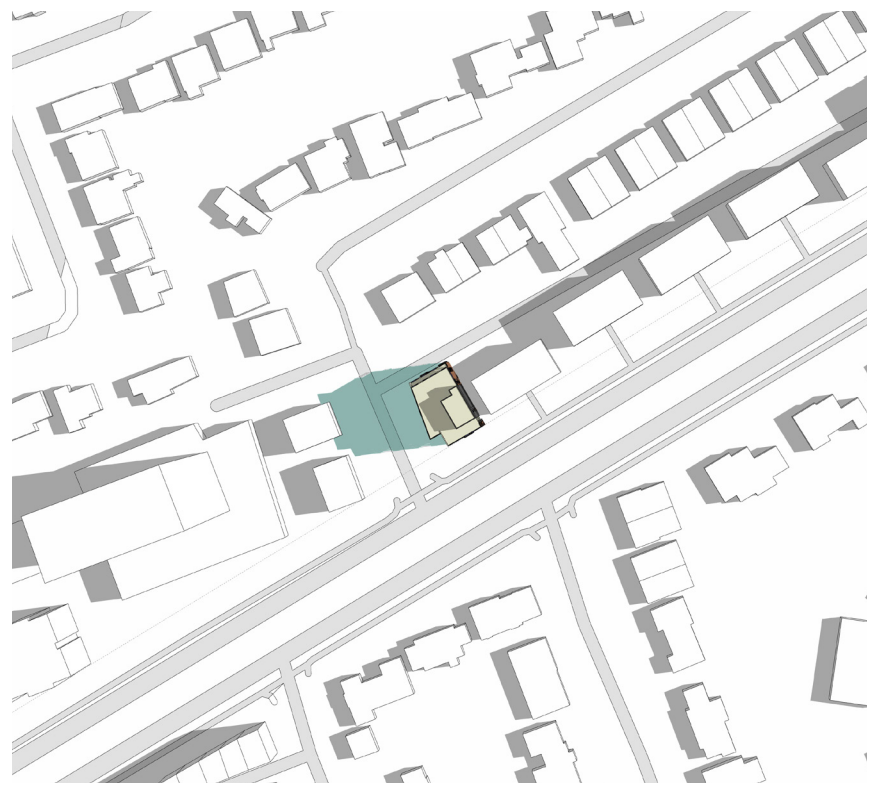
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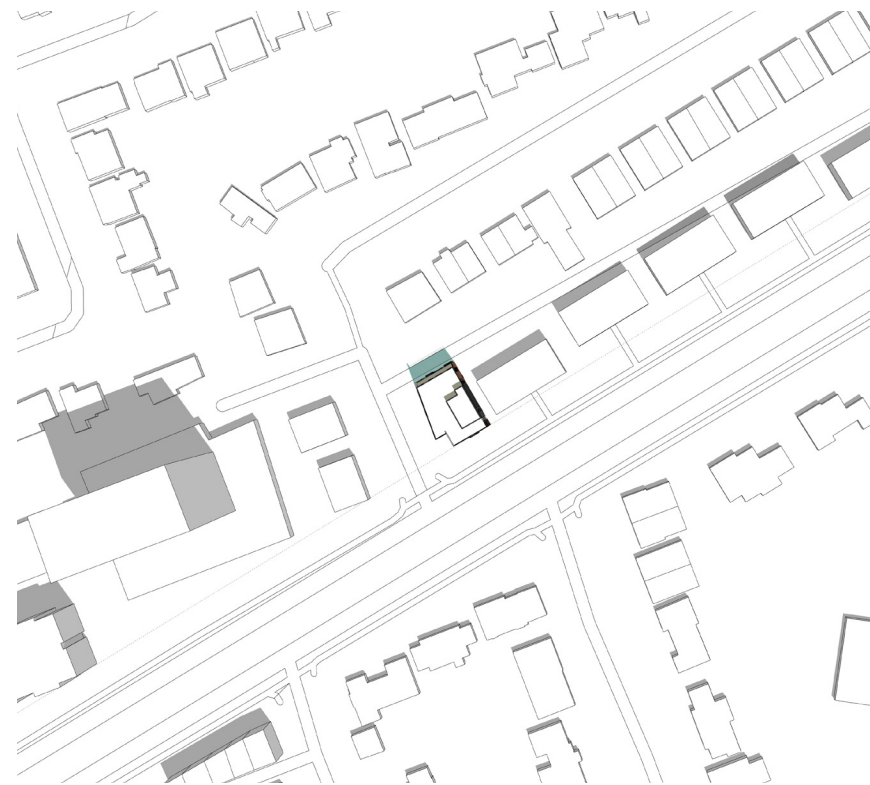
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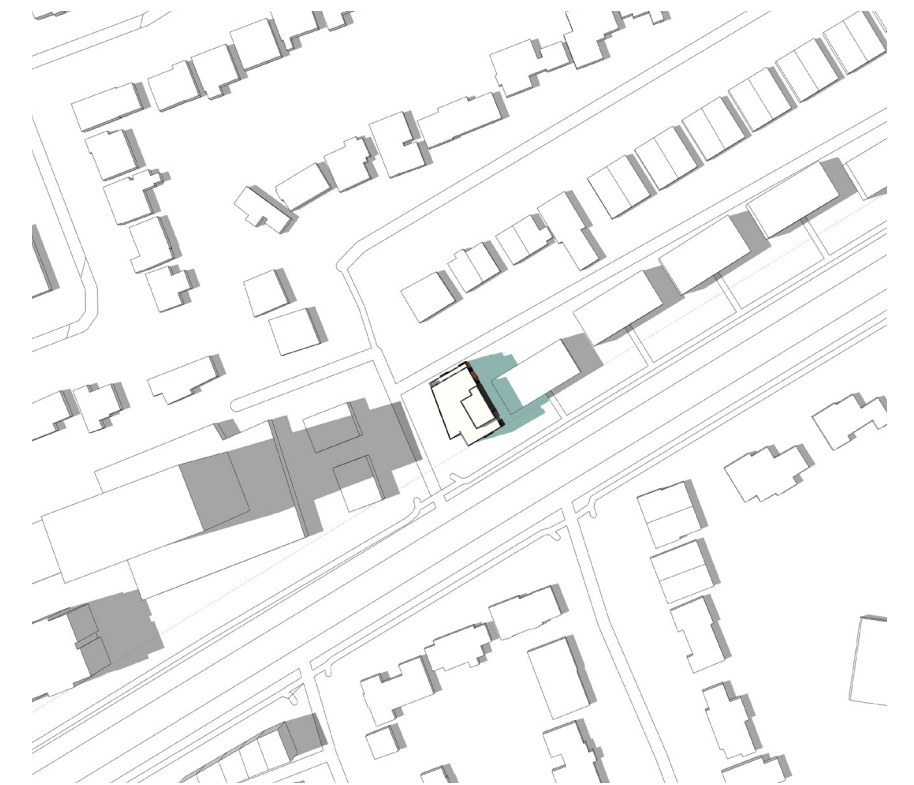
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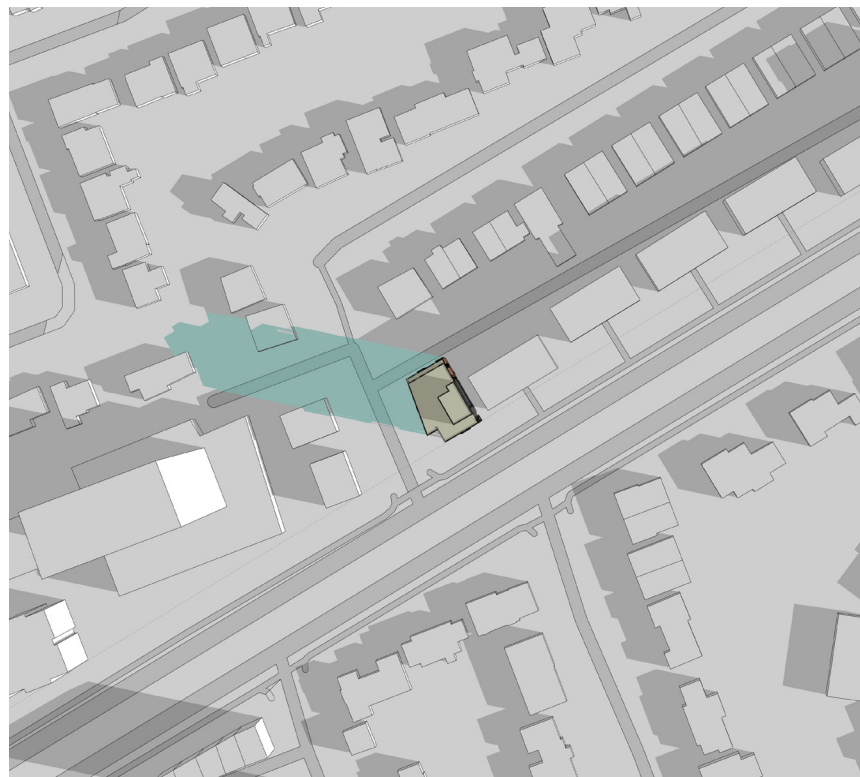
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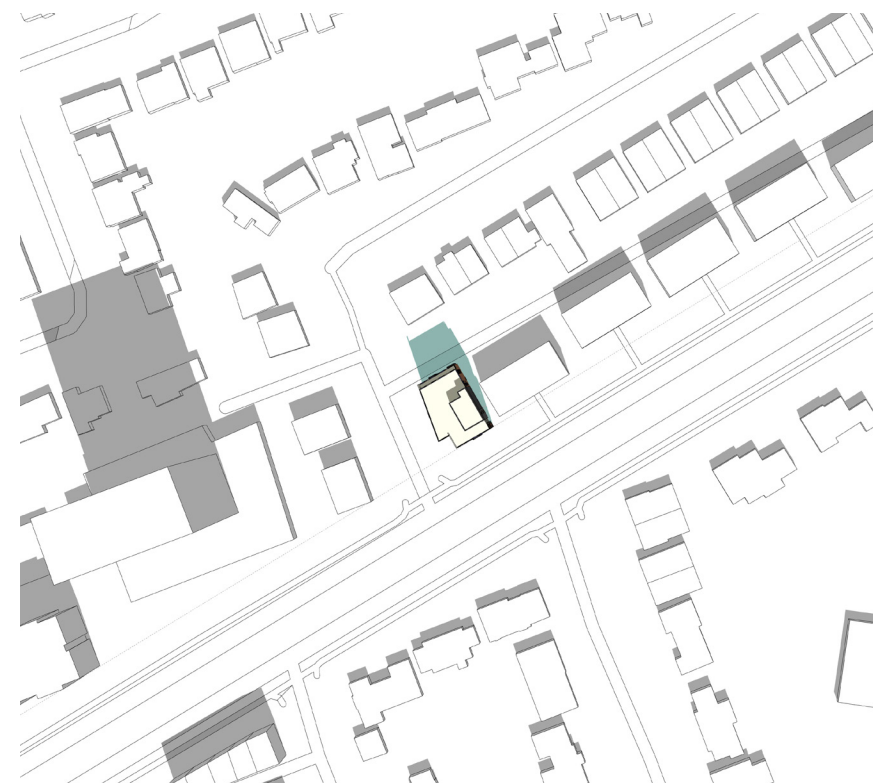
12:00pm



4:00pm



8:00am



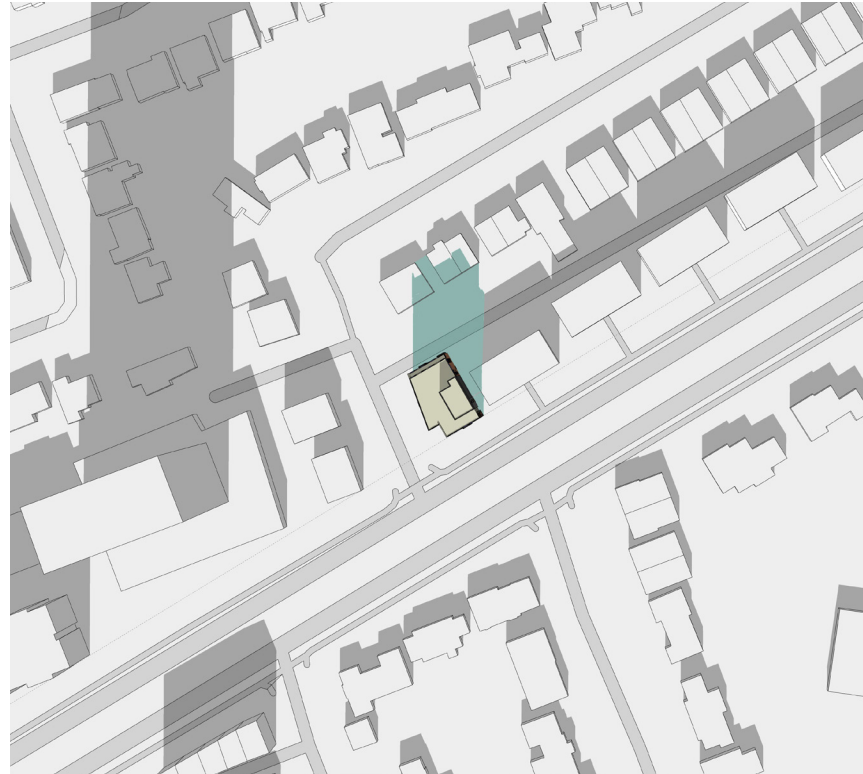
12:00pm



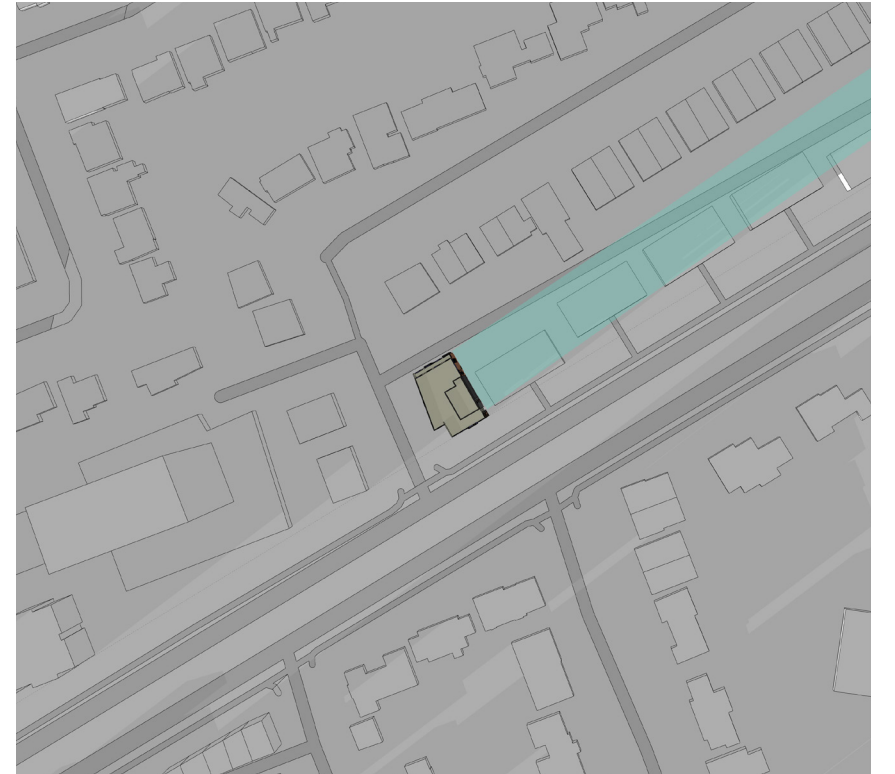
4:00pm



8:00am



12:00pm



4:00pm

Design Brief:

The proposed residential building will include units ranging from 402 sq.ft to 717 sq.ft, varying from studios to two bedrooms.

Residents will enter the ground floor from the corner-site entrance, on the south-west face of the building. The building front will be setback 22.25m from Carling Ave to accommodate the future road widening. The ground floor will offer four suites and provide shared amenities including a bicycle storage, garbage room, and a mailroom. The upper floors will each have six suites, with the last floor providing five suites plus a private terrace for north facing units. The rooftop will offer 150 sq.ft of exterior amenity space. Around the building, tenants will be 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. Ten new spaces will be provided, with 2 designated visitor spaces. The new parking will be sized for small cars. Additional parking, roughly 30 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 and fence on the north are to remain. These provide natural shade and privacy to the residents north of the property. To allow parking without disrupting these trees and their roots, bumper curbs setback roughly 0.4m from the existing curb will be installed. The tree on the front of the property, along Carling Ave, will also be preserved.

The proposed building will also step up in height from the rear yard to the front, creating a transition in scale from the low-rise residential neighbourhood to the north. This transition differs slightly from the zoning requirements; where the city recommends 11m, we are proposing 13.22, and where the max height is set at 20m, we are proposing 16.35m. 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 functional floor plans.

Finally, the building maintains a connection to Carling Avenue with a fully glazed lobby, visible from both Bromley and Carling. The shape of the building, with its angled wall and inset entrance, is in direct response to the visibility requirements of a corner lot. 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 function of the building as a fully residential proposal.

Building cladding will consist of wood-effect 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 Guideline

1: Locate new buildings along the public street edge.

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

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.

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.

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

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

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

Response

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.

The proposed building defines the street edge and maintains continuity of 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.

The proposed building has a fully glazed corner entry and angled wall facing the Carling/Bromley intersection. This creates a dynamic view from the street and enhances the mostly residential streetscape along this portion of Carling.

The proposed building steps up in height in the rear yard to create a transition in scale from the low-rise residential neighbourhood to the north. The existing property setbacks require a transition in scale from the rear property line. At a distance of 0-20m from the rear property line, the maximum building height is 11m. The proposed building is 13.22m. At a distance of 20-30m from the rear property, line the maximum building height is 20m. The proposed building is 16.35m.

Although this first step back is taller than the recommended zoning height, the building remains below the max 20m height and provides a generous rear yard setback of 8.2m. Compared to the future high-rise building planned across Bromley, the proposed building retains an approachable human scale while providing much needed density.

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.

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

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.

Urban Design Guideline

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

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

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

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

Response

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

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.

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

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