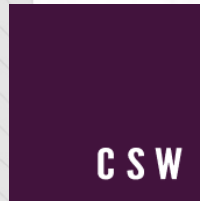


# 1650-1660 CARLING

DESIGN BRIEF

RIO  CAN™

**FOTENN**  
Planning + Design



IBI GROUP



**HOBIN**  
ARCHITECTURE

DECEMBER 19<sup>th</sup>, 2022

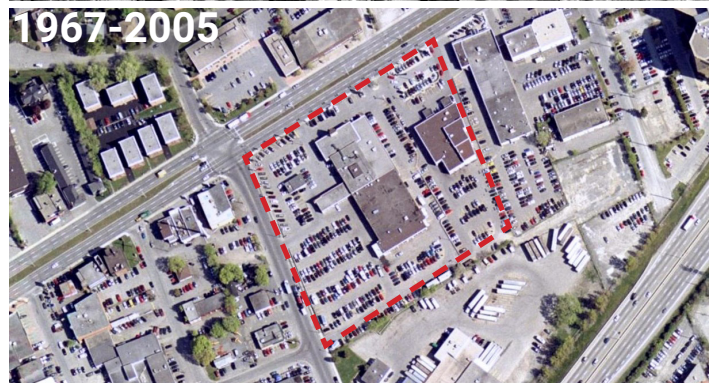
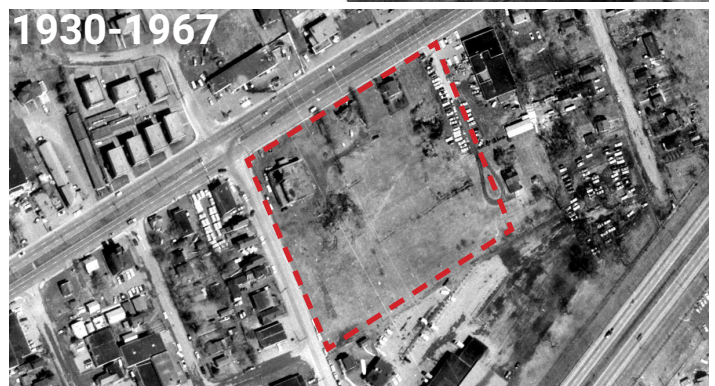
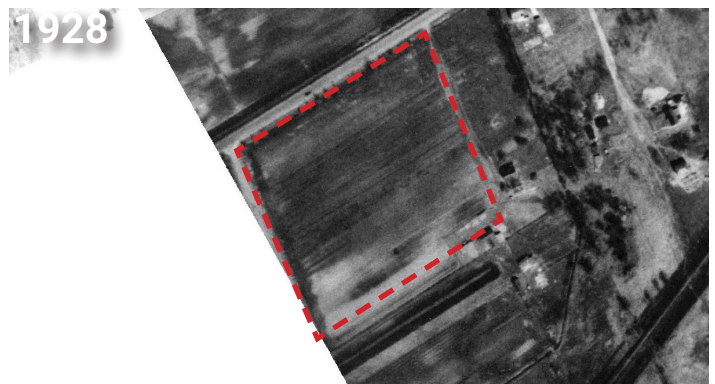
# 1650-1660 CARLING

## DESIGN BRIEF

### HISTORICAL CONTEXT

Located south-west of the downtown core, our site at 1650-1660 Carling was first, as most of the properties outside of Ottawa, occupied by farming activities. Farming continued until the late 1920's when the city boundaries finally stretched out beyond our site. From the 1930's to the late 50's, the site took on a more industrial use and was surrounded by a diverse fabric which ranged from industrial uses, singles family homes and low-rise apartment buildings. Coinciding with the arrival of the Queensway in the early 1960's our site became home to a car dealership. It continued to fuel the auto industry demand until 2005 when the site was once again transformed to accommodate a new Canadian Tire store. Since then, only minor changes have occurred on site and remains unchanged.

As Canadian Tire closes its doors, this site will move on to its next chapter. This centrally located site offers an exceptional opportunity for redevelopment that would see itself transformed into an exciting mixed-use development. We envision the 1650 Carling site becoming a vibrant "micro urban core" that will thrive off of the synergy created with the redevelopment of the neighbouring site to the south of us. The proposed mixed use density will benefit from its close proximity to the future (BRT) transit station at the corner of our site, close access to the Queensway and multi-use pathway network. This new urban community would feature a proportionate mix of residential, commercial and retail uses centered around the large public open space. Designed with versatility in mind, this urban oasis could host various cultural events, while providing daily enjoyment for its live/work residents. This unique urban village would offer a truly unique living experience while becoming a vibrant and exciting addition to Ottawa's urban fabric.



# CURRENT SITE CONTEXT

**WESTWARD** – Our site borders Clyde street to the west followed by a fabric containing a variety of small, low-rise industrial uses.

**EASTWARD** – The eastern edge of the site is bordered by two car dealerships and followed by Churchill Ave.

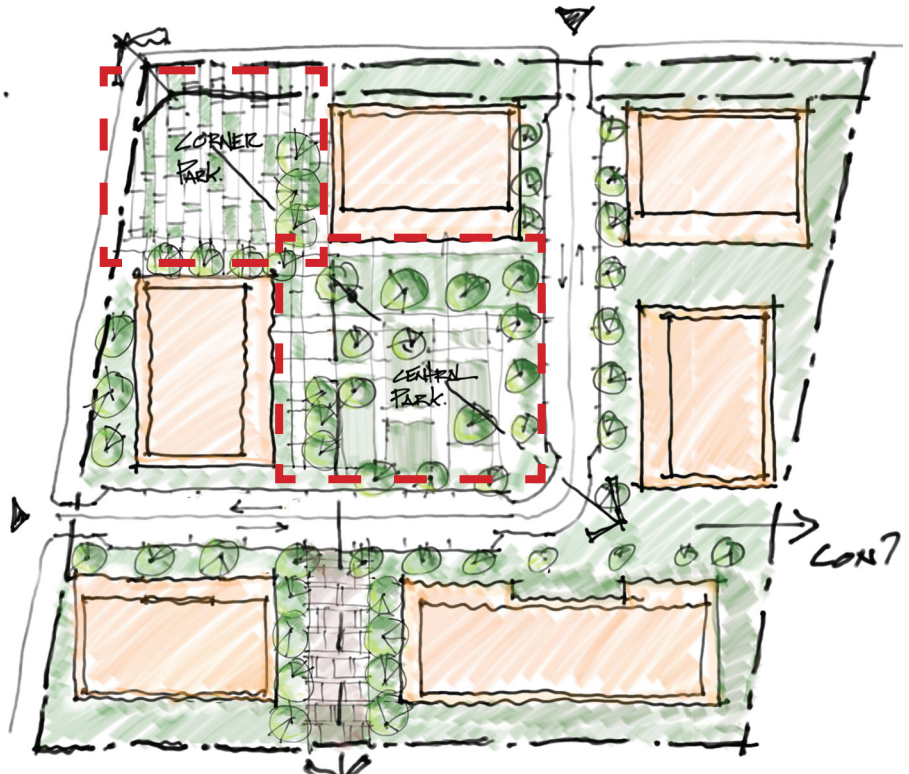
**NORTHWARD** – The northern edge of the site is bound by Carling Avenue. Low rise commercial occupies the site north of Carling. The northern edge of Carling can be characterized by a low-rise commercial retail fabric. The property directly north of our site will likely see some densification and transformed into a Mixed-Use development.

**SOUTHWARD** – The southern edge of the site is bound by the Queensway. The Dairy site, located between the queensway and our site, has recently been rezoned to accommodate several mixed-use high rise towers along the queens way.



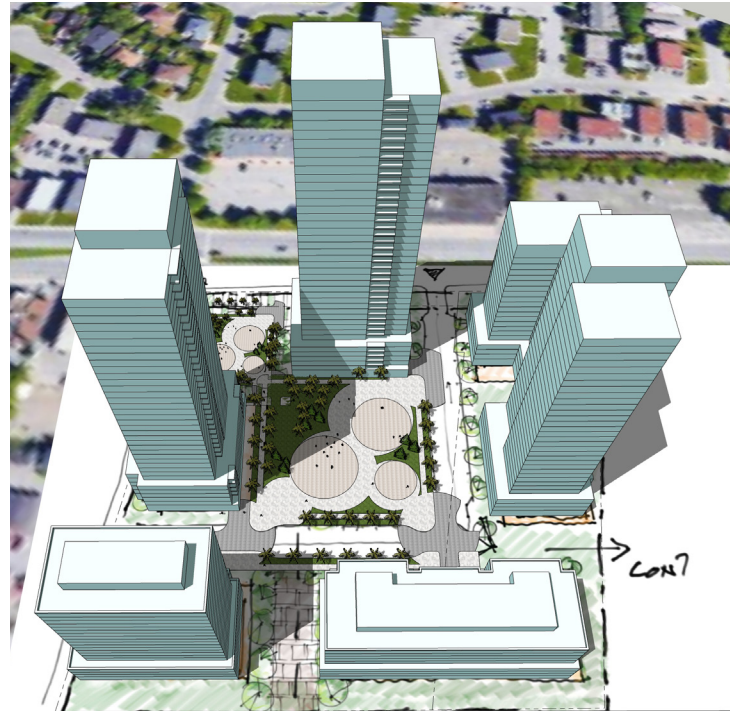
# MASTER PLAN CONCEPT

The fundamental principle shaping the master plan is the development of a mixed-use transit-oriented community that is centered around two large vibrant public spaces. This network of public spaces is intended to be the “living room” for the community and will provide a source of vibrancy and animation at the heart of this new micro urban core. The large green space at the corner of Clyde and Carling will be a privately owned public space and animated by commercial retail edges at its perimeter. The other large public space will be dedicated as park land and provide additional exterior green space for the residents and visitors of this development to enjoy and play. Smaller green spaces, or “nodes,” will vary in their identities but will all play an important role in connecting the public fabric of this development together. Careful consideration for the character and quality of these spaces is critical to their success. Studying the patterns and impacts of prevalent winds and sun exposure to these spaces is essential in creating quality spaces that are enjoyable throughout the various seasons. Ensuring adequate sun exposure to these public spaces is instrumental in establishing the proposed building heights for the development.

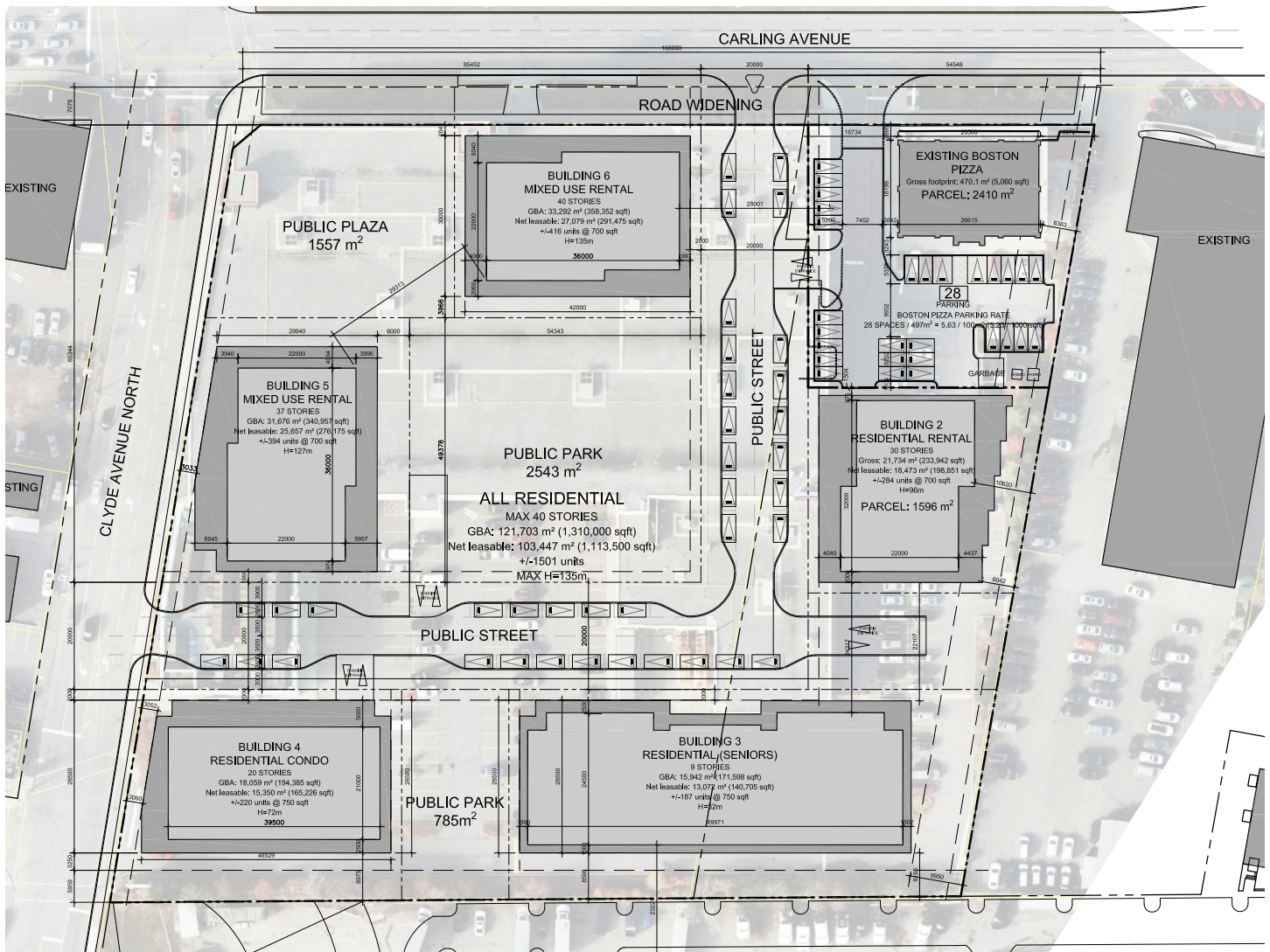


The redevelopment of this site would seek a much higher density and would be supported by various building typologies. Ranging from midrise building forms along the southern edge to high rise forms along the north. While considering our proposed massing along with existing and future context, we have reduced the building heights along the southern edge of our site and allowed for taller forms along the north edge adjacent to Carling. Providing a substantial gap between the two high-rise forms in the north-west corner will optimize sun sunlight through the site in the afternoon. Specific uses for the parcels are not yet finalized, but ground level uses fronting onto the public space will need to be conducive to the public realm and its pedestrian experience.

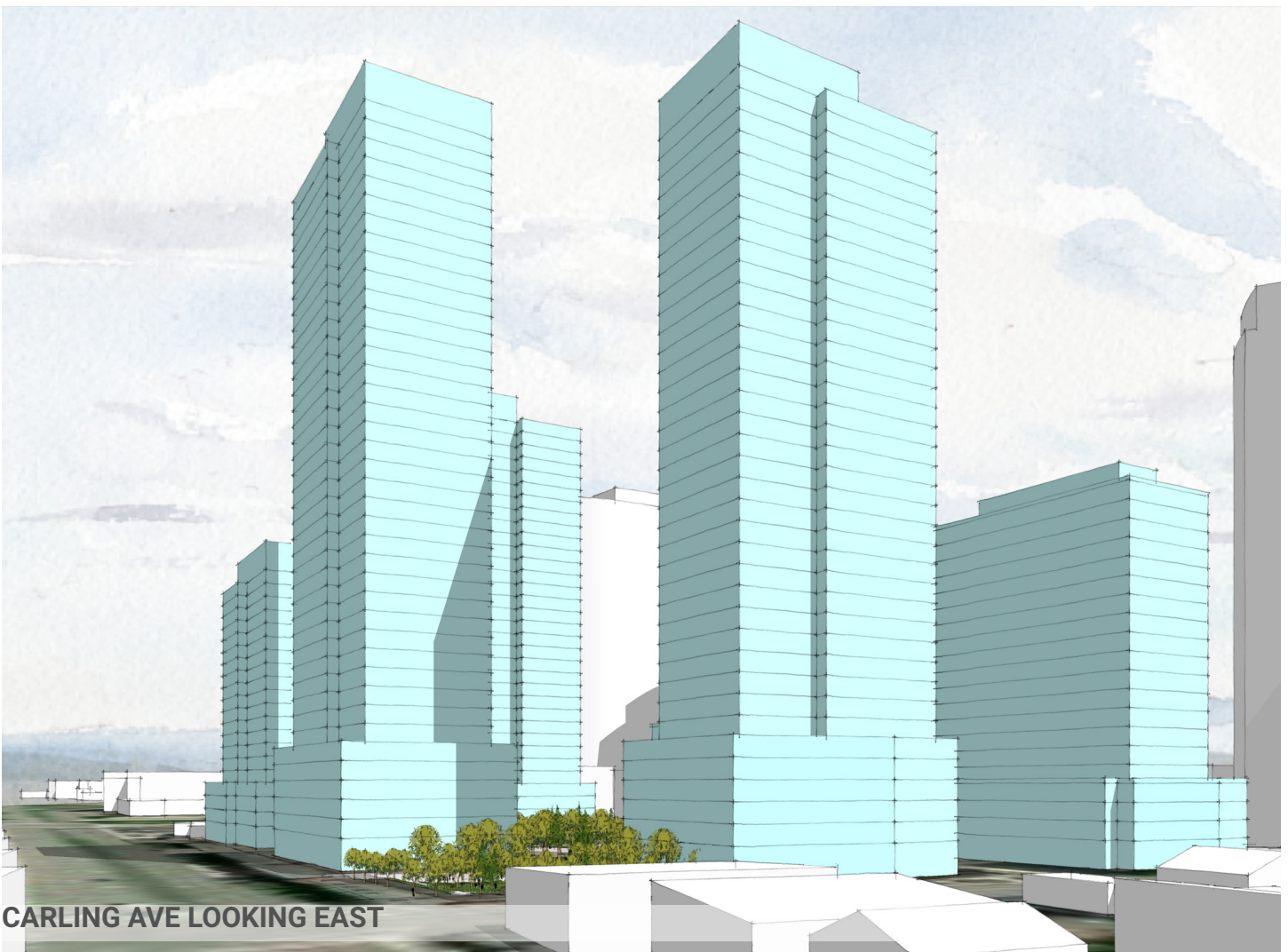
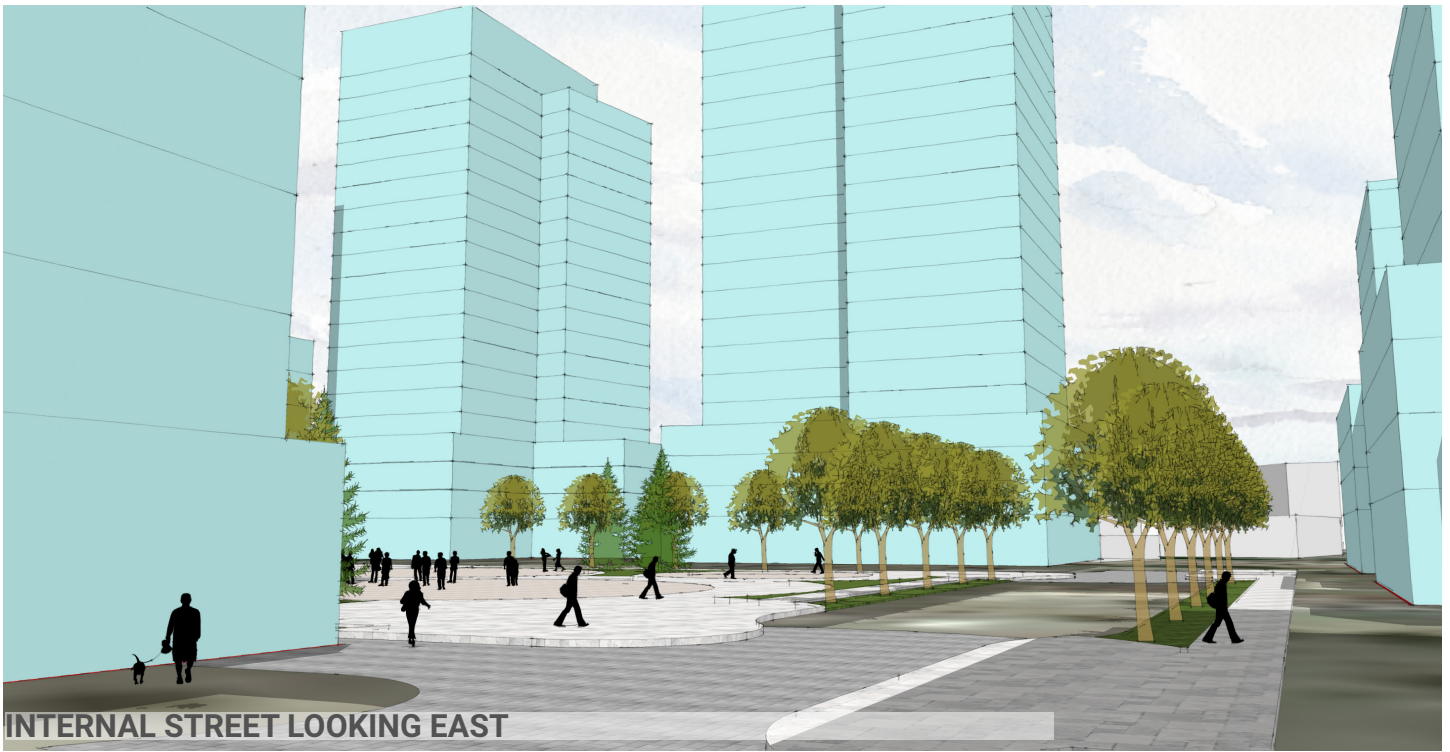
## CONCEPTUAL SITE MASSING



## CONCEPTUAL SITE PLAN



## ADDITIONAL SITE MASSING VIEWS



## ADDITIONAL SITE MASSING VIEWS



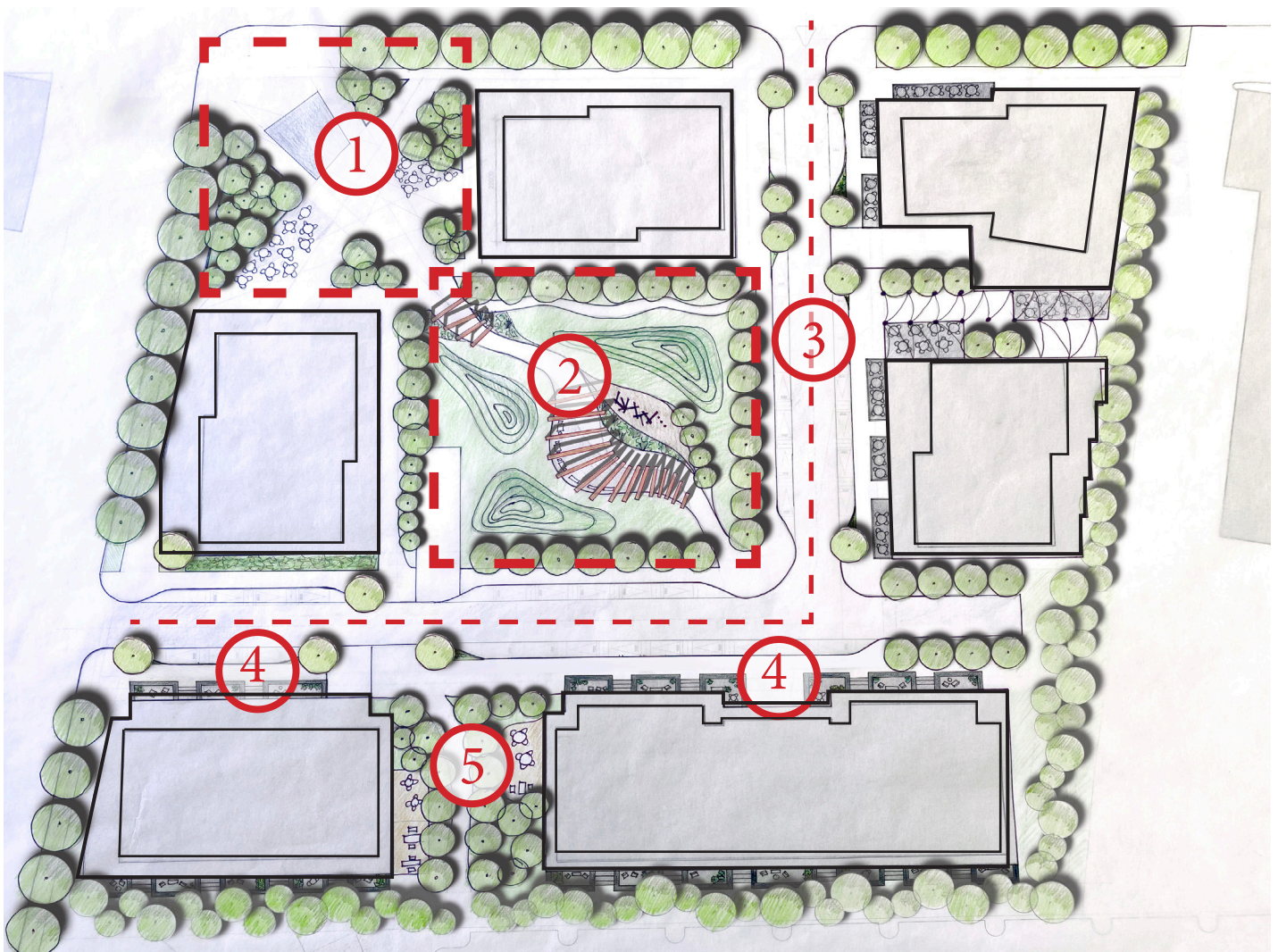
# KEY DESIGN CONSIDERATIONS

The following design considerations should serve as guidelines to help shape both the public realm and the built environment in order to achieve the desired mixed-use environment.

## GREEN SPACES & LANDSCAPED CONNECTIONS

The overall site is a highly permeable development with a strong relationship to its edges. Access and circulation through the site is maximized and designed to support safe, barrier free circulation to all site features/spaces. The landscape is planned to enforce the positive experience of pedestrians and the basic functional needs of vehicles. In the context of a large development such as this one, it is critical to consider the hierarchy of streets, public spaces and linkages between these spaces to ensure that the development is not designed in isolation, but rather in a manner that relates to its current and future context. The two central landscaped areas of the development will be the anchor to the green space infrastructure. These large spaces are intended to be the “living room” for this new community. Adjacent buildings should anticipate ground level uses that will support the animation of the open public space.

The primary landscape components are comprised of a: Corner Park, Central Park, Interior streets, Residential Thresholds, and Transitional Space (to the south).



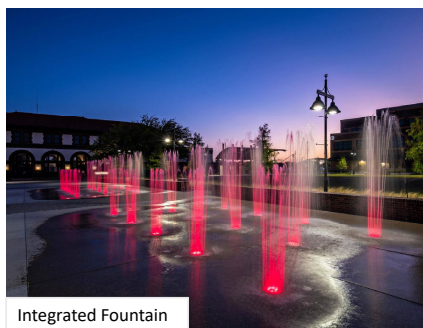
# 1-CORNER PLAZA

Located at the northwest corner of the site, this highly urbanized space is a focal point along Carling Avenue. The space welcomes pedestrians into the development via the intersection and potential future LRT station. The plaza boasts large, paved, open areas allowing for a flexible program that can accommodate large group gatherings to small patio spaces. The overall plaza and subsequent spaces are organized with long straight lines apparent in hardscape features. The planting follows a non-linear/organic arrangement creating a contrast to the hardscape.

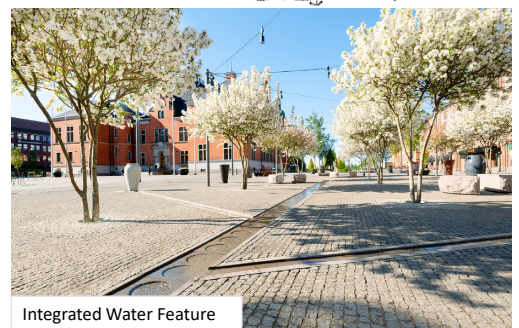
Much of the plaza will be paved with highly durable materials (concrete and/or high-quality unit paving) to visually breakup the space and accentuate desire lines. Large, raised planters accommodate the required soil volumes needed to grow trees and separate them from the winter impacts of snow removal and deicing salt. A ground-spray water feature will add a fun and dynamic element and animate the plaza day-and-evening. The space will offer lots of seating opportunities through integration with other features.



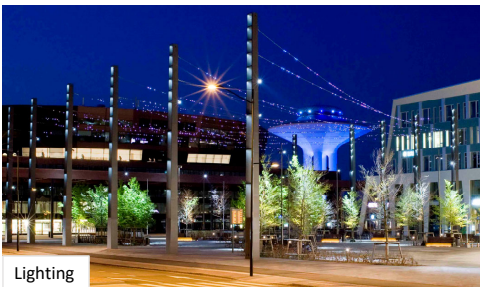
Modern Paving Patterns



Integrated Fountain



Integrated Water Feature



Lighting



Seating



Large Mounded Planters

The plaza is open along the municipal streets, maximizing edge permeability to attract people. Ground floor commercial use of the adjacent towers can extend their program/use into the plaza in temporary or permanent capacities.

Potential Opportunities: In support of Low-Impact-Design, surface water could be diverted to rain gardens/ bioswale at the edges of the plaza, and the fountain water could be used for planter irrigation.

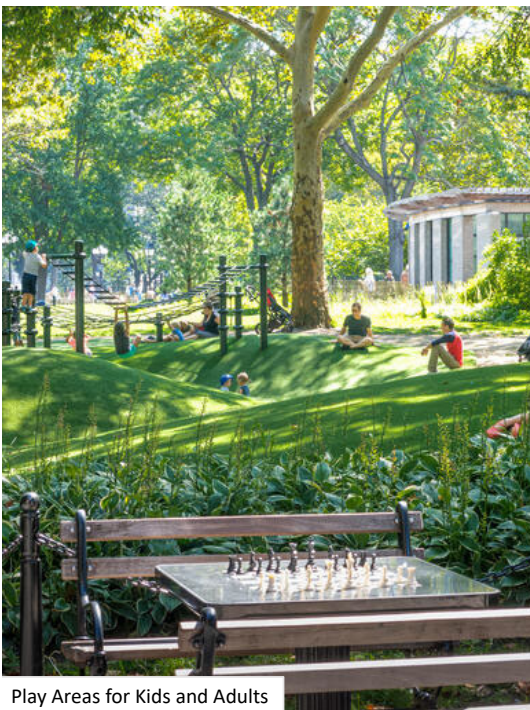




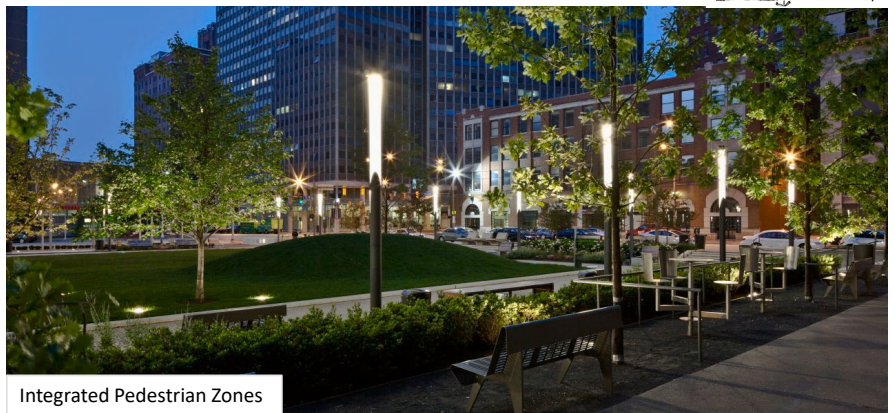
## 2-CENTRAL PARK

Located in the center of the site, the park is flanked by streets to the northeast and southeast and tall buildings to the southwest and northwest. This park serves as the 'backyard' and recreational green-space for the development. The park features are organized in a very organic fashion, with an orthogonal layout of trees. This purposely contrasts the urban/orthogonal design the Corner Park (urban plaza).

Most of the park is open grass that can be used for a variety of active and passive recreational needs. Large grass berms allow people to play and lie-on with a dynamic choice of views. The berms also function as a winter play element for children in the winter. A winding central walkway draws people through the park and encourages them to slowly meander and engage with the adjacent landscape features. Lots of benches and a variety of seating opportunities are framed with a large overhead structure that reinforces the pedestrian scale and use of the park. A playground is situated center of the park and the play equipment should encourage imaginative play.



Play Areas for Kids and Adults



Integrated Pedestrian Zones



Wooden Benches



Open Gathering Space

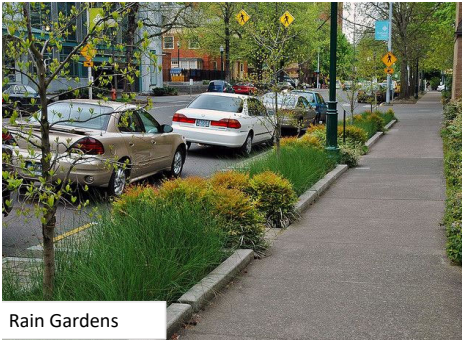
The park edges are contiguously paved with wide walkways that allow the adjacent ground floor commercial to 'spill out' and activate the edges of the park.

Potential Opportunities: Animating the overhead structure with lights and sound/music to provide a unique user experience for all times of day and season.



### 3-INTERIOR STREETS

This highly functional facility traverses the interior of the site, separating the park from the eastern buildings. While the streets are designed to accommodate vehicular circulation and on-street parking there is a strong relationship to the pedestrian realm of the sidewalks and building ground floors.



Rain Gardens



Dynamic Planting



Shared Streets



Tactile Paving



Water Infiltration

On-street parking areas are concrete such that the perception and experience reinforces the pedestrian realm through continuity of materials. Minimizing the extent of asphalt of the vehicular travel lanes helps with traffic calming and identification of the zones of the road. Wide sidewalks allow for passengers to exit parked vehicles, while the pedestrian zone of the sidewalk is wide to accommodate high volumes of people.

The street sidewalks maximize the potential connectivity between pedestrians and building entrances while also providing break-out space for ground floor commercial needs such as patios and vendor displays.



## 4-RESIDENTIAL THRESHOLDS

These spaces define the exterior edges of the two southeast buildings. These edges are the 'front-yards' to the residential buildings and transition people from public realm to private realm.

The edges may be defined with low walls, decorative fencing, small trees and planting complimentary to the identity of the respective architecture. A lush and seasonally interesting planting design will make the space feel connected to the respective residential buildings. Planting beds are grade separated from the sidewalk to reduce winter maintenance impacts.

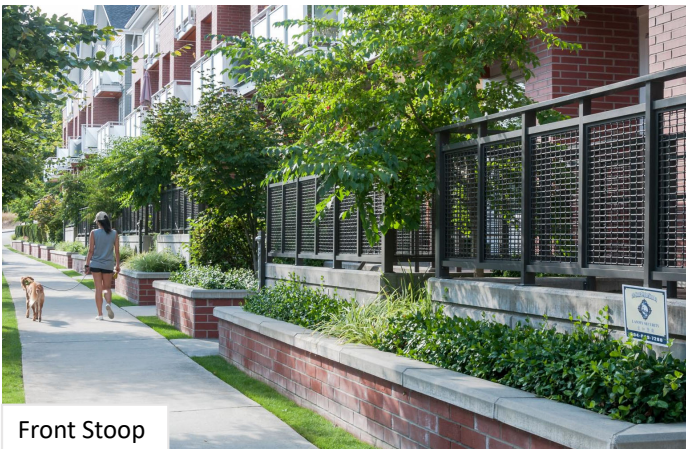
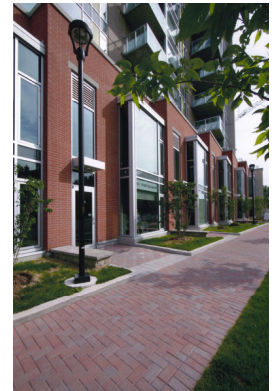
The spaces also act as a lush buffer that softens the experience of the highly functional and urbanized street corridor. Potential Opportunities: Where possible, exterior space will be given to residential units in the form of a patio or stoop.



Bike Racks



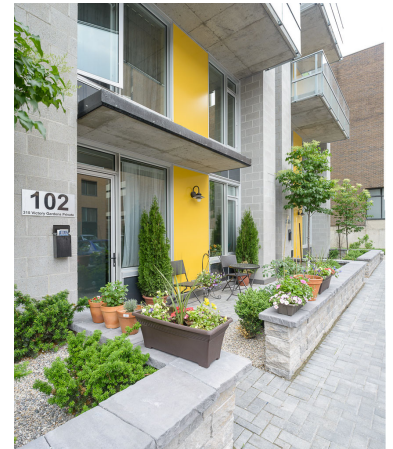
Public/Private Separation



Front Stoop



Semi-Public Patio/Garden

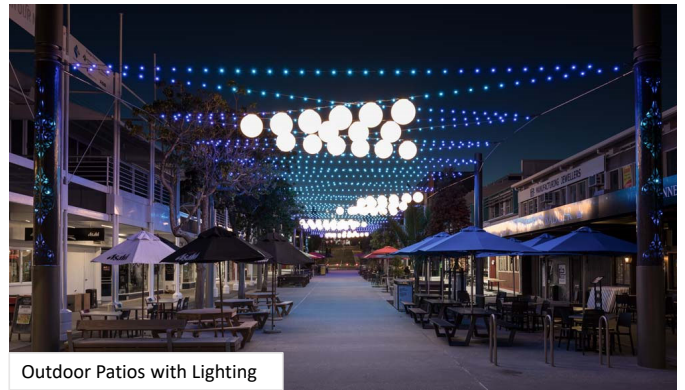


## 5-TRANSITION SPACES

This pedestrian connection between the adjacent property to the south and this development, acts like an entrance. This space will be the first/last impression of this development for people coming and going.

The edges of the space are framed with large trees while the central walkway will be a durable and distinctive paving. An overhead feature will support the pedestrian scale of the space. Lots of accessible seating will be provided along with a lush landscape that defines the edges of the space. As a pedestrian connection that is expected to be used day and night, lighting will be integrated in the landscape.

This connection space will likely contrast the design experience of the separate development property to the south and will, therefore, be a string introduction into this urban development.



## PUBLIC REALM

Creating a strong public realm will be critical to the success of this development. Establishing a framework to achieve a quality public realm is foundational to the development of each future phase of development on this site. The following themes are inherent to proper functioning of the public realm and should be carefully considered in order to successfully establish a quality urban fabric where people will want to live, work and play.



## PEDESTRIAN EXPERIENCE

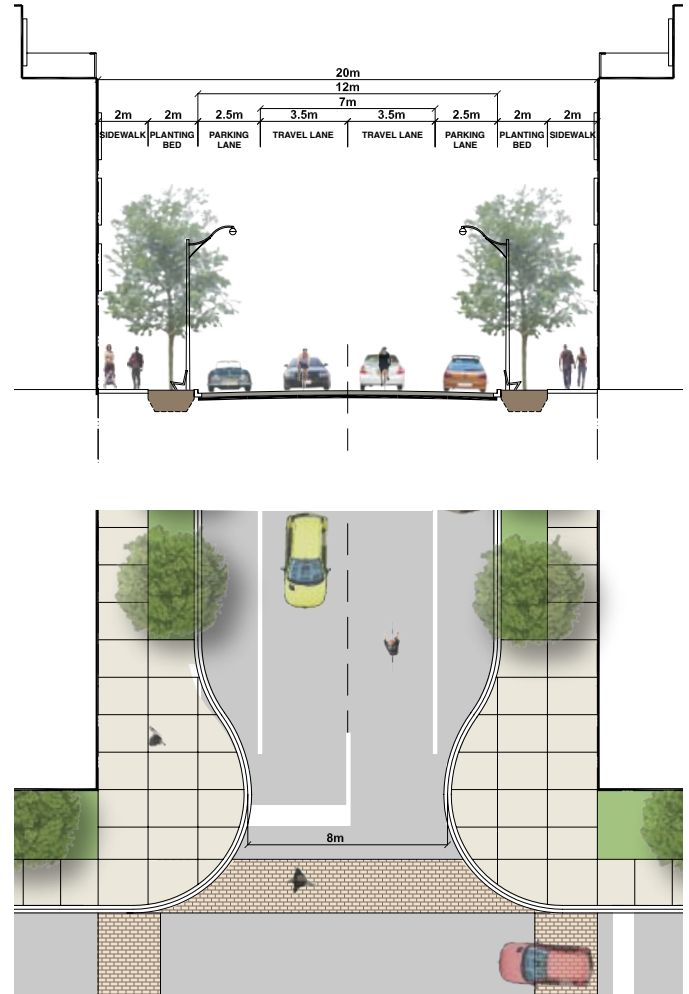
Creating and maintaining a strong pedestrian experience is a vital aspect for the vision of this site. Weekend or weekday, we should anticipate that all the streets will be regularly used by pedestrians and should be designed as such. Understanding the hierarchy of the street is important in prioritizing the various pedestrian experiences by designing appropriately scaled edge conditions supported by complementary programming along those streets. Carling and Clyde busy streets which move a large volume of vehicles throughout the day, in contrast, our internal street will have a different relationship to our site and should ideally become secondary to the functioning of the site rather than a busy thoroughfare. Promoting various uses along the internal street will contribute to improving the pedestrian experience and overall street animation.



## STREET ANIMATION

Carefully curating the mixed-uses on this site will be critical to this project. Seeking synergy between various uses is imperative in creating and maintaining a vibrant urban experience for both the existing community and our proposed development. We anticipate that some of the retail tenants will animate the sidewalk spaces with their own programs. We envision a landscape treatment along these streets that provides spaces where people can rest and interact, further contributing to the liveliness of the streets. Additional efforts should be made to ensure that any non-animated uses facing streets are properly addressed to avoid adversely impacting the pedestrian experience.

To further support the notion of street animation, proper road right-of-way's are important components for the circulation infrastructure of the site. The internal street is proposed to be 20m R.O.W. These will provide sufficient space for both pedestrians and vehicular traffic to circulate while maintaining a green landscape buffer along the street edges.



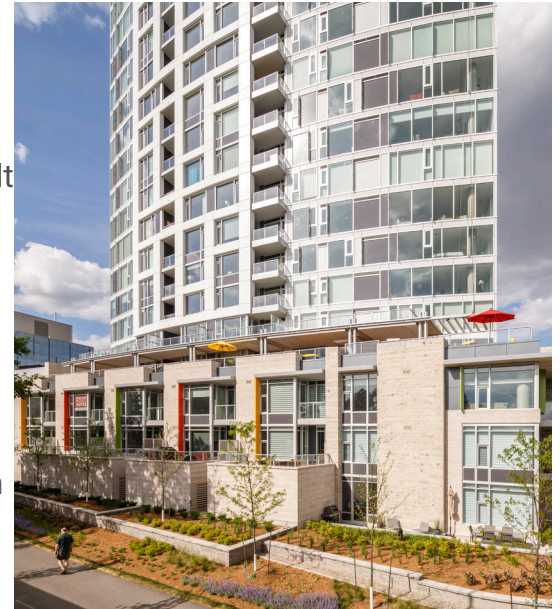
## RETAIL VISIBILITY

Visibility is fundamental for any commercial or retail viability. Ensuring that retailers are highly visible and are functionally supported by their logistical requirements is critical in attracting key tenants. Creating a balance of residential, office, commercial and retail uses is also important when considering the synergy of the development with the existing context.



## BUILT FORM

The envisioned development positions itself to support the future bus transit network situated at the corner of our site. From mid-rise to high-rise, appropriate building typologies will address the anticipated densities for the development. The built environment will need consider scale, materiality, relationships to both the open spaces and the built environment along with its sun and shadow impacts. Taller built forms will be consistent with the city's high-rise design guidelines. The high-rise built form will address the three distinct building elements listed in the guidelines; the ground level edge condition and podium, the main body of the tower and the articulation of the top. As the project evolves, each building should invoke its own identity while adhering to these underlying foundational principles.



## STREET EDGE AND PODIUM CONDITION

Throughout all our projects, we take great care in ensuring that the interface between our proposed built environment responds to and supports the existing fabric in which it is inserted in. Understanding and acknowledging the existing context through thoughtful architectural expression is critical to the way people experience and interact with the architecture. The architectural expression should respond to the context through appropriate scale of podium elements and use of complementary materials. As previously mentioned, the architectural expression at grade is often driven by internal uses and is therefore critical to carefully plan internal uses appropriately along active edges of the building.



## TOWER BODY

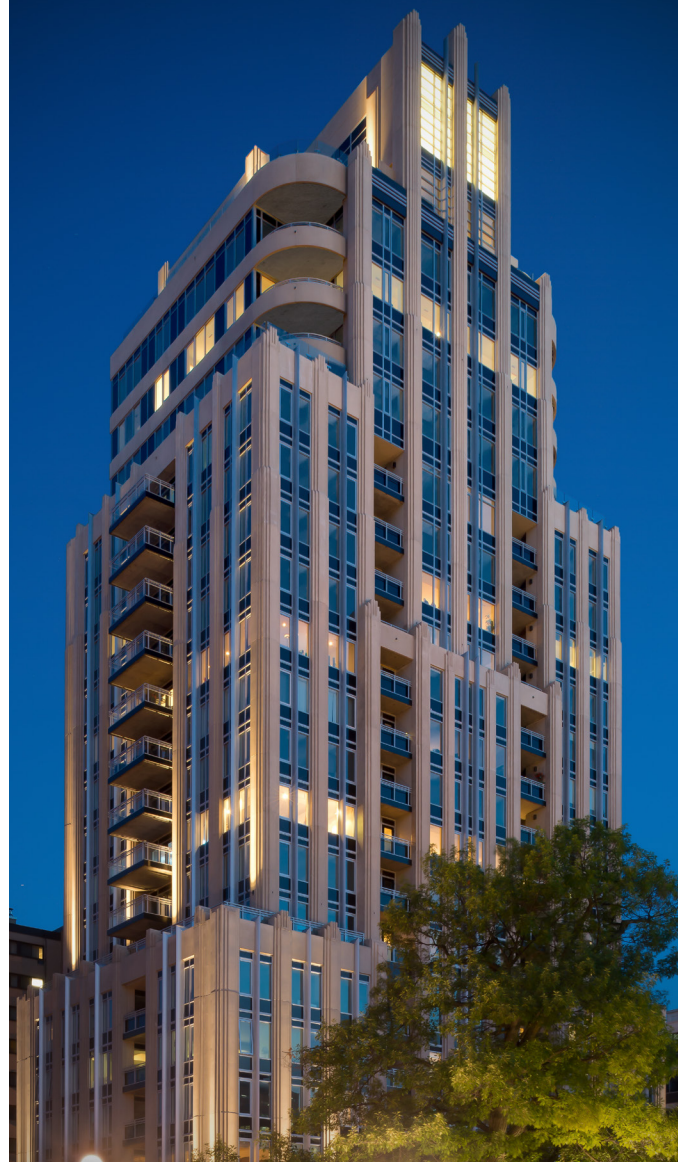
The body of the tower is where we find the greatest degree of repetition and presents great opportunities for creativity. Managing scale and proportions are important considerations that are affected as the tower increases or diminishes in height. Typically, our elevations would consider the following materials, or a combination of, window wall or curtain wall, aluminum panels and masonry. The choice of materials will be influenced by overall building height due to buildability. The architectural composition of each building will vary due to a variety of factors.





## HIGH-RISE CROWN

The distinct treatment given to the “top” of a high-rise building is an opportunity to punctuate the buildings’ identity. Whether through form, program, materiality or lighting, the crown of the high-rise building should positively contribute to the city skyline. Our design process considers the incorporation of the mechanical penthouses into the architectural design and encourage a seamless transition between the programmatic elements such as interior/exterior amenity spaces and the more functional uses required in high-rise buildings.



## URBAN FABRIC

The urban fabric considers the relationships between form, building elements as a whole, materials and scale, which allows us to establish our own relationship in the built environment. Creating a strong and rich urban fabric will be important given the lack of built context around the site. As previously mentioned, careful consideration needs to be given to the pedestrian experience and the relationship of streetscapes to buildings. The various ground level uses fronting onto streets must contribute positively to the ground level edge conditions and be appropriately scaled to complement the pedestrian experience. Additionally, using durable materials such as masonry, stone, and wood will provide a sense of familiarity to the users. Each of these elements will work together to bring a renewed vitality to this area.



## TRAFFIC, PARKING & SERVICING

We anticipate various underground parking structures to fulfill the needs of the proposed and future uses on the site. Given the proximity to the future LRT and existing public transit, parking rates may be lower than similar scaled developments in less connected locations. Consideration will need to be given for servicing, shipping and receiving for small to large commercial tenants and operational functions for residential uses.

## IN SUMMARY

We believe through thoughtful design and planning our vision will bring renewed vitality to the area while taking advantage of the unique proximity to the current and future transit available to the community. This unique urban village will offer a truly complete community lifestyle while becoming a vibrant and exciting addition to Ottawa's urban fabric.