

URBAN DESIGN REVIEW PANEL REPORT

Project:	2213 – 1657 Carling Avenue	Date:	01 October 2024
Hearing Date:	07 September 2023	Pages:	48
Comments Received:	10 October 2023		
File No.	PC2024-0317 / D02-02-24-0032		

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Ryan Koolwine | Principal
M. Arch, OAA

RESPONSE TO UDRP RECOMMENDATIONS

Project:	2213 – 1657 Carling Avenue	Date:	16 October 2023
Hearing Date:	07 September 2023	Pages:	5
Comment Received:	10 October 2023		

Key Recommendations

- The Panel recommends approaching the landscaped and surface parking areas of the courtyard/forecourt more holistically, with surface treatments that feel part of the pedestrian realm.*

 - Consider a woonerf style courtyard/forecourt area, that blends the landscaped area with the surface parking, while simultaneously reducing the surface parking as much as possible. The area should feel like pedestrian space that is shared with vehicles.*

Please refer to comments below in the Site Design & Public Realm Section.
- The Panel recommends giving greater consideration and study to the angular plane and the effects of the proposal on the adjacent residences at 376 and 390 Tillbury Avenue.*

Please refer to comments below in the Site Design & Public Realm Section.
- The Panel has concerns with the tower floorplate size exceeding the 750m² in the City's high-rise guidelines. Ensure the guidelines are adhered to at 750m².*

Please refer to comments below in the Built Form & Architecture Section.
- The Panel strongly supports the architectural approach to the 6-storey podium and the tower.*

 - Consider foregoing the 7-9th storey transition between the podium and tower, which adds unnecessary bulk to the building design, and consider transitioning directly from the podium the tower.*

Please refer to comments below in the Built Form & Architecture Section.
- The Panel recommends addressing the heaviness of the tower by lightening the colour palette to create more apparent play of light and shadow with the balconies.*

Please refer to comments below in the Built Form & Architecture Section.
- The Panel suggests bringing the woven treatment of the podium down to grade level, especially along Carling Avenue, in order to help ground the building.*

This comment is noted and will be considered. That said, the nature of retail spaces require ample frontage on the street with significant amounts of glazing which could make implementing the woven treatment difficult. We will likely be more able to accommodate this on the courtyard side of the building.
- The Panel has concerns with the 3m/4.5m setback along the western property line and the tight condition it creates between residential units and the neighbouring property.*

 - Consider providing a more generous setback along the western property line.*

Please refer to comments below in the Site Design & Public Realm Section.

Site Design & Public Realm

- The Panel has concerns with the 3m side-yard setback being proposed along the western property line.*

The 3m interior side yard setback is along the face of the building in areas intended for bedrooms. Living spaces will be adjacent the recessed patios and balconies which offer an additional 1.5m setback. A 4.5m setback is a very liveable and will offer no ill effects on the few units that have this exposure. Keep in mind

as well that the development on the neighboring property to the east has much tighter interior side yard setbacks that go down to zero in some locations.

- *The Panel recommends reducing the surface parking area as much as possible.*
Noted, however the building does contain 4 retail units along with 390 units, so there will be demand for short term parking, as well as pick-up and drop off spaces. The surface parking as designed is completely shielded from both Carling and Tillbury.

- *The Panel appreciates the description in the presentation of this parking area as a courtyard space, however what is currently proposed reads as a parking lot.*

- *Consider adding more landscaping in order to create a courtyard space. A lush courtyard space will also create a buffer from Tillbury Avenue. The courtyard design should be explored further in order to fulfill the description and intended vision for that space.*

We are confused by this comment as we described in detail the landscaping shown in the design package. The building has a very generous setback from Tillbury in order to create a park space and this park is then carried into the courtyard of the building. This includes features such as raised planters, benches and other elements of outdoor furniture. Separating the parking from the ramp is another area of planting which is meant to obstruct the view of the ramp and will include small trees and taller shrubs.

In a recommendation under in the “Built Form & Architecture” section, the panel suggests “Consider placing any ground floor amenity space on the courtyard, potentially swapping with the bike storage area.” This seems like an odd suggestion to make if this area reads like a parking lot.

While we have yet to complete a landscape plan, this will be done for the site plan control submission, where we will also provide more specifics of the specific planting being proposed to ensure that this space feels like a courtyard and not simply like a parking lot.

- *The Panel recommends giving more consideration to the residences adjacent to the site at 376 and 390 Tillbury Avenue when studying the shadowing effects and the angular plane.*
Noted.

- *The Panel appreciates the soft landscaping and heavily treed buffer proposed along Tillbury Avenue to help mitigate the looming effect of the tower on the lowrise residential apartments.*

- *Consider doing more to address the condition with regard to 376 and 390 Tillbury Avenue. Consideration needs to be given to the impacts this site will have on those residents and homes.*
- Noted.

- *The Panel recommends further studying the functionality of the ground plane. Ensure there is an appropriate radius for delivery and service vehicles.*

A traffic study has been completed for the project and confirms that the site is fully serviceable for deliveries, garbage collection and emergency vehicles as designed.

- *The Panel recommends implementing a surface treatment in the ‘courtyard’ space that is more consistent with a pedestrian-first space.*

- *Consider blurring the lines between the pedestrian landscaped portion and the vehicular space by using paver treatments and landscaping as a means of creating a more pedestrian-first environment overall.*

The specifics of the hard landscaping will be further developed during the site plan control submission, however there are concerns over cost and long-term wear related to using paving stones.

- *Consider designing the forecourt area as a woonerf style courtyard.*

This can be considered as we develop the landscape design further.

- *Consider reducing the number of surface parking spaces proposed.*

We foresee a practical need for these surface parking spaces to properly serve the building. That said, we will look to see if we can remove one or two parking spaces in the future.

Sustainability

- *The Panel recommends giving more thought to how this proposal could adhere to the City's sustainability standards, such as the upcoming High-Performance Development Standards, and add valuable environmental & social sustainability to the Westboro-Carlington community.*

The High Performance Development Standards are not in effect and are not likely to be for some time. The development will exceed code requirements for energy efficiency and may target higher standards depending on funding opportunities that may become available.

Built Form & Architecture

- *The Panel has concerns with the 30-storey height proposed for the building and the angular plane from residential on Tillbury Avenue. A much stronger planning argument is needed to allow for this height at this location.*
 - *Consider the height of the building directly east on the north side of Carling Avenue is 16-storeys. There is not a strong rationale for more height at this location, given what was granted to 1655 Carling Avenue*
The discussion around suitable height in this location is largely focused on the transition to the low-rise residential uses to the north. At 1655 Carling, there is a lot depth of approximately 40m, and the distance from the rear lot line to the nearest residential building is 15m, this provides an effective depth of 55m in which to provide transition. The subject site is a through-lot with a lot depth of approximately 73m and the nearest residential building is over 26m to the rear lot line along Tillbury. This provides a depth of 109m to provide transition, which is almost double the distance that is provided at 1655. Allowing significantly more depth for transition should permit additional building height.
- *The Panel appreciates the use of the local quarry as an inspiration for the architectural expression. That reference is strong and clear in the design.*
Thank you!
- *The Panel appreciates the woven brick treatment of the podium design, which provides a lively and handsome quality to the proposal.*
Thank you!
- *The Panel cautions against too much use of starkly dark materials.*
 - *Consider lightening up the entire tower portion of the building. The play of light and shadow through the variation in balconies would be more pronounced.*
We disagree. The design proposes all glass balconies which will reflect the sky during all times of day. The contrast of light and dark will be much more evident if the sky reflected in the balconies is set against a darker background colour. The project is also proposing staggered vertical bands of contrasting coloured cladding, and this effect will be lost if the tower is made lighter. Finally, the cladding for the tower will be a metallic panel, offering some sheen as opposed to a matte black material like brick. There are examples of compelling architectural projects with dark coloured towers the world over.
 - *Consider opting for a less visible balcony divider. The dark balcony dividers pose quite a distraction to the horizontal quality of the balconies.*
Noted.
- *The Panel highly recommends the City's high-rise guideline of 750m² floorplates, inclusive of balconies, should be adhered to. As it stands, there is not a strong enough rationale for this project to be granted special consideration to this guideline.*
We understand that tall building guidelines are not standards but recommendations to be considered. We would question why a building that provides balconies would have a limitations on indoor space that a building without balconies would not face. Does this not encourage un-articulated buildings that are devoid of balconies? Is this the direction that is intended for high-rise buildings? I would also question why the 750m² floor plate includes balconies where the Toronto guidelines upon which Ottawa's were based does not.

3.2.1 FLOOR PLATE SIZE AND SHAPE

Limit the tower floor plate to 750 square m or less per floor, including all built area within the building, but excluding balconies.

- Organize, locate, and articulate the tower floor plate to:
 - minimize shadow impacts and negative wind conditions on surrounding streets, parks, open space, and properties;
 - minimize loss of sky view from the public realm;
 - allow for the passage of natural light into interior spaces (e.g. shallow rather than deep floor plans);
 - create architectural interest and visually diminish the overall scale of the building mass; and
 - present an elegant profile for the skyline.
- Provide greater tower separation, setbacks, and stepbacks proportionate to increases in tower floor plate size or height to mitigate resultant wind, shadow, and sky view impacts (see 1.4 Sunlight and Sky View and 3.2.3 Separation Distances).

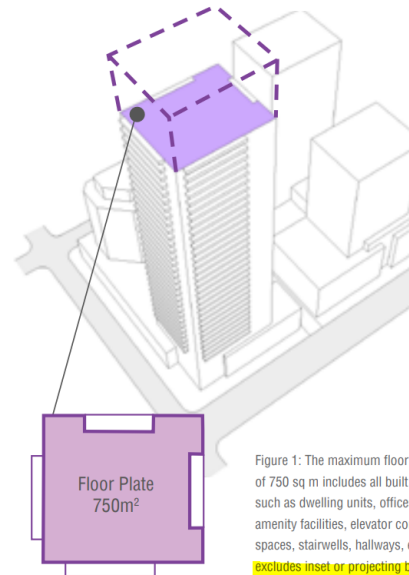


Figure 1: The maximum floor plate size of 750 sq m includes all built areas, such as dwelling units, offices, indoor amenity facilities, elevator cores, storage spaces, stairwells, hallways, etc., but **excludes inset or projecting balconies.**

- The Panel highly recommends pursuing a generous through lobby from the south-west corner of the building (where amenity workspaces are) to enhance and improve the building's access and presence along Carling Avenue.
 - Consider merging the amenity workspaces with a grander lobby area to enhance that through lobby experience as much as possible.
Noted.
- The Panel recommends ensuring that the podium heights and street-wall align with the adjacent existing and proposed buildings.
Noted, the podium and street-wall are in alignment with the development at 1655 Carling, immediately to the east of the subject site.
- The Panel recommends providing more depth to the commercial spaces to help them be successful.
Noted.
- The Panel recommends removing the amenity space on the ground floor or merging it with a through-lobby entrance at the corner of the building.
 - Consider moving the bike storage space to the west side of the building, closer to Carling Avenue and creating a through-lobby area.
Noted.
 - Consider placing any ground floor amenity space on the courtyard/forecourt, potentially swapping with the bike storage area.
We strongly disagree with the suggestion to position a bicycle storage room along the street frontage instead of an amenity space that is designed to promote interaction with the street. Note that the primary outdoor amenity space for the building will be the terrace on the 10th floor facing north, which also features an indoor amenity room. The courtyard space at the entrance to the building is meant more to create a sense of arrival and to facilitate departure.

- The Panel highly recommends a 6-storey podium, foregoing the 7th-9th storey portions that go beyond the tower floorplate.
 - The Panel suggests it would provide for a cleaner form of architecture if, beyond the 6-storey woven podium, the building immediately transitioned to a tower starting at the 7th floor, thereby removing the current 'transition' space that adds superfluous building area and bulk to the building.

While the panel may consider this to be 'superfluous building area', eliminating this transition would result in the reduction of building area by approximately 17,000 sqft and the loss of 21 units residential suites. Unless the panel is suggesting that we could recapture this lost area with increased building height, we would like to make clear that this area is critical to the viability of the project as designed.

Sincerely,



Ryan Koolwine | Principal
M. Arch, OAA

APPENDIX 1 – SUBMISSION MATERIAL

Project:	2213 – 1657 Carling Avenue
Date Submitted:	31 August 2023
File No.	PC2024-0317 / D02-02-24-0032



**URBAN DESIGN REVIEW PANEL
FORMAL SUBMISSION FOR
PRE-CONSULTATION REVIEW**

1657 CARLING AVENUE
31 AUGUST 2023

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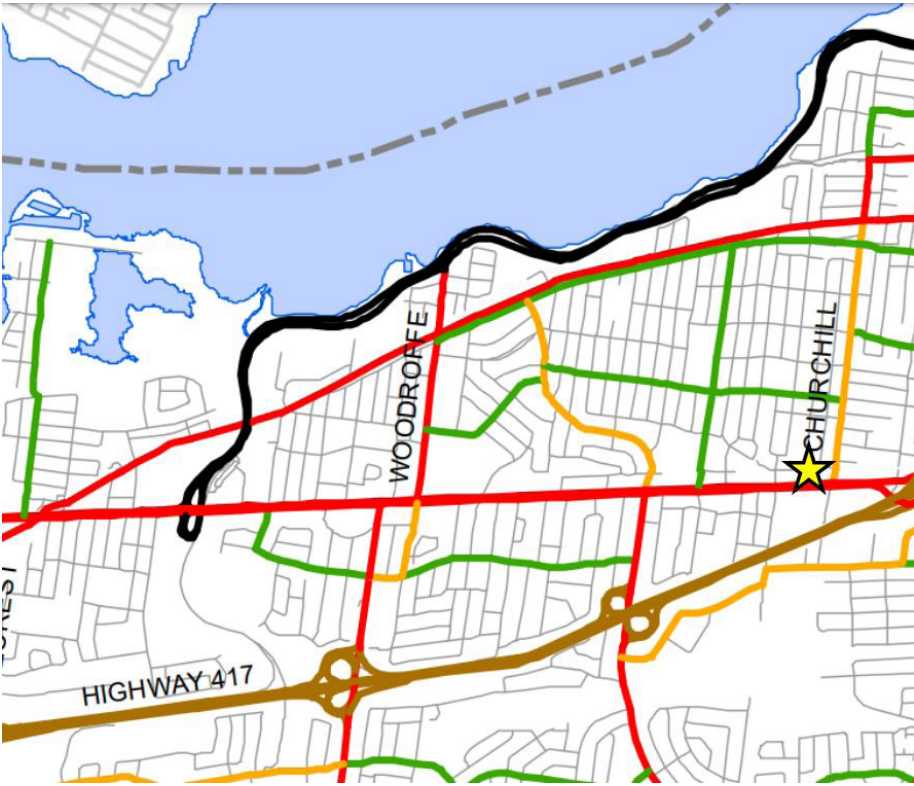
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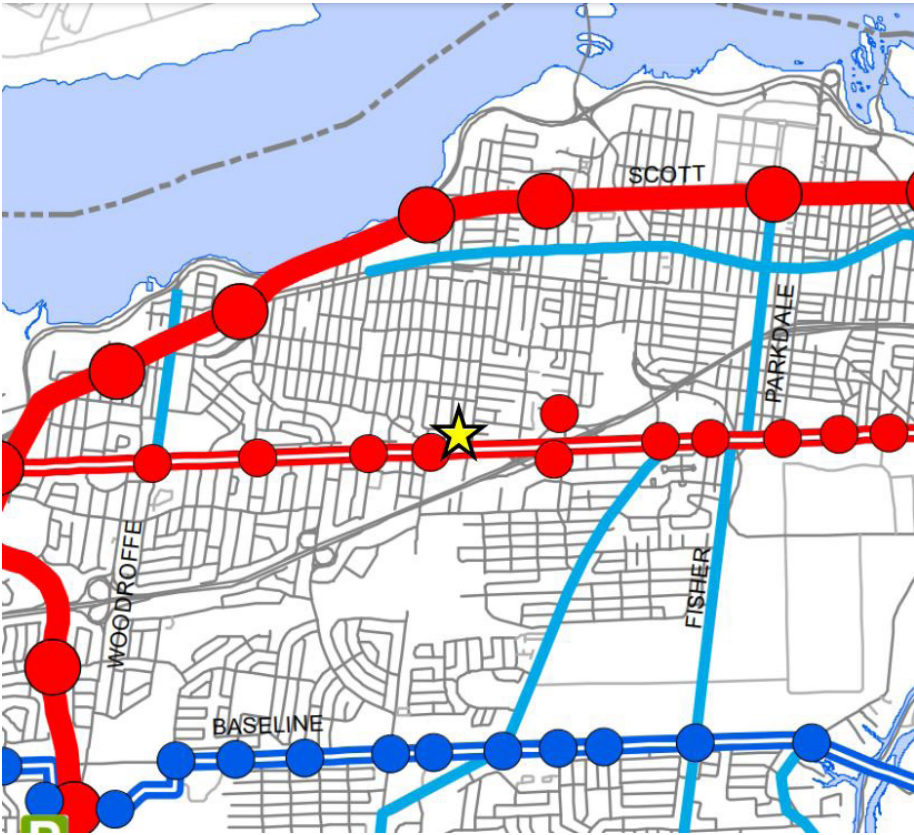


POLICY AND REGULATORY FRAMEWORK

Road Network and Transit



- Arterial - Existing
- Arterial - Future (alignment defined)
- Major Collector - Existing
- Major Collector - Future
- Collector - Existing
- Collector - Future
- Provincial Highway
- Federally Owned Road
- City Freeway



- RAPID TRANSIT**
TRANSIT LEVEL OF SERVICE 'A'
 O-Train - Grade Separated Crossings
 Transitway - Grade Separated Crossings
TRANSIT LEVEL OF SERVICE 'B'
 O-Train - At-Grade Crossings
 Transitway - At-Grade Crossings
TRANSIT PRIORITY
 Transit Priority Corridor
- *Note: The intensity of transit priority (e.g., continuous bus lanes or isolated transit priority measures) shall be as designated in the Transportation Master Plan.*
- Park and Ride
 - O-Train Station
 - Transitway Station
 - Conceptual Future Transit Corridor
 - Protected Transportation Corridor
 - Inter-regional Stations
 - Rail Yard
 - Rail Corridor
 - Gatineau RapiBus - grade-separated

City of Ottawa Official Plan (2022)



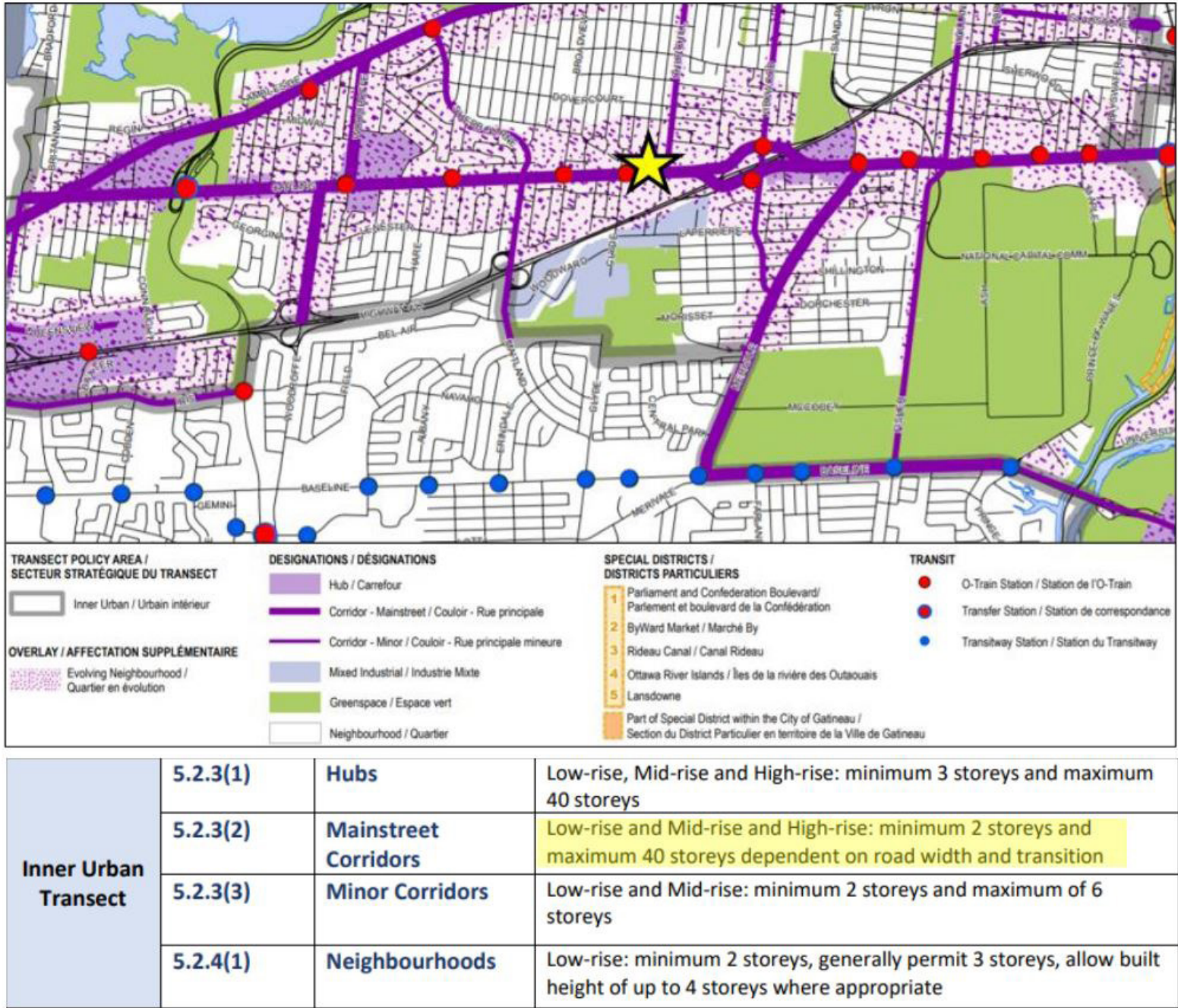
- TRANSECT POLICY AREAS /**
SECTEURS STRATÉGIQUES DU TRANSECT
- Downtown Core / Centre-ville
 - Inner Urban / Urbain intérieur
 - Outer Urban / Urbain extérieur
 - Greenbelt / Ceinture de verdure
 - Suburban / Suburbain
 - Rural / Rural
- TRANSIT**
- O-Train and Station / O-Train et station
 - Future O-Train / O-Train et station (futur)
 - Transitway – grade separated / Transitway en site propre
 - Transitway – at grade / Transitway – Voie à niveau
 - Transfer Station / Station de correspondance
 - Terminus Station / Station terminus
 - Gatineau RapiBus - grade-separated / RapiBus de Gatineau en site propre
- Note: The transit network on this Schedule is provided for reference purposes only. For transit network policy, please refer to Schedule C2. / Remarque : Les renseignements relatifs au réseau de transport en commun qui sont présentés dans cette annexe sont fournis à titre de référence. Pour consulter les politiques du réseau de transport, veuillez vous référer à l'annexe C2.*
- Urban Boundary / Périmètre d'urbanisation

Urban characteristics are emphasized for Inner Urban areas including the following:

- / Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm
- / Principal entrances at grade with direct relationship to public realm
- / Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios
- / Minimum of two functional storeys
- / Buildings attached or with minimal functional side yard setbacks
- / Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing

POLICY AND REGULATORY FRAMEWORK

City of Ottawa Official Plan (2022)



Section 5.2.3 states that along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, stepbacks, and angular planes:

- /a) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise;
- /c) In all cases,
 - /i) The wall heights directly adjacent to a street, and the heights of the podiums of High-rise buildings, where permitted, shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section...; and
 - /ii) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.

Proposed Zoning By-law Amendment



The proposed Zoning By-law Amendment would apply an AM10 – Arterial Mainstreet, Subzone 10 zoning to the entirety of the site with a site-specific exception to the site in order to establish the building as proposed.

In particular, the Zoning By-law Amendment will denote the site as AM10[XXXX] SYYY with the following provisions established through a site-specific zoning exception:

- /A building height that aligns with that proposed for the final design;
- /A building setback approach that aligns with the footprint of the Concept Plan, reflected in a future zoning schedule; and
- /Any additional approval considerations.



1657 CARLING AVENUE CONTEXTUAL ANALYSIS PLAN
| 2213 | SCALE N.T.S.



1. Looking East on Carling Avenue



2. Looking East on Carling Avenue



Key Plan



3. Looking East on Carling Avenue



4. Looking East on Carling Avenue



5. Looking West on Carling Avenue



6. Looking West on Carling Avenue



Key Plan



7. Looking West on Carling Avenue



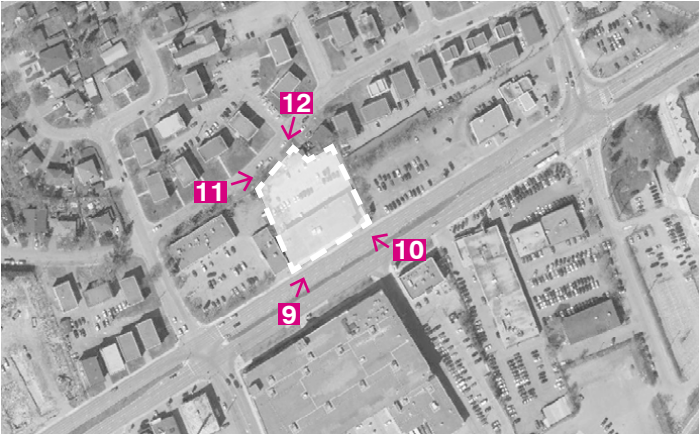
8. Looking West on Carling Avenue



9. View of Site from Carling Avenue



10. View of Site from Carling Avenue



Key Plan



11. View of Site from Tillbury Avenue



12. View of Site from Tillbury Avenue



View of South Facade from Carling Avenue



View from Tillbury Avenue Looking East

DESIGN STATEMENT

Located prominently on Carling Avenue, the proposed development stands as a 30-storey building, comprising 390 residential units and four retail spaces at the ground level. To accommodate residents and visitors, the project includes 2 underground parking levels and indoor bike rooms for a total of 204 bike parking spaces, of which 148 are located at grade with direct access to the outside.

The building's design takes inspiration from the nearby old quarry located on Clyde Avenue. The historic Frazer-Duntile quarry, a landmark in the vicinity, is a visual point of focus when visiting the area, and we wanted to use the quality of the stratified rock edge to inform the design of the building, helping to strengthen the sense of place for this area of Carling. This motif is evident in the horizontal banding that surrounds the building on the podium levels.

We also use staggered balconies along the south facade, with varying heights of fritted glass, to evoke a sense of stratified layers. These linear balconies terminate in line at a vertical window wall making the tower seem more slender and elegant. To differentiate between the tower and its base, glazed sections at levels 7 and 8 create a visual break along Carling Avenue. The design also incorporates recessed balconies on this street side, a practical response to the avenue's dynamic nature, offering a more protected outdoor space for these units.

Facing Tillbury, the building features terraced setbacks to transition the height of the building to the lower density residential buildings to the North. Levels 9 and 10 host communal amenity rooms complemented by sizable, shared terraces, providing residents with outdoor access and views.

A conscious effort has been made to activate the ground plane, thereby fostering a lively street interaction. The shared workspace, strategically positioned on the ground floor, extends an opportunity for residents to maintain a presence at the street level, and a sense of workplace in the age of the hybrid work model. The ground plane is further enhanced by an exterior amenity area enriched with landscaping elements such as benches and raised planters. The design focuses on creating functional spaces, both private and shared, to cater to the diverse needs of the residents while maintaining a cohesive architectural language that integrates with its surroundings.

SUSTAINABILITY STATEMENT

While not targeting specific energy use targets, this project does offer a number of sustainable design features simply by the nature of its design, and its location within the city. The building will make use of an energy model to ensure that it exceeds the energy use requirements of the Ontario Building Code.

Suites will have high efficiency HVAC units offering on demand heating and cooling at all months of the year. The project will be using high efficiency appliances and all lighting will use LED luminaires which, combined, will result in a significant reduction in the electrical demand for the building.

Building envelope design will exceed code requirements for insulation values and the glazing system will also exceed code requirements. The roofing membrane will have a light colour, increasing reflectivity and reducing heat island effects. Projecting balconies along the south elevation will help to reduce indoor thermal heat gain during the summer months, while allowing daylight in the winter.

All resident parking is underground. By reducing surface parking, we are ensuring a greater amount of soft landscaping which will reduce the surface run-off created by this development. In addition, a cistern will be included in the design to ensure a storm water flow-rate that will not overwhelm existing infrastructure. The proposed development includes extensive planting, with enough soil volume to ensure healthy tree growth.

The project will include outboard insulation on the exterior walls, which creates a more cohesive thermal barrier and reduces thermal bridges through the exterior walls, as well as durable cladding materials, all of which installed using a 'rain screen' design, ensuring that these cladding materials will perform well over the long term and will not require replacement.



View of At-Grade Amenity Area and Landscaping at Rear of Building

PLANNING

Staff have concerns with the access on Carling Avenue. OP generally call to minimize private approaches where possible. Policy 5.2.1(5) notes that where parking is provided in the Inner Urban Transect, it should be accessed by a common driveway. Policy 6.2.1(4) identifies that vehicular access shall generally be provided from the parallel street or side street. Policy 4.6.5(3) directs that interruptions in the sidewalk should be limited. Explore whether it is feasible to remove the vehicular access on Carling Avenue.

In addressing the concerns about the Carling Avenue access in alignment with the OP policies, it's crucial to highlight the importance of direct and intuitive access from Carling Avenue for the retail units' viability. Sole access from Tillbury might be counterintuitive for visitors, potentially detracting from the success of the retail spaces. Additionally, the community has voiced significant opposition to directing all traffic to Tillbury, as this would amplify traffic volume and related concerns on a side street. Considering these factors, we believe that retaining the Carling Avenue access is essential for the project's success and in alignment with community feedback.

Staff have concerns with the proposed surface parking lot. The site is within 300m radius of a planned rapid transit station, per Policy 5.2.2(3) of the OP, motor vehicle parking shall be limited to a very small number of spaces only for short-term drop-off and pick-up, or delivery vehicles. Consider removing all or most of the surface parking and converting this area to an outdoor amenity area.

We have made revisions to reduce the overall quantity of surface parking. This reduction allows us to allocate a larger area for a well-composed outdoor amenity space. We understand the objectives set out in Policy 5.2.2(3) of the OP, and while we've minimized the parking, some spaces are retained to accommodate short-term drop-off and delivery needs. Additionally, having limited parking directly accessible from the surface is critical for the viability and convenience of the retail units, ensuring customers can easily access and utilize these spaces.

Any surface parking would need to be screened from view from the public realm (Tillbury Ave). Policy 4.6.5(3) directs that where underground parking is not viable, surface parking must be visually screened from the public realm.

The surface parking has been repositioned further from Tillbury Ave, and we've incorporated landscaping and plantings to serve as an effective visual screen, ensuring the parking area remains unobtrusive from the public viewpoint.

Staff have concerns with the proposed outdoor amenity spaces, especially the area surrounding the parking garage access. Will this space be usable for residents? How is this space intended to be used? Refer to OP Policy 4.6.6(8) for direction on amenity space requirements for high-rise development – (a) identifies that some level of protection from environmental elements should be provided in amenity areas, which is not currently the case.

Addressing the concerns about the usability and function of the proposed outdoor amenity spaces, we have made several revisions in light of the feedback and in accordance with OP Policy 4.6.6(8). By reducing our surface parking layout, we've consolidated the two initially separate amenity areas into one cohesive space. This redesigned area is enriched with an abundance of planting, landscaping elements such as benches, and raised planters. These raised planters, along with strategically placed tree plantings, not only add aesthetic value but also offer natural shade and act as buffers against environmental elements, ensuring a comfortable and usable space for residents.

Staff have concerns with the height increase and transition to the abutting low-rise neighbourhood. Further analysis is required to determine whether 30 storeys is an appropriate height for this site. Please provide diagrams showing the application of a 45-degree angular plane to the site/proposed development in the next submission. Refer to Section 4.6.6 of the OP and the High-Rise Design Guidelines.

In response to the concerns regarding the proposed building's height and its transition to the adjacent low-rise neighbourhood, we have undertaken an angular plane study. Our findings indicate that our proposed development closely aligns with the 45-degree guideline as stipulated in Section 4.6.6 of the OP and the High-Rise Design Guidelines.

It's worth noting that recent trends indicate a more flexible approach to this guideline when site-specific conditions and design merit it. We believe our design effectively addresses these concerns. Our building transitions well from its highest point, strategically located along the busier Carling Avenue and as far south on the site as feasible. This intentional placement minimizes shading on neighbouring properties, as shown in our shadow studies. These studies highlight a measured impact, demonstrating that the proposed height and building placement strike a balance between meeting urban intensification goals and consideration for the surrounding context.

Staff have concerns with the height of the 9-storey podium. Provide further information showing the relationship between the podium and Carling/Tillbury.

The design transitions from 9 stories, down to 6 stories, then again to 4 stories along Tillbury. Our strategy involves using setbacks to mitigate the prominence of the 9-storey section. The portion of the podium above 6 stories is treated with a different materiality, and features projecting balconies, further helping to break up the height of the building on this elevation. Along Carling, the building steps back at 6 stories with the glazed levels 7 & 8 acting as a transition to the tower rising up to 30 storeys.

Consider opportunities for a mid-block pedestrian connection between Carling Avenue and Tillbury Avenue through the site.

We have included pathways that connect the building to both Carling and Tillbury.

URBAN DESIGN

Mid-rise replicability: Is 3m enough separation to the lot line? We recommend investigating the replicability of this scale of podium (9 storeys) if it were to occur on the property to the west.

Our design incorporates a 3m setback along the western property line. However, it's essential to highlight that the units on this side have been designed with recessed balconies. As a result, a significant section of these units enjoys an effective setback ranging between 4.5 to 5m. This design decision ensures that our residents have an added layer of privacy, especially if the neighbouring property evolves in a similar architectural direction. We believe this approach offers a viable model for similar future developments, balancing both density and resident comfort.

Fronting Carling: We recommend providing more information to better understand how the proposal relates to Carling. A step back above sixth storey of 3m (Min. 1.5m) as identified in the high-rise Guidelines p.25.

In alignment with the high-rise guidelines mentioned, we can confirm that our design includes a 2m setback above the sixth storey as it fronts Carling.



View Looking North

BUILDING MASSING

The project is situated on a prominent parcel facing Carling Avenue, a significant thoroughfare in the area, designated as an Arterial Road. To the North, it is bordered by the Highland Park neighborhood, characterized by a variety of low to mid-density residential buildings, including a mix of detached and semi-detached houses, as well as low-rise apartment buildings.

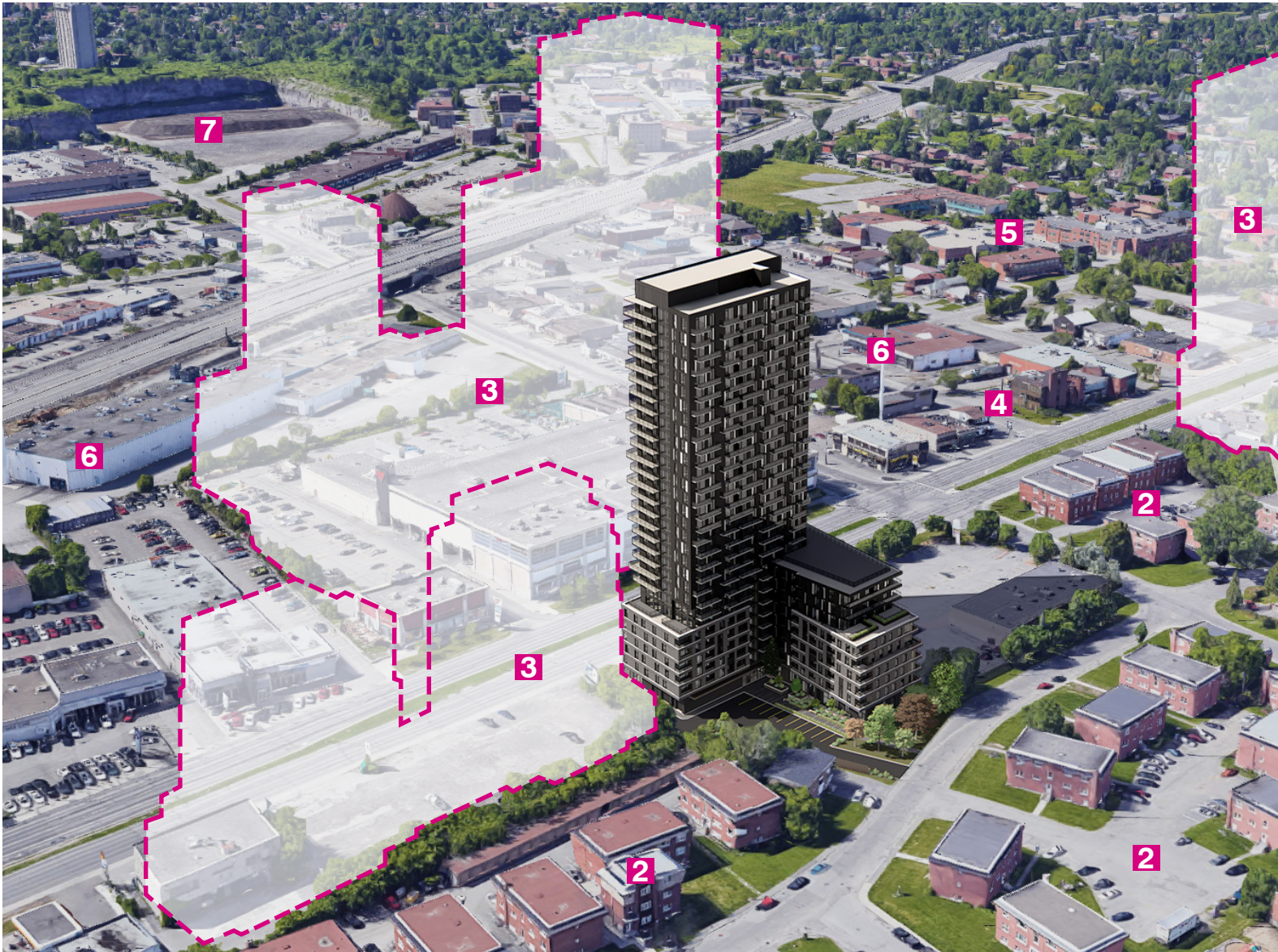
To the south, the project is adjacent to the Carlingwood West community, predominantly featuring commercial and industrial buildings tight with the 417 Queensway. Across the street is the site of the old Canadian Tire Center. There is a planned development for multiple buildings on this property including a 40 storey tower.

The project site is adjacent to an 18 storey development under construction. Across the street, there are a variety of commercial and industrial properties such as restaurants and car repair shops that also face Carling Avenue.

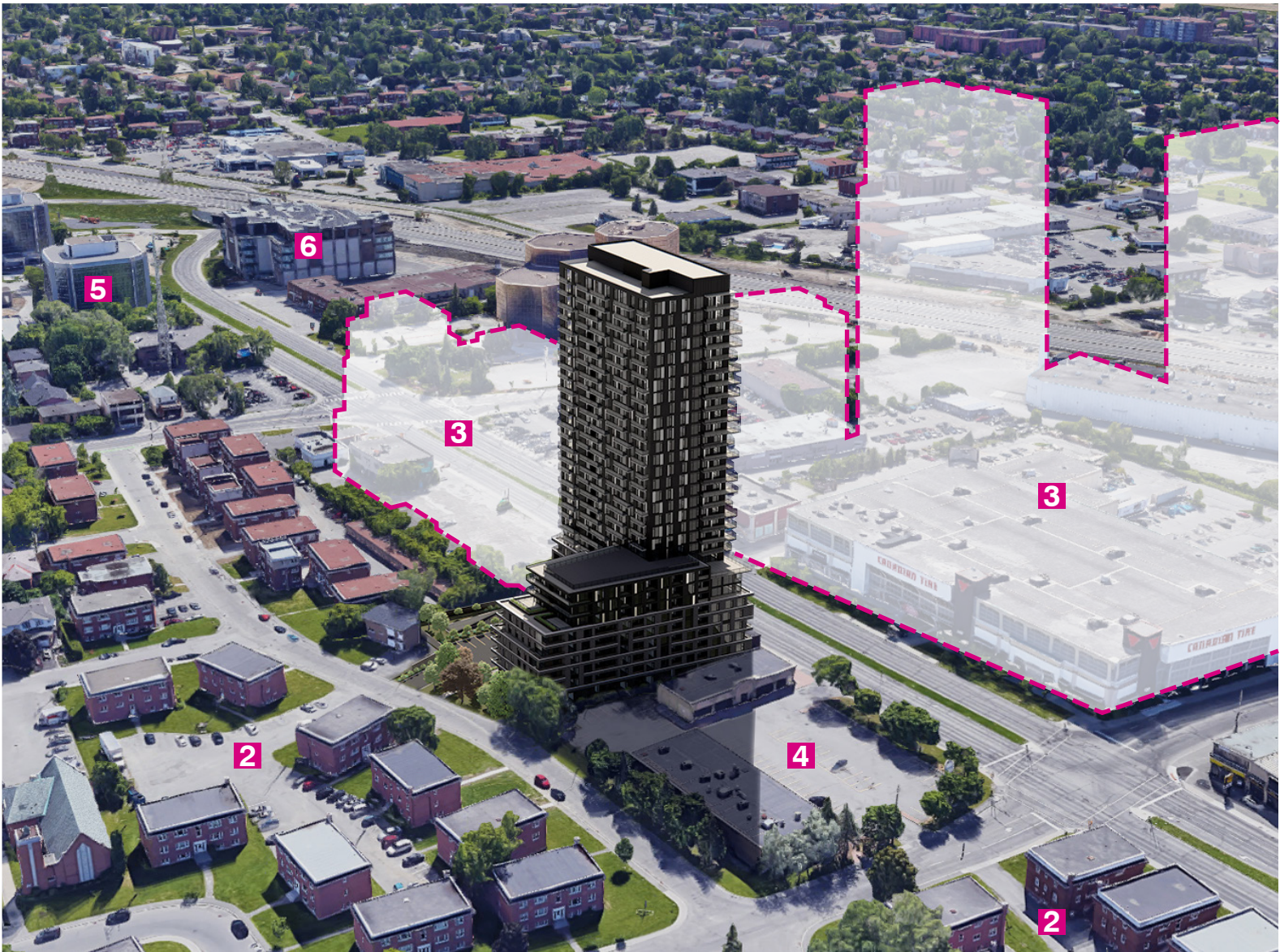
Situated within an area of Carling seeing much development, this project has the opportunity to set a precedent, showcasing a good balance of housing density and integrated amenity/commercial spaces.

LEGEND

- 1 Low-density Residential
- 2 Low-Rise Multi-unit Residential Bld
- 3 Future/Under Construction High-Rise
- 4 Commercial Building
- 5 Office Building
- 6 Industrial Building
- 7 Historic Frazer-Duntile Quarry

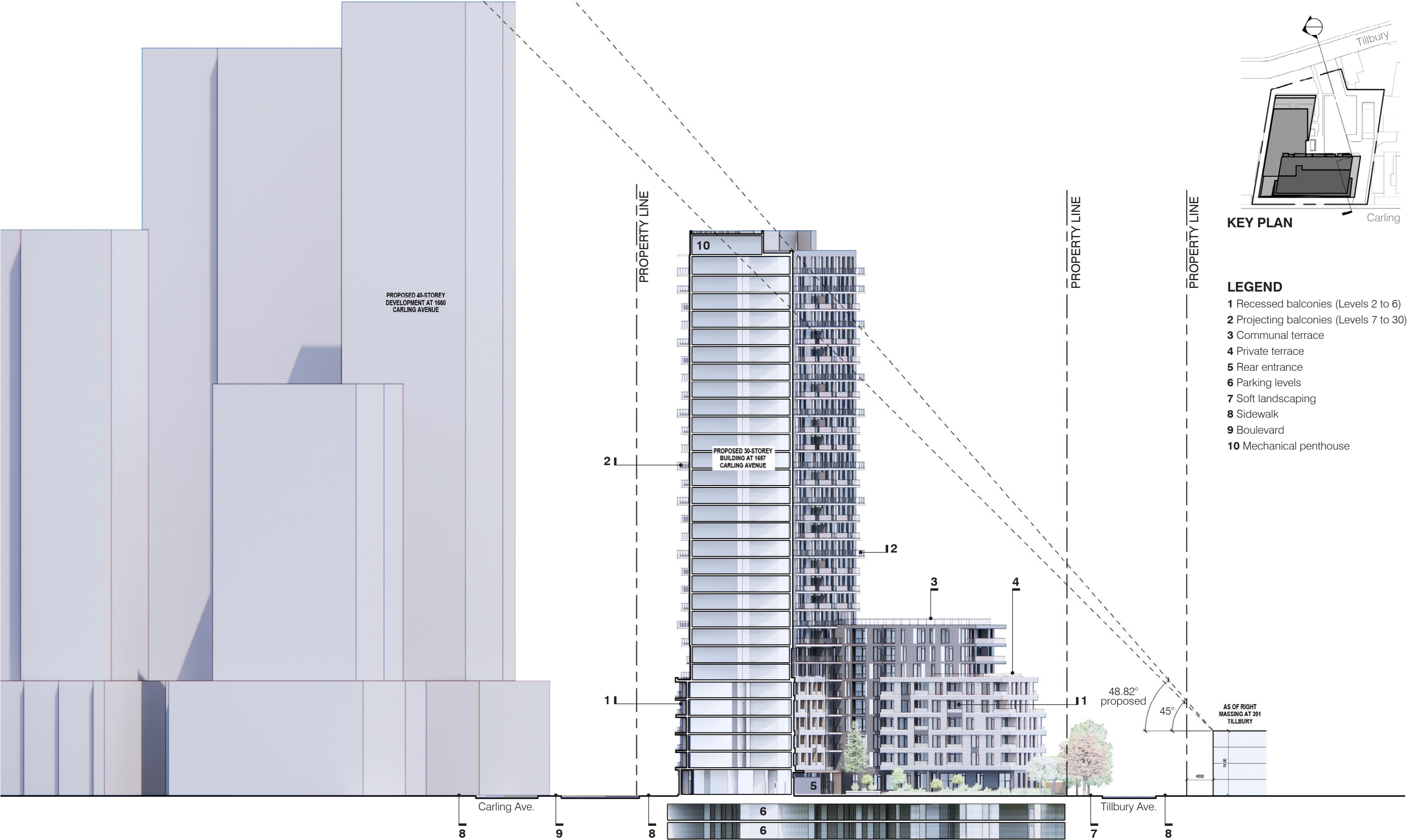


View Looking South



View Looking East

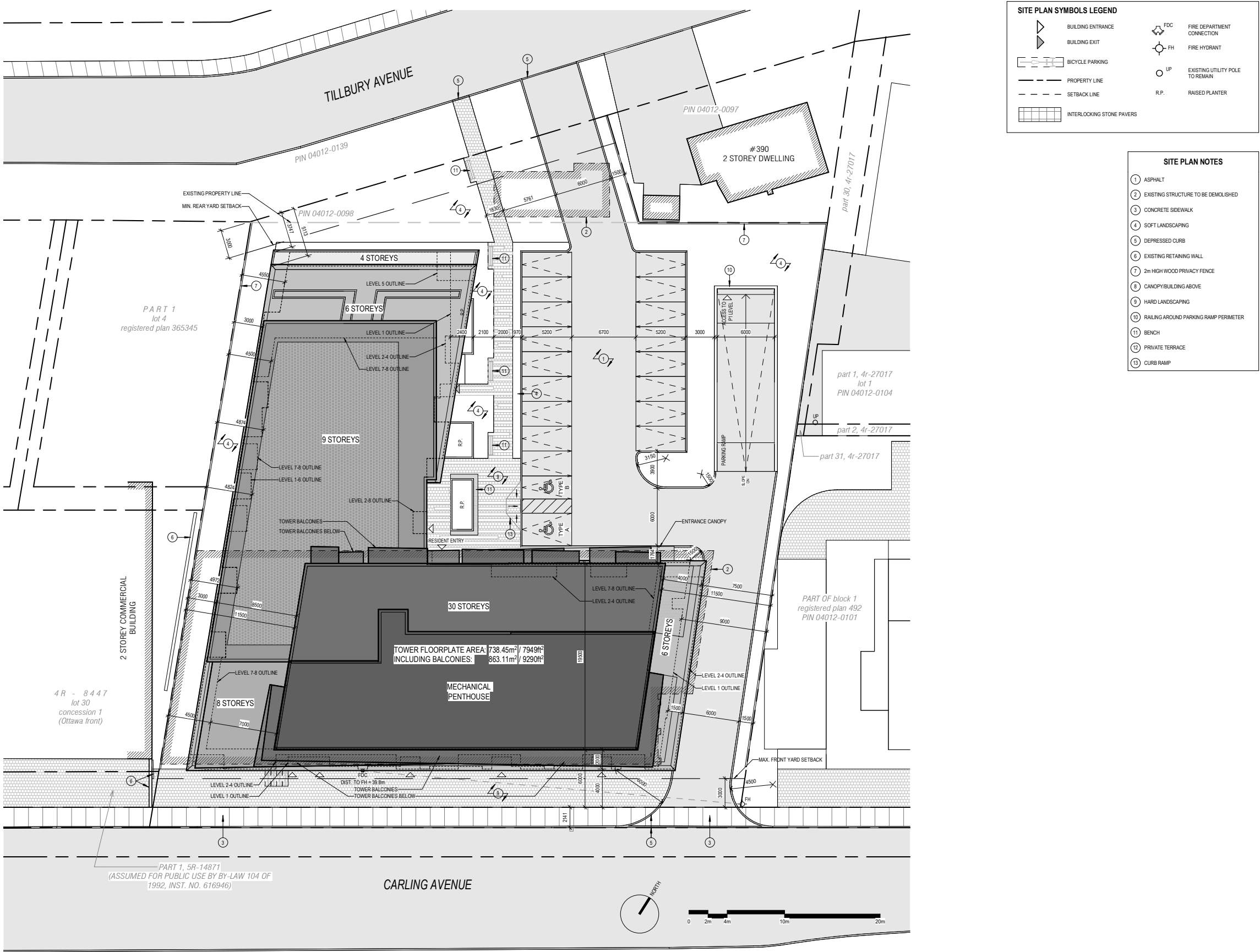
- LEGEND**
- 1 Low-density Residential
 - 2 Low-Rise Multi-unit Residential Bld
 - 3 Future/Under Construction High-Rise
 - 4 Commercial Building
 - 5 Office Building
 - 6 Industrial Building
 - 7 Historic Frazer-Duntile Quarry



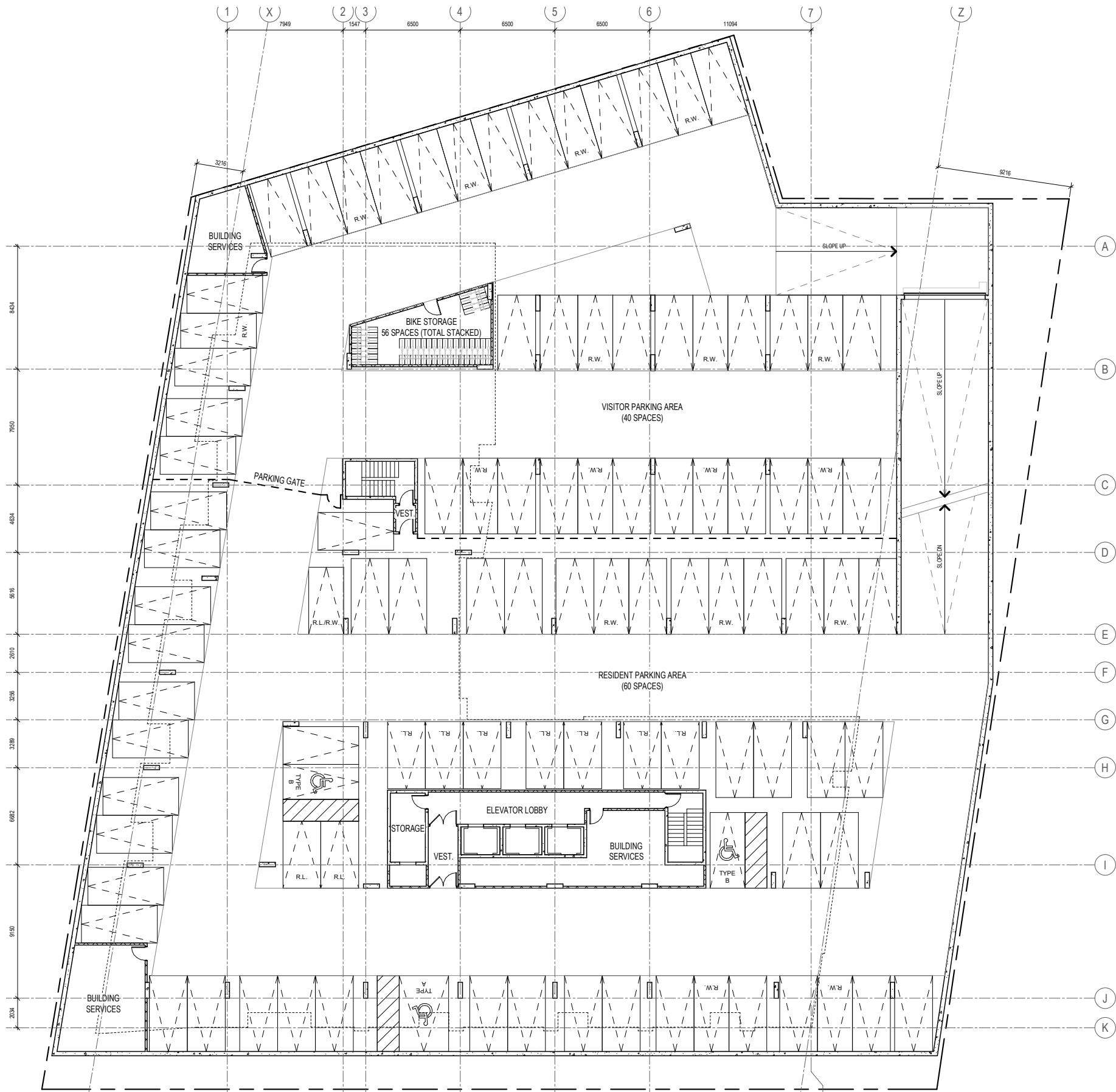


- LEGEND**
- 1 Recessed balconies (Levels 2 to 6)
 - 2 Projecting balconies (Levels 7 to 30)
 - 3 Communal terrace
 - 4 Private terrace
 - 5 Rear entrance
 - 6 Parking levels
 - 7 Soft landscaping
 - 8 Sidewalk
 - 9 Boulevard

1657 CARLING AVENUE CROSS SECTION
| 2213 | SCALE N.T.S



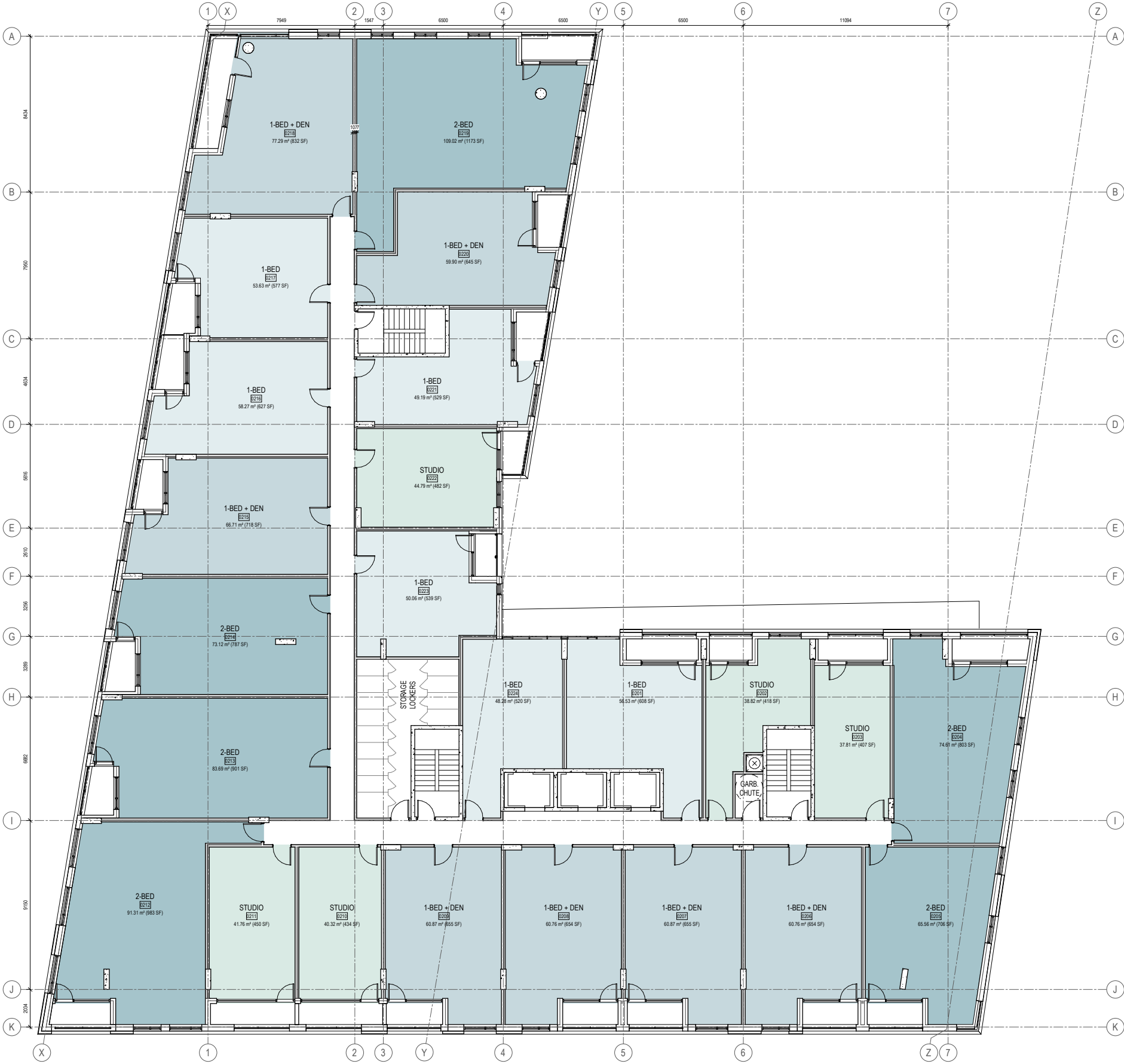




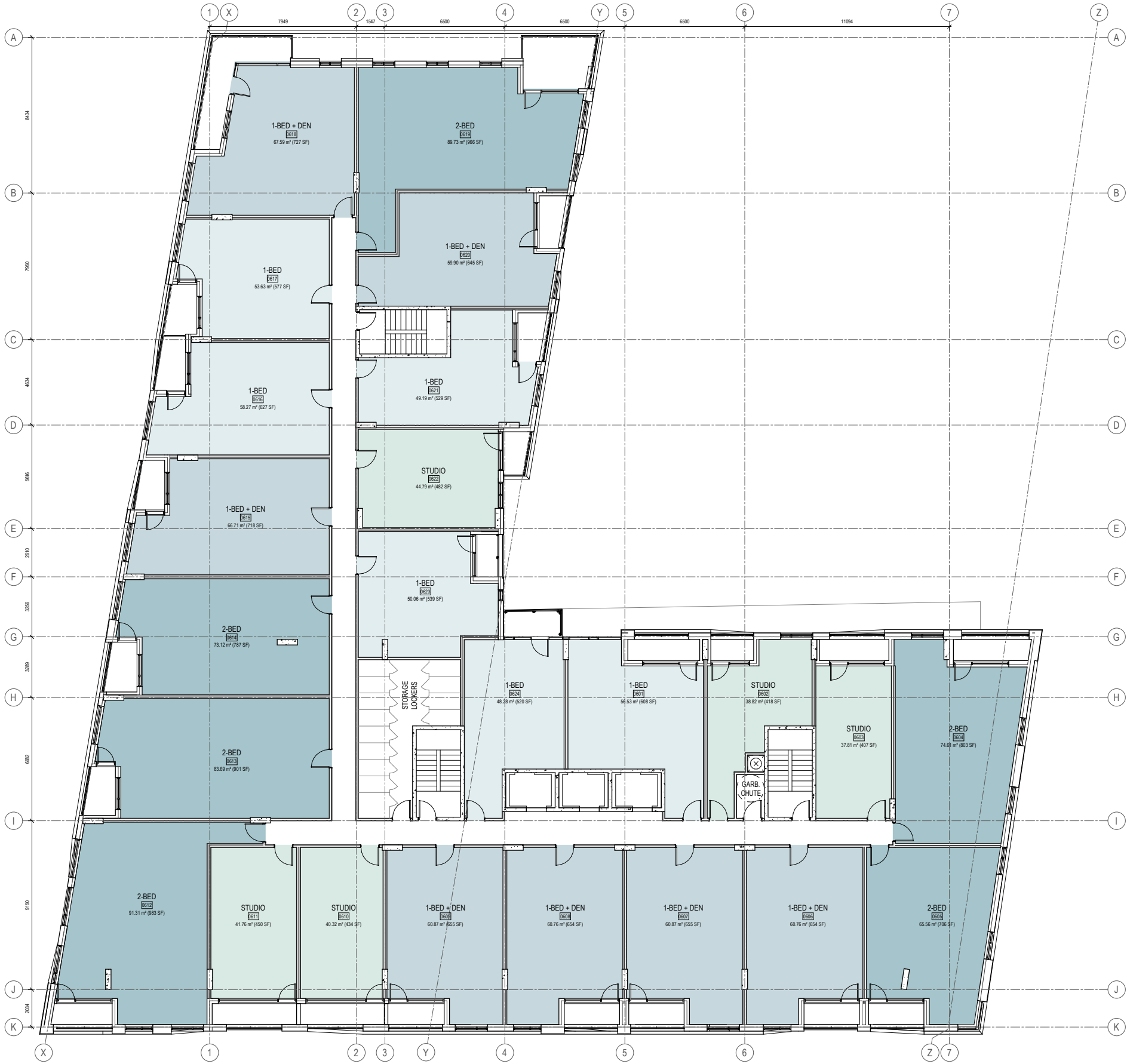
1657 CARLING AVENUE FLOOR PLAN - TYPICAL PARKING LEVEL
| 2213 | SCALE N.T.S.



1657 CARLING AVENUE FLOOR PLAN - GROUND FLOOR
| 2213 | SCALE N.T.S.



1657 CARLING AVENUE FLOOR PLAN - LEVEL 2-4
| 2213 | SCALE N.T.S.



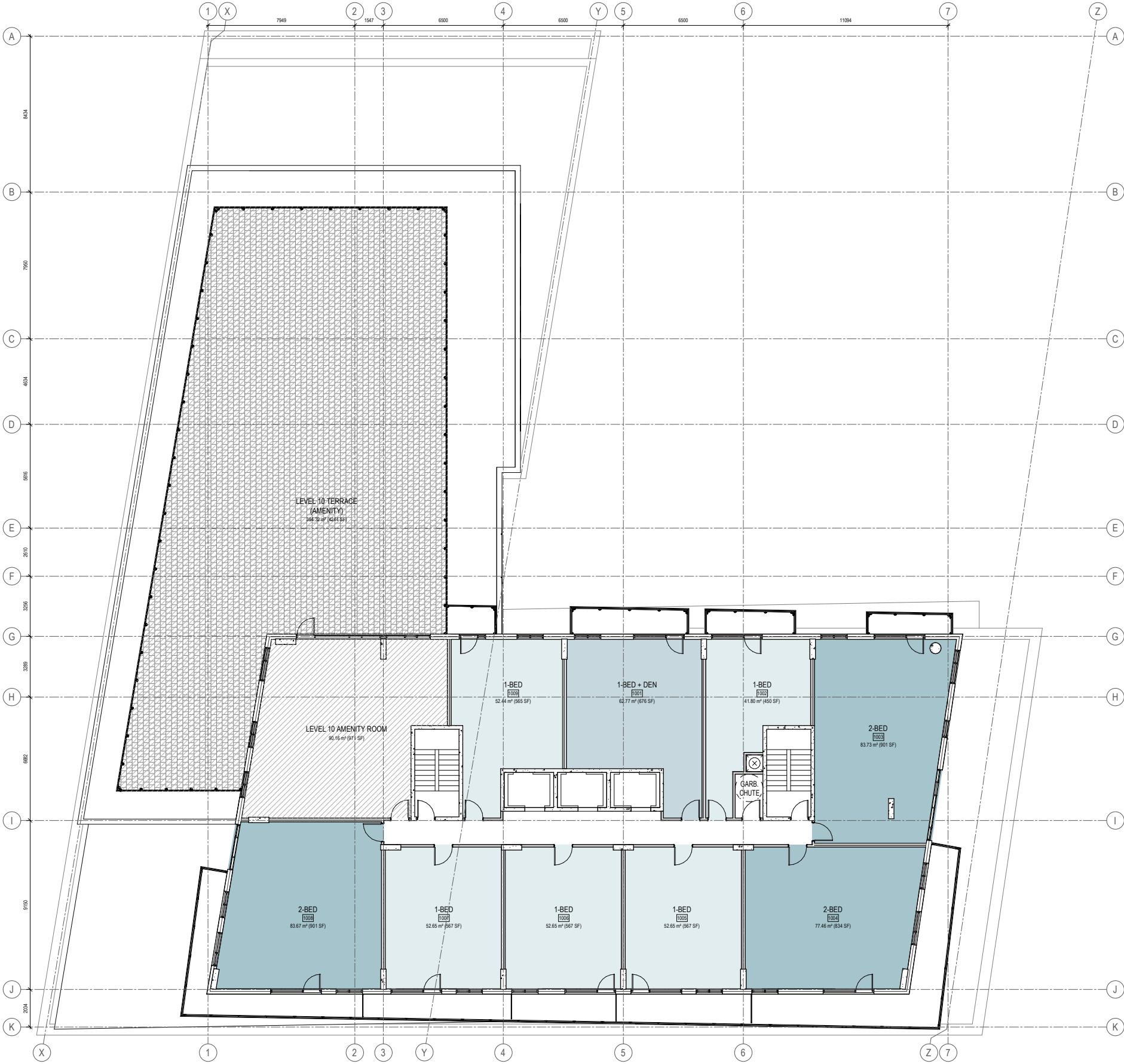
1657 CARLING AVENUE FLOOR PLAN - LEVEL 5-6
| 2213 | SCALE: 1/8" = 1'-0"



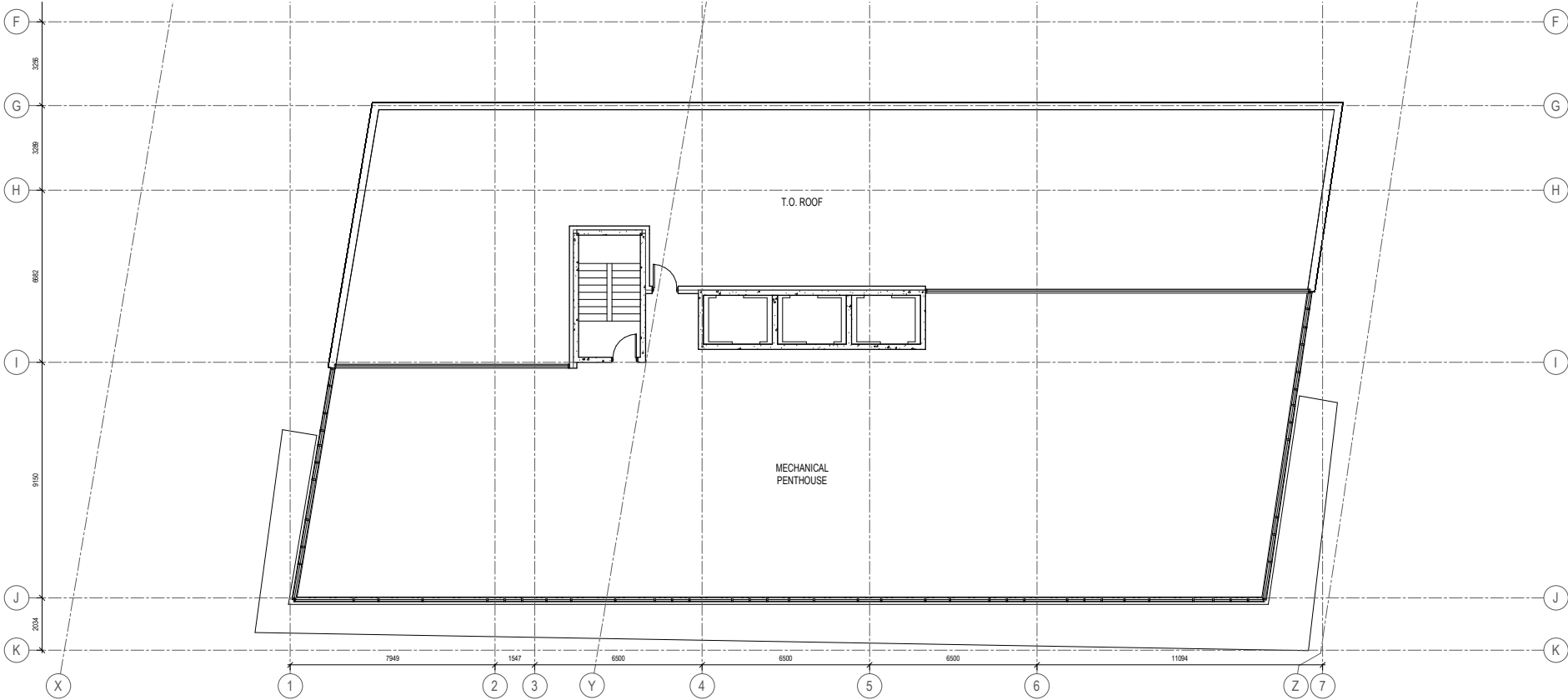
1657 CARLING AVENUE FLOOR PLAN - LEVEL 7-8
| 2213 | SCALE N.T.S.



1657 CARLING AVENUE FLOOR PLAN - LEVEL 9
| 2213 | SCALE N.T.S.



1657 CARLING AVENUE FLOOR PLAN - LEVEL 10
| 2213 | SCALE N.T.S.





1657 CARLING AVENUE VIEWS FROM CARLING AVENUE
| 2213 | SCALE N.T.S.



1657 CARLING AVENUE VIEW FROM CARLING AVENUE (SOUTH ELEVATION)
| 2213 | SCALE N.T.S.



1657 CARLING AVENUE VIEW FROM CARLING AVENUE
| 2213 | SCALE N.T.S.



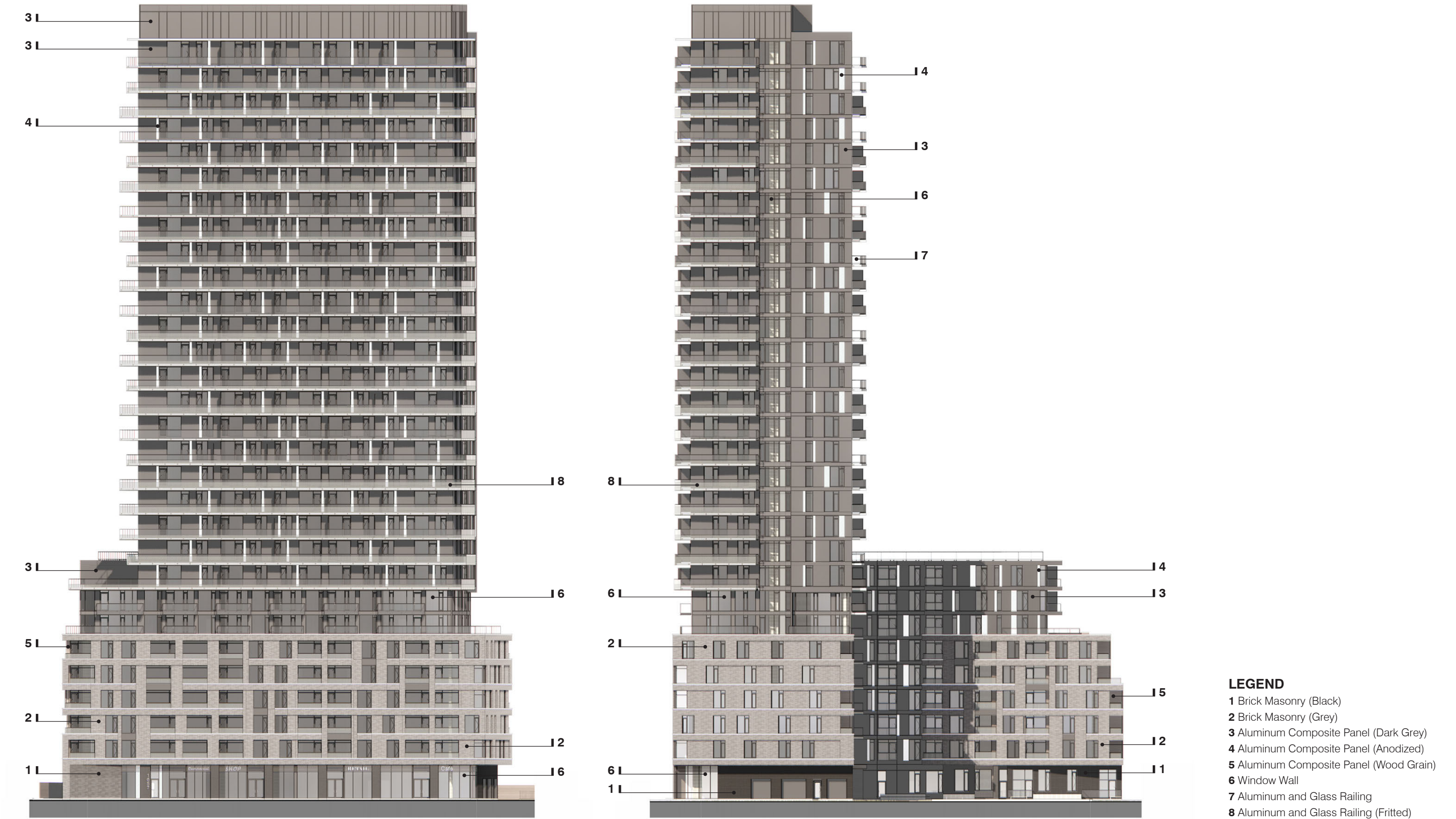
1657 CARLING AVENUE VIEW OF REAR OF BUILDING FROM THE NORTH/NORTH-EAST
| 2213 | SCALE N.T.S.



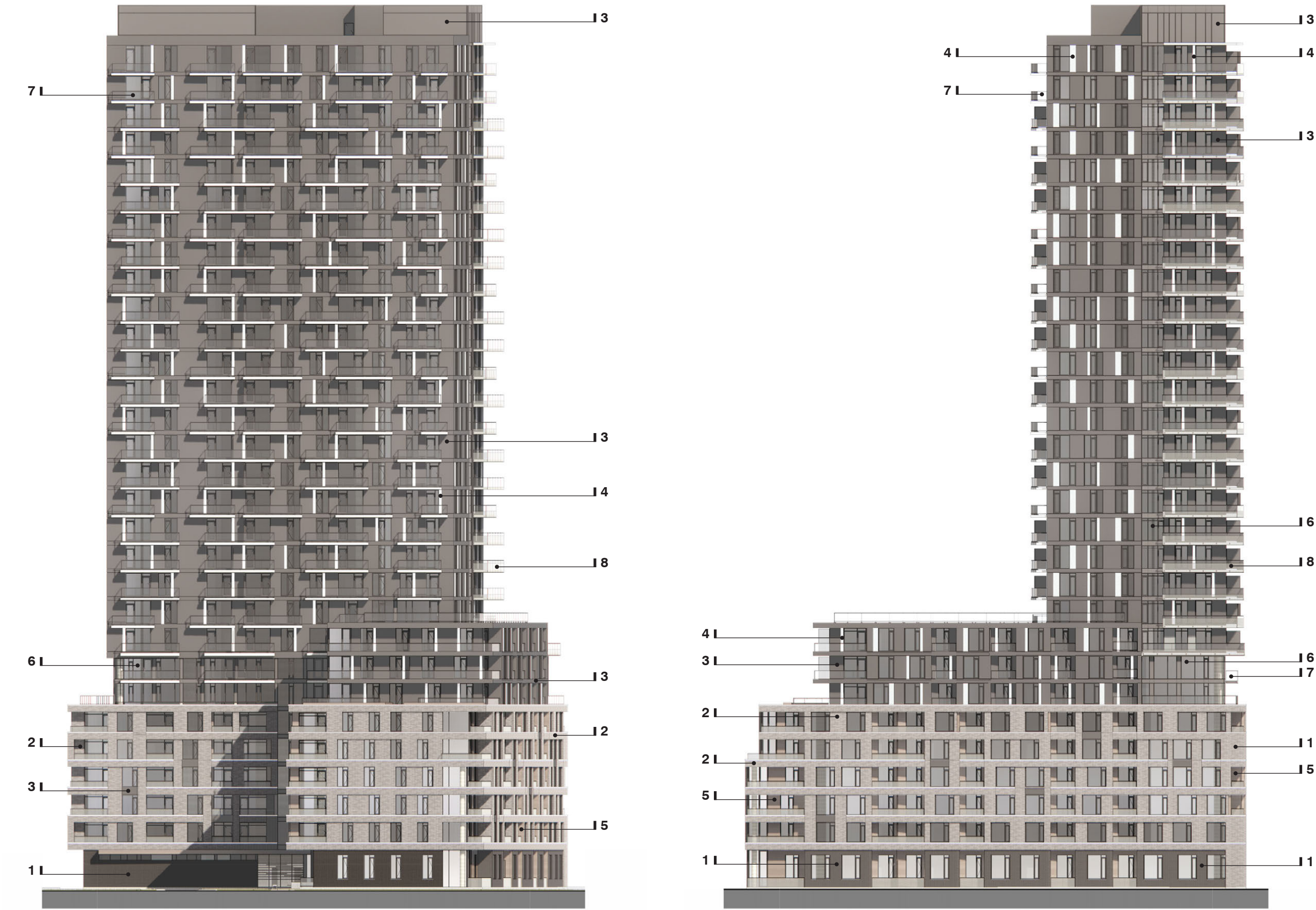
1657 CARLING AVENUE VIEW FROM TILLBURY AVENUE LOOKING EAST
| 2213 | SCALE N.T.S.



1657 CARLING AVENUE VIEW FROM TILLBURY AVENUE LOOKING SOUTH-WEST
| 2213 | SCALE N.T.S.

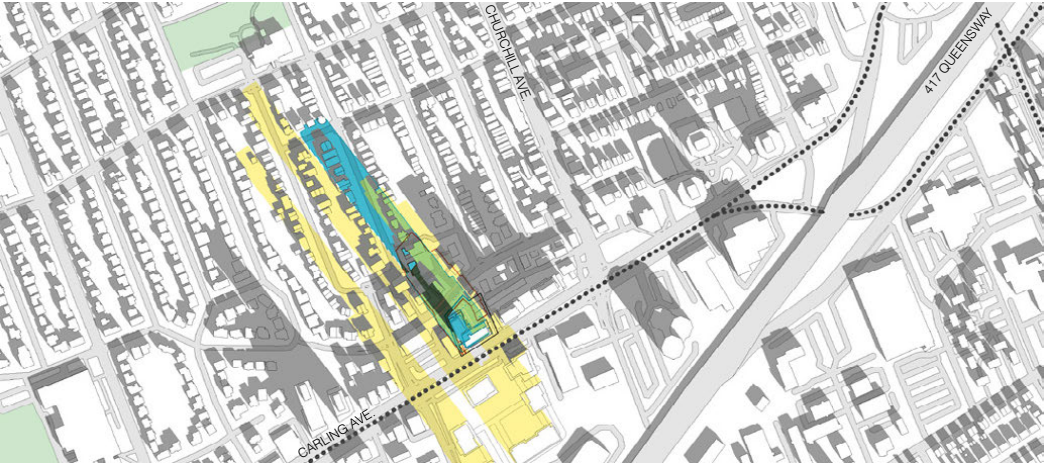


1657 CARLING AVENUE BUILDING DESIGN - SOUTH & EAST ELEVATION
| 2213 | SCALE N.T.S.

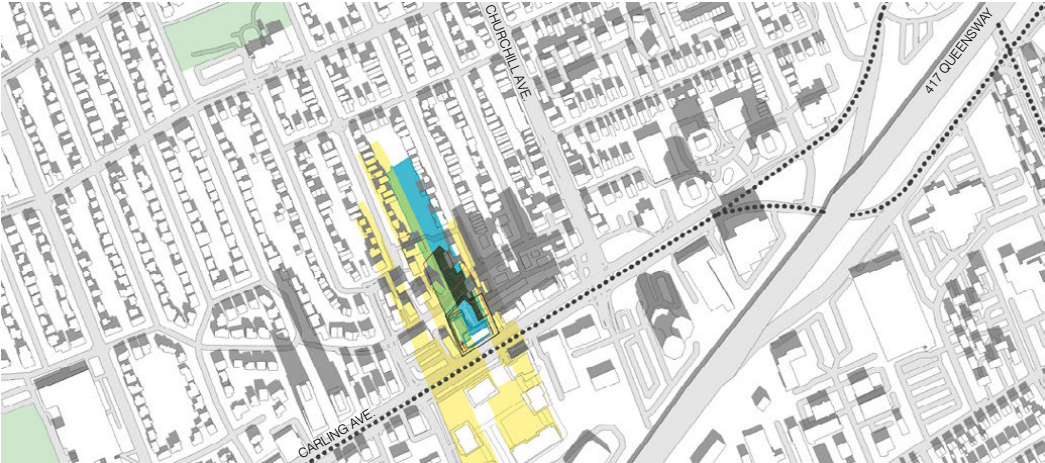


- LEGEND**
- 1 Brick Masonry (Black)
 - 2 Brick Masonry (Grey)
 - 3 Aluminum Composite Panel (Dark Grey)
 - 4 Aluminum Composite Panel (Anodized)
 - 5 Aluminum Composite Panel (Wood Grain)
 - 6 Window Wall
 - 7 Aluminum and Glass Railing
 - 8 Aluminum and Glass Railing (Fritted)

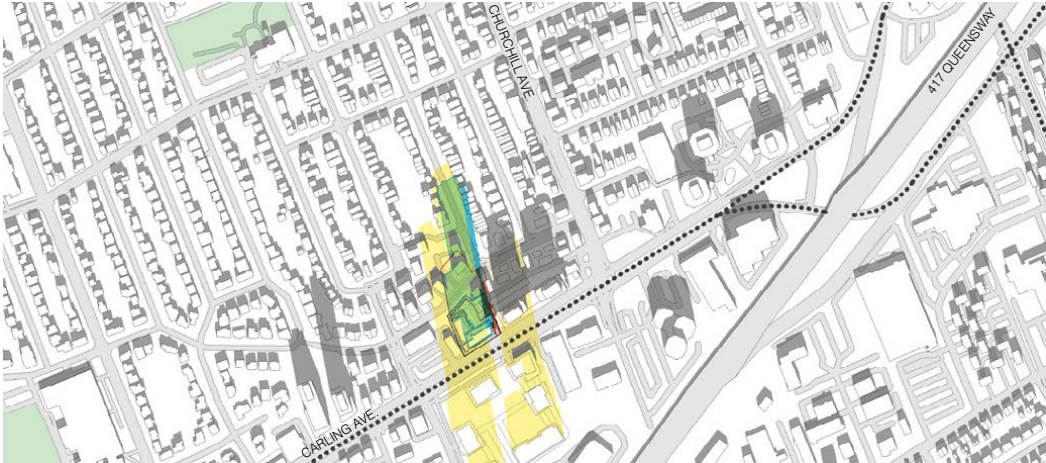
1657 CARLING AVENUE BUILDING DESIGN - NORTH & WEST ELEVATION
| 2213 | SCALE N.T.S.



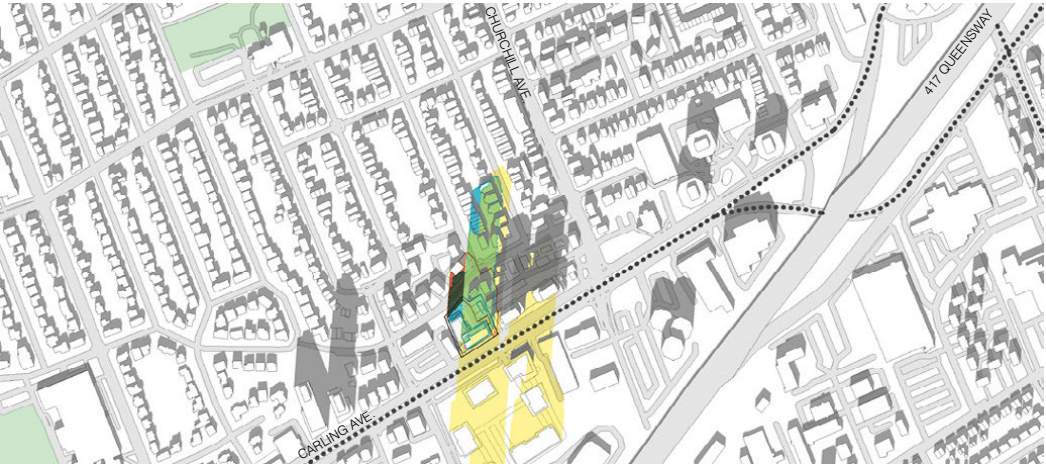
DEC 21 - 9:00 AM



DEC 21 - 10:00 AM



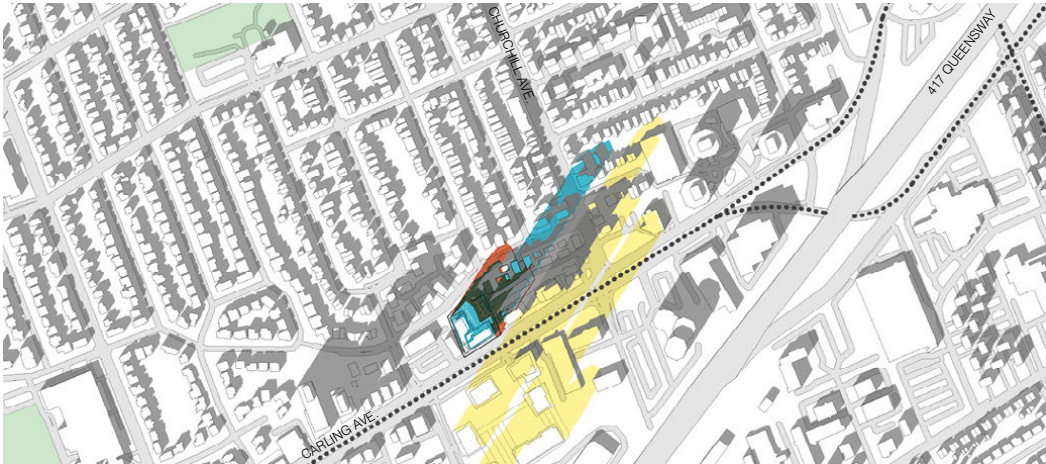
DEC 21 - 11:00 AM



DEC 21 - 12:00 PM



DEC 21 - 1:00 PM



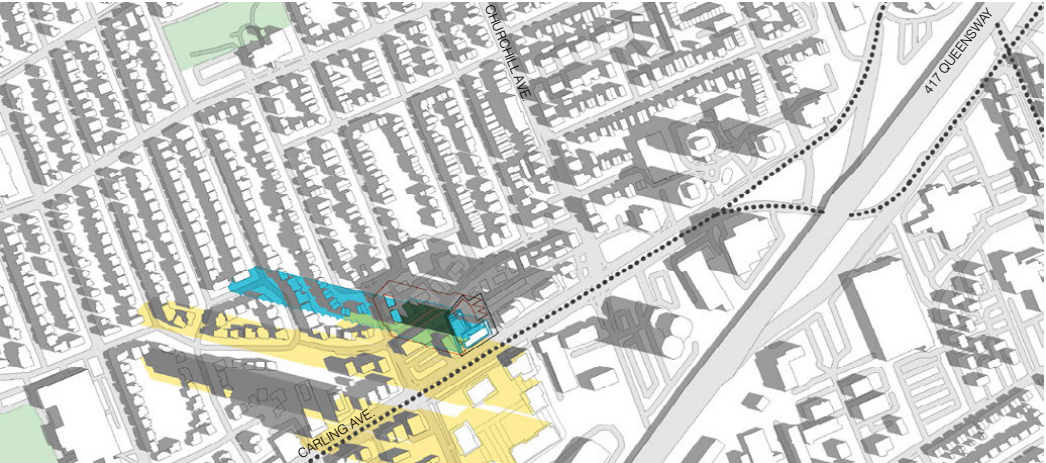
DEC 21 - 2:00 PM



DEC 21 - 3:00 PM

LEGEND

- As-of-Right Shadow/Outline
- Proposed Project Shadow Outline
- New Net Shadow
- Shadow from Proposed Development at 1660 Carling Avenue
- Overlap of Proposed Project Shadow and Shadow from 1660 Carling
- Overlap of Proposed Project Shadow and As-of-Right Shadow
- Public Park
- Arterial Mainstreet



SEP 21 - 8:00 AM



SEP 21 - 9:00 AM



SEP 21 - 10:00 AM



SEP 21 - 11:00 AM



SEP 21 - 12:00 PM



SEP 21 - 1:00 PM



SEP 21 - 2:00 PM



SEP 21 - 3:00 PM

LEGEND

As-of-Right Shadow/Outline

Proposed Project Shadow Outline

New Net Shadow

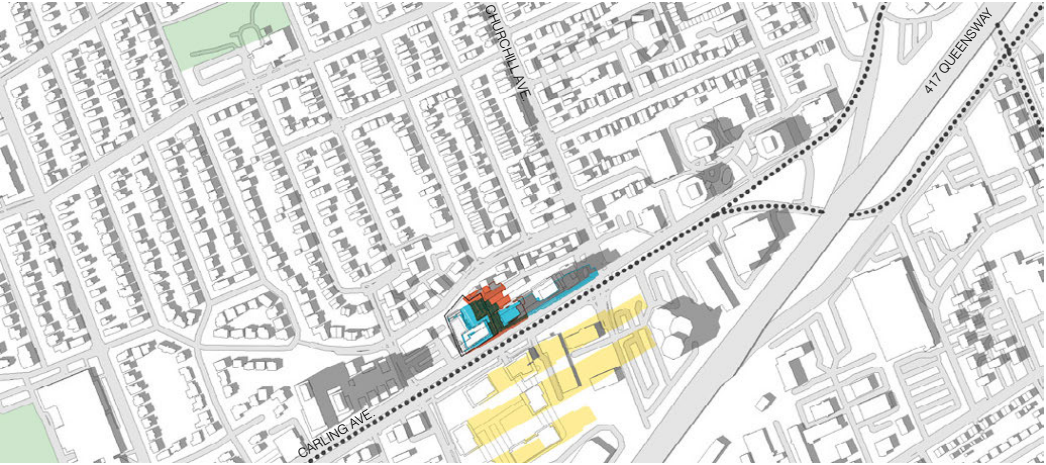
Shadow from Proposed Development at 1660 Carling Avenue

Overlap of Proposed Project Shadow and Shadow from 1660 Carling

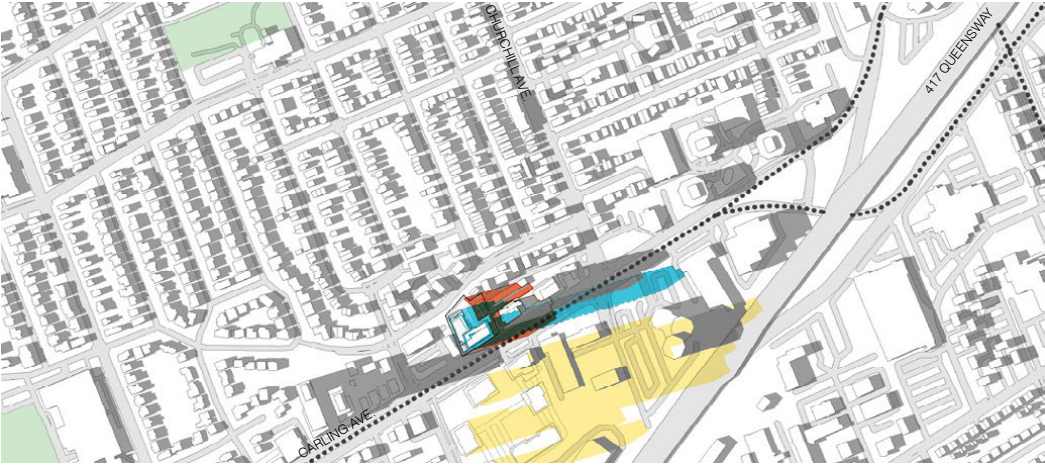
Overlap of Proposed Project Shadow and As-of-Right Shadow

Public Park

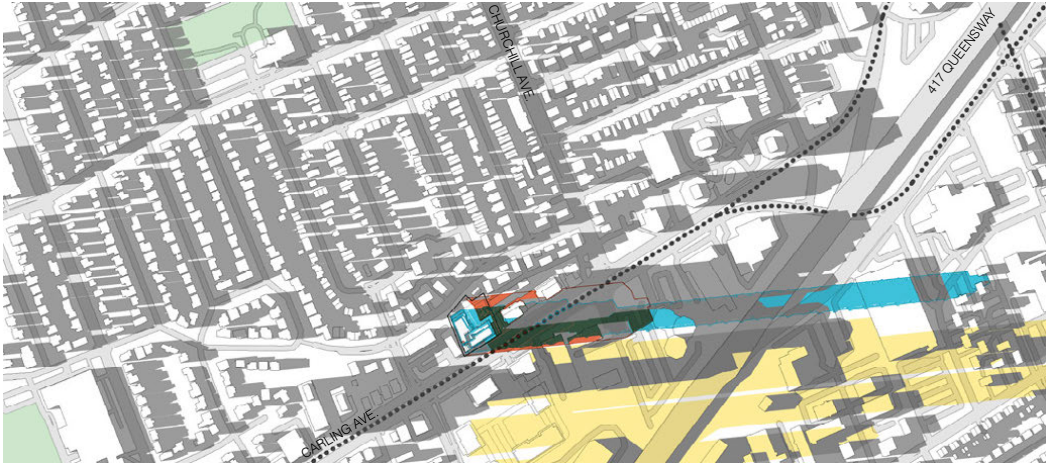
Arterial Mainstreet



SEP 21 - 4:00 PM



SEP 21 - 5:00 PM



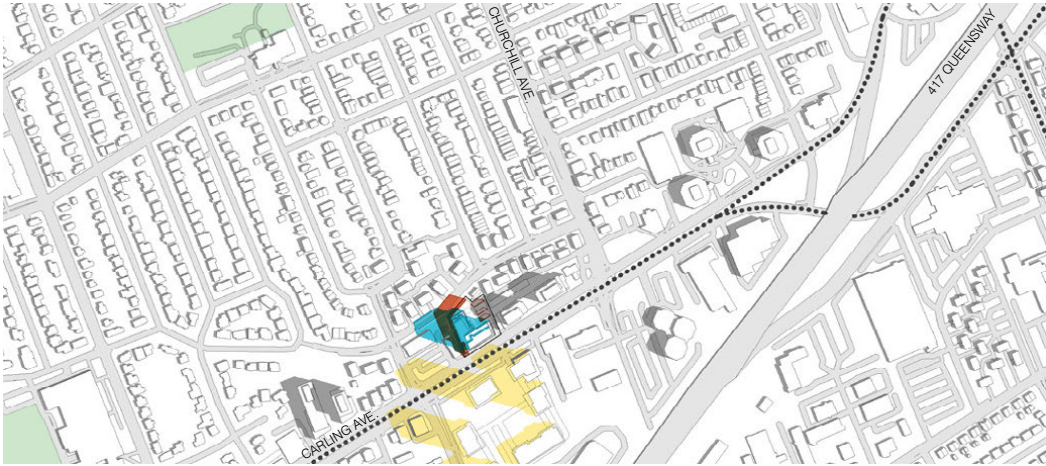
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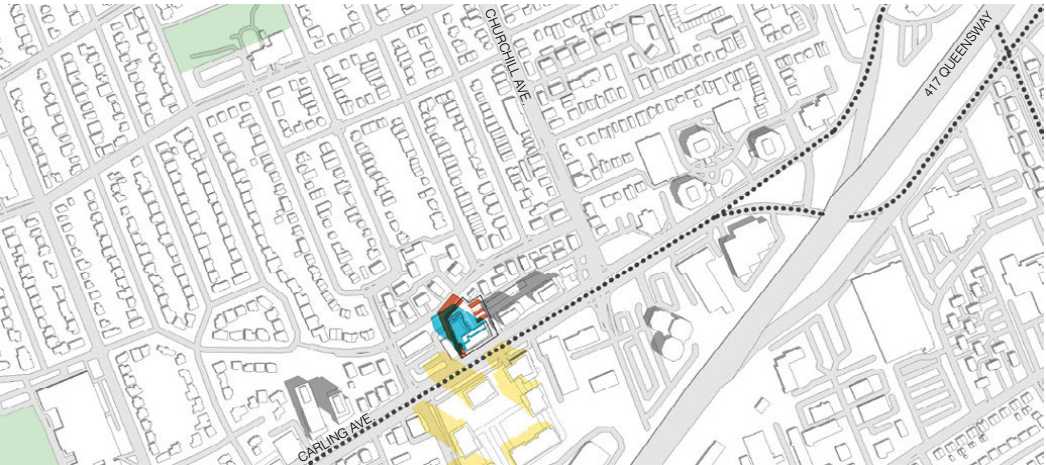
JUN 21 - 8:00 AM



JUN 21 - 9:00 AM



JUN 21 - 10:00 AM



JUN 21 - 11:00 AM



JUN 21 - 12:00 PM

LEGEND

As-of-Right Shadow/Outline

Proposed Project Shadow Outline

New Net Shadow

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Overlap of Proposed Project Shadow and Shadow from 1660 Carling

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Public Park

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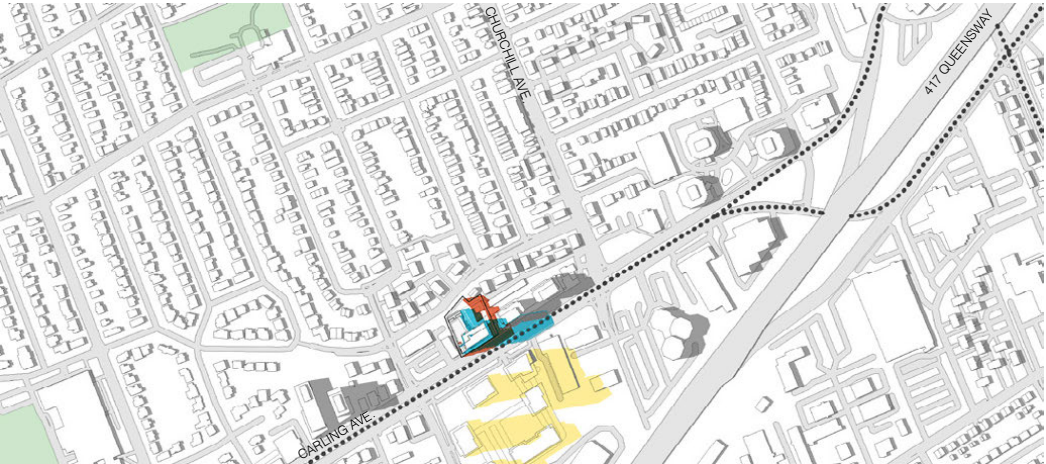
JUN 21 - 1:00 PM



JUN 21 - 2:00 PM



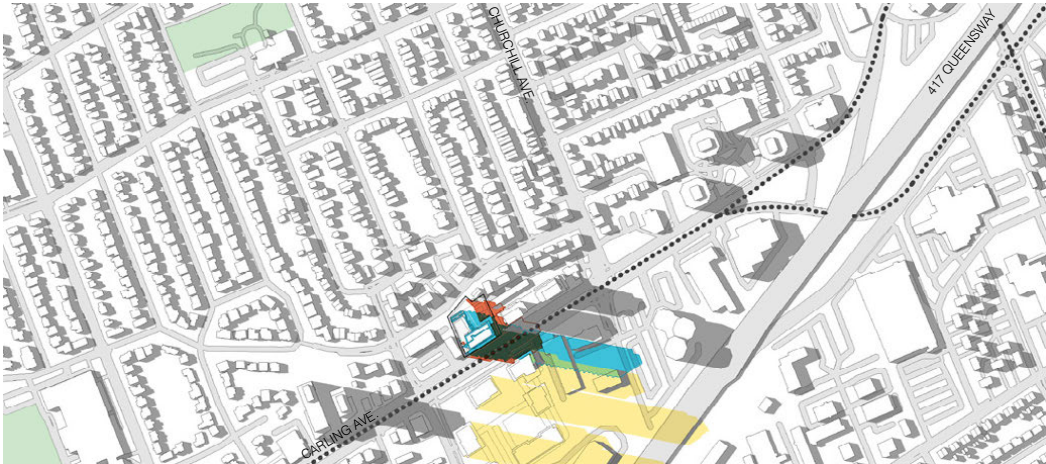
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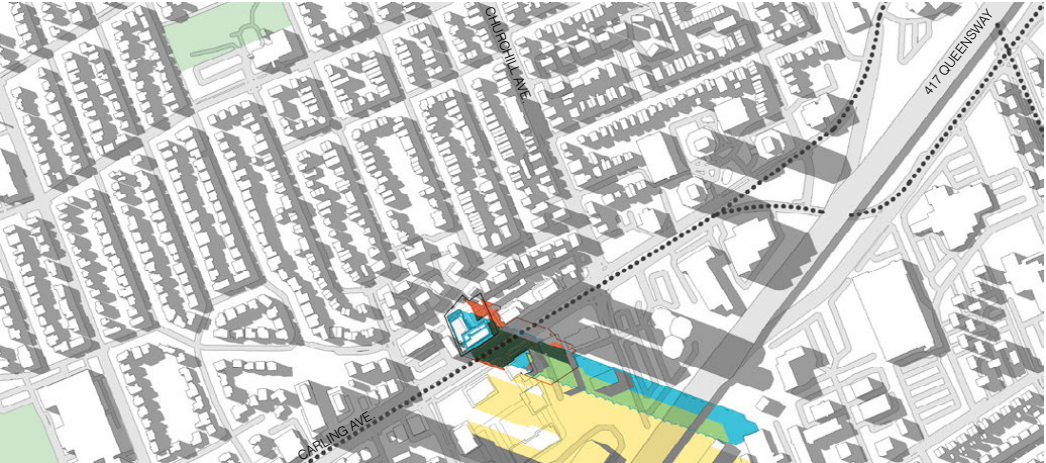
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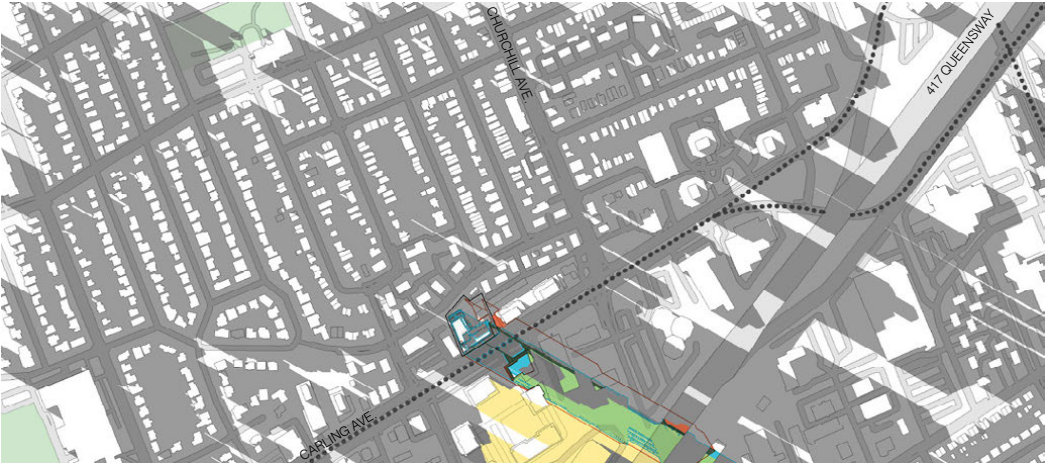
JUN 21 - 5:00 PM



JUN 21 - 6:00 PM



JUN 21 - 7:00 PM



JUN 21 - 8:00 PM

LEGEND

- As-of-Right Shadow/Outline
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APPENDIX 2 – UDRP RECOMMENDATIONS

Project:	2213 – 1657 Carling Avenue
Date Received:	10 October 2023
File No.	PC2024-0317 / D02-02-24-0032

1657 Carling Avenue | Informal Pre-Consultation | Zoning By-law Amendment Application | Project1 Studio (attn: Ryan Koolwine & Julien Hebert), Fotenn Planning + Design



Key Recommendations

- The Panel recommends approaching the landscaped and surface parking areas of the courtyard/forecourt more holistically, with surface treatments that feel part of the pedestrian realm.
 - Consider a woonerf style courtyard/forecourt area, that blends the landscaped area with the surface parking, while simultaneously reducing the surface parking as much as possible. The area should feel like pedestrian space that is shared with vehicles.
- The Panel recommends giving greater consideration and study to the angular plane and the effects of the proposal on the adjacent residences at 376 and 390 Tillbury Avenue.
- The Panel has concerns with the tower floorplate size exceeding the 750m² in the City's high-rise guidelines. Ensure the guidelines are adhered to at 750m².
- The Panel strongly supports the architectural approach to the 6-storey podium and the tower.

- Consider foregoing the 7-9th storey transition between the podium and tower, which adds unnecessary bulk to the building design, and consider transitioning directly from the podium the tower.
- The Panel recommends addressing the heaviness of the tower by lightening the colour palette to create more apparent play of light and shadow with the balconies.
- The Panel suggests bringing the woven treatment of the podium down to grade-level, especially along Carling Avenue, in order to help ground the building.
- The Panel has concerns with the 3m/4.5m setback along the western property line and the tight condition it creates between residential units and the neighbouring property.
 - Consider providing a more generous setback along the western property line.

Site Design & Public Realm

- The Panel has concerns with the 3m side-yard setback being proposed along the western property line.
- The Panel recommends reducing the surface parking area as much as possible.
 - The Panel appreciates the description in the presentation of this parking area as a courtyard space, however what is currently proposed reads as a parking lot.
 - Consider adding more landscaping in order to create a courtyard space. A lush courtyard space will also create a buffer from Tillbury Avenue. The courtyard design should be explored further in order to fulfill the description and intended vision for that space.
- The Panel recommends giving more consideration to the residences adjacent to the site at 376 and 390 Tillbury Avenue when studying the shadowing effects and the angular plane.
- The Panel appreciates the soft landscaping and heavily treed buffer proposed along Tillbury Avenue to help mitigate the looming effect of the tower on the low-rise residential apartments.
 - Consider doing more to address the condition with regard to 376 and 390 Tillbury Avenue. Consideration needs to be given to the impacts this site will have on those residents and homes.
- The Panel recommends further studying the functionality of the ground plane. Ensure there is an appropriate radius for delivery and service vehicles.
- The Panel recommends implementing a surface treatment in the 'courtyard' space that is more consistent with a pedestrian-first space.

- Consider blurring the lines between the pedestrian landscaped portion and the vehicular space by using paver treatments and landscaping as a means of creating a more pedestrian-first environment overall.
- Consider designing the forecourt area as a woonerf style courtyard.
- Consider reducing the number of surface parking spaces proposed.

Sustainability

- The Panel recommends giving more thought to how this proposal could adhere to the City's sustainability standards, such as the upcoming High-Performance Development Standards, and add valuable environmental & social sustainability to the Westboro-Carlington community.

Built Form & Architecture

- The Panel has concerns with the 30-storey height proposed for the building and the angular plane from residential on Tillbury Avenue. A much stronger planning argument is needed to allow for this height at this location.
 - Consider the height of the building directly east on the north side of Carling Avenue is 16-storeys. There is not a strong rationale for more height at this location, given what was granted to 1655 Carling Avenue
- The Panel appreciates the use of the local quarry as an inspiration for the architectural expression. That reference is strong and clear in the design.
- The Panel appreciates the woven brick treatment of the podium design, which provides a lively and handsome quality to the proposal.
- The Panel cautions against too much use of starkly dark materials.
 - Consider lightening up the entire tower portion of the building. The play of light and shadow through the variation in balconies would be more pronounced.
 - Consider opting for a less visible balcony divider. The dark balcony dividers pose quite a distraction to the horizontal quality of the balconies.
- The Panel highly recommends the City's high-rise guideline of 750m² floorplates, inclusive of balconies, should be adhered to. As it stands, there is not a strong enough rationale for this project to be granted special consideration to this guideline.
- The Panel highly recommends pursuing a generous through lobby from the south-west corner of the building (where amenity workspaces are) to enhance and improve the building's access and presence along Carling Avenue.

- Consider merging the amenity workspaces with a grander lobby area to enhance that through lobby experience as much as possible.
- The Panel recommends ensuring that the podium heights and street-wall align with the adjacent existing and proposed buildings.
- The Panel recommends providing more depth to the commercial spaces to help them be successful.
- The Panel recommends removing the amenity space on the ground floor or merging it with a through-lobby entrance at the corner of the building.
 - Consider moving the bike storage space to the west side of the building, closer to Carling Avenue and creating a through-lobby area.
 - Consider placing any ground floor amenity space on the courtyard/forecourt, potentially swapping with the bike storage area.
- The Panel highly recommends a 6-storey podium, foregoing the 7th-9th storey portions that go beyond the tower floorplate.
 - The Panel suggests it would provide for a cleaner form of architecture if, beyond the 6-storey woven podium, the building immediately transitioned to a tower starting at the 7th floor, thereby removing the current 'transition' space that adds superfluous building area and bulk to the building.