

**Subject: Zoning By-law Amendment – 1640 and 1660 Carling Avenue**

**File Number: ACS2024-PDB-PS-0076**

**Report to Planning and Housing Committee on 19 June 2024**

**and Council on 26 June 2024**

**Submitted on June 10, 2024 by Derrick Moodie, Director, Planning Services,  
Planning, Development and Building Services**

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**Ward: River (16)**

**Objet: Modification du Règlement de zonage – 1640 et 1660, avenue Carling**

**Dossier: ACS2024-PDB-PS-0076**

**Rapport au Comité de la planification et du logement**

**le 19 juin 2024**

**et au Conseil le 26 juin 2024**

**Soumis le 10 juin 2024 par Derrick Moodie, Directeur, Services de la planification,  
Direction générale de la planification, des biens immobiliers et du développement  
économique**

**Personne ressource: Tracey Scaramozzino, Urbaniste, Examen des demandes  
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**Quartier: Rivière (16)**

## **REPORT RECOMMENDATIONS**

- 1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 1640 and 1660 Carling Avenue, as shown in Document 1 and Document 3, from Arterial Mainstreet, Subzone 10**

(AM10) to Arterial Mainstreet, Subzone 10, Exception [XXXX] with a holding provision and new Schedule YYY (AM10 [XXXX]-h SYYY) and from Arterial Mainstreet, Subzone 10 (AM10) to Parks and Open Space (O1), to allow for the development of six, mixed-use, high-rise buildings ranging in height from 18 to 40 storeys and a public park.

2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of June 26, 2024,” subject to submissions received between the publication of this report and the time of Council’s decision.

## RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil d’approuver une modification du Règlement de zonage 2008-250 visant les 1640 et 1660, avenue Carling, des biens-fonds illustrés dans les documents 1 et 3, afin de faire passer leur désignation de Zone d’artère principale, sous-zone 10 (AM10) à Zone d’artère principale, sous-zone 10, exception [XXXX] et assortie d’un provision symbole d’aménagement différé et d’une nouvelle annexe YYY (AM10 [XXXX]-h SYYY), et de Zone d’artère principale, sous-zone 10 (AM10) à Zone de parc et d’espace vert (O1), et ainsi permettre la construction de six immeubles polyvalents de hauteur moyenne et élevée, d’une hauteur variant de 18 à 40 étages, et l’aménagement d’un parc public.
2. Que le Comité de la planification et du logement donne son approbation afin que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffe municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux “exigences d’explication” aux termes de la Loi sur l’aménagement du territoire, à la réunion du Conseil municipal prévue le 26 juin 2024 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

## EXECUTIVE SUMMARY

Planning Staff recommend approval of the Zoning By-Law application for 1640 and

1660 Carling Avenue to permit the future development of six high-rise towers, a privately owned public space (POPS) and a new City park. The applicant has requested to add 'high rise' to the list of permitted uses and to increase the maximum height for the site from nine-storeys to 40-storeys.

The proposal aligns with applicable Official Plan policies for this area. The site is designated Mainstreet Corridor (Carling Avenue). The Mainstreet Corridor designation supports a higher density development, a greater degree of mixed uses, and a higher level of street transit service to support vibrant 15-minute neighbourhoods.

Intensification is supported by policy 3.2 for up to high-rise 41+ buildings and shall be focused on Hubs and Corridors.

High-rise buildings are permitted in the Inner Urban Transect as set out in Policies 5.2 of the Official Plan.

High-rise buildings are permitted along Mainstreet Corridors, as set out in Policies 6.2

A public open house meeting was chaired by the local Councillor and attended by 34 residents. Further details are provided in Document 3.

## **RÉSUMÉ**

Le personnel des Services de planification recommande d'approuver la modification du Règlement de zonage visant les 1640 et 1660, avenue Carling, afin de permettre la construction de six tours ainsi que l'aménagement d'un espace public appartenant à des intérêts privés et d'un parc municipal. Le requérant souhaite faire ajouter la mention « de grande hauteur » à la liste des utilisations autorisées et faire passer la hauteur maximale des bâtiments sur cet emplacement de neuf à 40 étages.

Le projet est conforme aux politiques du Plan officiel applicables à ce secteur. L'emplacement est désigné Couloir de rue principale (avenue Carling), une désignation qui permet une plus grande densité des aménagements, un plus grand degré de polyvalence et un plus haut niveau des services de transport en commun capable de soutenir le dynamisme des quartiers du quart d'heure.

La densification proposée est soutenue par la politique 3.2, qui s'applique aux immeubles de grande hauteur de 41 étages et plus, et doit être axée sur les carrefours et les couloirs.

Les immeubles de grande hauteur sont autorisés dans le transect du secteur urbain intérieur, comme le prévoient les politiques de la section 5.2 du Plan officiel.

Les immeubles de grande hauteur sont autorisés le long des couloirs de rues

principales, comme le prévoient les politiques de la section 6.2 du Plan officiel.

Une réunion portes ouvertes, à laquelle 34 résidents ont assisté, a été animée par le conseiller du quartier. Pour en savoir plus à ce sujet, consultez le document 3.

## **BACKGROUND**

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

### **Site location**

1640 and 1660 Carling Avenue

### **Owner**

RioCan Holdings Inc.

### **Applicant**

Fotenn Consultants Inc.

### **Architect**

Hobin Artchitecture Inc.

## **Description of site and surroundings**

The subject property is located at the south-east corner of Carling Avenue and Clyde Avenue North. It is approximately 2.29 hectares in area and is currently occupied by a vacated Canadian Tire store, a Boston Pizza restaurant and associated surface parking. Immediately surrounding the site and extending east and west along Carling Avenue are commercial and light industrial uses. The low-density, residential community of Highland Park/Westboro is on the north side of Carling Avenue. The abutting property to the south, 861 Clyde Avenue North (the former Neilson Dairy lands), has been rezoned (D02-02-20-0122) to permit heights of 22- to 39-storeys for six towers, with a future 0.34-hectare parkland dedication. On the south side of Highway 417 is the Carlington community.

The implementation of this Zoning By-Law Amendment request will be developed through future Site Plan Control applications to the City. In the meantime, it is the City's understanding, that the current landowners will lease the vacated Canadian Tire building to Altea Active, a health and fitness club.

## **Summary of proposed development**

The development proposes six mixed-use buildings with four- to six-storey podiums, ranging in total height from 28 and 30 storeys along Carling Avenue, 40 storeys along Clyde Avenue North, and 18, 20, and 24 storeys towards the rear of the site. Approximately 1,715 units are proposed. The unit breakdown has not yet been determined but will be comprised of a mix of sizes ranging from studios to three-bedrooms. Four of the buildings are proposed to be rental and two are proposed as condominiums. One new public road is proposed in a backwards "L" form to connect Clyde Avenue North and Carling Avenue. A corner plaza is proposed at the north-west corner of Carling Avenue and Clyde Avenue North which will lead to a central privately owned public space (POPS). The POPS will then lead to future City parkland (0.25 ha) at the south-west corner of the site which will be opposite to the proposed parkland (0.34 ha) that the City will acquire through the development of the former Neilson Dairy lands to the south. Conceptual site design can be found in Document 6.

## **Summary of requested Zoning By-law amendment**

The current Arterial Mainstreet, subzone 10 (AM10) allows for a broad range of commercial, low- and mid-rise residential, and institutional uses with a maximum permitted height of 30 metres or nine storeys.

The Zoning By-Law Amendment is seeking to allow heights up to 135 metres (40 storeys) and for permitted residential uses to include high-rise apartment dwellings. This

would allow for the six proposed high-rise residential and mixed-use buildings ranging between 63 and 135 metres in height (18-40 storeys).

The Zoning By-Law Amendment also creates the appropriate zone for the future public park that will be conveyed to the City.

## **DISCUSSION**

### **Public consultation**

A public consultation was held on June 28, 2023 at J.A Dulude Arena.

The local Councillor organized the meeting and was in attendance with their staff, the property owners and City staff. 34 residents attended the meeting and a total of seven comments were received. Full public consultation details are found in Document 3.

For this proposal's consultation details, see Document 3 of this report.

### **Official Plan designation(s)**

The site is within the Inner Urban Transect with a Mainstreet Corridor (Carling Avenue) designation and the Evolving Neighbourhood Overlay in the Official Plan. The site is also within a Design Priority Area (Schedule C7A) and along a Scenic Route (Schedule C13).

The Inner Urban Transect includes pre-World War II neighbourhoods that are expected to intensify further through mid- to high-density development with access to transit. These developments are to prioritize walking, cycling, and transit (5.2.2). High-rises are permitted along streets with a minimum 30 metre right-of-way such as Carling Avenue (40 metre ROW) when appropriate transitioning, step-backs and angular planes are provided (5.2.3.2(a)).

The Mainstreet Corridor designation, which includes lands within a depth of 220 metres from the road, as well as the Design Priority and Scenic Route designations support higher density development, a greater degree of mixed uses, and a higher level of street transit service. These policies are to support the goal of vibrant 15-minute neighbourhoods.

The Evolving Neighbourhood Overlay is applied to areas in close proximity to Corridors and recognizes that these areas will evolve over time from a suburban character to a more urban character. These areas will allow new built forms and will be denser and will provide a more diverse function of land.

### **Other applicable policies and guidelines**

There are no Secondary Plans or Community Design Plans that pertain to this site.

The Urban Design Guidelines for High-Rise Development, Development along Arterial Mainstreets, and Transit Oriented Development were reviewed and incorporated into the project in this report, as per the Urban Design discussion below.

### **Urban Design Review Panel**

The property is within a Design Priority Area and the Zoning By-law Amendment application was subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting, which was open to the public.

The formal review meeting for the Zoning By-Law Amendment application was held on May 5<sup>th</sup>, 2023.

The panel's recommendations from the formal review of the Zoning By-law Amendment application are found in Document 5 at the end of the report.

The panel was successful in aiding in the implementation of the following:

- Relocating the parkland dedication to the southwest corner, adjacent to the neighbouring development's proposed park to create a larger connecting park area.
- Shifting the new street north towards Carling Avenue, to allow for the park.
- Reducing podiums to four-storeys at the south of the site.
- Locating the two tallest buildings at the northwest corner to make optimal use of the future at-grade O-train service.

The following Urban Design Review Panel recommendations were not able to be met:

- Extending the Privately Owned Public Space at the centre of the site up to Carling Avenue proved infeasible and was compensated for through the relocation of the public park contribution to the southwest corner, providing at least one street-facing public space.
- Specific tower design configurations will be dealt with at the future site plan control stage.

### **Planning rationale**

#### Built Form, Density and Height

The Inner Urban Transect and Mainstreet Corridor policies in the Official Plan direct developments to be mid to high rise (maximum 40 storeys) with a focus on active transportation to support 15-minute neighbourhoods. This portion of Carling Avenue is part of the Ultimate Transit Network, for “O-Train at grade service”, as shown on Schedule C2 of the Official Plan. There is currently one OC Transpo bus that travels down Carling Avenue from 4:30am to midnight, every 15 to 40 minutes depending on the time of day. The timing for O-Train service is unknown at this time and is dependant on funding. Two high schools, an elementary school, two private schools and a preschool are located within one kilometre of the site. There is one grocery store within approximately 500 metres of the site, and the Carlingwood Shopping Plaza with a large grocery store is approximately 1.5 kilometres west of the subject site. All of the lands along this section of Carling Avenue, on the north and south sides are zoned various subsections of Arterial Mainstreet (AM) with a variety of site-specific exceptions and some with site-specific maximum heights.

As per the Official Plan, Section 6.2.1 (2), the proposed buildings have all been designed and located with the maximum building heights and densities close to the Corridor. The required transitioning of heights is simple to achieve, as there are no low-rise sites abutting the property. The low-rise developments to the north are approximately 118 metres away, which will minimize their potential negative impact (i.e. shadowing) resulting from this development. Low-rise residential development to the east, west and south are generally distant from the site due to the commercial and industrial nature of the area. The proposal has been designed to provide the recommended minimum 23-metres tower separation to ensure adequate privacy, sun exposure and air circulation. The ground floor will be used for commercial spaces that are articulated with large amounts of glazing, plantings and seating areas to enhance the pedestrian experience. Podium heights of six storeys, along with the articulation and exterior materials are considered appropriate pedestrian-scale. Each tower is proposed with a unique design to provide visual interest in the skyline.

The shadow study shows some shadow impact over the low-rise residential dwellings to the north of Carling Avenue. Due to the slimness of the towers, the shadows pass over the dwellings relatively quickly which reduces the length of shadowing time.

#### Parkland and Pedestrian Connectivity

Pedestrians will be prioritized in their connection to the site, through the corner open space ‘entry plaza’ that will lead to the central privately owned public space (POPS) which will lead to the future City Park. This is in addition to the sidewalks along the perimeter of the site and along the new public road as well as with interior block pathways.



Parkland will be conveyed to the City in the south-west corner of the site, where it will be adjacent to a future public park as part of the future redevelopment of 861 Clyde Avenue North (former Neilson Dairy lands). A centrally located Privately Owned Public Space (POPS) and corner plaza will also contribute to the public use and integration of the site within the greater community. The location of the future park, in close proximity to the future proposed park on the adjacent development to the south, is the preferred location to allow complementary uses between the two sites and also provides for public road frontage for visibility along Clyde Avenue North.

### Parking, Traffic and Roads

The proposed internal road will be a public, local road created through a future plan of subdivision. It will be designed for shared use with traffic calming measures and a maximum speed of 30 kilometres per hour. As shown in Document 6, the internal public road will help create a modified grid pattern and will allow for ease of circulation for all modes of active and non-active transportation. The opportunity for a future pedestrian connection, connecting east, mid-block off the proposed street is being preserved. The future cycling facilities on the surrounding streets have been confirmed with City staff and incorporated into the transportation review.

The Traffic Impact Assessment (TIA) has been reviewed to ensure that City guidelines are followed and that surrounding proposed developments as well as City-planned network changes for transit and cycling infrastructure are considered. The proposed development is acceptable from a transportation perspective.

The parking ratio is proposed at 0.5 vehicular parking spaces per unit for residents and 0.1 vehicular parking spaces per unit for visitors, as per the current zoning requirements, for a total of 1,156 spaces. Bicycle parking is proposed at 0.5 spaces per unit, as per current zoning requirements, for a total of 877 spaces. Further transportation and access design details will be reviewed during the future site plan control stage.

### Sanitary Capacity and Holding

There is adequate municipal water available to service the proposed development, however, there will not be enough capacity for the sanitary flows until the sanitary sewer upgrade along Carling Avenue is completed. Construction of these deep services is planned to start in the Spring 2025. Due to the lack of sanitary capacity, a 'holding' symbol is recommended by staff to be placed on the proposed zoning which will only be lifted, through a formal application to the City once the sanitary sewer has been upgraded.

### Other Technical Reviews

Other technical analysis including a Geotechnical Report, Environmental Site Assessment, Wind Analysis and Site Servicing Report have also been reviewed by City staff and are found sufficient to support the proposed zoning by-law amendment.

### **Provincial Policy Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

### **RURAL IMPLICATIONS**

N/A

### **COMMENTS BY THE WARD COUNCILLOR(S)**

Councillor Riley Brockington provided the following comments:

I am aware of the zoning bylaw amendment application filed by RioCan for their property at 1650-1660 Carling Avenue.

This is an ambitious residential development for this site – six towers, totaling 1,754 units, with the potential for approximately 3,000 residents. To put that into perspective, River Ward's population of 50,000 will increase by 6 per cent once this is fully built and inhabited.

The public park along the southern periphery, courtyard along the northern periphery and public street through the development are welcomed; so too are the cycling infrastructure investments proposed along Clyde and Laperriere which is a City-led project.

The often-laboured bus Route #85 which serves along the Carling corridor must have its reliability challenges addressed well before new residents move in. The Route Review

of 2023 recommended splitting this route up in to two routes at Lebreton Flats and hopefully that will assist with the chronic reliability challenges.

While this medium to long term development is planned, it is my understanding that RioCan will facilitate the lease of the current building on site, the former Canadian Tire building to Altea Active (a wellness and social club), which plans to open later this year. I am pleased to see the building used for this purpose.

Overall, I support the zoning bylaw amendment application.

**ADVISORY COMMITTEE(S) COMMENTS**

N/A

**LEGAL IMPLICATIONS**

There are no legal impediments associated with implementing the report recommendation.

**ASSET MANAGEMENT IMPLICATIONS**

There are no Asset Management Implications resulting from recommendations of this report.

**FINANCIAL IMPLICATIONS**

There are no direct financial implications.

**ACCESSIBILITY IMPACTS**

The building, site design and parking will be reviewed for accessibility through the future Site Plan Control Application and during Building Permit review.

**TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more liveable for all.

**APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-22-0126) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to workload volumes and the time for the Applicant and City to update and review various submissions.

**SUPPORTING DOCUMENTATION**

Document 1 Zoning Key Map

Document 2 Zoning Schedule

Document 3 Details of Recommended Zoning

Document 4 Consultation Details

Document 5 Urban Design Review Panel Comments

Document 6 Preliminary Site Plan and Rendering

**CONCLUSION**

Planning, Development and Building Services Staff support this application as it meets the policies of the Provincial Policy Statement, and the Official Plan to provide new mixed-use, high-density development within the urban boundary, along arterial roads and close to existing and future transit. The requested rezoning fits within the context of an intensifying Carling Avenue along with several approved developments of similar heights and densities nearby. The relocation of the public park to the southwest corner of the site, closer to the neighbouring property's future public park site will create two complimentary park blocks. The shifting of height to the corner of Carling and Clyde supports the transit-oriented development goals along the Bus Rapid Transit route.

**DISPOSITION**

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

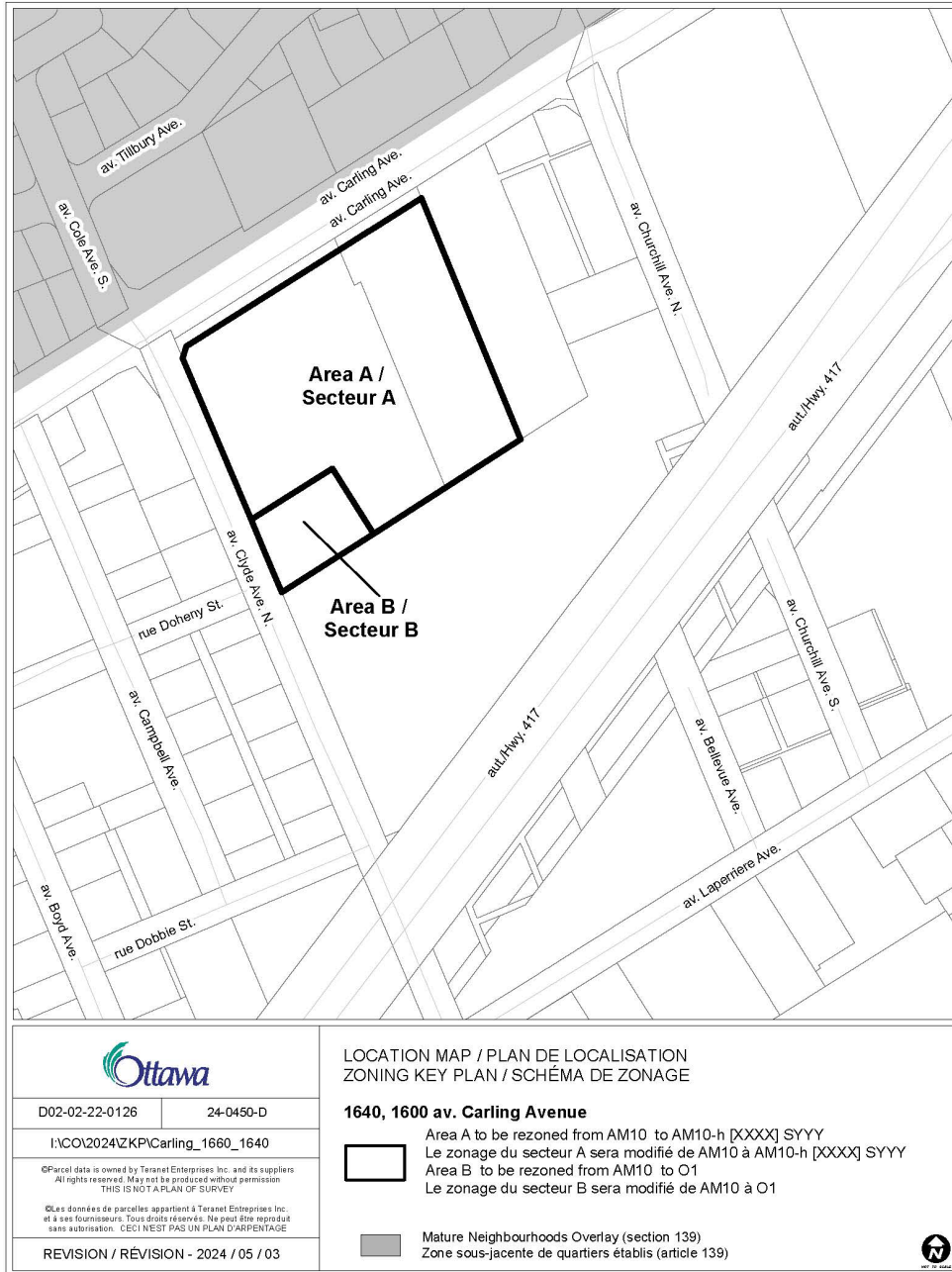
Zoning and Interpretations Unit, Policy Planning Branch, Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

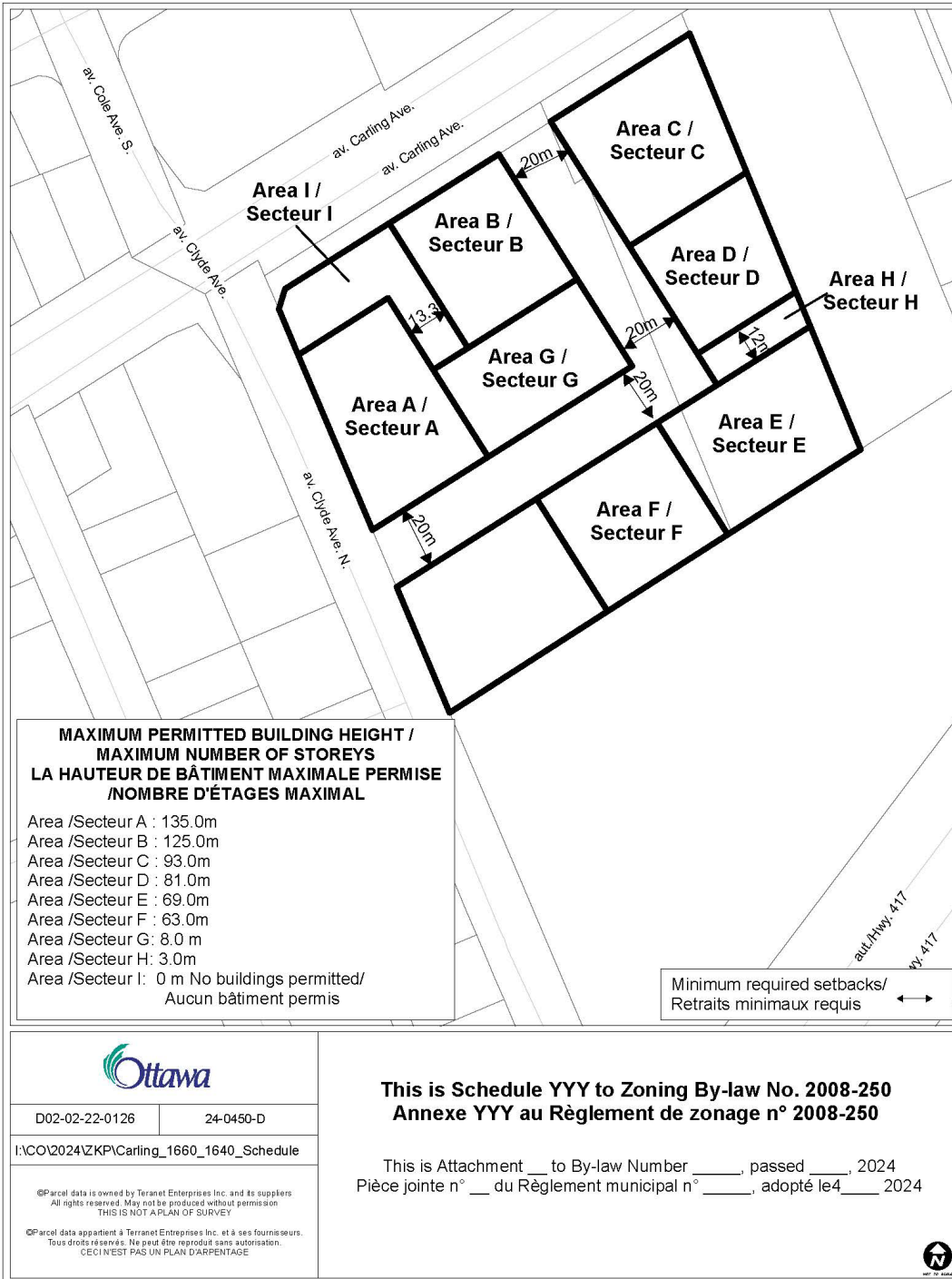
Planning Operations, Planning Services to undertake the statutory notification.

**Document 1 – Location Map / Zoning Key Map**

For an interactive Zoning map of Ottawa visit [geoOttawa](https://geoottawa.com)



Document 2 – Zoning Schedule



D02-02-22-0126

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This is Schedule **YYY** to Zoning By-law No. **2008-250**  
Annexe **YYY** au Règlement de zonage n° **2008-250**

This is Attachment \_\_\_ to By-law Number \_\_\_\_, passed \_\_\_\_, 2024  
Pièce jointe n° \_\_ du Règlement municipal n° \_\_\_\_, adopté le 4 \_\_\_\_, 2024



### **Document 3 – Details of Recommended Zoning AM10 [XXXX] -h SYYY and O1**

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1640 and 1660 Carling Avenue:

- 1) Rezone the lands of 1640 and 1660 Carling Avenue as shown in Document 1.
- 2) Add a new exception XXXX to Section 239 – Urban Exceptions with provisions similar in effect to the following:
  - a) In Column I, Exception Number, add the text “XXXX”
  - b) In Column II, Applicable Zones, add the text “AM10[XXXX]-h SYYY”
  - c) In Column III, Additional Permitted Uses, add text similar in intent to the following:
    - i. apartment dwelling, high rise
  - d) In Column IV, Exception Provisions - Land uses prohibited, add the text:
    - i. All uses prohibited, except for uses as they existed on the date of the passing of this bylaw, provided there is adequate sanitary capacity, until the holding symbol is removed.
  - e) In Column V, Provisions, add the text:
    - i. Maximum building height as per schedule.
    - ii. In Area G of SYYY, the maximum building height is 8 metres and limited to a community structure or building
    - iii. In Area H of SYYY, the maximum building height is 3 metres and limited to garage access structures.
    - iv. The holding symbol may only be removed once sufficient sanitary capacity to support the proposed development is available, to the satisfaction of the General Manager, Planning, Development, and Building Services Department.
- 3) Amend Part 17 – Schedules to add a new schedule as shown in Document 2.

## Document 4 – Consultation Details

### Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. One public meeting was also held in the community on June 28 at 7pm at the J.A. Dulude Arena.

Public Comment	City Response
Traffic – 2 Residents to the north of Carling Avenue were concerned with an increase of traffic through their community.	The road network north of Carling Avenue is circuitous and does not provide any measurable decrease in travel time. Therefore, minimal traffic is anticipated to infiltrate the neighborhood.
Affordable Housing – 3 residents requested that affordable housing be incorporated into the development.	This is a private development. Staff have shared the request for affordable housing with the Applicant and will continue the discussion at the time of the future Site Plan Control Application.
Active Transportation – The local Councillors requested that the proposed cycle lanes on Clyde Ave be incorporated into the proposal.	Cycling infrastructure on Clyde Ave is considered a development charge item and cannot be imposed on a development.
1 resident asked for clarification of the proposal.	Provided.
1 resident was concerned about the adequacy of infrastructure to support the development.	The City does a full review to ensure that adequate services are available. In this case, there will not be enough sanitary capacity to service the site and therefore, staff recommends a holding provision in the zoning details. The actual construction of the project will not be able



	to happen until the services are upgraded.
1 resident was in support of the project and provided input on green infrastructure.	Noted.
2 residents were concerned about the increase in height	The proposed height is supported by the Official Plan designation of "Inner Urban Transect, Major Corridor" which permits heights up to 40-storeys.

## Document 5 – Urban Design Review Panel Comments

### Key Recommendations

- The Panel appreciates the overall scale of the development and its contribution as part of what is becoming a larger landmark area in the city.
  - The Panel recommends considering how this development will knit into the surrounding context as it develops and intensifies.
  - The Panel recommends undertaking additional modeling to anticipate different scenarios, especially to the east and west of the site.
  
- The Panel expressed various thoughts on how to better configure the layout of the site.
  - The Panel recommends relocating the large open space from the northwest corner at Carling and Clyde elsewhere on the site. Options include:
    - Moving it to the centre of the block as shown in ‘option 1’ and ‘option 2’, and then improving the connection through to the park space in the development to the south.
    - Moving it and the central park space to run along the south of the site, with mid-rise along the middle of the site and towers along Carling to maximize views and sunlight on the site.
  - The Panel recommends relocating the two tallest buildings flanking the park on Carling Street and providing generous setbacks from the street given the need to accommodate the future BRT stop and to animate the commercial spaces.
  
- The Panel recommends six-storeys is the appropriate scale for podiums along Carling Avenue.
  - The Panel recommends transitioning south of Carling Avenue to four-storey podiums.

### Site Design and Public Realm

- The Panel recommends the site plan could benefit from further study and investigation of different options.

- The Panel recommends considering the greater context of development in this area when planning the design and layout of the site, including the development sites to the south of the highway as well.
  - Given the intensification coming to this industrial park area, the Panel recommends undertaking a master planning exercise to determine if the area can accommodate the intensification proposed. Perhaps a Secondary Plan is needed for the area.
  - The Panel recommends ensuring that the social infrastructure essential to creating a new highly dense community is being provided.
  
- The Panel discourages against having the large open space at the north-west corner of the site.
  - Consider relocating the open space at the north-west corner of the site to the south-west corner, essentially extending the park in the development to the south. Doing so would create better opportunities for programming and recreational play.
  - Consider locating one of the taller buildings to the north-west corner and creating animation for that corner through ample commercial space and wide street-front setbacks—given BRT is coming to that corner.
  
- The Panel recommends the project design team keep the idea of a community building in the project, preferably in a way that relates to the provided public park spaces. A community building will provide important social infrastructure to the area.
  
- The Panel appreciates the alignment of the proposed new roadway.
  
- The Panel recommends improving the connection from the park space to the approved park along Clyde in the adjacent development to the south.
  
- The Panel recommends moving the corner POPS away from the corner of Carling and Clyde, instead aligning it with the park on Carling Avenue.
  - The Panel discourages making the park seem hidden and private, as is the sense from the current design layout. The Panel suggests extending the central park space up to Carling Avenue by relocating the POPS to make park space more visible and inviting from the main street, which is Carling.

- The Panel recommends framing the park space by locating the two tallest buildings on either side, and then transitioning down in scale towards the south of the site.
- The Panel appreciates the scale of the landscape elements in the central park area.
- The Panel recommends not extending the small leg of the east-west public street. Instead, design that space to favour more green open space which provides the flexibility to create connections to a development to the east in the future if necessary.

### **Sustainability**

- Considering the long build-out of the site, the Panel recommends the sustainability and public realm of the site must be very forward-thinking.
  - Consider designing to be top-of-class for current standards so the site can last long into the future (e.g., low-carbon or zero carbon site would help “future proof” the site design).

### **Built Form and Architecture**

- The Panel recommends the appropriate scaling of the podiums on the site would be to have six-storey podiums along Carling Avenue and scaling down to four-storey podiums for the rest of the site.
- The Panel recommends the project design team give considerable attention to the high-rise design guidelines, particularly those regarding tower step-backs from the podium and separation distance requirements between towers, as these will be key to the success of the development.
  - Regarding the street edge and podium conditions, the Panel suggests the inspiration from the bottom-right image on page 24 of the submission document is quite successful.
  - Regarding the tower body inspiration, the Panel recommends a simpler architectural design as shown in the bottom images on page 25 of the submission document.

- Regarding the tower tops, the Panel recommends leaning towards a simpler design. Build off the inspirational images on the bottom-middle and bottom-right of page 26 of the submission document. Consider simple lighting and simple ways of having the tower meet the sky.
- The Panel recommends treating Clyde Avenue with a lower scale, the same way as buildings on the interior of the site and to the east have been scaled.
  - The Panel recommends focusing height on Carling and stepping down the scale southward.
- The Panel recommends giving more attention to the Carling Avenue buildings and frontages.
  - Consider three buildings along Carling Avenue, creating a new street wall.
  - Consider focusing park space and public squares at the south edge of the site and relocating the buildings to the north of the park space.
  - Consider stepping down the scale of buildings and podiums from north to south, thereby creating longer views with midrise being in the middle of the site and park at the south end.
- The Panel recommends paying considerable attention to the importance of podiums in strengthening the street wall, especially along Carling Avenue.
- The Panel suggests it may be a better approach to consider the site as a mid-rise neighbourhood with a few towers at key locations on the site.
  - The Panel notes it is important to consider the proportions of this area in regard to how it will be humanized—think of the pedestrian scale.
- The Panel recommends the design team give considerable thought to how this site will be viewed from afar.
  - The Panel suggests it is very important to consider how will this development help contribute to, improve, and define the skyline.

Document 6 – Preliminary Site Plan

