

**Subject: Zoning By-law Amendment – 1657 Carling Avenue and 386 Tillbury Avenue**

**File Number: ACS2025-PDB-PSX-0039**

**Report to Planning and Housing Committee on 3 September 2025  
and Council 10 September 2025**

**Submitted on August 28, 2025 by Derrick Moodie, Director, Planning Services,  
Planning, Development and Building Services**

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**Ward: Kitchissippi (15)**

**Objet :        Modification du Règlement de zonage – 1657, avenue Carling et 386,  
avenue Tillbury**

**Dossier : ACS2025-PDB-PSX-0039**

**Rapport au Comité de la planification et du logement le 3 septembre 2025  
et au Conseil le 10 septembre 2025**

**Soumis le 28 août 2025 par Derrick Moodie, Directeur, Services de la planification,  
Direction générale des services de la planification, de l'aménagement et du  
bâtiment**

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**Quartier : Kitchissippi (15)**

## REPORT RECOMMENDATIONS

That Planning and Housing Committee:

1. Recommend Council approve an amendment to Zoning By-law 2008-250 for 1657 Carling Avenue and 386 Tillbury Avenue, as shown in Document 1, to permit a 28-storey, mixed-use building, as detailed in Document 2.
2. 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 September 10, 2025," subject to submissions received between the publication of this report and the time of Council's decision.

## RECOMMANDATIONS DU RAPPORT

Que le Comité de la planification et du logement :

1. Recommande au Conseil d'approuver une modification du *Règlement de zonage 2008-250* visant le 1657, avenue Carling et le 386, avenue Tillbury, des biens-fonds illustrés dans le document 1, en vue de permettre la construction d'un immeuble polyvalent de 28 étages, comme l'expose en détail le document 2.
2. Approuve l'ajout, en tant que « brève explication », de la section du présent rapport consacrée aux détails de la consultation au 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 10 septembre 2025 », 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**

### **Staff Recommendation**

Planning staff recommend approval of the Zoning By-law Amendment for 1657 Carling Avenue and 386 Tilbury Avenue to rezone the subject lands from “Arterial Mainstreet, Subzone 10 (AM10) Zone” and “Residential Fourth Density, Subzone UC (R4UC) Zone” to “Arterial Mainstreet, Subzone 10, Urban Exception XXXX, Schedule YYY [AM10(XXXX) SYYY] Zone,” as shown in Document 1.

The proposed Zoning By-law Amendment would facilitate the redevelopment of an existing commercial plaza and permit a 28-storey mixed-use building, consisting of 370 dwelling units, 374 bicycle parking spaces, 350.0 square metres of ground floor commercial space, 154 residential parking spaces, 30 visitor parking spaces and 12 commercial parking spaces. The details of the Zoning By-law Amendment, as detailed in Document 2, would address performance standards relating to the proposal, such as setbacks, stepbacks and permitted projections, increased maximum building height, maximum front yard setback and bicycle parking spaces, decreased residential parking spaces, and a non-buildable area for adequate tree planting.

Document 3 contains the zoning schedule with minimum setbacks, minimum stepbacks, and maximum permitted building heights.

### **Applicable Policies, By-laws and Guidelines**

The following policies support this Zoning By-law Amendment application:

1. Provincial Planning Statement (PPS) 2024

The Provincial Planning Statement (PPS) 2024 provides policy direction on matters of provincial interest related to land use planning and development. Staff reviewed PPS 2024 and have determined that the proposal is consistent with the PPS 2024.

2. Official Plan

The Official Plan provides the vision, goals and policies for directing development in the urban area, including strategic directions and growth management framework policies, urban design policies, transect policies and urban designation policies. The proposed residential and non-residential uses (in a mixed-use building) are permitted in the Mainstreet Corridor designation within the Inner Urban Transect Policy Area and the proposed high-rise-built form is appropriate in terms of its proposed height and transition in this context. The proposal conforms to the Inner Urban Transect policies and the urban design

policies of Section 4.6.6 of the Official Plan. Staff reviewed the Official Plan and have determined that the proposal is in conformity with the Official Plan.

### 3. Urban Design Guidelines for High-rise Buildings

The Urban Design Guidelines for High-rise Buildings were approved by City Council on May 23, 2018. These guidelines provide principles for developing well integrated, compatible, high-rise intensification that support healthy, liveable and safe communities. The proposal has been reviewed against the built-form and pedestrian realm guidelines. Staff reviewed the guidelines and have determined that the proposal has regard for Urban Design Guidelines for High-rise Buildings.

Based on staff's review of all the applicable policies, by-laws and guidelines, the zoning requests are appropriate, and the proposal represents good land use planning.

### **Urban Design Review Panel**

The property is within a Design Priority Area (Mainstreet Corridor) 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 on September 7, 2023. The panel's recommendations can be found in Document 5 to this staff report. The key recommendations focussed on improving site design and public realm treatment, providing sustainability features, and achieving an appropriate built form and good architecture. The recommendations successfully aides in site and built form design changes including reduced tower height, increased separation from the west side lot line, improved on-site circulation and increased focus on sustainability with less surface parking and more areas for adequate tree planting.

### **Public Consultation/Input**

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Comments were received from five residents in the community and the Westboro Community Association. On July 16, 2025, Councillor Leiper's office and the applicant team hosted a virtual public meeting for members of the community. Document 4 provides the consultation details.

## **RÉSUMÉ**

### **Recommandation du personnel**

Le personnel des Services de planification recommande d'approuver la modification du *Règlement de zonage 2008-250* visant le 1657, avenue Carling et le 386, avenue Tillbury, afin de faire passer la désignation des biens-fonds visés de « Zone d'artère

principale, sous-zone 10 (AM10) » et « Zone résidentielle de densité 4, sous-zone UC (R4UC) » à « Zone d'artère principale, sous-zone 10, exception urbaine XXXX, annexe YYY [AM10(XXXX) SYYY] », comme l'indique le document 1.

Cette modification du Règlement de zonage permettrait le réaménagement d'un centre commercial et la construction d'un immeuble polyvalent de 28 étages abritant 370 logements et disposant de 374 places de stationnement pour vélos, d'un espace commercial de 350.0 mètres carrés au rez-de-chaussée, de 154 places de stationnement pour résidents, de 30 places de stationnement pour visiteurs et de 12 places de stationnement pour les clients des commerces. La modification du Règlement de zonage, dont les détails sont exposés dans le document 2, porterait sur les normes fonctionnelles applicables au projet, notamment en ce qui concerne les retraits, les marges de recul, les saillies autorisées, l'augmentation de la hauteur de bâtiment maximale, du retrait maximal de cour avant et du taux de stationnement pour vélos, la réduction du taux de stationnement résidentiel ainsi que la création d'une surface non constructible permettant une plantation d'arbres adéquate.

On retrouve dans le document 3 l'annexe de zonage portant sur les retraits minimaux, les marges de recul minimales et les hauteurs de bâtiment maximales.

### **Politiques, règlements et lignes directrices applicables**

Les politiques qui suivent sont favorables à cette demande de modification du Règlement de zonage :

#### **1. Déclaration provinciale sur la planification (DPP) de 2024**

La Déclaration provinciale sur la planification (DPP) de 2024 fournit des directives sur des questions d'intérêt provincial liées à la planification et au développement du territoire. Le personnel a pris connaissance de la DPP de 2024 et a déterminé que la proposition est conforme à ce document.

#### **2. Plan officiel**

Le Plan officiel définit la vision, les objectifs et les politiques pour l'orientation de l'aménagement du secteur urbain, dont les orientations stratégiques ainsi que les politiques-cadres sur la gestion de la croissance, les politiques sur l'esthétique urbaine, les politiques sur les transects et les politiques sur les désignations urbaines. Les utilisations résidentielles et non résidentielles proposées (abritées dans un immeuble polyvalent) sont autorisées dans la désignation de couloir de rue principale dans le secteur-cadre du transect du secteur urbain intérieur, et la forme bâtie élevée proposée est appropriée en matière de hauteur et de transition dans le contexte environnant. Le projet

respecte les politiques du transect du secteur urbain intérieur et celles sur l'esthétique urbaine figurant à la section 4.6.6 du Plan officiel. Le personnel a examiné le Plan officiel et a déterminé que la proposition est conforme à ses dispositions.

### 3. Lignes directrices d'esthétique urbaine pour les habitations de grande hauteur

Le Conseil municipal a approuvé le 23 mai 2018 les Lignes directrices d'esthétique urbaine pour les habitations de grande hauteur. Ces lignes directrices fournissent des principes permettant la densification grâce à des immeubles de grande hauteur bien intégrés, compatibles avec le contexte environnant et favorable à la création de communautés saines, sûres et où il fait bon vivre. La proposition a été examinée à la lumière des lignes directrices relatives à la forme bâtie et au domaine piétonnier. Le personnel a examiné le tout et a déterminé que la proposition tient compte des Lignes directrices d'esthétique urbaine pour les habitations de grande hauteur.

Après examen par le personnel de l'ensemble des politiques, règlements et lignes directrices applicables, les demandes de zonage sont jugées appropriées et la proposition représente un bon projet d'aménagement du territoire.

### **Comité d'examen du design urbain**

Les biens-fonds sont situés dans un secteur prioritaire de conception (couloir de rue principale) et la demande de modification du Règlement de zonage a été soumise au processus du Comité d'examen du design urbain (CEDU). Le requérant a présenté sa proposition au CEDU le 7 septembre 2023. On peut prendre connaissance des recommandations du CEDU dans le document 5 du présent rapport du personnel. Les principales recommandations portaient essentiellement sur l'amélioration de la conception du site et du traitement du domaine public, l'intégration de caractéristiques de durabilité et la création d'une forme bâtie appropriée et d'une architecture de qualité. Ces recommandations ont permis d'apporter des modifications à la conception du site et de la forme bâtie, notamment une réduction de la hauteur des tours, une augmentation de la distance de séparation depuis la ligne de lot ouest, une amélioration des déplacements sur le site et une meilleure prise en compte de la durabilité, avec moins de places de stationnement de surface et davantage d'espaces pour la plantation d'arbres.

### **Consultation et commentaires du public**

La notification et la consultation publique se sont déroulées conformément à la Politique de notification et de consultation publique approuvée par le Conseil municipal pour les

modifications à apporter au Règlement de zonage. Les commentaires de cinq résidents ont été reçus, ainsi que ceux de la Westboro Community Association. Le 16 juillet 2025, le bureau du conseiller Leiper et l'équipe du requérant ont organisé une réunion publique virtuelle à l'intention des résidents. On retrouve dans le document 4 de l'information détaillée sur la consultation.

## **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**

1657 Carling Avenue and 386 Tilbury Avenue

### **Owner**

Inside Edge Properties

### **Applicant**

Fotenn Consultants Inc. (c/o Scott Alain)

### **Architect**

Project1 Studio (Ryan Koolwine)

### **Description of site and surroundings**

The subject lands are located along the northern side of Carling Avenue, between Cole Avenue to west and Churchill Avenue to the east, in the Westboro Neighbourhood. The subject lands are an irregularly shaped, through-lot, with a total lot area of approximately 4,370 square metres. The subject lands have approximately 60.0 metres of frontage along Carling Avenue and 40.0 metres of frontage along Tillbury Avenue.

The subject lands are surrounded by a mix of office, commercial, mixed-use and residential buildings, including low-rise residential uses to the north, two high rise residential towers (16 and 18 storeys) on the abutting lands to the east, the former Canadian Tire store (now Altea active facility) across Carling Avenue to the south, and a commercial plaza on the abutting lands to the west. The broader surrounding context consists of a range and mix of uses and reliable transportation options (example: bus and cycling) along Carling Avenue and on nearby streets.

The subject lands are currently occupied by an existing commercial plaza, with a two-storey commercial/office building and a surface parking lot at the rear, as well as a low-rise residential use (fronting along Tillbury Avenue). An existing driveway along Carling Avenue provides access to the surface parking lot behind the commercial/office building. Existing buildings and structures will be demolished, but the existing access from Carling Avenue is proposed to remain to provide right-in only vehicle movement.

### **Summary of proposed development**

The proposed Zoning By-law Amendment would facilitate the redevelopment of an existing commercial plaza and permit a 28-storey mixed-use building, consisting of 370 dwelling units, 374 bicycle parking spaces, 350.0 square metres of commercial space (four street-facing units along Carling Avenue), 154 residential parking spaces, 30 visitor parking spaces and 12 commercial parking spaces (in an above grade parking lot). For zoning interpretation purposes, the proposed development is considered a mixed-use building consisting of dwelling units and permitted non-residential uses.

Access to the underground parking garage is provided from within the proposed building near the northwest corner of the subject lands. The underground parking garage contains all residential parking and visitor parking, while the above grade (surface) parking lot contains the 12 parking spaces which are required for the proposed commercial uses. This above grade (surface) parking lot provides convenient parking for commercial tenants and is visually hidden from the mainstreet corridor (Carling Avenue). A total of 222 bicycle parking spaces are proposed on parking level one, while a total of 148 bicycle parking spaces are proposed on the ground floor. Four exterior bicycle parking spaces are proposed at-grade.

Building operations will be internalized in the building and contained within the site. Loading for the commercial uses will occur on-site in the private ways and in areas adjacent to the building, with convenient access from Carling Avenue. All waste management and loading requirements will be further reviewed at the time of site plan control. The proposed total amenity area is 4,683 square metres. The proposal provides approximately 1,100 square metres of communal amenity area, including internal communal amenity areas on various floors, roof-top terraces, and at-grade outdoor communal amenity areas. Document 6 contains architectural drawings of the proposal. In the northeast corner of the subject property, a communal amenity area of 250.0 square metres and a non-buildable area of 120.0 square metres are proposed to provide soft landscaping and deep soil volume area for adequate tree planting.

The site design has evolved in many ways to address built form, transition, site planning and traffic concerns. With a reduction in building height from 30 to 28 storeys and the

increased setback from the west side lot line for the sixth to ninth-storey of the mid-rise podium, the proposal provides a more appropriate built-form height and transition. By reducing the amount of surface parking spaces and relocating the entrance to the underground parking garage within the building, the proposal provides more room for internal walkways, outdoor communal amenity areas and landscaped areas (with deep soil volume areas for adequate tree planting).

By restricting the existing Carling Avenue access to right-in only traffic from Carling Avenue, this proposal aims to minimize the amount of cut-through traffic from Tillbury Avenue (north) to Carling Avenue (south) and to limit the number of right-turns into the neighbourhood (at the intersection of Carling Avenue and Cole Avenue South), including among residents as well as visitors to both residential and commercial uses. The proposed layout design of the internal private way should also calm traffic through the site. Additional mitigation measures to address cut-through vehicular traffic concerns will be further explored at the time of a site plan control.

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

The requested Zoning By-law Amendment application at 1657 Carling Avenue and 386 Tillbury Avenue seeks to rezone the property from the “Arterial Mainstreet, Subzone 10 (AM10) Zone” and “Residential Fourth Density, Subzone UC (R4UC) Zone” to “Arterial Mainstreet, Subzone 10, Urban Exception XXXX, Schedule YYY [AM10(XXXX) SYYY] Zone,” as shown in Document 1.

The requested Zoning By-Law amendment application proposes to permit a 28-storey, mixed-use building, subject to the following site-specific zoning exceptions, as detailed in Document 2:

- Minimum setbacks, minimum stepbacks, and maximum permitted building heights per SYYY (Document 3):
  - A maximum building height of 88.0 metres (28 storeys), whereas the zoning by-law permits a maximum building height of 30.0 metres (nine storeys).
  - Permitted projections listed in Section 64 and 65 of the zoning by-law are not subject to the minimum setbacks, minimum stepbacks and maximum permitted building heights.
  - A non-buildable area of 120.0 square metres in the northeast corner of the subject lands to ensure the provision of soft landscaping and a protected soil volume area for tree planting.
- A maximum front yard setback of 7.5 metres, whereas the zoning by-law imposes a maximum front yard setback of 3.0 metres.

- Balconies and canopies are permitted to project up to 0 metres from the lot line abutting Carling Avenue, whereas Section 65, Table 65(4) requires that canopies project no closer than 0.6 metres to a front lot line and Section 65, Table 65(6) requires that balconies in the front yard project no closer than 1.0 metre to a property lot line.
- A requirement for at least one communal amenity area to be a minimum of 250.0 square metres of aggregated area located at-grade in the northeast corner of the subject lands.
- A maximum of 12 parking spaces are permitted in an above grade (surface) parking lot.
- A minimum of 154 residential parking spaces, whereas the zoning by-law requires a minimum of 179 residential parking spaces.
- A minimum of 370 bicycle parking spaces for 370 dwelling units, whereas the zoning by-law requires a minimum of 185 bicycle parking spaces for 370 dwelling units.

Document 3 contains the zoning schedule with minimum setbacks, minimum setbacks, and maximum permitted building heights.

## **DISCUSSION**

### **Public consultation**

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. Comments were received from five residents in the community and the Westboro Community Association. On July 16, 2025, Councillor Leiper's office and the applicant team hosted a virtual public meeting for members of the community. Document 4 provides the consultation details.

For this proposal's consultation details, see Document 4 of this report.

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

Section 1 of the Official Plan introduces the City of Ottawa's planning and policy context and documents the role of the Official Plan and how to use the official plan.

Section 2 of the Official Plan provides the strategic directions. Section 2.1 provides "The Big Policy Moves" which are five broad policy directions which form the foundation to becoming the most liveable mid-sized city in North America over the next century.

Section 2.2 provides “Cross Cutting Issues” which are themes that are implemented through the policies in multiple sections of the Official Plan to carry out its vision, goals and provide intent behind policies to guide urban planning and development decisions.

Section 3 of the Official Plan provides the Growth Management Framework policies, including policy direction on where growth is to occur, how it is to be managed and what density and form it will take.

Section 4 of the Official Plan provides citywide policy direction on mobility, housing, large-scale institutions and facilities, parks and recreation facilities, cultural heritage and archaeology, urban design, drinking water, wastewater and stormwater infrastructure, natural heritage, green space and the urban forest, water resources, school facilities and generally permitted uses. The urban design policies 4.6.6 are most relevant and provide direction for high-rise buildings, including direction for transition, separation distances between high-rise buildings, and tower floor plate sizes.

Section 5 provides policy direction for six concentric policy areas called transects. The subject property is in the Inner Urban Transect Policy Area per Schedule ‘A’ of the Official Plan. This transects policy area includes older, pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them. The Inner Urban Transect is generally planned for mid- to high- density, mixed-use development, concentrated around Hubs and a network of Corridors, including Mainstreet Corridors, like Carling Avenue.

Section 6 provides policy direction for urban designations which are based on urban function rather than land use. Per Schedule ‘B2’ of the Official Plan, the subject property is designated Mainstreet Corridor.

Section 13 provides definitions, including relevant key terms, such as Development, Design Priority Areas, 15-minute Neighbourhoods, Access Street and Transition.

### **Urban Design Guidelines for High-rise Buildings**

The Urban Design Guidelines for High-rise Buildings were approved by City Council on May 23, 2018. The guidelines provide principles for developing well integrated, compatible, high-rise intensification that support healthy, liveable and safe communities.

The built-form and pedestrian realm guidelines are most relevant. The built-form guidelines aim to achieve an appropriate high-rise-built form, with a base, middle and top; an appropriate transition to adjacent low-rise residential contexts through the application of an angular plane; and an appropriate separation between high-rise buildings within the same context.

The pedestrian realm guidelines aim to achieve high-rise buildings that provide active frontages and animate the public realm.

### **Urban Design Review Panel**

The property is within a Design Priority Area (Mainstreet Corridor) 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 on September 7, 2023.

The panel's recommendations can be found in Document 5 to this staff report. The key recommendations were focussed on improving site design and public realm treatment, providing sustainability features and achieving appropriate built form and good architecture.

The panel's recommendations were successful in aiding in the reduction of overall building height, from 30 storeys to 28 storeys, increasing the setback of the sixth to ninth storeys from the west side lot line, improving on-site circulation and the public realm treatment along Carling Avenue, and increasing sustainability features of the proposal, such as less surface parking and more areas for deep soil volume areas to support adequate tree planting.

### **Planning rationale**

The proposed Zoning By-law Amendment, as shown in Document 1 and as detailed in Document 2 and Document 3, has been reviewed against the City of Ottawa's applicable policy and regulatory framework:

- The proposal is in conformity with the Official Plan. The proposed mixed-use building, consisting of residential (dwelling units) and non-residential uses, is permitted in the Mainstreet Corridor designation within the Inner Urban Transect. The proposed building height of 28 storeys also conforms to the direction for high-rise-built form in this policy context since the subject lands front onto a street with a protected right of way greater than 30.0 metres and the proposed built form achieves appropriate height transitions, stepbacks and angular planes. The proposal represents a sensitive integration of a high-rise building in this context and provides a mix of uses that support a balanced approach to intensification and the evolution to 15-minute neighbourhoods, which achieves the intensification, density and design objectives of the Official Plan. As such, the proposal also conforms to the Strategic Directions (Section 2), the Growth Management Framework (Section 3), and the Citywide policies (Section 4), including the urban design policies of Section 4.6.6, as will be discussed below.

- Policy 4) of Section 6.2.1 (Corridors) provides that “Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street: b) Vehicular access shall generally be provided from the parallel street or side street.” The preference in this policy, as it pertains to this proposal, is to have vehicular access from Tillbury Avenue rather than from Carling Avenue. Staff have reviewed the proposal and have determined that the two accesses are appropriate. The access from Carling Avenue is an existing condition and will provide convenient access to loading and short-term parking spaces for commercial uses and tenants. This access is currently proposed to be restricted to right-in only, while the site layout has been designed to calm traffic. Details regarding site access, including additional cut-through traffic mitigation measures and traffic calming solutions, will be explored at the time of site plan control.
- The Urban Design Guidelines for High-rise Buildings have been reviewed. The proposal has regard for the built form guidelines by providing an appropriate high-rise-built form with a base, middle and top; an appropriate transition to adjacent low-rise contexts; a tower floor plate of less than 750.0 square metres (excluding balconies); and appropriate separation distances between existing and planned high-rise buildings. The proposal has regard for the pedestrian realm guidelines by providing street-facing commercial uses with active entrances that animate the public realm, as well as a front yard area that consists of trees, sidewalks and cycling path to accommodate future road widening and planned improvements along Carling Avenue.

#### Maximum building height

The proposal requests a maximum building height of 88.0 metres (28 storeys), whereas the zoning by-law permits a maximum building height of 30.0 metres (nine storeys). Carling Avenue is a Mainstreet Corridor where high-rise development is anticipated. This stretch of Carling Avenue, between Churchill Avenue to the east and Cole Avenue to the west, has high-rise developments (between 16 and 18 storeys) that are under construction. There is also another high-rise building (22 storeys) west of Cole Avenue which was recently constructed.

Policy 2 of Section 5.2.3 of the Official Plan states that along Mainstreet Corridors, permitted building heights are subject to appropriate height transitions, stepbacks, and angular planes. Policy 2) a) states that on sites that front on segments of streets whose right of way (after widening requirements have been exercised) is 30.0 metres or greater and where the parcel is of sufficient size to allow for a transition in built form massing, the building heights may range from a minimum of two storeys to up to

high-rise (40 storeys). The subject lands have frontage along a segment of Carling Avenue which has a protected right of way of 44.5 metres. The subject lands are a large through lot, with an average lot depth of over approximately 60.0 metres, and the proposal provides a gradual transition in heights, from high- to mid- to low-rise. In the context of this policy, staff have determined that lot depth is the essential determinant of built form. As such, the parcel is of sufficient size to allow for a transition in built form massing.

While the subject lands abut only one low-rise residential use at 390 Tillbury Avenue in the northeast corner, the subject lands abut Tillbury Avenue for a longer distance along the most northern property line. The proposed 28-storey tower of the high-rise building is located over 30.0 metres from the lot line abutting the existing low-rise residential use at 390 Tillbury Avenue. This proposed separation, or transition area, represents an area of approximately 1,000.0 square metres of land east of the mid-rise portion of the proposed building (between the proposed 28-storey tower and the abutting low-rise residential use to the north) where no above-grade buildings or structures are found. This above-grade area consists of surface parking spaces, walkways, communal amenity areas and trees, which will provide an appropriate landscaped buffer between the proposed high-rise and the abutting low-rise residential use to the north. As such, the proposal provides appropriate height transitions, stepbacks, and angular planes with the provision of a 30.0 metre transition area between the proposed high-rise tower and the abutting low-rise residential use to the north.

Along the western side of the proposed building, the built form steps down in height from the high-rise tower, to mid-rise (nine and six storeys), and then to low-rise (four storeys) within the depth of the subject lands, towards Tillbury Avenue to the north. As such, the proposed building height is appropriate to its context by ensuring a gradual and appropriate transition to the low-rise residential neighbourhood to the north, across Tillbury Avenue.

The urban design policies of 4.6.6 of the Official Plan are relevant. The policies of 4.6.6. call for the sensitive integration of new high-rise buildings in contexts, with policies that guide built form transition, tower floorplate size and separation distances. The proposal provides a gradual transition in height to the adjacent low-rise contexts using setbacks and stepbacks that generally adhere to the application of an angular plane. The proposed minimum tower setback of 31.0 metres from the abutting low-rise residential use to the north is appropriate based on the site's lot depth. The proposal exceeds the minimum interior side yard setback for the high-rise tower in this area of the city per the Zoning By-law by providing 11.5 metre setbacks on each side of the tower which will ensure appropriate separation distances are met. Staff have reviewed these policies

and have determined that the proposal conforms with the urban design policies of Section 4.6.6.

The built form guidelines of the Urban Design Guidelines for High-Rise Buildings are also relevant. The proposal achieves an appropriate high-rise-built form with a base, middle and top and provides appropriate transition to adjacent low-rise contexts, as noted above. The proposal achieves an appropriate separation distance from existing and future high-rise-built forms on adjacent properties, to the east and west, through the application of 11.5 metre interior side yard setbacks for the high-rise tower portion and the provision of a tower floor plate of less than 750.0 square metres (excluding balconies).

In conclusion, the proposal is consistent with the prevailing and anticipated pattern of high-rise development along Carling Avenue. Finally, the proposal is in conformity with the Official Plan, including the Inner Urban Transect policies for Mainstreet Corridors and the urban design policies of Section 4.6.6, and has regard for the Urban Design Guidelines for High-rise Buildings.

#### Maximum front yard setback

The proposal requests a maximum front yard setback of 7.5 metres, whereas the zoning by-law imposes a maximum front yard setback of 3.0 metres. This provision is being added for clarity and in an abundance of caution in the event that a conditional building permit is issued prior to the registration of a site plan agreement. The proposed minimum front yard setback of 7.2 metres is in anticipation of a road widening area, which is required in accordance with the protected right of way requirements of the Official Plan. Within this area, various streetscape improvements are planned, such as sidewalks, trees and cycling infrastructure. Upon conveyance of land for road widening purposes through the site plan control approval process, the front yard setback will be 0.0 metres and the proposal will continue to be in conformity with the requirements of the Zoning By-law 2008-250. Road widening and conveyance details will be confirmed at the time of site plan control.

#### Zoning provisions regarding the northeast corner of the subject lands

The proposal requests a minimum of 120.0 square metres of non-buildable area in the northeast corner of the subject property where no above grade or below grade buildings and structures would be permitted. The non-buildable area, shown as Area F on Schedule YYY, is intended to provide soft landscaping and to protect soil volume areas for adequate tree planting. This zoning request supports the urban forest canopy and microclimate mitigation policies of Section 4 of the Official Plan. This provision will provide space for mature, healthy trees on the subject lands, as well as provide a

landscaped buffer between the new development and the abutting low-rise residential use at 390 Tillbury Avenue. This non-buildable area is also a part of a 250.0 square metres of communal amenity area in the northeast corner of the subject lands. A zoning provision has been included to require at least one communal amenity area of 250.0 square metres of aggregated area to be located at-grade in this northeast corner of the subject lands.

#### Zoning provisions regarding permitted projections

Two provisions have been added to this zoning by-law amendment, as detailed in Document 2, to provide clarity on the interpretation of permitted projections. For zoning interpretation purposes, the permitted projections listed in Section 64 and 65 will continue to be permitted despite the minimum setbacks, minimum stepbacks, and maximum building height limits of Schedule YYY.

After road widening, the front yard setback will be 0.0 metres and the balcony and canopy features above the sixth storey will be at 0.0 metres from the front lot line. Section 65, Table 65(4) requires that canopies project no closer than 0.6 metres to a front lot line, while Section 65, Table 65(6) requires that balconies in the front yard project no closer than 1.0 metres to a property lot line. For zoning interpretation purposes, the proposed balconies and canopies are permitted to project up to 0.0 metres from the lot line abutting Carling Avenue.

Staff have no concerns with these zoning requests which aim to clarify the interpretation of the zoning schedule, as shown in Document 3, and to clarify the permission of the projecting balcony and canopy features along the front façade of the proposed building.

#### Zoning provisions regarding bicycle, residential and commercial parking

The proposal requests 154 residential parking spaces (as detailed in Document 2), whereas the zoning by-law requires 179 residential parking spaces. No residential parking is required for the first 12 dwelling units. The proposed reduction in residential parking spaces is mitigated by the proposed increase to 370 bicycle parking spaces for 370 dwelling units, whereas the zoning by-law only requires 185 bicycle parking spaces for 370 dwelling units. The reduced residential parking rate and increased bicycle parking rate are both encouraged by the applicable Inner Urban Transect policies (Section 5.2.2), which call for a greater reliance on active transportation modes, such as transit, walking and cycling.

Additionally, the subject lands have frontage along Carling Avenue which is planned for rapid transit with a station to be located approximately 100.0 metres from the proposal and has frequent bus routes. The subject lands are within an area where properties

generally have modest to high scores on the 15-minute neighbourhoods index per GeoOttawa and where most daily needs can be met by short walking or bike trips. The proposed bicycle parking rate is further supported by the local active transportation network, as the subject lands are located within a short distance of existing protected cycling infrastructure along Churchill Avenue and the planned cycling infrastructure along Carling Avenue.

The proposal requests a maximum of 12 parking spaces in an above grade (surface) parking lot. This zoning request ensures that the zoning requirement for commercial parking is met. The proposed surface parking lot location and the proposed limit of a maximum of 12 parking spaces, as detailed in Document 2, aligns with the Inner Urban Transect policies (5.2.2) to prioritize walking, cycling and transit usage and to limit surface parking for short-term use in areas close to planned rapid transit station. As such, the proposed above grade (surface) parking lot is appropriate as it provides convenient, short-term exterior parking for commercial tenants, and is visually hidden from the mainstreet.

For all the reasons provided above, the zoning by-law amendment requests are appropriate and represent good land use planning.

### **Provincial Planning Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2024 Provincial Planning Statement.

### **RURAL IMPLICATIONS**

There are no rural implications associated with the recommendations of this report.

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

Councillor Jeff Leiper provided the following comment:

I am supportive of this proposal given that it supports many of the goals and policies of the City's OP's and conforms with its policies to support intensification. Higher density development such as this is required to help accelerate transit measures along Carling Avenue. The proposed density and height are appropriate given its site context in an area well served by existing amenities and its location along Carling, which has been identified as part of the Priority Transit Network under the City's new Transportation Master Plan. It also helps the city address the increasing need – and achieve our targets - for more housing.

The building design – which features 28 storeys massed towards Carling, transitioning to four storeys towards Tillbury – will help contribute to the pedestrian scale and reduce

the massing on the adjacent residential area to the south. The community has, however, raised concerns about thru traffic traversing the site from Carling to Tillbury. I have flagged this with staff and understand that they will be looking at potential mitigating measures through the Site Plan Control process.

I am also aware of the issue around the re-location of the number of small businesses in the two existing strip malls where the tower is proposed. Citywide, strip malls (like these) that incubate small enterprises and offer affordable space will be slowly converted to denser, mixed-use, mid/high rise buildings in keeping with their context and the policies of the Official Plan. As a result, we can expect to see these businesses face challenges around finding affordable space and potentially, survival. While I am not going to oppose the proposal on this basis, measures to assist small enterprises are something that we as a city should start to think about – much in the same way that the City of Toronto is, with their study of Scarborough strip malls and the impacts of denser and transit-oriented development.

#### **ADVISORY COMMITTEE(S) COMMENTS**

There were no advisory committee comments received.

#### **LEGAL IMPLICATIONS**

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

#### **RISK MANAGEMENT IMPLICATIONS**

There are no risks associated with the recommendations of this report.

#### **ASSET MANAGEMENT IMPLICATIONS**

Asset Management staff has reviewed the report and provides the following:

Sanitary servicing: there are no concerns with connecting to either Tilbury or Carling sanitary sewer.

Stormwater Servicing: the same connection location to the existing storm sewer should be kept in the proposed condition. If the proposed Cistern will flow by gravity, the design should use the average release rate from the orifice to calculate the storage requirements.

Water Servicing: The site is located in an area of UCI watermain with limited fire flow availability. Multiple fire flow scenarios were discussed to meet the fire flow

requirements. DR PM should review the final proposed scenario at the time of Site Plan Application.

## **FINANCIAL IMPLICATIONS**

There are no direct financial implications.

## **ACCESSIBILITY IMPACTS**

There are no accessibility impacts associated with the recommendations of this report. Requirements for barrier-free units will be determined through building permit.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- is more connected with reliable, safe and accessible mobility options.
- is green and resilient.
- has a diversified and prosperous economy. .

## **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-24-0032) was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications:

- The Council approved timeline has been met.
- The statutory 90-day timeline for making a decision on this application under the *Planning Act* will expire on September 16, 2025.

## **SUPPORTING DOCUMENTATION**

Document 1 Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Zoning Schedule

Document 4 Consultation Details

Document 5 Urban Design Review Panel Recommendations

Document 6 Architectural Drawings

**CONCLUSION**

The proposal is consistent with the Provincial Planning Statement (PPS) 2024. The proposal is in conformity with the City's Official Plan. The proposal has regard for the Urban Design Guidelines for High-Rise Buildings. For the reasons detailed in this report, the Zoning By-law Amendment application is considered appropriate, and the development proposal represents good land use planning.

**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.

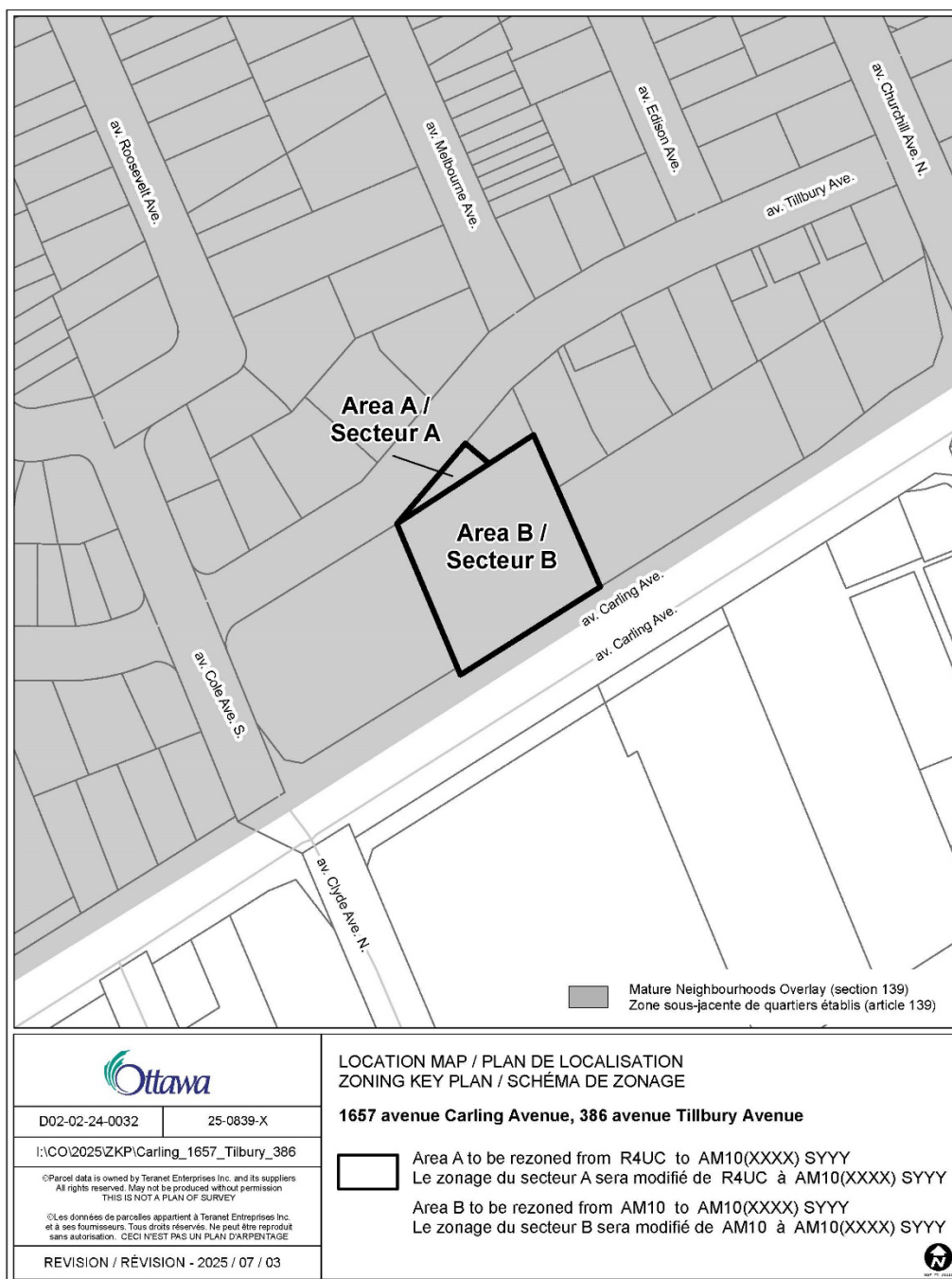
The Planning, Development and Building Services Department will prepare an implementing by-law and forward it to Legal Services.

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 – Zoning Key Map

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

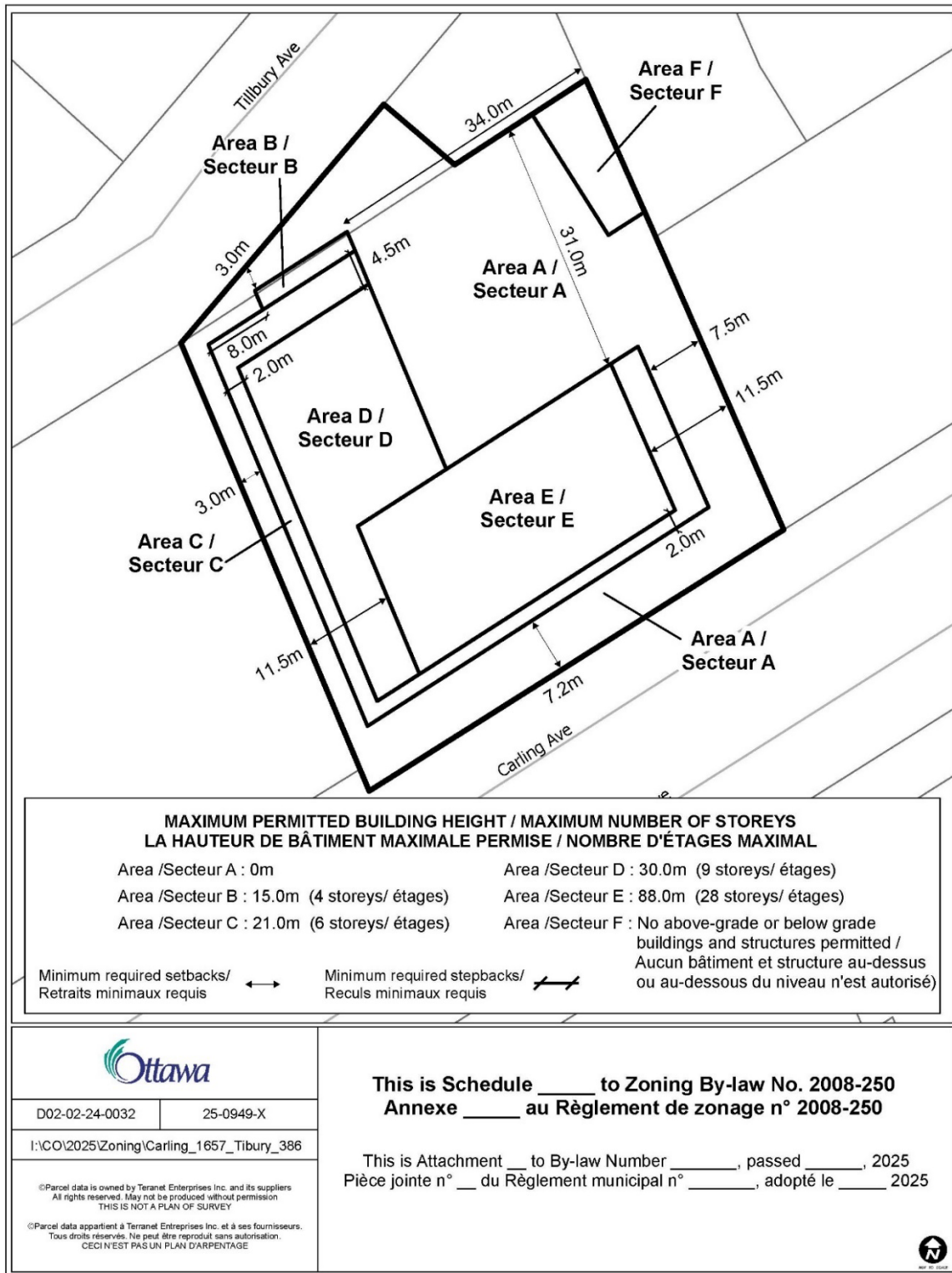


## Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1657 Carling Avenue and 386 Tillbury Avenue:

1. Rezone the lands 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) SYYY”
  - c. In Column V, Provisions, add the text:
    - Minimum setbacks, minimum stepbacks, and maximum permitted building heights per SYYY.
    - Maximum front yard setback: 7.5m.
    - Minimum area of soft landscaping within Area F on Schedule YYY: 120 sqm.
    - Permitted projections listed in Section 64 and 65 of the Zoning By-law are not subject to the minimum setbacks, minimum stepbacks and the maximum permitted building heights identified on Schedule YYY.
    - Despite Section 65, balcony and canopy features may project up to 0m from the lot line abutting Carling Avenue.
    - At least one communal amenity area must be a minimum of 250 sqm. of aggregated area located at-grade.
    - Maximum number of parking spaces permitted in an above grade parking lot: 12
    - Minimum residential parking rate after the first 12 dwelling units: 0.4 spaces per dwelling unit
    - Minimum bicycle parking rate: 1 space per dwelling unit
3. Add Document 3 as new schedule YYY to Part 17- Schedules

## Document 3 – Zoning Schedule 'YYY'



## Document 4 – Consultation Details

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. Comments were received from five residents in the community and the Westboro Community Association. On July 16, 2025, Councillor Leiper's office and the applicant team hosted a virtual public meeting for members of the community.

### Public Comments and Responses

#### Comment 1:

- With all due respect, living on Tillbury has been a nightmare for the past four or five years. Starting with the noise and construction and increased traffic when the seniors towers were (and continue to) be built at the site of the old steak house to the non-stop (and disrespectful) building of the towers on the site of the old Hakim Optical, and the renovations of the old Canadian Tire, my son and I have been inundated with dust, noise, overnight blasting, construction debros, construction workers constantly filling up parking in front of our building and all the buildings on Tillbury and beyond, this perpetual construction has had a severe impact on my mental health, made it difficult to sleep and even more difficult to do my job to the best of my capabilities (I work for CHEO in a remote position). The thought of yet another massive construction project is beyond disheartening. And this doesn't even account for the state of traffic on Carling Avenue that will only worsen when construction is complete on the towers at the Hakim optical site without even accounting for the particular build. Our neighbourhood, I believe, has the right to live in peace. I've lived on Tillbury since 2018, and it has felt like there hasn't been a moment of rest most of the time. I am vehemently in opposition of this build and would ask that a different site (why not in the suburban areas of the city? They should have to carry their fair share of this type of work) be chosen if this type of project is truly required. Thank you.

#### Response 1:

- The subject property is appropriate for redevelopment for the reasons stated in the staff report above.
- Regarding noise, dust, traffic and any other concerns resulting from on-site construction, the developer will be required to follow all City by-laws as it relates to construction, including requirements for site preparation and construction

monitoring, and a traffic management plan will be required through the site plan control application process to manage and mitigate traffic impacts resulting from any construction occurring on the subject lands.

Comment 2:

- Is the 11.5 metre setback from the property line to the tower portion of the building the minimum in the by-laws? Also, does the project to the east also have a 11.5 metre setback to the tower?

Response 2:

- The 11.5 metre setback proposed exceeds the requirements of [Section 77](#) of the Zoning By-law which specifies a minimum 10.0 metre interior side yard setback in Area A on Schedule 402 of the Zoning By-law. The tower on the property to the east (1655 Carling Avenue) has a 9.5 metre setback from the side yard as shown in [Schedule 434](#) of the Zoning By-law. As stated in the staff report above, the proposal is consistent with the Provincial Planning Statement, conforms to the Official Plan and has regard for the Urban Design Guidelines for High-rise Buildings.

Comment 3:

- Is there a standard width for Carling Avenue that the City is trying to achieve? It isn't clear to me the widening on Carling the City has asked for and will receive. The City will be adding rapid bus to Carling Avenue sometime in the future and I want to be sure that staff is acquiring the proper right of way width to build that in the future.

Response 3:

- The City's Official Plan (Schedule C16) identifies a 44.5-metre right of way for this section of Carling Avenue. To accommodate this future widening, the proposed building is set back at a minimum, approximately 7.2 metres from the current property line abutting Carling Avenue. While the road widening conveyance will not occur at the rezoning stage and will be addressed at the time of site plan control, the recommended zoning schedule accommodates the required right of way width.

## Comment 4:

- With respect to transportation, OC Transpo information from 2023 was used and this is a concern as the routes have changed (in my opinion) significantly with the April 2025 "New Ways to Bus". Route 85 routing has changed so that it bypasses downtown and now has a longer connection to the LRT at Lees, as well as that route's buses being not consistent schedule wise and are always at capacity during rush hours. Also, route 50 has been completely eliminated (which would have had a direct connection to the Westboro and Tunney's Pasture LRT stations). Both these routes I am quite familiar with as I used them to get to/from work as a public servant and occasionally downtown for evening events. Separately because of the changes OC Transpo made with "New Ways to Bus" in April 2025, I have stopped using public transportation and rely on my private motor vehicle to get to/from work now.

## Response 4:

- This information will be expected at the time of site plan control. The data regarding bus routes that was used in the submitted Transportation Impact Assessment (TIA) was current at the time of writing and submission. Information regarding the New Ways to Bus and any other new bus routes will be provided in an updated TIA in support of site plan application using latest data.

Westboro Community Association:

## Comments:

- Overall, the Westboro Community Association see this as a very good project.
- We have no concerns with the height and do note that it was lowered from 30 to 28 storeys. Carling Avenue is a major arterial and must be a street that has very high density and the road width can support those increased heights.
- With Carling Avenue slated for BRT the city must have high density on and near Carling to support that system.
- As well to the south there are several projects in the planning stage that have heights in the 25 to 40 storey range, and we support that.
- I will note that the UDRP did have a concern that this project was too tall relative to the project to the east. I think it is fair to say that the abutting project is not tall

enough and does not achieve the density that is needed for a project on Carling Avenue. I don't believe the City can mandate a minimum height and sometimes a developer simply cannot afford to build a project with a much taller building.

- The WCA believe that the amount of parking is appropriate for this development. Parking is always an issue, and it may seem counter to the fact that Carling will at sometime see BRT lanes. But we believe that Carling Avenue also has the capacity to absorb the car traffic from this project every easily.
- The simple fact is that some people do need a car, and it could be that a couple that has two cars now could easily transition to a one car family.
- With parking comes concerns over traffic. In this case the issue is Tilbury Avenue and maybe some of the side street off Tilbury.
- We have found that if a developer doesn't offer a reasonable amount of on-site parking, you get increased amounts of street parking which residents also have an issue with. It can be a case of damned if you do and damned if you don't.
- I always find the TIA has details that are years apart within the report. One intersection data from 2017 to 2022 so it is hard to get an accurate understand of the traffic flow as of now. I have to trust the engineer to make the best of this data and in this case the peak hour traffic from this project seems reasonable. But more recent data would help.
- I have no doubt the Tilbury will see an increase in traffic, but it will be manageable and it is important that the developer and the City do what is needed to make the street safe. The sidewalk across the Tilbury frontage is a good first step but maybe that sidewalk should go all the way to Cole. That would give people the ability to cross Tilbury at an intersection if need and not midblock to use the sidewalk on the north side of Tilbury.
- I issue of cut thru traffic from Carling to Tilbury seemed to be a concern. The WCA is of two minds. We think that the S curve in the laneway will stop most of the traffic and maybe two speed humps may also deter cut thru traffic.
- We also discussed why the entrance to the underground parking entrance is not directly for Tilbury. We see this often on other project. That would mean no access to and from Tilbury for the surface parking. The surface parking is mainly for the commercial units and visitors parking which would be from Carling only.

Maybe not the easiest access but you would have no cut thru traffic and no larger trucks using Tilbury.

- We understand the concern and it is something the traffic engineer may have a hard time speaking to. We also understand without the two entrances more cars and trucks would be forced to back up in the surface parking area. Something that should be kept to a minimum.
- We feel that the surface parking is a plus. Having easy parking for the commercial units is important to make them viable. With the growing number of housing units in the area foot traffic will increase. But as we hear from the BIA's business need customer that come by cars as well.
- The surface parking also is a good opportunity to get a carsharing spot. Carsharing can be a good option for people that want to use transit day to day but also need a car from time to time. Having that car very nearby can be very attractive for residents especially if the developer works with the car sharing company to provide a reduced membership. Carsharing is become more commonplace, and the companies can find it difficult to sometimes find parking spaces that work best. This is something that we strongly encourage the developer to pursue.
- In the TMD checklist we don't see too much beyond what is required. We hope the developer will look at the check list and see if they is some additions that could be made.
- We feel the overall design of the building is very good. We noted that the design team did make some positive changes to the design after the UDRP's comments. The design of the balconies on the Carling Avenue side is something that we saw as very positive.
- Like the UDRP we also had an issue with the ground floor layout and the lack of a prominent entrance on Carling. The building is in part a TOD and as so an entrance on the Carling Avenue side we feel is necessary. A vestibule where people could wait for the bus is needed. With the increased use of transit apps waiting inside on a hot or cold day for the right timing for the bus is every easily. The hallway simply does not cut it.
- We how the front façade could have canopy at the entrance to add some geometry at street level instead of a long straight façade that they have now. The

city should allow an encroachment without charge as well feel this would help to improve the streetscape.

- We notice the dog washroom which we see as a nice touch. We were wondering if a space for a small bike wash and repair room could be found. In the future they will be a bike lane on Carling and Churchill Avenue now has excellent bike lanes. Having these minor amenities to promote active transportation can be helpful.
- We are very happy to see that that development has allowed a tree planting area with no underground parking. This allows for tree that will mature to a large size which is very hard to do when the parking garage is just below. We absolutely want to see more of this.
- We wonder if the developer had exploded buying 390 Tilbury. We read the UDRP had concerns that the project would have a large impact on the property. With this property it would have made the projects property less irregularly shaped. That would allow for little more underground and surface parking and hopefully a larger area for larger maturing tree plant that would act as a buffer to the low-rise buildings to the north and east.
- The landscape plant for the tree planting on Carling is excellent. It is clear the city has learned from some past failures. The raised beds with the sitting wall have proven to protect the trees for the city's sidewalk snowplow drives.
- The landscape plan gets an A+.
- We have a concern that we are seeing in many other projects of this type. That is the change in unit counts as the project nears approval. We are seeing projects reduce the number of two and sometimes one-bedroom units for studio units. We understand the economics of these project are complex, but we see this project as a very good mix of unit types, and we hope that as approvals continue to unit counts and type will remain with little or no changes.
- Finally, one major concern we had was the fact that this project accommodates the 44.5 metres Carling Avenue Street width is something we support. We also see that the City acquired a widening at the recent project to the west (1705) and even when the former Canadian Tire store was built across the street. Without these widenings it will be more challenging to build the BRT on Carling as well as the active transportation infrastructure. It appears that the project to the east did

not accommodate a widening. As a result, the streetscape will look like crap. This project is setback to the 44.5 width, but the project next door is not. Considering the street frontage of the project to the east is 117.0 meters the fact that the building is much closer to the roadway it will dominate the streetscape, and we believe will take away from some of the very good design work for 1657 Carling. This is by far the WCA most serious concern, and we would like to understand the City's rationale for this.

- No project is perfect, but we feel this project is far better than most projects of this type we see at this point in the project. It is your hope that the project moves forward as quickly as possible.
- Thank you for the opportunity to submit our comments.

#### Responses:

- Staff acknowledge the positive feedback regarding the proposal, including the proposed building height and the provision of on-site surface parking.
- The transit and traffic data referenced in the reports reflected the conditions at the time of their preparation. As noted above, updated information, such as revised traffic volumes, the *New Ways to Bus* initiative and any other transportation related changes will be incorporated into an updated TIA submitted in support of the Site Plan Control application, ensuring the analysis reflects the most current conditions.
- The internal private way, including the use of the S-curve layout has been designed to discourage cut-through traffic between Carling Avenue and Tilbury Avenue. The additional suggestion to introduce speed humps has been noted and will be reviewed further during the Site Plan Control application.
- The community association's feedback regarding the improvements made to the building design following the UDRP are noted. Design refinement of the building and site layout will continue to be reviewed at the time of site plan control application.
- Staff acknowledge the concern regarding the lack of a prominent entrance on Carling Avenue, as well as the need for a sheltered vestibule area where transit users can comfortably wait. This feedback has been noted for consideration during the next phase of design development (at the time of site plan control).

- The suggestion to include a small bicycle maintenance and wash station has been noted and may be explored at the time of site plan control.
- Regarding the adjacent property at 390 Tilbury: to staff's knowledge, the applicant has not further pursued the acquisition of this parcel.
- The concern regarding possible shifts in unit mix through the approval process is acknowledged. The current proposal includes a variety of unit types, and staff will continue to encourage the implementation a minimum of five per cent of large-household dwelling units, being a three-bedroom or equivalent sized unit, such as a two-bedroom + den unit as per the targets of Table 3a and 3b of the Official Plan for high rise buildings within the Inner Urban Transect.
- The support for the proposed right of way dedication along this section of Carling Avenue is noted. Coordination with City transportation staff is ongoing to ensure the future rapid transit and active transportation infrastructure can be accommodated. Through subsequent development applications, staff will consider appropriate transition strategies between adjacent developments to support a cohesive streetscape.

## Document 5 – Urban Design Review Panel Recommendations

### 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 750.0 square metres in the City's high-rise guidelines. Ensure the guidelines are adhered to at 750.0 square metres.
- The Panel strongly supports the architectural approach to the six-storey podium and the tower.
  - Consider foregoing the seventh-ninth 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 3.0 metre/4.5 metre 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 and Public Realm:

- The Panel has concerns with the 3.0 metre 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 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.
- 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 and social sustainability to the Westboro-Carlington community.

### Built Form and 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 750.0 square metre 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.
  - 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 six-storey podium, foregoing the seventh-ninth storey portions that go beyond the tower floorplate.
  - The Panel suggests it would provide for a cleaner form of architecture if, beyond the six-storey woven podium, the building immediately transitioned to a tower starting at the seventh floor, thereby removing the current 'transition' space that adds superfluous building area and bulk to the building.

**Document 6 – Architectural Drawings**



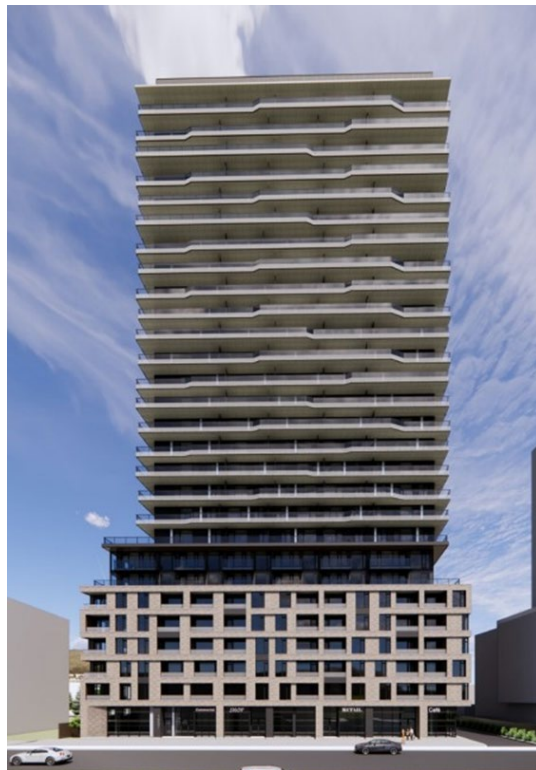
**South facing view from Tillbury Avenue**



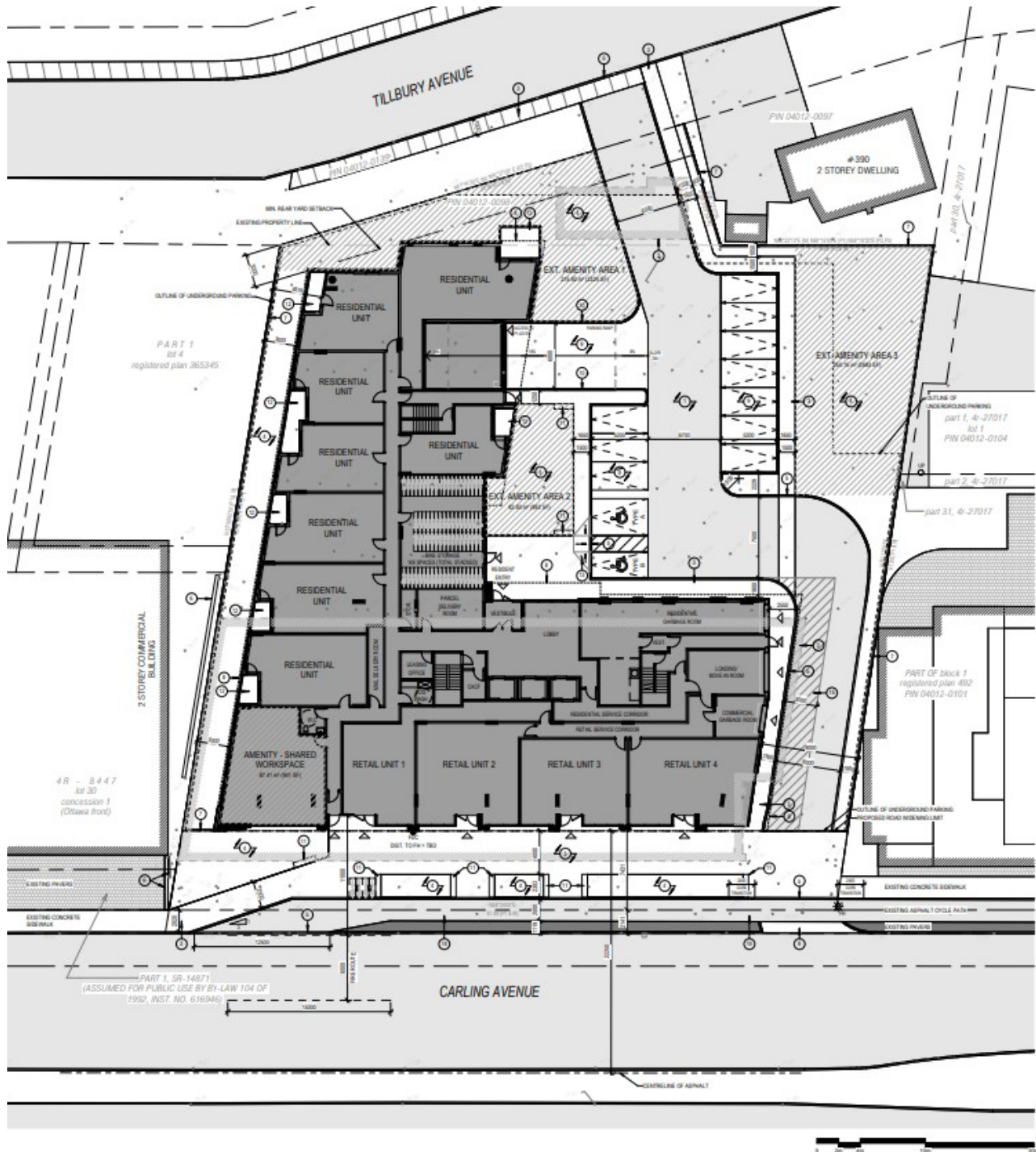
**Northeast facing view from Carling Avenue**



**Southeast facing view from Tillbury Avenue**



**North facing view from Carling Avenue**



Site Plan



Landscape Plan