



## **1995 Carling Avenue**

Planning Rationale  
Zoning By-law Amendment and Site Plan Control  
June 19, 2025



Prepared for Claridge Homes

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# 1.0

## Introduction

Fotenn Planning + Design has been retained by Claridge Homes (“Claridge”) to prepare this Planning Rationale Addendum in support of the resubmission of the proposed Zoning By-law Amendment and Site Plan Control applications for the property known municipally as 1995 Carling Avenue (“subject property”).

The initial submission of the proposed Zoning By-law Amendment and Site Plan Control applications was made in April 2020, with subsequent discussions relating to the tower height and building separation taking place in the proceeding months and years following the submission. This submission represents a positive evolution of the building massing, resulting from the ongoing discussions with City Planning and Urban Design staff. The key changes to the proposed development implemented through this resubmission are as follows:

- / The proposed maximum building height has decreased from 27 storeys to 19 storeys;
- / The current proposal features 137 residential units;
- / The podium has been expanded eastward, presenting a zero-lot-line condition along Bromley Road;
- / The tower floorplate has been revised to taper towards the top of the building, contributing to the slender design and appearance of the building as a whole; and,
- / The amount of communal amenity space has increased by 18%, representing a surplus above the zoning requirement.

The proposed Zoning By-law Amendment and Site Plan Control applications were submitted prior to the Ministerial approval and adoption of the New City of Ottawa Official Plan (2022). Per the *Clergy Principle*, this application continues to be subject to the applicable policy and regulatory framework in place at the time of the initial submission. As a result, these applications shall continue to be subject to the relevant policies of the former City of Ottawa Official Plan (2003 – as amended [as of April 21, 2020]). That said, a review of the current Provincial Planning Statement and Official Plan have been included herein.

**The purpose of this Planning Rationale Addendum is to evaluate the proposed development against the relevant policy and regulatory framework, specifically as it relates to the changes highlighted in this resubmission.**

## 2.0 Proposed Development

### 2.1 Project Description

The proposed development on the subject property features a 19-storey, high-rise apartment building, containing 137 residential units and 129 vehicular parking spaces. The proposed development has a mix of studio, one-, two-, and three-bedroom units across the building, with approximately 30% provided as two- and three-bedroom units (Table 1). A total of 1,704m<sup>2</sup> of amenity space is proposed as part of the development, including approximately 1,047m<sup>2</sup> of communal amenity space, provided within the building. All vehicular and bicycle parking is provided in five (5) below-grade levels, which are accessed from a driveway off Bromley Road.

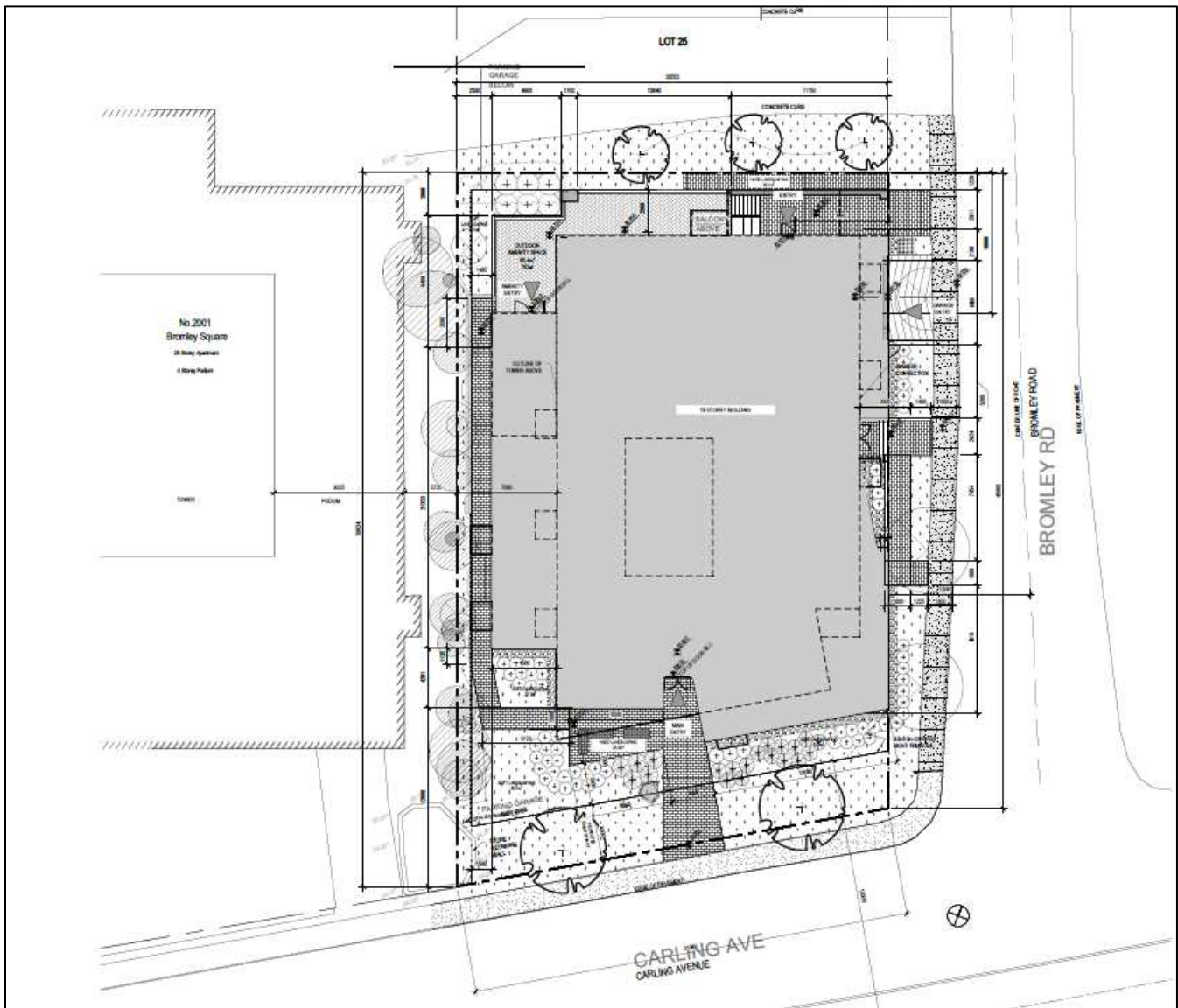


Figure 1: Extract from the Proposed Site Plan

The main pedestrian entrance, facing Carling Avenue, is accentuated by the overhanging tower form, which provides shelter for the pedestrian seating area at the building entrance. A small soft-landscaped amenity area is provided next to the building entrance. Secondary building entrance is located along the Bromley Road frontage, inset from the building face which provides a zero-lot line condition. A tertiary access is provided from the rear of the building to the north, also accessible via Bromley Road.

Table 1: Unit breakdown of the proposed development.

<b>STUDIO</b>	<b>ONE-BEDROOM</b>	<b>TWO-BEDROOM</b>	<b>THREE-BEDROOM</b>
6	91	36	4

The proposed building features a four (4) storey podium base, beneath a slender tower. The tower floorplate is 710 square metres, with a height of 68.6 metres. The tower is set back at least two metres from the podium for two thirds of the tower frontage on Carling, and projects out over the podium for the remaining third of the frontage, creating a sheltered entrance space. Per previous discussions with City staff, the proposed development features tower separations which consider on-site conditions, as well as contextual limitations on adjacent lots, resulting in a suitable, cumulative separation or transition.



## 3.0 Policy & Regulatory Framework

### 3.1 Policy & Regulatory Context

As described in the Introduction of this report, this application was submitted prior to the approval and adoption of the current City of Ottawa Official Plan. As such, the former Official Plan (2003) continues to represent the applicable policy framework as it relates to the proposed Zoning By-law Amendment and Site Plan Control applications. Due to the minor changes to the overall nature of the application, the previous Planning Rationale, prepared by Fotenn Planning + Design, continues to reflect the relevant policy implications as it relates to the former Official Plan.

**The proposed development continues to align with land use and urban design policies of the former Official Plan, reflecting the overall direction and vision for the lands.**

Additionally, the original submission was subject to the Provincial Policy Statement (PPS) 2014 – which was addressed through the previous Planning Rationale. Since the initial submission, the Province of Ontario has since repealed the PPS 2014, enacted, and subsequently repealed, the PPS 2020, and finally, enacted the Provincial Planning Statement (2024) – which remains in effect at the time of this resubmission.

**While not detailed in this Addendum, Fotenn did review the relevant PPS and the proposed development conforms to the policies and Provincial direction provided by the Provincial Planning Statement (2024) as it relates to the proposed Zoning By-law Amendment and Site Plan Control applications.**

### 3.2 City of Ottawa Official Plan (2022)

Since the original submission of these applications, the City of Ottawa has adopted a new Official Plan (2022). Given that the applications were submitted prior to the enactment of the current Official Plan, the approval authority shall still rely on the proposal's conformity with the former Official Plan, in place at the time of the initial submission. It is Fotenn's professional opinion as outlined in the previous Planning Rationale that this development aligns with the direction of the City of Ottawa Official Plan (2003 – as amended [as of April 21, 2020]) and the changes proposed herein does not alter that opinion. Nevertheless, this Addendum will provide an evaluation of the current proposal against the policies of the current Official Plan, recognizing the project's anticipated positive contributions to the City of Ottawa's development landscape.

The City of Ottawa Official Plan was approved by the Ministry of Municipal Affairs and Housing (MMAH) with amendments on November 4<sup>th</sup>, 2022. It sets out policies that are designed to guide growth in the City to the year 2046.

#### 3.2.1 Transect and Land Use Designations

The Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it from the most urban (Downtown Core) to the least urban (Rural).

The subject property is located within the Inner Urban Transect of the City of Ottawa. The Inner Urban Transect is generally planned for mid- to high-density development, subject to their proximity to transit, their underlying land use designation, and municipal servicing capacity constraints. Section 5.2 sets the policies guiding development under this transect designation. The policies focus on enhancing the pattern of development to reflect the desired urban character, creating walkable and transit-supportive communities, as well as encouraging appropriate 'missing-middle' intensification within established neighbourhoods.

The following policies would apply to the proposed development on the subject property:

- / **5.2.1(3)** The Inner Urban Transect is generally planned for mid- to high-density development, subject to:
  - a)** Proximity and access to frequent street transit or rapid transit;

- b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6;
- / **5.2.1(4)** The Inner Urban Transect shall continue to develop as a mixed-use environment, where:
    - a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;
  - / **5.2.1(5)** The Inner Urban area is planned for mid- to high-density, urban development forms where either no onsite parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway.
  - / **5.2.3(2) 2)** Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, setbacks, and angular planes:
    - a) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise.

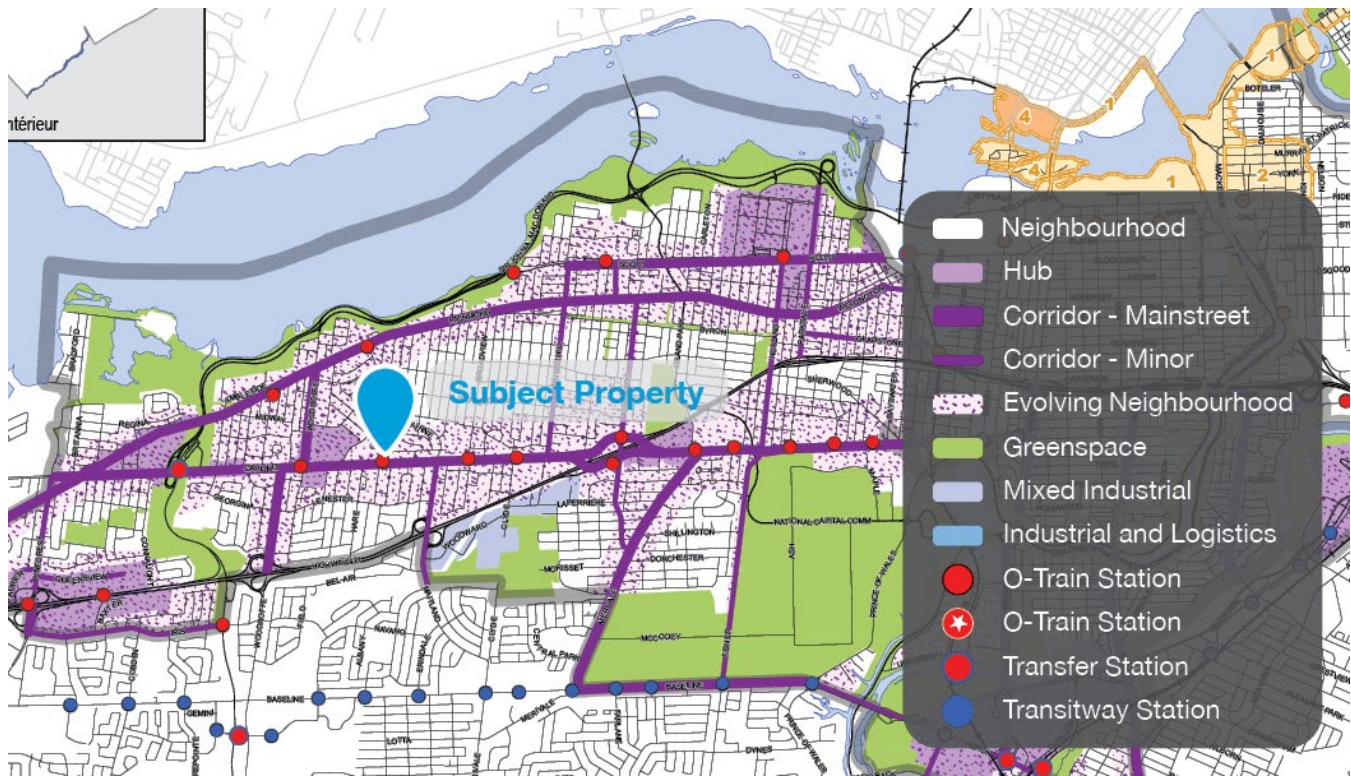


Figure 2: Schedule B2 – Inner Transect, City of Ottawa Official Plan.

The subject property is designated “Corridor – Mainstreet” on Schedule B3 of the Official Plan. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. Richmond Road is designated as a Mainstreet Corridor in the Official Plan, representing the focal point to which adjacent developments shall address in terms of street activation and public realm enhancements.

The following policies would apply to the proposed development on the subject property:



- / **6.2.1(2)** Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:
  - a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
- / **6.2.1(3)** Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment;

The proposed Zoning By-law Amendment and Site Plan Control applications are shown to conform with the relevant transect and designation policies of the Official Plan.

The proposed development of a 19-storey mixed-use apartment building on the subject property represents an appropriate implementation of the City's policies as it relates to intensification efforts within the Inner Urban Transect, particularly on lands designated Mainstreet Corridor. The subject property's location along Carling Avenue presents an appropriate opportunity to prioritize lands in proximity to existing or planned transit infrastructure. The proposed development features a built form which acknowledges the planned function on the lands surrounding the site, and implements strategies, including a slender tower envelope, to ensure adequate transition from the low-rise residential area to the north is achieved.

### 3.3 Comprehensive Zoning By-law (2008-250)

The subject lands are zoned Arterial Mainstreet, Subzone 10 (AM10), as shown in Figure 3. The AM zone permits a broad range of uses, including residential, commercial and institutional uses. The purpose of the AM zone is to impose development standards that will promote intensification, while ensuring that they are compatible with surrounding uses.



Figure 3: Zoning for the Subject Property

The AM10 zone permits mid-rise development, with a maximum height of 30 metres permitted unless indicated otherwise on the zoning map. **Apartment, high-rise** is a permitted use where a site-specific exception, zoning schedule or H-suffix permits a height of 30 metres or greater. No such permission currently applies to the subject property.

The AM10 subzone was introduced through By-law 2015-45 to implement the Arterial Mainstreet policies of OPA 150. The AM10 subzone introduces "Active Street Frontage" provisions in order to meet the design objectives of the Official Plan. These provisions are designed to:

- / Locate buildings with 'active entrances' at or close to the front and corner side lot lines;
- / Provide for a minimum amount (50%) transparent glazing and active residential entrances at grade;
- / Appropriately phase new developments through the Site Plan Control process; and,
- / Provide greater separation to abutting residential uses.

The following zoning provisions apply to the proposed development:

Table 2 - Summary of AM10 Zoning Provisions

Provision	Required	Provided	Compliance
<b>Min. Lot Area</b>	None	1,461 m <sup>2</sup>	✓
<b>Min. Lot Width</b>	None	30.97 metres	✓
<b>Min. Front Side Yard Setback</b>	0 metres	3.0 metres (front) 0 metres (corner side)	✓ ✓
<b>Max. Front / Corner Side Yard Setback</b>	50% within 4.5 metres of front lot line = 15.5 metres along Carling (front) and 20.5 metres along Bromley	Front: 42% Corner: 76%	✗ ✓
<b>Transparent Glazing</b>	Min 50% of ground floor façade (up to 4.5 metres)	Front: 76% Corner: 56%	✓ ✓
<b>Min. Interior Side Yard</b>	3 metres within 20 metres of front lot line; otherwise 7.5 metres	2.5 metres	✗
<b>Min. Rear Yard</b>	3 metres within 20 metres of front lot line; otherwise 7.5 metres	1.2 metres	✗
<b>Min. Building Height</b>	Ground Floor: 4.5 metres (total 7.5 metres and 2 storeys)	Ground floor: 4.5 metres	✓
<b>Max. Building Height</b>	30 metres	68.6 metres	✗
<b>Tower Separation</b>	10 metre setback from interior side and rear lot lines for portion of building above 9 storeys	Interior Side: 7.08 metres Rear: 4.1 metres	✗ ✗
<b>Active Entrances</b>	One facing each of front and corner side lot lines	1 (front) 1 (corner side)	✓ ✓
<b>Amenity Area</b>	Total: 822m <sup>2</sup> (min. 6 m <sup>2</sup> /unit) Communal: min. 50% required area: 411m <sup>2</sup>	Total: 1,704 m <sup>2</sup> Communal: 1,047 m <sup>2</sup>	✓ ✓

Provision	Required	Provided	Compliance
<b>Min. Parking (Area Y)</b>	<p>137 units @ 0.5/unit after the first 12 units (resident) = 54 spaces</p> <p>+ 0.1/unit after the first 12 units (visitor) = 11 spaces</p> <p>10% reduction in required resident parking when all spaces provided below-grade, therefore total required parking (resident and visitor) = 70 spaces</p>	118 (residential) + 11 (visitor) = 129	✓
<b>Barrier-Free Parking</b>	3 Type A (3.4 metres width) and 4 Type B (2.4 metres width) + 1.5 metres access aisle (may be shared)	3 Type A and 4 Type B	✓
<b>Aisle and Driveway Width</b>	6.0 metres (double traffic lane)	6 m	✓
<b>Minimum Bicycle Parking</b>	137 units @ 0.5/unit = 69 spaces	121	✓

## 4.0 Zoning By-law Amendments

The Zoning By-law Amendments proposed through this application seeks to facilitate the development of a high-rise apartment building on the subject property. The specific relief sought through this application relates to provisions of the By-law pertaining to Sections 77 and 186, as follows:

1. To permit a **maximum building height of 68.6 metres**, whereas the Zoning By-law permits a maximum building height of 30 metres;
2. To permit a **minimum of 42% of the front lot to be occupied by building within 4.5 metres**, whereas the Zoning By-law requires a minimum of 50%;
3. To permit a **minimum interior side yard setback of 2.5 metres**, whereas the Zoning By-law requires a minimum interior side yard setback of 7.5 metres;
4. To permit a **rear yard setback of 1.2 metres**, whereas the Zoning By-law requires a minimum rear yard setback of 3 metres within 20 metres of the street, and 7.5 metres otherwise;
5. To permit a **minimum tower setback of 7.1 metres from the interior side lot line**, whereas the Zoning By-law requires a minimum tower setback of 10 metres; and,
6. To permit a **minimum tower setback of 4.2 metres from the rear lot line**, whereas the Zoning By-law requires a minimum tower setback of 10 metres.

### 4.1 Required Zoning Relief

#### 4.1.1 Maximum Building Height

The proposed development features a maximum building height of 68.6 metres, whereas the Zoning By-law permits a maximum building height of 30 metres. The requested increase in height will permit the development of the proposed 19-storey apartment building.

The proposed building height requested through these applications would allow for an increase in the permitted residential densities on the site, strongly contributing to the Official Plan's intensification objectives. The subject property is well-situated to support the proposed densities, given the planned bus rapid transit infrastructure abutting the site, the future Lincoln Fields LRT station to the west, Carling Avenue's role as a major east-west commercial corridor, as well as the existing public and private amenities available in the vicinity of the subject property.

The context surrounding the subject property can also be characterized by an evolution towards greater densities and mid-to-high-rise developments along Carling Avenue and surrounding the Lincoln Fields mall area. In particular, the enclosed Zoning By-law Amendment application will permit similar height and built form transition to that of the existing 25-storey Bromley Square building to the west, helping to contextualize what is now the tallest building along this stretch of Carling Avenue. The slender and well-articulated built form proposed through this application, represents a general improvement to the urban design quality of the existing cluster of high-rise buildings.

Finally, the proposed development meets the locational criteria under which a Zoning By-law Amendment to permit high-rise development can be considered, per Policy 12 of Section 3.6.3 of the City of Ottawa's former Official Plan<sup>1</sup>. It is located less than 50 metres from a proposed Rapid Transit Station on Schedule D of the Official Plan. Per this policy, both a community amenity and adequate transition shall also be provided as part of the proposed development. The exact nature of the community amenity will be determined in consultation with the Ward Councillor and City staff through conditions for Site Plan approval.

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<sup>1</sup> The subject Zoning By-law Amendment and Site Plan Control applications were submitted prior to the approval and adoption of the City of Ottawa's current Official Plan (2022). Therefore, acknowledging the relevant *Clergy Principle*, it should be recognized that the policy framework in place at the time of submission would remain applicable through the review and subsequent approvals process.

In line with the policy direction described above, the City of Ottawa, when drafting the provisions for High-Rise buildings (Section 77), determined that the minimum area required to support a high-rise tower on a corner lot was 1,350m<sup>2</sup>. With a lot area of 1,461m<sup>2</sup>, the subject property therefore represents a lot capable of supporting the development of a tower, aligning with the City's goals of establishing greater densities in proximity to rapid transit.

A 45-degree angular plane from existing and planned low-rise development is a typically tool used as a benchmark for built-form transition. Due to site-specific and contextual factors, this measure of transition is not an appropriate evaluation tool for the subject property. The subject property does not directly abut low-rise residential buildings, but instead is buffered from the low-rise residential neighbourhood to the north by a 15.5-metre wide property currently utilized exclusively as a private driveway to access Bromley Square. This property features a residential zoning and has height permissions up to 81-metres, although it is not functionally developable as such. Together with the provided 1.2 metre rear yard setback and additional 3 metre tower setback to the rear, an 18.5 metre separation distance is provided between the tower and existing low-rise residential properties.

In “emerging downtown districts”, the Urban Design Guidelines for High-rise Buildings recommend a minimum 20-metre separation between towers and existing low-rise development. While the subject property is not within an “emerging downtown” area as defined by the Guidelines, Carling Avenue is planned as a high-density transit priority corridor and Arterial Mainstreet. Due to the relatively shallow lot depths flanking Carling Avenue, a strict angular plane requirement would significantly constrain the development potential for AM lots in this area of the City, including the subject property. As such, applying a reduced transition requirement would allow for the subject property to be developed in a manner which supports the City's planned transit investments and helps to fulfill Carling Avenue's role as an Arterial Mainstreet.

The City of Ottawa current Official Plan (2022) also speaks to the permissiveness of high-rise buildings on sites such as the subject property. As described in policy 5.2.3(2), sites that front onto streets whose right-of-way is 30-metres or greater in width, and is of sufficient size to allow for transition, may support buildings heights up to high-rise. As described throughout this rationale, the site is shown to be of a sufficient size to accommodate the proposed built form, and the existing conditions and interface to the north and west are also shown to provide adequate transition to the neighbouring areas surrounding the site. Seeing as Carling Avenue features a right-of-way width (after the widening prescribed through Schedule C16 has been fully exercised) of 44.5 metres adjacent to the site, the proposed development therefore aligns with the policies of the Official Plan as it relates to the siting of high-rise buildings, contributing to the overarching direction of the Plan to accommodate increased densities adjacent to planned and existing rapid transit stations.

**Through site-specific contextual elements, as well as thoughtful design qualities, the proposed development appropriately responds to the sensitivities of the low-rise residential area to the north, while reflecting the City's desire to see intensification efforts materialized in proximity to existing and planned transit infrastructure.**

#### **4.1.2 Minimum Frontage within 4.5 metres**

The AM10 zone requires that at least 50 percent of the frontage along the front lot line and the corner side lot line be occupied by building wall within 4.5 metres of the lot line. This requirement is amply exceeded along the corner side frontage, but only 42 percent of the frontage along Carling Avenue is occupied by building wall within 3 metres of the front lot line, while the remainder is beyond 4.5 metres. Relief from this provision will allow for additional soft-landscaping and pedestrian space to be provided around the main entrance to the building. The proposed design provides a stronger public-private transition, while still meeting the intent of the Zoning By-law. The proposed inset in the façade also contributes to a greater block-wide articulation between the proposed development and the property to the east, helping to create visual interest and depth along the streetscape.

**The requested reduction in minimum building frontage for the front lot line only will allow a more sympathetic, pedestrian-oriented, and high-quality design which is desirable and appropriate within the context of the subject property.**



#### 4.1.3 Minimum Rear and Interior Side Yards

A minimum rear yard setback of 1.2 metres and a minimum interior side yard setback of 2.5 metres are requested through this application, whereas the Zoning By-law requires minimum setbacks of 3.0 metres within 20 metres of the street, and 7.5 metres otherwise for both rear and interior side yards. These provisions are generally intended to protect an existing pattern of rear yards, which do not exist abutting the subject property.

The interior side yard – the westerly lot line – abuts an R5-zoned property which imposes a greater setback requirement than if the property were to be zoned AM, as would generally be expected along an Arterial Mainstreet (per the former Official Plan). Given the context surrounding the site, as well as the existing development on the adjacent lands, impacts in relation to the abutting property to the west should be evaluated as though the zoning were to reflect the AM-character along the street, as opposed to the stricter R5 zone considerations, given the existing character. It is also worth highlighting that the current draft Zoning By-law (Draft #2) has zoned the entire block as “Mainstreet Corridor [...]”, recognizing the continuous nature and character of the lots abutting this section of Carling Avenue. As such, the proposed interior side yard setback is not anticipated to result in any negative impacts on the adjacent property, nor the planned function for these lands.

The property directly to the north of the site (rear lot line), while also zoned R5C, represents a private drive aisle accessing the property to the west. Due to the size, shape, and current use of these lands, the interface with the subject property more appropriately reflects a street or private road frontage as opposed to a rear yard. The separation from the adjacent residential area to the north can therefore be achieved through the proposed rear yard setback, in conjunction with the additional separation provided by the nature of the property to the north as a drive aisle.

**The proposed interior side yard and rear yard setbacks represents a suitable setback from the adjacent parcels, considering the existing context and the intent of the relevant Zoning provisions.**

#### 4.1.4 Minimum Tower Separation

The Zoning provisions of Section 77 seek to ensure that high-rise towers (buildings extending above nine storeys) are provided with adequate separation between existing and future towers on the same site as well as adjacent sites. In the case of the subject property, reduced tower separation distances of eight (8) metres from the interior side lot line and three (3) metres from the rear lot line are seen as appropriate. The existing 25-storey tower to the immediate west provides a tower separation of 12.48 metres from the shared lot line; together creating a tower separation distance of 20.48 metres, meeting the overall intent of the provision. Bromley Square is not likely to be redeveloped in the near future, but future redevelopment of the Bromley Square property would not be limited by the proposed development on the subject property as a result. The current layout and massing of Bromley Square is not supported by current guidelines, so any new redevelopment would be an opportunity for a more porous site layout.

Through discussions with City staff, it was determined that the property to the west, in a redevelopment scenario, could adequately support a single-tower development without facing impediments due to the proposed tower separation on the subject property. Due to its size and geometry, the property to the west does not represent a ‘two (2) tower site’, which in turn provides greater flexibility in the case of a redevelopment scenario as it relates to the placement of a future tower on the site. As such, while the proposed tower separation on the subject property is deficient by 2.5 metres, this condition does not significantly diminish the opportunities to redevelop a zoning-compliant, high-rise tower on the adjacent lot to the west, nor does it represent a condition deficient to the cumulative intent of the Zoning By-law provisions.

The proposed tower separation from the rear yard represents a condition which reflects the anticipated and planned functions for the lands to the north. While the property to the north is permitted building heights of up to 81 metres, the lot could not functionally support this built form, nor any high-rise built form due to the size and geometry of the site. This zoning does not reflect the functional nature of this site as it represents the drive aisle for the Bromley Square building. Similar to the above-noted discussion regarding the rear yard setback, the function of the property to the north provides

additional spatial separation from the proposed building, creating adequate transition from the low-rise residential area to the north.

Given the constraints of the adjacent parcel to the north—specifically its limited size and use as a private drive aisle—the proposed 4.2-metre setback, combined with the 15.5-metre width of the adjacent lot, results in a total separation of 19.7 metres from the low-rise residential area. This exceeds the typical tower setback requirement by 9.7 metres, had the subject property directly abutted the residential use parcels to the north be considered in the calculation. In this context, the proposed reduced tower separation is appropriate and aligns with the intent of the Zoning By-law, as it maintains an effective and respectful buffer between the proposed development and the neighbouring residential area to the north, where no tower is either feasible or permitted.

**The proposed tower separation distances to the north and west have considered the existing and planned context surrounding the site, and due to the parcel fabric and planned function of the lands, the proposed tower setbacks are shown to generally align with the intent of the provisions of Section 77 of the Zoning By-law ensuring adequate distance between towers, either those existing or proposed in the future.**

## 4.2 Proposed Zoning Exception

These lands are currently zoned AM10. The following is an inventory of the revised zoning provision:

I - Exception Number	II - Applicable Zones	III - Additional Land Uses Permitted	IV - Land Uses Prohibited	V - Provisions
XXXX (By-law 20XX-XXX)	AM10[XXXX]	None	None	<ul style="list-style-type: none"> <li>/ To permit a maximum building height of 68.6 metres;</li> <li>/ To permit a minimum interior side yard setback of 2.5 metres;</li> <li>/ To permit a minimum rear yard setback of 1.2 metres;</li> <li>/ To permit a minimum interior side yard tower setback of 7.08 metres;</li> <li>/ To permit a minimum rear yard tower setback of 4.1 metres; and,</li> <li>/ To permit for 42% of the lot width, within three metres of the front lot line to be occupied by building.</li> </ul>

## Conclusions

It is our professional opinion that the proposed amended Zoning By-law Amendment and concurrent Site Plan Control Applications to permit a 19-storey building on the subject property constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed height is generally consistent with existing high-rise development to the west and will help to contextualize the existing Bromley Square high-rise development;
- / The requested Zoning By-law Amendment responds to the applicable height policies of the Official Plan 2003 and 2022;
- / The requested height increase will allow greater intensification and the addition of residential density to a target area for intensification, helping to implement the growth management policies of the Official Plan;
- / The development responds strongly to the Urban Design Guidelines for Development along Arterial Mainstreets and for High-rise Buildings (discussed in previous provided Planning Rationale).
- / The development will allow the redevelopment of an underutilized site in a target area for intensification;
- / The proposed use is permitted, and the proposed building achieves the intent of the active street frontage provisions of the Zoning By-law; and
- / The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



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