

# Lincoln Fields Secondary Plan

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## Section 1 – Introduction

The Lincoln Fields Secondary Plan (Plan) directs growth and change for the lands surrounding Lincoln Fields Station on Lines 1 and 3 of the O-Train, ensuring that public investments and private developments contribute to good land use planning. This Plan adds to existing policies in Volume 1 of the Official Plan to locate high-density housing and local amenities near transit, facilitate the creation of new parks and public spaces, and provide people with the option to walk, cycle, and take transit to meet most of their daily and weekly needs.

The Plan area is shown on Schedule A – Designation Plan. Generally, as designated in Volume 1 of the Official Plan, this Plan covers the Hub and Protected Major Transit Station Area (PMTSA) around Lincoln Fields Station, segments of Carling Avenue and Richmond Road as Mainstreet Corridors, portions of the Lincoln Heights, Queensway Terrace North, and Woodpark Neighbourhoods, and the Pinecrest Creek valley Greenspace. The Britannia Heights and Whitehaven Neighbourhoods, Britannia Conservation Area, Mud Lake Trail, Carlingwood Hub, and the New Orchard and Queensview O-Train stations are in the vicinity of the Plan area.

Lincoln Fields Station not only connects the area and surrounding communities to the O-Train network but functions as a transfer station where Lines 1 and 3 diverge. This O-Train station is an important connection for local bus routes and rapid transit along Carling Avenue. Due to the area's vital role within the City's transit network, this Plan provides the necessary direction to ensure that high-density development is accompanied by practical improvements to liveability, including safe and accessible connections to transit.

The National Capital Commission (NCC) is the federal Crown corporation responsible for long-range planning in the National Capital Region. The NCC is the landowner of the Pinecrest Creek valley Greenspace, the land on which a portion of the O-Train system is located and includes a robust multi-use pathway network and the Kichi Zībī Mikan parkway. The successful implementation of this Plan requires on-going collaboration with the NCC on key files such as transit, mobility, maintenance, greenspace, and development. Where applicable, regard should be had for the NCC's planning documents including the Capital Urban Lands Plan, Parkways Planning and Design Guidelines, and the Capital Pathway Strategic Plan.

The Lincoln Fields Secondary Plan will be implemented through City-led capital projects, including the construction and maintenance of roads, parks, and active transportation facilities, and through development applications such as Plan of Subdivision, Zoning By-law Amendment, and Site Plan Control, as well as applications to the Committee of Adjustment. City-initiatives, public investments, and private development applications shall conform to the policies contained in this Plan and the accompanying schedules: Schedule A – Designation Plan, Schedule B – Maximum Building Heights, and Schedule C – Mobility and Connectivity.

This Plan contains annexes that are not policy direction and are only intended for information and guidance purposes. These can be updated by the City without amendment or notice.



## 1.1 Guiding Principles

Derived from the Five Big Policy Moves in Volume 1 of the Official Plan, the Lincoln Fields Secondary Plan is grounded in the following seven Guiding Principles to improve liveability:

**Complete Communities:** Achieve a dense urban built form with a variety of land uses to create lively, compact, walkable, and transit-oriented communities.

**Healthy and Inclusive Neighbourhoods:** Support the evolution of neighbourhoods to enable a healthy, walkable built form through the addition of amenities and active transportation facilities that allow residents to reach most daily and weekly needs within a comfortable 15-minute walk from their homes, as well as placemaking features that support well-being and liveability.

**Safe and Sustainable Mobility and Connectivity:** Prioritize the movement of people using active modes of transportation, followed by transit. Ensure that major destinations connect to one another and are accessible to pedestrians, cyclists, and transit users.

**Building Height Transition:** Plan for appropriate building height transitions between high-rise buildings and surrounding low-rise Neighbourhoods.

**Strengthen Climate and Health Resilience:** Create a built environment that supports positive mental and physical health outcomes for individuals and the collective, and strengthen their resilience to a changing climate, by ensuring new buildings are increasingly energy efficient, facilities give people the option to walk and cycle, increase tree canopy coverage, and parks, and reduce hard surfaces for automobiles.

**Design for an Engaging and Safe Public Realm:** Ensure that new building façades front onto streets and public spaces and contribute to a sense of safety and comfort for pedestrians and cyclists. Create inclusive spaces and a public realm that give placemaking opportunities for people from a range of backgrounds.

**New Parks:** Identify the location of future parks to be acquired through parkland dedication as part of development applications. Ensure that new parks include facilities and programming suitable for the local demographics.

1) Applications under the *Planning Act* will uphold these Guiding Principles.

## 1.2 Plan Objectives

The following objectives, specific to this Plan, implement the above Guiding Principles. The policies of this Plan take concrete measures to ensure the following objectives are achieved during the Plan's lifecycle.

1) Develop dense, mixed-use, and transit-oriented areas.

This objective will be achieved by ensuring that the assigned maximum building heights and designations provide for a broad range of development options. Developments will be designed in such a way that people of varying lifestyles, ages, and abilities can live car-light. Notable opportunities include the long-term redevelopment of the 2525 Carling Avenue district, the four future development areas, and other redevelopment opportunities throughout the Plan area.

2) Facilitate vibrant and human-scale mainstreets that transition to abutting neighbourhoods.

This objective will be achieved by requiring a minimum number of non-residential amenities along Richmond Road and the future north-south collector street through the 2525 Carling Avenue district. Carling Avenue remains flexible for non-residential amenities so that market conditions determine the viability of a mixed-use building. Building heights in the Mainstreet Corridor designation will provide an appropriate transition towards the Neighbourhood designation.

3) Prioritize the movement of pedestrians and cyclists.

This objective will be achieved by requiring active transportation facilities be built at strategic locations upon redevelopment, replacing automobile infrastructure that limits the potential for active transportation facilities (e.g. removing the Kichi Zībī Mikan on-and-off ramps), and ensuring public spaces and amenity areas allow for the movement of people. These facilities will enable people to walk or cycle instead of driving to major destinations, including rapid transit.

4) Mitigate the urban heat island effect and strengthen climate resilience.

This objective will be achieved by replacing areas with a significant amount of asphalt, such as surface parking and the Kichi Zībī Mikan ramps, with soft landscaping, parks, trees, and efficient buildings. Development will utilize urban design approaches and the built form to reduce the urban heat island effect, improve weather protection, and mitigate micro-climate impacts.

5) Create community-oriented and publicly accessible outdoor spaces.

This objective will be achieved by ensuring developments include outdoor amenity areas and that the City receive parkland upon redevelopment, including the 2525 Carling Avenue district, 1355 and 1377 Richmond Road, the four future development areas, and other sites where parkland is suitable, in accordance with the City's Parkland Dedication By-law and the Park Development Manual. Some public spaces in the Plan area should be allocated for active play, exercise, and recreational activities to contribute to positive physical and mental health outcomes.

## Section 2 – Designations

### 2.1 All Designations

Unless otherwise specified, the following policies apply to all designations, including the site-specific policies in section 4.

#### Designations and uses

- 1) Schedule A – Designation Plan assigns the following designations:
  - a) Hub;
  - b) Mainstreet Corridor – Carling Avenue;
  - c) Mainstreet Corridor – Richmond Road;
  - d) Neighbourhood;
  - e) Greenspace;
  - f) Potential location for conveyed parkland;
  - g) Site-specific policy;
  - h) Future development area; and
  - i) Active frontage street area.
- 2) Permitted uses are per the policies in Volume 1 of the Official Plan, unless otherwise specified in this Plan.
- 3) In the Hub and Mainstreet Corridor designations, large format commercial uses, including food stores, recreational and athletic facilities, retail stores, and automobile dealerships are permitted:
  - a) At-grade in a mixed-use building;
  - b) In a standalone building, provided the minimum heights per the respective designation below are met, and that they are designed with an active frontage, with surface parking, servicing, and loading visually obstructed from the public realm; and
  - c) For automobile dealerships, the outdoor display and storage of vehicles is not permitted.
- 4) Where there is a lot containing only a non-residential use that exists prior to the adoption of this Plan that no is longer compliant, the City may consider applications that seek minor changes and alterations without requiring complete compliance with the policies of this Plan, such as maintaining the existing minimum building height, the location of surface parking, or the number of private approaches. In these instances, the City shall ensure:
  - a) There is a no net increase in surface parking area and spaces;
  - b) There is a no net loss in soft landscaping and tree planting;
    - i) A net increase in soft landscaping and tree planting is encouraged;
  - c) The construction and conveyance of required active transportation facilities, as described in section 3.1, policy (1)(b) and identified on Schedule C – Mobility and Connectivity, as applicable; and
  - d) Compliance with minimum bicycle parking requirements.

## Building heights

- 5) Schedule B – Maximum Building Heights assigns the following height categories:
- Low-rise: up to 4 storeys;
  - Mid-rise I\*: up to 7 storeys;
  - Mid-rise II\*: up to 9 storeys;
  - High-rise I\*\*: up to 18 storeys;
  - High-rise II\*\*: up to 30 storeys;
  - High-rise III\*\*: up to 40 storeys; and
  - Specific maximum number of storeys.

*\*Unless otherwise specified in this Plan, a reference to “mid-rise” includes the “mid-rise I” and “mid-rise II” height categories.*

*\*\*Unless otherwise specified in this Plan, a reference to “high-rise” includes the “high-rise I”, “high-rise II” and “high-rise III” height categories.*

- 6) Unless otherwise specified in this Plan, applications to amend the Zoning By-law to increase the maximum building heights to a greater height category than what is designated on Schedule B – Maximum Building Heights shall require an amendment to this Plan.
- 7) The design of mid-rise and high-rise buildings should take the base-middle-top approach:
- The base of a building relates to and animates the public realm;
  - The middle of a building relates to adjacent buildings to form a continuous street wall; and
  - The top of a building is articulated to break up building mass and allow sunlight to neighbouring areas.
- 8) The tallest buildings in the Plan area should generally be nearest Lincoln Fields Station. To ensure a variation in building heights, the tallest portion of a proposed high-rise building that abuts an existing or planned high-rise building will have a different height and should:
- Vary by a minimum of 10 percent, rounded to the nearest storey; and
  - For the Neighbourhood designation along the west side of Edgeworth Avenue, vary by a minimum of four storeys.
- 9) High-rise buildings shall only be permitted on lots with a minimum area of:
- 1,800 square metres for interior lots; or
  - 1,350 square metres for corner lots.
- 10) The minimum separation between the tower portion (10 storeys and above) of high-rise buildings shall be:
- 23 metres for buildings up to 30 storeys;
  - 25 metres for buildings 31 storeys or greater;
    - Where a high-rise building 30 storeys or less abuts a building 31 storeys or greater, the minimum separation in (b) above applies; and
  - Shared between abutting lots.

- 11) To minimize shadow and wind impacts and allow for the passage of natural light, the maximum floor plate of the tower portion of a high-rise residential and mixed-use building should be approximately 750 square metres.

#### Lot assembly

The “maximum heights may be subject to lot assembly” overlay on Schedule B – Maximum Building Heights is applied to a lot whose area, depth and/or width would typically not allow for development within the assigned height category, per the policies of this Plan and City guidelines, and would benefit from assembling or redeveloping with abutting lots. Lots with this hatching may redevelop on their own without being assembled, however, they may otherwise not be suitable for development in accordance with the height category. Amendments to the Zoning By-law may be necessary.

The following policies apply to lots in the Plan area that are assembled or redeveloped as one for zoning purposes, including those on Schedule B – Maximum Building Heights with the overlay.

- 12) Where abutting lots are assembled or redeveloped as one lot for zoning purposes, the development area should be located with direct access to pedestrian facilities and large enough to be suitable for both the desired building form and exterior functional elements as required, such as an amenity space and soft landscaping.
  - a) A development proponent may be required to amend the Zoning By-law, without an amendment to this Plan.
- 13) Where abutting lots with a single height category are assembled or redeveloped as one lot for zoning purposes, the greater height category will apply, provided the applicable transition and design criteria are met. This policy does not apply to individual lots with multiple height categories and the respective and original height categories prevail.
- 14) Notwithstanding the assigned height category on Schedule B – Maximum Building Heights, the City may require a lowered maximum building height where a lot is not suitable for the proposed development, and may consider factors such as inadequate lot size or the inability to provide building height transition.

#### Site and building design

- 15) The following streets are active frontage street areas, as designated on Schedule A – Designation Plan: Carling Avenue, Richmond Road, and the future north-south collector street at 2525 Carling Avenue described in section 4.1, policy (1) of this Plan. Any building that fronts onto these streets, regardless of the designation, shall have an active frontage and must:
  - a) Frame the street edge and animate the public realm with shallow setbacks to create engaging streetscapes;
    - i) Greater setbacks may be permitted along portions of a building façade to accommodate uses that encourage interactions in the public realm and foster engagement such as atriums, seating areas, outdoor patios, and amenity spaces.



- b) Require a minimum amount of glazing for the front wall at-grade to enhance transparency and visual interest; and
  - c) Locate surface parking, underground parking access, servicing, loading, and other similarly related functions to be away and visually obstructed from the active frontage street area, such as behind the building.
- 16) Where a building fronts onto two streets, including one or multiple active frontage street areas, the corner should be given prominence with an active frontage and articulation.
- 17) To ensure passive supervision that contributes to a sense of safety for people who recreate, walk, and cycle, the wall of a building will be designed with:
- a) When abutting parkland: an active frontage or active entrance, and with glazing; and
  - b) When abutting pedestrian facilities, such as a multi-use pathway or sidewalk: an active frontage, or an active entrance, or glazing.
- 18) To promote the use of active modes of transportation and reduce constraints for establishing a developable area, there are no motor vehicle minimum parking requirements for the entirety of the Plan area.
- 19) Depressed curbs, curb cuts, and private approaches will be minimized and generally limited to one per building.
- a) Development will seek opportunities to reduce the number of depressed curbs and curb cuts, where feasible. Abutting lots are encouraged to share private approaches.
- 20) Underground parking should be designed to ensure sufficient soil volumes for tree planting.
- 21) Development applications should explore opportunities to plant trees in order to increase the urban tree canopy coverage, mitigate the urban heat island effect, and mitigate the dispersion of particulate matter pollution from Carling Avenue, Richmond Road, and Kichi Zibī Mikan.
- 22) To minimize the urban heat island effect, buildings should:
- a) Consider light coloured and/or reflective materials for roofs and the middle and top portions of buildings;
  - b) Utilize active and passive design measures to improve energy efficiency and reduce peak energy demand;
  - c) Use efficient exterior cladding and window treatments; and
  - d) Incorporate cool and green roofs, where practical.

#### Infrastructure and servicing capacity

The City's Infrastructure Master Plan (IMP) identifies trunk-level sewer and water capacities and constraints. The IMP sets out programs and projects to accommodate city-wide intensification. The IMP identifies two separate infrastructure projects in the Plan area, currently planned between 2024-2034, that will add capacity to the Pinecrest Trunk Sewer. Until these projects are complete, there is limited sewer capacity in the Plan area and any available sewer capacity is considered on a first-come, first-served basis through development applications.



In addition to the IMP trunk-level projects, Local Servicing Studies will be required within the Plan area to determine sewer capacities at a local level, such as on local streets. Local Servicing Studies are currently unfunded and will require financial plans as they are not eligible to be funded through development charges.

- 23) Development proponents must discuss infrastructure capacity with the City at the initial stages of a proposed development application.
- 24) Local Servicing Studies may be required to determine the capacity of local water, stormwater, and sanitary sewers.
  - a) A development proponent may be required to prepare a financial plan and finance the Local Servicing Study and the servicing upgrades.
- 25) Where infrastructure studies determine that there is insufficient infrastructure capacity for a proposed development, the City shall add a holding provision to the applicable zoning until there is sufficient capacity.
- 26) Applications for Plan of Subdivision or Site Plan Control and capital projects shall conform to the Stormwater Management Design Criteria for the Pinecrest Creek/Westboro Area, as amended from time to time.

## 2.2 Hub Designation

The Hub designation, as shown on Schedule A – Designation Plan, is bounded by Richmond Road to the north, Carling Avenue to the south, and the future development area east of Lincoln Fields Station to the east. The Hub is intended to redevelop as a dense urban environment that accommodates a wide variety of uses near rapid transit. The Hub designation will accommodate the greatest densities and tallest buildings within the Plan area, with the tallest among them located nearest Lincoln Fields Station. Generally, the Mainstreet Corridor designated lots along Richmond Road and Carling Avenue separate the Hub from the Neighbourhood designated low-rise areas.

Building height transition within the Hub designation is primarily done through the progressive lowering of building heights away from Lincoln Fields Station. Schedule B – Maximum Building Heights assigns the high-rise III height category to lots within an approximate 400-metre radius from Lincoln Fields Station, with maximum heights lowering to the high-rise II and high-rise I categories further west within the Hub designation. The Hub designation does not directly abut any Neighbourhood designated low-rise areas, therefore the application of an angular plane is not required for building height transition.

- 1) When abutting a public street in the Hub designation, minimum heights are as follows:
  - a) Within approximately 400 metres of Lincoln Fields Station: four storeys;
  - b) Within approximately 600 metres of Lincoln Fields Station: three storeys;
    - i) Notwithstanding (a) and (b) above, the base of a building may be lower than the required minimums, provided it is no less than two storeys and that the tallest point of the building meets the minimum height requirements.
  - c) Beyond approximately 600 metres of Lincoln Fields Station: two storeys.

- 2) The maximum height for the base of a building within the Hub designation is:
  - a) With frontage on Carling Avenue: six storeys;
    - i) Where a building corners onto Carling Avenue and another street, the maximum height for the base of a building is six storeys, per (a) above.
  - b) In all other cases: four storeys.
- 3) The front wall of a building within the Hub designation is required to be designed with an active frontage that frames and animates the public realm.
  - a) Surface parking, underground parking access, shipping, receiving, loading, waste removal, and other similarly related functions must not be visible from parkland and privately-owned public space and located on a different building façade than of one with an active frontage.
- 4) Buildings within the Hub designation that front onto Richmond Road shall contain a minimum of one non-residential use at-grade facing Richmond Road.
- 5) Generally, building heights in the Hub designation should progressively step down away from Lincoln Fields Station.

### 2.3 Mainstreet Corridor Designation

Lots designated Mainstreet Corridor are planned to be mixed-use areas where non-residential amenities are within walking distance of people living along Richmond Road, Carling Avenue, and in the surrounding neighbourhoods. As active frontage street areas, Richmond Road and Carling Avenue will become vibrant environments with active transportation facilities and buildings that are designed to enhance and engage with the public realm.

Buildings on lots designated Mainstreet Corridor provide transition between the Hub and Neighbourhood designation. To ensure appropriate transition, this Plan assigns a high-rise category for the Mainstreet Corridor designated lots based on the application of a 45-degree angular plane. This application of an angular plane is measured from the lot line at the maximum height in zoning of the Neighbourhood designated low-rise area nearest the Mainstreet Corridor designation, which is typically the abutting lot, to the middle of a proposed tower location. This is intended to establish a framework that determines an appropriate scale and high-rise height category, while allowing for flexibility in the precise number of storeys.

Schedule B – Maximum Building Heights generally assigns the high-rise categories along Richmond Road, with mid-rise, high-rise I, and high-rise II along Carling Avenue. In the case of the Richmond Road properties that rear onto Starflower Lane, the angular plane measurement is taken from the Neighbourhood lots on the north side of Regina Street.

The following policies apply to all lots designated Mainstreet Corridor.

- 1) Minimum building heights for the portion of the building fronting onto Richmond Road and Carling Avenue are:
  - a) For a mixed-use or residential building: four storeys; or
  - b) For a non-residential building: two storeys.

- 2) The permitted building height within the assigned height category for a high-rise building on Schedule B – Maximum Building Heights on a lot designated Mainstreet Corridor shall be determined by the ability of a proposed building to adequately transition to abutting or nearby Neighbourhood designated low-rise areas. Transition should be determined by the approximate application of an angular plane.
  - a) A mid-rise building on a lot designated Mainstreet Corridor does not need to apply an angular plane and does not need to progressively lower heights to nearby Neighbourhood designated low-rise areas.
- 3) A private approach for vehicular access should be provided on a street other than Richmond Road or Carling Avenue, unless demonstrated that it is otherwise not feasible.
- 4) An automobile service station is a permitted use, provided that:
  - a) The use, including the garage door, is not visible from Richmond Road or Carling Avenue;
  - b) There is no outdoor storage of automobiles; and
  - c) There is no retail selling of fuel.
- 5) Where a lot designated Mainstreet Corridor abuts the Neighbourhood designation, opportunities to mitigate privacy impacts, such as a landscape buffer and trees should be considered.

#### Richmond Road

At the time this Plan was adopted, all buildings on lots designated Mainstreet Corridor – Richmond Road contained non-residential uses at-grade in buildings between one and four storeys, with surface parking separating the buildings and the public realm. At this time, only a few buildings were mixed-use and in a high-rise form. It is this Plan's intent to ensure Richmond Road remains a destination for non-residential amenities within walking distance of homes.

The following policies only apply to lots designated Mainstreet Corridor – Richmond Road.

- 6) All buildings on lots designated Mainstreet Corridor fronting onto Richmond Road shall require a minimum of one non-residential use at-grade.
- 7) The base of a building that fronts onto Richmond Road shall be between two and four storeys.

#### Carling Avenue

At the time this Plan was adopted, the lot fabric along Carling Avenue contained a mix of standalone residential and non-residential buildings in varying height categories, often with surface parking separating the building from the public realm. Carling Avenue has a wide right-of-way, for this reason the base of a building that fronts onto Carling Avenue may be taller than those fronting onto other roads within the Plan area.

Lots designated Mainstreet Corridor – Carling Avenue generally rear onto Neighbourhood designated low-rise areas. Based on the City’s approximate application of an angular plane and the proximity to abutting low-rise Neighborhood designated areas, some lots along Carling Avenue are not deep enough to ensure adequate transition occurs within the Mainstreet Corridor designation for a high-rise building. A number of lots along Carling Avenue are also too narrow to provide tower separation for abutting lots and require being assembled to accommodate a high-rise building.

The following policies only apply to lots designated Mainstreet Corridor – Carling Avenue.

- 8) The base of a mixed-use or residential building that fronts onto Carling Avenue shall be between four and six storeys.
- 9) Notwithstanding policy (2) above, buildings on lots within a 400-metre walking distance of Lincoln Fields Station are permitted to be near the top of the assigned height category on Schedule B – Maximum Building Heights. A variation in building heights is required, per section 2.1, policy (8) of this Plan.

## 2.4 Neighbourhood Designation

The Neighbourhood designation permits a mix of building forms and densities to ensure that there are a variety of housing options near rapid transit. Healthy neighbourhoods include a mix of housing types for people across ages, incomes, backgrounds, and abilities. Neighbourhoods play a role in increasing the supply of housing and providing for transit-oriented development.

The portions of Neighbourhoods within the Plan area serve as a buffer between the Mainstreet Corridor and Hub designations and the low-rise areas outside of the Plan area. This Plan assigns mid-rise and high-rise permissions to uniquely large sites near Lincoln Fields Station in the Neighbourhood designation as a way to progressively lower heights to the low-rise Neighbourhood lots outside of the Plan area from the abutting Hub and Mainstreet Corridor designated lots with high-rise II or III permissions.

- 1) High-rise buildings within the Neighbourhood designation shall transition to the nearest Neighbourhood designated low-rise area. Transition should be provided by the approximate application of an angular plane.
- 2) Where a lot designated Neighbourhood is assembled or redeveloped as one lot with a lot designated Mainstreet Corridor, the Mainstreet Corridor designation and height category shall apply.
- 3) Development should minimize impacts to the urban tree canopy and seek opportunities to retain and plant trees that will provide a positive contribution to the urban tree canopy.



## Section 3 – Mobility, Connectivity, and Public Realm

People living within or navigating through the Lincoln Fields Secondary Plan area will have the option to safely walk, cycle, take transit, and drive to their destinations. The policies of this Plan prioritize the movements of pedestrians and cyclists, followed by transit users, then people who drive.

Those who walk and cycle can access the City's existing and planned active transportation network, which looks to connect people to rapid transit stations and other key destinations, including the Hub and Mainstreet Corridor designations. Many of the existing and planned active transportation facilities in the Plan area are on land owned by the National Capital Commission (NCC). Proponents of development, when required to build active transportation facilities, may need to coordinate with both the City and the NCC.

Transit users can access Lines 1 and 3 of the O-Train, primarily from Lincoln Fields Station, as well as Queensview and New Orchard stations. The City is planning for rapid transit and transit priority measures along Carling Avenue and local bus service throughout the Plan area.

People who drive may access the local roadway network comprised of arterial, collector, and local streets, and the Kichi Zibi Mikan parkway.

### 3.1 Walking and Cycling

It is the intent of this Plan that public investments and private developments include active transportation facilities that are designed to give people the option to walk and cycle to meet most of their needs, including access to rapid transit. The following policies ensure that active transportation facilities are robust, safe, and comfortable.

- 1) Schedule C – Mobility and Connectivity identifies the City's planned mobility network, which includes:
  - a) Proposed pedestrian projects in the Transportation Master Plan: to be built by the City or to be built by a development proponent when redevelopment is to occur ahead of the City's scheduled implementation;
  - b) Active transportation facilities to be built or maintained upon redevelopment: to be built by a development proponent;
  - c) New protected active transportation facilities upon the removal of the Kichi Zibi Mikan ramps: to be built by the City;
  - d) New protected active transportation facilities upon redevelopment or future road reconstruction: to be built by the City when identified as a funded City project or to be built by a development proponent when redevelopment is to occur ahead of the City identifying funding for the project;
  - e) Pathway within the Plan area: pathway to be maintained or re-built as specified in section 4.2 of this Plan;
  - f) Grade separated pathway: these below-grade pathways are to be maintained or re-built as specified in section 3.2 of this Plan;
  - g) Pathway outside of the Plan area;
  - h) New signalized intersection: to be built as per the City's Local Servicing Guidelines;

- i) New cycling crossing: to be built as per the City's Local Servicing Guidelines;
  - j) Public easements for vehicular access on a private street: as specified in section 4.1 of this Plan;
  - k) Kichi Zibi Mikan ramps to be removed: to be removed by the City and the NCC, as specified in section 3.2 of this Plan;
  - l) New collector road: to be built by a development proponent, as specified in section 4.1 of this Plan;
  - m) Transit Priority Corridor: to be built by the City, timing to be determined by the Transportation Master Plan; and
  - n) Rapid transit: to be built by the City, mode and timing to be determined by the Transportation Master Plan.
- 2) The following applies to active transportation facilities built or maintained upon redevelopment, as described in policy (1)(b) above:
- a) For the purposes of this policy, active transportation facilities may include:
    - i) Physically separated cycling and pedestrian facilities;
    - ii) Multi-use pathways; and
    - iii) Stairwells with an accompanying accessible facility, e.g. ramps.
  - b) The facilities in (a) above will be built in accordance with Council-approved guidelines;
  - c) The locations of these facilities on Schedule C – Mobility and Connectivity are approximate, with the final location and configuration to be determined upon redevelopment. A development proponent may suggest alternative locations, configurations, and alignments, without an amendment to this Plan, provided the intended links and connections are achieved;
  - d) The City shall require a development proponent build the portion of these facilities that are located on their land and then convey the lands and facilities to the City;
    - i) Land for these facilities shall not be conveyed as part of any required parkland dedication;
    - ii) Coordination between landowners is encouraged.
  - e) These facilities shall connect to the existing and planned active transportation network;
  - f) These facilities should be built in the first phase of development; and
  - g) Facilities identified on Schedule C – Mobility and Connectivity that exist prior to redevelopment that are substandard are encouraged to be upgraded to current standards. These facilities, however, shall not be removed when they cannot be upgraded at time of redevelopment.
- 3) Where active transportation facilities are built upon redevelopment, per policy (2) above, generally, the City will prefer that a development proponent build physically separated cycling and pedestrian facilities, as described in (2)(a)(i).
- 4) Public investments and private developments must not remove an existing or planned active transportation facility, and, as necessary, will replace or relocate the facility to maintain the intended connection.



## 3.2 Roadway Network

It is the intent of this Plan to improve the safety and comfort of sustainable modes of transportation along the roadway network and to minimize the expansion of vehicular capacity unless it is for transit.

- 1) The roadway network in the Plan area includes:
  - a) Kichi Zībī Mikan (from Richmond Road to Carling Avenue), a parkway along the Ottawa River owned and operated by the NCC. Over time, the City and NCC will work together to replace the existing intersection with Carling Avenue from on-and-off ramps to a protected signalized intersection, as described in policy (5) below;
  - b) Carling Avenue (from Ancaster Avenue to Richmond Road), a four-to-six lane wide arterial road with multiple dedicated left-turn lanes. Over time, this road segment will reduce the number of vehicular traffic lanes, have physically separated active transportation facilities, provide for dedicated rapid transit and/or transit priority measures, and replace the Kichi Zībī Mikan on-and-off ramps to a protected signalized intersection, as described in policy (5) below;
  - c) Richmond Road (from Edgeworth Avenue to Carling Avenue), a two-to-four lane wide arterial road with on-street parking and multiple dedicated left-turn lanes. Over time, this road segment will have physically separated active transportation facilities. The City will explore reducing the number of auxiliary lanes and maintaining the existing right-of-way width;
  - d) Local streets (Assaly Road, Bond Street, Croydon Avenue, Edgeworth Avenue, Forest Street, Regina Street, and Poulin Avenue). Over time, these streets will have sidewalks on both sides of the street. Cycling facilities will be considered where vehicular volumes and speed thresholds are exceeded.
- 2) The construction of new roads and the reconstruction of existing roads shall include active transportation facilities per the active transportation facility requirements in section 4.1.2 in Volume 1 of the Official Plan, and street trees per the street tree requirements in section 4.1.3 in Volume 1 of the Official Plan.
  - a) Where redevelopment occurs prior to the City's planned reconstruction of an existing road, a development proponent may be required to provide active transportation facilities and street trees, as appropriate.
- 3) For the segments of arterial roads within the Plan area, where feasible and appropriate:
  - a) The City will seek opportunities to coordinate the reconstruction of arterial roads with significant development, such as phases of development with multiple high-rise buildings. This may be identified through a Transportation Impact Assessment;
  - b) No additional vehicular lanes will be built, except for dedicated rapid transit lanes and/or transit priority measures. Dedicated rapid transit lanes and/or transit priority measures are encouraged to replace vehicular traffic lanes; and
  - c) The City will reduce the number of vehicular lanes along Carling Avenue to no more than two in each direction. Dedicated left-turn lanes, in addition to the two lanes in each direction, may be considered at key intersections, such as Kichi Zībī Mikan and 2525 Carling Avenue.



- 4) Private streets should look and feel like public roads with sidewalks and street trees.
  - a) Where feasible and appropriate, buildings abutting private streets should include active entrances to uses on the ground floor.

#### Kichi Zībī Mikan and Carling Avenue Intersection

The Kichi Zībī Mikan and Carling Avenue intersection is currently a grade-separated interchange with ramps on both the north and south sides of Carling Avenue. This design results in a land-intensive intersection immediately surrounding Lincoln Fields Station that disrupts active transportation facilities along Carling Avenue and the NCC's Pinecrest Creek valley. The interchange prohibits development opportunities immediately west of the Lincoln Fields O-Train Station.

It is the City and the NCC's shared vision to consolidate vehicular access to the Kichi Zībī Mikan parkway on the north side of Carling Avenue in order to improve the safety and comfort of pedestrians and cyclists along Carling Avenue and within the Pinecrest Creek valley. This roadway reconstruction will replace land that is no longer necessary for automobiles with dense mixed-use development, active transportation facilities, and landscaping near an O-Train station.

- 5) The City and the NCC shall replace the Kichi Zībī Mikan and Carling Avenue intersection from an interchange with ramps on both sides of Carling Avenue to a protected full-turn movement signalized intersection, with access to the Kichi Zībī Mikan on the north side of Carling Avenue, as shown on Schedule C – Mobility and Connectivity, and follow the configuration shown on Annex 1 – Kichi Zībī Mikan and Carling Avenue Signalized Intersection.
  - a) This new intersection shall be designed with active transportation facilities, crossings that ensure full pedestrian movements, and prioritize the movement of active modes of transportation.
- 6) The City will determine the final location of the new protected signalized intersection described in policy (5) above and may consider other City objectives and operational needs.
- 7) The City and the NCC shall prepare a functional design study for the new Kichi Zībī Mikan and Carling Avenue intersection as described in policy (5) above. To ensure operational synergy, this functional design study shall consider other structural, infrastructure, and transportation related projects so that construction and costs can be coordinated.
- 8) As part of the work described in policy (5) above, the City and the NCC shall coordinate to build physically separated cycling and pedestrian facilities along Carling Avenue, as identified on Schedule C – Mobility and Connectivity. From the new signalized intersection, these facilities will:
  - a) Along the south side of Carling Ave heading west, extend to Connaught Avenue;
  - b) Along the north side of Carling Ave heading west, extend to the planned active transportation facilities at 2525 Carling Avenue;
  - c) Along both sides of Carling Ave heading east, extend to the existing active transportation facilities to provide access to Lincoln Fields Station;

- d) Directly connect to the western entrance of Lincoln Fields Station and provide for north-south access to the Pinecrest Creek valley. This will be in the form of a grade-separated pathway under Carling Avenue that will be located east of the Kichi Zībī Mikan; and
  - e) Additional active transportation facilities may be considered where opportunities arise.
- 9) The design of the signalized Kichi Zībī Mikan and Carling Avenue intersection and active transportation facilities shall consider future rapid transit and transit priority measures along Carling Avenue.

### 3.3 Public Realm

The public realm includes publicly accessible outdoor spaces and facilities, including the right-of-way, parkland, privately-owned public spaces (POPS), amenity areas, active transportation facilities, plazas, and transit stations and stops.

The public realm plays a pivotal role in providing opportunities for placemaking, facilitating social connections, and supporting mobility through the Plan area. Since an individual will interact with the public realm in order to reach their destination, it is important to create a high-quality public realm that connects people and establishes a sense of place.

- 1) Within the right-of-way, the City will:
  - a) Ensure there is sufficient soil volumes to encourage successful tree planting;
  - b) Install pedestrian and cycling facilities physically separated from the roadway; and
  - c) Where necessary, reduce vehicular lanes and/or on-street parking to allow for enough space for trees and active transportation facilities described in (a) and (b) above.
- 2) The City will secure a public easement upon the review of a development application to ensure that private roadways, POPS, and active transportation facilities on private property are fully accessible to the public.
- 3) The City will seek opportunities to coordinate public realm improvements, including the burial of hydroelectric equipment, the planting of trees, and the installation of active transportation facilities and public art to create a sense of place and identity for the Plan area.
- 4) The City will seek opportunities to plant trees within the landscaped area in the right-of-way south of Richmond Road, north of Carling Avenue, and west of Poulin Avenue at municipal pin 039620381.
- 5) With the objective of widening Starflower Lane to 7 metres in order to support abutting parkland dedication, as shown on Schedule A – Designation Plan, lots designated Mainstreet Corridor – Richmond Road that rear onto Starflower Lane will convey a minimum of 1 metre of land to the City as right-of-way protection at the rear of the lot.
  - a) To limit the widening and the expansion of vehicular capacity along Richmond Road, as described in section 3.2 of this Plan, where right-of-way protection in (5) above is conveyed to widen Starflower Lane, land conveyance for the Richmond Road right-of-way protection will not be required; and

- b) The Neighbourhood designated lots that front on Regina Street and rear onto Starflower Lane, as listed in section 4.4 of this Plan, are not required to convey right-of-way protection for Starflower Lane.
- 6) Where land conveyance for parkland dedication is not suitable, the City may request that a development proponent provide a POPS.
- 7) A POPS does not contribute to the required rate of parkland dedication.
- 8) Amenity spaces and POPS should be designed to connect with or complement those of abutting lots to provide for linked and continuous amenity areas, and where appropriate, connect to the planned active transportation network and parkland.
- 9) POPS should:
  - a) Be directly accessible from the right-of-way;
  - b) Contribute to the animation of the right-of-way.
  - c) Connect to pedestrian facilities; and
  - d) Allow for the passive supervision of users, such as being lined with active entrances or glazing.
- 10) Publicly accessible spaces, including parkland, POPS, and transit stations and stops should be used to foster social connections and improve physical and mental health outcomes by including amenities that encourage people to rest, gather, and/or recreate.

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## Section 4 – Site-Specific Policies

The following site-specific policies provide additional policy direction or detailed development requirements for areas of interest. The following site-specific policies need to be read with the remaining policy direction and the schedules of this Plan. Where there is a discrepancy, the site-specific policies in this section prevail.

### 4.1 2525 Carling Avenue

2525 Carling Avenue is planned to become a high-rise, mixed-use, and transit-oriented district that increases the supply of amenities and housing near rapid transit. This district is planned to be an activity node with a variety of non-residential uses, such as commercial, retail, and office to provide daily amenities that will support future residents and the existing surrounding communities. Parkland dedication in the form of land will be conveyed to the City.

2525 Carling Avenue is identified as the area shown on Annex 2 – Concept Plan for 2525 Carling Avenue. New lots will be created in this district and as a result may receive new addresses, these policies will apply to the future subdivided lots.

- 1) As a condition of draft approval for the first phase of the Plan of Subdivision, a north-south road will be built by a development proponent and then conveyed to the City. As identified on Schedule C – Mobility and Connectivity, this future public road, to be named at the time of Plan of Subdivision, will intersect at Carling Avenue and Connaught Avenue to the south and connect with Richmond Road to the north.
  - a) The City shall protect for a 24-metre right-of-way;
  - b) This road shall function as a collector;
  - c) This road will be an active frontage street area, and buildings that front onto this road will require an active frontage, as described in section 2.1, policy (15) of this Plan;
  - d) In addition to parallel on-street parking, only one lane of traffic in each direction is permitted;
  - e) Pedestrian and cycling facilities that are physically separated from vehicular traffic will be provided on both sides of the street within the right-of-way, and where possible, will connect with the existing or planned network of active transportation facilities;
  - f) Traffic calming measures along the north-south public road are required for the segments that abut parkland. Measures such as tabletop intersections, raised right-of-way, or woonerf-style designs will be considered;
  - g) This road will be designed for a target speed of 30 kilometres per hour;
  - h) The City may install a bus stop along this road; and
  - i) A protected intersection may be required where this road intersects with Richmond Road.
- 2) A privately-owned public space (POPS) will be provided in the southeast corner of the site to ensure that pedestrians may enter or exit the district in a space without automobiles near Lincoln Fields Station.
  - a) Additional POPS or plazas are encouraged to be provided in proximity to the vehicular entrances of the district.

- 3) A network of public or private roads with two-lanes and a design for a target speed of 30 kilometres per hour will be provided. These roads will have a similar function to urban local streets.
  - a) Parallel on-street parking is permitted;
  - b) Adequate soil volumes for tree planting will be provided;
  - c) The segment of private roads located adjacent to the pedestrian gateway described in policy (3) above will be designed as a woonerf, which may include traffic calming measures such as planters, street trees, and other design elements that will prioritize pedestrian comfort;
  - d) To ensure that vehicular access to the future development area north of Carling Avenue, as described in section 4.2, policy (13) is not from Carling Avenue, the City may require that an easement be secured along a segment of one of the east-west streets, as shown on Schedule C – Mobility and Connectivity.
- 4) Parking garages may be permitted in the podium of a high-rise building provided that vehicular access is not from an active frontage street area and that the parking is visually screened from the public realm. A standalone parking garage is not permitted.
- 5) Building podiums that front onto Richmond Road and the future north-south public road as identified on Schedule C – Mobility and Connectivity are required to be mixed-use with at least one non-residential use at-grade.
  - a) Without an amendment to this Plan, the City may consider an amendment to the Zoning By-law to allow for a standalone residential building along the north-south public road, provided that a majority of the buildings along the road's frontage are occupied by a non-residential use.
- 6) As shown on Schedule B – Maximum Building Heights, one building with a maximum height of up to 45 storeys may be permitted provided it is within a 400-metre radius of the Lincoln Fields O-Train Station and is east of the north-south public road described in policy (1) above.
- 7) Parkland shall be conveyed to the City in a central location of the district.
  - a) Parkland dedication will be calculated for the entirety of the property originally known as 2525 Carling Avenue, as shown on Schedule A – Designation Plan and Annex 2 – Concept Plan for 2525 Carling Avenue. The conveyance of parkland will be taken through a development application, such as Plan of Subdivision or Site Plan Control, per the City's Parkland Dedication By-law (as amended) and *Planning Act*. The City will track the over or under dedication of conveyed parkland over multiple phases for the entirety of the redevelopment of 2525 Carling Avenue district;
  - b) The contiguous western park block, as illustrated on Annex 2 – Concept Plan for 2525 Carling Avenue, shall be conveyed to the City upon the phase of development that results in a total of 500 dwelling units or more for the entire 2525 Carling Avenue district. Initially, this may require over dedication of land for the respective phase;
  - c) At the time of Plan of Subdivision, alternative designs and configurations may be considered than what is illustrated on Annex 2 – Concept Plan for 2525 Carling Avenue and Schedule A – Designation Plan provided that it is in a central location of the district;

- d) The City will seek opportunities to animate the park with community-oriented amenities for the district and surrounding communities. These could include a gathering or performance space and recreation amenities for people of all ages and abilities;
- e) As illustrated on Annex 2 – Concept Plan for 2525 Carling Avenue and Schedule A – Designation Plan, if two parkland blocks are conveyed, they will be aligned and separated only by the right-of-way of the north-south public road described in policy (1) above;
- f) Buildings visible from the parkland will:
  - i) Minimize the visibility of shipping, receiving, and other similarly related functions from the parkland. These will be located on a building façade away from the parkland;
  - ii) Be designed with passive supervision, per the requirements in section 2.1, policy (17) of this Plan; and
  - iii) Mitigate microclimate impacts in accordance with applicable design guidelines.

## 4.2 Future Development Areas

This Plan seeks to create an urban built form surrounding the Lincoln Fields O-Train Station that is dynamic and walkable. The creation of a truly walkable and transit-supportive environment requires not only pedestrian infrastructure, but also a mix of uses, active building frontages, and comfortable routes to Lincoln Fields Station. With the removal of the Kichi Zībī Mikan and Carling Avenue ramps, as described in section 3.2 of this Plan, there is a unique opportunity to change the current land uses surrounding the O-Train station to support transit-oriented development.

This Plan guides the transformation of the lands immediately surrounding Lincoln Fields Station toward a continuous urban form linking the station to the Hub, Mainstreet Corridors and Neighbourhoods on all sides through compact mid- and high-rise development, new and enhanced active transportation linkages, and a range of built forms that will transition to the planned surrounding context.

These future development areas immediately abut the Pinecrest Creek valley Greenspace, which is where major City-owned infrastructure is located, including the Pinecrest Trunk Sewer, a trunk water main connecting to the Britannia Water Purification System. The Pinecrest Creek valley is also occupied by the Kichi Zībī Mīkan parkway, the O-Train rail, Lincoln Fields Station, the Common Ground Community Garden, and a network of multi-use pathways.

- 1) Schedule A – Designation Plan designates future development areas within the Pinecrest Creek valley. These are located:
  - a) South of Richmond Road, west of Kichi Zībī Mikan;
  - b) North of Carling Avenue, east of Lincoln Fields Station;
  - c) North of Carling Avenue, approximately where the Kichi Zībī Mikan ramps are currently located; and
  - d) South of Carling Avenue, approximately where the Kichi Zībī Mikan ramps are currently located.
- 2) An amendment to the Zoning By-law shall be required to permit development within a future development area in accordance with the respective designation and maximum heights shown on Schedule A – Designation Plan and Schedule B – Maximum Building Heights.



- 3) The final location and configuration of a development area will:
  - a) Be determined by the City, the NCC, and a development proponent at the time to amend the Zoning By-law, per policy (2) above;
    - i) Lot creation may be considered through Plan of Subdivision, Consent to Sever, or Plan of Condominium.
  - b) Consider existing infrastructure and easements. Encumbrances are discouraged but not prohibited.
- 4) Upon each phase of development, a development proponent shall submit to the City and the NCC a concept plan demonstrating the full build-out of the future development areas shown on Schedule A – Designation Plan that includes the following:
  - a) The scale and massing of buildings;
  - b) The connections to key destinations, including the Lincoln Fields O-Train Station and the Hub and Mainstreet Corridor designations;
  - c) The location of vehicular access;
  - d) The location of parks and amenity spaces;
  - e) The relationships between the surrounding buildings; and
  - f) The location of any existing, relocated, and new pathways or active transportation facilities.
- 5) The concept of future phases, per policy (4) above, are intended to ensure a coordinated vision and do not require the same detail of design compared to the current phase of development. The concepts may be adjusted and further refined as phases advance.
  - a) Site Plan Control applications will generally align with the concept plan for their respective phase.
- 6) Parkland dedication will be calculated in accordance with the City's Parkland Dedication By-law and the *Planning Act*.
- 7) Development in this area shall establish buildings that locate the tallest buildings fronting onto an active frontage street area, with the height of any additional buildings progressively lowering.
- 8) Development shall retain or relocate existing multi-use pathways and other active transportation facilities, ensuring that connectivity to the O-Train station and overall pathway network is maintained or enhanced.
- 9) Through asset renewal and replacement, development, and other opportunities, existing infrastructure will be upgraded and consolidated in linear corridors to facilitate a logical pattern of dense urban form in proximity to the O-Train station and the Mainstreet Corridors.

South of Richmond Road, west of Kichi Zībī Mikan

- 10) Development on a future development area south of Richmond Road and west of Kichi Zībī Mikan in accordance with the Hub designation shall be permitted, provided all other policies of this Plan are met.



#### North of Carling Avenue, east of Lincoln Fields O-Train Station

- 11) Development in a future development area north of Carling Avenue and east of the Lincoln Fields O-Train Station in accordance with the Hub designation shall be permitted, provided all other policies of this Plan are met.

#### North of Carling Avenue, west of Lincoln Fields O-Train Station

- 12) Development on a future development area north of Carling Avenue and where the Kichi Zībī Mikan ramps are currently located in accordance with Schedule A – Designation Plan and Schedule B – Maximum Building Heights will be permitted, provided the City and the NCC remove the Kichi Zībī Mikan ramps, as described in section 3.2, policy (5) of this Plan.
  - a) Vehicular access from Carling Avenue is discouraged. Vehicular access may be provided from a public or private street at 2525 Carling Avenue, as described in section 4.1 of this Plan.

#### South of Carling Avenue, west of Kichi Zībī Mikan

- 13) Development on a future development area south of Carling Avenue and where the Kichi Zībī Mikan ramps are currently located in accordance with Schedule A – Designation Plan and Schedule B – Maximum Building Heights will be permitted, provided the City and NCC remove the Kichi Zībī Mikan ramps, as described in section 3.2, policy (5) of this Plan.
  - a) Vehicular access may be considered at the new Kichi Zībī Mikan and Carling Avenue signalized intersection, as described in section 3.2, policy (5) of this Plan.

### **4.3 460 to 508 Edgeworth Avenue**

Edgeworth Avenue is a local street within the Woodpark neighbourhood with direct vehicular access to Carling Avenue and Lawn Avenue and pedestrian and cycling access to Richmond Road. Properties along Edgeworth Avenue are an approximate 400-metre walking distance to the Lincoln Fields O-Train Station and an 800-metre walking distance from the New Orchard O-Train Station. There are also opportunities for mid-block connections from Edgeworth Avenue that will shorten the pedestrian or cycling distance to Lincoln Fields Station. The properties on the western side of Edgeworth Avenue and south of Lawn Avenue have an approximate lot depth of 56 metres, which is nearly double the depth of a typical residential lot and is generally understood as deep enough to accommodate mid-rise and high-rise buildings.

Due to these unique qualities, the City assigns maximum building heights that are greater than the rest of the Woodpark neighbourhood, which advances this Plan's guiding principle of dense, lively, compact, and walkable transit-oriented communities. Increasing maximum heights for the western portion of Edgeworth Avenue will also provide transition in building heights between the anticipated high-rise development with the Hub designation to the west and the Mainstreet Corridor designation to the south from the internal low-rise area of the Woodpark community.



- 1) For the Neighbourhood designated lots addressed 460 to 508 Edgeworth Avenue, in the case of a mid-rise or high-rise building, the City shall require:
  - a) A sidewalk along Edgeworth Avenue for the length of the parcel that connects to the existing and planned pedestrian network, as shown on Schedule C – Mobility and Connectivity. A development proponent will be required to provide a sidewalk if redevelopment is proposed ahead the City’s scheduled implementation;
  - b) That a building be designed, oriented, and articulated to minimize and mitigate shadow impacts for the Woodpark community to the east;
  - c) Demonstration that wind conditions on the public realm, including Edgeworth Avenue and active transportation facilities, and any outdoor amenity space as required by the Zoning By-law are suitable for their intended use;
  - d) A low-rise building base with massing and articulation that complements the surrounding neighbourhood character;
  - e) Residential lobbies and/or individual entrances for residential units at-grade that face the public realm, including Edgeworth Avenue and any active transportation pathways as described in policy (f) below;
  - f) An active transportation connection for pedestrians and cyclists with a public access easement through the property to connect Edgeworth Avenue to the existing or planned active transportation network immediately to the west, where approximately identified on Schedule C – Mobility and Connectivity; and
  - g) A variation in building heights between abutting high-rise buildings that are progressively lowered towards Lawn Avenue in order to provide transition from the abutting Hub and Mainstreet Corridor designations. Building heights for abutting high-rise buildings should vary by four storeys or more with the tallest buildings closest to Carling Avenue.
- 2) Notwithstanding the high-rise II height category, subject to an amendment to the Zoning By-law, a high-rise building with a maximum height of 24 storeys is permitted at 500 and 508 Edgeworth Avenue.
  - a) Policy (2) also applies to any of the abutting lots to the north that are assembled or redeveloped as one lot for zoning purposes with the lots at 500 and 508 Edgeworth Avenue in order to provide greater flexibility in the location of one 24-storey tower. Additional buildings shall be no taller than the high-rise I height category, and the variation in height per (1)(g) above applies.

#### **4.4 2486 to 2590 Regina Street**

- 1) For the lands at 2486 to 2590 Regina Street, development up to mid-rise II may be permitted provided that the following are met:
  - a) A building is designed with a distinct low-rise building base, whether through massing, articulation, or architectural design; and
  - b) Active transportation connections built from the Lincoln Heights Road and Regina Street intersection to Starflower Lane to provide more direct access to Richmond Road for pedestrians and cyclists, as shown on Schedule C – Mobility and Connectivity.

## 4.5 City-owned lands

The following policies provide direction to City-owned lands within the Plan area. Many of these lots, individually, do not have an adequate minimum lot area for residential development. Although some of the larger lots could accommodate residential development, they would benefit from being assembled into a larger lot or redeveloped as one area for zoning purposes.

It is the intent of the following site-specific policies to require or encourage assembly so that these lots can be large enough to accommodate residential development and provide urban design direction to better align with the guiding principles of this Plan. The City may seek to dispose of these lands.

- 1) Development of City-owned lands in section 4.5 of this Plan should be prioritized for affordable housing.

### 407 and 414 Edgeworth Avenue, 1180 Richmond Road, and 2368 Midway Avenue

These City-owned lands, individually, have adequate lot areas for residential uses, and although the following policies provide direction if these lands develop individually, it is the City's preference that a portion of Edgeworth Avenue be closed and that the four lots assemble into one lot of approximately 3,100 square metres with a mid-rise building that frames Richmond Road. The final lot area and configuration are to be determined by the City and a development proponent.

These lands are contaminated and require environmental remediation.

- 2) Development at 407 Edgeworth Avenue, 414 Edgeworth Avenue, 1180 Richmond Road, or 2368 Midway Avenue shall require an environmental site assessment and the policies relating to contaminated sites in section 10.1.6 in Volume 1 of the Official Plan shall apply.
  - b) A development proponent will be required to remediate a lot to residential standards, per the *Environmental Protection Act*.
- 3) For the listed properties at 407 and 414 Edgeworth Avenue, 1180 Richmond Road, and 2368 Midway Avenue, development permissions shall be per the Neighbourhood designation and maximum building heights shall be low-rise.
  - a) Buildings shall front onto Edgeworth Avenue and the active frontage street area requirements for Richmond Road in section 2.1, policy (13) do not apply.
- 4) The City will encourage that the lots at 407 and 414 Edgeworth Avenue, 1180 Richmond Road, and 2368 Midway Avenue assemble as one lot. Notwithstanding policy (3) above, if assembled or redeveloped as one lot for zoning purposes:
  - a) The City shall close a portion of Edgeworth Avenue to create one contiguous lot;
  - b) Maximum building heights shall be up to mid-rise II;
  - c) A POPS that is accessible to the Woodpark community should be provided;

- d) The active frontage street area requirements for Richmond Road in section 2.1, policy (13) apply;
  - i) An active entrance facing Edgeworth Avenue is encouraged.
- e) Active transportation facilities that connect Edgeworth Avenue and Richmond Road, as shown on Schedule C – Mobility and Connectivity, shall be required as per section 3.1, policy (4) of this Plan.

#### 2604 Carling Avenue and 810 Norton Avenue

- 5) The lots at 2604 Carling Avenue and 801 Norton Avenue are encouraged to assemble with 2596 Carling Avenue. If 2604 Carling Avenue and 810 Norton Avenue assemble with 2596 Carling Avenue, notwithstanding Schedule B – Maximum Building Heights, maximum building heights shall be up to mid-rise I.

#### 2630 Carling Avenue and 808 Dundee Avenue

- 6) The lands at 2630 Carling Avenue and 808 Dundee Avenue are encouraged to assemble with an abutting lot to the south.
  - a) The City may use these lands for public realm features that support transit, such as a transit plaza.

## Annexes

Annex 1 – Kichi Zībī Mikan and Carling Avenue Signalized Intersection

Annex 2 – Concept Plan for 2525 Carling Avenue

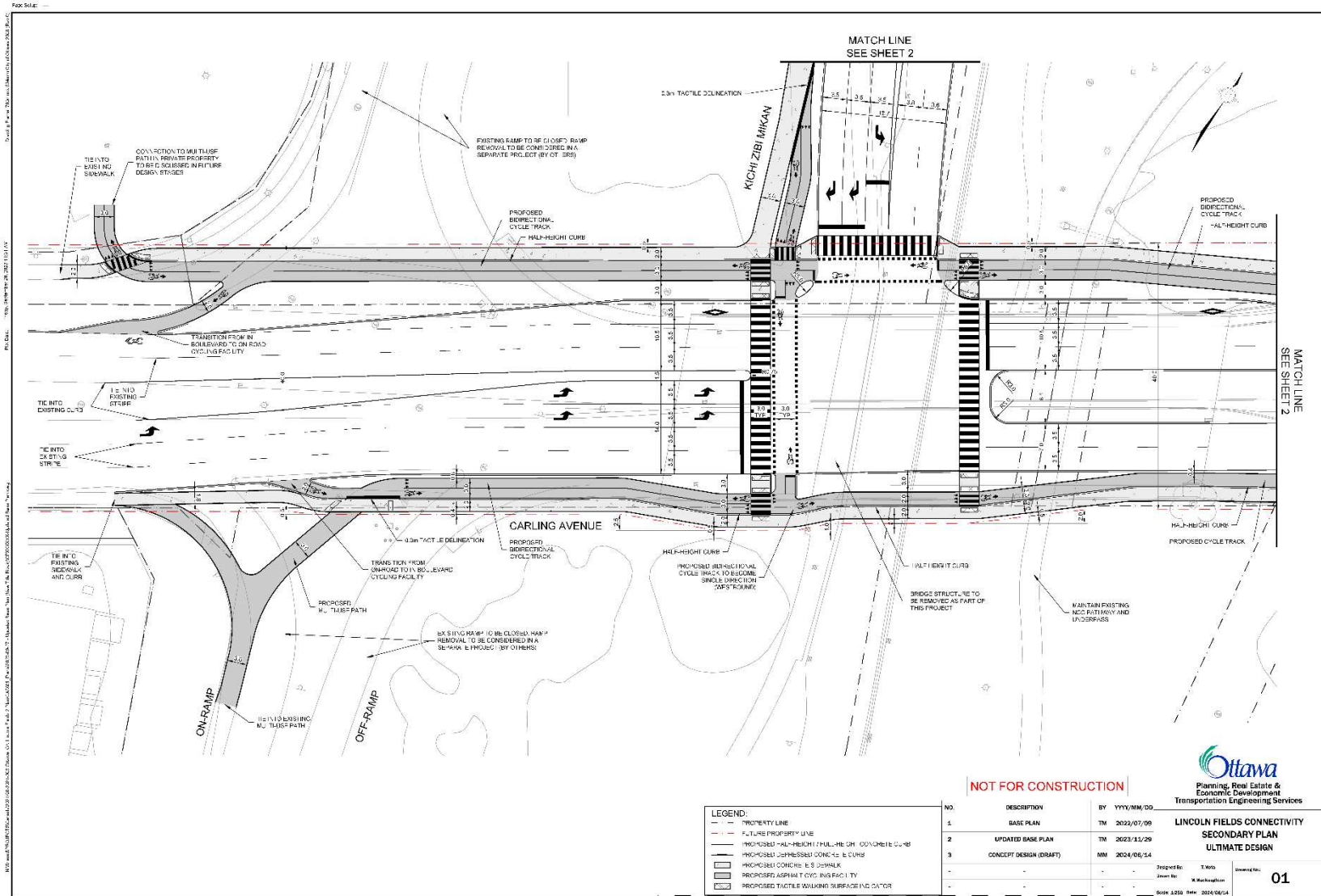
## Schedules

Schedule A – Designation Plan

Schedule B – Maximum Building Heights

Schedule C – Mobility and Connectivity

# Annex 1 – Kichi Zibi Mikan and Carling Avenue Signalized Intersection



**LEGEND:**

- PROPERTY LINE
- - - FUTURE PROPERTY LINE
- PROPOSED HALF-HIGHT MULTIPLE OR CONCRETE CURB
- PROPOSED CONCRETE CONC. CURB
- PROPOSED CONC. E.S. DOWEL
- PROPOSED ASPHALT CYCLING FACILITY
- PROPOSED TACTILE WALKWAY SURFACE INDICATOR

NO.	DESCRIPTION	BY	YYYY/MM/DD
1	BASE PLAN	TM	2022/07/09
2	UPDATED BASE PLAN	TM	2023/11/20
3	CONCEPT DESIGN (DRAFT)	MM	2024/06/14

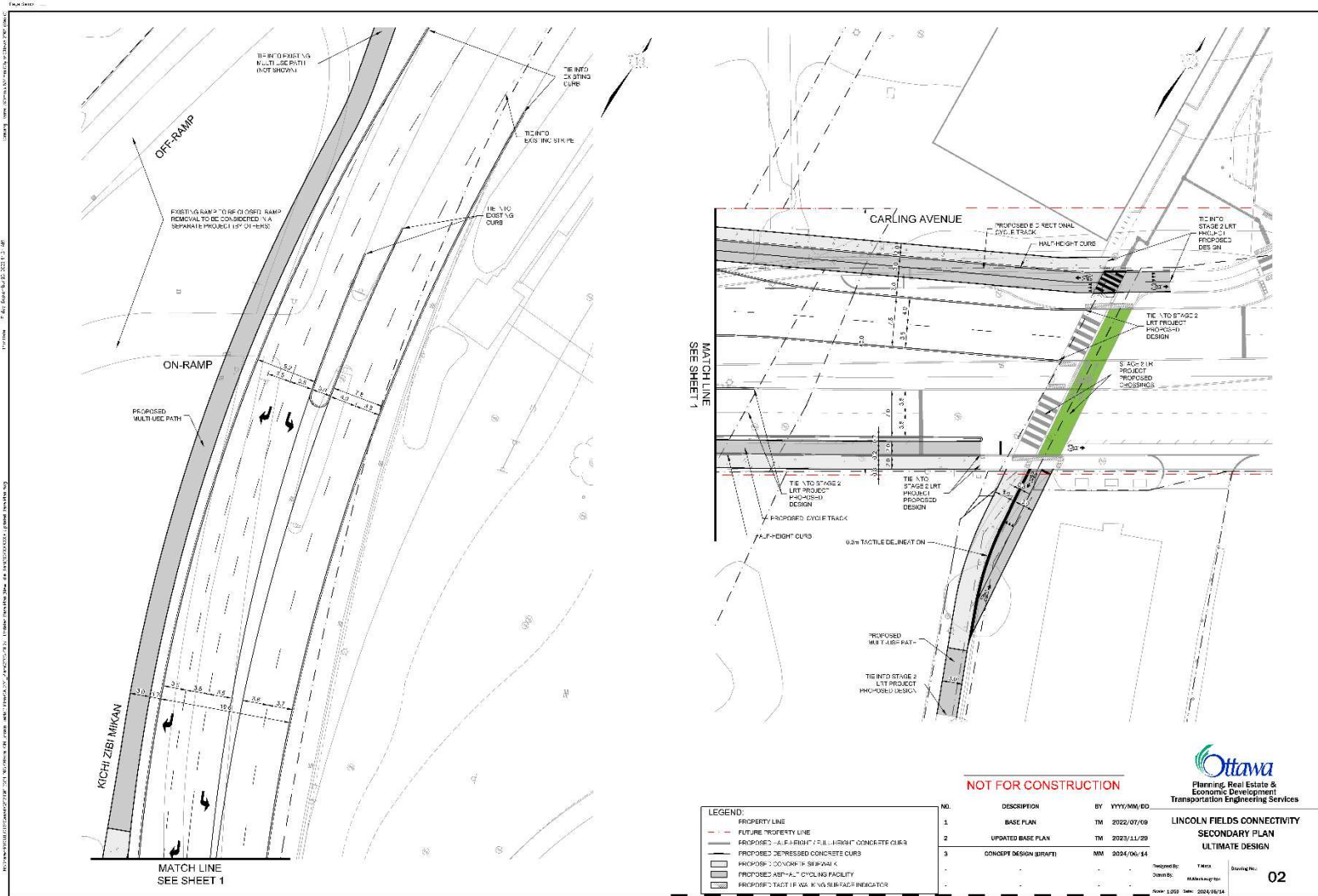


**LINCOLN FIELDS CONNECTIVITY  
SECONDARY PLAN  
ULTIMATE DESIGN**

Sheet No: 01  
Scale: 1:200 Date: 2024/06/14









# Annex 2 – Concept Plan for 2525 Carling Avenue (prepared by RioCan)

