

Lincoln Fields Secondary Plan Document 10 – Consultation and Circulation Details

Throughout the secondary plan study, multiple meetings with residents, landowners, community associations, industry stakeholders, and advocacy groups were held, and include:

- May 31, 2022 – Virtual stakeholder working group meeting.
- August 18, 2022 – Virtual stakeholder working group meeting.
- October 25, 2023 – Virtual stakeholder working group meeting.
- November 22, 2023 – Virtual public open house.
- December 12, 2023 – In-person secondary plan information session for the Queensway Terrace North Community Association at La Maison de Francophonie (requested by the community association).
- January 18, 2024 – Virtual presentation at the Woodpark Community Association Annual General Meeting (requested by the community association).
- January 24, 2024 – In-person presentation at the Britannia Village Community Association Annual General Meeting at the Britannia Yacht Club (requested by the community association).
- August 23, 2024 to October 4, 2024 – the public circulation of the draft secondary plan, zoning by-law amendment and schedules.
- October 16, 2024 – In-person presentation at the Queensway Terrace North Community Association Annual General Meeting at La Maison de Francophonie (requested by the community association).

During the August 2024 public circulation for the secondary plan, nearly 100 comments were received from members of the community that focused primarily on five topics: the overall heights and densities across the Plan area; the redevelopment of 2525 Carling Avenue; the reconfiguration of the Kichi Zībī Mikan and Carling Avenue intersection; the future development areas in the Pinecrest Creek valley; and the building height permissions for 460 to 508 Edgeworth Avenue and the Woodpark neighbourhood.

High-rise permissions across the Plan area

There were mixed comments on the assignment of high-rise building heights across the Plan area. A few respondents were generally supportive of the high-rise buildings and focusing the greatest heights nearest Lincoln Fields Station and along Richmond Road and Carling Avenue.

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Multiple community associations and members of the public shared concerns and opposition to the heights proposed on Schedule B – Maximum Building Heights (Document 3), expressing that the high-rise permissions for buildings of up to 30 or 40 storeys are too tall and that the proposed heights and densities will negatively impact the quality of life and reduce the liveability of the surrounding neighbourhoods. Comments specifically highlighted that this was a concern for the proposed high-rise permissions along Carling Avenue and Edgeworth Avenue. Some comments also questioned why so many parcels permitted for high-rise development were necessary for the City to achieve its intensification and housing targets.

Staff response:

- The Lincoln Fields Secondary Plan largely keeps with the designations established in the City’s new Official Plan (2021). The Hub and Mainstreet Corridor designations assign permitted building heights “up to high-rise”, with high-rise defined as “up to 40 storeys”. The Official Plan speaks to requiring transition between high-rise buildings and abutting low-rise neighbourhoods. The City’s Urban Design Guidelines for High-Rise Buildings establish that there are a variety of methods to measure transition, though the application of a 45-degree angular plane is often the first tool used as its purpose is to help establish an appropriate scale for a proposed high-rise building.
- Prior to the adoption of the secondary plan, the existing height permissions for the Hub and Mainstreet Corridor designations in the Official Plan are “up to high-rise”. The City-initiated process to create a new Zoning By-law and privately initiated site plan control applications will establish a specific number of storeys through transition measures, with the assumed top range of “up to 40 storeys”.
- The secondary plan breaks up the high-rise category into three new categories:
 - High-rise I (up to 18 storeys)
 - High-rise II (up to 30 storeys)
 - High-rise III (up to 40 storeys)

The secondary plan assigns one of these three height categories based on the City’s approximate application of the 45-degree angular plane between the lot proposed for high-rise permissions and the nearest low-rise neighbourhood lot line. Additional transition tools, as established in the City’s Urban Design Guidelines for High-Rise Buildings, were also used to further strengthen the rationale for which high-rise category was assigned.

- Future site plan control applications and the City's new Zoning By-law will further determine and refine an appropriate building height based on the refined and sculpted maximum heights established in the secondary plan, rather than the current City-wide approach of having the top range be "up to 40 storeys". In contrast to the Official Plan, the secondary plan improves the predictability of future development applications.
- The Official Plan assigns a minimum residential density requirement of 250 dwellings per net hectare for the Lincoln Fields Protected Major Transit Station Area. The policies of the secondary plan do not guarantee that any development will occur within the Plan area. It is not possible for the City to know for certain which developments will proceed and therefore the Plan must provide equitable opportunities for development to occur, particularly on sites where there is proper rationale to justify mid-rise or high-rise development.
- See comments below for additional discussion on the high-rise and mid-rise permissions for Edgeworth Avenue.

Redevelopment of 2525 Carling Avenue

Comments received on the concept plan for the redevelopment of 2525 Carling Avenue into a high-density and mixed-use district have been generally positive. Positive comments primarily focused on the excitement for a new district with commercial and retail uses, new pedestrian and cycling facilities that connect to the broader network, and new large parkland blocks.

Concerns were raised over possible traffic impacts, no minimum parking, the overall project phasing, and the long construction period until the district is fully built-out.

Staff response:

- Future Site Plan Control development applications for each phase of development will require a Transportation Impact Assessment (TIA). A TIA will compare the transportation network performance around the site both before and after the construction of the development. A TIA will consider the requirement for a more comprehensive assessment of network safety for all modes, with a focus on vulnerable road users including pedestrians and cyclists.
- Staff are supportive of eliminating parking minimums as a means to encourage residents to use public transit or active transportation to meet their mobility needs.

- The phasing of development and construction are entirely up to the development proponent and not a land use planning matter.

Reconfiguration of the Kichi Zībī Mikan and Carling Avenue intersection

The proposal to remove the Kichi Zībī Mikan on and off ramps, replacing them with a signalized intersection has been met with a mix of responses from the public both in support and in opposition of the proposal. Both written and verbal comments have been shared with Policy and Community Planning Staff.

Positive comments focused on the new active transportation facilities along Carling Avenue and the importance of making this a safe roadway for pedestrians and cyclists and that it will improve the access to Lincoln Fields Station.

Many respondents were concerned whether this proposal would worsen traffic along both Carling Avenue and the Kichi Zībī Mikan Parkway and whether the vehicular turn movements made at this intersection would be a greater safety risk for pedestrians than the existing interchange.

Staff response:

- A traffic analysis has been completed that demonstrates that the turn movements and flow of vehicular traffic through this intersection are acceptable per the City's Multi-Modal Levels of Services.
- The traffic analysis shows that the movements for pedestrians and cyclists given the existing conditions are not acceptable per the City's Multi-Modal Levels of Service. Therefore, changes to this segment of Carling Avenue and this intersection are needed to improve the movement of pedestrians and cyclists.
- All new City signalized intersections are required to meet the City's Protected Intersection Design Guide, which utilizes best practices to ensure the safety of all modes.
- There is currently no municipal funding for the reconfiguration of this intersection.

Future development areas (Pinecrest Creek valley)

A majority of the comments received on this proposal questioned the need for mixed-use development in the Pinecrest Creek valley and whether these future development areas are necessary for the City to meet its housing targets. Some comments have also focused on the removal of greenspace in the Pinecrest Creek valley, the uncertainty of what the buildings and concepts will look like, if there will be affordable housing since

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this is land owned by the National Capital Commission, and whether the NCC will be required to provide parkland dedication.

Staff response:

- Through the secondary plan process (an Official Plan Amendment), the NCC requested the City consider the opportunity to change the use of portions of their land for mixed-use development. Any landowner is entitled to request that the City change their land uses, and through an amendment to the Official Plan, the City reviews the planning merits of the request.
- Through the Lincoln Fields Secondary Plan, City staff found that the change in land use for these lands represents good planning and will help grow the Hub designation and locating more people and amenities within the immediate vicinity of Lincoln Fields Station.
- It is not possible for the City to know for certain which developments will proceed and therefore the Plan must provide equitable opportunities for development to occur, particularly on sites where there is proper rationale to justify mid-rise or high-rise development.
- The City cannot require that affordable housing be included in any development, it is entirely up to the development proponent to voluntarily provide affordable units. In 2019, the future development area east of Lincoln Fields Station and west of Edgeworth Avenue was identified in a report as a potential site for affordable housing on public lands, and the NCC has collaborated before with developers on constructing affordable buildings with a mix of incomes, yet this cannot be guaranteed by the secondary plan at this time.
- The change in the land use permissions for the two development areas within the Kichi Zībī Mikan ramps are conditional upon the successful removal of the ramps. Development on these two sites is not guaranteed. To add, there are many below-grade infrastructure services in these two areas that may impact the final configuration of the developable area. It is unclear at this time whether the City and the NCC will re-locate any of these infrastructure services.
- The NCC does not yet have a concept plan for these sites. The secondary plan does require a robust concept planning exercise be undertaken at each phase of development. These concept plans will be required for each amendment to the Zoning By-law and Site Plan Control application.

- There are opportunities for an increase in usable greenspace and amenity space with the eventual removal of the Transitway and the southern Kichi Zibī Mikan roadway segment and ramps.
- The policies of the secondary plan require that any development within these areas are subject to the City's Parkland Dedication By-law and will be required to convey parkland to the City at the time of development.

460 to 508 Edgeworth Avenue and the Woodpark neighbourhood

The proposal to allow for mid-rise and high-rise buildings along the western side of Edgeworth Avenue has been met with the most opposition in contrast to other proposals within the Lincoln Fields Secondary Plan. Residents from the Woodpark neighbourhood and the Woodpark Community Association were primarily in opposition of the proposal to increase building heights along the western portion of Edgeworth Avenue, south of Lawn Avenue. Their comments have been broken down into the following themes:

Theme 1: Mid-rise and high-rise buildings in Woodpark

Comments:

- Mid-rise and high-rise building forms are too tall for Edgeworth Avenue and the Woodpark neighbourhood.
- Tall buildings within the neighbourhood will disrupt Woodpark's local character.
- Tall buildings will create large shadows onto the rest of the Woodpark neighbourhood and prevent light from coming through.
- The redevelopment of the dwellings on Edgeworth Avenue will result in the loss of existing mature trees.
- The plan does not ensure adequate building height transition between the mid-rise and high-rise buildings towards the rest of the Woodpark neighbourhood.

Staff response:

- The primary reason for proposing mid-rise and high-rise buildings along Edgeworth Avenue is to find opportunities within the secondary plan area to increase the supply of housing options, particularly within an immediate walking distance of rapid transit. Most of the properties on the western side of Edgeworth Avenue are within a 300-metre walking distance of Lincoln Fields Station and an

800-metre walking distance from New Orchard Station. These lots are also uniquely deep and can accommodate tall buildings.

- The proposal to introduce high-rise and mid-rise permissions along the western side of Edgeworth Avenue utilizes four of the City's tools to establish building height transition: the progressive lowering of heights for abutting buildings from the lots along Carling Avenue / the future development area towards Woodpark; the approximate application of the 45-degree angular plane to establish scale; a minimum 20-metre distance between a potential tower location and the nearest Neighbourhood designated low-rise lot line; and ensuring a distinct low-rise building base that complements the existing neighbourhood character.
- With the future development area on the NCC's land permitting a building of up to 40 storeys, and the potential for multiple 30-storey buildings along Carling, the northeastern corner of Carling Avenue and Edgeworth Avenue will become a high-rise cluster. Building heights are proposed to progressively lower along Edgeworth Avenue from Carling Avenue to Lawn Avenue, with heights going from high-rise II to high-rise I to mid-rise II and then to mid-rise I. Having mid-rise and high-rise buildings along Edgeworth Avenue will help ensure that building heights gradually transition towards Woodpark, rather than having a stark contrast between a high-rise building and a low-rise building.
- The scale of the high-rise heights along Edgeworth Avenue were determined by the application of the 45-degree angular plane. The angular plane is not a prescriptive tool, but rather one that determines a general sense of an appropriate building height, with specific height maximums to be determined during the review of a Site Plan Control application, of which there are currently none for the area.
- The policies of the secondary plan require that all buildings on the western side of Edgeworth Avenue have a distinct low-rise podium (building base) that relates to the nearby low-rise buildings in Woodpark, which will contribute to the existing neighbourhood character. A low-rise podium then ensures that the tower portion is stepped further back from the front of the building, which adds a degree of separation between a tower and the pedestrian realm. Setting back the tower, in combination with articulation and orientation will minimize shadow and wind impacts.

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- The secondary plan requires a minimum tower separation of 23 metres for high-rise buildings 30 storeys or less and 25 metres for buildings 31 storeys or more. These are the largest separation requirements for towers in the City of Ottawa and were selected for the Lincoln Fields Secondary Plan to ensure additional passage of light. To contrast, Inner Urban and Outer Urban neighbourhoods typically have a separation of 20 metres, and 15 metres for towers in the Downtown Core.
- The lot line for the properties on the eastern side of Edgeworth Avenue have a distance of 20 metres or greater from the potential tower locations on the western side of Edgeworth Avenue. This transition tool is most often used for emerging and densifying downtown nodes, and on its own would not typically rationalize the merits for high-rise permissions for Edgeworth Avenue. However, in combination with the angular plane, the progressive lowering of buildings from the south, the low-rise building base, the tower separation and lot area requirements, this 20-metre distance provides additional support that the proposed heights adequately transition to the Woodpark neighbourhood.
- All Site Plan Control applications, which are required for any development with 10 or more units, must include a Landscape Plan. The City's Landscape Plan is required to demonstrate how the canopy cover, urban design, health and climate change objectives of the Official Plan will be met through tree planting and other site design elements. The Landscape Plan is intended to identify any existing landscaping, site elements and natural features (including trees, shrubs, and ground covers) that will be preserved, and illustrate the proposed landscaping elements to support the associated development.
- The Neighbourhood policies of the Lincoln Fields Secondary Plan speak to the need for development to minimize the impacts to the urban tree canopy and to retain and plant trees.

Theme 2: Mobility

- With more residents and dwelling units, it will be less safe for people to walk and cycle in the neighbourhood.
- The local roads within Woodpark were not designed wide enough to accommodate the traffic of mid-rise and high-rise buildings.

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- The no minimum parking rate established in the secondary plan is insufficient and could lead to increase in on-street parking.
- There are not enough sidewalks on the streets in Woodpark.

Staff response:

- Once there are development concepts, any Site Plan Control development application will need to complete a Transportation Impact Assessment (TIA). A TIA will compare the transportation network performance around the site both before and after the construction of the development. A TIA will consider the requirement for a more comprehensive assessment of network safety for all modes, with a focus on vulnerable road users including pedestrians and cyclists.
- Staff are supportive of eliminating parking minimums as a means to encourage residents to use public transit or active transportation to meet their mobility needs. Staff also note that the proposed development is situated within walking distance to two O-Train stations, local bus routes, and future rapid transit along Carling Avenue, and many existing non-residential amenities along Richmond Road and Carling Avenue. It is anticipated that residents will cycle or walk to nearby amenities, keeping with the City's Big Policy Move on sustainable mobility.
- Part one of the City's Transportation Master Plan identifies new sidewalks along Edgeworth Avenue, Lawn Avenue, and Woodland Avenue, providing inter-neighbourhood connections to Lincoln Fields Station, New Orchard Station, Richmond Road, Carling Avenue, and Byron Avenue.
- Additional review of the transportation management for the area and surrounding neighbourhood will be undertaken during the review of Site Plan Control applications.

Theme 3: Servicing and utilities

Comment:

- Concern for the impact of the proposed development on the storm, water, and wastewater infrastructure in the surrounding area.

Staff response:

- The secondary plan has policies that require local servicing studies to ensure that any development be adequately serviced, and development may not receive approval until there is adequate water, wastewater, and sewage service capacity for the proposed development.

Theme 4: Lack of parkland

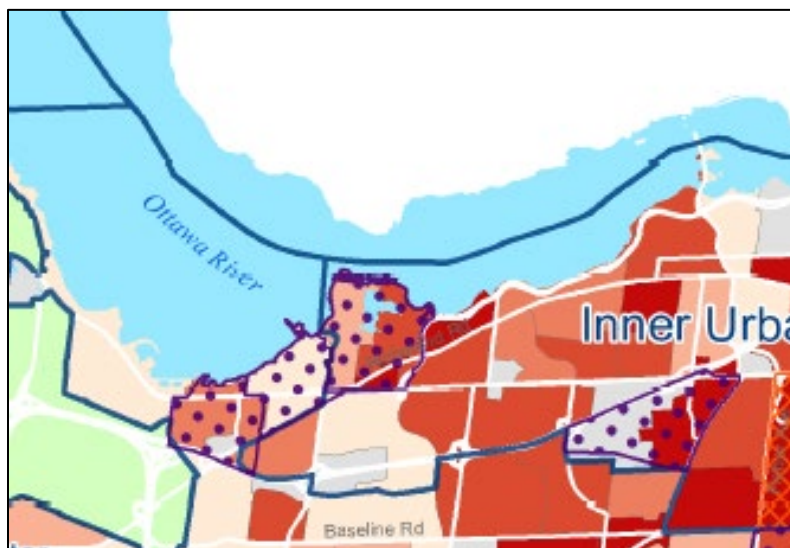
Comment:

- Residents of Woodpark and the Woodpark Community Association have expressed a significant lack of parkland and greenspace within and near Woodpark and had hoped that the Lincoln Fields Secondary Plan would secure a new park for their community.

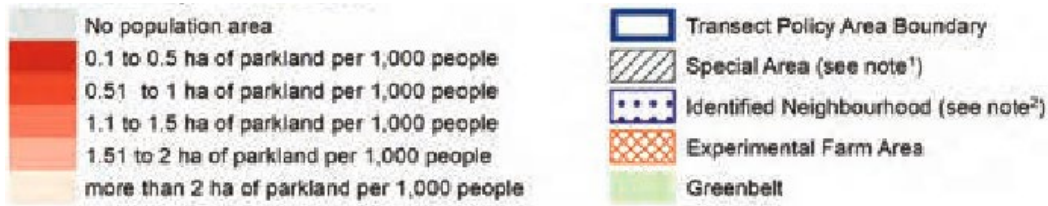
Staff response:

- The [City's Park and Recreation Facilities Master Plan \(2022\)](#) indicates that Woodpark has a parkland rate of 0.51 to 1 hectares of parkland per 1,000 people (see below extract). The Parks and Recreation Facilities Master Plan identifies that there is a lack of parkland for the Woodpark neighbourhood and that this community is not at the targeted 2 hectares of parkland per 1,000 people.

Extract from Map 3 of the Parks and Recreation Facilities Master Plan (2022)



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Throughout the secondary plan process, City staff looked to spend cash-in-lieu of parkland funds to acquire property to build a new park in Woodpark, however the cash-in-lieu funds were not sufficient to purchase any of the properties that were for sale. City staff also explored re-purposing the City-owned lands at 407, 414 Edgeworth Avenue, 1180 Richmond Road and 2368 Midway Avenue to a municipal park, yet the underground contaminations are significant, and the cash-in-lieu funds were not sufficient to remediate the lands to meet provincial contaminate standards for parks (see the discussion item on City-owned lots in the Staff Report).

Options moving forward are to wait until more cash-in-lieu of parkland funds are collected and until large parcels in the vicinity redevelop and convey parkland. Potential opportunities for conveying parkland include a few of the larger lots on the north side of Carling Avenue, as well as the development of the future development area to the east of Lincoln Fields Station and west of Woodpark. The Lincoln Fields Secondary Plan also requires that the redevelopment of 407 and 414 Edgeworth Avenue, 1180 Richmond Road, and 2368 Midway Avenue include a privately-owned public space that faces the Woodpark neighbourhood, that will function as an amenity space for the neighbourhood.

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The following tables outlines the changes made to the Secondary Plan and Zoning By-law Amendment based on comments received during the August 2024 circulation period. Respondents include service areas within the City of Ottawa, public agencies / commenting bodies, development proponents, advocacy groups, members of the public, and community associations.

Minor grammatical changes that do not change the intent of a policy and policies that were only re-numbered are not shown in this table.

Table 1: Changes to the Lincoln Fields Secondary Plan from August 2024 to November 2024

Reference	Circulated Policy Language (August 2024) (modified or removed language)	Revised Policy language (November 2024) (revised or added language)	Reason for change / Feedback received during the circulation period
1.2(3)	<p>3) <u>Prioritize the movement of pedestrians and cyclists.</u></p> <p>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 Zibi 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.</p>	<p>3) <u>Prioritize the movement of pedestrians and cyclists.</u></p> <p>This objective will be achieved by requiring active transportation facilities be built at strategic locations upon redevelopment, enhancing access to Lincoln Fields Station for sustainable modes of transportation, and ensuring public spaces and amenity areas allow for the movement of people.</p>	The larger objective in the Plan is to move people with active modes of transportation has been shortened. A reference to major destinations has been removed as the objective is intended for all destinations.
2.1(7)	7) The design of mid-rise and high-rise buildings should take the base-middle-top approach:	7) The design of mid-rise and high-rise buildings will take the base-middle-top approach:	The change from “should” to “will” reinforces the requirement for a distinct building base across all mid-rise and high-rise buildings in the Plan area and strengthens the requirement for podiums.
2.1(7) new (d) and (i)	N/A	<p>d) <u>The middle and top portions of a building must be stepped back at or below the maximum height for the base to create a distinct podium.</u></p> <p>i) <u>Maximum heights for the base of a building are specific to each designation.</u></p>	New policy (d) and sub-policy (i) reinforces the requirement for a distinct building base / podium.

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Reference	Circulated Policy Language (August 2024) (modified or removed language)	Revised Policy language (November 2024) (revised or added language)	Reason for change / Feedback received during the circulation period
2.1(8)	<p>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:</p> <p>a) Vary by a minimum of 10 percent, rounded to the nearest storey; and</p> <p>b) For the Neighbourhood designation along the west side of Edgeworth Avenue, vary by a minimum of four storeys.</p>	<p>8) The tallest buildings in the Plan area should generally be nearest Lincoln Fields Station.</p>	<p>A variation in heights of 10% is difficult to implement in zoning.</p> <p>The four-storey variation in heights for abutting high-rises along Edgeworth is re-located to section 2.4 (1) of the plan. The overall direction is retained.</p>
2.1 Lot assembly preamble (page 7)	<p>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.</p>	<p>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. <u>The overlay is applied to individual lots that would benefit from assembling or redeveloping with any abutting lots, including abutting lots with the overlay.</u> Lots with this <u>overlay</u> 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.</p>	<p>Additional clarity is provided to ensure that where the overlay is applied to a contiguous area that those lots are not required to assemble with those other lots subject to the overlay. Consistency correction. “Hatching” is a descriptor of the lines/design on the schedule but is not a recognized policy term. “Overlay” properly conveys that there’s a secondary layer of policy over the underlying height category.</p>

Reference	Circulated Policy Language (August 2024) (modified or removed language)	Revised Policy language (November 2024) (revised or added language)	Reason for change / Feedback received during the circulation period
2.1(13)	8) 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.	13) Where abutting lots with different height categories 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.	Additional clarity to ensure that this policy allows for an increase in height when parcels with different height categories are assembled without needing an Official Plan Amendment.
2.1(15)(a)(i) and New (ii)	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.	i) <u>The City may permit</u> greater setbacks 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; and ii) <u>The City may require greater setbacks to allow for the planting of large-growing trees along the street frontage.</u>	Sub-policy (i) has been re-worded to improve clarity. A new sub-policy (a)(ii) has been created to allow for the opportunity for additional space to plant trees along active frontage street areas.
2.1(15)(b)	b) Require a minimum amount of glazing for the front wall at-grade to enhance transparency and visual interest; and	b) Require glazing for the front wall at-grade to enhance transparency and visual interest; and	The word “minimum” for glazing should only be used in zoning. The necessary and appropriate amount of glazing is best to be determined during re-zoning and site plan control.
2.1(15)(c)	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.	c) Locate servicing, loading, and other similarly related functions to be away and visually obstructed from the active frontage street area, such as behind the building.	The requirements for visually obstructing parking from the public realm have been consolidated into one policy.

Reference	Circulated Policy Language (August 2024) (modified or removed language)	Revised Policy language (November 2024) (revised or added language)	Reason for change / Feedback received during the circulation period
2.1(17)	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.	N/A	Re-located to section 3.3 policy (6). The intent of this policy is better suited to the public realm section. Intent and wording of this policy remain.
2.1(18) New (a) and (b)	N/A	17) 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. a) <u>Surface parking and underground parking access, where provided, shall be visually obstructed from view of the public realm, such as behind a building; and</u> b) <u>Underground parking should be designed to ensure sufficient soil volumes for tree planting.</u>	Policies regarding surface and underground parking have been consolidated into one policy and now apply to all public streets and all elements of the public realm. Policy has been renumbered to (17).
2.1(19) new (b)	19) Depressed curbs, curb cuts, and private approaches will be minimized and generally limited to one per building.	18) Depressed curbs, curb cuts, and private approaches <u>for automobiles</u> will be minimized and generally limited to one per building. [...] b) <u>Additional depressed curbs or curb cuts that enhance the movement of pedestrians and cyclists are permitted.</u>	The intent of this policy is to limit depressed curbs and curb cuts for vehicles. A new sub-policy(b) has been created to ensure universal accessibility for people of all abilities, additional curb cuts and depressed curbs may be required specific for cyclists and those using mobility devices. Policy has been re-numbered to (18).

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Reference	Circulated Policy Language (August 2024) (modified or removed language)	Revised Policy language (November 2024) (revised or added language)	Reason for change / Feedback received during the circulation period
2.1 (20)	20) Underground parking should be designed to ensure sufficient soil volumes for tree planting.	N/A	Policy has been consolidated with other parking related policies and re-located to (17)(b).
2.2(1)(b)(i)	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.	i) <u>The base of a building may be lower than the required minimum heights in (a) and (b) above</u> , provided it is no less than two storeys and that the tallest point of the building meets the minimum height requirements.	Clarification correction. The use of “notwithstanding” implies that sub-policy (i) conflicts with (a) and (b), however (i) simply clarifies that the base of a building is not directly linked to its maximum height.
2.3 preamble, paragraph 1	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.	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 <u>that are comfortable for people who walk and cycle, with</u> buildings that are designed to enhance and engage with the public realm.	Minor adjustment to better align with the objectives of the plan.

Reference	Circulated Policy Language (August 2024) (modified or removed language)	Revised Policy language (November 2024) (revised or added language)	Reason for change / Feedback received during the circulation period
Section 2.3 Carling Avenue preamble, new paragraph 3	N/A	<u>The City’s application of the angular plane for lots on the south side of Carling Avenue from the Pinecrest Creek valley to Fox Crescent recommends buildings with a height of approximately 14 storeys. For this reason, lots along this segment of Carling Avenue are assigned the height category of high-rise I on Schedule B – Maximum Building Height as this height category is determined to be the appropriate scale. For these lots specifically, recognizing the short and direct walking distance to Lincoln Fields Station and future rapid transit along Carling Avenue, buildings may be up to 18 storeys.</u>	This preamble better clarifies the intent of policy 2.3(9), which was to allow greater flexibility in the final number of storeys for these lots near Lincoln Fields Station.
2.3(9)	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.	9) <u>Lots designated high-rise I on Schedule B – Maximum Building Heights on the south side of Carling Avenue from the Pinecrest Creek valley to Fox Crescent are permitted to be up to 18 storeys, subject to the tower portion being adequately set back and/or stepped back from the abutting low-rise neighbourhood designation.</u>	This re-worded policy better achieves the original intent of the policy, which is to allow for slight increases in height for these lots that are near Lincoln Fields Station. The intent of the original policy remains and is clarified.

Reference	Circulated Policy Language (August 2024) (modified or removed language)	Revised Policy language (November 2024) (revised or added language)	Reason for change / Feedback received during the circulation period
2.4(1) new (a)	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	1) High-rise buildings within the Neighbourhood designation shall transition to the nearest Neighbourhood designated low-rise area <u>and have a low-rise building base that relates to the surrounding neighbourhood.</u> Transition should be provided by the approximate application of an angular plane. a. <u>Abutting high-rise buildings for the Neighbourhood designation along the west side of Edgeworth Avenue must vary by a minimum of four storeys, with the tallest building nearest Carling Avenue.</u>	Policy (1) now includes an explicit requirement for a low-rise building base / podium that relates to the surrounding neighbourhood. Previously, the only reference to a low-rise building base in the Neighbourhood designation was in site-specific policy 4.3. Re-location of the requirement to ensure a four-storey variation in heights between abutting high-rise buildings along Edgeworth. This is an existing policy directive that has been re-located as a result of a modified policy.
3.1(1)(c)	c) New protected active transportation facilities upon the removal of the Kichi Zībī Mikan ramps: to be built by the City;	c) New protected active transportation facilities upon the removal of the Kichi Zībī Mikan ramps;	References to the Kichi Zībī Mikan ramps have been generalized.
3.1(1)(f)	f) Grade separated pathway: these below-grade pathways are to be maintained or re-built as specified in section 3.2 of this Plan;	f) Grade separated pathway: <u>this pathway, to be retained or re-built, will maintain grade-separation;</u>	Policy has been re-worded to minimize confusion around the type of grade-separation (i.e. not below ground). The cross-reference to section 3.2 is redundant.
3.1(1)(k)	k) Kichi Zībī Mikan ramps to be removed: to be removed by the City and the NCC, as specified in section 3.2 of this Plan;	k) Kichi Zībī Mikan ramps to be removed: as specified in section 3.2 of this Plan;	References to the Kichi Zībī Mikan ramps have been generalized.
3.1(2)(b)	b) The facilities in (a) above will be built in accordance with Council-approved guidelines;	b) The facilities in (a) above will be built in accordance with <u>Official Plan and Transportation Master Plan policy and</u> Council-approved guidelines;	Clarification that OP and TMP policy will direct the design of active transportation facilities built by development proponents.

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3.1(3)	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).	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.	Removal of an unnecessary cross-reference.
3.2 Preamble Paragraph 2	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.	It is the intent of this Plan to improve the safety and comfort of sustainable modes of transportation along the roadway network, <u>improve multi-modal access to rapid transit.</u> and to minimize the expansion of vehicular capacity unless it is for transit.	The previous preamble spoke only about the roadway network, but the addition of multi-modal access to rapid transit is important as it ensures the roadways also support moving people towards rapid 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;	a) Kichi Zībī Mikan (from Richmond Road to Carling Avenue), a parkway along the Ottawa River owned and operated by the NCC. Over time, <u>Over time, the intersection with Carling Avenue will be replaced from a grade separated interchange to a protected signalized intersection,</u> as described in policy (5) below;	References to the Kichi Zībī Mikan ramps have been generalized.

Reference	Circulated Policy Language (August 2024) (modified or removed language)	Revised Policy language (November 2024) (revised or added language)	Reason for change / Feedback received during the circulation period
	<p>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 Zibī Mikan on and off ramps to a protected signalized intersection, as described in policy (5) below;</p>	<p>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 <u>have dedicated rapid transit and/or transit priority measures and</u> physically separated active transportation facilities. The Kichi Zibī Mikan <u>grade separated interchange will be replaced</u> with a protected signalized intersection, as described in policy (5) below;</p>	<p>Policy has been reworded to be higher level and more general.</p>
3.2(1)(d)	<p>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.</p>	<p>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. <u>Vehicle speeds are intended to be low enough to allow cyclists to share these local streets without dedicated cycling facilities.</u> <u>However,</u> cycling facilities will be considered where vehicular volumes and speed thresholds are exceeded.</p>	<p>Clarification that vehicular speeds along local street are intended to remain low to assure the safety of cyclists and pedestrians, particularly in neighbourhoods.</p>
3.2(2) New (b)	N/A	<p>b) <u>The provision of multi-use pathways along roads in lieu of separate pedestrian and cycling facilities is not preferred. Multi-use pathways along roadways are only permitted at the discretion of the City and must be consistent with the Multi-Use Pathway Policy of the Transportation Master Plan.</u></p>	<p>This further strengthens the City’s preference for separated cycling and pedestrian facilities over multi-use pathways.</p>

Reference	Circulated Policy Language (August 2024) (modified or removed language)	Revised Policy language (November 2024) (revised or added language)	Reason for change / Feedback received during the circulation period
3.2(3)(b)	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	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 <u>should</u> replace vehicular traffic lanes;	This change better aligns with the overall vision of the LF SP and further strengthens the prioritization of transit. The word “should” although still provides flexibility in final implementation by the City, assumes that replacing vehicular traffic lanes with rapid transit is the default option.
3.2(3)(c)	e) 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 Zibi Mikan and 2525 Carling Avenue.	c) <u>Carling Avenue will have two lanes in each direction, with dedicated turning lanes at key intersections.</u>	Policy has been rewritten to be simplified.
3.2(3) New (d) and (e)	N/A	d) <u>Notwithstanding (b) and (c) above, auxiliary right turn lanes may be considered where necessary to provide protected right-turn phasing per the City of Ottawa Protected Intersection Design Guide; and</u> e) <u>No new right-turn channels shall be permitted, and existing right turn channels will be considered for removal during road reconstruction.</u>	These new policies provide additional direction on when auxiliary lanes are appropriate and to prevent and remove right turn channels. Right turn channels are discouraged in the Protected Intersection Design Guide as they do not prioritize the safety and movements of pedestrians.

Reference	Circulated Policy Language (August 2024) (modified or removed language)	Revised Policy language (November 2024) (revised or added language)	Reason for change / Feedback received during the circulation period
3.2 Preamble of 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.	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 <u>interchange creates safety risks for people using active transportation on Carling Avenue</u> and prohibits development opportunities immediately west of the Lincoln Fields O-Train Station.	A reference added to point out the safety risks of the existing conditions facing pedestrians and cyclists along Carling Avenue.
3.2 Preamble of Kichi Zībī Mikan and Carling Avenue Intersection	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.	<u>The City and the NCC share a vision to consolidate vehicular access to the Kichi Zībī Mikan Parkway on the north side of Carling Avenue. Reconfiguring this intersection offers many benefits. It will create opportunities for high-density mixed-use development near rapid transit (see section 4.2 of this Plan), enhance landscaping in the Pinecrest Creek valley, improve the safety and comfort of pedestrians and cyclists along Carling Avenue, prioritize sustainable modes of transportation travelling through the intersection, and enhance multi-modal access to Lincoln Fields Station.</u>	The preamble was restructured to include objectives that emphasize the importance of moving and prioritizing sustainable and active modes of transportation. The language around replacing the ramps with development parcels has been made more flexible.

Reference	Circulated Policy Language (August 2024) (modified or removed language)	Revised Policy language (November 2024) (revised or added language)	Reason for change / Feedback received during the circulation period
3.2 (5)(a) and new (b)	<p>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.</p> <p>a) This new intersection shall be designed with active transportation facilities, crossings that ensure full pedestrian movements, and prioritize the movement of sustainable and active modes of transportation.</p>	<p>5) The Kichi Zībī Mikan and Carling Avenue intersection <u>will be replaced</u> from an interchange with ramps on both sides of Carling Avenue to a 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 <u>generally</u> follow the configuration shown on Annex 1 – Kichi Zībī Mikan and Carling Avenue Signalized Intersection.</p> <p>a) This new intersection and <u>segment of Carling Avenue</u> shall be designed with active transportation facilities, crossings that ensure full pedestrian movements, and prioritize the movement of sustainable and active modes of transportation.</p> <p><u>b) Physically separated cycling and pedestrian facilities will be built along Carling Avenue, as identified on Schedule C – Mobility and Connectivity.</u></p>	<p>New policy (b) is the former policy (8). These two policies are similar and benefit from being grouped together.</p>

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Reference	Circulated Policy Language (August 2024) (modified or removed language)	Revised Policy language (November 2024) (revised or added language)	Reason for change / Feedback received during the circulation period
3.2(7)	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.	7) A functional design study for the new Kichi Zībī Mikan and Carling Avenue intersection, as described in policy (5) above, <u>will be required</u> . 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. a) <u>The design of the signalized Kichi Zībī Mikan and Carling Avenue intersection and active transportation facilities shall consider, and may be coordinated with, future rapid transit and transit priority measures along Carling Avenue.</u>	New policy (a) is the former policy (9). These two policies provide similar functions and benefit from being grouped together.

Reference	Circulated Policy Language (August 2024) (modified or removed language)	Revised Policy language (November 2024) (revised or added language)	Reason for change / Feedback received during the circulation period
3.2(8)	<p>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:</p> <ul style="list-style-type: none"> 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 Zibi Mikan; and e) Additional active transportation facilities may be considered where opportunities arise. 	N/A	<p>Policy (8) has been re-located to 5(b). Sub-policies (a) through (e) are deleted. The desired active transportation facilities and connections are identified on Schedule C – Mobility and Connectivity. Future roadway modifications will look to the schedule for direction. Having policy text prescribe the specific facilities and locations risks limiting the City’s ability to make changes to the designs at a later date that may be more advantageous for mobility outcomes along Carling Avenue.</p>
3.2(9)	<p>9) The design of the signalized Kichi Zibi Mikan and Carling Avenue intersection and active transportation facilities shall consider future rapid transit and transit priority measures along Carling Avenue.</p>	N/A	<p>Policy (9) has been re-located to policy (7)(a). The intent and function of this policy remain.</p>
3.3(1)(c)	<p>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.</p>	<p>a) Where necessary, reduce vehicular lanes and/or on-street parking to allow for <u>other priorities in the right-of-way, such as transit lanes, transit priority measures, or street trees.</u></p>	<p>Policy has been revised to focus on transit, as active transportation facilities are already covered in policy (b).</p>

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Reference	Circulated Policy Language (August 2024) (modified or removed language)	Revised Policy language (November 2024) (revised or added language)	Reason for change / Feedback received during the circulation period
3.3(5)(a)	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	N/A	The City is able to confirm at this time that right-of-way along Richmond Road will not be required. Right-of-way will need to be conveyed for both Starflower Lane and Richmond Road.
3.3(5)(a) New sub-policy (i)	N/A	i) <u>Development along Richmond Road is still required to dedicate land for road right-of-way widening to provide corner triangles at intersections, per the criteria in Schedule C16 – Road Classification and Rights-of-Way Protection in Volume 1 of the Official Plan.</u>	Although the LF SP seeks to not require ROW be dedicated to widening Richmond Road, dedicating corner triangles is still required and crucial in the design of protected intersections. This new sub-policy does not create a new requirement, but rather reminds the reader that this is still necessary and the City's standard way of operating, per Schedule C16 of the Official Plan.
4.2 preamble paragraph 3	These future development areas immediately about the Pinecrest Creek valley Greenspace, which is where major City-owned infrastructure is located, including the Pinecrest Trunk Sewer and a trunk water main connecting to the Britannia Water Purification System. The Pinecrest Creek valley is also occupied by the Kichi Zibi Mikan parkway, the O-Train rail, Lincoln Fields Station, the Common Ground Community Garden, and a network of multi-use pathways.	These future development areas immediately about the Pinecrest Creek valley Greenspace, which is where major City-owned infrastructure is located, including the Pinecrest Trunk Sewer and a trunk water main connecting to the Britannia Water Purification System.	The description of the amenities and facilities within the Pinecrest Creek valley are better suited in the staff report instead of the Plan.
4.2(3)(b)	b) Consider existing infrastructure and easements. Encumbrances are discouraged but not prohibited.	b) Consider existing infrastructure and easements.	It is unclear at the time of the secondary plan whether the City would accept encumbrances above their infrastructure. To be determined at the time for a development application.

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Reference	Circulated Policy Language (August 2024) (modified or removed language)	Revised Policy language (November 2024) (revised or added language)	Reason for change / Feedback received during the circulation period
4.2(11) new (a) and (b)	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.	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. a) <u>Vehicular access, if provided, will be from the Lincoln Fields Station access. The location of the access must maximize distance from Carling Avenue and must not be from within the bus-only portion of the Lincoln Fields Station bus loop, approximately 70 metres from the centreline of Carling Avenue.</u> b) <u>Development should utilize transportation demand management measures in order to reduce motor vehicle impacts on transit operations.</u>	Language has been introduced to clarify that vehicular access for this new development area, if provided, should be from the access to Lincoln Fields Station.
4.2(12)	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.	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 Kichi Zībī Mikan ramps are removed , as described in section 3.2, policy (5) of this Plan.	References to the Kichi Zībī Mikan ramps have been generalized.

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Reference	Circulated Policy Language (August 2024) (modified or removed language)	Revised Policy language (November 2024) (revised or added language)	Reason for change / Feedback received during the circulation period
4.2(13) and (a)	<p>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.</p> <p>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.</p>	<p>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 Kichi Zībī Mikan ramps are removed, as described in section 3.2, policy (5) of this Plan.</p> <p>a) Vehicular access may be considered at the new Kichi Zībī Mikan and Carling Avenue signalized intersection.</p>	<p>References to the Kichi Zībī Mikan ramps have been generalized. Policy (a) included a redundant policy cross-reference.</p>
4.3(1)(g)	<p>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.</p>	<p>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 must vary by four storeys or more with the tallest buildings closest to Carling Avenue, as per 2.4(1)(a) of this Plan.</p>	<p>This updated language more accurately reflects the requirement for a reduction in building heights from Carling Avenue towards Lawn Avenue.</p>
4.3(2)	<p>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.</p>	<p>2) <u>In addition to policy (1) above,</u> 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.</p>	<p>Additional clarity that the design criteria established in policy (1) apply to the redevelopment of 500 and 508 Edgeworth.</p>

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Reference	Circulated Policy Language (August 2024) (modified or removed language)	Revised Policy language (November 2024) (revised or added language)	Reason for change / Feedback received during the circulation period
4.5(4)(c)	d) A POPS that is accessible to the Woodpark community should be provided;	d) A POPS that is accessible and oriented towards the Woodpark community be provided;	The lot area of these assembled lots is anticipated to be too small for parkland dedication. As a condition of sale or development on their land, the City has the opportunity to provide a publicly accessible amenity to the Woodpark neighbourhood upon the redevelopment of this site.

Table 2: Changes to the Zoning By-law Amendment from August 2024 to November 2024

Reference	Circulated Zoning Language (August 2024) (modified or removed language)	Revised Zoning language (November 2024) (revised or added language)	Reason for change / Feedback received during the circulation period
New 2.	N/A	2. <u>Amend Schedule 402 – Lands that are subject to the provisions for high-rise buildings in Section 77 to change the lands shown as “Area A” in Document 7 from Area A to Area B.</u>	An amendment to schedule 402 is necessary in order to increase the tower separation requirement from 20 metres (10m interior and rear yard setbacks) to 23 metres (11.5m interior and rear yard setbacks) and the minimum lot areas from 1,150 sq.m (corner lot) 1,350 sq.m (interior lot) to 1,350 sq.m (corner lot) and 1,800 sq.m (interior lot). This further implements the urban design direction in the secondary plan.
18)	(4) In the TD4 Subzone:	<u>(18) In the MC18 Subzone:</u>	The zoning that was circulated was intended to be a new Transit-oriented development (TD) subzone. However, the Mixed-use centre (MC) zone will better integrate into the new Hub zone as part of the City’s draft new Zoning By-law. The functional zoning elements remain the same.
a)	a) Despite 195(1), the following uses are not permitted: Drive-through facility	a) Despite 191(1), the following uses are not permitted: Drive-through facility <u>Parking garage</u>	A parking garage was not a permitted use in the TD parent zone but is permitted in the MC parent zone, and therefore needs to be prohibited in the MC18 subzone.
b)	N/A	b) <u>The following use is permitted subject to:</u> <u>i) being on the same lot as a use or uses listed in 191(1);</u> <u>parking lot</u>	The TD parent zone permitted parking as being in the same building or on the same lot as another use, whereas the MC parent zone allows for a parking lot and garage as a standalone use. Therefore, the MC18 zone needed a provision to ensure that any parking be accessory to a primary use.
d)	N/A	d) <u>The following use is permitted:</u> <u>automobile dealership, excluding the outdoor display and storage of vehicles</u>	Clarification that automobile dealerships without the outdoor storage of vehicles are a permitted use.

Reference	Circulated Zoning Language (August 2024) (modified or removed language)	Revised Zoning language (November 2024) (revised or added language)	Reason for change / Feedback received during the circulation period
e)	e) Despite Table 191(d)(i), (ii) and (iii), and Table 191(e)(i), (ii), and (iii) for the part of a building above 9 storeys in height, the minimum interior side and rear side yard setback is 11.5 metres.	N/A	Clause has been removed in consequence of the amendment to schedule 402, which enables the greater tower separation and lot area requirements for high-rise buildings.
f)	N/A	f) <u>Despite section 77, the following applies for the part of a building above 9 storeys in Areas A, B, C, or D, on Schedule YYY1:</u> <u>(i) the minimum separation distance between a tower 31 storeys or greater and another high-rise tower on the same lot is 25 metres</u> <u>(ii) the minimum interior side and rear yard setback for a tower 31 storeys or greater is 12.5 metres.</u>	This ensures that buildings 31 storeys or taller have a minimum tower separation requirement of 25 m rather than 23 m.

Reference	Circulated Zoning Language (August 2024) (modified or removed language)	Revised Zoning language (November 2024) (revised or added language)	Reason for change / Feedback received during the circulation period
g) and h)	<p>f) Despite 195(6), for any building within 10 metres of a lot line abutting public or private street that exceeds four storeys in height, the wall facing the street must be stepped back at either the second, third or fourth storey at least a further 2.5 metres from the wall of the storey below and each storey above is to have, at minimum, the same stepback.</p> <p>[xxx1] (4) Despite 196(4)(f), for any building within 10 metres of a lot line fronting Carling Avenue that exceeds six storeys in height, the wall abutting the street must be stepped back at either the third, fourth, fifth, or sixth storey an additional 2.5 metres from the front wall of the storey below, and each storey above is to have, at minimum, the same stepback.</p>	<p>g) <u>Despite Table 191(c), where the front wall of the first storey of a building is within 10 metres of a lot line abutting Area A or Area B on schedule YYY2 and where the building is over four (4) storeys in height, the wall abutting the street must be stepped back at either the third or fourth storey at least a further 2.5 metres from the wall of the storey below, and each storey above is to have, at minimum, the same step back.</u></p> <p>h) <u>Despite Table 191(c), where the front wall of the first storey of a building is within 10 metres of a lot line abutting Area C on Schedule YYY2 and where the building is over six (6) storeys in height, the wall abutting the street must be stepped back 2.5 metres at the third, fourth, fifth, or sixth storey of, and each storey above is to have, at minimum, the same step back.</u></p>	<p>Provisions have been re-worded to improve interpretation and re-location of the podium requirements along Carling Avenue from the urban exception to the subzone. The intent remains the same.</p>
k)	N/A	<p>l) <u>For lots greater in area than 1250 square metres, 2% of the total lot area must be provided as outdoor communal space located at grade anywhere on the lot and such area can also be used towards complying with any amenity area requirements.</u></p>	<p>This requirement was in the TD parent zone but not in the MC parent zone and therefore needs to be added to the MC18 subzone. Intent remains the same.</p>
Active frontage street areas (l)(i)	(i) A minimum of 50% of the lot width abutting the Active Frontage Street Area must be occupied by one or more buildings.	(i) A minimum of 30% of the lot width abutting the Active Frontage Street Area must be occupied by one or more buildings.	<p>A minimum of 30% for a lot width to be occupied by a building is standard for large lots wider than 90 metres. 30% is a minimum and realistically will be greatly surpassed once the lots are subdivided to being less than 90 metres.</p>

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Reference	Circulated Zoning Language (August 2024) (modified or removed language)	Revised Zoning language (November 2024) (revised or added language)	Reason for change / Feedback received during the circulation period
Active frontage street areas (l)(v)	(v) A building must include at least one entrance serving each residential or non-residential use that abuts the front yard and corner yard.	(v) A building must include at least one entrance serving each residential or non-residential use <u>on the ground floor that</u> abuts the front yard and corner yard.	Clarification that the individual entrance must only be required when the use is on the ground floor.
2)	10) Surface parking will be limited to a maximum number of parking spaces:	2) <u>An accessory at-grade parking lot</u> will be limited to a maximum number of parking spaces:	Revised language uses defined terms in the Zoning By-law and is better aligned with the language of the MC zone and MC18 subzone. Intent remains the same.
4)	N/A	4) <u>Despite Schedule YYY1, one building with a maximum height of 45 storeys is permitted in Area B on Schedule YYY1.</u>	Site-specific policy 4.1 and Schedule B -Maximum Building Heights of the Lincoln Fields Secondary Plan allow and show for a building with a maximum height of up to 45 storeys. This wasn't shown on zoning schedule YYY1 and therefore needed to be added to the zoning text.
5)(b)	(b) The size, location, servicing, and phasing of parkland required as per Bylaw 2022-280 to implement a Facility Fit Plan , to the satisfaction of the General Manager of the Recreation, Cultural and Facility Services Department;	(b) The size, location, servicing, and phasing of parkland required as per Bylaw 2022-280 and <u>the Lincoln Fields Secondary Plan</u> , to the satisfaction of the General Manager of the Recreation, Cultural and Facility Services Department;	The City will prepare a facility fit plan after the lands have been conveyed from the development proponent to the City and the City is ready to construct a new park. Site-specific policy 4.1 in the Lincoln Fields Secondary Plan provides direction on the phasing of parkland dedication.