

Ossington Visioning Study: Planning Principles

Community Workgroup Draft
12 December 2012

1. Social mix

- *To sustain demographic diversity and encourage long-term residency in and commitment to the neighbourhood and sustain neighbourhood schools:*

- a. Residential development will incorporate a minimum of 10% family-sized, three-bedroom units and 20% two-bedroom units;
- b. Rental housing, including in particular affordable rental housing, will be encouraged in residential development.

- *To facilitate social interaction among neighbourhood residents:*

- c. Community amenities will be encouraged in new development.

2. Economics

- *In order to:*
 - *Support and reinforce the existing diverse range of locally-owned small business uses (including light industrial, arts, destination and day-to-day retail, service, destination and day-to-day bar/restaurant, and office uses);*
 - *Support and reinforce the character of public spaces and contribute to the activity and vibrancy of the pedestrian realm;*
 - *Enhance and support the ability of local business to provide for the day-to-day needs of residents;*
 - *Enhance opportunities for local employment; and*
 - *Support and reinforce demographic diversity in the neighbourhood:*

a. In new development:

- i. Large format retail will be discouraged;
- ii. Second-floor employment space, including office and studio space, will be encouraged;
- iii. Ground-floor space adaptable to either light industrial, office, or retail/service uses will be encouraged;

b. Conversion of properties used for light industrial purposes to residential/retail/service uses will not generally be encouraged, and will have regard to the economic and demographic significance of light industry for the neighbourhood.

3. Character of buildings

- In order to:
 - Preserve and reinforce the 'town square' rather than 'corridor' feel of Ossington resulting from the generally human-scale and low-rise existing built form;
 - Preserve and reinforce the existing vertical and horizontal street proportion; and
 - Protect the expansive sky views laterally and longitudinally from all points along Ossington:

a. New development will preserve and reinforce the existing low-rise character of the area, with no building taller than 14m.

- In order to:
 - Support and reinforce the existing scale of buildings which, though eclectic, is on the whole finely grained; and
 - Support and reinforce the vertical rhythm of the pedestrian realm:

b. New development will preserve and reinforce the existing eclectic but fine-grained mix of building and ground-floor widths and scales:

- i. Ground-floor suite widths will reflect and recapitulate in rough proportion existing suite widths, with a typical suite width of 5m and none wider than 17m;
- ii. The height of a ground-floor suite will be in good proportion to its width, with a typical height of 3–4m and none taller than 4.5m.

- To support and reinforce the amenity of the pedestrian realm:

c. New building architecture will complement existing buildings and contribute to the existing eclectic, fine-grained rhythm.

- To preserve local aspects of heritage, cultural, historical, economic, or other significance, and to preserve Ossington's distinctive and highly valued character:

- d. Appropriate steps will be taken to identify, register, and conserve buildings, streetscapes, forms, functions, and other contingencies of heritage, cultural, historical, economic, aesthetic, built form, or usage significance;
- e. New development will respect, conserve, and reinforce heritage and culturally, historically, economically, aesthetically, or otherwise significant buildings, features, uses, and forms throughout Ossington;
- f. *The demolition of high-quality functional buildings for high value added employment uses, or of high quality main street character buildings, will not generally be encouraged, and when opportunities for redevelopment of such properties arise, regard will be given to preserving existing built structure in such a way that new development on such sites will be primarily adaptive and enhancing.*

4. Streetscape

- *To support and reinforce the amenity of the pedestrian realm:*

- a. The design of rights-of-way on Ossington will recognize and enhance the primacy of pedestrian safety and movement, and will reinforce and support transit use and cycling;
- b. Streetscape improvements that promote a healthy and vibrant pedestrian environment will be encouraged in the public rights-of-way and adjacent privately-owned lands, including, but not limited to:
 - i. Providing seating areas;
 - ii. Encouraging 'street art' in local laneways and murals on significant expanses of blank wall facing Ossington;
 - iii. Protecting and adding to the existing tree canopy along Ossington.

- *To encourage cycling:*

- c. More bike parking will be provided along Ossington, and consideration will be given to initiatives including, but not limited to, the installation of bike lanes and the recruitment of BIXI stations.

5. Relationship to stable neighbourhoods

- *To preserve and reinforce the stability and amenity of neighbourhoods adjacent to Ossington:*

- a. New development will be massed and oriented to provide an appropriate transition to adjacent yards

and houses and will create no significant impact from noise and overlook on adjacent yards and houses, and impact of development on sky-view from and from shadow on adjacent yards and houses will, through conformity to existing rear yard setback and step-back requirements, be no greater than is allowable under existing zoning;

- b. The design of the rear facade of new buildings will improve the form, function, and appearance of the laneway.

- *In order to:*

- *Minimize traffic and servicing pressures on Ossington and nearby local streets and laneways;*
- *Support and reinforce the use of laneways as playground and social space for residents; and*
- *Encourage pedestrian and cyclist transportation, with particular regard to the significance of Argyle Street as a pedestrian corridor, a conduit to local schools, and a regional bike corridor and of other local streets serving as conduits to local schools:*

- c. In new development:

- i. The total number of parking spaces provided for residents or other users will be minimized;
- ii. Large truck servicing will be prohibited except as necessary to support light industrial uses;
- iii. Significant car or truck traffic will not be contributed to laneways with egress onto Argyle Street, and impacts of such traffic on pedestrian or cyclist uses of Argyle Street will be minimized through the preparation of an area-based traffic management plan.