



Submission Date: 2024-01-12 (DRAFT)



Multi-Use Development: 36-46 King Street W
Brockville, Ontario
Prepared by:

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INTEGRATED DESIGN
ENGINEERING + ARCHITECTURE
STUDIO

1 INTRODUCTION

IDEA Inc. and Linebox were engaged by Caber Group to prepare a Schematic Design and Planning Rationale in support of an Official plan Amendment and Zoning Bylaw Amendment and eventual Site Plan control application for the development of a 9 storey multi-unit residential project in downtown Brockville Ontario.

The subject site is located at 36-46 King Street West between Court House Avenue to the west and Victoria Avenue to the east in the downtown core of the City of Brockville. The subject site is currently occupied by a vacant 2 storey concrete block building (1 storey at rear). The proposed development is made up of a 9 storey mixed-use type building containing commercial spaces at grade, commercial office space at level 2 and 66 residential units throughout the subsequent levels. The proposed development will provide on site car parking through the use of an at grade and subgrade car parking garage. Car parking will be through the rear of the building off of Victoria Lane and will be provided with a total of 42 parking spaces and 20 bicycle storage spaces.

A summary of the spaces to be included within the development include the following:

Levels	Spaces
P1&P2	At and Below Grade Parking Levels
Level 1	467m2 of leasable commercial space
Level 2	260m2 of leasable commercial space
Level 3	12 Residential suites
Level 4	12 Residential suites
Level 5	12 Residential suites
Level 6	12 Residential suites
Level 7	7 Residential suites
Level 8	7 Residential suites
Level 9	4 Residential suites
Total Commercial Leasable Area: 727m2	
Total Residential Suite Count: 66 Suites	

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3 SUBJECT AREA

3.1 SUBJECT SITE

The subject site is made of two rectangular lots and part of an irregular shaped lot in the downtown area in the City of Brockville (Figure 1.) The subject site has an approximate total area of 1,275 square metres with 32 metres of frontage along the north side of King Street, approximately 50.3 metres of depth along the east face and approximately 27.2 metres of depth along the west most face. The site is currently occupied by a (2) storey concrete block building (1 storey at rear) and has been identified as vacant.

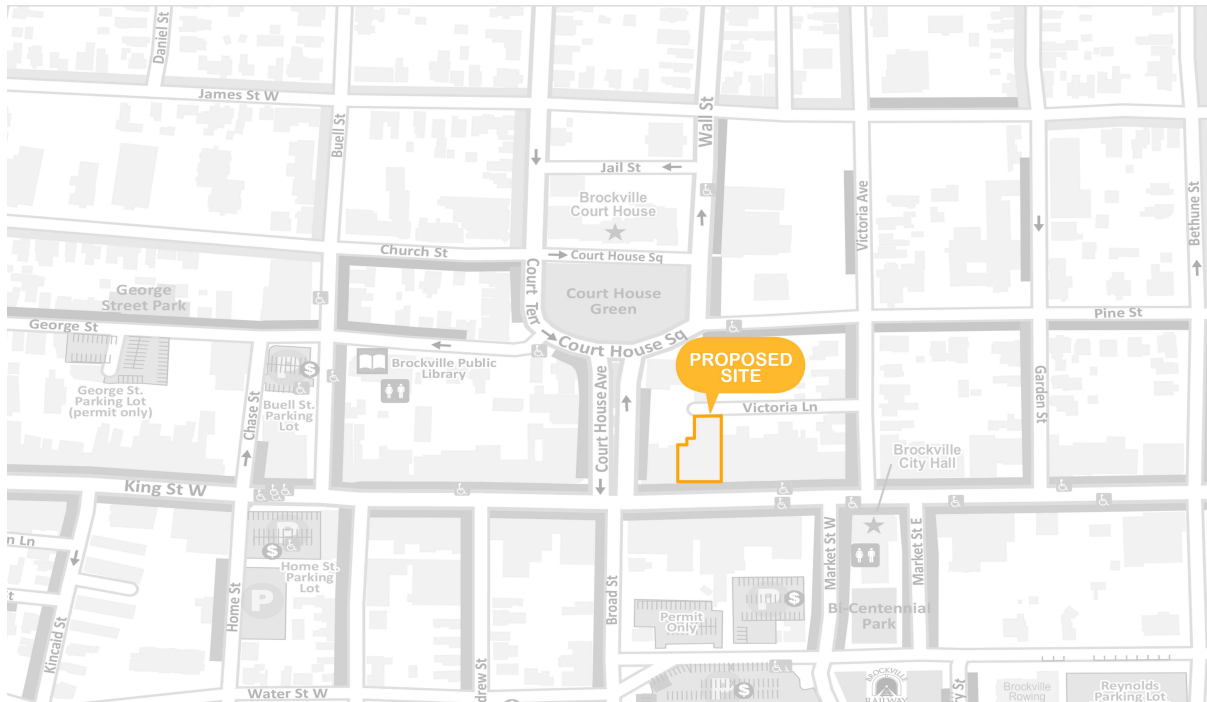


Figure 1 36-46 King Street West, subject site indicated.

3.2 SURROUNDING CONTEXT

Below is a brief description of geographic landmarks in the city of Brockville that are directly linked to the redevelopment of 46 King Street.

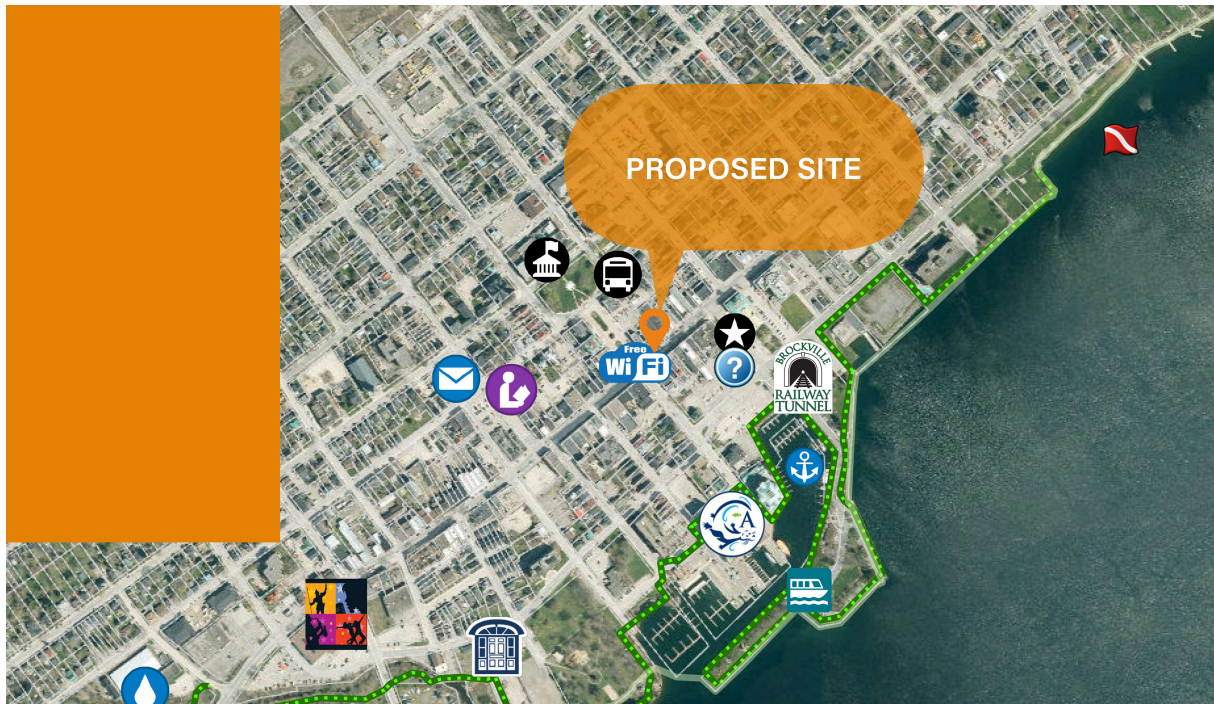
NORTH: North of the subject site is known as Victoria Lane. The zoning designations north of the subject site are comprised of residential, institutional, and minimal general commercial zones with surface parking areas. Further north of the site, the CN Railway and Highway 401 can be located.

EAST: Directly adjacent to the east of the subject site is a three (3) storey brick and stone building with a café at grade and frontage on King Street West. Further east down King Street are two-three storey infill buildings and an eight (8) storey retirement residence. East of the subject site down King Street are mixed-use buildings until Park Street where the zoning designations changes to residential.

SOUTH: Immediately south of the subject site on King Street West is a series of infill buildings at three – four storeys with a tattoo shop, bakery, insurance broker and a shoe store at grade. Further

south of the subject site are surface parking and multi storey high-rise buildings with views of the Brockville Marina and Saint Lawrence River.

WEST: Immediately adjacent to the west of the subject site is a two-storey hotel with frontage on King Street and Court House Avenue. Further west down King Street is the Brockville Great War Memorial followed by a series of infill two-four storey buildings with a mix of uses, typically commercial at grade. Zoning designations changes from Mixed Use Downtown to more residential past Gilmour Street.



3.3 NEIGHBOURHOOD AMENITIES

The subject site's location in the city's downtown area benefits from nearby amenities along the main streets: shops and boutiques, restaurants, community services, and cultural activities. Beyond the downtown area amenities, the subject site benefits from its proximity to the city's central waterfront area and its amenities.

Amenities included but not limited to:

- Parks including, Saint Lawrence Park, Centeen Park, Blockhouse Island Parkway, Hardy and Centennial Park, Rotary Park, and the Brock Trail;
- Restaurants and retail shops located all around, but primarily situated along King Street;
- Recreational establishments consist of private gyms, athletic fields and activities, outdoor rinks and toboggan hills, several city parks;
- Libraries and schools include the Brockville Public Library, St. Francis Xavier Catholic School, Commonwealth Public School, and Brockville Collegiate Institute; and,

- Tourist attractions include the Brockville Railway Tunnel, City Hall, Brockville Armouries, Fort Wellington National Historic Site, and Lyn Heritage Place Museum.

3.4 ROAD NETWORK

The subject site is located on King Street West, which is designated as a local road on Schedule 4 (Street Network) of the City of Brockville’s Official Plan (Figure 11). Other networks of importance include Highway 401 designated as a provincial highway and the CN Railway.

3.5 TRANSIT-SUPPORTIVE DEVELOPMENT

The subject site is well connected to public transit, as indicated on the 2019 Transit Map and Schedule 5 (Active Transportation Network) of the City of Brockville Official Plan. Brockville’s Conventional Transit System serves the area with routes: Green Bus, Red Bus, and Evening Bus along King Street, east of the subject site at Court House Square the Blue Bus stops can be located and run up Steward Boulevard. The subject site is approximately 500 metres away from the VIA Rail Station.

The subject site would benefit from its proximity to the City of Brockville’s potential spine cycling routes and potential neighbourhood cycling routes as per the Schedule 5 (Active Transportation Network) outlined in the City of Brockville’s Official Plan.

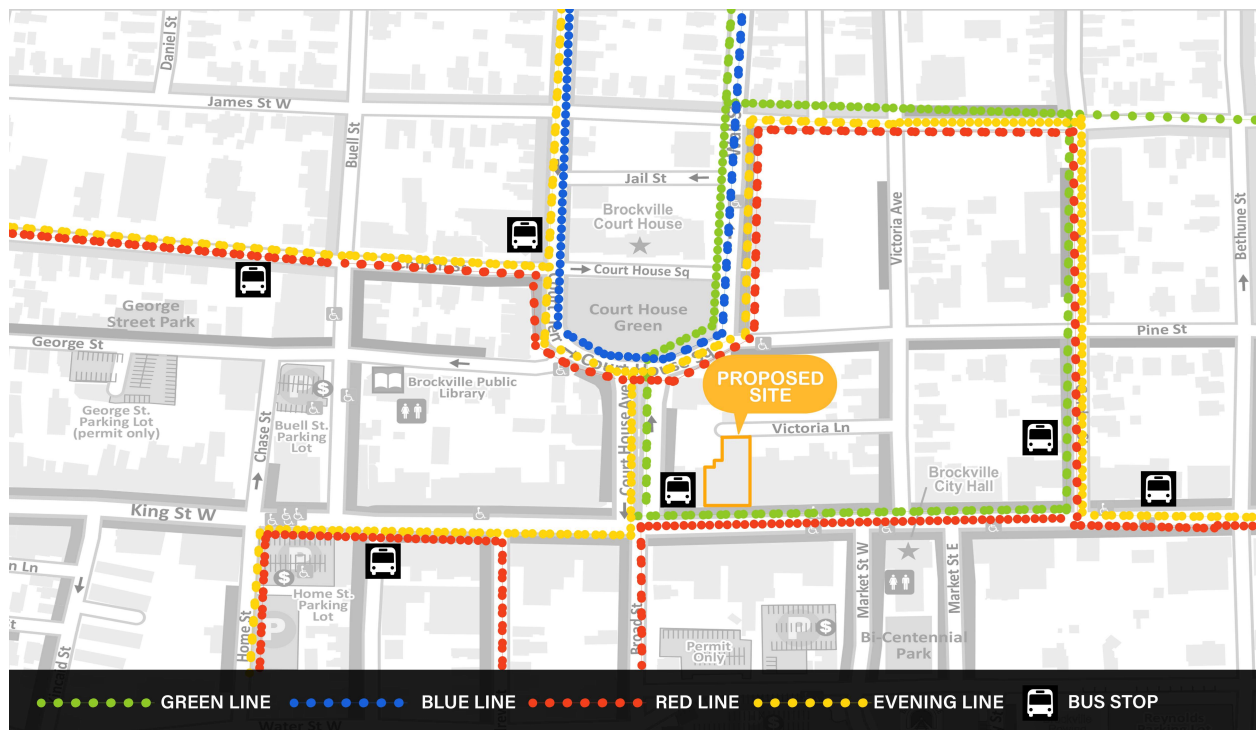


Figure 3.5.1.: Transit Map (in Proximity to the Proposed Site)

4 PROPOSED DEVELOPMENT AND DESIGN BRIEF

4.1 PROJECT OVERVIEW

The subject site is proposing to construct a (9) storey mixed-use building with commercial space at grade, commercial office at level 2, and a sum of 66 rental units beginning from level 3. The existing building is proposed to be demolished to accommodate the infill redevelopment. Amenity space is being proposed through private balconies, private terraces, an amenity room, roof terrace. The total quantity of amenity space is discussed below. Parking garage access will be located at the rear of the building provided by Victoria Lane. A sum of 42 parking spots will be available: 38 residential parking spaces, 4 commercial spaces. Adequate area for 20 bicycle storage spaces will be provided.

4.2 MASSING AND SCALE

The proposed (9) storey massing of the mixed-use building follows a high-level architectural treatment and design to reduce its emphasis along King Street, and carefully integrate the proposed structure into the well-established architectural design narrative present.

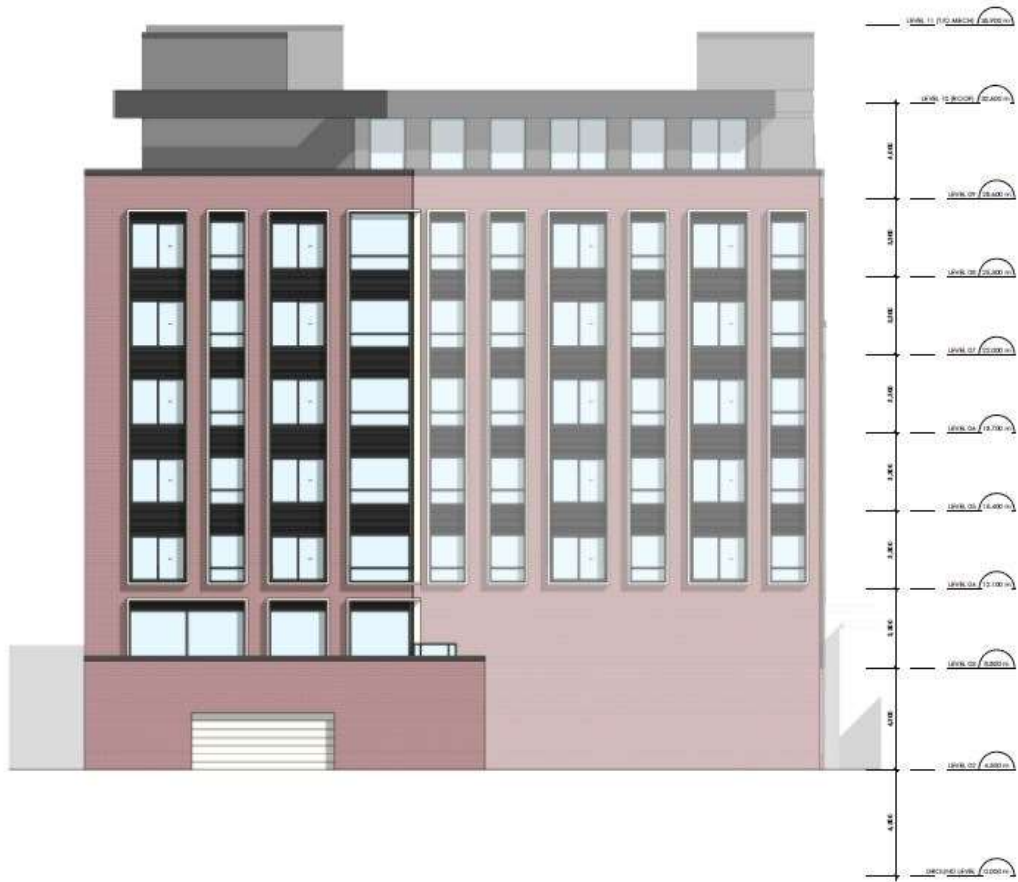


Figure 4.2.1 South Elevation (Along King Street)

As demonstrated in Figure 4.2.1, the proposed building transitions well with its immediate surroundings by strategically using signature architectural features, appropriate setbacks, and existing datums along King Street.

- **Ground Floor Height:** As per the City of Brockville’s Official Plan, the ground floor height has been elevated to ensure a consistent ground floor height along King Street. The use of traditional masonry arches creates visual attraction at the street level and articulate clear entry points. This same façade plan carries up from grade to the third floor.

Figure 4.2.2 North Elevation (Along Victoria Lane)

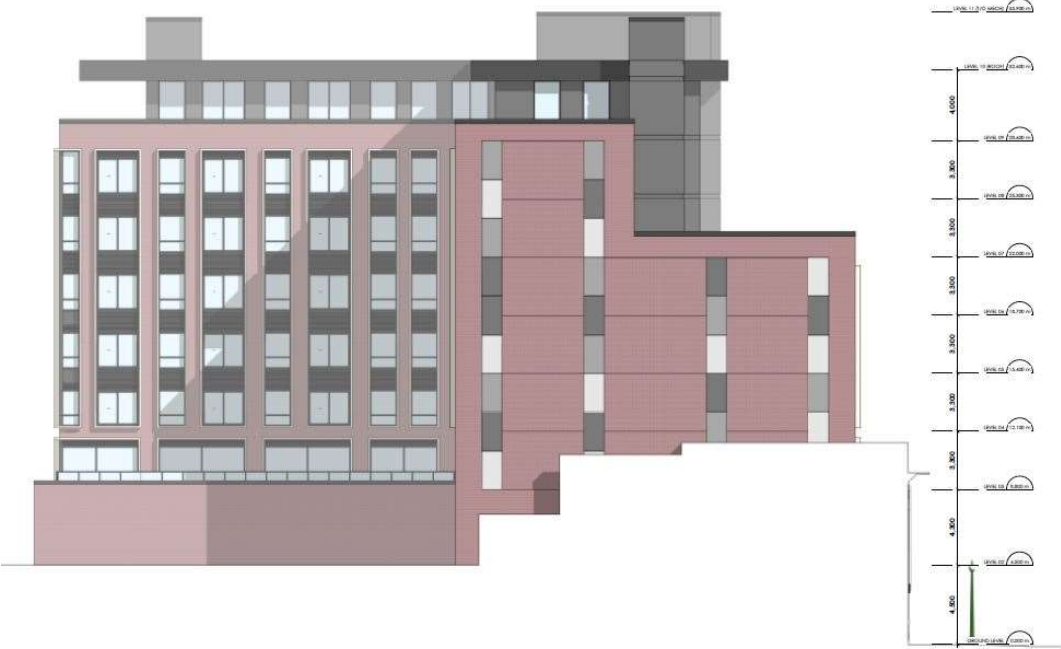


- **First Step back:** To regulate the pedestrian scale and promote consistency with the neighboring building heights, the proposed building steps back at the 3rd storey. Stepping back at level 3 creates the opportunity for terraces, plantings, and modulates the vertical impression of the building by creating a podium. The horizontal datum signifies a change of use from commercial to residential. This step back in façade carries up from level 3 to Level 6
- **Second Step back:** To suit the requirement for a 45 degree angular plane of projection a second step back is provided from levels 7 to the top of the building at the 9th storey. This stepping back creates additional

opportunities for terraces, plantings, and promotes a gentler introduction of larger scale structures along King Street.



Figure 4.2.3 Building East Elevation / Figure 4.2.4 Building West Elevation



4.3 BUILDING DESIGN

The proposed building is designed to harmoniously integrate itself with the surrounding buildings by preserving similar traditional character and detail. The architectural character of the new development suits the existing context and incorporates features derived from traditional architectural elements through its geometry and materiality. Traditional masonry arches define the podium and articulate points of entry. The addition of window shrouds is a contemporary interpretation of the surrounding neighborhood window mouldings. The material composition of pale burgundy bricks with dark grey mortar, dark window wall, and the contrasting limestone keystone, trim and wall base complement the immediate surroundings by respecting the existing colour scheme.



4.4 RELATIONSHIP TO THE PUBLIC REALM

The proposed development takes the form of a mid-rise building. To not appear as imposing and to integrate with the public realm the building is scaled back as it ascends upwards. The new building integrates itself into the urban fabric by transforming historical architectural style into a modern adaptation of traditional design elements and using similar materials to surrounding buildings. The podiums traditional masonry arches, reinforce the street edge and animates the ground floor with grand windows and entrances.

Although the height of the building is greater than the immediate surrounding buildings, it is of appropriate height and design given the opportunity for intensification, optimizing of the downtown and waterfront views, and improving the skyline.

5 POLICY AND REGULATORY REVIEW

5.1 CITY OF BROCKVILLE OFFICIAL PLAN

Within the City of Brockville Official Plan a number of sections describe the planning outlook and parameters that development is to abide by. Text in the following section which is italicized is quoted from sections of the official plan and followed by a narrative on of applicability of these sections to this project or to be incorporated with the design of the building.

A. MIXED USE NODES (3.2.2.1)

It shall be the policy of the City that:

- *A Node is envisioned as a City-wide focal point, accommodating a range of commercial / retail / service uses; offices and non-industrial uses, and population-related employment uses; a mix of residential uses; municipal and community services and facilities; and entertainment and cultural facilities. The identified Nodes, as illustrated on Schedule 1, shall develop with efficient land use patterns and densities, becoming the logical focus of intensive redevelopment over time.*

This development falls within the Downtown and Central Waterfront Area and will be planned in alignment with the parameters of this zone.

- *Downtown and Central Waterfront Area – the primary mixed-use Node intended to accommodate residential, office, commercial, community services, cultural activities, main street shops and boutiques, and related uses and activities that reinforce the existing character of the downtown area;*

This section has provided the most influence on the proposed development. The requirement of this zone is to provide for a range of uses to encourage a vibrant and active community. This is aligned with the proposed project.

B. TRANSIT ORIENTED DEVELOPMENT

It shall be the policy of the City that:

- *an anticipated shift toward development that is transit-oriented is encouraged by the City of Brockville. Transit-oriented design involves new buildings, neighbourhoods and developments being oriented in a way to complement proximity to transit, and facilitate pedestrian activity. Where higher density can be accommodated, for example, along Corridors, a higher level of transit service is also feasible.*

This development is located in close proximity to transit and will facilitate pedestrian activity by virtue of its position within the Downtown

and Central Waterfront Area. As defined by the Official Plan, the city encourages transit-oriented developments to be within a 15 minute walking radius with Mixed Use Nodes. The development is located within the epicenter of public transportation in Brockville, situated next to the William Street transit loop which all transit lines connect with. From this central transit hub, pedestrians/residents are able to access all other surrounding Nodes and Corridors within the Brockville city limits. For residents of the proposed development, this would entail quick access to Bus Routes that lead to essential services and destinations across the community. The 46 King Street Site is located within a prime sector of public transportation, with an existing transit stop located at the front Street scape along King Street which serves the Green and Red Bus lines.



Map of 15 minute walking radius, as provided in the Brockville Community Profile

C. RESIDENTIAL INTENSIFICATION (3.2.4.3)

- *Intensification is the process of creating complete communities that utilize existing services and infrastructure efficiently and minimize the impact on our environment. Complete communities are envisioned to be vibrant, healthy, safe and able to sustain mixed-use Nodes that reduce the reliance on the private automobile and encourage active modes of transportation and increased walkability. This is achieved by locating the majority of homes, jobs, shops, institutions and services in proximity to each other.*
- *Intensification involves more than developing higher density residential dwellings, it encompasses social and economic improvement that will create communities that effectively respond to the needs of residents*

and employees. Significant opportunities exist for intensification within the City of Brockville. While the majority of the opportunities exist within the Downtown and Central Waterfront Area, additional opportunities are available within the Mixed Use Nodes and connecting Corridors, without impacting Neighbourhood Areas.

Available Lot Area and Residential Intensification go hand in hand. The more land area that is made available on a property within the Built-Up Area of the downtown, the more the City can manage goals associated with providing targeted percentages of new Residential units. As defined under section 3.2.4.3.4. The City will consider applications for infill development and intensification of sites based on the following criteria:

- 1. The proposed development lands are appropriately suited for intensification in the context of the surrounding neighborhood and the City as a whole:** The main goals of this development is to provide a multitude of residential housing types in a prime location to help support the surrounding Downtown community.
- 2. The existing water, sanitary sewer services, and stormwater management facilities can accommodate additional development:** A Servicing and Stormwater Management Report, by Robinson Land Development, has been performed to analyze the developments impact to existing infrastructure and to support the Site Plan Application. The report details the strategies the development will undertake to manage existing infrastructure. This report has been appended to the document.
- 3. The road network can be accommodate the traffic generated:** A Transportation Impact study was performed by C.G.H. Transportation, which has been appended to this document. The findings and the results of the study indicate that no significant planned changes to the area transportation network and no surrounding background developments will be anticipated. The existing road network will be able to accommodate new traffic generated by the development.
- 4. The proposed development is consistent with the policies of the appropriate land use designation associated with that land:** As defined by the Zoning, this parcel of land is already zoned for Multi-Use and Commercial Special Exception Zones, which allow residential occupancy.
- 5. The proposal respects and reinforces the existing physical character of the buildings, streetscapes and parks and open space areas:** This will be maintained through the architectural design and planning of the development, as defined within this Report.
- 6. The proposal is compatible with the surrounding development:** There are a number of developments within the site radius that will form a connection with this proposed work.
- 7. The proposal provide heights, massing and scale appropriate to the site and compatible with adjacent lands:** This proposal will provide a balanced density with surrounding buildings.
- 8. The proposal provides adequate privacy, sunlight and views of the sky for existing and new residents:** New residents will have access to expansive views of the Waterfront Area

and will have access to healthy measures of daylight, while remaining private. We see no concern for the reduction of quality of space for existing residents.

9. The proposal screens loading and service areas: loading areas have been added to this development that go above the required of the Zoning Bylaw. Service corridors will be incorporated into the internal function of the development.

10. The proposal complies to the appropriate urban design and built form policies of this Plan. As defined in this Report, the proposed development complies with the policies enlisted in the Official Plan.

C. DOWNTOWN AND CENTRAL WATERFRONT AREA (3.2.6.1)

The development will be consistent with DWMPUDS, as the primary goal of this planning strategy is to provide the public with commercial revitalization that promotes residential development and conversion of commercial buildings into mixed use developments.

It shall be the policy of the City that:

- ***As a first priority, the City shall promote and direct growth through infill, intensification and redevelopment of vacant and/or underutilized land to the Downtown and Central Waterfront Area.***
As this site is currently a developed piece of land containing a vacant building (formerly Woolworths) owned by the City of Brockville, the site is being offered for development opportunities to respond to this section of the OP. This project proposes an infill structure of high density residential dwelling units.
- ***Priority in the use of Community Improvement Plans shall be the revitalization of the Downtown and Central Waterfront Area, or portions of the Area as determined by the City, in accordance with Section 3.4.2.***
Common among many municipalities with industrial pasts the downtown core of Brockville is in a transitional state. Many cities grew from their downtown cores and these areas contain the highest concentration of historically significant structures and places of historical significance. However development has often moved away from cores leaving many derelict or forgotten structures. This project proposes to remove the current structure and replace it with one that is sensitive to the history of the place while at the same time introducing new high quality commercial and residential spaces.
- ***The City shall ensure the highest quality of urban design and architecture in the Downtown and Central Waterfront Area, in accordance the Downtown and Waterfront Master Plan and Urban Design Strategy (DWMPUDS). The City shall be satisfied that all development and***

redevelopment is consistent with the guidelines contained within the DWMPUDS.

It is the goal of this project to create a unique and respectfully designed building. The buildings façade will incorporate elements paying homage to the adjacent architectural styles present along King Street. In addition to this with the elevated building height it will provide an opportunity for developing Brockville's waterfront skyline positively contributing to signature views of Brockville.

- *The City shall work with the Downtown Business Improvement Association (DBIA) to achieve collective goals and promote the economic vitality of the Downtown and Central Waterfront Area.*

To help encourage the rebirth of the central core it requires increasing the critical mass of people who call it home. This development will act as a central hub to encourage life in the downtown core.

D. REVITALIZING OUR CITY (3.4)

- *The City shall seek to maintain and improve the physical design characteristics of the Urban Area in the context of new and existing development by ensuring consistency with the Downtown and Waterfront Master Plan and Urban Design Strategy, and stressing excellence in architecture, urban design and built form.*
- *Through the review of development applications, including plans of subdivision, site plans and other development proposals, the City:*

- *shall ensure that new development is designed in keeping with the traditional character of the City in a manner that both preserves their traditional community image and enhances their sense of place within the City;*

Referencing historical building material pallets and architectural elements that are common along King Street the lower podium level of the proposed development seamlessly integrates itself into the streetscape.

- *shall promote efficient and cost-effective development design patterns that minimize land consumption while providing for safe and efficient municipal services.*

Through permitting developments such as this, intensification helps to reduce urban sprawl and all of the associated servicing and infrastructure required to support it. Permitting higher density development in the downtown core helps to support utilization of existing services.

- *shall encourage tree retention or tree planting and replacement;*
 Through landscape planning this project will propose new street trees. In addition to this landscape terraces will be promoted and suggested as part of the final design.
- *Any development proposal in excess of five storeys shall only be permitted subject to a site-specific amendment to this Plan and satisfying certain criteria to ensure the building height is compatible with neighbouring land uses and that the development provides a suitable transition with adjacent stable residential neighbourhoods. The criteria for any building proposed in excess of five storeys shall include the following:*

 - *Signature Architecture – Signature architecture above three storeys shall be required to ensure a high level of architectural treatment and design. Signature architecture may consist of screening or appropriate design of roof mounted equipment, enhanced building articulation through the use of distinguishable architectural elements, including cornices and mouldings, materials, and colours consistent with the prominent architecture within the immediate area.*

Each element of the building has and will continue to be considered to ensure that a high quality building of proper architectural language is provided, respecting traditional architectural styles.
 - *Angular Plane – A 45 degree angular plane, as illustrated in Figure 3.1, shall be used to regulate the height of tall buildings and ensure they are stepped back from the street to ensure an appropriate pedestrian scale and from stable residential lots to ensure there are no adverse impacts on the adjacent neighbourhoods.*

To suit this requirement the design has been modified to incorporate a 45 degree angular plane of projection. The main building volume will respect the 45 degree angular plan of projection, however this project will seek relief of 2 meters of encroachment into the angular plane for the projection of architectural elements such as canopies, parapets and mechanical services.
 - *A minimum ground floor height shall be required for new development with frontage on Main Streets, Water Street and Secondary Streets or in a Mixed-use and Commercial Area to ensure a consistent ground floor height. Where ground floor residential uses shall be permitted, a minimum ground floor height of 4.5 metres shall be required to accommodate a ground floor that may be converted to commercial/retail or office uses. The ground floor shall provide for clearly visible/accessible entrances, extensive window openings to accommodate the display of goods/products, higher urban design and enhanced building articulation to provide visual interest at the street.*

This requirement has been provided and will act as a high class and quality space suitable for ground level commercial development

- *The City, in consultation with a development proponent(s), shall define a style of street furnishing that should include shared and accessible bicycle racks, garbage and recycling receptacles, benches and street lamps to be used in a new development. The City may consult, as appropriate, the Brockville Municipal Accessibility Advisory Committee (BMAAC), the DBIA, and/or the Heritage Brockville Committee.*

At the request of the City of Brockville, urban furniture and fixtures will be provided to enhance urban life, and be consistent with the City's urban master plan

- *The City shall encourage development design that considers the principles of Crime Prevention through Environmental Design (CPTED). Specifically, the City shall encourage proponents of new development to situate buildings on lots to maximize natural surveillance and to use appropriate lighting to deter crime.*

Through the introduction of more residences within the core the immediate areas around the proposed building will be provided with more 'eyes on the street' inherently through the existence of more pedestrians and users of the urban landscape.

E. STRENGTHENING OUR ESSENTIAL HUMAN SERVICES (3.5)

It shall be the policy of the City that:

- *At all times, the City shall maintain the ability to accommodate residential growth for a minimum of 10 years through intensification and infill development and land which is designated and available for residential development. Additionally, the City shall ensure that where new development is to occur, land with servicing capacity is available to provide at least a 3 year supply of residential units in draft approved and registered plans, or in cases of residential intensification and redevelopment, land appropriately zoned in the Zoning By-law and available for development or redevelopment.*

As this property is sited on a parcel of land already provided with services, the installation of new services will not be required.

- *The provision of housing that is affordable and accessible to low and moderate income households shall be a priority.*

It will be the intention of this project to provide for necessary affordable housing. In future discussion the Owners and City staff will discuss the needs for quantities of affordable units that will be provided within this development

F. LAND USE AND BUILT FORM POLICIES (4.2.3)

It shall be the policy of the City that:

- *New development in the Downtown and Central Waterfront Area shall ensure that proper building frontage is maintained and that the proposed uses do not negatively impact the planned function of the area.*

The frontage of the proposed building at 36-36 King Street will be responsive to the architectural character of the existing buildings in the area. The proposed building will align its southern elevation to face the street and promote pedestrian scale activities. The ground floor will contain commercial leasable space, responding to the need for modern public amenities.

- *The height and massing of the building shall have regard to the height and massing of the buildings on any adjacent property and may be subject to additional setbacks, height restrictions, or landscaping to provide an appropriate transition.*

The initial concept for the building proposed a monolithic massing with a dominantly vertical façade along King Street. In response to the need for the building to integrate more sensitively with the surroundings, the design was modified to reflect a stepping back appearance from the streetscape. The tiered elevation provides opportunities for outdoor living spaces and integration of natural features on to roof terraces.

- *All required parking shall be provided on the site or in a shared facility having adequate capacity within 150 metres of the subject lands. Appropriate parking standards for the Downtown and Central Waterfront shall be established in the Zoning By-law.*

A total of 42 parking spaces have been proposed within the design. Considerable effort has been made to provide the maximum number of indoor parking spaces that is feasible. Due to the odd shape of the site and space required for ramps below ground this number is currently what is feasible. Although this is deficient in the total number required based on the zoning bylaw, living within the downtown core with direct access to a number of other modes of transportation (transit, cycling routes) provides mobility alternatives for individuals without parking associated with their residential units. It is the goal of this project to seek City staff approval for cash in lieu of parking requirements.

- *For developments incorporating small-scale apartments, block townhouse dwellings and similar medium profile residential buildings, on-site recreational facilities or amenities such as private open space or playground equipment may be required.*

The building proposes to provide a number of roof top terrace spaces for residences. For those units without terrace access a common roof top amenity area will be provided.

5.2 CITY OF BROCKVILLE ZONING BY-LAW

The subject site is zoned **MD-11 – Mixed Use Downtown Special Exception Zone**, subject to minimum 2 storey building height at street edge. Policies: Maximum Building Height Polices, Continuous Street Frontage Policies, Minimum Ground Floor Height Policies.

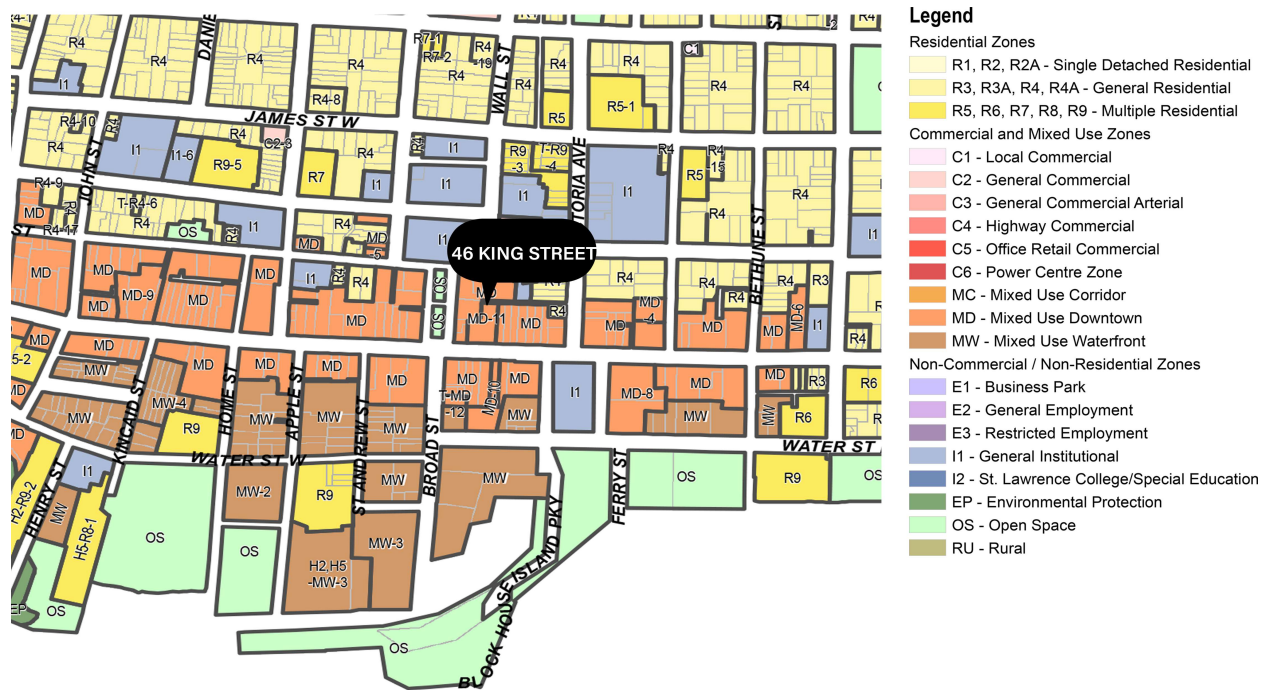


Table 1: ZONING PROVISION SUMMARY

Provision	Required by ZBL	Provided in Design	Compliance
Minimum Lot Frontage	12.0m	32.0m	Yes
Minimum Lot Area	500.0m ²	1,275m ²	Yes
Minimum Front Yard	0m	0m	Yes
Maximum Front Yard	0m	0m	Yes
Minimum Exterior Side Yard	0.0m	0m	Yes
Minimum Interior Side Yard	0.0m	0m	Yes

Minimum Rear Yard	6.0m or 50% of the height of the building, whichever is greater	0m	No
Maximum Lot Coverage	90%	97% (1,236m ²)	No
Minimum Landscaped Open Space	No requirement		Yes
Minimum Ground Floor Height	4.5m	4.5m	Yes
Minimum Building Height	7.0m (2 storeys) @ Steet Edge	9.0m	Yes
Maximum Building Height	As indicated on Schedule "B" 21.0m (6 storeys) for 36-46 King Street	32.8m (9 storeys) + Angular Plane	No
Angular Plane	Subject to 45 degree Angular Plane provisions (Section 3.5)	Encroachment of 2m into 45 degree angular plane	No
Other Provisions	Any storey above the third storey shall be set back a minimum of 1.5m from the first three storeys	Setbacks have ben provided	Yes

Provision	Required by ZBL	Provided in Design	Compliance
Residential Parking	1.0 space per unit (below the CNR line) <u>66 units * 1.0 = 66 spaces</u>	38	No
Commercial Parking	4.0 spaces per 100.0m gross leasable area in mixed commercial residential building <u>727m² / 100 = 7.27 or 8 spaces</u> *Note special exemptions for minimum parking noted in the zoning bylaw section 3.0 general Provisions part (iv) where lot is located in the Downtown area parking required for commercial use can be reduced by 50%	4 Spaces	Yes

	8 spaces *50% = 4 spaces		
Bicycle Parking	Apartment Dwelling 0.25 per dwelling unit 0.25 * 66 units = 17 spaces	20 Spaces	Yes
	1.0 spaces per 250m2 of Gross leasable area 727/250 = 3 spaces		

5.3 PROVINCIAL POLICY STATEMENT (2020)

Issued under the Authority of Section 3 of the Planning Act the Provincial policy Statement (2020) outlines that planning matters related to development in the province shall be consistent with this Provincial Policy statement. Acknowledging that planning often involves the complex interconnection between environmental, economic and social factors. The intention of the provincial policy statement is to “set the policy foundation for regulating the development and use of land for the purpose of enhancing the quality of life for all Ontarians.”

Planning authorities are encouraged to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs.

Policies that support the development of the site include:

Section 1.1.1: Healthy, liveable and safe communities are sustained by:

- Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (1.1.1.a);
- Accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing (1.1.1.b);
- Avoiding development and land use patterns which may cause environmental or public health and safety concerns (1.1.1.c);
- Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1.e);

Section 1.1.3: Identifies settlement areas as the focus of growth and development (1.1.3.1), where land use patterns shall be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3 (1.1.3.2). This includes appropriate locations and opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs. (1.1.3.3).

Section 1.4.3: Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs or current and future residents of the regional market area by:

- Permitting and facilitating: ☑All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities (1.4.3.b.1); and
- All types of residential intensification, including additional residential units, and redevelopment (1.4.3.b.2);
-
- o Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (1.4.3.d);

Section 1.6 of the PPS provides direction related to infrastructure and public service facilities. Policies require that growth be directed in a manner that optimizes the use of existing infrastructure and public service facilities, including municipal sewage and water services.

Section 1.7.1: Long-term economic prosperity should be supported by:

- Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce (1.7.1.b).

Section 1.8.1: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which: o Promote compact form and a structure of nodes and corridors (1.8.1.a);

- Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas (1.8.1.b); and
- Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion (1.8.1.e).

The proposed High Density Mixed-Use Development is consistent with the policies that are listed in the Provincial Policy Statement. These policies have provided directives on intensification of properties in need of re-use, most specifically those located in the Downtown Core. The development is in line with land-use patterns established in the PPS, that provide appropriate mixes of residential types, commercial and business/employment hubs which meet long-term needs

required to sustain the Municipality. In-fill projects within the Downtown Core have already established frameworks within the community that offer cost effective patterns of growth, existing densities and amenities that promote healthy lifestyle, social connectivity, transit use and allow varying types of residential models to properly accommodate within the existing fabric of the community. Mixed-Use developments, such as the one being proposed in this Report, are organisms which sustain healthy communities by forming a proximal node that support multi-generational synergies. Multi-Use developments are in favor of multi-generational attraction because they provide spaces for elderly population to reside and for entrepreneurial commercial spaces to be developed to attract younger demographics– making these sustainable developments that connect society in the heart of Downtown. This development will enhance the quality of life that touches on the physical, social and communal spectrum that is prescriptive of the Provincial Policy Statement.

5.4 ZONING AMENDMENTS

5.3.1. PROPOSED ZONE CHANGE – APPLICATION FOR AMENDMENT

The proposed Multi-Use Development, in the context of the MD-11 Zone does not meet the requirements of the Zoning By-Law for the following: **Minimum Rear Yard, Maximum Lot Coverage, Maximum Building Height, Residential Parking and Angular plane of projection.** This planning rationale provides a narrative to accompany a request to revise the existing zoning designation to permit requirements which do not comply in this proposal. The proposed re-zoning strategy has been implemented in the past for Commercial and Mixed Use Zones in the City of Brockville. Amendments and additions to the Zoning By-law include work such as: The Tallship Landing Development (MW-3 Zone – Tall Ships Landing) and the Chartwell Retirement Residence (MD-8 Zone– 15 Market Street East). The MD-11 designation has been reviewed however, given the unique circumstances of this development, a new special exception zone would be required.

The development would comply with many of the MD-11 zone requirements however **the following are requirements that are requested to be revised:**

Provision	Original ZBL Requirement	Proposed Requirement
Minimum Rear Yard	6.0m or 50% of the height of the building, whichever is greater	0m
Maximum Lot Coverage	90%	100%
Maximum Building Height	As indicated on Schedule “B” 21.0m (6 stories) for 36-46 King Street	9 Storeys
Angular Plane of Projection	Angular Plane provisions (Section 3.5): 45 degrees	Requesting permission to project up to 2 meters into the angular plane for architectural features like canopies, parapets and building services
Residential Parking	1.0 space per unit (below the CNR line) 66 units * 1.0 = 66 spaces	0.5 space per unit

The following sections of this report provide a narrative to support the requested Zone change in lieu of using the MD-11 Zone. The following provides a detailed narrative on the resolutions and the efforts made to fulfill the intention of the Zoning By-Law under the original MD-11 Zone and the reasoning that the project deviates from the compliances and requirements that are supported by policies such as, but not limited to, the Provincial Policy Statement and Official Plan. The framework used to consider the suitability of a requested zone change considers the following:

1. DOES THE VARIANCE MAINTAIN THE GENERAL INTENT AND PURPOSE OF THE ZONING BY-LAW? To validate that the Variance does not depart from the principals set forth by the zoning by-law – which are to maintain the public health, safety and wellbeing of the community by controlling the built environment that will promote each of these mandates to the public. Review of site context and compatibility with neighboring developments is a key analysis to ensure the development is well suited for area. Familiarity with past/current zoning strategies, revisions to by-laws for acceptances of development types within the defined area and registered plans can assist in making reasonable synergies between new developments and activities that have occurred in the area, as they relate to passing of Variances.

3. DOES THE VARIANCE MAINTAIN THE INTENT OF THE OFFICIAL PLAN? Official Plans are mandated in Section 16 of the Planning Act. These official documents define the master planning blueprints that each City must document. This document includes a vision for future goals, objectives and policies that will guide future developments.

4. IS THIS VARIANCE DESIRABLE? The criteria for properly validating this question is concerned with the desirability of public interest and planning strategies that have been defined by various planning ordinances, such as the Official Plan, City/Master Planning Studies and Provincial Planning Policies.

5.5 VARIANCE REVIEW – MINIMUM REAR YARD SETBACK

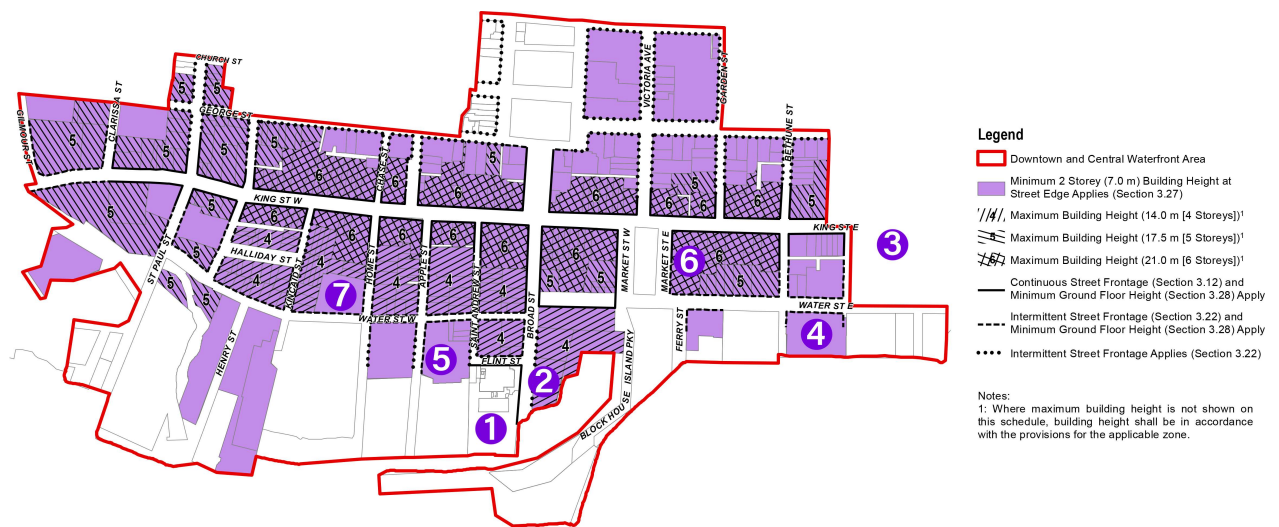
This section presents the request to reduce the Zoning Bylaw, Section 6 requirements of Mixed Use Zones from having a required **Rear Yard Setback of 6m down to 0m**.

The “MD” Zone requires a rear yard setback of 6.0m or 50% of the building height, whichever is greater. The proposed property parcel is 34.85m deep and the existing 2 storey building is set off the rear property line by 4.02m which is currently a legal non-conforming setback. The condition of other buildings along Victoria Lane being closer than permitted to the rear property lines appear to be common. Within the generalized area of the project site, rear setbacks of adjacent buildings appear to be used primarily for exterior parking, storage, overflow. Within the downtown core, rear yards are predominantly used as service corridors to alleviate the need for service functions to occur along main pedestrian paths and roadways, such as King Street. Within the context of this rear yard, it is situated at the end of a dead-end laneway which is not integrated with the typical pattern of pedestrian traffic. Victoria Lane’s main function is a service corridor and parking access for adjacent properties.

It is good planning practice to provide sufficient space in the rear yard to permit utilitarian functions such as refuse management, bicycle parking and storage. In the case of the proposed building with a 0.0m rear yard setback, these functions are being provided inside the building which will improve the appearance and security of Victoria Lane.

5.6 VARIANCE REVIEW – MAXIMUM BUILDING HEIGHT

This section presents the request to increase the Zoning Bylaw, Section 6 (Mixed Use and Commercial Special Zones), Table 6.2(b) Lot and Building Requirements of Mixed Use Zones to **increase the Maximum Building Height as indicated in Schedule B from 21m (6 storeys) to 33m (9 storeys)**.



SCHEDULE "B": DOWNTOWN AND CENTRAL WATERFRONT AREA - SPECIAL LOT AND BUILDING REQ.

Figure 5.6.1.: Schedule B: Downtown and Central Waterfront Area – Special Lot and Building Req./ Figure 5.6.2. Diagram of High-Rise buildings as it relates to Schedule B.



This development falls within the scope of the Downtown Waterfront Master Plan and Urban Design Strategy (DWNPU DS).

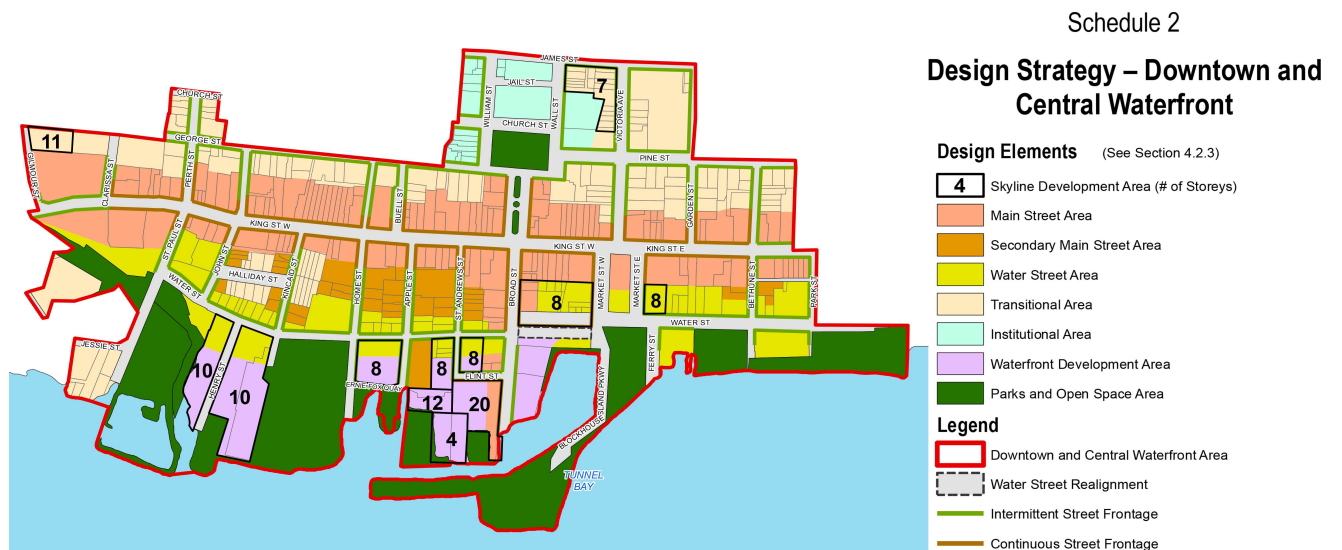


Figure 5.6.3. Schedule 2: Design Strategy – Downtown and Central Waterfront

Under Section 3.4.1.4. of the Official Plan, any development proposed in excess of five storeys shall be subject to a site-specific amendment to the Plan if the development satisfies the criteria listed within Section 3-18.4. The development satisfies all listed criteria:

- 1. Signature Architecture:** Great attention to the conformity with the surrounding architectural heritage of King Street has been incorporated into the architectural design of the development. In addition, the development has provided architectural elements and materiality that is consistent with the City's Façade Improvement Plan. The architecture will become a signature within the Skyline that blends heritage with innovations of modern-day architecture. This will reinforce the character of adjacent streets and properties.
- 2. Angular Plane:** The main volume of the building will meet the requirements of the angular plane requirements which has defined much of the design of the building. The angular plane provision of 45 degrees from the opposite side of the street as required by the zoning by-law in this zone has been provide, however the project will request encroachment of up to 2m into this angular plan for some necessary building elements.
- 3. Tall Building Guidelines:** The architectural built form of the development will synergize with the design criteria established within the Skyline Development Areas or over five storeys in the Downtown Central Waterfront Area. The development will promote appropriate site massing, placement and use of architecture to ensure views and daylight strategies are met. Given the elevation of the street, as the grade lowers toward the St. Lawrence River, tall buildings located on King Street will inherently form part of the skyline.

5.7 VARIANCE REVIEW – MAXIMUM LOT COVERAGE

This section presents the request to increase, Section 6 (Mixed Use and Commercial Special Zones), Table 6.2(b) Lot and Building Requirements of Mixed Use Zones, the **Maximum Lot Coverage from 90% to 100%**. The zoning bylaw requires a maximum of 90% lot coverage in the subject zone, whereas the proposed building is at approximately 97%.

For the same reasons noted for Rear Yard Setbacks, the utilitarian functions and service corridor functions are contained within the building. The required maximum lot coverage can put limits on in-fill developments within the downtown because of availability of land and densification needed for new development to be implemented within existing property. As seen in past developments within the Downtown Core, the MD-8 and MW-3 Zones have amended the maximum lot coverage.

Planning strategies associated with limiting lot coverage in part is used to ensure there is adequate open amenity space on the site. In the case of the subject building, expansive amenity areas consisting of rooftop balconies, communal rooftop lounges and activity spaces on various levels. A total of 1,170 square meters of amenity space (approximately 17m² per resident – which will include a mixture of bachelor type units, 1 bedroom units and 2 bedroom units) will be made available to residents via private balconies, communal terraces and an expansive roof-top terrace. The benefit of the location and design of these amenity spaces is that it increases the quality of exterior spaces, providing occupants with sightlines to historic buildings and Waterfront landscapes. These amenity spaces will be provided with landscaped areas that will reassembly soft landscaped avenues that stretch the horizontal and vertical plane of the building. Another benefit to providing roof-top terraces in-lieu of developing

landscaped areas within the remaining 10% of the lot coverage, is that larger amenity areas can be landscaped and designed to provide easier access to tenants. Area of amenity spaces is as follows:

AMENITY AREA*	
Level 3	180m ²
Level 7	270m ²
Level 9	160m ²
Roof	560m ²
Total	1,170m²

*Additional amenity space will be provided inside the building as required depending on final unit arrangements.

5.8 VARIANCE REVIEW – PARKING REQUIREMENTS

This section will focus on the appeal of the Zoning Bylaw, Section 6 (Mixed Use and Commercial Special Zones), Table 6.2(b) Lot and Building Requirements of Mixed Use Zones to **reduce the number of required Parking spaces**. In the downtown area, 1.0 residential parking spaces are required per unit, totaling 66 for this development (not including the commercial spaces.) Considering the available development width of the property and the configuration of Victoria Lane at the rear of the building, two levels of underground parking in addition to levels 1 and 2 are practical. This leaves a deficiency of 28 residential spaces vs. the bylaw requirements. Given that the municipal transit system blue, green and evening lines run along the front of the building and that the building is within 500m of the VIA station, emphasis will be placed on using public transit for a number of building occupants.



Figure 5.8.1. Downtown Parking Map

Reducing Parking measures for this development is a direct result of compact developments within existing In-Fill areas. Compact developments, however, encourage walkability in neighborhoods and thus reduces the need for vehicular dependency. The development also proposes the use of on-site bicycle storage. The number of stalls available for Bicycle Storage include 20 spaces. Bicycle Storage facilities will be provided within the building for resident use but will also be situated in proximity to King street to receive pedestrian traffic off of that streetscape. In addition, bicycle racks will be provided on the exterior of the building and will abide by the universal style of street furnishings the City has adopted, as mandated by section 3.4.1.11 of the Official Plan.

5.9 VARIANCE REVIEW – ANGULAR PLANE OF PROJECTION

This section presents the request to allow encroachment into the required **angular plane projection**. The official plan requires that:

- **45 degree angular plane, as illustrated in Figure 3.1, shall be used to regulate the height of tall buildings and ensure they are stepped back from the street to ensure an appropriate pedestrian scale and from stable residential lots to ensure there are no adverse impacts on the adjacent neighbourhoods.**

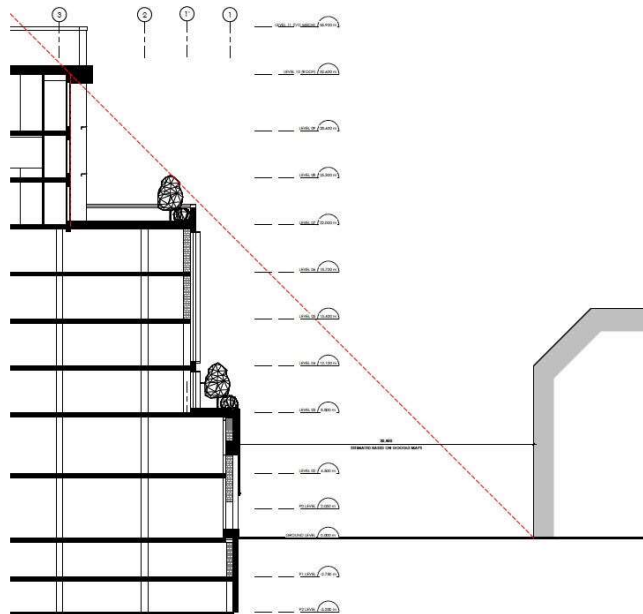


Figure 5.9.1. Angular Plane projection

This project proposes to respect the angular plane requirements, with the request to permit projection of up to 2 meters of encroachment for architectural elements such as canopies, parapets and building services.

6 SUPPORTING STUDIES

Contained within the appendix are a number of studies and descriptive documents that have been prepared in support of this proposed development. The following is a list of these documents including the Consultant who prepared them:

- *Development Servicing Study and Stormwater Management Plan*
- *Architectural Building Plans (Prepared by IDEA and Linebox)*
- *Architectural Site Plan (Prepared by IDEA and Linebox)*
- *Architectural Renderings (Prepared by IDEA and Linebox)*
- *Civil Engineering drawings (Prepared by Robinson Land Development)*
- *Servicing and Storm Water Management Report (Prepared by Robinson Land Development)*
- *Transportation Impact Study (prepared by CGH Transportation)*

7 CONCLUSION

It is the professional opinion of IDEA inc. that the proposed development is in line with the intention of the planning documents guiding development with the Province of Ontario and the City of Brockville. The project reflects good planning practice and is an example of the types of development that are being successfully implemented in other municipalities within the province.

The project responds to a number of planning documents enacted by the City of Brockville include the Official Plan, Downtown & Water Front Master Plan & Urban Design Strategy and Provincial Policy Statement, which encourage higher density urban redevelopment strategies. This project also responds to the needs of the City in providing much need housing stock.

Although relief is sought for a number of provisions in the zoning bylaw this development does not propose a building which will negatively impact the surrounding areas of the downtown core. The relief would also not set a negative precedent for future development.

We believe that this proposal is the type of project that the City aims to promote. Redevelopment within the downtown core serves to continue the legacy of the City of Brockville and will serve as a positive example of the benefits of infill redevelopment projects in the City's urban core.

Sincerely,



Chris Warner-Smith, M.Arch, OAA,
Principal

END OF REPORT