

FOTENN



ILLUMINATION LEBRETON

RENDEZVOUS LEBRETON GROUP

PLANNING RATIONALE

OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT

AUGUST 28, 2018

ILLUMINATION LEBRETON

PLANNING RATIONALE

Prepared for: Rendez-Vous LeBreton Group

Prepared by:
Fotenn Consultants Inc.
223 McLeod Street
Ottawa, ON K2P 0Z8

August 28, 2018

© Fotenn

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

All rights reserved. No section or element of this document may be removed from this document, reproduced, electronically stored or Transmitted in any form without the written permission of Fotenn Consultants Inc.

QUALITY INFORMATION

Document	Planning Rationale	Date
Prepared By	Paul Black Miguel Tremblay	12.07.2015

Revision History

Revision	Revision Date	Details	Reviewed By
0	12.07.2015	For RFP Process	Ted Fobert
1	08.28.2018	For Submission	Paul Black
2			
3			





LEBRETON FLATS

FOTENN

**PLANNING
RATIONALE
08.28.2018**



TABLE OF CONTENTS

SECTION 1 INTRODUCTION	6	5.2.5 COMPATIBILITY	42
1.1 INTRODUCTION	6	5.2.6 ASTICOU NEIGHBOURHOOD	47
SECTION 2 BACKGROUND	7	5.2.7 THE AQUEDUCT NEIGHBOURHOOD	47
2.1 SITE LOCATION	7	5.2.8 PIMISI NEIGHBOURHOOD	47
2.2 IMMEDIATE CONTEXT	8	5.2.9 QUARTIER LEBRETON NEIGHBOURHOOD	48
2.3 SURROUNDING CONTEXT	10	5.2.10 BAYVIEW NEIGHBOURHOOD	48
SECTION 3 GUIDING PRINCIPLES	12	5.3 VIBRANCY	49
3.1 HERITAGE	13	5.3.1 ASTICOU NEIGHBOURHOOD	50
3.2 CONNECTIVITY	15	5.3.2 AQUEDUCT NEIGHBOURHOOD	50
3.3 VIBRANCY	18	5.3.3 PIMISI NEIGHBOURHOOD	50
3.4 SUSTAINABILITY	19	5.3.4 QUARTIER LEBRETON NEIGHBOURHOOD	50
3.5 PLACEMAKING	20	5.3.5 BAYVIEW NEIGHBOURHOOD	51
SECTION 4 NEIGHBOURHOODS	26	5.4 SUSTAINABILITY	52
4.1 THE MASTER PLAN	26	5.4.1 ASTICOU NEIGHBOURHOOD	53
4.2 FIVE NEIGHBOURHOODS	27	5.4.2 AQUEDUCT NEIGHBOURHOOD	53
4.2.1 ASTICOU	28	5.4.3 PIMISI NEIGHBOURHOOD	53
4.2.2 THE AQUEDUCT NEIGHBOURHOOD	29	5.4.4 QUARTIER LEBRETON NEIGHBOURHOOD	53
4.2.3 PIMISI NEIGHBOURHOOD	30	5.4.5 BAYVIEW NEIGHBOURHOOD	53
4.2.4 QUARTIER LEBRETON	31	5.5 PLACEMAKING	54
4.2.5 BAYVIEW NEIGHBOURHOOD	32	5.5.1 ASTICOU NEIGHBOURHOOD	60
SECTION 5 PLANNING DISCUSSION	34	5.5.2 AQUEDUCT NEIGHBOURHOOD	60
5.1 HERITAGE	34	5.5.3 PIMISI NEIGHBOURHOOD	60
5.1.1 THE AQUEDUCT NEIGHBOURHOOD	35	5.5.4 QUARTIER LEBRETON NEIGHBOURHOOD	61
5.2 CONNECTIVITY	36	5.5.5 BAYVIEW NEIGHBOURHOOD	61
5.2.1 PEDESTRIAN AND BICYCLE CIRCULATION	36	SECTION 6 CONCLUSION	64
5.2.2 ACCESSIBILITY AND SAFETY	38	6.1 CONCLUSION	64
5.2.3 VEHICULAR CIRCULATION AND PARKING	38		
5.2.4 TRANSIT INTEGRATION	40		



SECTION 1 INTRODUCTION

1.1 INTRODUCTION

Fotenn Consultants Inc. has been retained by the RendezVous LeBreton Group to assess the appropriateness of the proposed redevelopment of LeBreton Flats through the following Planning Rationale.

This Planning Rationale was originally prepared in support of the second stage of a two-stage process initiated by the National Capital Commission (NCC) seeking a plan for the future of LeBreton Flats (the Flats). The RendezVous LeBreton Group was pre-qualified as part of the initial Request for Qualifications phase, and was chosen as the preferred proponent through the Request for Proposals phase.

The following opinion and rationale has been formulated based on a thorough review of the Request for Proposals and its associated appendices, as well as the policy and regulatory framework applicable to the lands. This included a review of the following:

- / Provincial Policy Statement (Government of Ontario);
- / Core Area Master Plan (NCC);
- / National Interest Land Mass (NCC);
- / Canada's Capital Commemoration Strategic Plan (NCC);
- / Horizon 2067 (NCC);
- / City of Ottawa Official Plan (City of Ottawa);
- / Central Area Secondary Plan – LeBreton Character Area (City of Ottawa);
- / Bayview Station District Plan (City of Ottawa);
- / Escarpment Area District Plan (City of Ottawa);

- / Downtown Ottawa Urban Design Strategy (City of Ottawa);
- / Downtown Moves (City of Ottawa); and
- / Request for Proposals - The Redevelopment of LeBreton Flats – Appendices C and D (NCC).

The above policies include both National Capital Commission and City of Ottawa policies. Generally, the City of Ottawa policies, including the Official Plan, Central Area Secondary Plan, etc. implement the vision and policies of the NCC's documents. While all have been reviewed in detail, given the intent and willingness to, through the RFP process, revisit and amend the NCC policy documents as they respect to LeBreton Flats, the following discussion and analysis has focused more heavily on the policies of the City of Ottawa documents.

SECTION 2 BACKGROUND

2.1 SITE LOCATION

LeBreton Flats is located on the west edge of the downtown core of the City of Ottawa, just south of the Sir John A. Macdonald Parkway and the Ottawa River. The Flats are bounded by major arterial roads to the north (Sir John A. Macdonald Parkway) and south (Albert Street) and are bisected by the future east-west Confederation Line light-rail transit system and existing Transitway rapid transit bus service. Though much of the historical road pattern has been removed, some elements remain or have been reinstated. This includes Booth Street which serves as a major route for vehicles traveling between the Cities of Ottawa and Gatineau across the Chaudière crossing, and Preston Street – another major arterial road extending into the residential community to the south.

LeBreton Flats has a total area of approximately 84 acres which includes lands occupied by the Canadian War Museum (opened in 2005) and the first phase of the redevelopment on the east side of Booth Street. This also includes the significant linear park space along the shoreline of the Ottawa River which provides connections east to the downtown core and west to other parts of the City.

More specifically, the site currently available for development includes approximately 53 acres of land located west of Booth Street, north of Albert Street, east of Bayview Station and rail line, and south of the Sir John A. Macdonald Parkway.



2.2 IMMEDIATE CONTEXT



NORTH

On the north side of the Sir John A. Macdonald Parkway, north of the subject lands, is the Canadian War Museum. Opened in 2005, the museum features iconic architecture and a large lawn out front that plays host to a variety of events and festivals. Further north, along the shore of the Ottawa River, is greenspace and a multi-use pathway connecting the west end of the City to the downtown core.

Further north is Zibi, the urban redevelopment of the Chaudière and Albert Islands. These former industrial lands are envisioned as a world-class, sustainable, complete community. Victoria Island, just east of Zibi is owned by the National Capital Commission and is envisioned, in the long-term, as an Aboriginal welcoming centre. Currently, an existing warehouse building on the lands is used as a climbing gym.



EAST

Immediately east of the subject property is the first phase of the LeBreton Flats redevelopment which includes mid-rise buildings as well as the future planned “East Flats” development which includes five (5) residential buildings. At the northeast corner of Booth and Albert Street is the site of the future Central Library for the City of Ottawa and additional development lands, as recently approved by Council. Further east is the Escarpment Area District which is regulated by an area-specific plan adopted in 2008. The Escarpment Area District acts as an important connection between the Flats and the existing downtown core.

The future Pimisi Light Rail Transit (LRT) station is located on the eastern boundary of the site, at the intersection of the rail line and Booth Street. The Station will continue to act, as LeBreton Station does currently, as an important transfer point for commuters traveling to and from Federal Government offices in the City of Gatineau.



WEST

West of the subject property is the Bayview Station District which includes an area centred on the Bayview LRT Station. Bayview Station is being redeveloped as part of the Confederation Line LRT project and will serve as the major transit hub of the City, providing transfers from the east-west Confederation Line to the north-south Trillium Line which extends south to South Keys and is planned, in Stage 2, to extend to Riverside South and the Ottawa International Airport.

The CDP and Secondary Plan for the lands speak to significant intensification of the site with the greatest building heights adjacent to the transit station. Recent Council approval for a development at 900 Albert Street would permit a mixed-use complex with 65, 56, and 27 storey towers.

Further to the west are the primarily residential communities of Mechanicsville and Hintonburg.



SOUTH

On the south side of Albert Street is the Centretown West neighbourhood. On the south side of the street, properties are zoned “Residential Fourth Density, Subzone T” which permits a range of residential uses including low-rise apartment dwellings, planned unit developments and single dwellings up to a maximum height of 14.5 metres (approximately 4 storeys). The southwest corner of Albert Street is with the “Residential Fifth Density, Subzone M” and permits greater heights up to 18 metres. Most of the frontage is occupied by two (2) and three (3) storey townhouse dwellings which back onto Albert Street.

Further south, the neighbourhood is characterized by low-rise residential development. Preston Street is a Traditional Mainstreet which extends through Little Italy to Dow’s Lake and features a range of retail and mixed-use buildings.



2.3 SURROUNDING CONTEXT

PARLIAMENTARY PRECINCT

The Parliamentary Precinct is largely defined by the Parliament Buildings and other symbolic buildings along Wellington Street. North of Wellington Street, the focus is on the naturally dramatic topography overlooking the Ottawa River and to the south the precinct picks up the regular grid pattern of downtown streets. Wellington Street, an integral part of Confederation Boulevard, is one of the premier avenues in Ottawa, with excellent pedestrian facilities on both sides and serving as the ceremonial access to Parliament Hill.

CHINATOWN

First designated in 1989, Somerset Street West is Ottawa's Chinatown, home to several ethnic restaurants, businesses and community groups. Somerset Street West is a major east/west arterial roadway that continues through Centretown and to the Rideau Aqueduct in the east. Surrounding areas feature mostly low-rise residential which is well established.

LITTLE ITALY

Home to Italian immigrants arriving in Ottawa, Preston Street has become the primary spine of Little Italy and Italian culture in Ottawa. Anchored by many businesses along the mainstreet, the area has seen a surge of development in recent years including the City's tallest buildings in proximity to the Carling Avenue transit station on the Trillium Line.



HEART OF DOWNTOWN GATINEAU

The heart of downtown Gatineau is an important multi-purpose centre which is characterized by a large federal employee population in the Terrasse de la Chaudière and Place du Portage office complexes. The area's proximity to the City of Ottawa and to both the Portage and Chaudière Bridges contribute to the auto-centric uses in this area. The Promenade du Portage mainstreet

provides two- and three-storey mixed-use buildings with a consistent retail presence along the ground floor.





SECTION 3 GUIDING PRINCIPLES

The redevelopment of LeBreton Flats is poised to become a signature destination for visitors to Canada's Capital Region and a point of civic pride for its residents. IllumiNATION LeBreton, in striving to fulfill the potential of the lands, is committed to creating a place where people live, work, and play, and where all can engage and celebrate the past, present and future of Canada.

The following guiding principles have framed the development proposal for the IllumiNATION LeBreton District. Each is grounded in applicable policy and regulatory documents and/or the Request for Proposals document.

3.1 HERITAGE

LeBreton Flats has a long and storied history dating back to the earliest inhabitants of the area. As part of the geological formation creating the Chaudière Falls and Islands, this section of the Ottawa River became a natural crossroads and fording point for trade amongst First Nations and later voyageurs and settlers heading to the interior. LeBreton Flats served as a convenient staging area for these groups.

After settlement of the area, LeBreton Flats and the Chaudière Islands quickly became a major industrial centre and were critical to the long-time timber and hydro-electric power generation industries that occupied the lands. Some of Ottawa's most prominent families and individuals of the time lived and worked at LeBreton Flats.

LeBreton Flats has been recognized by policy documents as a site of local, regional, provincial and national heritage significance. The proposed development plan will connect and engage with the rich history of LeBreton Flats as a gathering place, crossroads and home for the three founding nations of Canada.

The open aqueduct, its bridges, the Fleet Street pumping station and its tail race are all identified as designated heritage structures by the City of Ottawa Official Plan. Per Policy 2.5.5, they must be protected and integrated into any redevelopment of the Flats in a sensitive manner.

The Central Area Secondary Plan provides further direction for the heritage resources on the site. In Policy 1.11.2, the Plan lists enhancing the aqueduct as an objective for any development.



The aqueduct itself falls within the 'Greenway – Linkage Lands' land use designation and provides the following direction (Section 1.11.3.2):

- / A minimum of 5 metres of open space is to be provided between the proposed fence line along the aqueduct and adjacent properties to provide pedestrian/cycle paths for access to the proposed municipal park and greater Central Area;
- / The NCC is encouraged to develop the aqueduct area as parkland taking into

consideration heritage, landscape/habitat value and its importance to the vitality and attractiveness of LeBreton; and,

- / Existing bridges are to provide pathway connections over the aqueduct where possible.

In Section 1.11.3.3, it is stated that a variety of ground-floor, small-scale retail, cultural, restaurant, and entertainment uses with residential uses above will be permitted along the north side of the aqueduct to enhance public activity along this part and encourage integration of the non-built area of these properties with the adjacent aqueduct linkage lands.

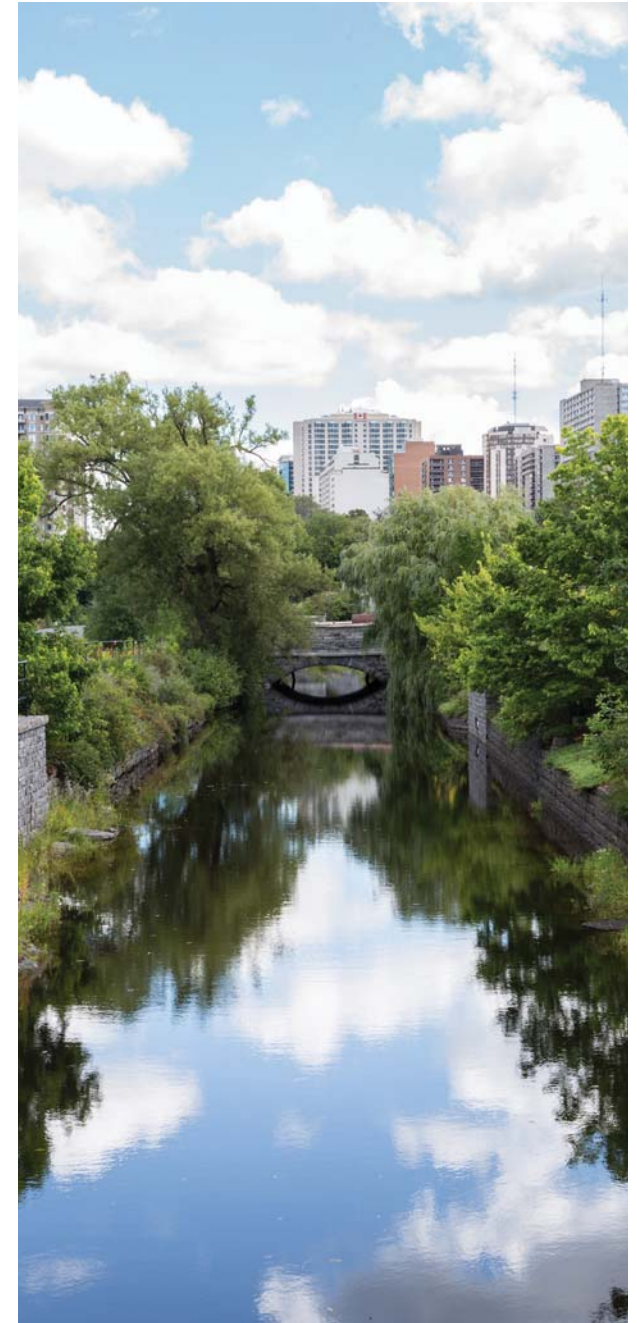
Finally, Section 1.11.4.1 states that a pedestrian/cycle link under the Preston Street extension at the aqueduct will be encouraged to provide access to the proposed municipal park.

The NCC's Core Area Sector Plan also provides some policy direction for preserving and enriching the character of the Flats. This includes ensuring that the location, nature, and significance of archaeological resources on the site are known and that all artifacts are conserved prior to development. The Core Area Plan also speaks to developing a compelling public space along the heritage aqueduct.

Given the important role that LeBreton Flats has played in the development of Ottawa, the proposed development uses heritage as one of its guiding principles. More specifically, in recognizing the heritage of the property, design intents for the IllumiNATION LeBreton District include:

- / Connecting and engaging with the rich history of LeBreton Flats as a gathering place, crossroads and home for the three founding nations of Canada;
- / Recognizing the Flats as a cultural landscape of local, regional, provincial and national heritage significance;

- / Celebrating innovations of the past founders of the Flats and looking forward to those of the future - recreating a true economic driver;
- / Protecting and integrating recognized heritage features such as the aqueduct, its bridges, and Fleet Street Pumping Station and tail race in a sensitive manner;
- / Integrating archaeological resources in the design that reflect the Flats' historical evolution, remnant spatial relationships in the orientation of local roads and the connections to surrounding neighbourhoods, and views to the Chaudière Falls and Islands; and,
- / Drawing on its history to create a presence that is at once viable, vibrant and meaningful.



3.2 CONNECTIVITY

The Strategic Directions of the Official Plan speak to the importance of providing a transportation system that emphasizes both mobility and accessibility across the City. The plan encourages land use patterns that reduce the need to travel great distances across the City and encourages alternatives to car travel. More compact, mixed-use development with urban centres anchored to the transit system is essential to achieving the plan's transportation goals.

Specific policies relating to walking, cycling, transit, roads and parking lots are all contained in Section 4.3 of the Official Plan. To promote increased transit usage, Section 4.3.3 states that development within 600 metres of a transit stations will:

- / Ensure convenient, direct access to the transit station is provided; stations are integrated into development; extended hours of public access through buildings and quality linkages from stations and building entrances to sidewalks are provided;
- / Locate proposed high-density employment and residential close to transit stations;
- / Provide a pedestrian-friendly, weather-protected (where possible) environment between the access point(s) of the rapid transit station and the principal entrances to adjacent buildings;
- / Minimize walking distances from buildings to stations/major transit stops; and,
- / Provide adequate, secure and highly visible bicycle parking at rapid transit stations.



Further policies of Section 4.3 encourage pedestrian and cycling facilities (i.e. sidewalks, multi-use pathways, etc.) within new developments that provide safe, direct connections to buildings and through the development.

As set out in the Central Area chapter of the Official Plan (which includes the LeBreton lands), pedestrian movement is intended to occur primarily at grade, with above or below grade connections at strategic locations to link changes in grade, provide direct and identifiable connections to transit stations, and provide mid-block connections to pedestrian corridors.

Section 2.5.1 of the Official Plan speaks to design and compatibility objectives, principles, and

policies which are applicable to intensification and infill development within the urban area. Compatible development is development that, although not necessarily the same as or similar to existing buildings in the area, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. In other words, it is development that “fits well” within the physical context and “works well” among the functions that surround it.

Design objectives contained in Section 2.5.1 include:

- / Enhancing a sense of community by creating/maintaining places with their own distinct identity;
- / Defining quality public and private spaces through development;
- / Creating safe, accessible places that are easy to get to and move through;
- / Creating places that can adapt/evolve easily over time, characterized by variety and choice; and,
- / Understanding and respecting natural processes and features in development design.

Further criteria are provided in Section 4.11 of the Plan which can be used to objectively evaluate the compatibility of infill or intensification projects. As discussed in more detail further into the report, these criteria include an assessment of the impact of such matters as traffic generation, vehicular access and parking; the siting of loading, service and outdoor storage areas; and the impacts associated with lighting, noise, air quality, and microclimate conditions.

Section 4.11 also provides policy direction on appropriate building profile, compatibility, and transition. Specifically, Policy 4.11.12 describes methods to address compatibility with surrounding uses through effective transition in built form. Examples of appropriate transition may include such methods as incremental changes in building height, architectural design, or building setbacks.



The NCC's Core Area Sector Plan envisions a vibrant mixed-use community on LeBreton Flats, functioning as an independent community, but that is well connected to the Ottawa Central Business District (CBD), Sparks Street, the Islands and the LeBreton Flats North areas. Policies to improve connectivity include establishing clear pedestrian connection into the CBD, developing a network of park and open spaces, and fostering strong pedestrian connections between the community and adjacent areas.

The Bayview Station District Secondary Plan (to the west) and the Escarpment Area District Plan (to the east) both provide conceptual connections to LeBreton. Connectivity to these surrounding neighbourhoods, and to the Centretown West neighbourhood to the south, is crucial to the integration of any development on LeBreton Flats with the existing urban fabric.

As the most significant redevelopment opportunity in the City of Ottawa, adjacent to two transit stations, connectivity is crucial for any redevelopment of the Flats. Specific design intents for the IllumiNATION LeBreton District include:

- / Connecting buildings and spaces through pedestrian-friendly, fully accessible sidewalks and pathways and an urban grid of streets;
- / Encouraging connectivity across the Ottawa River;
- / Enhancing visibility and accessibility of public spaces by linking them through multi-use pathways or other greenspace connections;
- / Ensuring safe pedestrian, cycle and vehicular connections to the surrounding urban fabric - LeBreton Common, the Escarpment District, the War Museum, the Islands, Sir John A. Macdonald Parkway, Confederation Boulevard, Centretown West, and the CBD;
- / Extending Preston Street to connect with Vimy Place, north of the Sir John A. Macdonald Parkway on the western perimeter of the site;
- / Respecting the solar angles provided for in the design of the Canadian War Museum;
- / Ensuring the compatibility of new development through evaluation of criteria and appropriate transition to adjacent neighbourhoods;
- / Designing to ensure safety and security;
- / Limiting surface parking and encourage it to be located underground or in structures;
- / Facilitating short-term parking for retail and tourism; limit long-term parking;
- / Encouraging a grid pattern of streets that promote walking and cycling;
- / Embracing the principles of Transit-Oriented Development; and,
- / Emphasizing alternative transportation and walkability.



3.3 VIBRANCY

Section 2.2.2 of the City of Ottawa Official Plan recognizes the need to manage growth through intensification. It also recognizes how vibrant, accessible and complete communities are more compelling places to live. This includes communities where residents do not need to drive for everyday activities; where jobs, shopping, recreation and social activities lie within walking or cycling distance.

The Central Area Secondary Plan, in Section 1.11.1, expands on the City's vision for LeBreton Flats and recognizes the value of the site as a unique place with the potential to support a vibrant community. The community is intended to be a people-place, where people will be able to live, work, socialize and play within the downtown. As such, a broad range of uses are envisioned with the specific intent of generating all day and year-round activity to serve the needs of the community.

Section 1.11.3.3 states that small-scale, pedestrian-oriented, and continuous retail uses should be used to create a main street focus along Booth Street. Similarly, the open aqueduct is envisioned as an enhanced pedestrian activity area with ground floor, small-scale, retail, cultural, restaurant, and entertainment uses activating the space.

In an effort to create a vibrant district on LeBreton Flats, the following are specific development intents for the IllumiNATION LeBreton District:

- / Contributing to the creation of a complete community where people can live, work, socialize, play and shop and where a full range of services are provided in proximity;
- / Creating a Canada Drive focus along Booth Street through the provision of pedestrian oriented, small-scale and continuous uses such as retail, restaurant, personal service uses;
- / Animating the street level along Booth Street and Albert Street;
- / Enhancing the unique heritage aqueduct, converting the feature to a pedestrian-focus corridor;
- / Creating large areas as public parks, complemented by plazas and other public realm elements; and,
- / Integrating assembly areas, including LeBreton Square and the Event Centre to host large gatherings.



3.4 SUSTAINABILITY

Incorporating environmental design and sustainability into new communities is an important consideration in all cases, especially when creating a new community in the downtown core. The IllumiNATION LeBreton District is well suited to a transit-oriented, sustainable development community.

The City of Ottawa Official Plan makes reference to sustainable development in several places, including Section 2.5.1 in the design objectives and principles for compatible development. One of the objectives listed is to “understand and respect natural processes and features in development design”. Associated principles include:

- / Orienting development to maximize passive solar gain, natural ventilation;
- / Using energy efficient development forms and building measures;
- / Considering the use of renewable energy and alternative energy systems;
- / Maximizing sustainable transportation modes;
- / Reducing hard surfaces; and maximizing site permeability;
- / Using innovative measures to reduce heat island effect;
- / Maximizing the re-use and recycling of resources and materials;
- / Utilizing green building technologies; and,
- / Utilizing advanced water conservation and efficiency measures.

Section 4.9 of the Official Plan contains policies on energy conservation through design, recognizing how landscaping, the layout of roads, and general site design can contribute to energy conservation. Most relevant to LeBreton Flats are the following:

- / Encouraging design of local road layout to provide opportunity for south-facing windows;
- / Requiring, where feasible, buildings to be oriented to maximize the potential from solar energy;
- / Encouraging consideration of alternative energy systems;
- / Utilizing native species and species with low watering requirements;
- / Utilizing permeable, light-coloured or landscaped surfaces to reduce heat retention and encourage natural infiltration of stormwater; and,
- / Maximizing solar exposure through street and building orientation.

The IllumiNATION LeBreton District will implement the following design intents with regards to sustainability:

- / Requiring LEED Gold New Construction Certification or equivalent for all new developments;
- / Orienting development to maximize passive solar gain and natural ventilation and use energy efficient building forms;

- / Maximizing solar exposure to the public realm through street and building orientation;
- / Encouraging the use of sustainable transportation modes; and,
- / Utilizing permeable, light-coloured or landscaped surfaces to reduce heat retention and encourage natural infiltration of stormwater.



3.5 PLACEMAKING

LeBreton Flats offers a unique opportunity to create a distinct urban community in the downtown core. The proposed development uses placemaking as a design principle to create a community that has its own unique identity and that supports the image of the National Capital. Creating a unique place requires a mix and balance of many factors including, density, building form, open spaces, view protection; and diverse, culturally and contextually responsive development.

The City of Ottawa Official Plan contains several relevant policies regarding the creation of a special, exciting and interesting place on the Flats. The areas within the Greenbelt are to be the focus of the growth in the city, and the Central Area specifically is expected to absorb a significant portion of the growth with a density target of 500 people and jobs per gross hectare by 2031 (Section 2.2).

Section 2.5.1 lists “enhancing a sense of community by creating and maintaining places with their own distinct identity” as a design objective. Supporting principles to achieve this objective include:

- / Supporting the overall image of Ottawa as the Nation’s Capital;
- / Reflecting on the history;
- / Promoting quality consistent with a major metropolis, a prime business and tourist destination;
- / Creating distinctive places. Appreciate local identity in development, landscape and culture;



- / Reflecting a thorough and sensitive understanding of place, context and setting; and,
- / Considering public art early in the design process.

Section 3.6.6 of the Official Plan contains land use policies for the Central Area, applicable to the subject lands. The policies speak to the Central Area as the symbolic heart of the nation, and the economic and cultural nerve centre of the City. Specific to LeBreton Flats, the Plan speaks to creating a vibrant urban community with urban

design standards that are worthy of a nation’s capital and which attract people and businesses. The visual integrity of the Parliament Buildings and other national symbols as seen from the approach routes to the Central Area, depicted on Annex 8a are to be protected and enhanced through development.

Annex 8C of the Official Plan provides a detail of Viewpoint 16, located along the west edge of the subject lands. Maximum building heights per this Annex are to be respected for any development along the corridor.



The City envisions the Central Area as a vital and active place by encouraging a range of day/night and year-round activities, supporting cultural facilities, and by supporting initiatives to develop tourism and convention attractions, facilities and activities. Infill development is encouraged and the City will support such development with financial incentives such as exemptions from development charges. An important focus of the Central Area is its liveability, ensuring that residential development contributes to a human scale, provides transition in built form where appropriate, and maximizes sunlight exposure for units.

Section 3.6.7 of the Official Plan contains policies specific to Major Urban Facilities (MUFs) – defined as major sports, recreational and cultural facilities and major shopping centres over 50,000 square metres. When establishing a new MUF, specific policies apply. Specifically, MUFs are only permitted in the Central Area (Policy 3.6.7.2), must be located at rapid transit stations and must have direct access to an arterial road (Policy 3.6.7.5).

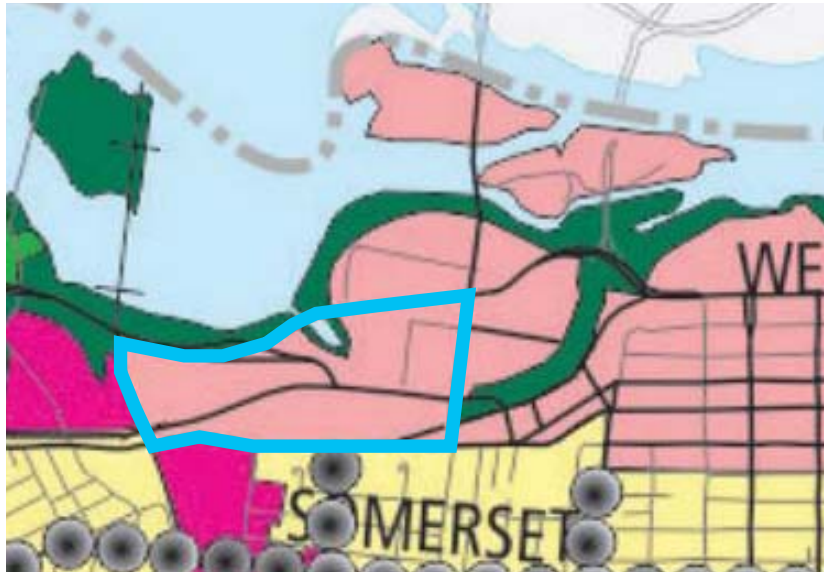
MUFs must be contextually responsive and consider the compatibility objectives and criteria set out in Section 2.5.1 and 4.11 of the Plan. This ensures compatibility with surrounding

developments or areas. New major shopping centres are encouraged to locate close to the street, provide multiple direct retail frontages onto sidewalks, and orient parking to be interior to the property.

As previously noted, the City will evaluate the compatibility of new development on the basis of the criteria established in Section 4.11. These include:

- / Traffic: directing traffic to major roadways and minimizing infiltration on local streets;
- / Vehicular Access: orienting access to minimize noise, headlight glare and loss of privacy on adjacent development;
- / Parking: reducing parking and increasing walking, cycling and transit use;
- / Outdoor Amenity Areas: respecting the privacy of adjacent residential units and minimize undesirable impacts;
- / Loading Areas, Service Areas, and Outdoor Storage: locating facilities away from residences;
- / Lighting: minimizing spill over or glare onto adjacent light-sensitive areas;
- / Noise and Air Quality: minimizing adverse effects related to noise, odours and other emissions;
- / Sunlight: minimizing shadowing on adjacent properties;
- / Microclimate: minimizing adverse effects of micro-climate; and,
- / Supporting Neighbourhood Services: being well served by, or contributing to, local services and amenities (e.g., schools, parks).

The Plan states that high-rise buildings may be considered in locations characterized by high-rise buildings with direct access to an arterial road, within 600 metres of a rapid transit station,



City of Ottawa Official Plan Schedule B

- Central Area
- Major Open Space
- General Urban Area
- Mixed Use Centre

at a gateway or strategic corner location, and/or in areas where a built form transition may be achieved (Policy 4.11.9). A high-rise building is considered an example of both architecture and urban design. The policies focus on how the scale, massing and height relates to the context of the area, the opportunity for new views or vistas, the impact on the skyline, the quality of architecture, and the enhancement of the public realm (Policy 4.11.11).

Given the location of the subject lands, the City's Official Plan states that they will engage and work with the Algonquins of Ontario, who have expressed an interest in streetscaping, landscaping, signage, and public art that celebrates their history and cultures, where proposals on public lands provide opportunities to incorporate aboriginal history and culture (Policy 4.11.15).

The Central Area Secondary Plan also provides specific direction and vision for LeBreton Flats to create a vibrant, mixed-use community that enhances the role of Ottawa as the Nation's Capital. Generally, the Secondary Plan envisions a compact community which provides an extension of the Central Area and features development that will attract people to the Nation's Capital.

The Secondary Plan suggests that the greatest building heights be located along the Sir John A. Macdonald Parkway on the north edge of the site, transitioning to the community to the south. Generally, buildings should be appropriately scaled to existing or planned adjacent developments.

The Secondary Plan also encourages establishing a network of open spaces that would contribute to the overall sense of place. Along the

Central Area Secondary Plan Schedule Q

- Cultural/Office
- Mixed Use
- Residential
- Greenway / Waterway Corridor
- Greenway / Major Open Space
- Greenway / Linkage



aqueduct, the plan encourages the National Capital Commission to develop park space with connections to other park spaces to the west. A 2.5 hectare municipal park is proposed on the west side of Preston Street, around the Nepean Bay inlet (Policy 1.11.3.2).

Section 1.11.3.2 of the Central Area Secondary Plan also states that redevelopment of LeBreton Flats should have a target of providing approximately 40% as open space lands. This includes not only the subject lands, but the entirety of the Flats.

Booth Street is to act as the main street, with small-scale retail providing frontages directly onto the sidewalk. The aqueduct would act as a secondary retail area, providing retail, restaurants and other personal services to serve the residents and workers of the community (Policy 1.11.3.3).

Consistent with the Official Plan and the Secondary Plan, the NCC's Core Area Sector Plan also encourages the design and development of a well-connected system of public open spaces, including a compelling public space along the heritage aqueduct (Section 1.1). It also speaks to using contemporary designs and high-quality architecture to distinguish buildings and to improve the treatment of gateways through the use of appropriate landscape and design (Section 3.4).

Finally, the Plan supports the integration and intensification of land use at strategic points, favouring mixed-use development, to urbanize the area and to optimize the use of existing service, transportation and transit infrastructure (Section 3.8).

Through a review of all applicable policies, the intent for LeBreton Flats to become a distinct, urban, mixed-use community, with a true sense of place is clear. Specific development intents for IllumiNATION LeBreton are as follows:

- / Accommodating a range of different incomes and lifestyles in all phases of development. A minimum of 25% of the total housing stock within LeBreton Flats will be affordable housing in line with the City's definition or widely accepted affordability thresholds;
- / Working with, and involving, the Algonquins of Ontario to incorporate First Nations Peoples Design Interests – including streetscaping, landscaping, signage and public art that celebrates First Nations history and culture;
- / Appreciating local identity and history and reflecting a thorough and sensitive understanding of place, context and setting;
- / Accommodating the needs of persons with disabilities and other special needs groups;
- / Accommodating a public experience anchor institution on site that is of regional, national or international significance;
- / Incorporating private, public, not-for-profit or public-private organization that attracts the public to visit the site and that complements, and shows compatible uses with the surrounding attractions;
- / Incorporating into urban and landscape design, as a whole, public realm experiences that communicate the importance of the site and its prominent location in the Capital;



- / Creating a distinctive place – a prime business and tourist destination that attracts visitors to Ottawa;
- / Carefully integrating private and public elements between the IllumiNATION LeBreton District and National Interest Land Mass (NILM) lands north of Wellington Street so the entirety of the lands can blend seamlessly into one another without constrains and competition;
- / Preserving the symbolic primacy and visual integrity of the Parliamentary blocks and other nationally significant buildings;
- / Integrating the view protection cone along the Sir John A. Macdonald Parkway and Wellington Street;
- / Appropriately addressing the view north along Booth Street from the bridge over the Light Rail Transit System in order to not

- diminish the importance and relevance of the spire of the Canadian War Museum;
- / Incorporating lower density at Wellington and Albert Street edges;
- / Pursuing higher concentrations under transit-oriented development principles and informed by site topography pursuant to new Booth Street and Preston Street extension elevations;
- / Substantially increasing the number of dwelling units by providing a range of housing options while also increasing employment opportunities in support of the target for 500 people and jobs per gross hectare in the Central Area by 2031;
- / Emphasizing high quality design at medium and high densities appropriate for the downtown area with built form ranging from stacked townhouses to apartment buildings;

- / Ensuring that high-rise buildings are an example of both architecture and urban design;
- / Achieving transition in built form through a variety of means, such as incremental changes in building height, massing, character, architectural design, and building setbacks;
- / Generally arranging the tallest buildings along the Sir John A. Macdonald Parkway and adjacent to transit stations;
- / Appropriately scaling development to relate to the mid- and high-rise residential community on the east side of Booth Street and on the south side of Albert Street;
- / Enhancing major gateways and nodes to provide a focus to public life, such as a marketplace or a significant commemoration landmark;
- / Recognizing the intersection of Wellington Street and Booth Street as an important node in the public realm network;
- / Providing a public open space round Nepean Bay;
- / Creating a unique public realm experience from Pimisi Station along both sides of the open heritage aqueduct;
- / Building the greenspace network by filling gaps and providing connections to the network;
- / Ensuring pathways are designed and located to be safe and efficient transportation, recreation and environmental corridors with sufficient tree and other vegetative screening between the pathway and adjacent land uses for a green landscape setting;
- / Providing a 2.5 hectare municipal park;
- / Providing a minimum of 5 metres of open space between the aqueduct and adjacent properties for pedestrian/cycle paths to access the proposed municipal park; and,
- / Designing a well-connected system of public open spaces.



SECTION 4 NEIGHBOURHOODS

4.1 THE MASTER PLAN

There are places in this world that are imbued with natural beauty, a spiritual power and emotional draw beyond their obvious utility. Most have been recognized as such and have come to underpin the world's most energized, historic and compelling built environments. These are places of exceptional natural wonder and beauty, evoking human emotion, historic drama, collective celebration and political tectonics. In such places lives a soul—palpable, unavoidable, and life-changing. Not all of these gathering places have reached their full potential. Some are yet to be discovered and some are deliberately held in extended stasis, their metabolisms slowed; Le Breton Flats, as part of the Chaudière Islands and the Parliamentary Precinct is one such place waiting to be rediscovered and revealed.

The planned development, IllumiNATION LeBreton is designed to reinstate LeBreton Flats as the heart of the National Capital Region. Its unique position defines it with a shared interaction of culture and nature. Its traditional role as a crossroads and as a nexus point will incorporate a variety of attractors that appeal and are accessible to broad demographic groups. IllumiNATION LeBreton's master plan for renewal will bring together five distinct neighbourhood identities, each with its own flavour, image and brand consistent with a "sense of place."

The LeBreton Flats' natural setting will be enhanced with an urban form incorporating

a walkable and socially engaging mixed-use community rooted in the City's transit-oriented development principles. These core principles and key natural elements are integrated into the design to bring out the best and to shape a thematic approach for each of the five neighbourhoods. Each neighbourhood will cater to a range of lifestyles supporting family as well as urban tastes, with dense housing and mixed-use developments situated within park-like settings and public areas all with proximity to transit.



4.2 FIVE NEIGHBOURHOODS

The IllumiNATION LeBreton Plan for the redevelopment of LeBreton Flats is shaped by five distinctive neighbourhoods. Each neighbourhood is made up of a series of specific urban forms, with their own identities responding to the historical street grids and block patterns, topography, views, transit linkages and built form. Each of the neighborhoods has been planned around a unique public open space which is a critical component of its individual identity.

Every neighbourhood promises differentiation and variety. Together these environments will come to define the physical and social identity of a renewed LeBreton Flats. In an effort to

increase social activity and a sense of liveliness in the public realm, specific site assets have been retained, adopted and accentuated. As key shapers, they organize each of the neighbourhoods with services, amenities and gathering places that will promote and support a pedestrian-focused lifestyle. Cultivating a district identity with cultural programming at multiple scales is essential and will support the neighbourhood businesses and energize the community as a whole.



4.2.1 ASTICOU

The word Asticou, an Algonquin word meaning the Chaudière Falls, is the suggested name for this prime residential neighbourhood with a mix of commercial, retail and community facilities. The name references the two character-defining features and important gateways - the LRT station at the southern edge of the site and a planned park commemorating First Nations people and the continuum of other people throughout history whose journeys led them to the Flats. The Nations Plaza is designed to commemorate LeBreton Flats' traditional role as a nexus point and crossroads. It was here, on the flat lands, before the water known as Asticou became too dangerous to canoe, that the Algonquin established a staging area for their portages. Thousands of years later, Europeans arrived at this natural crossroads; first the French, the courier de bois, missionaries, later the English, Irish, Scots and others. Over time, these different groups came together to camp, to trade and eventually to settle. Centuries later, "odawa", the Algonquin word for this area, meaning "to trade", would inspire the name 'Ottawa' for Canada's capital.

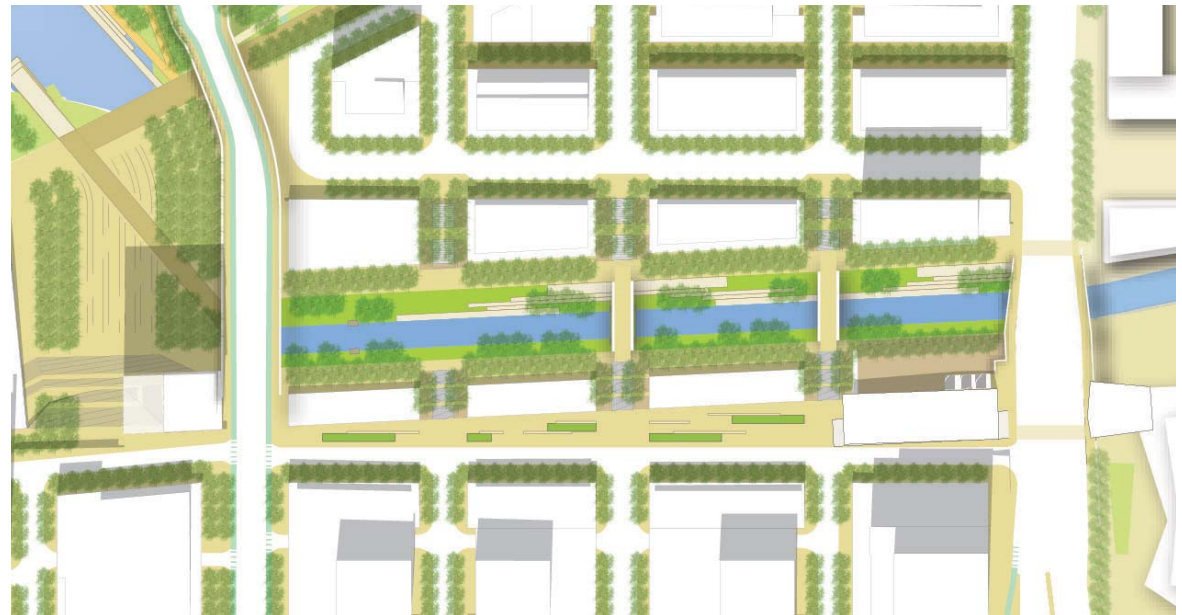
The park animates the Parkway edge, commemorates the crossroads and serves as a threshold for the mix of high-rise, mid-rise, and low-rise housing that follow the original LeBreton street patterns. A small-scale retail base activates the Booth Street edge with a profile that helps attract and connect the public with the neighbouring developments and a hotel block. The western edge of the neighbourhood opens onto and activates the Event Center Plaza. A bicycle path wraps through the neighbourhood linking LeBreton to the city's main cycling network.



4.2.2 THE AQUEDUCT NEIGHBOURHOOD

The neighbourhood centered on the Aqueduct recaptures the flavour of one of Ottawa's historic communities that, for decades, resembled an archaeological excavation of some forgotten civilization. The aqueduct with quaint bridges half buried, areas of excavated bedrock, and the traces of the grid-iron street pattern hinted evocatively of the sense of loss for what had been a lively, traditional neighbourhood. The new neighbourhood recaptures and builds on the sense of place, introducing hospitality and spaces facilities with some mid-rise residential blocks. It will serve as an innovative pedestrian thoroughfare connecting the Pimisi LRT Station to the Event Centre.

The historic aqueduct will be revitalized and become the focus of the outdoor public landscape and amenity space. Two historical pedestrian bridges will be restored and, together with two new pedestrian bridges, will extend the street grids across the Aqueduct, facilitating various points of crossing to help knit together the community as a whole. Lining both sides of the Aqueduct, retail outlets will provide an array of restaurants and roof top bar/lounge spaces spilling out along the promenade and programmed to take advantage of the Aqueduct setting. A public market building with outdoor stalls will anchor the Aqueduct neighbourhood with the LeBreton Square at west end and with the Pimisi Station at the opposite end.



4.2.3 PIMISI NEIGHBOURHOOD

The word Pimisi, an Algonquin word meaning ‘eel’, is the suggested name for this prime residential neighbourhood with a mix of commercial, retail and community facilities. Bounded by Albert Street to the south and Canada Drive to the north, this mixed-use neighbourhood spans two significant intersections; Preston and Booth Street. The proposed street network consisting of public streets or private connections, incorporates a historical street grid oriented to pedestrian activity, while also accommodating truck and car access for loading and parking.

A high-rise commercial office tower at the corner of Albert and Booth integrates with residential high-rise, mid-rise and low-rise set on a large-format, retail podium over the LRT line. The composition suggests a more formal tone to this neighbourhood. The glass lobbies and large-format retail spaces will articulate the streetscapes with expanses of storefront glazing, generous sidewalks, and arcades of street trees, street furniture and on-street parking. The emphasis will be on a design that animates the street and provides a porous pedestrian-friendly environment. The existing bike path running along Albert Street connects LeBreton to the city’s east and west neighbourhoods.



4.2.4 QUARTIER LEBRETON

The Event Centre is the heart of the renewed LeBreton Flats community. This glittering anchor facility - home of the Ottawa Senators - takes full advantage of the new LRT system by integrating a national venue for hockey with what is destined to be the pre-eminent entertainment destination in the region. Here the city can host top international musical acts, national and international sporting matches, and family programming and community events.

The surrounding neighbourhood will be defined as a vibrant mixed-use urban community with entertainment and fashion oriented retail, boutiques, restaurants and cafes complimented by a landmark hotel and hospitality development. Integrated as part of the Quartier LeBreton is an abilities centre and the Sensplex (community rinks, fitness facilities, a new theatre, park space and a world-class, public realm). A large open landscape incorporating the historic Nepean Inlet will define an expansive outdoor public plaza along the east concourse of the Event Centre. The scale and the programming are designed to position LeBreton Square as an outdoor entertainment and cultural focus.

The arena is an anchor for IllumiNATION LeBreton and creates an opportunity for iconic architecture that reflects the historical significance of the site. The design of the overall form of the arena is based on the shapes of three fundamental features: the escarpment, the Ottawa plateau and LeBreton Flats. The elements and shapes of these three features together influence the massing, form and materials of the Event



Centre. The base of the arena is built of solid materials and serves as a manmade escarpment that forms the foundation for the architecture. Above, the exterior of the building appears to be made of horizontal layers, resembling the layers of sedimentary rock found in the Ottawa Escarpment.

The design intent of the Event Centre involves the use of site-specific materials to showcase the history of the area, specifically by calling upon the historic use of LeBreton Flats as a lumber yard. Historical photographs of the lumber yard depict

large freshly cut stacks of drying lumber that reveal strata of layers inspiring a built form. The use of wood as a primary interior finish material reflects the stacks of lumber that sat upon the site 100 years ago and reconnects the present with the historical land use of the site.

4.2.5 BAYVIEW NEIGHBOURHOOD

Bayview has a special character and provides a unique opportunity for people to enjoy the open landscape spaces with vistas connecting to the river's edge and the Parkway to the west. Two major site axes come together to form the triangular-shaped Bayview Park at the heart of the neighbourhood. A mix of ground floor commercial, retail and community facilities, with restaurants and cafes, open onto outdoor terraces that face the park and animate Canada Drive.

North of Canada Drive, a pedestrian street grid meanders within, connecting residents to landscaped pocket parks that help frame views of the ever-changing Ottawa River landscapes. Located to the western edge, the esplanade axis spans from the concourse platform of the Bayview LRT Station and extends down towards the river, connecting pedestrians to the river and vehicles to the Sir John A. Macdonald Parkway. The three residential towers act as entrance markers to the IllumiNATION LeBreton experience, mid-rise buildings define the public plaza and low-rise merge with the landscape along the northern edge and into the Parkway. A major esplanade extends across the Parkway and connects to the river, signaling the arrival into the urban realm of LeBreton Flats.







SECTION 5 PLANNING DISCUSSION

5.1 HERITAGE

LeBreton Flats has a rich and storied past, originally as a crossroads along the Ottawa River, evolving from one of Ottawa's original settlements to a bustling community, home to more than 6,000 people. The site was the heart of industry and manufacturing in the City and the crossroads for rail lines to the north, south and west. Downtown Ottawa was also the home of the original Senators who won their first Stanley Cup here in 1903.

Mass expropriation in the 1960s left the Flats as an industrial remnant with almost nothing left from the original built-form. Photographs, insurance plans, and archival records provide a clear indication of the area's former character, streetscape and block pattern.

The proposed mixed-use development plan for the Flats takes cues from what are seen as defining elements of the former neighbourhood. These include the heritage aqueduct and its associated structure, the Fleet Street Pumping Station and tail race, the potential for archaeological resources that reflect the historical evolution of the area, remnant spatial relationships in the orientation of local roads and the connections to surrounding neighbourhoods, and the views of the Chaudière Falls and the Islands.

Having the greatest impact on the proposed development lands is the heritage aqueduct which connects the Ottawa River to the Fleet Street Pumping Station. The open aqueduct was designated under the Ontario Heritage Act in

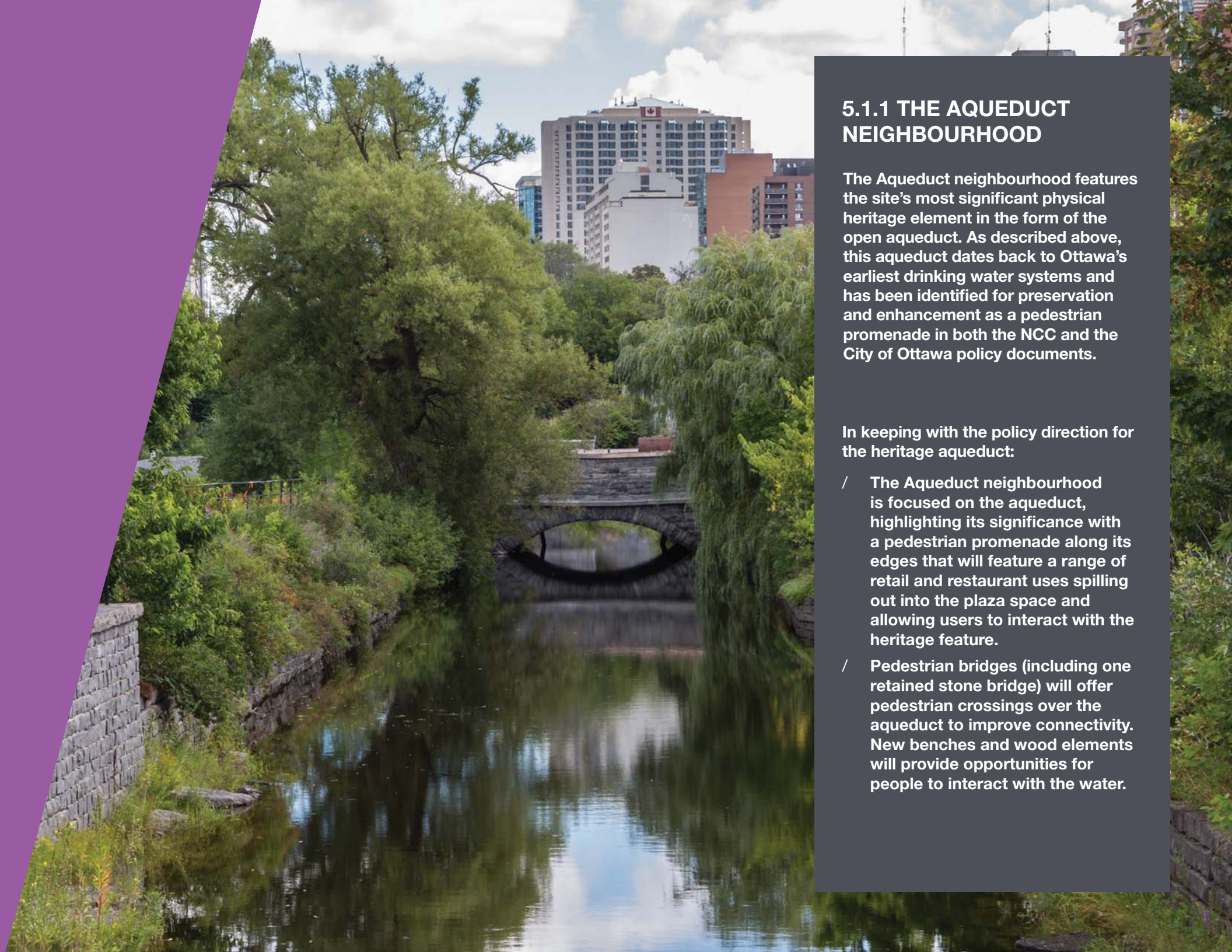
1982 and is identified as a Heritage Resource in Section 60 of the City of Ottawa Zoning By-law. This includes Nepean Bay and the associated head works, the open aqueduct across the subject lands, and its associated bridges.

The National Capital Commission's Core Area Sector Plan encourages the development of a compelling public space along the heritage aqueduct to enhance and showcase this important element of Ottawa's history. This is further reflected in the City of Ottawa's Central Area Secondary Plan which states, in Section 1.11.2 that the heritage aqueduct should be protected and integrated into surrounding development in a sensitive manner.

In keeping with applicable policy direction:

- / The IllumiNATION LeBreton Plan re-purposes LeBreton Flats as an integral part of the core area of the National Capital Region. The vision, harkening back to LeBreton Flat's entrepreneurial spirit, introduces and manages a world-class anchor institution in the form of a Major Event Centre which will be the new home of the Ottawa Senators of the National Hockey League.
- / The Major Event Centre will be a major focus of the Plan that will spur and complement a vibrant, sustainable and complete, mixed-use community. The Major Event Centre will serve as a broad community amenity, combining interests across the National Capital Region.

- / The Plan celebrates the aqueduct by creating a major public focal point and pedestrian connection around it. Retail and restaurant uses front the length of the aqueduct between Booth and Preston Streets providing a range of restaurants and active uses that will spill out into the pedestrian lanes abutting the aqueduct and contribute to the creation of a lively pedestrian area.
- / Outside of the aqueduct, the proposed Plan makes gestures to the site's history in the road layout, street naming, and public realm. The Plan proposed evokes aspects of the historic streetscape and block patterns in order to reintroduce a compact, sustainable, pedestrian and transit-oriented community. The re-born LeBreton Flats community will include a variety of building heights and densities with building blocks becoming smaller towards the south where the South Parcel meets existing stable residential communities along Albert Street.



5.1.1 THE AQUEDUCT NEIGHBOURHOOD

The Aqueduct neighbourhood features the site's most significant physical heritage element in the form of the open aqueduct. As described above, this aqueduct dates back to Ottawa's earliest drinking water systems and has been identified for preservation and enhancement as a pedestrian promenade in both the NCC and the City of Ottawa policy documents.

In keeping with the policy direction for the heritage aqueduct:

- / The Aqueduct neighbourhood is focused on the aqueduct, highlighting its significance with a pedestrian promenade along its edges that will feature a range of retail and restaurant uses spilling out into the plaza space and allowing users to interact with the heritage feature.
- / Pedestrian bridges (including one retained stone bridge) will offer pedestrian crossings over the aqueduct to improve connectivity. New benches and wood elements will provide opportunities for people to interact with the water.

5.2 CONNECTIVITY

Dating back hundreds of years, LeBreton Flats has acted as a crossroads, connecting the east, west and south part of Ottawa to Gatineau in the north. Today, it continues as a major junction point, with Bayview Station being the transfer point between the City's two rapid transit lines. The proposed redevelopment plan will once again establish the Flats as a crossroads, making the community a place that is easy to get to and move through.

5.2.1 PEDESTRIAN AND BICYCLE CIRCULATION

LeBreton Flats is located in an area that is rich with existing pathway connections along the Ottawa River providing connections to the east and west, and south along the Trillium Line to Dow's Lake. Despite this, the current vacant lands of LeBreton Flats leave a significant void in the network, something the proposed development plan seeks to resolve.

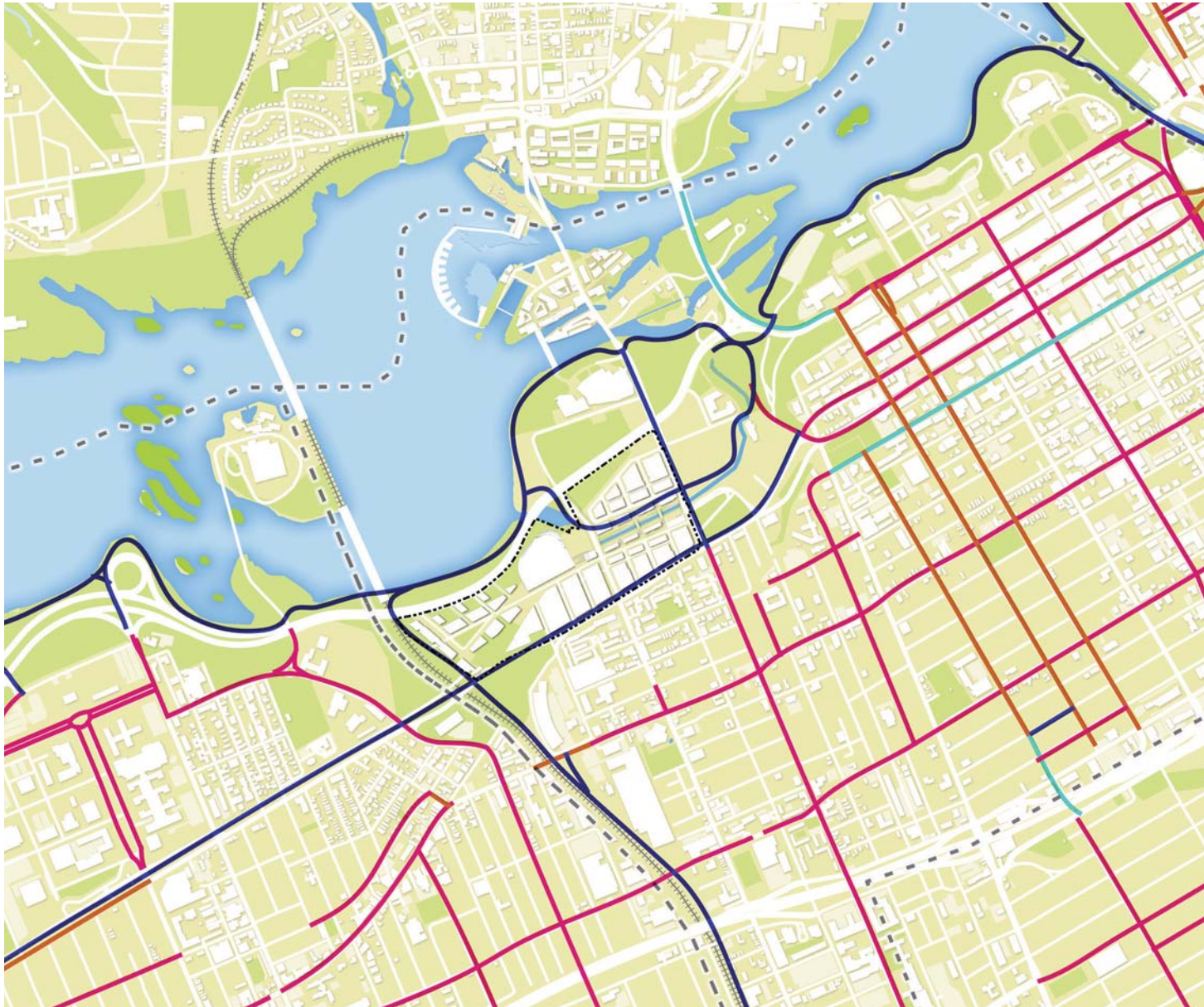
The pedestrian/cycle network has generally been arranged based on three major organizing elements: the transit stations (Pimisi and Bayview), Canada Drive, and LeBreton Square. Canada Drive acts as the primary pedestrian spine on the west side of Preston Street with direct access to Bayview Station provided along Keefer Street. East of the square, pedestrian circulation continues on Canada Drive, with a second primary circulation point between the LeBreton Square and Pimisi Station along the aqueduct. Canada Drive provides access to Pimisi Station at the Booth Street grade, while the promenade along the aqueduct provides access at the rail level (below Booth Street).

The primary pedestrian/cycle network intersects with the secondary circulation network at signalised intersections providing access across Canada Drive. A public street grid supplemented by private through block connections, frequent intersections, and a variety of engaging pedestrian/cycle routes will encourage and prioritize alternate modes of transportation throughout the site.

The secondary pedestrian/cycle network provides lateral connections off Canada Drive and the aqueduct to the north and south, linking into adjacent areas. These include roadway extension of City Centre Drive and Preston Street. Other historical streets, such as Broad Street and Sherwood Street have been reinstated and extended across the aqueduct as pedestrian connections.

In keeping with applicable policy:

- / Existing connections to multi-use pathways (i.e., along the Ottawa River at the Preston/Parkway intersection and along the Trillium Line extension to the Prince of Wales Bridge) will be leveraged to provide access to and from the site to the north.
- / Pedestrian/cycle circulation will be provided along all open space typologies, including streets and dedicated pedestrian lanes throughout the development.
- / Adequate, secure and highly visible bicycle parking will be provided at transit stations.
- / Connections will focus on connecting people with places and offering a comfortable microclimate; with active uses at grade to create a lively and comfortable experience.
- / All streetscapes will be designed with generous pedestrian sidewalks incorporated into each right-of-way.
- / A network of laneways provides mid-block connections that will ensure a high-level of permeability throughout the urban fabric. Special attention is given to existing, planned, or potential connections into the surrounding communities to ensure a long-term connectivity and integration of the communities.



- Bike Lane
- Bike Path
- Segregated Bike Lane
- - - Suggested Route

5.2.2 ACCESSIBILITY AND SAFETY

Safe and attractive connections to and from popular destinations make people feel more comfortable and confident to walk, bike, or use public transit. The proposed development plan seeks to create places and spaces that are visible and safe, where community interaction is encouraged. This will be accomplished through strategic lighting on buildings and along pathways that will create a pleasant and safe environment for use after dark. Housing and other uses will be oriented to overlook public spaces and pathways to provide “eyes” on these spaces.

5.2.3 VEHICULAR CIRCULATION AND PARKING

The IllumiNATION LeBreton development plan for LeBreton Flats has reinstated an urban street grid throughout the lands, anchored generally by the Booth and Preston Street north-south connections. Historical streets have also been reinstated, where feasible, or replaced by private connections. As encouraged in the Central Area Secondary Plan, alternative design standards for rights-of-way have been implemented on the site to create clear pedestrian/cyclist-first streets where cars are not the priority. This will encourage users of the site to park their vehicles and make use of the pedestrian and cyclist facilities, or to leave their cars elsewhere and get to the site using transit and other alternative modes.

The proposed development plan has been designed to ensure that people move in a sustainable way. Given the proximity to two

transit stations, the redevelopment of the Flats has the opportunity to be a high-quality, transit-oriented development maximizing the potential of the Bayview and Pimisi stations and the connectivity to the regional active mode network.

While the IllumiNATION LeBreton plan relies heavily on the use of active modes and transit, the projected number of vehicle trips traveling to/from the proposed development requires the provision of an appropriate number of parking spaces. Parking is required for residents, retail patrons, employees, and for special events at the Event Centre.

The proposed development plan includes a total of approximately 8,000 parking spaces, with the majority located below grade in underground garages. The parking will be integrated into the grade change on site, masking it from view, and placing the focus on alternative transportation modes. Parking will also be shared between the office and retail uses and special events.

The amount of parking for the Event Centre will be considerably reduced from the present amount of parking provided at the Canadian Tire Centre (CTC). It is proposed that only in the range of 1,500 spaces be provided for the Event Centre; 1,000 of which will be shared-use parking spaces located in close proximity that will be available for purchase on event nights. These spaces could also be used for office and retail during evenings and on weekends.

This, coupled with transit connectivity, will reduce required parking for special events and will move people to and from the site quickly, consistent with the policies for the Central Area of the Official Plan.

In keeping with applicable policy:

- / All pathway connections will be accessible and barrier-free. This is particularly important given the changing grades on the site. Accessible ramps and elevators will be integrated into the architecture and landscape design to ensure equitable access for all.
- / Safety will be ensured by:
 - / Providing outdoor lighting in spaces intended for public use after dark;
 - / Avoiding enclosed areas or recesses between buildings;
 - / Ensuring unobstructed sight lines and overlooking of public spaces;
 - / Providing a complementary mix of uses; and
 - / Restricting overpasses and tunnels for pedestrian and cycling routes.

In keeping with applicable policy:

- / Alternative design standards for rights-of-way will create clear pedestrian/cyclist first streets where cars are not the priority;
- / The majority of the parking will be underground, hidden from view;
- / Long-term parking will be limited and surface parking discouraged except along certain streets to accommodate visitors and support retail land uses;
- / Parking will be shared between the office and retail uses and special events;
- / Event Centre parking will be significantly reduced from its current number at the CTC, to promote transit ridership to events; and,
- / Parking ratios will be reduced in recognition of the focus on transit-oriented design

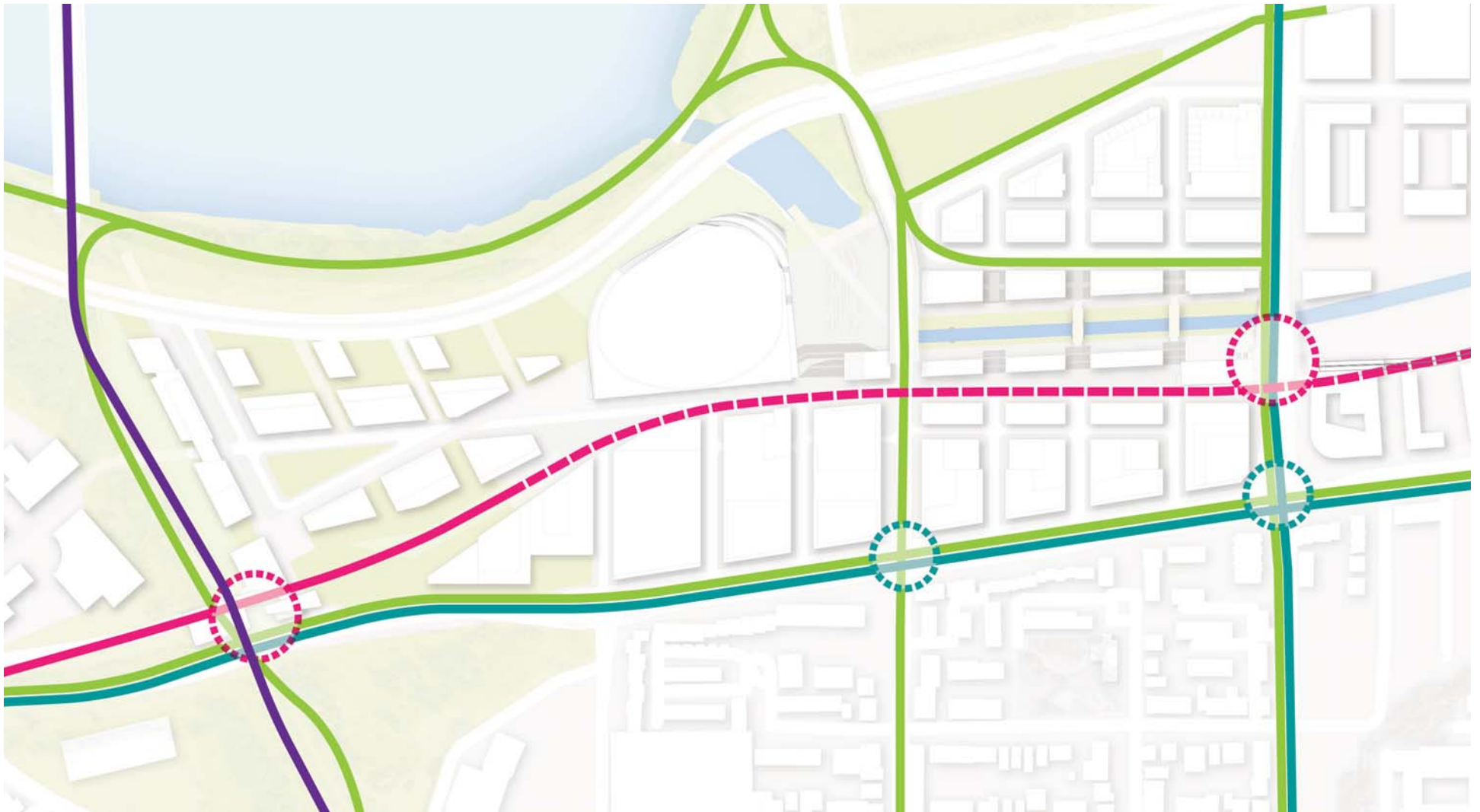


5.2.4 TRANSIT INTEGRATION

As discussed, the redevelopment of LeBreton Flats is focused on transit-oriented design principles and seeks to integrate development and pedestrian/cycle circulation patterns with both the Pimisi and Bayview Stations. The entire development is within 400 metres of the two transit stations and as a result has been designed in an effort to promote transit usage.

In keeping with applicable policy:

- / High-density employment uses and residential will be located close to the transit stations;
- / Convenient and direct access will be provided to the stations from different parts of the site;
- / As described above, the pedestrian and cycling network has been designed in an effort to provide direct connections through the site, connecting with the adjacent areas and creating a complete network of pathways;
- / Development will be integrated with the stations to the extent possible, such that they are located on priority pedestrian corridors where people will be able to quickly and easily access the stations;
- / Neither station has been integrated into a building as they have previously been designed and are presently under construction. However, stations will ultimately be located on major pedestrian paths and will be supported by active uses in the immediate vicinity. The opportunity for future interior connections will be explored as appropriate;
- / Pedestrian crossings follow the street grid across the aqueduct to provide continuity in the pedestrian network;
- / The greatest densities on the site have been concentrated adjacent to the two transit stations, stepping down between the stations and along the Albert Street frontage to create an appropriate transition to the existing neighbourhood to the south; and,
- / Bicycle parking is provided at all stations and throughout the development in secure, highly visible locations.



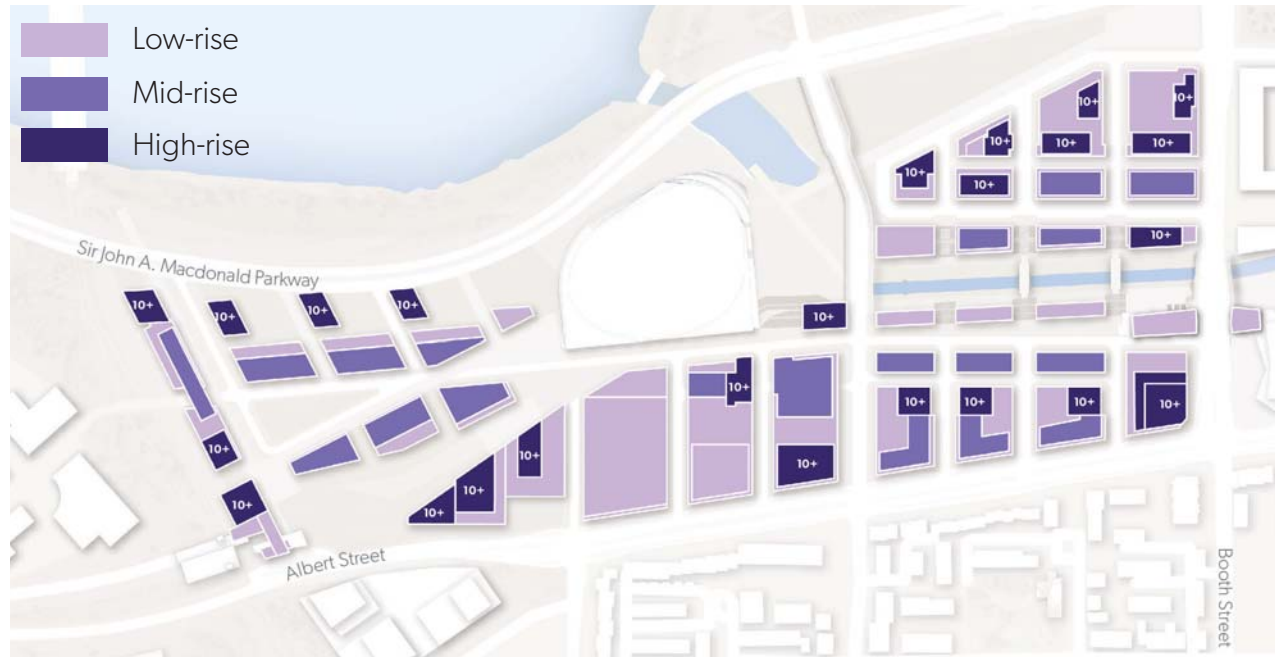
-  Transit Station
-  Bus Depot
-  Light Rail Route
-  O-Train Route
-  Bus Route
-  Bicycle Route

5.2.5 COMPATIBILITY

LeBreton Flats is a unique, large-scale urban redevelopment opportunity in the central area of the City. Surrounded by existing and planned neighbourhoods and landmarks, the proposed development plan has carefully considered compatibility with the adjacent neighbourhoods. As discussed below, the IllumiNATION LeBreton plan was evaluated in light of the Design Objectives in Section 2.5.1 of the Official Plan:

OBJECTIVE 1: TO ENHANCE THE SENSE OF COMMUNITY BY CREATING AND MAINTAINING PLACES WITH THEIR OWN DISTINCT IDENTITY.

- / The proposed development is one of the most prominent sites in the City of Ottawa. As a result, great care has been taken to ensure a development that supports the overall image of Ottawa as the Nation's Capital. The District will redevelop a site that has been vacant for many years into a dynamic, exciting and complete community;
- / A major sports and entertainment centre will draw tourists and people from the region to the site, while residential, retail, community spaces and office developments will ensure an active place throughout during the day and night, and year round; and,
- / The development plan recognizes the site's role as a gateway into the Central Area from the west and responds with four (4) iconic high-rise buildings along the Parkway's



edge, leading to the major Event Centre which will feature an interesting architecture reminiscent of the escarpment to the east, and a major open space on the corner to relate to the LeBreton Common on the north side. This results in an appropriate and enhanced entry to the City and a community distinct from the rest of the Central Area.

OBJECTIVE 2: TO DEFINE QUALITY PUBLIC AND PRIVATE SPACES THROUGH DEVELOPMENT.

- / The development is centred on a network of open spaces including plazas, courtyards, promenades and park spaces. Connections are provided to the adjacent areas at crosswalks or by multi-use pathways;
- / The major node in the public realm at the intersection of Wellington Street and Booth Street is recognized and a major pathway connection, and provides one of the major pedestrian and cyclist entries into the site;

- / Ground-oriented townhouse dwellings fronting the Nations' Plaza will create a safe and animated entry into the district;
- / The promenade along the open heritage aqueduct will provide direct access between the Pimisi LRT Station platform and LeBreton Square. Active ground floor uses along this space will spill activity into the promenade, creating a dynamic and exciting pedestrian realm;
- / LeBreton Square will be the centre of activity in the neighbourhood. A multi-functional space, the square will host markets, concerts, and other special outdoor events and offers a synergy with the large LeBreton Common park to the north, and the proposed Nations Plaza to its immediate east; and,
- / Finally, the Bayview Park and Upper Plaza in the Bayview neighbourhood, on the west side of the District will provide greenspace for residents and workers. Located strategically on the access point from Bayview Station into the IllumiNATION LeBreton district, the spaces will be framed by development with ground-floor active uses to create an animated pedestrian realm.

OBJECTIVE 3: TO CREATE PLACES THAT ARE SAFE, ACCESSIBLE AND ARE EASY TO GET TO, AND MOVE THROUGH.

- / IllumiNATION LeBreton will redevelop a vacant parcel of land, offering an essentially

blank slate to create a safe and accessible network of streets and pathways.

- / A permeable streetscape will characterize the IllumiNATION LeBreton on all sides, providing as many points of entry as possible.
- / Re-establishing a grid network of streets will increase connectivity and access. These streets may be supplemented or implemented by private connections, open or enclosed all with the intent to interconnect the Districts.
- / Carefully designed streetscapes are proposed as complete streets, accommodating all modes of transportation including pedestrians, cyclists, and vehicles.
- / Eyes on the street and into open spaces will ensure that corridors are safe and secure while careful attention has been paid to ensure, despite significant grade changes across the district, that connections are accessible for all.

OBJECTIVE 4: TO ENSURE THAT NEW DEVELOPMENT RESPECTS THE CHARACTER OF EXISTING AREAS.

- / The proposed development has taken cues from the Central Area Secondary Plan and other policy documents and provides, as a result, transition to the surrounding areas, both planned and existing.
- / The proximity to two rapid transit stations and the location within the Central Area means that a high density of development

is proposed throughout the site. High-rise building are proposed at appropriate locations (i.e. within proximity to transit, at gateways to the site, along the Sir John A. Macdonald Parkway, etc.) and as their design is further refined, transitions can be incorporated.

- / The built form along the site edges generally reflects the character of the adjacent neighbourhoods, setting high-rise buildings back and ensuring an appropriately scaled pedestrian experience at grade.

OBJECTIVE 5: TO CONSIDER ADAPTABILITY AND DIVERSITY BY CREATING PLACES THAT CAN ADAPT AND EVOLVE EASILY OVER TIME AND THAT ARE CHARACTERIZED BY VARIETY AND CHOICE.

- / The Master Plan for IllumiNATION LeBreton contemplates a complete community - a compact, high-density form of development that will feature a mix of uses serving residents and visitors alike.
- / The project will be constructed in multiple phases over many years and will evolve over time, adapting to market conditions through future development applications.

OBJECTIVE 6: UNDERSTAND AND RESPECT NATURAL PROCESSES AND FEATURES IN DEVELOPMENT DESIGN.

- / The proposed development will respect the natural environment of the site. Given the current state of the property, the proposed district will add significant amounts of vegetation and landscaping to the lands using native species that will survive the City's climate.

OBJECTIVE 7: MAXIMIZE ENERGY-EFFICIENCY AND PROMOTE SUSTAINABLE DESIGN TO REDUCE THE RESOURCE CONSUMPTION, ENERGY USE, AND CARBON FOOTPRINT OF THE BUILT ENVIRONMENT.

- / Buildings on the site have been oriented to maximize opportunities for passive solar gain, natural ventilation, and energy efficient development forms.
- / The development is following the One Planet Community Framework and will be seeking certification under the LEED Gold New Construction guidelines.



TRAFFIC	<ul style="list-style-type: none"> / IllumiNATION LeBreton is located at the intersection of several arterial roads providing access in all directions, and adjacent to two rapid transit stations (Pimisi and Bayview) which provide rapid transit connections to the east, west and south. The entire site is located within 400 metres of these two transit stations. IllumiNATION LeBreton has been planned following transit-oriented development principles, resulting in 65% of trips made by transit, 15% by active modes, and only 20% by car. The high volume of transit ridership anticipated for the development will make excellent use of the recent transit investments made by all levels of government.
VEHICULAR ACCESS	<ul style="list-style-type: none"> / The proposed development prioritizes transit and other active modes of transportation over driving. Despite this, there is recognition that there will still be vehicles coming to and from the site. A compact grid of streets will ensure access and connectivity from the surrounding arterial roads.
PARKING REQUIREMENTS	<ul style="list-style-type: none"> / The intent is to make active modes and transit the more attractive alternatives to driving. A total of approximately 8,000 parking spaces are proposed for IllumiNATION LeBreton, reflecting lower than traditional car use. The number of parking spaces provided will be programmed to ensure the most efficient use of the investment in order to not overbuild the parking amount. / Programs such as car sharing, bike sharing, and facilities and amenities such as bicycle storage and showers will be provided in all phases of development. / The amount of parking for the Event Centre will be considerably reduced from the present amount of parking at the Canadian Tire Centre. It is proposed that only 1,500 spaces be provided for the Event Centre; 1,000 of which will be shared-use parking spaces located in close proximity that will be available for purchase on event nights. These spaces could also be used for office and retail during evenings and on weekends.
OUTDOOR AMENITY AREAS	<ul style="list-style-type: none"> / The greatest potential for impact on the outdoor amenity areas of surrounding properties is within the low-rise residential neighbourhood to the south, specifically the dwellings backing onto the south side of Albert Street. These townhouse dwellings generally have small rear yards abutting the wide Albert Street right-of-way. / To minimize the impact, the proposed built form along Albert Street is generally five (5) storeys, setting towers back from the edge of the street. At Preston and Booth Streets, high-rise buildings mark the major entries into the community. The wide right-of-way provides significant separation and will minimize overlook into the amenity areas.
LOADING AND SERVICE AREAS, OUTDOOR STORAGE	<ul style="list-style-type: none"> / All on-site streets will be designed to accommodate the required goods, garbage truck and fire truck access/egress requirements. / Those streets that provide direct access to the Event Centre will be designed to accommodate the related truck requirements. / Loading and service areas will generally be handled internal to the building for major retail and the Event Centre. Smaller retail uses may be loaded from the street, subject to detailed design and tenant requirements.

LIGHTING	/ A complete lighting strategy has not been completed at this time and will form part of the future Site Plan Control applications for individual blocks.
NOISE AND AIR QUALITY	/ No significant impacts related to noise or air quality are expected as a result of the proposed development.
SUNLIGHT	<p>/ Sunshadow studies have been prepared for the development based on the proposed massing of the development. The studies demonstrate how the proposed development plan layout has been carefully designed to minimize shadow impacts in public spaces and to mitigate impacts on other outdoor areas.</p> <p>/ As detailed designs are prepared for each of the buildings over time, the sun shadow impacts will be evaluated and their impact mitigated where possible.</p> <p>/ The proposed development has been carefully designed to preserve and enhance the design of the War Museum. Specifically, the proposed height and massing has been arranged so as to avoid the solar plane which is an important part of the Museum's design and which casts sunlight into the Regeneration Hall, and illuminates the headstone from the grave of the Unknown Soldier at 11:00am on November 11 (Remembrance Day).</p>
MICROCLIMATE	/ Microclimate impacts will be reviewed through individual Site Plan Control applications for individual development blocks.
SUPPORTING NEIGHBOURHOOD SERVICES	<p>/ IllumiNATION LeBreton is located within an established area of the City with many existing neighbourhood facilities and amenities. In addition to significant open space along the Ottawa River and at LeBreton Common, several parks and pathways provide opportunities for additional recreation.</p> <p>/ The development will also create new spaces that contribute to the network of open spaces in the area. These include the Nations Plaza in the north east corner, a pedestrian promenade along the open aqueduct, the LeBreton Square and the Bayview Park in Bayview Neighbourhood.</p> <p>/ IllumiNATION LeBreton will provide several additional community amenities including significant retail and service uses that will serve not only the new district, but also the existing communities. IllumiNATION LeBreton also includes major new community facilities including a new Sensplex (community rinks), Abilities Centre, and community facilities.</p>

5.2.6 ASTICOU NEIGHBOURHOOD

The Asticou neighbourhood features one of the redevelopment's largest greenspace areas in the form of the Nations Plaza. This park includes a direct pedestrian connection between an important public realm node at the intersection of the Parkway and Booth Street; and the new major open space at LeBreton Square on the west side of Preston Street. The grid pattern of streets is present in the neighbourhood, each having an 18 or 20 metre right-of-way with wide pedestrian facilities and continuous pedestrian connections from the neighbourhoods to the south.

Vehicular connections to the Asticou neighbourhood are from Booth Street via Ottawa and Queen Streets. A bike path along the south side of Ottawa Street will provide connections to the pathway network proposed for the east side of Booth Street.

The greatest connectivity for the development is with the rapid transit line. Asticou is serviced by Pimisi Station, located just south of the neighbourhood. The compact grid of streets provides direct connections to the station, across the aqueduct. An animated Booth Street also provides access to the transit station and to local bus routes serving Gatineau and Ottawa.



5.2.7 THE AQUEDUCT NEIGHBOURHOOD

The Aqueduct neighbourhood acts as the primary east-west pedestrian connection between Pimisi Station and LeBreton Square. The neighbourhood also provides continuity to north-south connections in the form of pedestrian bridges (new and existing) over the aqueduct. The grade change between Canada Drive (at the level of Albert Street) and the aqueduct necessitates stairs will include fully accessible pedestrian links.

5.2.8 PIMISI NEIGHBOURHOOD

The Pimisi neighbourhood is in the southeast corner of the development, adjacent to Albert Street and Booth Street – two major arterial roads serving the development site. The grid of streets is extended from the Centretown West neighbourhood to the south with Booth and Preston Streets providing the only vehicular links between the two neighbourhoods. Vehicular and pedestrian access, either public or private, in the areas of the historic O'Keefe, Broad, and Sherwood Streets will connect to Albert Street as right-in/right-out accesses and will create a highly permeable street wall along Albert Street allowing pedestrians and cyclists easy access to and from the neighbourhood. Albert and Canada Drive, both provide east-west connections through the neighbourhood.

5.2.9 QUARTIER LEBRETON NEIGHBOURHOOD

The Quartier LeBreton neighbourhood includes the proposed Event Centre, which will act as the hub and major regional attractor to the community. The Event Centre itself sits at the north edge of the neighbourhood, adjacent to the Parkway, and is highlighted by a world-class public realm in LeBreton Square to its east. LeBreton Square is a connection point for pathways and streets from all directions and will act as the major gathering place for the community.

The square is the centre of IllumiNATION LeBreton, connecting the aqueduct promenade, the Nations Plaza pathway, and accesses to Canada Drive and Preston Street. The connection to Preston provides links with LeBreton Common and the Ottawa River Pathway network to the north.

The grid of streets continues in the Quartier LeBreton neighbourhood connecting City Centre Drive to the new Champagne Street, and adding Manley and Railway Street connections for additional north-south accesses between Albert Street and Canada Drive.

5.2.10 BAYVIEW NEIGHBOURHOOD

The Bayview neighbourhood is located on the north side of the LRT line, west of the Event Centre. Two major east-west site axes come together in the centre of the neighbourhood - the extension of Canada Drive and Keefer Street providing direct connections between Bayview Station and LeBreton Square. Both axes provide opportunities for further connections across



the rail line to the Bayview Station further west, providing additional connectivity between neighbourhoods.

In the Bayview neighbourhood, north-south streets are closed to vehicles and will be pedestrian and cyclist connections only. These streets connect residents to the landscaped pocket-parks that surround each of the high-rise residential buildings along the Parkway, and frame views to the Ottawa River and of the Prince of Wales Bridge.

Esplanade Ahearn is the only north-south vehicular street, and features a wide pedestrian zone on both sides. The street provides vehicular access from the eastbound Sir John A.

Macdonald Parkway into the site. The 33 metre wide right-of-way is intended to include two lanes of traffic, a 9 metre planting zone, and a 9 metre sidewalk zone on the west side of the street. The wide sidewalk connects across the Parkway to the River's edge, terminating in a boardwalk projection into the River. From this vantage point, visitors will have excellent views of the Parliament Buildings and the downtown core.



5.3 VIBRANCY

Create a Complete and Vibrant Community

The vision for LeBreton Flats set forth in the Core Area Sector Plan and in the Central Area Secondary Plan is that it would become a people-place and an urban community within downtown Ottawa where people are able to live, work, socialize and play. It is to be a mixed-use community surrounded by open spaces consisting of compact neighbourhoods, linked together and to the wider open space network by pathways, pedestrian friendly streets, and highly accessible public transit.

Booth Street is envisioned as a main street with pedestrian-oriented, small-scale and continuous retail uses such as shops, restaurants and personal service uses.

In keeping with applicable policy:

- / The proposed development plan for the Flats detailed above is for a mixed-use, complete community that will provide an extension of the Central Area and create a must-see destination within the Central Area.
- / Density in proximity to the transit station will provide the employment and residential intensification envisioned by the Official Plan, creating and supporting a range of uses that will generate all day and year-round activity on the site.
- / Increased density around the two transit stations will help them to achieve their potential as major transit-oriented development districts on the west side of the downtown core.
- / New community services will ensure a complete community that supports residents of the area and meets their day-to-day needs.

5.3.1 ASTICOU NEIGHBOURHOOD

Asticou is a mixed-use neighbourhood featuring a range of residential, retail, and community uses. A hotel on the west side of the neighbourhood will activate the ground floor with amenity space that opens out onto the LeBreton Square. Ottawa Street will be a dynamic pedestrian environment with cycle track facilities and small scale active uses on the ground floor to create a vibrant pedestrian realm.

5.3.2 AQUEDUCT NEIGHBOURHOOD

The Aqueduct neighbourhood will feature mostly low and mid-rise buildings intended for active retail uses serving the community and supporting the Event Centre. The neighbourhood will become a meeting spot on the site, where visitors and residents alike will gather to eat, shop, and recreate, creating a lively corridor of activity between the Pimisi transit station and LeBreton Square. Mid-rise mixed-use buildings along the north side of the aqueduct will provide residential units above ground-floor retail. A market building at the west end of the neighbourhood provides indoor market space complemented by the opportunity to spilling out into the event plaza. Retail uses also about the south side of the aqueduct promenade, screening the underground parking to the south and contributing to a lively experience along the corridor.



5.3.3 PIMISI NEIGHBOURHOOD

Pimisi features a range of uses contributing to the creation of a complete and vibrant community. The neighbourhood provides significant employment opportunities including a major high-rise office building adjacent to the transit station and minor and major retail opportunities between Canada Drive and Albert Street. Minor retail along the south side of Canada Drive animates the street and balances the one-storey retail on the north side. Major retail units and office lobbies will punctuate Albert Street with large expanses of glazing and active storefronts assisting in creating a comfortable pedestrian environment and contributing to the walkability of the community as a whole.

5.3.4 QUARTIER LEBRETON NEIGHBOURHOOD

The Quartier LeBreton neighbourhood will be the entertainment hub of the IllumINATION LeBreton district and a major entertainment hub for the City and Region as a whole. The Event Centre will host top international musical acts, national and international sports games, family programming, and community events. The centre will also be home to the Ottawa Senators, Ottawa's professional hockey team and part of the National Hockey League (NHL). The Quartier LeBreton neighbourhood will feature major community uses including new Sensplex community rinks similar to those existing in suburban areas of the City, a new Abilities Centre providing fully accessible community and fitness facilities, a cinema, and an exciting public realm.

LeBreton Square will be a major asset to the neighbourhood, offering a large urban plaza with

opportunities for programmed events or passive recreation. The whole plaza, or parts of it, may be programmed to create day and night activity throughout the year. The edge of the plaza will be activated by ground-oriented retail and restaurant uses in the base of the Event Centre, and the feature hotel in the southeast corner of the plaza which will include a restaurant and lobby on the ground floor.

5.3.5 BAYVIEW NEIGHBOURHOOD

Bayview neighbourhood will feature the upper plaza for the Event Centre which, though smaller than the lower, main plaza, will still provide opportunities for events and programming. In addition, ground floor retail extending along Canada Drive and along the Esplanade Ahearn will create a continuation of the vibrant, pedestrian-friendly community.

The neighbourhood features a mix of uses including several mid- and high-rise residential towers, townhouses, retail, and office space all contributing to the creation of a complete community. Development is proposed at high densities and includes a variety of housing types and tenures.





5.4 SUSTAINABILITY

LeBreton Flats represents a significant urban redevelopment opportunity in a prime area of Ottawa, close to the Parliamentary District and other historically and culturally significant areas. The Sustainability Framework for IllumiNATION LeBreton connects with and celebrates the rich cultural and the industrial history that has shaped this region, and sets an ambitious and holistic path that will guide development decisions and influence behaviour in the long-term.

IllumiNATION LeBreton has been developed with a bold vision for sustainability based on the One Planet Living Framework that offers a holistic approach to sustainability that goes beyond green building standards for materials, water and energy conservation, and indoor air quality.

One Planet Living aims to create a future in which it is easy, attractive, and affordable for people to lead happy and healthy lives using a fair share of the earth's resources. Striving towards a One Planet lifestyle requires not only a focus on the design and construction of IllumiNATION LeBreton, but also on the lifestyles and behaviours of those living, working and visiting the community.

In keeping with applicable policy:

- / Buildings will be oriented to maximize passive solar gain and natural ventilation.
- / Alternative transportation modes, such as transit, walking, and cycling have been prioritized in the layout of the district, creating safe and comfortable connections throughout and to adjacent areas.
- / Utilizing permeable, light-coloured landscaped surfaces, and handling stormwater management and treatment on-site.
- / Ensuring that all buildings will be certified, at a minimum, under the LEED Gold New Construction Guidelines or equivalent.
- / Civic and public spaces are located within walking distance of residential dwellings.
- / 100% of the contaminated soils on LeBreton Flats will be remediated as part of the redevelopment.
- / The IllumiNATION LeBreton One Planet Action Plan will be implemented and offer a holistic approach to sustainability that extends beyond traditional standards.



5.4.1 ASTICOU NEIGHBOURHOOD

The Asticou neighbourhood provides a mix of uses allowing offering residents of IllumiNATION LeBreton opportunities to work, shop, and play in proximity to their homes. Building will feature rooftop terraces and gardens, providing opportunities for edible landscapes and urban agriculture within the community.

5.4.2 AQUEDUCT NEIGHBOURHOOD

The Aqueduct neighbourhood provides important community-serving retail and restaurant uses that will serve the surrounding community, as well as tourists and visitors to the community. The promenade along both sides of the aqueduct will not permit any vehicular access, creating a safe and comfortable pedestrian environment and serving as a direct link to the Pimisi LRT Station.

5.4.3 PIMISI NEIGHBOURHOOD

Pimisi is located directly adjacent to the Pimisi LRT Station and provides excellent connectivity to surrounding pedestrian and cycling routes. Larger retail blocks will provide opportunities for regional retail shopping in proximity to the transit station and will serve not only the immediate community, but also the surrounding communities.

5.4.4 QUARTIER LEBRETON NEIGHBOURHOOD

The Quartier LeBreton neighbourhood features the Major Event Centre, which is the focus of several specific goals and strategies outlined in the One Planet Action Plan. LeBreton Square will be a large, centrally located plaza next to the Major Event Centre and Nepean Bay Inlet that will feature a universally accessible water fountain in the summer and an outdoor ice rink in the winter, fully open to the public. The Major Event Centre will feature sustainable water mechanisms, energy-efficient design, and will provide significant employment opportunities within the community.

The neighbourhood also features the Sensplex community rinks and Abilities Centre community centre which will provide community facilities within 800 metres of all residents in the IllumiNATION LeBreton community. The Abilities Centre will ensure that all residents are afforded the opportunity to recreate in proximity to their homes.

5.4.5 BAYVIEW NEIGHBOURHOOD

In the Bayview neighbourhood, active transportation will again be promoted as the primary means of travel throughout. Building profiles and design will ensure light penetration and will feature rooftop gardens and patios, reducing the heat island effect and offering opportunities for the production of local and sustainable food. Significant open spaces will be landscaped with native species and sustainable materials integrated into energy-efficient building designs.



5.5 PLACEMAKING

DIVERSE, CULTURALLY, AND CONTEXTUALLY RESPONSIVE DEVELOPMENT

LeBreton Flats has a rich heritage that dates back to the site's significance along the Ottawa River for First Nations populations traveling the Ottawa River. The site has undergone several changes since that time, each adding to the story of the site.

SUPPORT THE IMAGE OF THE NATIONAL CAPITAL

The location and historical significance of LeBreton Flats make it an important redevelopment site for the City of Ottawa, the National Capital Region and for all Canadians. As such, a high degree of importance has been placed on the design of a community that is appropriate for a National Capital.

An NCC requirement for the redevelopment is the inclusion of a 'public experience anchor institution'; defined as an organization that runs an anchor use of the site that is of regional, national or international significance. In the case of the proposed development, this 'public experience anchor institution' is the privately operated major Event Centre. The Event Centre will feature major international sporting events and be home to the Ottawa Senators and will also host cultural and musical performances, concerts, conferences and other special events. It will attract a significant number of visitors from the region and beyond and will be a significant support to tourism in the Central Area.

In keeping with the policy direction, the IllumiNATION LeBreton development plan:

- / Creates a community where sustainability, community and sense of place abound and where local culture is built upon to foster connectedness.
- / Honours the Aboriginal history of the area with a significant park at the northeast corner of the site which will include public art and landscape elements to celebrate the First Nations' history and culture.
- / Seeks to reflect a thorough and sensitive understanding of place, context and setting, appreciating the local history and the national significance of the lands.
- / Offers a range of housing types and tenures to serve prospective renters and buyers within all socioeconomic levels.
- / Proposes significant densities and responds to the context by concentrating density in areas that are closest to the two transit stations, with lower densities in other parts of the neighbourhood. Special attention has been paid to creating transitions and permeability in the skyline to mitigate visual impacts on the surrounding properties.
- / Proposes a two-storey retail podium for much of the frontage along Albert Street, with towers set back from the street at strategic locations to mark major crossroads.
- / Features a varied mix of uses including office, retail, hotel, community uses, and residential. The plan also includes variety in the housing types and tenures by providing townhouses, rental apartments and condominiums.
- / Is structured to offer variety in development forms and uses, to be able to respond to market shifts, given the long-term build out.

The proposed public realm has been designed with interesting and varied spaces that will contribute to its uniqueness and the community's sense of place. The public realm is anchored by the major event plaza called LeBreton Square adjacent to the east entrance of the Event Centre. This flexible space provides the opportunity for programmed and passive recreation.

LeBreton Square provides varied and interesting connections in all directions, including the pedestrian promenade along the heritage aqueduct. Wide pedestrian pathways have been integrated with opportunities to sit and enjoy the heritage aqueduct and the corridor will be activated by ground-floor active uses framing the promenade.

Another major element of the proposed public realm is the Innovation Promenade which extends northeast out of LeBreton Square to the Wellington/Booth intersection. This promenade runs alongside the Nations Plaza which provides a unique setting to highlight the First Nations' history on the lands. It also provides an appropriate interrelationship with the LeBreton Common across the Parkway which plays host to several large-scale events and festivals throughout the year. The inter-relationship between the two spaces creates interesting opportunities for programming the site together. Protected crossings between the two sides of the Parkway at the Preston Street and Booth Street intersections provide connections to the existing path network along the edge of the Ottawa River. The pathway continues on the west side of the Event Centre, providing a direct connection to Bayview Station along Keefer Street.

Both the aqueduct promenade and the Innovation Promenade will pass under Preston Street to enter the LeBreton Square. Stairs and ramps provide access from the square and aqueduct onto Canada Drive at the south end of the square, and to Preston Street at the north end. From the Event Centre, access to Bayview Station and development areas to the west will be provided via the upper event plaza which is at the same grade level as Albert Street and the south and west portions of the development.

All streetscapes will act as important pedestrian connections through the site and short blocks will provide accessibility and connectivity throughout.

In keeping with the policy direction:

- / Building design within the redevelopment will feature high quality architecture using sustainable materials and have landmark buildings marking the gateway to and from the west end of the Central Area.
- / The site will establish a downtown major Event Centre capable of hosting major concerts, sporting events, and conferences in proximity to the downtown core of the city, and adjacent to rapid transit services.
- / The proposed development plan establishes a framework for the development of a network of open spaces and connections to adjacent areas. Major open spaces throughout the development offer opportunities for commemorations, public art, and other features that support the image of the Capital.
- / A pedestrian promenade and active pedestrian realm is created along the open heritage aqueduct, enhancing and highlighting its prominence and importance in the site's history while also providing a direct connection between Pimisi Station and the Event Centre.

VIEW PROTECTION

The subject property is located in an area of foreground height control as per Annex 8A – Central Area Key View and View Sequences of the Parliament Buildings and other National Symbols. This annex is applied in conjunction with the Central Area land use policies to protect the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols. Per Policy 3.6.6(e)(i), buildings constructed in areas of foreground height control must not rise above the ridgeline of the Centre Block, cannot visually mar the silhouette or dominate the Parliament Buildings or other symbols. Specifically, Annex 8A identifies a key view from the Sir John A. Macdonald Parkway (Viewpoint 16) which is the only key view in proximity to LeBreton Flats.

For blocks that do not have angular height planes established on Annex 8B, maximum permitted heights must be in keeping with the intent and aim for those areas that are set out by the Central Area Secondary Plan or Annex 8C – LeBreton Flats Foreground View Control Planes. Annex 8C provides a greater level of detail for the view planes with associated policies in Section 1.11.4.4(d) of the Central Area Secondary Plan. Specifically, the policy states that, outside of Area A on the schedule, no part of any building may project above the height coordinates provided on the annex which are calculated from sea level. Within Area A, building heights are not to exceed 79.9 metres above sea level.

In keeping with the policy direction:

- / The proposed development plan upholds the policy intent to protect and enhance the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols with views acting as an important defining element of the development plan. Building placement and design will focus on further enhancing the view corridor and the entry to the Parliamentary Precinct.
- / The plan also protects and enhances the additionally identified view looking north along Booth Street towards the Canadian War Museum. The proposed plan frames this view with a built street wall along the west side of Booth Street, opening up to the view of the museum spire at the Parkway.



DENSITY

The City of Ottawa's Official Plan anticipates that approximately 90 percent of the growth in population, jobs, and housing will be accommodated within the urban area by 2031. Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles. The Official Plan recognizes that intensification is the more cost-effective pattern of development and consequently directs growth to locations such as the Central Area and LeBreton Flats, where there is significant development potential.

LeBreton Flats is a large undeveloped part of the Central Area that will be critical in helping the City to achieve the densities envisioned in the Plan. The proposed development plan includes approximately 4,000 residential units, approximately 1.3 million square feet of retail space, and over 1.5 million square feet of office space. The result is densities that are well above the minimum targets, but which are appropriate given the available transit infrastructure and other municipal services.

Consistent with the City's Official Plan policies (as reaffirmed through Official Plan Amendment No. 150), the greatest building heights are proposed in proximity to transit stations. The tallest buildings are generally proposed directly adjacent to the stations, with heights stepping down to mid-rise heights between the stations, along the aqueduct, and around the Event Centre. High-rise buildings frame the edge of the site along the Sir John A. Macdonald Parkway on the west side of the Event Centre and along the south side, set well back from Albert Street.



In keeping with applicable policy:

- / The plan proposes significant intensification on a vacant, brownfield site adjacent to two transit stations which provide rapid transit connections to the south, east, and west, and located within the Central Area of the City.
- / The plan proposes significant densities aimed at reaching the 2031 target density for the Central Area of 500 people and jobs per gross hectare.

BUILDING FORM, PROFILE, AND TRANSITION

ILLUMINATION LeBreton is made up of neighbourhoods that are architecturally interesting, well proportioned, and focused on engaging people in the public realm. Overall, the proposed development plan features a range of building heights and housing types to create a varied and interesting community.

Given the surrounding context, the proposed building massing utilizes transitions, as described in Section 4.11 the Ottawa Official Plan for high-rise buildings. These include incremental changes in building heights, ground-oriented massing along the street, consideration of the character of adjacent development (rhythm, scale, etc.) and building setbacks or stepbacks. As each building proceeds through the detailed planning approval process and detailed architectural drawings are prepared, additional detail will be provided regarding methods of transition to the surroundings.

In keeping with the policy direction:

- / The tallest buildings will generally be adjacent to the transit stations and at other strategic locations within the district. In all cases, tall buildings are located no more than 400 metres from a transit station and direct pedestrian connections are provided between the building and the station.
- / High-rise buildings are proposed, with appropriate building transition as per Policy 12 of Section 4.11. Massing, building setbacks, ground-oriented massing along the street, and other design details will be further refined through future Site Plan Control applications to ensure appropriate transitions into adjacent areas.

GATEWAYS AND NODES

LeBreton Flats is the western gateway to the Central Area, the Parliamentary Precinct and Confederation Boulevard. The intersection of Booth Street and Sir John A. Macdonald Parkway has been identified in the NCC and City documents as a node of significant importance, both as a gateway and as an important node in the public realm network.

The War Museum and future National Holocaust Monument will already assist in identifying this gateway. ILLUMINATION LeBreton highlights

this corner through landscaping in the form of the Nations Plaza. The large greenspace along the edge of the parkway, framed by street-fronting townhouses to the south, is proposed to feature landscape elements appropriate for this important corner.

In keeping with the policy direction:

- / The proposed Nations Plaza at the northeast corner of the site relates well to the open space on the north side of the Parkway (LeBreton Common) and provides opportunities to add a commemoration or public art to punctuate the gateway into the core.
- / High-rise buildings and the Event Centre are located adjacent to the Parkway and will feature iconic architecture, marking the entry into the Central Area and the Parliamentary Precinct, and enhancing the identified view corridor towards the downtown into adjacent areas.

OPEN SPACE AND GREENSPACE NETWORK

The redevelopment of the Flats presents a unique opportunity to contribute in a meaningful way to the existing network of public spaces that exist in surrounding neighbourhoods, and to provide new and interesting connections to, from, and through the site.

The Central Area Secondary Plan proposes a major open space on the subject lands, in the form of a 2.5 hectare municipal park. This park was originally envisioned at the west end of the lands, west of Preston Street and surrounding Nepean Bay. The proposed development plan places the new Event Centre and LeBreton Square in this space – key publicly accessible open spaces that will be programmed and used for many large and small events throughout the year.

At the west end of the site, the Esplanade Ahearn will provide a direct link between Bayview Station and the riverfront, with a boardwalk envisioned to project into the river allowing visitors to interact with the water and enjoy the views of the city skylines from this unique vantage point. A central park provides the major open space for the Bayview neighbourhood, while high-rise buildings on the parkway will enjoy significant landscaped areas at grade which will present many opportunities for recreation and be a valuable amenity for residents.

The proposed greenspace network also considers the existing and planned connections to surrounding communities, including Bayview District Area, the Escarpment Area, and Centretown West. Connections, either as pathways or on-street connections have been carried through from these communities to create a comprehensive network of spaces that is easy and efficient to navigate.



In keeping with applicable policy:

- / The plan proposes significant open spaces, adding to the existing open spaces along the Ottawa River and around the War Museum and contributing to the overall target of 40% of LeBreton Flats being open space.
- / Bayview Park and the Innovation Promenade, together with other privately owned public spaces will provide the greenspace required for residents of the new community.
- / The plan proposes includes the Nation's Plaza, Innovation Promenade, and Bayview Park, providing significant park space. Though not in the location noted in the original Secondary Plan, the proposed locations will provide park space in appropriate locations to serve the residents of, and visitors to, IllumiNATION LeBreton.
- / The plan creates an interconnected network of open spaces that provide opportunities for passive and active recreation and provide a variety that will create animated and interesting places.
- / Open spaces connect with pathways and park spaces on adjacent lands to create a complete 'green network' in the area.

5.5.1 ASTICOU NEIGHBOURHOOD

The Asticou neighbourhood will be a mixed-use community, making an important contribution to the complete community planned for the Flats. Asticou will feature the Nations Plaza, with public art and open space dedicated to the First Nations' populations in the area. The park will feature landscape elements and experiential activities that tell the story of the site and communicate the history while also serving as an important community gathering space..

High-rise building in the neighbourhood will be oriented generally towards the Sir John A. Macdonald Parkway and setback from the heritage aqueduct. A high-rise building proposed for the east side of Ottawa Street, adjacent to Booth Street, will punctuate the entry into the site, and also provides density in proximity to Pimisi station. Street-fronting townhouses along the Innovation Promenade will enhance the park with general oversight into the park from residents, while also creating a unique setting for residential development within the City.

The proposed Asticou neighbourhood is careful to respect both the built and planned character of the existing areas. To the north, the Canadian War Museum, LeBreton Common, and National Holocaust Monument have been respected by setting development back from the Parkway and creating the Nations Plaza and Innovation Promenade greenspace to buffer those uses, and highlight the corner's importance as a node in the area.

Given the neighbourhood's location, adjacent to the identified view corridors along the Parkway towards downtown, and along Booth Street towards the War Museum, the proposed massing has been carefully sculpted to protect and enhance these corridors. While not directly within the view corridor from Viewpoint 16, the proposed development is set back from the Parkway to provide a buffer. Low-rise uses with slim, well-design point towers set back will contribute positively to framing the view corridor for those traveling along the Parkway into Ottawa. In the same way, towers along Booth Street have been set back and the new grade of Booth Street leveraged to ensure a clear view of the War Museum's spire. Building architecture will enhance the view corridors through thoughtful architecture and design.

5.5.2 AQUEDUCT NEIGHBOURHOOD

The Aqueduct neighbourhood is organized around the open heritage aqueduct. Building heights adjacent to the aqueduct are generally lower to foster the strong pedestrian environment that is the focus of the neighbourhood. A high-rise building at the east end of the neighbourhood will mark the transit station and the community, and provide an opportunity for interesting architectural expression on a major corner and entry point into IllumiNATION LeBreton.

The open aqueduct will be an important component of the open space network within the redeveloped site. A new pedestrian promenade along both sides of the aqueduct will be an

efficient pedestrian and cycling link between the station and the rest of the development, Opportunities to connect to pathways on the east side of Booth Street will assist in creating the complete network of pathways and sidewalks envisioned for the area. A consistent two-storey built form adjacent to the aqueduct will feature retail and restaurant uses that will spill out and activate the promenade space.

5.5.3 PIMISI NEIGHBOURHOOD

The Pimisi neighbourhood features significant density, given its proximity to Pimisi Station. High-rise buildings have been set back from Albert Street and Canada Drive and centred within the neighbourhood. Each high-rise sits atop a large retail podium offering major retail and/or office space fronting Albert Street and Canada Drive. Large retail spaces will allow for variety in the types of retailers on the site. Mid-rise residential uses extend from the towers and are setback from Albert, providing a transition from the high-rises to the residential community to the south.

Street fronting retail and commercial uses will address the south side of Canada Drive which serves as the major east-west access through the site. The Canada Drive character will be reinforced with wide sidewalks, alternating planting strips and furniture zones, and on-street parking. The street will act as a collector, both for vehicles and pedestrians, moving between Booth Street and the western neighbourhoods. The street sits atop the new LRT line, removing it as a barrier for movement through the site.

5.5.4 QUARTIER LEBRETON NEIGHBOURHOOD

As mentioned above, the Quartier LeBreton neighbourhood will be a unique and exciting place to live and visit. The Event Centre will be a major urban facility in the City, located within approximately 350 metres of two LRT transit stations providing rapid transit connections to the east, west and south parts of the National Capital. The site location is consistent with the City of Ottawa's policies for the placement of Major Urban Facilities. It is anticipated that most would attend events via transit, however the site is also well-served by pedestrian, cycling and vehicular connections.

The Event Centre will serve as a major attraction for the new Central Area district. Restaurants and retail stores will activate the plaza space on both sides of the Centre, spilling out into the spaces to create a lively and exciting place to visit.

LeBreton Square will feature the Nepean Bay Inlet as a water feature on the site. A boardwalk extending into the inlet creates a unique vantage point to observe the new district and the City's major landmarks to the east.

A feature high-rise hotel complex at the Canada Drive and Preston Street intersection will feature landmark architecture and act as a beacon for the entertainment hub. Visitors to the hotel will be treated to spectacular views of the City of Ottawa, the City of Gatineau, the Ottawa River, and the Gatineau Hills.

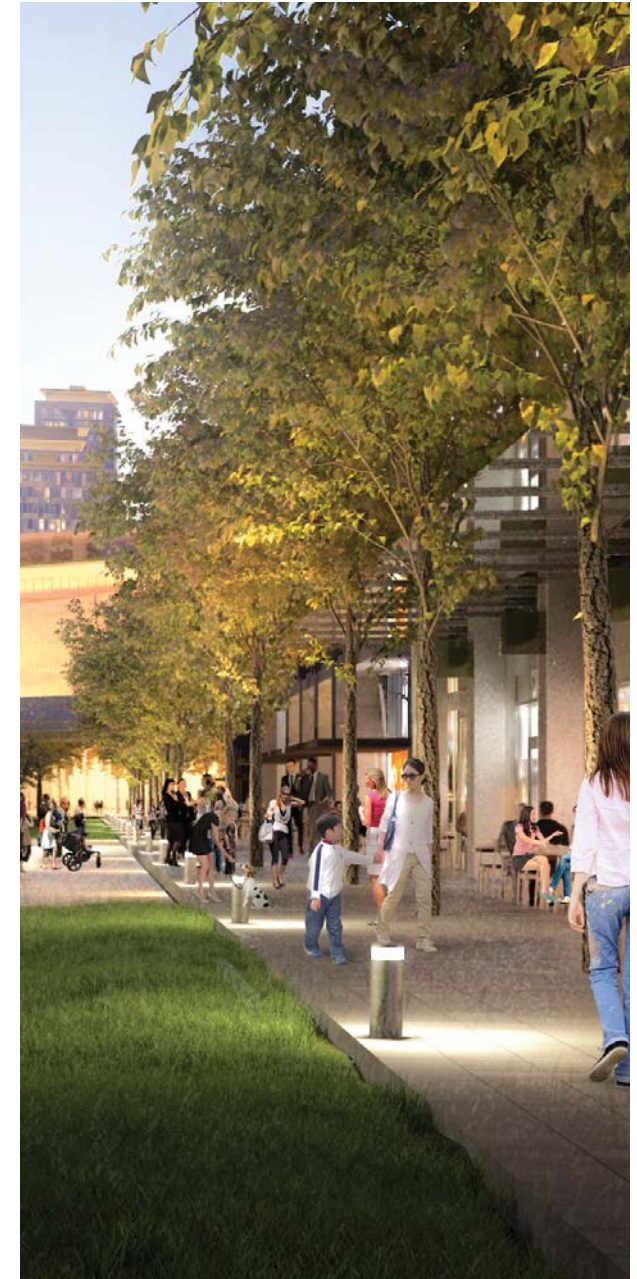
The south side of the neighbourhood features a continuation of the major retail uses in a two-storey podium form to activate Canada Drive, Preston Street, and Albert Street. A high-rise building at the corner of Preston and Albert

marks the entry to the Central Area and highlights another important corner. Community rinks are provided in a new Sensplex complex that will provide much needed rink space for use by community groups. An Abilities Centre facility will provide unique programming that promotes healthy active living, rehabilitation and recreation.

5.5.5 BAYVIEW NEIGHBOURHOOD

The Bayview neighbourhood will have a distinct character from the other neighbourhoods and will also feature significant densities. As the largest of the neighbourhoods, Bayview proposes five high-rise residential buildings arranged along the north edge of the site, adjacent to the Parkway to capitalize on the views of the river and the City skylines. The towers will feature iconic architecture to symbolically announce arrival at IllumiNATION LeBreton, and entry into the City's Central Area. Low- and mid-rise buildings will frame public spaces and ground the taller buildings.

The neighbourhood also features several open spaces. The upper LeBreton Square is directly adjacent to the Event Centre and provides programmable space bordered by retail uses. To the west of the plaza is "Bayview Park" – an urban park enclosed by mid and high-rise buildings – will be a spectacular outdoor area within the district. Adjacent to the Parkway, high-rise buildings have no podiums and feature large pocket parks around the base, providing amenity space for building residents, and a natural relationship between the greenspace along the parkway, and the IllumiNATION LeBreton community.



The Bayview neighbourhood is adjacent to the Bayview District, for which there is an existing Community Design Plan (CDP). High-rise residential buildings at the southwest corner of the neighbourhood compliment the plans for 900 Albert Street and City Centre sites, both approved for high-rise mixed-use developments.

The Sir John A. Macdonald Parkway is a major scenic entry route into the Central Area and the Parliamentary Precinct. The officially identified view point and associated corridor (Viewpoint 16) is located at the Parkway, in line with the rail line below. The proposed buildings will not project into the view cone, while the iconic architecture of the four towers along the Parkway edge greatly enhance and support the view.





SECTION 6 CONCLUSION

6.1 CONCLUSION

There is no doubt that IllumiNATION LeBreton sets an aggressive and impressive vision for the LeBreton Flats District. It will create a new downtown, with neighbourhoods that are unique in character and a mix of uses that will generate a vibrant, complete community where people will want to live, work, and visit. The major Event Centre will be an attraction, drawing people from around the region and around the nation for events, while also hosting smaller scale concerts or conferences, contributing to an animated community throughout the year.

The development concept features a mix of uses, including retail, office, residential, community, and entertainment uses, which all contribute to the creation of a complete community where people will want to live, work, visit and play.

The site is situated directly adjacent to two major transit stations along the east-west LRT line. Bayview Station, with additional LRT connections south, and Pimisi Station serving as one of the major transfer points for buses headed north to the City of Gatineau. The Federal, Provincial, and Municipal policies all encourage intensification around transit stations as proposed for LeBreton. The plan will contribute to achieving the desired density targets in and around transit stations set out by the City of Ottawa and will create a truly transit-oriented development.

The major Event Centre will benefit greatly from being adjacent to two transit stations,

and the Central Area; being closer for people coming from across the region to attend an event and promoting sustainable travel modes. Transportation Demand Management (TDM) strategies will be important to manage people coming to and from the community, especially during major events. Transit provides an easy, quick option for people that will make driving to the event a less desirable alternative.

The proposed development includes both major and minor retail opportunities. The retail will support the residents and workers of the district, but will also serve a much larger area east and west, where opportunities for larger floor plate retail is currently limited. The phasing plan proposes three broad phases over a 20 to 30 year horizon. The long-term nature of the phasing will contribute to project feasibility as development will be able to respond to market conditions over time. The Event Centre will create a destination for the region and will draw people to the site immediately. Retail and restaurant uses in all phases will benefit greatly from the attraction and the location in the Central Area.

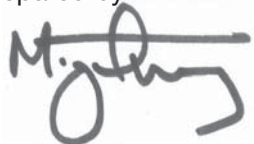
The proposed residential development on the site includes approximately 4,000 residential units and provides a range of housing options including townhouses, low- medium- and high-rise apartments. The housing mix will provide for variety within the district and will offer different

price points to ensure that the community is accessible to different incomes. The housing is located in a highly desirable area of the City, well-served by transit, offering plenty of options for alternative transportation, in proximity to the Central Area and employment opportunities, surrounded by existing and proposed community facilities and parks, and, ultimately, well served by a range of retail options.

Upon reviewing the proposed development plan, and the associated phasing, in light of current planning policy, it is our professional opinion that the development proposed for the Flats represents good planning and is in the public interest.

The development is consistent with the Provincial Policy Statement and conforms to the policy direction of the Official Plan and Official Plan Amendment No. 150. The proposed development applications will create an implementation framework for the Master Plan to guide the development of LeBreton Flats into a vibrant, mixed-use community.

Prepared by:



Miguel Tremblay, MCIP RPP
Director, Planning and Development



Paul Black, MCIP RPP
Senior Planner







APPENDIX A

PROPOSED OFFICIAL PLAN AMENDMENT

Part A – The Preamble

i. PURPOSE

The purpose of the Official Plan amendment is to update the Central Area Secondary Plan, specifically, Section 1.11, LeBreton Flats. This amendment will revise land use designations and policies for portions of LeBreton Flats to provide updated direction for the future development of the Flats.

ii. LOCATION

The site comprises the portion of LeBreton Flats bounded by Booth Street to the east, Albert Street to the south, the Bayview Rail Corridor to the west, and the Sir John A. Macdonald Parkway to the north. The affected lands are shown on the figure below.

iii. BASIS

Background

The site is designated “Central Area” pursuant to Schedule B of the Official Plan and within the LeBreton Flats character area in the Central Area Secondary Plan. The lands are currently zoned for a mix of uses including residential, commercial and open space with a range of building heights permitted. An accompanying Zoning By-law Amendment will rezone the lands to be consistent with the proposed land use designations in the Secondary Plan.

Rationale

The approach, both in terms of project/concept plan-specific amendments and establishing a policy context that’s innovative and flexible is consistent with the City’s recent approval for Windmill’s Zibi Ottawa master-planned project.

Official Plan

The site is designated ‘Central Area’ in the City’s Official Plan, which permits a broad range of uses, has a minimum density requirement of 500 people and jobs per hectare. The Central Area is the economic and cultural heart of the City and the location of many visitor destinations. This amendment supports mixed-use development to provide new homes, jobs, and entertainment uses in the City’s downtown where intensification is promoted.

Central Area Secondary Plan

The amendment to the Central Area Secondary Plan will provide specific policy direction for the redevelopment of the balance of the LeBreton Flats lands. The previously approved plan for these lands was completed in 2007 and the development context has changed significantly since the Plan was approved. The existing policies for LeBreton Flats were created under the context of future development being undertaken by the NCC and it is therefore timely to amend the Central Area Secondary Plan under today’s context and conditions.

Conclusion

This Official Plan Amendment (OPA) will provide for the overall development concept to be further developed and implemented over time as LeBreton Flats transforms into a unique and dynamic mixed-use community. The proposal meets the City Building and Central Area policies of the Official Plan. The

development will result in the establishment of a complete mixed-use community, consisting of five (5) distinct neighbourhoods, including a new Sport and Entertainment district. The design focuses on place-making and the public realm, making this area a destination for both residents and visitors; while providing for connectivity between neighbourhoods and to adjacent areas and meeting the City objectives regarding intensification around transit stations.

Part B – The Amendment

1. INTRODUCTION

All of the parts in this document entitled Part B – The Amendment, consisting of the following Text and Schedules, constitute Amendment No. XXX to the City of Ottawa Official Plan, including Volume 2A – Secondary Plans, 1.0 Central Area.

2. DETAILS OF THE AMENDMENT

The Official Plan for the City of Ottawa is hereby amended as set out below and in the attached schedules.

Item	Section	Details of Amendment
1	1.11 – LeBreton Flats	<p>Amend 1.11 – LeBreton Flats by:</p> <ul style="list-style-type: none"> <p>/ Amending the title, “Mainland LeBreton and Victoria and Amelia Islands” to read: Mainland LeBreton East of Booth Street and North of the Parkway, Victoria and Amelia Islands</p> <p>/ Amending the statement under the “Mainland and LeBreton and Victoria and Amelia Islands” title to read: Section 1.11.2 – 1.11.5 are applicable only to the mainland area of LeBreton Flats east of Booth Street and north of the Sir John A. Macdonald Parkway, and Victoria and Amelia Islands</p> <p>/ Add a new heading and statements, as follows: IllumiNATION LeBreton Reference should be made to the IllumiNATION LeBreton Request for Proposals Response dated December 2015. This report is the developers’ design framework and development principles, which will guide the overall development of the District. Sections 1.11.13 to 1.11.18 are applicable only to the IllumiNATION LeBreton area of LeBreton Flats.</p>

2	1.11.1 – Vision	<p>Amend 1.11.1 – Vision, by:</p> <ul style="list-style-type: none"> ✓ Amending the existing title, so that it reads: Vision - Mainland LeBreton East of Booth Street and North of the Parkway, Victoria and Amelia Islands
3	1.11.13 – Implementation	<p>Amend sub-section 1.11.13 by:</p> <ul style="list-style-type: none"> ✓ Renumbering 1.11.13 title and item a) to be located at the end of the document (1.11.19) after the below new policies and sections are inserted.
4	1.11.13 (new section)	<p>Amend the Secondary Plan by:</p> <ul style="list-style-type: none"> ✓ Adding a new section following 1.11.12 – Phasing and Implementation, as follows: Vision and Principles – IllumiNATION LeBreton <p>LeBreton Flats remains the Capital’s last largely undeveloped consolidated urban property and represents a one of a kind opportunity to create a unique and vibrant urban place in the heart of Canada’s Capital, steps from Parliament Hill and within the outer reaches of the Central Business District. The redevelopment of the lands presents an opportunity to create a signature destination for visitors to the Capital, and a point of civic pride for its residents. In striving to fulfill this potential, the proposed redevelopment is committed to creating a place where people work, live, and play and a place where all can engage and celebrate the past, present, and future of Canada.</p> <p>The development concept plan will serve as the frame of reference for the transformation of the Flats into a dynamic community, capitalizing on the site’s location and celebrating the site’s place in the National Capital Region. The lands will accommodate a mix of residential, employment, retail, community and entertainment uses, all interconnected through a network of pathways, streets, and open spaces within a pedestrian priority environment. The development plan is also a transit-oriented community, encouraging transit use to get to and from the site and capitalizing on the proximity to the LRT line.</p> <p>Also included on the site is a new multi-use event centre. The Centre will include an arena, and other facilities capable of hosting major events and also acting as the new home of the Ottawa Senators Hockey Club – Ottawa’s team in the National Hockey League. The Event Centre and associated plaza and uses will serve as the anchor use on the site, drawing the public to the site and animating the central area day and night throughout the year.</p>

		<p>The development concept plans are shown in Annex 1 to the Secondary Plan.</p> <p>Guiding Principles</p> <p>The following guiding principles have been defined for the overall development of IllumiNATION LeBreton and provide the foundation for the Secondary Plan policies for IllumiNATION LeBreton. The principles were established out of a review of the overarching policy objectives applicable to the lands issued by the Province of Ontario, the National Capital Commission and the City of Ottawa. The principles recognize the site’s significance and the opportunity for the lands to become a unique and dynamic district in the City of Ottawa’s downtown.</p> <ul style="list-style-type: none"> / Heritage: Create a district that celebrates the history of the lands and heritage assets on the site. / Connectivity: Provide active transportation connections to adjacent areas and facilitate access to the transit stations. / Vibrancy: Create a dynamic and exciting community for visitors, residents, and workers to enjoy and experience. / Sustainability: Create a community that showcases sustainable environmental design. / Placemaking: Create a complete community that respects and enhances existing views of Parliament and the Canadian War Museum and creates new opportunities for views of these and other National or regional symbols.
5	1.11.14 (new section)	<p>Amend the Secondary Plan by:</p> <ul style="list-style-type: none"> / Adding a new Section following 1.11.13 – Vision and Principles, as follows: <p>Land Use</p> <p>The policies of this section address how land can be used and developed and relate to Schedule B Land Use and Schedule C Building Heights.</p> <p>IllumiNATION LeBreton, as a whole, is a mixed-use community comprised of distinct neighbourhoods. These neighbourhoods, identified on Schedule A of the Secondary Plan and described in detail in the IllumiNATION LeBreton Request for Proposals response dated December 2015, are very important to the creation of a complete community within IllumiNATION LeBreton.</p>

		<p>1.11.14.1 Neighbourhoods</p> <p>IllumiNATION LeBreton comprises five (5) neighbourhoods that will each contribute to the creation of a complete and vibrant community in the heart of the downtown core. The urban form of each of the neighbourhoods will support the creation of a walkable and socially engaging mixed-use community rooted in the City’s transit-oriented development principles. Each of the neighbourhoods is made up of a series of specific urban places, each with a unique identity that responds to context, connectivity, topography, natural site elements, and historical street grids including streetscapes and block patterns. Each of the neighbourhoods will help to create differentiation and variety in both the built form and the social activities that take place throughout LeBreton Flats. Together these urban places will come to define the physical and social identity of the project. In an effort to increase social activity and a sense of liveliness in the public realm, specific site assets have been retained and adopted as key shapers to organize each of these neighbourhoods with services, amenities and gathering places that will promote and support an urban, pedestrian focused lifestyle.</p> <p>Asticou Neighbourhood</p> <p>Asticou is a prime residential neighbourhood with a mix of commercial, retail and community facilities. Nations Plaza and Innovation Promenade, along the north edge of the site, are designed with large landscape art rooms that animate the parkway edge and connect pedestrians to the Canadian War Museum site to the north. These park areas also act as a natural landscape buffer for the mix of high-rise, mid-rise and low-rise housing scales that define the street patterns immediately south of the parkway. A small scale retail base animates the streetscapes within as well as activates the Booth Street edge with an animated retail profile to help attract and connect the public with the neighbouring developments to the east. To the west, a hotel block activates the western edge of the neighbourhood with an animated hotel amenity base that opens out onto and activates LeBreton Square, the Event Centre plaza. A bicycle path also extends through the neighbourhood currently identified along Ottawa Street (the closed aqueduct) connecting to the City’s main cycling network.</p> <p>Aqueduct Neighbourhood</p> <p>The Aqueduct neighbourhood is a mixed-use neighbourhood with a focus on hospitality and retail facilities with some mid-rise residential blocks. It will serve as a major public hub and pedestrian thoroughfare connecting the public from the Pimisi LRT Station to the Event Centre. The historic open aqueduct will be revitalized and become an icon for the site with a</p>
--	--	--

		<p>variety of outdoor public landscape amenity spaces. Two historical pedestrian bridges will be restored and together with 2 new pedestrian bridges will extend the street grids across the canal and facilitate retailers and pedestrians with various points of crossing to help knit the community as a whole. Spanning the length of the canal, 2 storey retail blocks will provide a vast array of restaurants and roof top bar/lounge spaces. These spaces will be designed and programmed to open out onto the north and south edges of the aqueduct walk, further activating this neighbourhood with a sense of liveliness for visitors and local residents. The scale of buildings on either side is modest, maximizing sunlight and responding to a dominant pedestrian environment</p> <p>A public market building located on the edge of LeBreton Square will be programmed to expand into an outdoor public market. The outdoor market component will help activate and animate the Aqueduct edge as well as the covered public space below the Preston Street overpass with market kiosks and programmable outdoor landscape furniture arrangements.</p> <p>Pimisi Neighbourhood</p> <p>Bounded by Albert Street to the South and Canada Drive to the North, this mixed-use neighbourhood spans between two significant intersections—Preston and Booth Streets. A street network reflects the historical street grid of LeBreton Flats supplemented by private vehicle and pedestrian connections. The design encourages a pedestrian environment while accommodating truck and car access to loading and parking.</p> <p>This mixed-use neighbourhood includes a high-rise commercial office tower located at the corner of Albert and Booth along with residential high-rise, mid-rise and low-rise scales stacked over top of a 2-storey retail base that will animate the streetscapes within. Lined with sidewalks, arcades of trees, street furniture, and on-street parking, these large format retail spaces will articulate the streetscapes with large expanses of storefront glazing. Residential and office glass lobbies will contribute to the porous streetscape character of this neighbourhood. An existing bike path also runs along Albert Street connecting to the City’s East and West neighbourhoods.</p> <p>Quartier LeBreton Neighbourhood</p> <p>The Quartier LeBreton Neighborhood will include the Major Event Centre and will integrate the home of the Ottawa Senators into the heart of the National Capital Region. In addition to Senators games, the centre will serve as the preeminent entertainment venue in the region</p>
--	--	---

		<p>and will host the top international musical acts, national and international sporting matches, and family programming and community events. Stimulated by the introduction of the Major Event Centre and the new LRT system, Quartier LeBreton will be defined as a vibrant mixed-use urban community with a variety of stores, boutiques, restaurants and cafes complemented by new residential and hotel developments. Quartier LeBreton will also include a new Abilities Centre, Sensplex (community rinks) fitness facilities, a new theatre, park space and a world-class public realm. A large swath of open landscape, including the historic Nepean Inlet, will define LeBreton Square, a new outdoor public plaza, as the front door entrance to the Event Centre along the east concourse. The Event Centre and LeBreton Square will become an entertainment hub drawing large crowds of people in from the eastern and western neighbourhoods and contributing to the sense of liveliness with its shops, cafes and restaurants— programmed along its periphery and further activating and animating the built edges of Canada Drive and LeBreton Square.</p> <p>Bayview Neighbourhood</p> <p>Bayview provides a unique opportunity for people to enjoy its open landscape spaces, with vistas connecting to the river’s edge. Two major site axes come together to form a wedge-shaped central park at the heart of the neighbourhood. A mix of ground floor commercial, retail and community facilities, including various shops, restaurants and cafes, open out onto outdoor terraces that face the park and animate Canada Drive to create a sense of liveliness. North of Canada Drive, a pedestrian street grid (meanders) expands within, connecting residents and passers-by to landscaped pocket parks that surround each of the multi-unit residential blocks and frame views of the Ottawa River landscapes. Located at the western extent of the site, the esplanade axis spans from the concourse platform of the Bayview LRT Station and extends down towards the river, connecting pedestrians to the water and vehicles to the Sir John A. Macdonald Parkway. Together with protected view cones, strategic textured landscape surfaces and various residential building types, including iconic residential towers to symbolically announce the transit station and the entrance to the LeBreton experience, mid-rise buildings to reinforce the public plaza and low-rise to set a scale for the northern edge. A major esplanade extends across the parkway and connects to the river, signaling the arrival into the urban realm of LeBreton Flats.</p>
--	--	--

1.11.14.2 Mixed-Use

The lands to be developed with new residential and non-residential buildings are designated Mixed-Use on Schedule B of the Secondary Plan. Mixed-use development and the publicly accessible open spaces contained within the internal street network and layout of the districts are to be provided as set out in the following policies:

- a. All five (5) neighbourhoods shall accommodate a mix of uses to create a dynamic District and to support the broader community, while respecting the surrounding context.
- b. Permitted uses within the mixed-use area are as follows:
 1. A broad range of non-residential uses, such as retail, office, entertainment, cultural, institutional, and recreational uses.
 2. A broad range of residential uses, including ground-oriented dwellings, and medium and high-rise apartments.
 3. The predominant uses within the mixed-use area shall be office and residential, with retail-type uses generally located on the ground floor of office and residential use buildings to contribute to public realm animation and activity.
- c. The integration of residential and commercial and other uses within the same blocks and/or the same building will be encouraged.
- d. Buildings fronting onto Booth Street will be required to provide a variety of small-scale, continuous ground floor pedestrian-oriented uses, such as retail, restaurant, and personal service uses to serve the new community and visitors to the area.

1.11.14.3 Open Space

The Asticou, Aqueduct, and Bayview neighbourhoods will provide for publicly accessible, including privately owned, open spaces to serve residents and visitors. These spaces are found along the Sir John A. Macdonald Parkway on the north side, between Booth and Preston Streets, along the open aqueduct, and in the centre of the Bayview neighbourhood. These spaces are shown as Open Space on Schedule B of the Secondary Plan.

- a. The park spaces should feature native species and plant materials.
- b. The park space should connect with the wider network of open spaces and the multi-use pathway network.

		<ul style="list-style-type: none"> c. The Nations Plaza in the Asticou neighbourhood is envisioned to include public art and other landscaped elements that reflect the Aboriginal heritage of the lands. d. The open aqueduct promenade in the Aqueduct neighbourhood should be designed so that visitors and residents connect with the heritage of the aqueduct and the water. It should include benches and boardwalks with regular pedestrian crossings and be surrounded by active uses. e. The Central Park in the Bayview neighbourhood is envisioned to include a range of neighbourhood oriented facilities, such as a children’s play area and benches. <p>1.11.14.4 Entertainment</p> <p>The Entertainment Hub designation is focused around the proposed Event Centre and includes large outdoor plaza spaces and a hotel. The Event Centre is situated in the centre of the neighbourhood, taking advantage of excellent transit connectivity at Pimisi and Bayview Stations and of excellent visibility along the Sir John A. Macdonald Parkway. While there will be a significant population living and working around the neighbourhood, the Event Centre will attract visitors to the events and attractions, and extend those visits by providing urban amenities and recreation such as restaurants, nightclubs, and shopping.</p> <ul style="list-style-type: none"> a. The Event Centre should be located adjacent to the Sir John A. Macdonald Parkway, at the west side of the neighbourhood. b. Retail and restaurant uses are encouraged on the outer edge of the Event Centre building to activate the event plazas (both upper and lower). c. The Event Plaza is envisioned to become a multi-functional, urban space, with plantings, a water feature, and opportunities for programmed and passive recreation.
6	1.11.15 (new section)	<p>Amend the Secondary Plan by:</p> <ul style="list-style-type: none"> / Adding a new Section following 1.11.14 – Land Use, as follows: <p>Built Form, Design and Building Heights</p> <p>IllumiNATION LeBreton will build upon its unique location along the Ottawa River waterfront and proximity to Parliament Hill and will develop a distinct identity, image, and brand. IllumiNATION LeBreton will feature a series of tall buildings; each carefully situated and oriented</p>

to mitigate potential impacts on surrounding areas. Buildings will have well-defined street edges that frame the public realm and contribute to the urban character and vitality of the IllumiNATION LeBreton District.

The tallest buildings in the neighbourhoods are generally located in closest proximity to the transit stations and along arterial roads (Booth, Preston, Albert, and the Parkway). The whole District is within 400 metres and is therefore well-suited for height and density. The District design has been rooted in transit-oriented design principles and focuses on making the community easy to move through, prioritizing pedestrian connections to the stations.

Tall buildings have been oriented to respect and enhance the identified view corridor from the Sir John A. Macdonald Parkway at the Bayview rail line, and the view of the War Museum from the new Booth Street Bridge above the LRT line.

The balance of the District will be occupied by low- and medium-rise residential, office and hotel buildings which will provide a variety to the skyline and create interest within the urban environment.

Schedule C sets out generally permitted building heights while annexes to the plan provide greater detail on the location of building heights within each of the five (5) neighbourhoods.

1.11.15.1 Low-Rise Buildings

- a. Buildings which are a single storey up to four storeys are considered low-profile buildings which may be single-use or mixed-use buildings.
- b. Low-rise residential buildings are to include stairs, stoops, garden patios, terraces, and private outdoor amenity areas to support social life for adjacent public realm areas. Residential ground floor living spaces should be designed to directly engage the public realm, through the use of stoops, stairs, yards, and porches.
- c. Provision of decks and amenity areas are encouraged to enliven facades and roofs of buildings.
- d. Facades should be articulated to express individual residential units and individual tenants in multi-use buildings.

1.11.15.2 Medium-Rise Buildings

- a. Five to nine-storey buildings will be used to define the primary character of the urban fabric for IllumiNATION LeBreton.
- b. To create a family-friendly and pedestrian-focused environment, buildings should convey a sense of activity and bring building life to the pedestrian level and into the public realm. This can be achieved by encouraging multiple building entries, a high degree of transparency at the ground floor, direct physical connections to public amenity areas and a comfortable buffer between the street and the interior of residential units.
- c. Generous common spaces including roof-top amenity areas are encouraged. Facades should be enlivened with balconies, decks and architectural articulations.
- d. Buildings should be articulated into smaller massing with breaks in the facade and roofline.
- e. Through-block connections are encouraged to provide alternative pedestrian routes.

1.11.15.3 High-Rise Buildings

The following criteria will apply to developments that incorporate high-rise buildings:

- a. High-rise buildings over ranging between 10 and 30 storeys in height are to be positioned to protect and maximize views of national symbols and the Ottawa River. The buildings are to maintain an open and permeable skyline.
- b. Tops of towers should be distinctive in order to enrich the skyline and enhance the role of the building as visual points of reference.
- c. Tower facades should be articulated to express the scale of an individual unit for residential towers and to reduce the mass of the overall building.
- d. Terraces and sky gardens are encouraged on tower facades.
- e. The base of towers should relate to the pedestrian scale and include active ground floor uses.
- f. Appropriate separation of towers shall be provided to minimize wind and shadowing impacts, maximize sunlight penetration to public spaces, and respect privacy and important public views.

1.11.15.4 High-Rise Buildings (30+ Storeys)

The following additional criteria will apply to developments that incorporate a high-rise building with a height more than 30 storeys:

- a. Development proposals will be subject to a thorough view impact analysis from various vantage points defined in Annex 8A of the Official Plan and no building, part of the building, or building roof structure shall have any impact on the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols
- b. A minimum tower separation of 20 metres shall be provided to minimize wind and shadowing impacts, maximize sunlight penetration to public spaces, and respect privacy and important public views.
- c. Development shall display design excellence and pursue distinction and variation in many aspects of design, in particular, the sculpting and articulation of the shape, the massing, and the top of the building in order to create a unique silhouette and skyline that can represent the image of downtown.

1.11.15.5 Animated Building Edge

Animated building edges are essential for creating a safe, pedestrian-friendly, and successful urban environment in IllumiNATION LeBreton

- a. Continuous at-grade retail and commercial frontages shall be encouraged along Booth and Albert Street.
- b. Commercial and other active frontages will be provided along the open aqueduct between Pimisi Station and Preston Street
- c. All development projects will be required to be oriented to the streets, pathways, and parks.
- d. All development projects will animate the public spaces they face through incorporating pedestrian-oriented uses and architecture features and details that will enhance pedestrian safety and provide visual interest to enrich pedestrian experience.

<p>7</p>	<p>1.11.16 (new section)</p>	<p>Amend the Secondary Plan by:</p> <ul style="list-style-type: none"> <p>∕ Adding a new section following 1.11.15 – Building Form, Design and Building Heights, as follows:</p> <p>Urban Design</p> <p>1.11.16.1 Views</p> <p>Given IllumiNATION LeBreton’s prominence within the National Capital Region and the City of Ottawa’s downtown core, there are significant views of the Parliamentary Precinct and other National Symbols, of the skylines of Ottawa and Gatineau, and other landscapes. View corridors will be protected and enhanced as follows:</p> <ul style="list-style-type: none"> a. Building placement and open spaces should be positioned and designed to maximize public viewing opportunities of the Parliament Buildings and other national symbols, and of the spire of the Canadian War Museum. b. In addition to the protected view corridor from the Sir John A. Macdonald Parkway, a secondary view of the Canadian War Museum from the Booth Street bridge over the Light Rail System should also be enhanced. c. Views of IllumiNATION LeBreton from the Sir John A. Macdonald Parkway should be interesting and varied, and should take into account that the Flats acts as the gateway into the downtown core from the west. <p>1.11.16.2 Public Realm</p> <p>Part of IllumiNATION LeBreton’s unique character will be a network of well-designed, exciting and interesting public spaces. The public realm will include a network of parks, plazas, open spaces, rights-of-way, courtyards, and pathways. These components will be integrated with the existing street and pathway network to provide excellent connectivity to the existing open space network in adjacent areas. The following public realm areas are identified by neighbourhood. They will be carefully programmed and will become popular public destinations.</p>
----------	----------------------------------	--

<p>8</p>	<p>1.11.17 (new section)</p>	<p>Amend the Secondary Plan by:</p> <ul style="list-style-type: none"> / Adding a new section following 1.11.16 – Urban Design, as follows: <p>Transportation</p> <p>The proposed mix of density, attractions, land uses, and cultural and geographic landscape will all contribute to people travelling to, and living in, the IllumiNATION LeBreton. The draw of the district will create a shift in travel patterns, which needs to be supported by an excellent multi-modal transportation system and transportation demand strategy.</p> <p>Redeveloping LeBreton Flats to its full potential as IllumiNATION LeBreton will be enabled, in part, by the implementation of the City of Ottawa’s LRT system. IllumiNATION LeBreton will be serviced by both the Confederation Line (east-west) and the Trillium Line (north-south). Bayview Station is located at the west end of the development area and Pimisi Station is located at its east end. In the longer term, extension of the Trillium Line across the Ottawa River to the City of Gatineau and connecting to its Rapibus and/or LRT system would further facilitate sustainable growth and development of LeBreton Flats.</p> <p>To meet all of the needs of such a significant development, a balanced approach for all travel modes is required. Consistent with other transit-oriented development (TOD) areas in the City, IllumiNATION LeBreton will implement aggressive modal splits including 65% of peak hour trips being made by rapid-transit, and 15% by bicycle, at full build-out. Best practices in walking, cycling, street design, and parking will be implemented to achieve a mixed-use community supported by sustainable transportation.</p> <p>1.11.17.1 Moving Around</p> <p>The following are strategies that seek to improve accessibility, connectivity and movement throughout IllumiNATION LeBreton. These strategies encourage all forms of movement and accommodate residents, businesses and visitors:</p> <ol style="list-style-type: none"> a. Streets are to be designed as “complete streets” which provide suitable facilities for pedestrians and cyclists and connections to adjacent development. b. Provide a connected network of accessible sidewalks and pedestrian paths for access to neighbourhoods, transit, parks, community facilities and businesses.
----------	----------------------------------	---

		<ul style="list-style-type: none"> c. Connect on-site cycling facilities directly to the adjacent off-site network and the LRT stations. d. Improve accessibility to LRT Stations with direct and secure connections e. Reduce the dependence on cars in the long term while carefully managing the necessary vehicular traffic to ensure the safety and efficiency of the existing road infrastructure. f. Accommodate efficient vehicle movement to ensure that access for loading, servicing and emergency services is not compromised. g. Recognize the importance of an adequate supply and availability of public parking to the viability and sustainability of the restaurant, retail, and commercial land uses. <p>1.11.17.2 Transportation Demand Management</p> <p>The goal of the Transportation Strategy is to achieve high non-automotive modes of travel amongst those who will be living, working and visiting IllumiNATION LeBreton. Consistent with TOD areas in other parts of the City, the modal share targets for IllumiNATION LeBreton are: 65% transit, 15% by other active modes (i.e. cycling and walking), 15% auto driver, and 5% auto passenger. To achieve these aggressive targets, the Transportation Strategy for IllumiNATION LeBreton outlines transportation demand management (TDM) strategies that identify relationships between amenities, infrastructure and programs and ensures that these measures reach their potential. Examples of such strategies include:</p> <ul style="list-style-type: none"> a. Parking supply will be limited, programmed and monitored to ensure a minimal number of stalls are provided at different stages of development. Approximately 8,250 parking spots will be supplied for this entire development with the goal that, over time, the parking stalls provided for residential, office and retail land uses along with the Event Centre will meet or exceed the TOD guidelines; b. The Event Centre will have a small number of exclusive use parking spaces (<500), relying on transit and on shared parking assumption; c. Partnership with car sharing groups will be established, reducing the need for residents to own private automobile; and d. Cycling amenities ranging from advanced bike parking, maintenance stations and shower facilities will be included in site development plans.
--	--	--

		<p>1.11.17.3 Internal Street Network and Design</p> <p>Building on the active mode opportunity, it is necessary to provide a street network which supports an animated streetscape, such as active building frontages, pedestrian amenities, and high quality design which will help create a vibrant and healthy place.</p>
<p>9</p>	<p>1.11.18 (new section)</p>	<p>Amend the Secondary Plan by:</p> <ul style="list-style-type: none"> / Adding a new section following 1.11.17 – Transportation, as follows: <p>Phasing and Implementation</p> <p>1.11.18.1 Phasing Plan</p> <p>The redevelopment of LeBreton Flats is to be in the spirit of the vision and in accordance with the policy directions set forth in the Secondary Plan. It is expected that the redevelopment of the Flats into IllumiNATION LeBreton will occur through a phased development program that will extend over multiple years. The overall phasing as currently contemplated, comprises three phases, but may be revised as further study is undertaken.</p> <ul style="list-style-type: none"> / Phase 1: The Quartier LeBreton, Aqueduct and Pimisi neighbourhoods with pathway connections constructed to Bayview Station and the intersection of Booth and the Parkway. / Phase 2: The Asticou neighbourhood, and the development of Nations Plaza in the northeast corner of the lands. / Phase 3: The Bayview neighbourhood. <p>1.11.18.2 Implementation Tools</p> <p>The vision and policy direction for the development of the IllumiNATION LeBreton has been described in Sections 1.11.13 through to 1.11.18. The success of these policies depends on effective implementation. This section, which reinforces and augments the implementation policies contained in Volume 1 of the Official Plan, describes the principal tools and actions the City intends to use to implement the objectives and policies of the plan. This Secondary Plan shall be implemented using some or all of the following, as provided for under the Planning Act and also identified in Volume 1 of the Official Plan:</p>

		<ul style="list-style-type: none"> a. approval of individual draft plans of subdivision/condominium and part lot control exemptions; b. enactment of zoning by-laws; c. use of site plan control; d. execution of Letters of Undertaking and/or registration of site plan agreements; e. use of the Holding Symbol “h”; f. dedication of parkland; g. use of powers and incentives enabled by a Community Improvement Plan; h. use of development agreements registered on title. <p>Given the unique nature of the proposed development and the significant private sector contribution to the public realm and community benefits proposed within the IllumiNATION LeBreton District, the following shall apply:</p> <ul style="list-style-type: none"> / The Greenway designated lands on Schedule B which will provide the opportunity for extensive municipal and federal leisure activities (whether such lands are publicly owned (federally or municipally) or privately held, and publicly accessible), shall satisfy the City’s parkland dedication requirement; and the Parkland Dedication By-law shall be amended accordingly. / Section 37 will not apply to the IllumiNATION LeBreton District given the extensive community benefits that are being constructed as part of this new neighbourhood. / Monies collected through Development Charges in the IllumiNATION LeBreton District shall be directed to fund the major public infrastructure and public realm improvements required specifically for the development of this District.
10	Schedule Q – LeBreton Flats Land Use (amended schedule)	Schedule Q to the Central Area Secondary Plan is hereby amended by changing the designation of the lands identified as the IllumiNATION LeBreton to “Mixed-Use”, “Greenway”, and “Sports and Entertainment”, as shown in Item 3, Schedule B of Part B.
11	Annex 2 – IllumiNATION LeBreton Concept Plans	Annex 2 is hereby added to the Central Area Secondary Plan, which provides the concept plans for IllumiNATION LeBreton, as shown in Item 3, Annex 1 of Part B. The plans are conceptual in nature and

		are provided as reference in the Secondary Plan. The annex is to be inserted following Annex 1 of the Central Area Secondary Plan.
--	--	--

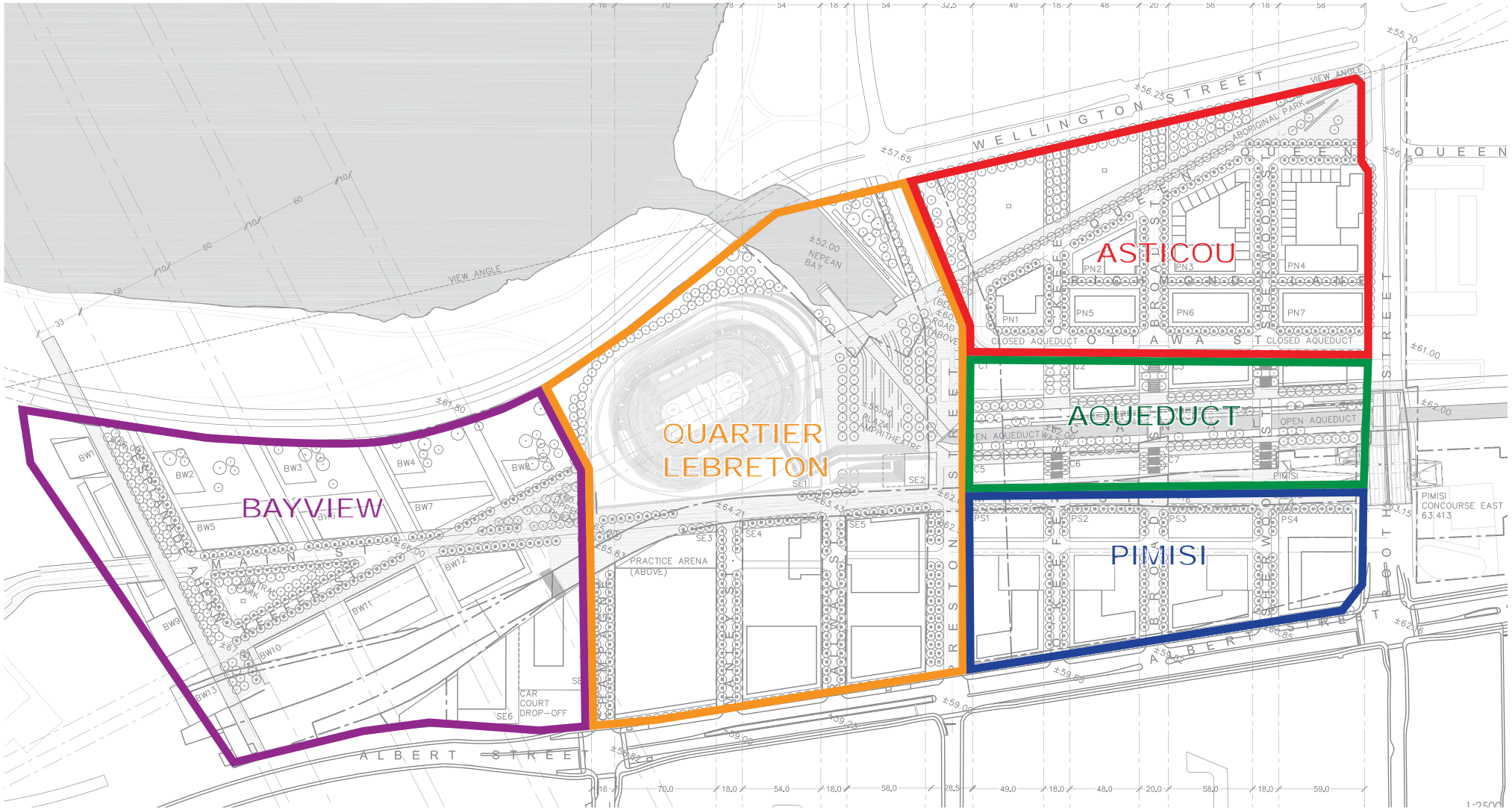
3. SCHEDULE AND ANNEX TO AMENDMENT NO. XXX – OFFICIAL PLAN OF THE CITY OF OTTAWA

The following schedule and annex provide the land use designations and development concept plans which support the redevelopment direction in IllumiNATION LeBreton to be read with the policy framework provided in Sections 1.11.13 to 1.11.18.

Schedule Q “LeBreton Flats Land Use” of the Central Area Secondary Plan will be amended to revise land use designations for IllumiNATION LeBreton within LeBreton Flats and a new annex “Annex 2 – IllumiNATION LeBreton Development Concept Plans” will be added to the Central Area Secondary Plan.

Part C – Implementation and Interpretation

Implementation and Interpretation of this Amendment shall be made having regard to all applicable policies set out in Volume 1 – Primary Plan of the City of Ottawa Official Plan.

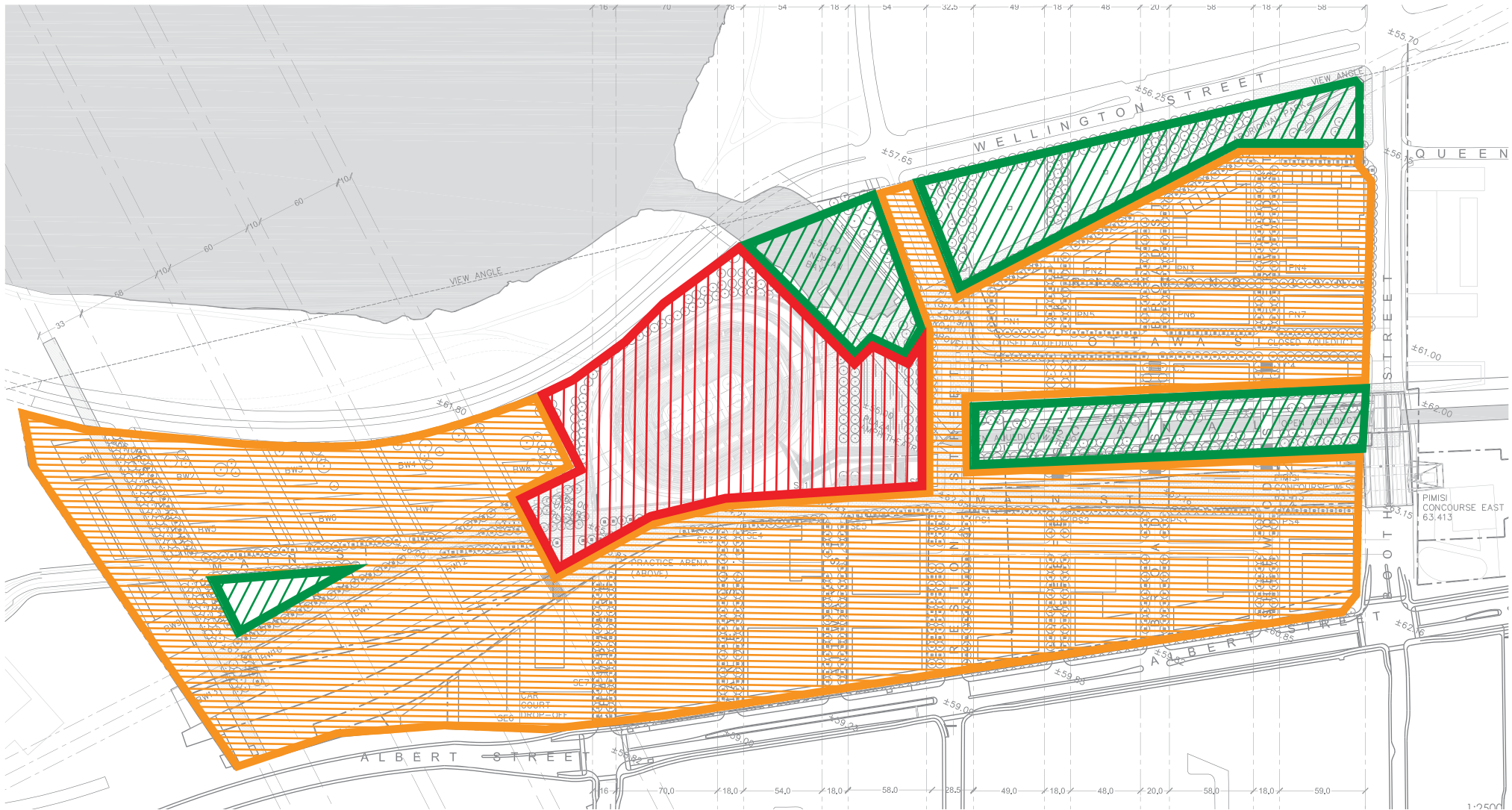


FOTENN
 Planning + Design

Prepared August 28, 2018

SCHEDULE A TO AMENDMENT NO. xxx
 to the OFFICIAL PLAN for the CITY OF OTTAWA

Volume 2a - Secondary Plan - Ottawa
Illumination LeBreton Neighbourhoods






FOTENN

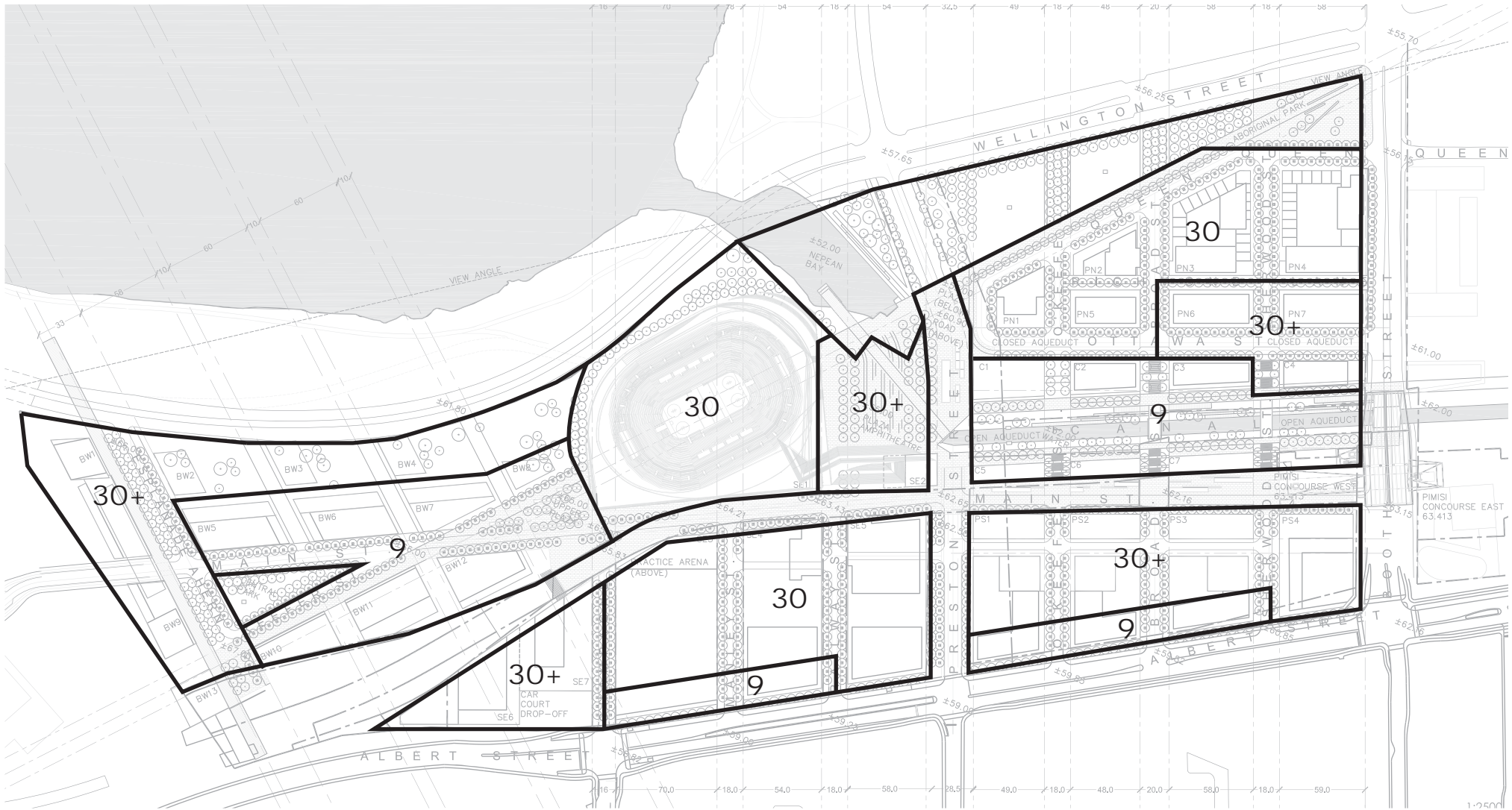
Planning + Design

Prepared August 28, 2018

SCHEDULE B TO AMENDMENT NO. xxx
to the OFFICIAL PLAN for the CITY OF OTTAWA

Amending Schedule Q
Volume 2a - Secondary Plan - Ottawa
LeBreton Flats Land Use

-  Lands to be designated "Mixed Use"
-  Lands to be designated "Greenway"
-  Lands to be designated "Sports and Entertainment"



FOTENN

Planning + Design

Prepared August 28, 2018

SCHEDULE C TO AMENDMENT NO. xxx
to the OFFICIAL PLAN for the CITY OF OTTAWA

Volume 2a - Secondary Plan - Ottawa
IllumiNATION LeBreton Building Heights





APPENDIX B

PROPOSED ZONING DETAILS

*See attached schedules to accompany the Zoning Amendment.

*This document has been prepared as a comprehensive proposal for the zoning of LeBreton to be adjusted as a Zoning By-law Amendment.

MD6 Subzone

Permitted Uses

The following uses are permitted in the MD6 Subzone, subject to specific prohibitions in the following exception zones:

amusement centre	emergency service	retail food store
amusement park	group home	retail store
animal care establishment	home-based business	retirement home
apartment dwelling, low rise	home-based day care	retirement home, converted
apartment dwelling, mid rise	hotel	rooming unit
apartment dwelling, high rise	instructional facility	school
artist studio	library	service and repair shop
bank	medical facility	shelter
bank machine	municipal service centre	small batch brewery
bar	museum office	sports arena
bed and breakfast	park	stacked dwelling
broadcasting studio	parking garage	storefront industry
catering establishment	payday loan establishment	technology industry
cinema	personal service business	theatre
community centre	place of assembly	townhouse dwelling
community health & resource centre	place of worship	training centre
convenience store	post office	urban agriculture
court house	production studio	
day care	recreational and athletic facility	
diplomatic mission	research and development centre	
dwelling unit	residential care facility	
	restaurant	

MD6 Provisions:

- / Section 193(2) does not apply. [requirement for 50% of the ground floor to be occupied by active uses]
- / Outdoor storage is not permitted.
- / All parking spaces, whether principal, accessory, required or provided must be located in a parking garage with the exception of parallel or angled on-street parking which is permitted on both public and private streets within the MD6 zone.
- / All lands within the MD6 Subzone are one lot for zoning purposes.
- / Where two or more buildings, or parts of buildings, on the same lot are greater than nine (9) storeys in height, those parts of the building over 9 storeys shall be a minimum of 20 metres from each other.
- / The minimum building height in the MD6 Subzone is two (2) storeys.

/ Building Height and Density

- Maximum building heights are as per Schedule 3.
- High-rise buildings (10+ storeys) are permitted as follows and as noted on Schedule 1:
 - Within Area A [Asticou], a maximum of seven (7) high-rise buildings are permitted.
 - Within Area B [Aqueduct], one (1) high-rise building is permitted adjacent to Booth Street.
 - Within Area C [Pimisi], a maximum of five (5) high-rise buildings are permitted.
 - Within Area D [Quartier LeBreton], a maximum of three (3) high-rise buildings are permitted.
 - Within Area E [Bayview – Part 1], a maximum of nine (9) high-rise buildings are permitted.
 - Within Area F [Bayview – Part 2], no high-rise buildings are permitted.

/ Active Frontage Streets

- The following provisions apply to lots abutting active frontage street areas shown on Schedule 2.
 - The maximum building setback from an active frontage street is 3 metres except along Albert Street, where the maximum building setback from an active frontage street is 6 metres.
 - At least 50% of the ground floor of any building abutting an active frontage street must be occupied by one or more of the following uses:

amusement centre	museum	post office
artist studio	nightclub payday loan establishment	recreational and athletic facility
bank	personal service business	restaurant
bank machine	place of assembly	retail food store
bar	convenience store	retail store
cinema	hotel	service and repair shop
community centre	instructional facility	small batch brewery
community health and resource centre	library	theatre
municipal service centre	medical facility	

 - This requirement does not apply to a building occupied by a courthouse, diplomatic mission, emergency service, place of worship, or school;
 - Uses must have direct access to the street when located at ground level abutting an active frontage street;
 - Uses must occupy at least 100% of that part of the ground floor, excluding lobbies, mechanical rooms, and access to other floors, for a minimum depth of 3.0 metres, for any part of a building abutting the aqueduct;

Exception Zones

*The following sections list all permitted uses in each of the zones. When the By-law is written, the exceptions zones will prohibit specific uses.

MD6[xxx1] (Asticou Neighbourhood)

Permitted Uses		
	amusement centre	office
	amusement park	park
	animal care establishment	parking garage
	apartment dwelling, low rise	payday loan establishment
	apartment dwelling, mid rise	personal service business
	apartment dwelling, high rise	place of assembly
	artist studio	place of worship
	bank	post office
	bank machine	production studio
	bar	recreational and athletic facility
	bed and breakfast	research and development centre
	broadcasting studio	residential care facility
	catering establishment	restaurant
	cinema	retail food store
	community centre	retail store
	community health & resource centre	retirement home
	convenience store	retirement home, converted
	court house	rooming unit
	day care	school
	diplomatic mission	service and repair shop
	dwelling unit	shelter
	emergency service	small batch brewery
	group home	sports arena
	home-based business	stacked dwelling
	home-based day care	storefront industry
	hotel	technology industry
	instructional facility	theatre
	library	townhouse dwelling
	medical facility	training centre
	municipal service centre	urban agriculture
	museum	

MD6[xxx2] (Aqueduct Neighbourhood)

<p>Permitted Uses</p>	<p>apartment dwelling, low rise apartment dwelling, mid rise apartment dwelling, high rise artist studio bank machine bar broadcasting studio cinema community centre convenience store dwelling unit hotel museum nightclub office park parking garage personal service business</p>	<p>place of assembly place of worship post office recreational and athletic facility residential care facility restaurant retail food store retail store retirement home rooming unit small batch brewery sports arena stacked dwelling storefront industry theatre urban agriculture</p>
-----------------------	--	--

MD6[xxx3] (Pimisi Neighbourhood)

<p>Permitted Uses</p>	<p>amusement centre amusement park animal care establishment apartment dwelling, low rise apartment dwelling, mid rise apartment dwelling, high rise artist studio bank bank machine bar bed and breakfast broadcasting studio catering establishment cinema click and collect facility community centre community health & resource centre convenience store court house day care diplomatic mission dwelling unit emergency service group home home-based business home-based day care hotel instructional facility library medical facility municipal service centre</p>	<p>museum nightclub office park parking garage payday loan establishment personal service business place of assembly place of worship post office production studio recreational and athletic facility research and development centre residential care facility restaurant retail food store retail store retirement home retirement home, converted rooming unit school service and repair shop shelter small batch brewery sports arena stacked dwelling storefront industry technology industry theatre townhouse dwelling training centre urban agriculture</p>
-----------------------	---	---

MD6[xxx4] (Quartier LeBreton Neighbourhood)

<p>Permitted Uses</p>	<p>amusement centre amusement park animal care establishment apartment dwelling, low rise apartment dwelling, mid rise apartment dwelling, high rise artist studio bank bank machine bar bed and breakfast broadcasting studio catering establishment cinema click and collect facility community centre community health & resource centre convenience store court house day care diplomatic mission dwelling unit emergency service fairground group home home-based business home-based day care hotel instructional facility library medical facility municipal service centre museum</p>	<p>nightclub office park parking garage payday loan establishment personal service business place of assembly place of worship post office production studio recreational and athletic facility research and development centre residential care facility restaurant retail food store retail store retirement home retirement home, converted rooming unit school service and repair shop shelter small batch brewery sports arena stacked dwelling storefront industry technology industry theatre townhouse dwelling training centre urban agriculture</p>
-----------------------	---	---

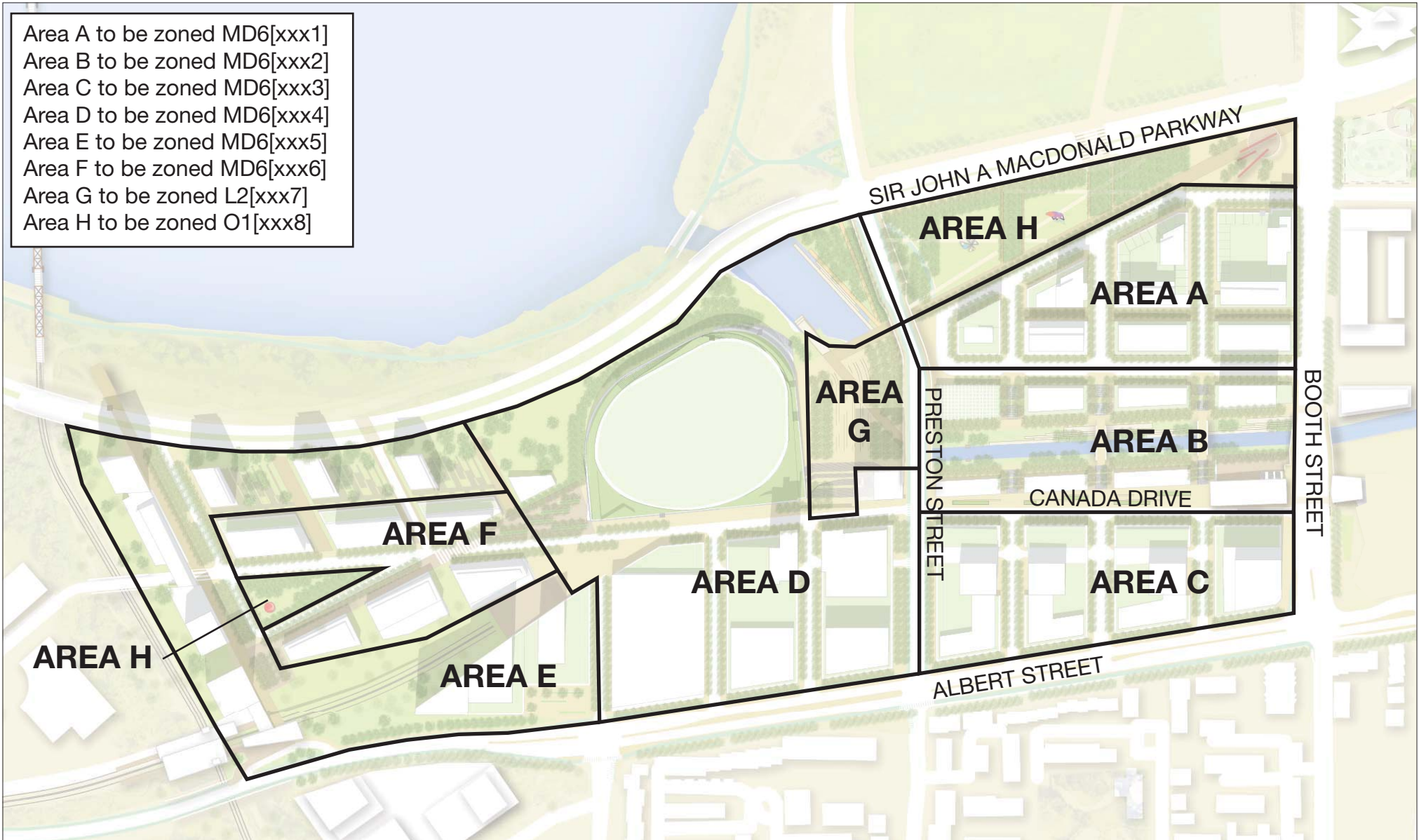
MD6[xxx5] (Bayview Neighbourhood – Part 1)

<p>Permitted Uses</p>	<p>amusement centre animal care establishment apartment dwelling, low rise apartment dwelling, mid rise apartment dwelling, high rise artist studio bank bank machine bar bed and breakfast broadcasting studio catering establishment cinema click and collect facility community centre community health & resource centre convenience store court house day care diplomatic mission dwelling unit emergency service group home home-based business home-based day care hotel instructional facility library medical facility municipal service centre museum</p>	<p>nightclub office park parking garage payday loan establishment personal service business place of assembly place of worship post office production studio recreational and athletic facility research and development centre residential care facility restaurant retail food store retail store retirement home retirement home, converted rooming unit school service and repair shop shelter small batch brewery sports arena stacked dwelling storefront industry technology industry theatre townhouse dwelling training centre urban agriculture</p>
-----------------------	---	---

MD6[xxx6] (Bayview Neighbourhood – Part 2)

<p>Permitted Uses</p>	<p>amusement centre animal care establishment apartment dwelling, low rise apartment dwelling, mid rise artist studio bank bank machine bar bed and breakfast broadcasting studio catering establishment cinema click and collect facility community centre community health & resource centre convenience store court house day care diplomatic mission dwelling unit emergency service group home home-based business home-based day care hotel instructional facility library medical facility municipal service centre museum</p>	<p>nightclub office park parking garage payday loan establishment personal service business place of assembly place of worship post office production studio recreational and athletic facility research and development centre residential care facility restaurant retail food store retail store retirement home retirement home, converted rooming unit school service and repair shop shelter small batch brewery sports arena stacked dwelling storefront industry technology industry theatre townhouse dwelling training centre urban agriculture</p>
-----------------------	--	---

- Area A to be zoned MD6[xxx1]
- Area B to be zoned MD6[xxx2]
- Area C to be zoned MD6[xxx3]
- Area D to be zoned MD6[xxx4]
- Area E to be zoned MD6[xxx5]
- Area F to be zoned MD6[xxx6]
- Area G to be zoned L2[xxx7]
- Area H to be zoned O1[xxx8]

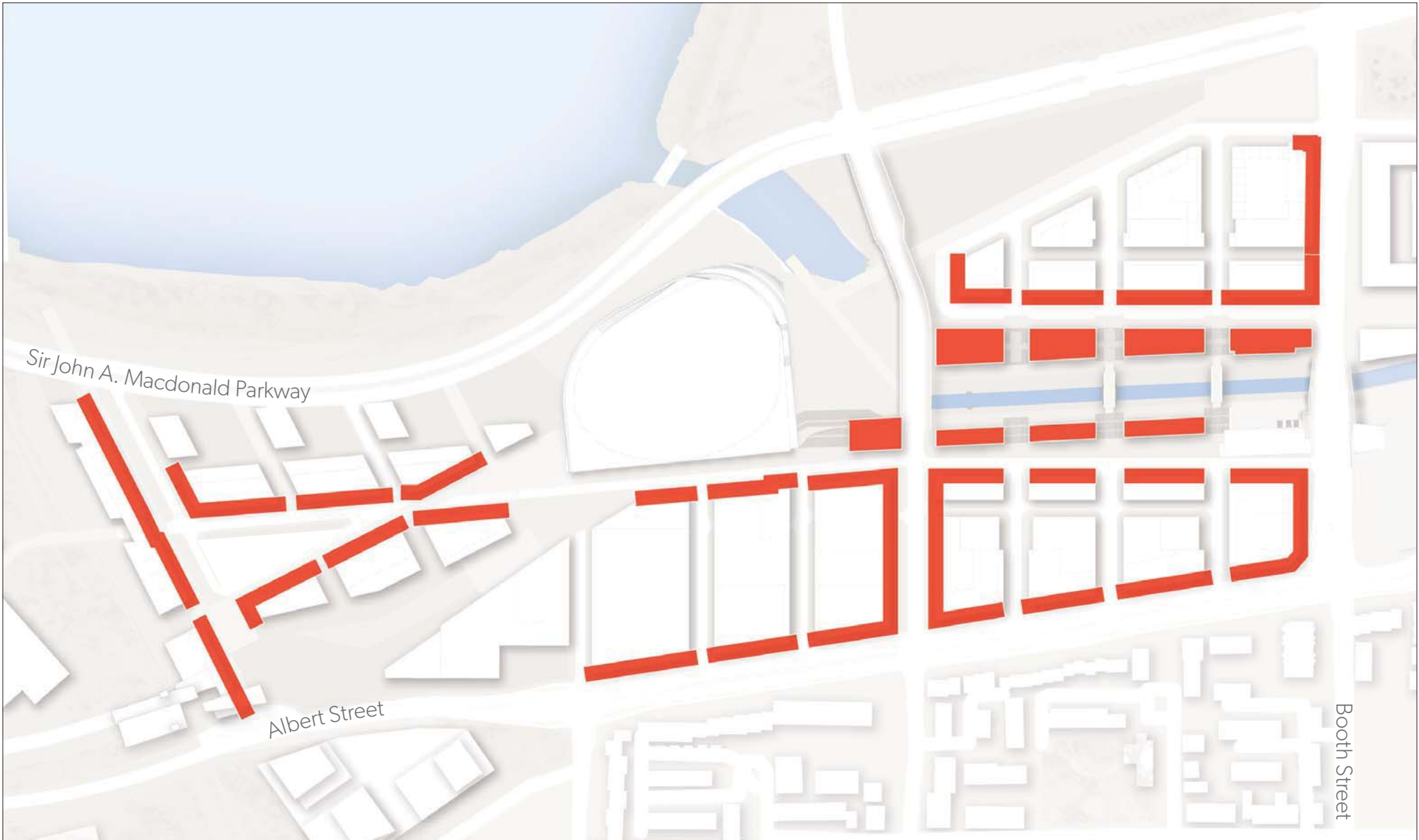


FOTENN
 Planning + Design

Schedule 1 of the Zoning By-law Amendment

ZONING KEY MAP

Prepared August 28, 2018



FOTENN
Planning + Design

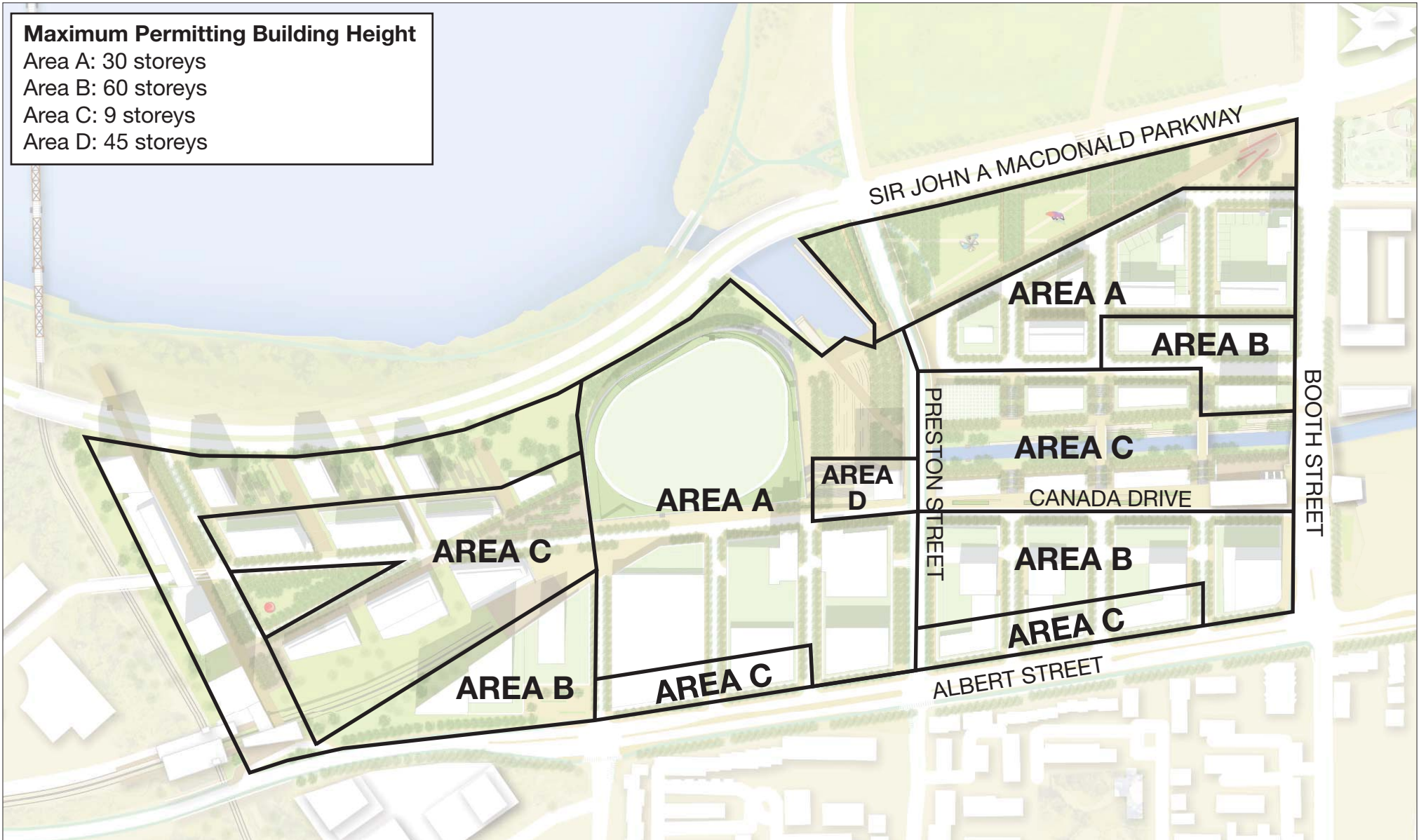
Schedule 2 of the Zoning By-law Amendment

ACTIVE FRONTAGE STREETS

Prepared August 28, 2018

Maximum Permitting Building Height

- Area A: 30 storeys
- Area B: 60 storeys
- Area C: 9 storeys
- Area D: 45 storeys



FOTENN
Planning + Design

Schedule 3 of the Zoning By-law Amendment

MAXIMUM PERMITTED BUILDING HEIGHTS

Prepared August 28, 2018

