

# Building LeBreton Library Parcel

**665 Albert Street**

Planning Rationale and Design Brief

**Perkins&Will**



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We acknowledge and pay respect to the Algonquin Anishinabeg Nation and its people that are the traditional care takers of the land currently referred to as Ottawa. We acknowledge their long-standing relationship with this territory, which remains unceded and not surrendered. We acknowledge the traditional knowledge holders, both young and old and we honour their courageous leaders: past, present, and future. We would also like to recognize the histories and contributions made by the multitude of First Nations, Inuit, and Métis people historically present on this territory and across Turtle Island.

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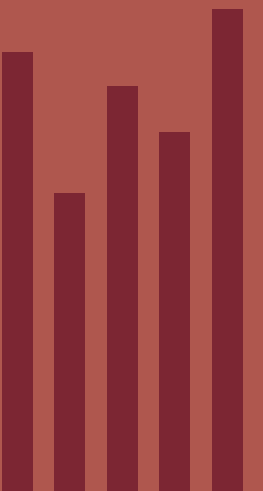
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# 1.0 Introduction

## *A landmark development in the Capital, for Canada*

**Dream LeBreton is proposing to develop an innovative mixed-use, mixed-income, transit-oriented, zero carbon community at 665 Albert Street.** Dream was the successful proponent in the NCC's rigorous selection process for the site known as the "Library Parcel," which will be the first parcel to move forward at LeBreton Flats. Consisting of two towers of 36 (120.7 m) and 31 (104.6 m) storeys with five storey podiums (including bicycle mezzanines), the development has a total of approximately 35,060 sq. m. of residential space and 601 residential rental units. This includes 247 units of affordable housing which will be targeted to support five communities in need: Indigenous Canadians, women and children, immigrants/newcomers, veterans and adults with cognitive disabilities. Of the affordable units, 130 will be clustered together and owned and operated by local non-profit Multifaith Housing Initiative, while 117 will be interspersed among the market rental units in a checkerboard pattern and will be owned and operated by Dream.

The podiums of the two buildings will contain approximately 2,127 sq. m. of non-residential space designed to support the needs of residents of the development and future

developments in LeBreton Flats, residents in existing surrounding communities, employees and patrons of Ādisōke, the new Ottawa Public Library and Library and Archives Canada joint facility, and commuters passing through Pimisi Station. Non-residential space will include a daycare, a community bike shop, a highly-programmed community hub amenity space and 968 sq. m. of retail which will animate the public realm and support the health and wellbeing of the community. Stepped podium terraces provide space for outdoor play and socialization, community gardens, and green roofs featuring meadow-like plant communities which offer bird-friendly habitat and greater ecological diversity.

The generous public realm is also designed to support the community. It draws on the history of the land – including its use by the Algonquin peoples for thousands of years – and the landscape of the Ottawa area as inspirations for the design and materials. A central parkette between the podiums on the Albert Street frontage will serve as a great outdoor living room with open gathering spaces surrounded by flexible seating and covered by the canopies of large trees. A gathering circle at the crossroads

of circulation through the site is a nod to the historical crossroads function of LeBreton Flats. Its design will be refined through collaboration with the Algonquin Nation and other diverse communities as a special space for art and celebration. At the northwest of the site an arrival plaza landscape will greet pedestrians entering the site from Pimisi Station and funnel them through the development to Albert Street. Two paths connect Pimisi Station/Booth Street to Ādisōke – a promenade along the old Wellington Street right-of-way at the level of Booth Street, and a Multi-Use Path at the level of the rail tracks with a gentle incline bringing users up to grade to the east of the site.

The development takes a holistic approach to sustainability following the One Planet Living framework. It strives to align its sustainability goals with Indigenous values by focusing on the responsibility of stewardship and supporting cultural ways of being. A zero carbon community, the development will be designed to achieve numerous sustainability certifications including CaGBC Zero Carbon Building Standards for Design and Performance and LEED Gold for New Construction and Neighbourhood Development.



### Affordable and Accessible Housing

A fully rental development with 247 units of affordable housing, with various depths of affordability including a significant amount of deeply discounted units. 130 of the affordable units will be owned and operated by local non-profit Multifaith Housing Initiative as affordable rental housing in perpetuity. 31% of the units will be accessible to people with varying levels of mobility.



### Transit-Oriented Development

A true transit-oriented development, the proposal adds significant residential density - 41% of the units being affordable housing - immediately adjacent to an LRT station. Its 2,127 m<sup>2</sup> of non-residential floorspace will not only serve the residents but also provide convenient retail and services for commuters passing through Pimisi Station.



### Zero Carbon

A zero carbon community with buildings that achieve 45% energy savings over the Code requirement. Innovative on-site renewable energy generation includes a waste water heat recovery plant that taps into the sewer trunk line beneath the site to provide low-carbon heating, cooling and domestic hot water and photovoltaic panels on the building.



### Public Realm

A redistribution of density from the three towers permitted by the as-of-right zoning to two liberates the ground plane and allows for a generous public realm. A series of distinctly designed open spaces draw from the natural history of the region in their materials and plantings and provide space for people of all ages to eat, sit, play, linger and appreciate art, culture and programming.



### Indigenous Values

With the insight of Indigenous architects Two Row Architect and a robust program of engagement with Indigenous partners and communities led by Innovation 7, the development strives to embed Indigenous values into both its form and function and align outcomes with a path toward reconciliation. At the crossroads of the site, “The Circle” gathering space will be designed in collaboration with the Algonquin Nation and Indigenous communities.



### Connectivity

Drawing people through the site from Albert Street to Pimisi Station, from the station to Ādisōke and up from track level to Ādisōke, the development acts as an urban connector between transit and local destinations. Both the Albert Street and Booth Street streetscapes are designed to improve pedestrian comfort in all seasons on these busy thoroughfares with street trees and overhangs.



### Community Supports

The curated non-residential offering prioritizes the needs of residents with a focus on the themes of food security, childcare, daily conveniences and health and wellness in both community spaces and retail. The retail strategy will include partnering with local businesses and practitioners who align with the values and vision for the project and support the wellbeing of residents.



### An Exemplar for LeBreton Flats

As the first parcel to move forward in the new vision for LeBreton Flats the development is in itself a statement about the ambitions for LeBreton and the NCC and City’s ability to achieve those ambitions. In its sustainability, affordability, commitment to reconciliation and iconic design the development sets a high standard for all that comes after.

# 1.1 Required applications

This Planning Rationale and Urban Design Brief has been prepared in support of Dream LeBreton’s combined Official Plan Amendment, Zoning By-law Amendment and Site Plan Control application for 665 Albert Street. The following amendments are required to facilitate the proposed development:

- **Official Plan Amendment:** A new Official Plan for the City of Ottawa was adopted by Council on November 24, 2021. Anticipating that the new Official Plan will shortly be approved by the Minister this application seeks to proactively amend the West Downtown Core Secondary Plan to reflect the proposed development. Amendments are required to Schedule K – Pimisi Station and LeBreton Flats District – Maximum Building Heights and Tower Locations and Schedule P – Pimisi Station and LeBreton Flats District – Mobility Network to reflect the building heights of 31 and 36 storeys and adjust the mobility network on the site.

- **Zoning By-law Amendment:** The subject site is currently zoned Mixed-Use Downtown Zone, Urban Exception 2509, maximum height of 83 metres, subject to holding symbol as per conditions in the exception, denoted as MD[2509] H(83)-h. The zoning permits three towers of up to 25 storeys/83 metres and a maximum total floor area of 80,000 square metres, however it applies to a larger site. This application seeks to revise applicable zoning provisions including pro-rating the permitted total floor area based on the size of the site, increasing the permitted height to reallocate the floor area into two taller towers due to the smaller site and removing the holding symbol on the site. The balance of the pro-rated floor area permitted by Urban Exception 2509 and the holding symbol will remain in place on the area immediately to the east which is covered by the current zoning but is not included in the subject site.

# 1.2 Team

Dream has assembled a world-class team of local and Canadian talent to support the development of the Library Parcel:

**Perkins&Will**

Architecture, Urban Design, and Planning

**KPMB**

Architecture



Architecture



Landscape Architecture



**innovationseven**  
INNOVATION FOR SEVEN GENERATIONS

Indigenous Engagement



Civil & Transportation



**MORRISON HERSHFIELD**

Confederation Line Proximity



**GOLDER**

Geotechnical



Environmental



Wind & Noise/Vibration



Cultural Heritage

## 1.3 Public Consultation Strategy & Indigenous Engagement

Public consultation for the project will follow the *Planning Act* statutory requirements and the City of Ottawa's consultation practices. The required pre-application consultation meeting with the City was held on January 31, 2022 with a member of the Dalhousie Community Association in attendance. Statutory notification signs will be posted on the site, application materials will be posted on the City's Development Application website and a statutory meeting will be held at Planning Committee. The need for additional public engagement opportunities will be determined in consultation with the Ward Councillor and Community Association.

Out of respect for the Algonquin Nation's stewardship of these lands since time immemorial and in support of the NCC's aim of leveraging the redevelopment of LeBreton Flats to support the economic development and capacity building of the Algonquin Nation, its members and its enterprises, Dream has contracted Algonquin-owned business Innovation Seven to lead a robust Algonquin Nation engagement process for the Library Parcel. Innovation Seven's work with the Algonquin Nation during the NCC's selection process informed the development of an Algonquin Nation Benefits Plan for the project and they will continue to assist Dream through the development and implementation of the Library Parcel to ensure alignment with a path towards reconciliation.



# 2.0 The Site and Context

## 2.1 Historical Context

The area of the site has been home to Algonquin peoples continuously for over 8,000 years. The Algonquin territory is closely related to the natural watersheds of the three rivers now known as the Gatineau, Ottawa and Rideau Rivers. Land around the convergence of the three rivers has always been a gathering place for the Algonquins and their trading partners, leading to the name Odawa (Ottawa), meaning a place of trade. The power and force of the waterfalls now known as Chaudière Falls also gave the area significance to the Algonquins who consider the falls to be a sacred place.

The more recent, post-contact history of the LeBreton Flats area has been characterized by industrial activity. LeBreton Flats played an important role in the timber trade and related industries that benefitted from proximity to the Ottawa River and Chaudière Falls for transportation and power. It was home to a

working class community serving the lumber mills and was attractive to new immigrants due to its affordability. Industrial era infrastructure can still be seen surrounding the site in the designated Ottawa Water Works complex including historic aqueducts and bridges.

In the early 1960s the area was expropriated and cleared with plans for a new federal defence headquarters. In the years since there have been other unrealized plans for the area as LeBreton Flats has stood largely vacant. The site at 665 Albert Street is the first site to move forward in accordance with the National Capital Commission's renewed vision for LeBreton Flats laid out in its Master Concept Plan.

Municipally recognized heritage properties in the vicinity of the site include the Ottawa Water Works Complex (designated) north of the rail corridor, the Lorne Avenue Heritage Conservation District on both sides of Lorne Avenue south of Albert Street, and four properties on the City of Ottawa's Heritage Reference List: 684-686 Albert Street, 694-494 Albert Street, 698-700 Albert Street and 4-6 Empress Street.



Detail from the 1902, revised to 1912, City of Ottawa Fire Insurance Plan, showing the lots that are now identified as 665 Albert Street. Source: Charles E. Goad Company.

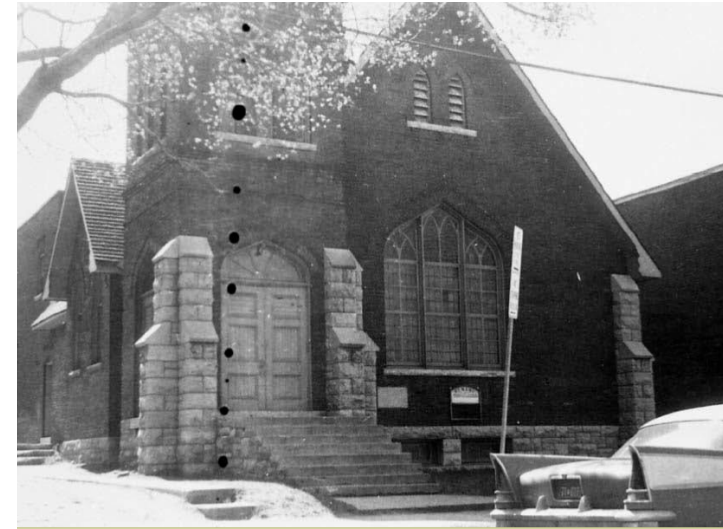




Wellington Street School, built after the fire of 1910, and located on the 665 Albert St property. Source: Ottawa Archives



Stone residence located at 646-648 Wellington Street, part of the property of 665 Albert Street, 1962. Source: Ottawa Archives



Mark's Church/Eglise Unis St. Marc, previously located on part of the property at 665 Albert Street, 1962. Source: Ottawa Archives



Buildings located on east side of Booth, between Albert and Wellington, 1962. Source: Ottawa Archives

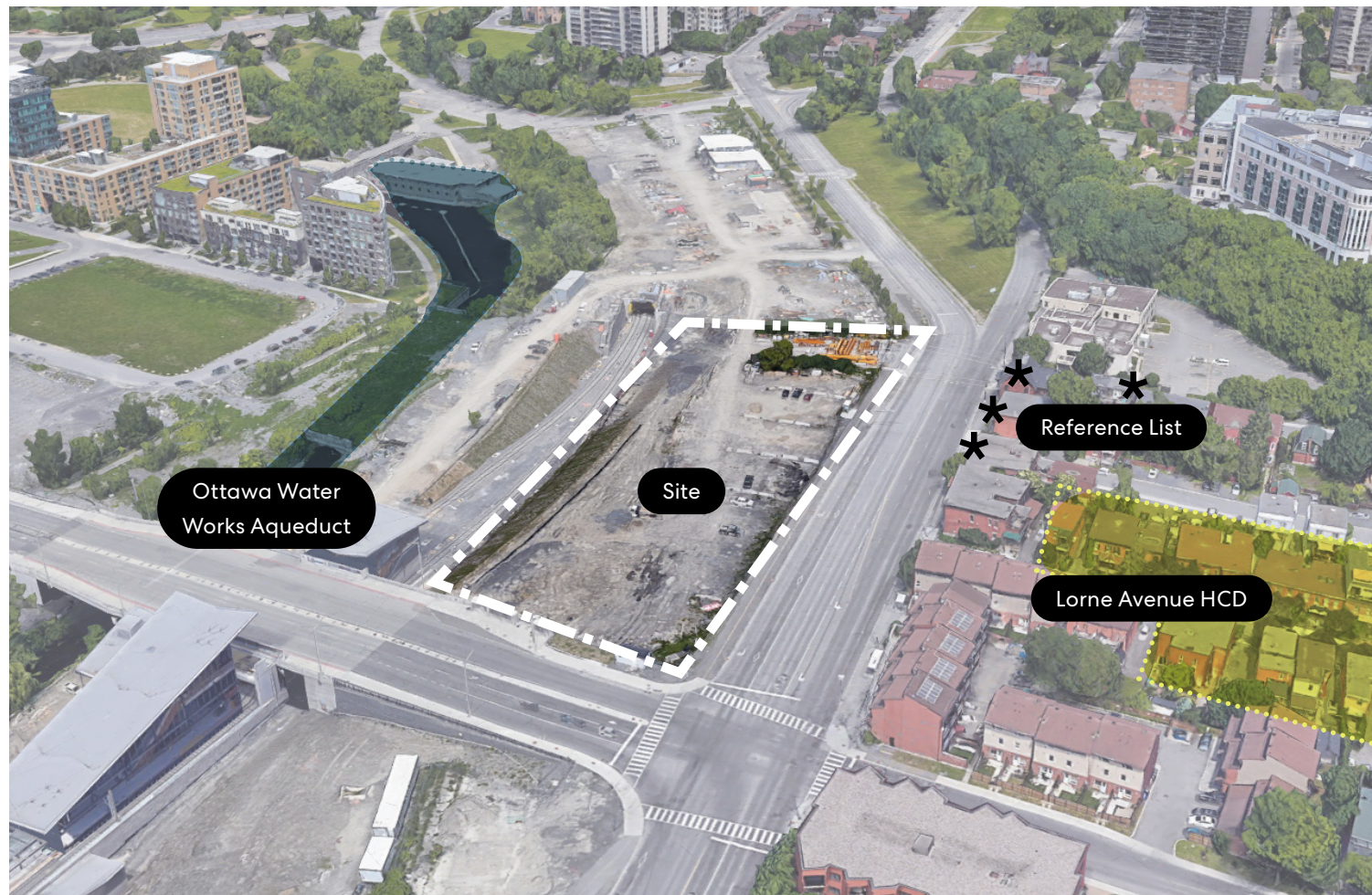


Illustration of the proximity of heritage resources (Ottawa Water Works, Lorne Avenue Heritage Conservation District, and properties on the City of Ottawa's Heritage Reference List) to the proposed development



Aerial photograph of LeBreton Flats in winter of 1962. Source: Ottawa Archives

## 2.2 Site and Immediate Context

***Framed by transit, community, and nature – the site offers an opportunity for a new integrated community.***

The subject site (“the site”, or “the Library Parcel”), known municipally as 665 Albert Street, is located on the northeast corner of Albert Street and Booth Street, within the LeBreton neighbourhood and Ward 14 Somerset, in central Ottawa. To the north, the site is bounded by the Confederation Rail corridor, and to the east, the Empress Avenue laneway extension.

With a total area of approximately 9,629 square metres / 103,645 square feet, the site has prominent frontages on both Albert Street (144m) and Booth Street (78m). Currently, the site is vacant.

The topography of the site is generally flat until it reaches the Confederation Line trench at the north. Pimisi Station is immediately to the north of the site at the Booth Street frontage. Pedestrian access to the three-level Pimisi station is provided on both the west and east sides of Booth Street, with circulation (i.e. stairs and elevators) within the stations to bring transit users to grade.

The parcel immediately to the east of the site on the other side of the Empress Avenue laneway extension is vacant and owned by the NCC and is planned for a future affordable housing development by the City of Ottawa. The parcel immediately to the west of the site on the other

side of Booth Street is vacant and is identified for mixed-use development up to 40 storeys in the NCC’s Master Concept Plan for LeBreton Flats.

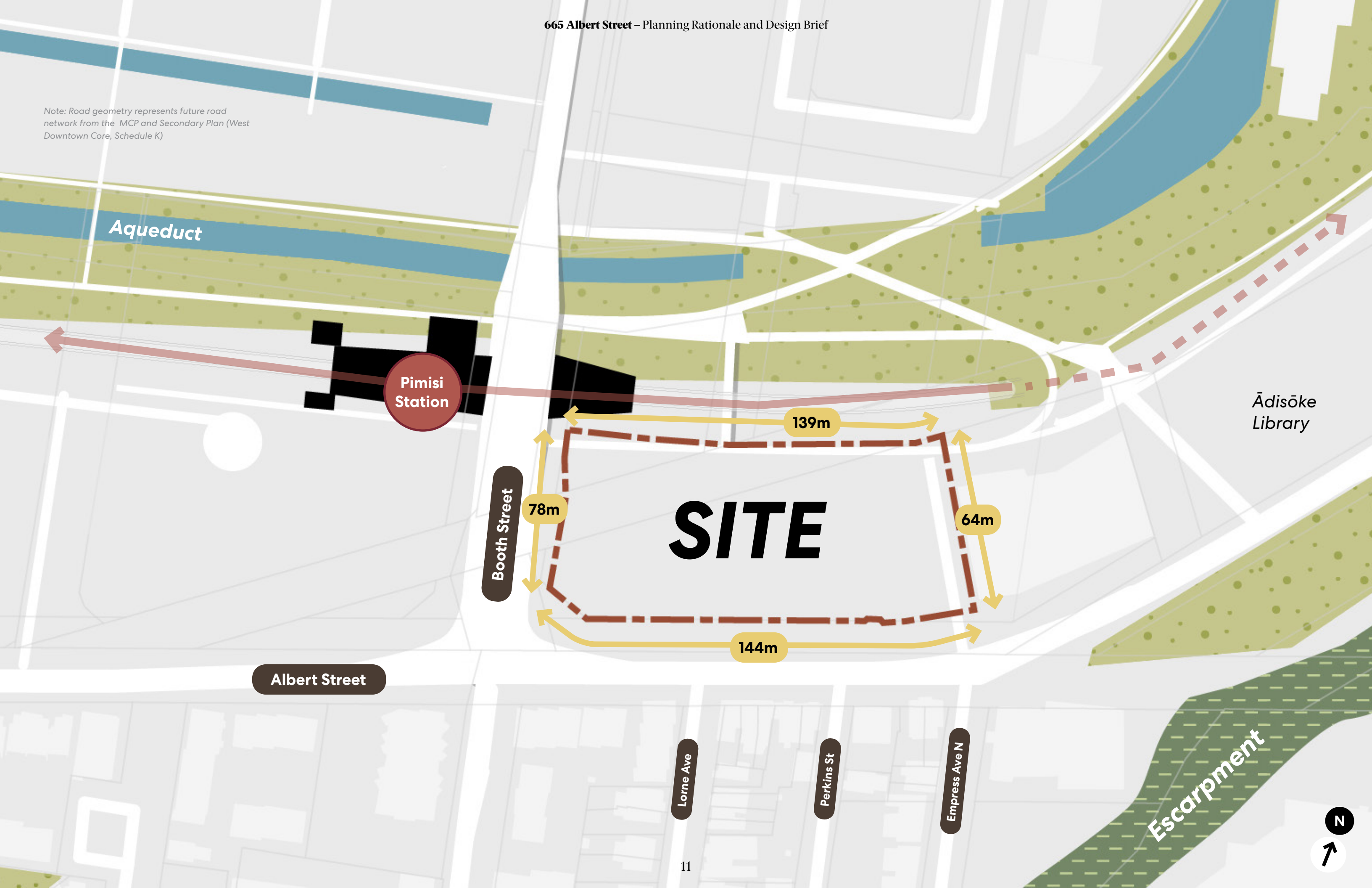
Opposite the site on the south side of Albert Street there is primarily historic low-rise

residential fabric (including several properties on the City’s Heritage Register), with some more recent infill.



Existing aerial view of the site (Google Earth)

Note: Road geometry represents future road network from the MCP and Secondary Plan (West Downtown Core, Schedule K)



Aqueduct

Pimisi Station

Ādisōke Library

**SITE**

Booth Street

Albert Street

Lorne Ave

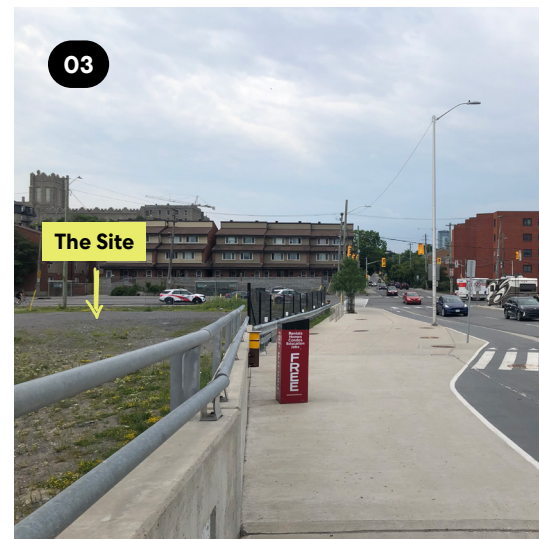
Perkins St

Empress Ave N

Escarpment

N

- 01 Looking East from the Booth Street Bridge
- 02 Looking East from Booth Street
- 03 Looking South along Booth Street
- 04 Looking North towards Pimisi Station from Albert Street
- 05 Looking North-East from the Booth Street and Albert Street Intersection
- 06 Looking East along Albert Street



- 07 Looking South across LRT tracks to site
- 08 Looking North-West from Empress Avenue and Albert Street intersection
- 09 Looking West along Albert Street



## 2.3 Neighbourhood Context

**Where rich culture and history meet transit, the Library Parcel will help stitch together existing and future connections, amenities, and open spaces.**

Along the southern edge of LeBreton Flats, the Library Parcel serves as a gateway between the civic character of the Flats and the largely residential West Centretown neighbourhood to the south. Zooming further out, LeBreton Flats itself is sandwiched between some of the fastest growing communities in Ottawa, including Hintonburg to the west, Centretown to the east, and the Chaudière Islands (also known as Zibi, a world-class sustainable redevelopment project) to the north towards Gatineau.

LeBreton Flats is approximately 1.5km away from Parliament Hill and national institutions such as the Supreme Court of Canada. It includes many civic and cultural attractions such as the Canadian War Museum, the National Holocaust Monument and the Canadian Firefighters Memorial. Anticipated to open in 2026, Ādisōke, a new Ottawa Public Library and Library and Archives Canada Joint Facility, is located down the street from the Library Parcel, at 555 Albert

Street, offering an expansion to the already rich network of cultural institutions within this portion of central Ottawa.

Various community uses also support this local neighbourhood, with amenities nearby such as: the Saint-Vincent Hospital, Dalhousie Community Centre, Tungasuvvingat Inuit, The Good Companions Seniors' Centre, Bronson Centre, Somerset West Community Health Centre, and the Dominican University College. These amenities within the local neighbourhood provide key community resources that support users with a wide range of ages, abilities, and identities.

Within walking distance to the Ottawa River, the neighbourhood is situated within close proximity to various natural heritage assets, including the riverside collection of open spaces and connections – Bronson Point, LeBreton Flats Park, Pindigen Park, Vimy Place and Chaudière Island – and destinations such as the Pumphouse Whitewater course.



- |                                      |  |
|--------------------------------------|--|
| <b>A</b> Canadian War Museum         | <b>J</b> Tungasuvvingat Inuit                  |
| <b>B</b> National Holocaust Monument | <b>K</b> Good Companions Seniors Centre        |
| <b>C</b> Ādisōke                     | <b>L</b> Bronson Centre                        |
| <b>D</b> Supreme Court of Canada     | <b>M</b> Somerset West Community Health Centre |
| <b>E</b> Saint-Vincent Hospital      | <b>N</b> Dominican University College          |
| <b>F</b> Chaudière Falls / Zibi      | <b>O</b> Bronson Point                         |
| <b>G</b> Pumphouse Whitewater Course | <b>P</b> Plant Recreation Centre               |
| <b>H</b> Pindigen Park               | <b>Q</b> City Centre Shopping Mall             |
| <b>I</b> Dalhousie Community Centre  |  |



Note: Road geometry represents future road network from the MCP and Secondary Plan (West Downtown Core, Schedule K)

## 2.4 Transportation Context

### Getting to, from, and around Ottawa's newest mobility hub.

#### TRANSIT NETWORK

The site is well served by a number of transit options serviced by OC Transpo, including local bus, rapid transit, and the new O-Train Confederation Line.

With Pimisi Station bordering the site to the north, future residents will have direct access to the O-Train Confederation Line 1. Operating seven days a week and with peak service running every five minutes or less, the O-Train Line 1 is a 12.5 kilometre-long light rail transit system, currently serving from Tunney's Pasture Station in the west to Blair Station in the east.

Pimisi Station will also offer easy and accessible connections to local bus service, located along the Booth Street Bridge and Albert Street. Several bus routes can be accessed at this intersection, including:

- Frequent route 85 Gatineau-Bayshore, with a terminus in Gatineau (at Promenade/Terrasses de la Chaudière) and Bayshore Station, running along Carling Avenue,

- Preston Street, and Albert Street primarily.
- Local route 16 Main-Tunney's Pasture/Westboro, travelling between Main Station and Westboro Station, servicing interchange stations such as Tunney's Pasture, Bayview, Lyon, Parliament, and Lees.
- Local route 66 Gatineau-Kanata-Solandt, with a terminus in Gatineau (Sacré-Coeur/Laurier) and the Solandt Loop in Kanata, running along the Transitway for a portion of the route.
- Limited service route 61 Tunney's Pasture and North Rideau and Gatineau-Stittsville, travelling between Tunney's Pasture and Stittsville, with varying schedules based on selective time periods. This route operates all day and night.
- Limited route 63 Briarbrook via Innovation-Tunney's Pasture via Briarbrook and Gatineau, largely running during morning and afternoon peak periods on weekdays. Terminus stations include Sacré-Coeur/Laurier in Gatineau and Innovation.
- Limited route 75 Barrhaven Centre-Tunney's Pasture and Gatineau and North Rideau, with terminus stations in Gatineau (Place du Portage) and Centre Minto Recreational Centre and servicing Barrhaven Centre along the way, largely running along the Transitway.

Further south, other local routes are within a short walk of the subject site:

- Frequent route 11 Parliament-Bayshore, running along Somerset Street and Bronson Avenue.



Note: Road geometry represents future road network from the MCP and Secondary Plan (West Downtown Core, Schedule K)



## PEDESTRIAN AND CYCLIST NETWORK

The site has excellent access to cycling and pedestrian amenities, with a number of existing and planned routes in the vicinity. This existing cycling network provides both north-south access into Gatineau as well as east-west access to the rest of the city. The NCC's Master Concept Plan (MCP) for LeBreton Flats includes many additional planned cycling connections through the Flats.

Currently, a cycle track runs north-south along Booth Street from Albert Street to the Ottawa River, and a multi-use pathway runs east-west along Albert Street. As part of the ongoing Albert Street Reconstruction Project and long term plans for the Scott-Albert Corridor to support intensification along the LRT route Albert Street will be reconfigured in a more urban cross section with sidewalks and unidirectional cycle tracks on either side. Albert Street is part of a larger city-wide and winter-maintained network. An off-street cycle path has also been recently implemented from Albert Street just west of Booth Street, north to the rail corridor, east to Pimisi Station where it crosses under the tracks and continues east under Booth Street on the north side of the tracks, connecting to various streets and cycle paths in the East Flats. There is an opportunity to extend this path on the south side of the tracks as part of the Library Parcel development and connect to the Ādisōke Library site.

Pedestrian circulation is supported by a robust network of existing sidewalks and paths which will also be enhanced as the NCC implements its MCP for LeBreton Flats.



Capital Pathway



Booth Street Bridge



Note: Road geometry represents future road network from the MCP and Secondary Plan (West Downtown Core, Schedule K)

## 2.5 Development Context

**One piece of a larger puzzle, the Library Parcel has a complex emerging context to respond to.**

As the LeBreton Flats area begins to develop, a number of development applications have been submitted to the City within the larger neighbourhood. Other developments are in the early stages of planning but have not yet reached the stage of a formal application. Together, these developments are illustrative of the emerging character around the subject site.

### TO THE NORTH:

- The East Flats (301-324 Lett Street and 133 Booth Street) -- At the time of this document, a Site Plan Application has been submitted for: a mixed-use development with two towers (25 and 30 storeys), totalling 600 dwelling units, commercial space and daycare at grade. An underground garage provides 340 parking spaces and 470 bicycle parking spaces. The Planning Rationale from the Zoning By-law Amendment states that future phases envision a mixed-use district of five residential towers, with retail, institutional, and residential uses in the podiums.

### TO THE EAST:

- Ādisōke (555 Albert Street) -- The new Ottawa Public Library and Library and Archives joint facility. The building is proposed to be five storeys, housing Canada’s extensive documentary and heritage collections, with a world-class research centre, community spaces, and an Indigenous space – developed with local host Algonquin communities. The Site Plan Application has been approved and opening day is scheduled for 2026.
- Adjacent NCC-owned parcel - Directly to the east of the Library Parcel, this site is owned by the NCC and has been identified by the City of Ottawa for an affordable housing development in the future.

### TO THE WEST:

- 900 Albert Street – Directly adjacent to the Bayview O-Train Station, a proposed development includes a mixed-use development consisting of three towers (27, 56 and 65 storeys) on a three-storey podium. In 2018, amendments to the Official Plan and Zoning By-law were submitted for the site.
- Major Events Centre site and LeBreton Place (Parcels AD1 A2-4) – The NCC has recently solicited interest in these two sites as part of an REI (Request for Expressions of Interest). These have been identified as sites of Major Attraction, for uses such as a major event facility. The REI also noted that it may be desirable to develop residual lands for complementary uses such as residential,

retail, and office uses, if only critical to support the major attraction(s). These sites are located in close proximity to the Bayview O-Train station.



The East Flats conceptual rendering



Trinity Centre at Bayview Station conceptual rendering



Ādisōke conceptual rendering



Major Events Centre site and LeBreton Place from MCP



Napean Bay

Ottawa River

**Major Events Centre site and LeBreton Place:**  
REI for major event facility and potential complementary uses

**The East Flats:**  
ZBA for five towers 25-45 storeys; SPA for first two towers

**593 Laurier Ave W:**  
ZBA / SPA for 17-storey residential building

**Ādisōke:**  
SPA for new Ottawa Public Library and Library and Archives Canada joint facility

**Adjacent NCC-owned site:** Planned for future affordable housing development

**Trinity Centre at Bayview Station:**  
ZBA / OPA for three towers (27, 56, and 65 storeys)

Future Planned Road Network

**SITE**

Note: Road geometry represents future road network from the MCP and Secondary Plan (West Downtown Core, Schedule K)



## 2.6 LeBreton Flats Future Context

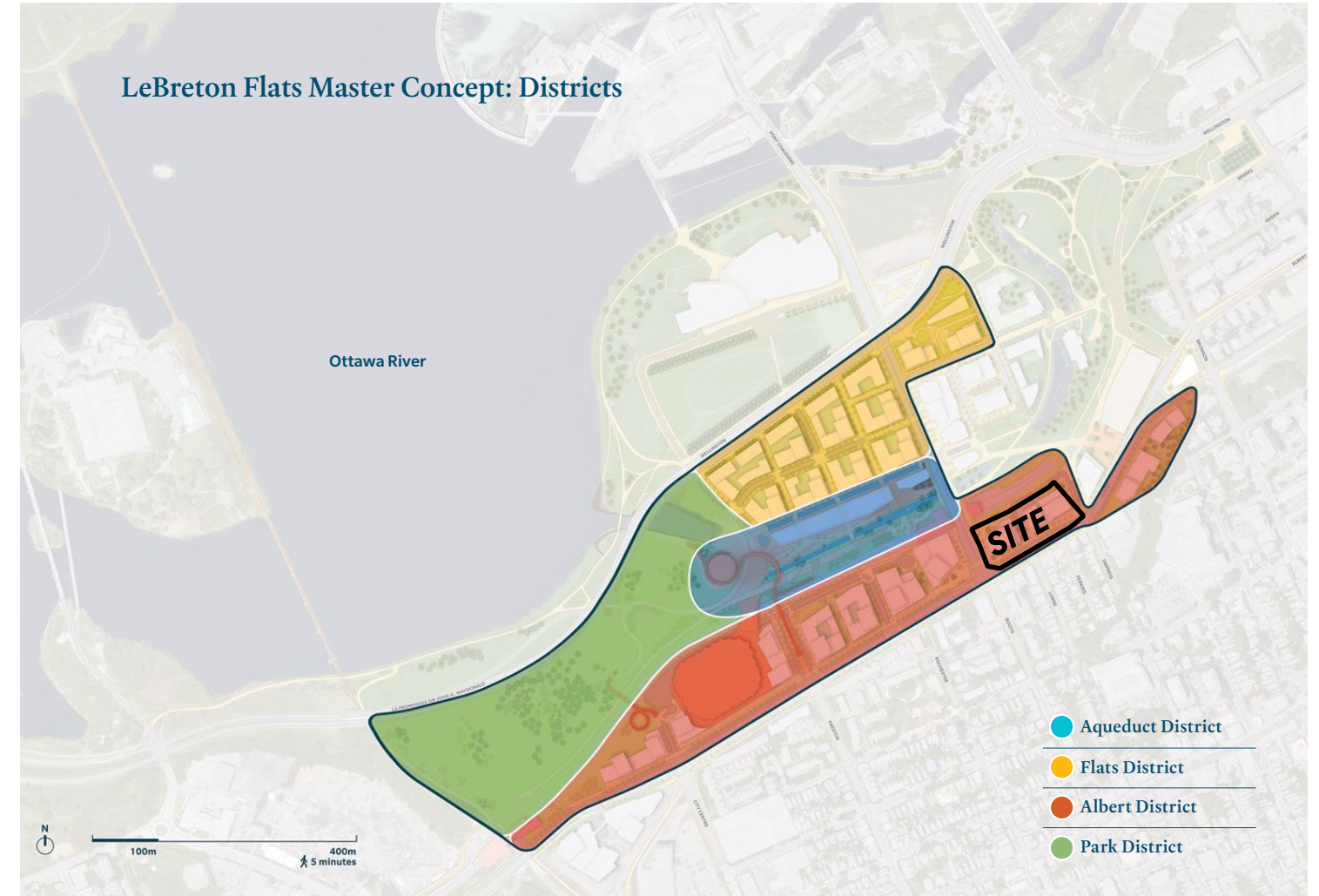
### ***Aligning with the vision of a complete urban community and Capital destination.***

The National Capital Commission's (NCC) Master Concept Plan (MCP) for LeBreton Flats is a 35-year vision for the LeBreton Flats neighbourhood that was approved by the NCC's Board of Directors in April 2021. It aims to transform this 29-hectare site into a complete urban community and destination. Further than establishing guiding principles and development targets, the MCP also sets out a framework that helps draw out the neighbourhood's potential as a dynamic Capital destination. The following pages outline how the MCP applies to the Library Parcel.

The Pimisi Station and LeBreton Flats District in the West Downtown Core Secondary Plan - discussed in detail in Section 4 of this report - is reflective of the MCP.

Although surrounded by distinct neighbourhoods with their own unique character, the LeBreton Flats area itself provides a unique opportunity to establish itself as a dynamic new community in the Ottawa region.





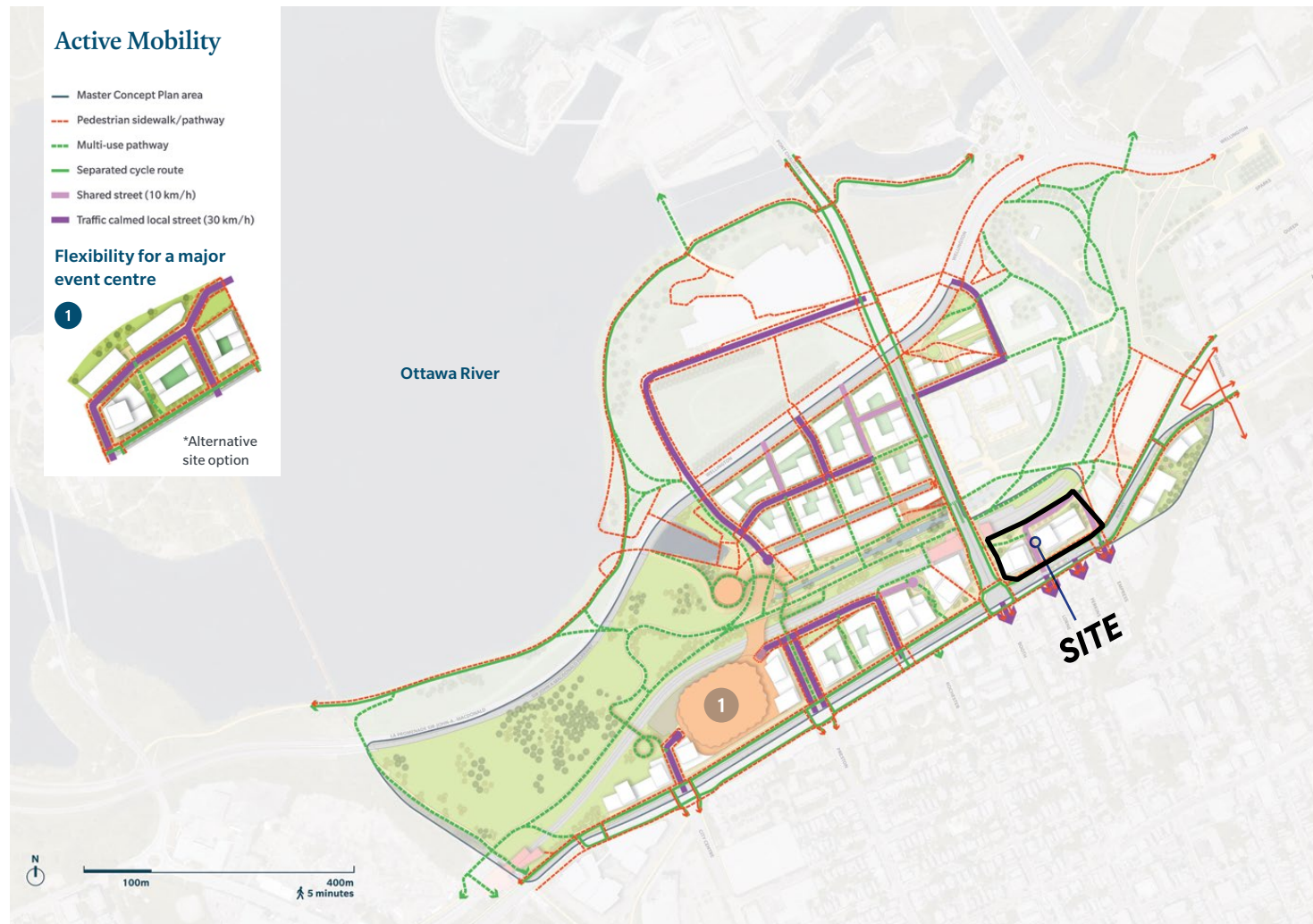
## EXPERIENCES

The Library Parcel is identified as to provide a “Civic Experience” (*as per 2.1.1 Experiences*), where a reborn residential community will be knit together with existing neighbourhoods, supporting local community connections in a walkable mixed-use district.

## DISTRICTS

Out of the four unique districts identified in the MCP, the Library Parcel falls within the Albert District (*as per 2.1.2 Districts*). The Albert District is to be a mixed-use main street neighbourhood, with the link between the future Ādisōke library to the east and the future sites of Major Attraction to the west. In detail, the MCP outlines the following relevant priorities for the Albert District (*as per 2.4.a, b, c, d*):

- **Transit Oriented**, with density that responds to the close proximity to the O-Train stations;
- **Transition to Towers**, setback from Albert Street to transition to the existing low-rise neighbourhood to the south;
- **Flexible Land Uses**, to allow for a mix of residential, commercial, and institutional buildings with retail and commercial uses at-grade;
- **Neighbourhood Connectivity**, to facilitate connectivity and integrate LeBreton with the escarpment and surrounding neighbourhoods;



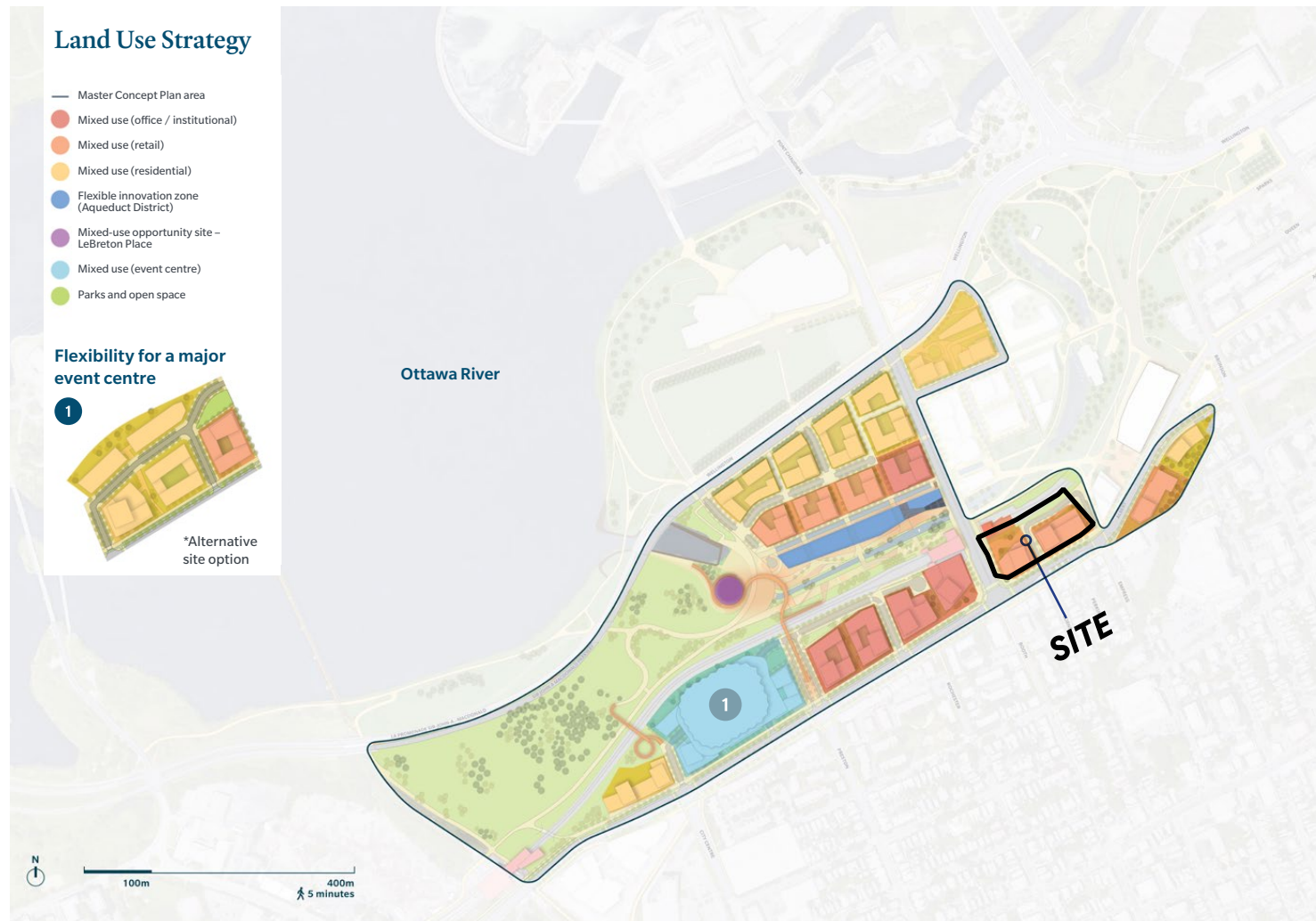
**PUBLIC REALM**

The public realm within the MCP is to be designed to include spaces that provide the opportunity to enjoy public life in a series of beautiful and inspiring spaces (as per 3.1.3.a, b, c, d e). These spaces should celebrate the winter city, provide high connectivity, ensure legible and efficient links between the built and natural environment, preserve historic assets, and supply local and intimate spaces such as privately owned public spaces (POPS).

**MOBILITY**

Within the MCP, the Library Parcel contains, or is adjacent to many key mobility connections and paths, including retaining the existing sidewalks and separated cycling routes along the arterial roads of Booth and Albert Streets. The existing multi-use pathway along the north side of the Library Parcel is also included, to provide additional connectivity and support multi-mobility (Figure 26: Mobility Strategy). According to the MCP, this strategy helps to achieve the goals of Vision Zero. The Vision Zero approach prioritizes safety and universal accessibility, aiming to eliminate traffic collisions (as per 3.2.2 Mobility concept).

Furthermore, to the east of the subject site, between the Library Parcel and the City-owned site to the east, a proposed new access route, “Albert District access lane” is included (Figure 28: Proposed street network). According to the MCP, this lane is most likely to become private and provide additional multi-modal functionality such as pick-up, drop-off, and vehicular access to underground amenity. As part of the larger Active Mobility network (Figure 43), this street is also classified as a Shared Street (10km/h), which will provide many of the local connections within the LeBreton Flats, ensuring slow design speeds and shared by all modes. Parking is to also be provided underground within the site (Figure 50: Parking Strategy).



## LAND USE

The Library Parcel site is identified as “Mixed Use (retail)” within the MCP, which is supported by a detailed commercial-retail market analysis within the plan. Specifically, the plan recommends retail at the ground level, fronting the intersection of Booth and Albert streets.

## BUILT FORM

The built form strategy in the MCP provides a set of performance guidelines to ensure that future development will protect the plan’s core performance, while accommodating innovation and evolving market conditions (as per 3.4. Built Form Strategy). This includes strategies such as at-grade commercial uses, setbacks for public space, visual permeability, podium and tower differentiation, and tower separation.



In regards to height, there is a general strategy of building heights transitioning upwards from Wellington Street, towards the O-Train station, while preserving view corridors to Parliament Hill and sunlight protection for the Canadian War Museum (Figure 54 Building heights). The MCP indicates a maximum height of 30 storeys for the Library Parcel (Figure 56 Building heights concept).

In order to respond to specific street contexts, the MCP highlights distinct edge conditions for the Albert Street and Booth Street frontages for the Library Parcel. For Booth Street, the built form is to be designed to provide a Prominent Urban Edge, providing a sense of ‘large scale urbanity’ and to overcome the extensive grade challenges in a human-centric manner (as per 3.4.3.2. Booth Street). For Albert Street, the proposed edge condition is to create a Prominent Transition Street Wall, to negotiate the transition in scale between the proposed development to the neighbourhoods to the south. Orienting and locating the towers toward the south of the parcel will also minimize shadow impacts (as per 3.4.3.3. Albert Street).

## SUSTAINABILITY

The MCP has a strong commitment to sustainability. Responding to the urgent need for climate action, the MCP includes innovative objectives that will guide development to build in climate mitigation and resiliency measures (as per 3.5. Sustainability Strategy). This includes sourcing low-emitting materials, providing accessible and usable physical activity spaces, enhancing the existing tree canopy, eliminating carbon emissions from operating energy use, utilizing low-impact development practices for stormwater management, and choosing materials that have positive environmental, social, and/or economic life cycle impacts.

## CULTURE AND HERITAGE

To ensure that culture and heritage opportunities are integrated into the developments of LeBreton Flats, the MCP included objectives and strategies to ensure that creative works, Indigenous heritage, and multicultural heritage are honoured, maintained, and thoughtfully integrated (as per 3.6 Culture and Heritage strategy). Most importantly, through ongoing engagement, the identity of the Algonquin Nation will continue to be visible and honoured through the implementation of the plan.

## HOUSING AND AFFORDABILITY STRATEGY

As a key part of the LeBreton Flats goals of creating an integrated and mixed-income community, the MCP includes recommendations on how to include housing across the spectrum of affordability (as per 3.7 Housing and Affordability Strategy). Some of the recommendations include twenty-five percent of all residential housing to be affordable, to partner with non-profit housing providers and market developers, and to explore alternative land ownership models to ensure long term affordability and stewardship.

Affordable housing projects will be funded primarily through grants and programs of the National Housing Strategy, administered by CMHC. This includes the Federal Lands Initiative, the NHS Co-Investment Fund, and the Rental Construction Financing Initiative.

## IMPLEMENTATION

The Library Parcel falls within the Early Phase of the MCP phasing plan, which is the first decade of the project.

The development on the Library Parcel represents an important moment in the history of LeBreton Flats in the implementation of the MCP. The project will act as a beacon on the site, creating a gateway to the larger site, and an integrated and inclusive net-zero carbon community.



Looking east along the open aqueduct near Pimisi Station



Looking west towards Booth Street in the Albert District





# 3.0 Proposed Development + Design Brief

## 3.1 The Proposal

### 3.1.1 Overview

The proposal is looking to rezone the site and amend the Secondary Plan to permit a mixed-use development on the northeast corner of Booth Street and Albert Street. The concept consists of two mixed-use residential towers, with heights of 36 storeys (120.7m) on the west by Pimisi Station, stepping down to 31 storeys (104.6m) on the east end of the subject site (storey count includes bicycle mezzanine). A total of 601 rental residential units are provided in the proposal, 41% will be affordable units, split between those owned and operated by local non-profit Multifaith Housing Initiative (130) and those owned and operated by Dream (117).

Taking cues from the surrounding context and the vision established in the MCP, the massing, materiality and colours of the development create a distinct presence on the important corridor of Booth Street that connects Ottawa and Gatineau.

The two towers sit on top of two podiums of 5 storeys (with mezzanine) which include 2,127 m<sup>2</sup> of non-residential space, including community amenities such as a community hub, bike repair shop and daycare. Oriented and sculpted to prioritize sky view, the podiums terrace strategically to reveal additional outdoor space above grade, for uses such as community gardens, urban agriculture, residential amenity, and green roofs. The scale of the podiums relates to the low-rise context on the south side of Albert Street as well as the low-rise context of Ādisōke to the east.

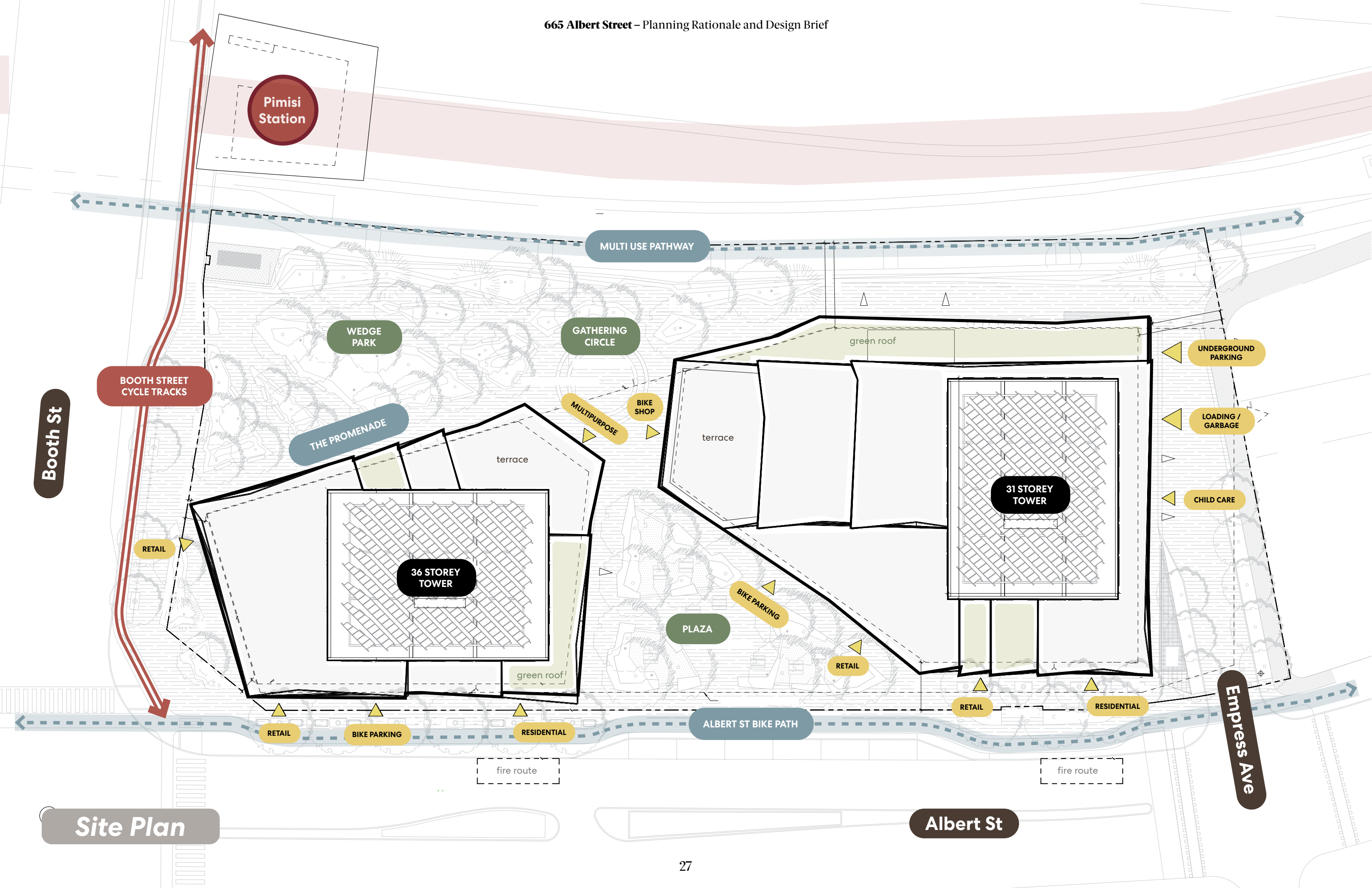
The development promotes and enhances connectivity for both pedestrians and cyclists through the site in multiple directions. The Albert Street and Booth Street frontages provide generous, shaded pedestrian environments activated by retail uses. The extensive public realm invites pedestrians and cyclists to pass through the site from Albert Street to Pimisi Station or from Booth Street to Ādisōke, or to linger and enjoy the variety of landscape experiences designed for all ages. A mix of community and retail uses framing the internal landscape create a positive relationship between indoors and outdoors. A mixed-use path at the north of the site gradually brings

pedestrians and cyclists up from track level, reaching grade past the eastern boundary of the site.

The public realm of the Library Parcel is envisioned to become an integral part of the surrounding urban fabric including integration with Pimisi Station, the Albert Street Reconstruction project and the surrounding greenway system. Programming will be developed to encourage full integration of the project into the surrounding community.

Parking for the development and vehicular access, servicing, and loading are all to be provided off of the new Empress Avenue laneway extension, along the east edge of the subject site. Six spots for temporary lay-by parking are also provided along Albert Street.

The architecture and the urban design contribute to the vibrancy of a transit-oriented development and forge strong connections to the existing neighbourhoods to the south. This site establishes a significant urban node with overall composition that creates a new visual gateway at the entrance to LeBreton Flats.



Pimisi Station

MULTI USE PATHWAY

WEDGE PARK

GATHERING CIRCLE

BOOTH STREET CYCLE TRACKS

THE PROMENADE

MULTIPURPOSE

BIKE SHOP

UNDERGROUND PARKING

LOADING / GARBAGE

CHILD CARE

Booth St

terrace

green roof

terrace

31 STOREY TOWER

36 STOREY TOWER

BIKE PARKING

PLAZA

green roof

RETAIL

RETAIL

RESIDENTIAL

RETAIL

BIKE PARKING

RESIDENTIAL

ALBERT ST BIKE PATH

fire route

fire route

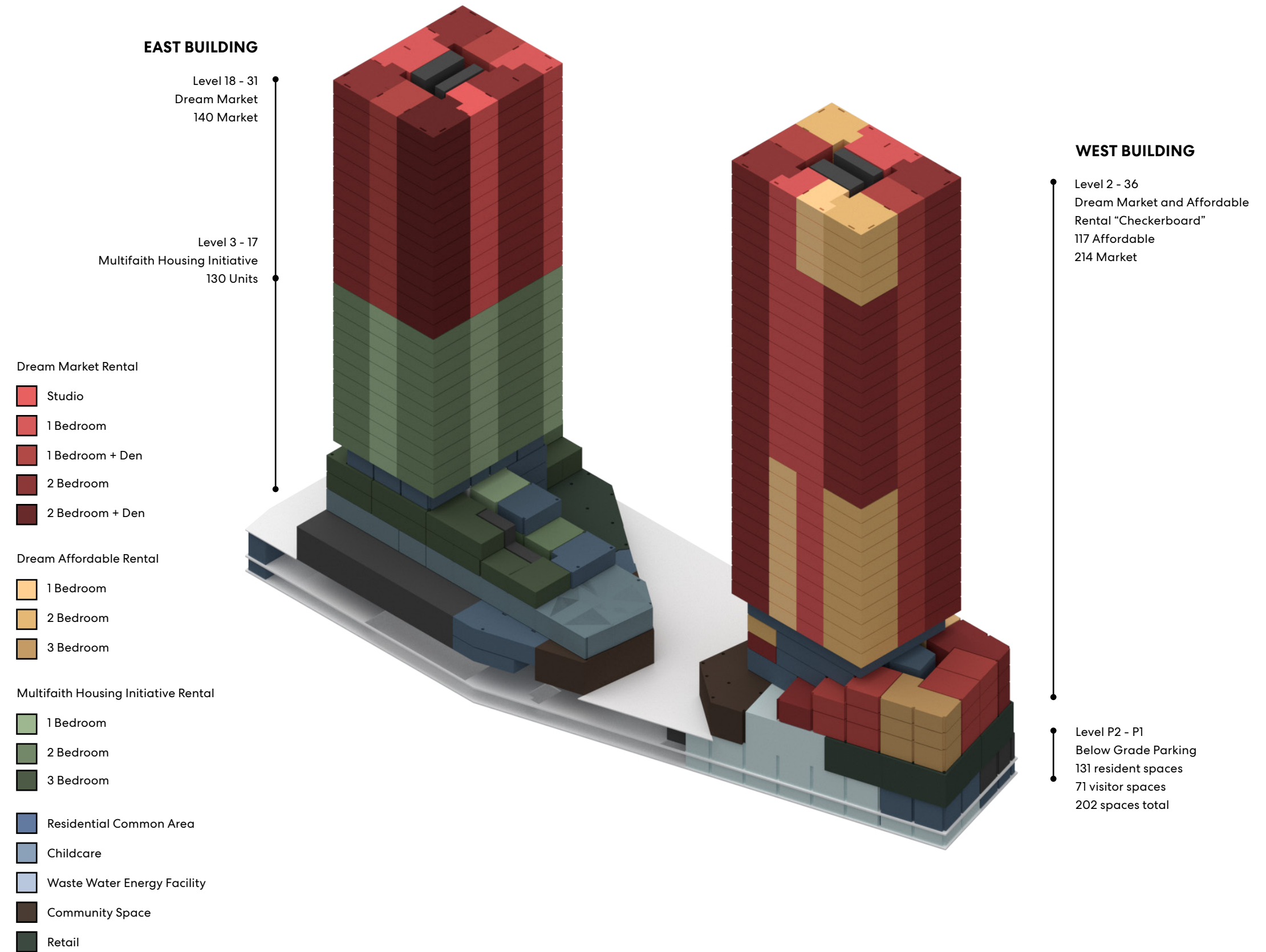
Empress Ave

Albert St

Site Plan

### 3.1.2 Development Statistics

<b>Site Area</b>	9,629 m <sup>2</sup>
<b>Lot Coverage</b>	41.7 %
<b>Landscape and Vegetated Area</b>	50.3 %
<b>Building Height</b> Measured by Building Height definition c: the mid point between the ridge if a hip, gable, shed, or gambrel roof, and the eaves of the building (By-law 2013-224) - see elevation	120.7 m (west tower); 104.6 m (east tower)
<b>Total Floor Area</b> By Urban Exception 2509 definition “full building enveloped with no exclusions”	63,034 m <sup>2</sup>
<b>Total GFA</b> Deductions as per City of Ottawa Zoning Bylaw 2008-250 definition of Gross Floor Area	37,187 m <sup>2</sup>
<b>Total Non-Residential GFA</b>	2,127 m <sup>2</sup>
<b>Floor Space Index</b>	3.89
<b>Indoor Amenity Space (communal)</b>	2,106 m <sup>2</sup>
<b>Outdoor Amenity Space (communal)</b>	2,414 m <sup>2</sup>
<b>Outdoor Amenity Space (private)</b>	807 m <sup>2</sup>
<b>Total Units (see diagram for breakdown)</b>	601
<b>Total Bicycle Parking</b>	742 spaces
<b>Total Vehicle Parking</b>	202 spaces (131 resident + 71 visitor)



Booth St

Pimisi Station

WEDGE PARK

GATHERING CIRCLE

Private Bike Parking

Underground Parking Ramp

Loading

Central Plant

Community Hub

Bike Shop

Childcare Lobby

Public Bike Parking

Lounge

Retail

Lobby

Lounge

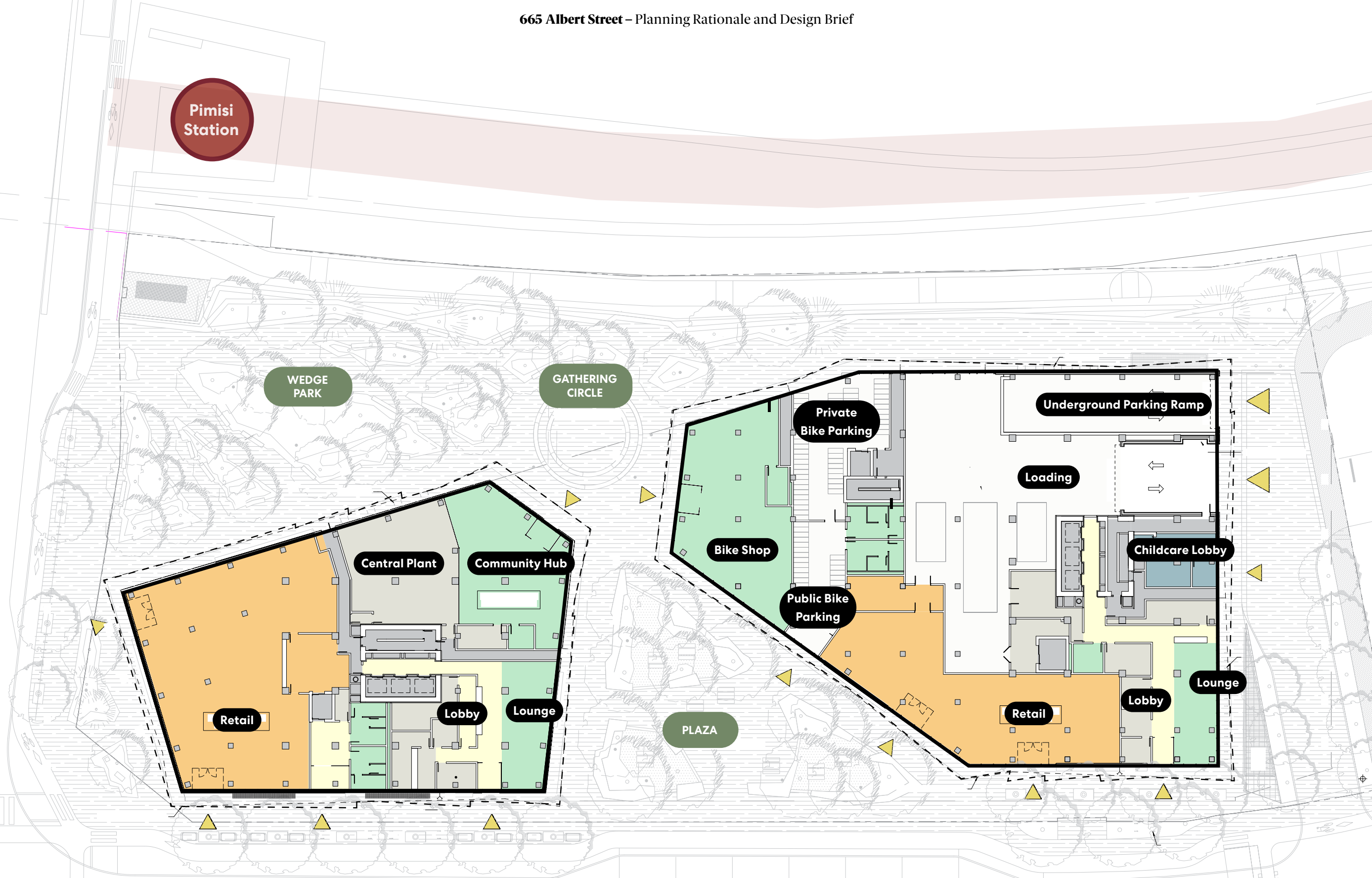
PLAZA

Retail

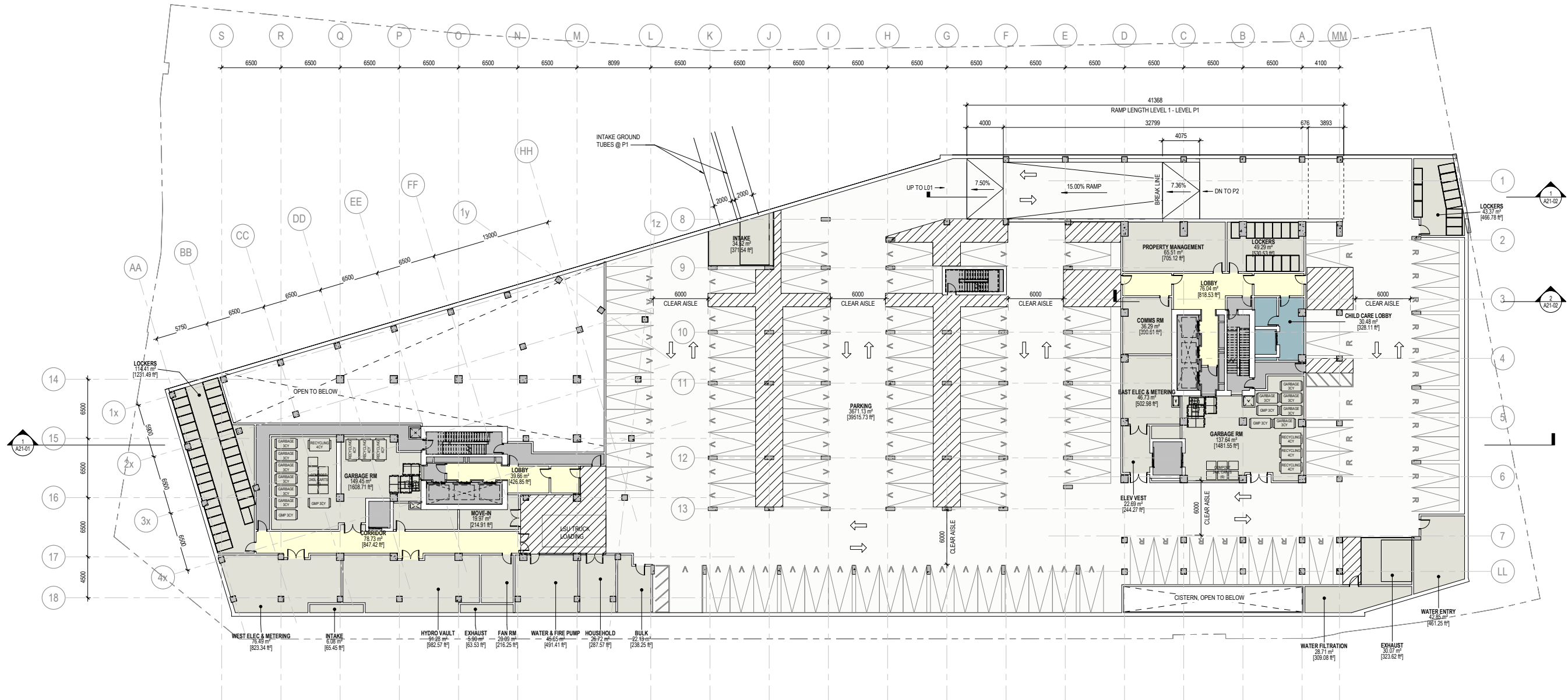
Lobby

Ground Floor Plan

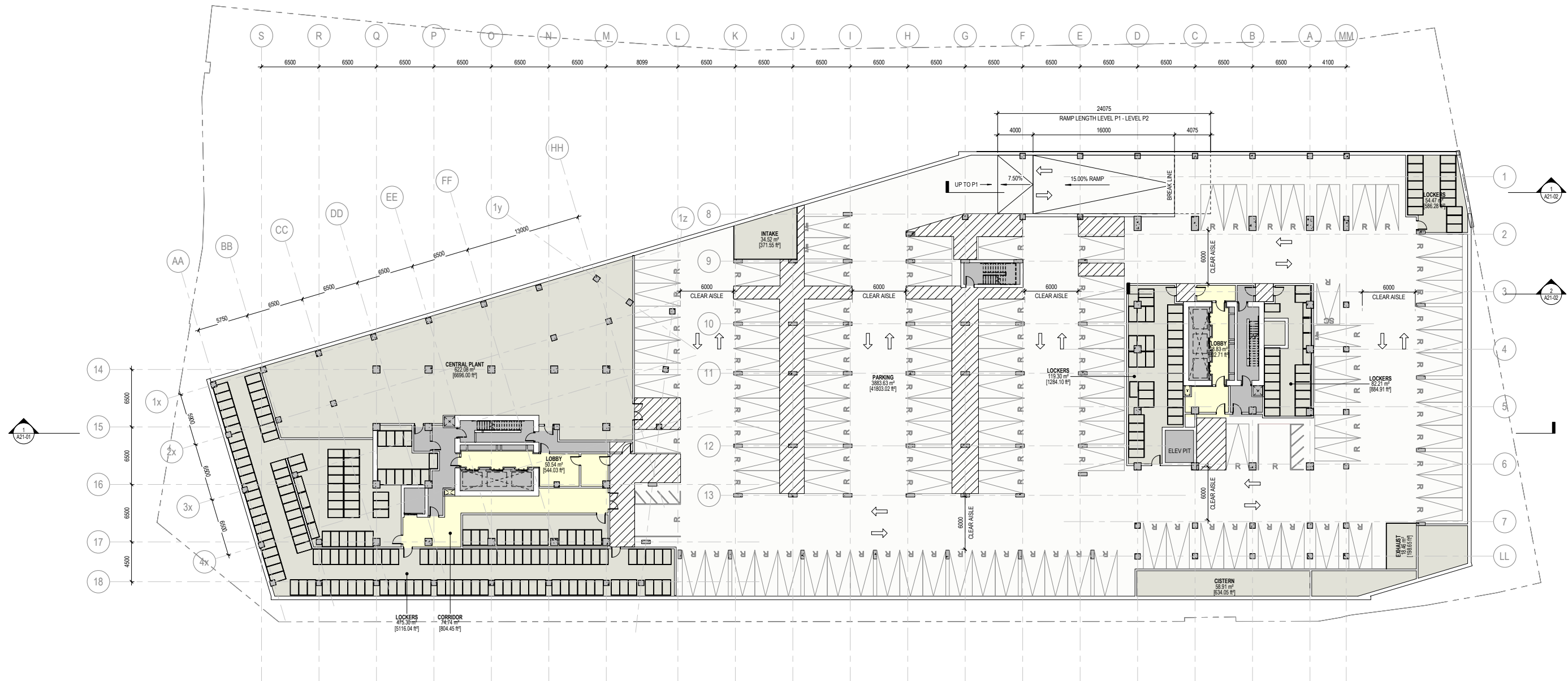
Albert St



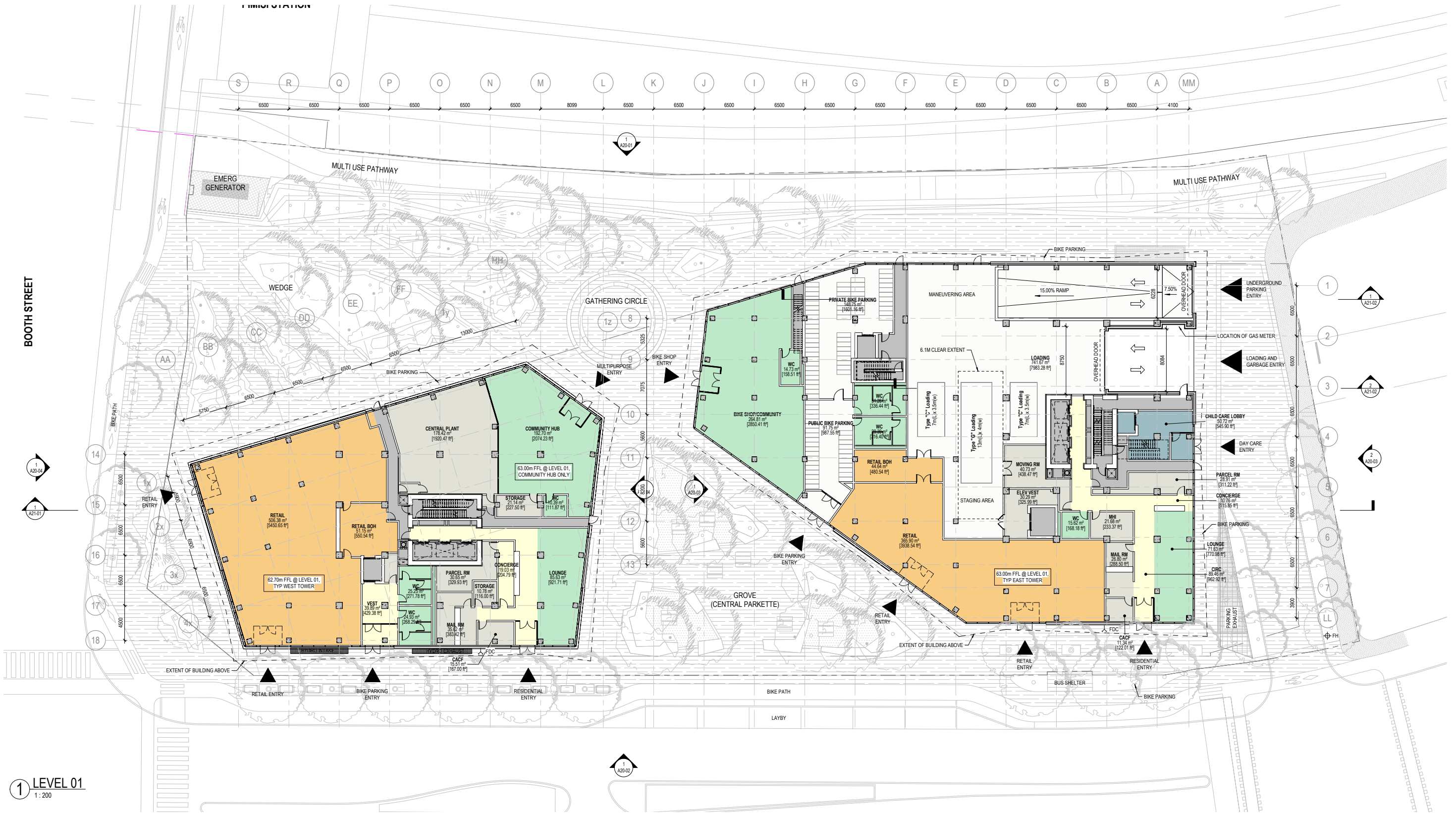
### 3.1.3 Floor Plans and Elevations



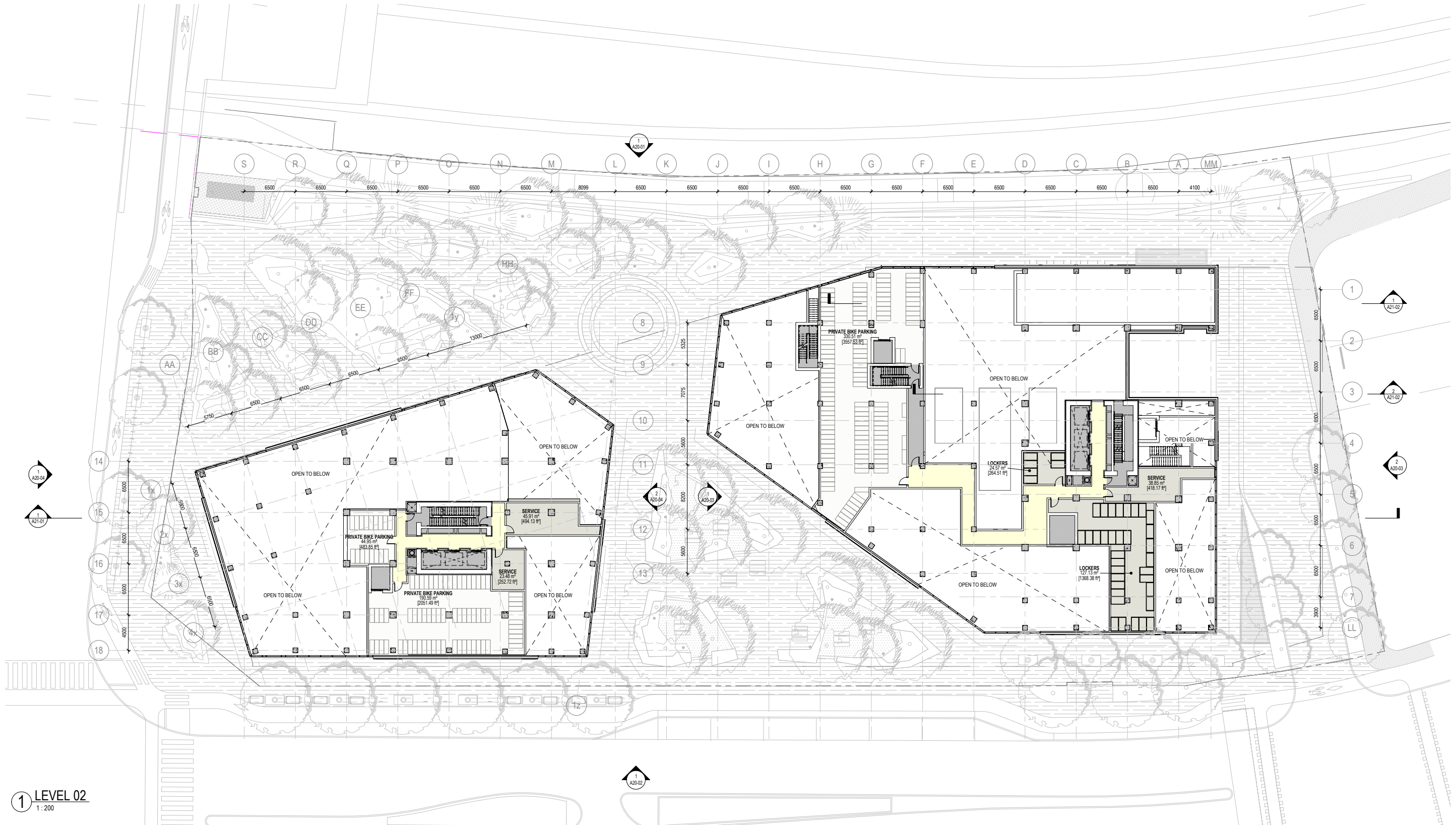
① LEVEL P1  
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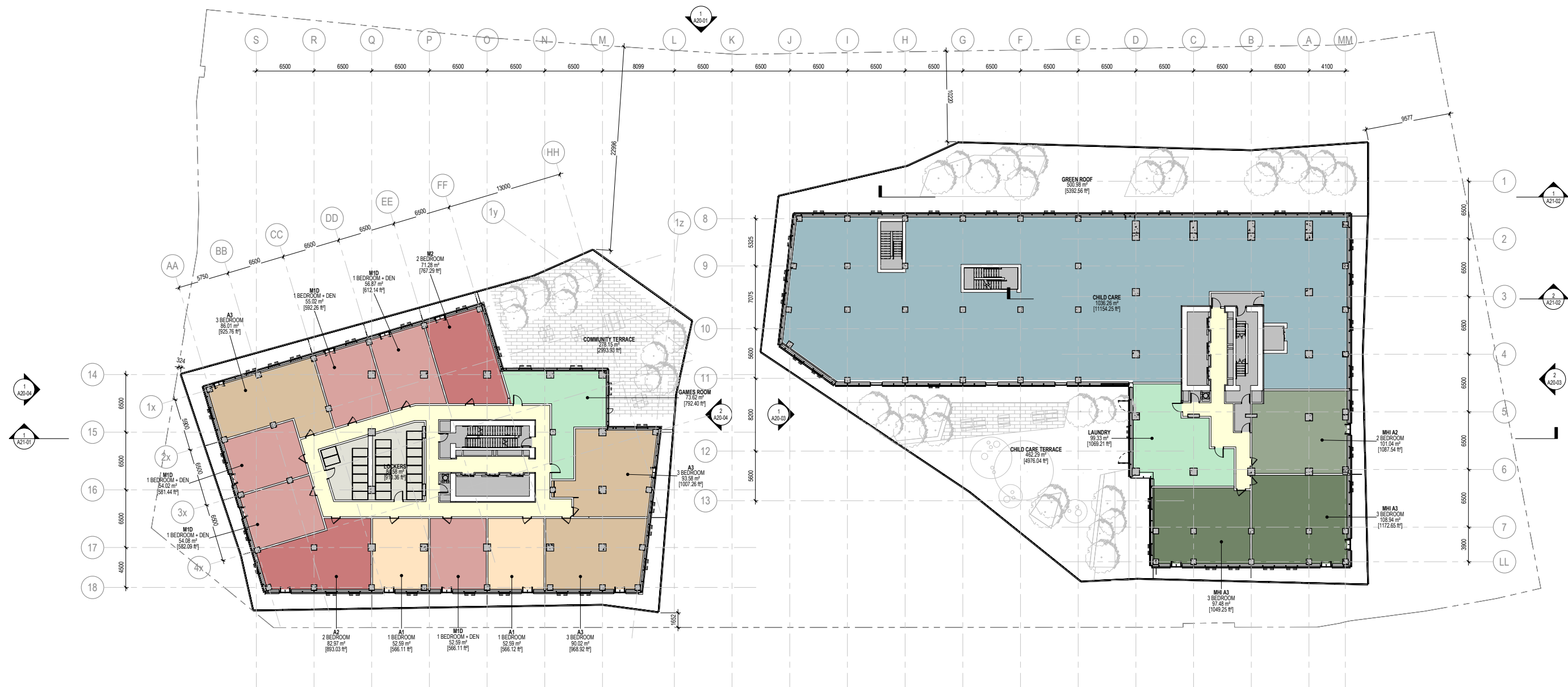
1 LEVEL P2  
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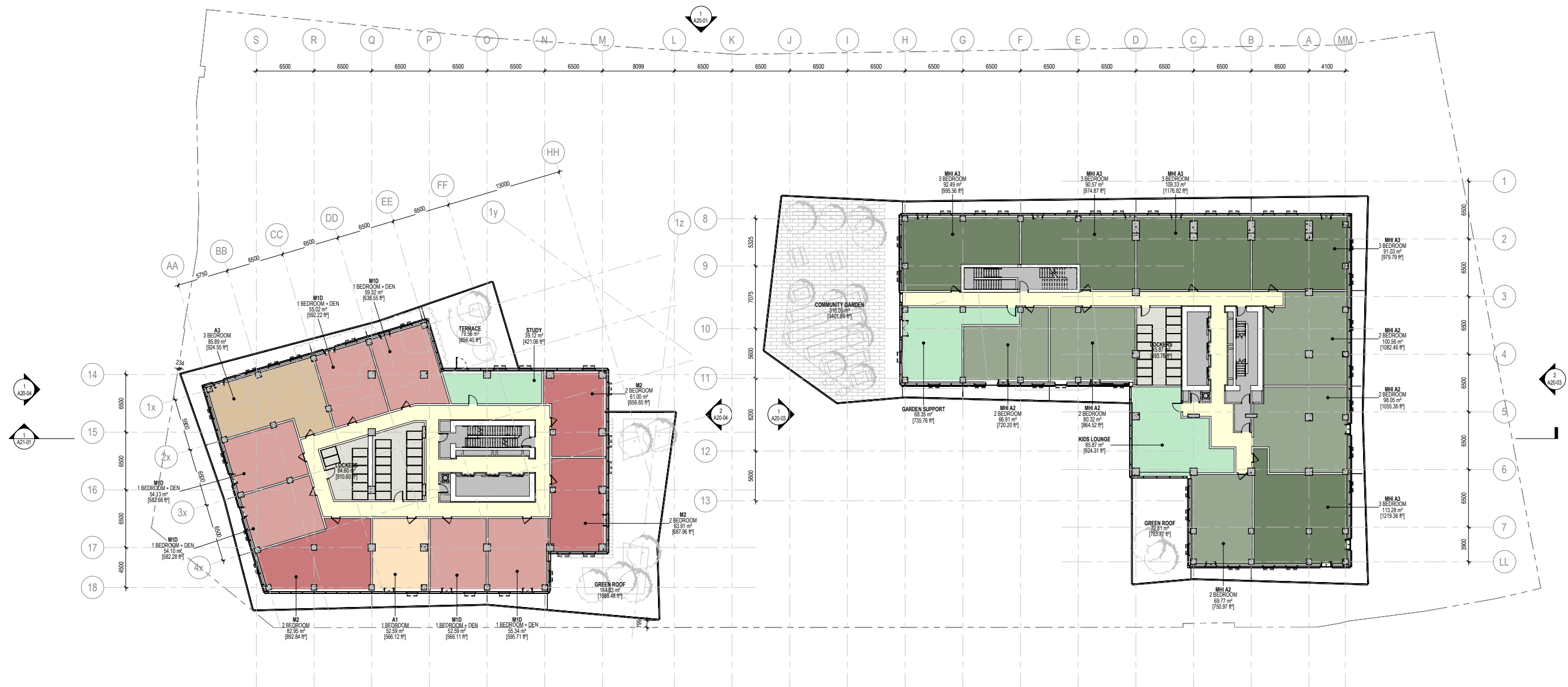




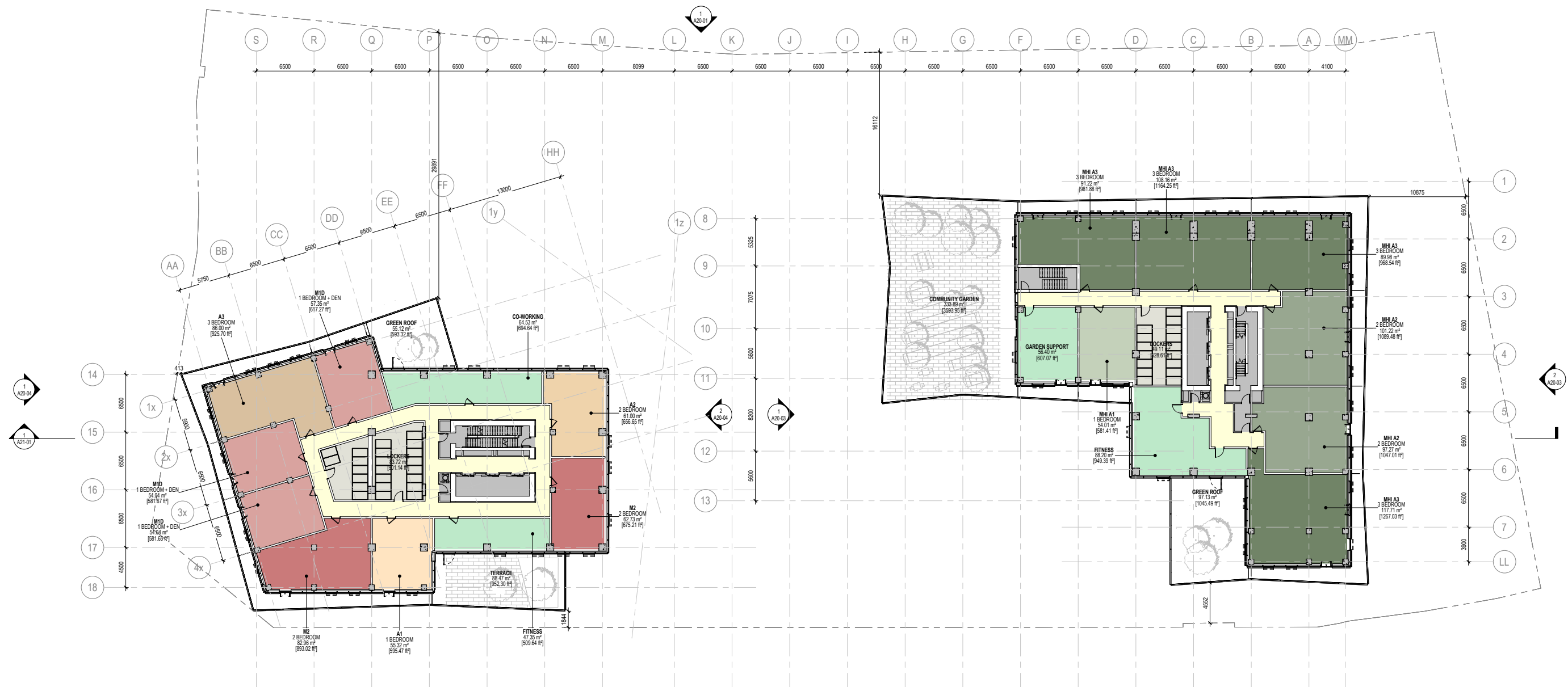
1 LEVEL 02  
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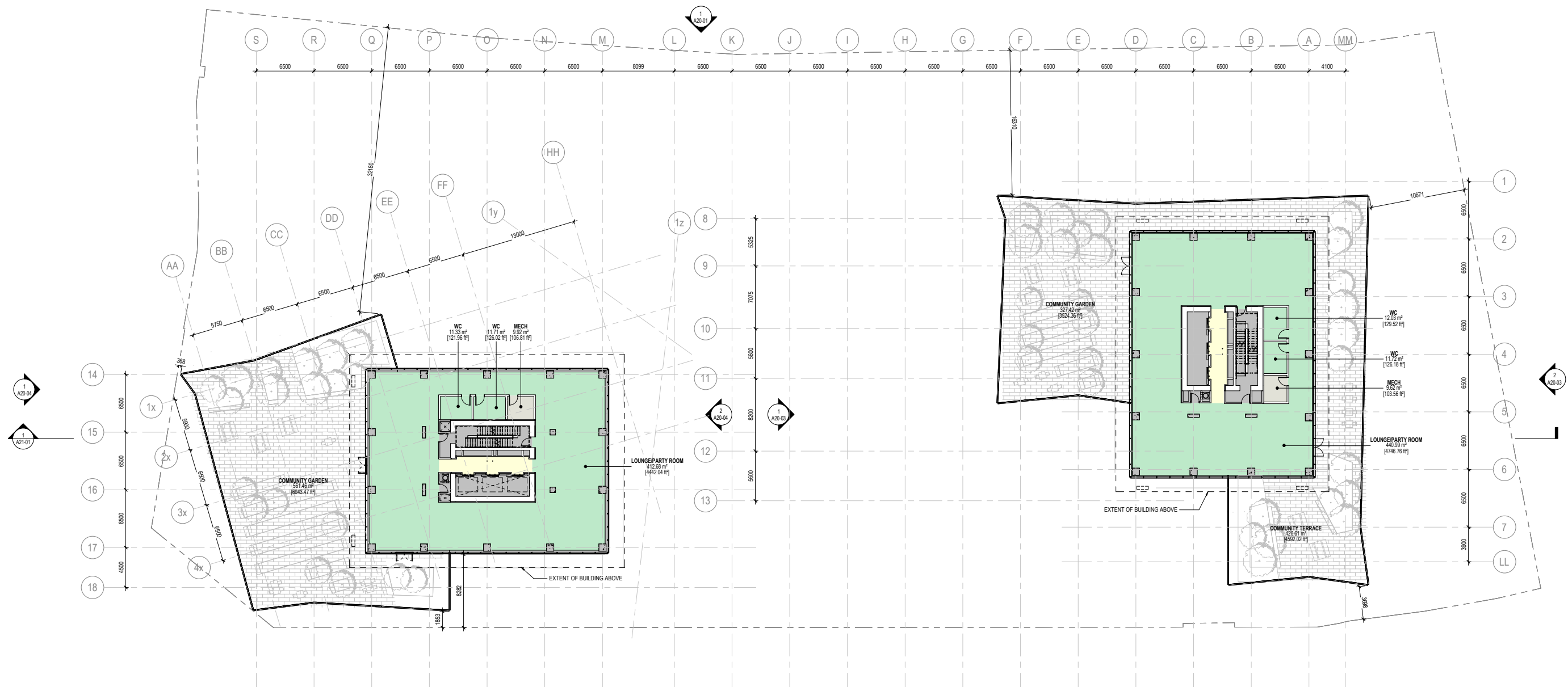
1 LEVEL 03  
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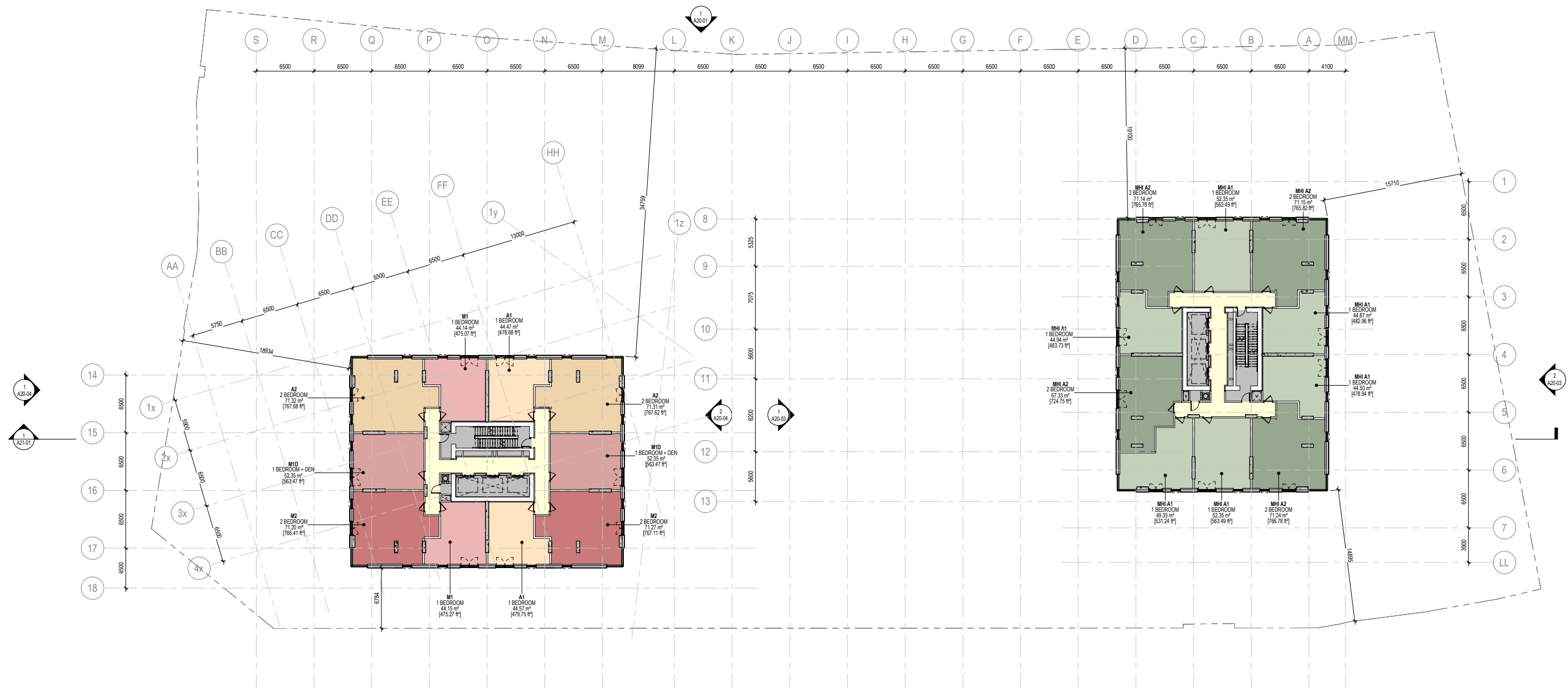
1 LEVEL 04  
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1 LEVEL 05  
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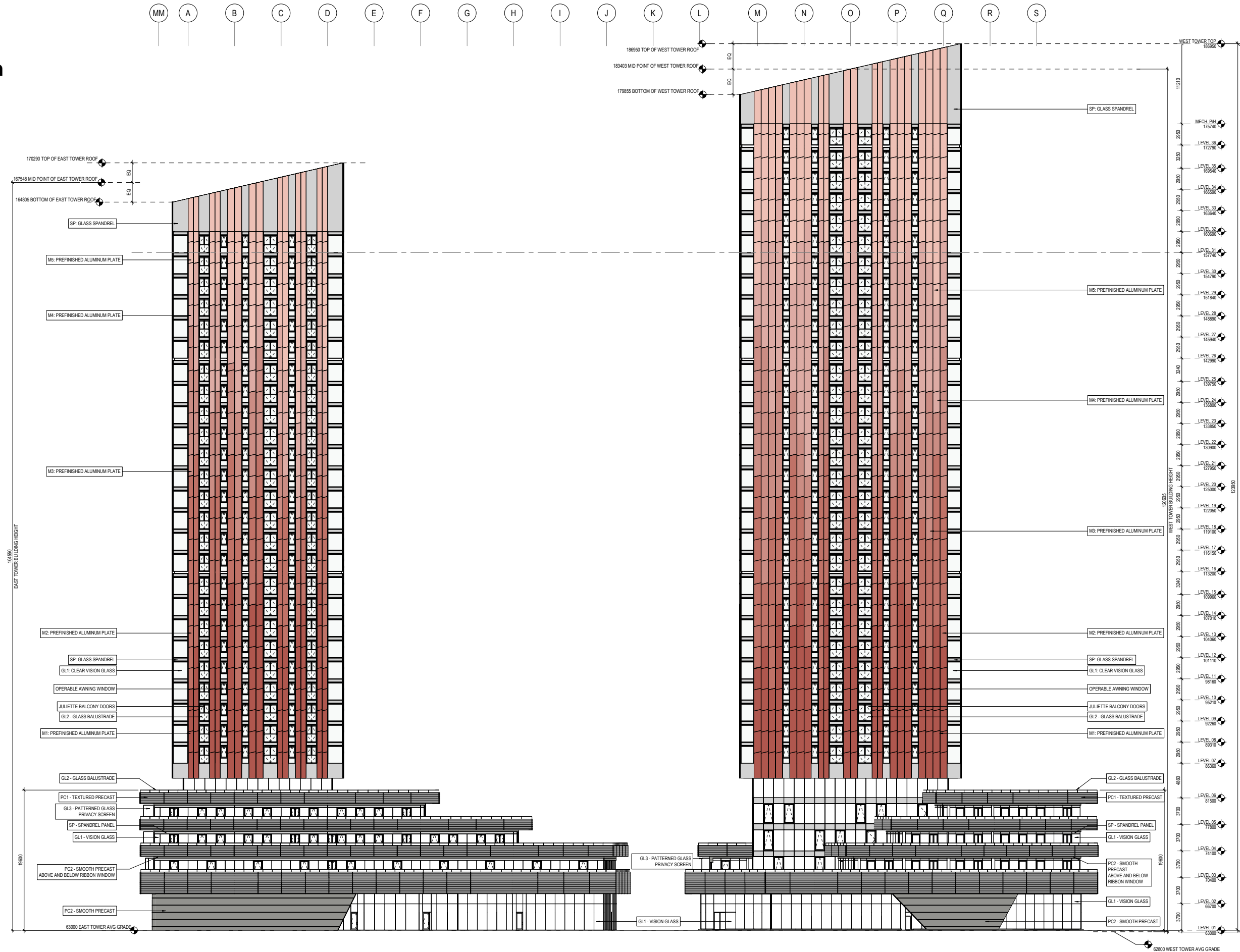


1 LEVEL 06  
1:200

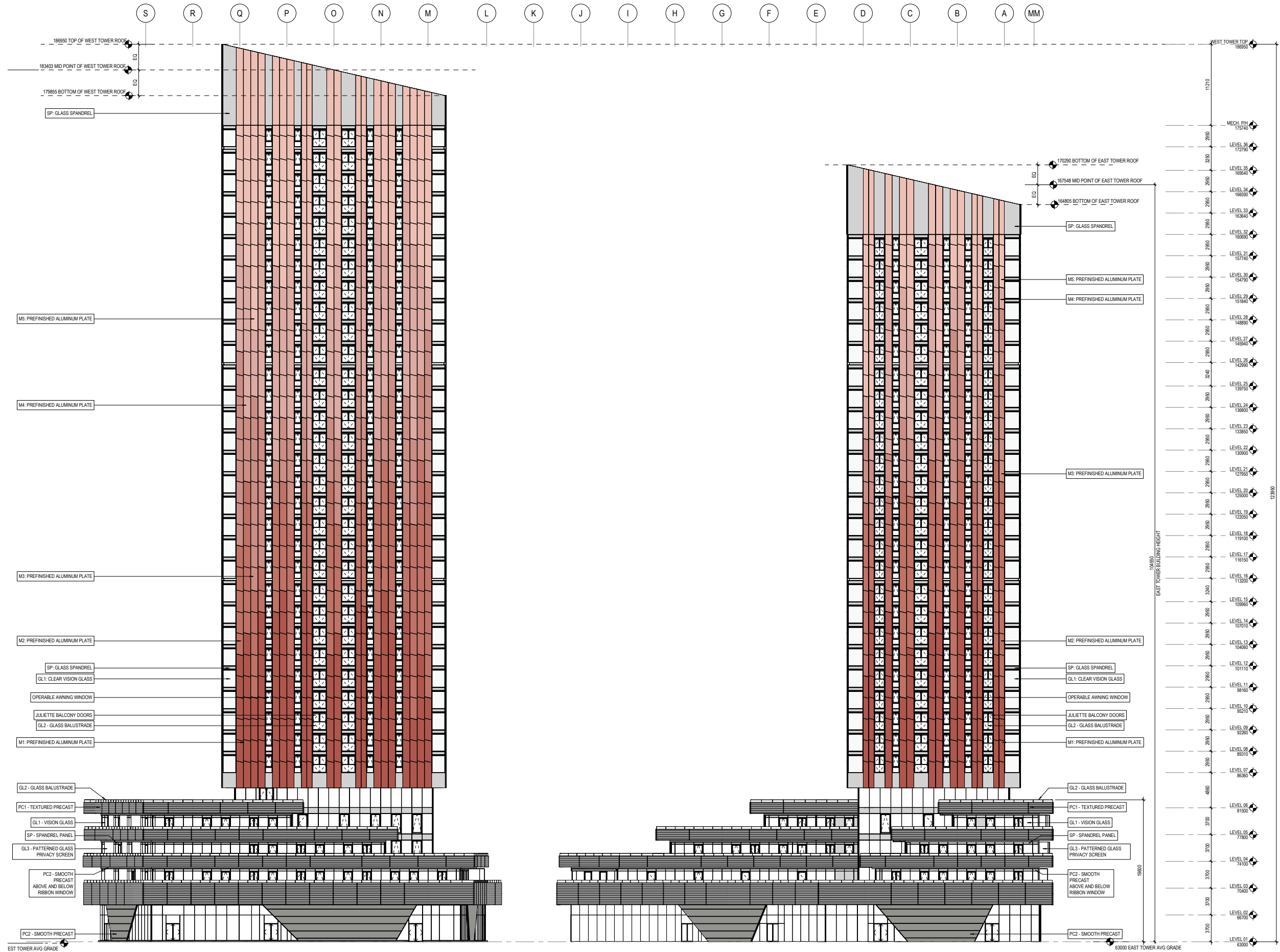


1 LEVEL 07 - 17 *typical tower floor plan*  
1:200

North Elevation



South Elevation

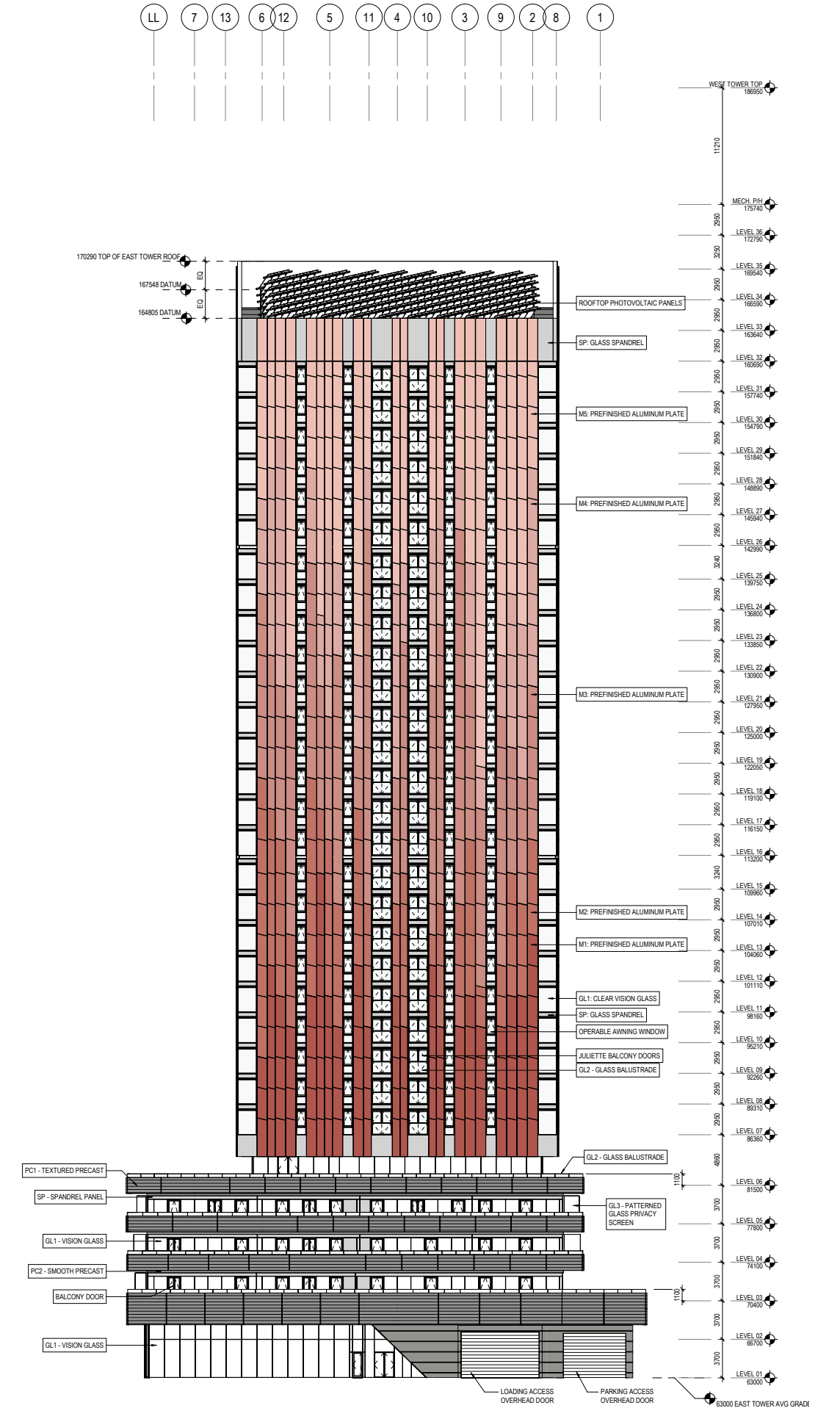




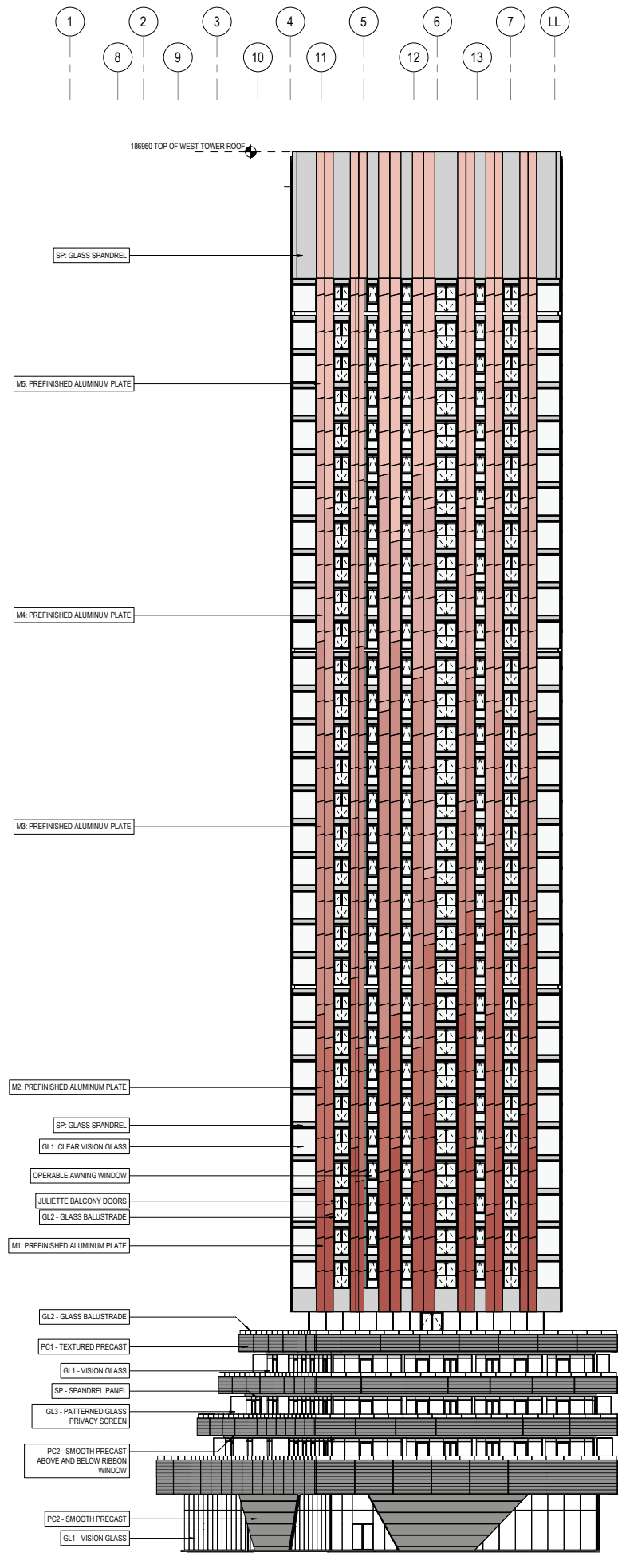
### East Building - West Elevation



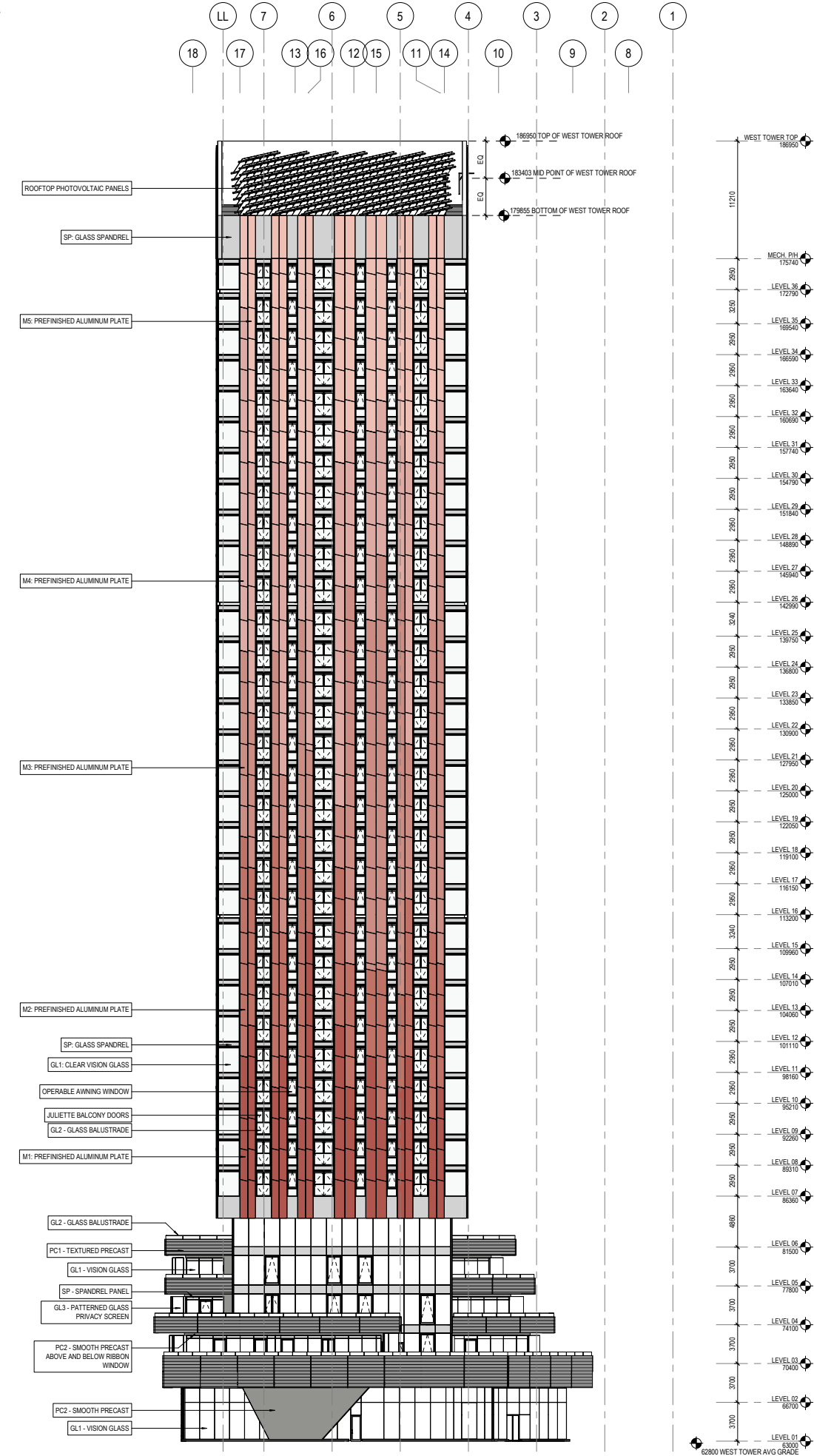
### East Building - East Elevation



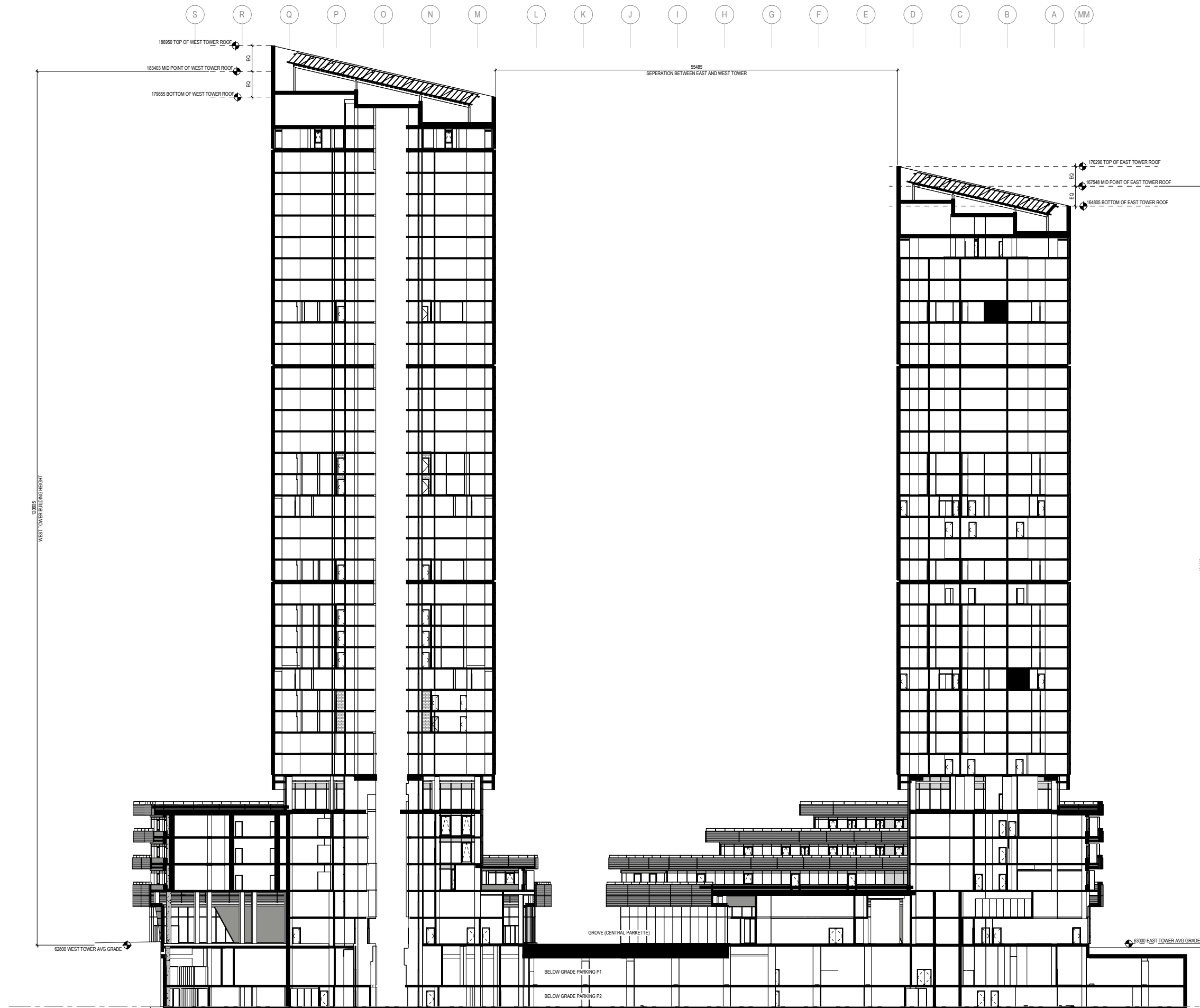
# West Building - West Elevation



# West Building - West Elevation



General Section



### 3.1.4 Sustainability

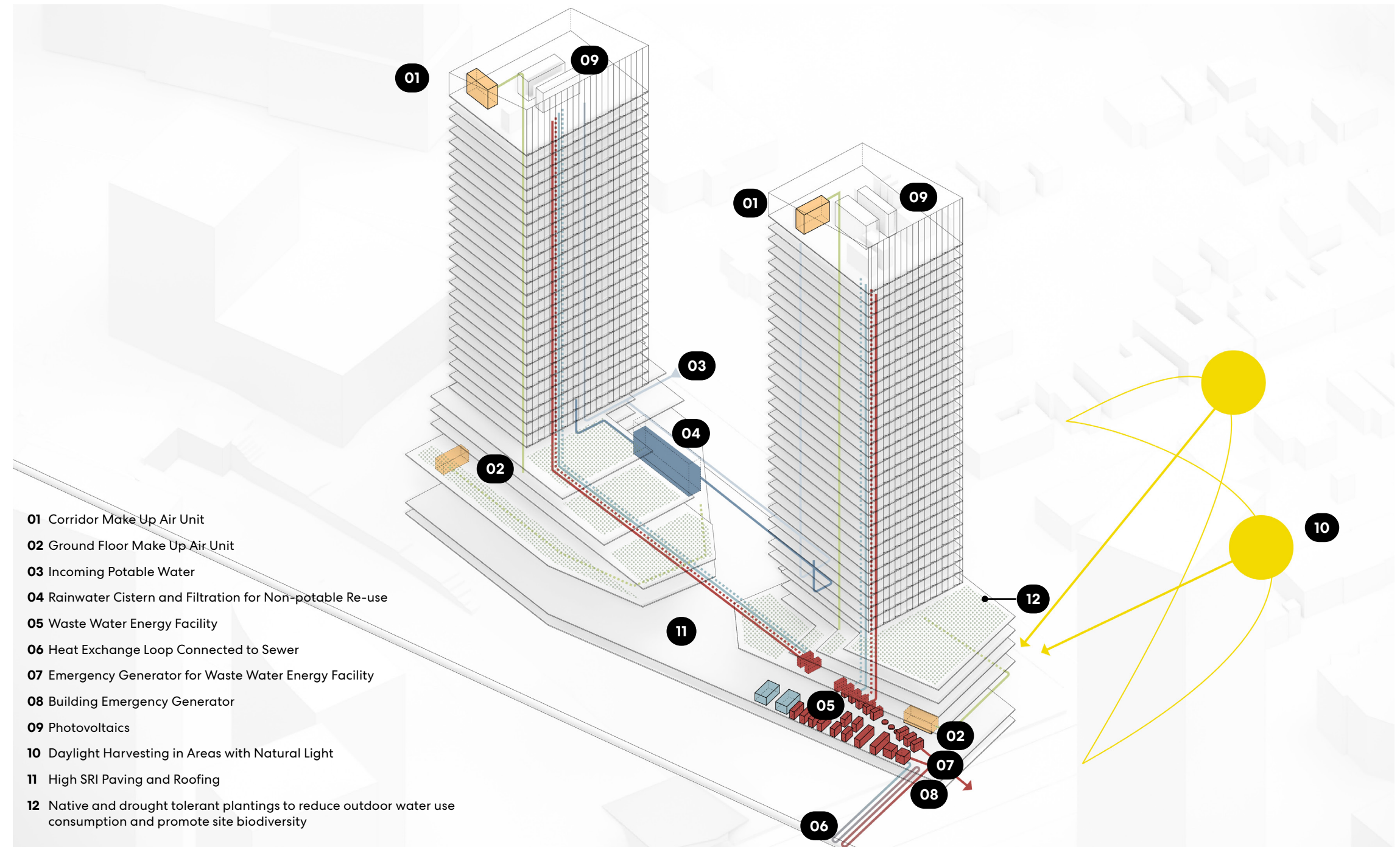
The design of the Library Parcel prioritizes a holistic approach to sustainability across multiple scales and recognizes the urgency of addressing climate change in every aspect of the development. A Sustainability Plan has been prepared using the One Planet Living (OPL) framework, which provides a globally recognized community-scale approach to sustainability that is customized for each project to suit the local context. Dream LeBreton is targeting achievement of CaGBC's Zero Carbon Building Standard for Design and Performance and LEED Gold for both New Construction and Neighbourhood Development.

At a high level, the project is a high-performing, low energy, carbon neutral development that prioritizes the social, emotional, and physical health of the residents. It uses an innovative heating system that leverages the excess heat within the Albert Street sewer.

Sustainability is celebrated and put on display through the Waste Water Heat Recovery Plant - visible to the public along the Promenade - as well as photovoltaic panels on the building. Rainwater is collected and reused within the building.

Entrances and paths are designed to provide direct and easy access to Pimisi Station and to encourage walking and cycling as part of the goal to establish a healthy transit-oriented community. Infrastructure and floorplates are designed to be highly flexible and adaptable.

### Building Sustainability Features





### 3.1.5 Housing and Affordability

All 601 of the units in the Library Parcel will be rental, and 247 units (41%) will be affordable, targeted to support five communities in need: Indigenous Canadians, women and children, immigrants/newcomers, veterans and adults with cognitive disabilities. Of the affordable units, 130 will be clustered together and owned and operated by local non-profit Multifaith Housing Initiative (MHI), while 117 will be interspersed among the market rental units in a checkerboard pattern and will be owned and operated by Dream. MHI's units will be provided at an average level of affordability of 59% of median market rent in perpetuity. Dream's units will be provided at an average level of affordability of 79% of median market rent for a term of at least 55 years.

The development aspires to be a welcoming and inclusive community for all, regardless of age or ability. 31 per cent of the units, across all types, are planned to be accessible to residents with different degrees of mobility. Outside of the unit, common spaces are designed in a way so that all residents, community members and visitors can participate equally and universally benefit from the amenities that the development provides.

To ensure the creation of an inclusive community, Dream and its affordable housing partner MHI will collaborate to provide on-site community programming and support to residents of the Library Parcel. A key goal of the project is to

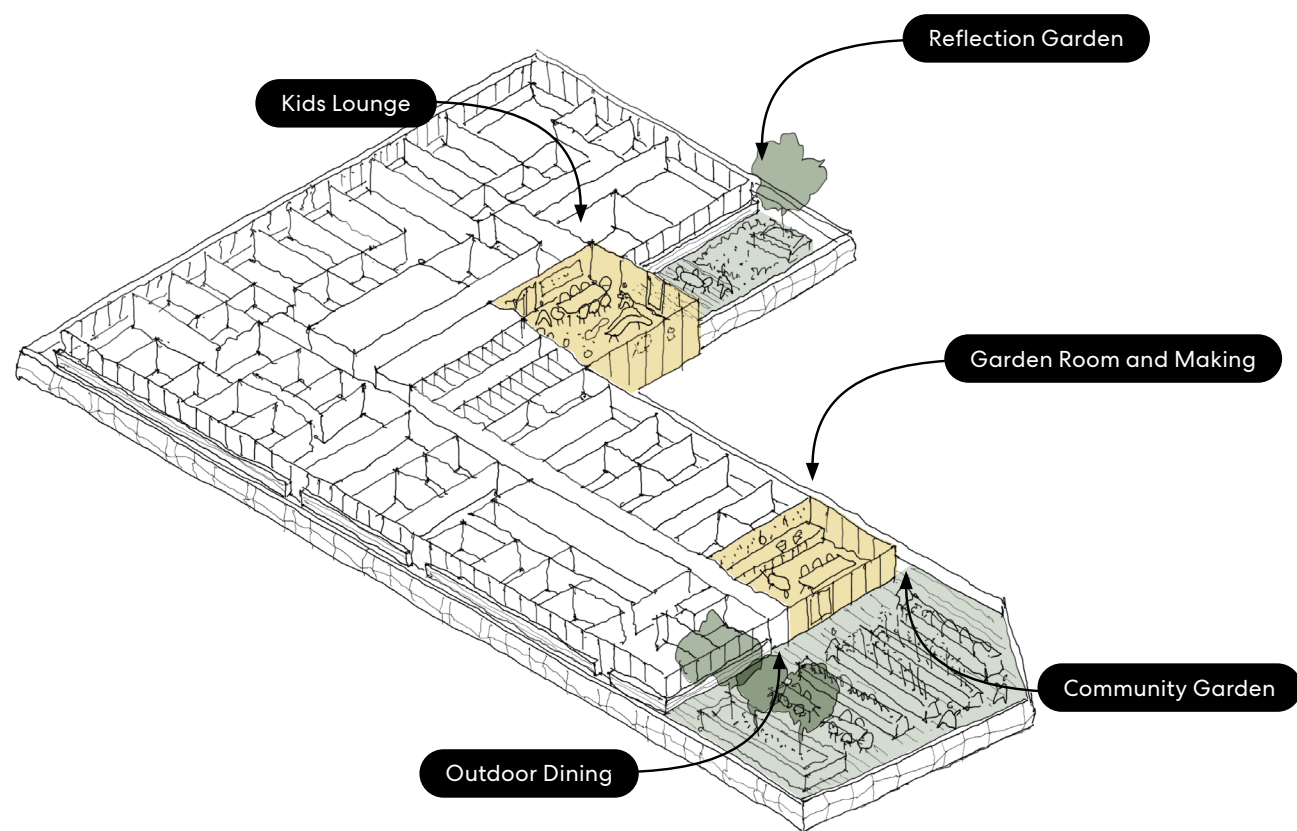
invest in the improvement of the quality of life of affordable housing tenants, build community and culture within these new communities and work to ensure that the most marginalized populations in housing can experience a better quality of life.

Programming will be designed to benefit the five identified priority groups, to integrate these groups into the project's larger tenant population, and, where possible, to benefit of the larger LeBreton Flats neighbourhood. These programs are intended to be provided in perpetuity, as long as Dream continues to own the project.

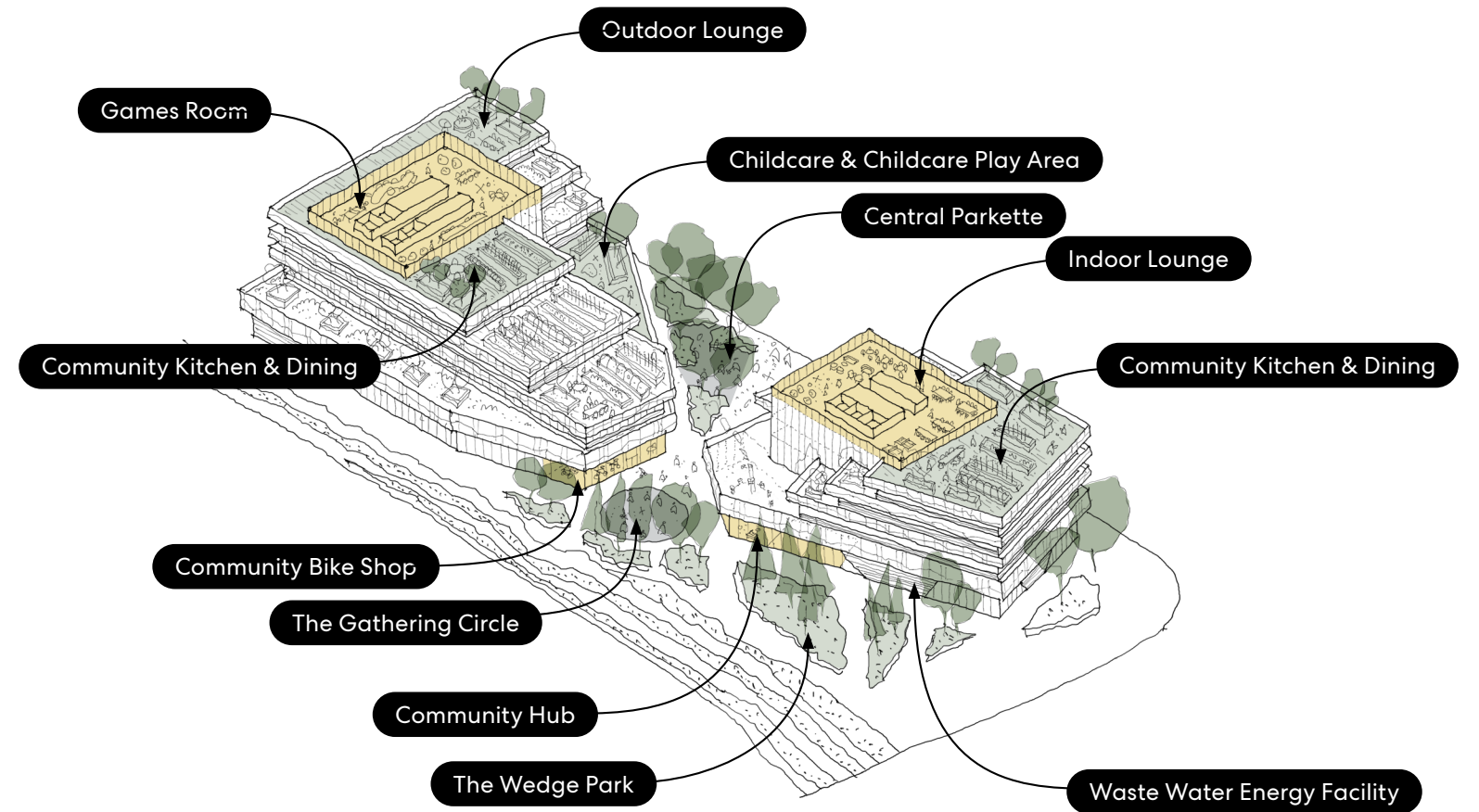


## SCALES OF COMMUNITY

### The Building



### The Neighbourhood



## 3.2 Urban Design Analysis

**Providing a gateway to LeBreton Flats and a sense of arrival at Pimisi Station with a new landmark inspired by the natural heritage of the Ottawa Region.**

This section provides an analysis of the proposed development using the City’s Urban Design Guidelines for High-rise Buildings and the NCC’s LeBreton Flats Master Concept Plan as benchmarks.

### 3.2.1 Views, Vistas and Landmark Buildings

As the newest node along the Confederation Line, bookended by Tunney’s Pasture and Bayview to the west and the Downtown to the east, the Library Parcel development will provide an elegant addition to the Ottawa skyline.

The Library Parcel development will also be the first buildings that Confederation Line passengers will see from the rail corridor, as they emerge from the transit portal. The site becomes a gateway that frames the entry into the Flats, from both the south (Centretown) and the east (Downtown). At 31 and 36 storeys (including bicycle mezzanine), the two point

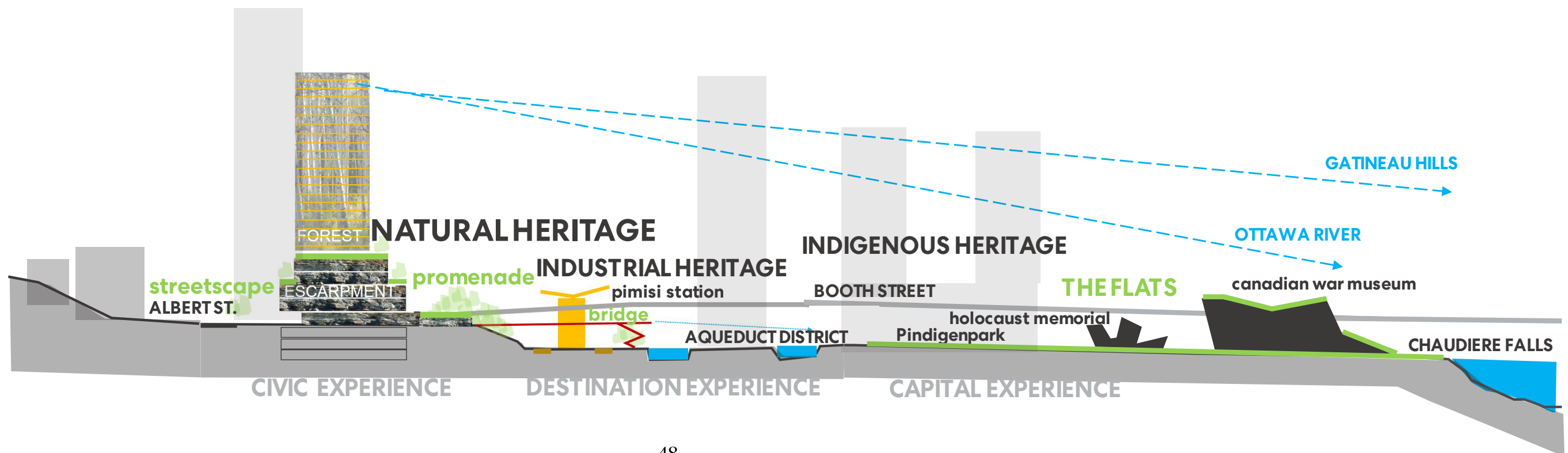
towers soar to their shared diagonal tops to mark the important corner site and to create a clear identity on the future skyline of the larger LeBreton Flats development.

This development will be a landmark building, distinctive in form and detail, and leveraging its unique location, in keeping with the City of Ottawa’s Urban Design Guidelines for High-rise Buildings guideline 1.8 (*A landmark high-rise building should be: a. distinctive in form and detail compared with the surrounding buildings when viewed close-up or from a distance; and b. of exceptional quality in architecture and public realm design and execution, including materiality*).

In plan, the two towers are rotated and offset to each other allowing for all units to have views out to the many attractions and destinations

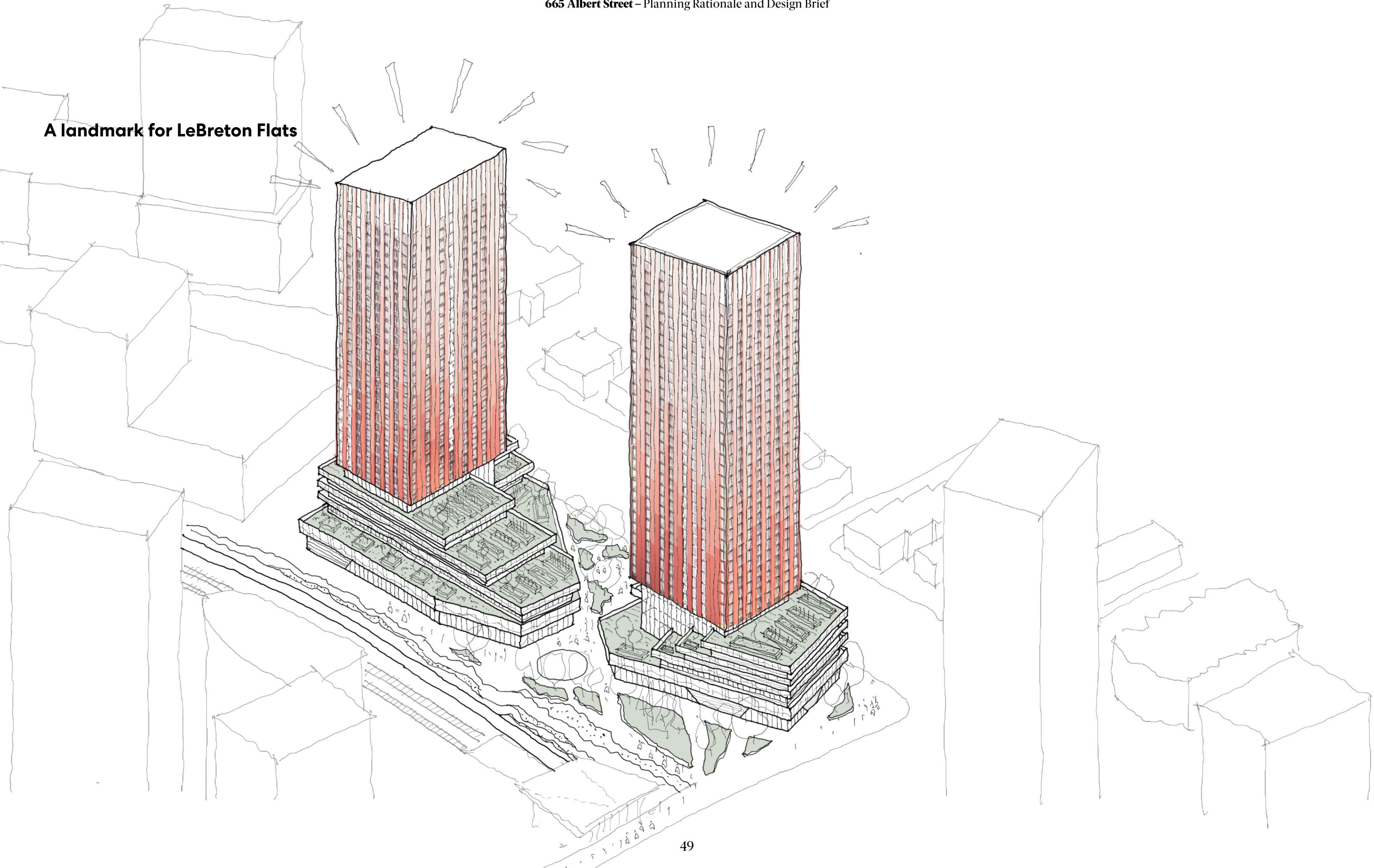
within the Capital region, such as Parliament Hill, the Gatineau Hills, Dow’s Lake, the Ottawa River, Victoria Island, and Chaudière Falls. Setting the development back from the north side of the site to the south of the historic Wellington Street alignment helps to protect views of Parliament Hill and the Supreme Court of Canada to the east. Additionally, the slender form of the two towers and tower separation allow for generous skyview and reduces clutter in the skyline. The orientation and location of the two towers sometimes read as one form, especially when approaching the site from the east or west along Albert Street.

The form and materiality of the podiums and towers has been designed to respond to the site’s natural and industrial heritage and are described in the following section.





**A landmark for LeBreton Flats**



## 3.2.2 Response to Natural and Cultural Heritage Context

*“LeBreton Flats is a cultural landscape of local, regional, provincial and national heritage significance. It formed part of the ancestral territory of the local Algonquin Anishnabeg communities. It was an integral part of the first generation of Euro-Canadian settlement to the area in the early 19th century, and was central to the social, economic and industrial development of Canada’s Capital Region for a hundred and fifty years. Its pioneering role in the timber trade and electric power generation shaped the region’s industrial development.”*

*-Cultural Heritage Impact Statement, ContentWorks*

In accordance with the LeBreton Flats Master Concept Plan (3.6.2.1.d *Take inspiration from the site’s cultural heritage, geography and geology in the design of buildings, views and landscapes*) the design reflects the site’s natural and industrial heritage context in the design of the podium, towers and landscape in multiple ways:

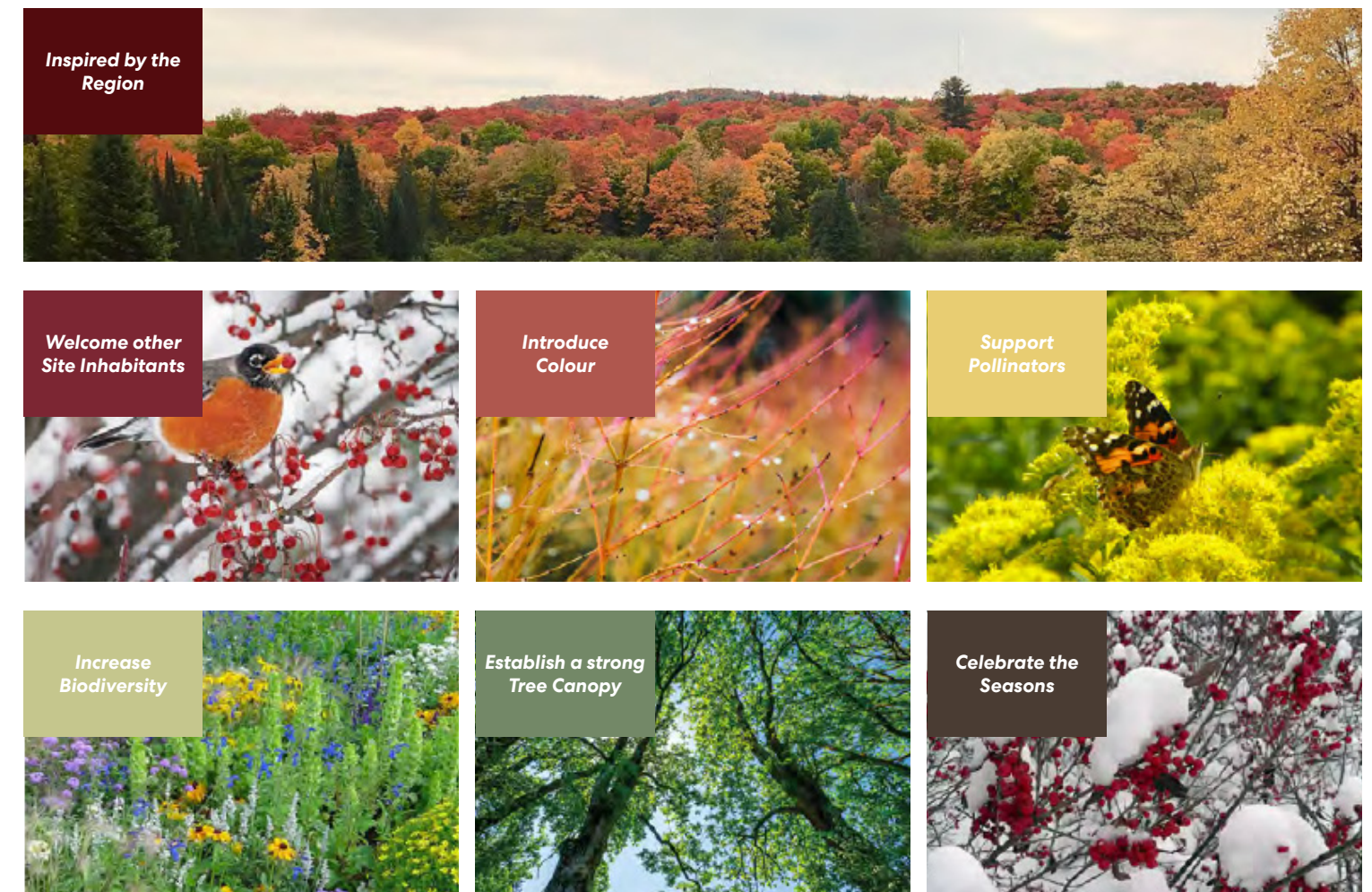
- The Algonquin language, in addition to English and French, will be used on signage for regulation, streets, interpretation, and wayfinding.
- The Gathering Circle, at the symbolic crossroads of the development, will be designed in collaboration with Indigenous

- communities, expressing the historic function of LeBreton Flats as a gathering place for the Algonquins and their trading partners.
- The site’s landscape design and plants are drawn wholly from the area and broader ecosystems, with opportunities to construct landscape elements from natural and repurposed materials such as salvaged timber and stone.
  - The building podiums ground the concept into the plateau, extending the metaphor of the escarpment onto the Library Parcel. Gently terraced, the podiums include detailing, horizontal banding and material expression that recalls the escarpment’s rock and earth.
  - The two towers “grow” out of the podiums with shaping and colours that reference the surrounding forests. Designed in collaboration with renowned Canadian artist Margaret Priest, the use of bold colour evokes the Laurentian forest in fall. The rich red is also reminiscent of the red brick of the heritage dwellings south of Albert Street.
  - The project recovers the historical Wellington Street alignment and makes it visible through the alignment of the buildings’ north facades, conceptually linking the site back to its past.
  - Dream proposes to collaborate with the NCC and City to showcase or incorporate industrial archaeological artifacts through landscape design, display or sculptural use as public art.
  - Dream will also look for opportunities for interpretation through place naming. Buildings, squares, and parks could be given names or titles that communicate their historic importance, or reinforce the site’s cultural significance.

### A colour palette inspired by nature

The colour palette will support their needs and hopes by adding warmth and texture and distinguish the Library Parcel as a landmark in the Capital, infusing the spirit of the Laurentian Forest and nature throughout the project.

The hues evoke the seasonal colours associated with the rich variety of trees in the Laurentian Forest. The yellow chroma of new deciduous leaves in spring, the saturated green of broadleaf summer shade trees, the amber, gold and red of fall foliage, the blue-green of the coniferous pines, spruces and firs – and of sky and water – will be used throughout the project to complement the bold red hue proposed for the exterior.





### 3.2.3 Transition in Scale

The design of the proposed development ensures an effective transition in height and scale. Both the existing and planned contexts are taken into consideration in order to accomplish a gradual change in height and massing.

Looking east-west and stepping down from the 65 storey peak at the neighbouring Bayview Station as well as from the Albert District's peak of 40 storeys on the west side of Booth Street (as defined in the West Downtown Core Secondary Plan), the Library Parcel provides an elegant height transition to the lower scale planned for the City owned lands and towards Ādisōke. On the north-south Booth Street corridor, the Library Parcel, at 36 and 31 storeys, provides a step down, fitting between the future 45 storey peak at the Claridge development to the north towards the low-rise, historic context to the south.

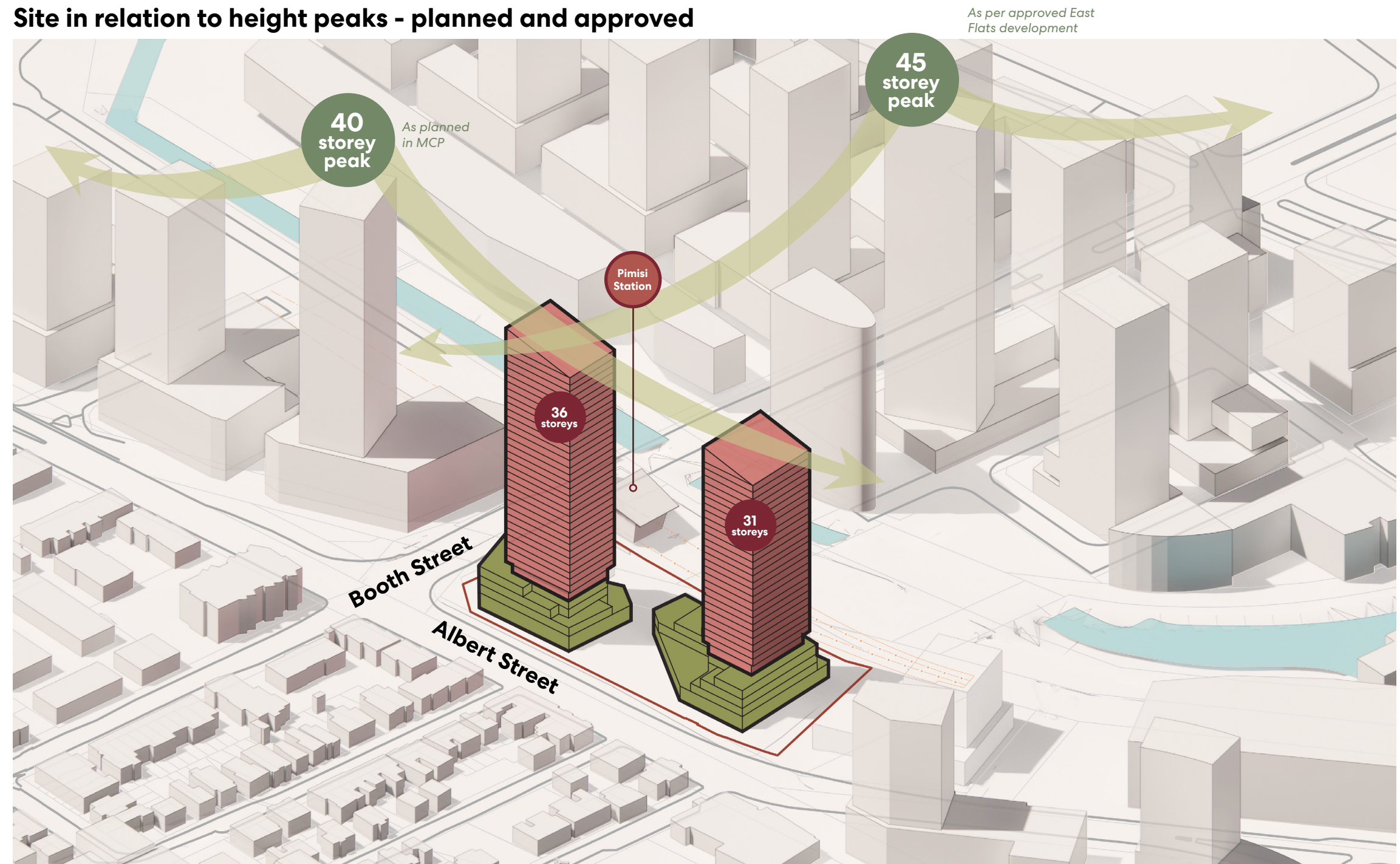
The design of the base buildings – five storeys (including mezzanine) with terracing – gently facilitates the changes in density from the subject site to the surrounding areas. Although the Secondary Plan and MCP define these podiums to be a maximum height of six storeys, the proposal considers a height of five storeys instead, to better respond and transition down to the surrounding context. A five storey base building (with mezzanine) sensitively responds to the scale of the low-rise residential buildings to the south of Albert Street, and to the new Ādisōke building to the east.

Additionally, by stepping back the towers from the podiums, this reduces the pedestrian perception of the towers and offer a more

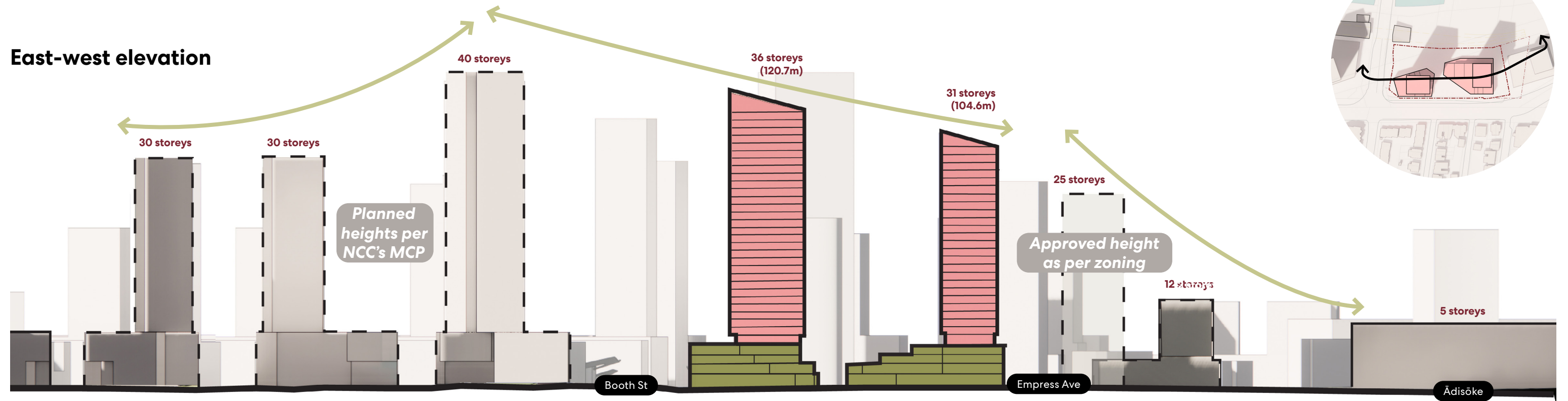
human-scaled travelling experience, especially along Booth Street and Albert Street. The following diagrams demonstrate the compatibility of the proposed new buildings with

their surroundings, as per existing Official Plan (2003) policy, specifically in regards to setbacks, heights, and transition (4.11.5.a; 4.11.12; 4.11.13).

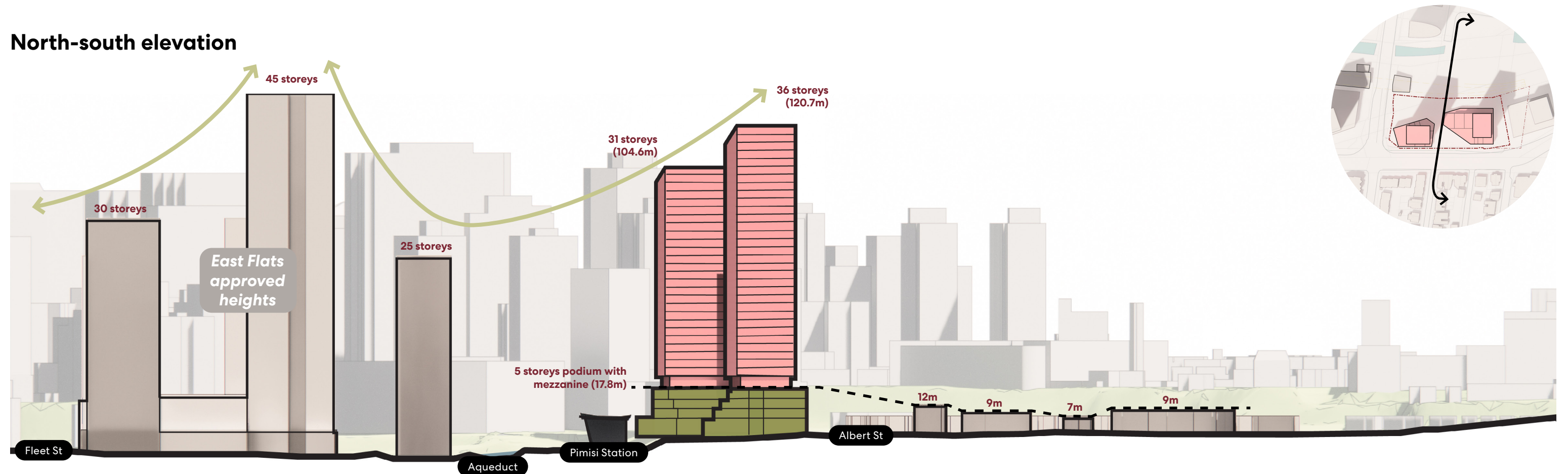
#### Site in relation to height peaks - planned and approved



East-west elevation



North-south elevation



Note: Illustrative elevations are conceptual and are based on available data from City of Ottawa Open Data.

### 3.2.4 Built Form - Podium

#### Folding the streetwall in, and terracing down, to the human-scale.

The proposed development consists of two separate tall buildings, each with five storey podiums (with mezzanine) that terrace down to prioritize access to light and year-round outdoor spaces above grade.

The Urban Design Guidelines for High-rise Buildings describe that the base building (podium) should address the ‘Experience’ function of the building: *Enhance and create the*

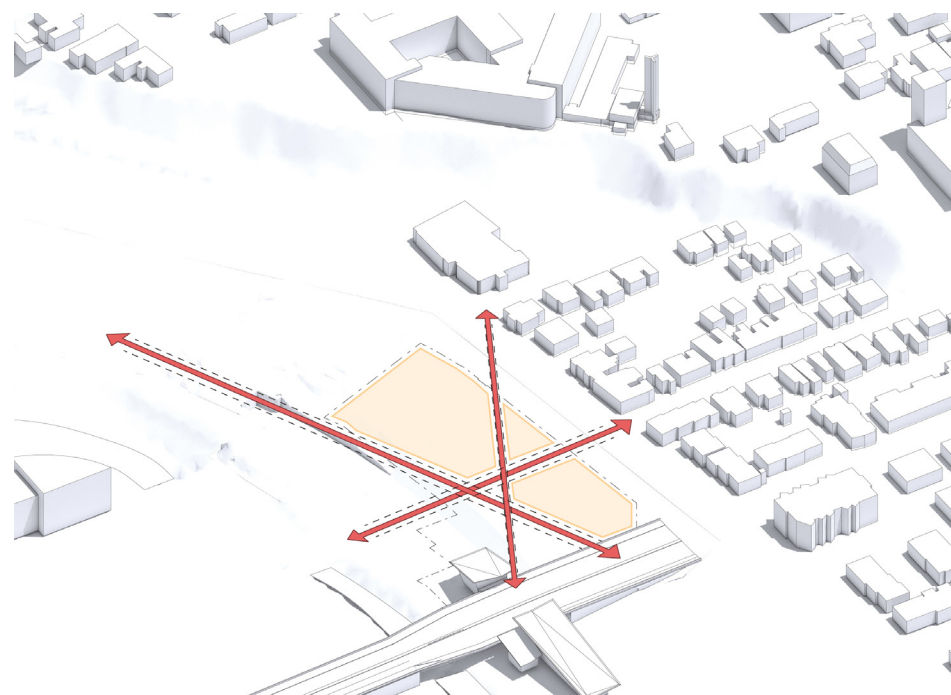
*overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building, which: a. fits into the existing urban fabric, animates existing public spaces, and frames existing views; and b. creates a new urban fabric, defines and animates new public spaces, and establishes new views. (2.1)*

In order to create this ‘Experience’, the sculpting of the two podiums, instead of creating one shared podium, create more space for pedestrians in the public realm and reduces the creation of a wall effect along Albert Street. By splitting it into two individual podiums, this results in additional space for movement, reduces shadowing on the public realm, elongates the frontage for active uses, and provides higher visibility. Overall, this shifts the experience of the podium to be for the user.

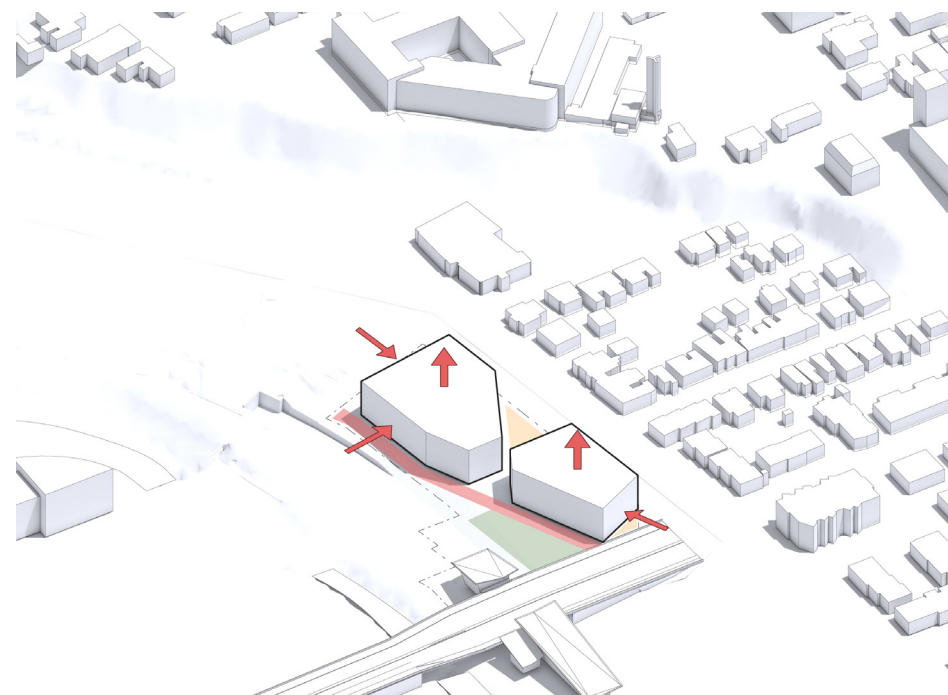
This is in alignment with existing Official Plan policy (2003): *Building height and massing transitions will be accomplished through a variety of means, including: Incremental changes in building height (e.g. [...] stepping building profile up or down); Massing ([...] incorporating podiums along a mainstreet); and building setbacks and step-backs (4.11.13).*

Each of the five storey (with mezzanine) podiums ‘grows’ out of the ground floor plan of the site, with their detailing, horizontal banding and material expression recalling the escarpment and defining a street-front presence for the Library Parcel on Albert and Booth Streets. A series of angled elements separate and frame amenities, including lobbies, retail shops, a bicycle workshop, and multipurpose community spaces.

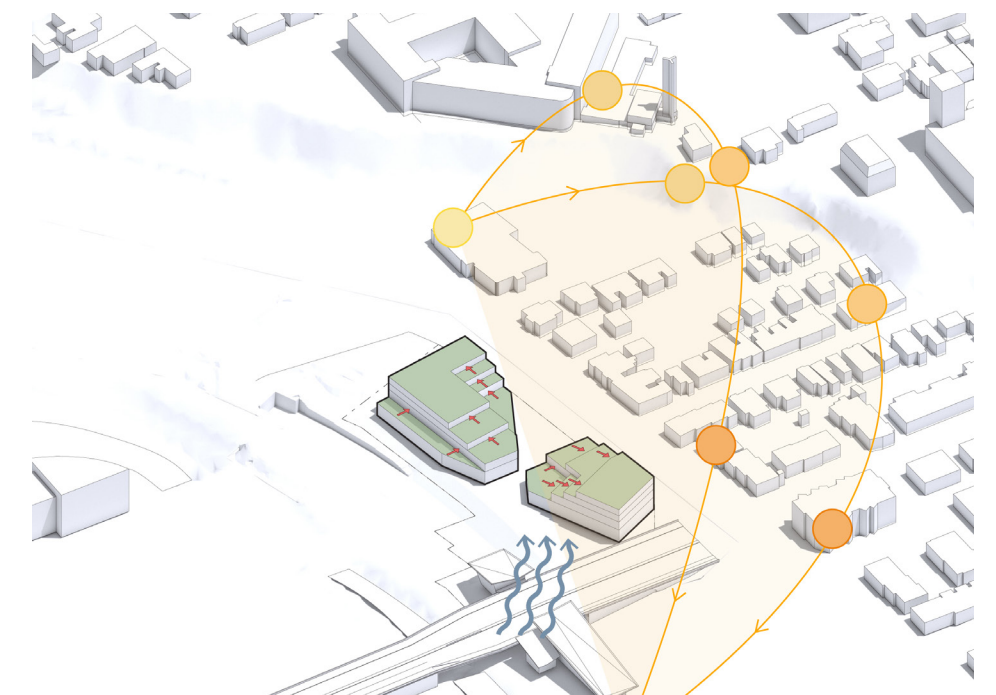
Both podiums terrace to step down from five storeys (with podium), creating ample outdoor spaces that allow public life to extend beyond just the ground plane. The resulting terraces create outdoor play space for the daycare, urban agriculture areas for community gardening, and residential rooftop amenity. With trees and raised planters to add shade and beauty, these spaces foster social cohesion, provide eyes-on-the-street, and community stewardship.



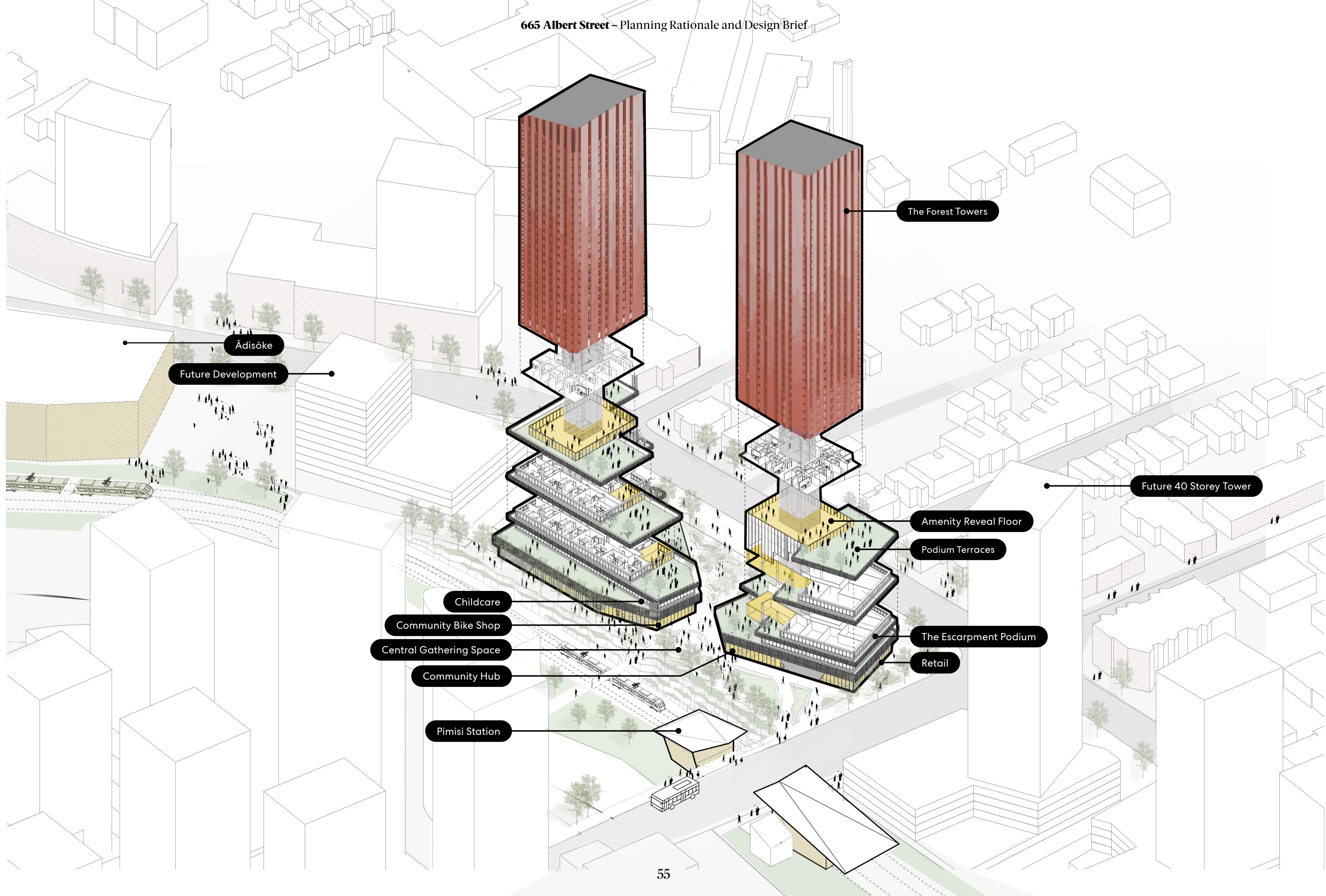
Connecting the Site



Responding to Context, Creating Place



Responding and Connecting to Natural Systems



Ädisöke

Future Development

The Forest Towers

Future 40 Storey Tower

Amenity Reveal Floor

Podium Terraces

Childcare

Community Bike Shop

Central Gathering Space

Community Hub

The Escarpment Podium

Retail

Pimisi Station

### 3.2.5 Built Form - Towers

#### Establishing density vertically to maximize open, green space around the built form.

The towers, set back above the podiums, are inspired by stands of trees in an Ottawa Valley Forest growing out of a five storey (with mezzanine) terraced base. The two residential towers contains the majority of the residential programming.

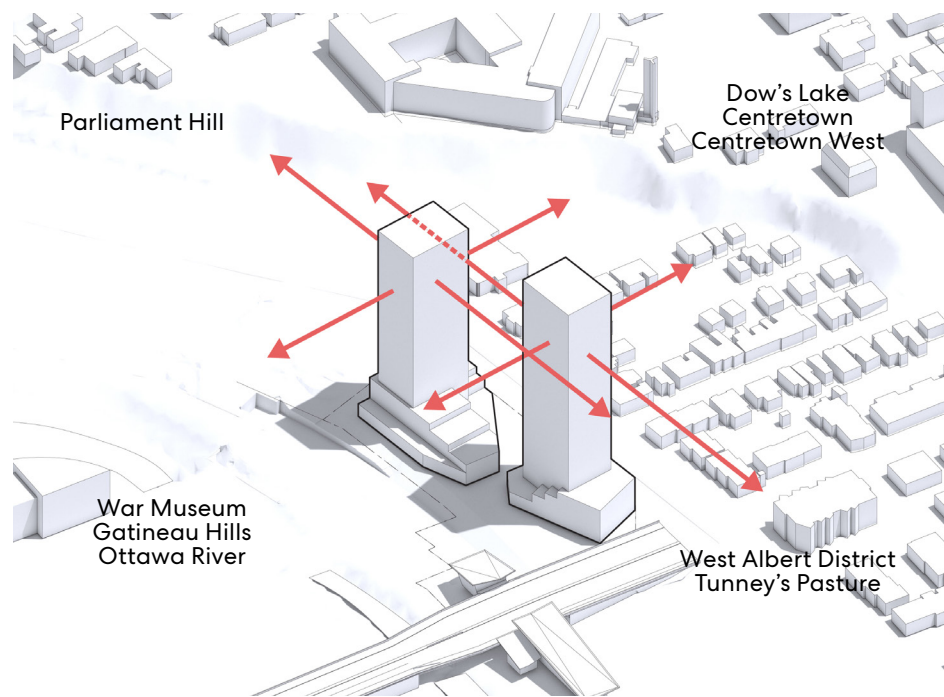
The Urban Design Guidelines for High-rise Buildings describe that the top of a tall building (tower) should address the 'Expression' function of the building: *Enhance and create the image of a community and a city through the design of the upper portion of the building, which is often comprised of a middle and a top that: a. protects and/or creates views and landmarks; and b. respects and/or enriches urban fabric and skylines. (2.2)*

Originally, the Secondary Plan identified three towers on site, each at a maximum height of 25 storeys. This proposal considers a redistribution of those heights into two residential towers at 36 and 31 storeys, giving back more of the site for the public realm. The two towers are rotated 90 degrees to each other and set apart

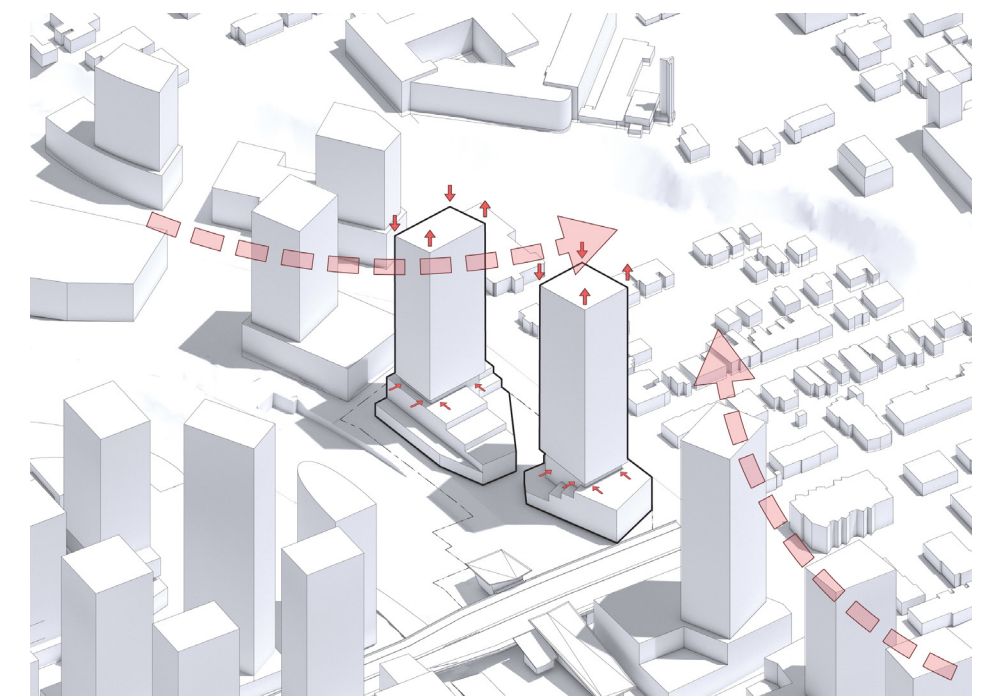
55 metres so that the centre of the site receives generous sunlight access and that residents in the towers can enjoy open views of the city and landscape through their Juliette balconies and tall windows. The tower heights are slightly differentiated, rather than the same height throughout (as presented in the Secondary Plan) to establish a distinct profile on the skyline and respond to the surrounding context. The west tower, which is closer to Pimisi Station, is taller at 36 storeys, whereas the east tower is 31 storeys, to slowly transition to the planned context to the east. The tower tops ascend on a diagonal to the west, to anticipate the taller 40-storey building planned on the west side of Booth Street, and mimic the architectural language of the Pimisi Station roofs.



**Making Space for the Capital Experience**



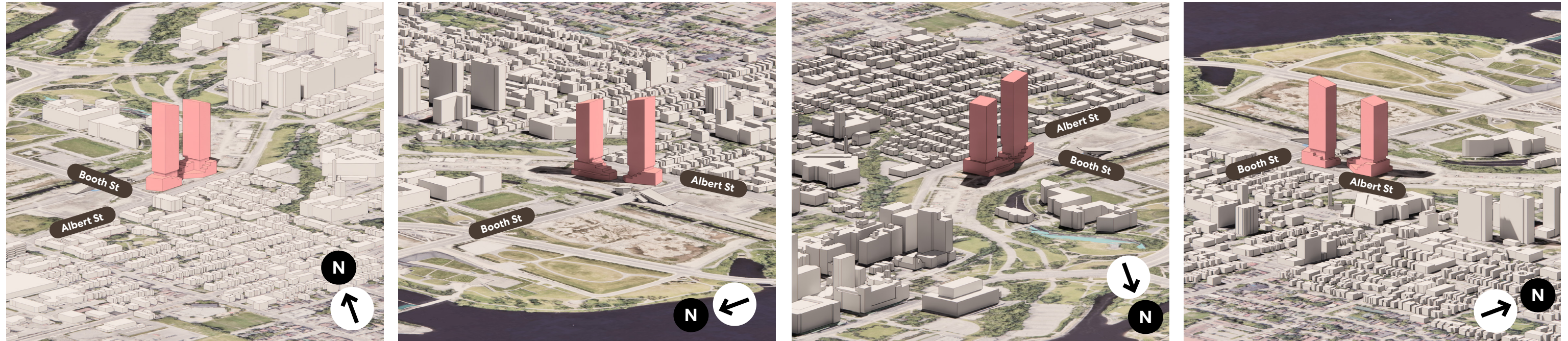
**Enhancing and Maintaining Views in The Capital**



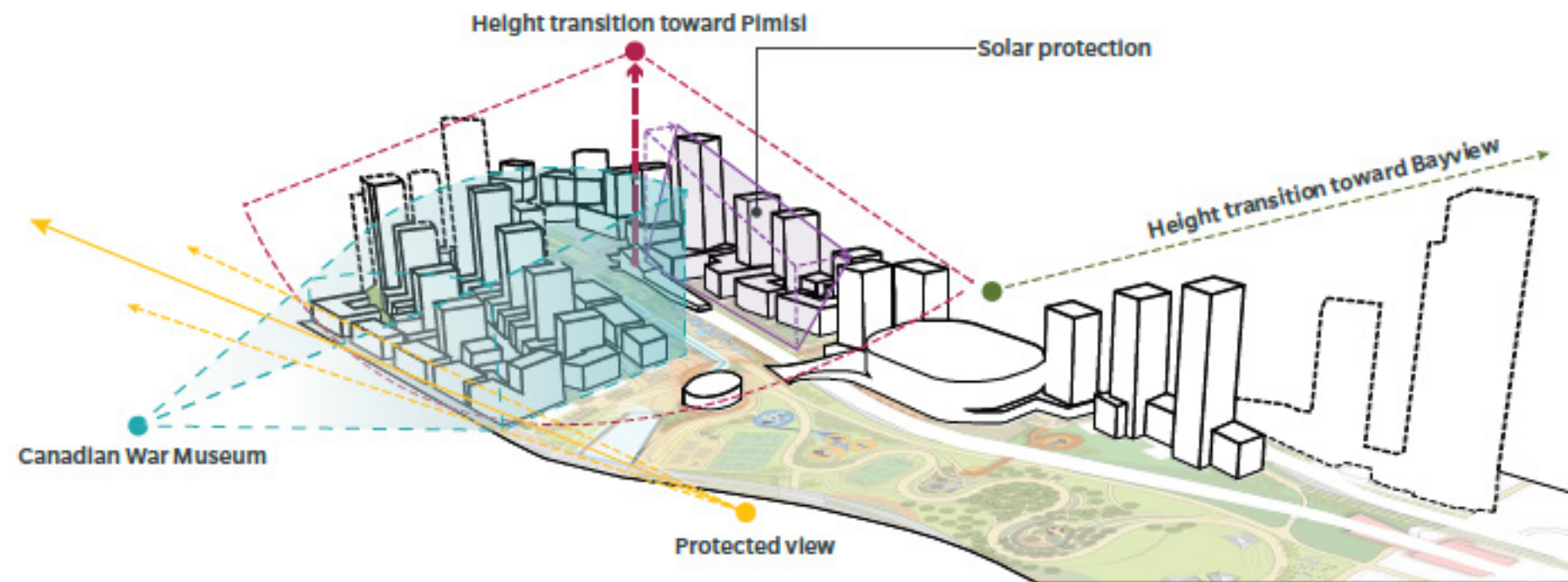
**A Landmark on Booth Street and Gateway to Lebreton Flats**



**Proposal within existing context**



**Future context of LeBreton Flats as shown in MCP building heights strategy**



## 3.2.6 Pedestrian Realm

### ***Weaving together architecture and landscape for a vibrant public realm.***

One of the main sources of inspiration for the design proposal is the natural history of the site. Long ago, the Library Parcel was a riverfront lowland sloping up to the arm of the escarpment and surrounded by the Laurentian Forest. Main priorities of the design include ensuring ease of access and use, maximizing landscape and public seating, providing the ability to find sun or shade, and opportunities to stop or stay along any path within the project.

The whole of the ground-plane is conceived of as integral piece of urban fabric and ultimately an extension of the natural landscape, universally accessible, dedicated to public amenity and circulation, and fully woven into its context. The public realm is organized and expressed through a series of relevant landscape features relating to the strong natural and Indigenous histories of the site:

#### **THE GATHERING CIRCLE**

One of the ways to honour the Indigenous cultural heritage is to provide a space to celebrate and respect the land's Indigenous past. A circular outdoor gathering place marks the intersection of the diagonal routes between the east and west podiums, and the Promenade. It is addressed by the community meeting spaces in the west podium and the bicycle workshop and lounge in the east podium.

- *MCP 3.6.2.d. Showcase the Capital's creativity, support heritage experiences and strengthen social connections by providing vibrant and welcoming cultural experiences and spaces.*
- *MCP 3.6.2.e. Recognize and honour the rich Algonquin presence in the region and the role LeBreton Flats has played in the development of the Capital and the region, including its past vocation as a neighbourhood for new arrivals and its evolution.*

Through meaningful engagement, this space will be co-created with Indigenous communities and particularly Indigenous youth.

#### **CENTRAL PARKETTE:**

The Central Parkette is designed to be an “outdoor living room”, sitting between the two buildings and offering a set of connective routes, to all building entries and pathways surrounding the site. A ring of seating provides accessible and comfortable places to rest.

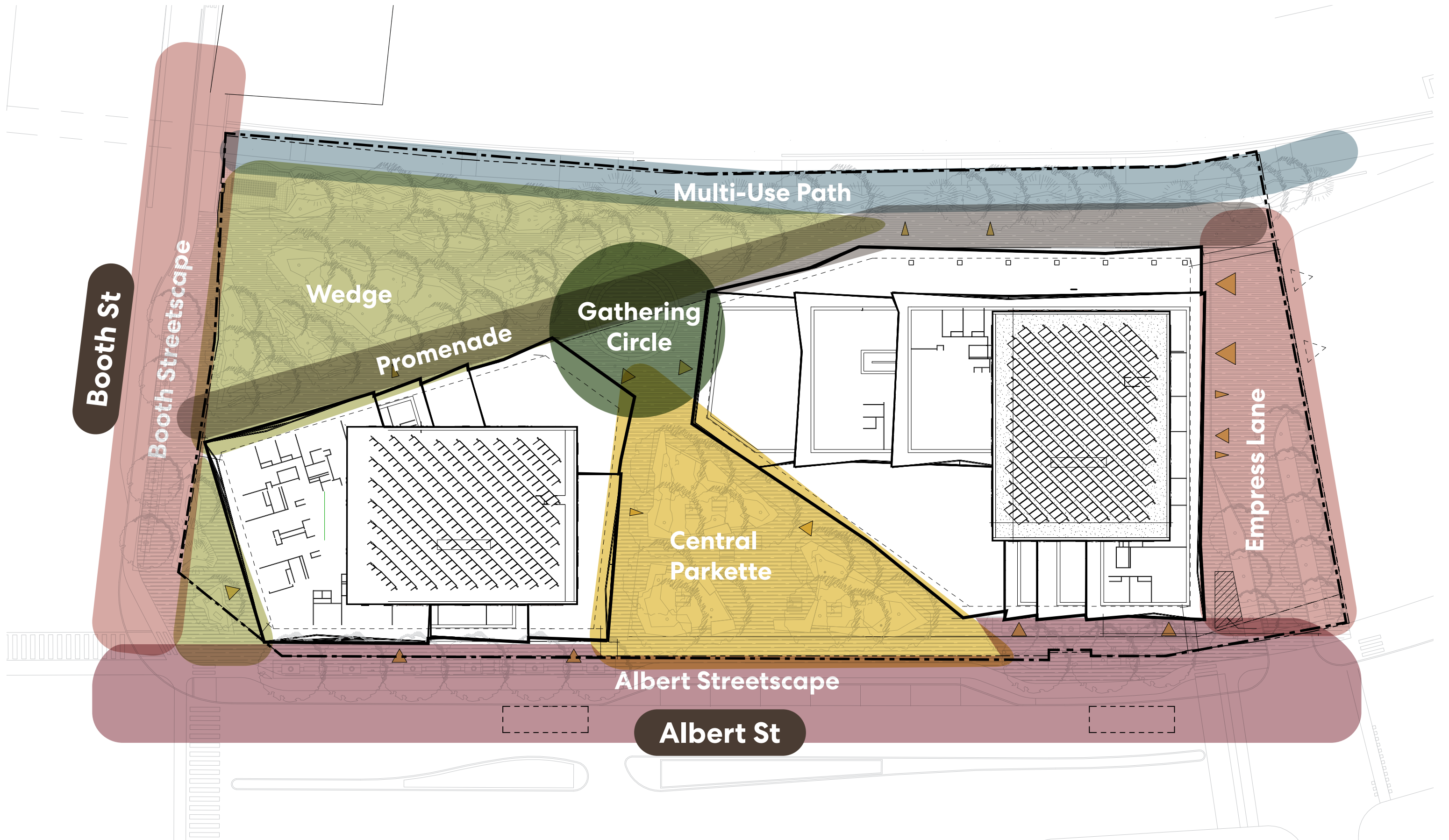
#### **THE PROMENADE:**

To the north, The Promenade creates a pedestrian route from Booth Street into the development and beyond to Ādisōke. The route is animated by generous planting and adjacent program space such as retail, the Community Hub and the Community Bike Shop.

- *Urban Design Guidelines for High-Rise Buildings: The public spaces should complement and be integrated into the existing network of public streets, pathways, parks, and open space; provide direct visual and physical connections to the surrounding public streets, pathways, parks, and open spaces; support the proposed high-rise development particularly at grade functions; allow for year-round public use and access; and maximize safety, comfort and amenities for pedestrians.*

#### **THE WEDGE:**

A triangular landscaped park located between the buildings and the LRT Tracks to the north side of the development will act as an arrival plaza for Pimisi Station. Its dense coniferous plantings will protect users not only in the Wedge itself but also in the Gathering Circle and traversing the Promenade from the northwest wind.

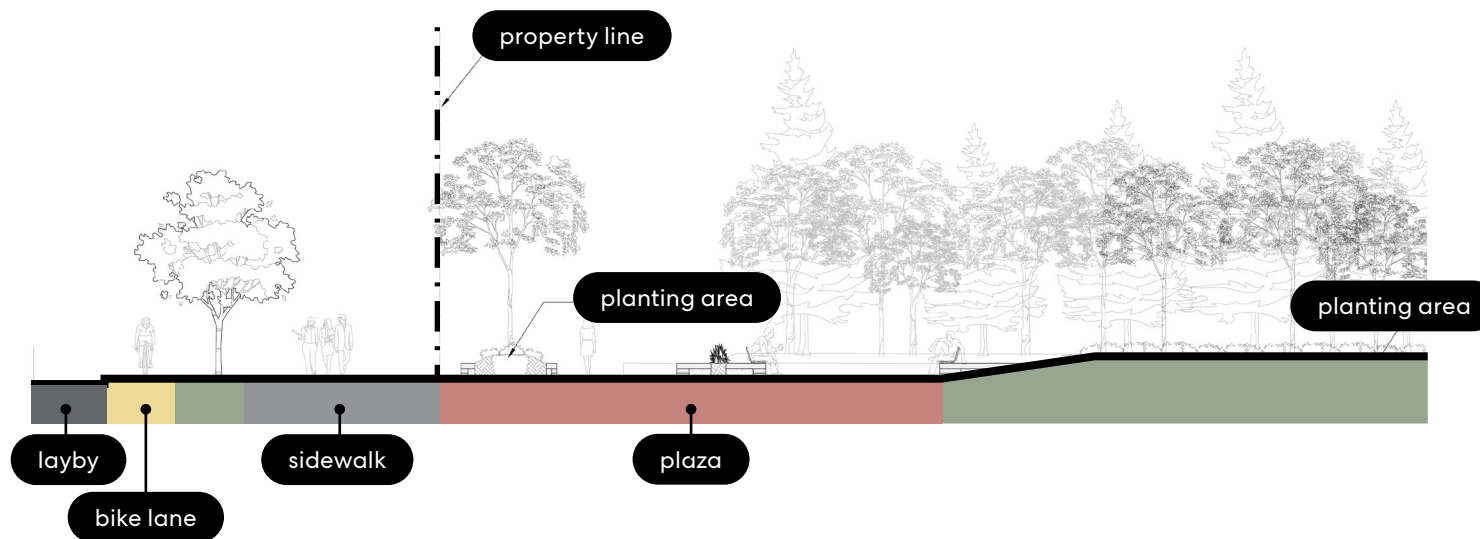


**BOOTH STREET:**

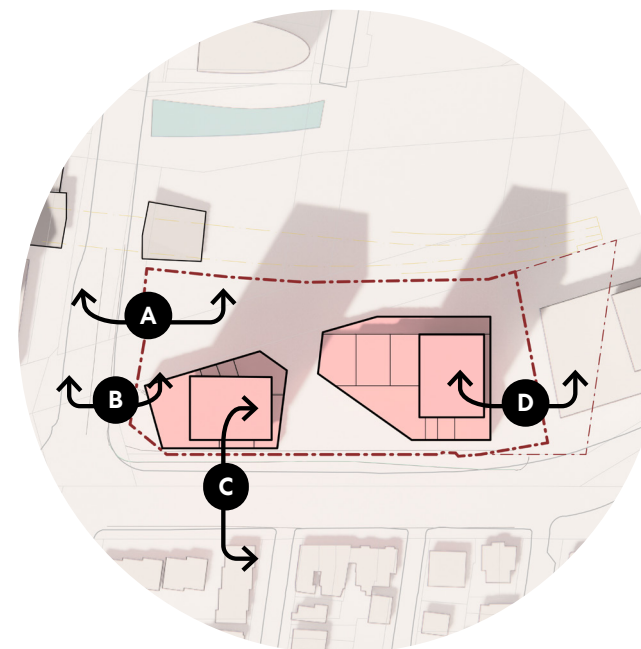
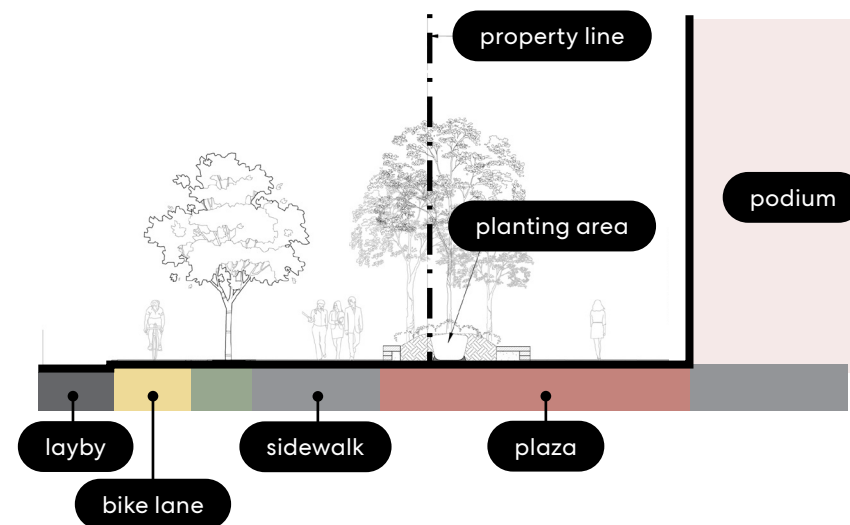
- MCP: 3.4.3.2.a. Achieve substantial and horizontally prominent urban masses on the podium by accentuating the horizontality of the podiums' volumes, and clearly defining tower from podium with material and massing differentiation.
- MCP 3.4.3.2.b. Ensure microclimate impacts are considered in building design, in particular wind tunnelling.
- MCP 3.4.3.2.c. To allow for pedestrian permeability along the sloping street, provide terracing in the public realm within the development setback. This helps provide flat access points for retail points at different elevations along the street.

The Booth Street frontage expands the current streetscape into the new podium footprint to broaden the entire pedestrian space. All configurations of the transit stop and cycle tracks are maintained, while the sidewalk/pedestrian clearway expands. Along this street, various pedestrian routes diverge to allow movement to access Ādisōke, our proposed development on the Library Parcel, the Central Parkette, and Albert Street directly. Street trees and bike parking allow for comfortable, multi-modal travel.

**A Booth Street**



**B Booth Street**



**ALBERT STREET:**

- MCP 3.4.3.3.a. Provide at a meaningful setback (e.g. 3 m) between the podium's clearly defined streetwall and towers above.
- MCP 3.4.3.3.b. Provide clear architectural differentiation between the podium's streetwall and tower facades through distinctive approaches to fenestration and balcony positioning, scaling, material, and/or colour differentiation.

The Albert Street frontage demonstrates all intentions and alignments provided through the Albert Street reconstruction work, including continuation of the cycle tracks, with the integration of a drop-off lay-by between the west bound transit stop and the Booth Street corner.

The new buildings are set back from the street to exceed minimum sidewalk width in support of street level animation such as seating, retail animation, and to facilitate increasing flows of pedestrian traffic along Albert. The street wall folds back along the street to create additional frontage, support intuitive wayfinding, and creates deep eddies of green and public space that provide relief from the busyness of Albert Street. It also provides valuable mid-block connections to other circulation routes.

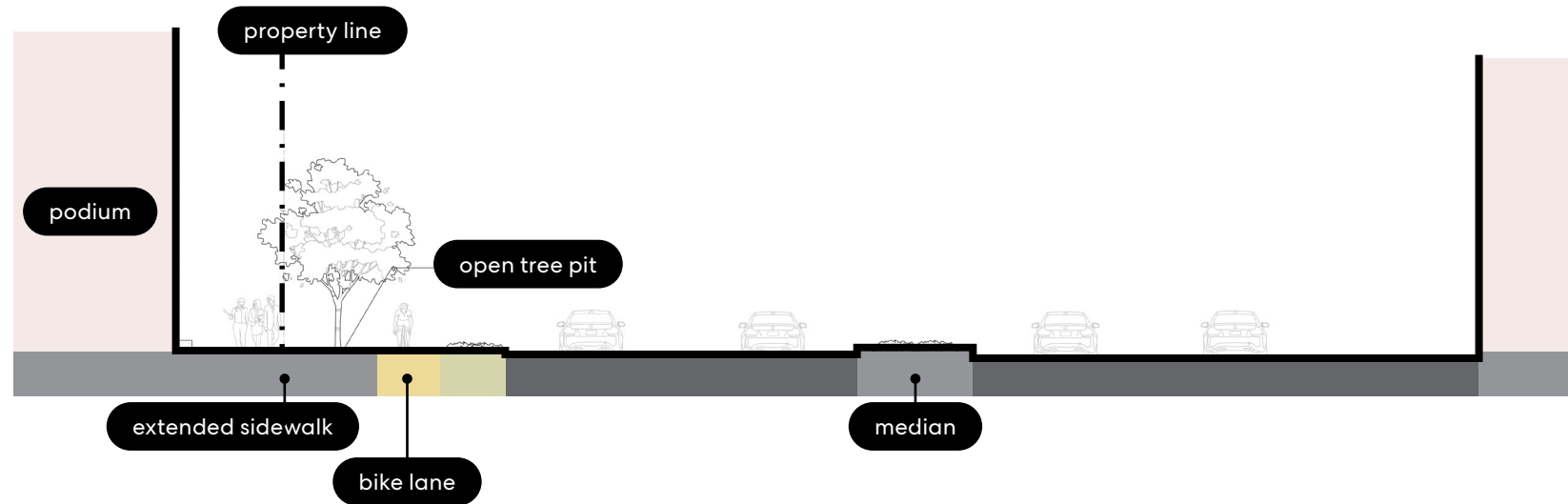
**EMPRESS AVE:**

The extension of Empress Avenue from the new intersection into the site as a private laneway allows for a narrower and more flexible cross-section than a typical public road, leaving more space for the public realm and accommodating the geometry of the property line. It also allows for the extension of the footprint of the parkade below to the property line which enables necessary servicing spaces such as the mechanical room and garbage rooms to be provided below-grade, freeing up square footage at ground level for retail and amenity space.

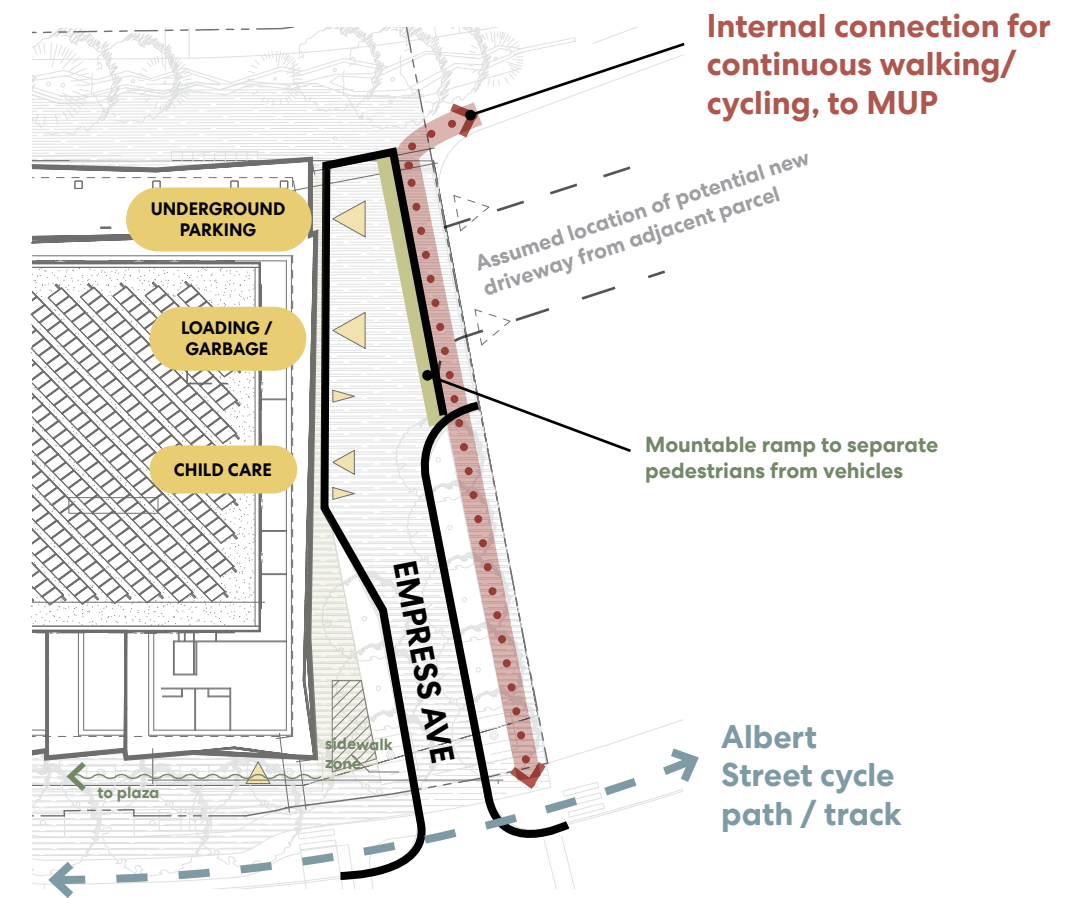
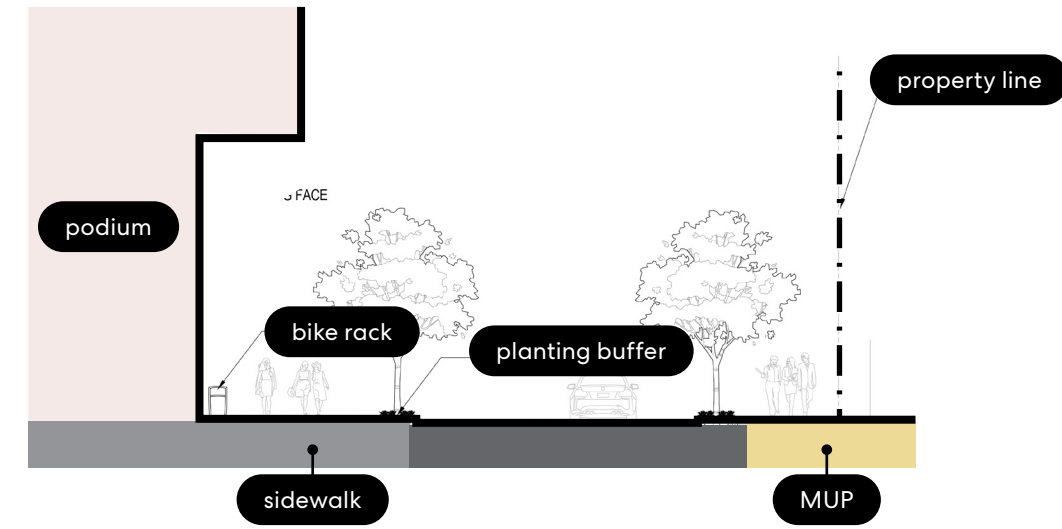
Full functionality and accessibility for all modes are maintained in the private Empress laneway

extension. It will provide direct vehicular access to the loading areas and underground parking levels on the site, as well as access to the NCC-owned parcel to the east. The Empress Avenue laneway will also expand the existing cyclist/pedestrian network through a sidewalk on its west edge and a mixed-use path on its east edge, allowing users of the Promenade and rail corridor MUP at the north edge of the property to safely access the intersection and bike lane on Albert Street. Building on the City of Ottawa Road Safety Action Plan 2020- 2024, a number of strategies will be used to prevent conflicts between cars and cyclists/pedestrians, including raised sidewalks, a mountable curb, and a direct connection between the sidewalk and the dedicated bike lane along Albert Street.

**C Albert Street**



**D Empress Ave**



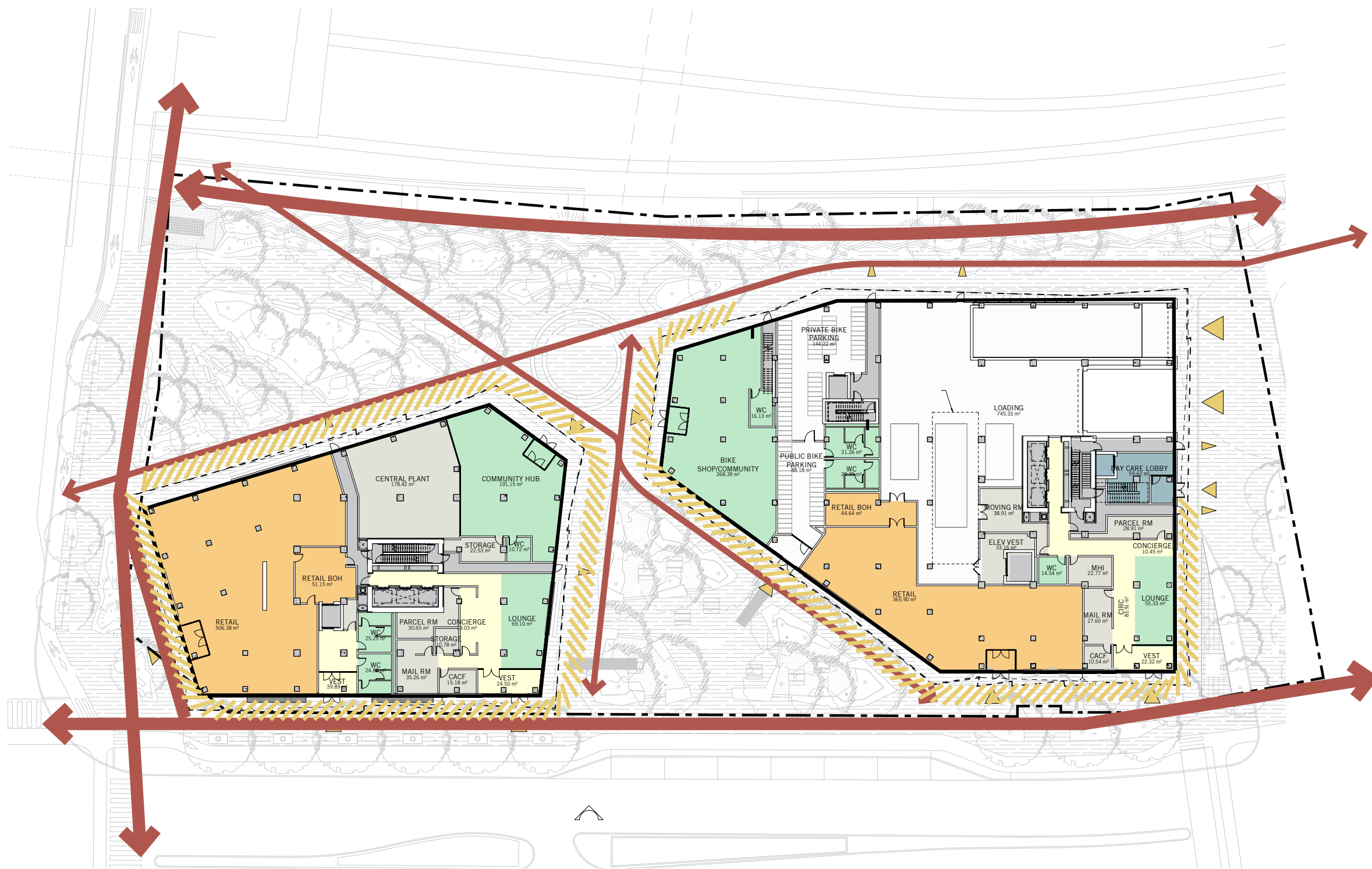
### 3.2.7 Animation and Design

#### Maximizing placemaking, movement, and activity.

Both the site plan and program are designed to integrate the Library Parcel socially into its context. The Library Parcel is designed to be part of the community infrastructure of LeBreton Flats, meeting the needs of the new residents, the existing residents to the south, the future residents to the north and west, and the patrons of Ādisōke. The design maximizes the placemaking opportunity of the site by creating outdoor and indoor community gathering places at multiple scales.

#### RETAIL

The ground floor uses are strategically located along Booth Street and Albert Street and designed to create active frontages that animate the site and create a welcoming environment. In addition to glass storefronts, the patios and outdoor seating areas will spill over into the open space, blurring the lines between uses and creating a cohesive public realm. The retail design and location takes advantage of the location of two neighbouring civic uses: Pimisi Station and Ādisōke, attracting visitors and residents alike. Upon completion, the ground floor uses will integrate seamlessly with the public realm.

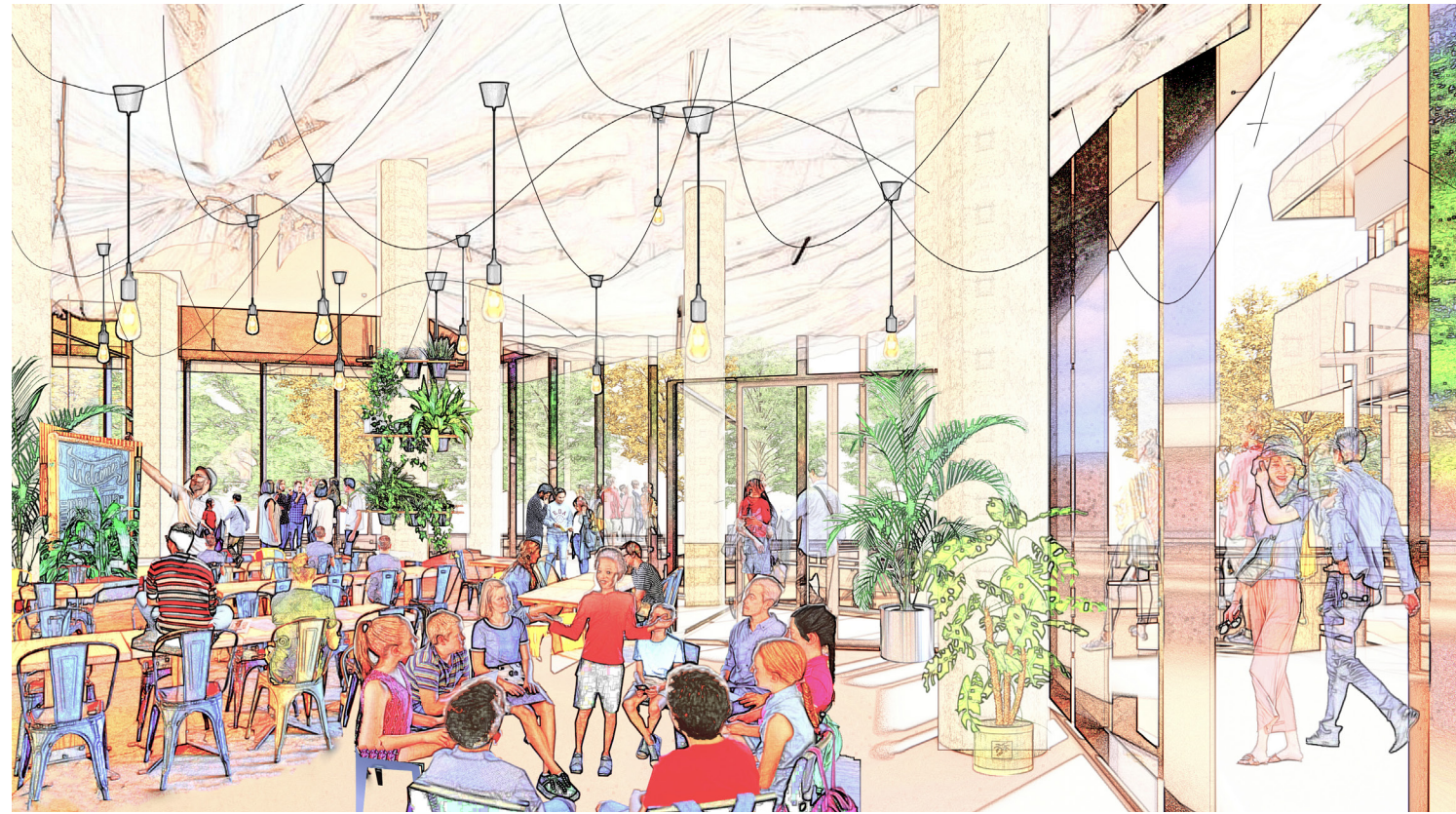


## COMMUNITY HUB AND BIKE SHOP

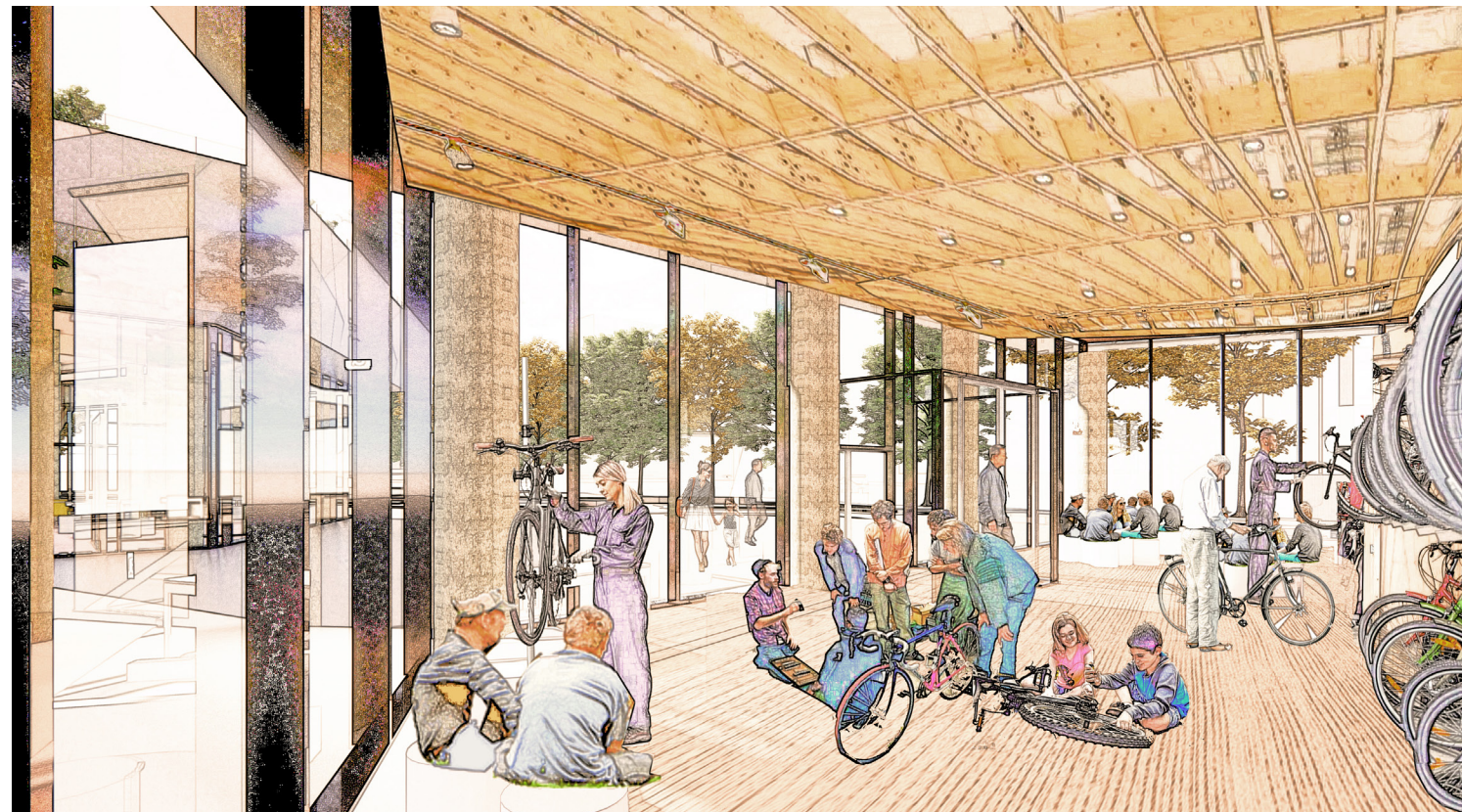
A community multi-purpose space on the ground floor of the west podium is designed for a range of different community-oriented programming for the entire development, from information sessions to ceremonial gatherings and is properly ventilated to allow for burning smudging or incense. A Community Animator will be employed in the building to ensure that this visible space is programmed in a way to animate the development and support the residents of the development. The Community Bike Shop is a community amenity that provides a space, access to tools, and education and training for the maintenance of bicycles and the promotion of cycling in Ottawa and Gatineau.

## LOBBIES

East and west residential community lobbies, with Albert Street addresses, are designed as places rather than strictly lobby space. They are generously sized to also include co-working tables and seating, to foster spontaneous interactions and developing a strong sense of community.



The Community Hub



The Bike Shop

### 3.2.8 Pedestrian Comfort

Microclimate in the pedestrian realm and private outdoor amenity spaces is one of the criteria set out by the Official Plan for assessing the compatibility of a development proposal, particularly a proposal for new high-rise development. In accordance with the City’s Urban Design Guidelines for High-rise Buildings guidelines 3.26 and 3.27, a pedestrian-level wind study and shadow analysis have been prepared as part of this application.

As per industry standard practice, the pedestrian-level wind study does not consider landscape elements such as trees or other wind mitigating factors in its analysis, and still concludes that all grade-level areas within and surrounding the site are expected to experience acceptable wind conditions. In addition, the landscape design includes strategic use of coniferous plantings to reduce wind flow and increase pedestrian comfort. The dense coniferous tree plantings in the Wedge Park are expected to improve wind comfort in both the Wedge Park itself and in the adjacent Gathering Circle.

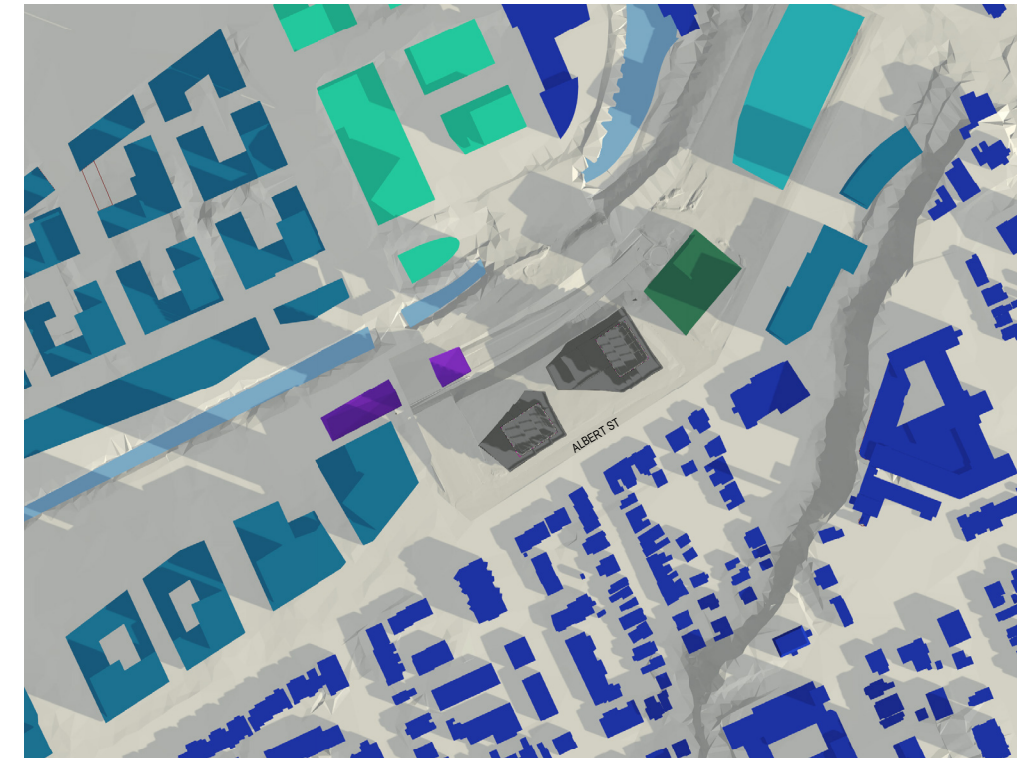
In response to the Urban Design Guidelines for High-rise Buildings guidelines 3.28 (*Protect pedestrians from wind, rain, snow and intense sun with features such as arcades, canopies, arbours or other elements to moderate the microclimate and facilitate year-round use*) and 3.29 (*Provide permanent pedestrian weather protection, such as overhangs or canopies,*

*at the building entrances and along commercial and mixed-use street frontage*) the podium has been designed with overhanging balconies to create canopies at the ground level. Locations of entries are typically on the leeward side of the buildings create calm, sheltered entry conditions. The entries will continue to be further refined to enhance their protection through the study of additional canopies and physical and landscape barriers.

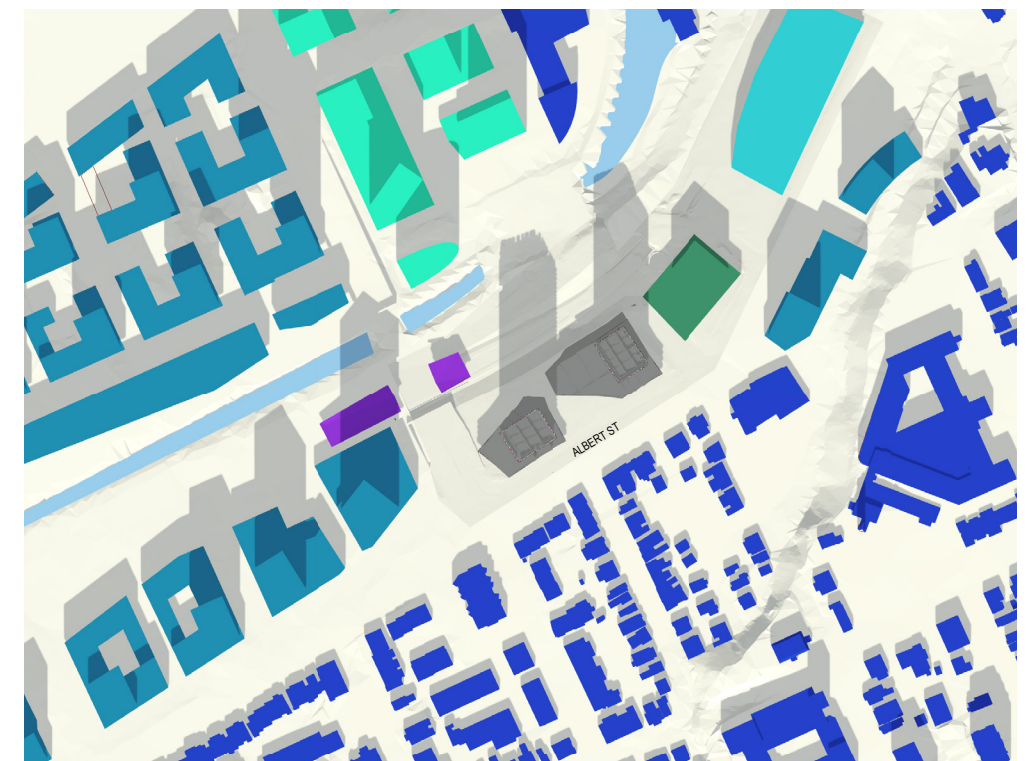
Due to the design’s reallocation of density from the three towers of 25 storeys permitted by the as-of-right zoning into two towers of 36 and 31 storeys with tower separation of 55 metres the overall shadow impacts of the development are reduced. While the shadows are longer, they move quickly due to the slender tower floorplates of 744m<sup>2</sup> and the expanded tower separation allows for significant sun penetration between the towers, improving pedestrian comfort.

- Proposed Buildings
- Existing Buildings
- Approved East Flats
- New Library Under Construction
- As-of-right Future Development
- Adjacent site
- Pimisi Station

### Shadow Study

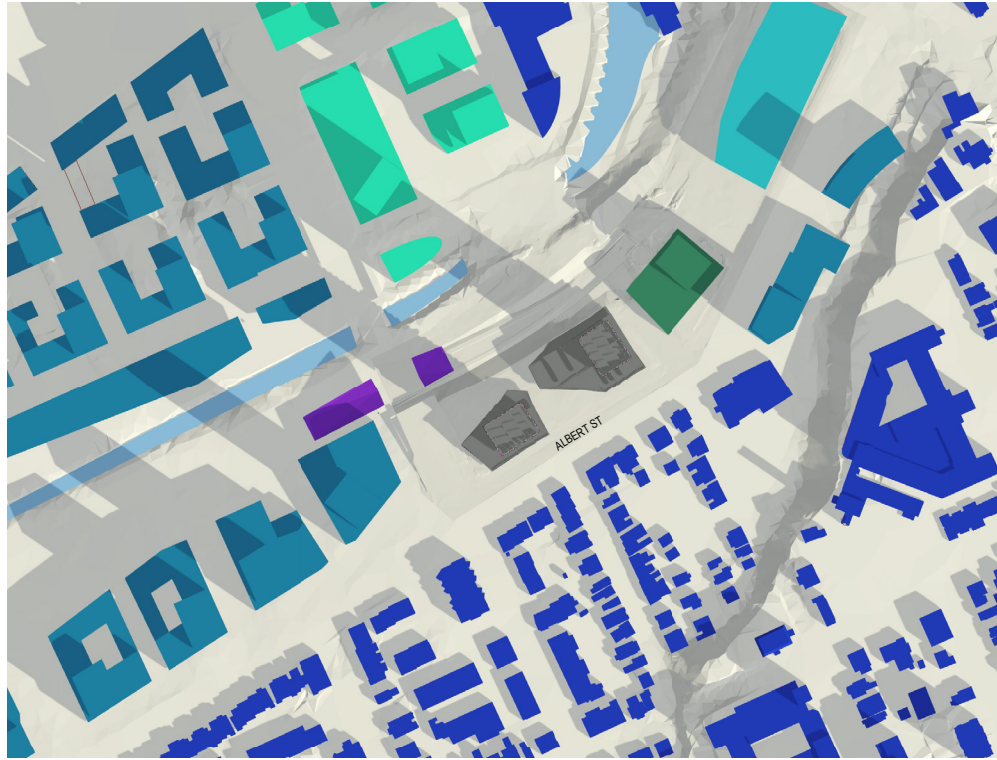


Sept 21, 8AM

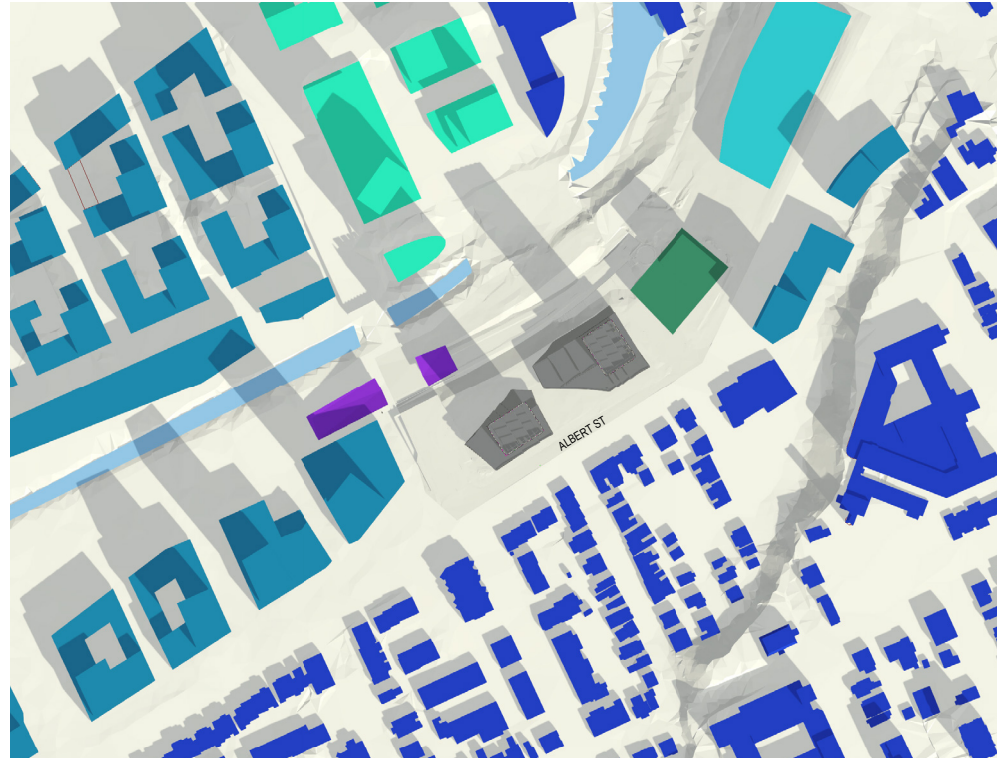


Sept 21, 12PM

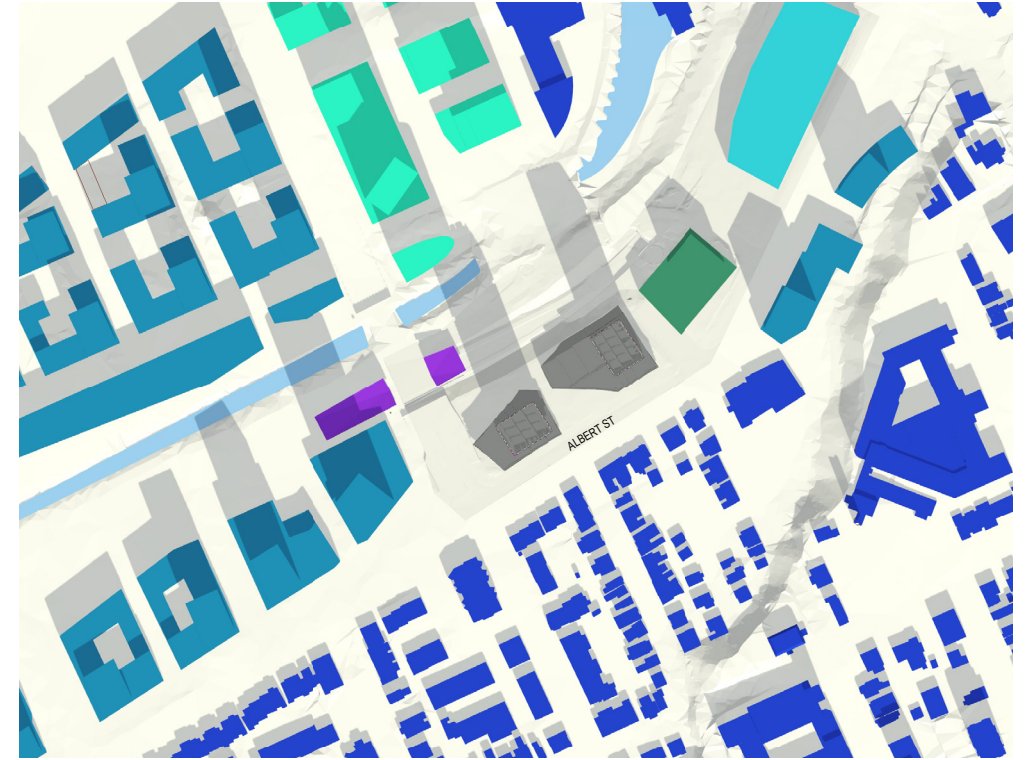




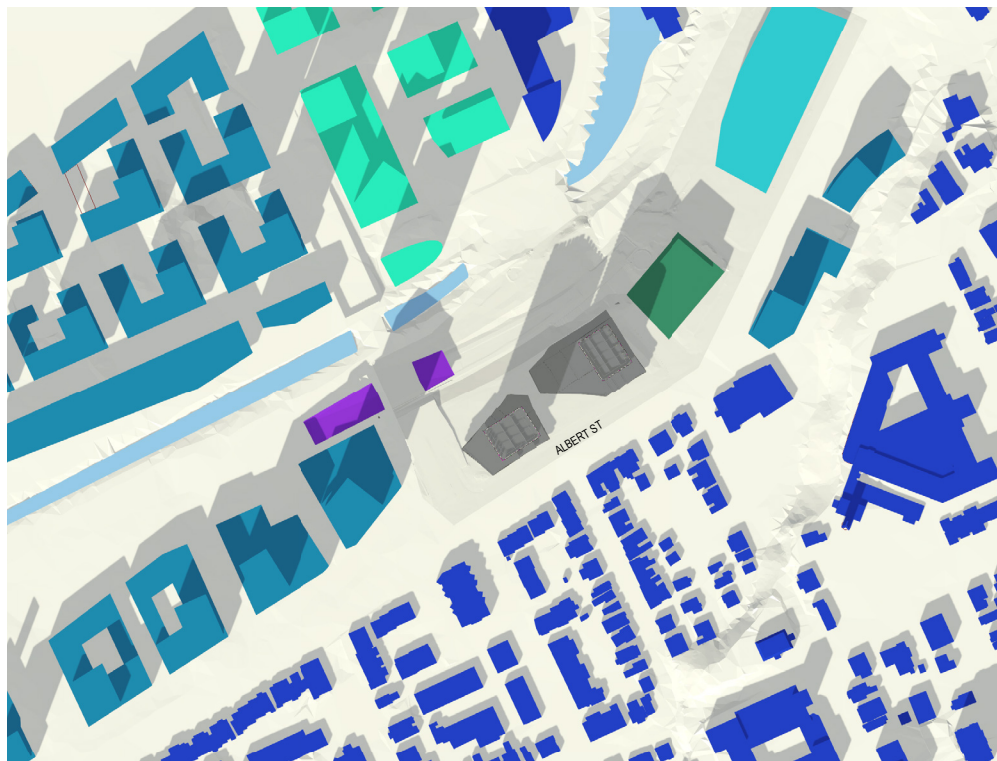
Sept 21, 9AM



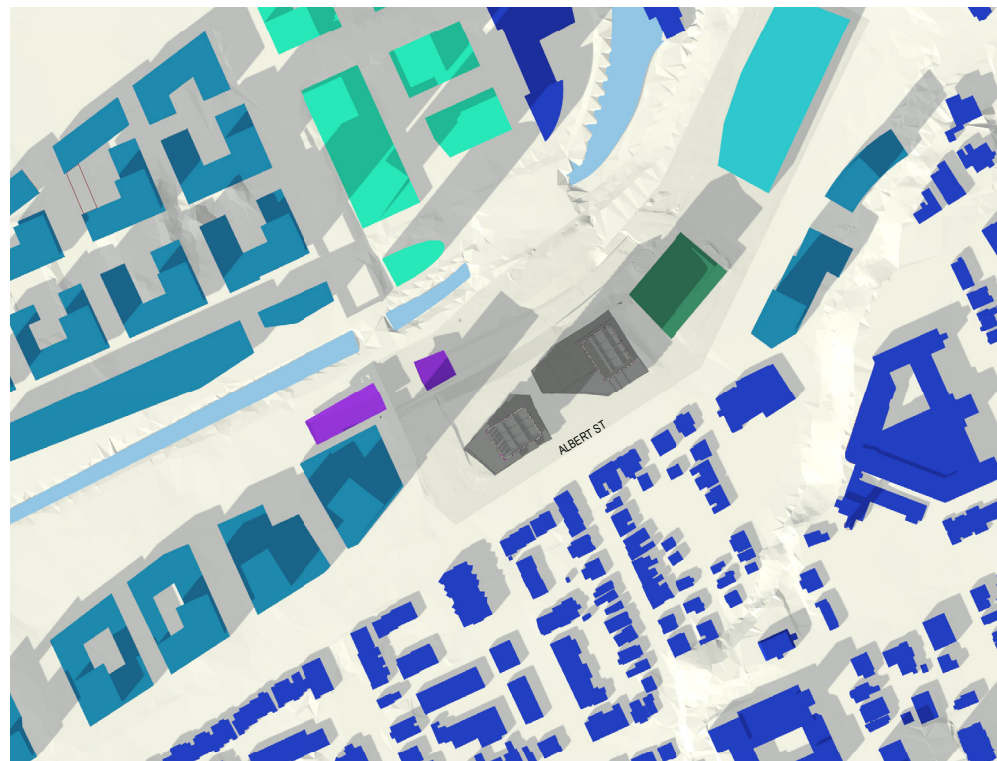
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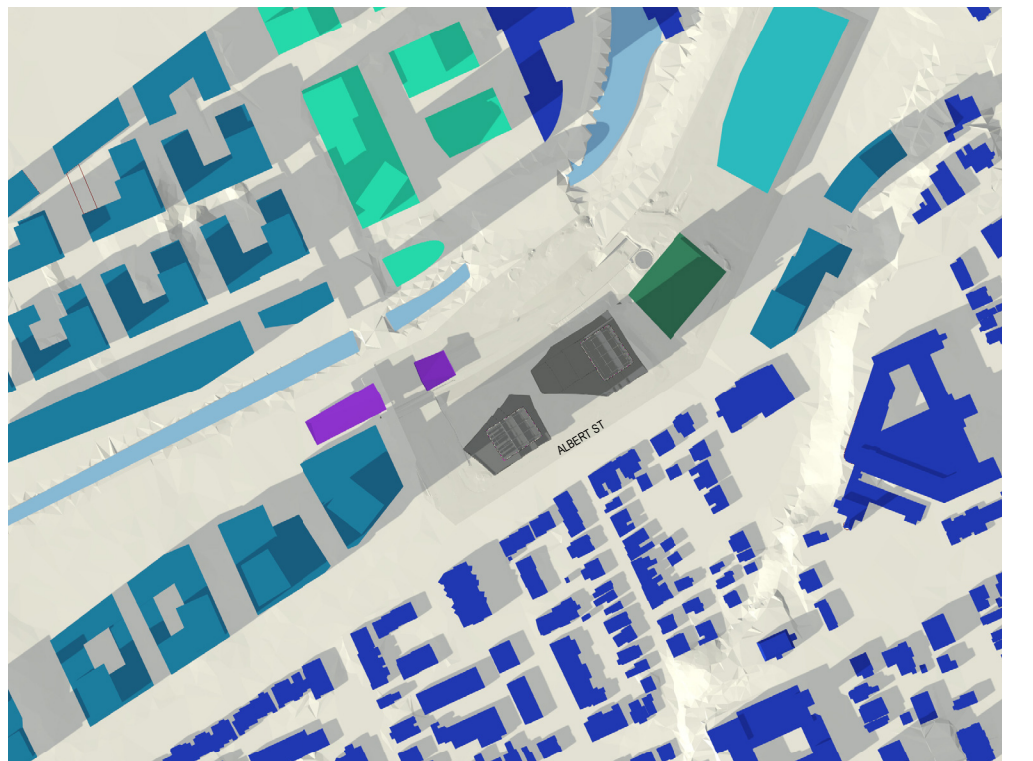
Sept 21, 11AM



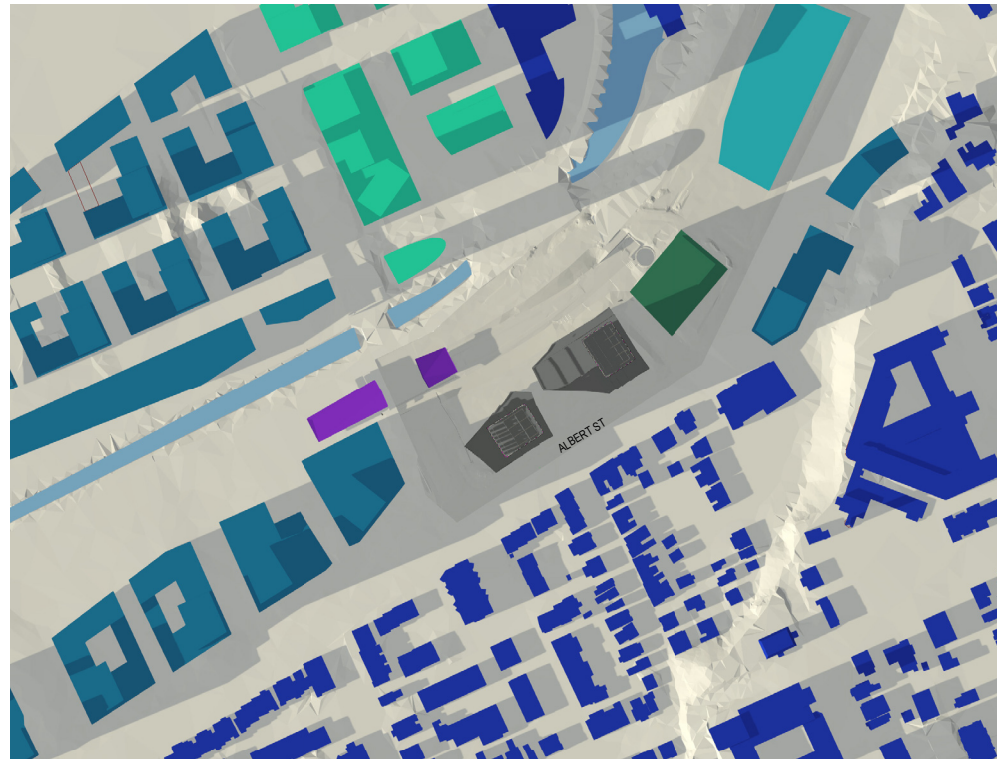
Sept 21, 1PM



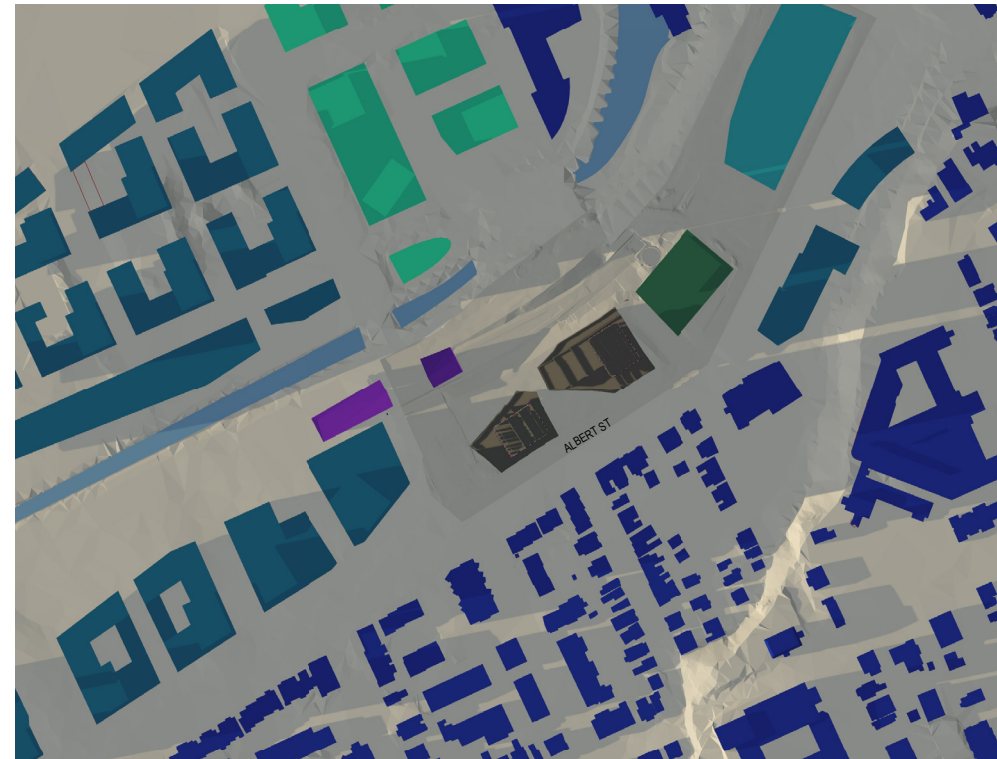
Sept 21, 2PM










Sept 21, 3PM



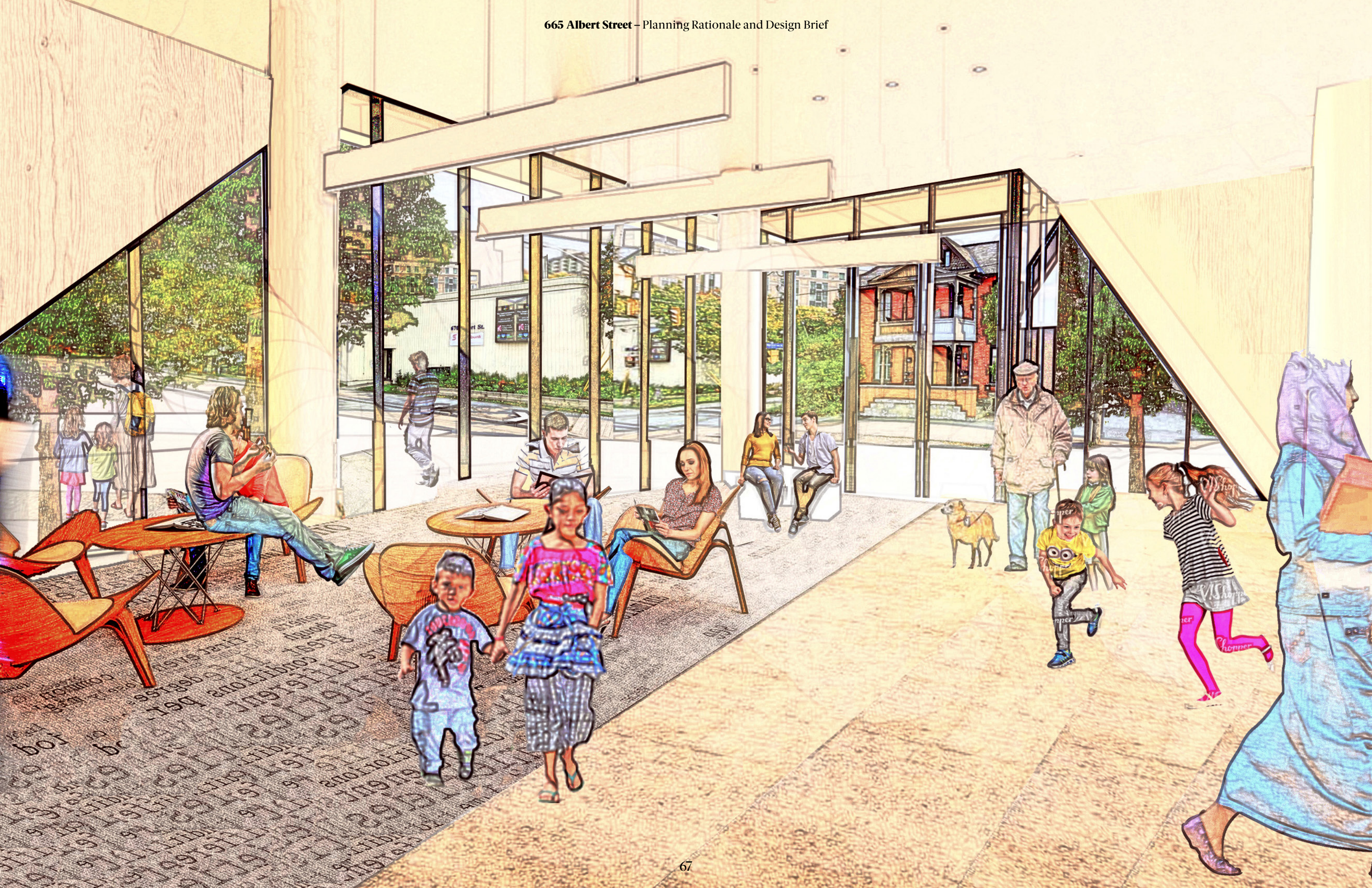
Sept 21, 4PM



Sept 21, 5PM

- |   |  |
|---|--|
|  Proposed Buildings             |  As-of-right Future Development |
|  Existing Buildings             |  Adjacent site                  |
|  Approved East Flats            |  Pimisi Station                 |
|  New Library Under Construction |  |





# 4.0 Planning Policy Context

## 4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), in effect as of May 1, 2020 and issued under Section 3 of the Planning Act, provides direction on the Province's policies on land use planning. As per the Planning Act, the PPS requires that all planning matters and decisions shall be consistent with the PPS. The PPS also reflects the government's goals related to: increasing housing; supporting jobs; and reducing red tape. Most importantly, the PPS supports the provincial goal to enhance the quality of life for all Ontarians.

The proposed development on the Library Parcel and the requested amendments meet the following interests from the PPS, beginning with **Section 1.1** which outlines a number of criteria in regards to achieving efficient and resilient development and land use patterns:

- *Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (1.1.1.a)*
- *Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs (1.1.1.b)*

The proposed development provides an efficient built form that provides 601 residential rental units, of which 247 units are affordable housing. Commercial uses are to be provided within the base building. Surrounding open space and public space also provide outdoor amenity to both residents and the general public.

- *Promoting the integration of land use planning, growth management, transit-supportive development, intensification*

*and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1.e)*

- *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*
  - *Efficiently use land and resources (1.1.3.2.a)*
  - *Minimize negative impacts to air quality and climate change, and promote energy efficiency (1.1.3.2.c)*
  - *Support active transportation (1.1.3.2.e)*
  - *Are transit-supportive, where transit is planned, exists or may be developed (1.1.3.2.f)*
- *Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3.)*

The prime location of the subject site adjacent to Pimisi station of the Confederation Line – a higher-order transit line – provides high transit connectivity. Further than being transit-supportive, the proposal integrates existing multi-use trails and other active transportation modes such as the on-street cycle path on Booth Street. The public realm design will also improve permeability and neighbourhood connectivity. In order to support cycling activity, bike parking will be provided throughout the site, both externally within the public realm, as well as in key locations within the building. The inclusion of a separate bike shop within the ground floor and in a prominent location within the east podium will also foster a strong cyclist culture and offer intermodal activity, such as cycling to the subject site to switch to the Confederation Line at Pimisi Station.

**Section 1.3** includes criteria for employment, and how development can promote economic development and competitiveness. Policies include:

- *Providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs (1.3.1.a)*
- *Encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4 (1.3.1.d)*

Various uses in the proposed program provide employment opportunities. This includes the MHI office, the community bike shop, the daycare, and retail. Employees of these uses can commute from anywhere within the city, from the residential towers above, or the surrounding

neighbourhoods, due to the convenient location of Pimisi Station.

**Section 1.4** promotes an appropriate range and mix of housing options and densities, to meet project requirements of both current and future residents. Policies include:

- *Maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development (1.4.1.a)*
- *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
 
  - *Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans (1.4.3.a)*
  - *Permitting and facilitating: all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities (1.4.3.b.1)*
  - *Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (1.4.3.c)*
  - *Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in**

*areas where it exists or is to be developed (1.4.3.d)*

- *Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations (1.4.3.e)*

The proposal, in addition to providing affordable housing units in a transit-oriented site, also includes a mix of unit types including approximately 45% 2-bedroom and 3-bedroom units. The Library Parcel development will also introduce mixed-use intensification as well as extensive improvements to the public realm. The density of housing will be supported by a range of supportive uses on-site, such as ground-related retail and a daycare, as well as within the larger neighbourhood. The broader neighbourhood is also generally well-served by existing public service facilities.

**Section 1.5** encourages the planning and design of healthy, active communities. Section 1.6 ensures the provision of efficient infrastructure and public service facilities, in a manner that prepares for the impacts of a changing climate. Policies include:

- *Healthy, active communities should be promoted by:
 
  - *Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (1.5.1.a)*
  - *Planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and,**

*where practical, water-based resources (1.5.1.b)*

- *Providing opportunities for public access to shorelines (1.5.1.c)*
- *Recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas (1.5.1.d)*

The proposed development is designed to maximize publicly accessible open space by arranging density into two towers instead of three. It includes three distinct public space areas – the Wedge, at the northwest of the site, which acts as an arrival plaza for Pimisi Station, the Gathering Circle, at the crossroads of the site, which will be designed collaboratively with Indigenous partners, and the Central Parkette, which acts as an “outdoor living room” on Albert Street. These spaces – as well as the active transportation routes weaving within them – contribute to a healthy, active community for residents of the Library Parcel and anyone passing through the site.

- *Planning authorities should promote green infrastructure to complement infrastructure (1.6.2)*
- *Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Section 3.0: Protecting Public Health and Safety (1.6.4)*
- *Planning for sewage and water services shall:
 
  - *Accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing: municipal sewage**

- services and municipal water services (1.6.6.1.a.1)*
    - *Promote water conservation and water use efficiency (1.6.6.1.c)*
    - *Integrate servicing and land use considerations and all stages of the planning process (1.6.6.1.d)*
  - *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services. (1.6.6.2)*
  - *Planning for stormwater management shall:*
    - *Be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term (1.6.6.7.a)*
    - *Minimize, or, where possible, prevent increases in contaminant loads (1.6.6.7.b)*
    - *Minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure (1.6.6.7.c)*
    - *Mitigate risks to human health, safety, property and the environment (1.6.6.7.d)*
    - *Maximize the extent and function of vegetative and pervious surfaces (1.6.6.7.e)*
    - *Promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development (1.6.6.7.f)*

The proposal of the Library Parcel makes efficient use of existing infrastructure and servicing facilities. The landscaping approach provides stormwater management and low-impact development to manage rainfall on site.

- *Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs (1.6.7.1)*
- *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible (1.6.7.2)*
- *As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries (1.6.7.3)*
- *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (1.6.7.4)*

The aforementioned location of the proposal – proximity to transit, cycling routes and multi-use pathways – along with the proposed enhancement of the public realm are consistent with this policy direction.

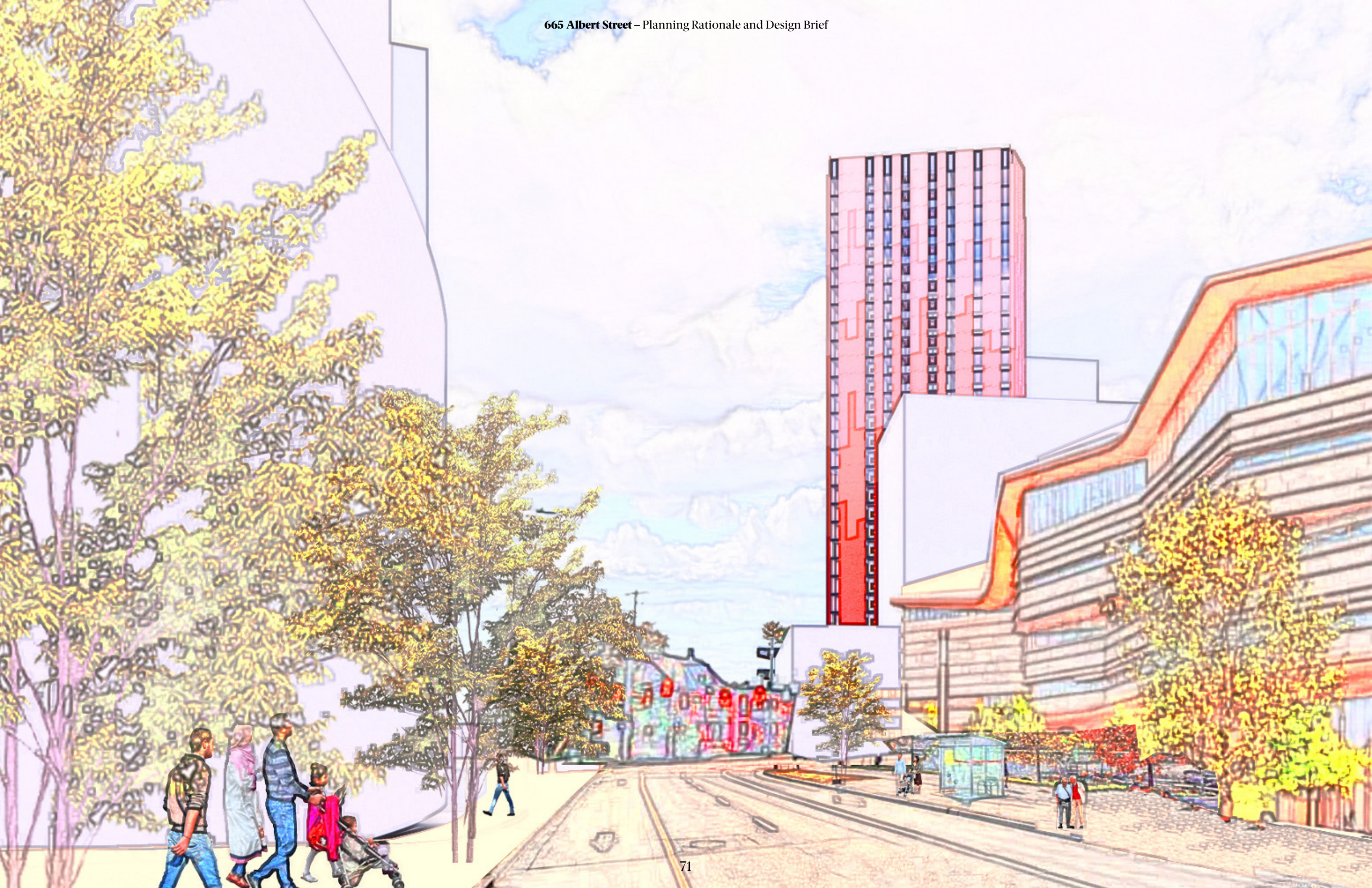
**Section 1.7** promotes long-term economic prosperity. **Section 1.8** supports energy conservation, air quality, and climate change. Development shall prepare for the impacts of a changing climate. Policies include:

- *Long term economic prosperity should be supported by:*
  - *Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce (1.6.1.b)*
  - *Maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets (1.6.1.d)*
  - *Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes (1.6.1.e)*
- *Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*
  - *Promote compact form and a structure of nodes and corridors (1.8.1.a)*
  - *Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas (1.8.1.b)*
  - *Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion (1.8.1.e)*
  - *Promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure (1.8.1.f)*

The proposal includes a complementary mix of residential and non-residential uses in a compact and transit-oriented form and density, with direct adjacency to transit and active transportation routes. Economic prosperity is supported by the mix of uses, the density of development, and the proximity of Ottawa’s downtowns and mainstreets. The proposal responds thoughtfully to the surrounding character and the emerging planned context.

A zero-carbon development, the buildings will be 45% more energy efficient.

**The proposed development is consistent with the Provincial Policy Statement. It adds 601 units of rental housing, 41% of which are affordable units, to an area served by existing transit and infrastructure. Its compact built form allows for excellent on-site open space and connectivity, and its energy efficient and zero carbon design reduces greenhouse gas emissions.**



## 4.2 Ottawa Official Plan, 2003

Establishing a long-term vision for the city, the in-force City of Ottawa Official Plan addresses matters of provincial interest from the PPS and Planning Act and serves as a basis for the physical development within the city. It consists of eight sections, each speaking to a different aspect of the planned function of the city.

One of the key aspects of the Official Plan is to manage the projected growth in the municipality while reinforcing key qualities of the city most valued by its residents: “its distinctly liveable communities, its green and open character, and its unique characteristics that distinguish Ottawa from all other places (*Prologue*).

The Official Plan is addressing the challenges of growth by pursuing strategic directions in four key areas, two of which are relevant to the subject site and proposed development:

### SECTION 2: STRATEGIC DIRECTIONS Managing Growth (2.2)

As the City is planned to accommodate 90% of its growth in urban areas, it is critical that development is directed to built-up areas.

- *Growth will be distributed throughout the urban area to strengthen the city’s liveable communities through: Intensification and*

*infill; and New development on vacant land in designated growth areas that contributes to the completion of an existing community or buildings a new community(ies).*

- *2.2.2.3. Target areas for intensification are the Central Area, Mixed Use Centres, Mainstreets, and Town Centres defined on Schedule B, and the Community Core in Riverside South. These areas are located on the Rapid Transit and Transit Priority Network as defined on Schedule D.*
- *2.2.2.10 Intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses.*

Consistent with the above policy, the subject site and proposed development will provide a high-rise built form that demonstrates compatibility with its surrounding context. Its proximity to Pimisi Station allows the development to support the **Rapid Transit and Transit Priority networks (Schedule D)**. Further, the site is also within the **City’s Central Area (Schedule B)**

### Building Liveable Communities (2.5)

In the urban area, it is critical that development provides appropriate and affordable housing, surrounded by green spaces and a vibrant mix of uses. It is beneficial if these uses are also located within walking or cycling distance, to promote a strong sense of community.

The Library Parcel is also designated as a Design Priority Area, thus subject to a review of the

development’s contribution to an enhanced pedestrian environment and its response to the area’s distinct character and opportunities.

As the need to accommodate social diversity is a “cornerstone of a liveable community”, a mix of housing types and income groups should be provided through development. Policies include:

- *The City will encourage the production of affordable housing in new residential development and redevelopment to meet an annual target of: 25% of all new rental housing is to be affordable to households up to the 30th income percentile; and 25% of all new ownership housing is to be affordable to households up to the 40th income percentile. (2.5.2.1)*
- *The processing of development applications from non-profit housing corporations and housing cooperatives, for housing intended for persons of low- or moderate-incomes, will be given priority by the City (2.5.2.7)*
- *The City will implement alternative development standards for affordable housing development such as reduced parking standards in areas serviced by transit (2.5.2.9)*

The proposal and its inclusion of affordable housing responds to the City’s commitment and Housing Strategy, with 247 affordable units, out of a total of 601 residential units. The development seeks to remove the various barriers and challenges faced by Indigenous people, women with children, veterans, new immigrants and refugees, and adults with cognitive disabilities to adequate housing.

## SECTION 3: DESIGNATIONS AND LAND USE

Building on the broader policies within Section 2, Section 3 provides more detailed direction regarding the use of land within specific areas of the city. Within the Urban Policy Plan (*Schedule B*), the subject site is designated Central Area. The Official Plan describes the Central Area as the “*economic and cultural heart of the city and the symbolic heart of the nation*” (3.6.6).

The subject site also falls within an area where a number of key viewpoints and view sequences are identified to protect the visual integrity and symbolic primacy of the Parliament Buildings (3.6.6.2.e; *Annex 8A-Central Area Key Views and View Sequences of the Parliament Buildings and Other National Symbols*):

- *Buildings constructed in the areas of height control as set out on Annex 8A do not rise above the ridgeline of the roof of the Centre Block, and thus do not visually mar the silhouette of the Parliament Buildings, and do not visually dominate the Parliament Buildings and other national symbols (3.6.6.2.e.i).*
- *Buildings constructed in those areas designated on Annex 8A as areas of foreground height control, do not visually obstruct the foreground of views of the Parliament Buildings and other national symbols, as seen from the key viewpoints and view sequences indicated on Annex 8A (3.6.6.2.e.ii)*

The development and its heights do not visually obstruct the protected views of the Parliament Buildings.



- *The City will enhance the appearance and liveability of the Central Area and the surrounding residential neighbourhoods by: improving the image of the Central Area and assisting in visitor orientation by enhancing major gateways into the Central Area and Nodes within it. Nodes are points of intensive activity, which provide a focus to public life, such as a marketplace or a significant commemoration landmark. The location of these features are identified on Annex 9 – Central Area Gateways, Nodes and Distinctive Streets; (3.6.6.5.c)*
- *The following streets are recognized as distinctive streets in the Central Area for their unique pedestrian characteristics: Booth Street, north of Scott/Wellington/Albert Street, as a significant pedestrian promenade and vehicular route, which provides commuter access to and from the Central Area, a link with the existing community, access to the rapid-transit station, and which will serve as the mainstreet focus of LeBreton Flats. (3.6.6.7.g)*

To celebrate the adjacency of the proposed development to Booth Street - a significant corridor for pedestrians and cyclists - the design of the public realm and streetscape along the western side of the development provides additional space for movement. This additional space, especially by Pimisi Station, helps incentivize walking, cycling, and public transit use. The triangular “wedge” situated on the northwest corner of the site is designed to allow pedestrians, transit users, and cyclists to better connect with the site’s landscaping and plantings, while offering amenities for comfortable seating.

- *The City shall improve and enhance the pedestrian environment in the Central Area by:*
  - *Providing outdoor/indoor green open space and pedestrian amenity areas (including interim green spaces on vacant lands) such as pocket parks, plazas, green rooftops and/or indoor winter gardens; (3.6.6.6.a)*
  - *Providing soft and hard landscaping elements, including tree plantings, which contribute and are sensitive to the character of the area; (3.6.6.6.b)*
  - *Protecting and enhancing established public courtyards, pedestrian malls and circulation systems in the Central Area; (3.6.6.6.d)*
  - *Ensuring buildings are designed and sited to minimize sun shadowing and provide appropriate wind attenuation, where required, on public open spaces and pedestrian corridors; (3.6.6.6.f)*
  - *Ensuring the provision of at-grade street-oriented uses with their principal entrances fronting on the sidewalk and providing a continuity of weather protection; (3.6.6.6.g)*
  - *Considering appropriate safety and public security measures, including, design for safety, lighting and site visibility for all development proposals and public improvements. (3.6.6.6.h)*

All street frontages incorporate trees and plantings to the greatest extent possible, to create an expanded sense of green with connection to the surrounding neighbourhoods through its streetscapes.

Pathways throughout the site are kept relatively gentle in slope and smooth in alignment to provide a comfortable experience for users of all

ages and abilities. All entries are provided clear routes of access and seating, including arm and back rests, and are generously deployed throughout the plan.

Bicycle access to the site from broader networks is made seamless and attractive. Though major cycling routes are kept to the periphery (Albert, Booth, Multi-Use Path), access from Empress and across the northern edge provide permeability for cyclists to access high quality on-site parking, amenities, as well as link through to connections throughout the LeBreton area.

**The proposed development conforms the in effect Official Plan. It supports the Official Plan’s directions on managing growth with its location in an area targetted to intensification, for building liveable communities by providing new rental and affordable stock supported by on-site community amenities, and to all policies regarding built form, streetscape and public realm development in the Central Area.**

## 4.2.1 Central Area Secondary Plan

The in-force Secondary Policy plan for the Central Area provides a more detailed area based policy direction for a number of areas. The Library Parcel falls within this policy area, specifically within the **LeBreton Flats character areas**, as designated within *Schedule B – Central Area Character Areas and Theme Streets*. The Secondary Plan provides a vision and a conceptual image for each area, to be read in conjunction with the Official Plan.

Five overarching vision statements for the LeBreton Flats provide an idea for the future of the area, including the subject site of the Library Parcel: Unique Site, People-Place, Mixed-Use, National Capital Role, and Blueprint for 21st Century.

The Library Parcel is in alignment with this overarching vision of LeBreton Flats. The proposed development acknowledges its position as a unique and critical site, as “*the heart of the Nation’s Capital*”. The proposed building will create a gateway into this heart of Ottawa.

The design’s sensitivity to the ground level, the animation of the grade-related spaces, the childcare facility, the provision of flexible of community spaces, and the human-scaled podiums is a demonstration of making “*LeBreton Flats a people-place for the next century*”. This is a new destination where people can live, work, socialize and play.

The Secondary Plan celebrates LeBreton Flats as one of the last waterfront pieces of real estate in the downtown area, thus an emphasis on public access. The design of the public realm offers generous and accessible spaces not only for the residents of the site, but for the larger neighbourhood as well.

The Library Parcel, as per *Schedule Q: LeBreton Flats Land Use*, is designated as **Mixed Use Area**.

### MIXED USE AREA

- *Permitted Uses: City Council shall permit a broad range of uses including residential, retail, office, entertainment, cultural, institutional and recreational uses within mixed use areas abutting arterial roads to generate all-day and year-round activity, and serve the needs of the community; and, in this regard, the primary uses shall be office or residential uses. (1.11.3.3a)*
- *Transit Use: City Council shall permit high density/profile office and/or residential uses above the ground floor of buildings along Booth Street, south of the proposed “LeBreton Boulevard”, to encourage the use of transit facilities. (1.11.3.3a)*
- *Use Integration: City Council shall support the integration of residential and commercial and other uses within the same blocks and/or the same buildings. (1.11.3.3a)*
- *Pedestrian-Oriented Uses:*
  - *City Council shall require that Booth Street provides a variety of small-scale, continuous,*

*ground floor pedestrian-oriented uses, such as retail, restaurant and personal service uses, in creating a “Main Street” focus to serve the new community and visitors to the area. (1.11.3.3a)*

- *City Council shall permit limited retail development in other areas to provide for the immediate needs and convenience of residents, workers and visitors, while not detracting from the “Main Street” focus along Booth Street. (1.11.3.3c)*
- *City Council shall require that predominately residential development be provided along local residential streets with commercial development focused along Booth Street. (1.11.3.3d)*

The proposed development of the Library Parcel is consistent with the intent of the Mixed Use Area designation. The development consists of a range of uses that are permitted, including the residential, retail, and cultural uses. The high density form of the proposal is permitted above the ground floor of buildings along Booth Street.

The proposal also aligns with the character of Booth Street, with key retail animating the streetscape of Booth Street. This provides for the immediate needs and convenience of residents, workers, and visitors. This high visibility corner of retail also attracts transit users approaching or leaving Pimisi Station.



## 4.3 New Ottawa Official Plan

Approved by Council on November 24, 2021, the City of Ottawa new Official Plan is to be implemented once approved by the Ministry of Municipal Affairs and Housing. Although not currently in-force, it provides the City’s goals, objectives, and policies to guide growth within the city to 2046. By 2046, it is expected that Ottawa’s population will surpass 1.4 million residents. The new Official Plan states that the vision is that the city will “become the most liveable mid-sized city in North America” (1.1 Context). Five main Big Moves will guide this vision: Growth Management; Mobility; Urban and Community Design; Climate, Energy and Public Health; and Economic Development:



Growth Management

### Growth Management

The proposed density of the Library Parcel will offer new housing options and key community amenities, in the future LeBreton Flats neighbourhood. This density is consistent with the planned growth strategies of the City, contributes to a 15-minute neighbourhood, and promotes intensification of existing neighbourhoods.



Mobility

### Mobility

The Library Parcel will be one of the most well-connected sites within the neighbourhood today. It builds off of existing connectivity to Pimisi Station

and local bus routes, as well as offers new connections through an enhanced multi-use pathway, generous public realm, and amenities to support cycling activity via an on-site bike shop and bicycle parking.



Urban and Community Design

### Urban and Community Design

The Library Parcel demonstrates exemplary urban design and a sensitive approach to fit within the local planned context. The heights of the towers provide a landmark addition to the Ottawa skyline, fitting within the future planned context of LeBreton Flats, while the five-storey (with mezzanine) podiums sensitively respond to the low-rise neighbourhood to the south.



Climate, Energy and Public Health

### Climate, Energy and Public Health

The site design - from the on-site waste water energy facility to the landscaping plan to the generous green roofs and urban agriculture programming - demonstrates an integrated approach to sustainability. This approach helps mitigate climate change and promotes sustainable lifestyles.



Economic Development

### Economic Development

The non-residential amenity provided throughout the podium of the development offers a variety of economic development opportunities. This includes the daycare facility, ground-related retail, flexible community space, and bike shop. The location of these uses in relation to frequent pedestrian and transit routes create a vibrant and animated public realm.

The new Official Plan is comprised of 13 sections, addressing issues and opportunities of rapid growth and changing climate while supporting a high quality of life:

### SECTION 2 STRATEGIC DIRECTIONS

The new Official Plan identifies six cross cutting issues that are essential to the achievement of a liveable city.

#### — Intensification and Diversifying Housing Options:

- Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods (2.2.1.1)
- Provide housing options for larger households (2.2.1.2)
- Improve public amenities and services (2.2.1.3)

The growth management strategy within the Official Plan includes a 60 percent intensification target, by 2046. The proposed development of the Library Parcel will be built within existing neighbourhoods rather than undeveloped greenfield lands, promoting intensification and supporting areas becoming 15-minute neighbourhoods. The proposal will contribute to the needs of a growing and increasingly diverse population, by providing access to higher-order transit, key city-wide cycling routes, and a range of housing options. The compact form of the development supports policy intent of creating inclusive and walkable neighbourhoods.

#### — Energy and Climate Change

- Plan a compact and connected city (2.2.3.1)
- Apply sustainable and resilient site and building design as part of development

(2.2.3.2)

- Prioritize a shift to energy efficient transportation modes (2.2.3.3)
- Reduce the urban heat island effect and help protect the vulnerable from extreme heat (2.2.3.5)
- Built resilience to future flood risks and increased stormwater runoff (2.2.3.6)

In alignment with the policy intent to encourage higher-density development in areas close to transit, the proposed development promotes compact urban built form, ensuring energy efficient and sustainable patterns of development over the long term. The urban heat island is mitigated by lush landscaping and generous shading from trees. Going further than just the ground plane, the development adopts a holistic approach to sustainability through the integration of green infrastructure amongst the various green roofs and urban agriculture strategies on the terraced podium. The project takes advantage of its adjacency to the Albert Street Sewer and proposes an innovative carbon free heating and cooling system. The system is made visible and celebrated through a double-height space fronting the Promenade.

#### — Healthy and Inclusive Communities

- Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities (2.2.4.1)
- Build accessible, inclusive communities, and design for all ages, including children and older adults (2.2.4.2)
- Promote health through sustainability (2.2.4.3)
- Advance human health through decision-making on the built environment (2.2.4.4)

Dense and compact development, affordable housing, and well-designed public realm spaces are all core elements of the proposed development. Retail spaces included in the podium will provide commercial services to reduce travel time for daily needs and provide jobs for residents. A daycare as part of the podium programming will also contribute to family-friendly neighbourhoods. A vibrant public realm aids in fostering healthy social connections, whilst ensuring that the pedestrian experience is accessible and designed for all ages. Various pathways are provided through the public realm, to offer multiple routes and choices for all to move throughout the site freely.

#### — Gender and Racial Equity

- *Application of a gender lens to meet the housing needs of women, Black and racialized communities and new immigrants (2.2.5.1)*
- *Understand and address the specific housing needs of Indigenous peoples (2.2.5.2)*
- *Improve mobility options for women and in neighbourhoods where there are large numbers of residents who may face transportation-related barriers to social and economic participation (2.2.5.3)*
- *Improve access to amenities (2.2.5.4)*

Recognizing that an important service in supporting gender equity is child care, a daycare is included as part of the podium programming.

Consistent with the policy intent above, this will support women's ability to fully participate in public life, with child care services for people living or working within the Library Parcel, and for the broader community as well.

Other amenities such as outdoor park space and ground-floor retail will also animate the public realm, provide essential support for basic shopping, and ensure access to open space.

The location of the subject site will allow these amenities to be accessible by foot, by cycling, and by transit. As women rely on public transit more than men (*as per 2.2.5.3*), the proposal supplies high connectivity to transit, due to the location of Pimisi station and various local bus routes.

Five communities that affordable housing will be targeted to include: Indigenous Canadians, women and children, immigrants or newcomers, veterans, and adults with cognitive disabilities. Through the partnership with the Multifaith Housing Initiative (MHI), this consideration of vulnerable populations is also applied to the unit mix as well. The development sensitively considers a range of different household configurations, how they may change over time, and what amenity spaces can best support these different scales of community.

#### — Culture

- *Create spaces and places for culture to live, grow and innovate (2.2.6.1)*
- *Reinforce neighbourhood and place identity through architecture and urban design (2.2.6.2)*
- *Promote the arts as an important element of placemaking (2.2.6.3)*
- *Strengthen the economic impact of the creative and cultural industries (2.2.6.4)*

The programming of the proposed development focuses on inclusion and fostering a strong sense

of community and local culture. For example, the community hub within the podium promotes making, discovery, and the arts, by offering flexible spaces.

In support of local economies of the creative and cultural industries, the architectural design and expression of the towers were done in collaboration with renowned Canadian artist Margaret Priest. Margaret Priest aided in the development of a palette inspired by nature and the Laurentian Forest - now seen in both the architecture and public realm. A range of colours, reflecting the full spectrum of changing fall colours and the sky, and combinations were tested and evaluated. The design is a bold expression of Canadian pride and the surrounding natural context of the site, reinforcing the identity of the neighbourhood through architecture and urban design.

## SECTION 4 CITY WIDE POLICIES

The new Official Plan sets out a number of priorities and goals to define the future planned context of Ottawa. The proposed development of the Library Parcel is consistent with the intent of the new Official Plan:

#### — Mobility

- *Provide mobility options to safely and equitably navigate the city (4.1.1)*
- *Promote healthy 15-minute neighbourhoods (4.1.2)*
- *Support growth management and a greener more resilient city (4.1.3)*
- *Support the shift towards sustainable modes of transportation (4.1.4)*

- *Ensure new mobility solutions to facilitate seamless, multi-modal travel (4.1.5)*
- *Guide the inter-urban flow of people and goods (4.1.6)*

The location and proposed design of the Library Parcel is supportive of active and sustainable mobility options - transit, walking and cycling - so users can safely and equitably navigate the city. This includes the direct access to Pimisi Station, local bus routes, the provision of 742 bicycle parking spots, a community bike shop, and a generous public realm to support accessible movement to, and through the site. The on-street parking and access to underground parking is located away from main paths of pedestrian/cyclist travel, thus limiting conflicts between modes.

#### — Housing

- *Enable greater flexibility and an adequate supply and diversity of housing options throughout the city (4.2.1)*
- *Maximize the ability to provide affordable housing throughout the city (4.2.2)*
- *Protect existing rental housing stock and encourage production of more rental units (4.2.3)*
- *Direct attention to the needs of those households with the lowest 40 per cent of income levels, as well as other vulnerable groups (4.2.4)*

The proposal consists of a fully rental development, with 247 units of affordable housing ranging from an average level of affordability of 59 percent of median market rent to 79 percent of median market rent. 130 of the affordable units will be owned and operated

by MHI as affordable rental housing. 31% of the units will be accessible to people with varying levels of mobility.

- **Urban Design**
  - Promote design excellence in Design Priority Areas (4.6.1)
  - Ensure capital investments enhance the City's streets, sidewalks, and other public spaces supporting a healthy lifestyle
  - Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes (4.6.5)

A number of strategies implemented in the proposed design supports overall design excellence objectives of the City's Official Plan. As a **Design Priority Area** and through review with the Urban Design Review Panel, the Library Parcel demonstrates fit within the planned context of the surrounding built and natural context. The architecture and built form sensitively respond to the history of the site, including the escarpment, while promoting the Library Parcel as a gateway into the future LeBreton Flats.

The proposed development also invests into the larger public realm network of the City. This includes the provision of a generous public realm adjacent to Pimisi Station, to offer space for congregation, waiting, seating, and social interaction. The Library Parcel will also supplement a key multi-use trail connection, to connect to existing trail networks within the area and promote a safe and inviting environment for pedestrians and cyclists.

These key public realm spaces provide an opportunity for local neighbourhood placemaking as well as residential amenity.

- **Drinking Water, Wastewater and Stormwater Infrastructure**
  - Provide adequate, cost-effective drinking water, wastewater and stormwater infrastructure, and assist in meeting growth targets in the urban area
  - Pursue an affordable and sustainable pattern of infrastructure development

The proposed development of the Library Parcel offers a sustainable approach to water through using landscaped areas to retain rainfall, and filtering debris from runoff before release to the sewer. The development also provides an on-site waste water energy facility.

- **Natural Heritage, Greenspace and the Urban Forest**
  - Provide residents with equitable access to an urban forest canopy (4.8.2)
  - Provide residents with equitable access to an inclusive Urban Greenspace network (4.8.3)

As trees are an important element with good urban design, as well as in support of active mobility networks, the landscaping plan for the Library Parcel integrates a variety of trees within the public realm. These trees provide shade, as well as a pocket of shelter from winds along the north of the development. Trees and plantings are also integrated within the various terraces of the podium, bringing the greenness of the public realm up onto the outdoor amenity spaces above grade. These spaces are also key community spaces, providing residents

with integrated access to nature and urban agriculture opportunities.

## SECTION 5 TRANSECTS

The new Official Plan divides the city into six concentric policy areas called transects, with each representing a gradient of type of built environment and planned function of the land uses within them. They range from most urban (the Downtown Core) to least urban (Rural). The lands within the Library Parcel falls within the **Downtown Core** transect, is designated **Hubs**, and includes an **Evolving Neighbourhood Overlay**. The site also falls at the intersection of streets designated **Corridor-Mainstreet** (Albert Street) and **Corridor-Minor** (Booth Street). The applicable policies include:

- **Downtown Core Transect**
  - Maintain and enhance an urban pattern of built form, site design and mix of uses (5.1.1)
  - Prioritize walking, cycling and transit within, and to and from, the Downtown Core (5.1.2)
  - Locate the tallest buildings and greatest densities in the Downtown Core Transect (5.1.3)
  - Provide direction to the Hubs and Corridors located within the Downtown Core Transect (5.1.4)
- **Built Form Overlays**
  - Provide built form direction for the urban area where intensification is anticipated to occur (5.6.1.1)
  - Where an Evolving Overlay is applied: The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and

*permission to meet or exceed the density targets of Table 3b. (5.6.1.1.2b)*

- *Table 3a: Bayview Hub Minimum Area-wide Density Requirement: 200 People and Jobs per Gross Hectare; Minimum Residential Density Requirement for Intensification, 250 Dwellings per Net Hectare; Minimum Proportion of Large-household Dwellings within Intensification: Minimum 5 per cent, Target 10 per cent*
- *Table 3b: Downtown Transect Target Residential Density Range for Intensification: 80 to 120 dwellings per Net Hectare.*
- *In the Evolving Overlay, the City: May support amendments to the Zoning By-law for intensification that proposes non-residential uses, provided the proposal demonstrates that the development achieves the objective(s) of the applicable overlay with regards to built form and site design and the applicable designation with regards to function and height permissions (5.6.1.1.3b)*

The development of the Library Parcel maintains and enhances the future planned urban pattern of built form, and meets the minimum residential density requirement for intensification. As an **Evolving Neighbourhood** as well, the proposed amendments are consistent with the applicable policy, as the development includes a range of non-residential uses: community hub, retail, bike shop, and a childcare facility.

At 36 and 31 storeys, the proposed towers are suited to be developed within the **Downtown Core** transect.

- **Hubs**
  - *The planned function of Hubs is to*

*concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub.*

*Development within a Hub:*

- *Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people (6.1.1.3a)*
- *Shall encourage large employment, commercial or institutional uses locate close to the transit station (6.1.1.3b)*
- *May be required, through the Zoning By-law, to include mixed uses on sites and within buildings located within 300 metre radius or 400 metres walking distance, whichever is greatest of an existing or planned transit station, through measures including but not limited to: Requiring commercial and service uses on the ground floor of otherwise residential, office and institutional buildings (6.1.1.3.c.i)*
- *Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub (6.1.1.3d)*
- *Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users (6.1.1.3e)*

abutting and surrounding the hub. A variety of path choices within the public realm allows pedestrians and cyclists to move freely and safely through the site.

*Shall establish buildings that:*

- *Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design (6.1.1.3.f.i)*
- *Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm (6.1.1.3.f.ii)*
- *Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm (6.1.1.3.f.iii)*
- *Shall be subject, through the Zoning By-law, to motor vehicle parking regulations that support the Hub’s prioritizing of transit, walking and cycling, including as appropriate: Reduction or elimination of on-site minimum parking requirements (6.1.1.3.g)*
- *Set out the direction for Protected Major Transit Station Areas (PMTSAs): Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions (6.1.2.3)*

Principal entrances to both residential and non-residential uses at the ground floor are strategically located in high visibility areas, while vehicular uses such as parking and loading are segregated and located away from key pedestrian areas. This offers convenience for all users while minimizing conflicts between modes.

— *Corridors*

- *Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate.*

*Further, development:*

- *Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations (6.2.1.2.a)*
- *May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations (6.2.1.2.b)*
- *For sites generally of greater than one hectare in area or 100 metres in depth, shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users (6.2.1.2.c.i)*
- *Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment (6.2.1.3)*
- *Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development (6.2.2)*
- *In the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may: Include buildings with an internal mix of uses, but which remain predominantly residential (6.2.2.2.b)*

The built form and urban design of the proposed development responds sensitively and strategically to both Booth and Albert Street frontages. A primary mid-block connection between the two buildings allow ease of movement, especially from Albert Street to the north side of the development and Pimisi Station.

**The proposed development conforms to the new, Council-approved Official Plan. It is consistent with the Official Plan’s direction for a site located within a Hub in the Downtown Transect. It provides density adjacent to a transit station (Pimisi), including affordable housing, making transit accessible to the highest number of people. The public realm is designed to provide multiple routes through the site to the station, both at the grade of Albert and Booth Streets and at the grade of the tracks with a multi-use path along the north edge of the site that brings pedestrians and cyclists up to grade.**

As located within a **Hub**, the Library Parcel will provide a diversity of functions, a higher density of development, and a high mix of uses. The location of Pimisi Station, the provision of a new multi-use pathway, and a generous public realm will promote connectivity to and from the areas

## 4.3.1 West Downtown Core Secondary Plan

### CHAPTER 4 PIMISI STATION AND LEBRETON FLATS DISTRICT

The Pimisi Station and LeBreton Flats District chapter of the West Downtown Core Secondary Plan provides area-based policy direction to guide public and private development, including public realm investment, over the next 25 years. It was developed based on policies from Volume 1 of the Official Plan and the NCC's LeBreton Flats Master Concept Plan, April 2021 and The LeBreton Flats Plan incorporating Official Plan Amendments, 1997.

### SECTION 3: VISION AND PLANNING PRINCIPLES

The Secondary Plan sets out a vision and planning principles to guide the development of the Pimisi Station and LeBreton Flats District as an integral part of Ottawa's growing downtown. It sees the District as representing Ottawa's global statement in downtown redevelopment that combines world class attractions and sights with a liveable downtown neighbourhood. The vision partially states:

- *...Built on its long history of human inhabitation and community spirit, the revitalized district offers a variety of housing options and employment opportunities in a few distinctive neighbourhoods composed of a series of intimate courtyards,*

*animated narrow streets, and grand treelined boulevards. Taller buildings rise at key locations. A cluster of towers along the O-Train line stand together and form an impressive skyline that resembles the character of a modern metropolis. Surrounded by lively and active parks and plazas along the historic aqueducts, the new Ottawa Public Library - Library and Archives Canada Joint Facility, and national museums and monuments, the district is a year-round destination that welcomes locals and visitors alike. Conveniently connected to two O-Train stations through a dense network of streets, pathways, and bridges, the district is easy to travel to and navigate through on foot and bike, for people of all ages and abilities.*

The proposed development attempts to embody this vision for the future of LeBreton Flats with its mix of housing options, intimate and animated open spaces, and distinctive towers at Pimisi Station creating an impressive skyline with their pitched roofs and Laurentian forest-inspired colours.

### SECTION 4.1: ALBERT CORRIDOR CHARACTER AREA

The proposed development falls within the Albert Corridor Character Area, a mixed-use district stretching from the escarpment to Bayview Station. Relevant policies to the Library Parcel include:

- *3) The east end of the Albert Corridor Character Area will stitch together the historic downtown core with the expanded core that*

*will develop westwards into the remainder of LeBreton Flats.*

- *4) The Albert Corridor is characterized by a mix of forms and uses, and may include a mix of residential, commercial, and institutional buildings, with opportunities for retail and commercial uses at grade.*

#### — Built Form

- *6) Residential and mixed use buildings along the Albert Street edge will have a low- to mid-rise podium to a maximum of six storeys, topped with towers above, set back from Albert Street and providing a transition toward the existing low-rise neighbourhood to the south.*
- *7) Subject to the applicable provisions of this chapter, high-rise buildings of varied heights as shown on Schedule K: Pimisi Station and LeBreton Flats District - Maximum Building Heights and Tower Locations, may be permitted. Tallest buildings along this corridor shall be located closest to O-Train stations.*

#### — Public Realm and Mobility

- *14) The City shall encourage the provision of pedestrian- and cyclist-priority connections across Albert Street, to encourage the safe movement of people between the Pimisi Station and LeBreton Flats District and the surrounding community*

#### — Air Rights at O-Train Stations and O-Train corridor

- *17) Development may be considered within the air rights above Pimisi Station, Bayview Station and within the O-Train corridor to*

*support an integration of uses, to augment use of the transit system and to create opportunities for supportive uses.*

The proposed development adds two mixed-use commercial-residential buildings to the Albert Street Corridor. The podiums of five storeys (including mezzanine) are at the lower end of the allowable podium height in order to better relate to the low-rise neighbourhood on the south side of Albert Street. Consistent with the policy, the tallest tower is located next to the Pimisi O-Train Station with the eastern tower stepping down five storeys. No development is presently being contemplated within the air rights above Pimisi Station but the proposal would not preclude such development in the future.

### SECTION 5: BUILT FORM DESIGN

Schedule K: Pimisi Station and LeBreton Flats District – Maximum Building Heights and Tower Locations establishes the number, location and heights of towers in the district. The schedule is supported by policies providing built form guidance, including:

- *3) Active frontages are encouraged and may be required along streets, pathways, waterways and other publicly-accessible areas, such as parks, Privately-Owned Public Space (POPS) and open spaces.*
- *4) The floor-to-ceiling height of the ground floor at street level for all commercial and retail uses should generally be a minimum of 4.5 metres.*
- *5) Loading and garbage facilities should be primarily located underground or within a*

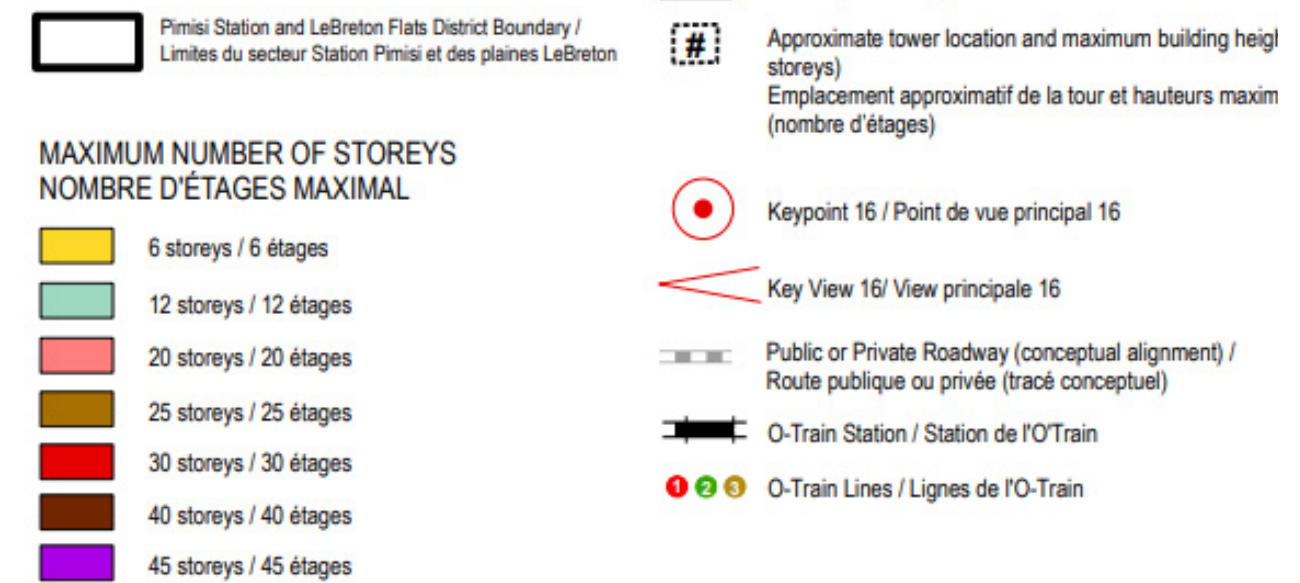
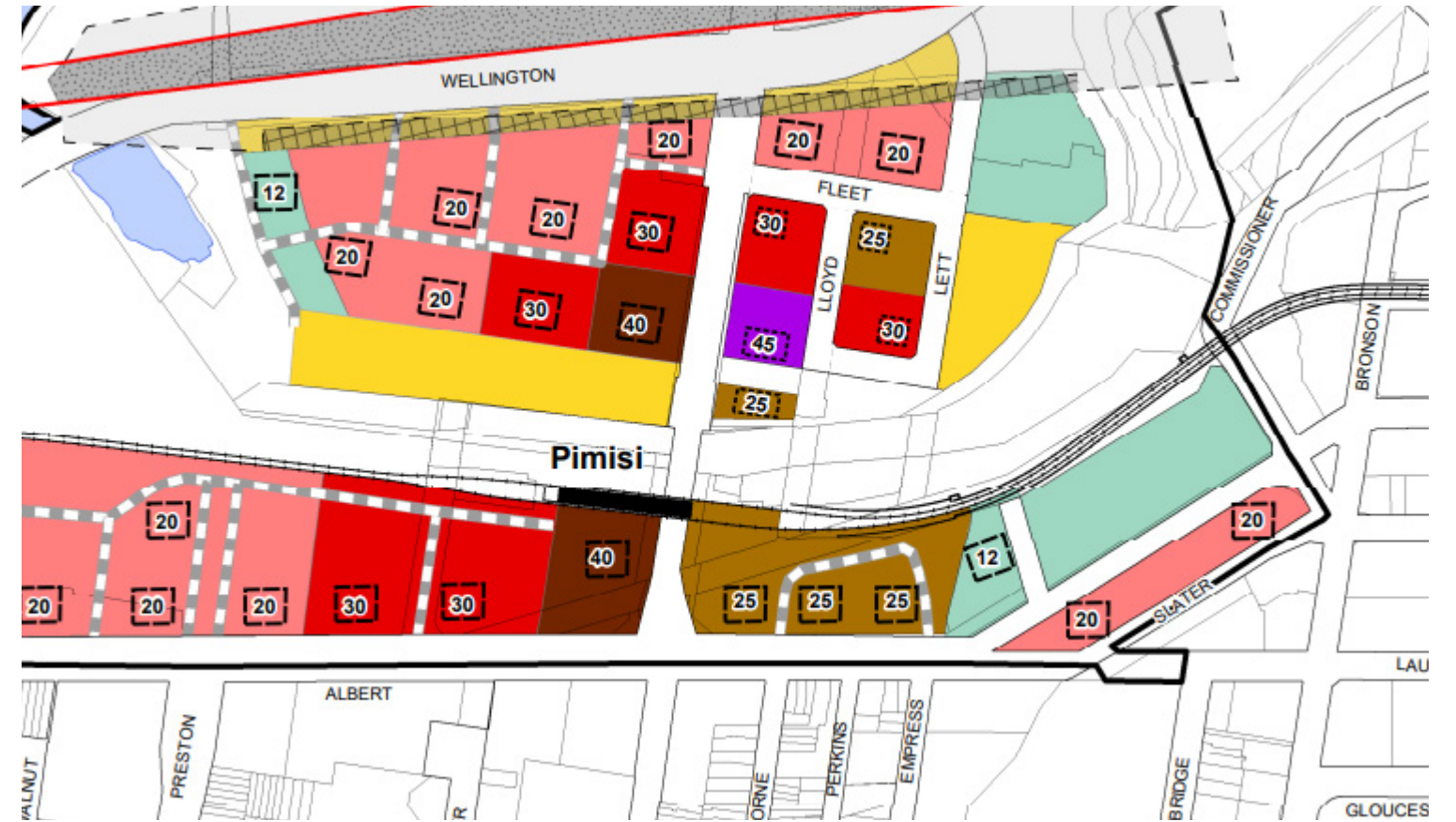


building podium, or, if no other alternatives exist, within yards but screened from view of public streets and other public realm.

- 6) Adequate above and below grade building setbacks shall be provided along Albert Street, Booth Street, Wellington Street, Vimy Place Extension and Preston Street where additional space is required to support tree planting, amenity and commercial spill-out space and pedestrian activities in the public realm.
- 7) Buildings around Pimisi Station should be integrated with the station and include direct pedestrian connections into it.
- 13) A minimum separation distance of 23 metres between high-rise buildings shall be provided. Responsibility for providing tower separations should be equally shared by neighbouring properties.

The site is shown as having three towers of 25 storeys each within an area slightly larger than the Library Parcel. Due to its slightly smaller site and the desire to create a robust public realm, the proposed development has reallocated the height into two towers of 36 and 31 storeys which will require an amendment to the Schedule K. The design of the development meets all other built form policies of the Secondary Plan – regarding active frontages, setbacks, stepbacks, podium height, tower floorplate and tower separation.

### Schedule K - Pimisi Station and LeBreton Flats District - Maximum Building Heights and Tower Locations



#### 5.2 High-Rise Buildings

- 8) High-rise buildings should generally comprise a podium that defines the public realm and a small floor plate point tower.
- 9) Podiums of residential and mixed-use high-rise buildings should generally be between three and six storeys, to create a continuous street wall that defines the public realm.
- 11) Towers should be stepped back from the podium level, generally a minimum of 2.0 metres, to mitigate their micro-climatic and visual impact and provide transition from abutting properties.
- 12) Small floor plates will be encouraged with the typical floor area of a residential tower being generally up to 750 square metres and the typical floor area of an office tower being generally up to 1,800 square metres. Greater floor plates may be permitted when tower separations greater than the minimum requirement identified below are achieved and the shadow impacts are no greater than those of towers of a small floor plate.

## SECTION 6: PUBLIC REALM AND MOBILITY

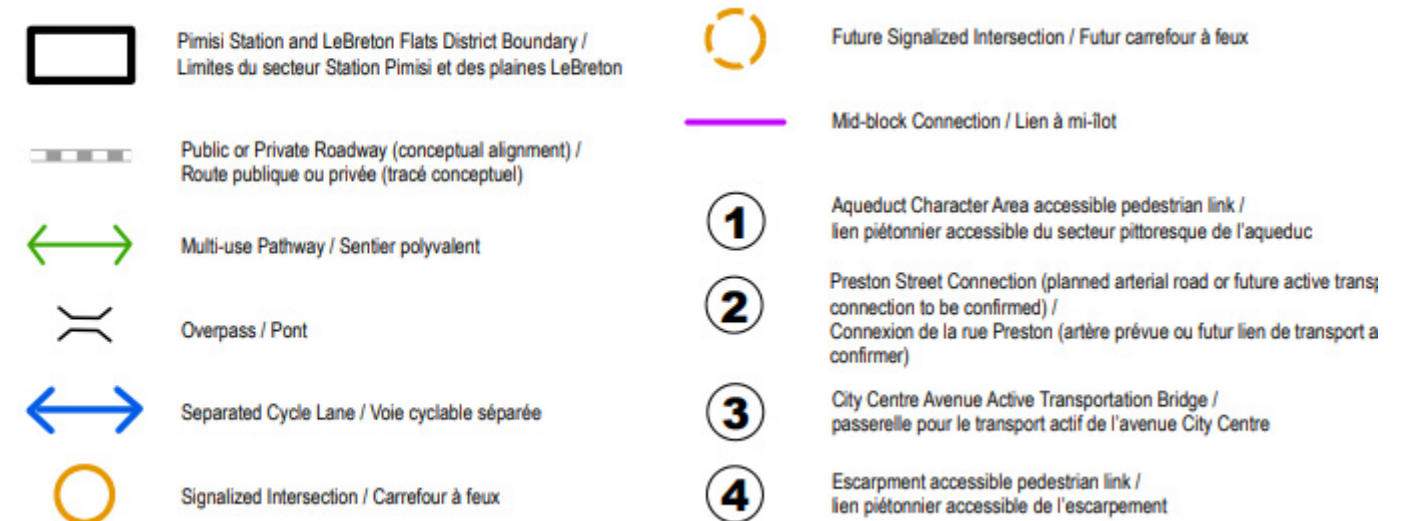
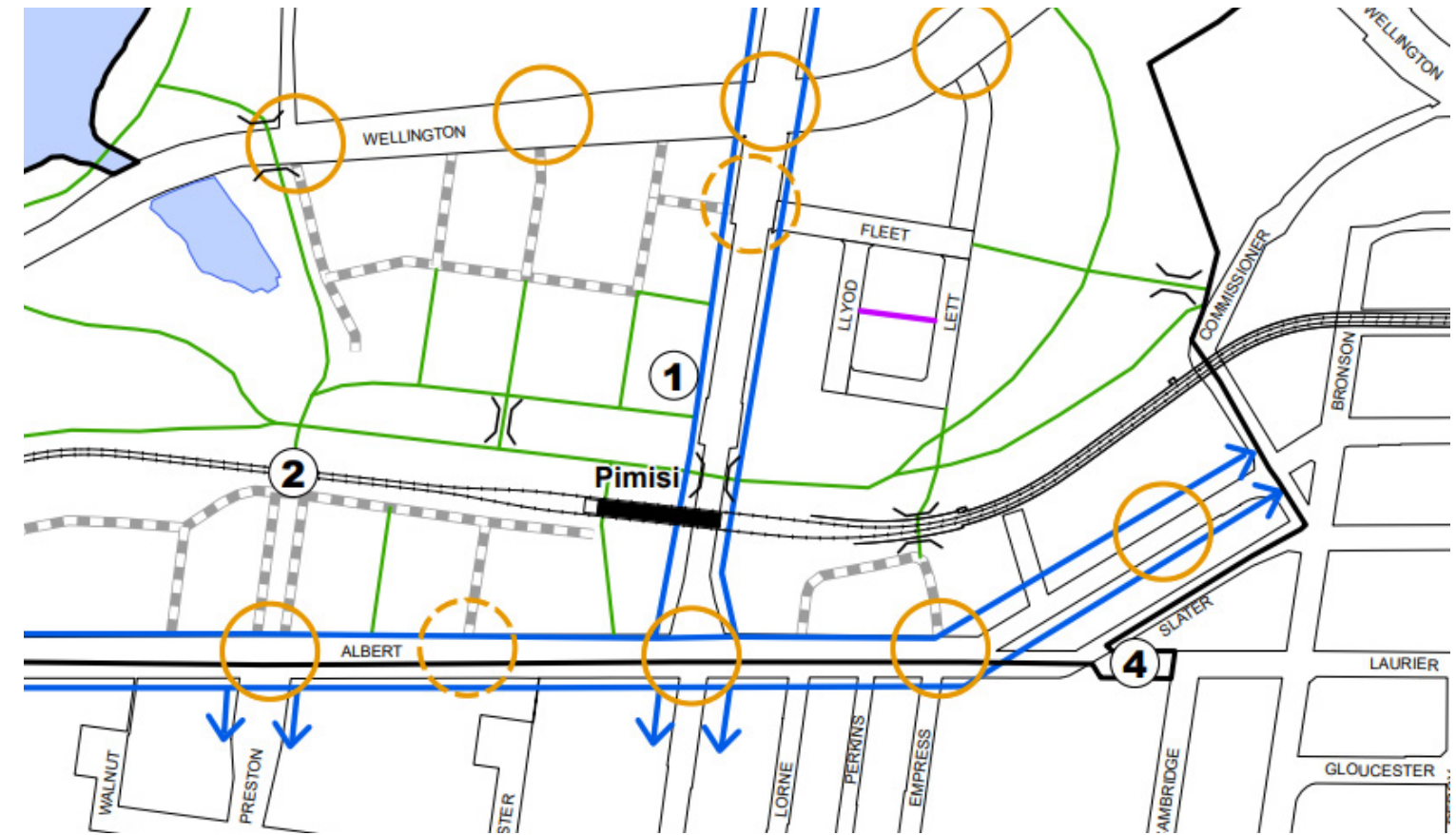
Schedule P – Pimisi Station and LeBreton Flats District – Mobility Network establishes the future mobility network for the area. The schedule is supported by policies to guide the provision of a generous and high-quality public realm that attracts and supports pedestrians, including:

- 6.1 Public Realm
  - 1) Public and private development shall create an accessible, four-season public realm, with a particular focus on the east-west destination experience between the future Capital Park in the west end and the OPL - LAC Joint Facility in the east end of the district.
- 6.2 Active transportation
  - 4) Local streets and private lanes shall be designed and maintained to prioritize pedestrians and cyclists, rather than private vehicles, while providing for necessary emergency vehicle access.
  - 5) Separated cycling facilities shall be provided along Albert Street, Booth Street and Wellington Street.
- 6.4 Privately-Owned Public Spaces (POPS) and other features of the Public Realm
  - 8) POPS will feature locally-focused amenities such as trees and plantings, playgrounds and seating areas for residents to play, gather and relax.

The conceptual alignment of a public or private roadway is shown in a u shape from the east end of the site to the middle, approximately aligning with Lorne Avenue. While this alignment is only conceptual, Schedule P should be amended to show the Empress Avenue laneway extension

extending north-south from the intersection with Albert Street and no other public or private roadway going through the site. The motorized mobility network through the site has been intentionally minimized in order to prioritize space for POPS and support the comfort and safety of pedestrians and cyclists, thus meeting the intent of the mobility and public realm policies of the Secondary Plan.

## Schedule P - Pimisi Station and LeBreton Flats District - Mobility Network



## SECTION 7: INCLUSIVITY AND HOUSING

The Secondary Plan includes policies to ensure that LeBreton Flats develops as an inclusive neighbourhood of Ottawa, including:

- **7.1 Inclusivity**
  - 1) *The City shall ensure that development within the district is designed for the needs of Ottawans and visitors of all ages and abilities, in accordance with Section 2.2.4: Healthy and Inclusive Communities of Volume 1 of the Official Plan.*
- **7.2 Housing Mix and Affordability**
  - 2) *In support of the City’s commitment to prioritize affordable housing throughout the City and acknowledging the affordable housing goals set out in the East Flats and in the NCC’s LeBreton Flats Master Concept Plan to ensure 25 per cent of units as affordable, the City shall work in collaboration with the developers and the NCC to...*
  - 3) *To support housing choice, a target of 15 per cent of the total dwelling units within the Central and West Flats, Albert Corridor and Aqueduct Character Areas shall be of a size suitable for large households. Such large dwellings are generally units with three or more bedrooms and may be located at grade within high-rise buildings or may provide larger private outdoor amenity areas.*

The proposed development meets and exceeds the affordable housing targets of the NCC’s LeBreton Flats Master Concept Plan and the Secondary Plan by providing 41% affordable units, far surpassing the target of 25%. In addition, approximately 45% of the total dwelling units are sized for larger households.

## Annex 6 - Pimisi Station and LeBreton Flats District - Demonstration Plan - Library Parcel within the Albert Corridor Character Area



- Tower / Tour
- Mid-Rise / Bâtiment de moyenne hauteur
- Potential Built Area (subject to City of Ottawa Build Over Approval) / Secteur d'aménagement possible (sous réserve de l'approbation de la Ville d'Ottawa d'une construction au-dessus)
- Podium / Podium
- Air Rights / Les droits aériens
- Subject Site / Propriété en question

## DEMONSTRATION PLAN

Annex 6 – Pimisi Station and LeBreton Flats District – Demonstration Plan – Library Parcel within the Albert Corridor Character Area – provides a demonstration of the potential build out of the Library Parcel. As this application seeks an Official Plan Amendment and Zoning By-law Amendment to facilitate the actual development of the parcel, this demonstration plan will be out of date and should be removed from the Secondary Plan.

**The proposed development is in conformity with the intent of the West Downtown Core Secondary Plan in terms of land use, built form, mobility, public realm and inclusive and affordable development. Minor amendments to the Secondary Plan schedules are required to reflect the actual height and mobility network of the proposed development.**



## 4.4 Zoning By-law

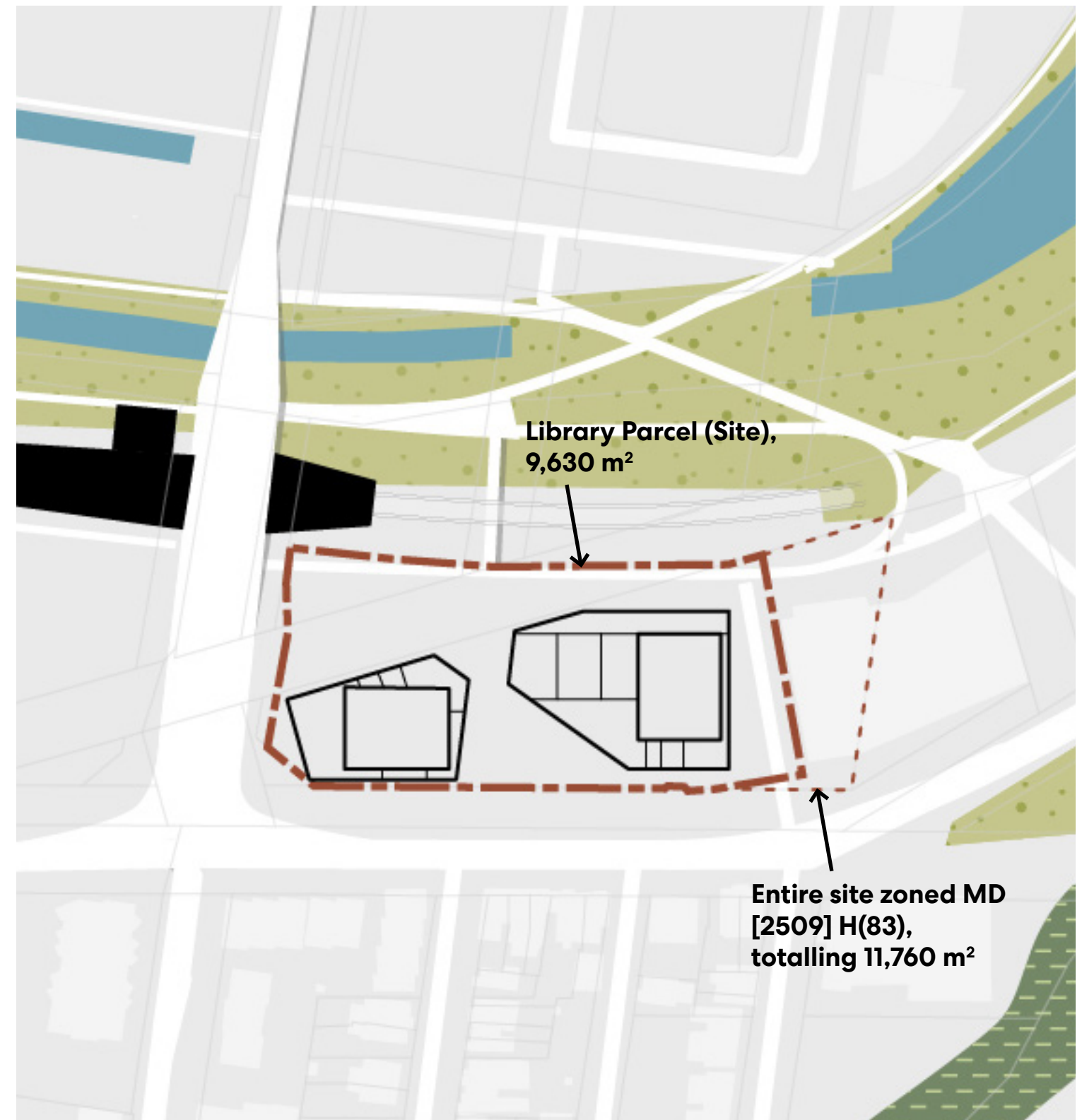
The subject site is zoned Mixed-Use Downtown Zone, Urban Exception 2509, maximum height of 83 metres, subject to holding symbol as per conditions in the exception, denoted as MD[2509] H(83)-h in the City of Ottawa Zoning By-law 2008-250, as amended by By-law 2018-263. The Mixed-Use Downtown Zone is intended to: (1) support the Central Area, as identified in the Official Plan, as the central place in the region for employment and shopping while also allowing residential, cultural and entertainment uses; (2) ensure that the Character Areas, including LeBreton Flats, continue to serve as primary business or shopping areas and maintain their distinct character; (3) facilitate more intense, compatible and complementary development to ensure that the active, pedestrian-oriented environment at street level is sustained; and (4) impose development standards that will protect the visual integrity and symbolic primacy of the Parliament Buildings and be in keeping with the existing scale, character and function of the Character Areas while having regard to the heritage structures of the Central Area. It permits a wide range of uses including apartment dwelling - high rise, retail store, restaurant, community health and resource centre, community centre and daycare,

The site-specific exception 2509 applies to a larger site than the Library Parcel, as shown in the figure below. The exception states that “The lands zoned MD [2509] H(83) are considered one lot for zoning purposes.” The size of the lands

zoned MD [2509] H(83) is 11,772 m<sup>2</sup> and the area of the Library Parcel is 9,629 m<sup>2</sup>, therefore the Library Parcel comprises 81.9% of the zoned parcel. The exception modifies the permitted building height, establishes a maximum total floor area (defined as the “full building enveloped with no exclusions”), permits a total of three towers, establishes a setback from the east lot line, and imposes a holding symbol and conditions that must be satisfied for its removal.

This application seeks to revise applicable zoning provisions including pro-rating the permitted total floor area based on the size of the site, increasing the permitted height to reallocate the floor area into two taller towers due to the smaller site and removing the holding symbol on the site. The balance of the pro-rated floor area permitted by Urban Exception 2509 and the holding symbol will remain in place on the area immediately to the east which is covered by the current zoning but is not included in the subject site.

The following table summarizes the compliance of the proposed development with applicable zoning provisions.



Provision		Required	Proposed	Compliance
<b>Mixed-Use Downtown Zone</b>				
Minimum lot area		No minimum	9,629 m <sup>2</sup>	✓
Minimum lot width		No minimum	145 m	✓
Minimum rear yard		No minimum	10 m	✓
Minimum interior side yard		No minimum	9.8 m	✓
Minimum front and corner side yard		No minimum	1.8 m - 4.9 m (from Albert) 0 m - 9.9 m (from Booth)	✓
Provisions for buildings 10 storeys and higher (subject to By-law 2019-353 - currently under appeal and not in effect)	Minimum lot area for a corner lot	900 m <sup>2</sup>	9,629 m <sup>2</sup>	✓
	Minimum interior and rear yard setback for a tower	7.5 m	15.7 m	✓
	Minimum separation distance between towers on the same lot	15 m	55 m	✓
Maximum Floor Space Index		Not applicable unless otherwise shown	3.89	✓
<b>Urban Exception 2509</b>				
Maximum building height		Per height suffix - 83 m	104.6 m (east tower), 120.7 m (west tower)	<b>Amendment required</b>
Maximum floor area - For the purpose of this section, total floor area is the full building enveloped with no exclusions		80,000 m <sup>2</sup> (zoned site), 65,500 m <sup>2</sup> (pro-rated based on size of Library Parcel)	63,034 m <sup>2</sup>	✓
Maximum number of towers		3	2	✓
Minimum setback from easterly most lot line		10 m	9.8 (new lot line)	<b>Amendment required or removal of this provision for Library Parcel</b> (easterly most lot line of zoned site is not part of Library Parcel)

Provision		Required	Proposed	Compliance
<b>Parking Requirements</b>				
Minimum vehicle parking - Area Z of Schedule 1A (By-law 2016-249)		0 spaces (Section 101) + 0.1/dwelling unit visitor spaces after first 12 units up to maximum 30/building (Section 102)  (601 units - 12 units) x 0.1 = 60 visitor spaces	131 resident + 71 visitor = 202 total spaces	✓
Maximum vehicle parking near rapid transit - within 600 metres of a rapid transit station shown on Schedule 2A or 2B (By-law 2015-190)		1.5/dwelling unit (combined resident and visitor)  601 units x 1.5 = 902 total spaces	202 total spaces	✓
Vehicle space dimensions		2.6m-3.1m by 5.2m  Other than visitor spaces, up to 40% may be reduced to 2.4m by 4.6m	4 of 71 resident spaces (3%) are small car spaces	✓
Minimum drive aisle width (double traffic lane)		6.0 m	6.0 m	✓
Minimum bicycle parking		Residential: 0.5/dwelling unit = 301  Day care, retail store, retail food store: 1/250 m <sup>2</sup> gfa = 9  Total = 310	742	✓
Bicycle space dimensions		Horizontal: 0.6m by 1.8m	Horizontal: 0.6m by 1.8m	✓

Provision	Required	Proposed	Compliance
<b>Amenity Space Requirements</b>			
Minimum total	6 m <sup>2</sup> / dwelling unit = 3,606 m <sup>2</sup>	5,328 m <sup>2</sup>	✓
Minimum communal	50% of required total = 1,803 m <sup>2</sup>	4,520 m <sup>2</sup>	✓

In addition, Urban Exception 2509 states that the holding symbol may not be lifted until a Site Plan application is approved as per the requirements summarized in the following table:

Holding symbol requirement	Proposed	Compliance	
Updated Phase 1 and 2 Environmental Site Assessment Reports done in accordance with applicable provincial regulations in effect at the time of submission	Included in submission	✓	
Updated Geotechnical Investigation in accordance with applicable regulations at the time of submission	Included in submission	✓	
Provision for affordable housing in accordance with the Secondary Plan (25%)	247 units (41%)	✓	
Where high-rise development is proposed demonstrate the following	Towers will generally be separated by a minimum of 23 m	55m	✓
	Tower floor plates shall generally not exceed 750 m <sup>2</sup>	744 m <sup>2</sup>	✓
	Human-scaled podium design with appropriate transition and setbacks above the podium that responds to the existing character on the south side of Albert Street	5 storey podium (including mezzanine) with setbacks responds to character on south side of Albert Street	✓
	Active frontage design along any public street or broadly used public area	Active frontages along Booth, Albert, and Central Parkette	✓
The conveyance of dedicated parkland will be in accordance with the applicable parkland dedication by-law at the time of submission	✓		
Parks and Open Spaces or any building accessory to these uses, or any temporary use building approved by Council are exempt from the holding symbol			

The proposed development is in compliance with the majority of the applicable zoning provisions. The following amendments are required to facilitate the proposed development:

- **Pro-rate the total floor area based on the size of the Library Parcel as compared to the currently zoned site. The Library Parcel comprises 81.9% of the currently zoned site, therefore it should be allocated 65,500 m<sup>2</sup> of the 80,000 m<sup>2</sup> total floor area.**
- **Increase permitted building height to accommodate towers of 104.6 m and 120.7 m. Given the reduced site size as compared to the zoned site, accommodating the density in two towers rather than three allows for:**
  - A much more generous public realm and provision of publicly accessible open space; and
  - Improved tower separation distance and therefore improved privacy for residents and sky view for pedestrians.
- **Remove the minimum setback from the easterly lot line from the Library Parcel or reduce to 9 metres.**
  - This provision was intended to apply to the easterly lot line of the currently zoned site, which is not part of the Library Parcel.
- **Remove the holding symbol from the Library Parcel when the Site Plan Control application contained in this application is approved.**
- **Ensure Urban Exception 2509 provisions are adjusted and remain applicable to the remnant City-owned parcel to the east which is part of the currently zoned site but not part of the Library Parcel:**
  - The pro-rated amount of floor area that should be applied to that parcel is 14,500 m<sup>2</sup>.
  - Ensure the holding symbol and conditions to remove the holding symbol remain.



# 5.0 Summary of other studies

## ARCHAEOLOGICAL RESOURCE ASSESSMENT

A Stage 1 Archaeological Assessment was conducted in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) 2011 Standards and Guidelines for Consultant Archaeologists. It determined that the majority of the study area has low archaeological potential due to extensive disturbance related to episodes of leveling and rebuilding in the 20th century, and large scale 21st century construction of infrastructure projects. In addition, portions of the study area have been previously assessed and cleared of archaeological concerns., Stage 2 archaeological assessment is not required for any portion of the study area that no longer retains archaeological potential. Two locations within the study area retain potential for the identification and documentation of deeply buried archaeological resources. Stage 2 archaeological assessment is required for those portions of the study area which retain archaeological potential.

## CULTURAL HERITAGE IMPACT STATEMENT (ContentWorks)

The Cultural Heritage Impact Statement (CHIS) examines potential impacts from the proposed development on nearby heritage properties and examines how the proposed development will further the cultural heritage aims of the LeBreton Flats Master Concept Plan. The heritage properties considered in the CHIS have been designated by or included on the Heritage Register of the City of Ottawa. They consist of four residences, the complex of Ottawa Waterworks structures (building, bridges and aqueduct), and the Lorne Avenue Heritage Conservation District (HCD). The Ottawa Waterworks building is also subject to a heritage easement agreement with the Ontario Heritage Trust.

The CHIS concludes that together with Ādisōke library, the proposed development will be a catalyst for the revitalization of LeBreton Flats and provides opportunities for conveying not only the history of the area and the Capital, but also for helping extend the architectural excellence of the Capital's iconic buildings

westward. In the opinion of the author the project will, on balance, have a positive impact on all heritage resources discussed in the report. Mitigation measures are proposed to reduce risks even further, while strengthening positive impacts.



## **NOISE AND VIBRATION STUDY (GradientWind)**

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The major sources of noise impacting the subject site are Albert Street, Slater Street, Booth Street, and the O-Train Confederation LRT Line. The assessment is based on: the theoretical noise prediction methods that conform to the Ministry of the Environment, Conservation and Parks; the noise level criteria specified by the City of Ottawa Environmental Noise Control Guidelines; the future vehicular traffic volumes based on the Official Plan roadway classifications and Pimisi Station arrival/departure information; and architectural drawings dated March 2022. The analysis of this study found that noise levels will range between 57 and 68 dBA in the daytime (7am–11pm) and between 51 and 61 dBA during the nighttime (11pm–7am), with the highest noise level along the south façade of the west podium towards Albert Street.

Some strategies are recommended in this report, to mitigate the impacts of noise and vibration. To control indoor sound levels, building components will achieve the minimum STC rating. For the outdoor areas, where noise levels exceed 60 dBA in some case, mitigation is required in the form of an acoustic barrier, with solid elements. Within the buildings, both towers will require central air conditioning to allow occupants to keep windows closed at their discretion. Vibrations from the O-Train Confederation Line were found to be at 0.04mm/s RMS, which do not exceed the criterion of 0.14mm/s RMS at building foundation, thus vibration mitigation is not required. The larger context is comprised of residential buildings which produce insignificant stationary noise emissions.

## **GEOTECHNICAL INVESTIGATION (Golder Associates Ltd.)**

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The purpose of the geotechnical investigation is to assess the general subsurface and groundwater conditions within the study area, by means of a limited number of boreholes and associated laboratory testing. Generally, the subsurface stratigraphy within the area consists of surficial fill materials overlying glacial till, which in turn overlies limestone and shale bedrock. Monitoring wells were installed in boreholes during the investigation, with groundwater levels ranging from 7.8 to 13.0 mBGS (metres below ground surface).

A grade raise of up to 2.4m is proposed at the site, to match Albert Street, which is within acceptable limits for the soils at this site. Based on the lowest level of underground parking, deep foundations (piles or caissons) would be most appropriate for the high-rise towers, while shallow foundations (spread footings) would be feasible for the lower podium structure. All perimeter and exterior foundation elements or interior foundation elements in unheated areas should be provided with a minimum of 1.5 metres of earth cover for frost protection purposes.

Excavations for the construction of the foundations and basement levels will be through the existing fill, and into underlying glacial till, where no unusual problems are anticipated with using conventional excavating equipment. Significant portions of the site will require shoring. During the investigation, groundwater was encountered within the glacial till as high as 55.1m, so the proposed development will extend below the ground level at the site, requiring temporary and permanent groundwater control.

## **FUNCTIONAL SERVICING AND STORMWATER MANAGEMENT REPORT (TYLin)**

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The Functional Servicing and Stormwater Management Report addresses construction erosion and sedimentation control, stormwater management, water and sanitary servicing. The overall servicing design and strategy is based on the allocated servicing allowances for the site, as detailed in the Master Servicing Report (MSR) for the LeBreton Flats Development area.

### **Stormwater Management**

The stormwater strategy for the proposed development is based on the MOE 2003 Stormwater Management Planning & Design (SWMPD) and The City of Ottawa Sewer Design Guidelines (2012) for stormwater quality and quantity controls, including water quality treatment, water balance and water quantity treatment through the reduction of peak storm flows. As per the MSR, the allowable release rate for the redevelopment site (Block 1) will be limited to the 5-year pre-development flow (0.50 runoff co-efficient), with quantity control on site up to and including the 100-year event. The development will be pursuing LEED ND and LEED NC certification and therefore must meet the mandatory requirements for rainwater management. Based on the sustainability requirements, a portion of the rainwater runoff from the developed site must be retained onsite (i.e. infiltrated, evapotranspired or collected and reused) using low-impact development (LID) and green infrastructure (GI) practices. The site will be designed to retain the 80th percentile of regional or local rainfall events.

### **Sanitary Servicing**

The proposed site will result in a 2.50L/s increase in the anticipated design flow as compared to the allocated design flow specified in the MSR downstream sewer calculations. As detailed in the MSR, the Library Parcel (Block 1) is part of the Cave Creek Collector system and the City of Ottawa has indicated that there is likely no capacity limitation for the Cave Creek Collector but has provided the current estimated capacity in order to compare the proposed sanitary flows with the current estimated capacity. TYLin's calculations indicate that the receiving sanitary sewer system has adequate capacity to handle the increase in site density.

### **Water Servicing**

The proposed water service connections for the subject site will be made to the existing 406mm watermain located within the Albert Street right-of-way. Both the allocated (as per the MSR) and the proposed demand determination for the site have been calculated using the parameters defined in the City of Ottawa Sewer Design Guidelines, 2012 (CoO SDG). There is only a small increase in the domestic maximum day and peak hour demand, therefore there is no concern with the revised water demand based on the proposed development.

## CONSTRUCTABILITY REPORT (TYLin)

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The intent of the Constructability Report is to consolidate project information relevant to protection of existing buried City infrastructure in the vicinity of the site and to document the proposals in place for the necessary protection of this infrastructure through the construction and operation of the redeveloped site. At this time, it is anticipated that the structure will be supported on reinforced concrete caissons drilled down and socketed into the bedrock. For some lightly loaded columns, spread footings bearing on the till will be provided. The key pieces of City infrastructure in the vicinity of the site are: a 2400mm internal diameter concrete sewer pipe (“EWT”, East-West Tunnel), which crosses the northwest corner of the site and connects the diversion chamber within Booth Street to the Combined Sewer Storage Tunnel (CSST) east of the site; an 1800mm internal diameter concrete Interceptor Outfall Sewer (IOS) trunk sanitary sewer, which crosses the northwest corner of the site; a 3000mm internal diameter concrete storm sewer pipe, which crosses the northwest corner of the site before turning north and passing below the OLRT tracks; and a 1220mm internal diameter steel high pressure water main (HPWM) running east-west with Albert Street, to the south of the site.

Proposed protection measures for City infrastructure include setbacks and temporary shoring along Albert Street for the HPWM, settlement and vibration monitoring programs, and pre and post-development CCTV surveys.

## PEDESTRIAN LEVEL WIND STUDY (GradientWind)

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The Pedestrian Level Wind Study (PSW) investigates pedestrian wind comfort and safety within and surrounding the site and identifies areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered. The study involves simulation of wind speeds for selected wind directions in a three-dimensional (3D) computer model using the computational fluid dynamics (CFD) technique, combined with meteorological data integration, to assess pedestrian wind comfort and safety within and surrounding the subject site according to City of Ottawa wind comfort and safety criteria. Noted wind conditions do not consider landscape elements such as trees or any other wind mitigating features, which further reduce wind impacts. The study concludes that:

- All grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, walkways, transit stops, and in the vicinity of building access points, are considered acceptable.
- Wind conditions within the Wedge Park and the Gathering Circle are expected to be suitable for a mix of sitting and standing during the typical use period. Conditions within the Central Parkette are predicted to be mostly suitable for standing during the same period.
- The childcare outdoor play area serving the

East Tower at Level 2, as well as the amenity terraces serving the West Tower at Levels 3 and 4, are predicted to experience calm wind conditions suitable for sitting during the typical use period.

- With standard height perimeter guards, the remaining amenity terraces serving the East Tower and West Tower are predicted to experience wind conditions suitable for standing, or better, during the typical use period.

## PHASE 1 AND 2 ENVIRONMENTAL SITE ASSESSMENT (Golder Associates Ltd.)

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### Phase 1 ESA

The property is considered an enhanced investigation property as defined by O.Reg. 153/04. Based on information obtained as part of Phase 1, 37 potentially contaminating activities were identified, contributing to six APECs (areas of potential environmental concern), thus requiring a Phase 2 Environmental Site Assessment (ESA).

### Phase 2 ESA

The Phase 2 Environmental Site Assessment integrates the findings of a previously completed Phase 2 ESA in 2012. The Phase 1 ESA identified five APECs to investigate in Phase 2, which included the completion of 5 boreholes in 2022 and 6 boreholes as part of the 2012 supplemental Phase 2 ESA.

One of the APECs (site wide poor-quality fill) has resulted in the presence of approximately 2 metres of fill containing exceedances of the MECP Table 3 site condition standards for residential land use. The reported concentrations of the contaminants of potential concern are present in the upper 2 metres of the Phase 2 Property and will require remediation. None of the APECs has resulted in groundwater impacts above the site condition standard.

As the subject site is currently a vacant parcel of land that was previously used in part of an industrial use, the proposed development will require remediation and/or risk assessment to address the identified impacts in fill in order to obtain a Record of Site Condition.

**ENVIRONMENTAL IMPACT STUDY AND TREE CONSERVATION REPORT (Jp2g)**

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The site is highly disturbed from a natural environment perspective and limited woody vegetation remains. The only tree greater than 10 cm dbh on site cannot be retained due to the footprint of the proposed mixed-use building. No impacts are anticipated on the adjacent owned City trees. To assist in replacing some of the features and functions of the removed tree, plantings of native species are recommended throughout the site, between and adjacent to the mixed-use buildings.

No Species at Risk (SAR) were observed on the subject lands (including butternut), and the subject lands do not contain suitable habitat for SAR as no stick nests, no suitable grassland habitat, no cavity trees, no buildings or structures and no fish habitat are located on the subject lands or in proximity to the proposed development.

**TRANSPORTATION IMPACT ASSESSMENT (TYLin)**

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Transportation Impact Assessment (TIA) Screening and Scoping Reports have been prepared and shared with the City as per the first two steps of the City’s Transportation Impact Assessment Guidelines. The TIA Screening Report determines that all triggers for proceeding with the next stage (scoping) are satisfied. The Scoping Report details the proposed development context, existing and planned transportation network conditions, study area and time periods and possible study exemptions. Following City review and sign off, TYLin will proceed with forecasting, analysis, and preparation of the TIA.

**CONFEDERATION LINE PROXIMITY STUDY (Morrison Hershfield)**

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The City of Ottawa (City) has requested that a Confederation Line Proximity Study (CLPS) for the development because the site lies partially within the Confederation Line’s Development Zone of Influence. The purpose of the CLPS is to demonstrate that potential impacts of the development on the Confederation Line assets and operations have been identified and addressed and vice versa.

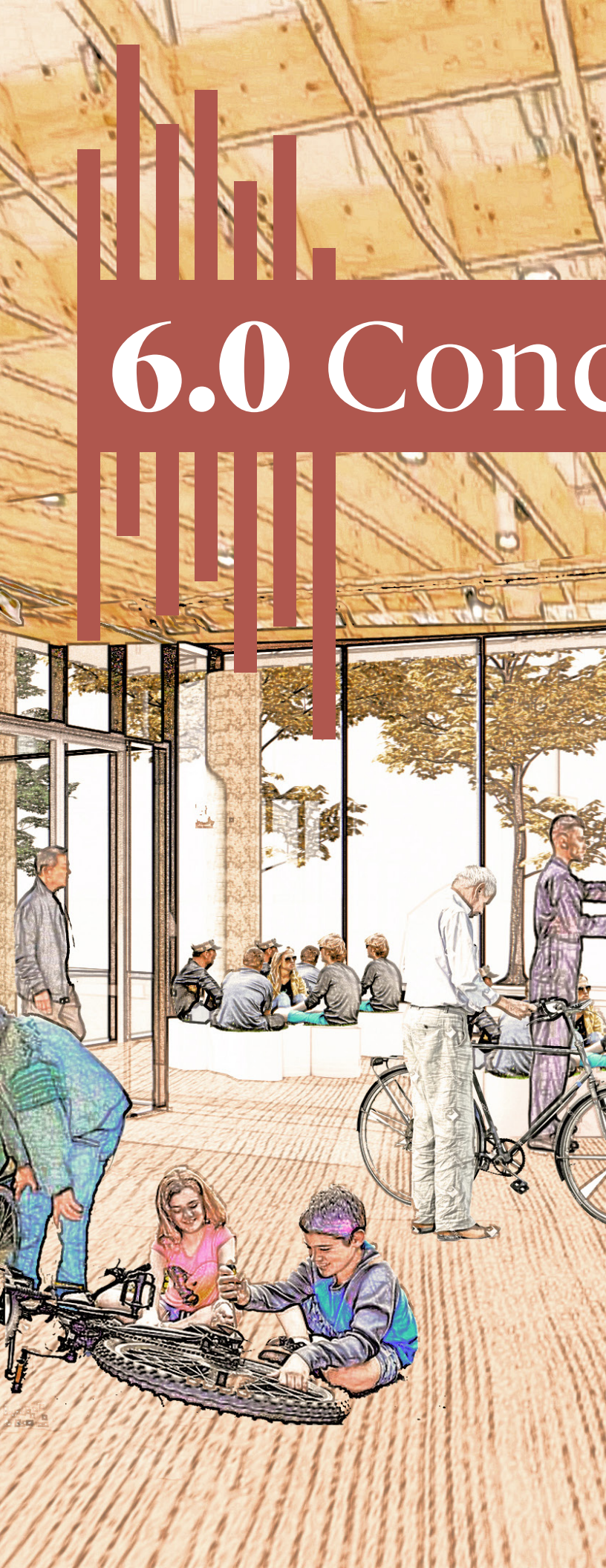
Due to the layout of the site, which includes a set-back between the Confederation Line right-of-way and the proposed building, the impacts of the proposed development on Confederation Line structures are expected to be very limited. No construction work is currently proposed within the Confederation Line right-of-way. No impacts to Confederation Line operations are expected.

**LANDFILL IMPACT ASSESSMENT**

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The landfill UR-06 (Nepean Bay Landfill) is 450 metres west of the Site, as marked on GeoOttawa. This is at the very limit of the requirement for a landfill impact assessment. Studies done for the previous LeBreton Flats redevelopment and LRT assessments do not suggest any potential for impacts from the old landfill as affecting the development site. Landfill UR-44 marked to the northeast of the site was not a municipal waste site and has since been remediated by the NCC in the past and accordingly, should not be considered remaining as a source of contamination or landfill gas.

# 6.0 Conclusion



It is our professional opinion that the proposed development is appropriate and represents good planning. As outlined in the design brief and planning policy review above, the proposed development:

- Is consistent with the Provincial Policy Statement, 2020 and implements provincial objectives such as infill development in areas served by transit, infrastructure, services and amenities and provision of a range of housing options and affordable housing.
- Conforms to the new Official Plan, including policies for intensification and managing growth through transit-oriented development at LRT stations, provision of a range of housing options and affordable housing.
- Implements the intent of the West Downtown Core Secondary Plan, with minor amendments required to height and mobility which are consistent with the Official Plan's overall direction on appropriate heights at LRT stations.
- Is consistent with the City's Urban Design Guidelines for High-rise Buildings, including with regard to relationship to context and

transition in heights, tower design, podium design and pedestrian realm activation.

- Implements the intent of the NCC's Master Concept Plan for LeBreton Flats, including its guiding principles and supporting strategies for public realm, mobility, land use, built form, sustainability, culture and heritage, housing and affordability and partnerships with the Algonquin Nation.
- Implements the City's 10 year Housing and Homelessness Plan 2020-2030 by helping the City to increase the affordable housing supply with 247 new affordable housing units.
- Supports the City's commitment to reconciliation through the project's Indigenous engagement process, Indigenous design elements, Algonquin Nation Benefits Plan, affordable housing targeted to Indigenous peoples, and commitment to promoting Indigenous languages and placekeeping.
- Sets a new bar for sustainability as a net zero carbon development, in alignment with the city's Climate Change Master Plan.

In our professional opinion the Official Plan Amendment and Zoning By-law Amendment to facilitate the proposed development represent good planning and are in the public interest.

Sincerely,

**Anna Iannucci, MCIP, RPP, PMP, LEED AP ND**  
Senior Associate, Urban Planner

**Eunice Wong, MCIP, RPP, LEED GA**  
Senior Urban Designer

