Stantec

PLANNING RATIONALE & DESIGN BRIEF
Application for Draft Plan of Subdivision –
LeBreton Flats

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Executive Summary

Stantec Consulting Ltd. (“Stantec”) has been retained by the National Capital Commission (the “Client”) to prepare this Planning Rationale and Design Brief in support of a proposed Plan of Subdivision application for LeBreton Flats. Stantec is acting as the agent for the NCC, who is the applicant for the noted Plan of Subdivision application for LeBreton Flats.

Under Section 11 of the *National Capital Act*, R.S.C., 1985, c. N-4, the National Capital Commission (the “NCC”) has the responsibility to coordinate the development of federal public lands in the National Capital Region. Under Section 12 of the Act, the Board of the NCC has the jurisdiction to grant Federal Land Use Approval (FLUA) for any proposed development on federal land.

In areas of overlapping jurisdiction between federal and municipal land use approvals (under Provincial legislation), it has been the NCC’s practice to seek parallel municipal approvals.

The NCC is making an application to subdivide the majority of the LeBreton Flats site still under federal ownership into development parcels, public rights of way, parkland blocks, and other open space blocks. This application is solely for the division of land under Section 51 of the *Planning Act*.

In April 2021, the NCC’s Board of Directors approved the LeBreton Flats Master Concept Plan (the “MCP”), an award-winning planning document that sets out a cohesive and multi-decade vision for the redevelopment of the neighbourhood.

The MCP is based on extensive stakeholder feedback and envisions a place that is pedestrian- and cyclist-friendly and surrounded by lively and active parks and plazas, and highlights the dynamic future Aqueduct District, the Ottawa riverfront, and a large destination park. A diverse residential community will be supported by retail and employment opportunities, capitalizing on direct access to two light rail transit stations.

To facilitate the redevelopment process, the NCC seeks to subdivide the site into various blocks. The Plan of Subdivision will be used as a structuring element of the future community by creating the public streets and blocks that will delineate the development blocks.

Once draft approval is granted for dividing the land into blocks under the *Planning Act*, the NCC will enter into agreements with development partners to advance the planning and development of portions of the site (likely a block or contiguous cluster of blocks) in development phases. The NCC will seek final approval of the subdivision, and subsequent municipal planning approvals (e.g., rezoning, minor variance, site plan control, part lot control exemption, etc.) will generally be sought on a block-by-block basis by the NCC and/or its development partners.

The proposed development is for a plan of subdivision that will advance the vision of the NCC’s MCP. The layout, function, and conceptual land uses of the plan of subdivision are based on the MCP, and only



deviate from that plan, where necessary, to accommodate opportunity, achieve flexibility, and address constraints. The MCP covers a total area of 29 hectares, and includes lands to the east of Booth Street, which are lands excluded from the proposed plan of subdivision.

The plan of subdivision has been revised from the initial submission to simplify the plan. Specifically, the number of blocks has been reduced through merger, and the road network has been simplified with the removal of private lanes (to be considered through future block developments). The application at this time remains a land division exercise to establish the appropriate lot fabric and road layout based on how the NCC will sell or lease their land for future development. Detailed block design, including site layout, building massing and orientation, and mid-block connections, will be determined at the time of future block development.

This Planning Rationale and Design Brief, and the application it supports, relate solely to the subdivision of the land, with the detailed aspects of the development to be determined by subsequent Site Plan Control applications. This report has assessed the proposed plan of subdivision against the applicable regulatory framework, including supplementary guidance, and has demonstrated that the proposal is timely, appropriate, and in the public interest. It is therefore respectfully requested that the proposal be recommended for draft approval.

1 Context Analysis

1.1 Historical Context

The following overview of the LeBreton Flats history is drawn from the National Capital Commission (NCC) Master Concept Plan, 2021. LeBreton Flats is located on the unceded territory of the Algonquin Nation. Directly connected to the Ottawa River (the Kitchissippi) and its tributaries, LeBreton Flats is part of a large homeland that contains a complex network of travel routes and sites that stretched through eastern North America. It has seen habitation, conflict, and celebration for 9,000 years.

LeBreton Flats was first surveyed in 1794 and identified as “Lot 40”. This area was purchased in 1809 by Robert Randall, who later ceded it to his lawyers in lieu of payment. For decades, the livelihoods of residents in LeBreton Flats and beyond were connected to the transportation and power potential of the Ottawa River. Early timber trade and electric power generation infrastructure stretched across the Ottawa River bridging between islands along what is now Booth Street. For the next 150 years, LeBreton Flats would remain central to the social, economic, and industrial development of Ottawa and Canada’s Capital Region.



Figure 1. Historical LeBreton Flats rail yards (Building LeBreton)

In 1962, pursuing the modernist vision set out in the 1950 Gréber Plan, the NCC cleared much of LeBreton Flats. The plan was to use the site as a federal office campus, though it was never fully realized, and the site became emblematic of the era’s troubled renewal endeavours. In subsequent years, efforts were undertaken to determine a suitable future for this important site. In the 1970s, the Canada Mortgage and Housing Corporation (CMHC) planned the area for housing; however, only one demonstration project was constructed, south of Albert Street.

In 1989, the NCC, the former Regional Municipality of Ottawa-Carleton, and the City of Ottawa launched a new joint planning process. This process led to a land agreement that consolidated land ownership

under the NCC and culminated in the 1997 LeBreton Flats Plan. The 1997 plan still forms much of the policy basis that applies to the site today. Other progress at LeBreton Flats during this time included the realignment of the Ottawa River Parkway (now Kichi Zībī Mīkan), the construction of the Canadian War Museum, and the initiation of residential development at LeBreton Flats, east of Booth Street.

In 2014, motivated to enhance the attractiveness of the Capital and bring civic life back to LeBreton Flats, the NCC launched a competitive process seeking a development proposal for the entire site. With the cancellation of that process in 2019, the NCC chose to lead a new approach that would establish a comprehensive vision for LeBreton Flats, re-establishing the area as a Capital destination and a vibrant community. That new vision finds its expression in the 2021 MCP, which serves as the guiding document for the proposed subdivision.

1.2 Surrounding Context

The area of LeBreton Flats subject to the proposed subdivision is described herein as the “site” and consists of various parcels and municipal addresses. The site is located in Ward 14 – Somerset and is generally bounded to the north by Wellington Street and Kichi Zībī Mīkan (KZM), to the west by the Ottawa Light Rail Transit Line 2 (including Bayview Station) and the Trillium Pathway and Rail Corridor, to the south by Albert Street, and to the east by Booth Street.



Figure 2. The subdivision plan area (yellow outline) in relation to the LeBreton Flats MCP Area (LeBreton Flats Master Concept Plan)



Figure 3. Site and surrounding context looking northeast (Google Earth)

As detailed below, the lands surrounding the site are comprised of distinct areas and features:

North

North of the site is Kichi Zībī Mīkan (formerly known as the Sir John A. Macdonald Parkway) and Wellington Street, which separate the site from the Canadian War Museum, the LeBreton Flats Park (used for festivals), the Ottawa River, and Chaudière and Albert Islands, which include the Zibi development. To the northeast of the site is the National Holocaust Monument and future National Monument to Canada's Mission in Afghanistan, as well as vacant lands available for future commemoration. To the northwest of the site is Nepean Bay, Lemieux Island, and the Chief William Commanda Bridge.

South

South of the site is Albert Street and the Dalhousie/Centretown West neighbourhood, which consists predominately of low-rise residential development. To the southwest is the City Centre building and the O-Train Line 2, which are adjacent to a proposed three-tower, mixed-use development at 900 Albert Street.

West

West of the site is Bayview Station, a critical transfer point between Line 2 (Trillium) and Line 1 (Confederation) of the City's O-Train system. Further west is vacant city-owned land adjacent to the rail line, Bayview Yards (Innovation Centre), and the Mechanicsville neighbourhood, which consists predominantly of low-rise residential development.

East

The site is bound to the east by Booth Street, which separates it from the East Flats area consisting of new and proposed development, as well as the historic Fleet Street Aqueduct and Pump Station. Within this area Claridge Homes is developing the East Flats neighbourhood, a proposed high-density, mixed use development. The initial phases of the East Flats were designed following a strict master plan developed by the NCC and includes perimeter blocks of low-rise (4-6 storey) housing punctuated by mid-rise structures (13 storey maximum).

In January 2022, the NCC announced Dream LeBreton as the successful proponent to develop the "Library Parcel" of LeBreton Flats, which is also east of Booth Street. This project will build 608 new residential rental units (250 of them affordable), in two towers at 665 Albert Street, between Ottawa's future Ādisōke main public library and the Pimisi O-Train station. Further east is the Parliamentary District and Centretown, which are areas characterised by mid and high-rise built form.

1.3 Site Context

Existing Site Conditions

The site reads as two main areas based on existing conditions, being vegetated open space to the west and vacant lands to the east and south.



Figure 4. Multi-use pathway looking east toward downtown and the O-Train Confederation Line



Figure 5. Bayview Station looking southwest from the multi-use pathway within LeBreton Flats

Open Space

The open space on the west of the site is generally bound by Kichi Zībī Mīkan to the north, the Trillium Path to the west, the Confederation Line to the south, and a municipal water intake system to the east. This area is intended for future municipal and federal parks, has notable variation in grades, and is currently occupied by grass, trees, shrubs, and pathways. The grades are influenced by past activities including reclamation of land from the Ottawa River and infilling of construction debris and other waste associated with the area's industrial past.

Vacant Lands

The vacant lands to the east and south are separated from the open space and future parks by the Confederation Line and the municipal water intake system. The vacant lands north of the Confederation Line are primarily excavated to bedrock and contain vegetative regrowth and two parallel aqueducts. The southerly aqueduct is partially buried, and the northern aqueduct is fully buried and located between Booth Street and the municipal water intake system. The only unexcavated portions of the vacant lands are the closed aqueduct and the Vimy Place extension adjacent to the municipal water intake system. It is noted that the entire Ottawa Waterworks System is designated under the *Ontario Heritage Act*.

Between the open aqueduct and the Confederation Line is a multi-use pathway extending from the westerly open space to Pimisi Station. Much of the area south of the Confederation Line was used as a staging area for the construction of LRT infrastructure and remains as sparsely vegetated vacant land fronting along the north side of Albert Street.

Connectivity

The site is well connected to the surrounding context through active transportation networks, public transit, and roadways. The Confederation Line bisects the site east to west with Pimisi Station and Bayview Station on its flanks.

A number of major pathways connect to and through the site as identified on Schedule C3 – Active Transportation Network of the Official Plan (the "OP"). Schedule C2 – Transit Network of the OP identifies the O-Train lines and stations that service the site and surrounding area. Schedule C2 also identifies an inter-provincial Protected Transportation Corridor connecting to Gatineau, which represents the Chief William Commanda Bridge that was recently repurposed into a multi-use pathway.



Figure 6. Excerpt of OP Schedule C3 - Active Transportation Network (City of Ottawa, 2022)

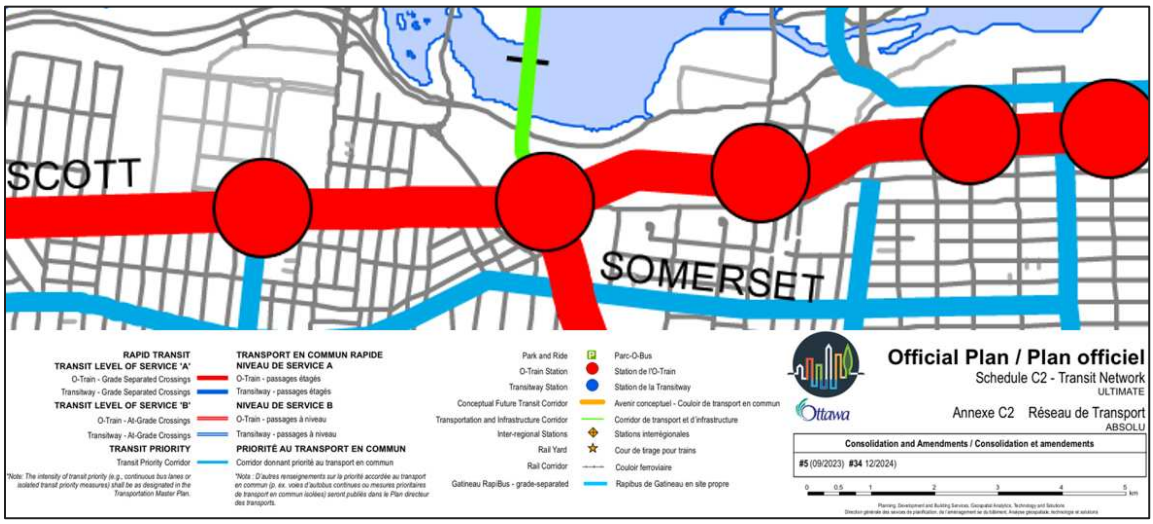

Figure 7. Excerpt of OP Schedule C2 - Transit Network (City of Ottawa, 2022)

The roads surrounding the site are mainly classified as arterials, as identified on Schedule C5 – Downtown Core Road Network of the OP. Schedule C16 of the OP identifies the protected rights-of-way ("ROW") for Albert Street and Booth Street, as detailed below.

Booth Street: Fleet to Aqueduct – 30m; Aqueduct to Wellington – 38 m.

Albert Street: Bayview to Empress – Subject to widening/easement policy on the north side.



Figure 8. Excerpt of OP Schedule C5 - Downtown Core Road Network (City of Ottawa, 2022)

A proposed northward extension of the Preston Street arterial road is shown in Schedule C5 – Downtown Core Road Network; however, an approved Official Plan amendment (City File Number ACS2026-PDB-PS-0021 and City Application Number D01-01-20-0010) amended that schedule (not yet reflected on the City's website) by removing the linework and legend reference in its entirety and amending the relevant schedule in the applicable Secondary Plan to identify that corridor as "Preston Street Active Transportation Bridge."

2 LeBreton Flats Master Concept Plan

The proposed development is for a plan of subdivision that will advance the vision of the NCC's MCP. The layout, function, and conceptual land uses of the plan of subdivision are based on the MCP, and deviate from it, where necessary, to accommodate opportunity and flexibility, and to address potential constraints. The development statistics of the proposal align with the West Downtown Core Secondary Plan (the "SP"), and so the overall densities have increased from what is in the MCP though remain in conformity with its intent. The MCP covers a total area of 29 hectares whereas the site area subject to the proposed plan of subdivision is 23 hectares. The balance of the MCP lands are those located east of Booth Street and excluded from the plan of subdivision site.

Through the MCP and proposed plan of subdivision, LeBreton Flats is envisioned to be a vibrant mixed-use community that includes a diverse range of housing, commercial and office space with expansive parkland and open space. The intent is to create a complete community that meets the daily needs of both residents and visitors of LeBreton Flats.

The MCP was granted Federal Land Use Approval by the NCC's Board of Directors on April 22, 2021, pursuant to Section 12 of the *National Capital Act*.



Figure 9. MCP Concept Plan (NCC, 2021)

The remainder of this section summarizes the MCP and serves to provide further understanding to the design and vision of the proposed plan of subdivision. The MCP lays a framework for how the public and private sector will work together to rebuild LeBreton Flats within a 30-year planning horizon. The plan is

structured to enable the development of the area in phases, with a prioritization of key public infrastructure and amenities to ensure LeBreton Flats is a complete and connected community as it continues to build out and evolve. The MCP vision is shaped by seven guiding principles as detailed below.

Enhance the Capital Experience

Reflect the national significance of LeBreton Flats by creating an ambitious new Capital destination that celebrates Canada.

Build Community

Create an inclusive place where anyone can live, work and play. Provide for facilities, services and public spaces that are active, lively, and flexible, and that contribute to community health and well-being.

Create Connections

Connect people and place by creating interactive public spaces and linking to amenities and surrounding communities. Build on access to the O-Train and establish active transportation networks using a Vision Zero approach.

Value Nature

Prioritize the importance of the environment through design that restores, enhances, and protects the natural features of the site, and provides greater accessibility to waterways. Utilize green infrastructure, promote biodiversity, and create new green spaces.

Foster Sustainability and Innovation

Embed a culture of excellence throughout the life cycle of the project and provide opportunities for innovation in design and sustainability. Build in climate mitigation and resiliency measures to aim to achieve a zero-carbon community.

Honour the Past

Honour and interpret the role LeBreton Flats has played as a place of significance for the Algonquin Nation and in the development of the Capital and connect this story to the site’s future. Recognize the lasting effects of important milestones such as the community’s expropriation.

Make it Happen

Ground the vision in a strategic implementation approach supported by market feasibility. Consult with the public and collaborate with partners to support timely progress and generate social, environmental, and economic returns.

Once fully developed, LeBreton Flats will be both a destination experience and a complete community, meaning that residents will be able to meet all their daily needs within walking distance of where they live. In order to achieve this objective, the following targets are intended to guide long-term development at LeBreton Flats to ensure that an appropriate mix of land uses is provided. These MCP development targets have been generally accounted for in the conceptual design of the proposed plan of subdivision, which is detailed further in Section 3 of this report. However, the SP provides for greater density than envisioned at the time the MCP was prepared, and the plan of subdivision aligns with the densities of the SP.

The MCP was developed through public consultation, through events in June/July 2019 and November/December 2019, and examination of the LeBreton Flats site and policy context. The development of the MCP looked at creating key experiences throughout LeBreton Flats to incorporate and celebrate the distinct identities of the area to create an area where people can visit and live. The first key experience is the Capital Experience, as LeBreton Flats plays a symbolic and iconic role in the Capital as a gateway to Parliament Hill and the downtown core, and as unceded territory of the Algonquin Nation. The Destination Experience focuses on creating a vibrant urban experience situated along two historic aqueducts that will link to a destination park and riverfront, with the goal of creating a cultural activity hub for residents and visitors. The Civic Experience looks at integrating existing neighborhoods and creating connections at a local scale with the new community and amenities in a walkable mixed-use district.

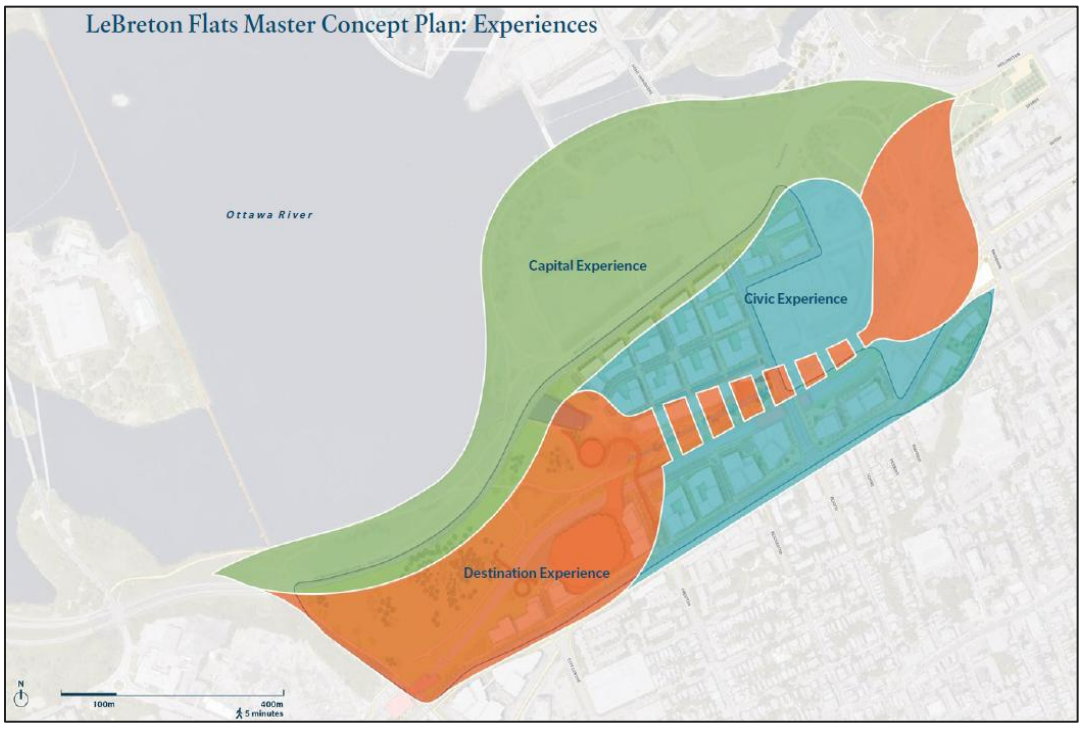

Figure 10. MCP Experiences (NCC, 2021)

Four unique districts are incorporated into the MCP design, as reflected on Schedule J of the SP. These districts are intended to facilitate the visions of the three Experiences through development of a lively, livable complete community.



Figure 11. MCP Districts (NCC, 2021)

Aqueduct District

This district is organized along the linear space anchored and framed by two rehabilitated historic aqueducts, with the aim of creating a vibrant cultural and entertainment hub with public spaces and opportunity to celebrate the heritage of the Ottawa Waterworks System. It is envisioned as the core of LeBreton Flats with a dynamic corridor for pedestrian experiences. The vision for this space is an urban promenade with space for patios, public seating, art, landscaping, and other pedestrian-oriented programming. Views will be curated to surrounding sites of significance including the Ottawa River, Nepean Inlet, and the Park District.

Flats District

This district is a predominantly residential community defined by intimate, pedestrian-oriented streets, and a variety of housing types. Streets are proposed to be designed as shared spaces with low travel speeds, narrow widths, textured surface pavements, and landscaping to prioritize pedestrian comfort and safety. Parking will be provided underground, and active street frontages are envisioned to further enhance the public environment.

Albert District

This district is proposed to be transit-oriented and mixed-use and will be anchored by the future library to the east and potential future event center or major facility to the west. This district will have the tallest buildings and highest density near the adjacent LRT stations and will be configured to maintain and protect for north-south permeability for pedestrian and cyclist connectivity throughout.

Park District

The Park District will be a unique park and public realm experience for all residents and visitors to the site. The key components to this district are enhancing the natural spaces to preserve valuable ecosystems, and providing pathways, programming, and large outdoor event spaces to accommodate all types of festivals, performances, and celebrations.

2.1 NCC Capital Design Guidelines

The Capital Design Guidelines is a reference tool for designers and decision-makers in the National Capital Region. The document sets out the NCC's expectations for the design of important places and buildings in the region, including LeBreton Flats.

The guidelines are a working collection of advice and direction, best practices, and aspiration that are tailored to the Capital context and apply to Capital-building projects. The guidelines are intentionally flexible and not prescriptive, as they will continue to evolve as needed. It is expected that future block development within the subdivision will have further consideration for them. The guidelines are divided into the following 3 sections:

G1: Site Planning and Urban Form – The objectives are efficient and responsible land use, preservation of regional and local character, and the achievement of well-functioning, pleasing, and appropriate physical design. Projects must capitalize on inherent qualities to be a positive and coherent addition to the surrounding form, fabric, and networks.

G2: Landscapes and Public Spaces – The objective is to create and enhance iconic landscapes and meaningful public spaces that provide a diversity of options for residents and visitors to gather, explore, and celebrate the Capital. Places that are memorable and engaging, and a public realm that is accessible, animated, and equitable.

G3: Buildings and Structures – The objective is to preserve what exists while creating new buildings and structures that artfully blend into and complement their surroundings. Through appropriate proportion, massing, textures and materials, new layers of built heritage can be added to continue the ongoing evolution and legacy of the Capital.

2.2 MCP Road Network

Mobility is a core component to the performance of the MCP. The way that people move around and through LeBreton Flats needs to support the three experiences (Capital, Destination and Civic), connect the MCP’s four districts (Aqueduct, Albert, Flats, Park), and integrate LeBreton Flats to the fabric of the

city. The MCP seeks to achieve these high-level goals and to provide a mobility network that ensures the following:

- active modes are a priority;
- the neighbourhood is organized around public transit; and,
- spaces are universally accessible.

Figure 13 below illustrates the MCP's active mobility strategy for the site. Multi-use pathways provide connectivity throughout the site and through development blocks to adjacent LRT stations, whereas pedestrian sidewalks/pathways are proposed along streets. Separated cyclist routes are proposed along Booth Street and Albert Street for cyclist safety on streets that accommodate vehicles. Shared streets and traffic calmed local streets are proposed between development blocks to prioritize active transportation and require low traffic speeds for the safety of pedestrians.



Figure 12. MCP Active Mobility (NCC, 2021)

It is noted the MCP's public streets deviate from the City's approved ROW cross-sections (see Figures 14-17). These City standards were primarily developed for new public roads in greenfield developments.

Redevelopment sites, particularly urban sites, will often require non-standard sections to be reviewed and approved by the City of Ottawa and utilities.

Figure 13 below shows how the draft plan of subdivision is consistent with the active mobility strategy and Schedule P of the SP. The current application will create the lot fabric and the public streets, which will accommodate cycle tracks, signalized intersections, and future pedestrian crossings. Detailed elements of the active transportation network such as mid-block connections and multi-use pathways will be established through future block development.

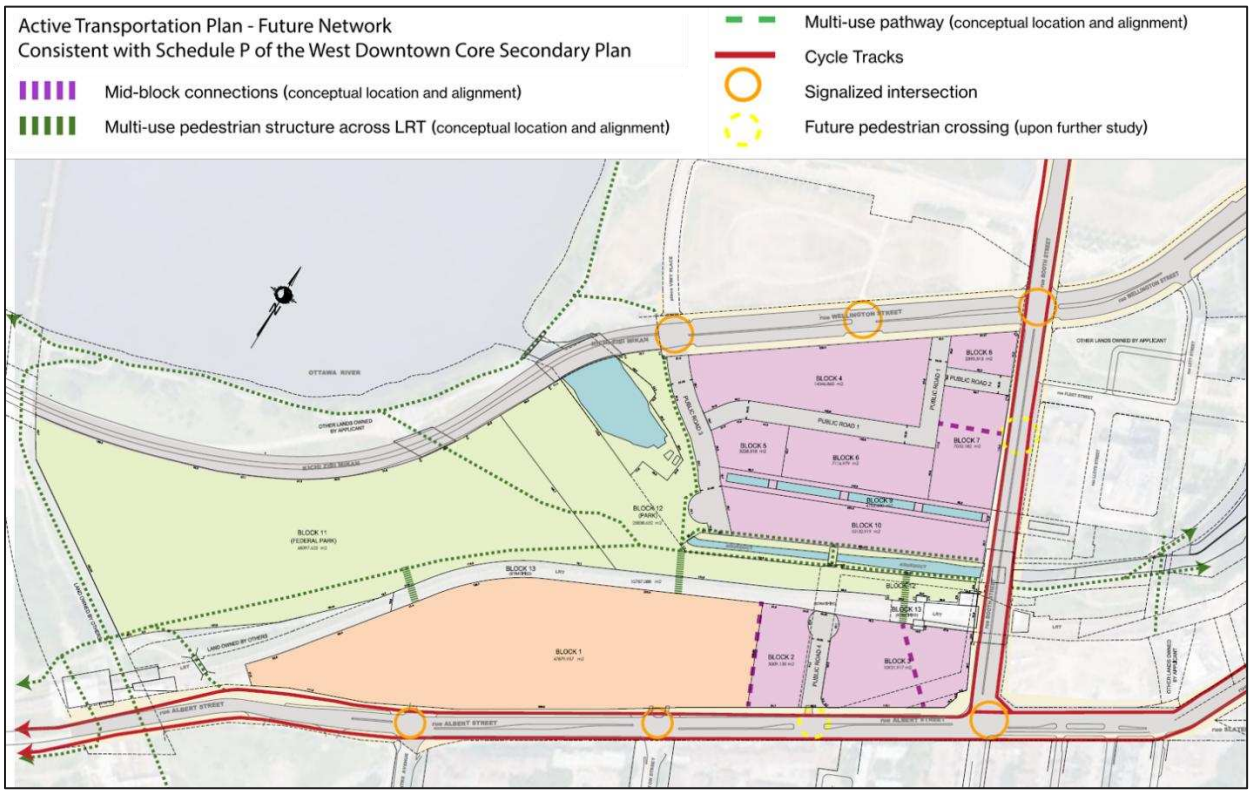

Figure 13. Conceptual Active Transportation Plan

The proposed street cross-sections shown in the MCP reflect the plan's approach to creating human-scale public connections that promote sustainable modes of travel. From lanes to local streets to arterial roads, the ROWs are intended to remain as narrow as possible in order to calm traffic and create inviting and safe public spaces. The detailed design for proposed cross-sections will be undertaken during the implementation phase following draft plan approval. The cross-sections provided at the draft plan stage are intended to be interpreted only at a conceptual level, and as a means to communicate the scale and function of the roadways, and have been designed to be in line with the City's Transportation Management Plan ("TMP") to create human-scaled streets (refer to policies 9-5).

The design of the different types of streets is vital in order to achieve a safe, pedestrian-oriented public realm. The figures below illustrate the different street types through cross sections to show how the rights-of-way elements interact with each other and to illustrate the emphasis on pedestrian priority and connectivity.

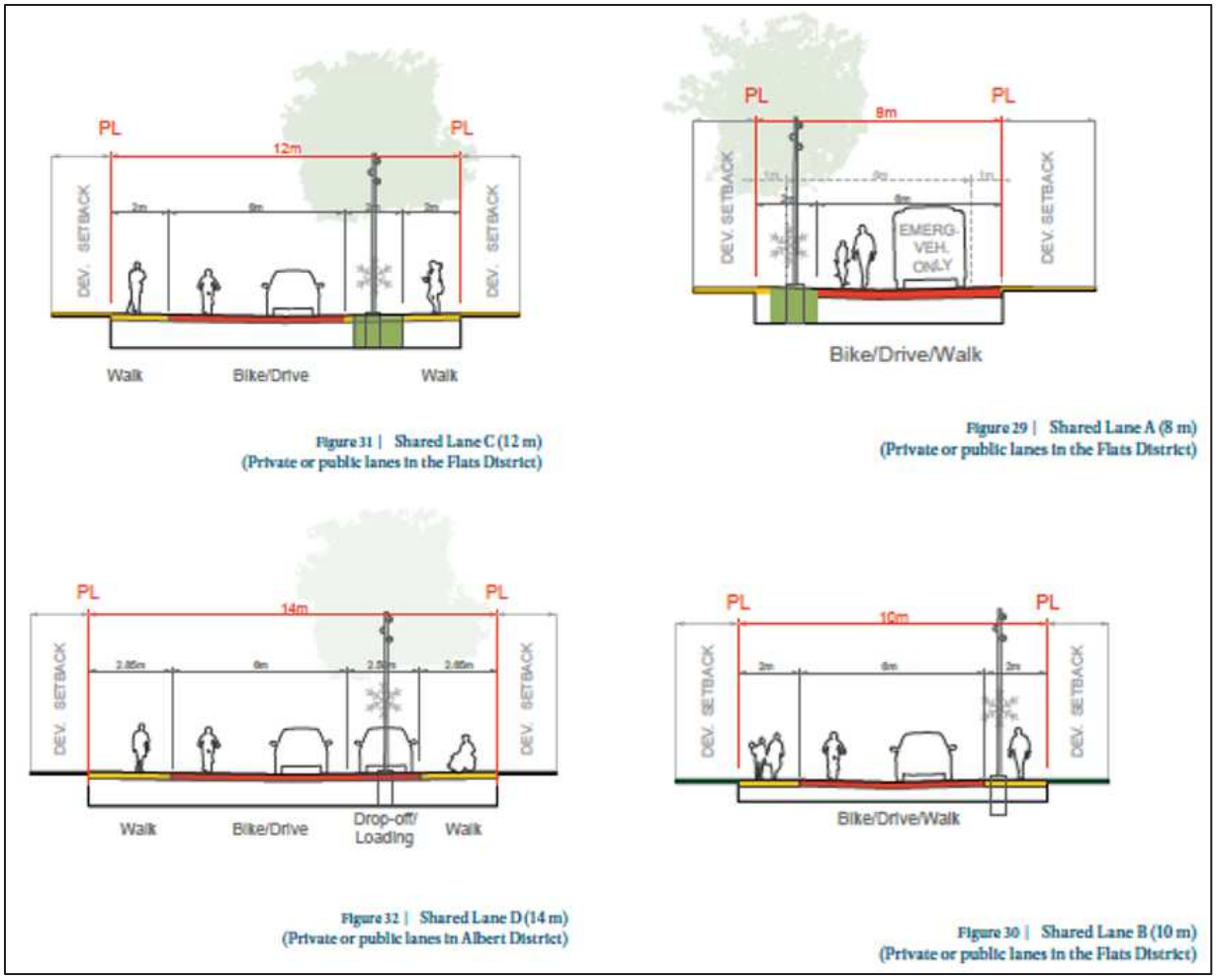

Figure 14. MCP cross sections of shared lanes (NCC, 2021)

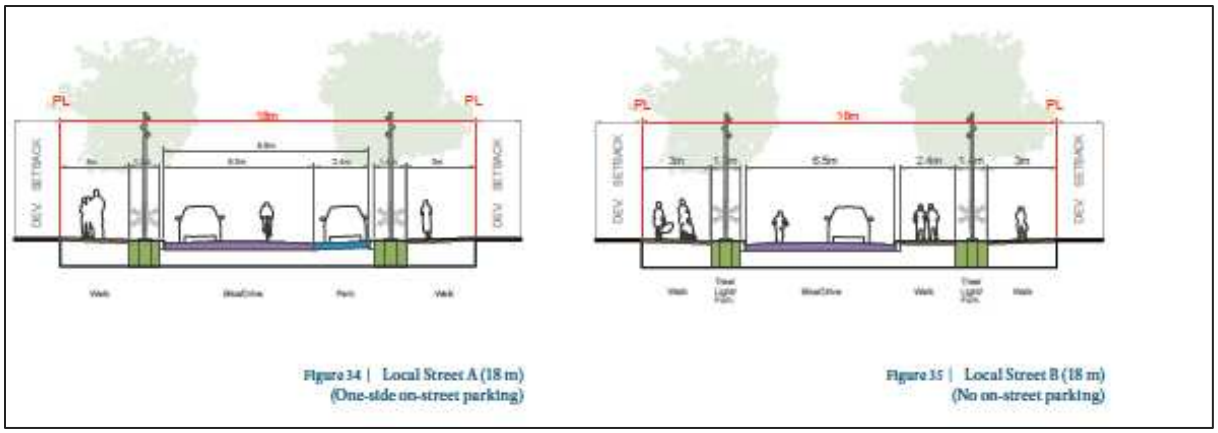

Figure 15. MCP cross sections of local streets (NCC, 2021)

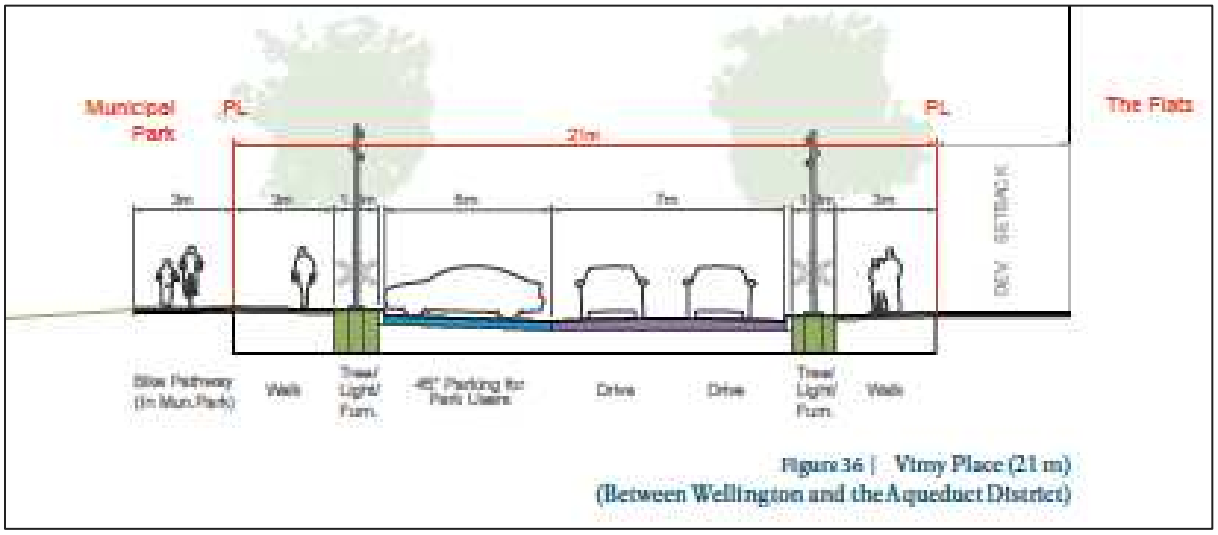

Figure 16. MCP cross sections of Vimy Place extension south of Wellington Street (NCC, 2021)

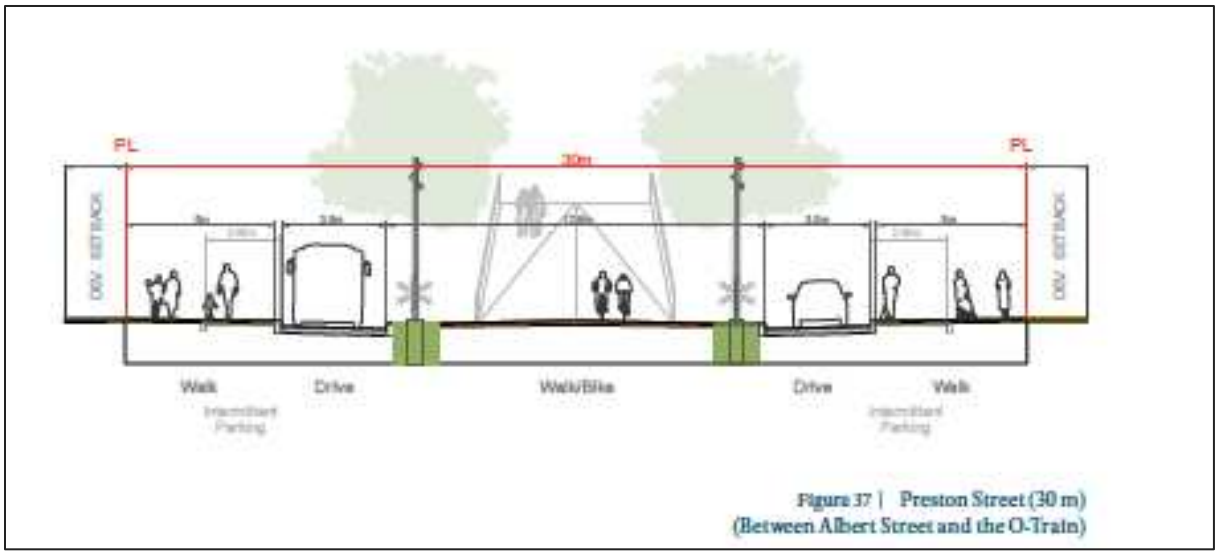

Figure 17. MCP cross sections of Preston Street extension north of Albert Street (NCC, 2021)

2.3 MCP Block Layout, Heights & Land Use

The MCP Land Use Strategy seeks to enable and support a dynamic mix of uses throughout LeBreton Flats, responding to principles of the Built Form Strategy. Specifically, it seeks to support a place that:

- offers diverse housing options;
- provides a range of non-residential uses for the residents of LeBreton Flats, including shops, restaurants, services, employment, and park and cultural spaces;
- mixes uses to create places that are vibrant throughout the day and in all seasons; and,
- is flexible enough to adapt to changing needs and opportunities.

Figures 18, 19 and 20 show conceptual building heights, massing, and land uses for each district, as well as the height transitions within LeBreton Flats as it relates to the surrounding context.

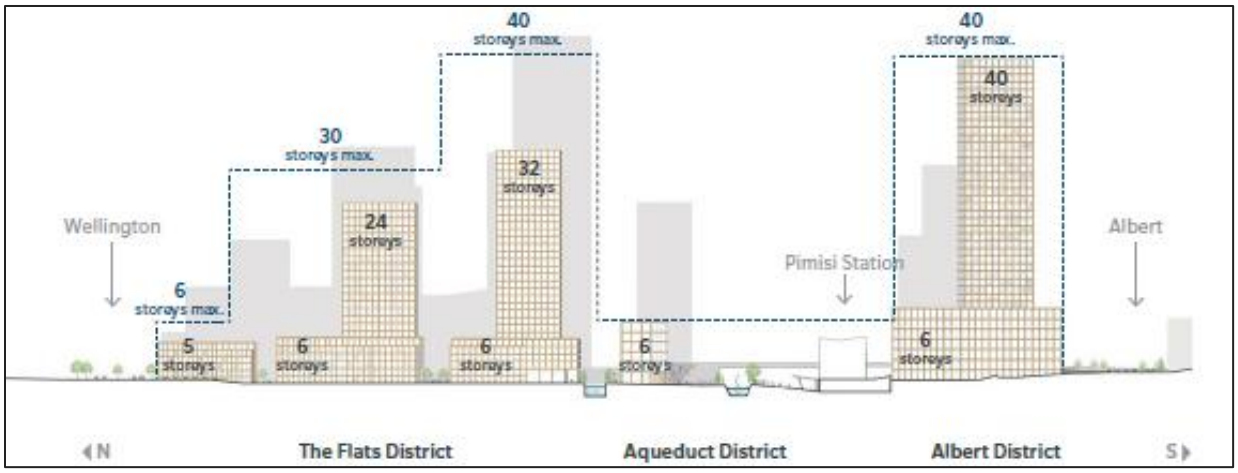

Figure 18. MCP proposed building heights (NCC, 2021)

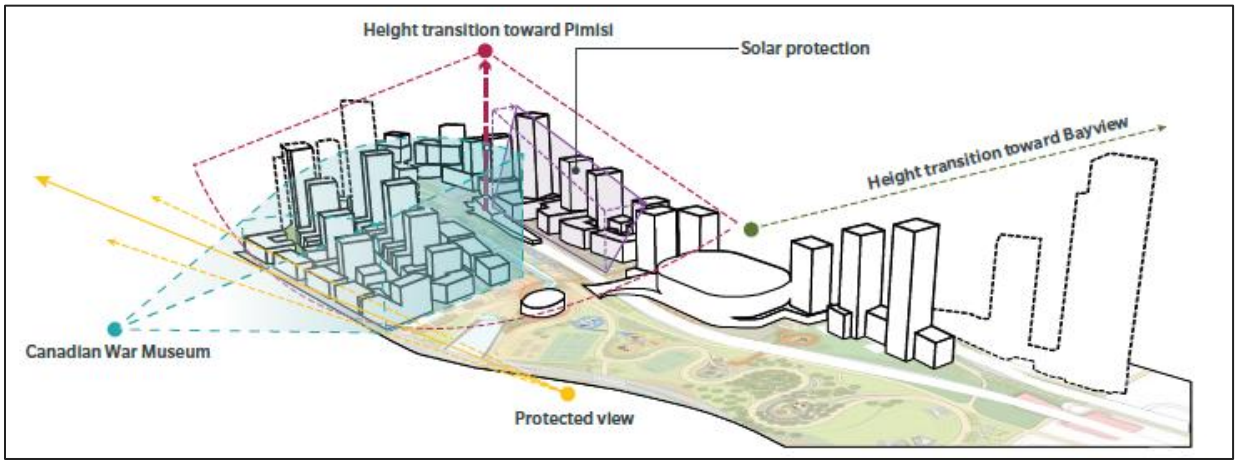

Figure 19. MCP proposed building massing and transition (NCC, 2021)



Figure 20. MCP land use strategy (NCC, 2021)

2.4 MCP Public Realm & Parkland

The MCP Parks and Public Realm Strategy includes foundational direction for the structure and connectivity of LeBreton Flats. It seeks to create a network of natural and built spaces that are accessible, equitable and beautiful, allowing people to live sustainable, active, and healthy lifestyles. The strategy has three core components:

- Ensure that the public realm enables smooth flows through the site, with a particular focus on the destination experience east–west through the site.
- Embed accessible four-season considerations and opportunities in all public spaces.
- Find balance between active and passive spaces in parks, streets, and plazas.

The public realm in LeBreton Flats will be composed of streets, urban squares, plazas, green spaces, and other publicly accessible outdoor spaces. The public realm will celebrate Ottawa as a winter city,

promoting a year-round, active, and environmentally friendly lifestyle. The public realm will be informed by the following guidelines:

- The public realm network should seek out high connectivity, using natural hierarchy to balance legibility and delight.
- Wherever possible, the public realm will provide legible and efficient links between developed urban areas and naturalized spaces.
- Historic assets such as the Ottawa Waterworks Complex (including the aqueducts) at LeBreton Flats will be preserved or enhanced and will act as prominent attractions and landmarks in the public realm.
- Intimate neighbourhood parks and urban squares will be provided throughout the Albert District and will feature locally focused amenities such as trees and plantings, playgrounds, and seating areas for residents to play, gather and relax.
- Opportunities to enhance the public realm through the provision of privately owned public spaces (POPS) should be explored through the development approval process.



Figure 21. MCP parks and public realm strategy (NCC, 2021)

The above MCP parks and public realm strategy diagram is conceptual. The ultimate layout and programming of this space may differ and will be determined, in part, through the subdivision process, but also through future block development subsequent to final approval of the subdivision.

3 Proposed Development

3.1 Plan of Subdivision

The proposed Plan of Subdivision for LeBreton Flats will serve to implement the vision of the MCP. As previously described, the subdivision lands will exclude the MCP lands east of Booth Street and will be bounded to the south by Albert Street, to the north by Kichi Zībī Mīkan and Wellington Street, and to the west by the Trillium Path. Within this area it is noted that the north (closed) aqueduct is also excluded from the subdivision lands. The proposed subdivision is the next logical step in advancing the redevelopment of LeBreton Flats, and it will establish the road network, block layout, the location of parkland, and various other elements relating to function and ownership structure.

The plan of subdivision has been revised from the initial submission to simplify the plan. The number of subdivision blocks has been reduced, and the road network has been simplified with the removal of lanes and minor adjustments to public roads. The application at this time remains a land division exercise to establish an appropriate lot fabric and road layout supportive of how the NCC will sell or lease their land for future development. Detailed block design (including site layout, building massing and orientation, and pathways and mid-block connections) will be determined with future block development.

The below figure provides an extract of the revised draft plan of subdivision (the “Draft Plan”). The subsequent tables detail the following draft plan blocks, conceptual development, and public road network.

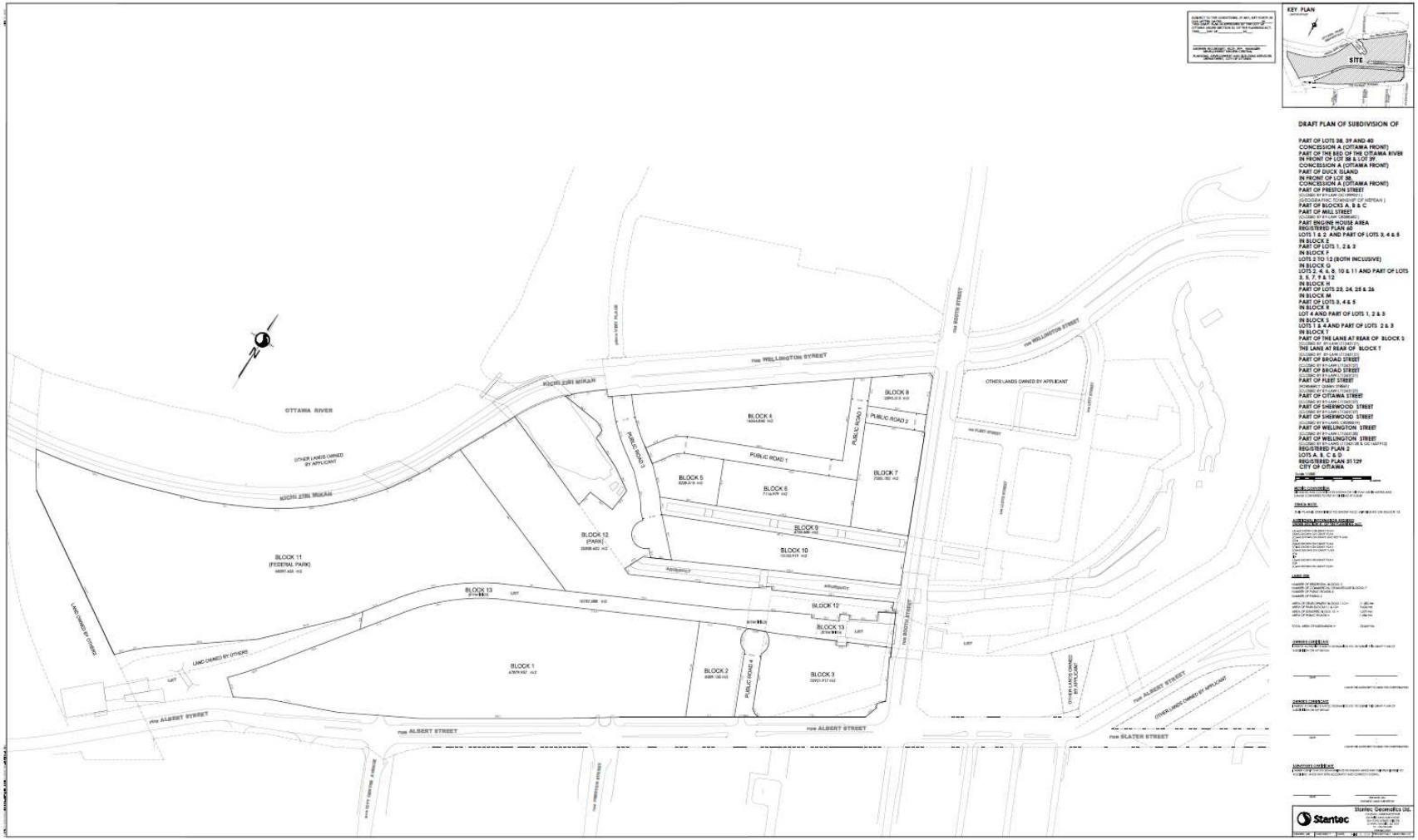

Figure 22. Excerpt of the proposed Draft Plan of Subdivision (Stantec)

Table 1. Draft Plan block area and conceptual land use

MCP Parcel ID	Subdivision Block	Subdivision Block Area (m^2)	Land Use
A1-5	1	47,880	Residential, Commercial, Office, Hotel, Event Centre
A6	2	4,996	Residential, Commercial, Office
A7-8	3	10,922	Residential, Commercial, Office
F1-3	4	14,311	Residential
F8	5	3,224	Residential, Commercial, Hotel
F9-10	6	7,117	Residential, Commercial
F11-12	7	7,015	Residential, Commercial
F4	8	2,359	Residential
Buried Aqueduct	9	4,756	Open space
AD2-5	10	10,133	Commercial, Office
Park (Federal)	11	68,398	Park
Park (Municipal)	12	25,832	Park
LRT Strata	13	10,787	Connectivity
	TOTAL AREA	217,730	

Table 2. Draft Plan conceptual development details

Block	Land Use	Floor Area (m2)	Dwelling Units		Population (see Endnote)	Number of Buildings	Building Storeys
			Apartment	Townhouse			
1	Residential	11,881	1,300	-	2,340	4	27,30,38,43
	Commercial	5,560					
	Office (/ loft)	4,736					
	Hotel	10,579					
	Event Centre	78,781					
	Total Floor Area	**211,537**					
2	Residential	24,849	316	-	569	2	6,30
	Commercial	1,543					
	Office (/ loft)	2,095					
	Hotel	-					
	Total Floor Area	**28,487**					
3	Residential	65,147	852	-	1,534	3	6,33,43
	Commercial	3,955					
	Office (/ loft)	4,848					
	Hotel	-					
	Total Floor Area	**73,950**					

4	Residential	59,262	351	206	1,188	3	12,20,20
	Commercial	-					
	Office (/ loft)	-					
	Hotel	-					
	Total Floor Area	**59,262**					
5	Residential	22,067	221	-	398	1	20
	Commercial	884					
	Office (/ loft)	-					
	Hotel	4,896					
	Total Floor Area	**27,847**					
6	Residential	53,705	504	28	983	2	20,30
	Commercial	1,060					
	Office (/ loft)	-					
	Hotel	-					
	Total Floor Area	**54,765**					
7	Residential	64,941	649	-	1,168	2	30,40
	Commercial	4,652					
	Office (/ loft)	-					
	Hotel	-					
	Total Floor Area	**69,593**					
8	Residential	18,899	135	46	367	1	20
	Commercial	-					
	Office (/ loft)	-					
	Hotel	-					
	Total Floor Area	**18,899**					
9	NA – Buried Aqueduct						
10	Residential	-				1	5
	Commercial	3,717					
	Office (/ loft)	22,950					
	Hotel	-					
	Total Floor Area	**26,667**					
11	NA – Federal Park						
12	NA – Municipal Park						
13	NA – LRT Strata (connectivity)						

Population Endnote:
Apartment = 1.8 people per dwelling unit
Townhouse = 2.7 people per dwelling unit

Table 3. Proposed road network

MCP Road Network	Draft Plan Road Network	Draft Plan ROW Width	Municipal Services

Flats District local street – A/B (F1): 18m Flats District local lane – B (F4): 10m	Public Road 1	18m	Water, sanitary, stormwater
Flats District local lane – B (F4): 10m	Public Road 2	18m	Water, sanitary, stormwater
Vimy Place extension (VP)	Public Road 3	21m	Water, sanitary, stormwater
Albert District local street – A/B (A2): 18m	Public Road 4	18m	Water, sanitary, stormwater

Endnotes:
- MCP lanes and mid-block connections will be considered and realized as part of future block development.

It is noted that Public Road 2 is not required to support the subdivision from a transportation perspective, and that it has been shown as a public ROW solely for infrastructure purposes, as it represents the entry for the servicing spine through the Flats District, Given this purpose, the NCC is open to exploring alternative means for accommodating the required public infrastructure in Public Road 2, such as converting that segment to private land serving pedestrian connectivity and being subject to an easement for the public infrastructure.

3.2 Public Consultation Strategy

It is our understanding that the MCP is built on input from the public sought during two public consultations in 2019, which attracted more than 4,000 participants. Early in the process, the NCC asked for feedback to develop the project's guiding principles, which form the foundation for how the NCC approaches everything from planning to implementation — balancing social, environmental, and economic returns. Insights and perspectives from the public are reflected throughout the MCP and have been critical in ensuring that the NCC establishes both a visionary and feasible plan.

The NCC has a dedicated Building LeBreton website in English and French that presents information about the history of the area, makes available the LeBreton Flats MCP, and provides descriptions and updates on related projects including development applications, public realm projects, and upcoming development phases. There is an active Public Advisory Committee (PAC) as part of the broader engagement approach for the Building LeBreton project.

There are 17 members who represent a cross-section of local community, industry, and a range of expertise to ensure that the NCC creates a community at LeBreton Flats that implements the values and goals of the MCP. The PAC will help ensure that social, environmental, and economic benefits are achieved throughout the project in a way that reflects community needs and aspirations.

For the plan of subdivision application, the NCC has met with both the Dalhousie Community Association and Somerset Ward Councillor Ariel Troster in advance of submission and will continue to work with the Councillor's office during the application review process. The NCC will follow any City of Ottawa public consultation requirements and complement that approach with a public event (in-person and/or virtual) during the application's public circulation period.

The NCC will use the Building LeBreton website and social media channels (Facebook, Instagram, and/or LinkedIn) to provide outreach and updates on the application as well as communicate opportunities to engage in the subdivision application. In addition, the NCC has a dedicated Building LeBreton email newsletter, which will be used to send updates and advise of public engagement opportunities for the application. The NCC will continue to have meaningful public engagement on this plan of subdivision application and the overall Building LeBreton project.

4 Policy Review and Justification

The following section contains a review of the regulatory framework that applies to the proposed plan of subdivision, including rationale demonstrating the appropriateness of the proposal. The review covers the *Planning Act*, Provincial Planning Statement 2024, Ottawa Official Plan 2022, West Downtown Core Secondary Plan, and Ottawa Zoning By-laws 2008-250 (“Former ZBL”) and 2026-50 (“New ZBL”).

4.1 Ontario Planning Act

The *Planning Act* provides the regulatory framework for land use planning in Ontario. Section 51(24) of the Act lists matters that regard shall be had for in the consideration of a draft plan subdivision, with the below table providing a summary of how the proposal meets the criteria.

Table 4. Section 51(24) of the *Planning Act*

Section 51(24) matters regard shall be had for in considering a draft plan of subdivision	Rationale
(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;	The subdivision has regard for matters of provincial interest noted in Section 2 of the *Planning Act* and is consistent with the Provincial Planning Statement as discussed in Section 4.2 of this report.
(b) whether the proposed subdivision is premature or in the public interest;	The proposed development is timely, appropriate, and in the public interest. The site is located within the City’s Downtown Core and will complement existing land uses and make efficient use of established infrastructure.
(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;	The proposed development conforms to the City’s Official Plan as discussed in Section 4.3 of this report.
(d) the suitability of the land for the purposes for which it is to be subdivided;	Based on studies and reports prepared by a range of disciplines the site is suitable to support the conceptual land uses and proposed network of roads and infrastructure.
(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;	The NCC, through the Master Concept Plan, has committed to the allocation of up to 25% of housing units as affordable, and further details on this will be determined as part of future block developments.
(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;	Proposed new public roads are shown on the Draft Plan, and the proposal is supported by a Transportation Impact Assessment.

(f) the dimensions and shapes of the proposed lots;	Dimensions and layout of all proposed blocks are shown on the Draft Plan and are of logical shape and layout.
(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;	Established easements have been identified on the Draft Plan; no other restrictions are proposed.
(h) conservation of natural resources and flood control;	The proposal represents redevelopment of a former brownfield site with no impacts to natural resources as detailed in the EIS submitted with the application. The lands are not identified as being within a floodplain.
(i) the adequacy of utilities and municipal services;	The adequacy of services report (functional servicing) submitted with the application demonstrates the site and conceptual development can be adequately serviced.
(j) the adequacy of school sites;	NCC is having ongoing discussions with schoolboard(s) on the necessity of providing an onsite school. The subdivision includes blocks capable of accommodating a school as part of a mixed use development.
(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;	A park block is proposed to be conveyed to the City.
(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use, and conservation of energy; and	The application includes a community energy plan which addresses options for energy on the site.
(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).	The proposed subdivision will serve to implement the vision of the NCC's MCP, which will result in the creation of blocks where development can be approved through future site plan control processes.

4.2 Provincial Planning Statement 2024

The Provincial Planning Statement 2024 (the "PPS") provides policy direction on planning matters for the Province of Ontario. This direction seeks to meet the needs of a fast-growing province while enhancing the quality of life for all Ontarians. Decisions affecting planning matters shall be consistent with the policies of the PPS.

The below review demonstrates that the proposed residential development is consistent with the applicable policy statements of the PPS.

CHAPTER 2: Building Homes, Sustaining Strong and Competitive Communities

Policy 2.1.6 of the PPS states, in part, that planning authorities should support the achievement of complete communities by: accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses; improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

The Draft Plan will facilitate conditions for intensification that will enhance the vitality of a designated Mainstreet and Minor Corridor, will expand housing supply on a former brownfield site, and will support multi-modal connectivity to and throughout the site. The Draft Plan will help to advance the vision of the MCP, which focuses on creating a strong public realm that celebrates unique site features such as the two aqueducts and the proposed federal and municipal parks.

Policy 2.2.1 of the PPS sets out the criteria whereby an appropriate range and mix of housing options and densities to meet projected needs of current and future residents shall be provided. In short, these include: establishing and implementing minimum targets for the provision of housing that is low to moderate income households; all types of residential intensification; promoting densities for new housing which efficiently uses land, resources, infrastructure and public service facilities and support the use of active transportation; and, requiring transit-supportive development and prioritizing intensification.

Policy 2.3.1.2 of the PPS states, in part, that land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; support transit and active transportation; and, optimize existing and planned infrastructure and public service facilities.

Policy 2.4.1 states that planning authorities are encouraged to identify and focus growth and development in strategic growth areas, which includes major transit station areas, existing and emerging downtowns, and other areas, including brownfields, where growth and redevelopment will be focused.

Policy 2.4.2.3 of the PPS states, in part, that planning authorities are encouraged to promote development and intensification within major transit station areas by planning for land uses and built form that supports the achievement of minimum density targets.

Policy 2.4.2.6 of the PPS states, in part, that major transit station areas should be planned and designed to be transit supportive and to achieve multi-modal access.

The proposal demonstrates and will help to facilitate the following:

- efficient use of an underutilized and well-connected downtown site that will integrate with existing and planned infrastructure;
- conceptual density appropriate for achieving PPS and OP minimum density requirements and objectives for strategic growth areas;
- conceptual range of land uses for supporting a strong and healthy community; and,
- intention to have future development achieve an affordable housing target of 25% of units.

Policy 2.9 of the PPS notes that planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that: support the achievement of compact, transit-supportive, and complete communities; incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities; support energy conservation and efficiency; promote green infrastructure, low

impact development, and active transportation, protect the environment and improve air quality; and, take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

The Draft Plan will advance the vision of the MCP by establishing, among other things, a road network, block layout, and parks and open space. These community building features will set the groundwork for future development, that together, will support energy efficiency through compact urban form, mixed-use intensification, multi-modal connectivity, low-impact development, interconnected open space and landscaping, and a plan for district energy.

CHAPTER 3: Infrastructure and Facilities

Policy 3.1.1 of the PPS states that infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.

Policy 3.1.4 of the PPS states that public service facilities should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.

Policy 3.1.5 of the PPS states that planning authorities, in collaboration with school boards, should consider and encourage innovative approaches in the design of schools and associated child care facilities, such as schools integrated in high-rise developments, in strategic growth areas, and other areas with a compact built form.

The proposal demonstrates and will help to facilitate the efficient use of an underutilized and well-connected downtown site that will integrate with and support existing and planned infrastructure. The Draft Plan and conceptual development of the site seek to support the creation of a complete urban community consisting of well-connected and purposeful land uses and functions.

Policy 3.2.2 of the PPS states efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

The MCP and Draft Plan propose an integrated approach to designing the public-realm including streets that are safe, energy efficient, and that facilitate the movement of people and goods. Proposed streets are intended to provide access to individual development blocks and will balance the needs of all road users while prioritizing pedestrian and cycling safety and comfort. The MCP and Draft Plan proposes a land use pattern, density and mix of uses that will support current and future use of public transit and active transportation infrastructure.

While a TDM strategy will be established for each individual development application at the time of development approval, the MCP and Draft Plan have proposed numerous TDM-supportive measures. This involves a focus on transit due to the proximity to the Confederation Line and Trillium Line, and includes minimal surface parking and the potential for on-site amenities to reduce unnecessary vehicular trips. The Transportation Impact Assessment (the “TIA”) prepared in support of the proposal also



identifies numerous TDM-supportive measures that can be undertaken as a whole for the site, such as travel surveys at various intervals of development, parking-related strategies related to parking supply and parking cost, and measures for each individual development as part of the procurement process.

Policy 3.3.1 of the PPS states planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.

Policy 3.3.3 of the PPS states, in part, new development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.

Policy 3.3.5 of the PPS states, the co-location of linear infrastructure should be promoted, where appropriate.

The MCP and Draft Plan were designed, in part, around site features such as the infrastructure passing through it. The proposal harnesses opportunities to optimize this infrastructure while protecting for its continued use and its compatibility with future site development.

Policy 3.6.1 of the PPS states, in part, that planning for sewage and water services shall accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services.

Policy 3.6.8 of the PPS states, in part, that planning for stormwater management shall be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle.

The functional servicing study demonstrates that the site can be adequately serviced.

Policy 3.9 of the PPS states, in part, that healthy, active and inclusive communities should be promoted by: planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity; and, planning and providing for the needs of persons of all ages and abilities in the distribution of a full range 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.

The Draft Plan proposes an integrated approach to designing the public realm, including streets, public open spaces, trails and linkages and parklands. The intended build-out of the subdivision will be based on design principles that among other things, will prioritize pedestrian safety and connectivity, and create formal and informal spaces for social interaction. The Draft Plan draws on the MCP's Park District and provides two main park spaces, one which will be owned and maintained by the NCC (the “federal park”) and the other which will be dedicated to the City of Ottawa (the “municipal park”). The intent is for these

abutting park spaces to be well-connected with the remainder of the site and surrounding areas, and that they will be designed as placemaking spaces welcoming of all users.

CHAPTER 4: Wise Use and Management of Resources

Policy 4.1.1 of the PPS states that natural features and areas shall be protected for the long term.

Policy 4.1.2 of the PPS states that the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

Stantec completed an Environmental Impact Statement (EIS) for the site to assess for the presence of natural heritage features, species at risk (SAR) and/or their habitat, and to provide recommendations on measures to mitigate impacts of the site development on observed natural heritage features.

In total 12 Species of Conservation Concern (SOCC) were assessed as having a medium or high likelihood of occurrence within the Study Area. Recommended mitigation measures include the following:

- Include nectar producing plants in the restoration seed mix(es) to provide habitat for monarch.
- Avoid pesticide use in the Study Area and reduce application as much as possible.
- Schedule vegetation removal and construction activities to occur outside the migratory bird breeding season (i.e., schedule vegetation clearing and construction activities between April 1 and August 31 (ECCC 2023c) when possible).
- Schedule tree removal/trimming and construction activities within or adjacent to potential roosting habitat may destroy or disturb summer/maternity roosting habitat for bats (i.e., trees ≥10 cm DBH, buildings) outside of the summer/maternity roosting season (i.e., scheduled between October 2 and March 31).

Policy 4.6 of the PPS states, in part, that the significant built heritage resources and significant cultural heritage landscapes shall be conserved.

The Ottawa Waterworks Complex (which includes both aqueducts) is protected by heritage designation under the *Ontario Heritage Act* and will be celebrated, in partnership with the City, through preservation and enhancement. The vision for this system is an urban promenade with space for patios, public seating, art, landscaping, and other pedestrian-oriented programming.

CHAPTER 5: Protecting Public Health and Safety

Policy 5.1 of the PPS states that development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.

Policy 5.2 of the PPS (Human-Made Hazards) states that sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.

A Phase One Environmental Site Assessment (ESA) prepared by Stantec identified 20 Areas of Potential Environmental Concern (APECs). A Phase Two ESA would be required to assess those issues before a Record of Site Condition (RSC) could be submitted for the Phase One ESA Property.

Policy 6.2.1 of the PPS states, in part, that a coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards.

The NCC and the City of Ottawa maintain a robust and collaborative relationship in the creation and delivery of the LeBreton Flats project. Together, the two organizations delivered the approved MCP and the West Downtown Core Secondary Plan. Furthermore, despite having federal authority, the NCC is following the City of Ottawa's municipal approvals process to develop the land.

It is our opinion that the proposed draft plan of subdivision is consistent with the relevant policies of the Provincial Planning Statement 2024. Consistency with the PPS will be re-addressed at the time of future block development.

4.3 Official Plan

The City of Ottawa's Official Plan (the "OP") is a statutory planning document, adopted under the authority of the *Planning Act*. Municipal Official Plans are required to contain goals, objectives, and policies in order to manage and direct physical change and the effects on the social, economic, built, and natural environments. Ottawa's OP was adopted in 2022 and contains the City's goals, objectives, and policies to guide growth and manage physical change to 2046.

Ottawa's growth has largely been shaped by its role as Canada's capital. Through the work of the NCC and its predecessors, Ottawa is known as the home to many of Canada's national symbols, some of which are adjacent to and within view of the subject area. As the owner and manager of a vast amount of notable land across the City of Ottawa, the NCC plays an important role in supporting the goals, objectives, and policies of the Official Plan.

The subsections to follow demonstrate how the proposed plan of subdivision conforms to the City's OP.

4.3.1 SECTION 2 - STRATEGIC DIRECTIONS

Section 2 of the OP contains strategic directions to guide the implementation of the OP. Ottawa is a city expected to grow by 402,000 people from 2018 to 2046. This growth presents significant challenges in terms of how to provide choice in housing types and prices, how to reduce greenhouse gas emissions and how to design a transportation system that will move people efficiently and sustainably. It also

presents incredible opportunities to shape Ottawa in a way that promotes healthy, vibrant, and walkable 15-minute neighbourhoods.

Subsection 2.2 of the OP contains cross-cutting issues that are embedded throughout the document. Although most of these issues and their related policy intents are relevant to the long-term redevelopment of LeBreton Flats, only a limited number of them will be relevant to the proposed plan of subdivision, and the policy intent of those are listed below.

Intensification and Diversifying Housing Options

- Relevant policy intents: Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods; Provide housing options for larger households; Improve public amenities and services.

Economic Development

- Relevant policy intents: Enhance Ottawa's high quality of life to attract a skilled workforce and businesses; Direct major employment to Hubs, Corridors and Special Districts; Integrate economic activities with residential and other land uses.

Energy and Climate Change

- Relevant policy intents: Plan a compact and connected city; Apply sustainable and resilient site and building design as part of development; Prioritize a shift to energy efficient transportation modes; Enable the use of local renewable energy sources; Reduce the urban heat island effect and help protect the vulnerable from extreme heat; Build resilience to future flood risks and increased stormwater runoff; Protect, and enhance tree canopy and protect wetlands and other natural areas and use nature-based solutions.

Healthy and Inclusive Communities

- Relevant policy intents: Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities; Build accessible, inclusive communities, and design for all ages, including children and older adults; Promote health through sustainability; Advance human health through decision-making on the built environment.

Culture

- Relevant policy intents: Create spaces and places for culture to live, grow and innovate.

4.3.2 SECTION 5 - TRANSECTS

Section 5 of the OP sets out six concentric policy areas called transects and the site is within the Downtown Core Transect. The Downtown Core is the historic, geographical, physical, cultural, symbolic and employment hub of the National Capital Region.

Subsection 5.1.1 contains policies that seek to maintain and enhance an urban pattern of built form, site design and mix of uses. Most of these policies relate to development on a detailed level and would be reflected in a block development scenario as opposed to a subdivision consisting entirely of blocks. Nonetheless, there are elements of the proposed subdivision that address relevant policies, as detailed below.

2) The Downtown Core shall continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where:

a) Hubs and a dense network of Corridors provide a full range of services;

b) A high concentration of employment is maintained and increased;

c) Existing and new cultural assets are supported, including those that support music and nightlife; and

d) Residential densities are sufficient to support the full range of services

The Draft Plan is planned for a dense mix of land uses providing for a full range of services. The vision is to create a new urban community that fits and works well within its surrounding context, and includes a mix of residential, employment, commercial, institutional, and open space land uses. Conceptual densities are in keeping with Table 3a of the OP and this is discussed in further detail below in the review of OP Subsection 5.1.5. The Draft Plan contemplates a total non-residential floor area of 150,256 m^2 for commercial, office, hotel, and event centre land uses, which will ensure a high concentration of jobs is capable of being provided throughout the site to complement other uses, which collectively, will contribute to the vitality of the Downtown Core.

4) The public realm in the Downtown Core should be of a consistently high quality that compensates for the smaller public, private and semi-private spaces available in the core.

As discussed in the MCP and Subsection 2.4 of this report, the Draft Plan will create conditions for an integrated approach to designing the public realm, including streets, public open spaces, pathways, and parklands. The MCP prioritizes pedestrian safety and connectivity and envisions formal and informal spaces for social interaction. The Draft Plan will support the park and open space vision of the MCP, which identifies three key open spaces forming the Park District. The Park District is intended to remove barriers to those with disabilities and to create spaces welcoming to the larger neighbourhood including people from a range of socioeconomic backgrounds.

5) To offset its inherently dense built environment and the high proportion of built-up and hardscaped land, particular measures to ensure climate resilience in the Downtown Core Transect should consider the following attributes in the review of a development application:

b) Shaded sidewalks, streets, transit stops, bike lanes and paths to support active mobility and transit during extreme heat through using trees or structures for transit stops;

c) High-quality and intensive urban greenspace, such as parks, shaded public realm and access to cooling amenities to provide relief from the heat, especially for those without air conditioning;

d) On-site stormwater management to mitigate increased imperviousness; and

e) Alignment with other climate adaptation policies and procedures identified in this Plan.

The Draft Plan has consideration for climate resilience, which is a central theme behind the design of the MCP. The Draft Plan includes an abundance of land intended for parkland and open space, with intent for it to work with the existing landscape to enhance features like the aqueducts and pathway networks through the site. Street trees and softscape will help to soften the landscape and provide relief from heat, whereas measures relating to stormwater management and public realm design will be detailed further through future block development, with guidance provided by the MCP and applicable regulatory documents and guidelines.

Subsection 5.1.2 relates to the prioritization of walking, cycling and transit within, and to and from, the Downtown Core, and contains the below reviewed policy relevant to the proposed Draft Plan.

2) The transportation network for the Downtown Core shall prioritize walking and cycling for short trips, and cycling and transit for longer trips, such that convenience and safety for pedestrians, cyclists and transit users shall take priority over private motor vehicle access and movement in the Downtown Core.

The Draft Plan includes a robust public road network that serves as the backbone of the pedestrian network throughout the site. The layout of the Draft Plan's road network will ensure the multi-modal connectivity objectives of the MCP and OP can be achieved, with opportunity for enhancement through potential mid-block connections to be explored as part of future block development.

Subsection 5.1.3 specifies that the location of the tallest buildings and greatest densities shall be located in the Downtown Core Transect.

1) High-rise buildings and High-rise 41+ may be permitted in the Downtown Core Hubs […].

In accordance with policy, the conceptual density and heights supporting the Draft Plan are based on primarily high rise buildings (16 total). Of the high-rise buildings contemplated, two include heights greater than 41 storeys (43 storeys for both), and are located on Draft Plan Blocks 1 and 2 south of the Confederation Line.

4.3.3 SECTION 6 - URBAN DESIGNATIONS

Section 6 of the OP designates the site Hub, with Albert Street identified as a Mainstreet Corridor and Booth Street and Wellington Street identified as Minor Corridors. The proposed parkland and open space area of the site generally aligns with the Greenspace designation of Schedule B1.



Figure 23. Excerpt of OP Schedule B1 – Downtown Core Transect (City of Ottawa, 2022)

4.3.3.1 Hubs

Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. 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. Hubs are also intended as major employment centres, and are identified as Protected Major Transit Station Areas (PMTSAs) for the purposes of the Provincial Planning Statement.

Subsection 6.1.1 contains policies on the intent for Hubs, and states that hubs are defined areas that may include lands adjacent to, or within a short walking distance of an identified rapid transit station or major frequent street transit stop. Hubs generally include lands up to 600 metre radius or 800 metres walking distance, whichever is greatest, from an existing or planned rapid transit station or major frequent street transit stop. Furthermore, the policies go on to state that the highest density shall be directed close to the transit station or stop so that it is the most accessible means of mobility to the greatest number of people.

Further, this subsection states that the strategic purpose of Hubs is to focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops. Hubs are also to include integration to existing neighbourhoods and establish an equitable community where all levels of income are able to benefit from daily needs without owning a private automobile.

The site is flanked by two LRT stations and is surrounded by a road and pedestrian network supportive of multi-modal transportation and connectivity. All Draft Plan blocks are within a 400m radius of the flanking LRT stations, and are therefore appropriate locations for supporting the conceptual densities planned for the site.

4.3.3.2 Protected Major Transit Station Areas

Subsection 6.1.2 contains policies for Protected Major Transit Station Areas (PMTSAs), with Schedule C1 identifying PMTSA locations and boundaries. Table 3a sets out the minimum density of people and jobs for PMTSAs per gross hectare that shall be implemented through the Zoning By-law in an effort to increase the future density of development around transit. Permitted uses within 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.

Table 5. Excerpt of Official Plan Table 3a

Table 3a (Hub Designation)	Minimum Area-wide Density Requirement, People and Jobs per Gross Hectare	Minimum Residential Density Requirement for Intensification, Dwellings per Net Hectare	Minimum Proportion of Large-household Dwellings within Intensification
Downtown	500	350	Minimum: 5 per cent Target: 10 per cent

As identified in Subsection 3.3.1 of this report and in Table 6 below, the Draft Plan demonstrates a conceptual density of 426 residential dwellings per net hectare, which is appropriately above the minimum requirement of the Downtown Hub designation.

Table 6. Conceptual residential density per net hectare

Total Dwellings (Apartments & Townhouses	Area of the Developable Blocks in the Draft Plan	Density (dwellings per net hectare)
4,608	10.7957 ha	426

Although the entire Draft Plan area is 21.773 ha, it is noted that the area of developable blocks in the Draft Plan excludes Block 9 (buried aqueduct), Block 11 (federal park), Block 12 (municipal park), and Block 13 (LRT strata).

4.3.3.3 Corridor

Subsection 6.2 of the Official Plan provides policies related to Corridor designations, which include Mainstreet Corridors and Minor Corridors. These designations apply to a band of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods.

Subsection 6.2.1 contains policies that state 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 stepbacks where appropriate. Furthermore, 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.

The Draft Plan seeks to facilitate intensification through transit-oriented development, which will help to support City projects such as the Albert Street infrastructure and transit works. Future proposed zoning as part of block development will serve to implement regulations appropriate to achieving the intent for this designation.

Policy 2 of Subsection 6.2.2 states that development shall support 15-minute neighbourhoods by proposing a mix of uses that are easily accessible through a connected street grid that supports and encourages active transportation.

The proposed Draft Plan includes a highly connected grid-like street network that protects for active transportation, enhances the unique heritage features and attributes of the area, and promotes conditions for a compact mixed-use community where the highest density development and tallest buildings are proximate to the adjacent LRT stations and arterial roads.

4.3.3.4 Greenspace Designation

Section 7 of the OP relates to the Greenspace designation, and the policies in this section outline the City's intent to protect its Greenspaces and their various functions. Access to public greenspaces will be preserved and enhanced where possible, especially in the urban area. In some cases, however, access to certain types of greenspaces may be restricted due to concerns for public safety or environmental sensitivity.

Schedule B1 identifies a large portion of the site as being designated Greenspace, whereas Schedule C12 shows a large portion of the site as subject to an Open Space subdesignation.

Policy 4 of Subsection 7.1 states that public access and connections to Greenspaces shall be facilitated and enhanced wherever possible, through the following mechanisms:

a) Secondary, community design, master plans and area-specific policies shall refine priorities for the securement of land for specific greenspace purposes;

b) Acquisition, conveyance or dedication of new Greenspaces through the development review process;

c) Pursuing opportunities for public access and enhancing urban forest canopy cover, where appropriate, in the design of transportation corridors, infrastructure and other municipal facilities as directed in other sections of the Official Plan and capital budget processes;

d) Permitted activities, for example ancillary uses, as directed by policies in other sections of this Plan;

Policy 5 of Subsection 7.1 states that to promote tourism and to provide convenient, inclusive access to large areas of public greenspace, the City shall support the improvement of public Greenspace Destinations in proximity to the Bayview rapid transit station.

Policy 7 of Subsection 7.1 states that Open Spaces provide many of the benefits associated with other Greenspaces but are not intended primarily for recreation or natural heritage protection purposes and are not suitable for dedication as Parks.

The Draft Plan draws on the MCP's Park District and provides two main park spaces, one which will be owned and maintained by the NCC and the other which will be dedicated to the City of Ottawa. The intent is for these abutting park spaces to be well-connected with the remainder of the site and surrounding areas, and that they will be designed as placemaking spaces welcoming of all users. This intent aligns with the policy direction of the West Downtown Core Secondary Plan, which identifies parks and open space on Schedule J.

The MCP Park District is largely located in what was previously part of the Ottawa River, and the ground here has been built up with landfill and construction debris over the past century, creating conditions unfavourable for buildings.

The MCP Capital Park (described herein as the federal park) is envisioned as a large, programmable space that enables a wide range of events and uses. The Active Park (described herein as the municipal park) is focused on active recreation, and ties LeBreton Flats to the city’s trail and river systems. These two major parks are supported by the MCP Urban Playground, which provides local open space in the centre of the plan area.

The large MCP Park District contemplated in the Draft Plan is intended to be supported by a network of smaller open spaces that offer more intimate space for recreation, relaxation, and interaction within the community, and would be considered as part of future block development.

Policy 7.2 states that the City shall collaborate with the Algonquin Anishinabe Host Nation, the urban Indigenous community and the National Capital Commission on respectful inclusion and representation of Algonquin Anishinabe Host Nation, First Nations, Inuit and Métis people’s culture and heritage in urban greenspace. This will include the identification and development of a safe and secure outdoor space(s) for Indigenous ceremony in Ottawa.

The NCC has maintained a dialogue with the Algonquin Nation regarding the redevelopment of LeBreton Flats since 2016. Representatives on behalf of 11 communities of the Algonquin Nation located in Ontario and Quebec, including the Algonquins of Pikwakanagan First Nation and Kitigan Zibi Anishinabeg,

participate in a working group with the NCC regarding the Building LeBreton project, which aims to create opportunities for benefits and partnership with the Algonquin Nation. Initial development phase offerings through the Building LeBreton project have included requirements for Algonquin Benefits Plans, including set-asides for Algonquin businesses and workers, and Indigenous/Algonquin cultural awareness training. The NCC continues to meet regularly with the Algonquin Nation representatives to consult on potential benefits and explore partnership opportunities.

4.3.4 SECTION 4 - CITY-WIDE POLICIES

Mobility

Subsection 4.1 of the Official Plan provides direction on the development or redevelopment of transportation infrastructure with the intent of providing multimodal facilities for all users while prioritizing safety and comfort for active mobility.

Policy 5 of Subsection 4.1.1 states that new subdivision development shall connect to existing pedestrian, cycling, transit and street networks and provide for the potential future extension of these networks up to abutting property boundaries.

Subsection 4.1.2 seeks to promote healthy 15-minute neighbourhoods, and contains the following policies:

2) Provide safe and convenient pedestrian routes and facilities in Hubs and Corridors and, within the following distances from transit:

a) 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations

6) New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.

7) Provide safe and convenient cycling routes and facilities, as defined in the TMP and associated plans in Hubs and Corridors and within 1.9 kilometre radius or 2.5 kilometre cycling distance, whichever is greatest, to existing or planned rapid transit stations, frequent street transit stops and street transit stops on the Transit Priority network.

The entirety of the site is located within 600 metres of the Bayview and Pimisi LRT stations. The MCP proposes a dense network of sidewalks, pathways, and cycling facilities connecting the site to surrounding neighbourhoods and transit facilities along Albert Street, Booth Street, Wellington Street, and Kichi Zibi Mikan. The Draft Plan establishes the backbone of this network with its public road and block layout, with future block development offering opportunity to expand on it.

Large-scale Institutions and Facilities

Subsection 4.3 of the OP contains policies on large-scale institutions and facilities, and states that major sports facilities shall be within 400 metres walking distance of rapid transit or along a Mainstreet Corridor with frequent street transit. It also goes on to state that the design of large-scale institutions co-ordinate with the existing urban fabric.

The MCP identifies a strategic site on the north side of Albert Street between City Centre Avenue and Preston Street that could support a potential major event centre within the Albert District. This location prioritizes transportation demand management by enabling the dispersion of crowds to both O-Train stations, an existing arterial roadway (Albert Street), and the Aqueduct District. The Draft Plan is based on conceptual land uses and densities which, at this time, assume the lands noted above will be developed with an event centre and high-density mixed use.

Parks and Recreation Facility

Subsection 4.4 of the OP provides overarching planning policy for parks and open spaces.

Policy 1 of Subsection 4.4.1 identifies park priorities within Ottawa's growth areas, and states:

1) The City shall provide parks through the following three mechanisms:

a) As a condition of development, the City shall acquire land for parks or cash-in-lieu as directed by the Planning Act and the City's Parkland Dedication By-law or any successor By-law

Policy 2 of Subsection 4.4.1 states that all development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:

a) Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and

b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:

i) Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan

ii) Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable

iii) Be of a usable shape, topography and size that reflects its intended use

iv) Meet applicable provincial soil regulations, and

v) Meet the minimum standards for drainage, grading, and general condition.

It is understood that the design of the municipal park in LeBreton Flats will be the responsibility of the City of Ottawa. The NCC trusts this design process can be undertaken in a collaborative manner, responding to the existing conditions and constraints of the site, to ensure the municipal park's design will integrate well with the adjacent open spaces to be designed, delivered, and maintained by the NCC. This vast NCC contribution to the park and open space network in the City of Ottawa is a benefit to the local community that will be owned and maintained in perpetuity by the NCC and will therefore augment the recreational spaces and opportunities the City is able to provide. The goal is to create a comprehensive open space network without clearly identifiable jurisdictional boundaries to park users.

Table 7. Parkland / Open Space summary

Parkland / Open Space Feature	Area	Potential Recreation Facilities	Proposed Ownership Structure
Federal Park (Block 11)	68,397.6m^2	Large, open greenspace with elevated views and existing pathway connections. Sufficient for passive and active recreation.	NCC
Municipal Park (Block 12)	25,838.6m^2	Playgrounds, water play features, playing fields, sports courts, public washrooms and change areas.	City of Ottawa

Policy 1) c) of Subsection 4.4.3 relates to the provision of new parks in the Downtown Core, and states that the acquisition of large parks in the Downtown Core and Inner Urban area will be prioritized where opportunities arise, for example as part of the LeBreton development.

The NCC and the City of Ottawa have agreed that Block 12 (Municipal Park) will be transferred, owned, and maintained by the City. With an area covering approximately 2.5 hectares and accompanying potential recreational facilities, the proposed municipal park block addresses the above policy.

Cultural Heritage and Archaeology

Subsection 4.5 of the OP provides direction for the protection and conservation of cultural heritage resources such as built heritage resources such as listed and designated properties, cultural heritage landscapes, archaeological resources, artifacts, monuments, and other types of sites that are of cultural value to a community.

Subsection 4.5.1 contains policies on the conservation of properties, areas and landscapes of cultural heritage value, and states:

1) Identification and evaluation of properties and areas of potential cultural heritage value shall be consistent with provincial regulations and will include the consideration of design or physical value; historical or associative value; and contextual value.

Subsection 4.5.2 contains policies on the management of built and cultural heritage resources through the development process, and states:

3) Heritage designation is, in part, intended to ensure contextually appropriate development and is not intended to discourage intensification or limit housing choice. Elements of the built form, including height, scale and massing, of such development shall ensure that the defined cultural heritage value and attributes of the property or HCD will be conserved, while balancing the intensification objectives outlined throughout this Plan.

7) The City may permit the transfer of density potential from one site to another to facilitate the retention of built heritage resources in those areas which have an established floor space index (FSI) under the Zoning By-law, and will study options to transfer density on sites without specified FSI, subject to:

a) A concurrent, equivalent down-zoning and up-zoning of donor and recipient sites, respectively

b) Maintaining an appropriate relationship with respect to scale and architectural treatment between the heritage resource(s) and the new development and between the recipient site and its existing environs

8) To assist with the objective of conserving the city's cultural heritage, the Zoning By-law may provide appropriate development standards for properties containing, or adjacent to designated cultural heritage resources.

The Cultural Heritage Impact Statement (CHIS) prepared by Stantec is a culmination of extensive research and analysis of the existing structures, features, and landscape on the property. The report identifies heritage-related constraints and opportunities to inform the redevelopment approach as well as an overview of the conservation approach for the site and impacts of the proposed development on the existing aqueducts. Further discussion is provided in Section 6 of this report.

Urban Design

Subsection 4.6 of the OP provides policy direction on Urban Design, and notes that this theme has an important role in supporting key City objectives relating to such things as 15-minute neighbourhoods, the urban tree canopy, and climate change resiliency. Specifically, this subsection states that new development should be "*designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses*."

The MCP (refer to Subsections 2.3 and 2.4 of this report) and Draft Plan supports the establishment of LeBreton Flats as a complete community that meets the daily needs of residents and visitors. Further, they prioritize the natural environment and pedestrian connectivity and safety, which are critical components to supporting the creation of a 15-minute neighbourhood.

Schedule C7-A of the OP identifies the Draft Plan area as a Design Priority Area. Table 5 of Subsection 4.6 contains three tiers of Design Priority Areas, with the Draft Plan area falling under Tier 2 as land designated Hub and Corridor within the Downtown Core Transect.



The following is a review of Subsection 4.6 policies relevant to the proposed Draft Plan.

Policy 4.6.1.4: Design excellence shall be achieved in part through recognition and conservation of cultural heritage resources located throughout the City, including buildings, streetscapes and landscapes.

Two aqueduct waterways will anchor and frame the proposed Aqueduct District, creating a unique public realm that celebrates the historic Ottawa Waterworks Complex, which continues to play a crucial role in the city's infrastructure. The Ottawa Waterworks Complex is a key feature of this area, through its connection to the Ottawa River.

The Ottawa Waterworks Complex within the site is protected by heritage designation under the *Ontario Heritage Act*. In partnership with the City, both the northern and southern aqueducts will be preserved and enhanced to celebrate its heritage.

Policy 4.6.1.5: Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;

c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

In accordance with Policy 4.6.1.5 of the OP, the MCP recognises that outdoor public spaces should be designed for public enjoyment through both passive and active leisure facilities. Three key open spaces (Capital Park, Active Park, and Urban Playground) will provide comfort and enjoyment for the community. Street furniture is intended to be provided to define pedestrian-only space adjacent to buildings. Furthermore, street trees are to be planted, providing mitigation for extreme weather conditions.

Policy 4.6.2.1: The visual integrity and symbolic primacy of the Parliament Buildings and other national symbols, as seen from Confederation Boulevard, the main approach routes to the Parliamentary Precinct and from other key viewpoints and view sequences is protected. The area to which view protection applies can be extended through development or supplementary planning processes, to apply to lands where the City determines that height and foreground controls are necessary in accordance with the intent of Schedule C6A, Schedule C6B, Schedule C6C and the National Capital Commission's Canada's Capital Views Protection, or its successor document. The following applies within areas designated on Schedule C6A:

a) Development shall 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 Schedule C6A; and

b) No building, part of a building or building roof structure will exceed the angular building height limits that are defined by the perimeter above sea-level heights for each block on Schedule C6B.

Policy 4.6.2.2: Views of the Parliament Buildings shall be protected from two locations in the Beechwood National Cemetery: The Tommy Douglas Memorial and Poet's Hill, as identified on Schedule C6A. New buildings or structures should be located to complement or enhance the view of these national symbols and shall not visually block the foreground view or visually change the background silhouette of the Parliament Buildings when viewed from the identified locations. For each property in the viewshed, planning applications shall not be supported that would permit a proposed building to obstruct the view unless it is demonstrated that the view is already impacted and would not be further impacted by the proposal. This includes fences, signs and trees and other elements that could obstruct views.

Policy 4.6.2.3: Development which includes a high-rise building or a High-rise 41+ shall consider the impacts of the development on the skyline, by demonstrating:

a) That the proposed building contributes to a cohesive silhouette comprised a diversity of building heights and architectural expressions; and

b) The visual impact of the proposed development from key vantage points identified on Schedule C6A, where applicable, in order to assess impacts on national symbols.

Policy 4.6.2.4: Development abutting Scenic Routes, as identified on Schedule C13, shall contribute to conserving or creating a desirable context by such means as:

a) Protecting the opportunity to view natural and cultural heritage features;

b) Preserving and restoring landscaping, including but not limited to distinctive trees and vegetation along the right of way;

Policy 4.6.2.5: Where Scenic Routes are also identified as Scenic Capital Entry Routes on Schedule C13, development and capital projects should also:

a) Enhance the opportunity for views and vistas towards national symbols, cultural landscapes and other features of the Capital; and

b) Contribute to the image of Ottawa as the Capital city by providing landscape and aesthetic improvements, including buildings that enhance the urban character, where possible.

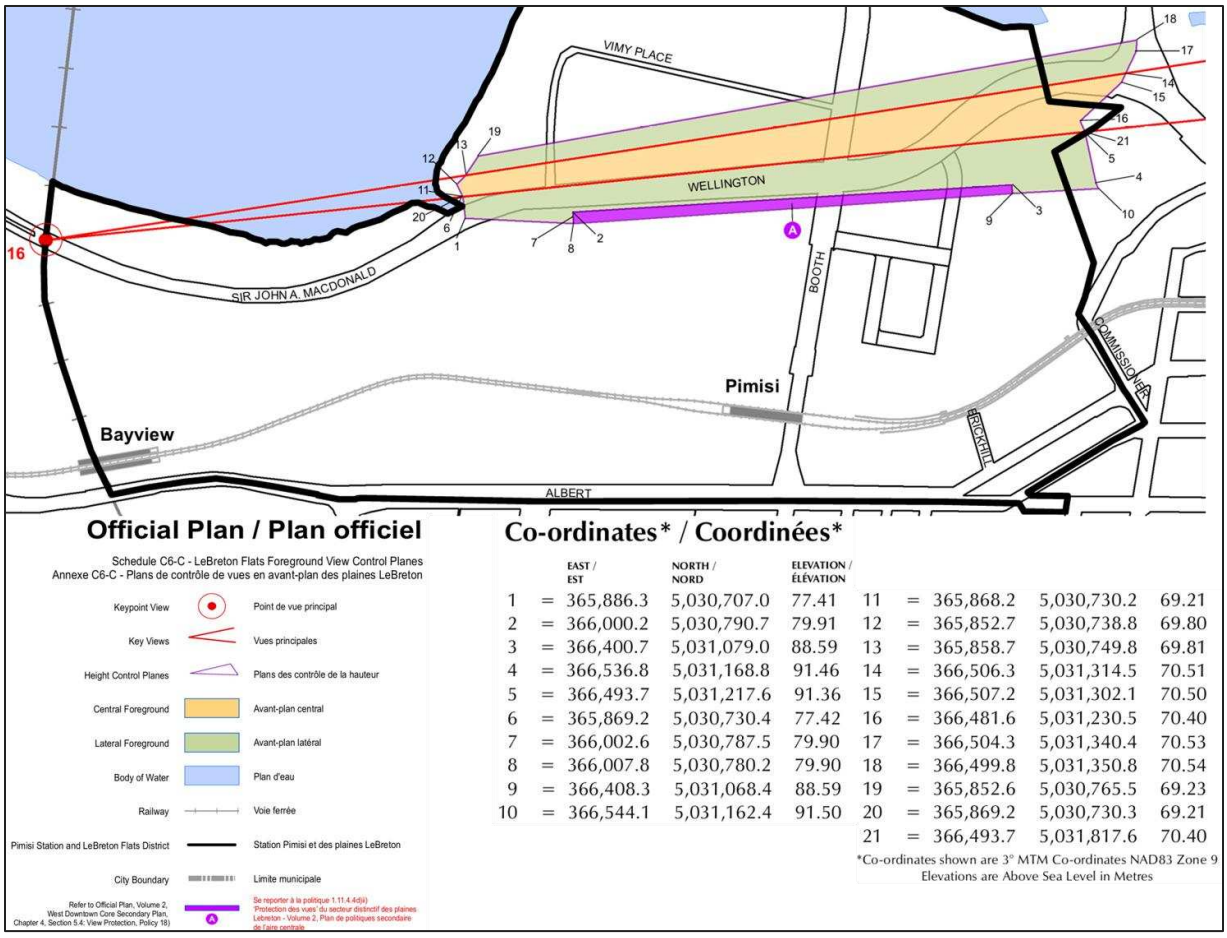

Figure 24. Excerpt of OP Schedule C6-C – LeBreton Flats Foreground View Control Planes (City of Ottawa, 2022)

In the West Downtown Core Secondary Plan Policy 18 of Chapter 4, Section 5.4 (view protection) states that in the area adjacent to the Lateral Foreground, as shown on Schedule C6-C: LeBreton Flats Foreground View Control Planes, no building, part of a building or building roof structure shall project into the Lateral Foreground View Control Planes.

Schedule C6-C shows a very minor impact on the site. No buildings are proposed as part of the Draft Plan application, and the conceptual buildout is reflective of the MCP and consists of building height permissions that generally align with the Secondary Plan. Furthermore, the building location, design and height will be reviewed as part of the future site plan applications for block development.

Policy 4.6.3.1: Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more

enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.

By following the vision of the MCP, the Draft Plan seeks to facilitate a community that is accessible and programmable regardless of the season. The public area is planned to accommodate street furniture, public art, trees, and landscaping, and enhance pedestrian safety through textured surface treatments and narrower street widths that encourage lower traffic speeds. The location and massing of proposed buildings will help create comfortable microclimates with pockets of shade and sun for the comfort of pedestrians and cyclists. The MCP prioritizes pedestrians, cyclists, and transit users through a robust active transportation network which the Draft Plan will help facilitate the backbone for through the proposed public road layout.

Policy 4.6.3.9: Opportunities will be explored to commemorate the culture, history and current interests of the Algonquin Anishinabe Host Nation, Urban First Nations, Inuit and Métis peoples through place-making, naming, wayfinding, monuments, interpretive features, public art, streetscaping, landscaping, signage, and programming.

It is our understanding that the MCP's Culture and Heritage Strategy calls for Algonquin culture and history to be incorporated into all elements of the project, as specified in Section 3.6.2 e) of the MCP: "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." This policy is already being put into practice through ongoing consultation with the Algonquin Nation regarding early public realm improvements the NCC has undertaken at LeBreton Flats. In addition, NCC signage installed in LeBreton Flats since 2021 has been trilingual, including the Algonquin language in addition to English and French.

Policy 4.6.4.2: The City shall assess opportunities to conserve energy, reduce peak demand and provide resilience to power disruptions as part of new development. Local integrated energy solutions that incorporate renewable energy such as district energy in high-thermal density areas, geothermal and waste heat energy capturing systems and energy storage are supported.

In accordance with Policy 4.6.4.2, the NCC intends to include a district energy system and other low-impact development practices as part of the detailed design stage of the application, following draft plan approval.

Drinking Water, Wastewater and Stormwater Infrastructure

Subsection 4.7 of the OP provides direction for the safe, economical, and sustainable provision of water, sanitary, and stormwater infrastructure. The following is a review of Subsection 4.7 policies relevant to the proposed Draft Plan.

4.7.1.1: To protect, improve or restore the quality and quantity of water in any receiving watercourse, development shall:

a) Conform to approved servicing plans including the Infrastructure Master Plan, the Strategic Asset Management Plan, the Wet Weather Infrastructure Master Plan, sub watershed studies or environmental management plans, approved master servicing studies and applicable local servicing studies; and

b) Not exceed the capacity of the existing infrastructure system.

Policy 4.7.1.6: As part of a complete application, all redevelopment applications will be required to:

a) Identify and mitigate the impacts of additional runoff resulting from increased imperviousness through measures such as site-specific stormwater management; and

b) Implement site, grading, building and servicing design measures to protect new development from urban flooding.

Policy 4.7.1.7: As part of a complete application, new applications for a plan of subdivision or condominium must demonstrate, to the satisfaction of the City and based on requirements identified in the Infrastructure Master Plan, that a legal and sufficient outlet can be established to support the proposed development.

Policy 4.7.1.16: A master servicing study and/or an environmental management plan shall be updated if:

a) There is a significant change in the conditions upon which the study is based;

b) There are proposed changes to planned infrastructure needed to service a subdivision that would have a significant impact on the infrastructure needs of another subdivision within the master servicing study and/or environmental management plan study area; or

c) The applicable Class Environmental Assessment approval has expired.

Policy 4.7.1.23: Applications for new development will demonstrate, to the City's satisfaction, that adequate services are available and can be allocated to support the proposal:

a) Where adequate services do not exist or cannot yet be provided to support a development, the City may use holding provisions in accordance with Zoning By-law to regulate the timing of development; and

b) Where adequate services or servicing capacity do not exist to support a proposed plan of subdivision, the City will not issue draft plan approval.

The functional servicing study submitted with the application confirms that adequate services can be provided to support the plan of subdivision.

Natural Heritage, Greenspace, and the Urban Forest

Subsection 4.8 of the OP provides direction on the protection of natural heritage features, green space, and urban trees. The following is a review of Subsection 4.8 policies relevant to the proposed Draft Plan.

Policy 4.8.1.3: The City recognizes the following natural heritage features, as defined in Ottawa's Environmental Impact Study Guidelines:

a) Significant wetlands

b) Habitat for endangered and threatened species

c) Significant woodlands

d) Significant valley lands

e) Significant wildlife habitat

f0 Areas of Natural and Scientific Interest

g) Urban Natural Features

h) Natural Environment Areas

i) Natural linkage features and corridors

j) Groundwater features

k) Surface water features, including fish habitat, and

l) Landform features.

The EIS prepared by Stantec assessed the presence of natural heritage features, SAR (species at risk), and/or their habitat, and provided recommendations on measures to mitigate impacts of site development on observed natural heritage features.

Based on the desktop review, preliminary habitat assessment within the Study Area using satellite imagery, and 2023 field survey results, a total of 13 SAR and 15 SOCC (species of conservation concern) were carried forward to the SAR and SOCC habitat assessment.

The following SAR were assessed as having a medium or high likelihood of occurrence, or were confirmed during the field surveys:

- Plant SAR: butternut (confirmed)
- Invertebrate SAR: monarch (confirmed)
- Fish SAR: Lake Sturgeon (Great Lakes - Upper St. Lawrence River population; high), American Eel (high)
- Bird SAR: chimney swift (confirmed), barn swallow (confirmed)

- Mammal SAR: eastern small-footed myotis (high), little brown myotis (high), northern myotis (medium), tri-colored bat (medium)

In total, 12 SOCC were assessed as having a medium or high likelihood of occurrence within the Study Area.

Policy 4.8.2.2: The City shall pursue an urban forest canopy cover target of 40 per cent with equity as a guiding principle, in part through the development of sub-targets based on evolving urban form, climate resiliency, and environmental factors.

Policy 4.8.2.3: Growth, development and intensification shall maintain the urban forest canopy and its ecosystem services, in accordance with Subsection 4.8.2, Policy 6) and the following:

a) Preserve and provide space for mature, healthy trees on private and public property, including the provision of adequate volumes of high-quality soil as recommended by a Landscape Architect;

The Draft Plan area will consist of private and municipal parkland and open space, which will make up 43% of the overall Draft Plan area. These spaces, in addition to street rights-of-way and private development blocks, where appropriate, will provide space for tree planting to contribute to the City-wide urban forest canopy cover target of 40%.

4.3.5 SECTION 10 - PROTECTION OF HEALTH AND SAFETY

Section 10 of the Official Plan provides policies for the protection of public health and safety. Subsection 10.1.6 contains policies on contaminated sites, and states that the City shall ensure that development only takes place on sites where the environmental conditions are suitable for the proposed use in accordance with provincial legislation and regulations. The following policies are relevant to the proposed Draft Plan.

Policy 10.1.6.3: When contamination is identified in a proposed development property, the contaminants are to be fully delineated and a remedial action plan and/or a risk assessment / risk management plan to address the contamination shall be submitted to the City. A building permit may be issued on a phased basis to allow for the implementation of the plans concurrent with the required demolition and earth work.

Policy 10.1.6.7: Where the City is deeded land for public highways, road widenings, parks, stormwater management, easements or for any other purposes, the City may require, as a condition of transfer, verification to the satisfaction of the City that the proposed land is suitable for the proposed use in accordance with provincial legislation and regulations. This may also include filing a Record of Site Condition by the property owner prior to transfer of ownership to the City.

As identified in the Phase One ESA, APECs were identified associated with the Phase One Property based on review of the city directories, aerial photographs, and other historical records, a Phase Two ESA is required before an RSC can be submitted. Prior to filing an RSC, the maximum soil and ground water concentrations of contaminants of concern must either meet the applicable MECP generic

standards, or alternatively, property specific standards generated specifically for the Phase One Property. An RSC cannot be filed based solely on the findings of this Phase One ESA.

Subsection 10.2.1 contains policies on environmental noise control and states that the goal of environmental noise control is to provide guidance between land uses that are noise sensitive and land uses that are sources of noise such as roads, railways, employment areas and equipment for building facilities.

As identified in the supporting Transportation Noise and Vibration Assessment, estimated vibration levels at the foundation nearest to the OC Transpo LRT Confederation Line are expected to be 0.089 mm/s RMS (71 dBV), based on the FTA protocol and an offset distance of 9m to the nearest block line.

At the time of future block development, detailed noise assessments will be performed for each block to determine site specific noise mitigation and appropriate warning clauses. These studies would also include review of the proposed mechanical systems for each building to ensure stationary sound level limits can be satisfied.

4.3.6 VOLUME 2A - WEST DOWNTOWN CORE SECONDARY PLAN

The site is located within the West Downtown Core Secondary Plan (the “SP”) area, and more specifically, within the Pimisi Station and LeBreton Flats District (the “district”), as shown in Schedule A – District Plan of the SP. Chapter 4 of the SP is specific to the district, and all references to the SP will relate to that chapter.

Section 3 of the SP notes that the vision for the district is to enhance LeBreton Flats as a key destination in Ottawa’s downtown. The MCP follows this vision as a revitalized district that offers a variety of housing options, employment opportunities, retail spaces, and active and passive recreational spaces to meet the needs of residents and visitors to the area. The design vision is for creating distinct neighborhoods with animated streets, functional landscaping, vibrant pedestrian spaces, and purposeful greenspace and parkland.

Common themes within the SP include:

- information statements to guide macro and micro level development decisions;
- reference to the NCC MCP;
- requirement for coordination between the NCC, the City of Ottawa, and development partners; and,
- detailed design direction to be addressed as part of future block development.

The subdivision application remains a land division exercise to establish the appropriate lot fabric and road layout based on how the NCC will sell or lease their land for future development. Detailed block design, including site layout, building massing and orientation, and mid-block connections, will be

proposed and reviewed at the time of future block development. Accordingly, the majority of the SP policies have limited to no relevance to this specific application, which itself, is the next logical step for advancing the vision of the NCC's MCP. Recognizing this, policies reviewed in this section of the report are those specific to the subdivision process. The review demonstrates the plan of subdivision conforms to the applicable policies of the SP.

Section 3 of the SP sets out the planning principles for the district, as reviewed in the below table.

Table 8. Section 3: Vision and Planning Principles

Planning Principles	Assessment
a) To develop the area as a western extension of the downtown core, with a diverse range of uses and activities, where people can live, work, socialize and play.	The Draft Plan will establish the conditions necessary to realize the MCP through future block development. The subdivision is intended to support a diverse range of uses and activities.
b) To increase the international profile and visibility of Ottawa through high-quality urban design, architecture, and public realm.	The Draft Plan is the next necessary step to further the vision of the MCP, which is founded on principles of high-quality urban design, architecture, and public realm. The role of the Draft Plan, in part, is to create the spaces and means of accessing them where these principles can then be realized through future block development.
c) To promote compact development throughout the planning area and to locate higher density development and taller buildings in proximity to O-Train stations.	The Draft Plan will create conditions for the introduction of transit-supportive heights and densities within a compact built form.
d) To provide a range of housing choices.	The MCP and conceptual development supporting the Draft Plan contemplate a range of housing options and complementary land uses. The NCC has committed to the allocation of up to 25% of housing units as affordable, and further details on this will be worked out as part of future block developments.
e) To increase employment opportunities in the downtown and support a vibrant destination district, as well as to offer local goods and services.	The MCP and conceptual development supporting the Draft Plan contemplate a range of non-residential uses and features that will offer employment opportunity and access to services and goods to meet daily needs.
f) To create new and strengthen existing pedestrian and cycling linkages with the adjacent areas and encourage the use of the Pimisi Station and LeBreton Flats District by the surrounding community.	The Draft Plan includes a robust public road network that serves as the backbone of the pedestrian network throughout the site. The layout of the Draft Plan's road network will ensure the multi-modal connectivity objectives of the MCP and OP can be achieved, with opportunity for enhancement through potential mid-block connections to be explored as part of future block development.
g) To develop a highly connected grid-like street network that prioritizes active transportation and transit with a minimum 80 per cent modal share target for transit, walking and cycling.	The Draft Plan creates a highly connected grid-like mobility network that prioritizes active transportation and targets 80% non-auto mode share.
h) To protect, enhance, and sensitively integrate the unique heritage features and attributes of the district, such as the riverfront, the	The Ottawa Waterworks Complex (which includes both aqueducts) is protected by heritage designation under the *Ontario Heritage Act and* will be celebrated, in partnership with the City, through preservation and enhancement. The

	aqueducts, the heritage bridges, and Fleet Street Pumping Station.	vision for this system is an urban promenade with space for patios, public seating, art, landscaping, and other pedestrian-oriented programming.
i)	To ensure public use and accessibility of the Greenspace system, shown on Schedule B1: Downtown Core Transect, of Volume 1 of the Official Plan.	The proposed parklands in the Draft Plan align with the Greenspace system shown in Schedule B1 of the Official Plan.
j)	To collaborate with the Algonquin Anishinabe Host Nation, the National Capital Commission, and the urban Indigenous community on recognition and representation of Indigenous contemporary presence, culture, and history.	It is our understanding that the NCC's consultation approach with the Algonquin Nation is focused on inclusion of Algonquin culture and language in the design of the community, as well as the creation of benefits and partnership opportunities.
k)	To value nature through design that restores, enhances, and protects the natural environment.	The MCP and the Draft Plan prioritize the importance of the environment through design vision and site layout that restores, enhances, and protects the natural features of the site, and provides greater accessibility to waterways and adjacent open space.
l)	To implement climate mitigation and resiliency measures through the design of new development that aligns with the priority actions set out in Ottawa's Climate Change Master Plan	The MCP sets out a zero-carbon goal. The objectives and commitments in the MCP Sustainability Strategy are future-focused, meaningful, practical, and outcomes-based. They are informed by the MCP's guiding principles and specifically aim to do the following: - Embed a culture of excellence throughout the life cycle of the project. - Provide opportunities for innovation in design and sustainability. - Build in climate mitigation and resiliency measures. - Achieve a zero-carbon community.

Section 10.2 of the SP relates to the review of development applications, with a review of relevant policies provided in the below table.

Table 9. Section 10.2: Review of Development Applications

Policies	Assessment
4. Road and intersection modifications required as a result of development within the LeBreton Flats Master Concept Plan area shall be implemented through the development review process.	To be addressed as part of detailed design and future block development applications.
7. Transportation studies associated with the Plan of Subdivision and subsequent development review process applications shall include an analysis of required intersection modifications that ensure reliability and operational flexibility for transit services, including, but not limited to, the intersections of Booth and Wellington Streets, and the Kichi Zibi Mikan Parkway and Slidell Street/Onigam Street.	The re-submitted TIA in support of the Draft Plan of Subdivision addresses City comments and includes necessary analysis, where appropriate, with any future required analysis to be completed as part of the future detailed design process or subsequent block development applications.

8. The City shall require an updated master servicing study for the district, prior to development of lands within the LeBreton Flats Master Concept Plan area, west of Booth Street.	The functional servicing study prepared for the Draft Plan of Subdivision Application covers the limits of the LeBreton Flats District west of Booth Street as outlined in the Secondary Plan and will satisfy this requirement. Draft Plan of Subdivision Approval is a *Planning Act* process that satisfies the requirements for up to Schedule B Municipal Class EA projects, which is more than enough to cover the infrastructure works proposed within the subdivision, which includes the extension of local roads, sewers, watermains, and installation of LIDs.
9. For development within the LeBreton Flats Master Concept Plan area, west of Booth Street, the City may require draft approval of one or more plans of subdivision, phased as required.	The Draft Plan and subdivision application covers the entirety of the MCP lands west of Booth Street.
10. Streetscape typologies for lanes, private streets and public streets shall be confirmed through development applications and may form a future annex to this secondary plan.	Proposed public road cross-sections are generally based on the MCP, and will deviate from that, where necessary, for accommodating elements such as infrastructure and street trees.
11. Development proposals will articulate a multi-modal mobility system and will demonstrate how municipal and federal parkland, infrastructure and facilities can be seamlessly integrated for a cohesive public realm experience.	The Draft Plan creates a highly connected grid-like mobility network that prioritizes active transportation as part of a multi-modal strategy that connects development blocks to the existing street network and the planned open space and parkland. Opportunity for enhancement through potential mid-block connections can be explored as part of future block development.
12. Streets, pathways, active transportation bridges, and other aspects of the mobility network shown on Schedule P: Pimisi Station and LeBreton Flats District - Mobility Network, shall be implemented through the development review process, unless provided for in a development charge background study or other capital project.	Refer to the assessment of Policy 10.
13. Privately-Owned Public Spaces (POPS) shall be delivered in conjunction with the development of abutting lands through the development review process.	To be explored as part of future block development.
14. In the review of development applications, compatibility with and impacts on heritage resources will be assessed in accordance with Section 4.5.2: Manage cultural heritage resources through the development process, Volume 1 of the Official Plan (and any specific heritage policy/guidelines related to the subject property). Tower height, podium height, tower separation and other design details may be further refined to limit adverse impacts on cultural heritage resources.	Reviewed in Section 4.3.4 of this Planning Rationale and Design Brief.
15. The features indicated on Schedule P may be altered during the review of a development application without an amendment	To be addressed, if needed, as part of detailed design and future block development applications.

to this secondary plan, provided they conform to the general intent of Chapter 4, Section 4 of this secondary plan.

Section 4 of the SP relates to character areas of LeBreton Flats with relevant policies reviewed in the below table.

Table 10. Section 4.1 - Albert Corridor Character Area

Policies	Assessment
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.	This will be met with the eventual buildout of the subdivision through future block development.
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.	This is contemplated through the conceptual land uses and forms relied on to support the Draft Plan.
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.	This is contemplated through the conceptual land uses and forms relied on to support the Draft Plan.
10. A potential Privately-Owned Public Space (POPS) at the north-west corner of Booth Street and Albert Street, as shown on Schedule J: Pimisi Station and LeBreton Flats District - Character Areas, Parks and Privately-Owned Public Space, acts as a community gathering space and features street trees, benches and public art.	Opportunity for this to be explored as part of future block development.
11. The Preston Street Active Transportation Bridge is a gateway from the south into the district. The NCC and the City shall continue to explore design, funding and implementation options for a critical connection across the O-train Lines 1 and 3 along the Preston alignment.	The Draft Plan does not preclude opportunity for this connection as part of future block development.
15. 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.	The Draft Plan includes a robust public road network that serves as the backbone of the pedestrian network throughout the site. The layout of the Draft Plan's road network will ensure the multi-modal connectivity objectives of the MCP and OP can be achieved, with opportunity for enhancement through potential mid-block connections to be explored as part of future block development.
16. A site on the north side of Albert Street between City Centre Avenue and Preston Street can support a potential Large-scale Institution or Facility within the Albert Corridor Character Area, as shown on Annex 5: Pimisi Station and LeBreton Flats District - Demonstration Plan – LeBreton Flats Master Concept Plan Lands. Development of a Large-scale Institution or Facility shall be accompanied by concurrent Zoning By-law amendment and site plan control applications showing a significant contribution to the public realm and liveability within the district.	The block layout of the Draft Plan contemplates the potential for the noted land use.

18. 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 Draft Plan contemplates this through Block 13 (stratified).
19. The City shall encourage the relocation of the Cave Creek Collector sewer between City Centre Avenue and Booth Street along the north side of Albert Street to enable more orderly development of affected lands and may pursue a joint project with the NCC.	The relocation of the Cave Creek Collector (CCC) sewer is a City of Ottawa project currently under design. The functional servicing design for the plan of subdivision considers the ultimate location of the CCC.

Table 11. Section 4.4 - Central and West Flats Character Area

Policies	Assessment
20. The NCC and the City shall explore opportunities to design and maintain streets within this character area as shared spaces with very slow travel speeds (10 to 30 kilometres per hour) through measures such as narrow widths, textured surface pavement, flush curbs and the use of trees and street furniture to define pedestrian only space adjacent to buildings.	These principles are core to the MCP which will be realized, in part, through the Draft Plan, with future block development to provide opportunity for further realization.

Table 12. Section 4.5 - Aqueduct Character Area

Policies	Assessment
37. The Aqueduct Character Area shall be developed as a highly animated space that will include open space, an east-west multi-use pathway and mixed-use development with a commercial/entertainment focus, taking into consideration the area's unique cultural heritage, landscape and habitat values.	The Draft Plan protects for this and opportunity for this to be realized will come as part of future block development.
41. The City and the NCC shall explore opportunities and study options for rehabilitation and interpretation of the buried aqueduct while respecting its active role in the City's water supply system.	Noted.
42. The space surrounding both aqueducts shall be designed and maintained as urban public realm that prioritizes pedestrians, while offering space for patios, seating, public art, trees and plantings and other programming.	The Draft Plan protects for this and opportunity for this to be realized will come as part of future development applications.
43. An accessible pedestrian link and placemaking opportunity, as shown on Schedule P: Pimisi Station and LeBreton Flats District - Mobility Network, such as a staircase paired with an elevator, shall be provided in conjunction with the development of adjacent parcels to manage the grade difference between the lower area along the aqueducts and Booth Street above. If this connection is located inside a building, a pedestrian surface easement shall be provided through the development review process.	The Draft Plan protects for this and opportunity for this to be realized will come as part of future block development.
44. A minimum five metres of open space shall be provided between the edge of the open aqueduct and adjacent buildings, to establish pedestrian/cyclist pathways for access to the future LeBreton Flats Municipal Park West and to the rest of the West Downtown Core. The	The Draft Plan protects for this and opportunity for this to be realised will come as part of future block development.

	City and the NCC will continue to work collaboratively to determine the adequate placement of buildings and the dimensions of the linear open space along the aqueduct in order to ensure a well-integrated, animated and dynamic relationship between the aqueduct, the pathways and the ground-floor uses of the buildings framing this space.	
45.	The City shall support the provision of a pedestrian/cyclist link at the future Preston Street Active Transportation Bridge, as shown on Schedule P: Pimisi Station and LeBreton Flats District - Mobility Network, for access to the future LeBreton Flats Municipal Park West from the Central and West Flats and Aqueduct Character Areas.	The Draft Plan does not preclude opportunity for this connection as part of future block development.
46.	Cultural heritage resources such as the Ottawa Waterworks Complex (including the open and buried aqueducts, the heritage bridges and the Fleet Street Pumping Station) shall be conserved or, where appropriate, enhanced, and these assets will act as prominent attractions and landmarks in the public realm.	Noted. The Draft Plan protects for this and opportunity for this to be realized will come as part of future block development.
47.	Existing heritage bridge structures over the open aqueduct, shown on Schedule J: Pimisi Station and LeBreton Flats District - Character Areas, Parks and Privately Owned Public Space and identified by name on Annex 4: Pimisi Station and LeBreton Flats District - Key Properties or Features Noted in Policy, will be maintained in situ. Pedestrian and cyclist access across the bridges should be explored.	Noted. The Draft Plan protects for this and opportunity for this to be realized will come as part of future block development.

Table 13. Section 4.6 - Parks and Open Space Character Area

Policies		Assessment
53.	The future Capital Park, located in the west of the district, should enable a wide range of events and uses and contain design features drawn from Canada's vast landscapes.	Noted. The Draft Plan protects for this and opportunity for this to be realised will come as part of future block development.
56.	The City may investigate using the Nepean Inlet as a leisure resource, while recognizing its function as the intake to the operating underground conduit which provides waterpower to the Fleet Street Pumping Station.	Noted.
57.	The NCC shall convey approximately 2.5 hectares of lands, at the base of the Nepean Inlet to the City for the development of a new urban district municipal park and community building.	Block 12 of the Draft Plan is identified for a 2.58 hectare municipal park at the base of the Nepean Inlet.
58.	In addition to recreational and cultural facilities, the City may permit commercial operations and activities as ancillary and/or temporary uses to promote tourism and support the anchor destination role of the Parks and Open Space Character Area lands within the District.	Noted.
59.	Notwithstanding Section 5.1: Downtown Core Transect of Volume 1 of the Official Plan, a surface parking lot offering a limited number of universally accessible spaces for short-term usage is permitted within the Parks and Open Space Character Area, for access to and parking for the future LeBreton Flats Municipal Park West. Curbside and structured parking should address all other parking needs	Noted.

Sections 5 - 8 of the SP contain policies relating to built form design, public realm and mobility, inclusivity and housing, and sustainability and health. The policies of these sections are directed toward elements of

detailed block development and are more appropriate for review at the time of future block development applications.

4.4 Zoning By-law 2008-250

The Draft Plan lands are subject to a number of different zones under Zoning By-law 2008-250 (the "Former ZBL") and Zoning By-law 2026-50 (the "New ZBL"). These zones under both the former and new zoning by-law generally consist of open space and medium to high density residential and mixed-use zones.

Generally, the New ZBL is more permissive given its mandate to implement the Official Plan. Given the policy framework applicable to the site, the New ZBL zones the majority of the subdivision area Hub Zone 1, with different zoning exceptions, height limits, and zoning schedules applying to different areas. The blocks dedicated for parks are appropriately zoned Recreation Zone.

It is our understanding that the NCC provided feedback to the City as part of the City's process on preparing and then approving the New ZBL, and that the current zoning of the subdivision area is a result of coordination between both parties to align zoning permissions and boundaries with the applicable Secondary Plan. Notwithstanding, any required amendments to the New ZBL for the subdivision lands are to take place following draft approval of the Draft Plan, with the expectation that a condition of draft approval would speak to this. This recognizes the likelihood of future individual block developments requiring site specific amendments to the New ZBL to support detailed development plans.

5 Urban Design Guidelines

The purpose of the City's Urban Design Guidelines (the "guidelines") is to provide urban design guidance at the planning application stage in order to assess, promote, and achieve appropriate development within specified areas throughout the City. Where these guidelines apply, their objectives will not necessarily be relevant in all cases or in their entirety. Compliance with the guidelines is not a statutory requirement, as in the case of policies of the Official Plan or regulations of the zoning by-law, but instead, is encouraged to promote quality design and consistency throughout the City.

The proposed development is for a subdivision of blocks and roads within the Downtown Core and so there is limited relevance of applicable guidelines at this stage; whereas greater relevance and a more detailed review of applicable guidelines will be appropriate at the time of future block development. Nonetheless, the MCP that the Draft Plan is based upon has been subject to significant design review leading up to its completion in 2021, and so the framework that the Draft Plan will create for supporting future development has been assessed from a design perspective by various agencies and stakeholders, including the public.

The below guidelines have relevance to the proposed Draft Plan and are reviewed in the following subsections:

- Complete Streets in Ottawa
- Local Residential Streets 30 km/h Design Toolbox
- Park Development Manual – Second Edition 2017
- Protected Intersection Design Guide
- Traffic Calming Design Guidelines
- Transit-Oriented Development Guidelines

5.1 Complete Streets

The Complete Streets Urban Design Guideline was completed in 2015 and is supplemental to the Traffic Impact Assessment Guidelines completed by the City. The guidelines provide information on how to safely integrate multiple modes of transportation. Complete streets incorporate the physical elements of a street to offer safety, comfort, and mobility for all users, regardless of age, ability, or mode of transportation.

Complete streets accommodate multiple modes of transportation, incorporate context-sensitive design principles, and can be used as a tool to improve neighbourhoods and support liveability. Each mode, such as pedestrian, bicycle, transit, truck, and vehicular, have different levels of service. Each level of service assesses different degrees of comfort, timing, level of risk/stress, movement, reliability, and utilization. Each service tool is measured differently and do not necessarily cover the same spectrums of conditions.

The proposed Draft Plan, and how it addresses the applicable guidelines, is evaluated through the submitted Traffic Impact Assessment (TIA) and through consultation with City transportation staff. These processes are to ensure that all modes of transportation can safely, effectively, and comfortably move throughout the proposed subdivision.

5.2 Local Residential Streets 30 km/h Design Toolbox

The 30 km/h Design Toolbox helps street designers pursue local residential streets with operating speeds reduced to 30 km/h. Following this Toolbox, all local streets proposed as part of the subdivision are expected to be 30 km/h streets, in line with the SP policy 36 of Section 4.4, which state, “The NCC and the City shall explore opportunities to design and maintain streets within this character area as shared spaces with very slow travel speeds (10 to 30 kilometres per hour) through measures such as narrow widths, textured surface pavement, flush curbs and the use of trees and street furniture to define pedestrian-only space adjacent to buildings.” Many of the measures outlined in the City’s Traffic Calming Design Guidelines (reviewed below) will be incorporated into the design of the streets.

It should be noted that refinement of cross-sections may take place as part of detailed design following Draft Approval of the Draft Plan.

5.3 Traffic Calming Design Guidelines

The Traffic Calming Design Guidelines provide guidance for planning and designing traffic calming for streets in Ottawa, supplementing the Canadian Guide to Traffic Calming and the Geometric Design Guide for Canadian Roads. It aims to improve safety for all street users, particularly for pedestrians and cyclists. Many of the principles of the Traffic Calming Design Guidelines are incorporated into the MCP and are either reflected or protected for in the Draft Plan with implementation to occur through future detailed design and/or block development. These include maintaining narrow roadway cross-sections to reduce vehicular speeds, vehicle directional closures, vehicle diverters, vehicle access closures, right-in, right-out islands, streetscaping, and use of living streets such as woonerfs and shared spaces.

5.4 Protected Intersection Design Guide

The Protected Intersection Design Guide (PIDG) provides guidance on the design of protected intersections within the City of Ottawa in order to provide safer facilities for pedestrians and cyclists. While detailed design of intersections is not within the scope of the Draft Plan, the principles of the PIDG have been considered as part of the Transportation Impact Assessment (TIA) prepared in support of the Draft Plan. Where possible allowances have been made to protect pedestrian and cyclist movements from vehicular movements, be it through physical separation or operational (e.g., signal phasing) separation. It should be noted that many of the facilities at the edges of the Draft Plan, such as the Albert Street corridor, are expected to be designed to PIDG standards in the future.

5.5 Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines was completed in 2007 with the purpose of providing guidance to assess, promote, and achieve appropriate Transit Oriented Development within the City of Ottawa. These guidelines are to be applied throughout the City for all development within a 600 metre walking distance of a rapid transit stop or station, which includes the Draft Plan area, as it is flanked by the Pimisi and Bayview LRT stations.

The Transit-Oriented Development guidelines are organized into six themes summarized below:

- Land Use – type and intensity of uses for supporting transit efficiency
- Layout – development, accessibility, and circulation patterns for supporting transit use
- Built Form – place making to establish attractive public realms around transit infrastructure
- Pedestrians & Cyclists – prioritizing the pedestrian experience
- Vehicles & Parking – efficient and safe designs for streets and parking environments



- Streetscape & Environment – attractive sidewalks, walkways, and transit stops

The Draft Plan is based upon the MCP, which has been designed to achieve the objectives of transit oriented development. Specifically, the Draft Plan block layout, block size, and public ROW cross sections will protect for a mix of high-density land uses of compact form, multi-modal connectivity, and high-quality streetscapes to be realized over time with the build out of the subdivision.

5.6 Park Development Manual – Second Edition 2017

The Park Development Manual (the "PDM") was developed primarily to define, standardize, and improve the park development process for both City-built and Developer-front-ended projects in the City of Ottawa.

Section 2.4.1 of the PDM sets out the parameters for a district park. A minimum of 10 hectares with a very large service radius, these parks shall be multi-use in nature, with passive and active recreation, major sports facilities. and / or tournament level fields. It is our understanding that based on legacy agreements between the NCC and the City of Ottawa, and as captured in the West Downtown Core Secondary Plan, the future Municipal Park West at LeBreton Flats (Block 12 of the Draft Plan) will be approximately 2.5 hectares, meaning the adjacent NCC-provided 6.8-hectare Capital Park (Block 11 of the Draft Plan) will bolster the area and amenities of the municipal park and enable the overall park district to function as a district park.

6 Supporting Documents

In support of the proposed subdivision application, and through consultation with City staff, the below reports have been prepared and submitted. It is noted that the subdivision lands exclude the MCP lands east of Booth Street, however a number of the completed technical submissions included lands east of Booth Street as part of their study area. The Planning Rationale and Design Brief has been updated to reflect the simplified Draft Plan that the planned second submission for the application is based upon. The below list of submitted reports has been organized to reflect any updates and confirmation of reliance in light of the changes to the Draft Plan and responses to the first round of technical circulation comments.

First Submission Reports

- Cultural Heritage Impact Statement
- Geotechnical Desktop Review
- Hydrogeological Memo
- Phase One Environmental Site Assessment
- Environmental Impact Study



- Transportation Noise and Vibration Feasibility Assessment
- Tree Conservation Report
- Adequacy of Services Report
- Transportation Impact Assessment
- Rail Proximity Study
- Community Energy Plan

Planned Second Submission Reports

- Environmental Impact Study (Reliance Memo and Revised Report)
- Tree Conservation Report (Reliance Memo)
- Adequacy of Services Report (Revised Report)
- Hydrogeological Memo (Revised Report)
- Geotechnical Desktop Review (Reliance Memo and Revised Report)
- Transportation Impact Assessment (Revised Report)

Excerpts of conclusions from each report have been provided below for ease of reference (includes only the updated conclusions of reports that were been updated).

Cultural Heritage Impact Statement

The CHIS is a culmination of extensive research and analysis by Stantec of the existing buildings and landscape of LeBreton Flats. The below extract is from Section 9 of the CHIS which summarizes the findings and recommendations. Please see the report for further information.

"Following the evaluation against O.Reg. 9/06 which identified the LeBreton Flats Cultural Heritage Landscape as having CHVI, an impact assessment was carried out to identify the potential impacts of the proposed development. The impact assessment determined that the proposed development would result in direct and indirect impacts to the LeBreton Flats Cultural Heritage Landscape and to potential indirect impacts to the Ottawa Water Works Complex Aqueduct and to the Lorne Avenue Heritage Conservation District. To mitigate these impacts, several development alternatives were considered as mitigation measures, including retention of the built components in situ and the implementation of an intensive Interpretation and Commemoration Plan."

Geotechnical Desktop Review (Revised)

Stantec was retained by the NCC to carry out a Geotechnical Desktop Review for the LeBreton Flats site. The report was completed to summarize the subsurface conditions at the site and to provide geotechnical recommendations and design parameters as part of future development activity. Please see the updated report for further information.

The completed reliance memo confirms the conclusions of the report remain unchanged with the new configuration of the Draft Plan.

Phase One Environmental Site Assessment

Stantec was retained by the NCC to conduct a Phase One Environmental Site Assessment (ESA) of a portion of the LeBreton Flats Property (two non-contiguous areas of land) generally located between Kichi Zibi Mikan and Wellington Street to the north, Booth Street to the east, Albert Street to the south, and the Trillium Pathway to the west in Ottawa, Ontario (the Phase One Property). The two non-contiguous areas of land of the Phase One Property consist of the following:

- Parcel A1: an area of land bounded by Kichi Zibi Mikan Parkway to the north, Booth Street to the east, the aqueduct and Light Rail Transit (LRT) line/stations to the south, and Trillium Pathway to the west (Property Identification Numbers (PIN) 04097-0153, 04097-0196, 04097-0241, 04097-0271, portion of 04097-0330 and portion of 04097-0331).
- Parcel A2: an area of land bounded by the LRT line/station to the north, Booth Street to the east, Albert Street to the south, and Trillium Pathway to the west (PINs 04097-0184, portion of 04097-0329, portion of 04097-0330 and portion of 04097-0331).

The Phase One ESA was completed to determine if Areas of Potential Environmental Concern (APECs) exist at the Phase One Property, which may be present as a result of current and/or past Potential Contaminating Activities (PCAs) on the Phase One Property or nearby properties within 250m of the perimeter of the Phase One Property (Phase One Study Area). Stantec understands the filing of one or more Records of Site Condition (RSC) by the NCC may eventually be required under Ontario Regulation (O.Reg.)153/04; however, the purpose of this current Phase One ESA was to complete the work in the spirit of the requirements of a Phase One ESA in order to support a draft plan of subdivision application. As such, some of the mandatory administrative requirements to be completed as part of a Phase One ESA used in the filing of an RSC have not been met. If RSCs are to be filed in future, additional effort to complete these administrative requirements would be required at that time. Please see the report for further information.

Environmental Impact Statement (Revised) and Reliance Memo

Stantec was retained by the NCC to complete an Environmental Impact Statement (EIS) for the development of LeBreton Flats. Below is an extract of the results and recommendations from Section 9 of the report. Please see the report for further information.

"The results of the background review and field investigations documented the following protected natural features within the Project Footprint:

- *SAR and their habitat (Monarch, Chimney Swift, Barn Swallow)*
- *Potential bat SAR and their habitat (Eastern Small-footed Myotis, Little Brown Myotis, Northern Myotis, Tri-colored Bat)*

Recommendations were provided to protect the natural features including measures to mitigate potential impacts to natural features and to enhance the natural heritage system where appropriate. These measures include:

- *Timing restrictions to avoid wildlife during sensitive periods, such as breeding birds and maternity roosting bats*
- *Standard measures for construction*
- *Measures to reduce long-term effects of increased residential use and human activity, such as the promotion of good stewardship practices*
- *Enhancement plantings in the disturbed areas and naturalization in the park blocks and adjacent to existing natural features, where possible*
- *Environmental monitoring*

Targeted bat surveys are recommended to determine if, and how bat SAR are using the Study Area. Consultation with the MECP and ECCC is recommended to determine mitigation and authorization requirements for SAR."

The completed reliance memo confirms the conclusions of the report remain unchanged with the new configuration of the Draft Plan.

Transportation Noise and Vibration Feasibility Assessment

Gradient Wind Engineering Inc. was retained by Stantec (on the NCC's behalf) to undertake a roadway traffic noise and vibration feasibility assessment to satisfy the requirements a plan of subdivision application submission for the proposed development, known as LeBreton Flats, located in Ottawa, Ontario.

Below is an extract of the conclusions and recommendations noted in Section 6 of the report. Please see the report for further detail.

"The results of the current analysis indicate that noise levels will range between 62 and 71 dBA during the daytime period (07:00-23:00) and between 60 and 67 dBA during the nighttime period (23:00-07:00). The highest noise level (71 dBA) occurs at the north facades of Block 10, which is nearest and most exposed to the Wellington Street and Booth Street intersection.

Upgraded building components and central air conditioning will be required for blocks fronting Booth Street, Albert Street, Wellington Street, and the LRT line. For the remaining blocks, standard building construction would be sufficient, however the ventilation systems should be designed with provisions for central air conditioning. As this is a preliminary assessment, noise control recommendations are of a general nature; specific mitigation requirements would be the work of a future studies.

Based on preliminary vibration calculations following FTA methodology, ground vibrations at the property line of the closest parcel of land are expected to fall below FTA vibration criteria, and vibration mitigation is not anticipated. For any development within 75m of the LRT line, a future detailed vibration study will be required."

Tree Conservation Report and Reliance Memo

Stantec was retained by the NCC to complete a Tree Conservation Report in anticipation of the future urban development of the LeBreton Flats area In Ottawa. The Report provides a detailed description of the species, health, and sizes of the trees growing within LeBreton Flats. The Subject Site is located within the Inner Urban area of the City of Ottawa as defined by Schedule F of the City of Ottawa Tree Protection By-law.

Below is an extract of the conclusions noted in Section 4 of the report. Please see the report for further detail.

"A total of four hundred and fifty (450) trees and twenty-one (21) different species with a DBH equal to or greater than 10 cm were assessed. Seventy-five (75) individual trees and three hundred and seventy-five (375) trees in groupings were assessed. Of the trees assessed over 10cm DBH, 255 trees (56.5%) were under 30cm, and 195 trees (43.5%) were above 30cm in diameter and considered distinctive (within the City of Ottawa Inner Urban area and larger than 30cm DBH).

Individual trees and grouping of trees spread throughout the site; they are primarily non-native species of various health and size that have established naturally through the disturbed areas. Based on the current draft plan of subdivision, it is anticipated that a total of 36 trees will require removal for the development of residential, commercial, office, or hotel spaces. An additional five (5) trees may require removal for works to occur over and around the buried aqueduct. Within dedicated parklands and along the existing open aqueduct, existing trees should be protected and integrated to the design where and if appropriate, but some trees may be impacted to develop the park amenities required by each owner. However, it is recommended that tree groupings present on the ridge north of Bayview Station, along the open aqueduct, along the inlet to the aqueducts, and on the slope adjacent to Slater Street be retained, protected, and integrated into future development plans as appropriate / feasible.

Mitigation measures presented in this report should be applied to protect the health of trees recommended to be preserved. Limiting the area of disturbance associated with construction works and visually delineating and protecting the trees to be retained is critical. Tree mitigation measures must be in place prior to any construction activities, including but not limited to selective limbing and pruning and the installation of tree protection fencing. All future removals require NCC / City of Ottawa approval.

Compensation tree plantings shall include native species where appropriate and be tolerant of urban conditions. It is highly recommended that the quantity of tree plantings should not only replace / compensate for the removed trees but aim to maximize the future canopy cover of the area and enhance the limited existing green space present on site."

A completed reliance memo confirms the revisions to the draft plan of subdivision do not affect the analysis, conclusions, or the study limits outlined in the report, and that the findings and recommendations of the report remain valid and applicable.

Community Energy Plan

To support the NCC's Master Concept Plan (MCP), a comprehensive Community Energy Plan (CEP) was prepared by Stantec to provide guidance on the next steps to take with respect to building development. Below is an extract of the executive summary of the report. Please see the report for further detail.

"In order to achieve the MCP's strategy for developing a zero carbon and sustainable community at LBF, the CEP makes the following recommendations:

- ***Building Performance Targets:*** *Buildings should be developed according to industry best practices for zero-carbon building design, prioritizing energy efficiency first, followed by renewable energy generation, and finally using high quality carbon offsets to balance out difficult to avoid carbon emissions and achieve net-zero carbon over the lifetime of the development. This has been demonstrated to be a cost effective and socially responsible way to achieve zero carbon developments. This can be simply accomplished with minimal effort from NCC by requiring that buildings comply with the CaGBC's Zero Carbon Building Design and Performance Standards.*

- ***District Energy System:*** *A net-zero carbon district energy system (DES) should be developed and operated by qualified 3rd parties with a mandate to provide thermal energy (space heating and cooling) to all of the buildings at LBF. This approach has comparable economic outcomes to allowing the building developers to construct individual low carbon heating and cooling systems for each building, with the benefit of transferring the significant upfront capital costs to the DES developer who can recover the investment over a longer timeframe. Additional benefits include improved system reliability and flexibility with the option of incorporating more sustainable energy sources into the system, including waste heat recovery. NCC can accomplish this by securing the services of an Owner's Representative who will guide them through the process of procuring a DES developer and operator.*

- ***DES Ready Framework:*** *In order to balance the need to begin developing non-contiguous parcels at LBF in the near term with the longer-term development horizon for a DES, building development can begin under a "DES ready" framework, whereby buildings install temporary space heating and cooling systems to serve their needs until the operational DES is ready for connection. Such frameworks are commonplace and form part of the City of Ottawa's proposed High Performance Development Standards. NCC can accomplish this by requiring that the*



standards for this framework be developed during the DES procurement process, allowing for building development to proceed without delay.

The following are the recommended next steps for NCC to take:

- ***Building Development:*** *Create mandates for building performance and mandatory DES connection for building developers to follow as a requirement for developing parcels at LBF.*
- ***DES Development:*** *Secure the services of a qualified Owner's Representative to support NCC through the process of procuring a DES developer and operator."*

Hydrogeological Memo (Revised)

The NCC retained Stantec to conduct a desktop hydrogeological review for the LeBreton Flats Plan of Subdivision. The review details hydrogeologic conditions on the Site and includes background details with respect to potential Low Impact Development (LID) infrastructure / techniques to be used at the Site and the potential dewatering requirements for both short-term construction and long-term operation.

Below is an extract of the recommendations of the report. Please see the report for further detail.

"The following recommendations are provided:

- *Groundwater monitoring should be undertaken to support the future design of the subdivision blocks. Where LID systems are proposed, infiltration rates should be confirmed where applicable.*
- *Once additional details are available regarding the proposed development and mitigation measures, construction dewatering rate estimates should be completed to evaluate the need for dewatering permitting. These calculations should be completed at the design phase."*

The completed reliance memo confirms the conclusions of the report remain unchanged with the new configuration of the Draft Plan.

Functional Servicing Study (Revised)

The NCC retained Stantec to prepare a Functional Servicing Study for the LeBreton Flats Plan of Subdivision. Below is an extract of the conclusions and recommendations provided in Section 12 of the updated report. Please see the report for further detail.

"Potable Water Servicing

The proposed watermain network and pipe sizing will achieve the required level of service in the proposed development:

- *During peak hour (PKHR) conditions, the proposed watermain network is expected to operate above the minimum pressure objective of 276 kPa (40 psi);*

- *The proposed system will provide sufficient fire flow while maintaining a residual pressure of 138kPa (20 psi) in all areas.*

Wastewater Servicing

The LeBreton Flats subdivision will be serviced by a network of gravity sewers which will direct wastewater flows to two different outlets. The area north of the covered aqueduct contributing to the 375 mm diameter storm sewer in Fleet Street, and ultimately to the LeBreton Flats Pumping Station. The balance of the subdivision will be serviced by the 1200 mm diameter Cave Creek Collector which runs along Albert Street.

A small pump station will be required to service the two park blocks and Block 10.

The preferred cover requirement of 2.5 m for the sanitary sewer system has been satisfied in all locations, and requirements for slope and velocities have been met within the local internal sewers. The downstream sewers have been adequately sized to receive peak sanitary discharge from the proposed subdivision.

Stormwater Management

The proposed stormwater management plan follows the goals specified in the background reports and the 2025 City of Ottawa Sewer Guidelines:

- *On site storage within the blocks and ROWs are proposed to limit inflow from the subdivision into the existing storm sewers on Albert and Fleet Streets to the 5-year storm event based on City of Ottawa IDF curves and to a maximum runoff coefficient of 0.70;*
- *Major overland flow is directed to City managed rights-of-way;*
- *A high-capacity storm inlet located south of the subdivision within the Albert Street ROW is proposed to manage spillage from Albert Street and approximately 21 ha of external contributing area during the climate change (100yr +20%) storm event. Captured flows are to be directed to the Albert Street trunk storm sewer. City of Ottawa and NCC to establish responsibilities for funding and construction. Final drainage solution to be designed and constructed by the City of Ottawa.*
- *Quality control is proposed to be provided by bioswales within the boulevards for urban rights-of-way, with additional on-site quality control required for site plan blocks north of the aqueduct, and for the hotel arena parcel.*
- *Quality control for the proposed park blocks is anticipated to be provided by on-site surface filtration through the use of bioswales, enhanced grass swales, or other infiltration measures.*

Utilities



Utility infrastructure is available on the surrounding municipal roadways and will be extended to service the subdivision. Designs will be prepared by each of the respective utilities at the detailed design stage.

Municipal Right's of Way

Alternative ROW cross sections will be used for this urban development to meet the intent of the MCP. Municipal ROW widths proposed are sufficient to accommodate all infrastructure needs. The alternative ROW sections will be established at detailed design.

Grading

The functional grading scheme has been developed to allow for an emergency overland flow outlet to downstream rights-of-way as per City standards, and ultimately to the open aqueduct as per existing conditions.

Approvals/Permits

At the detailed design stage, an MECP Environmental Compliance Approval (ECA) will be required for the proposed public storm sewage and stormwater management works. Approval for the new sewage pump station is expected to require approval through direct submission to the MECP, however this will be confirmed based on the final detailed design. The ECA for storm and sanitary sewer works is anticipated to be required through the CLI ECA process. The public consultation for the plan of subdivision under the Planning Act will fulfill requirements established in the Schedule B Municipal Class Environmental Assessment (EA).

At the subdivision construction phase, registration on the Environmental Activity Registry (EASR) or A Permit to Take Water (PTTW) may be required depending on the volume of water. Expected permitting requirements can be provided by the geotechnical engineer at the detailed design phase."

Transportation Impact Assessment (Revised)

A Transportation Impact Assessment was completed by Morrison Hershfield (now Stantec) and builds upon previous studies (reviewed by the City) and follows the City of Ottawa TIA Guidelines to assess and evaluate the potential benefits and impacts that are anticipated to City of Ottawa roadways as part of the LeBreton Flats development.

Below is an extract of the conclusions and recommendations provided in Section 5 of the updated report. Please see the report for further detail.

"The future community of LeBreton Flats has the potential to be a showcase for future urban development in Canada. As with any urban development of this caliber, there is both enormous potential and significant challenges. It is important to understand the value of the site, as failure to do so may unreasonably deem some elements as challenges and miss the opportunity to undertake proper trade-off analysis, therefore unnecessarily compromising the full potential of the site.

This Transportation Impact Assessment followed the City of Ottawa TIA Guidelines to assess and evaluate the potential benefits and impacts that are anticipated to City of Ottawa roadways as part of the LeBreton Flats development. The full development is anticipated to generate approximately 5,800 person trips in the weekday morning peak hour, and 8,700 person trips in the weekday afternoon peak hour. The development is targeting aggressive modal splits for site generated traffic, including 15% auto driver trips, 5% auto passenger, 35% transit trips and 45% active transportation trips. This results in an expected increase in peak hour vehicle traffic onto adjacent roadways of approximately 810 vehicles per hour in the morning and 1,270 vehicles per hour in the afternoon.

Potential measures that may improve the performance of study area intersections while prioritizing active modes include the construction of the Tramway Gatineau-Ottawa (TramGO), completion of the Stage 2 LRT extension and improvements to cycling facilities on Albert Street / Scott Street. The proposed Preston Street extension from the City's Transportation Master Plan is proposed to remain for active modes of transportation only, as shown in past studies for the development.

It is important to note that not all decisions related to this development need to be made at this time due to the size of the LeBreton Flats development (e.g., "conditional approval" can be offered), as there will be ample opportunities for refinement to the transportation analysis as each parcel of land is developed and undergoes its own TIA process, including submission for approval. It should also be noted that given the significant timelines for the ultimate build-out of this project, it is important to recognize that travel patterns will change as projects like the O-Train Line 1 Stage 2 extension, TramGO, the Interprovincial Transit Loop, and potentially other projects, such as a sixth crossing of the Ottawa River, are designed and constructed.

While it is difficult to provide a detailed TDM Implementation Program at this time given that this TIA is for the entire site, it is recommended that specific TDM initiatives be given further consideration as each development phase or site move forward. That being said, potential TDM measures that can be implemented across LeBreton Flats have been identified in Section 4.5 and are recommended for consideration, which includes some physical measures, travel surveys, and monitoring programs."

7 Conclusion

This Planning Rationale and Design Brief has been prepared in support of the of the proposed Plan of Subdivision application for the NCC's LeBreton Flats lands.

In order to facilitate the redevelopment process and to realize the vision of the NCC's MCP, the proposed Draft Plan acts as a structuring element for the future community by creating the public streets and blocks that will delineate the layout of future land uses and functions. This will allow for a phased delivery of the LeBreton Flats redevelopment.

The NCC has been in extensive consultation with the local community, statutory consultees, and the City of Ottawa through the evolution of the MCP and the Draft Plan, to ensure this application responds to



community needs, the requirements of statutory consultees, and the policies of the Official Plan and supporting documents.

This Planning Rationale and Design Brief, together with the supporting material of the application submission, demonstrate how the proposed plan of subdivision is consistent with the PPS, conforms to the City's Official Plan (including the applicable Secondary Plan), and complies with the general intent and purpose of Zoning By-law 2026-50. As such, it is our opinion that the proposal represents good land use planning that is in the public interest and that it is supported from a land use planning perspective, and so we recommend it for draft approval.