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West Downtown Core Secondary Plan

Chapter 1: Dow's Lake Station District

Section 1: Introduction

The purpose of the Dow's Lake Station District chapter is to provide more detailed area-based policy direction to guide both public and private development, including public realm investment, within the Dow's Lake Station District, over the next 20 years.

The Dow's Lake Station District is primarily an Official Plan-designated Hub, a design priority area and a target area for intensification. As part of the broad change that is occurring in the City, the district has attracted a number of ambitious development projects and has emerged as one of the most significant re-urbanization areas in the City. The Dow's Lake Station District will continue to evolve and attract development interest and will become the south western edge and gateway to the City's larger downtown. This chapter is intended to guide an orderly transformation of the Dow's Lake Station District into a future downtown district and is Council's policy direction for all municipal actions, including public works, site plan reviews, Zoning By-law amendments and Committee of Adjustment applications in the Dow's Lake Station District. The various sections in this chapter are closely linked and are not meant to be read in isolation. Proponents should review all sections of this chapter, in addition to the applicable policies in the Official Plan, when considering and preparing proposals for new public and private development in the district.

Section 2: Planning Area

This chapter applies to the Dow's Lake Station District, bounded on the north by Highway 417 and Orangeville Street, on the east by Rochester Street and Booth Street, on the south by Carling Avenue, Prince of Wales Drive and the Central Experiment Farm and Norman Street, on the west by Bayswater Avenue, Sherwood Drive, Breezehill Avenue South, Hickory Street, Loretta Avenue South, Beech Street and Railway Street.

Section 3: Vision

The Dow's Lake Station District is a place with a unique history, people and culture, surrounded by federal government facilities, family-friendly neighbourhoods and an abundant supply of beautiful greenspaces. It has become one of the most important re-urbanization areas in the City in recent years and will over time emerge as the south-

western gateway to the City's larger downtown. With enhanced vitality and quality, the district will continue to be home to a diverse group of people and create new opportunities for business, tourism, employment and desirable services.

Some of the City's tallest and finest mixed-use buildings will cluster around the Dow's Lake O-Train Station. These buildings will form a new, exciting and distinctive downtown skyline with transition towards the adjacent stable low-rise neighbourhoods. Facing Dows Lake and the Rideau Canal World Heritage Site, one of the most significant tourism and recreation destinations in the National Capital Region, these buildings will collectively present an image that is important not only to the City but also to the entire country.

Preston Street as well as the neighbourhood known as Little Italy are defining elements of the district's identity. They will continue to be a human scale place to attract businesses, families and facilitate social, economic and cultural interaction and innovation. The enhanced public realm throughout the area will allow for festivals such as the traditional Italian Week, to continuously celebrate the culture and people of this colourful district.

The development of a new hospital south of Carling Avenue will make the district an important employment magnet and a centre for community care and research. The new hospital, surrounded by the Central Experimental Farm to the west and south and by a vibrant urban context to the north and east, will be an architectural anchor in the landscape.

Greener and more urban, the district will see the return of large street trees that historically existed in the area and an expanded network of urban spaces. Ev Tremblay Park will be enhanced and expanded through design and extensive programming to service the existing and new residents and families. New urban plazas with public art will rhythmically dot the landscape. Continuous tree canopies will beautify the streets and create a much more pleasant and comfortable place to walk, bike, sit and congregate. The O-Train Line 2 corridor will be managed and enhanced to re-stitch the City's urban ecological fabric that reaches from Dows Lake to the Ottawa River.

A major hub on the City's rapid transit network, accessibility and mobility will be greatly improved throughout the district. The north-south O-Train Line 2 corridor will become a double-track light rail transit line with more frequent train service. The east-west Carling transit corridor will also be enhanced and in the long term will see an at-grade light rail transit corridor. Tree-lined streets with generous sidewalks and dedicated bike lanes, multi-use pathways, new and enhanced crossings over the O-Train Line 2 corridor, mid-block passages, as well as conveniently located bicycle parking racks will make



“pedestrian first” a reality and cycling a safe, convenient, efficient option for traveling. Vehicular movement will be calmed and move more slowly and accessibility for delivery and emergency services will be enhanced for businesses and residents. Public parking will be conveniently located on street and under a number of mixed-use buildings for visitors.

The Dow’s Lake Station District has a memorable past. It is a key location for change as called for by the Official Plan and is emerging as the southern and western extent of Ottawa’s downtown area. The people and the cultural DNA that constructed the character of the neighbourhood will continue to guide the evolution of the district towards an exciting, animated, green and highly accessible place with enhanced rapid transit services. More people will live, work and visit this dynamic and distinctive urban destination that is important not only to the neighbourhood, but also to the City.

The former Energy, Mines and Resources Booth Street Complex will be transformed into a vibrant community hub. This unique ensemble of heritage buildings will be restored and adapted to celebrate Ottawa’s industrial past and the federal government’s historical involvement with the development of Canada’s fuel and mining industry. New buildings will be built beside old and will form a dynamic skyline. New parks, plazas and a network of narrow alleyways and shared streets will attract people, businesses and encourage year-round activities.

Section 4: Land Use and Built Form

The future Dow’s Lake Station District will be a mixed-use downtown community comprised of a number of integrated land use character areas conveniently connected by a network of streets, pathways, bridges, parks, urban plazas and other greenspaces. The District is primarily a Hub, as designated in the Official Plan, with some Transforming Neighbourhood. The Official Plan designates the majority of Preston Street and Carling Avenue, within the district, as a Mainstreet Corridor. This section provides detailed policies for each land use character area. It also establishes criteria for the key built form elements that are important to the community in defining the quality and characteristics of the physical environment of the Dow’s Lake Station District.

4.1 Land Use Character Areas

The following land-use policies refer to Schedule D: Dow’s Lake Station District Character Areas and Schedule E: Dow’s Lake Station District Heights and Tower Location Plan and provide specific directions for various land use character areas. While policies set out the maximum building height that may be permitted, the

developments shall demonstrate that the built form criteria outlined in Section 4.2 - Built Form, of this chapter are met before the permitted maximum height can be approved. The developments will also be expected to contribute to the public realm improvements detailed in Section 5 - Public Realm and Mobility of this chapter.

4.1.1 Hub

Centred around the Dow's Lake O-Train Station along Carling and Champagne Avenues, lands designated Hub will incorporate a wide range of transit-supportive uses and see the tallest buildings and the highest densities in the entire Dow's Lake Station District. A gradual reduction in height and density from the centre towards the surrounding neighbourhoods as well as Dows Lake and the Central Experiment Farm will be necessary to provide the desirable transition. Exceptional architectural design will be required for all buildings to ensure the highest streetscape quality and to create a unique skyline that symbolizes the south western gateway of the future expanded downtown. Integration with the Dow's Lake O-Train Station will be required for buildings immediately adjacent to the station. Lands designated Hub will be the priority area for public realm improvement, as outlined in Section 5 - Public Realm and Mobility of this chapter. It is divided by the O-Train Line 2 corridor into two integrated areas.

Hub Area east of the O-Train Line 2 Corridor

- 1) High-rise mixed-use development with a height greater than 30 storeys and up to a maximum of 55 storeys may be permitted on properties fronting Carling Avenue east of the O-Train Line 2 corridor and west of Norfolk Avenue with a reduction in height from the O-Train Line 2 corridor and Carling Avenue intersection towards the north and the east.
- 2) High-rise mixed-use development up to a height as detailed in Schedule E: Dow's Lake Station District Heights and Tower Location Plan of this secondary plan may be permitted on properties south of Adeline Street.
- 3) Low-rise neighbourhood development up to a height of four storeys may be permitted on properties on the north side of Adeline Street.
- 4) The land use character of the Mainstreet Corridor will continue on Preston Street through the blocks between Adeline Street and Carling Avenue with continuous retail and commercial uses at grade and these blocks will be enhanced as the entrance of the Preston Mainstreet Corridor.

Areas west of the O-Train Line 2 corridor



- 5) High-rise mixed-use development up to a height of 30 storeys may be permitted at the front portion of the property bounded by Carling Avenue on the south, Champagne Avenue on the west, Hickory Street on the north and O-Train Line 2 corridor on the east.
- 6) High-rise neighbourhood development up to a height as detailed in Schedule E: Dow's Lake Station District Heights and Tower Location Plan of this secondary plan may be permitted along Champagne Avenue up to Ev Tremblay Park.
- 7) Mid-rise mixed-use development up to a height of nine storeys, with a built form sympathetic to the surrounding low-profile neighbourhood buildings may be permitted along Carling Avenue west of Loretta Avenue.
- 8) Mid-rise neighbourhood development up to a height of six storeys, with a built form sympathetic to the surrounding low-profile neighbourhood buildings, may be permitted at the north east corner of Loretta Avenue and Hickory Street.
- 9) Mid-rise neighbourhood development up to a height of six storeys, with a built form sympathetic to the surrounding low-profile neighbourhood buildings, may be permitted on the property facing Beech Street between Champagne Avenue and Loretta Avenue.

4.1.2 South Rochester Corridor

As an entry route to both the Dow's Lake Station District and federal government Booth Street Complex, Rochester Street, south of the Queensway, will form a mixed-use urban edge between the two distinctive areas. The buildings along the west side of Rochester Street will offer a transition in height, massing and scale between the potential future intensification in the Booth Street Complex and the low-rise neighbourhood around Preston Street.

- 1) High-rise mixed-use development up to a height of 18 storeys may be permitted along the west side of Rochester Street provided such development occupies the majority of the Rochester Street frontage between the east-west streets extending from Preston Street to Rochester Street with a minimum lot size of 1,500 square meters.
- 2) Only one high-rise tower may be permitted on the eastern end of each street block between Preston Street and Rochester Street.
- 3) Development shall respect the privacy and liveability of the abutting neighbourhood uses by providing proper building setbacks from the abutting properties with the high-rise tower and the upper floors stepping back from the podium and/or the base.

- 4) The City shall work with the federal government to advance plans for the redevelopment of the Booth Street Complex and ensure that the planning vision for the South Rochester Corridor will be achieved, including the introduction of public greenspaces.
- 5) Despite Section 4.1.2, Policy 1), high-rise mixed-use development up to a height of 26 storeys may be permitted along the west side of Rochester Street in the block between Aberdeen Street and Beech Street.

4.1.3 Mixed-Use Blocks

The northern end of the Dow's Lake Station District will continuously be anchored by a successful mixed-use office development project at 333 Preston Street known as Preston Square. The vacant and/or underutilized properties in the vicinity of Preston Square offer substantial redevelopment opportunities and will add to a healthy mix of uses and functions within the Dow's Lake Station District. These developments will have the potential to provide some of the much-needed uses for a dynamic district and to support the broader community, while respecting the neighbourhood fabric. New development shall be sympathetic to the surrounding low-rise neighbourhood and the Mainstreet Corridors in massing and scale.

- 1) High-rise mixed-use development to a height of 15 storeys may be permitted on the vacant and/or underutilized properties east of the O-Train, Line 2 corridor south of Young Street, to serve as a buffer between Highway 417 and the Little Italy neighbourhood, in accordance with Schedule E: Dow's Lake Station District Heights and Tower Location Plan.
- 2) Mid-rise and high-rise mixed-use development consisting of heights up to nine storeys and fifteen storeys may be permitted at the surface parking area located west of Rochester Street, north of Beech Street and south of Aberdeen Street, in accordance with Schedule E: Dow's Lake Station District Maximum Building Height and Tower Location Plan.
- 3) The City shall encourage the provision of a major grocery store and publicly accessible parking as part of the development at the location described in Section 4.1.3, Policy 2) through the development review process.

4.1.4 Mainstreet Corridors

Preston Street will continue to evolve and thrive as the commercial spine of the Dow's Lake Station District. Branching off of Preston Street, Beech Street will be developed as a commercial link among the neighbourhoods west of the O-Train Line 2 corridor, the potential development at the Booth Street Complex and Preston Street. A broad range

of uses are permitted along the two corridors, including retail and service commercial uses, offices, residential and institutional uses. Both streets will be characterized by an eclectic collection of low to mid-rise buildings.

- 1) Low to mid-rise, up to a height of six storeys, human scale, mixed-use buildings in keeping with a Mainstreet function and character may be permitted along the Mainstreet Corridors as shown in Schedule D: Dow's Lake Station District Character Areas of this secondary plan.
- 2) Notwithstanding Section 4.1.4, policy 2), mid-rise buildings with a maximum height of nine storeys may be permitted on the property located west of Rochester Street, north of Beech Street and south of Aberdeen Street.
- 3) Where non-residential uses are proposed to co-exist above the ground floor with residential uses, the non-residential uses must be sensitive to and compatible with the residential uses.

4.1.5 The Mixed-Use Neighbourhood

The low-rise street blocks flanking Preston Street, known as Little Italy, is a mixed-use neighbourhood that supports families and a wide range of demographics. It will continue to evolve and intensify over time to provide liveable, affordable and family-friendly housing options while supporting live-work alternatives and small businesses. Redevelopment in the form of infill will be encouraged to ensure the unique quality and characteristics that define the identity of Little Italy will not be lost in the wake of the major urban transformation around the edges of the district.

- 1) Low-rise neighbourhood and mixed-use development up to four storeys will be permitted in the Mixed-Use Neighbourhood as shown in Schedule D: Dow's Lake Station District Character Areas of this secondary plan.
- 2) Developments in the Mixed-Use Neighbourhood will not be subject to the minimum density targets established for the Dow's Lake Protected Major Transit Station Area, as per Schedule C1 designated in Volume 1 of the Official Plan.
- 3) The City shall protect and enhance the built form character of Little Italy by encouraging infill development that is sympathetic to the historic built form character of the neighbourhood through the development review process.
- 4) The City will encourage creative design of affordable and liveable housing units that are suitable for families with children through the development review process.

- 5) Mid-rise, neighbourhood development up to nine storeys may be permitted on the property located at 93 to 105 Norman Street.

4.1.6 Greenway Corridor

The O-Train Line 2 corridor will continue to be a greenspace and north-south transportation corridor that accommodates the O-Train Line 2 corridor and the Multi-Use Pathways in the Dow's Lake Station District, connecting Dows Lake to the Ottawa River. With improved pedestrian and cycling connections, the Greenway Corridor will serve as a green place that unites the communities that are currently divided by the O-Train trench. The potential urban ecological function of the Greenway will also be recognized and enhanced through proper management as outlined in Section 5.1.2 of this chapter.

- 1) The City shall protect and enhance the O-Train Line 2 corridor as an urban greenspace that serves transportation, recreation, community and urban ecological functions through a strong landscape framework that reaches from the Ottawa River to Dows Lake.
- 2) The City shall expand the Greenway Corridor to allow for the extension of the existing Multi-Use Pathway, as designated on Schedule F: Dow's Lake Station District Public Realm Plan along the east side of the O-Train Line 2 corridor between Dow's Lake Avenue and Prince of Wales Drive and the introduction of a new Multi-Use Pathway along the west side of the O-Train Line 2 corridor between Beech Street and Prince of Wales Drive.

4.1.7 Park

As the Dow's Lake Station District intensifies, there will be an increased demand on the provision of greenspaces, including parks and urban plazas. The ultimate demand for parks will not be determined solely by the number of people living and working in the area. Special considerations shall be given to the location, size, character and ownership of parks and urban plazas as provided for in Section 5.1.1 of this chapter and the Preston-Carling District Public Realm and Mobility Study.

- 1) The City shall retain, improve and expand Ev Tremblay Park and McCann Park through the provisions of the Parkland By-law for locally oriented recreational facilities and seek to expand the parks as adjacent lands become available through redevelopment.
- 2) The land use and built form design on the abutting properties shall respect and enhance the function and character of the parks and shall not produce adverse micro-climate impacts on these parks.

- 3) The City shall acquire approximately 0.22 hectares of lands as illustrated in Schedule H: Dow's Lake Station District Public Realm Plan – Booth Street Complex of this secondary plan through parkland dedication and a new park will be developed to support the development of the Booth Street Complex and the surrounding neighbourhood.

4.1.8 Hospital Area

The Hospital Area is a diverse area, with strong ties to the Dow's Lake O- Train Station in the east; Dows Lake and Prince of Wales Drive to the south and the Central Experimental Farm to the west and south. Development of a hospital and related research centre will demonstrate exceptional architectural and urban design to ensure design respects the historical, cultural and physical environment with which it is situated in and adjacent to. Integration with the Dow's Lake O-Train Station will be essential for the hospital and research buildings located at the O-Train Line 2 corridor, south of Carling Avenue.

- 1) Institutional uses and related ancillary uses, for the intent of locating a hospital shall be permitted.
- 2) The Ottawa Hospital shall work with the National Capital Commission's Advisory Committee on Planning, Design and Realty and the City's Urban Design Review Panel to ensure urban design and architectural excellence of the hospital and related research facility.
- 3) The following criteria will apply to the development of The Ottawa Hospital including a master site plan:
 - a) Inclusion of publicly accessible greenspaces; and
 - b) Integration of the Dow's Lake O-Train Station into the Hospital and research facility; and
 - c) Provision of high-level pedestrian and cycling connectivity throughout the site and with the surrounding areas with full accessibility for all modes of mobility; and
 - d) Provision of parking on site, including underground; and
 - e) Implementation of a parking strategy for the purpose of the impacts of off-site parking; and
 - f) Completion of a Transportation Impact Assessment and mobility strategy; and

- g) Urban design and architecture addressing the urban edge of Carling Avenue and Preston Street; the cultural heritage of the Central Experimental Farm and its national historic value; and the scenic edge of Prince of Wales Drive.

4.1.9 Booth Street Complex

The former Booth Street Complex bounded by Orangeville Street, Booth Street, Norman Street and Rochester Streets has a unique character, in terms of its history, form and function. The site will undergo a major redevelopment into a vibrant destination while preserving and repurposing its most significant heritage buildings. The redevelopment will include a mixture of residential, retail, commercial and office land uses in either single use buildings or mixed-use buildings within a highly accessible and animated public realm. The tallest building shall be at the north end of the complex, close to Orangeville Street and Highway 417.

- 1) The property shall be designated as a complex under Part IV of the *Ontario Heritage Act*. Buildings included in the designation, as identified in the Statement of Cultural Heritage Value shall remain either as free-standing structures or shall be incorporated into intensified developments in accordance with the general layout illustrated in Schedule H: Dow's Lake Station District Public Realm Plan – Booth Street Complex. In some instances, additions may be permitted to the buildings to either increase their footprint or their building height. All additions and interventions shall be subject to the provisions of Sections 33 and 34 of the *Ontario Heritage Act* and will require the issuance of a permit under the Act.
- 2) The property shall be designated under Part IV of the *Ontario Heritage Act*. Buildings deemed to be contributing, as identified on the Statement of Cultural Heritage Value associated with the Designation By-Law shall remain either as free-standing structures or shall be incorporated into intensified developments in accordance with the conceptual layout illustrated in Schedule H: Dow's Lake Station District Public Realm Plan – Booth Street Complex. In some instances, additions may be permitted to the buildings to either increase their footprint or their building height.
- 3) New development will complement the heritage elements. Built form and building design will ensure that the heritage attributes of the site, as defined in the Statement of Cultural Heritage Value, continue to define the character of the complex. Features, including the smokestack should remain visually prominent.
- 4) New development around the outer perimeter of the block will face their public street and integrate with its surrounding urban fabric.



- 5) Permitted maximum building heights have been identified in Schedule E: Dow's Lake Station District Heights and Tower Location Plan.
- 6) A network of publicly-accessible paths and spaces will be established, within the complex, as illustrated in Schedule H: Dow's Lake Station District Public Realm Plan – Booth Street Complex.
- 7) For lands within the Booth Street Complex, the development sites that accommodate a high-rise building shall have frontage on either public lands along three sides as described above or on privately owned publicly accessible spaces in accordance with Schedule H: Dow's Lake Station District Public Realm Plan – Booth Street Complex.

4.2 Built Form

The Dow's Lake Station District will see an eclectic mix of different building heights, massing and typologies that are reflective of the history, the vitality and dynamics of the place. The development within the district shall conform to the Official Plan built form policies pertaining to the Hub and the Mainstreet Corridor designations. The applicable Council-approved design guidelines and policies will also provide guidance on built form design. The following policies set out detailed criteria for development projects to achieve high quality architecture and urban design and to ensure compatibility and transition.

4.2.1 High-rise Buildings (10-40 storeys):

High-rise buildings are defined as buildings that are ten to forty storeys in height. The following criteria will apply to developments that incorporate a high-rise building in areas where a high-rise building is permitted as provided for in Section 4.1 of this plan:

- 1) A development site that will accommodate a high-rise building shall have frontage on public lands along three sides which could comprise of a combination of street and/or parks (i.e. frontage on three streets or frontage on two streets with one frontage on publicly-owned open space).
- 2) The podium and/or base of the development shall incorporate uses and human scale features to animate adjacent streets and greenspaces.
- 3) Point tower design shall be provided for high-rise buildings.
- 4) Small floor plates will be encouraged with the typical floor area of a residential tower being generally no greater than 750 square meters and the typical floor area of an office tower being generally up to 2,000 square meters.



- 5) Tower portions of high-rise buildings, as defined as between 10 and 40 storeys in height, will have a minimum separation distance of 20 metres.
- 6) The relationship between potential towers within the same street block shall be addressed with towers being located as shown on Schedule E: Dow's Lake Station District Heights and Tower Location Plan and measures being introduced through the development review process to ensure orderly development of the block.
- 7) Coordination of tower locations shall be pursued to optimize views from towers to to the city skyline and other public amenities.
- 8) Shadow and wind studies will be required for all high-rise developments in accordance with the City's Terms of References.
- 9) Notwithstanding the indication of tower location in Schedule E: Dow's Lake Station District Heights and Tower Location Plan of this secondary plan, it is acknowledged that Council has approved a site-specific zoning for the former Ottawa Humane Society site known as 101 Champagne Avenue and this site-specific zoning includes provisions would allow up to two high-rise towers of varied heights (25 and 23 storeys as was reflected on the development concept on which the zoning was based) with a separation distance between the two towers less than the requirements set out in Section 4.2.1, Policy 5) of this chapter.
- 10) Acknowledging the functional requirements for a hospital and its related facilities, the reference to Policies a), c) and d), shall not apply to the lands designated Hospital Area.

4.2.2 Taller High-Rise Buildings (41 + storeys):

Where permitted, high-rise buildings that are forty-one storeys or more in height will be prominent features in the skyline and landscape and will have a significant impact on the identity and characteristics of the district and the City and require extra attention in planning and design. The following criteria will apply to developments that incorporate a high-rise 41+, in addition to those of Section 4.2.1 of this chapter:

- 1) Development proposals will be subject to view impact analysis that will take into consideration the appearance and visual impact of the towers from Dows Lake and the Rideau Canal World Heritage Site and Parks Canada will be circulated for comment.
- 2) Tower portions of high-rise 41+ buildings will have a minimum separation distance of 25 metres between any tower portion of any high-rise building.

- 3) Development shall display design excellence and pursue distinction and variation in many aspects of design, in particular, the sculpting and articulation of the shape, the massing and the top of the building in order to create a unique silhouette and skyline that can represent the identity of the image of the West Downtown Core.
- 4) Development will be subject to a specialized design review process to ensure exceptional urban design and architecture quality and coordination in the formation of an urban skyline through variations of height and design.

4.2.3 Mid-rise Buildings

Mid-rise buildings of five and up to nine storeys may be permitted on a number of land use character areas in this secondary plan and may also be built on properties where high-rise buildings are permitted. In addition to the applicable policies in the Official Plan the following criteria will apply to mid-rise developments where they may occur.

- 1) In general, mid-rise building should have a base that relates to the sidewalk and pedestrian realm, a middle portion (a height that is approximately equivalent to the width of the right of way) to form part of the streetwall and relate to adjacent buildings and a top that incorporates building form articulations such as step backs and/or elevation treatments to break up building mass and allow sky-view, sunlight and transition.
- 2) New development will be required to articulate the building mass and explore design techniques such as setbacks and step backs to avoid the canyon effect along the public street and to minimize the visual and microclimate impacts on public and private realms.
- 3) The relationship between the new development and the abutting existing and future neighbourhood buildings shall be carefully examined and addressed to ensure liveability for existing and future residents through adequate provisions for privacy, sunlight and cross ventilation.

4.2.4 Animated Building Edge

Animated building edges are essential for creating a safe, pedestrian-friendly and successful urban environment. The following policies address how to animate the public realm through built form and complement the Public Realm policies of this secondary plan.

- 1) Continuous at grade retail and commercial frontages shall be required on Preston Street.

- 2) Commercial and other active frontages will be required for development along Beech Street between the O-Train Line 2 corridor and Rochester Street, as well as on Carling Avenue.
- 3) All new development projects shall be oriented to the local and internal streets, parks and pathways, including through-block connections and walkways.
- 4) All development projects will be required to animate the public spaces they face through incorporating pedestrian-oriented uses and architecture features and details that will enhance pedestrian safety and provide visual interest to enrich pedestrian experience.

4.2.5 Transition and Neighbourhood Line

The City's built form vision for Dow's Lake Station District allows for high-rise buildings at strategic locations while ensuring transition in height and density in order to protect the surrounding stable neighbourhoods and greenspaces as detailed in Schedule E: Dow's Lake Station District Heights and Tower Location Plan. The following policies provide further clarification on how the transition should occur within the district.

Height Transition

- 1) A gradual reduction in height from the tallest buildings located adjacent to the Dow's Lake O-Train Station towards the surrounding low-profile neighbourhood as well as Dows Lake and the Central Experiment Farm will be required.

Neighbourhood Line

- 2) A Neighbourhood Line is established along the west boundaries of the district in Ward 15 as shown in Schedule E: Dow's Lake Station District Heights and Tower Location Plan.
- 3) New developments within the district along the Neighbourhood Line shall be sympathetic to the height, massing, scale and architectural rhythm of the adjacent low-rise neighbourhood buildings.
- 4) New developments along the Neighbourhood Line shall explore design techniques such as a strong expression of a two or three-storey base with ground-oriented units and setbacks at the upper floors to reduce the visual and micro climate impacts, where the building is facing the street. At the rear of the building, where it faces onto existing low-rise neighbourhood buildings, new development shall explore setbacks above four storeys.

- 5) New development at the northeast corner of Hickory Street and Loretta Avenue shall incorporate a podium along Hickory Street with a maximum height of four storeys in order to maintain a low-rise building profile along the north side of Hickory Street between Loretta Avenue and Champagne Avenue should a mid-rise development be pursued at this location.
- 6) Regardless of lot configuration, the property boundaries between the existing high-rise condominium located at 100 Champagne and the new mid-rise development at the northeast corner of Hickory Street and Loretta Avenue shall be treated as the rear lot lines between the two properties and proper separation between the two buildings will be required to maintain a reasonable rear yard condition to ensure adequate provisions for privacy, sunlight and cross ventilation.

Special Transition Provisions for 93 to 105 Norman Street

- 7) Development on this property shall respect and enhance the character of Norman Street and reflect the scale and architectural rhythm established by the low-profile buildings.
- 8) Notwithstanding Section 4.1.5, policy 25), the maximum height for a minimum of 50 per cent of the property shall be five storeys.
- 9) The footprint of the nine-storey component shall not exceed 50 per cent of the footprint of the entire building and the nine-storey component shall be located so as to minimize the impacts on the low-rise neighbourhood uses along Norman Street.
- 10) The five-storey component shall incorporate a low-profile base with step backs on the top floors to minimize the visual and microclimate impacts.

Central Experimental Farm Line

- 11) A Central Experimental Farm Line is established along the southern boundary of the Hospital Area character area within the Central Experimental Farm, as shown in Schedule G: Dow's Lake Station District Public Realm Plan – Hospital Site.
- 12) New developments within the Hospital Area character area adjacent to the Central Experimental Farm Line shall be sympathetic to the height, massing and scale of the adjacent low-rise buildings.
- 13) New developments within the Hospital Area character area adjacent to the Central Experimental Farm Line shall demonstrate the location of open space integrating with the existing pastoral open space of the Central Experimental Farm.

Special provisions for properties designated Mixed-Use Blocks located east of the O-Train Line 2 corridor south of Young Street:

- 14) The maximum height of the podium and/or base of the development will be four storeys or approximately 14.5 m whichever is less.
- 15) The portion of the development that is above the podium and/or base should set back a minimum of 10.5 metres from the rear property line to minimize the impacts on the abutting low-rise development along George Street.
- 16) Should a high-rise development be pursued; the tower portion of the development shall be located at the west end of Young Street as depicted on Schedule E: Dow's Lake Station District Heights and Tower Location Plan.
- 17) A reduction of the front yard and corner side yard may be permitted to facilitate a design that aims to achieve policies l) and m)
- 18) High-rise development at this location will be required to accommodate all parking, loading and waste management within the building envelope.

The following special provisions for 425 Preston Street and 79 Pamilla Street shall apply when establishing the applicable zoning provisions:

- 19) The rear yard setback from the eastern property line of 79 Pamilla Street may be reduced to a minimum of 1.2 metres to encourage a continuous building frontage along Pamilla Street.
- 20) The yard setback adjacent to McCann Park shall be as per the current TM zone.
- 21) Notwithstanding Section 4.1.4, Policy 1). and the maximum height provisions shown on Schedule E: Dow's Lake Station District Heights and Tower Location Plan, the maximum height of the portion of the development on 79 Pamilla Street within 7.5 metres from the eastern property line shall be four storeys to offer a transition to the neighbouring properties.
- 22) The yard setback adjacent to McCann Park shall be as per the current TM zone.
- 23) No ground floor retail uses shall be permitted on the property known municipally as 79 Pamilla Street.

Section 5: Public Realm and Mobility

The successful transformation of Dow's Lake Station District will require the provision of a generous and high-quality public realm that supports and attracts pedestrian movement and activities. As part of the secondary planning process the Preston-Carling

District Public Realm and Mobility Study has set out key directions for improvements to rebalance streets to ensure adequate space is given to pedestrians and for improvements and additions to parks, greenspaces and urban plazas. Together, pedestrian space on streets, parks, open space and urban squares constitute the public realm network. The Preston-Carling District Public Realm and Mobility Study is a supporting policy document for this secondary plan. The strategies and guidelines in the Preston-Carling District Public Realm and Mobility Study are complimentary to the following secondary plan policies and will be used to guide the municipal capital projects and the review of development applications.

5.1 Public Realm Plan

The public realm within the Dow's Lake Station District will comprise parks, urban squares, greenway corridors and streets. The following detailed policies set out key long-term targets for improvements to the public realm as illustrated in Schedule F: Dow's Lake Station District Public Realm Plan and Schedule G: Dow's Lake Station District Public Realm Plan - Hospital Site.

5.1.1 Parks and Urban Squares

- 1) Ev Tremblay Park will be revitalized and expanded as a public park with extensive programming to serve the existing and the new residents and as a heart for the community and a centre for activities such as markets, or planned community events.
- 2) McCann Park will be revitalized and expanded as a locally-oriented public park.
- 3) New urban parks and plazas will be created in association with major redevelopment in areas identified in Schedule F: Dow's Lake Station District Public Realm Plan and Schedule G: Dow's Lake Station District Public Realm Plan - Hospital Site through the development review process.
- 4) The Station Area and Hospital Area, particularly the properties immediately adjacent to the Dow's Lake O-Train Station will be a priority area for creating new privately-owned public spaces oriented to the Dow's Lake O-Train Station.
- 5) An urban plaza will be introduced at Preston Street and Highway 417 as the north gateway to the Dow's Lake Station District to mark the threshold of the Distinct and proud community of Little Italy.

5.1.2 Greenway Corridors



- 1) The existing Multi-Use Pathway along the east side of the O-Train Line 2 corridor shall be improved and extended across Carling Avenue with enhancement to the open space function of this corridor through careful management of the landscape from an urban forestry perspective.
- 2) A new Multi-Use Pathway along the west side of the O-Train Line 2 corridor between Beech Street, Carling Avenue and Prince of Wales Drive shall be introduced in association with redevelopment to improve accessibility of the Dow's Lake O-Train Station as well as the broader community.
- 3) The landscaping as well the pedestrian and cycling connections of the greenway along the south side of Highway 417 should be enhanced.

5.1.3 Streets and Public Realm

- 1) Carling Avenue will be a prominent, beautiful and comfortable multi-modal "grand street" with wide sidewalks and bicycle lanes/tracks separated from vehicular movements as well as large street trees adjacent to the sidewalk and in the median east of Preston Street. The City's Transportation Master Plan calls for at-grade light rail transit services along Carling Avenue west of the O-Train, Line 2 corridor in the long term. The implementation of this at-grade O-Train, Line 2 corridor may require a reduction in vehicular capacity.
- 2) Preston Street and Beech Street will have generous pedestrian zones for walking and seasonal outdoor patios, ample bicycle parking, special furnishing, street trees and planting beds. Bus stops and shelters will be located along Preston Street.
- 3) Rochester Street will be designed as an entry route to the Dow's Lake Station District with wide sidewalks, bicycle lanes/tracks and generous greenery with street trees adjacent to the buildings.
- 4) Champagne Avenue will be a shared street that prioritizes pedestrians and allows for the street to be used as a plaza and an extension of Ev Tremblay Park when closed to traffic for special events.
- 5) Sidney Street and the dead-end streets west of Preston Street south of Beech Street should be designed as woonerfs with enhanced pedestrian priority, amenities and greenery.
- 6) All other local streets will aim to enhance the pedestrian experience, ensure safety, calm traffic and create a more enjoyable and welcoming public realm.

- 7) Preston Street south of Carling Avenue will be designed as a special green corridor with generous sidewalks, painted cycling lanes and double rows of trees on each side of the street.
- 8) Prince of Wales Drive will continue to be a scenic entry route with wide sidewalks, painted cycling lanes, large street trees and green boulevards.
- 9) Booth Street should be designed to consider wide sidewalks, bicycle lanes/tracks, on-street parking and generous greenery with street trees.

5.2 Public Realm Strategies

The following policies outline 16 strategies for improvements to pedestrian, cycling and transit amenities, parks and greenspaces and streetscapes viewed through three lenses that enhance moving around, greening and activating the public realm. These strategies, as well as the associated guidelines in the Preston-Carling District Public Realm and Mobility Study will be applicable to guide the design, construction and maintenance of all public and private projects.

5.2.1 Moving Around

Moving Around includes strategies that seek to improve accessibility, connectivity and movement throughout the Dow's Lake Station District. These Strategies address all forms of movement and accommodate residents, businesses and visitors.

- 1) Walking: Continue to commit to "pedestrians-first" and provide a connected network of accessible sidewalks and pedestrian paths for access to neighbourhoods, transit, schools, parks, community facilities and businesses.
- 2) Cycling: The City shall implement its Cycling Plan and expand the cycling network in the Dow's Lake Station District with the addition of shared lanes on key east west streets, as well as Rochester Street.
- 3) Transit: Enhance the Dow's Lake Station District as an important transit hub in the City's transit network by implementing the Transportation Master Plan while improving accessibility of the Dow's Lake O-Train Station and the bus service from across the district with a focus on the quality of the Station Area.
- 4) Driving: Reduce the dependence on cars in the long term while carefully managing the necessary vehicular traffic to ensure the safety and efficiency of the existing road infrastructure and the functioning of the businesses, as well as to protect the characteristics of the residential streets.

- 5) Loading, Servicing and Emergency Services: Accommodate efficient vehicle movement to ensure that access for loading, servicing and emergency services is not compromised.
- 6) Parking: Recognize the importance of an adequate supply and availability of public parking to the viability and sustainability of the restaurant, retail and commercial land uses with the completion and implementation of a local area parking study.

5.2.2 Greening

Greening provides strategies for increasing the urban tree canopy throughout the Dow's Lake Station District and ensuring the health and longevity of natural and landscaped areas.

- 1) Parks, Urban Plazas and Courtyards: Enhance and expand Ev Tremblay Park and McCann Park and provide urban plazas and courtyards in association with major redevelopment.
- 2) Street Trees: Plant the next generation of street trees to ensure a sustainable urban forest for storm water management, shade and micro climate amelioration.
- 3) Landscapes in Parks and Urban Plazas and Courtyards: Enhance the urban forest by ensuring that a diversity of trees, shrubs and groundcovers will be planted in parks, urban plazas and courtyards to create resilient landscapes, define park areas, enhance trail connections and ensure park safety.
- 4) Ecological Corridors: Enhance the ecological function of the O-Train, Line 2 corridor in re-stitching the City's urban ecological fabric through a strong landscape framework that reaches from the Ottawa River to Dows Lake.

5.2.3 Activating

Activating strategies seek to foster a lively and engaging public realm that supports community life. This includes animating public spaces with adjacent uses, providing spaces for play and special events and improving the pedestrian experience with amenities and public art.

- 1) Retail at the Edge: Support the economic health of the Dow's Lake Station District and reinforce the role of local businesses in improving the public realm along Preston Street, Beech Street and Carling Avenue.
- 2) Residential at the Edge: Enhance the distinct characteristics and quality of the residential streets through strategic residential infill that complements existing buildings and supports an engaging, safe and beautiful public realm.

- 3) Play and Activities: Plan for the improvement and expansion of play facilities throughout the neighbourhood to ensure families have safe, accessible and beautiful spaces to play in.
- 4) Events: Ensure that the public realm of the Dow's Lake Station District will support the continued success of the traditional events that celebrate the local community and encourage the creation of new traditions and events, including the closure of Preston Street for important public festivals, and encourage the creation of new traditions and events.
- 5) Public Art: Support the creation of new public artwork to further contribute to the vibrancy of the public realm, mark places of importance and beautify streetscapes, parks and greenspaces.
- 6) Furnishings: Enhance streetscapes, parks and greenspaces by integrating beautiful, accessible and functional street furniture into the public realm with new furnishings complementing the existing features while aligning with the vision for the future of the neighbourhood.

Section 6: Servicing

It is expected that servicing requirements can be managed on a property-by-property basis through the normal development review process.

- 1) The City will require the proponents of new development to review on-site stormwater control needs in the early stages of the site plan review process. In some cases, underground storage, or non-traditional Low-Impact Development measures may be required to meet control requirements.
- 2) The City will require the proponents of new development to evaluate fire flow demands in relation to available local fire flows as part of the site plan review process. This evaluation may identify the need for local watermain upgrades, dead-end looping and/or additional fire protection measures.

Section 7: Housing

Many more people are expected to live in the Dow's Lake Station District in the decades ahead and a key objective of this secondary plan is to ensure there is a broad range of housing choices for existing and future residents. The policies below support this objective, focusing specifically on the issue of affordable housing and the protection of existing rental housing:

- 1) The City shall include the provision of affordable housing units and the conservation and replacement of affordable rental housing under community benefits as per Volume 1 of the Official Plan, Section 11..
- 2) In recognition of the affordability problem encountered by many individuals and families in securing adequate housing, the City shall encourage and shall determine specific means to provide for, a percentage of publicly assisted housing for persons and families of low to moderate income in major new neighbourhood developments in the Dow's Lake Station District. The City may also purchase existing housing or assemble land for housing construction, as circumstances demand, in order to further the objectives of this secondary plan.
- 3) The City shall review the provisions of the Municipal Act with the intent of strengthening existing policies regarding the replacement of rental units, focusing on affordability, tenure, rent controls and administration.

Section 8: Interpretation

This secondary plan establishes broad principles to guide future development in the Dow's Lake Station District. Sections 3 to 7 of this chapter and Schedules D, E, F, G, H and I constitute the Dow's Lake Station District portion of this secondary plan.

Schedule D: Dow's Lake Station District Character Areas identifies various land use character areas within the Hub and provides policy directions for these areas.

Schedule E: Dow's Lake Station District Heights and Tower Location Plan illustrates the height provision and the general tower locations of the Dow's Lake Station District. The height limit provided for on this schedule is the maximum permitted. The location of the towers is approximate rather than absolute.

Schedule F: Dow's Lake Station District Public Realm Plan and Schedule G: Dow's Lake Station District Public Realm Plan - Hospital Site illustrates the overall long term public realm plan for the Dow's Lake Station District. It identifies the improvements and enhancements that are needed for transforming the district into a future downtown destination. The plan also illustrates the public realm improvements to be integrated into the design of a hospital, as per Section 4,1.8 of this chapter. These improvements include publicly accessible open space and built transitional areas to the Central Experimental Farm. The design shown on the plan, such as the landscape and the street cross sections, is conceptual and for illustration only.

Schedule H: Dow's Lake Station District Public Realm Plan – Booth Street Complex illustrates a general layout of how lands could be developed over time in conformity with

this vision. While the land may not develop precisely as illustrated with regard to location of existing and proposed buildings and woonerf type streets, its purpose is to provide guidance for the redevelopment of these lands. Modifications to proposed building locations or to the location of woonerf-type streets will not require an Official Plan Amendment.

Schedule I: Dow's Lake Station District Public Realm Priority Projects highlights the key public realm improvements and enhancements that will be implemented within the next 20 years. The design shown on this schedule, such as the landscape and the street cross sections, is conceptual and for illustration only.

Preston-Carling District Public Realm and Mobility Study - is a Council-approved document and does not constitute part of this secondary plan. The Preston-Carling District Public Realm and Mobility Study will provide a framework against which to evaluate contribution to the public realm through development applications, including both private development proposals and public investments in parks and rights of ways.

Section 9: Implementation

The policies of this chapter provide a framework for the future development and transformation of the Dow's Lake Station District. The success of these policies depends on effective implementation. This section reinforces and augments the implementation policies contained in of the Official Plan and describes the principal tools and actions the City intends to use to implement the objectives and policies of the secondary plan.

9.1 Special Provisions for the Review of Development Applications

The following special provisions will be introduced for the review of all development applications within the Dow's Lake Station District.

9.1.1 Holding Provisions for Zoning Amendment Applications

The City will introduce holding provisions upon considering all Zoning By-law amendment applications that feature a high-profile building and may be considered for medium-profile development proposals. The removal of such holding provisions will not be considered by Council until the policies set out in this secondary plan are implemented and met to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development Department, including the following:

- 1) Approval of a Site Plan Control application, including the execution of an agreement pursuant to Section 41 of the *Planning Act*, to the satisfaction of the General Manager of the Planning, Infrastructure and Economic Development Department,

that will require the implementation of all policies of this secondary plan, including contributions to the public realm improvements outlined in the Preston-Carling Public Realm and Mobility Study and possible municipal infrastructure improvements and fulfilling obligations specified in the relevant policies and By-laws such as the Parkland Dedication By-law.

- 2) Execution of an agreement pursuant to community benefits as per Volume 1 of the Official Plan, Section 11., to the satisfaction of the General Manager of the Planning, Infrastructure and Economic Development Department, including a detailed breakdown of contributions towards the priority public realm improvement projects within the Dow's Lake Station District as described in Section 9.3.2 of this secondary plan.
- 3) Projects within the Hub Area will be required to provide their proportional share of contribution to the original \$200,000 set aside for the completion of the Preston-Carling District Public Realm and Mobility Study.
- 4) Projects located within the Hub Area and Hospital Area will be required to demonstrate the achievement of design excellence as required by this secondary plan through participation in a specialized design review process outlined in Section 9.2 of this plan.

9.1.2 Public Realm Study for Site Plan Applications

The City will require the completion of a Public Realm Network Study by proponents of development applications as part of the application for Site Plan Control to ensure comprehensive planning of the public realm network. This Study should:

- 1) Place the development application within the context of the Public Realm and Mobility Study and identify the existing and planned public realm network, including the publicly accessible space that may be in public or private ownership.
- 2) Clarify how the application implements the policies in Section 5 of this chapter and strategies and guidelines outlined in the Public Realm and Mobility Study.
- 3) Identify the location and design of parks and public plazas, including public land, publicly-accessible private land, cash-in-lieu land or some combination.
- 4) Identify how the development will be responsible for but not limited to the following improvements within and adjacent to the public right of ways: new sidewalks and special paving, street trees and understory plantings, pedestrian level lighting, street furniture and landscaping.

9.2 Design Review

The entire Dow's Lake Station District is located within the Design Priority Area identified in Schedule C7A of the Official Plan. All new development within this district will be subject to design review by the City's Urban Design Review Panel (UDRP) with exceptions as provided for in the UDRP Terms of Reference. In addition, the Dow's Lake Station District will see the development of some of the tallest buildings in the City. These buildings will have a significant influence on not only the functionality, liveability, character and aesthetics of the area but also the image of the entire City. They must therefore shoulder extra responsibilities in order to positively invigorate the area and contribute to achieving a positive image for the City.

- 1) A specialized design review process has been established as recommended in the Council-approved Preston-Carling District Strategy Directions within the framework of the UDRP process to exercise a rigorous peer review for development located within the Hub Area of the Dow's Lake Station District that incorporates a high-rise building with a height of more than 40 storeys.
- 2) This specialized process requires proponents to engage with a sub-committee of the UDRP (comprising one UDRP member augmented by up to two additional design professionals to be selected by the UDRP) towards finalizing project designs until the final project design is deemed acceptable to the UDRP sub-committee based on the framework provided in the secondary plan.
- 3) Proponents of such development will be required to bear the costs to an up-set limit of \$7,000 (subject to Consumer Price Index adjustment) for each sub-committee meeting held to achieve consensus between the subcommittee and the proponent on the final project design. Any differential cost will be borne by the Planning, Infrastructure and Economic Development Department.

9.3 Achieving Public Realm Improvement

The achievement of the public realm over time is a function of establishing the City's objectives for its evolution and development and working with the private sector who bears a large responsibility for delivering it. It is an important principle that new development will pay for itself and will provide all of the necessary infrastructure required to accommodate it.

The public realm is not an "add-on" to the needs of an urbanizing community. The public realm and its ongoing improvement and maintenance are fundamental to the functional "quality of place" and the associated and resultant "quality of life" within an urban community.



The detailed design of the public realm shall achieve the policies and directions provided in Section 5 of this chapter, and will be negotiated based on the Council-approved Public Realm and Mobility Study, through zoning and site plan approval, as well as the City's capital investment in parks and rights of ways.

9.3.1 A Special Public Realm Improvement District

The City shall designate the entire Dow's Lake Station District shown in Schedule D: Dow's Lake Station District Character Areas of this chapter as a special public realm improvement district.

- 1) The City shall direct that all cash-in-lieu of park land collected through development applications within the Dow's Lake Station District pursuant to Section 42 of the *Planning Act* be used for the acquisition of new park land and the improvements to the existing parks within the Dow's Lake Station District.
- 2) The City shall direct that all contributions collected through development applications within the Dow's Lake Station District pursuant to community benefits as per Volume 1 of the Official Plan, Section 11.6be used within the Dow's Lake Station District.
- 3) The City may consider preparing an area specific Development Charges By-law for the Dow's Lake Station District.
- 4) The area specific Development Charges By-law shall not require any payment in respect of the property at 125 Hickory Street for contribution to off-site transportation improvements nor in respect of the property at 486-500 Preston Street for contribution to the Hickory Street Pedestrian Bridge for any works within the Sidney Street road allowance.

9.3.2 Priority Projects for Public Realm Improvement

Located at the convergence of the City's major transit infrastructure and adjacent to the Dows Lake and the Rideau Canal world heritage site, the Hub Area will contemplate the highest densities within the Dow's Lake Station District and some of the tallest buildings in the City. The current development information indicates that in the next 20 years, the majority of the growth in the Dow's Lake Station District will likely be concentrated in the Hub Area. The Hub Area will also be the priority area for public realm improvement.

- 1) The City shall give priority to the Hub Area for implementing the public realm improvement projects highlighted in Schedule I: Dow's Lake Station District Public Realm Priority Projects in the next 20 years.

- 2) City will implement the public realm improvement projects outside of the Hub Area as outlined in Section 5 of this chapter by capitalizing on major developments outside of the Hub Area should such developments occur.

9.4 Co-operation with Other Jurisdictions

The implementation of certain policies will require the co-operation of other public authorities, including the Province of Ontario and the National Capital Commission. Wherever the agreement or involvement of two or more authorities is required to implement certain aspects of the secondary plan, the City will initiate discussions with these authorities with the objective of reaching an agreement on a desirable course of action.

DRAFT

Chapter 2A: Bayview Station District - Area A

Section 1: Introduction - Area A

Fueled by the City's landmark investment in the O-Train - Lines 1 and 3 and the increasing desirability of surrounding neighbourhoods as a place to live and work, the area immediately surrounding Bayview O-Train Station is poised to transform from an underutilized industrial/commercial district into a new and vibrant transited-oriented, mixed-use community. The Bayview Station District Community Design Plan (CDP) developed the community vision for the Bayview Station District CDP area through a collaborative engagement process. The Bayview Station District CDP is the primary policy reference for future development within the study area. It provides a detailed overview of the intended planning strategy, its supporting rationale, sustainability measures and implementation. This secondary plan complements and provides the legal framework that supports the Bayview Station District CDP. This secondary plan provides the fundamental policy for the long-term development of these lands, including direction on land use, built form, public space design, circulation parking and affordable housing.

This secondary plan is to be read and interpreted in conjunction with the Bayview Station District CDP as Council's policy direction for all municipal actions, public works, site plan reviews, Zoning By-law amendments and Committee of Adjustment applications in the area.

This secondary plan provides direction for significant change within the Bayview Station District. It is the expectation of this secondary plan, that lands outside of the immediate Bayview Station District area, including those within 600 metres, will continue to evolve with small-scale infill redevelopment and not be considered for significant change.

Section 2: The Planning Area - Area A

The Bayview Station District chapter applies to specific underutilized properties in the vicinity of Bayview O-Train Station, including the existing Bayview Yards (7, 80, 89, 90 and 100 Bayview Station Road); the Tom Brown Arena site; 801 Albert Street; 250, 255 and 265 City Centre Avenue; 145 and 158 Spruce Street, 168 Elm Street and 989 Somerset Street West. This chapter also applies to the segments of Scott/Albert Street and the O-Train corridor that lie adjacent to these properties within the secondary planning area. A map of the policy area is provided in Schedule B: Bayview Station

District Designation Plan. The Bayview Station District affects two Wards (Ward 15 – Kitchissippi and Ward 14 - Somerset).

Section 3: Vision and Design Principles - Area A

3.1 The Vision

The Bayview Station District will evolve to become the new western urban gateway to the City's downtown. Focussed on the Bayview O-Train Station, strategically located at the intersection of the north-south and east-west O-Train lines, this new district will take advantage of its importance as an O-Train mobility hub, by establishing a high-quality, mixed-use urban environment that supports a creative and diverse range of new employment and residential opportunities. The Bayview Station District comprises four quadrants that today are segregated by O-Train corridors. High-quality architecture and urban design will provide a unifying element for the four quadrants by providing a superior public realm through the introduction of an urban grid into the current superblocks. This will establish a range of alternative connections through the area and reduce car dependency. New pathways and corridors will provide enhanced pedestrian and cycling opportunities along and across the O-Train corridors and through the superblocks, linking to pathway systems outside of the area. New parkland will be acquired. Existing parks and local services will be expanded and improved as redevelopment occurs to provide recreational and community supportive uses that will bolster the transformation of the area, as envisioned. The new neighbourhood will integrate and enhance the outstanding natural and built features in the area, particularly the Ottawa River, the vibrant mainstreets along Wellington Street and Somerset Street West and the stable residential neighbourhoods of Mechanicsville, Hintonburg and Dalhousie.

3.2 Planning Principles

This vision is supported by the following planning principles:

- 1) New development will be mixed use, compact and transit-oriented.
- 2) Innovative design and investments in the public realm will provide safe, comfortable and accessible connections through the area and to major destinations including Bayview O-Train Station and the Ottawa River.
- 3) New development will be respectful of established, adjacent neighbourhoods.
- 4) Bayview O-Train Station will become a prominent community landmark.



- 5) Diversity in built form and architecture, combined with distinct and coordinated public realm improvements will establish a street edge with adequate light, sky exposure and public views and help to create a sense of place and identity for the district.
- 6) New residential developments will offer affordable housing, creating social cohesion and a rich mix of experiences.
- 7) Investments in affordable, supportive and accessible housing developments for households below the City's 30th income percentiles will ensure housing for vulnerable members of the community.
- 8) New developments will feature the latest in sustainable design to reduce energy use, land consumption and emissions.
- 9) The existing City-owned pathway, parks and greenspace network will be enhanced to meet the needs of existing and future residents.

Section 4: Designation and Design Policies - Area A

4.1 Designations

Hub

The Hub designation, shown on Schedule B: Bayview Station District Designation Plan, requires that new development incorporates a wide range of transit-supportive land uses, including residential, office, institutional, employment, community and parks and privately-owned public spaces in a compact environment that employs designs with a priority on the pedestrian environment and connectivity. This secondary plan encourages the creative development of a vibrant, mixed-use community befitting a major transportation hub to establish a new, unique district in the City, while complementing and reinforcing the character of existing surrounding neighbourhoods. The land use mix, anticipated to be approximately 60 per cent residential and 40 per cent office and retail, will be confirmed at the time of development and through a phasing plan.

- 1) Mixed-use development shall include active frontages with street-related, publicly accessible shops, services and amenities adjacent to areas of high pedestrian circulation. Refer to the Bayview Station District CDP, Figure 45. Active Frontages and Gateway Features.
- 2) Residential or office uses should be considered the primary use for all buildings and located on the upper floors of mixed-use buildings. If mixed-use development cannot

be achieved within an individual building, a mix of uses in a cluster of single-use buildings is a reasonable alternative approach.

- 3) Large format retail uses, such as grocery stores, are permitted, provided they are designed to fit within the overall site context and in an urban multi-storey, street-related form.
- 4) Land uses shall be transit-supportive and contribute to the positive generation and management of pedestrian and cycling movements associated with Bayview O-Train Station. Land uses that provide a negative impact to the pedestrian and cycling environment will not be permitted.
- 5) Development fronting onto the Somerset Street West bridge shall extend the Somerset Street West Minor Corridor west from City Centre Avenue, using the bridge deck as a publicly accessible active frontage.
- 6) Public parks and public and privately-owned public spaces should be integrated and should serve as gateways, entrance features, gathering places, focal points and key connections.
- 7) High-rise development will not be considered within 600m of the Bayview O-Train Station within a neighbourhood designation unless a CDP allows for it.

Park and Privately-Owned Public Spaces

- 8) Parks designated on Schedule B: Bayview Station District Designation Plan, are City-owned parks and provide the residents active and passive spaces for recreational activities. New parks will be secured through the development review process. Existing parks will be protected and enhanced to meet the needs of the community, and Tom Brown Arena and its park space will be revitalized as the area redevelops to meet the needs of current and future residents in the area.
- 9) New parks will be created at the north end of Bayview Yards and within the former Wellington Street right of way east of the O-Train. These parks will be integrated with existing greenspace along the Ottawa River and the O-Train corridor to enhance linkages in and through the Bayview Station District and contributes to a functional natural environment.
- 10) The placement of municipal park spaces abutting any National Interest Land Mass landscape will not guarantee permeability into abutting federal lands.
- 11) Further refer to the Bayview Station District CDP, Figure 44. Parks and Open Space, for the location of designated Park Space and also the recommended

location for additional privately owned public spaces on private lands, ideally located adjacent to designated Park Space, where efforts will be directed to secure such spaces through the development review process for specific development proposals.

- 12) New public parks shall be provided, including but not limited to:
 - a) At the north end of Bayview Yards; and
 - b) on the east and west ends of the Wellington Street right of way linking a new multi-use, pedestrian and cycling bridge crossing of the O-Train corridor to City Centre Avenue – shown on Schedule B: Bayview Station District Designation Plan.
- 13) Urban plazas shall be designed to accommodate a variety of activities throughout all four seasons, with minimum maintenance. These spaces should be defined using themed public amenities such as public art, benches, lighting, paving techniques, fixtures, banners, low walls or landscaping.
- 14) Public spaces shall be designed with consideration for our aging demographic, including senior accessible seating, appropriate access points, visual cues and signage. Seating areas should be located at regular intervals and positioned to encourage social engagement.
- 15) Shade trees and greenery shall be coordinated with lighting, public art and required utilities to provide continuous canopy coverage and shade protection in summer and to frame the public realm and provide wind breaks in winter.
- 16) Planting and maintenance of trees and vegetation should consider view corridors and the habitat needs of urban-adapted birds and other animals.

4.2 Block Layout

The Bayview Station District currently includes several super-blocks, accessible by few formal pedestrian or cycling connections. As these superblocks are developed, they shall incorporate a street size and pattern similar to those of the existing communities in the area. Extending the existing street grid will break up the superblocks and create a fine-grained block pattern that allows for greater permeability, movement and connectivity at ground level. By providing a variety of route choices and destinations, the extended street network will also encourage pedestrian and cycle travel. As new streets are developed, they shall include infrastructure specifically designed to provide a safe and comfortable environment for walking and cycling.

- 1) The spatial arrangement of buildings shall promote a pedestrian-oriented, fine-grained block pattern oriented towards supporting movement to and from Bayview O-Train Station and the surrounding community.
- 2) Primary active frontages should be oriented along primary movement corridors serving Bayview Station District.
- 3) New development centred on Bayview Station Road and City Centre Avenue should provide interior streets, preferably as extensions of the existing grid, to break up the superblocks and provide effective internal circulation for all modes of transportation. Where these internal streets remain in private ownership, measures will be taken through the development review process such as having public easements established to ensure that they are fully accessible to the public.
- 4) An improved grade-to-grade connection to and from City Centre Avenue and Somerset Street West is required, on both sides of City Centre Avenue. This connection shall provide 24-hour accessibility to the public via a visible, well lit, high-quality staircase and accessible path from Somerset Street West to City Centre Drive and an enhanced portal underneath Somerset Street West bridge that addresses horizontal clearance and adequate width to address vehicular movements, cycling and improved sidewalk conditions.

4.3 Height, Bulk and Massing

The height, bulk and massing strategy is intended to promote density in proximity to Bayview O-Train Station while ensuring that each new building is of an appropriate scale, respects adjacent buildings, communities and parks and contributes to a safe and vibrant pedestrian realm. In general, tall buildings will be concentrated around Bayview O-Train Station and will transition appropriately towards stable residential neighbourhoods. While the general height profile will be respected, buildings of varying heights are encouraged, to create a prominent and visually interesting skyline. Public views towards downtown, Bayview O-Train Station and the Ottawa River are to be preserved and enhanced and built form should frame these views where possible. Care should be taken to avoid excessive shadowing of major pedestrian routes to and from Bayview O-Train Station and of existing residential areas.

- 1) Maximum building heights are illustrated on Schedule C: Bayview Station District Maximum Building Heights and in the Bayview Station District CDP, Figure 40. Height Strategy.
- 2) The maximum building height for properties directly adjacent to established residential neighbourhoods may not exceed the maximum height established in the



existing zoning for the adjacent residential area. An increase in height will only be permitted through the use of a commensurate transition zone.

- 3) High-Rise buildings over 12 storeys shall feature a podium and point tower arrangement to ensure the desired street edge is created and adequate light, sky exposure and public views are established. Podium height shall not exceed six storeys throughout the policy area.
- 4) For buildings up to and including 12 storeys a minimum stepback should occur after the fourth storey, to establish the desired neighbourhood high or traditional mainstreet built form environment, as is shown in the Bayview Station District CDP, Figures: 38. Street Layout. For buildings taller than 12 storeys, a minimum stepback should occur after the sixth storey. Where possible, the upper storey step back should be designed at the same storey as those established in the immediate area to create a cohesive visual pattern and character of development. Step backs at the upper storeys help achieve a human scale and allow more light on the sidewalks and sky exposure.
- 5) Building frontages on Somerset Street West, City Centre Avenue, Bayview Station Road and City parks should include a minimum step back. Where a lot is deemed to be too narrow to allow a reasonable step-back to occur, a change of building material that defines a separation between podium and tower may be acceptable, subject to review and consideration by the Urban Design Review Panel.
- 6) At least 70 per cent of the building frontage along Somerset Street West, City Centre Avenue and Bayview Station Road is to be occupied by building facades. Lot width shall be measured at the front yard building setback. A phasing plan, submitted to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development department, will demonstrate how this policy will be achieved over time.

4.4 Architectural Design

Building architecture in the Bayview Station District should be context-sensitive, seek opportunities to create visual landmarks and contribute to city-building on a broader scale. Architectural treatment should particularly respond to the movement patterns associated with Bayview O-Train Station and support these movements through architectural expression, lighting quality and arrangement and orientation of design features. Weather and seasonal variation should be a strong consideration. Morning and evening commutes in winter months will occur before dawn and after dusk and should be supported by design measures to promote visibility, safety and security. Wind



pattern impacts on the public realm must be considered, as must snow collection, storage and outfall areas from building structures.

- 1) Buildings 20 storeys or taller will be subject to a specialized design review process established within the framework of the City's Urban Design Review Panel process to exercise a rigorous peer review for development located within the District, at the cost of the developer.
- 2) Buildings should provide a definitive entrance location, ground-floor, middle and roof profile. Consideration should be given to treatment of the tower and roof so as to contribute to visual interest.
- 3) The ground floor of a mixed-use building should have a high floor-to-ceiling measurement to allow for a range of uses (e.g., 4.5 metre distance from floor to ceiling) and should incorporate direct entrances from the street and high transparency and glazing to promote ground level animation and visibility.
- 4) Buildings should create a fine-grained streetscape, with individual units and entrances expressed within modulated, articulated building facades. No building should have any length greater than 20 metres without some form of articulation that achieves a break in the visual appearance of the length.
- 5) No buildings will disrupt the visual opening along the north-south Line 2 O-Train corridor to the Ottawa River, with the exception of the Bayview O-Train Station which is at the intersection of the north-south and east-west Lines 1 and 3 and Line 2.

4.5 Circulation

Bayview O-Train Station is a central focus of the area vision and the Bayview Station District, with the primary transportation design objective to provide seamless pedestrian and cycling access to transit, with vehicle movements considered a secondary focus. In particular, pedestrian mobility, clear circulation paths and allowance for flow volumes consistent with peak transit periods are to be considered in pathway design, sidewalk width, lighting and through-block/through-building connections. Formal federal approvals will be required for any pathway linkages or other infrastructure affecting the Sir John A. Macdonald Parkway corridor and the Ottawa River shoreline, including any proposed impacts on the existing Parkway intersection at Slidell Street.

- 1) The recommended street pattern, key pedestrian and cycling connections and off-street multi-use pathway network is conceptually shown in the Bayview Station District CDP, Figures: 38. Street Layout; 41. Pedestrian Connections; 42. Cycling Connections; and 43. Pathway Connections. Phasing plans are required for superblocks and site-specific development proposals shall be designed to ensure

that the circulation systems conceptually identified in the Bayview Station District CDP are achieved.

- 2) New streets shall be designed as complete streets and should employ intersection bump-outs where feasible and shared use lanes. This applies to both new streets that may become public roadways and new streets that may remain in private ownership, but that will be made accessible for public use through easement agreements secured through the development review process.
- 3) Measures to prevent cut-through traffic on Elm and Spruce Streets should be maintained.
- 4) Grade differences shall be handled through a variety of means with the goal of maintaining a continuous, accessible, fine-grained and interconnected pedestrian network.
- 5) To enhance pedestrian connectivity, publicly accessible paths should be provided through development blocks and through buildings where block orientation cannot achieve a direct external pedestrian connection. When providing a direct connection to Bayview O-Train Station, through building passages, shall be accessible during transit operating hours.
- 6) A legible network of off-street multi-use pathways shall provide linkages between adjacent communities, Bayview O-Train Station and main activity nodes in the area including Laroche Park, Tom Brown Arena and the Ottawa River.
- 7) A new multi-use bridge crossing of the O-Train corridor shall be provided within the former Wellington Street right of way.
- 8) Off street multi-use pathways shall be a minimum 3.5 metres wide and, separate pedestrians and cyclists and shall be illuminated and maintained year-round.
- 9) Amenities including wayfinding, seating and drinking water fountains should be provided at the key gateway locations illustrated at the Bayview Station District CDP, Figure 45. Active Frontages and Gateway Features.
- 10) Development proposals must be supported by a transportation study that will be used to determine the adequacy of parking, transit service (including location, siting and connectivity of transit stops), pedestrian sidewalks and connections, cycling facilities and any necessary localized improvements to support the intensity of development.

4.6 Parking



Parking for bicycles will support the intense land uses considered for the area and will be secondary to the creation of a dynamic, pedestrian-oriented, ground-floor environment. Bicycle parking facilities should be well connected to bicycle routes and multi-use pathways.

On-street vehicle parking will be permitted in all reasonable cases where fire lanes and access can be maintained. Off-street parking facilities should be enclosed in medium and high-density developments, either in below-ground parking structures or within building podiums.

- 1) Minimum and maximum parking requirements shall be reduced to reflect downtown urban conditions and ratios that support high transit use.
- 2) Surface parking will not be permitted except in special circumstances and will be subject to design review with respect to landscaping and impact on pedestrian movements.
- 3) Parking shall be located underground or inside building podiums and should incorporate measures to provide appropriate screening and integration with the built form of the block.
- 4) Parking structures along public rights of way shall not include blank walls and should include publicly accessible active uses at the ground floor.
- 5) Entrances to parking garages shall be directed to minor roads or private driveways, wherever feasible, to foster a pedestrian-oriented streetscape environment.
- 6) Shared parking arrangements between tenants, buildings and lots shall be encouraged, particularly for uses that operate at different times.
- 7) Bicycle parking shall be provided in locations that are easily accessible (preferably at-grade), offer natural surveillance, are protected from weather and are sized appropriately to the estimated demand.
- 8) Bicycle and vehicle parking facilities should be accessible in a manner that minimizes negative interaction with primary pedestrian routes. This includes provision of landscaping and separated walkways where necessary.

4.7 Streets and Public Realm

Public streets account for a large portion of the built environment in the Bayview District and should be designed as the most important public spaces. They include both: streets owned and operated by the City; and streets introduced through the development review process that may remain as private streets to introduce a grid system into the

current superblocks and that will be have public use and be secured through easement agreements. As such, the policies below will apply as required to both public streets and private streets that will serve as publicly accessible streets within superblocks.

Envisioning street right of ways as welcoming spaces for public movement and activity, rather than simply as transportation corridors, is essential for this district's place making and functionality.

- 1) Albert Street represents an important connection to the Bayview O-Train Station and through the district. As the street and bridge is reconstructed/rehabilitated, and as development progresses, it is intended that the pedestrian environment shall be prioritized through generous sidewalk widths, pedestrian-scaled lighting, street furniture, street trees and at-grade connections from adjacent development sites. Buildings, trees and the aforementioned treatments shall be designed and implemented to frame the street, creating a high-quality pedestrian environment.
- 2) When alterations to the sidewalk and/or roadway geometry are being considered in the Bayview Station District, whether for private redevelopment or a public works project, the pedestrian sidewalk space shall be given priority.
- 3) A 5.0-metre sidewalk width is preferred on Somerset Street West, Bayview Station Road, City Centre Avenue and Albert Street. If such width cannot be achieved within the public right of way, consideration shall be given to reducing the size and number of vehicular lanes and setting back the street façade to provide a more spacious public sidewalk space.
- 4) Trees shall be used to improve the aesthetics and unique identity of the area and should be planted every 7 to 10 metres in the setback of the public right of way (provided there is sufficient space) to establish an avenue of mature trees that give public streets character. When site conditions make it impossible to achieve this in the public right of way, private landowners should be encouraged to plant trees in the front yard setback areas to complement public realm plantings. Generously landscaped alleys are encouraged along local roads connecting Laroche Park to a new public park at the north end of Bayview Yards. Refer to the Bayview Station District CDP, Figure 38. Street Layout.
- 5) Street and pedestrian level lighting should be on shared poles where possible and practical and should incorporate decorative luminaires/assemblies.
- 6) Commercial signage shall be designed to promote a pedestrian oriented streetscape while still being visible to automobiles. Signage should respect the character and scale of the area and should complement the buildings architectural features.

- 7) High-quality street furniture should be selected that is designed for long-term use, maintenance and aesthetic appeal. Where possible, street furniture should be coordinated within a broader landscaping plan in context with adjacent developments to promote continuity.
- 8) The integrated improvement of streetscape elements (street trees, landscaping and public art) should be considered whenever there is a renovation or upgrade contemplated by a private property owner to improve the aesthetic character of the street and better demarcate ownership edges.
- 9) Public art should be installed at key gateway locations and gathering places and should be undertaken and supported by the City of Ottawa Public Art Program and the Percent for Art Policy. The final location for public art installation should be determined by the artists in collaboration with the City.

4.8 Affordable Housing

New residential developments will offer affordable housing with direct access to transit to afford the creation of social cohesion and a rich mix of experiences for residents and businesses.

- 1) A range of housing types and tenures are encouraged for residential uses. 25 per cent of all rental and ownership housing shall be affordable.
- 2) The City shall facilitate partnerships with the non-profit and private sectors to develop affordable rental housing for households below the 30th income percentile as defined in the Official Plan.
- 3) Land, as identified within the Bayview District, that is declared surplus to the City's needs shall be identified for sale or lease for the development of affordable housing consistent with the City's local housing priorities and the City Housing Strategy, as amended or replaced from time to time, as approved by Council.

4.9 Implementation Strategy

The following policies, based on Bayview Station District CDP Section 7 – Implementation, and further described in Part C – Implementation and Interpretation, are important to realize the vision of the Bayview Station District CDP:

- 1) Provision of a master concept plan and phasing plans for the superblocks that reflect the directions set out in the Bayview Station District CDP and this secondary plan will be a required part of the development review process through plans of subdivision and site plan applications. Any agreements related to subdivision and

site plan approvals will include conditions to reflect and achieve the implementation of the master concept and phasing plans to ensure the orderly development of these large sites and to ensure the timely introduction of the public infrastructure necessary to support such development. The City will use the subdivision and/or site plan application process to secure required rights of way and parkland dedications, along with any key infrastructure improvements. Developers and the City will use this secondary plan and the Bayview Station District CDP to guide the preparation and evaluation of redevelopment proposals in the Bayview Station District.

- 2) On lands zoned with the “-h” holding symbol, the symbol will not be removed until the following are submitted, unless otherwise noted in the zoning, to the satisfaction of the General Manager of the Planning, Infrastructure and Economic Development department:
 - a) A master concept plan covering the entire land area of the “-h” zoned lands depicting major development blocks, roads and public spaces to be dedicated to the City or private access roads that will be publicly accessible is submitted and approved; and
 - b) Servicing, site remediation and traffic studies are submitted; and
 - c) Subdivision and/or site plan approval is given that includes conditions to reflect and achieve implementation over time of the master concept and phasing plans to ensure the orderly development of the site and to ensure the timely introduction of the public infrastructure necessary to support the development proposed.
- 3) For large development sites, the block layout, location of parkland and the specific spatial deployment of height and massing shown in Schedule C: Bayview Station District Maximum Building Heights will be subject to an environmental site-specific remediation and risk mitigation strategy as well as servicing and traffic impact studies. If necessary, changes to address major design and brownfield constraints (for example, significant soil contamination or infrastructure issues) will be permitted through an application for a Zoning By-law Amendment or a Minor Variance through the Committee of Adjustment provided that they are consistent with the overall intent and principles of this secondary plan. Any major departures from the concept plan (such as significant changes in the maximum height or overall site density) that are not in keeping with the intent of the plan will be subject to an Official Plan amendment.

Subdistricts



4) 900 Albert Street

Further to the holding provision requirements under the MC[1967] S291, S292-h zone, a future revised development scenario and application must also satisfy the following parameters:

- a) Any revised development concept shall be developed with regard to the directions set out in the Bayview Station District CDP and this secondary plan and shall include demonstration through a master concept plan that the subject site and the site at the 250 City Centre Avenue will integrate with each other with respect to connections, public realm and overall urban design to achieve a unified and seamless overall development program for the superblock that comprises these two sites; and
- b) The above master concept plan will serve as the basis for defining the details that will be reflected on any site plan for a revised development concept that will, in particular, provide a strong, well-defined pedestrian and cycle connection through the site to provide access to the Bayview O-Train Station and to 250 City Centre Avenue, including the integration of the open space system and public realm to be provided for 250 City Centre Avenue. This will ensure that the two sites will be seamlessly integrated as one superblock that reflects and implements the circulation and public realm directions of the Bayview Station District CDP and this secondary plan. Moreover, it will ensure a unified and interconnected public realm experience and a direct and seamless connection to the Bayview O-Train Station to support the promotion of transit use by employees and residents who will occupy the future development at 801 Albert Street and 250 City Centre Avenue; and
- c) The City in reviewing any revised development concept will also explore the potential to provide for a realignment of the Wellington Street right of way to intersect at a right angle with City Centre Avenue to allow access to the superblock. In this regard, it is acknowledged that the replacement of the high-pressure waterline, within the Wellington Street right of way, includes the provision of valves to allow for the relocation of the water main to facilitate a realignment. This would support achieving the extension of the grid pattern into the superblock and allow for the Wellington Street right of way to be transformed into a key public realm space with active uses and providing a normalized connection through the superblock from Hintonburg; and
- d) Any revised development proposal, like the development proposal that was submitted as part of the approved rezoning, shall not be permitted above any of

the major pipe infrastructure crossing or adjacent to the site, unless such infrastructure is relocated to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development. The City will not contemplate future redevelopment of this site that requires the build-over of significant piped infrastructure; and

- e) The new Bayview Station District seeks a very dense, urban form of development which assumes an 85 per cent modal share (60 per cent transit). This requires parking rates befitting of densities and parking rates found in an urban core area. Any rezoning will also include adoption of Central Area parking rates, as per this secondary plan and zoning direction of the Bayview Station District CDP; and
- f) A maximum of three high-rise towers are permitted on the property at 900 Albert Street. As shown on Schedule 291 of the Zoning By-law, one tower is permitted in areas A, B and C respectively. A 65-storey tower is not permitted in Areas B or C of Schedule 291. Subject to consultation with the Urban Design Review Panel and site plan control approval, one tower is permitted to be built on each of areas B and C as per Schedule 291. One tower is permitted at a maximum height of 27 storeys, the second tower is permitted at a maximum height of 56 storeys without further amendment to this secondary plan. The maximum heights permitted in Schedule C: Bayview Station District Maximum Building Heights may not be increased without further amendment to this secondary plan; and
- g) A minimum tower separation of 20 metres shall be provided. A tower is defined as the portion of the building above the podium.

250 City Centre Avenue

The direction of the Bayview Station District CDP will see the property at 250 City Centre Avenue (owned by Equity Realty Group Inc.) transform significantly to a dense urban fabric over time. While much of the needed public realm and mobility improvements to facilitate this transformation of the lands can be captured on-site through the development review process, it is recognized that certain off-site works will also be needed to facilitate this transformation. In particular the construction of the Wellington Street pedestrian/cycle bridge as well as pathway linkages and associated landscape improvements will be needed to connect across City lands to the existing north-south multi-use pathway.

To that end the landowners agree to an indexed contribution of \$450,000 towards the design and construction of the future pedestrian and cycling bridge over the existing O-Train corridor along the former Wellington Street right of way. This payment shall be phased with 50 per cent required at the time of issuance of the building permit for their

first high-rise building and the balance upon issuance of a building permit when they have exceeded 120,000 m² of space.

Further, the owner also agrees to construct pathway connections and provide appropriate landscaping from their site across City lands to connect to the multi-use pathway running parallel to the O-Train.

The feasibility of relocation and adaptive re-use of the building located at 290 City Centre Avenue should be explored as part of the site plan control application process for the redevelopment of 250 City Centre Avenue.

- 5) Buildings greater than 20 storeys will be subject to a specialized design review process established within the framework of the City's Urban Design Review Panel process. This review should also include a review of the master concept plans for superblocks, as part of the phasing plan requirements for such parcels. Design review should pay particular attention to the following design elements:
- a) A review of the master concept and phasing plans for superblocks to inform the subsequent review of the specific development proposals for buildings and sites for these large parcels; and
 - b) A smooth height and density transition between larger scale development near transit corridors and the existing low-rise residential neighbourhoods; and
 - c) Effective pedestrian rights of ways that permit easy pedestrian and cyclist connections to and from Bayview O-Train Station; and
 - d) The development of an active and well-defined streetscape along underutilized portions of the north-south and east-west corridors, including across bridges; and
 - e) Architectural treatments that reinforce the position of the station as a neighbourhood landmark, or that highlight the Ottawa River and other unique features of the nearby neighbourhoods.

Chapter 2B: Bayview Station District - Area B

Section 5: Introduction - Area B

Area B of this chapter is a supplementary policy section to introduce a new policy framework for segments of Preston Street and Somerset Street West and their flanking residential side streets. This area may soon face pressures for change due to its proximity to O-Train stations and requires a clearer direction for how it may fulfill its role and contribution as part of a grid of connected mainstreets while retaining its role and character as a predominately residential area with commercial activity located along the mainstreets. This part of the secondary plan provides more refined policies that are consistent with the Official Plan and provides supplementary policy direction to guide future change in the area.

Section 6: The Planning Area - Area B

Area B of the Bayview Station District applies to the lands south of Albert Street, north of Somerset Street, west of Rochester Street and east of the initially approved Bayview Station District Secondary Plan boundary, as identified on Schedule B: Bayview Station District Designation Plan.

Section 7: Planning Principles - Area B

The following planning principles provide the foundation for the policies set out for Area B of the Bayview Station District. The planning principles recognize that this area is an established residential area, with Preston Street and Somerset Street West being part of an inter-connected network of corridors but also an area that can evolve and change to accommodate more residents and businesses in the future. In order to guide this evolution, the following principles form the basis of this secondary plan's policies:

- 1) New development or changes of use within existing buildings, where permitted, is to be sensitive to the existing built fabric and to the abutting established residential areas;
- 2) Commercial activity is promoted along the Corridor and Minor Corridors;
- 3) Preston Street and Somerset Street West are to evolve as part of an interconnected network of mixed-use Corridors, providing access to services for local residents;

- 4) The unique built fabric of Preston Street, characterized by low-rise, walk-up residential-type buildings from the early 20th century and small land parcels, is to be protected. The buildings can evolve in their use but should be preserved, along with the small-scale properties that give the area its fine grain and walkable character;
- 5) Infill and sensitive redevelopment is promoted in the area; and
- 6) New parks and enhancements to existing City-owned parks and pathways are promoted to meet the needs of existing and future residents.

Section 8: Designation Policies - Area B

1) Minor Corridor

- a) The Official Plan policies for Minor Corridor apply to areas designated Minor Corridor including allowing mid-rise development up to six storeys; and
- b) In addition to the policies of the Official Plan for Minor Corridors, where non-residential uses are proposed to co-exist above the ground floor with residential uses, the non-residential uses must be sensitive to and compatible with the residential uses.

2) Mainstreet Corridor:

- a) Permitted non-residential uses are to be compatible with the built fabric and residential uses existing along the street and are to be geared primarily to serving the local residential area; and
- b) The existing townhouses that face Preston Street North should be retained. To allow these townhouses to evolve and change over time, small-scale, community-serving and sensitive commercial uses are permitted and lot consolidation for the purpose of demolition and redevelopment is discouraged; and
- c) Lands along Preston Street, north of Somerset Street West shall permit height for development of low-rise up to four storeys.

3) Neighbourhood

The Neighbourhood designation, as applied to Area B, Schedule B: Bayview Station District Designation Plan, allows for a broad range of housing types and applies to the Neighbourhood designation, which flanks Preston Street, and that includes a variety of housing types and sizes, from low-rise apartment buildings to single family homes. This neighbourhood area is characterized as an established community

providing affordable housing which is well connected by transit and other services and is to be retained and enhanced.

- a) All low-rise residential housing types are permitted, including, detached, semi-detached, townhouses, stacked townhouses and low-rise apartment buildings; and
- b) New development in the Neighbourhood area must be consistent with the prevailing pattern of development along the street in the immediate vicinity, in terms of front and side yard setbacks and massing, the use of lands in the front yard, and the location and type of parking arrangement (if provided); and
- c) The permitted height for development is low-rise up to four storeys.

4) Parks

The Parks designation, as applied to Area B, Schedule B: Bayview Station District Designation Plan includes two existing parks, Primrose Park and Chaudière Park. These parks are City-owned parks and provide the residents active and passive spaces for recreational activities. These parks will be protected and enhanced to meet the needs of the community.

- a) The designated Park, as identified on B - Bayview Station District Designation Plan will be protected and enhanced for residents use as passive or active park space.

Chapter 3: Corso Italia Station District

Section 1: Introduction

This chapter is for the Corso Italia Station District. The purpose of this chapter is to provide detailed, area-based policy direction to guide both public and the private development and investments over the next 25 years.

Section 2 of this chapter describes the planning area where its policies apply. Section 3 outlines the vision and goals for the district. Section 4 and 5 provide more detailed direction for specific areas within the district, with a focus on area character and built form and the public realm and mobility within that. Sections 6, 7, 8 and 9 provide policy for sustainability; servicing and infrastructure; housing; and, arts, culture and creative industry. The chapter concludes with Sections 10, 11 and 12 which describe its interpretation, implementation and schedules, which are important tools to clarify policy direction.

The various sections in the chapter are closely linked and are not meant to be read in isolation. Proponents should review all sections of this chapter, including the schedules and annexes for reference in interpretation of vision, in addition to Volume 1 of the Official Plan, when considering and preparing proposals for new public and private development in the district.

This chapter is Council's policy direction for all municipal actions, including public works, plan of subdivision applications, Zoning By-law amendments, site plan reviews and Committee of Adjustment applications in the Corso Italia Station District.

Section 2: Planning Area

The Corso Italia Station District area is generally bounded by Somerset Street West to the north, Highway 417 to the south, Breezehill Avenue North and Loretta Avenue North (south of Gladstone Avenue) to the west and Preston Street (including properties facing Preston Street on its east side) and Booth Street (south of Balsam Street) to the east, as shown in Schedule L: Corso Italia Station District Character Areas.

Section 3: Vision and Goals

The chapter will guide an orderly transformation of the district area into a future southwestern edge to the City's future larger downtown.

Where a surrounding, vibrant community has long been established and will continue to thrive, a new vision for the Corso Italia Station District looks forward to the presence of



the Corso Italia O-Train Station and the redevelopment of significantly underutilized tracts of land nearby. These redevelopments will integrate with the existing community and introduce new urban elements that will cumulatively combine to reinforce Little Italy and Hintonburg as diverse neighbourhoods characterized by the right balance of built environment, uses and public realm amenities for an attractive and resilient future. New developments will provide the high-quality facilities and infrastructure needed to attract and support active transportation on a daily basis and in doing so reduce automobile dependence.

“The Corso Italia Station District will be a compact, livable, transit-oriented community that is vibrant, diverse, green and focuses on sustainable transportation as the primary means of mobility throughout the area. Future development will be fully integrated and strengthen the existing community character and create a sense of place which reflects that identity.”

This chapter’s goals for the district are as follows:

1. Expand the opportunities for active transportation to encourage a healthy and sustainable paradigm for area mobility and city building.
2. Reduce automobile activity and car dependence to minimize conflicts with pedestrians and cyclists, to support the use of transit and active transportation and to improve the local environment and reduce greenhouse gas emissions and to enhance the public realm by reducing the footprint of automobiles.
3. Improve the amount, types and quality of spaces available for the neighbourhood to balance the increased numbers of people living and visiting the district.
4. Concentrate the most dense and tallest buildings along the O-Train corridor to support transit use for new residents and to provide built form transitions to existing low-rise areas.
5. Re-establish vacant or underutilized lots, across the district, with a strong urban form and design to support and enhance a high-quality public realm.
6. Build on the heritage and character in the area to reinforce the established culture and success of the neighbourhood.
7. Nurture the arts community and other diverse, small-scale activity generators to support a resilient local culture and economy for all members of society.

8. Target the achievement of net-zero carbon greenhouse gas emissions in new development through the planning, design and development of alternative renewable energy solutions.

Section 4: Character Areas and Built Form

4.1. Character Areas and Their Built Form

The policies of this section provide specific direction for each character area, as delineated on Schedule L: Corso Italia Station District Character Areas. Maximum buildings heights for the district are specified on Schedule M: Corso Italia Station District Maximum Building Height and Tower Location. On Schedule M, a dashed box indicates a permitted high-rise tower within a specific height category, the potential location of the tower and the maximum building height of the permitted tower (the number within the box). Detailed built form policy about a specific area or property is further provided in this section. Schedule O: Corso Italia Station District Key Properties or Areas Noted in Secondary Plan locates key properties or areas referenced in the following policies. This should be used to understand applicable policies as sites are subdivided.

In addition to these specific policies, all development shall demonstrate that the general built form criteria outlined in Section 4.2 of this chapter are met before the permitted maximum height can be approved. Section 5, Public Realm and Mobility is a companion to this section and all developments are expected to contribute to the public realm improvements as detailed in Section 5, prior to approval.

Station Area

The Station Area, as designated on Schedule L: Corso Italia Station District Character Areas, surrounds the Corso Italia O-Train Station. It will incorporate a wide range of transit-supportive functions and built form, including the tallest buildings and highest densities in the Corso Italia Station District. Building heights that decrease as development moves away from the Corso Italia O-Train Station and context-sensitive designs in this area will provide desirable transitions.

Given its central location within the established community, the Station Area provides a new opportunity to connect the neighbourhoods and people of Little Italy and Hintonburg and to create a district within the City that is built around transit and alternative transportation, minimizing reliance on automobiles. The Station Area will be a priority area for public realm improvement as outlined in Section 5 of this chapter. While this area will provide the most appropriate opportunities for the highest density buildings in the district, the properties fronting onto Gladstone Avenue will continue to

be developed to support a mainstreet character area east of Preston Street, through appropriate built form transitions.

General Policies:

- 1) High-rise, mixed-use development, with maximum buildings heights detailed in Schedule M: Corso Italia Station District Maximum Building Heights and Tower Location, may be permitted.
- 2) The remaining podium building height around the perimeter of a high-rise tower should be a height of three to six storeys, as further detailed in Section 4.2 policies for Mid-Rise Buildings.
- 3) Mid-rise buildings, from five to nine storeys, may be permitted within a zone where a tower is permitted, but when no tower is developed on that parcel.
- 4) Notwithstanding the Station Area designation, the frontage of Gladstone Avenue shall be developed with the general built form characteristics and uses of a mainstreet, to support the commercial continuity of the Gladstone Main Street Corridor, west of Preston Street. It will be characterized by low- to mid-rise buildings or podiums fronting Gladstone Avenue.
- 5) The tower component of any high-rise building shall be setback from Gladstone Avenue to support the character of the Main Street Corridor and to minimize shadow and wind onto the public and private realms.

The Station Area is divided into four quadrants, as located on Schedule O: Corso Italia Station District Key Properties or Areas Noted in Secondary Plan Policy, each having policy directions that respond to their unique conditions:

North-east quadrant (933 Gladstone Avenue (Ottawa Community Housing); 931 Gladstone Avenue; and 232 Preston Street)

The North-east quadrant of the Station Area will become a diverse area that permits a broad range of housing types and a mix of uses, including affordable housing, commercial, retail, institutional uses and supporting public realm, including privately-owned public spaces

- 6) There shall be active frontages facing all public realm within the Station Area. This includes the eastern Trillium Multi-use Pathway and the 1.0 hectare Park, north of the Station Area designation.
- 7) Tower elements of developments shall be positioned to minimize shadow impacts on the Park.

- 8) Despite Section 4.1, Policy 2), the podium of the 30-storey high-rise tower fronting the edges of the Gladstone and Street 'B', may be a maximum of nine storeys, subject to meeting Section 4.1, Policy 9).
- 9) The new, neighbourhood Gladstone Urban Plaza shall be provided south and/or west area of the southernmost building fronting Gladstone Avenue to facilitate a high-quality public realm opportunity at this high-activity node, as further detailed in Section 5.4, Policies 5) to 7) and shown on Schedule N: Corso Italia Station District Public Realm. The podium of the southern tower should be setback significantly from either Gladstone Avenue and/or the eastern Trillium Multi-use Pathway to ensure a space of civic significance. The Gladstone Avenue façade should be set back to create a view to the Urban Plaza and to provide an enhanced public realm for pedestrians at this important neighbourhood cross roads.
- 10) Active retail frontages and/or other storefront, non-residential uses accessible to the public are required for all development at the following locations:
 - a) The podium of the building fronting all edges of the Gladstone Urban Plaza and Street 'B' on Schedule N: Corso Italia Station District Public Realm. Such frontages are encouraged to extend as far as possible along the eastern Trillium Multi-use Pathway from the Urban Plaza northward; and
 - b) The majority of the frontage on the east side of Street 'B' between the Gladstone Avenue and Balsam Street; and
 - c) Retail frontages should be considered to extend along Street 'A' and Larch Street as each phase of development at 933 Gladstone Avenue site progresses but are not required. A greater mix of uses within the site would encourage a stronger, 15-minute walking neighbourhood. Ground level units along these streets should consider a design that is adaptable to provide for future flexibility in uses, such as live-work spaces.
- 11) New development permitted west of the designated Mixed-Use Neighbourhood shall be distributed and designed to provide a transition to the existing built form character in that area, through rowhouses, stacked townhouses, back-to-back stacked townhouses, or low- to mid-rise apartments. New single- or semi-detached dwellings are not permitted.
- 12) The two high-rise developments permitted on the north side of Gladstone Avenue, between the Street 'B' and Preston Street and south of Balsam Street shall be compatible and transition to the low- to mid-rise built forms of the abutting Main Street Corridor designation.

North-west quadrant (Standard Bread Company Factory - 951 Gladstone Avenue, 145, 131 and 127 Loretta Avenue North)

The north-west quadrant of the Station Area will become a diverse area permitting a broad range of residential uses and other mixed uses, including commercial, retail and light industrial uses.

- 13) Buildings will be sited and designed to create a built form transition from the Station Area character to the future Mixed-Use Block, on the west side of Loretta Avenue North.
- 14) The high-rise towers at 951 Gladstone Avenue and 145 Loretta Avenue North should maintain a minimum 23 metre separation distance between towers.
- 15) Future redevelopment around the Standard Bread Company Factory building shall incorporate design elements including, but not limited to building setbacks, stepbacks, massing and public spaces that showcase the cultural heritage of that building and site as designated under Part IV of the *Ontario Heritage Act*.

South-west quadrant (175 Loretta Avenue North - City Traffic Signals Operation; 950 Gladstone Avenue)

The south-west quadrant of the Station Area will become a diverse area permitting a broad range of residential uses and other mixed uses, including commercial, employment, retail and light industrial uses. Lands fronting Gladstone Avenue will redevelop to reinforce a continuous, pedestrian-oriented corridor.

- 16) Mixed-use buildings permitted over the balance of the south-west quadrant will be sited and designed to create a built form transition from the Station Area character to the existing, mature low-rise character exhibited by the west side of Loretta Avenue North.

Main Street Corridor

Preston Street, Gladstone Avenue and Somerset Street West will continue to evolve as animated and active mainstreets. As large properties redevelop or small-scale infills occur over time, these streets will solidify as the commercial spines of the Corso Italia Station District. A broad range of uses are permitted along the three corridors, including retail and service commercial uses, offices, residential and institutional uses. Main Street Corridors, as designated on Schedule L: Corso Italia Station District Character areas, will be characterized by an eclectic collection of low to mid-rise buildings.

General Policies



- 17) Mixed-use buildings up to a height of six storeys, in keeping with a mainstreet function and character as outlined in Section 5.1.4 and 6.2 of Volume 1 of the Official Plan, may be permitted along Main Street Corridors, unless otherwise indicated, as shown in Schedule L: Corso Italia Station District Character Areas and Schedule M: Corso Italia Station District Maximum Building Height and Tower Location of this chapter.
- 18) Continuous at-grade retail, commercial or institutional frontages with public access from the street shall be provided along Preston Street, Gladstone Avenue and Somerset Street West. Amenity rooms or similar types of spaces reserved only for residents of a building shall not be permitted along Main Street Corridor frontages.
- 19) The ground floor frontage of buildings abutting the Main Street Corridor should reflect the established retail scale and character to reinforce a fine-grain, human-scale development.

Site-Specific Policies along Main Street Corridors

1010 and 1040 Somerset Street West (as located on Schedule O: Corso Italia Station District Key Properties or Areas Noted in Secondary Plan Policy)

- 20) Mixed-use development may be permitted at 1010 Somerset Street West to a maximum floor space index (FSI) of 1.5. High-rise development and the addition of floor space beyond the maximum FSI may only be considered with the dedication of a 1.0 hectare Park, as described in the public realm Policies 1) to 4) in Section 5.4 and shown on Schedule N: Corso Italia Station District Public Realm of this chapter.
- 21) Development fronting onto the Somerset Street bridge shall extend the Somerset Street Main Street Corridor west and use the bridge deck as a publicly- accessible active frontage.
- 22) Building heights along Somerset Street West shall be mid-rise to support and be consistent with the character of the Main Street Corridor. If the conditions of Section 4.1, Policy 17) are met, high-rise towers may be permitted as shown on Schedule M: Corso Italia Station District Maximum Building Height and Tower Location and shall be sufficiently set back from Somerset Street West to maintain a mid-rise frame along the Main Street Corridor and to minimize shadow and wind onto the public and private realms.
- 23) Retail, commercial and/or other non-residential active frontages are required for all development along the entire frontage of any buildings located along Somerset Street West.

- 24) Development at 1010 Somerset Street West may include a public recreational facility or public school. A recreational facility may incorporate an expansion of the existing Plant Bath Recreation Centre.
- 25) Development of sites on either the east or west sides of the City Centre Underpass Pathway (see Section 5.2, Policies 6) to 13)) shall be designed with public realm considerations by:
 - a) Terracing downward or providing breaks in the building mass to maximize daylight along this active transportation spine; and
 - b) Activating building frontage(s) by concentrating the access/egress or activities of people of the buildings so they abut the pathway or underpass to keep “eyes on the street”; for example, locating 24-hour lobby, bike storage, or patios abutting the pathway.
- 26) Vehicular access to all parcels at 1010 Somerset Street West shall be as described in Section 5.2, Policy 6) and primarily directed to underground and/or podium parking where all vehicular movement between future development phases would occur, as well as site servicing, including: drop-offs and pick-ups, parking, deliveries, loading, garbage and recycling services, moving trucks and emergency vehicles.
- 27) Site planning and design of any parcel at 1010 Somerset Street West shall ensure access of larger emergency vehicles, such as Fire Services, including via the surface, as deemed necessary but without compromising the objectives of the public realm policies with respect to pedestrian and cycling priority.
- 28) Prior to redevelopment, a temporary use by-law may be applied to 1010 Somerset Street West to permit, on an interim basis, a City-operated parking lot.
- 29) A high-rise, mixed-use development may be permitted at 1040 Somerset Street West. The Somerset Street West frontage shall be developed to exhibit compatibility with the built form characteristics and uses of the Main Street Corridor, in general, to support the commercial continuity of the Somerset Street West, west of the O-Train corridor, except where otherwise permitted by existing zoning.

Gladstone Avenue and Preston Street

- 30) Building development on the north side of Gladstone Avenue, from Preston Street to the new Street ‘B’ (250 and 232 Preston Street; and 931 Gladstone Avenue) shall be set back a minimum of 2 metres from the property line on the northern side of Gladstone Avenue to ensure public realm enhancements can be satisfied, given the

very narrow right of way at this location of Gladstone Avenue. This is in addition to the right of way widening (Section 5.2, Policies 39) and 40)).

- 31) The north side of Gladstone Avenue, between Rochester Street and Preston Street (280 Rochester Street) shall be redeveloped to infill the underutilized areas adjacent to the Main Street Corridor with mixed-use low- to mid-rise buildings to a maximum of six storeys. This should integrate the existing community parkette at the corner of Preston Street and Gladstone Avenue.
- 32) Retail, commercial, institutional and/or other active frontages are required for all development fronting Gladstone Avenue, between Rochester Street and Piazza Dante Park. Such uses are also encouraged to frame the ground level of Piazza Dante Park. Regardless of use, the ground floor around Piazza Dante Park and any extension to it, should be designed as active frontage.
- 33) The east side of Preston Street, between Gladstone Avenue and The Queensway (Highway 417), shall be redeveloped to re-establish the Main Street Corridor in this block and expand and reinforce the Preston Street character.
- 34) The Adult High School (300 Rochester Street) will continue its institutional role and serve the community and the broader City. As it redevelops, it should adhere to Main Street Corridor policies.

Mixed-Use Neighbourhood

The Mixed-Use Neighbourhood policies will apply to the areas in the district, as designated on Schedule L: Corso Italia Station District Character Areas, that are primarily residential in character and function. Areas with existing low-rise buildings will continue to evolve with new low-rise development that complements that context, while areas of large or underutilized sites may also incorporate mid-rise buildings, and in specific locations where appropriate, limited high-rise buildings may be permitted. Both will provide a range of housing options intended to support the diversity of needs found and desired in the downtown core, including units with multiple bedrooms to support large families, as well as live-work alternatives. Small-scale non-residential uses will be permitted including functions and land uses meant to support the daily local needs of the neighbourhood, including: retail, service, cultural, leisure and entertainment uses.

Preston Side Streets

The low-rise street blocks to the west of Preston Street, between Oak Street and Balsam Street, and St. Anthony Street and Louisa Street West, as located on Schedule O: Corso Italia Station District Key Properties or Areas Noted in Secondary Plan Policy, are a mixed-use neighbourhood that supports families and a wide range of

demographics. It will continue to evolve and intensify over time to provide liveable, family-friendly housing options while supporting live-work alternatives and small businesses. Redevelopment in the form of infill will be encouraged to ensure the unique quality and characteristics of the area remain, as major redevelopment occurs within the district. Pedestrian and cycling will become the focus of mobility and infrastructure to support active transportation as the primary mode of travel.

- 35) Notwithstanding the provisions in Section 6.1.1 and 6.1.2 of Volume 1 of the Official Plan, low-rise residential and mixed-use development up to four storeys will be permitted in the Mixed-Use Neighbourhood.
- 36) Developments in the Mixed-Use Neighbourhood are not subject to the minimum density targets established for the Corso Italia Designation in Section 3.2, Table 3a of the Official Plan.
- 37) The City shall protect and enhance the built form character of Little Italy by encouraging infill development that is sympathetic to the historic built form character of the neighbourhood through the development review process.
- 38) The City will encourage affordable and liveable housing units that are suitable for families with children through the development review process.
- 39) Development within the Mixed-Use Neighbourhood that is west of the established, low-rise buildings between Oak Street and Larch Street shall be designed with north-south private lanes. Access from those lanes to the existing, east-west public rear lanes shall be pedestrian only.
- 40) The City may consider acquisition of that portion of privately-owned properties that currently encumber the western passage of existing, east-west lanes to the new lanes described above (Section 4.1, Policy 39)).
- 41) Notwithstanding Section 4.1, Policy 35), on the block from Preston Street to the Street 'B', between Larch Street and Balsam Street, buildings up to six storeys may be permitted, as shown on Schedule M: Corso Italia Station District Maximum Building Height and Tower Location. The design of built form shall employ considerations in height, massing, scale and architectural rhythm to provide transition to the low-rise residential buildings on the north side of Larch Street.
- 42) On the north side of St. Anthony Street, a building to a maximum of height of six storeys may be permitted over the balance of the site and provide a transition to the low-rise buildings to the north on Louisa Street West. While primarily a residential use, limited commercial uses may be permitted.



Rochester Heights Phase 2 (818 Gladstone Avenue)

This superblock will be broken down and redevelop as a fine-grained neighbourhood that is a primarily residential use but also provides a range of opportunities to mix of non-residential uses. It will build on the diverse character of the surrounding neighbourhood, including Gladstone Avenue, by accommodating a range of housing options and supporting the reestablishment of the Gladstone Avenue mainstreet function. Its built form, public realm and mobility network will invite the community into the site to ensure it is weaved as integral part of community identity and functionality.

- 43) The existing, singular superblock will become a fine-grained system of smaller blocks and parcels of development.
- 44) Blocks shall be designed with high lot coverage and create high-quality public realm that includes a continuous network of pedestrian-only mews.
- 45) A range of low-, mid- and high-rise buildings may be permitted over the site as detailed in Schedule M: Corso Italia Station District Maximum Building Height and Tower Location.
- 46) There shall be a transition from low- to mid- or high-rise buildings on the site.
- 47) All buildings shall be designed so that no side wall faces an established public street.
- 48) All building elevations that front onto Piazza Dante Park, or any extensions of the Park, shall have active frontages. Commercial uses, including small retail stores, restaurants, cafés or bars, are the preferred ground floor use, but spaces may also include uses that support a local arts hub, residential and related amenity uses. Building edges around the Urban Plaza are important to defining the Park and to ensure it functions as a safe and attractive landmark to the community throughout the day.
- 49) Buildings surrounding and in proximity to Piazza Dante Park should be designed to maintain maximize sun exposure to the site throughout the day.
- 50) Corner units on all floors of mid- and high-rise buildings, that are primarily residential use, should provide larger units that maximize the number of bedrooms to encourage the accommodation of large families within the downtown core.
- 51) Development at the south-east corner of Gladstone Avenue and Rochester Street may be considered as a node for special uses, such as an arts hub.

Breezehill Avenue North



The Breezehill Avenue North area is between Somerset Street West and Laurel Street and Breezehill Avenue North, as located on Schedule O: Corso Italia Station District Key Properties or Areas Noted in Secondary Plan Policy and the O-Train corridor and comprises several large, underutilized parcels. Over time, this area will redevelop into a fine-grained, mixed-use neighbourhood that responds to the character of the surrounding neighbourhood. Devonshire Community Public School, on the west side of Breezehill Avenue North, as well as the existing low-rise residential uses and the O-Train corridor, constitute key context as the area evolves. Transitioning building heights to this local context, as well as ensuring that the public realm and the mobility network are well designed and coordinated will ensure high volumes of active transportation use in the area. In the interim, the existing industrial operations are permitted to continue operation.

- 52) High-rise, mixed-use residential developments up to the maximum building heights detailed in Schedule M: Corso Italia Station District Maximum Building Heights and Tower Location may be permitted.
- 53) The remaining podium building height around the perimeter of a high-rise tower, generally, should be a height of three to six storeys, as further detailed in Section 4.2, for Mid-Rise Buildings. They will be sited and designed to create a built form transition to the existing, mature low-rise character exhibited by the west side of Breezehill Avenue North.
- 54) Mid-rise buildings, from five to nine storeys, may be permitted within a zone where a tower is permitted, but when no tower is developed on that parcel.
- 55) All development with this area shall be designed to support active transportation use along Breezehill Avenue North and Laurel Street, with special consideration of students and visitors to Devonshire Community Public School.
- 56) All development within this area shall carefully site buildings and consider through-block connections from Breezehill Avenue North to the future Trillium Multi-use Pathway on the west side of the transit corridor.
- 57) All redevelopment sites shall provide their portion of the future, western Trillium Multi-use Pathway on site and setback buildings accordingly and as needed (Section 5.3, Policy 3)).

Mixed-Use Block

The Mixed-Use Block designations, as designated on Schedule L: Corso Italia Station District Character areas, continue to offer uses that are large scale in operation and largely singular in use at present. They may include large, private commercial and

industrial enterprises or public facilities that serve the broader community, such as institutional or recreational uses. As large lots, they also have the potential to provide redevelopment opportunities, in the short- and long-term, that will add to a diverse mix of uses and functions that will reinforce the overall district vision and goals.

Plant Bath Recreation Centre (930 Somerset Street West)

58) The parcel of Somerset Street West, Oak Street and Preston Street to the western edge of the Plant Bath Recreation Centre shall continue to provide recreational uses and programming, including Plouffe Park. Development should not preclude future expansion to 1010 Somerset Street West, west of it.

59) The property is designated under Part IV of the *Ontario Heritage Act*. Any redevelopment of this site shall conserve the heritage value and attributes of the designated building and/or site

Adult High School (300 Rochester Street)

60) The property is listed on the City of Ottawa Heritage Register and may merit designation under the *Ontario Heritage Act*. Any redevelopment of this site should conserve the heritage value and attributes of the school buildings.

61) This block will continue its institutional role and serve the community and the broader City. However, if any major redevelopment occurs, new built form and uses along Gladstone Avenue will reinforce that mainstreet character and planned function.

Canada Bank Note Company (975 Gladstone Avenue)

This chapter encourages the preservation of existing employment uses that are compatibility with other uses to reinforce a vibrant urban downtown core. This city block, as located on Schedule D: Corso Italia Station District Key Properties or Areas Noted in Secondary Plan Policy, including its existing industrial use, is not expected to redevelop in the short- to long-term. New development that is adjacent to this block shall ensure appropriate mitigation measures are implemented. If the existing industrial use operation ceases in the future, this superblock may redevelop into a fine-grained, mixed-use neighbourhood that responds to the character of the surrounding neighbourhood, including the high-rise redevelopment to the east and mature low-rise residential uses to the west. Transitioning building heights to this local context, as well as establishing a high-quality public realm with several through-block connections will ensure future neighbourhood integration.

- 62) The existing Canada Bank Note Company building will remain on the City of Ottawa Heritage Register and be reviewed through the City's heritage planning process should any modifications to it or the site be contemplated.
- 63) New residential development that is built close to established industrial operations are responsible for mitigating their proximity in a manner that has no effect or impact on the established operation's ability to continue operating and any studies or mitigation measures shall be done at their own cost.
- 64) The existing employment and industrial operations that continue within this area, including the movement and routes of trucks for Canada Bank Note Company operations, should coordinate with any City public works projects involving public realm initiatives to maximize safe, efficient and comfortable public mobility, as the surrounding needs of the area change.
- 65) Mixed-use buildings, primarily residential in use, may be permitted up to a height of six storeys to create a built form transition from the high-rise buildings east of Loretta Avenue North to the existing low-rise character, west side of Breezehill Avenue North.
- 66) Despite Section 4.1, Policy 65), any future redevelopment of the site that includes new buildings or adaptive reuse will be a maximum building height of four storeys for approximately 30 metres east from Breezehill Avenue North to ensure the appropriate transition to the established, low-rise neighbourhood west of Breezehill Avenue North.
- 67) Any future subdivision and design of this block shall provide through-block connections from Breezehill Avenue North to Loretta Avenue North to support active transportation.

Park

The Corso Italia Station District includes the development of new parkland. Park land represents a character area comprised of City-owned parkland, as designated on Schedule L: Corso Italia Station District Character Areas. This chapter seeks to balance the increased density proposed through redevelopment with the inclusion of active and passive public park spaces within the district. It is important to note that Privately-owned Public Space, contribute to the Parks character, as they provide public realm opportunities but on private property, typically by permitting public access (at all times of the day) to spaces for passive recreational use. Details of both are provided in Section 5.4, including site-specific policies for both Parks and Privately-owned Public Spaces.

Other Greenspace



Other Greenspace, as designated on Schedule L: Corso Italia Station District Character areas, are lands that are part of the grounds of an institution but are not open to the general public. When redevelopment of the site is being considered, the recreational space should be considered for retention on the site, with a fulsome review regarding the opportunity to make the site more available for general community use (See Section 5.2).

Green Transportation and Utility Corridor

The Green Transportation and Utility Corridor, as designated on Schedule L: Corso Italia Station District Character Areas, will continue to be an open space and north-south transportation corridor that accommodates the O-Train and the Trillium Multi-use Pathways in the Corso Italia Station District connecting Dows Lake to the Ottawa River. With improved pedestrian and cycling connections, the corridor will serve as a green place that unites the communities that are currently divided by the O-Train trench.

- 68) The City shall protect and enhance the Green Transportation and Utility Corridor as a continuous open space system that serves transportation, recreation, community and urban ecological functions.
- 69) The City shall protect and enhance the corridor to allow for the expansion of the existing Trillium Multi-use Pathway along the east side of the O-Train between the Queensway (Highway 417) and Somerset Street West to reinforce this Multi-use Pathway as the principal active transportation spine through the district. Expansion should include more space for both pedestrians and cyclists, but also for the supporting infrastructure to create an attractive and safe public realm, for example, through inclusion of rows of trees or amenities such as benches or drinking fountains.
- 70) The City shall expand the corridor to allow for the extension of the existing Trillium Multi-use Pathway along the west side of the O-Train between the Queensway (Highway 417) and Somerset Street West to provide a parallel, north-south route that complements the existing east side and provides better access to users arriving from west of the corridor.
- 71) Private property owners will be responsible for providing the Multi-use Pathway or cycling route that is planned to be on or adjacent to their property (Section 5.3).

4.2. General Built Form Criteria

The Corso Italia Station District will see an eclectic mix of different building heights, massing and typologies that are reflective of the history, the vitality and dynamics of the place. The development within the district shall conform to the Official Plan built form



policies pertaining to Hubs and Mainstreet Corridor designations. The applicable Council-approved design guidelines and policies will also provide guidance on built form design. The following policies set out detailed criteria for all development projects to achieve high quality architecture and urban design and to ensure compatibility and transition.

Animated Building Edge

Animated building edges are essential for creating a safe, pedestrian-friendly and successful urban environment. The following policies address how to animate the public realm through built form and complement the Public Realm and Mobility policies of this chapter (Section 5).

- 1) All new development projects shall be oriented to the local and internal streets, parks and pathways, including through-block connections and walkways.
- 2) Edge conditions of development projects shall animate the public realm that they face through incorporating active entrances and architecture features and details that will enhance pedestrian safety and support the pedestrian experience.
- 3) Ground floor setbacks should be generally consistent with the existing pattern on the street and should range from 0 metres to 3.0 metres. Setbacks should only provide space for landscaping and tree plantings, patios, urban plazas or other spaces consistent with a downtown, urban built environment and supportive of public realm.
- 4) All new development regardless of use shall orient the principal façade and entrance(s) of main building(s) to the public street.
- 5) Locate front doors to face public streets and be directly accessible from the public sidewalk.
- 6) Ground floor residential dwelling units must include at least one active entrance facing a public street.
- 7) New private approaches and garages on façades of new low-rise residential buildings shall be prohibited. Garages shall only be permitted from an existing or new rear lane.
- 8) All development blocks shall strengthen building continuity with continuous built edges. Gaps between buildings should be minimized and only be used to create variation of interest in the street wall. Any deviation must be minor in proportion and demonstrate consistency with the quality of the broader public realm.

- 9) Ground-oriented units should consider a design that allows the future use of those units to be adapted to provide live-work or neighbourhood-commercial uses.
- 10) Building massing and elevations should enhance the character of the public realm and avoid creating microclimate impacts.
- 11) Loading and garbage facilities are to be primarily located underground, within a building podium, or screened from view from public streets.
- 12) Active frontage means: building frontages that animate the public spaces they face through:
 - a) Pedestrian-oriented retail, commercial or institutional uses, or residential uses whose main front door is on said frontage; and
 - b) Doors that can be used by the general public directly from the sidewalk or public space to gain access to the building and use at all hours of regular operation, or to visit the residents of the dwelling; and
 - c) Architectural features and details that enhance pedestrian safety and provide visual interest to enrich pedestrian experience; and
 - d) The provision of a separate municipal address for each active entrance.

Mid-Rise Buildings

Mid-rise buildings are defined as buildings that are between five and nine storeys in height and may be permitted on a number of character areas in this chapter and may also be built on properties where high-rise buildings are permitted. In addition to the applicable policies in Volume 1 of the Official Plan, the following criteria will apply to mid-rise developments where they may occur.

- 13) In general, mid-rise building should have a base that relates to the sidewalk and pedestrian realm, a middle portion (a height that is approximately equivalent to the width of the right of way) to form part of the streetwall and relate to adjacent buildings and a top that incorporates building form articulations such as step backs and/or elevation treatments to break up building mass and allow skyview, sunlight and transition.
- 14) New development will be required to articulate the building mass and explore design techniques such as setbacks and step backs to avoid the canyon effect along the public street and to minimize the visual and micro-climate impacts on public and private realms.

- 15) The relationship between the new development and the abutting existing and future residential buildings shall be carefully examined and addressed to ensure liveability for existing and future residents through adequate provisions for privacy, sunlight and cross ventilation.
- 16) Mid-rise buildings, from five to nine storeys, may be permitted within a zone where a tower is permitted, when no tower is developed on that parcel.

High-Rise Buildings (10 to 40 storeys)

High-rise buildings are defined as buildings that are 10 to 40 storeys in height and are permitted as shown on Schedule M: Corso Italia Station District Maximum Building Height and Tower Location, or specified in Section 4.1 of this chapter. Potential High-Rise Building locations are identified on Schedule M. The following criteria apply to developments that incorporate a high-rise building in areas where a high-rise building is permitted:

- 17) A development site that accommodates a high-rise building shall have frontage on publicly-owned or publicly-accessible spaces along three of its sides. This could comprise of a combination of streets and/or publicly-owned or publicly-accessible spaces, such as a park, a multi-use pathway, or an easement created for public use. For example, combinations could include a frontage on three streets; a frontage on two streets plus one frontage on public space, or frontage on one street plus two frontages on publicly-accessible space.
- 18) The remaining podium building height around the perimeter of a tower(s) should generally be a height of three to six storeys: a three-storey maximum height should be developed along local streets where active residential frontage is required or provided and a six-storey maximum height along designated Main Street Corridors or where retail uses are required or provided.
- 19) The podium and/or base of the development shall incorporate uses and human scale features to animate adjacent streets and open spaces.
- 20) Point tower design shall be provided for high-rise buildings.
- 21) Small floor plates will be encouraged with the typical floor area of a residential tower being generally up to 750 square metres and the typical floor area of an office tower being generally up to 2,000 square metres.
- 22) Tower portions of high-rise buildings, as defined as between 10 and 30 storeys in height, will have a minimum separation distance of 20 metres. Reductions in this

separation distance may only be considered if the development demonstrates compliance with Section 4.6 of the Official Plan.

- 23) The relationship between potential towers within the same street block shall be addressed with towers being located as shown on Schedule M: Corso Italia Station District Maximum Building Height and Tower Location and measures being introduced through the development review process to ensure orderly development of the block.
- 24) Coordination of tower locations shall be pursued to optimize views from towers to the city skyline and other public amenities.

Taller high-rise buildings (41+ storeys)

Buildings that are 41 storeys or more in height, where permitted, will be prominent features in the skyline and landscape and will have an impact on the identity and characteristics of the district and the City and will require extra attention in planning and design. Potential High-Rise Building locations are identified on Schedule M: Corso Italia Station District Maximum Building Height and Tower Location. The following criteria will apply to developments that incorporate a skyscraper, in addition to those of Section 4.2, for High-Rise Buildings of this chapter:

- 25) Development proposals will be subject to a thorough view impact analysis from various vantage points defined in Section 4.6.2 of the Official Plan and no building, part of the building, or building roof structure shall have any impact on the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols.
- 26) Tower portions of high-rise buildings with 41 or more storeys in height will have a minimum separation distance of 25 metres between any tower portion of any high-rise building. Reductions in this separation distance may only be considered if the development demonstrates compliance with Section 4.6 of the Official Plan.
- 27) Development shall display design excellence and pursue distinction and variation in many aspects of design, in particular, the sculpting and articulation of the shape, the massing and the top of the building in order to create a unique silhouette and skyline.
- 28) Development will be subject to Urban Design Review Panel process to ensure exceptional urban design and architecture quality and coordination in the formation of an urban skyline through variations of height and design.

Transition and Neighbourhood Line



The City's built form vision for the Corso Italia Station District allows for high-rise buildings at strategic locations and establishes transitions into the surrounding neighbourhoods and open spaces as detailed in Schedule M: Corso Italia Station District Maximum Building Height and Tower Location. The following policies address transition.

Height Transition

- 29) Building heights will be tallest adjacent to the Corso Italia O -Train Station and along the Queensway and shall generally reduce in height toward the surrounding established neighbourhoods.
- 30) Design of development on properties within the Station Area designation and abutting the Mixed-Use Neighbourhood designation shall be compatible to the height, massing, scale and architectural rhythm of the established low-rise residential buildings to the east and west.

Neighbourhood Line

- 31) A Neighbourhood Line is established along the district's east boundaries (Ward 14) and along the west boundaries (Ward 15), as shown in Schedule M: Corso Italia Station District Maximum Building Height and Tower Location.
- 32) New developments within the district along the Neighbourhood Line will be compatible to the height, massing, scale and architectural rhythm of the adjacent low-rise residential buildings when a developing parcel abuts a parcel with an existing low-rise building. Where a street is between new development and existing low-rise residential buildings, the street provides a buffer that can play an important role in building transitions and design considerations.
- 33) New developments within the district along the Neighbourhood Line shall explore design techniques such as a strong expression of a two or three-storey base with ground-oriented units and setbacks at the upper floors to reduce the visual and micro-climate impacts, where the building is facing the street. At the rear of the building, where it faces onto existing low-rise residential buildings, new development shall explore setbacks above four storeys.
- 34) New development at the southeast corner of Booth Street and Raymond Street shall incorporate a podium along Booth Street with a maximum height of four storeys in order to maintain a low-rise building profile directly along Booth Street between Raymond Street and Arlington Avenue. If a tower is developed, massing should employ additional setbacks and/or setbacks.

Section 5: Public Realm and Mobility

The successful transformation of the Corso Italia Station District will require the provision of a generous and high-quality public realm that attracts and supports people. The public realm is both a destination for people and it determines where and how residents and visitors will be able to move, recreate, rest and socialize in the district, or in other words, their mobility. Together, the public realm within the Corso Italia Station District will comprise public streets (including pedestrian-only streets and other spaces within the right of way), pedestrian and cycling paths, Green Transportation and Utility Corridors, Parks and other Privately-Owned Public Spaces.

Goals for public realm and mobility in the district are:

1. Design a network that supports the transportation modal share targets described in the City's Transit-Oriented Development Plans with a minimum 85 per cent modal share for transit, walking and cycling.
2. Maximise the provision of quality infrastructure dedicated to cycling and walking to support the target modal shares and implement a sustainable mobility paradigm that is resilient under a range of possible conditions, such as changing economic or health environments.
3. Reduce automobile activity and car dependence to minimize conflicts with pedestrians and cyclists, to support the use of transit and active transportation and to improve the local environment and reduce greenhouse gas emissions; enhance the public realm by reducing the footprint of automobiles.
4. Improve the amount, types and quality of spaces available for the neighbourhood through increased parks, privately-owned public spaces and create use of public right of way to balance the increased numbers of people living and visiting the district.

5.1. Public Realm Objectives

This chapter sets out key directions for improvements that will rebalance public realm allocation across the district to ensure high-quality space is abundant to meet the following objectives.

- 1) Plan and design all new development with a premise of sustainable transportation (foot, bike, transit) having absolute precedence on how streets, paths and other linkages are designed.
- 2) Break down superblocks or large parcels of land so they are divided up to connect with the existing street grid and will facilitate the establishment of fine-grain pedestrian realm and mobility network.

- 3) Introduce new active transportation links to form an expansive, diverse and easy-to-use pedestrian and cycling mobility network that connects the neighbourhood.
- 4) Minimize the number of streets that provide full vehicular movement.
- 5) Maximize right of way space and infrastructure for active modes of transportation and for the allocation of passive recreational uses.
- 6) Provide ample opportunity for social interaction and physical distancing, when necessary, within the public realm through more options for pedestrian routes and enhanced passive recreational spaces, with supportive public amenities, such as benches, shade trees, public art, recreational installations and similar supporting features.
- 7) Create places of interest, foster identity and support neighbourhood recreation and commerce.
- 8) Design all transportation infrastructure to provide high-quality cycling and walking environments oriented towards O-Train stations.
- 9) Provide motor vehicle access to all city blocks, including via underground structures, to minimize the number of private approaches and vehicle activity at surface grade.
- 10) Create indirect driving routes to reinforce slow vehicle speeds, to eliminate cut-through traffic and minimize vehicle volumes.
- 11) Slow speed driving environment on all internal streets to support active transportation
- 12) Strategically control the availability of on-street parking, only where the need is most anticipated, to allocate more right of way to cycling lanes.
- 13) Prohibit new surface parking across the district, in general. At 818 Gladstone Avenue (Rochester Heights Phase 2), very limited amounts of residential surface parking may be permitted in the interior of the block and those spaces shall never abut a public street.
- 14) Protect the existing character of local side streets.

Schedule N: Corso Italia Station District Public Realm, sets out the key elements of the public realm and their locations and should be used to guide the municipal capital projects and the review of development applications.

5.2. New Streets and Active Transportation Network



The following policies provide specific direction for the public realm in specific areas across the district, as illustrated in Schedule N: Corso Italia Station District Public Realm and located in Schedule O: Corso Italia Station District Key Properties or Areas Noted in Secondary Plan Policy.

General Policies

- 1) New streets or extensions will prioritize the safe movement of pedestrians and cyclists in their planning and design so that they enhance the active transportation experience, ensure safety, calm traffic and create a more enjoyable and welcoming public realm.
- 2) While vehicle volumes are anticipated to be low on local streets, pedestrians should be provided separation from traffic to ensure a comfortable and accessible environment. Wide sidewalks and a sense of place along the pedestrian routes shall be provided for these streets. Widening is not for additional motor vehicle space.
- 3) On streets that are designated with road of right of way protection, additional width shall be allocated to prioritize improved conditions for active transportation, such as provision of a cycle lane or track, widened sidewalk and street trees.
- 4) To support a high-quality pedestrian environment and to minimize traffic at new development sites, the developer and City shall explore possible mitigation measures such as:
 - a) Constructing physical speed management measures in local streets, such as bulb-outs/curb extensions, speed humps, chicanes, raised intersections, raised pedestrian crossings, pedestrian refuge islands and so forth. These must result in all internal streets with a maximum driving speed of 30 kilometres per hour; and
 - b) Posting clear speed limit reductions on local streets (supported by physical traffic calming measures); and
 - c) Implementing turning restrictions for local streets in the district (that is permitting out movements but no in movements, etc.); and
 - d) Installing “Local Area Traffic Only” signs at accesses to local streets in the district; and
 - e) Transforming streets into living streets, such as woonerfs (low speed limits of 10 to 15 kilometres per hour, narrow pavement widths and lack of curbs or signage to have all modes of travel exist in the same space).

1010 Somerset Street West

- 5) The street and block pattern for properties south of Somerset Street West, west of Preston Street, north of Gladstone Avenue and east of the eastern Trillium Multi-use Pathway (property at 933 Gladstone Avenue and 1010 Somerset Street West) shall follow the street and block framework demonstrated on Schedule N: Corso Italia Station District Public Realm.
- 6) No through street shall be permitted from Somerset Street West to Oak Street.
- 7) Primary vehicular access to the 1010 Somerset Street West site should only be from Somerset Street West.
- 8) Servicing, drop-offs or pick-ups and parking for 1010 Somerset Street West parcels shall primarily occur via a north-south through-block connection from Somerset Street West to a podium and/or underground facility. This includes all access required to the western-most parcel, located on the west side of the right of way extending south from the City Centre Underpass Pathway and future pedestrian and cycling route (Section 5.2, Policy 10)). Any future recreational facilities or institutional uses will be required to use the access from Somerset Street West.
- 9) Notwithstanding, Section 5.2, Policy 8), an external east-west lane on the rear side of buildings with Somerset Street West frontage may be considered, if deemed necessary to service the interior of the block; for example, to address Fire Services operations. This would connect from the principal Somerset Street West access but could run external in lieu of access through the interior of a buildings. Establishing a high quality and safe pedestrian-oriented environment, particularly given the context of the abutting Park, shall remain a priority.
- 10) City Centre Underpass Pathway, linking City Centre Avenue and 1010 Somerset Street West and the 933 Gladstone Avenue sites, provides the most direct, accessible and convenient route to significant, future redevelopments at City Centre Avenue, Albert Street, LeBreton Flats and the Bayview O-Train Station and shall be used as a primary pedestrian and cycling gateway and corridor to and from these redevelopment sites.
- 11) Notwithstanding, Section 5.2, Policies 6) and 7), if limited vehicular access is to be provided using the City Centre Underpass Pathway, it must be subordinate to pedestrian and cycling circulation. Should the width of the underpass be enlarged, consideration may be given to additional vehicular access only if the primacy of pedestrians and cyclists is maintained.

- 12) Without necessary improvements to the underpass (as described in Section 5.2, Policy 11)), vehicular use of the City Centre Underpass Pathway shall not be permitted for general public access to parking uses on any parcel at 1010 Somerset Street West (public or private). Vehicular use at City Centre Underpass Pathway may be considered for limited access for the servicing of 1010 Somerset Street West, if a public recreational facility or school were to develop and if deemed necessary. Under such a circumstance, restricted automobile access would not interfere with the core function, as a key pedestrian and cycling route.
- 13) A staircase that links pedestrians from the City Centre Underpass Pathway directly to the south side of Somerset Street West shall be provided by future development. The stairway shall be easily visible and publicly accessible at all times.
- 14) The gateway of the City Centre Underpass Pathway will be a dynamic space and shall accommodate users 24-hour a day. Lighting will play a major role to ensure security and the success of ground-level uses facing onto this pedestrian-oriented gateway and corridor. Programmed lighting and programmed activities should be considered to ensure year-round safety and activity, exploring opportunities that may not be currently City standard, in order to turn this node into a destination.
- 15) Future development may be built to abut the existing Trillium Multi-use Pathway, allowing improvements for access to and from the Somerset Street bridge. Any reduction in Multi-use Pathway accessibility and functionality is prohibited.
- 16) A new pedestrian pathway and cycling route shall extend from the City Centre underpass, across the new 1.0 hectare Park, connecting to the extended Oak Street, near Street 'A', to the east and to the Trillium Multi-use pathway Pathway to the west. Its exact location will be coordinated with the park programming to ensure it supports park uses, but also ensure desire lines to off-site destinations are maximized.

933 Gladstone Avenue and Preston Side Streets

- 17) The street and block pattern shall be generally as shown on Schedule N: Corso Italia Station District Public Realm.
- 18) The new internal road network, including Streets 'A', 'B' and 'C' and the Oak and Larch Street extensions, shall ensure there are routes for all cyclists that provide barrier-free, continuous and low-stress facilities, such as cycle tracks, bike lanes or multi-use pathways; or by designing narrow streets where cyclists share the road with automobiles. Such shared streets shall provide safe, comfortable environments that are attractive for use by cyclists of all ages and needs, and to achieve this shall

employ speed management techniques that ensure vehicular traffic does not exceed a maximum speed of 30 kilometres per hour.

- 19) Three new, north-south streets shall be created, as shown on Schedule L: Corso Italia Station District Character Areas and shall each have their own street name:
 - a) Street 'A' shall intersect with the Oak Street extension.
 - b) Street 'B' shall intersect with Gladstone Avenue.
 - c) Street 'C', a Future Woonerf Street, shall intersect with Oak Street and the Larch Street (new western segment). Whether it is a public or private street will be determined through the development review application process.
- 20) Streets 'A' and 'B' and the Larch Street extension shall provide the principal, north-south pedestrian spine through the 933 Gladstone Avenue site given the anticipated residential population immediately abutting it and its direct alignment with the City Centre Underpass Pathway, a major urban connection and desire line to City Centre Avenue, future development at City Centre, 900 Albert Street, LeBreton Flats, the major transportation hub at Bayview station and Albert Street access to the downtown core.
- 21) Streets 'A' and 'B', Oak Street and the Larch Street extension shall have a right of way width that must be able to accommodate to City standards, the following elements: accessible and enhanced pedestrian facilities, safe and inviting cycling conditions for all ages, medium to large street trees on both sides, maximum 3.0 metre-wide vehicular lanes and on-street parking that supports these spatial elements.
- 22) Streets 'A' and 'B' and the Larch Street extension may provide passive recreational space through additional sidewalk width to provide an attractive and functional area for residents and visitors to meet, recreate and rest.
- 23) Street 'C' should be established as a Future Woonerf Street or shared street where the right of way is shared amongst pedestrians, cyclists and vehicles, and shall be a minimum 15.0 metres right of way. It should be designed with enhanced pedestrian amenities and greenery.
- 24) The new north-south lanes that are to be implemented east of the Future Woonerf Street shall have no vehicular access to the existing Laurel Street East or Larch Street. Car access should be only from Oak Street and the new Larch Street segment.

- 25) Oak Street shall be opened and extended to the west to provide access and frontage for the new 1.0 hectare Park and permit access into the 933 Gladstone Avenue property, as shown on Schedule L: Corso Italia Station District Character Areas. Re-design of the street shall incorporate speed management measures to ensure the street maintains the characteristics of a local residential street, including a maximum driving speed of 30 kilometres per hour.
- 26) A pedestrian route, such as a treed sidewalk, shall be located on the north side of Oak Street and its extension.
- 27) The existing Larch Street shall remain a dead-end to motor vehicles, however, an active transportation extension of Larch Street shall be created to intersect with Street 'B', as shown on Schedule L: Corso Italia Station District Character Areas. West of the landscaped dead end at the existing Larch Street, a segment to new Larch Street will extend west and provide motor vehicle circulation to Streets 'A' and 'B'.
- 28) Laurel Street East shall remain a dead-end street to motor vehicles.
- 29) A new Laurel Street Active Transportation Corridor, as designated on Schedule L: Corso Italia Station District Character areas, shall be established between Laurel Street East, east of the O-Train Corridor to Laurel Street, west of the O-Train Corridor to connect the district to surrounding communities and to link future cycling infrastructure. This will be accomplished by constructing an Active Transportation Bridge, as shown on Schedule N: Corso Italia Station District Public Realm. No motor vehicle traffic will be permitted on the corridor or the bridge. It should be a minimum width of 12 metres to include separated sidewalks and cycle tracks and generous street trees on both its north and south sides.
- 30) The public realm of the Laurel Street Active Transportation Corridor between the eastern Trillium Multi-use Pathway and the dead end of Laurel Street East may be enhanced with passive recreation uses, where possible. Buildings should address the path with active frontages or architectural details.
- 31) Balsam and/or Larch Streets may be connected to the 933 Gladstone Avenue site, if appropriate transportation studies clearly demonstrate that there is no other option to ensure a sound management of automobile circulation based on mode shares that reflect the downtown location and mode share goals that may apply under the Transportation Master Plan. The preferred option is to open Balsam Street only.
- 32) Pedestrian and cycling paths shall be provided between each new development block that abuts the eastern Trillium Multi-use Pathway to provide connection to local

streets to reinforce the fine-grained mobility network. The paths shall be publicly accessible 24 hours, each day of the year, to ensure a continuous connectivity.

- 33) The intersections of any new street shall be designed at or very near 90-degree angles. This reinforces the existing street grid characteristic of the downtown core and turning radii that are the minimum permissible reduce the likelihood and/or severity of collisions between motor vehicles and vulnerable road users by slowing the motorist turns.
- 34) The rights of way of the existing Oak, Laurel East, Larch and Balsam Streets shall be redesigned with a priority to establish enhanced pedestrian and cycling routes, during any future public works infrastructure renewal project, or private redevelopment project. This includes ensuring the connection of the existing and future streets, so that the active transportation network is coordinated and unified. A woonerf or shared street may be considered.
- 35) On-street parking locations on local streets should be identified in early planning phases to ensure that the space they take up does not preclude active transportation objectives in subsequent phases of development.
- 36) Curb cuts or depressed curbs that currently facilitate access for illegal front-yard parking spaces shall not be reinstated.
- 37) The City will consider introducing a front-yard parking elimination incentive program that provides owners with a 10-year, no-cost, on-street parking permit when a legally established front-yard parking space is replaced by a planted front yard.
- 38) The City may consider the purchase of a portion of any property that currently blocks access from the existing east-west rear lanes to future north-south rear lanes to the west, at 933 Gladstone Avenue. Opening of these lanes shall be only to provide improved pedestrian connectivity and enhance the pedestrian network; motor vehicle access between the existing and future rear lanes shall be prohibited.

Gladstone Avenue

- 39) The public realm along the north side of Gladstone Avenue, from the O-Train station to Booth Street, shall receive a higher order of treatment. It will have ample sidewalks separated from the vehicular flow by a planting strip, including street trees. It will be characterized by generous pedestrian zones for walking, ample cycling facilities, street furniture, street trees and planting beds. Bus stops and shelters will be located along Gladstone Avenue.

- 40) A 10 metre road widening to the north side of Gladstone Avenue shall be required from the right of way centreline from Preston Street to Street 'B' to ensure public realm improvements can be satisfied, including adequate space for active transportation mobility needs, such as a widened sidewalk and cycling lane, as well as adequate space for new street trees to provide continuity with the higher order public realm, designated as shown on Schedule N: Corso Italia Station District Public Realm, for the north side of the Gladstone Avenue. No part of the widened right of way shall be allocated to additional or widened car lanes or on-street parking.
- 41) The implementation of a Station Gateway at the crossing of the Trillium Multi-use Pathway and Gladstone Avenue, east of the O-Train station, shall be a design and operational priority, given its importance as north-south transportation spine in the western downtown core. The active transportation priority should provide high level of service for both pedestrians and cyclists. As future redevelopment occurs around it, any traffic solution will prioritize its visibility, efficiency and the convenience and safety of pedestrians and cyclists. The Multi-use Pathway alignment parallel and abutting to the O-Train corridor will remain in perpetuity.

818 Gladstone Avenue (Rochester Heights Phase 2)

- 42) The block, parcel and right of way framework shall support a public realm made up of a combination of paths and through-block connections for pedestrian activity, integration and accessibility to the surrounding neighbourhood. It shall be open 24-hours a day, all days of the year. The network of pathways shall provide pedestrians with multiple route options that satisfy key desire lines, but also can provide moments of rest, relaxation and interaction.
- 43) East-west paths shall be established onsite generally aligning with the neighbouring Louisa Street and Arlington Avenue to extend continuity to support an expansive and easy to use pedestrian and cycling network.
- 44) A north-south pedestrian route shall be established to provide internal pedestrian spine from Gladstone Avenue to Raymond Street.
- 45) Pedestrian gateways into the site should be located near the corners of Gladstone Avenue and Rochester Street, Booth and Raymond Streets and from Piazza Dante Park to the interior of the site to satisfy future desire lines of the Booth Street Complex to the Gladstone Avenue, Preston Street and the O-Train station.
- 46) A variety of activity nodes should be considered along the path system to offer options for passive recreational use.

- 47) The building(s) at the south-east corner of Gladstone Avenue and Rochester Street shall support a place-making experience and a pedestrian gateway from the Gladstone Avenue Main Street Corridor into the broader Rochester Height Phase site. All units fronting Gladstone Avenue shall have direct, public access to sidewalk.
- 48) Alternate standards for street cross-sections may be considered to support an enhanced pedestrian environment, to limit and mitigate vehicular use of the site.
- 49) Encourage the on-site protection and integration of existing, mature trees.
- 50) Gladstone Avenue and Booth Street will be considered for reconfiguration to prioritize the movement and experience of pedestrians, cyclists and other forms of alternative transportation. Public works undertakings shall consider the elimination of the east bound, right-turn lane on Gladstone Avenue onto southbound Booth Street, to provide an opportunity for:
 - a) Re-purposing the right of way for a cycling lane; and
 - b) Slowing eastbound car traffic along Gladstone Avenue frontage of this revitalized block, as and it turns onto Booth Street; and
 - c) A northward expansion of Piazza Dante Park into the existing Gladstone Avenue to improve the street presence and neighbourhood identity of the public space and by becoming part of the vista point in the foreground of St. Anthony's Church.
- 51) A woonerf street may be permitted within the interior of the block linking Booth Street and Rochester Street.
- 52) Limited amounts of residential surface parking may be permitted in the interior of the block and those spaces shall never abut a public street.

Adult High School (300 Rochester Street)

- 53) Given the superblock scale of this site, future redevelopment shall include a master site plan that:
 - a) Establishes an east-west connection for pedestrians and cyclists located parallel to the southern edge of the site to connect Rochester Street to Preston Street; and
 - b) Addresses how park or recreational space that is accessible for general community use can be provided; and

- c) Considers how the urban plaza (south of the existing Adult High School) can be enhanced.

Rochester Street

- 54) Rochester Street will be designed as a complete street with wide sidewalks, bicycle facilities, on-street parking and street trees, taking into account the context of the corridor and the available right of way.

5.3. Active Transportation Bridge and Trillium Multi-use Pathways

- 1) An Active Transportation Bridge, as shown on Schedule N: Corso Italia Station District Public Realm, shall be built over the O-Train corridor directly connecting pedestrians and cyclists from Laurel Street East, east of the O-Train corridor to Laurel Street, west of the O-Train corridor and to the broader mobility network.
- 2) The bridge facility and infrastructure shall be designed and constructed to provide an active transportation route for the exclusive use of pedestrians, cyclists and other alternative transportation modes. No motor vehicles will be permitted, except for maintenance.
- 3) A north-south, Multi-use Pathway shall be provided on the west side of the transit corridor, to continue the route from south of the Queensway bridge to Somerset Street West. It will be developed primarily on privately-owned land and deeded to the City as part of the development application processed. Provision of an easement may be considered in limited cases, if deemed more appropriate. Private property owners will provide a feasibility study, a design, pay for and construct that portion of the pathway that is on or adjacent to their property and deed the property to the City as part of development approval.
- 4) The design and construction of a new Multi-use Pathway, or the re-construction of the existing Multi-use Pathway, shall widen or twin the paths to accommodate both pedestrians and cyclists in a way that attracts them under year-round conditions to support active transportation needs originating from both within the district and outside of it. Separating pedestrians and cyclists along multi-use pathways provides an important opportunity to achieve more appropriate conditions, beyond the standard pathway paved width of 3.0 metres, where a spatial opportunity exists or can be created. Where the Multi-use Pathway is existing, improvements will be at the cost of the City, however, any new developments by adjacent landowners to an existing Multi-use Pathway shall work with the City to facilitate such improvements.
- 5) The existing ramp, or comparable, that provides direct access for cyclists and pedestrians to and from the Somerset Street bridge to the existing, eastern Trillium

Multi-use Pathway should be retained at, or near, its present location to maintain convenience and choice for active transportation users.

- 6) The existing, eastern Trillium Multi-use Pathway should be aligned in a way that remains as direct and intuitive for cyclists and pedestrians, giving them priority. It shall not create awkward site conditions that would affect abutting development parcels, their building siting and yield. An alignment that is the same or very close to original Trillium Multi-use Pathway alignment (i.e. immediately abutting the O-Train corridor) is the preferred scenario, for example, at Gladstone Avenue.
- 7) A heated Multi-use Pathway that uses the energy from the district energy infrastructure should be considered where that infrastructure is located beneath or near it, if feasible.

5.4. Parks and Other Public Spaces

- 1) A Park of no less than 1 hectare shall be designated on 1010 Somerset Street West and be located from the western edge of the existing Plouffe Park to the existing eastern Trillium Multi-use Pathway, as shown on Schedule N: Corso Italia Station District Public Realm.
- 2) The 1-hectare Park should provide a range of public space programming, including:
 - a) A possible extension of uses at Plouffe Park; and
 - b) An unobstructed active recreational space that can accommodate a full-size soccer pitch; and
 - c) A pathway connecting the City Centre Underpass Pathway to the Oak Street extension; and
 - d) An area for passive recreation or communal gatherings, at the western end of Park, abutting the eastern Trillium Multi-use Pathway. Given its view terminus of the Park and intersection at the Multi-use Pathway, this space is highly visible and should include feature(s) of cultural expression, such as public art, First Nations and local storytelling, or other place-making experiences.
- 3) Recreation, Cultural and Facility Services will provide the recommendations for park programming, planning and design.
- 4) If a school is built at 933 Gladstone Avenue or 1010 Somerset Street West, the City and the School Board for the school will jointly review and develop programming of the Park to maximize the shared use of the space for area residents and students.

- 5) A neighbourhood, urban plaza, referred to in this chapter as the Gladstone Plaza, will be built on 933 Gladstone Avenue. This Privately-Owned Public Space will be a minimum size of 650 square metres, designed as a unified, contiguous public space and shall have frontage on both Gladstone Avenue and the existing eastern Trillium Multi-use Pathway. There shall be building setbacks on both of these frontages to ensure adequate public realm on each of these active frontages at this significant location at the crossroads of the district.
- 6) The Gladstone Plaza shall be a space of civic significance creating neighbourhood identity and place making for this redeveloping area and therefore provide functional and aesthetic roles for surrounding area, including the eastern Trillium Multi-use Pathway, the surrounding new developments and supporting the O-Train station.
- 7) The majority of the Gladstone Plaza shall be designed and used for public space. However, a small amount of the space may permit at-grade retail or restaurant uses by tenants of the building.
- 8) The Gladstone Plaza area should anticipate greater volumes of north-south pedestrian traffic along the existing eastern Trillium Multi-use Pathway and from Gladstone Avenue and will therefore provide a supporting role in this pedestrian route by ensuring design will accommodate pedestrians from Gladstone Avenue to the north end of the plaza.
- 9) New public Park land of a minimum of 1700 square metres shall be provided at 818 Gladstone Avenue and located contiguous with the existing Piazza Dante Park.
- 10) Piazza Dante Park will be revitalized and expanded as public Park to serve the existing and the new residents of the surrounding Rochester Height Phase 2 area. Its cultural significance will be reinforced as programming and design opportunities are explored in the context of the evolving Gladstone Avenue Main Street Corridor and redevelopment phasing at Rochester Heights Phases 1 and 2.
- 11) Courtyards or small parkettes are encouraged as part of new developments through privately-owned public spaces to support a broader public realm network that is continuous and unified.
- 12) The identification of public spaces at 818 Gladstone Avenue site should consider the location of significant trees or stands of trees that remain on the site.
- 13) The existing soccer pitch at 300 Rochester Street (Adult High School) is designated as Other Greenspace on Schedule L: Corso Italia Station District Character Areas, given it is part of the grounds of an institution, but is not open to the general public. However, it has long provided a recreational facility to local soccer club and has

cultural value to the identity of Little Italy. When redevelopment of the site is being considered, the recreational space should be considered for retention on the site and a fulsome review made regarding the opportunity to make the site more available for general community use.

5.5. Parking and Servicing

Bicycle

- 1) Reduced on-street parking should be replaced by ubiquitous and plentiful bike parking racks or bike parking lots strategically located as close to destinations and building entrances as possible.
- 2) Bike parking rates should exceed the minimum required by the Zoning By-law for multi-unit residential buildings to support the required active transportation vision for the district. Zoning By-law amendments should reflect a percentage of required spaces for long term parking and match a minimum rate of 1.0 bike parking space per multi-residential unit.
- 3) Long term interior bike parking facilities shall:
 - a) Be located in a secure and comfortable parking area and maximize convenient access to the street and pathway grid to encourage more trips by bicycle. Locations should be nearest to the entrances that do not inhibit coming and going. This may be within the building, such as the basement where automobiles are store; or within a secure, locked and heated outside area. Consider features like automated door openers leading to/from interior bike parking; and
 - b) Provide storage space that reflects the number and sizes of residential units within in a building, such as a range of one- to four-bedroom units. This ensures support of essential transportation support a diversity of tenants, including larger households.
- 4) Short term parking facilities shall be provided, primarily for ease of coming and going and facilitating visitors. They may be provided by a paved outdoor area near building entrances with a bike parking lot, the size dependent on the number of dwelling units.

Automobile

- 5) On-street public parking should be strategically controlled, given the existing right of way constraints on the street network across the district and due to risks of encouraging travel to the district by personal vehicle and discouraging active transportation, especially cycling. Where on-street parking is desirable, it should be

designed in such a way as to integrate with and allow active transportation infrastructure, for example cycling lanes or sidewalks, and not preclude such facilities. However, the use of on-street parking permit zones for residents shall be considered a preferred alternative to on-site parking that results in building or site design that is incompatible with established character or prohibited by other policies in this chapter.

- 6) While the numbers will decrease over time, automobiles will continue to be driven to the district and hence so will a need to provide parking for those vehicles. To supplement on-street parking, other parking alternatives for consideration include:
 - a) Arrangements to share parking among developments with different peak demand times. This creates a need for a lesser parking supply that is better utilized; and
 - b) Permitting paid public parking in underground garages of buildings, where those garages have their entrances within a short distance of a Main Street Corridor; and
 - c) Structured parking buildings that include and/or are intended to be converted into other uses in the long-term future, subject to the requirements of Section 5.5, Policy 7).
- 7) All parking for new developments should be provided in below-grade parking structures. Underground parking ensures that scarce ground-level or surface areas and their uses will be occupied and used for people, not vehicles, over the duration of a day. Moreover, these are most accessible lands to pedestrians.
- 8) Parking may be considered within podium structures in cases where topography can ensure that the podium parking at ground level does not abut a public sidewalk and other public realm. Where they are adjacent, an active frontage use should separate the parking garage and the street.
- 9) Entrances to underground or podium parking or servicing for large sites or blocks should be located as close to the vehicle source street as possible. This minimizes the amount of public or private right of way or site space dedicated for automobile use and minimizes the at-grade travel distance of vehicles through a site. This can reduce conflict between automobile modes and active transportation modes of transportation and it can maximize the amount of space allocated for active transportation mobility and recreation uses.
- 10) All parking should be accessed at one point per block face and consolidate shared access drives or ramps, if necessary, to avoid multiple vehicle access points in a

single development phase. Parking access locations should be located to avoid unnecessary disruption to the public realm and street edge.

- 11) Surface parking lots are prohibited. In limited cases, along private streets, surface parking may be permitted where it shall only be provided by parallel, on-street parking for long- and short-term parking. Surface parking for ground-oriented residential units should be provided in the interior of the block and those spaces shall never abut a public street.
- 12) There shall be no drop-offs or lay-by designs on either public or private streets. Drop-offs and deliveries may be considered on the interior of the site.
- 13) All on-site parking, storage and logistical functions such as solid waste management and removal, should occur within the building, underground, or in a well-designed area that is visually screened and where noises are well mitigated from the general public and on-site or neighbouring residential use. Individual loading or garbage truck bays at grade that are not designed this way will not be permitted.

Section 6: Sustainability

The district area is characterized by a number of large and small properties. Large underutilized or vacant parcels provide an opportunity to incorporate, advance and showcase sustainable design and development with renewable energy solutions. The goal is to achieve net zero annual greenhouse gas emissions through various design considerations and mandates.

6.1. District Energy System

- 1) New developments should pursue the coordination, design and introduction of district energy systems at their site. Such heating and cooling systems are strongly urged to be supplied from renewable energy sources if available, such as geo-thermal sources, rather than non-renewable energy sources in order to achieve the City's target to reduce greenhouse gas emissions 100 per cent by 2050.
- 2) Property owners and developers shall work with the City to advance district energy systems by way of shared funding, research and coordination, as may be required. Parties may pursue a joint memorandum of understanding, initiated by the City, that defines the terms of implementation, such as who is responsible for what, when actions should be delivered, who bears cost and other required matters.
- 3) No district energy system component, such as a district energy control centre, shall preclude the free and clear programming and use of the parkland at 1010 Somerset Street West.

- 4) Underground infrastructure related to a district energy system could be located under the existing Trillium Multi-use Pathway. No infrastructure shall negatively impact the regular operation of the Multi-use Pathway.
- 5) Temporary utility servicing will only be permitted for development until such time as the ultimate end state source of energy is constructed an in-service date for district energy is offered. In such instances, buildings are to be constructed to be district energy ready in accordance with municipal guidelines. Any temporary utility servicing shall be removed once the district energy hook-up is commissioned.

6.2. Other Sustainability Initiatives

- 1) Solar energy, energy storage systems, zero emissions space and water heating and other zero emission technologies that are or may become available over the span of the area's development shall be considered in redevelopments, including through public and private sector partnerships.
- 2) Energy efficient transportation systems will be integrated where feasible, including electric vehicles and charging facilities. Options which will reduce the need to truck snow from the area should be considered.
- 3) Low impact development alternatives for stormwater management, such as rainwater capture and reuse for irrigation, bioswales, permeable pavement and similar approaches are encouraged and will be evaluated where viable. Such alternatives shall be developed at the project onset and in coordination with City stormwater management staff to assess implementation feasibility.
- 4) The City will encourage and facilitate opportunities for partnerships, incentives and funding opportunities that assist in implementing sustainability initiatives.
- 5) The City may consider alternative development standards for streets, utilities and infrastructure to support sustainable practices and will coordinate as necessary with the City departments and external service organizations to coordinate the achievement the chapter's objectives

Section 7: Servicing and Infrastructure

New infrastructure will be required for development within the Corso Italia Station District. It is expected that servicing requirements can be managed on a property-by-property basis through the normal development review process.

- 1) The City will require the proponents of new development to review on-site stormwater control needs in the early stages of the site plan review process. In some cases,

underground storage, or non-traditional Low Impact Development measures may be required to meet control requirements.

- 2) The City will require the proponents of new development to evaluate fire flow demands in relation to available local fire flows as part of the site plan review process. This evaluation may identify the need for local watermain upgrades, dead-end looping and/or additional fire protection measures.

Section 8: Housing

This district will be attractive and supportive for all members of society. There will be a broad range of housing choices for existing and future residents, as many more people are expected to live in the area in the long term. A community that is diverse is both complete and resilient. The policies below, which are further to the policies in Section 4.2 of the Official Plan, support this objective:

- 1) Affordable housing should be provided in accordance with Official Plan targets and in conformity with any requirements that may be enacted in an Inclusionary Zoning By-law.
- 2) A range of housing types and tenures are encouraged for residential uses. Twenty-five per cent of all rental and ownership housing in the district should be affordable, meeting Official Plan policies for affordability.
- 3) The City will work to facilitate partnerships with the non-profit and private sectors to develop affordable rental housing for households below the 30th income percentile as defined in the Official Plan.
- 4) The City will consider the provision of affordable housing units and the conservation and replacement of affordable rental housing as possible community benefits. Legislation requires that existing Rent Geared to Income units that are lost through redevelopment must be replaced; therefore, replacement of Rent Geared to Income units will not be considered as a possible community benefit.
- 5) Affordable housing is encouraged to be incorporated throughout the district and through various means. The City shall include the provision of affordable, artist live-work space units on privately-owned lands, as possible, under community benefits as per Volume 1 of the Official Plan, Section 11.6, Policy 15).
- 6) In recognition of the difficulty encountered by many people in securing adequate live-workspace, the City shall encourage the provision for a percentage of live-work space in residential developments in the Corso Italia Station District area, through the Zoning By-law

- 7) The entire Corso Italia Station District area subject to this chapter is designated a Protected Major Transit Station Area. Inclusionary Zoning regulations shall be implemented within the district, once Council approves a broader City strategy and policy for its implementation.

Section 9: Arts, Culture and Creative Industries

The Corso Italia Station District is a place where arts, cultural and creative industries have organically grown to be a defining element of the area's identity. With enhanced vitality and quality, the area in and around the district will continue to inspire arts-related uses and to encourage creative industries and the local businesses that contribute to their ecosystem.

9.1. Arts and Cultural Preservation and Enhancement

- 1) New development projects in the area should demonstrate that their proposal has considered how it can support and reinforce the arts and cultural capital of the area. Planning and design initiatives can be directly through a proponent's project or in coordination with other opportunities that may be private, public, or non-governmental (not-for-profit), for example.
- 2) A percentage of contributions pursuant to community benefits as per Volume 1 of the Official Plan, Section 11.6, Policy 15), or any successor Community Benefits provision, for development applications may be collected and used within the Corso Italia Station District for:
 - a) The provision of artist live-work space (Section 8); and
 - b) The development of an Art's Hub which will serve as a focal point and community anchor to the area's creative cultural industries. It will continue to enhance and evolve an already vibrant arts culture, while providing connections to Bayview Yards to the north and the Dow's Lake Station District to the south; and
 - c) The provision of art and creative industry workspace.
- 3) The City may consider preparing an area-specific Community Benefits By-law for the Corso Italia Station District.

9.2. Small Format Businesses.

This chapter encourages design of new development that supports the provision of smaller format retail and maker spaces for family-operated or small, local entrepreneurial business that serve the community, such as retail or serviced-base shops, such as coffee, dessert, floral, shoe and other repair shops, or mobile phone and

courier pick-up shops. These types of businesses appeal to commuters who can access these services on route and on foot and don't rely heavily on vehicular traffic.

Section 10: Interpretation

This chapter establishes a range of policies to guide future development in the Corso Italia Station District. Sections 3 to 9 and Schedules L, M, N and O constitute the Corso Italia Station District chapter.

Schedule L: Corso Italia Station District Character Areas, identifies various land use character areas and provides policy directions for these areas.

Schedule M: Corso Italia Station District Maximum Building Height and Tower Location, illustrates the height provision and the general tower locations of the chapter. The height limit provided for on this schedule is the maximum permitted. The general floor to ceiling height provision is provided in Section 4.6.6 of the Official Plan. The location of the towers is approximate rather than absolute.

Schedule N: Corso Italia Station District Public Realm, illustrates the overall long-term public realm plan for the Corso Italia Station District. It identifies the improvements and enhancements that are needed for transforming the district into a future west downtown destination.

Schedule O: Corso Italia Station District Key Properties or Areas Noted in Secondary Plan Policy, identifies key properties and areas referenced in secondary plan policy

Annexes 1, 2 and 3: Corso Italia District Demonstration Concept Plan and the Demonstration Concept Plans for 818 Gladstone Avenue and for 933 Gladstone Avenue by Ottawa Community Housing Corporation are used to show how planning and design policies could be implemented to achieve the area vision. They are not proposals. While these are conceptual and for illustration only, they do exemplify how the diverse range of policy objectives could be achieved in a wholistic and realistic way. Moreover, many elements of these demonstrations do contain planning and design outcomes, infrastructure and features that are either required or recommended under the policies of this chapter and therefore they provide a useful illustration of expected outcomes from this chapter.

Section 11: Implementation

11.1. General Land Use Planning Tools

This chapter shall be implemented using some or all of the following, as provided for under the *Planning Act* and also identified in Volume 1 of the Official Plan:

- 1) Approval of individual draft plans of subdivision/condominium and part lot control exemptions.
- 2) Enactment of Zoning By-laws.
- 3) Use of site plan control.
- 4) Execution of Letters of Undertaking and/or registration of site plan agreements.
- 5) Use of the Holding Symbol “h”.
- 6) Dedication of parkland or cash-in-lieu of parkland.
- 7) Use of powers and incentives enabled by a Community Improvement Plan.
- 8) Use of development agreements registered on title.

11.2. Achieving Public Realm and Mobility Improvements

1) As Part of the Development Review Process

- a) Clarify how the application implements the policies in Section 5 of this chapter and strategies and guidelines; and
- b) Identify the location and design of public spaces, including public lands, (such as required parkland), privately-owned public spaces, cash-in-lieu or some combination, as referenced in this chapter; and
- c) Identify how the development will be responsible for but not limited to the following improvements within and adjacent to the public rights of way: new sidewalks and special paving, street trees and understory plantings, pedestrian level lighting, street furniture and landscaping; and
- d) Plan of subdivision and/or site plan control applications shall reflect the parkland dedication area requirements identified in this chapter and the park property configurations generally reflected in Schedule N: Corso Italia District Public Realm. Should a publicly-owned property be sold to a private landowner and should there be any deviation from the park dedication requirements resulting from their application, including increases to density exceeding the amount of parkland identified and notable changes to park area configurations, that property is subject to parkland dedication requirements, including cash-in-lieu of parkland and to the contribution of community benefits as part of the development application review and approval process to ensure the realization of priority public realm improvements

2) Special Public Realm Improvement District

- a) The City shall designate the entire Corso Italia Station District area, as shown in Schedule L: Corso Italia District Character Areas of this chapter, as a special public realm improvement district; and
- b) The City shall direct that all cash-in-lieu of parkland collected through development applications within the Corso Italia Station District pursuant to Section 42 of the *Planning Act* be used for the acquisition of new parkland and the improvements to the existing parks within the Corso Italia Station District; and
- c) The City shall direct that all contributions collected through development applications within the Corso Italia Station District pursuant to community benefits as per Volume 1 of the Official Plan, Section 11.6, Policy 15). be used within the Corso Italia Station District; and
- d) The City may consider preparing an area specific Development Charge Area for the Corso Italia Station District.

3) Priority Projects for Public Realm Improvement

- a) The City shall give priority to the acquisition and development of parks and improvement projects at the 1010 Somerset Street West property, Plant Recreation Centre and Plouffe Park site and 933 Gladstone Avenue site, including the Active Transportation Bridge, as highlighted in Schedule N: Corso Italia District Public Realm over the next 15 years; and
- b) The next priority are public realm improvement projects identified for the remainder of the Corso Italian Station District, as developments occur.

4) Achieving the Mobility Vision

- a) Further to Section 5, any new development application shall demonstrate how proposed streets and paths and their conditions will achieve the objectives and policies of this chapter. This will be shown through the appropriate transportation study. This will be prepared in advance of or concurrent with applications for a plan of subdivision and/or Zoning By-law amendment. The transportation study will be approved to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development.

11.3. Co-operation with Other Jurisdictions

The implementation of certain policies will require the co-operation of other public authorities, including the Province of Ontario and the National Capital Commission.

Wherever the agreement or involvement of two or more authorities is required to implement certain aspects of the chapter, the City of Ottawa will initiate discussions with these authorities with the objective of reaching an agreement on a desirable course of action.

DRAFT

Chapter 4: Pimisi Station and LeBreton Flats District

Section 1: Introduction

The purpose of the Pimisi Station and LeBreton Flats District chapter, of this secondary plan, is to provide more detailed area-based policy direction to guide both public and private development, including public realm investment, within the Pimisi Station and LeBreton Flats District, over the next 25 years.

This chapter is intended to guide an orderly transformation of the Pimisi Station and LeBreton Flats District into a future downtown district and forms Council's policy direction for all municipal actions, including public works, review of development applications and Committee of Adjustment applications in the district. This chapter is developed based on policies from Volume 1 of the Official Plan and reports prepared by the National Capital Commission entitled LeBreton Flats Master Concept Plan, April 2021 and The LeBreton Flats Plan incorporating Official Plan Amendments, January 1997.

The various sections in this chapter are closely linked and are not meant to be read in isolation. Proponents should review all sections of this chapter, in addition to the applicable policies in Volume 1 of the Official Plan, when considering and preparing proposals for new public and private development in the district. Where there is a conflict or inconsistency between the policies or maps of a Character Area within this district, the Character Area policy will prevail.

Schedule B1: Downtown Core Transect, of Volume 1 of the Official Plan designates the lands in the district as either Hub or Greenspace. The Greenspace designation aligns with the Parks and Open Space Character Area, described in Section 4 of this chapter. The remaining Character Areas align with the Hub designation.

This chapter establishes a range of policies to guide future development in the planning area. Sections 1 to 10 and Schedules J, K and P constitute the Pimisi Station and LeBreton Flats District chapter.

Schedule J: Pimisi Station and LeBreton Flats District - Character Areas, Parks and Privately-Owned Public Space, shows various character areas and Future Municipal Parks and potential Privately-Owned Public Spaces (POPS).

Schedule K: Pimisi Station and LeBreton Flats District - Maximum Building Heights and Tower Locations, illustrates the heights and the general tower locations of the district. The height limits on this schedule are the maximum permitted heights. The general floor to ceiling height provision is provided in Section 4.6 - Urban Design of Volume 1 of the Official Plan, unless otherwise noted. The location of the towers is approximate rather than absolute.

Schedule P: Pimisi Station and LeBreton Flats District - Mobility Network shows the existing and future transportation networks within the district, including roads, cycling facilities and pedestrian connections.

Annex 4: Pimisi Station and LeBreton Flats District - Key Properties or Features Noted in Policy

Demonstration plans are used to show how planning and design policies could be implemented to achieve the area vision. While they are conceptual and for illustration purposes only, they exemplify how the diverse range of policy objectives could be achieved in a holistic and realistic way. Moreover, many elements of these demonstration plans do contain planning and design outcomes, infrastructure and features that are either required or recommended under the policies of this chapter, and therefore, they provide a useful illustration of expected outcomes from this chapter.

Annex 5: Pimisi Station and LeBreton Flats District Demonstration Plan – LeBreton Flats Master Concept Plan Lands

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

Annex 7: Pimisi Station and LeBreton Flats District Demonstration Plan – East Flats Character Area

Section 2: Planning Area

The Pimisi Station and LeBreton Flats District is generally bounded by the Ottawa River to the north, the former rail line to the west (now the Trillium Pathway), Albert Street and Slater Streets to the south, and Commissioner Street and the tailrace watercourse to the east, as shown on Schedule J: Pimisi Station and LeBreton Flats District Character Areas, Parks and Privately-Owned Public Space.

Section 3: Vision and Planning Principles

Vision



Located west of the Canadian Parliament and directly connected to the Ottawa River and its tributaries, the Pimisi Station and LeBreton Flats District is one of the key destinations within the National Capital Region and an integral part of Ottawa's growing downtown. Built on its long history of human inhabitation and community spirit, the revitalized district offers a variety of housing options and employment opportunities in a few distinctive neighbourhoods composed of a series of intimate courtyards, animated narrow streets, and grand treelined boulevards. Taller buildings rise at key locations. A cluster of towers along the O-Train line stand together and form an impressive skyline that resembles the character of a modern metropolis. Surrounded by lively and active parks and plazas along the historic aqueducts, the new Ottawa Public Library - Library and Archives Canada Joint Facility, and national museums and monuments, the district is a year-round destination that welcomes locals and visitors alike. Conveniently connected to two O-Train stations through a dense network of streets, pathways, and bridges, the district is easy to travel to and navigate through on foot and bike, for people of all ages and abilities. The Pimisi Station and LeBreton Flats District represents Ottawa's global statement in downtown redevelopment that combines world class attractions and sights with a liveable downtown neighbourhood.

Planning Principles

- 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.
- b. To increase the international profile and visibility of Ottawa through high-quality urban design, architecture and public realm.
- c. To promote compact development throughout the planning area and to locate higher density development and taller buildings in proximity to O-Train stations.
- d. To provide a range of housing choices.
- e. To increase employment opportunities in the downtown and support a vibrant destination district, as well as to offer local goods and services.
- 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.
- 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.

- h. To protect, enhance, and sensitively integrate the unique heritage features and attributes of the district, such as the riverfront, the aqueducts, the heritage bridges, and Fleet Street Pumping Station.
- 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.
- 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.
- k. To value nature through design that restores, enhances and protects the natural environment.
- 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.

Section 4: Character Areas

The Pimisi Station and LeBreton Flats District will include the following inter-connected Character Areas, as shown on Schedule J: Pimisi Station and LeBreton Flats District Character Areas, Parks and Privately-Owned Public Space: Albert Corridor, East Flats, LeBreton North, Central and West Flats, Aqueduct and Parks and Open Space.

4.1 Albert Corridor Character Area

The Albert Corridor Character Area is a mixed-use district stretching from the escarpment in the east to Bayview Station in the west. The corridor is enlivened by the new Ottawa Public Library - Library and Archives (OPL-LAC) Joint Facility and a potential Large-scale Institution or Facility. The district provides space for homes and offices, as well as shops and services along Albert Street. Development setbacks enable tree planting, commercial spill-out space and street furniture along the street.

- 1) The OPL-LAC Joint Facility is one of the key destinations in the Pimisi Station and LeBreton Flats District and shall display the exemplary qualities of architecture and public realm.
- 2) The City-owned property at 615 Albert Street may be developed for affordable housing.
- 3) The east end of the Albert Corridor Character Area will stitch together the historic downtown core with the expanded core that will develop westwards into the remainder of LeBreton Flats.

- 4) The Albert Corridor is characterized by a mix of forms and uses, and may include a mix of residential, commercial, and institutional buildings, with opportunities for retail and commercial uses at grade.
- 5) Bayview Station, Pimisi Station and the O-Train Lines 1 and 3 are located within the Albert Corridor Character Area and are designated Hub on Schedule B1: Downtown Core Transect, of Volume 1 of the Official Plan.

Built Form

- 6) Residential and mixed use buildings along the Albert Street edge will have a low- to mid-rise podium to a maximum of six storeys, topped with towers above, set back from Albert Street and providing a transition toward the existing low-rise neighbourhood to the south.
- 7) Subject to the applicable provisions of this chapter, high-rise buildings of varied heights as shown on Schedule K: Pimisi Station and LeBreton Flats District - Maximum Building Heights and Tower Locations, may be permitted. Tallest buildings along this corridor shall be located closest to O-Train stations.
- 8) New configurations for lands on the south side of Albert Street, between Empress Street and Bronson Avenue, will be created following the realignment of Albert and Slater Streets. Built form options for high-rise development shown on Schedule K: Pimisi Station and LeBreton Flats District - Character Areas, Parks and Privately-Owned Public Space, will be subject to further study through a Zoning By-law amendment for successful integration within the planned context and to respect the development rights of neighbouring properties. The City may use a holding symbol to address setbacks, building separation, transition, site access, geotechnical suitability, escarpment connections and open space requirements.

Public Realm and Mobility

- 9) 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.
- 10) The Preston Street corridor 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.
- 11) An additional north-south connection and an access point into the future Capital Park is provided by the City Centre Avenue Active Transportation Bridge, as shown

on Schedule P: Pimisi Station and LeBreton Flats District - Mobility Network. A potential POPS is located at the bridge's southern landing, as shown on Schedule J: Pimisi Station and LeBreton Flats District - Character Areas, Parks and Privately-Owned Public Space.

- 12) The City shall require a universally accessible pedestrian link connecting the top and bottom of the escarpment east of Empress Avenue and west of Bronson Avenue at the location identified on Schedule P: Pimisi Station and LeBreton Flats District - Mobility Network. The City-owned parcel known municipally as 18 Cambridge Street North has been retained for this purpose. The link is to be delivered with the development of the affected lands.
- 13) Development opportunities at 550 Albert Street shall facilitate connectivity from Albert Street to the future pedestrian link identified in Section 4.1, Policy 12).
- 14) The City shall encourage the provision of pedestrian- and cyclist-priority connections across Albert Street, to encourage the safe movement of people between the Pimisi Station and LeBreton Flats District and the surrounding community.

Potential Large-scale Institution or Facility

- 15) 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.
- 16) The City shall require the Large-scale Institution or Facility, if developed, be designed to include:
 - a) An additional north/south active transportation bridge/ramp across the O-Train line; and
 - b) Active transportation facilities to facilitate crowd dispersion to both Pimisi and Bayview O-Train stations through on-site and off-site means, including sidewalks, cycling lanes and/or multi-use pathways of adequate widths.

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

- 17) Development may be considered within the air rights above Pimisi Station, Bayview Station and within the O-Train corridor to support an integration of uses, to augment use of the transit system and to create opportunities for supportive uses.

Cave Creek Collector Sewer Relocation

- 18) 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.

4.2 East Flats Character Area

The East Flats Character Area will be a vibrant downtown mixed-use neighbourhood of high-rise and mid-rise built forms that support a range of housing sizes and incomes. It will provide convenient connections to the Albert Corridor Character Area and take advantage of its natural setting, watercourse views and public spaces to provide exceptional public realm experiences.

Built Form

- 19) In the East Flats Character Area, greater step backs from the podium than two metres shall be provided for tower(s) facing Lett Street and/or facing public or private streets with rights of way of 18 metres or less.
- 20) Setbacks within the East Flats Character Area will generally be between one half and three metres and generally consistent along each street frontage.
- 21) In the East Flats Character Area, adequate setbacks shall be provided along Booth Street to provide space for additional streetscape elements such as trees, benches and other elements that enhance the pedestrian experience.
- 22) A podium of up to nine storeys is permitted along Booth Street provided building mass articulation and an additional step back is provided above the sixth floor of the podium design.

Public Realm and Mobility

- 23) In the East Flats Character Area, loading and servicing areas will be located within building podiums or underground, with access generally located on Lloyd Street or Lett Street or provided using a mid-block service lane, as shown on Schedule P: Pimisi Station and LeBreton Flats District - Mobility Network.

- 24) The landowner shall explore with the City, pedestrian and cyclist connections across Booth Street, generally between Fleet Street and Pimisi O-Train Station to allow for improved safe movement of people across the corridor by connecting the East Flats Character Area to the Central and West Flats Character Area, west of Booth Street.

4.3 LeBreton North Character Area

The LeBreton North Character Area is an important part of the Capital experience. LeBreton North, located north of Wellington Street, includes the Canadian War Museum, the Canadian Holocaust Monument, as well as vacant lands for future capital building initiatives. The Canadian War Museum, along with many national monuments and event spaces will continue to punctuate this Capital realm along the Ottawa River, reflecting the importance of this area as the seat of government and a place of inspiration for all Canadians. The LeBreton North Character Area may appear and function like an extension of the Parliament and Confederation Boulevard Special District.

Built Form

- 25) Buildings within LeBreton North Character Area shall provide generous setbacks from the NCC's Riverfront Park to ensure sufficient open space between buildings and the Ottawa River.

Public Realm and Mobility

- 26) The provision of publicly-accessible outdoor space within the setback areas from the NCC's Riverfront Park and associated with federal buildings is highly encouraged.
- 27) The City shall encourage publicly-accessible pathways to the waterfront area through federally-owned lands north of Wellington Street and the NCC's LeBreton Flats Park.
- 28) Buildings within LeBreton North fronting Booth Street are required to have active frontages, public access at grade and adequate setbacks to provide space for additional streetscape elements such as trees, benches and other elements that enhance the pedestrian experience.

4.4 Central and West Flats Character Area

The Central and West Flats Character Area is a residential-focused community defined by small-scale, pedestrian-oriented streets and a broad variety of housing types. It frames Wellington Street on both sides of Booth Street with a series of intimate courtyard blocks, which provide smooth transitions between public and private spaces.

Built Form

- 29) Residential and mixed-use buildings within the Central and West Flats shall define continuous low- to mid-rise street walls up to a maximum of six storeys with active frontages, with towers set back at key locations.
- 30) Building heights, massing and design must respect the established view protection of Parliament Hill along the Sir John A. MacDonald Parkway, in accordance with Section 5.4 of this chapter.
- 31) Notwithstanding the maximum building heights established on Schedule K: Pimisi Station and LeBreton Flats District - Maximum Building Heights and Tower Locations, no buildings or structures shall place in shadow the light corridor required to illuminate the headstone from the tomb of Canada's Unknown Soldier at the Canadian War Museum annually from 9:30 a.m. to 1:00 p.m. Eastern Standard Time on November 11. The City may implement this requirement for protection from shadow through the Zoning By-law.
- 32) In general, towers will be shorter near Wellington Street, rising upwards toward the Aqueduct Character Area, as shown on Schedule K: Pimisi Station and LeBreton Flats District - Maximum Building Heights and Tower Locations.
- 33) Wellington Street presents a unique interface between the civic experience the capital experience of the capital realm to the north. Architectural design standards should reflect the prominence of this location.
- 34) Buildings along the west side of Booth Street should mediate the grade difference between Booth Street and the Central and West Flats by providing access to the abutting public realm from both ground floors. The provision of frequently spaced entrances facilitating level access along Booth Street is highly encouraged.

Public Realm and Mobility

- 35) 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.

4.5 Aqueduct Character Area

The Aqueduct Character Area is the vibrant cultural hub and destination at the heart of the district. Organized along the linear space framed by two heritage aqueducts, the heritage bridges and the Fleet Street Pumping Station (which together form the Ottawa



Waterworks Complex), the area creates a dynamic corridor rich in public space, attractions and pedestrian experience. It stretches from the base of Nepean Inlet in the west to Pooley's Bridge in the east, and from the north side of the buried aqueduct to north side of the O-Train corridor, and includes urban amenities such as POPS, public space and the future LeBreton Flats Municipal Park East.

- 36) The Aqueduct Character Area shall be developed as a highly-activated 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.
- 37) The buildings will offer opportunities for small-scale retail, restaurants and other commercial uses on the ground floor, which take advantage of both interior and exterior space. Upper levels will be creative flexible spaces varying from artists' studios to offices or dwelling units.

Built Form

- 38) A series of low- to mid-rise buildings up to a maximum of six storeys may be permitted between the open and buried aqueducts, west of Booth Street. These buildings should be designed with generous floor-to-ceiling heights and flexible floorplates that reflect an industrial building typology reminiscent of LeBreton Flats' industrial past.
- 39) In the Aqueduct Character Area, west of Booth Street, the minimum floor-to-ceiling height of all floors above the ground floor should generally be four metres.

Public Realm and Mobility

- 40) 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.
- 41) 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.
- 42) 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.

- 43) 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 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.
- 44) The City shall support the provision of a pedestrian/cyclist link under the future Preston Street Connection, 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.
- 45) 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.
- 46) 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.
- 47) The future LeBreton Flats Municipal Park East, located adjacent to and over the historic aqueduct, will include pedestrian and cyclist connections from the East Flats Character Area to the Pimisi O-Train Station and to existing and future destinations to the south. It will be an amenity for residents of all ages, over time becoming part of a ring of open spaces around the district, connecting to the Ottawa River Pathway within the Capital Pathway network.
- 48) The future LeBreton Flats Municipal Park East's design should celebrate the historic aqueduct, the heritage bridges and the Fleet Street Pumping Station through restoration, signage, interpretive and aboriginal elements and other strategies.

- 49) The future LeBreton Flats Municipal Park East's edges should be animated by means of a frame of buildings with active entrances and buildings should have glazing and animation facing the outdoor spaces.
- 50) The City shall retain the major wooded areas and natural features in the vicinity of the Fleet Street Pumping Station.

4.6 Parks and Open Space Character Area

The Parks and Open Space Character Area in the Pimisi Station and LeBreton Flats District consists of natural and human-made areas and elements owned and maintained by the NCC and the City identified on Schedule J: Pimisi Station and LeBreton Flats District Character Areas, Parks and Privately-Owned Public Space. It includes the future Capital Park, the Ottawa River waterfront, LeBreton Flats Park, the Canadian Firefighters Memorial, and the tailrace.

Built Form

- 51) The NCC's Riverfront Park shall remain a major recreational facility and provide a variable width of parkland of a minimum 40 metres.

Public Realm and Mobility

- 52) The NCC's LeBreton Flats Park shall be a major staging area of national, regional and local festivals and special events, as well as other ceremonial and leisure activities.
- 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.
- 54) The kayak training course in the tailrace shall be retained.
- 55) 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.
- 56) 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.
- 57) 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.

- 58) 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.

Section 5: Built Form Design

This chapter supports a variety of built forms in different character areas within the district. The following built form design policies are general guidance applicable to all development. Built form design policies for specific character areas shall prevail in case of conflict.

5.1 General

- 1) Council may approve maximum building heights in the locations shown on Schedule K: Pimisi Station and LeBreton Flats District - Maximum Building Heights and Tower Locations. Proponents who seek to achieve such maximum height shall demonstrate the merits for approval, including how applicable policies and guidelines are implemented and how design excellence is achieved.
- 2) The number and location of the towers are shown on Schedule K: Pimisi Station and LeBreton Flats District - Maximum Building Heights and Tower Locations. Tower locations are approximate. The number of towers is absolute. Development applications to increase the number of towers shown on Schedule K: Pimisi Station and LeBreton Flats District - Maximum Building Heights and Tower Locations, through an amendment to this secondary plan shall demonstrate that the intent of this chapter, including the built form pattern of each character area is met, and that the additional impacts, including but not limited to shadow, wind, traffic and infrastructure are mitigated and minimized.
- 3) Active frontages are encouraged and may be required along streets, pathways, waterways and other publicly-accessible areas, such as parks, Privately-Owned Public Space (POPS) and open spaces.
- 4) The floor-to-ceiling height of the ground floor at street level for all commercial and retail uses should generally be a minimum of 4.5 metres.

- 5) Loading and garbage facilities should be primarily located underground or within a building podium, or, if no other alternatives exist, within yards but screened from view of public streets and other public realm.
- 6) Adequate above and below grade building setbacks shall be provided along Albert Street, Booth Street, Wellington Street, Vimy Place Extension and Preston Street where additional space is required to support tree planting, amenity and commercial spill-out space and pedestrian activities in the public realm.
- 7) Buildings around Pimisi Station should be integrated with the station and include direct pedestrian connections into it.

5.2 High-Rise Buildings

- 8) High-rise buildings should generally comprise a podium that defines the public realm and a small floor plate point tower.
- 9) Podiums of residential and mixed-use high-rise buildings should generally be between three and six storeys, to create a continuous street wall that defines the public realm.
- 10) Taller podiums of up to a maximum of nine storeys for office and institutional high-rise buildings may be permitted on wider streets if the intent of a general 1:1 street wall height to street width proportion can be achieved through massing articulation.
- 11) Towers should be stepped back from the podium level, generally a minimum of 2.0 metres, to mitigate their micro-climatic and visual impact and provide transition from abutting properties.
- 12) Small floor plates will be encouraged with the typical floor area of a residential tower being generally up to 750 square metres and the typical floor area of an office tower being generally up to 1,800 square metres. Greater floor plates may be permitted when tower separations greater than the minimum requirement identified below are achieved and the shadow impacts are no greater than those of towers of a small floor plate.
- 13) A minimum separation distance of 23 metres between high-rise buildings shall be provided. Responsibility for providing tower separations should be equally shared by neighbouring properties.

5.3 Mid-Rise Buildings

- 14) In general, mid-rise buildings should have a base that relates to the sidewalk and pedestrian realm, a middle portion (a height that is approximately equivalent to the

width of the right of way) to form part of the streetwall and relate to adjacent buildings and a top that incorporates building form articulations such as step backs and/or elevation treatments to break up building mass and allow sky views, access to sunlight and transition.

- 15) New development will be required to articulate the building mass and explore design techniques such as setbacks and step backs to avoid the canyon effect along the public street and to minimize the visual and micro-climate impacts on public and private realms.
- 16) The relationship between the new development and the abutting existing and future residential buildings shall be carefully examined and addressed to ensure liveability for existing and future residents through adequate provisions for privacy, sunlight and cross ventilation.

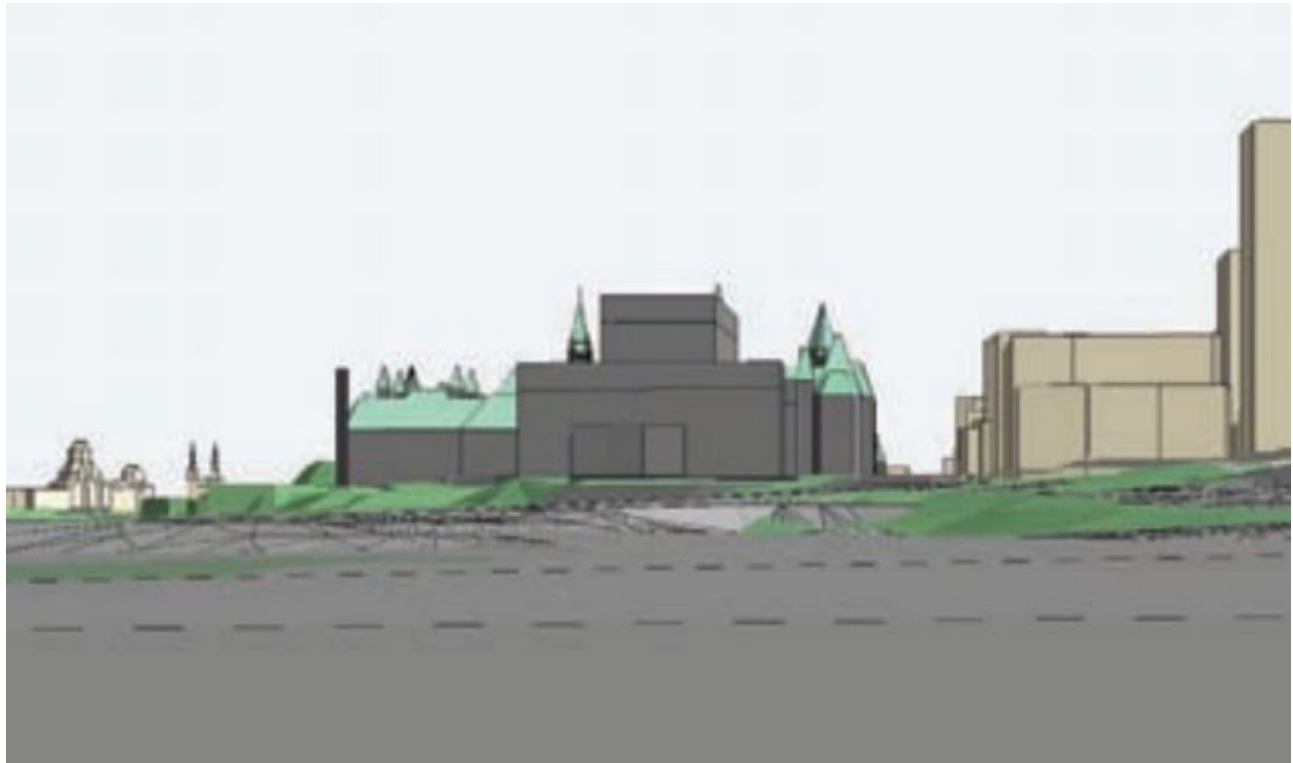
5.4 View Protection

The City shall ensure that applicable views illustrated in Schedule C6C: LeBreton Flats Foreground View Control Planes, Volume 1 of the Official Plan, are protected as follows:

- 17) In the area defined by a view with a viewpoint located in the centre of the proposed Wellington Street right of way immediately west of the intersection of the Booth Street right of way, no building, part of building or building roof structure shall be constructed. This protected view, as illustrated on Figure 1, is for an unobstructed foreground view panorama extending from the Great Hall of the National Gallery in the north to the northwest corner of the upper terrace of the Garden of the Provinces on the south.
- 18) In the area adjacent to the Lateral Foreground, as shown on Schedule C6C: LeBreton Flats Foreground View Control Planes, Volume 1 of the Official Plan, no building, part of a building or building roof structure shall project into the Lateral Foreground View Control Planes.
- 19) Building heights in Area A on Schedule C6C: LeBreton Flats Foreground View Control Planes, Volume 1 of the Official Plan, shall not exceed 79.9 metres above sea level.
- 20) In the area identified on Schedule C6C: LeBreton Flats Foreground View Control Planes, Volume 1 of the Official Plan, extending from Viewpoint 16 to the eastern limit of the Pimisi Station and LeBreton Flats District, with the exception of Area A identified on Schedule C6C, no building, part of a building or building roof structure, shall project above the building height limit planes established by the Central

Foreground and Lateral Foreground control planes defined by geographic coordinates and above sea level elevations on Schedule C6C.

Figure 1: Protected View



Source: *Canada's Capital Views Protection Catalogue* number: W93-23/2007E ISBN: 978-0-662-47159-2

Section 6: Public Realm and Mobility

The successful transformation of the Pimisi Station and LeBreton Flats District will require the provision of a generous and high-quality public realm that attracts and supports pedestrians. Together, the public realm within the district will comprise public streets, pedestrian and cycling paths, parks and other Privately-Owned Public Spaces (POPS).

6.1 Public Realm

- 1) Public and private development shall create an accessible, four-season public realm, with a particular focus on the east-west destination experience between the future Capital Park in the west end and the OPL - LAC Joint Facility in the east end of the district.
- 2) The public realm shall be clearly delineated from private residential courtyards.

- 3) Wayfinding signage shall be incorporated throughout the district in coordination with the Ottawa-Gatineau Wayfinding Initiative to achieve a unified system.

6.2 Active transportation

- 4) Local streets and private lanes shall be designed and maintained to prioritize pedestrians and cyclists, rather than private vehicles, while providing for necessary emergency vehicle access.
- 5) Separated cycling facilities shall be provided along Albert Street, Booth Street and Wellington Street.

6.3 Access, Parking and Loading

- 6) Dead-end streets and lanes should be designed to facilitate the necessary movement of vehicles and emergency services, while achieving high land efficiency.
- 7) The City may encourage the sharing of parking spaces among uses that have peak parking demands at different times of the day through zoning.

6.4 Privately-Owned Public Spaces (POPS) and other features of the Public Realm

- 8) POPS will feature locally-focused amenities such as trees and plantings, playgrounds and seating areas for residents to play, gather and relax.
- 9) POPS and other features of the public realm should be located generally as shown on Schedule J: Pimisi Station and LeBreton Flats District - Character Areas, Parks and Privately-Owned Public Space, or as follows:
 - a) At the City Centre Avenue Active Transportation Bridge landing; and
 - b) Adjacent to the Preston Street Connection; and
 - c) At the northwest corner of Albert Street and Booth Street; and
 - d) Along Booth Street in the Aqueduct Character Area (grand staircase and elevator).
- 10) Additional POPS or public realm features may be added in conjunction with development, without amendment to this secondary plan.

Section 7: Inclusivity and Housing

7.1 Inclusivity



- 1) The City shall ensure that development within the district is designed for the needs of Ottawans and visitors of all ages and abilities, in accordance with Section 2.2.4: Healthy and Inclusive Communities of Volume 1 of the Official Plan.

7.2 Housing Mix and Affordability

- 2) In support of the City's commitment to prioritize affordable housing throughout the City and acknowledging the affordable housing goals set out in the East Flats and in the NCC's LeBreton Flats Master Concept Plan to ensure 25 per cent of units as affordable, the City shall work in collaboration with the developers and the NCC to:
 - a) Seek partnerships with the not-for-profit housing sector to contribute to the delivery of affordable housing within LeBreton Flats; and
 - b) Implement multilateral strategies to support the inclusion of affordable rental units within market residential and mixed-use developments; and
 - c) Explore options for conveyance of land to not-for-profit housing sector partners at low or nominal cost for the purpose of constructing affordable rental housing, with the primary focus being provision of units at deeper affordability levels and/or for housing where ongoing supportive services are required; and
 - d) Confirm through implementation of plan of subdivision and/or site plan conditions, that the affordability target of 25 per cent of units will be adequately achieved in accordance with the City of Ottawa definitions for affordability, as set out in the Official Plan and the 10-year Housing and Homelessness Plan, and that each phase may contribute at varying rates towards the achievement of the overall target.
- 3) To support housing choice, a target of 15 per cent of the total dwelling units within the Central and West Flats, Albert Corridor and Aqueduct Character Areas shall be of a size suitable for large households. Such large dwellings are generally units with three or more bedrooms and may be located at grade within high-rise buildings or may provide larger private outdoor amenity areas.

7.3 Child Care Facilities

- 4) The City shall encourage the construction of a non-profit child care facility within lands designated Hub on Schedule B1: Downtown Core Transect, Volume 1 of the Official Plan.

7.4 Private Outdoor Amenity Areas



- 5) Through the development review process, the City may require that private outdoor amenity areas include facilities, such as play areas for children, to augment recreation opportunities provided by nearby parks and open space.

Section 8: Sustainability and Health

8.1 Trees and Canopy Cover

- 1) For health and liveability, the City shall require a landscaping first approach that provides adequate space and soil volume for trees in the design of the district.
- 2) The City shall target a tree canopy cover of 40 per cent in the district. Tree canopy cover will be evaluated as part of development review and City infrastructure planning processes.
- 3) The City may prioritize low-impact development and on-site retention of stormwater through green features such as swales.
- 4) The City may require, where appropriate, planting of native species selected for year-round interest and suited to local environmental conditions.

Section 9: Infrastructure

- 1) The City shall require that:
 - a) Electrical, telephone, internet, telecommunications and television cables be placed underground; and
 - b) Pads, transformer boxes, meters and all other elements of utilities be designed to be as invisible as possible from the public realm, and where there is no alternative to placing them along the street, that they be suitably camouflaged, enclosed or integrated with buildings so as not to detract from the quality of the public realm.

Section 10: Implementation

10.1 Collaboration with the National Capital Commission (NCC)

- 1) The City and NCC shall cooperate for an integrated development review process and approach to implementation.
- 2) The implementation approach will clarify cost sharing agreements, acquisition or exchange of lands, joint ventures or strategic approaches to achieve and, where appropriate, accelerate desired forms of development.

- 3) The City and NCC shall collaborate on implementation to achieve a net-zero carbon community which will assign roles and responsibilities and inform future development applications.

10.2 Review of Development Applications

- 4) The NCC may submit an Official Plan Amendment to address the future of Preston Street between Albert Street and Wellington Street. This application will be accompanied by a transportation impact assessment, following the City's Terms of Reference, and analyzing the network impacts of the conversion of the planned arterial road connection extending Preston Street between Albert Street and Wellington Street, as proposed by the NCC's LeBreton Flats Master Concept Plan.
- 5) Resolution of the status of Preston Street between Albert Street and Wellington Street on Schedule C5 – Downtown Core Road Network, Volume 1 of the Official Plan may be required prior to approval of development applications on lands within the LeBreton Flats Master Concept Plan, west of Booth Street.
- 6) In accordance with Section 22, Subsection 2.1.1 and 2.2 of the *Ontario Planning Act*, the City permits receipt of the amendment referenced in Section 10.2, Policy 4) of this chapter for consideration by Council, prior to the second anniversary of the adoption of the Official Plan.
- 7) 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.
- 8) 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.
- 9) 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.
- 10) 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.
- 11) Streets, pathways 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.

- 12) Privately-Owned Public Spaces (POPS) shall be delivered in conjunction with the development of abutting lands through the development review process.
- 13) 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.
- 14) Through the development review process, the City shall investigate with property owners, options for providing child care facilities in any new development within lands designated Hub on Schedule B1: Downtown Core Transect, Volume 1 of the Official Plan.
- 15) The City shall direct that all community benefits charge payments under community benefits as per Volume 1 of the Official Plan, Section 11.6 collected within the district will be re-invested in the district.
- 16) Prior to final approval of plans of subdivision, phased as required, the City shall require a Council-approved funding source and/or legal funding mechanisms for all works requiring the City's participation to design, construct or maintain, including:
 - a) Any public realm works, including streetscaping treatments and the future LeBreton Flats Municipal Park West; and
 - b) Any infrastructure works including local active transportation facilities and relocation or enhancements to infrastructure; and
 - c) Any use of City land or infrastructure to support a district energy system; and
 - d) Any community benefits as per Section 10.2, Policy 15) of this chapter.
- 17) In addition to studies listed in a Development Application Study policy, the City may require additional information to assess development within the district, including, but not limited to:
 - a) A Crime Prevention Through Environmental Design analysis considering the proposal and accompanying measures to enhance safety and security (including measures to address undeveloped sites or interrupted paths of travel resulting from a phased approach to development); and

- b) A community energy plan, unless it can be demonstrated that the design of the proposed development complies or is consistent with the High-performance Development Standard;
- c) A composite utility plan, describing the location of the public and private infrastructure, servicing and utilities on City lands; and
- d) A tree canopy cover plan, in accordance with terms of reference to be developed for the district, to give tree planting direction for achieving the 40 per cent target for tree canopy cover within the district, considering:
 - i) Street rights of way; and
 - ii) Parkland and open space; and
 - iii) Other public realm including along pathways, on pedestrian and cyclist bridges, in pedestrian areas and within POPS; and
 - iv) Private lands such as between buildings and streets, on green roofs, on tower podiums and around private outdoor amenity areas; and
 - v) The use of soil cell technologies for hardscape tree planting.

10.3 Future Municipal Parks

- 18) Future Municipal Parks are identified as future LeBreton Flats Municipal Park West and future LeBreton Flats Municipal Park East, as shown on Schedule J: Pimisi Station and LeBreton Flats District - Character Areas, Parks and Privately-Owned Public Space.
- 19) Notwithstanding Policy 3), Section 7.1: Provide convenient, inclusive access to a variety of greenspaces across the city, of Volume 1 of the Official Plan, lot creation and strata severances shall be permitted within the Greenspace designation to enable the dedication of lands for the purposes of the future Municipal Parks.
- 20) The City shall target development of the future LeBreton Flats Municipal Park West after the issuance of the building permit for the 1,000th dwelling unit and before the issuance of the building permit for the 1,500th dwelling unit within the district.
- 21) The City shall target development of the future LeBreton Flats Municipal Park West community building after the issuance of the building permit for the 2,000th dwelling unit and before the issuance of the building permit for the 3,000th dwelling unit within the district.

- 22) The City shall target development of the future LeBreton Flats Municipal Park East with development of the adjoining lands.
- 23) Funding for the future LeBreton Flats Municipal Park East may be accomplished through the use of contributions towards community benefits as per Volume 1 of the Official Plan, Section 11.6, Policy 15), or cash-in-lieu of parkland monies (Ward account only) resulting from development within the East Flats Character Area.
- 24) Terms of the dedication of parkland by the NCC to the City for the future LeBreton Flats Municipal Park West, and a coordinated approach to designing parks within the Parks and Open Space Character Area, shall be set out in development agreements or other mechanisms. Such terms of acceptance by the City may relate to soil conditions, methane venting, strata title, access, joint use, maintenance or any other matters.

10.4 Consents

- 25) Notwithstanding Section 10.2, Policy 8) of this chapter, to enable the creation and conveyance of smaller parcels within a portion of the lands subject to the LeBreton Flats Master Concept Plan, the City may consider severance of land by consent.
- 26) Council shall encourage the Committee of Adjustment to prioritize the plan of subdivision method as the primary method of providing lots, to ensure orderly and efficient development.
- 27) Council shall require the Committee of Adjustment, in reviewing any consent applications, to take into account the objectives and policies of the Pimisi Station and LeBreton Flats District chapter of this secondary plan.

10.5 Street Naming and Numbering

- 28) The City shall ensure that streets are named through the standard street naming procedures, with priority given to retaining existing street names and recognizing the history of the area. Only urban street nomenclatures may be used (street, avenue, boulevard, lane). Suburban nomenclatures (road, court, crescent, way, drive, etc.) are not permitted.
- 29) Separate municipal addresses shall be assigned to each building entrance.

10.6 Special Review Process for Towers over 41 Storeys in Height

- 30) A 45-storey building is permitted within the East Flats Character Area and shall be subject to a specialized design review process within the framework of the City's Urban Design Review Panel (UDRP) process to exercise a rigorous peer review.

This specialized process requires proponents to engage with a sub-committee of the UDRP (comprising one UDRP member augmented by up to two additional design professionals to be selected by the UDRP) towards finalizing project designs until the final project design is deemed acceptable to the UDRP sub-committee. Proponents of such development will be required to bear the costs to an upset limit of \$20,000 (subject to Consumer Price Index adjustment) for each sub-committee meeting held to achieve consensus between the subcommittee and the proponent on the final project design. Any differential cost will be borne by the City.

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Schedules and Annexes

Schedule A: West Downtown District Plan

Schedule B: Bayview Station District Designation Plan

Schedule C: Bayview Station District Maximum Building Heights

Schedule D: Dow's Lake Station District Character Areas

Schedule E: Dow's Lake Station District Maximum Building Height and Tower Location

Schedule F: Dow's Lake Station District Public Realm Plan

Schedule G: Dow's Lake Station District Public Realm Plan - Hospital Site

Schedule H: Dow's Lake Station District Public Realm Plan - Booth Street Complex

Schedule I: Dow's Lake Station District Public Realm Priority Projects

Schedule J: Pimisi Station and LeBreton Flats District - Character Areas, Parks and Privately-Owned Public Space

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

Schedule L - Corso Italia Station District Character Areas

Schedule M - Corso Italia Station District Maximum Building Height and Tower Location

Schedule N - Corso Italia Station District Public Realm

Schedule O - Corso Italia Station District Key Properties or Areas Noted in Secondary Plan

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

Annex 1 - Corso Italia District Demonstration Concept Plan

Annex 2 - Corso Italia District Demonstration Concept Plan for 818 Gladstone Avenue by Ottawa Community Housing Corporation

Annex 3 - Corso Italia District Demonstration Concept Plan for 933 Gladstone Avenue by Ottawa Community Housing Corporation

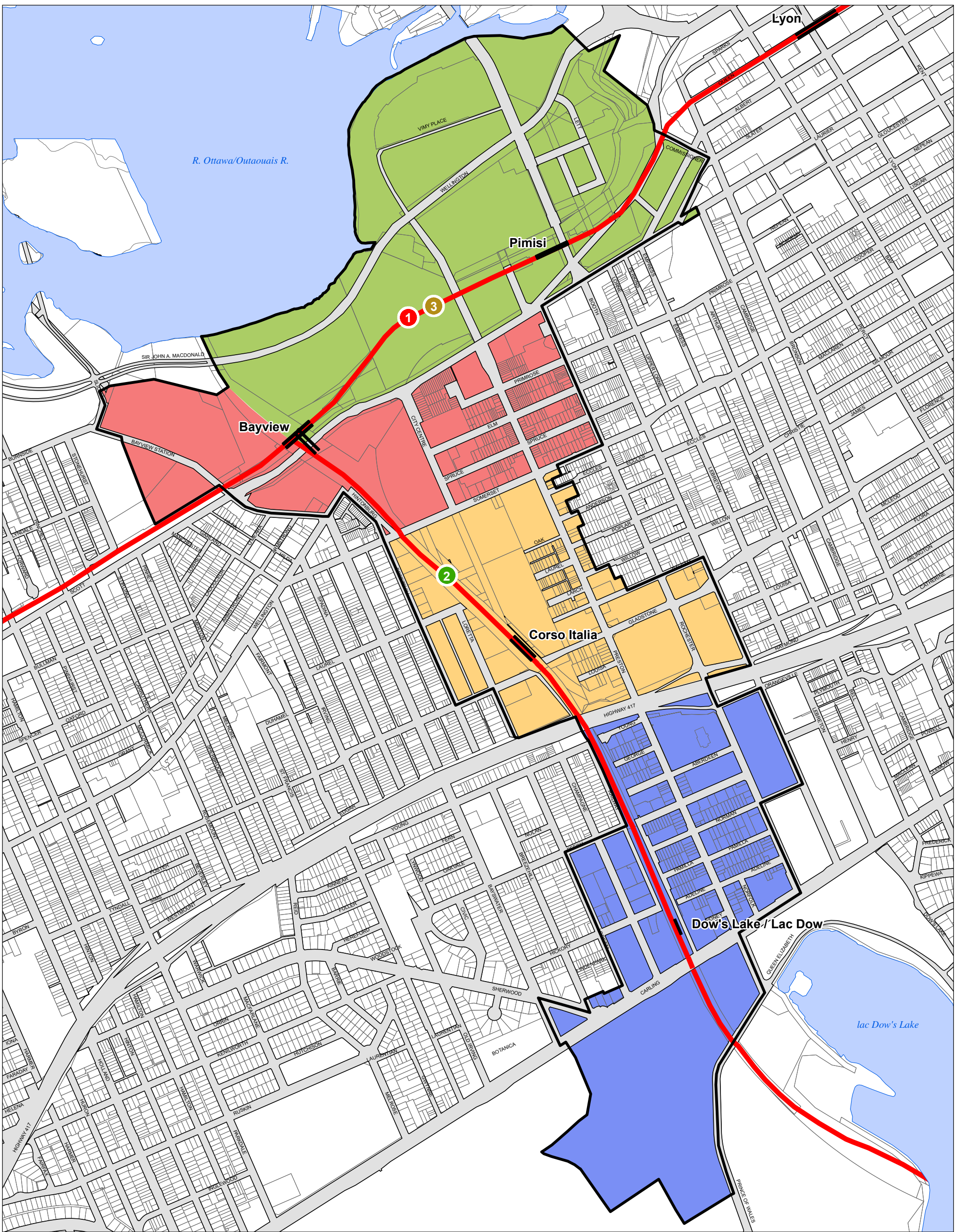
Annex 4 - Pimisi Station and LeBreton Flats District - Key Properties or Features Noted in Policy

Annex 5 - Pimisi Station and LeBreton Flats District - Demonstration Plan – LeBreton Flats Master Concept Plan Lands

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

Annex 7 - Pimisi Station and LeBreton Flats District - Demonstration Plan – East Flats Character Area

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West Downtown Core / Centre-ouest



SECONDARY PLAN - Volume 2 /
PLAN SECONDAIRE - Volume 2

Schedule A - District Plan Annexe A - Plan de district

West Downtown Core Secondary Plan Boundary /
Limites du plan secondaire Centre-ville ouest

DISTRICTS

- Pimisi Station and LeBreton Flats District /
Secteur de la station Pimisi et des plaines LeBreton
- Bayview Station District /
Secteur de la station Bayview
- Corso Italia Station District /
Secteur de la station Corso Italia
- Dow's Lake Station District /
Secteur de la station Lac Dow

O-Train and/et Stations

O-Train Lines / Lignes O-Train

Consolidation and Amendments /
Consolidation et amendements





West Downtown Core / Centre-ouest

SECONDARY PLAN - Volume 2 /
PLAN SECONDAIRE - Volume 2

Bayview Station District Schedule B - Designation Plan

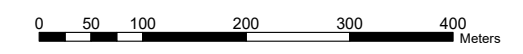
Secteur de la station Bayview Annexe B - Plan de désignation

Bayview Station District Boundary / Secteur de la station Bayview

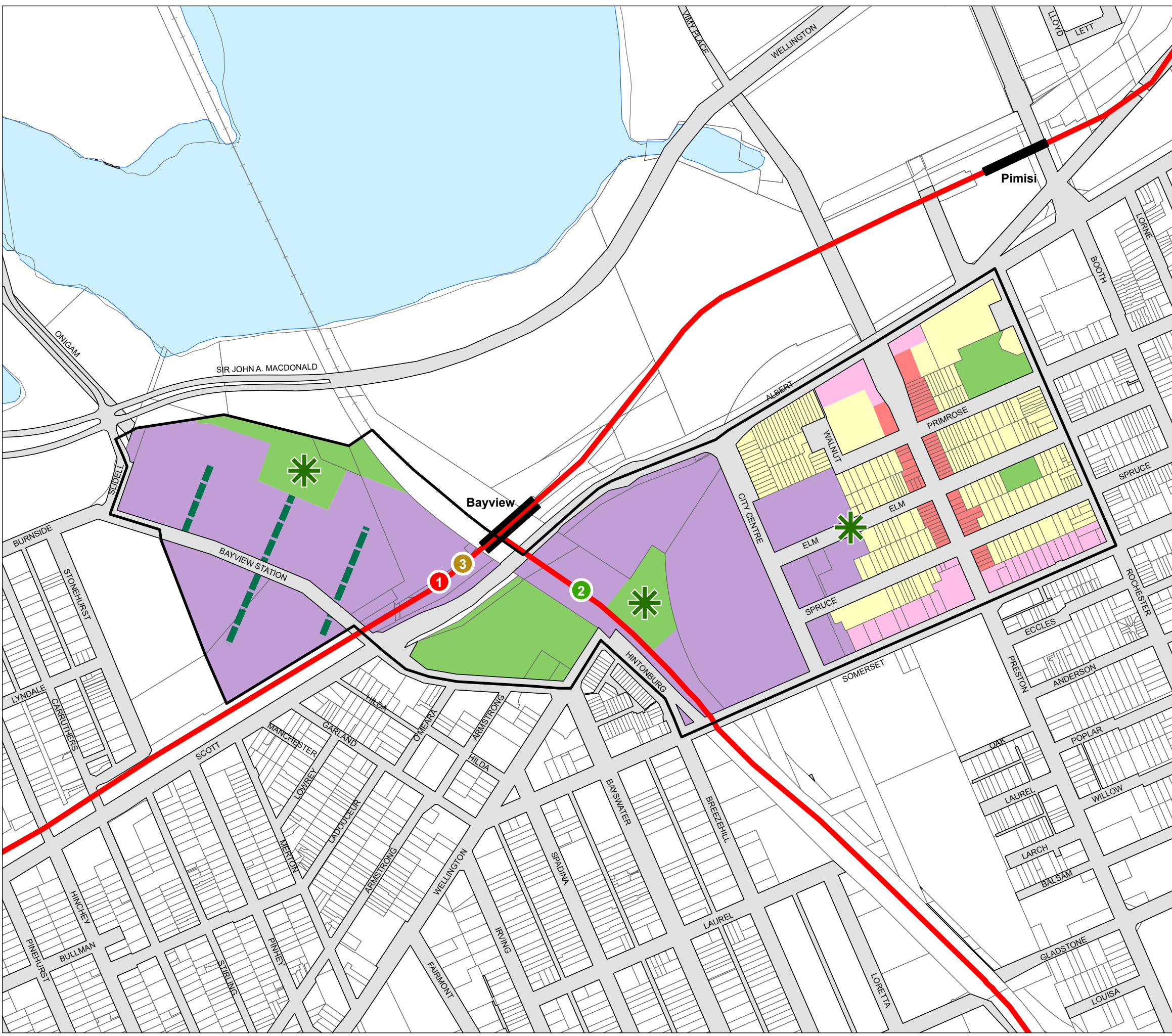
DESIGNATION / DÉSIGNATION

- Corridor - Mainstreet / Couloir - Rue principale
- Corridor - Minor / Couloir - Rue principale mineure
- Hub / Carrefour
- Neighbourhood / Quartier
- Park / parc
- Future Park / Futur parc
- Greenstreets / Rues vertes
- O-Train and/et Stations
- O-Train Lines / Lignes O-Train

Consolidation and Amendments /
Consolidation et amendements



Planning, Infrastructure and Economic Development Department,
Geospatial Analytics, Technology and Solutions
Services de la planification, de l'infrastructure et du développement économique,
Analyse géospatiale, technologie et solutions






West Downtown Core / Centre-ouest

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Bayview Station District Schedule C - Maximum Building Heights




Secteur de la station Bayview Annexe C - Hauteur maximale des immeubles

 Bayview Station District Boundary / Secteur de la station Bayview

**MAXIMUM PERMITTED BUILDING HEIGHT /
MAXIMUM NUMBER OF STOREYS
LA HAUTEUR DE BÂTIMENT MAXIMALE PERMISE /
NOMBRE D'ÉTAGES MAXIMAL**

-  4 storeys/ étages
-  6 storeys/ étages
-  12 storeys/ étages
-  20 storeys/ étages
-  27/56 storeys/ étages
-  30 storeys/ étages
-  65 storeys/ étages

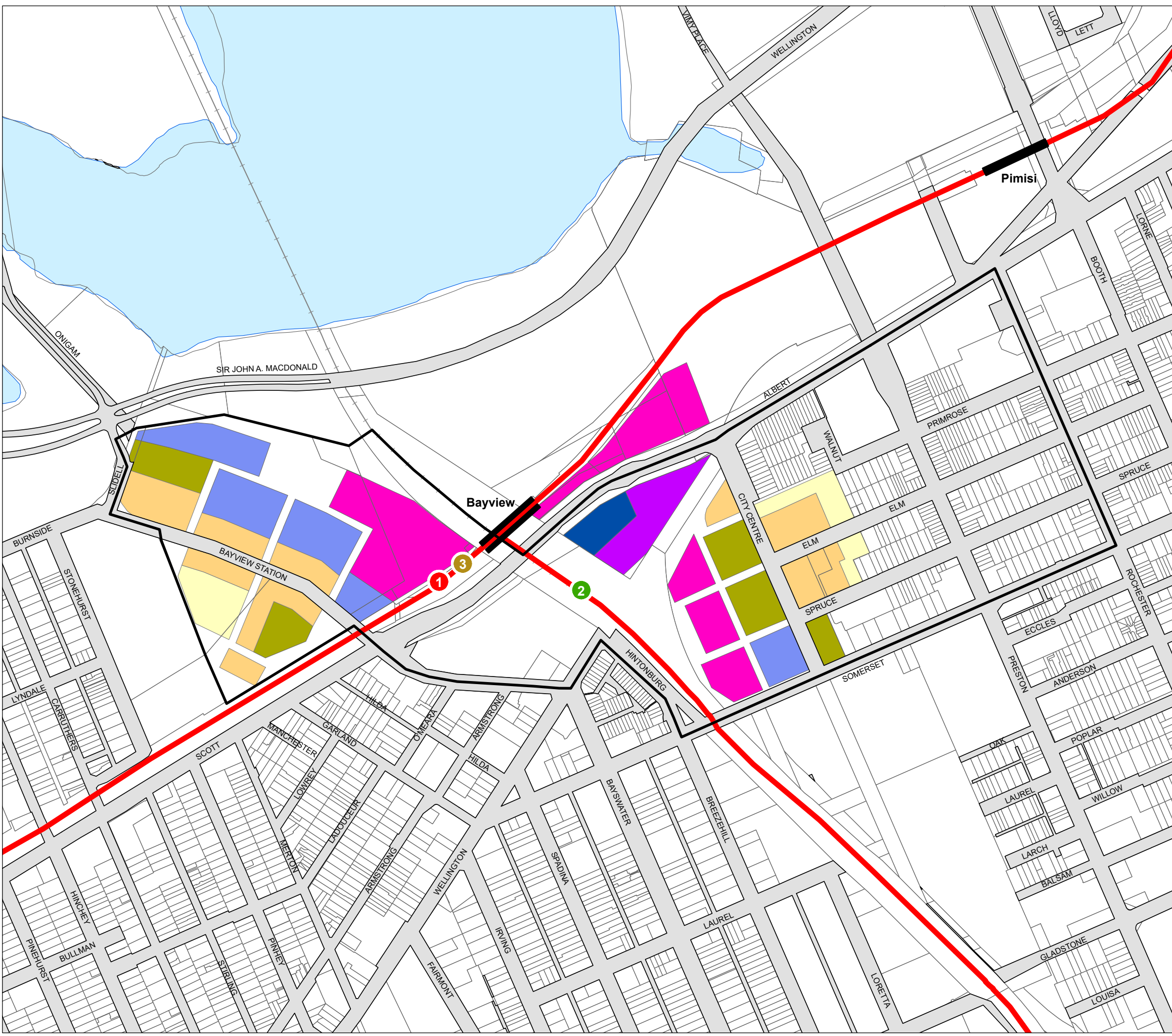
 O-Train and/et Stations

   O-Train Lines / Lignes O-Train

Consolidation and Amendments /
Consolidation et amendements



Planning, Infrastructure and Economic Development Department,
Geospatial Analytics, Technology and Solutions
Services de la planification, de l'infrastructure et du développement économique,
Analyse géospatiale, technologie et solutions









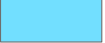



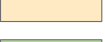






West Downtown Core / Centre-ouest

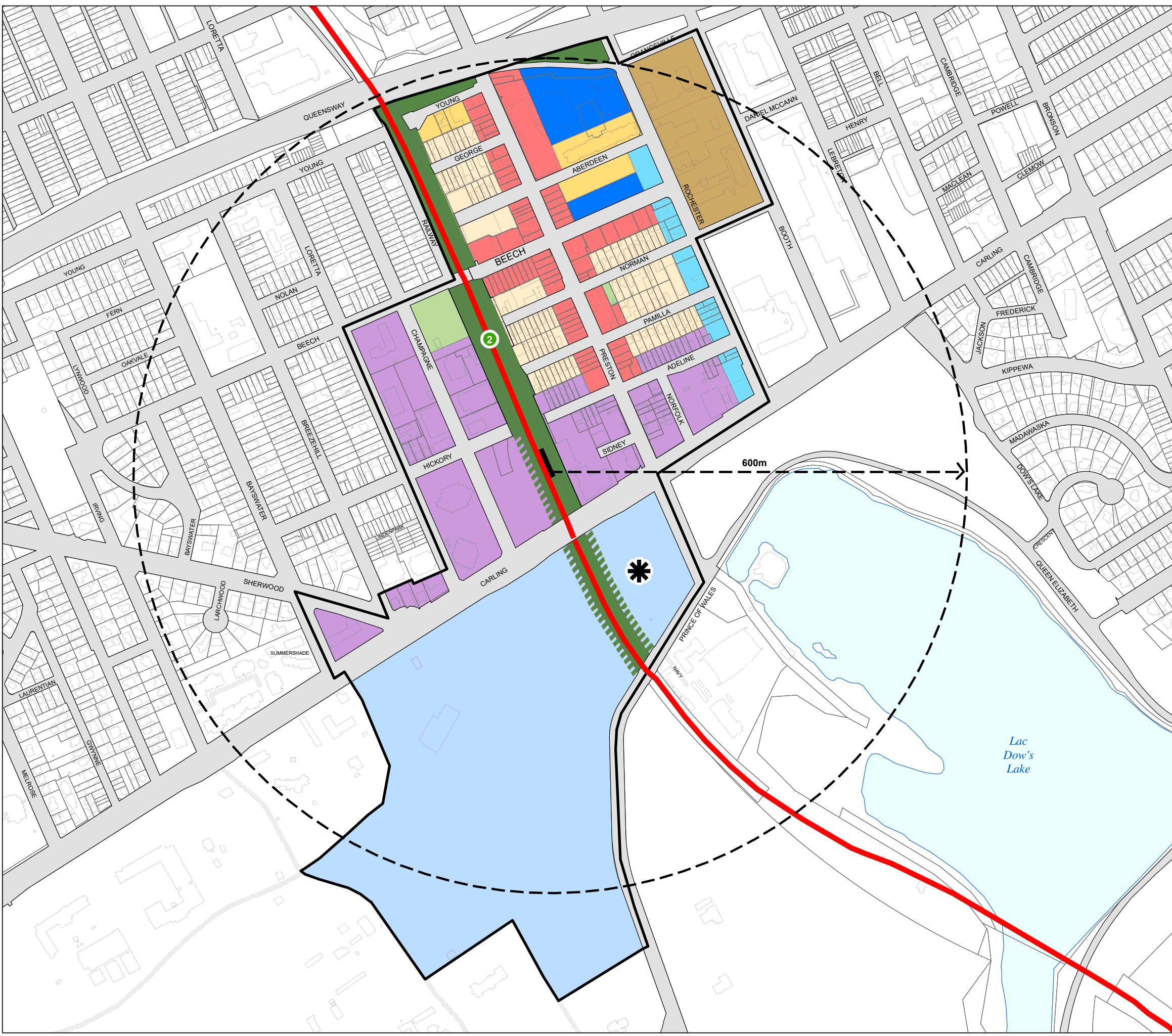
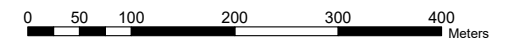
SECONDARY PLAN - Volume 2 /
PLAN SECONDAIRE - Volume 2

**Dow's Lake Station District
Schedule D - Character Areas**

**Secteur de la station Lac Dow
Annexe D - Secteurs à aspect unique**

-  Dow's Lake Station District Boundary /
Secteur de la station Lac Dow
-  Site for Nationally Significant Building /
Site propice à la construction d'un bâtiment
d'importance nationale
-  O-Train and/et Station
-  O-Train Line / Ligne O-Train
-  Hub / Carrefour
-  Hospital Area / Secteur de l'hôpital
-  South Rochester Corridor / Couloir de la rue Rochester sud
-  Employment / Emploi
-  Corridor - Mainstreet / Couloir - Rue principale
-  Mixed-Use Residential / Quartier résidentiel polyvalent
-  Mixed-Use Neighbourhood / Quartier polyvalent
-  Park / Parc
-  Greenway Corridor / Couloir de verdure existant
-  Future Greenway Corridor / Couloir de verdure futur
-  Booth Street Complex / Complexe de la rue Booth

Consolidation and Amendments /
Consolidation et amendements



West Downtown Core / Centre-ouest



SECONDARY PLAN - Volume 2 /
PLAN SECONDAIRE - Volume 2

Dow's Lake Station District Schedule E - Maximum Building Height and Tower Location

Secteur de la station Lac Dow Annexe E - Secteurs à aspect unique

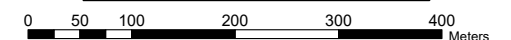
- Dow's Lake Station District Boundary / Secteur de la station Lac Dow
- Site for Nationally Significant Building / Site propice à la construction d'un bâtiment d'importance nationale
- O-Train and/or Station
- O-Train Line / Ligne O-Train
- Park / Parc
- Greenway Corridor / Couloir de verdure existant
- Future Greenway Corridor / Couloir de verdure futur
- Neighbourhood Line / Ligne de quartier
- Potential High Profile Building Location / Emplacement possible d'un bâtiment de grande hauteur

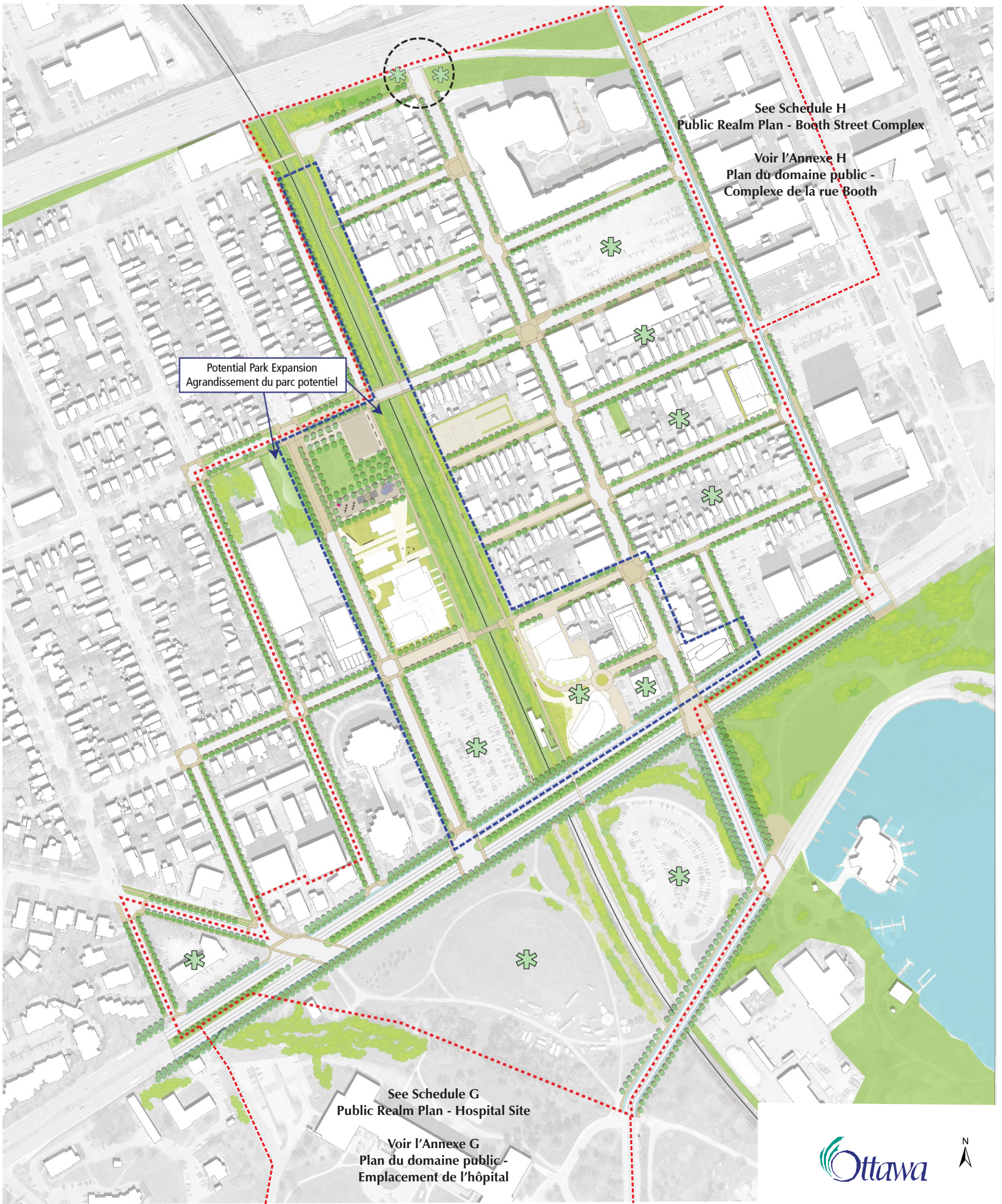
HEIGHT / HAUTEUR MAXIMUM BUILDING HEIGHTS / HAUTEURS MAXIMALES DES IMMEUBLES

- 4 storeys / étages
- 6 storeys / étages
- 9 storeys / étages
- 15 storeys / étages
- 18 storeys / étages
- 20 storeys / étages
- 25 storeys / étages
- 30 storeys / étages
- 31+ storeys / étages



Consolidation and Amendments /
Amendement au plan directeur approuvé





West Downtown Core / Centre-ouest

SECONDARY PLAN - Volume 2 /
PLAN SECONDAIRE - Volume 2

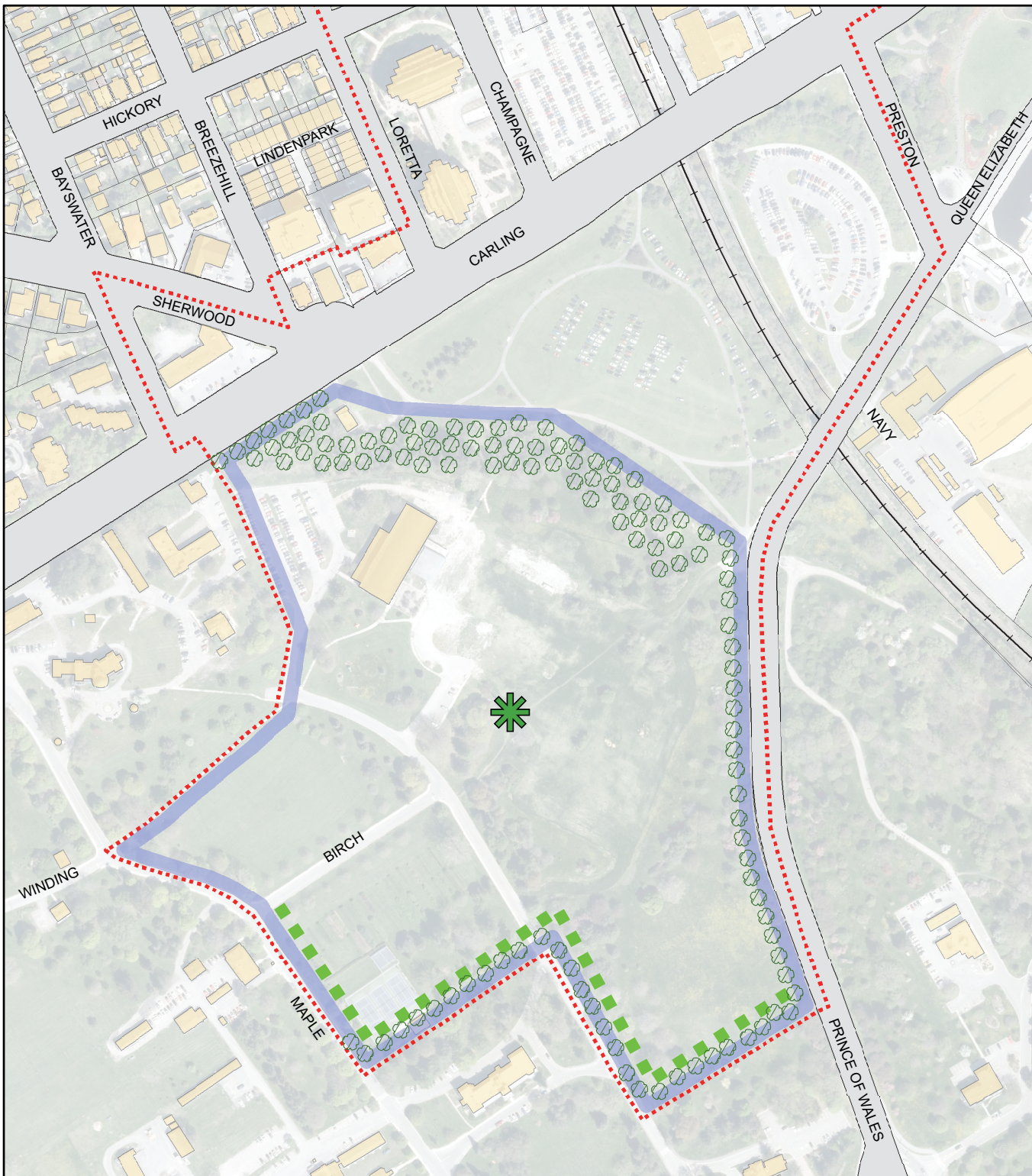
Dow's Lake Station District
Schedule F - Public Realm Plan

Secteur de la station Lac Dow
Annexe F - Plan du domaine public

Consolidation and Amendments /
Consolidation et amendements



- - - Dow's Lake Station District Boundary /
Secteur de la station Lac Dow
- Special Woonerf-Type Streets / rues aménagées selon le concept de woonerf
- Public Open Space / espace vert public
- Multi-Use Pathway / sentier polyvalent
- Bike Lanes / voies cyclables
- ● Streetscape Tree Planting / plantation d'arbres le long des rues
- Existing Buildings / bâtiments actuels
- Building Applications as of Jan 2014 and Buildings Under Construction /
demandes de permis de construire en date du 24 janvier et bâtiments en construction
- ✱ Urban Square/Park (in association with new development) /
jardin public (associé au nouvel aménagement)
- Potential Urban Square / place publique potentielle



West Downtown Core / Centre-ouest





SECONDARY PLAN - Volume 2 /
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Dow's Lake Station District
Schedule G - Public Realm Plan - Hospital Site


Secteur de la station Lac Dow
Annexe G - Plan du domaine public -
Emplacement de l'hôpital


 Dow's Lake Station District Boundary/
Secteur de la station Lac Dow

 Additional Hospital Lands /
Terrains d'hôpital additionnels

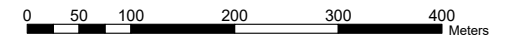
 Urban Square / Park (in association with new development) /
Place ou parc urbain (en lien avec les nouveaux aménagements)

 Streetscape Tree Planting /
Plantation d'arbres le long des rues

 Existing Buildings /
Bâtiments actuels

 Central Experimental Farm Line /
Ligne de la ferme expérimentale centrale

Consolidation and Amendments / Consolidation et amendements



West Downtown Core / Centre-ouest




SECONDARY PLAN - Volume 2 /
PLAN SECONDAIRE - Volume 2

Dow's Lake Station District
Schedule H - Public Realm Plan - Booth Street Complex

Secteur de la station Lac Dow
Annexe H - Plan du domaine public -
Complexe de la rue Booth




 Dow's Lake Station District Boundary/
Secteur de la station Lac Dow

 Urban Square / Park (in association with new development) /
Place ou parc urbain (en lien avec les nouveaux aménagements)

 Special Woonerf-Type Streets/
Rues aménagées selon le concept de Woonerf

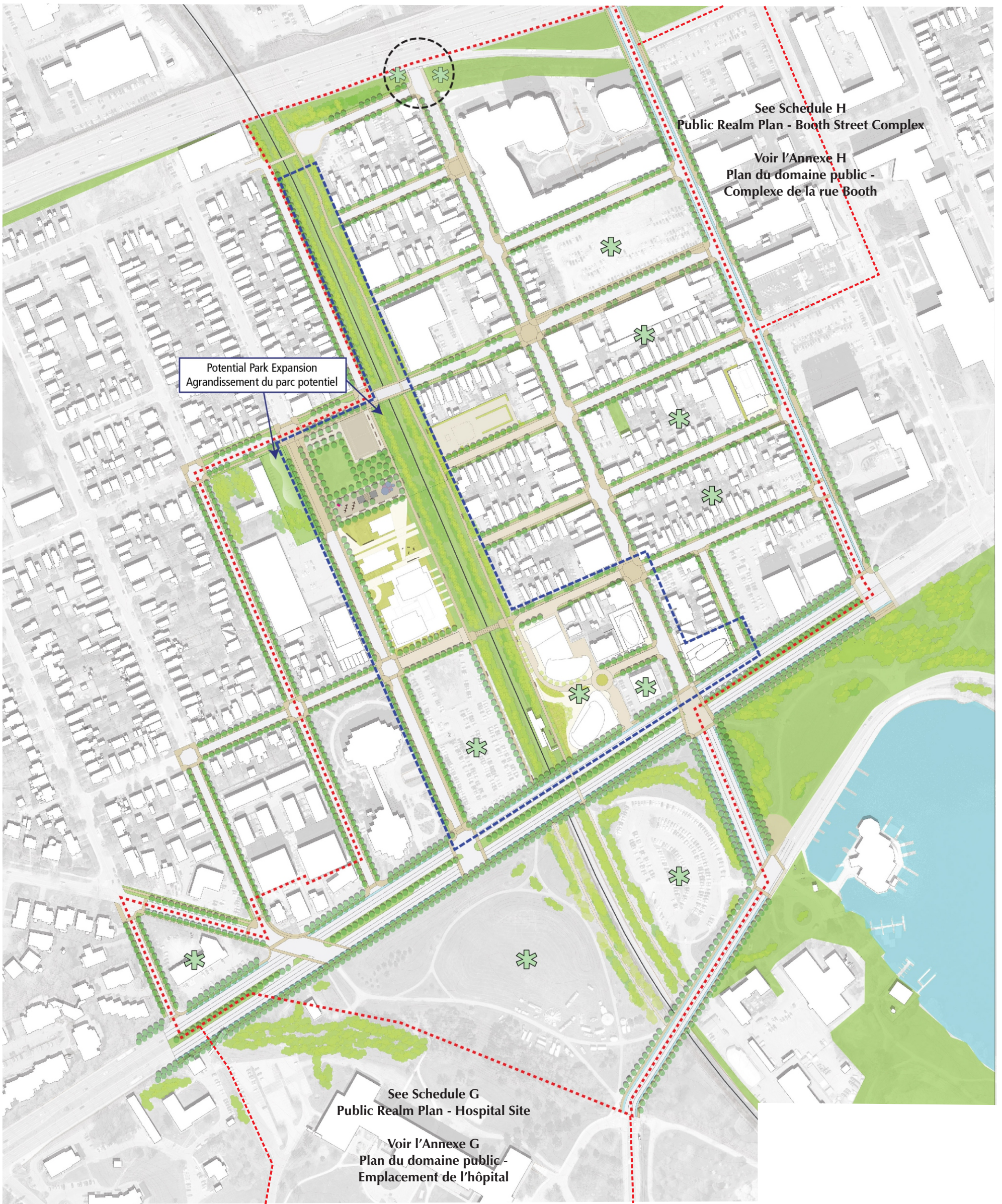
 Public Open Space (private ownership) /
Espace vert publique (propriété privée)

 Existing Buildings /
Bâtiments actuels

 New Development /
Nouveau développement

Consolidation and Amendments /
Consolidation et amendements





West Downtown Core / Centre-ville Ouest



SECONDARY PLAN - Volume 2 /
PLAN SECONDAIRE - Volume 2

- - - - - Dow's Lake Station District Boundary / Secteur de la station Lac Dow
- - - - - Public Realm Priority Projects / Projets prioritaires du domaine public

Dow's Lake Station District
Schedule I - Public Realm Priority Projects

Secteur de la station Lac Dow
Annexe I - Projets prioritaires du domaine public



West Downtown Core / Centre-ouest

SECONDARY PLAN - Volume 2 /
PLAN SECONDAIRE - Volume 2



Schedule J - Pimisi Station and LeBreton Flats District -
Character Areas, Parks and Privately-Owned Public Space

Annexe J - Secteur de la station Pimisi et des plaines LeBreton -
Secteurs pittoresques, parcs et espace public appartenant
à des intérêts privés

Pimisi Station and LeBreton Flats District Boundary /
Limites du secteur de la station Pimisi et des plaines LeBreton

CHARACTER AREAS / SECTEURS À CARACTÈRE PITTORESQUE

- Parks and Open Space / Zone de parc et d'espace vert
- Albert Corridor / Couloir de la rue Albert
- Central and West Flats / Plaines centrales et ouest
- Aqueduct / Aqeduc
- LeBreton North / LeBreton Nord
- East Flats / East Flats

Future Municipal Park / Futur parc municipal

Potential Privately-Owned Public Space (POPS) /
Potentiel espace public appartenant à des intérêts privés

O-Train Station /
Station de l'O-Train

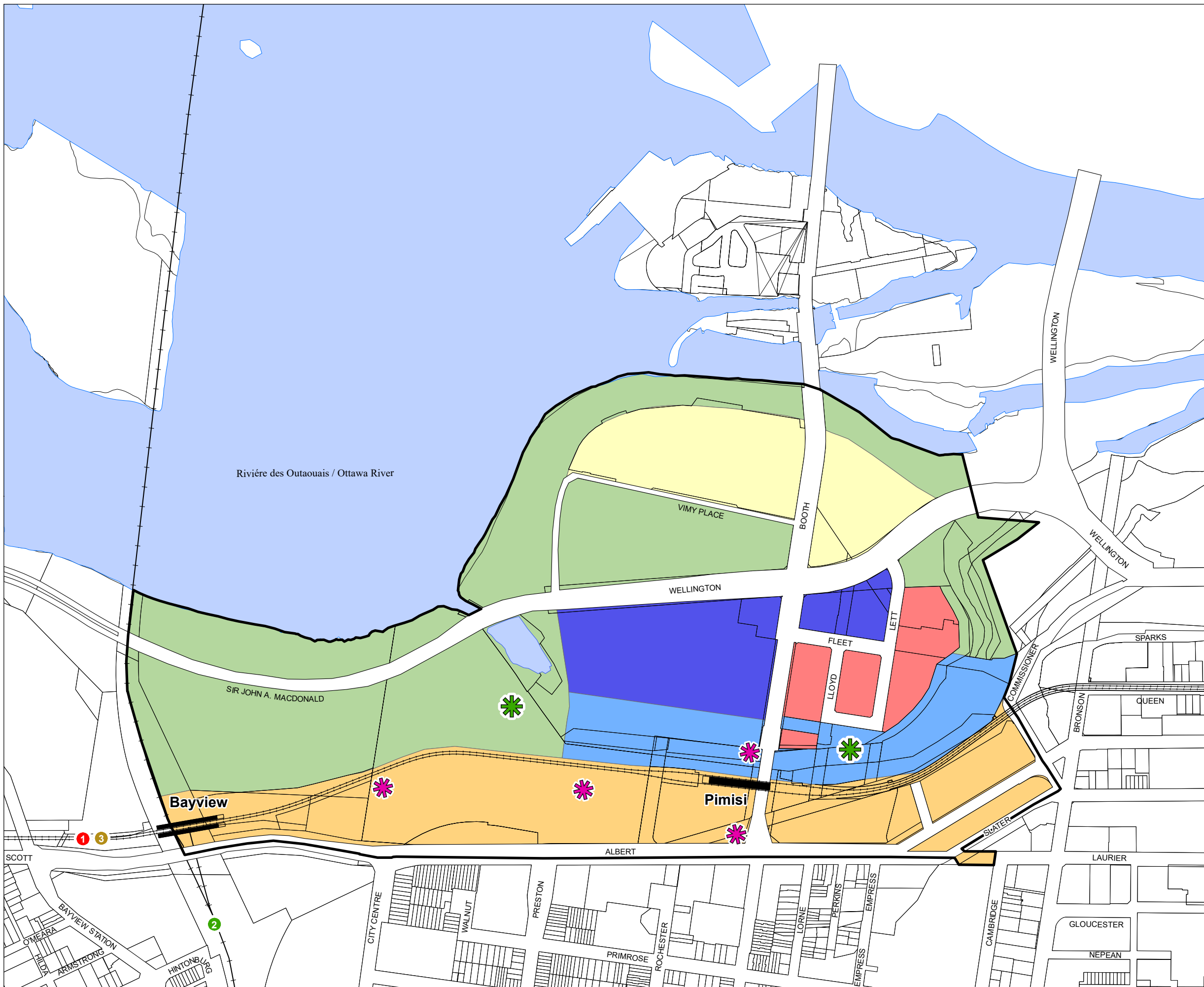
O-Train Lines / Lignes O-Train

The border of the Greenspace System is to be considered conceptual and should not be interpreted to follow individual property boundaries; and will be delineated through specific studies which will include public participation. /
Les limites du système d'espaces verts doivent être considérées comme étant conceptuelles. Elles ne suivent pas nécessairement les limites des propriétés. Elles seront fixées dans le cadre d'études qui seront réalisées à cette fin avec la participation du public.

Consolidation and Amendments /
Consolidation et amendements



Planning, Infrastructure and Economic Development Department,
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Services de la planification, de l'infrastructure et du développement économique,
Analyse géospatiale, technologie et solutions



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

Annexe K - Secteur de la station Pimisi et des plaines LeBreton - Hauteur maximale de bâtiment et emplacement des tours

Pimisi Station and LeBreton Flats District Boundary /
Limites du secteur Station Pimisi et des plaines LeBreton

MAXIMUM NUMBER OF STOREYS NOMBRE D'ÉTAGES MAXIMAL

- 6 storeys / 6 étages
- 12 storeys / 12 étages
- 20 storeys / 20 étages
- 25 storeys / 25 étages
- 30 storeys / 30 étages
- 40 storeys / 40 étages
- 45 storeys / 45 étages

Approximate tower location and maximum building height (number of storeys)
Emplacement approximatif de la tour et hauteurs maximale des immeubles (nombre d'étages)

Keypoint 16 / Point de vue principal 16

Key View 16 / View principale 16

LeBreton Central Foreground Control Plane /
Plan de contrôle avant-plan central - LeBreton

LeBreton Lateral Foreground Control Plane /
Plan de contrôle avant-plan latéral - LeBreton

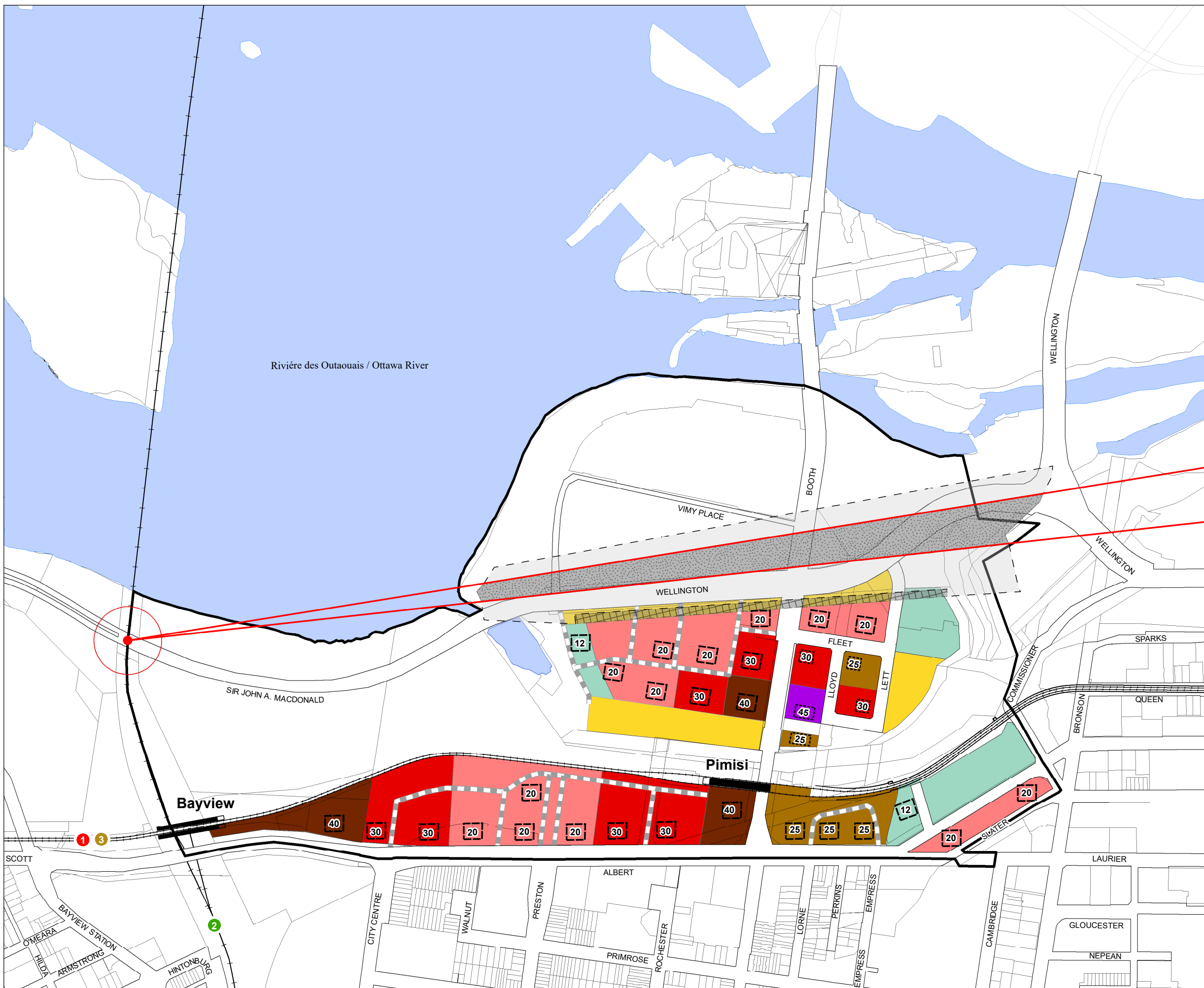
Refer to Official Plan, Volume 2, West Downtown Core Secondary Plan,
Chapter 4, Section 5.4: View Protection, Policy 19) /
Référence au volume 2 du Plan officiel, le plan secondaire du centre-ville
ouest, chapitre 4, section 5.4 : Protection des vues, politique 19

Public or Private Roadway (conceptual alignment) /
Route publique ou privée (tracé conceptuel)

O-Train Station / Station de l'O'Train

O-Train Lines / Lignes O-Train

Consolidation and Amendments /
Consolidation et amendements




















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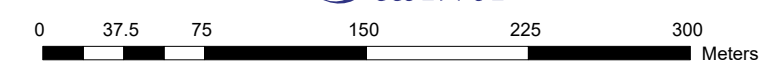
SECONDARY PLAN - Volume 2 /
PLAN SECONDAIRE - Volume 2

Corso Italia Station District /
Schedule L - Character Areas

Secteur de la station Corso Italia /
Annexe L - Secteurs à caractère pittoresque

 Corso Italia Station District Secondary Plan Boundary/
Limite du Plan secondaire du secteur Station Corso Italia

-  Station Area / Voisinage de la station
-  Main Street Corridor / Rues principales
-  Mixed-Use Block / Îlot d'utilisations polyvalentes
-  Mixed-Use Neighbourhood / Quartier polyvalent
-  Park / Parc
-  Other Greenspace / Espace vert
-  Green Transportation and Utility Corridor /
Couloir de transport vert et de services publics
-  Future Street / Future rue
-  Future Woonerf Street (per Section 5.2, Policy 23) /
Future rue Woonerf (selon la Section 5.2, politique 23)
-  Laurel Street Active Transportation Corridor (ATC) /
Couloir de transport actif de la rue Laurel (CTA)
-  Future Lane / Future ruelle
-  Active Transportation Bridge /
Passerelle faisant partie du réseau de transport actif
-  O-Train and/et Station
-  O-Train Line / Ligne O-Train



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Consolidation and Amendments /
Consolidation et amendements



West Downtown Core / Centre-ouest

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PLAN SECONDAIRE - Volume 2

**Corso Italia Station District /
Schedule M - Maximum Building Height and Tower Location**

**Secteur de la station Corso Italia /
Annexe M – Hauteur de bâtiment maximale et emplacement des tours**

Corso Italia Station District Secondary Plan Boundary /
Limite du Plan secondaire du secteur Station Corso Italia

HEIGHT / HAUTEUR

MAXIMUM BUILDING HEIGHTS / HAUTEURS MAXIMALES DES IMMEUBLES

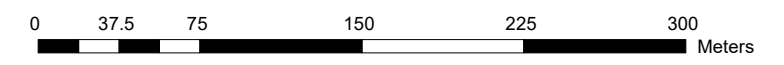
	4 storeys / étages		20 storeys / étages
	6 storeys / étages		25 storeys / étages
	9 storeys / étages		30 storeys / étages
	12 storeys / étages		31+ storeys / étages
	18 storeys / étages		

A dashed-square within a coloured area indicates the high-rise tower permitted within that designation, its potential location, and its maximum building height. / Un carré pointillé dans une zone de couleur représente l'immeuble de grande hauteur qui y est permis, avec son emplacement potentiel et sa hauteur maximale.

- Park / Parc
- Other Greenspace / Espace vert
- Green Transportation and Utility Corridor / Couloir de transport vert et de services publics
- Future Street / Future rue
- Future Woonerf Street (per Section 5.2, Policy 23) / Future rue Woonerf (selon la Section 5.2, politique 23)
- Laurel Street Active Transportation Corridor (ATC) / Couloir de transport actif de la rue Laurel (TCA)
- Future Lane / Future ruelle
- Active Transportation Bridge / Passerelle faisant partie du réseau de transport actif
- O-Train and/et Station
- O-Train Line / Ligne O-Train
- Neighbourhood Line / Ligne de quartier



Consolidation and Amendments /
Consolidation et amendements





West Downtown Core / Centre-ville ouest

SECONDARY PLAN - Volume 2 /
PLAN SECONDAIRE - Volume 2

Corso Italia Station District /
Secteur de la station Corso Italia

Schedule N – Public Realm / Annexe N – Domaine public

Corso Italia Station District Secondary Plan Boundary /
Limite du Plan secondaire du secteur de la Station Corso Italia

Park* / Parc*

Privately-owned Public Space (POPS)* /
Espace public appartenant à des intérêts privés*

Other Greenspace / Autres espaces verts

Green Transportation and Utility Corridor /
Couloir de transport vert et de services publics

Urban Plaza / Esplanade

Through-block connection / Lien à travers le pâté

Future Street - Street A, Street B, and Larch /
Future rue pour « Street A », « Street B » et Larch

Future Woonerf Street - Street C / Future rue Woonerf pour « Street C »

Future Lane / Future ruelle

Cycling Lane / Voie cyclable

Laurel Steet Active Transportation Corridor (ATC) /
Couloir de transport actif (CTA) de la rue Laurel

Multi-use Pathway / Sentier polyvalent

City Centre Underpass Pathway /
Sentier souterrain de l'avenue City Centre

Active Transportation Bridge /
Passerelle faisant partie du réseau de transport actif

Streetscape Tree Planting / Plantation d'arbres le long des rues

O-Train and / et Station

O-Train Line / Ligne O-Train

Consolidation and Amendments /
Consolidation et amendements

* Note: All Park, Other Greenspace, POPS and Mid-Block Connections shown on this plan are approximate and their size and configuration are subject to change.

* Remarque : Tous les parcs, espaces verts, les espaces publics et les liens mi-îlot appartenant à des intérêts privés ne figurent sur ce plan qu'à titre indicatif. Leur taille et configuration peuvent être modifiées.



Planning, Infrastructure and Economic Development Department,
Geospatial Analytics, Technology and Solutions in collaboration
with Business and Technical Support Services

Direction générale de la planification, de l'infrastructure et du
développement économique,
Analyse géospatiale, technologie et solutions en collaboration
avec Les Services de soutien technique et aux activités


West Downtown Core / Centre-ouest



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PLAN SECONDAIRE - Volume 2

**Corso Italia Station District /
Schedule O - Key Properties or Areas Noted in Secondary Plan Policy**

**Secteur de la station Corso Italia /
Annexe O - Propriétés importantes ou secteurs relevés dans la politique
relative au plan secondaire**

 Corso Italia Station District Secondary Plan Boundary/
Limite du Plan secondaire du secteur Station Corso Italia
STATION AREA / VOISINAGE DE LA STATION

1. North-east quadrant (933 Gladstone Avenue) / Quadrant Nord Est (933, avenue Gladstone)
2. North-west quadrant (951 Gladstone Avenue, 145, 131 and 127 Loretta Avenue North) /
Quadrant Nord Ouest (951, avenue Gladstone, ainsi que 145, 131 et 127, avenue Loretta nord)
3. South-west quadrant (175 Loretta Avenue North, 950 Gladstone Avenue) / Quadrant Sud
Ouest (175 avenue Loretta nord, 950, avenue Gladstone)
4. South-east quadrant (938 Gladstone Avenue) / Quadrant Sud Est (938, avenue Gladstone)

MAIN STREET CORRIDOR / COULOIR DE LA RUE PRINCIPALE

5. 1010 and 1040 Somerset Street West / 1010 et 1040, rue Somerset ouest

MIXED-USE NEIGHBOURHOOD / QUARTIER POLYVALENT





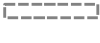


6. Preston Side Streets / Rues secondaires de la rue Preston
7. Rochester Heights Phase 2 (818 Gladstone Avenue) / Phase 2 de Rochester Heights
(818, avenue Gladstone)
8. Breezehill Avenue North / Avenue, Breezehill Nord

MIXED-USE BLOCK / PÂTÉS DE MAISONS À UTILISATION POLYVALENTE

9. Plant Bath Recreation Centre (930 Somerset Street West) / Centre récréatif Plant (930, rue
Somerset Ouest)
10. Adult High School (300 Rochester Street) / Adult High School (300, rue Rochester)
11. Canada Bank Note Company (975 Gladstone Avenue) / Compagnie canadienne des billets
de banque limitée (975, avenue Gladstone)

PARKS / PARCS

12. Plouffe Park / Parc Plouffe
13. Piazza Dante Park / Parc Piazza Dante

-  Future Street / Future rue
-  Future Woonerf Street (per Section 5.2, Policy 23) /
Future rue Woonerf (selon la Section 5.2, politique 23)
-  Laurel Street Active Transportation Corridor (ATC) /
Couloir de transport actif de la rue Laurel (CTA)
-  Active Transportation Bridge /
Passerelle faisant partie du réseau de transport actif
-  Future Lane / Future ruelle
-  O-Train and/et Station
-  O-Train Line / Ligne O-Train

Consolidation and Amendments /
Consolidation et amendements



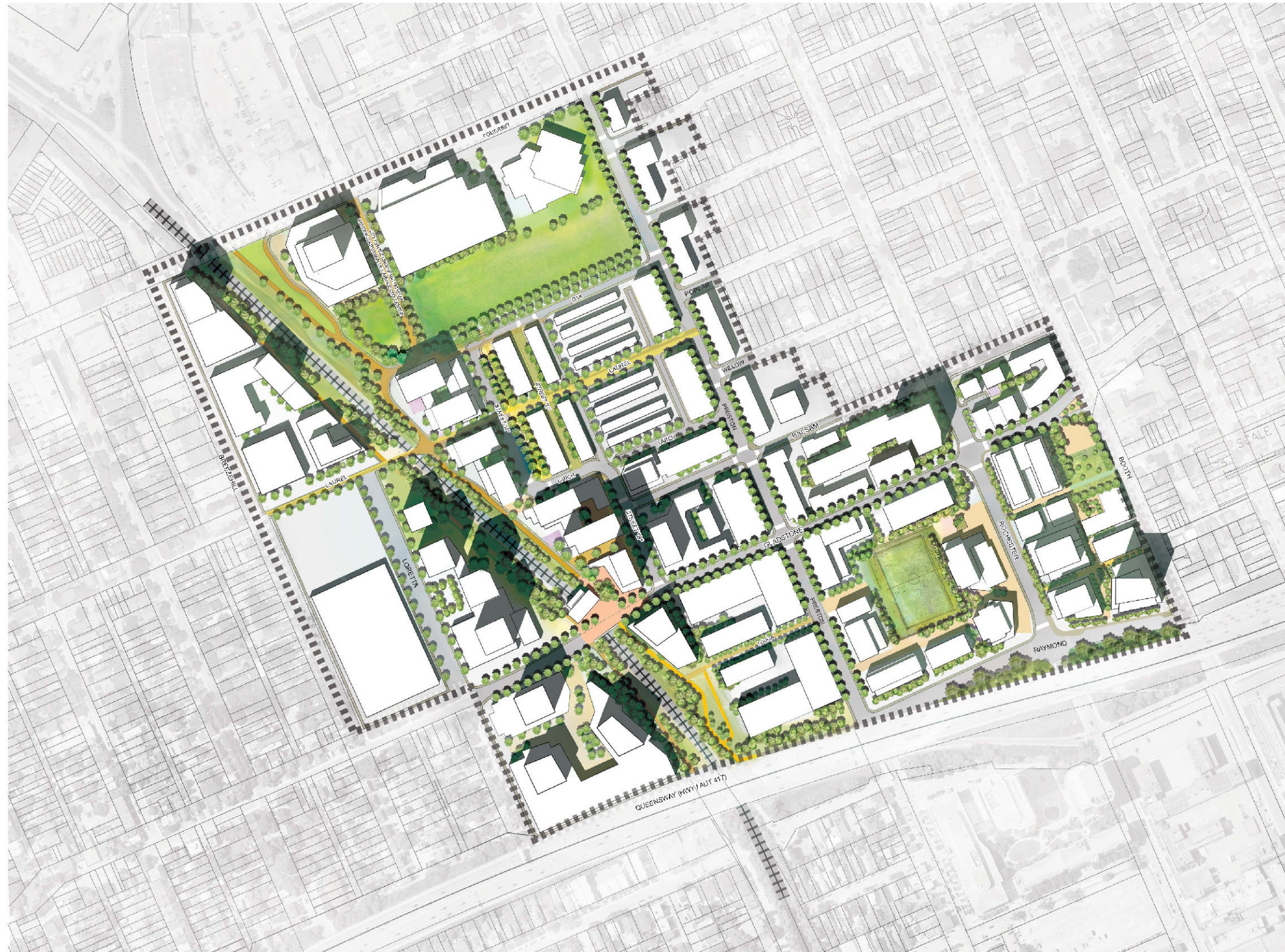
West Downtown Core / Centre-ouest



SECONDARY PLAN - Volume 2 /
PLAN SECONDAIRE - Volume 2

Corso Italia Station District /
Annex 1 - Demonstration Concept Plan

Secteur de la station Corso Italia /
Appendice 1 - Plan conceptuel de démonstration



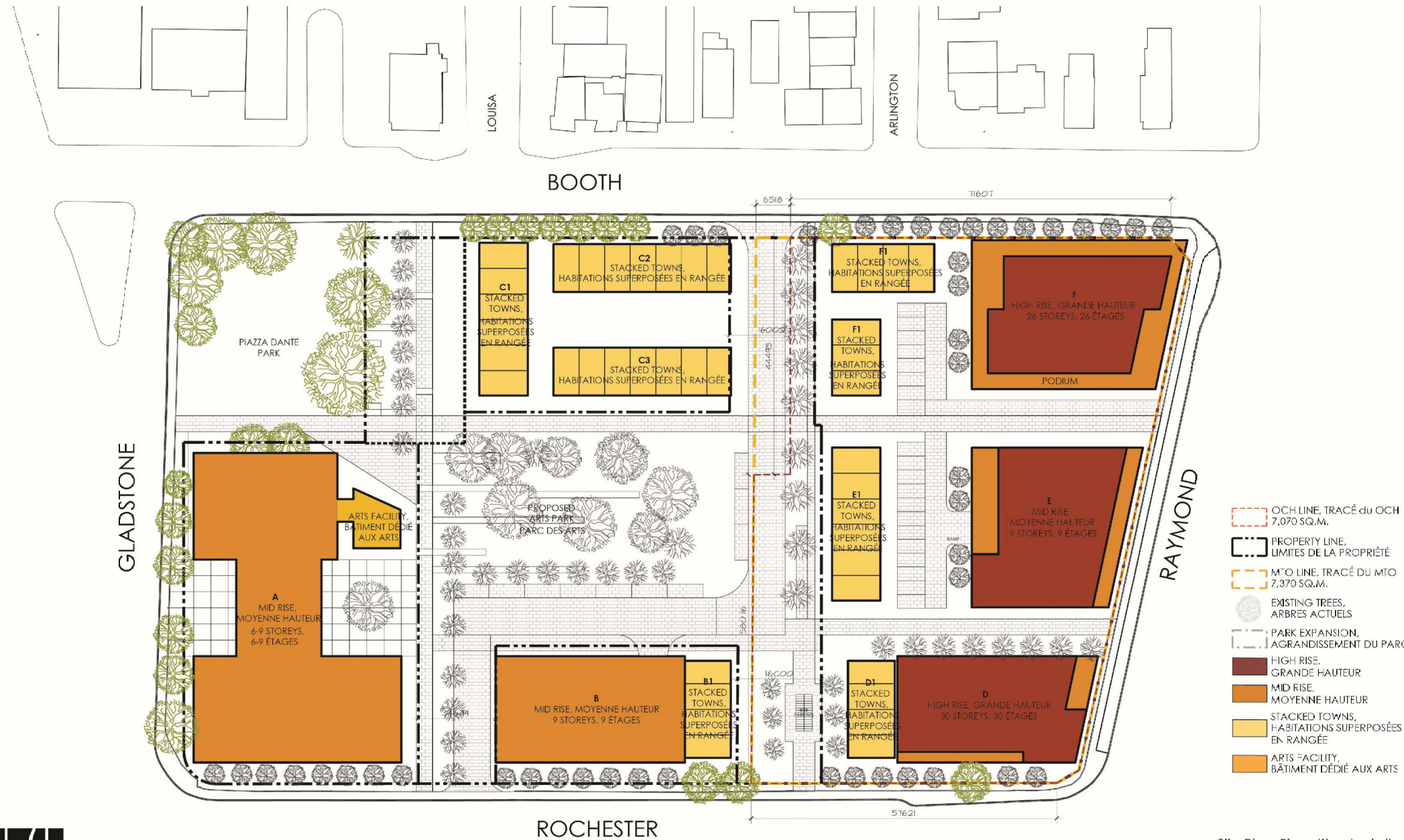
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SECONDARY PLAN - Volume 2 /
PLAN SECONDAIRE - Volume 2

Corso Italia Station District /
Annex 2 - Demonstration Concept Plan for
818 Gladstone Avenue

Secteur de la station Corso Italia /
Appendice 2 - Plan conceptuel de démonstration
pour le 818, avenue Gladstone



ROCHESTERVILLE | Master Plan, Plan Directeur

NOTE: The MTO line is drawn with approximate location based on an image (provided by the MTO) overlay with the survey. *Actual outline may vary. OCH line is drawn with survey and represents accurate location relative to the proposed building outlines for future development.

Site Plan, Plan d'implantation
scale/échelle = 1:600

DECEMBER, DÉCEMBRE
23, 2020



HOBIN
ARCHITECTURE



West Downtown Core / Centre-ouest



SECONDARY PLAN - Volume 2 /
PLAN SECONDAIRE - Volume 2

Corso Italia Station District /
Annex 3 - Demonstration Concept Plan for
933 Gladstone Avenue

Secteur de la station Corso Italia /
Appendice 3 - Plan conceptuel de démonstration pour le
993, avenue Gladstone



*** CONCEPTUAL PLAN**
NOTE: This is an Ottawa Community Housing concept plan depicting possible building massing and street/pathway connections. A comprehensive transportation study has yet to be undertaken to support this concept plan and its assumptions. This plan will be updated pursuant to (among other things) a neighbourhood scale transportation study and its findings, supporting appropriate street connections to Preston and Gladstone, coupled with possible traffic calming measures.

PLAN CONCEPTUEL
REMARQUE : Ce plan conceptuel de la Société de logement communautaire présente l'éventuelle volumétrie des bâtiments et les liens possibles entre les rues et les sentiers. Une étude de la circulation complète doit être menée pour appuyer ce plan conceptuel et ses hypothèses. Le plan sera mis à jour lorsqu'une étude de la circulation locale aura été effectuée, avec des liens appropriés vers la rue Preston et l'avenue Gladstone et d'éventuelles mesures de modérations de la circulation, entre autres.



Gladstone Village, Village Gladstone
Site Plan, Plan d'implantation

Site Plan, Plan d'implantation
Scale, Échelle = 1:1500

DECEMBER, DÉCEMBRE 22, 2020




West Downtown Core / Centre-ouest

SECONDARY PLAN - Volume 2 /
PLAN SECONDAIRE - Volume 2



Annex 4 - Pimisi Station and LeBreton Flats District -
Key Properties or Features Noted in Policy

Appendice 4 - Secteur de la station Pimisi et des plaines LeBreton -
Propriétés ou caractéristiques principales indiquées dans la politique

 Pimisi Station and LeBreton Flats District Boundary /
Limites du secteur de la station Pimisi et des plaines LeBreton


1. Ottawa River / Rivière des Outaouais
2. Trillium Pathway / Sentier Trillium
3. Canadian War Museum / Musée canadien de la guerre
4. LeBreton Flats Park / Parc des Plaines-LeBreton
5. National Holocaust Monument / Monument national de l'Holocauste
6. Riverfront Park / Parc riverain de la berge de la rivière des Outaouais
7. Ádisóke, Ottawa Public Library - Library and Archives Canada (OPL-LAC)
Joint Facility / Ádisóke, Installation partagée de la Bibliothèque publique
d'Ottawa et de Bibliothèque et Archives Canada (BPO-BAC)

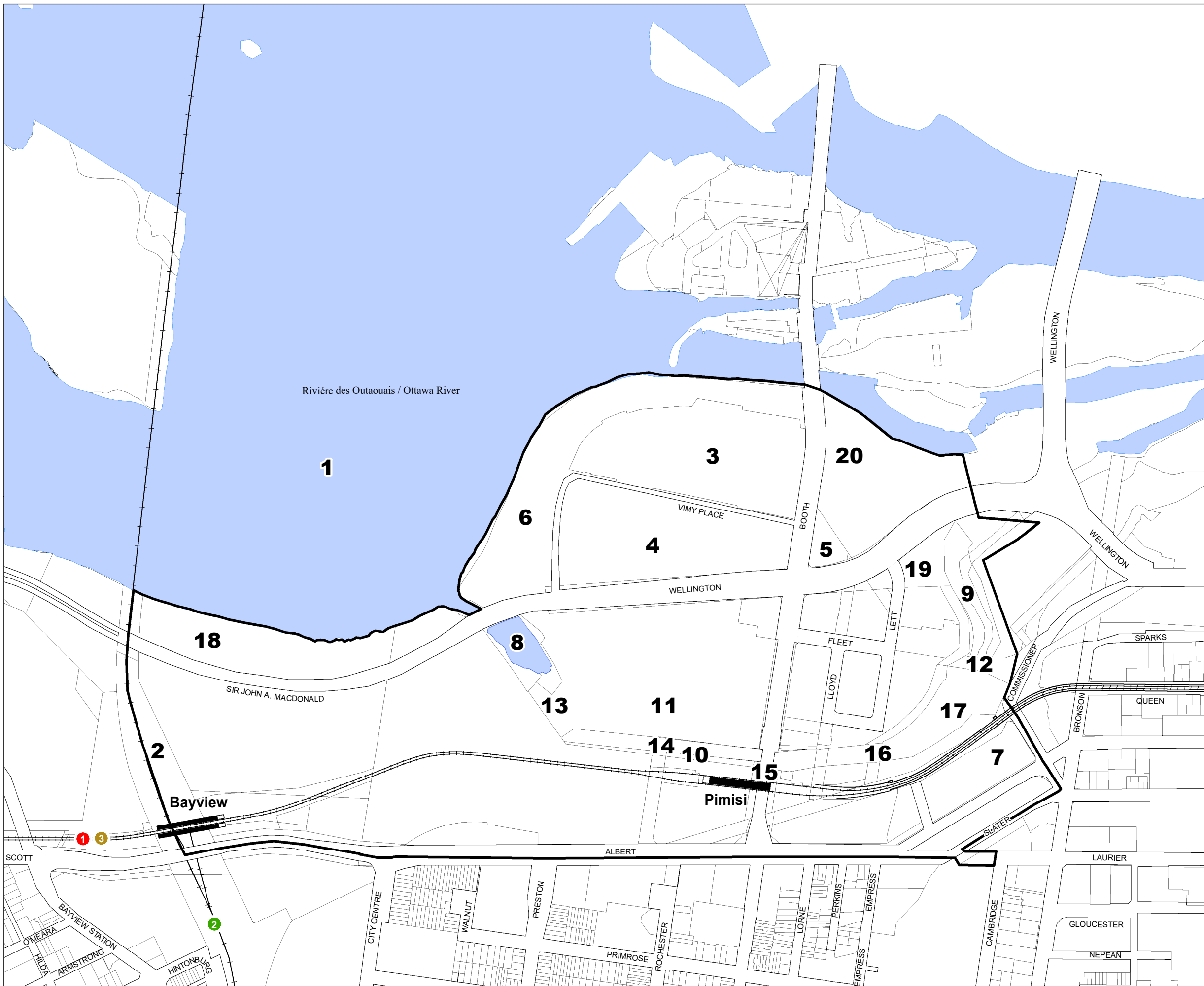
OTTAWA WATERWORKS COMPLEX /
COMPLEXE DES OUVRAGES HYDRAULIQUES D'OTTAWA

8. Nepean Inlet / Canal d'amenée Nepean
9. Tailrace / Canal de fuite
10. Open aqueduct / Aqueduc à ciel ouvert
11. Buried aqueduct / Aqueduc enfoui
12. Pooley's Bridge / Pont Pooley
13. Canada Central Railway Bridge /
Pont du chemin de fer Canada Central Railway
14. Broad Street Bridge / Pont de la rue Broad
15. Booth Street Bridge / Pont de la rue Booth
16. Lloyd/Lett/Grand Trunk Railway Bridge /
Pont de la rue Lloyd/Lett/chemin de fer du Grand Tronc
17. Fleet Street Pumping Station / Poste de pompage de la rue Fleet

18. Ottawa River Pathway / Sentier de la Rivière-des-Outaouais
19. Canadian Firefighters Memorial / Monument aux Pompiers Canadiens
20. National Monument to Canada's Mission in Afghanistan / Le Monument
commémoratif national de la mission du Canada en Afghanistan

 O-Train Station / Station de l'O-Train

 O-Train Lines / Lignes O-Train



West Downtown Core / Centre-ouest

SECONDARY PLAN - Volume 2 /
PLAN SECONDAIRE - Volume 2



Annex 5 - Pimisi Station and LeBreton Flats District -
Demonstration Plan – LeBreton Flats Master Concept Plan Lands

Appendice 5 - Secteur de la station Pimisi et des plaines LeBreton -
Plan de démonstration – terrains du Plan directeur conceptuel pour
les plaines LeBreton



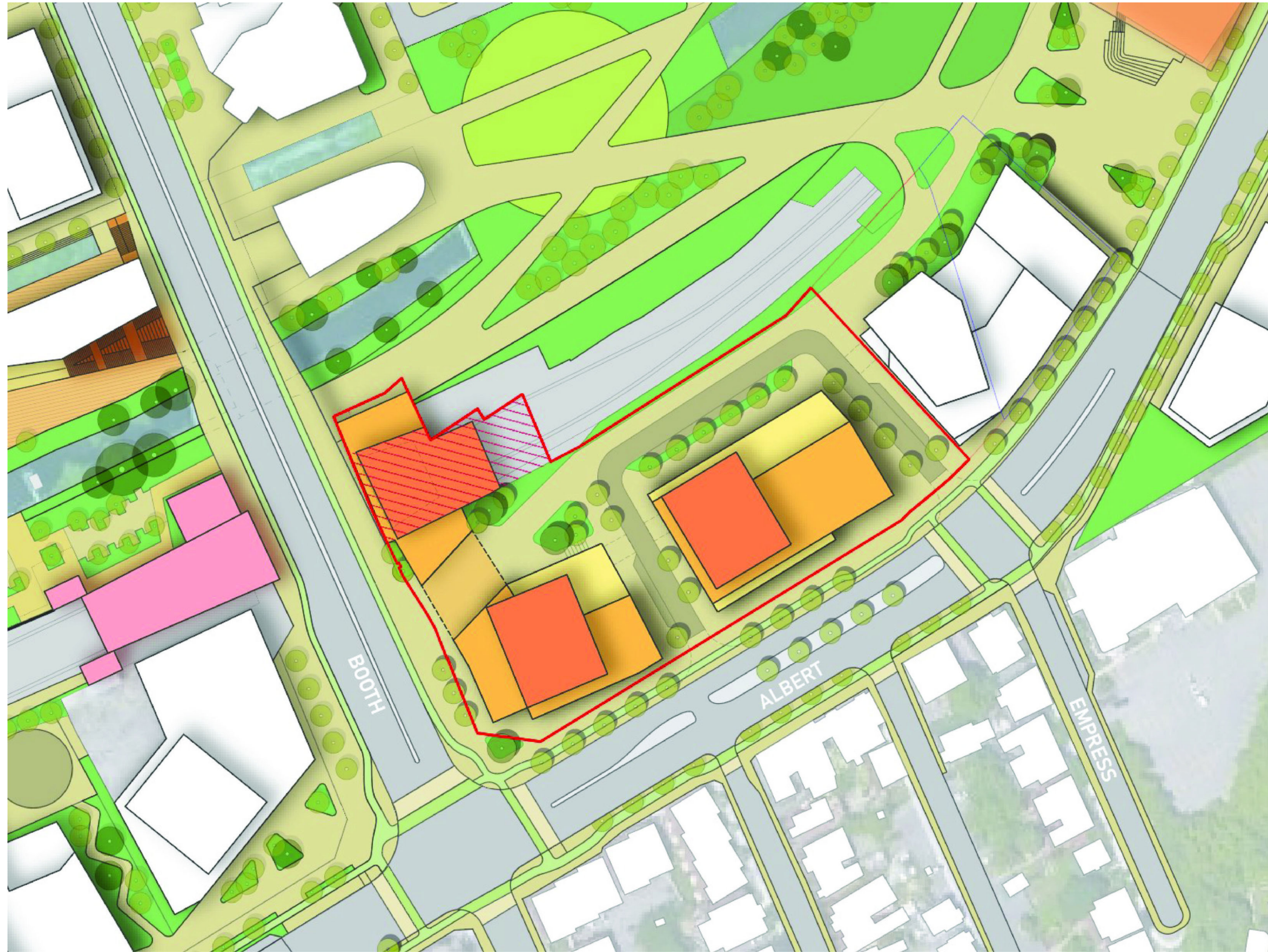
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SECONDARY PLAN - Volume 2 /
PLAN SECONDAIRE - Volume 2

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

Appendice 6 - Secteur de la station Pimisi et des plaines LeBreton -
Plan de démonstration – parcelle de la bibliothèque dans le secteur
pittoresque du couloir de la rue Albert



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



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SECONDARY PLAN - Volume 2 /
PLAN SECONDAIRE - Volume 2

Annex 7 - Pimisi Station and LeBreton Flats District -
Demonstration Plan – East Flats Character Area

Appendice 7 - Secteur de la station Pimisi et des plaines LeBreton -
Plan de démonstration – secteur pittoresque des East Flats

