

# Confederation Heights Secondary Plan

## Section 1: Introduction

### 1.1 Purpose

The Confederation Heights Secondary Plan (herein referred to as “the Plan”) provides a local planning framework that will guide the orderly and efficient development of private and public sector properties and the implementation of public infrastructure over the long term within the Plan area as shown Schedule A – Secondary Plan Area and Districts Map. It provides policy that considers local context and conditions that are specific to the Confederation Heights study area, beyond the broader policies of the Official Plan.

The Plan was largely informed by the Canada Lands Company *Confederation Heights Master Plan (June 2026)* document. The Master Plan document (attached as Annex A) should be used as a companion document as it provides important analyses and additional detail that support the policies in this Plan.

### 1.2 Plan Area

The Plan Area is 112 hectares, located between the nation’s downtown core and the Ottawa International Airport. It is generally bounded by Riverside Drive (to the north), Vincent Massey and Hog’s Back Park (to the west), Data Centre Road and Sawmill Creek (to the east), Brookfield Road (to the south), and it is further bisected by Bronson Avenue and Heron Road. It will boast three rapid transit routes: the O-Train Trillium Line (including Mooney’s Bay station), the Bus Transitway (including Heron BRT station), and the future Baseline-Heron Road Bus Rapid Transit Line (including two stops).

The Plan area’s land use is historically defined by several, large buildings distributed over vast, open spaces and a network of vehicular routes and interchanges designed for the use of employees and visitors to Confederation Heights Federal Employment Campus. The high-volume arterial roads that frame the area, both externally and internally, and long gaps between large, underutilized buildings creates a challenging, but significant redevelopment opportunity within the inner urban context, especially given the proximity to an abundance of rapid transit lines. The Plan area does not include the National Capital Commission’s (NCC) Vincent Massey Park or Hog’s Park to the west, but considers their impact as destinations, and considers NCC pathways as they relate to active transportation.

## 1.3 Vision and Goals

### 1.3.1 Vision

Confederation Heights will evolve as a bold new urban community at the gateway to Canada's Capital. Each new district will contribute to a coordinated mix of new residential buildings, public spaces, and amenities to attract new residents and create lively neighbourhoods. New streets, pathways and facilities will connect residents and visitors across the area to support daily needs and to comfortably explore and enjoy its range of natural and cultural heritage and recreational assets. Sustainable design and housing affordability will be woven into new buildings and infrastructure to build its resilient future.

### 1.3.2 Goals

The Confederation Heights Secondary Plan is grounded by the following goals:

- 1) Transform land uses from underutilized federal employment uses to a new mixed-use community and urban destination for Ottawa residents.
- 2) Provide guidance for long-term planning and investment in the servicing infrastructure needed to support a dense urban population.
- 3) Identify the changes needed to transportation infrastructure to support a new urban environment, with more direct, intuitive travel routes and more diverse and sustainable modes of transportation, while continuing to support the regional network.
- 4) Provide guidance on buildings, public realm and amenities to support land use functions and create a high-quality built environment.
- 5) Provide guidance for community amenities and services to support development of the new community as it grows over time.
- 6) Preserve and showcase the most important heritage resources and weave them into the public experience with new development.
- 7) Ensure natural heritage features are preserved and leveraged with development.
- 8) Establish a climate resilient community with short- to long-term guidance on sustainable development.

## 1.4 How to Navigate this Plan

**Section 1** of this plan introduces the Purpose, Plan Area, and establishes its Vision and Goals, and provides an overview of the contents of each section to improve the usability of this Plan.

**Section 2** contains policies that apply to the Hub and Corridor land use designations. Some additional policies are introduced, further to those in their corresponding designations in Volume 1 of the Official Plan.

**Section 3** contains area-wide policies that apply over the Plan Area, including servicing, sustainability, parks, built form, and heritage.

**Section 4** contains policies specific to the transportation and mobility strategy.

**Section 5** contains policies that are specific to each of the Plan Area's six districts: Bronson, Federal Block, Brookfield, Riverside, Sawmill, and Vincent Massey. The location of these districts are identified on Schedule A – Secondary Plan Area and Districts.

**Section 6** contains Implementation policies that provide further information and clarification for the implementation of this Plan. It is primarily intended to help guide City staff when implementing policies through development applications, or to identify infrastructure that requires further study and/or cost-sharing between partners.

**Section 7** comprises Schedules that provide maps or plans and must be read in conjunction with written policy, as they help to locate where and how policy is applied.

**Section 8** includes Annexes that provide important additional material that does not constitute policy, but provides supplemental information or guidance to help with the interpretation and implementation of policy in this Plan.

## Section 2: Land Use Designations

The Plan Area is governed by two principal land uses in the Official Plan: Hub and Corridor. The following section provides an overview of the land use expectations for the Plan area and greater policy detail, further to Official Plan.

### 2.1 Hub Designation

Most land in the Plan area is designated Hub in the Official Plan, which establishes expectations and requirements for high density, mixed-use development.

- 1) Land use permissions are in accordance with Volume 1 of the Official Plan.
- 2) Future Zoning in the Plan Area shall ensure that a minimum area-wide density requirement of 200 people and jobs per gross hectare is achieved.

## Land Use Vision

The Hub designation provides the range of land use policy permissions to support the diverse development needed to create a 15-minute neighbourhood. Based on the findings and recommendations of CLC's *Confederation Heights Master Plan* study, Annex B – Land Use Vision shows how core land uses should be distributed over the Plan area. While this land use concept plan is not policy direction, it demonstrates a comprehensive account of the most efficient and effective utilization of the existing and planned infrastructure, streets, and development blocks anticipated for the Plan area, as concluded by the CLC Master Plan study. It is expected that future redevelopment will closely reflect this concept.

For a more detailed description of each of the land uses refer to Annex A - *Confederation Heights Master Plan (June 2026)*, Section 2.4.3.1 Land Uses.

## 2.2 Corridor Designations: Mainstreet and Minor

Heron Road, Riverside Drive, Brookfield Road and Data Centre Road, are designated Minor Corridor in the Official Plan. Bronson Avenue is designated Mainstreet Corridor, but its function and context are unique. All corridors are expected to be redeveloped with high densities, a mix of land uses, and a higher level of transit service than abutting Neighbourhoods.

Notwithstanding Official Plan policies for Corridors, the following policies apply to Corridor designated lands in the Plan Area.

### 2.2.1 General Policies

- 1) Vehicular access to properties with a Corridor designation, with exception of Brookfield Road, should generally be provided from local streets or lanes in order to minimize curb cuts and private approaches on roads designated as a Corridor in Volume 1 of the Official Plan
- 2) Development on Corridors within approximately a 600m radius of the LRT or a BRT Station is encouraged to include at least one neighbourhood-serving non-residential retail store at grade level fronting the street in order to support this Plan's guiding principle related to complete communities and 15-minute neighbourhoods.
- 3) Provide a landscaped buffer of sufficient in size to accommodate large trees along each side of the Bronson Avenue and Riverside Drive Corridors to enhance visual quality and provide screening from the noise and emissions related to high-volume vehicular activity and adjacent land uses.
- 4) There are two corridors of design significance in the Plan Area: Bronson Avenue is designated a Capital Arrival Route, and Riverside Drive is a Scenic Entry Route. They have an important role in contributing to the Ottawa's image and identity as the national capital within the Plan area:

- a) Development and capital projects should be sited and designed to enhance opportunities for views and vistas towards national symbols, cultural landscapes and buildings, and other features of the Plan Area and the broader City. This includes providing landscape and aesthetic improvements, including buildings that contribute to the urban character.

## 2.2.2 Corridor-specific policies

### **Bronson Avenue and Riverside Drive Scenic Capital Entry Routes**

Within the Plan Area, Bronson Avenue and Riverside Drive are identified as a Scenic Capital Entry Route in the Official Plan, Schedule C13. These routes are intended to protect and enhance the opportunity for views and vistas as well as to provide buildings and landscape features that contribute to the image of Ottawa as the Capital of Canada.

The following policy corresponds to the following directions in in Schedule B – Green Spaces and Public Realm; Schedule E – Maximum Building Heights; and is further detailed in the Confederation Heights Master Plan (CLC, 2026)

#### Built form

- 1) Excellence in architecture and landscape architecture is a priority and should be demonstrated with any development application along Bronson Avenue and Riverside Drive. Despite the Mainstreet Corridor designation of Bronson Avenue and Minor Corridor designation of Riverside Drive, given their condition as fast moving, high-volume Major Arterial Roads, there is no active frontage requirement.
- 2) Highlight the heritage character from Heron Road to Bronson Avenue by protecting views to 1500 Bronson Avenue and 875 Heron Road, as shown on Schedule E – Maximum Building Heights.
- 3) Maintain the View Corridor from Bronson Avenue toward the Rideau River, as identified on Schedule E – Maximum Building Heights, by ensuring that no part of a building or building roof structure exceed the permitted maximum building heights.
- 4) Building scale, massing and architectural treatment abutting the corridors shall demonstrate architectural excellence and include design features to address the Scenic Capital Entry Route.
- 5) Podium heights should not exceed six storeys. New development proposals should have regard to the architectural character of existing buildings, particularly those of cultural heritage interest and introduce design that responds to that heritage while contributing to the intentions of the Heritage Greenway, both in past and looking to the future.
- 6) To retain and reinforce the scenic character of the Capital Arrival Routes, a landscaped setback shall be required, generally extending a minimum of 15m from the edge of the Bronson Avenue and Riverside Drive right-of-way protections throughout the corridor in the Plan Area.

### Views

- 7) Proposed developments along Bronson Avenue shall not obstruct the two protected views identified on Schedule E – Maximum Building Heights; and as further detailed in the Confederation Heights Master Plan (CLC, 2026). Development along this corridor must demonstrate compatibility with and contribute to the protection and enhancement of these important views.

### Landscape and public realm

- 8) Road improvements, utilities, signage, lighting and other infrastructure within the right of way and adjacent private property along the Capital Entry Scenic Route shall be designed to minimize visual clutter, preserve key views and vistas, provide design cohesion, and contribute to an attractive public realm.
- 9) Existing mature vegetation and natural features, including woodlands, adjacent to the corridors shall be preserved where appropriate. Where landscape and vegetation removal is unavoidable, replacement planting with native species and naturalized plantings shall be required at a scale and location that maintains the scenic qualities of the corridor.

### Signage and Lighting

- 10) Any signage within the corridor shall be limited in size, number and illumination and shall be designed to complement the scenic character of the corridor.
- 11) Lighting shall be low-profile, directed downward and designed to minimize glare and light spill while ensuring public safety.

## **Heron Road**

Heron Road is the primary east-west Corridor and is central to the Plan area's function and character. While one of its principal functions will be continue to move large vehicular volumes through the area, it must increasingly support the choice to use the existing O-train station and Bus Rapid Transit (BRT) by establishing a public realm that supports access to these stations.

- 12) New public infrastructure initiatives, such as the Baseline-Heron Bus Rapid Transit project, shall plan and design to ensure the following conditions are realized:
  - a) Street conditions will also support the needs of pedestrians and cyclists.
  - b) Facilities that encourage people to use transit, including: wide sidewalks, dedicated cycle tracks, street trees that provide shade, and transit shelters.
  - c) Placemaking elements that help to orient people and that build identify and comfort in the area, including wayfinding and public art. This will also help to unify the north and south sides of Heron Road.
- 13) New development should provide commercial uses along the Heron Road frontage.

- 14) New development along Heron Road shall provide minimal building setbacks from the right-of-way to provide a street-oriented building presence, frame the street, and provide active frontage.
- 15) Vehicular access and egress for development fronting onto Heron Road shall generally be provided from a local or private street located at the rear of the site.
- 16) New pedestrian crossings shall be provided to facilitate access to future bus rapid transit stations and to ensure safe pedestrian movements.
- 17) Where feasible, existing below grade pedestrian crossings or tunnels shall be upgraded and enhanced to improve accessibility and safety. See Section 4.4 – Active Transportation Network.

### **Brookfield Road**

Brookfield Road is a Minor Corridor and has developed into a commercial spine within the Plan area, supported by neighbourhood anchors, such as the Brookfield High School and residential uses. This role will be reinforced as redevelopment projects in the Plan area are realized.

- 18) To maintain a human-scale, proposed development along Brookfield Road shall be a mid-rise built form that includes building setbacks and architectural articulation.
- 19) Proposed development along Brookfield Road shall frame the street and generally complement the existing development on the south side of Brookfield Road.
- 20) A rear yard setback should be provided that is sufficient in depth to accommodate a private amenity area with trees or landscape buffer along the edge of the Corridor designation to help mitigate privacy impacts on the abutting residential uses in a Neighbourhood designation.

### **Data Centre Road**

Data Centre Road is a Minor Corridor that provides important transportation and transit functions, which will support significant residential development along its western frontage.

- 21) New development along Data Centre Road shall permit high-rise development given its proximity to existing and future transit facilities.
- 22) Proposed development along Data Centre Road shall frame the western edge of the street.

## Section 3: Area Wide Planning Policies – General

The following policies are applicable to the entire Plan Area.

### 3.1 Servicing Infrastructure (Under review)

#### 3.1.1 Master Servicing Study

- 1) At the time of approval of this Plan, there was an ongoing Master Servicing Study (MSS) assessing the existing and future piped infrastructure systems (water, sanitary, stormwater) in the Plan Area, as well as geotechnical studies considering issues related to slope stability, hydrogeology, soils, and erosion control. Until these studies are completed to the satisfaction of the General Manager of Planning, Development, and Building Services, lands within the Plan Area will be subject to a Holding zone that will restrict development until specified conditions in the Holding zone are satisfied.

#### 3.1.2 Water

- 1) According to preliminary investigations of the proposed connections to the existing water system, there is sufficient water and fire flow available for the proposed development. Confirmation of demands shall be confirmed at the initial stages of a proposed development application, during the Development Review process.

#### 3.1.3 Sanitary (Under review)

- 1) The existing sanitary sewer system lacks sufficient capacity to fully service the proposed master plan. The City's Infrastructure Master Plan identifies the Airport Parkway Diversion project (scheduled for 2027–2032), which will provide the necessary trunk capacity for servicing. Until the Airport Parkway Diversion Project is complete, a phased development approach will be required, whereby the early phases will be located where existing sanitary infrastructure capacity is available.

#### 3.1.4 Stormwater (Under review)

- 2) Standard stormwater practices will be used to control peak flows, protect water quality, and maintain water balance in line with Provincial and City requirements. Proponents will assess the feasibility of Low Impact Development strategies and include them wherever possible.

Stormwater discharge - The site is served by the Rideau River and Sawmill Creek. The MSS will determine future stormwater flows, servicing and storage.

### 3.1.5 Geotechnical (Under review)

- 1) Lands in proximity to Sawmill Creek are subject to ongoing geotechnical studies focused on erosion control, slope stability, soil conditions, and hydrogeology.

## 3.2 Sustainability

- 1) Development applications are strongly encouraged to follow Canada Lands Company's Sustainability Charter, which strives for a net zero carbon community.
- 2) Development should be informed by the sustainability guidelines contained in the *Confederation Heights Master Plan* document which considers: district energy and distributed energy resources; energy efficient buildings; and embodied carbon strategies.
- 3) Development shall consider options provided in the *Confederation Heights Community Energy Plan (CEP)*, identify the scenarios and strategies most appropriate to their proposal with the City, and integrate them in the early stages of a forthcoming development application proposal.
- 4) Consider the recommendations in *Confederation Heights Master Plan (June 2026)*, Section 2.1.2.4 Fine Grained Network, and Section 2.5.3.6 Design Directions.

## 3.3 Heritage Buildings and Landscapes

### 3.3.1 Landscapes

- 1) The Heritage Greenway shall be established across the Plan, approximately as identified in Schedule B – Green Spaces and Public Realm. This is an organizing and functional element that creates a continuous network of greenspaces, generally from southwest to northeast across the centre of the area. It brings together the variety of modernist cultural landscapes and buildings with new parks, multi-use pathways and privately-owned public spaces to support the active transportation network system and placemaking for the Plan area.
- 2) Development proponents should work with the City and First Nations to identify opportunities to provide spaces and/or signage on-site, or contribute off-site, for interpretation and commemoration to help tell the area's various histories and stories, notably those of First Nations.
- 3) Development may be required to make public realm improvements to the abutting right-of-way or public realm to support the landscape objectives of this Plan in 3.3.1(1), including but not limited to properties abutting the following areas:
  - a) Scenic Capital Entry Routes (Bronson Avenue and Riverside Drive); and
  - b) Heritage Greenway and any municipal parks and privately-owned public spaces; and
  - c) Where active frontages are required, as identified on Schedule E – Maximum Building Heights.

### 3.3.2 Buildings

- 1) The adaptive re-use of existing or former federal heritage buildings is encouraged when future development proposals are being considered and efforts should be made to include space for public or community functions.
- 2) Development that involves existing or former federal heritage buildings or their landscapes should be guided by City guidelines and informed by relevant federal reference materials to reflect and celebrate the existing modernist design character.

## 3.4 Parks, Privately-Owned Public Spaces, and Community Facilities

### 3.4.1 Municipal Parks

- 1) New Neighbourhood Parks and/or Parkettes shall be implemented in each district of the Plan Area, approximately as identified on Schedule B – Green Spaces and Public Realm. See Section 5 – District Specific Policies, through a conveyance of dedicated parkland, consistent with the Planning Act and the Parkland Dedication By-law.
- 2) The design and development of each new park shall celebrate and commemorate the Plan area’s culture, history and stories by providing elements such as a ceremonial space or public art, notably to highlight First Nations peoples and their activities, and the recent history of the Federal buildings, to support the development of the Heritage Greenway.
- 3) Parks in the Plan Area should include a unified wayfinding strategy to help orient and educate visitors, and also reinforce the Heritage Greenway as a central placemaking feature.
- 4) Identify opportunities for interpretation and commemoration to help tell the area’s various histories and stories, notably those of First Nations.

### 3.4.2 Parks and Privately-Owned Public Spaces (POPS)

- 1) Privately-owned public spaces (POPS) are encouraged in addition to parkland dedication where they can provide a positive contribution to the public realm, such as publicly accessible landscaped seating areas or gardens on private property along parks, pathways or transit plazas. General locations are shown on Schedule B – Green Spaces and Public Realm, but are subject to change.

### 3.4.3 Community Facilities

- 1) Seek opportunities to partner with a range of other community service providers in the area, such as the RA Centre, School Boards, and future land owners.
- 2) Explore the co-location of services within existing or future buildings or outdoor facilities such as parks and/or parking for more efficient use of lands.
- 3) The City shall consider provision of a new Ottawa Public Library branch in a central location in the Plan Area as the population increases over time.

## 3.5 Natural Heritage and Tree Canopy

### 3.5.1 Woodlands

- 1) Continue to preserve and enhance existing Woodlands, as identified on Schedule B – Green Spaces and Public Realm.
- 2) Integrate existing and introduce new natural features with proposed developments, parks or active transportation routes to contribute to the Heritage Greenway.
- 3) Within the Riverside District there are two significant woodlands which shall be preserved and protected as important natural heritage features that contribute to biodiversity, climate resilience, landscape character and ecological function.
- 4) Development and site alteration within identified woodlands shall be prohibited with the exception of:
  - a) Conservation, restoration or ecological enhancement;
  - b) Passive recreational uses that do not require tree removal or grading;
  - c) Public infrastructure where no reasonable alternative existing and impacts are minimized and/or mitigated.
- 5) Development adjacent to an identified woodland shall maintained a minimum vegetated buffer to protect the long-term health and integrity of the woodland. Buffer widths may vary and shall be determined through site-specific studies.
- 6) Where feasible, the long-term protection of woodlands shall be secured through appropriate mechanisms such as:
  - a) Conservation easements;
  - b) Environmental Protection zoning;
  - c) Public ownership and/or stewardship agreements; and
  - d) Conditions of development approval.
- 7) When parcels with woodlands that are identified to be retained are being contemplated for disposal, sale, or development, they shall either be severed with the woodlands retained or a conservation easement be retained on the woodland to ensure the area remains wooded. Such woodlands have been identified through policy designation in either this Official Plan or this Secondary Plan. The development review process will assess the scope of retention of the woodland, the impact on that natural feature, and determine the appropriate mechanism to retain the woodlands.

### 3.5.2 Tree Canopy

- 1) Redevelopment applications should consider opportunities to plant trees that will increase the urban tree canopy coverage to mitigate the heat island effect and mitigate the dispersion of particulate matter pollution from Bronson Avenue/Airport Parkway, Heron Road and Riverside Drive.
- 2) Where possible, new development shall retain existing mature trees. Tree compensation or reforestation shall be required for development or public works projects that involve tree removal.

## 3.6 Public Realm

### 3.6.1 Streetscaping

- 1) Front yard setbacks should be sufficient in depth to accommodate trees and other soft landscaping.
- 2) Surface parking, shipping, receiving, loading, waste removal, and similar functions on Corridor properties should not be visible from public roads to support attractive streetscapes.

### 3.6.2 Wayfinding

- 1) A unified wayfinding system shall be developed and implemented, including signage and/or other techniques, that help the public navigate the site and orient themselves as they arrive, particularly by O-Train, the BRT or MUPs, or throughout the public realm where high volume of pedestrian traffic is anticipated, such as through the Heritage Greenway. Wayfinding signage should also educate visitors about the “Heritage Greenway” and reinforce it as a placemaking feature for the Plan area.
- 2) Wayfinding should inform pedestrians and cyclists of the most direct routes to frequently used existing and future active transportation facilities:
  - a) Transit and active transportation facilities and paths:
  - b) O-Train and BRT stations
  - c) The Line multi-use pathway (West and East) and other MUPs such as the NCC’s Rideau River pathway
  - d) Pedestrian tunnels (under the major Arterial roads)
- 3) Key destinations within the Plan area:
  - a) RA Centre
  - b) Parks, including Vincent Massey and Hog’s Back Parks
  - c) Cultural and Entertainment District
  - d) Key destinations bordering the Plan area:
  - e) Surrounding communities, such as Heron Park and Riverside Park.
  - f) Mooney’s Bay and the Terry Fox Athletic Centre
  - g) Carleton University
  - h) Billings Bridge
- 4) Wayfinding measures, such as signage on buildings or stand-alone signage along pathways, may be secured through development applications.

### 3.6.3 Views

- 1) Design of all infrastructure and facilities within the public realm should consider how to maximum key views to heritage modernist buildings, such as 1500 Bronson Avenue, and other cultural landscapes, such as views from high-volume active transportation facilities such as the Line, the O-Train pedestrian plaza, and view from multi-use pathways.

## 3.7 Site Design and Built Form

### 3.7.1 Site Design

- 1) To make most efficient use of lands with the best access to transit, minimum building heights for all new buildings shall be three storeys. Portions of a building that do not front onto a public street may be less than three storeys without an amendment to this Plan.
- 2) Private amenity spaces proposed on large development sites with multiple buildings should be designed to align with or complement those of abutting properties in order to create opportunities for linked private amenity spaces.
- 3) Shipping, receiving, loading, waste removal, and similar functions should be located on a different building façade than one with an active frontage, where possible, in order to minimize curb cuts and support an attractive streetscape on streets with active frontages.
- 4) Notwithstanding the above policy 3.7.1 1), minimum building heights do not apply to retail food stores over 1,000 square metres in gross floor area and to City facilities (e.g. recreational complex) to encourage access to daily and weekly services.
- 5) New developments adjacent to new multi-use pathways shall provide safe and direct on-site paths from bike storage to the public pathway to facilitate any easy choice for its occupants to support active transportation adoption.
- 6) New developments should integrate key views to heritage buildings, such as the heritage designated 1500 Bronson Avenue, or other notably buildings or landscapes.

### 3.7.2 Built form

- 1) Large parcels where the development of multiple high-rise buildings is proposed shall be designed with variation amongst those building heights, by taking into account the overall height and the density permissions and distributing the height over various phases.
- 2) Where a purpose-built food retailing space that exceeds 1,000 square metres in gross floor area is proposed as part of a new mixed-use high-rise building in the Hub designation, the maximum size of the tower floorplate may be up to approximately 10% larger than that recommended in City Design Guidelines, provided other urban design objectives are met. This intends to recognize the additional design complexities and costs associated with planning, designing, and constructing a medium to large size grocery store as part of a mixed-use development and encourage development proponents to consider introducing food retailing to help achieve this Plan's guiding principles related to complete communities and 15-minute neighbourhoods.
- 3) Development in the Plan Area should target a minimum of 10% large dwellings (generally three or more bedrooms) to support a diversity of households. Where possible, large dwellings should be ground-oriented units, such as units in building podiums.
- 4) 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.
- 5) "Landmark building" as identified on Schedule E means a building at a highly visible location that has the potential to add to the character of the Plan area, and where an exceptional level of architecture design is expected given its visibility in the community. This does not imply this is a candidate location for additional building height permissions.

### 3.7.3 Active Frontages

- 1) Buildings that front onto a public or private street, Park or Multi-Use Pathway or other publicly accessible pathway, such as a mid-block connection or other walkway, should have active frontages at grade level to frame and animate the public realm.
- 2) Locations marked “active frontage” on Schedule E – Maximum Building Heights shall provide non-residential uses at-grade, such as retail or restaurants, as these identify where high volumes of pedestrian traffic are expected.
- 3) Shipping, receiving, loading, waste removal, and similar functions should be located on a different building façade than one with an active frontage, where possible, in order to minimize curb cuts and support an attractive streetscape on streets with active frontages

### 3.8 Affordable Housing and Inclusive Community Building

- 1) The City shall seek opportunities, including working with CLC, to facilitate redevelopment across the Plan area to achieve the 20% target for affordable housing, as set out in the Official Plan.
- 2) The City shall seek opportunities to require or provide affordable housing through the disposal or redevelopment of City-owned properties. The Bronson Avenue ramps and interchanges represent the majority of land holdings owned by the City in the Plan area. Once these have been eliminated or reconfigured, there will be significant opportunities to reclaim the land use for residential uses, including affordable housing.

## Section 4: Street and Active Transportation Network

The intensification proposed in this Plan requires a revisioning of the Plan area’s existing roads. The existing network is intended to move large volumes of vehicles through the site to support a suburban “towers in the park” planning approach. This Plan proposes to introduce a more fine-grained network of streets and active transportation facilities to significantly improve connectivity, support multi-modal trips, and facilitate mixed-use intensification.

Annex C – Key Community Connectors from the *Confederation Heights Master Plan* shows the mobility vision that will enable a new urban transportation network. Schedule C – Street Network and Schedule D – Active Transportation Network illustrate the policy direction to realize this vision. Many public infrastructure projects, ranging in scope and scale, will be needed as the area builds out. The following sections identify key elements, considerations and policy directions for the mobility network.

## 4.1 Ramp Interchange Reconfigurations and Removals

Significant redevelopment opportunities exist in the short-term with the existing road network, given the vast size and existing access to the Plan area. However, to realize the potential of the comprehensive vision outlined by the Confederation Heights Master Plan and this Secondary Plan, the existing road ramps and interchange design based around Bronson Avenue must be modified or eliminated. This will be dependent on the phasing of development and seizing the infrastructure investment opportunities as they arise in the medium- to long-term.

This Plan's policy direction resets the prioritization of transportation infrastructure from auto-oriented access to employment uses to supporting:

- a) Mixed-use redevelopment;
- b) Direct and safe walking and cycling routes;
- c) Vehicular streets that are integrated part of new development;
- d) A large volume of regional and local vehicular movement, but in a way that it does not compromise the active transportation network or character and function of a district.

Schedule C identifies the ultimate street network. Two street network options are recommended to advance the long-term vision for the Plan area. The preferred street network scenario is identified in the inset diagram on Schedule C. The original street network concept is also shown. In either scenario, additional traffic impact analysis is required prior to implementation.

The following section provides policy direction for the future of existing road interchanges based around Bronson Avenue to create a better connected urban environment. See Schedule C – Street Network.

### 4.1.1 Heron Road Interchanges

- 1) The southbound Bronson Road to Heron Road ramp, which will allow local buses to connect to eastbound Heron Road and to the South-East Transitway, should be retained.
- 2) The existing ramp, servicing vehicular traffic from eastbound Heron Road to northbound Bronson Road via a fly-over ramp over Heron Road, shall be reconfigured to eliminate the ramps north of Heron Road and the fly-over to redirect the traffic to a new ramp looping south and westbound to provide access to northbound Bronson.
- 3) Land reclaimed for the ramp removal shall be used for mixed-use redevelopment, with a priority on residential uses, and the creation of new local street(s) to support it.
- 4) The functional and detailed design of this reconfiguration shall be undertaken at the time of:
  - a) The reconstruction of the City right-of-way between Data Centre Road and Bronson Avenue; or
  - b) A significant redevelopment at 875 Heron Road is being contemplated, and where a Phasing Plan must be provided to demonstrate how new development will be coordinated with the final street layout, and how the area will function in the interim.

- 5) The modification of ramps, rather than complete replacement, should be considered at locations at the edge of a district where traffic flow conditions have minimum impact on the new neighbourhood, as shown in the “Preferred Street Network” on Schedule C. The modified ramps should exhibit a cross-section and right-of-way conditions that transforms it into a street condition to transition its integration as part of the neighbourhood.

#### 4.1.2 Riverside Drive Interchanges

- 1) The existing road interchange system servicing vehicular traffic from north- and southbound Bronson to east- and westbound Riverside Drive shall be modified or eliminated.
  - a) Ramps east of Bronson Avenue fly-over will be modified to connect to the future Collector Street (see The Arch, Section 4.3.2).
  - b) Ramps west of Bronson Avenue will be redesigned to connect and integrate to the future Collector Street (see The Arch, Section 4.3.2) to establish an urban street conditions that prioritizes the pedestrians and cyclists, but provides access to 1500 Bronson Avenue and future residential uses between the new Collector and Riverside Drive.

#### 4.1.3 Brookfield Road Interchange

- 1) The existing interchange system servicing vehicular traffic from north- and southbound Bronson to westbound Brookfield vehicular traffic, including the traffic roundabout shall be eliminated.
- 2) The northbound ramp routed under Bronson Avenue fly-over and southbound ramp shall be redesigned to prepare vehicular traffic for an urban street condition along Brookfield Road to support of a high-density, urban environment that prioritizes the pedestrian.
- 3) A new street pattern will connect vehicles and pedestrians to future residential uses east of Bronson Avenue from land reclaimed from the ramp removal.

#### 4.1.4 Heron Road – South-East Transitway

- 1) Land should be protected for the Data Centre Road right of way to accommodate a northbound, and potentially southbound, transit-priority lane.
- 2) Land should be protected for the potential of a transit-only ramp connecting Heron Road and the South-East Transitway. The exact alignment is subject to future study. Development may be limited in the vicinity of the potential transit only ramps until the exact alignment is known and protected.

## 4.2 Street Network Policies - General

New streets will be introduced to create a highly connected pedestrian and vehicular network and to ensure the continued operational flow of bus transit and vehicles through the Plan area. The network will be defined by connections that provide functional and comfortable options for all of modes of transportation.

- 1) The final street network shall be developed approximately as identified on Schedule C – Street Network. Final street alignments are subject to Draft Plan of Subdivision, in conformity with the intent of this Plan.
- 2) The street network shall transform from a suburban to an urban network comprising a greater mix and finer grain of street connectivity, including: arterial roads, collector streets, and local streets (both public and private).
- 3) All new streets shall be based on principles of complete streets, or slow streets that support infrastructure and facilities that prioritize, in order: pedestrians, cyclists, transit users and car drivers.
- 4) The planning and design of existing and future municipal right of ways should account for future district energy infrastructure within their cross-section so that its implementation may not be precluded in the future.
- 5) All new local streets, whether public or private, shall have pedestrian facilities and street trees on both sides and be designed to a maximum 30 km/h operating speed in order to prioritize the safety and movement of people using active transportation.
- 6) The street and block parcels and right-of-way network shall support a public realm made up of a network of paths and mid-block connections for pedestrian activity, with integration and accessibility to the surrounding neighbourhood. All parts of the network shall be open to the public for 24-hours a day, all days of the year.
- 7) Mid-block connections shall be located approximately as identified on Schedule D - Active Transportation Network. Other locations for mid-block connections may be required through the development review process in order to enhance pedestrian access.
- 8) Both public or private streets shall be equally accessible to the public.
- 9) Proponents shall prioritize new streets or active transportation facilities that connect to the variety of transit stations in the Plan area, such as the O-Train LRT, Heron BRT, and the Bus Transitway to create the most direct and safe choices for pedestrians and cyclists.
- 10) On-street parking on Local Streets should be considered on all new and redesigned existing local streets. Parallel parking is the preferred orientation for safety and space efficiency. Existing surface parking that is perpendicular to and with direct access to a street should be considered for redesign.
- 11) Future public works at Heron Road shall consider the possibility and not preclude a future relocation or expansion of Mooney's Bay O-Train station under or immediately abutting Heron Road.

### 4.3 The Arches: New Streets and Active Transportation Connectors

The Arch and the Inner Arch (“The Arches”) are two community connectors that comprise a combination of new streets and multi-use pathways (MUP). They connect Brookfield Road, Bronson Avenue and Data Centre Road, following the contour of Riverside Drive and the Rideau River. They address key connectivity challenges inherent in existing conditions that limit and block natural desire lines between destinations over the Plan area. Schedule C – Street Network and Schedule D – Active Transportation Network show the Arches and how they fit into the broader mobility networks.

### 4.3.1 The Arches - General Policies

- 1) The right-of-way shall provide sufficient space to support the implementation of sidewalks and dedicated cycle tracks on both sides of the streets and medium size street trees.
- 2) Where a new Collector street intersects with an existing Arterial, such as Bronson Avenue and Heron Road, a signalized intersection shall be installed to direct traffic movement to ensure the safe and convenient crossing of pedestrians and cyclists.
- 3) New Collector streets and identified Local streets (public or private) shall be designed to anticipate active frontage, including retail, restaurants and other commercial uses at-grade and should consider on-street parking conditions within the right-of-way, as these identified locations will provide important public realm functions within the Plan Area.

### 4.3.2 The Arch – Specific Policies

This community connector will provide a continuous route for both vehicular and pedestrian movements across the Plan area. The following describe and provides direction on the active transportation and/or vehicular facilities to be planned, designed and implemented along the Arch:

- 1) **Brookfield Road to Heron Road**
  - a) The existing local street should be reviewed for appropriate cross-section and alignment. Coordination should be conducted with Health Canada and PSPC CLC or other future property owners, and including the introduction of on-street parking.
- 2) **Heron Road - Right-of-way (at grade)**
  - a) North-south vehicular and pedestrian movement across Heron Road, as well as east and west turning capacity.
- 3) **Heron Road to Bronson Avenue**
  - a) Collector street; includes a vehicular bridge over the O-Train corridor; and access points to north and south MUPs for both the Line West and East (See Section 4.4)
- 4) **Bronson Avenue to Data Centre Road**
  - a) Active transportation facilities, including a sidewalk and dedicated cycle track, shall be designed and constructed to connect pedestrians and cyclists directly through to the Billings Bridge area, when a development application is submitted for the future redevelopment of 875 Heron Road.

### 4.3.3 The Inner Arch – Specific Policies

This community connector will provide a continuous pedestrian-priority connection comprised mostly of active transportation facilities and some local streets. This affords the most direct connection between the O-Train station, 1500 Bronson (and the future municipal park), and the future neighbourhood at 875 Heron Road. The following policies describe and provide direction

on the active transportation and/or vehicular facilities to be planned, designed and implemented at following segments along the Inner Arch:

- 1) **Brookfield Road to the future Community Park:**
  - a) The existing local street should be reviewed for appropriate alignment.
  - b) North-south sidewalks and dedicated cycling facilities shall be provided.
  - c) The design of the new street should be coordinated with Health Canada and other effect property owners, such as Canada Post, PSPC, CLC or future property owners, and including a reconfiguration of existing parking to parallel parking.
- 2) **Future Community Park to Heron Road:**
  - a) This is an active transportation only segment made up of north-south sidewalks and dedicated cycling facility running through the future park.
- 3) **Heron Road Underpass:**
  - a) An exclusive active transportation connection shall be established from 719 Heron Road and 790 Heron Road to connect the O-Train station and the Brookfield District to the Line West, the Active Transportation Bridge, and the Bronson and Sawmill Creek District
  - b) In the interim a modification shall be undertaken to connect a 3.3.m wide MUP on the the east side that allows for a single traffic lane of 4.5m, and a 1.2m wide shoulder to provide clearance from the underpass wall .
  - c) The timing of the modifications is dependent on future development phasing and demand. Conditions around timing considerations include:
    - i) Short-term: Establish priority pedestrian movement, and continued limited vehicular access to 719 Heron Road (for Tilley building employees and visitors).
    - ii) Mid- to Long-term: Establishment of an exclusive pedestrian connection to the Line West, the Active Transportation Bridge to 1500 Bronson Avenue, and to future redevelopment of 719 Heron Road parking lot. This modification would only be of value if it coincides with one or more of these projects.
- 4) **Heron Road to Line West:**
  - a) Short-term: Limited vehicular access via existing Canada Post parking across Tilley Building parking lot (east)
  - b) Mid- to Long-term: Sidewalk and dedicated cycle track only upon future redevelopment of 719 Heron Road parking lot, the Line West, and pedestrian bridge (to 1500 Bronson Avenue) and to continue to east of Bronson Avenue .
- 5) **Active Transportation Bridge (at the O-Train Corridor)**
  - a) An active transportation bridge shall be provided over the O-Train corridor from 719 Heron Road to 1500 Bronson Avenue, to connect the Line East and Line West, to allow movement between the west side of The Line with the future municipal park and redevelopment at 1500 Bronson Avenue, and to provide a continued route to land uses east of Bronson Avenue. The bridge will form a critical segment of the Inner Arch.
  - b) The bridge should be designed to minimize the area requirements needed for the bridge approach to minimize impacts to abutting properties.
  - c) Approaches to the bridge should be designed to provide the most direct access possible to the Line West and Line East.

d) The City and abutting landowners shall coordinate to confirm issues such as facility alignment, and other technical and financial matters, prior to the design of any public works for a MUP.

**6) Line East to Bronson Avenue**

a) Multi-use pathway shall be continued from O-Train and Line East to Bronson Avenue with access to key programming elements planned for the municipal park.

**7) Crossing of Bronson Avenue**

a) Bronson Avenue is a major arterial road and barrier. The following options are to be considered as development occurs over the Plan area:

i) Short-term options:

(1) Modifications to improve usability, safety and attractiveness of the existing Bronson Avenue underpass.

ii) Medium- to Long-term options:

(1) Bronson Avenue Underpass improvements should consider the introduction of switchback ramps and/or an elevator to make the underpass an accessible facility.

(2) Introduce a signalized at-grade intersection at Bronson and new Collector street permitting pedestrian and cyclists to cross Bronson Avenue.

(3) A new active transportation bridge shall be considered to span across Bronson Avenue to provide a direct, continuous route, and provide a new landmark feature to the Plan area. Design must ensure it would not diminish protected views to 1500 Bronson Avenue.

**8) Bronson Avenue to Data Centre Road**

a) Active transportation facilities, including a sidewalk and dedicated cycle track, shall connect pedestrians and cyclists directly through the future mixed-use community at 875 Heron Road, through to Data Centre Road and to the Heron BRT Station, and be required upon construction of an approval development application for the site.

b) A segment will also be Local Street to provide vehicular access to the future neighbourhood.

## 4.4 The Line (Active Transportation Spine Route)

The Line is a major, green active transportation corridor running parallel to the O-Train Transportation-Utility corridor. It functions as the main spine route connecting areas north of the Plan area, such as Carleton University and Rideau River multi-use pathway system to Sawmill Creek pathway and communities to the south, east and west.

#### 4.4.1 The Line - General Policies

- 1) An exclusive active transportation corridor with two multi-use pathways (MUP), The Line West and The Line East shall be established in the long term, and primarily running outside of the rail right-of-way where possible to ensure sufficient pace for existing and future rail operations.
- 2) The Line East shall be provided and constructed by the proponent upon the redevelopment of properties at 1500 Bronson Avenue. Discussions of its implementation will include potential partners or stakeholders, such as the CLC or future property owners (for the segment between Heron Road and Riverside Drive) and the NCC (for the area between Riverside Drive and the Rideau River).
- 3) The provision of the Line West shall be determined through discussions with potential partners or stakeholders, such as the PSPC (for the segment between Heron Road and Riverside Drive) and the NCC (for the area between Riverside Drive and the Rideau River).
- 4) Any exceptions where the MUPs are proposed to encroach in the rail ROW due to constraints must be reviewed and confirmed by OC Transpo and Strategic Initiatives (Real Estate unit).
- 5) Where the MUP is proposed on lands that are not City-owned, coordination with abutting property owners is required to confirm pathway alignments and their implications, including NCC, other Federal agencies or other landowners. Such locations are identified in subsequent policies in this section.
- 6) In areas where the Line is abutting lands planned for redevelopment the MUP facilities and space should be programmed and designed to:
  - a) Provide frequent, direct and safe connections to provide access to residential uses;
  - b) Reinforce residential and active frontages that will have frontage on the MUP, including retail or commercial at-grade opportunities. This may include design treatments to create a safe and inviting circulation as well as wayfinding and public art.
- 7) Ensure continuous connections to surrounding communities and other active transportation networks, such to Carleton University and Rideau River multi-use pathway to the north, and to the Sawmill Creek Corridor and communities beyond.
- 8) Establish a new Riverside Drive MUP underpass to connect the south and north sides of the future Line MUP. This will require a new retaining wall to maintain a direct alignment. The decision of which side of the rail corridor is recommended for the underpass will depend on the preferred side of the MUP. At ultimate build-out, an underpass may be considered for both the West and the East MUPs.
- 9) The City shall undertake a functional design for the Riverside Drive MUP underpass in preparation for implementation. (See Appendix D: Active Transportation Network Study, April 2026)

## 4.4.2 Components of the Line

The Line West and East active transportation pathways can be divided into four components. The following identifies new segments required for implementation to advance the active transportation network. For policies and details regarding the recommended projects to implement the Line, including the constructability, technical and cost implications of these components, see Section 6, and Appendix D: Active Transportation Network Study, April 2026.

### 1) The Line West:

- a) North of Heron Road (to Ottawa River Pathway)
  - i) A MUP should be provided with a desired width of 4.0m, and a 3.0 minimum along the west side of the existing O-Train corridor from Rideau River under Riverside Drive to Heron Road. Most of the preferred alignment between Rideau River and Riverside Drive is outside of the LRT right of way, and on NCC property.
  - ii) The City and NCC shall coordinate to confirm issues such as pathway location and intersection with the existing NCC MUP, potential environmental impacts, and operational considerations and cooperation prior to the design of any public works
  - iii) South of Riverside Drive to Heron Road the MUP should be provided within the LRT right of way to avoid any conflict existing operation at the Tilley building.
  - iv) The City and Public Services and Procurement Canada (PSPC) and the Tilley building occupants shall confirm and coordinate issues such as operational requirements at the Tilley building, pathway alignment (such as setbacks), and other buffering considerations, prior to the functional design of any public works.
- b) South of Mooney's Bay Station (to the Brookfield Pathway):
  - i) A MUP should be provided with a desired width of 4.0m, and a 3.0 minimum to run from the Mooney's Bay Station under the Airport Parkway to the Brookfield Pathway.
  - ii) The City and Public Services and Procurement Canada (PSPC) or other future landowners shall coordinate to confirm issues such as operational requirements, and pathway alignment, prior to the functional design of any public works or redevelopment proposals.
  - iii) The southern end of this segment shall tie into proposed modifications at the Heron Road Underpass and/or the active transportation bridge over the O-Train corridor.

### 2) The Line East

- a) North of Heron Road
  - i) A MUP should be provided east side of the existing O-Train corridor with a desired width of 4.0m, and a 3.0 minimum along the east side of the existing O-Train corridor from Rideau River under Riverside Drive to Riverside Road.
  - ii) From Rideau River to Riverside Drive, the MUP width should be 4.0m (with a 3.0 minimum). Most of the preferred alignment in this segment should occur within the LRT right of way.

- iii) From Riverside Drive to Heron Road, the active transportation facilities should be a separate sidewalk and cycle track, given it will be in area where higher volumes of pedestrian activity are expected.
    - iv) The City and CLC or any future landowner shall coordinate to confirm issues such as facility alignment, and other technical and financial matters, prior to the design of any public works for a MUP.
  - b) South of Heron Road (to the Brookfield Pathway)
    - i) Active transportation facilities should be provided that include a 3.0 sidewalk and 3.5m bi-directional cycle track along the east side of the O-Train Corridor to the VIA Rail Corridor. However, a MUP may be considered based on the recommended configuration for the cross of Heron Road (in a future structural review).
    - ii) The Line East should cross Heron Road at-grade at the existing signalized intersection (at the Bronson Avenue off-ramp). This would connect with the Baseline-Heron BRT with a bi-directional cycle track and sidewalk. A similar connection at the south side of the intersection should be provided to continue the facility along the east side.
- 3) Sawmill Creek and Heron Road connection
  - a) Active transportation facilities should be provided connecting the facilities at the Line East and Line West, Brookfield Pathway in the south, and Heron Road to the north. The facilities run along the west side of the VIA Rail Corridor linking Brookfield Road and Heron Road, crossing under the existing O-Train structure.
  - b) The facilities should include a 3.0 sidewalk and 3.5m bi-directional cycle track.
  - c) The northern end shall align with a future signalized intersection at Data Centre Road.
- 4) Heron fly-over ramp active transportation bridge
  - a) In the interim to redevelopment at 875 Heron Road, consideration should be made to connect the north end of the Sawmill Creek MUP (as previously described) to the south end of the existing MUP on the fly-over ramp at Heron servicing northbound Bronson Avenue vehicles (from eastbound Heron).
  - b) As redevelopment planning and design for 875 Heron Road is being considered, the Heron Road fly-over structure should be considered for retention with the existing MUP, exclusively as an active transportation bridge.

## 4.5 Active Transportation – General Facilities

Over the fullness of time, a comprehensive active transportation network shall be established as shown on Schedule D – Active Transportation Network. Further to the Arches and the Line, this fine-grain system will give pedestrians and cyclists multiple options to move safely, comfortably and directly to existing and future destinations throughout the Plan area .

The variety of standard infrastructure and facilities for implementation includes: dedicated cycle tracks, sidewalks, MUPs, pedestrian tunnels, underpasses and mid-block connections. These

are identified on Schedule D – Active Transportation Network. This network shall be designed and developed incrementally as new phases and funding opportunities present themselves.

Additional details and recommendations are shown in *Confederation Heights Master Plan (June 2026)*, Section 2.1.2.4 Fine Grained Network.

- 1) Existing pedestrian tunnels at Bronson Avenue, Heron Road and Riverside Drive should be considered for improved usability, safety and attractiveness. The introduction of switchback ramps and/or an elevator should be considered to make the tunnels accessible facilities. The tunnels do not meet standards for cycling given their floor-to-ceiling height, and they cannot be re-engineered and designed for bicycle uses. Therefore, from a cycling standpoint, they cannot be considered as part of the active transportation network.

## 4.6 Parking

- 1) Development that provides off-street parking shall consolidate access to parking via a single curb cut and driveway that leads to a common parking area rather than have individual driveways from dwelling units to the street.
- 2) Off-street, surface parking lots are prohibited.
- 3) New parking should be located underground or in structured parking.
- 4) Notwithstanding 4.6 (2):
  - a) Where underground or structured parking cannot be accommodated, surface parking should be located at the rear or side of a building and not between the public realm and the building; and
  - b) A limited number of short-term visitor surface parking may be considered.
- 5) Where pick-up/drop-off demand is high, designated pick-up/drop-off facilities may be considered if the design does not impact the pedestrian and cycling realm.
- 6) Driveway crossings of sidewalks should be limited to no more than 10% of block length.
- 7) Development proponents are strongly encouraged to provide electric vehicle charging infrastructure as a part of any off-street parking.

## Section 5: District Specific Policies

The following policies apply to the specific districts identified on Schedule A – Secondary Plan Area and Districts Map.

### 5.1 Bronson District

This district includes the Canadian Broadcasting Corporation (CBC) Building, as formerly known as the Edward Drake Building, at 1500 Bronson Avenue, and 875 Heron Road, the Taxation Data Centre. The CBC Building is a Classified Federal Heritage Building and is recognized for its historical significance as the former headquarters for the CBC, its distinctive architectural

design, and its contribution to its surrounding environment. The Taxation Data Centre is a Recognized Federal Heritage Building that played a prominent role for the Canada Revenue Agency and was designed in a modernist architectural style. These buildings serve as a gateway features into Confederation Heights in their prominent location along the Capital Arrival Route and with their associated landscapes.

- 1) Recognize the significance of the CBC Building at 1500 Bronson Avenue as a landmark and ensure its conservation under the Ontario Heritage Act.
- 2) The Taxation Data Centre Building at 875 Heron Road is encouraged be retained, adaptively reused, and revitalized to accommodate a range of potential land uses, including residential development. This includes the cafeteria and low-rise office building which provide unique character and views to the area and to downtown Ottawa.
- 3) Introduce a new park at the geographic heart of the Plan Area, around the iconic CBC Building at 1500 Bronson Avenue.
- 4) Notwithstanding general policy that all public parks shall have at least 50% of their frontage, typically, on two or more public streets, to provide physical and visual access to the park, the 1500 Bronson Avenue site and programming conditions are unique, and park frontage is only required on one public street.
- 5) Development within this District shall carefully consider adjacent heritage buildings and their associated landscapes, while ensuring that important views are maintained and enhanced.
- 6) Development shall provide residential uses and active frontages along the building facades of The Line and the new Collector Street to animate and provide passive supervision to the public realm. The site and building design should also consider future opportunities to incorporate at-grade retail or commercial uses, such as restaurants or cafés.

## 5.2 Federal District

The Federal District is intended to remain within the jurisdiction of the Government of Canada with federal employment uses continuing on-site. This triangle-shaped parcel, known municipally as 719 Heron Road, is bound by Riverside Drive to the west, the LRT corridor to the north and east and Heron Road to the south. The property includes the Sir Leonard Tilley Building, associated wings and surface parking. The Tilley Building is a Recognized Federal Heritage Building of the mid-century era consisting of a five-storey L-shaped building, rectilinear brick structure set on a granite pedestal, capped with a recessed penthouse. Although the entrance complex (D Wing) and C Wing are not part of the designation, there is a physical relationship to the heritage building. The designation is confined to the footprint of the building.

- 1) The new Collector (The Arch), extending from Brookfield Road to Bronson Avenue, is designed to traverse the Federal District and cross over the LRT corridor, connecting the Riverside and Bronson Districts.
- 2) To enhance overall connectivity, a multi-use pathway parallel the LRT corridor may be developed.

- 3) The existing access/egress beneath Heron Road shall be maintained and enhanced to facilitate movement across the LRT corridor and towards the open space area adjacent 1500 Bronson Avenue.

### 5.3 Brookfield District

The Brookfield District is bounded by Heron Road and the LRT/VIA rail corridors to the north and east, Riverside Drive to the west and Brookfield Road to the south. Given its proximity to higher order transit, this area of Confederation Heights is well positioned to accommodate significant intensification and density. While a broader mix of uses will be introduced over time, the district will continue to function as an important federal employment area, including the Canada Post headquarters and Health Canada laboratories. In the longer term, the removal of the Canada Post parking structure will create an opportunity for a Community Park to support new residents within the district.

- 1) A new Community Park, with a new community centre, shall be introduced at the core of the Plan area to support the active recreational needs of the area's existing and new population as well as surrounding communities, with close proximity the O-Train Station and the Bus Rapid Transit line on Heron Road.
- 2) The Brookfield District will include a mix of housing typology, including ground-oriented units contained within building podiums.
- 3) Brookfield Road will accommodate a mid-rise built form to complement recent development along the south side of Brookfield Road.
- 4) A new internal local street linking the LRT plaza with Brookfield Road and providing access to destinations beyond, is intended to develop as a pedestrian friendly, animated street that supports the day-to-day needs of residents.
- 5) A large parkette south of the Canada Post building should be introduced and is intended to reinstate the former plaza space of the former Sir Alexander Campbell Building, introducing modern and context-appropriate amenities. Configuration and programming of this park should maintain a view corridor from the south portion of the future Community Park through to the Tupper building to support the objectives of the Heritage Greenway.
- 6) Over time the Canada Post parking structure will be phased out of operation and demolished to allow for redevelopment and future park space, supporting greater use of transit and other modes of transportation.
- 7) The Central Heating and Cooling Plant, with its iconic blue smokestacks, and framing the LRT station and plaza, is encouraged to remain on-site to continue servicing Confederation Heights, and to be retained as part of a significant redevelopment project.
- 8) The Brookfield District is well-positioned to support cultural and entertainment uses, attracting visitors to the planning area.
- 9) Built form and public spaces are critical to achieving a well-functioning and welcoming Transit Node between the O-Train station and the Heron BRT Station:
  - a) Upgrades shall be made, such as platform size, to the LRT station to improve capacity;

- b) A Transit Plaza shall be provided at the level of the LRT station as part of a future private redevelopment proposal;
- c) A development proposal between Heron Road and the O-Train station shall integrate an elevator and escalator to provide easy, direct connection between the grades of the two locations;
- d) In the interim to a redevelopment proposal, an improved, accessible outdoor route shall be provided between the Heron BRT station on and the LRT station.
- e) Exceptional landmark architecture shall be provided to create natural wayfinding towards the station. The highest building height permissions are allocated to the north-central part of this district to support this role.
- f) Improved active transportation connections will provide better access to Heron Station and the future BRT station at Riverside Drive and Heron Road.
- g) Consider retaining sufficient space for a tree-lined, boulevard to connect Data Centre Road to the front entrance of 875 Heron building in a future development application.

## 5.4 Riverside District

The Riverside District includes lands south of Riverside Drive, spanning Data Centre Road and the LRT line. Riverside Drive will continue to function as a scenic drive and commuter road, however new development with a mix of land uses is anticipated to transform the District into a more complete community. Over time, the City will remove the on and off ramps at Bronson Avenue and Riverside Drive in favour of new development and a more efficient road network. The RA Centre is widely recognized as a significant regional asset within the broader Confederation Heights area. As the planning area evolves, there is an opportunity to reimagine and redistribute the RA Centre's recreational offerings to better serve future users.

- 1) RA Centre or other regional recreational uses will remain on site through a compact built form. Outdoor facilities will seek synergies with a new municipal neighbourhood park to make better use of urban lands.
- 2) Should the RA Centre be identified as a candidate for closure, the City shall work with the Federal Government or other interested parties to investigate merits and means to retain recreation facilities, sports fields and grounds for a park and City recreation facility.
- 3) Repositioning the RA Centre within a broader district framework should look to support placemaking, enhance accessibility and modernize infrastructure with flexible recreational facilities. To support a reimagined RA Centre, strategic partnerships between public and private sector are needed to ensure long-term viability.
- 4) Enhance access to the Rideau River waterfront and NCC pathway system through new pedestrian crossings across Riverside Drive.
- 5) Explore the modification of Riverside Drive between Bronson Avenue and east of Data Centre Road to review how to provide more space in the right-of-way to allow the relocation of the multi-use pathway out of the floodplain.
- 6) New pedestrian crossings of Riverside Drive from the RA Centre to the Rideau River MUP should align with location of new local roads accessing that site. Consideration must be

made to ensure there is adequate space north of Riverside to connect to MUPs; for example, not at a location flooding or shore erosion issues may affect the functionality of such as space.

- 7) The built form along the south side of Riverside Drive shall generally be comprised of a mid-rise buildings that establishes a human-scaled streetscape, with the opportunity for high-rise built form at Data Centre Road.
- 8) Building heights may transition to a high-rise built form further to the south to preserve and enhance views to the water, as shown on Schedule E – Maximum Building Heights.
- 9) Development and land use abutting Data Centre Road and adjacent Billings Bridge plaza shall be strategically woven into the existing and planned urban fabric, including enhanced access to the BRT.
- 10) The Riverside District will include a mix of housing typologies, including ground-oriented units contained within building podiums.
- 11) New development adjacent to the woodland at 1500 Bronson Avenue shall be sensitively designed as low to mid-rise buildings that consider the sensitive nature of the woodland and the heritage value of the property.

## 5.5 Sawmill District

The Sawmill District includes lands to the north-east and south-east of the intersection of Bronson Avenue and Heron Road, extending beyond Data Centre Road and the dedicated BRT and VIA corridors. The District also encompasses a small triangular parcel abutting Mooney's Bay Station to the east and the Sawmill Creek environmental corridor which serves as a significant natural feature and asset within the area. The area is strategically positioned in the heart of the planning area, framed by major transportation infrastructure and anchored by an important natural system. These characteristics offer opportunities for integrated redevelopment, enhanced connectivity and environmental stewardship.

- 1) New mixed-use development along Data Centre Road will accommodate a range of high-rise building heights as per Schedule E – Maximum Building Heights.
- 2) Through wayfinding and enhanced accessibility, the city shall facilitate transfers between the Mooney's Bay LRT station, the existing Heron BRT station and the future Baseline-Heron BRT.
- 3) New collector and local streets shall be established to support the removal of the existing on and off ramps, while also creating new blocks for development, as identified on Schedule C – Street Network.
- 4) The northbound single direction bridge and road that connects Heron Road to Bronson Avenue (on the north side of Heron Road) will be removed in favour of a new road and/or ramp south of Heron Road that connects to Bronson Avenue northbound. The city may find an alternate design to accommodate vehicular connections within the Sawmill District, while enhancing active modes of transportation.
- 5) Privately-owned public space (POPS) shall be designed and constructed on the north side of the collector street as part of the redevelopment of the 875 Heron Road block, for a

portion of the area shown on Schedule B – Green Spaces and Public Realm. This will be confirmed with a detailed development proposal for the site.

- 6) The Sawmill Creek environmental corridor should be consolidated into a single ownership to ensure the appropriate maintenance and stewardship of this green infrastructure.
- 7) The parcel at 979 Heron may be considered as a future development site pending further studies to address geotechnical, geomorphological, and ecological considerations in accordance with an approved Master Servicing Study for the Plan area. Pending the results of future studies, the City may undertake a redesignation of the site. An amendment to the Zoning by-law shall be undertaken by the proponent to permit development.

## 5.6 Vincent Massey District

The Vincent Massey District encompasses properties on the west side of Riverside Drive, including the former Sir Charles Tupper parcel, which extends from Heron Road to Hog's Back Road as well as the associated parking area north of Heron Road. This district has the potential to accommodate significant new development, while taking advantage of its proximity to natural areas. As such, development adjacent to the NCC capital parks (Vincent Massey Park and Hog's Back Park) requires careful planning to respect and integrate with these greenspaces.

- 1) Develop and implement a conservation strategy, including an easement agreement between the owner and the City, with design guidelines to support and facilitate the adaptive reuse and rehabilitation of the Sir Charles Tupper Building at 2720 Riverside Drive that conserves the cultural heritage value of the site, while also allowing for range of development scenarios.
- 2) Development at northwest corner of 2720 Riverside Drive, fronting Heron Road, shall be designed to be consistent with and supportive of the cultural heritage objectives determined for the principal building and site.
- 3) Where new development abuts NCC capital parks and open space, careful consideration should be given to the relationship between the development, adjacent uses and amenity areas to ensure compatibility and protection the NCC park land. Urban design and heritage guidelines should be prepared and approved prior to parcels adjacent to the parks being developed.
- 4) Prior to lifecycle renewal of the underpass roads between Vincent Massey and Hog's Back, the City and NCC will partner to study and consider their removal, while maintaining access to the parks and improving active mode permeability, and ensuring the efficient operation of Heron BRT. A reconfiguration or removal of the roads presents an opportunity to reinforce the relationship between Vincent Massey and Hog's Back, reduce barriers to enter the parks to active transportation users, increase greenspace in an intensifying area, and reduce long-term City capital costs.

## Section 6: Implementation

### 6.1 Development Phasing

- 1) A development phasing plan shall be undertaken and provided as part of any Draft Plan of Subdivision application on any parcel where an infrastructure project has been noted to identify the phase of development where that infrastructure will be needed, how and by whom it will be implemented, and to confirm that the proposed application will not in any way preclude the implementation of any identified infrastructure in this Plan.
- 2) Should it be proposed that any infrastructure identified in this Plan is not needed or is proposed to be significantly modified from the intent of this Plan, it shall be demonstrated to the satisfaction of the City how its removal or modification will still realize the vision and either provide an equal or better result than the infrastructure shown in this Plan.
- 3) Upon each phase of development, the development proponent shall submit to the City:
  - a) A detailed concept plan demonstrating the full build-out of the future development of the subject development application, generally in accordance with the Plan's schedules, and Annex B – Land Use Vision that includes the following:
    - i) The scale and massing of buildings, and relationships between the surrounding buildings;
    - ii) How the existing and future street network and active transportation connects to key destinations, including the Mooney's Bay O-Train Station and the Hub and Mainstreet Corridor designations; and how they connect with and reinforce the broader street and active transportation network;
    - iii) The location of parks and amenity spaces.

### 6.2 Introduction of Work Program

The following provides a list of identified priority capital projects, directions for further studies, and other items of consideration for the advancement of components of this plan:

- 1) As the Plan area is redeveloped, and the needs for their implementation arise, the City shall refer to and review the deliverables from the Active Transportation Network Review (April 2026) by Robinson Consultants Inc. The active transportation projects listed below have been identified and their constructability reviewed. Projects with an asterisk (\*) are being further developed with a functional design:
  - a) The Line East, north of Heron Road
  - b) The Line East, south of Heron Road
  - c) The Line West, north of Heron Road \*
  - d) The Line West, south of Mooney's Bay O-Train Station \*
  - e) Heron Road Underpass \*
  - f) O-Train Corridor Active Transportation Bridge \*
  - g) Connections to 'The Line' – Sawmill Creek and Heron Road \*
  - h) Bronson Avenue and Riverside Drive Underpasses

- 2) As part of Baseline-Heron BRT planning. If the Master Servicing Study determines further servicing infrastructure capacity is required to support future development, its construction should be considered

### 6.3 Cost Sharing Agreements

- 1) Development shall contribute to the cost of infrastructure, services and facilities required to support growth within Confederation Heights.
- 2) The City may require the execution of cost-sharing or front-ending agreements (FEAs) to ensure the equitable allocation of costs among benefiting landowners within a reasonable time.
- 3) A financial plan shall be prepared that details the status and available funding of off-site works and financing options required to advance the construction of key infrastructure required to support the phased development.
- 4) The appointment of costs shall be based on fair, transparent and proportionate criteria and may include: development potential and/or density; gross land area and/or frontage; trip generation or servicing demand; and, the timing and phasing of development.
- 5) Cost sharing agreements may be required for:
  - a) Transportation infrastructure, including roads
  - b) Water, wastewater and stormwater infrastructure or facilities
  - c) Public realm improvements, including parks, plazas and streetscapes
  - d) Other municipal infrastructure as identified through this Plan.

### 6.4 Holding Zone

- 1) Where appropriate, the municipality shall use 'H' holding zone provisions in the Zoning By-law as an implementation tool to ensure a comprehensive planning approach. Specifically, a coordinated phasing plan shall be required to address key infrastructure considerations and requirements, including technical, servicing and/or policy matters are addressed and resolved before development can proceed. Holding zones will include development conditions that must be met to the satisfaction of the City prior to their lifting.

### 6.5 Community Benefits Charges (CBCs)

- 1) New developments in the Plan Area may be required to provide Community Benefit Charges (CBCs) in accordance with CBC By-law 2022-307.
- 2) The City should update the CBC Capital Program List, as needed, to include the following amenities to be funded by CBCs in the Plan Area:
  - a) Active transportation connections, such as multi-use pathways;
  - b) City-owned recreational facilities;
  - c) Permanent public art installations;
  - d) Indigenous commemoration costs;
  - e) Upgrades to park equipment and facilities;
  - f) Fenced off-leash dog run areas

## 6.6 Elementary and Secondary Schools

- 1) School boards, development proponents, and the City shall have discussions early in the Draft Plan of Subdivision process to address the principal needs of each School Board to identify a satisfactory land parcel with the Plan area, recognizing each School Board has different school site criteria.
- 2) Encourage integration of future schools in multi-storey buildings and co-location/sharing of greenspaces and parking with the City where feasible.
- 3) To support school travel programs, infrastructure improvements and operational changes will be pursued in school zones to ensure safe and comfortable environments for walking and cycling. This could include piloting "School Streets" (car-free zones in front of schools during peak school arrival and departure times) in locations with safety concerns or where there are opportunities to achieve high active transportation mode shares, following similar initiatives in other Canadian cities. "School Streets" programs require strong commitments from community partners, as well as clear legal frameworks and governance structures.

## 6.7 National Capital Commission (NCC)

- 1) Any works on federal land, such as new or improvements to pathways, or disposals of federal land, will require one or more Federal Land Use, Design and Transaction Approvals (FLUDTAs). Works on federal land may also require environmental determinations under the Impact Assessment Act. Locations of proposed infrastructure or work on Schedule D are approximate and will be the subject of further study.
- 2) New pathways on NCC lands may require easements and agreements to address how City and NCC pathways and lands are affected and to confirm facility standards, maintenance, and operations.

## 6.8 Urban Design Review Panel (UDRP)

- 1) Within the Confederation Heights Planning Area, Draft Plan of Subdivision and Site Plan Control Applications will be subject to Urban Design Review Panel review.
- 2) The Urban Design Review Panel (UDRP) should provide recommendations on site, building and landscape designs that interface with the corridors to elevate their design excellence. Criteria shall refer to, but not be limited to the Official Plan, Section 4.6.2 4) and 5), as well as the *Confederation Heights Master Plan (June 2026)*.

## Section 7: Schedules

Schedule A - Secondary Plan Area and Districts Map

Schedule B – Green Spaces and Public Realm

Schedule C - Street Network

Schedule D - Active Transportation Network

Schedule E – Maximum Building Heights

## Section 8: Annexes

Annex A - Confederation Heights Master Plan (Canada Lands Company, June 2026)

Annex B – Land Use Vision

Annex C – Key Community Connectors

Annex D - Active Transportation Network Study (Robinson Consultants Inc., April 2026) - forthcoming upon study completion.