



530 BRISEBOIS

Part of 265 Centrum Boulevard (Forum Lands)
Urban Design Brief

November 2025

Forum

Forum Asset Management

Forum House at Brookfield Place
181 Bay Street, East Podium, Second Floor
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November 20, 2025

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RE: Urban Design Brief for 530 Brisebois, Part of the Forum Lands at 265 Centrum Boulevard

SvN Architects + Planners, on behalf of the applicant, have prepared this Urban Design Brief in fulfillment of the City of Ottawa's Urban Design Brief Terms of Reference.

The present proposed master plan is based on the Pre-Application meeting held on May 5, 2025. In alignment with the City's urban design objectives, this Urban Design Brief provides detailed responses to the urban design comments received during the pre-consultation phase dated May 16, 2025.

The proposed redevelopment of 530 Brisebois Crescent, part of the Forum Lands at 265 Centrum, represents a transformative vision for Orléans Town Centre. Designed as a complete, transit-oriented community, the project integrates a mix of housing, retail, and community uses within a walkable, connected urban framework. Key features include a sensitive tower placement and height strategy to ensure sunlight access and human-scale streets, animated ground floors with townhouses and retail to activate public spaces, and a diverse range of housing options to support inclusivity and long-term growth. Through thoughtful massing, podium design, and public realm enhancements, the development aligns with municipal and provincial objectives for compact, mixed-use growth, delivering a vibrant, sustainable, and community-focused addition to the evolving town centre.

Should you have any questions or require further information at this time, please do not hesitate to contact us.

Sincerely,



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Overview of Report Structure

The following section provides an overview of the report's organization and content, outlining the purpose and focus of each chapter as a guide through the structure and intent of the Urban Design Brief.

1

Introduction

outlines the purpose of the document, situates the proposal within the City's Urban Design Brief Terms of Reference, and summarizes the key statistics and objectives that frame the project.

2

Site + Surrounding Context

examines the site's physical and historical setting and describes how the site relates to the boarder Orleans Town Centre, adjacent neighbourhood and future LRT station.

3

Urban Design Policy Context

reviews the applicable municipal and provincial policy frameworks - including the Official Plan and the Orléans Corridor Secondary Plan - and explains how the proposal responds to each through its built form, massing, and public realm strategies.

4

The Proposal

presents the design concept in detail, illustrating the site organization, building typologies, open space network, public realm animation with inclusion of a community centre and ground level program of uses. It describes the architectural character that together form the vision for a complete and connected community.

5

Supporting Studies

provide summaries of the accompanying technical reports — such as wind, shadow, grading, and proposed landscape plan for the site —that inform and substantiate the design approach

6

Conclusion

synthesizes the key findings and demonstrates how the proposed development achieves a high standard of urban design, contributing to a vibrant, livable, and transit-oriented Orléans Town Centre.

Recognition of Territory

The subject lands are located within the traditional, un-ceded territory of the Anishinabe Algonquin Nation, whose presence here extends back millennia. Their culture and stewardship have long nurtured, and continue to nurture, this land.

These lands form part of the Ottawa River watershed, a place of travel, trade, gathering, and care for the Algonquin people. They are also connected to a broader network of Indigenous nations who have lived and travelled throughout the Great Lakes and St. Lawrence regions, including the Anishinaabeg, Haudenosaunee, and Huron-Wendat peoples.

Today, Ottawa is home to a vibrant and diverse Indigenous community of First Nations, Inuit, and Métis peoples, whose ongoing contributions continue to enrich the region.

We acknowledge and honour their enduring relationship with this land.

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1

Introduction

1.0 Introduction

1.1 Purpose of the Urban Design Brief

SvN Architects + Planners, on behalf of the applicant, have prepared this Urban Design Brief in fulfillment of the City of Ottawa’s Urban Design Brief Terms of Reference. The purpose of the Urban Design Brief is to demonstrate how the proposal incorporates the policies of the Official Plan, relevant secondary plans, and Council approved plans and guidelines.

The Applicant, Forum Asset Management, is seeking a Zoning By-law Amendment to facilitate the redevelopment of the lands located at 530 Brisebois Crescent (part of 265 Centrum Boulevard, Forum Lands), into a vibrant, mixed-use, transit-oriented, master planned community. This Urban Design Brief will assist the City staff, the Design Review Panel and City Council in their review of the proposed development against applicable plans and guidelines.

This document aims to provide a conceptual and comprehensive overview of anticipated changes on the site and within the vicinity of the proposed development (“the Proposal”).

As per the City of Ottawa’s Urban Design Brief Terms of Reference, the report demonstrates how the Proposal incorporates the design principles in the following plans and policies:

- City of Ottawa Official Plan
- The Orléans Corridor Secondary Plan
- Urban Design Guidelines for High-Rise Buildings
- Urban Design Guidelines for Mid-Rise Buildings



Figure 1: Rendering of the Project

1.2 Project Description

The proposal aims to rezone the subject site to establish a transit-oriented, mixed-use community at the heart of the Orléans Town Centre. The development will be implemented under a coordinated Master Plan with three primary phases of construction, introducing new housing, potential future community centre and animated mid-block connection directly linked to the future Orléans LRT station.

The proposal will include the following:

Residential Housing - Approximately 1,500 new homes are proposed across 3 buildings (inclusive of four towers and a mid-rise form), offering a range of unit types including one-bedroom, two-bedroom, and three-bedroom units, as well as townhomes along Brisebois Crescent to create an animated and pedestrian-friendly neighbourhood edge.

Community Centre - A new proposed multi-purpose community centre will anchor the north edge of the site adjacent to the park, providing flexible indoor space for recreation, programming, and local events that serve both new residents and the broader Orléans community. The location and placement of the potential community centre was carefully chosen in consultation with the City of Ottawa's Recreation and Park Department via an active working group.

Retail Space - The development will deliver active ground-floor retail and café uses along Centrum Boulevard, contributing to a lively and walkable main street character that supports local businesses and everyday convenience.

Mid-Block Connection - At the centre of the site, a mid-block connection will form a green community courtyard that connects Centrum Boulevard to Brisebois Crescent. The new mid-block pedestrian link will enhance permeability, improve walkability and create direct connections to the future LRT. Streetscapes will be animated with planting, seating, and transparent lobbies.

Landscape and Sustainability - The project integrates native plantings, green terraces, and stormwater management features. Tree-lined edges and podium-level gardens will contribute to the site's ecological performance and microclimate comfort.

Phased Implementation - The proposal will be realized through three coordinated phases, beginning with Buildings 1 (Tower D and Mid-Rise building E) inclusive of a proposed community centre, followed by Building 2 (Tower A), and concluding with Buildings 3 (Tower B and C). Interim surface parking may be provided as interim condition between different phases of development.

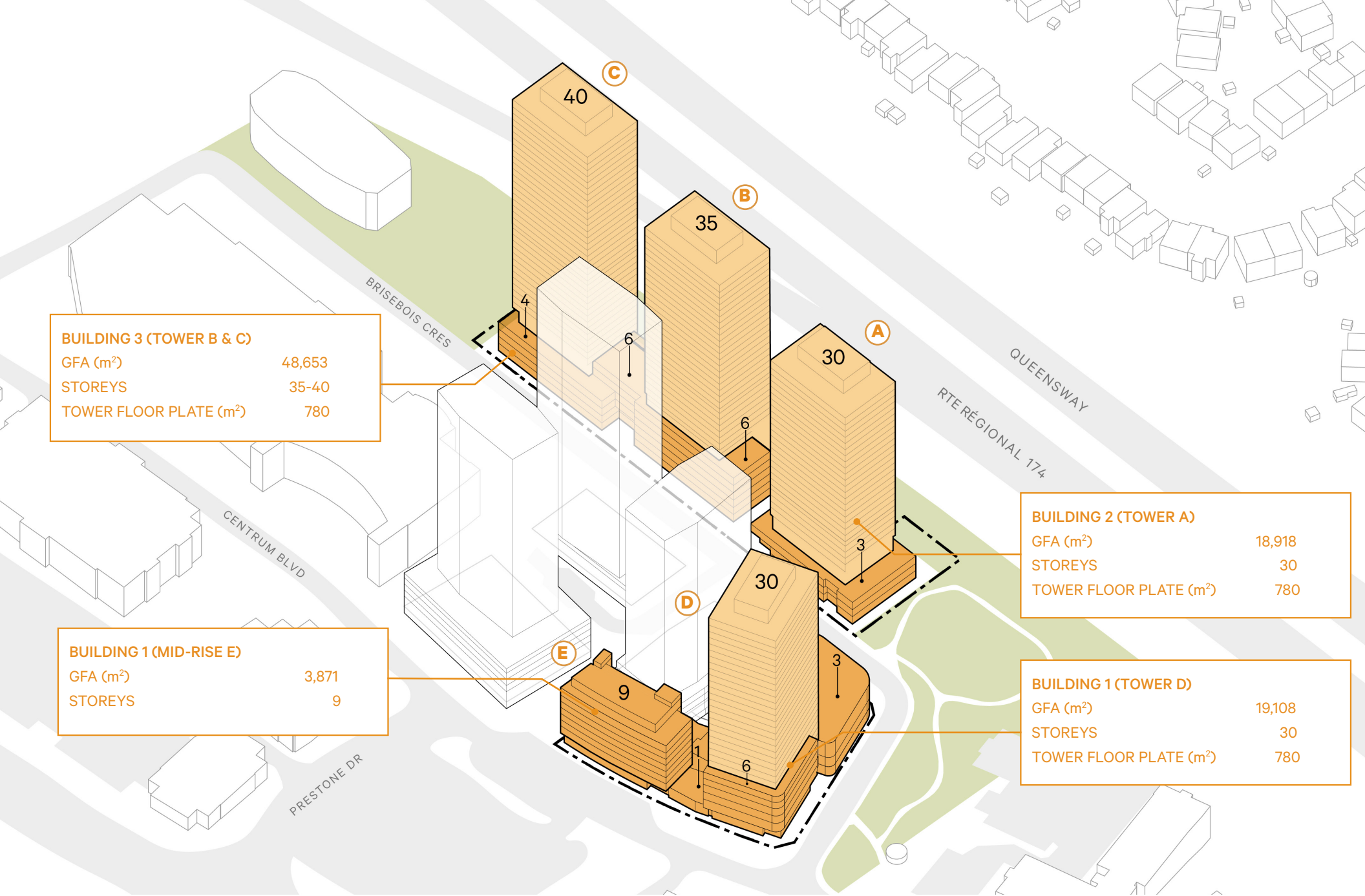


Figure 2: 3D View of the Proposal

1.3 Drivers for Change

The Orléans Town Centre, is located in the east end of the City of Ottawa. Historically, Orléans emerged in the mid-19th century as an agricultural settlement along St. Joseph Boulevard, where early French-Canadian farmers cultivated the fertile soils of the Ottawa River valley. The landscape was defined by open fields, hedgerows, and small woodlots, with St. Joseph Boulevard functioning as the main spine of rural life—a place of parish gatherings, trade, and modest commercial activity.

By the 1960s and 1970s, as Ottawa expanded outward, Orléans began to evolve from an agricultural community into a suburban residential district. The construction of Highway 174 (then the Queensway Extension) linked Orléans more directly to downtown Ottawa, encouraging a pattern of suburban growth characterized by single-detached housing, schools, and large-format retail centres such as Place d'Orléans. The result was a community shaped by the post-war suburban planning—auto-oriented, dispersed, and primarily residential in nature.

However, over the past two decades, Orléans has entered a new phase of evolution - one guided by urban planning frameworks that emphasize intensification, mixed use, and transit-supportive design.

The City of Ottawa Official Plan (2022) identifies Orléans as a Suburban Downtown and a major Town Centre, intended to evolve into a compact, complete community that balances employment, housing, retail, and community amenities. This vision is reinforced by the Orléans Town Centre Secondary Plan, which establishes a detailed policy framework for higher-density, mixed-use development in proximity to major transit infrastructure.

The expansion of Ottawa's Light Rail Transit (LRT) system is central to this transformation. The Stage 2 Confederation Line East Extension - anchored by stations at Jeanne d'Arc, Orléans Boulevard, Place d'Orléans, Centrum, and Tenth Line - creates a continuous transit spine that fundamentally reshapes how Orléans connects to the broader city. The Secondary Plan envisions these stations as focal points for transit-oriented development (TOD), where residents can live, work, shop, and access services within walking distance of high-quality transit.

Within this emerging framework, Centrum Boulevard represents the civic and cultural heart of the Town Centre. Anchored by the Shenkman Arts Centre, public plazas, and the future Centrum LRT Station, the area is planned to evolve as a pedestrian-friendly mixed-use hub - one that supports active transportation, local retail, and a vibrant public realm.

The proposed redevelopment directly advances these planning objectives. By introducing a mix of residential, commercial, and community uses in proximity to rapid transit, the project supports the City's goals for density, sustainable mobility, and complete community design. It transforms an underutilized site into a transit-oriented, human-scaled urban block, reinforcing the Town Centre's identity as the next-generation urban district within Ottawa's east end.



Figure 3: Evolution of Orléans from Agrarian Landscape to Mixed-Use, Transit-Oriented Corridor

1.4 Response to Urban Design Comments

The proposed application has a long history of collaboration with City staff with the first pre-application meeting taking place in 2022. Since then the master plan has undergone a number of revision and edits. The present proposed master plan is based on the Pre-Application meeting held on May 5, 2025.

This section provides detailed responses to the urban design comments received during the Pre-Application phase. Each response is numbered to correspond with the comments in the matrix dated May 16, 2025.

The section outlines how the revised proposal addresses feedback related to building height, massing, public realm design, and site organization, in alignment with the City's urban design objectives. References are provided to relevant sections of this report for further analysis of each response.

14 Height Variation + Transition

The proposed design shows four buildings with their heights transitioning down from the west side of the site. The Secondary Plan directs the provision of varied heights. However, the rationale of the proposed heights and transition is unclear. To closely follow the direction of the Secondary Plan, the tallest building should be located where the pedestrian connection to the future LRT station is.

a. Policy 4.6.5 of the Secondary Plan, regarding high-rise buildings, states: The implications of each proposed high-rise building on the skyline shall be demonstrated to ensure an appropriate diversity of heights within any existing or planned cluster of high-rise buildings, and generally a downward transition of building heights away from the closest O-Train station.

b. Additional policies regarding transition can be found in section 6.4 Place d'Orléans Town Centre Station Area.

+ Response: The height strategy follows community planning best practices by scaling down building heights toward parks and key community spaces. Building heights transition from west to east, with the lowest heights framing the proposed community centre and public park — a focal point and anchor of the redevelopment.

For additional details, refer to section 4.5.4 height Strategy on page 69.

15 Tower Separations - Building D

Building D is situated very close to the interior lot lines. The proposed design may not be in conformity with the Secondary Plan and the ZBL. It is inconsistent with City's guidelines for high-rise buildings. However, given the lot geometry and configuration, and particularly the currently circulated applications for the abutting lot, reduced tower setbacks from the interior lot lines may be contemplated.

Policy reference:

a. Policy 4.6.4 regarding high-rise buildings states: A minimum tower separation of 25 metres is required between the tower elements of high-rise buildings. If site constraints are demonstrated to result in the loss of a tower due to provision of this setback, a minimum tower separation of 23 metres may be permitted.

+ Response: The proposed tower separation distances have been carefully considered in relation to the site geometry and adjacent development applications. While Building D is positioned close to the interior lot line, this condition reflects the unique constraints of the site and the need to maintain viable building footprints and a cohesive massing strategy across the block. The design ensures adequate access to light, air, and views through strategic tower placement and orientation. Given these conditions - and consistent with the flexibility contemplated in Policy 4.6.4 - a reduced tower separation is proposed, aligning with both the intent of the City's guidelines and the urban design objectives of the Secondary Plan.

For additional details, refer to section 4.5.5 Tower Separation, Setbacks and Stepbacks on page 71.

16 Set-backs

It is noted that the proposed development on the YMCA site has varied building setbacks ranging from 0 to 2m to 7m. The conceptual street cross section shows that on the 18m portion of the street, without building setbacks there will be no street trees along the north side of Brisebois. Please also note this conceptual street cross section does not accommodate any cycling infrastructure.

The current proposal for 530 Brisebois shows a 2m building setback from the property line along the 18m portion of Brisebois, which is hardly sufficient to accommodate a row of mature street trees which need room for both the roots and the canopies. In general, a minimum building setback of 3m is required when residential units are located at grade, which is shown in the current proposal, to ensure minimum privacy and comfort. When private outdoor patios are proposed, additional building setbacks are required.

The current proposal also shows that the community centre has no setback on the south side of the 18m portion of Brisebois. The proposal also shows a 2.5m setback for both the community centre and Building D along the 12m portion of Brisebois. While street trees may be possible on the 18m portion of the street (without cycling infrastructure) as shown on the conceptual street cross section by the developer of the YMCA site it is unclear if there are rooms for street trees along the 12m portion of Brisebois.

Street cross section design is critical to the ZBLA process as they will determine the appropriateness of right-of-way and requirements for building setbacks in order to achieve the objectives of the Secondary Plan. The design of the cross section must take into consideration: 1) the anticipated highest service levels for pedestrians and cyclists (for example is a minimum 3m sidewalk required instead of 2m?); 2) room for

mature street trees; 3) the necessary vehicular circulations including EMS, fire trucks, delivery services, and 4) the desirable on-street parking that supports street-oriented commercial uses. Street cross sections may vary. There may be wider portions and narrow portions. Variations can break up long street walls and contribute to a more interesting and rich pedestrian experience, and supports commercial uses (see attached PDF).

Policy reference:

- a. Policy 4.2.5a, a general policy regarding public realm, states: All new local and private streets shall be designed as follows: a. Include sidewalks, soft landscaping and street trees.*
- b. Policy 5.1.7 regarding Station Core states: The creation of pedestrian and cycling infrastructure will be prioritized throughout the Station Core designation. Design for wherever vehicular access crosses the pedestrian or cycling network, pedestrian and cycling movements will have priority.*
- c. Policy 5.2.6 regarding Station Periphery states: Extensive tree canopy coverage in open spaces will be provided.*
- e. Policy 6.4.6 regarding Place d'Orléans Town Centre Station Area states: Include public art, trees and soft landscaping to ensure that the Town Centre is liveable, attractive and supportive of the community's well being.*
- f. Policy 6.4.10 regarding Place d'Orléans Town Centre Station Area states: All development on parcels in the Place d'Orléans Town Centre Station Area that propose a private street network shall design all new streets as follows: a. Sidewalks will be provided on both sides of any new private street; b. Provide, at regular intervals, street furniture elements for rest and/or shelter; d. Provide soft landscaping and street trees.*

+ Response: The increased right-of-way requirements requested by the City along Centrum Boulevard limit the ability to provide additional building setbacks within the current site constraints. The requirement for additional and substantive setbacks will impact the ability locate podium elements on Lot A. Nevertheless, the proposal has been refined to achieve a balanced and high-quality public realm. Podium element of Tower B is setback further to allow for tree canopy within Lot A limit. The proposed setbacks have been carefully designed to balance the needs for pedestrian comfort, landscaping, and overall site functionality.

Refer to 4.5.5 Tower Separation, Setbacks and Stepbacks on page 71 and section 4.5.10 Site Section and Grading on page 80 and Site Plan on page 82.

The proposed landscape plan and street sections under section 4.6 on page 100 provide additional detail.

17 Connection to Future LRT Station

The proposed design provides a 12m wide open space between Buildings A and B. This may be too narrow to accommodate all elements of active transportation, the potential high foot and bike traffic generated by the proposed high intensity development, while providing spaces for the growth of trees. Small at grade commercial uses with potential for outdoor patio and seating can be appropriate and viable at this location. Additional space may be required to support such uses. Overall, a wider aperture at this location is required. This wider aperture may be achieved by moving and rotating Building A (see attached PDF).

Policy reference:

a. Policy 5.2.6 regarding Station Periphery states: Extensive tree canopy coverage in open spaces will be provided.

b. Policy 6.4.21.b regarding Orleans Town Centre Station Area states: An active transportation connection to the future Orleans Town Centre O-Train Station may be required and is independent from the required parkland conveyance.

+ **Response:** The City of Ottawa Transit-Oriented Development Guidelines identify the need for a minimum 6 meter right-of-way “short cuts” that lead directly to transit. Lot B of the site provides a wide 11 meter mid-block connection with shared access to transit users. The proposed landscape design proposes a canopy of tree with seating elements. The proposed ground floor program lines both sides of the connection with residential, amenity and lobby uses thus achieving the objectives of strong transit connection.

Refer to the proposed landscape plan and street sections under section 4.6 on page 100 for additional detail. Conceptual rendering for the mid-block connection on page 81 as reference

18 Corner of Centrum + Brisebois

In the proposed design, the corner of Centrum and Brisebois is pinched. The proposed development should attempt to achieve the vision of the Secondary Plan by providing an urban plaza at the corner of Centrum and Brisebois. This may require building D to move north (see attached PDF).

Policy reference:

a. Policy 6.4.32 states: To support the transformation of Centrum Boulevard into a vibrant and walkable urban commercial street with a well-connected public realm, properties located between Place d’Orléans Drive and the eastern access to Brisebois Crescent may be required to locate their required conveyed parkland along Centrum Boulevard frontage to establish a contiguous urban plaza that includes elements such as public art, trees and landscaping and street furniture.

+ **Response:** The proposed design retains the current position of Building D, as its location is defined by the integration of the new community centre, which serves as the organizing anchor for this portion of the site. Relocating the building is not feasible due to functional and programmatic constraints.

To support the Secondary Plan’s vision, the design enhances the public realm at the corner of Centrum Boulevard and Brisebois Crescent through high-quality paving, landscaping, and street furniture. These improvements create a visually prominent and active urban corner, contributing to the intended plaza character, even without relocating Building D.

Refer to the proposed landscape plan and street sections under section 4.6 on page 100 for additional detail.

19 The Community Centre

The inclusion of a community centre in the proposal is exciting. However, as indicated above the new facility may be surrounded by a quite pinched public realm with difficulties to accommodate many desirable pedestrian and cycling amenities. Is the current proposed location the only viable option? Could the community centre be located in the podium of Building A (or perhaps replace Building A) so that it can be integrated with the existing park and the future connection to the LRT?

Policy reference:

a. Policy 4.2.4 regarding built form and public realm states: Co-location of cultural, institutional, and recreational uses in mid-rise and high-rise buildings is encouraged. This may include locating schools, community centres or museums in the podium of a mixed-use building containing apartments or offices on the upper floors.

b. Policy 6.4.15 regarding Orleans Town Centre Station Area states: Co-location of cultural, institutional and recreational uses in mid and high-rise residential buildings is encouraged.

Response: The community centre's location has been carefully chosen to ensure functional adjacency to existing community assets, including the park, as per City of Ottawa's Recreation and Park Department. The programmatic and structural requirements of the facility—such as clear-span spaces, high ceilings, and independent access—limit its integration within a residential podium. The standalone location provides direct visibility, identity, and accessibility, while maintaining a strong relationship to the adjacent park, surrounding open spaces, and pedestrian connections to the future LRT station. This approach aligns with Policies 4.2.4 and 6.4.15, which encourage co-location where feasible but recognize that functional and programmatic needs may necessitate a dedicated facility.

Refer to architectural floor plans under section 4.5.12 on page 87 for additional details

20 Public Realm Activation

The proposed design generally does a fairly good job with respect to animating and activating public realm. However, the back of house functions occupies the entire east façade of Building A facing the public park. This issue may be addressed by relocating the proposed community centre as discussed above. In addition, the relationship between the community centre and the proposed development on the abutting YMCA site requires careful considerations due to their close proximity and potential incompatibility of uses.

Policy reference:

a. Policy 4.2.6 states: New buildings shall, where possible, include active frontages facing the public realm, such as along public or private streets, multi-use pathways, City parks (including linear parks and the Voyageur Creek Greenway) and Privately-Owned Public Spaces (POPS).

b. Policy 4.2.10 states: New development shall frame their adjacent streets and parks to animate public spaces and create comfortable pedestrian environments in the public realm and avoid long expanses of blank walls.

Response: The revised design introduces three townhouse units fronting the public park, significantly enhancing activation and visual interest along the east façade of Building A. While a portion of this frontage continues to accommodate loading and service access to support tower operations, the site's functional constraints necessitate a careful balance between active uses and operational requirements.

This updated configuration improves the animation of the public realm while maintaining safe and efficient service and vehicular access, aligning with the intent of Policies 4.2.6 and 4.2.10.

Refer to section 4.5.9 Ground Floor Uses and Activation on page 79 for additional details



2

**Site and
Surrounding
Context**

2.0 Site and Surrounding Context

2.1 The Site

The site is located along Centrum Boulevard in the heart of Orléans, a suburban community in Ottawa, Canada. Positioned within a mixed-use node, the site benefits from proximity to civic institutions, retail amenities, and public transit infrastructure. While the street network is relatively well-defined, the public realm presents opportunities for enhancement in terms of walkability, streetscape activation, and integration with future transit-oriented development.

The subject lands are divided into two primary development parcels - Lot A and Lot B - bounded by Centrum Boulevard to the south, Brisebois Crescent to the north, and the Rte Régionale 174 corridor to the northwest. Together, these lots form part of the larger Orléans Town Centre precinct and occupy a strategic location between the existing civic and cultural core and the future Centrum LRT Station to the northwest.

Lot A, located along Brisebois Crescent, is an elongated parcel that backs onto the Rte Régionale 174. Its linear configuration and adjacency to the future LRT alignment provide opportunities for a transit-oriented, mixed-use built form that can visually screen the highway and define the northern edge of Brisebois Crescent with an active frontage.

An existing easement runs along the north portion of Lot A, accommodating existing infrastructure. This easement constrains the buildable envelope along

the northern edge but still allows for meaningful development fronting Brisebois Crescent when coordinated with grading, servicing, and landscape design. The easement also presents an opportunity to integrate a landscaped buffer that enhances the pedestrian environment and supports stormwater management objectives. The easement can also create a connection to the adjacent park to the east.

Lot B, situated at the southeast corner of Brisebois Crescent and Centrum Boulevard, occupies a highly visible gateway position at the approach to the Orléans Town Centre. The site slopes from north to south, offering opportunities for podium-based development with active uses addressing Centrum Boulevard and potential mid-rise residential or community programming above. Its proximity to existing civic amenities, including the Shenkman Arts Centre and the public realm network extending toward Place d'Orléans, positions Lot B as an important connector between the established Town Centre and the emerging mixed-use corridor.

Together, Lot A and Lot B form a cohesive redevelopment opportunity that can reinforce the evolving urban structure of Orléans - transforming underutilized parcels into a compact, walkable, and transit-supportive node.

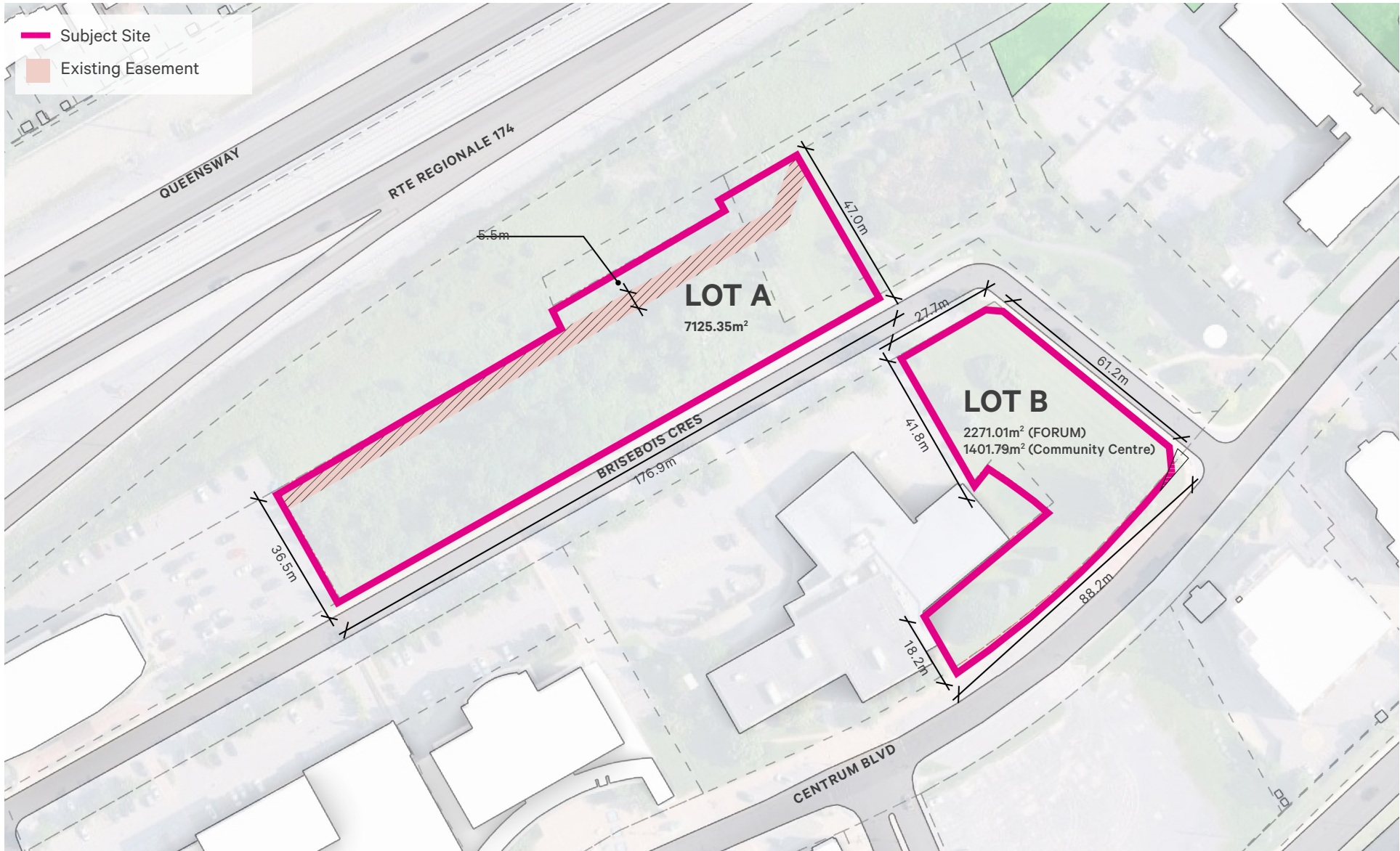


Figure 4: The Subject Lands - Lot A + Lot B



2.2 Site Context

The subject property located at 530 Brisebois and part of 265 Centrum Boulevard, is situated in Orléans East-Cumberland (Ward 1). The site is located at the southeast corner of Centrum Boulevard and Brisebois Crescent, and along the north edge of Brisebois Crescent, just south of the Rte Régionale 174.

The site is within 50m of the proposed Centrum LRT Station, and 800m from the new Place d'Orléans station.

The surrounding area contains a mix of retail, commercial and residential buildings.

The site is located along Centrum Boulevard in the heart of Orléans, a suburban community in Ottawa, Canada. Positioned within a mixed-use node, the site benefits from proximity to civic institutions, retail amenities, and public transit infrastructure. The surrounding context includes a combination of mid-rise residential buildings, surface parking lots, and commercial plazas, with pedestrian connections to nearby public squares and community facilities. While the street network is relatively well-defined, the public realm presents opportunities for enhancement in terms of walkability, streetscape activation, and integration with future transit-oriented development.

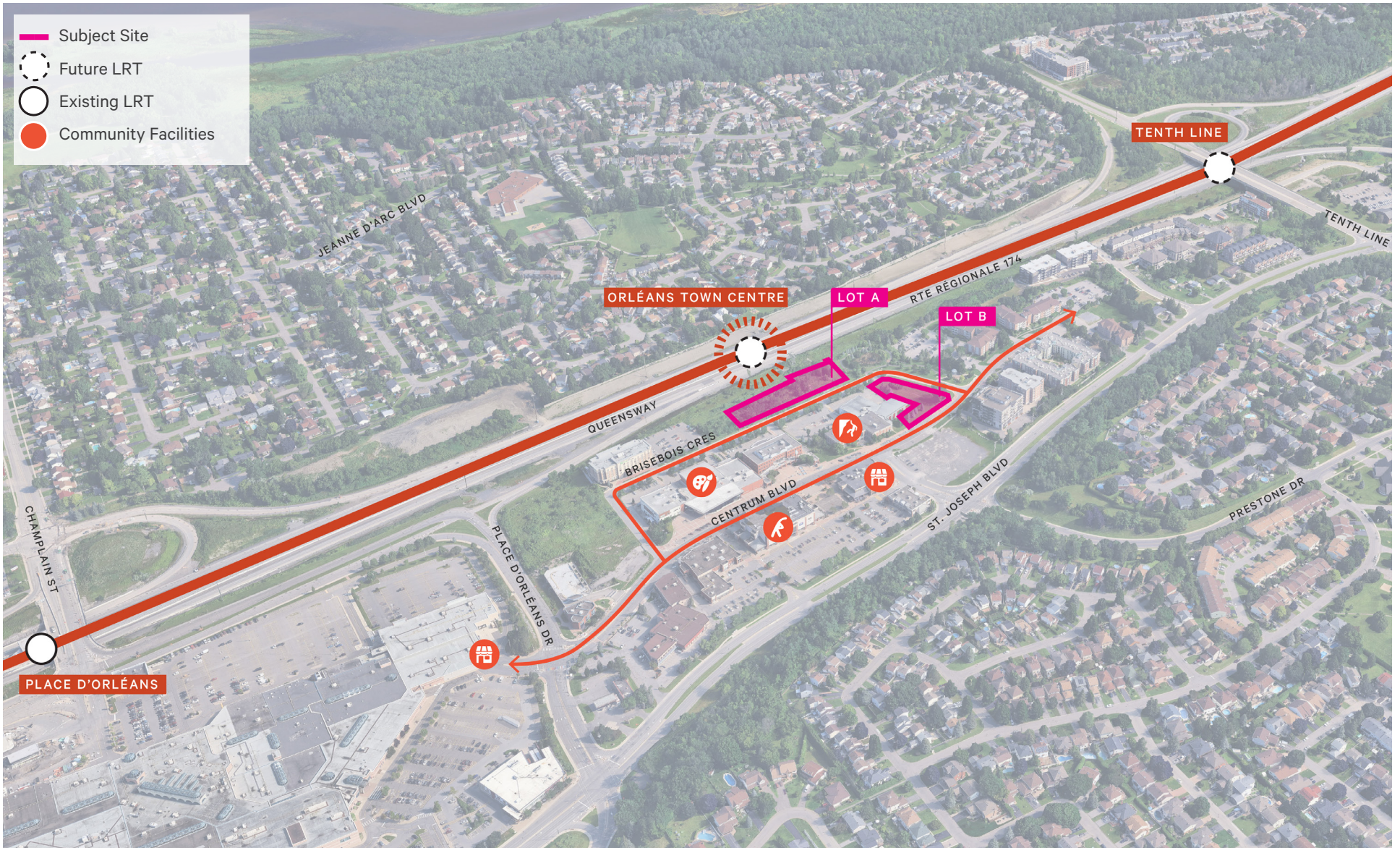


Figure 5: Site Context



2.3 Regional History & Geology

The following overview situates Orléans within its broader regional context - tracing its history, geology, and ecological environment. Together, these elements reveal how the community's identity has been shaped by the land, water, and natural systems that define Ottawa's eastern landscape.

Orléans sits at the eastern edge of Ottawa, where the city's urban fabric meets the natural expanse of the Ottawa River corridor. This position between city and nature has long defined its identity - shaped by the river's shifting geography, forested edges, and the ongoing dialogue between built and natural systems that continue to influence how the area grows and evolves.

The Ottawa River has long been both a source of sustenance and a structuring force, guiding patterns of settlement, movement, and ecology across the region. Its enduring presence anchors Orléans within a larger network of natural systems, linking the community to the Greenbelt, the Mer Bleue Bog, and the interconnected landscapes that define Ottawa's eastern edge. West of the community, along the river's bed and banks, lie stromatolites - fossilized traces of early microbial life and some of the oldest records of life on Earth. These ancient, layered formations speak to accumulation, transformation, and resilience - qualities mirrored in the evolving character of Orléans itself.

Just south of Orléans, the Mer Bleue Bog stands as one of the region's most vital ecological areas - a living peatland that stores carbon, water, and memory. Its shifting colours and textures through the seasons embody the rhythms of renewal and continuity that define the local landscape.

Over time, Orléans has evolved from an agrarian settlement to a suburban community and now toward an emerging urban mixed-use centre within Ottawa's east end. Centrum Boulevard has become a natural focal point in this transformation - a place where patterns of growth, movement, and community

converge. Each phase of Orléans' history leaves an imprint on the landscape, adding new layers of meaning and shaping its ongoing evolution.

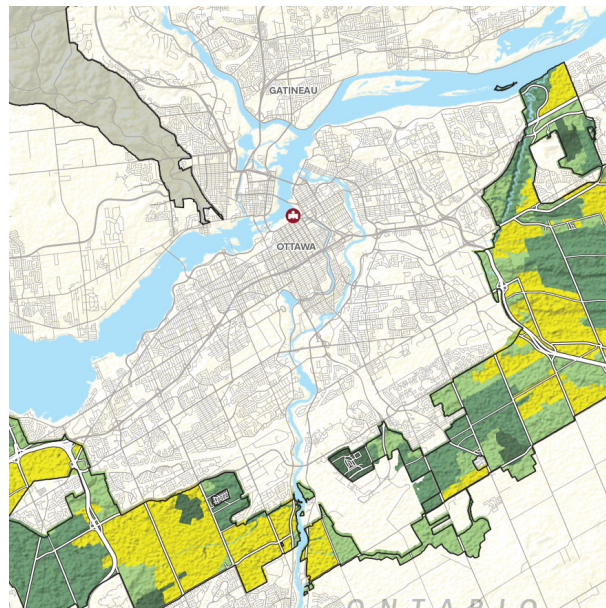


Figure 6: Map of Ottawa & The Greenbelt Boundary

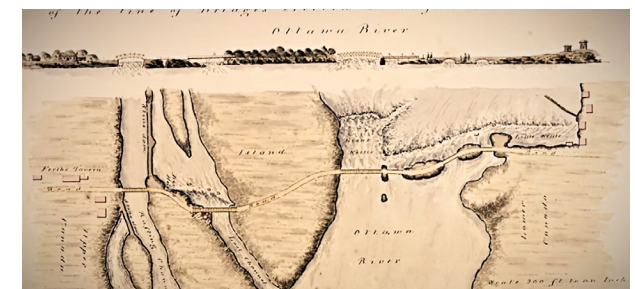


Figure 7: Settlement & Movement Along The Ottawa River

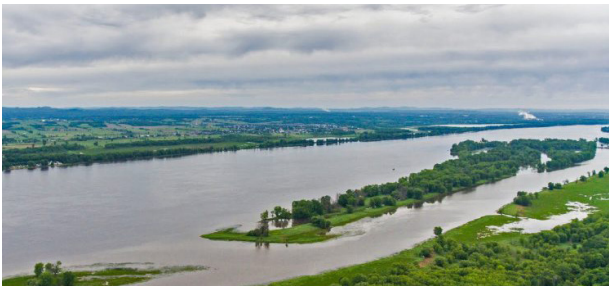


Figure 8: Geological Formations - Stromatolites

Figure 10: Mer Bleue Bog

Figure 9: Agrarian to Suburban to Mixed-Use Urban

2.4 Key Points of Interest

1. Place d'Orléans

Place d'Orléans is a regional shopping centre in the heart of Orléans, offering a mix of retail, services, and community amenities. It is a key commercial anchor within walking distance of future LRT service. Its indoor mall format contrasts with the surrounding suburban development.



3. Petrie Islands

Petrie Islands is a natural area on the Ottawa River known for its beaches, wetlands, and ecological diversity. It serves as a popular recreation spot for swimming, kayaking, and walking. Seasonal access and minimal built infrastructure maintain its natural character. However, distance and a lack of active transport infrastructure means the main mode of transport to the islands is by automobile.



5. Innes Rd. at Tenth Line Rd.

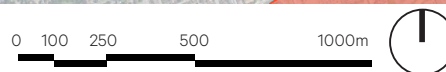
Innes Rd. at Tenth Line Rd. is a major suburban commercial intersection defined by big-box stores such as Walmart, Canadian Tire, Real Canadian Superstore and Home Depot, alongside banks, fast food outlets and medical offices. Oriented almost entirely around car access, the area serves as a key retail destination for east Ottawa.



Figure 11: Immediate Adjacencies Photos



Figure 12: Key Points of Interest



2. Shenkman Arts Centre

Shenkman Arts Centre is a bilingual arts facility in Orléans, Ottawa, featuring theaters, galleries, and studios for performances and creative programs. Operated by the City of Ottawa, it connects artists and the public through diverse cultural events. Since 2009, it has served as a cultural anchor for the area.

4. Ottawa River Pathway

Ottawa River Pathway is a scenic, multi-use trail that runs along the river's edge, connecting parks, green spaces, and communities. In Orléans, it provides recreational and commuter access from Petrie Islands westward. Connecting all the way past downtown Ottawa, the pathway has potential as a key active transport artery.

6. St. Joseph Blvd and Orléans Blvd.

St. Joseph Boulevard at Orléans Boulevard is a local point of interest in Orléans, Ottawa, known for its mix of small-scale retail, community institutions, and historic main-street character. The area includes neighbourhood plazas, restaurants, churches, and services that cater to nearby residents, making it a functional hub within the suburban fabric with greater cultural and historical relevance.

2.4.1 Microclimatic Conditions

The subject site experiences predominantly westerly winds, with secondary wind influences from the northwest and southwest. This pattern reflects Ottawa's typical regional wind climate, where prevailing winds move from west to east throughout most of the year. The site's open exposure to the west allows for natural ventilation but also introduces the potential for higher wind speeds along Centrum Boulevard and Brisebois Crescent.

Wind conditions are generally moderate throughout the year, with average wind speeds ranging between 1.7 to 3.3 m/s. The prevailing wind direction is from the west, as shown by the annual wind rose, particularly dominant during the winter and summer months. Wind intensity is not typically strong or turbulent, with only occasional gusts exceeding 12 m/s.

These moderate, westerly winds and distinct seasonal temperatures contribute significantly to Ottawa's local microclimate and should be considered when analyzing solar exposure and ventilation potential in urban or architectural context.

Please refer to Section 6 of this report and the Pedestrian Level Wind Study prepared by RWDI submitted as part of this application.

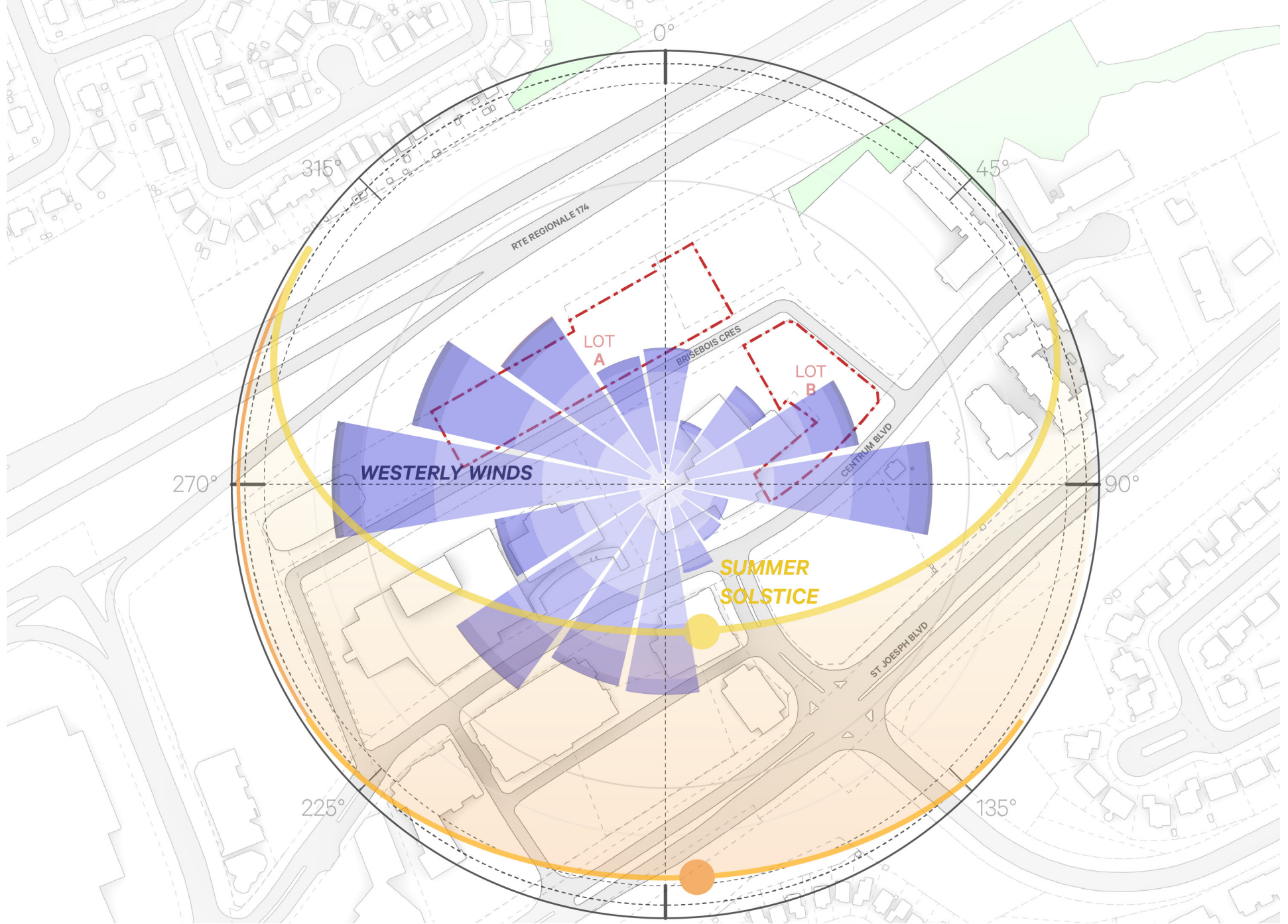


Figure 13: Microclimatic Diagram

2.4.2 Built Form and Character

The area surrounding the site is characterized by typical post-1970s suburban development. The urban fabric is primarily low-density, but includes pockets of intensification and institutional uses that contribute to a diverse, though disconnected, built environment.

Immediately adjacent to the site are three distinct urban conditions: a low-rise civic and retail town centre, a mid-rise residential precinct, and established single-family residential blocks.

The civic and retail core is marked by 2-3 storey commercial buildings, organized in plaza formats surrounded by wide expanses of surface parking. Pedestrian infrastructure includes wide sidewalks but suffers from minimal tree cover and limited soft landscaping, often confined to narrow planting strips or small planters. Despite this, the area includes active public edges such as a small plaza space and seasonal outdoor seating for restaurants and cafés.

The mid-rise residential area introduces 5-6 storey apartment buildings with some pedestrian-facing frontages. Sidewalks are present but not always continuous or located on both sides of the street, reflecting a development pattern that prioritizes vehicular access. While these blocks increase density, they retain a suburban spatial structure.

Surrounding single-family neighbourhoods are composed of 1-2 storey detached and semi-detached homes, often with front-facing garages, driveways, and landscaped setbacks. This fabric provides mature tree canopy and a quiet residential character, though it remains highly auto-dependent and spatially separated from adjacent mixed-use areas.



Low-rise civic/retail town centre



Mid-rise residential



Single-family residential

Figure 14: Built form and character aerial views

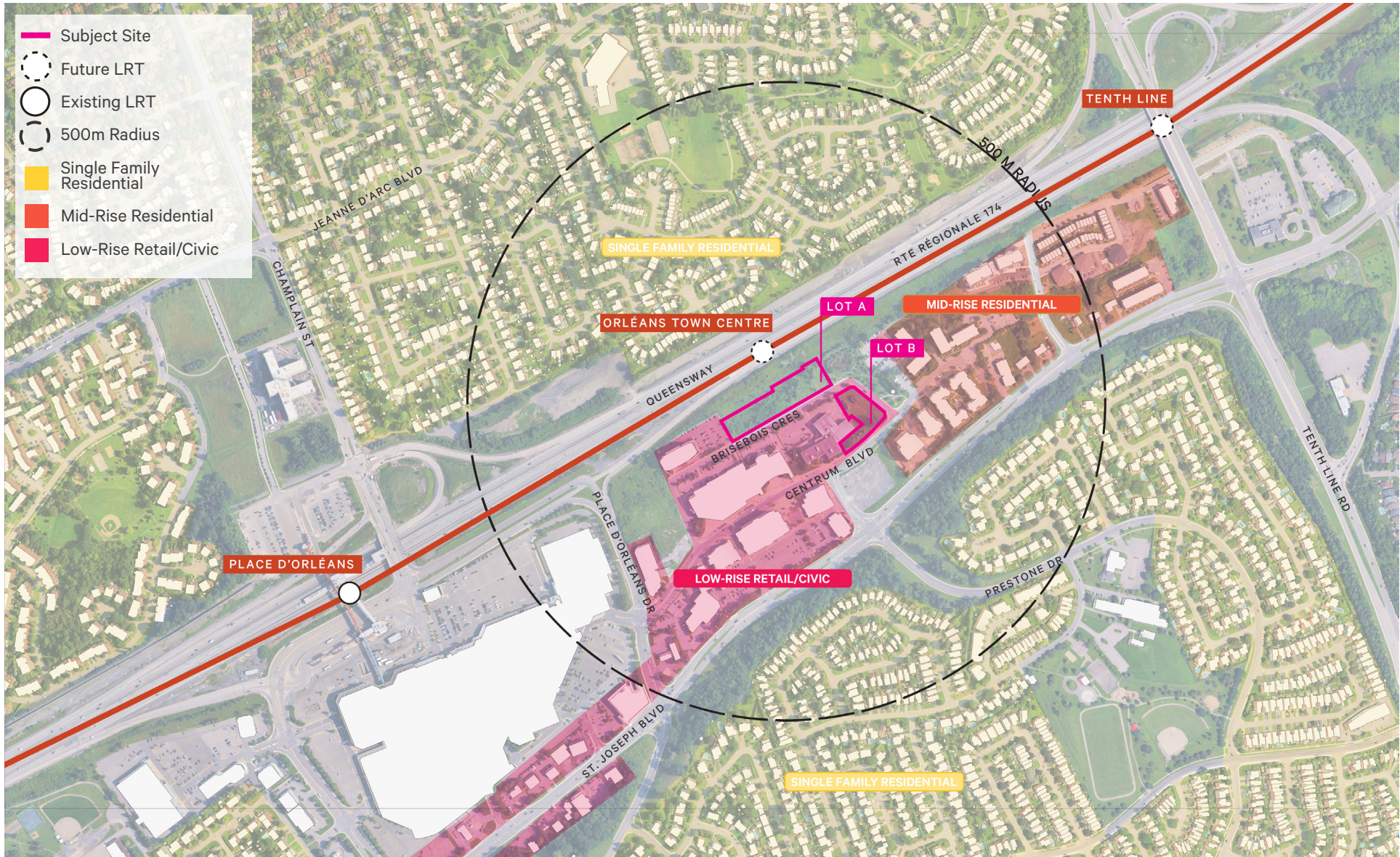


Figure 15: Neighbourhood Context

2.4.3 Amenities and Facilities

The site is centrally located within East Ottawa and benefits from strong proximity to a wide range of amenities and community infrastructure. Immediately adjacent is a well-established civic and retail node that includes key community assets such as the Ruddy Family YMCA, Altitude Climbing Gym, and the City of Ottawa's Orléans Client Service Centre. The area also hosts several arts and cultural institutions, including the Shenkman Arts Centre, Cumberland Theatre, Gloucester Pottery School, and Arts Network Ottawa.

To the south, a cluster of five low-rise commercial buildings offers additional services including dining options, personal services, retail stores, and hobbyist shops. These businesses contribute to the area's day-to-day convenience and pedestrian activity.

To the west lies Place d'Orléans, a major regional shopping centre. While currently defined by its auto-oriented layout and enclosed mall format, the site is undergoing transformation with the introduction of Place d'Orléans LRT station. This transit connection will reposition the mall as a key mobility hub and support future opportunities for mixed-use intensification.

Surrounding institutional and residential uses include local schools such as Divine Infant Catholic Elementary School, multiple places of worship including Queenswood United Church and St. Helen's Anglican Church, and seniors' housing options such as Queenswood Villa and Promenade Seniors' Suites and Retirement Residence. Together, these elements form a diverse and service-rich environment that supports a broad spectrum of daily community needs.

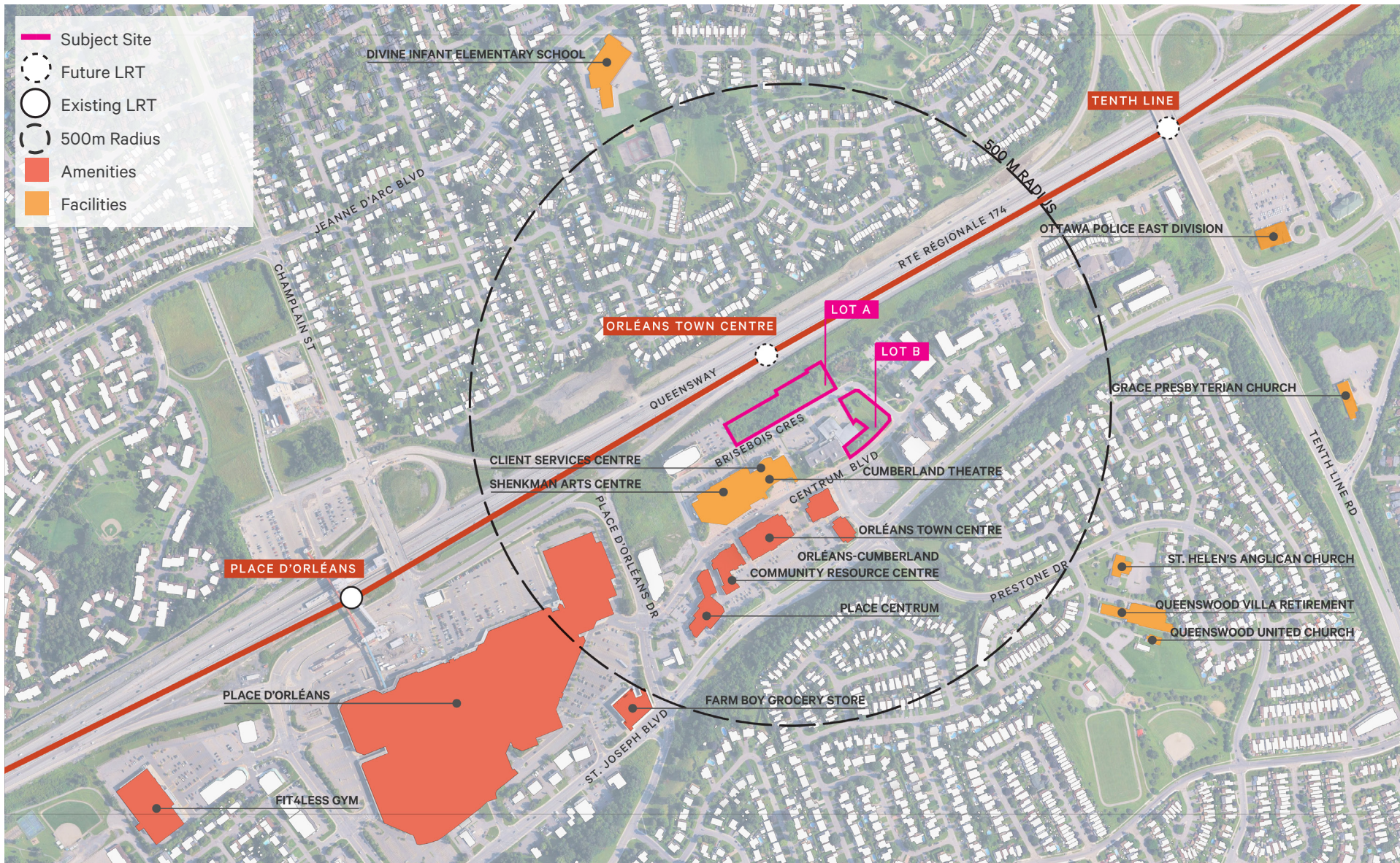
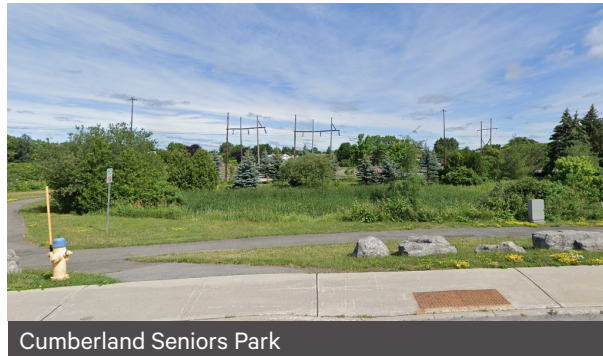


Figure 16: Amenities and Facilities

2.4.4 Parks and Open Spaces

Below are some of the key parks and open spaces in and around the subject site:

- Cumberland Seniors Park/Royal 22e Régiment Park, a commemorative park recognizing the contribution of the largest military unit in Quebec. It should be acknowledged that Forum Assets was instrumental in delivering the Senior Park and stormwater pond infrastructure .
- Vignette Silo Park, a small park named after the on-site heritage designated farm silo.
- Marsha Park at 855 Lawnsberry Drive (7 min bike ride, 26 min walk, 4 min drive) has public tennis courts, outdoor rink, and play structures.
- Big Bird Park at 936 Lawnsberry Drive (8 min bike ride, 28 min walk, 4 min drive) has a dog park, a splash pad, baseball diamond, and play structures, this park is named after the satellite view of the park that resembles a bird.
- Queenswood Ridge Park at 346 Kennedy Lane East (4 min bike ride, 14 min walk, 2 min drive), has a skating rink, baseball diamond, splash pad, basketball/volleyball courts, dog park, play structures, winter sledding hill and a soccer pitch.
- Mer Bleue Bog, in Orléans is a rare, 10,000-year-old peatland ecosystem that offers a striking glimpse of northern boreal landscapes within the urban edge of Ottawa, supporting unique plant communities and wildlife habitat amid the Greenbelt. It's 15km southwest of the site.
- Petrie Island Park, at 700 Tweddle Rd, is a 323 hectare conservation and recreation area with 5km~ of dedicated trails. It is home to Petrie Island Beach and is well-loved for many different recreational activities.



Cumberland Seniors Park



Royal 22e Régiment Park



Stormwater Pond at Cumberland Seniors Park



Vignette Silo Park



Big Bird Park



Queenswood Ridge Park

Figure 17: Parks and Open Spaces Photos



Figure 18: Parks and Open Spaces



2.4.5 Street Network, Transit, Parking

The transportation network surrounding the site plays a key role in shaping the site's accessibility, urban character, and development potential. Located within the Orléans Town Centre, the site benefits from a well-established road hierarchy, existing bus service, and proximity to the future Confederation Line East LRT extension, positioning it as a highly connected and transit-supportive location. The area's multimodal network - comprising vehicular, transit, cycling, and pedestrian infrastructure - provides a strong foundation for the evolution of Orléans into a complete, walkable, and transit-oriented community, as envisioned by the City of Ottawa Official Plan and the Orléans Corridor Secondary Plan.

The local street grid, anchored by Centrum Boulevard and Brisebois Crescent, offers convenient access to surrounding residential neighbourhoods, civic institutions, and commercial amenities. Meanwhile, the adjacency to Route Régionale 174 ensures direct regional connectivity to downtown Ottawa and other employment nodes. At the same time, ongoing investments in light rail, active transportation, and public realm improvements are progressively rebalancing the area's mobility network - shifting from car-oriented design toward a more integrated, multimodal framework that prioritizes pedestrians, cyclists, and transit users.

The following subsections describe the existing and planned transportation systems that influence the site, organized by road network, transit, vehicular access, cycling, and pedestrian connectivity. Together, they illustrate how the redevelopment can leverage these multimodal connections to support sustainable urban intensification and transit-oriented development.

Vehicular Road Network

As per Schedule C4 - Urban Road Network, in the City of Ottawa's Official Plan, Centrum Boulevard is a collector road and Brisebois Crescent is a local road. Centrum Boulevard is a two-way street, with two lanes of east-west travel.

The site is well connected for vehicular traffic, with the arterial road St Joseph Blvd. being the main East-West connection. The site is also immediately adjacent to Rte Régionale 174, which connects westbound to Ottawa downtown via Trans Canada Highway 417, a 16 min drive away.

Public Transportation Network

The subject property is well-served by public transit options and will be connected to future LRT line 1 (Trim - Algonquin) and line 3 (Trim - Moodie).

Place d'Orléans Station, the primary transit hub for local routes in Orléans and is situated adjacent to the Place d'Orléans Shopping Centre. It is located just off Ottawa Road 174 and Champlain Street.

Cycling

Cycling infrastructure for the subject site and surrounding neighbourhood is not developed. The neighbourhood represents a dead spot of cycling infrastructure within Orléans, as cycling infrastructure exists on the east, south, west, and north sides of the site. This site represents an opportunity to complete cycle infrastructure and fill in the gaps in the Orléans region. Feasibility studies are currently underway to complete the missing bike path on St Joseph

Boulevard which would directly connect the site to Ottawa downtown via Montréal Road and cycling infrastructure projects are currently underway for Duford Drive and Charlemagne Boulevard.

Pedestrian

The street network surrounding Centrum Boulevard supports pedestrian activity through a generally accessible and walkable environment. Centrum Boulevard features wide sidewalks on at least one side of the street, facilitating safe and comfortable pedestrian movement along this key urban corridor. Brisebois Crescent, includes a single sidewalk that provides basic pedestrian connectivity. The adjacent retail zones are anchored by public squares and pedestrian-oriented open spaces, offering a highly walkable environment that encourages foot traffic and supports a vibrant street life. However, opportunities remain to improve the quality of the pedestrian experience, as many sidewalks in the area lack weather protection and are characterized by long, visually monotonous stretches with limited active frontages or streetscape amenities.

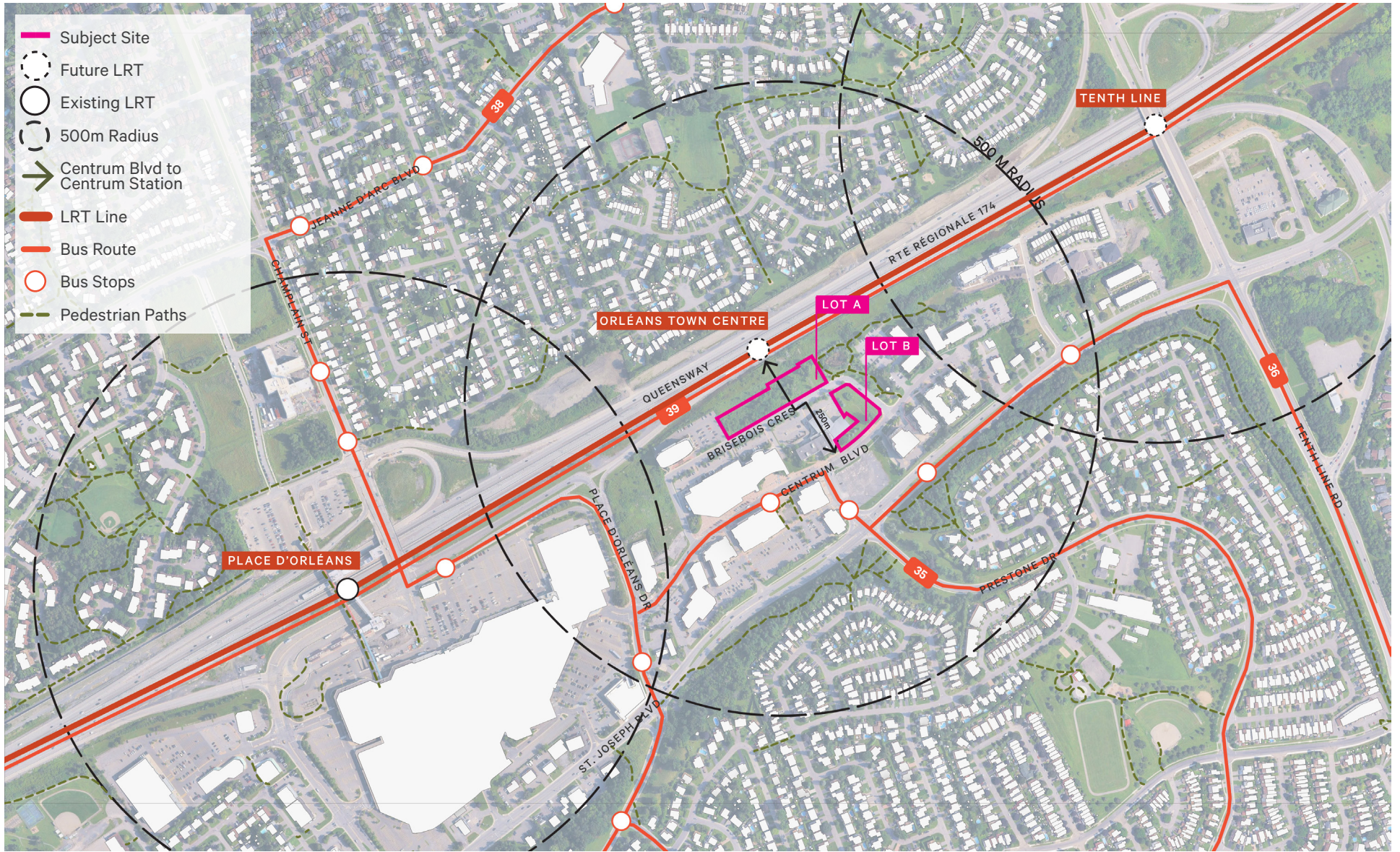


Figure 19: Connectivity

2.4.6 Development Activity

The lands at 530 Brisebois and part of 265 Centrum Boulevard are located within the heart of the Orléans Town Centre, an area currently undergoing significant transformation driven by new planning policy and transit investment. As illustrated in Figure 21 and Table 1, the surrounding area is characterized by a mix of established suburban fabric and emerging infill development that together mark Orléans' shift toward a compact, mixed-use, and transit-oriented community.

The study area surrounding the site is presently defined by a combination of low-rise retail plazas, mid-rise apartment buildings, and established single-family neighbourhoods. While this built form reflects

Orléans' suburban legacy, recent planning initiatives - most notably the Orléans Corridor Secondary Plan - are reshaping this context. The Secondary Plan envisions the corridor evolving into a mixed-use, pedestrian-oriented, and complete liveable community, where residents can meet daily needs within walking distance of rapid transit, green spaces, and community amenities.

There are currently five active development applications within the broader study area (refer to the table below for locations). These applications represent mid-rise residential projects, with a concentration of low-rise apartment buildings introducing new housing typologies and density in

proximity to the future LRT stations. Collectively, they signal growing market interest in the Orléans Town Centre and demonstrate a gradual but steady transition toward the built form envisioned in the Secondary Plan.

Taken together, the surrounding context illustrates a coordinated pattern of urban evolution - from low-density suburban forms toward transit-oriented nodes of housing, retail, and public space. Within this dynamic setting, the redevelopment of 265 Centrum Boulevard will play a key role in bridging established civic uses with new residential growth, helping to define the Town Centre as a complete, connected, and pedestrian-focused urban district.

	Address	Application Type	Proposed Uses	Status	Tenure	GFA (m ²)	Units	Height (ST)	Car Parking	Bike Parking
1	1136 Gabriel Street	Site Plan Control	Residential	Additional Submission Received	Apartment	1,335	20	4	1	10
2	1108 Maisonneuve Street	Site Plan Control	Residential	Additional Submission Deemed Adequate	Apartment	1,316	24	4	3	12
3	1132 Saint Pierre Street	Site Plan Control	Residential	Additional Submission Deemed Adequate	Apartment	1,202	20	4	1	10
4	3459 + 3479 St. Joseph Boulevard	Site Plan Control	Residential	Application File Pending	Apartment	TBD	326	6	441	166
5	8600 Jean d'Arc Boulevard	Plan of Subdivision	Residential	Application File Pending	Apartment	TBD	2,859	4, 6, 9, 30, 40	TBD	TBD
6	256 Centrum (Bayview)	Site Plan Control	Residential, Retail, Office	Application File Pending	Apartment	87,350	1,127	30, 35, 40	516 + 12 Accessible	1254

Table 1: Development Activity Table



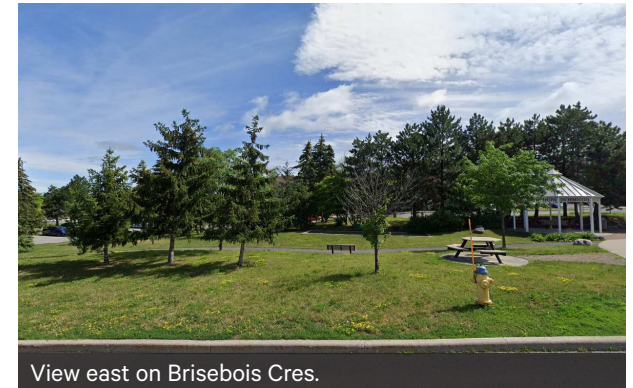
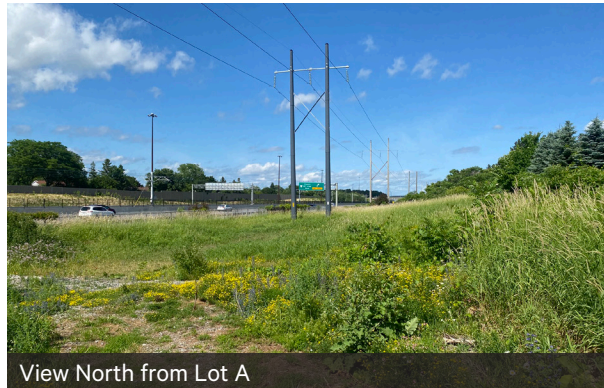
Figure 20: Development Activity

2.5 Immediate Adjacencies

The surrounding uses are varied and are described as follows:

North

To the north of the site is Regional Road 174 (RR 174), designated as a City Freeway, providing arterial access across the eastern sector of the city and extending eastward towards Cumberland. Beyond RR 174 is Chatelaine Village, a residential neighbourhood composed of low-rise housing typologies, alongside commercial establishments, educational institutions, and public parks.



South

South of the subject property is Centrum Boulevard, which has angled parking on both its north and south sides, along with sidewalks within its right-of-way. Beyond Centrum Boulevard to the south, are a diverse range of commercial establishments, restaurants, and surface parking lots. Further south, along the southern edge of St. Joseph Boulevard and Prestone Drive, is a forested area. Below the forested area lies Queenswood Heights, a residential community characterized by low-rise residential, interspersed with commercial and institutional uses, schools, and parks.



Figure 21: Immediate Adjacencies Photos

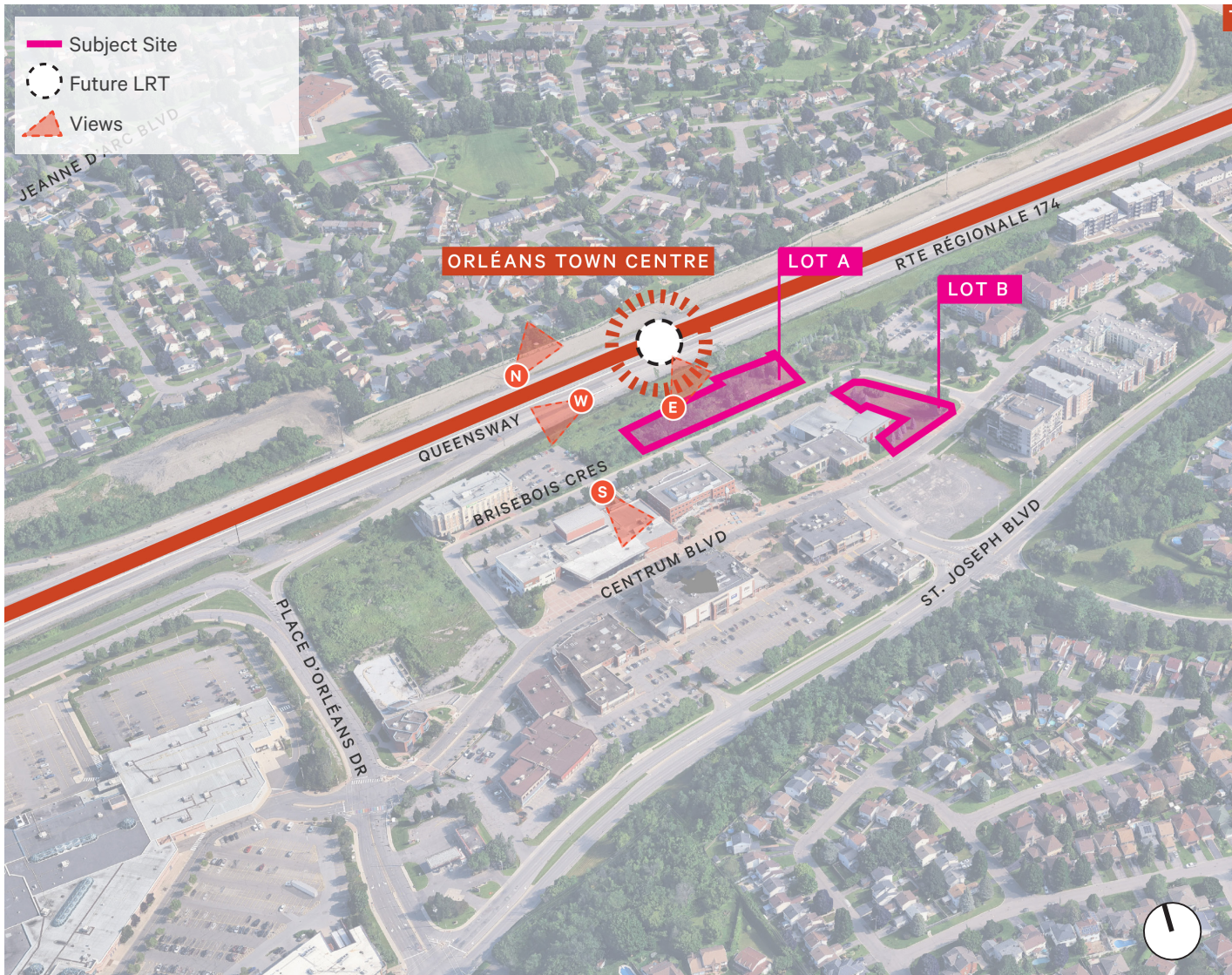


Figure 22: Immediate Adjacencies

East

To the east is Royal 22e Régiment Park, a passive recreation area. The park features pathways, benches, a gazebo, and a combination of soft and hard landscaping elements. There is also the Cumberland Seniors Park, just slightly north. Continuing eastward from the municipal park along Centrum Boulevard, are low- and mid-rise residential apartment buildings, ranging in height from 4 to 6-storeys, with some ground-floor commercial within the mid-rise buildings.

West

The Orléans Town Centre Client Service Centre, is just west of the subject property. It is a municipal building owned by the City of Ottawa. Continuing westward on Centrum Boulevard, is the Shenkman Arts Centre to the north, and various commercial, community, and social service establishments, including the Orléans-Cumberland Community Resource Centre.

An aerial sketch of an urban area, rendered in a light brown color. The sketch shows a river flowing through the center, with various buildings, streets, and green spaces. The drawing style is loose and illustrative, capturing the general layout and character of the urban environment.

3

Urban Design Policy Context

3.0 Urban Design Policy Context

This chapter provides an overview of the Municipal planning policy frameworks and Urban Design guidelines that are applicable to the proposal. A review of relevant policies is summarized within each section, and a description of how the proposal responds to these plans and policies is provided.

For a detailed analysis of applicable Provincial, Municipal policies and guidelines see the Planning Justification Report prepared by Novatech submitted as part of this application.

3.1 City of Ottawa Official Plan

Approved on November 4, 2022, the City of Ottawa's Official Plan outlines a development framework extending to 2046. This plan is designed to accommodate an anticipated population growth, guiding the city's development and expansion through established policies, as the population is projected to exceed 1.4 million.

According to the Official Plan Section 3.2 Support Intensification: intensification may occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height (3.2.2).

The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and their adjacent Neighbourhood Designated properties, as shown on Schedules B1 through B8.

Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis (3.2.3).

Response Summary

The proposed high-rise development conforms with the Official Plan's policies for growth management and intensification. It contributes to forecasted residential growth by introducing 1,505 new units within a location well served by existing and planned municipal infrastructure and transit.

The site is located within a designated Hub (described further below), strategically positioned near a range of amenities and services within the Orléans Town Centre and Place d'Orléans Shopping Centre. The proposal represents appropriate residential intensification within a 15-minute neighbourhood, aligning with the Official Plan's objectives to promote complete, walkable, and transit-supportive communities.

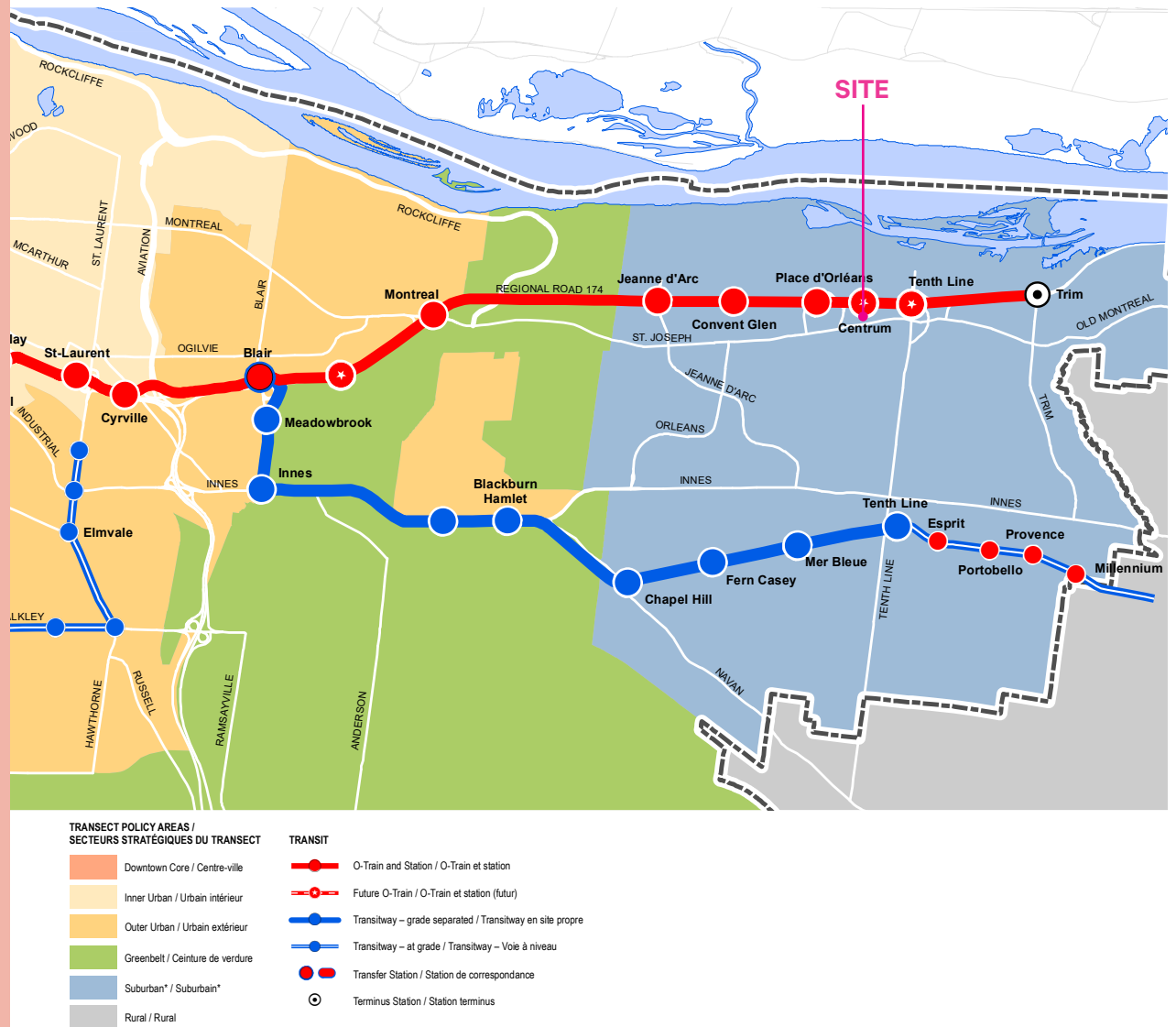


Figure 23: Official Plan - Schedule A - Transect Policy Areas

Transect Framework

Section 5 and Schedule A of the City of Ottawa's Official Plan divide the city into six concentric policy areas, referred to as transects. Each transect represents a gradation in the built environment, land use patterns, and planned urban function ranging from the most urban (the Downtown Core) to the least urban (Rural areas).

The subject site is located within the Suburban Transect, which includes neighbourhoods inside the urban boundary and outside the Greenbelt. These areas were originally planned by the former Regional Municipality of Ottawa-Carleton as satellite communities, each designed to provide a complete range of residential, commercial, and employment opportunities anchored by a Town Centre and connected to the Downtown Core by rapid transit.

Section 5.4.1 of the Official Plan recognizes the suburban pattern of built form and site design, while encouraging its evolution toward more compact, mixed-use, and walkable development forms that support the creation of 15-minute neighbourhoods.

Urban Designations and Hubs (Section 6)

Section 6 of the Official Plan establishes policies and objectives for the city's urban designations. The subject site is located within a Hub designation.

Hubs are areas centered on existing or planned rapid transit stations and/or frequent street transit stops. Their planned function is to accommodate:

- a concentration of diverse land uses and activities;
- higher-density and mixed-use development; and
- strong connections to public transit and adjacent neighbourhoods.

Hubs are also intended to serve as major employment centres and are identified as Protected Major Transit Station Areas (PMTSAs) under the Provincial Policy Statement, further described in the Planning Justification Report submitted as part of this application.

Height and Built Form Policies for Hubs (Section 6.2d)

Under sub-section 6.2d, the Official Plan sets out height expectations within Hubs as follows:

- High-rise buildings are appropriate in the central area of a Town Centre and in Hubs (without the Town Centre notation) generally within 400 metres of a rapid transit station;
- Mid-rise buildings are appropriate in the periphery of a Town Centre and in Hubs (without the Town Centre notation) generally within 800 metres of a rapid transit station; and
- Low-rise buildings may be required in the Zoning By-law for smaller lots to ensure an appropriate transition to adjacent low-rise areas.

Response Summary

The subject site is located within the Suburban Transect and designated as a Hub under the City of Ottawa Official Plan. Situated within 400 metres of a planned rapid transit station, the proposed development is well positioned to support both existing and planned transit infrastructure.

The proposal aligns with the Suburban Transect policies by promoting a gradual evolution toward a more compact, mixed-use, and transit-oriented built form. It advances the planned function of a Hub by introducing higher-density residential uses in close proximity to rapid transit, employment areas, and community amenities.

The development will foster a pedestrian-friendly and walkable urban environment, contributing to the transformation of the surrounding area from a predominantly auto-oriented context to a more complete 15-minute neighbourhood consistent with Official Plan objectives.

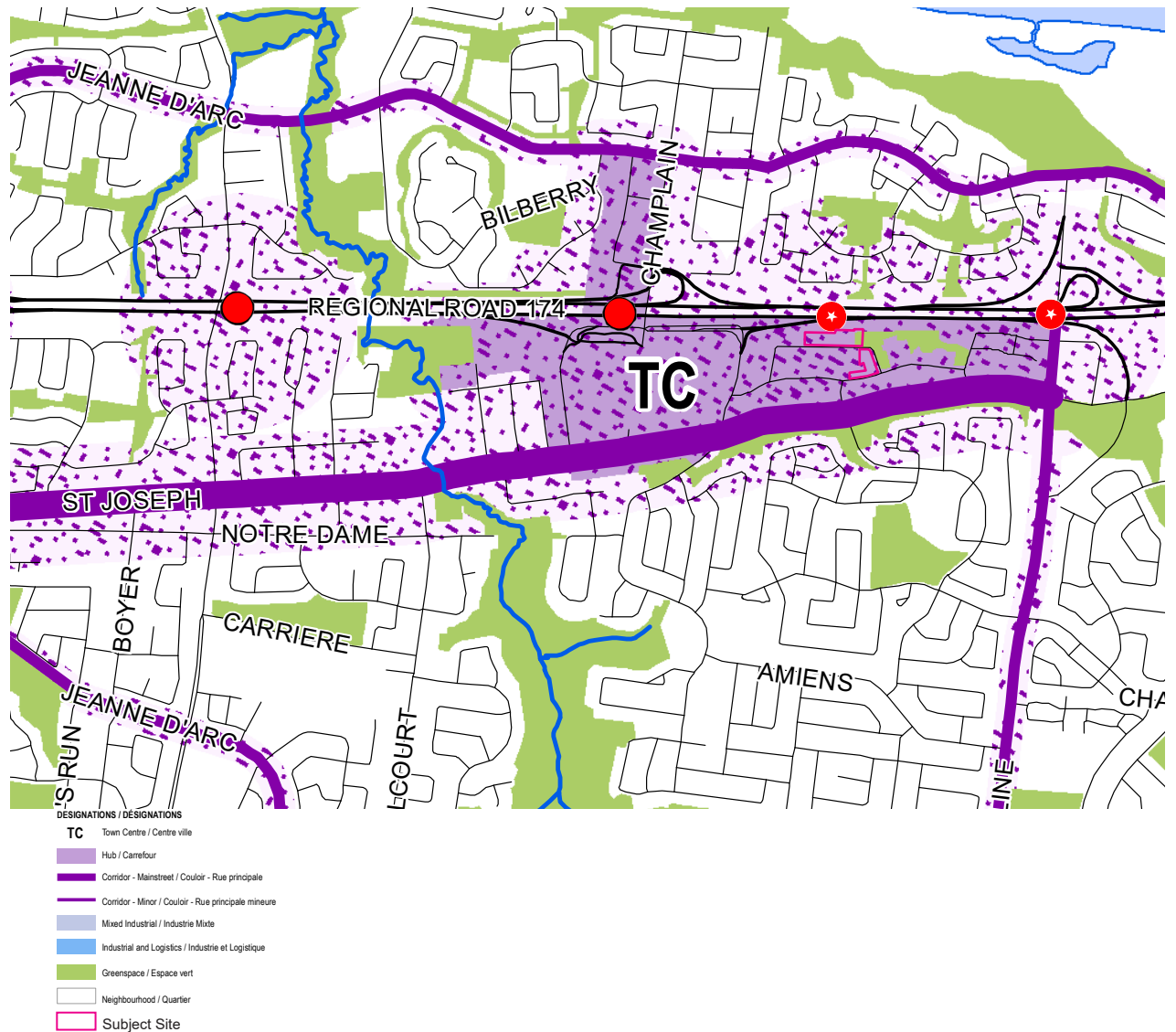


Figure 24: Schedule B8 - Suburban (East) Transect

3.2 The Orléans Corridor Secondary Plan

The Orléans Corridor Secondary Plan, in effect since February 22, 2023, is a local plan that implements the City of Ottawa's 2022 Official Plan. Its primary purpose is to guide medium- and high-density development, particularly around transit stations and major corridors within the Secondary Plan Area.

Driven by the O-Train East Extension to Or­léans, the Plan establishes a coordinated approach to transit-oriented development (TOD) and supports the creation of 15-minute neighbourhoods along the corridor. Its overall goal is to foster mixed-use, pedestrian-oriented, and complete communities that offer a high quality of life for residents.

The Secondary Plan introduces policies that enhance opportunities for intensification, infill development, housing affordability, and employment growth. Current and future residents will benefit from proximity to four new O-Train stations—including Place d'Orléans—as well as access to green spaces, local amenities, and the gradual evolution of Or­léans' historic core into a more urban form.

The Plan envisions the Or­léans Corridor transforming from a late-20th-century, auto-oriented suburb into a vibrant series of urban neighbourhoods centered around future LRT stations.

This vision is guided by the following goals:

1. Support the evolution of the Or­léans Corridor into a community of 15-minute neighbourhoods that promote the health and well-being of residents.
2. Direct the tallest buildings and highest densities to locations best served by rapid transit, walking, and cycling, creating highly liveable mixed-use environments.
3. Enhance the public realm through new and improved greenspaces and promote climate resilience.
4. Prioritize and improve mobility for pedestrians and cyclists to support healthy, sustainable, and low-carbon living.
5. Coordinate built form and public realm improvements to ensure cohesive, high-quality urban design and connectivity.

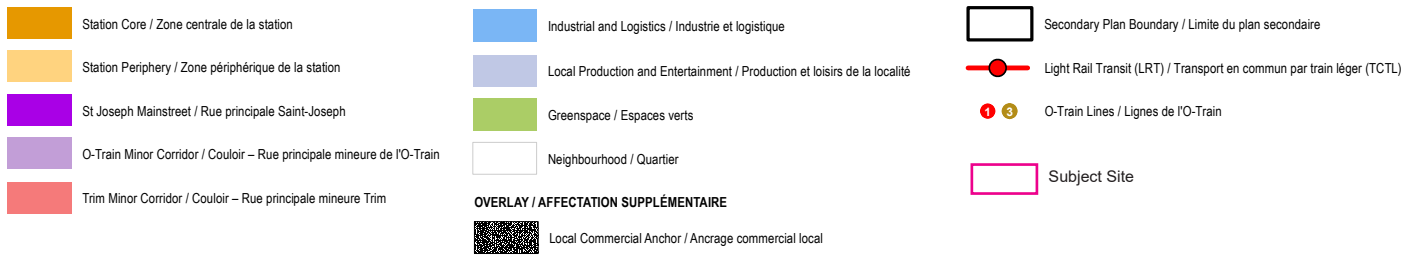
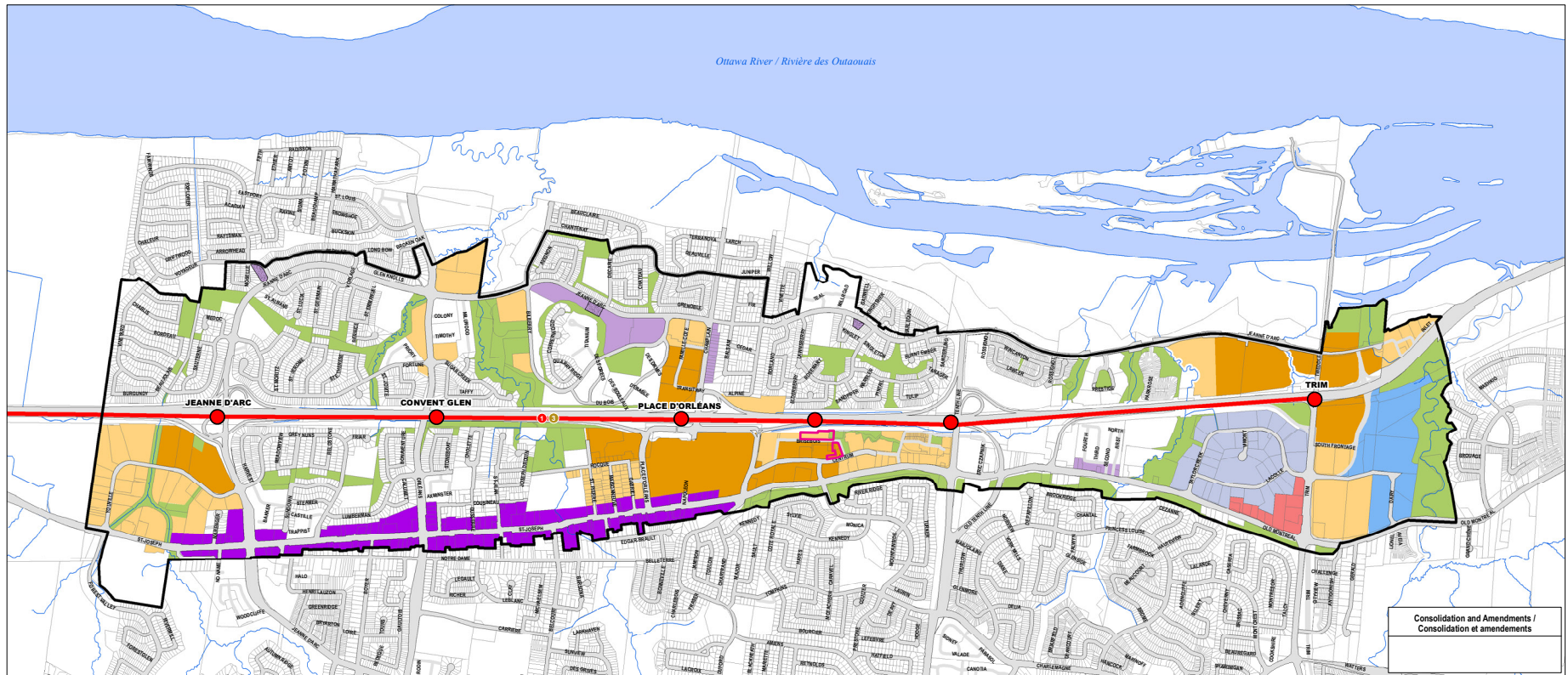
The station-area policies that follow are intended to implement the vision, goals, and objectives of the Or­léans Corridor Secondary Plan.


As shown in Figure 28, the subject site is located within the Or­léans Corridor. The Or­léans Corridor Secondary Plan establishes Station Core, Station Periphery, Corridor Areas, Neighbourhoods, Production, Industrial Areas and Greenscape. The proposed site primarily falls within the Station Core and Station Periphery designation.

Areas surrounding the six O-Train stations represent the greatest potential for development and intensification within the corridor. These Station Areas are further divided into Station Core and Station Periphery sub-designations, supporting a tiered approach to building heights, land use mix, and development intensities. This framework encourages the creation of highly walkable, transit-oriented neighbourhoods, where automobile traffic and parking are de-emphasized relative to the existing suburban context.

Consistent with the Official Plan, the site is also located within a Hub designation. In the Or­léans Corridor, Hubs are centered around the O-Train stations at Jeanne d'Arc, Place d'Orléans, and Trim Road. These areas are intended to facilitate a transition from auto-centric land use patterns and large parcel sizes to higher-density, mixed-use urban environments supported by active transportation networks.



The policies of the Secondary Plan outline how these Station Areas and Hubs will evolve into new centres of neighbourhood activity, fostering a distinct identity, vibrancy, and sense of community pride within the Or­léans Corridor and the broader city context.



**Orléans Corridor /
Le couloir d'Orléans** 

**SECONDARY PLAN - Volume 2
Schedule A - Designation Plan**

**PLAN SECONDAIRE - Volume 2
Annexe A - Plan de désignation**

0 187.5 375 750 1,125 1,500 m

Figure 25: Orléans Corridor Secondary Plan, Schedule A - Designation Plan

Built Form Policies - High Rise Development

Under Section 4.6, the Secondary Plan establishes policies for high-rise development. The following policies apply to any application for development 10-storeys or greater in height.

1. The podium building height of a high-rise building should generally be three- to six-storeys, and determined by considering the existing context, the width of the adjacent right-of-way, and the impacts on the pedestrian environment within the public realm (4.6.1).
2. Tower elements of developments shall be positioned and designed to minimize shadow impacts on the public realm (4.6.2).
3. A minimum tower separation of 25 metres is required between the tower elements of high-rise buildings. If site constraints are demonstrated to result in the loss of a tower due to provision of this setback, a minimum tower separation of 23 metres may be permitted (4.6.3).
4. Provision of tower separation distances shall be shared equally between owners of all properties where high-rise buildings are permitted, including through the provision of sufficient setbacks to property lines (4.6.4).
5. The implications of each proposed high-rise building on the skyline shall be demonstrated to ensure an appropriate diversity of heights within any existing or planned cluster of high-rise buildings, and generally a downward transition of building heights away from the closest O-Train station (4.6.5).
6. Where a single podium forms the base for more than one high-rise building, an at grade pedestrian connection may be required through the podium to the interior of the site (4.6.6).

Response Summary

The proposed development conforms with the high-rise policies of Section 4.6 of the Orléans Corridor Secondary Plan.

The design incorporates podiums ranging in height from three to six storeys, consistent with Policy 4.6.1. The podium heights have been established with consideration for the surrounding context, adjacent right-of-way widths, and the quality of the pedestrian experience within the public realm.

Each tower features a slender form, designed to minimize shadow impacts on public spaces and adjacent properties, in accordance with Policy 4.6.2.

A tower separation distance of 25 metres is maintained between the high-rise elements, meeting the minimum requirement of Policy 4.6.3 and fulfilling the shared separation provisions outlined in Policy 4.6.4.

The proposed building heights contribute to a varied and visually balanced skyline, supporting Policy 4.6.5 by providing appropriate height diversity and a gradual

transition away from the nearest O-Train station, consistent with the Secondary Plan's Maximum Building Height Schedule.

Finally, while the proposal features two towers connected by a shared podium, a generous at-grade pedestrian connection is incorporated along the eastern portion of the site, ensuring permeability and alignment with Policy 4.6.6.

Overall, the proposal demonstrates a comprehensive response to the high-rise development objectives of the Secondary Plan, achieving a context-sensitive and pedestrian-oriented design that supports transit-oriented intensification.

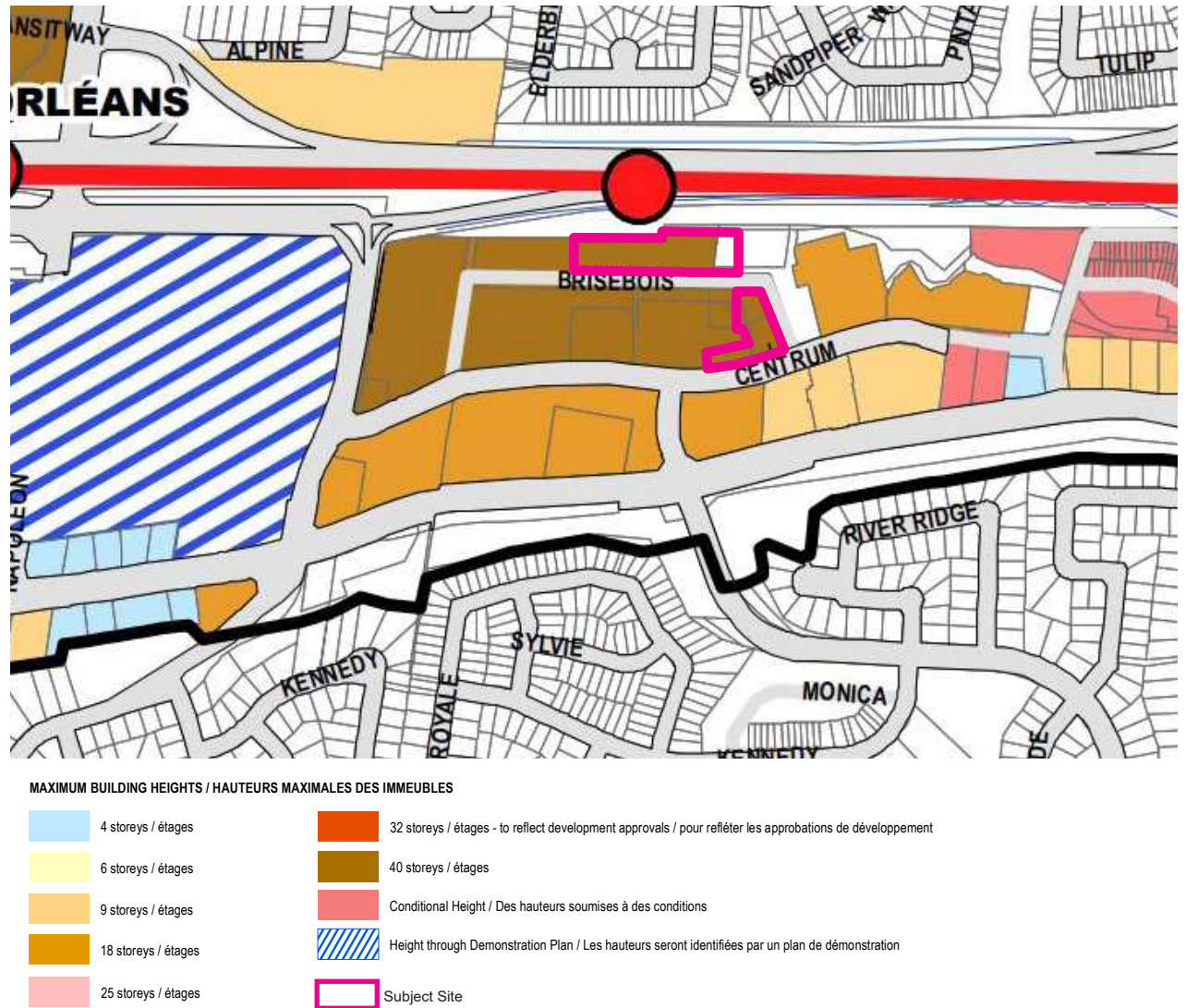


Figure 26: Orléans Corridor Secondary Plan Volume 2 - Schedule B - Maximum Building Height

Built Form Policies - Mid-Rise Development

Under Section 4.7, the Secondary Plan establishes policies for mid-rise development. The following guidelines apply to development between 5- and 9-storeys in height.

1. New mid-rise development should have:
 - a. A base that relates to the sidewalk and pedestrian realm, and depending on location, incorporate commercial uses; and
 - b. A middle portion, with a maximum height of the building that is approximately equivalent to the width of the right-of-way, to form part of the streetwall and relate to adjacent buildings and the street; and
 - c. A middle or top portion that incorporates building form articulations such as stepbacks and/or elevation treatments to break up building mass and allow skyview, sunlight and transition; and
 - d. Where the middle or top portion is greater in height than the right-of-way width, a building setback may be considered to approximate a 1:1 building (middle portion) to right-of-way ratio and the opportunity for larger street trees.
2. 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.
3. Building layouts that orient residential units front to back are preferred. On deep lots where side facing units may be proposed, additional side yard setbacks will be required to ensure reasonable facing conditions between the proposed building and adjacent or future buildings.
4. Mid-rise and modest high-rise buildings (from 10 to 18 storeys) that are designed as “bar buildings” are limited to a maximum of approximately 50m of street frontage or otherwise requires a significant change to its articulation to provide a break in the streetwall or allow for pedestrian connectivity via a through-block connection.

Response Summary

A modest mid-rise building with frontage on Centrum Blvd. is proposed at 9 (nine) storey with retail at grade to animate frontage along Centrum Blvd. Residential units on above floors are primarily oriented towards Centreum Blvd. An average building separation distance of 11 meters is observed between the mid-rise building and Tower D with care taken to minimize facing units.

Urban Structure - Station Periphery

The subject site is located within the Station Periphery designation, as identified in Section 5.2 of the Orléans Corridor Secondary Plan. The Station Periphery is envisioned as a high-density, pedestrian-oriented neighbourhood in close proximity to the O-Train station, forming part of a 15-minute neighbourhood.

This designation principally supports residential development at moderate heights, generally lower than the mixed-use, high-density, and high-rise buildings permitted within the adjacent Station Core. Within the Station Periphery, residents will benefit from features of a complete, walkable community, including strong pedestrian and cycling connectivity. Streets are designed for slow-moving mixed traffic, prioritizing safety and accessibility for all users.

Housing within the Station Periphery is predominantly mid-rise, though low-rise apartments, stacked townhouses, and traditional rowhouses are also common, providing a diverse range of residential options.

In certain areas of the Secondary Plan, the Station Periphery designation is applied immediately around transit stations instead of Station Core due to site-specific constraints, such as existing lot configurations, street layouts, and surrounding neighbourhood character. For example, at Convent Glen Station, the Station Periphery designation achieves transit-supportive densities while minimizing potential impacts on adjacent low-rise Neighbourhoods.

The following lists the policies applicable to the Station Periphery designation. New development will be primarily in the form of mid-rise residential-use buildings, with opportunities for high-rise buildings.

1. Low-rise residential use buildings of less than two principal dwelling units will not be permitted through the zoning by-law.
2. Minimum height is two storeys.
3. Residential-use buildings will be predominant in the Station Periphery, but secondary non-residential uses, including locally-oriented services, amenities, and institutions, that support the goals of this plan and the principal residential function of this designation, may be permitted.
4. New development will contribute to a connected active transportation network.
5. Extensive tree canopy coverage in open spaces will be provided.
6. Built-form transition to a low-rise form will be required adjacent to Neighbourhood designated areas.
7. The creation of pedestrian and cycling infrastructure will be prioritized throughout the Station Periphery designation. Wherever a vehicular access crosses pedestrian or cycling infrastructure, pedestrian and cycling movements will have priority.
8. An automobile dealership (new vehicle sales and service) is a permitted use in the Station Periphery
9. Automobile-related uses may have surface parking generally not exceeding 40 percent of the lot area.

Response Summary

The subject site is located within the Station Periphery designation, which envisions high-density, pedestrian-oriented neighbourhoods within a 15-minute walk of the O-Train station. The proposed development conforms with the policies and objectives for this designation.

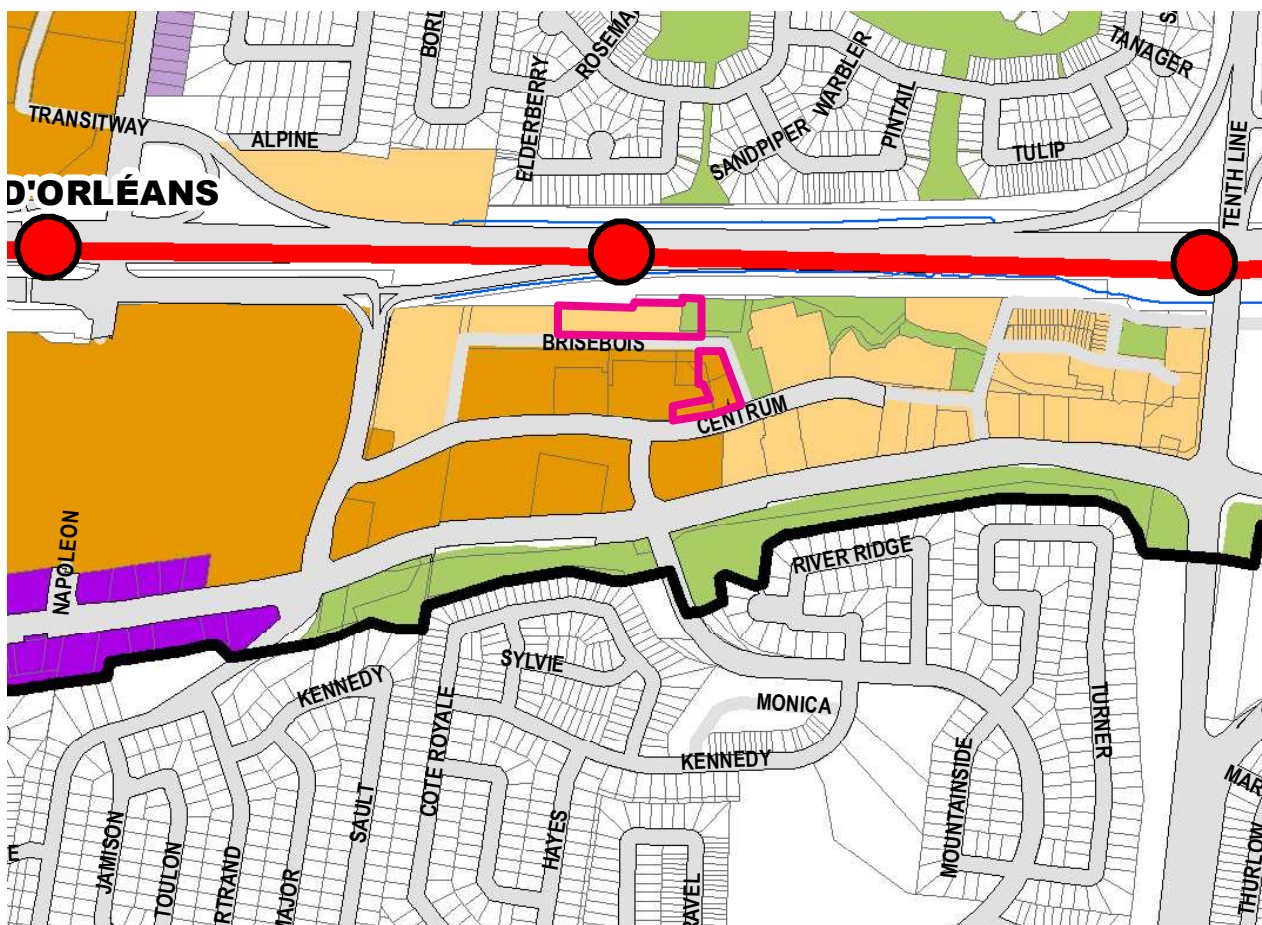
The project introduces a diverse range of residential housing, including high-rise and mid-rise buildings, and townhouses within the podias, with high-rise residential buildings forming the primary built form, consistent with the Secondary Plan's guidance for development intensity in Station Periphery areas.

A community centre is being considered as a core amenity, supporting the social and recreational needs of residents and enhancing the vibrancy of the neighbourhood. The landscape design prioritizes extensive greening, including significant tree canopy coverage in open spaces, contributing to environmental sustainability and the quality of the public realm.

The development provides appropriate built form transitions to adjacent low-rise Neighbourhood-designated areas, respecting the character of the surrounding community while supporting intensification objectives.

The project further supports active transportation and pedestrian connectivity, with streets and pathways designed to prioritize walking and cycling, in alignment with the Secondary Plan's goals for creating complete, walkable, and transit-oriented communities.

Overall, the proposed development implements the vision and policies of the Station Periphery, contributing to a compact, mixed-use, and pedestrian-focused neighbourhood that is well-integrated into the Orléans Corridor's emerging urban structure.



 Subject Site

Figure 27: Orléans Corridor Secondary Plan Volume 2 - Schedule A - Designation Plan

Place d'Orléans Town Centre Station Area

As per Section 6.4 of the Secondary Plan, the Place d'Orléans Town Centre serves as a key transit and commercial hub within the broader Orléans community. Both the Place d'Orléans Shopping Centre and Centrum Boulevard are planned to evolve into high-density, walkable commercial areas featuring an enhanced public realm that attracts people from across the city for shopping, recreation, and community gathering.

The Town Centre is envisioned as a dense, transit-supportive, mixed-use Hub that will function as an important residential, social, and cultural destination in Orléans and the wider city. Growth within the Town Centre will:

1. House a critical mass of residents in proximity to transit and/or amenities in order to create an urban community that is not reliant on automobiles;
2. Permit a variety of uses to allow residents to live in proximity to necessary amenities and services;
3. Manage vehicle surface parking in support of an improved public realm;
4. Provide for a high level of connectivity to the O-Train stations for pedestrians, cyclists and local transit;
5. Encourage attractive and desirable architecture and design elements to create a vibrant urban character; and

6. Include public art, trees and soft landscaping to ensure that the Town Centre is liveable, attractive and supportive of the community's wellbeing.

While St. Joseph Main Street terminates at Place d'Orléans Drive, the commercial function of the Place d'Orléans Shopping Centre continues further east, with Centrum Boulevard evolving into a vibrant, high-density, and walkable street.

The following are applicable urban design policies under Section 6.4 The Place d'Orleans Town Centre Station Area.

- Areas where the Station Core designation abuts the Neighbourhood designation will be required to transition in scale towards the existing low-rise form of the Neighbourhood designation. The use of public spaces to create this transition, both privately and publicly owned is strongly encouraged. (6.4.7)
- All buildings are encouraged to contain a mix of uses. (6.4.11)
- Non-residential uses at-grade are encouraged in all buildings. (6.4.12)
- Mid-rise and high-rise buildings are permitted in the Station Core designation within the Place d'Orléans Town Centre. The proposed buildings shall contribute to the Place d'Orléans Town Centre Station skyline, during the day and night, through a diversity of building heights and architectural expressions. (6.4.13)

- Co-location of cultural, institutional and recreational uses in mid and high-rise residential buildings is encouraged. (6.4.14)

Response Summary

The proposed development conforms with the Place d'Orléans Town Centre Station Area (Section 6.4 of the Secondary Plan). It contributes to the creation of a dense, walkable, and transit-supportive mixed-use hub, envisioned as a residential, social, and cultural destination for Orléans and the wider city.

A key feature of the development is the increased housing density, strategically located near the future LRT station, supporting an urban community that prioritizes public transit over automobiles and leverages planned infrastructure investments.

Located adjacent to Neighbourhood-designated areas, the proposal incorporates a range of building heights, including high-rise and mid-rise forms, to ensure an appropriate transition in scale toward the surrounding low- and mid-rise context, consistent with Section 6.4.7.

Overall, the development supports the urban design policies of the Station Area by providing:

Pedestrian-oriented, mixed-use development (6.4.11–6.4.12)

Mid-rise and high-rise buildings that contribute to a diverse and visually engaging skyline (6.4.13)

Opportunities to co-locate cultural, institutional, and recreational uses within residential buildings (6.4.14)

The proposal therefore demonstrates a comprehensive response to the Place d'Orléans Town Centre Station Area policies, creating a transit-supportive, walkable, and well-integrated urban hub.

3.3 Urban Design Guidelines for High-Rise Buildings

The City of Ottawa Urban Design Guidelines for High-rise Buildings, 2018 sets guidelines for new high-rise buildings within the City. The purpose of these guidelines is to guide the form and quality of high-rise development, acknowledging that these are general guidelines and will not be applied equally in all circumstances.

The following outlines key guidelines applicable to the proposal and responses. For a detailed analysis of the proposal's built form, programming, function and relationship to its surrounding context see Chapter 4 of this Urban Design Brief.

Context

“When a high-rise building or group of high-rise buildings are proposed within an identified growth area, design the buildings near the edge of the growth area to be progressively lower in height than those in the “centre”” (1.10).

+ **Response:** The proposed height gradually decreases in height towards Centrum Boulevard. The tallest tower (Tower C) at 40 storey is located furthest away from Centrum Boulevard. The tower fronting Centrum Boulevard is proposed at 30 storey with a smaller mid-rise building at 9 storey complements the frontage with potential retail at base. Overall, the proposed heights achieve the intent of the policy with progressive height reduction along Centrum Boulevard and around the proposed community centre and parkland area. For a detailed analysis of the height strategy see Section 4.5.4 of this report.

“An angular plane, typically 45°, measured from the relevant property lines, should be used to provide a frame of reference for transition in scale from proposed high-rise buildings down to lower scale areas (1.13).”

+ **Response:** The proposal is well buffered from lower-scale residential areas by Regional Road 174, mid-rise building forms, and civic and retail uses. The proposed height strategy provides a sensitive transition towards Centrum Boulevard while providing appropriate density within proximity transit infrastructure.

Base Buildings

“The maximum height of the base of a proposed high-rise building should be equal to the width of the ROW to provide sufficient enclosure for the street without overwhelming the street (2.15).”

“Additional height may be appropriate through the provision of step backs and architectural articulation, particularly on wider streets and deeper lots (2.16).”

+ **Response:** The proposal provides podium heights of 3 - 6-storeys meeting applicable policy objectives. It provides a pedestrian scaled streetwall without overwhelming the street. The proposed staggered setback condition along Brisebois Crescent allows for relief, inclusion of a wider entrance for Building 3 (Tower B and C) and space allocation for tree planting along Tower B street wall portion of the proposal.

Tower Floorplates

“The maximum tower floor plate for a high-rise residential building should be 750m² (2.24a).”

“Larger tower floor plates may be considered in suburban locations with design features to mitigate shadow and wind impacts, maintain skyviews, and allow for access to natural lights (2.24c).”

+ Response: All tower floorplates are slightly above 750 square metres at 780 square metres, echoing the adjacent Bayview development which provides 780 square metre floorplates. This slight increase is a result of larger unit sizes and is mitigated by providing an angled tower placement that ensures access to light, maintains sky views and mitigates shadow impacts.

Separation Distances

“Provide proper separation distances between towers to minimize shadow and wind impacts and loss of skyviews, and allow for natural light into interior spaces (2.25).”

“The minimum separation between towers should be 23m (2.25a).”

“A tower must provide a minimum 11.5m setback from the side and/or rear property lines when abutting another high-rise building (2.25b).”

“The minimum separation between a tower over 30-storeys and a neighbouring tower should be 25m; and (2.25c).”

“A tower over 30 storeys must setback a minimum of 12.5m from the side and/or rear property line when abutting another tower over 30 storeys, and 13.5m when abutting a tower up to 30 storeys (2.25d)”

+ Response: The proposal provides a minimum tower separation distance of 25 metres between towers on the subject property and 12.5 meters to the adjacent proposed towers outside of the subject lands when abutting neighbouring property.

Tower Stepbacks

“Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening skyviews: (2.29a).”

“A step back of 3m or greater is encouraged (2.29b).”

“The minimum step back, including the balconies, should be 1.5m; (2.29b).”

+ Response: The proposal provides a minimum stepback of 3 metres or more from the podium to the tower along the public right of ways. Where 3 metres is not provided low podium heights and articulated massing are provided to create a pedestrian-scaled streetwall.

An aerial architectural sketch of a campus, rendered in a light brown color. The sketch shows various buildings, parking lots, and a central road. A large, bold white number '4' is overlaid on the right side of the image.

4

The Proposal

4.0 The Proposal

4.1 Opportunities + Constraints

Situated within the Orléans Town Centre and along the primary east-west corridor of Centrum Boulevard, the subject site occupies a pivotal location in Ottawa’s east end. Its proximity to the future LRT station, surrounding residential neighbourhoods, and adjacent open spaces presents unique opportunities - and constraints - for city-building, connectivity, and placemaking. The site’s scale and visibility allow it to play a defining role in shaping the next phase of Orléans’ evolution from suburban district to urban mixed-use centre.

Built Form + Land Use

The site’s size and underutilized condition create a significant opportunity for intensification and diversification of land use, supporting the City’s broader goals for compact growth and complete communities. The location along Centrum Boulevard provides an ideal frontage for active uses, helping to animate the corridor and introduce new employment opportunities.

At the same time, the site’s adjacency to established low-rise residential areas presents a transition constraint - requiring sensitive massing, setbacks, and setbacks along Brisebois Boulevard. The existing lack of cohesive architectural character in this portion of Centrum offers an opportunity to establish a new visual identity that anchors Orléans’ emerging urban centre.

Connectivity + Mobility

The site benefits from excellent regional access via Centrum Boulevard and future direct proximity to the LRT station, offering a strong foundation for transit-oriented development. The opportunity exists to strengthen pedestrian and cycling connections through new mid-block links, improved sidewalks, and safe crossings that connect to the surrounding park and neighbourhood network.

However, the current street geometry and vehicular circulation patterns prioritize cars, limiting walkability and pedestrian comfort. Managing site access and integrating underground parking will be key to ensuring a seamless interface with Centrum Boulevard’s evolving transit corridor.

Landscape + Public Realm

The site’s adjacency to an existing park and open space network provides an opportunity to enhance connectivity and create a unified green framework that weaves through the development. New public spaces, a mid-block connection, and landscaped forecourts can extend the park experience into the site, promoting social interaction, walkability, and year-round use.

Careful design of surface treatments, planting, and pedestrian routes will be important to establish hierarchy, comfort, and a strong sense of place. The integration of rooftop terraces and upper-level open spaces can also take advantage of sunlight exposure and long views toward the Ottawa River.

- ① Underutilized lands within Station Core and Periphery designations.
- ② Future connection to LRT establishing rationale to site connection and location of density.
- ③ Potential to continue the retail and animated street character of Centrum Blvd. and connecting to the proposed mid-block connection via Bayview lands.
- ④ Potential to face potential community centre towards the existing green scape thus enhancing pedestrian experience for residents, commuters and visitors.
- ⑤ Opportunity to enhance street character and experience along Brisebois Cres. through built form articulation.
- ⑥ Long view to the Ottawa river at higher floors.
- ⑦ Constrained lot depth will require strategic placement of uses and built form.
- ⑧ Existing easement constraint leading to lot depth constraint.

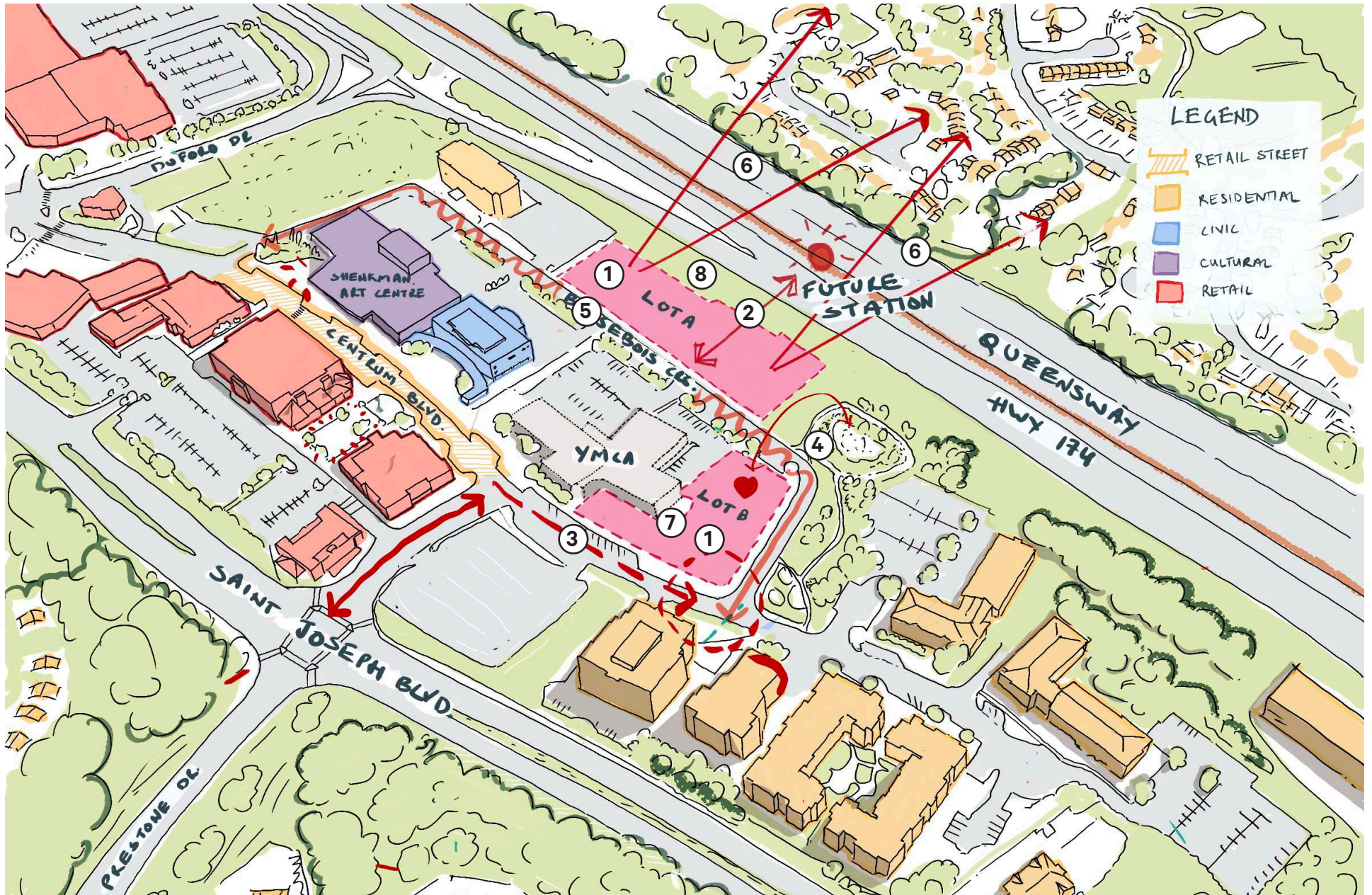


Figure 28: Site Opportunities + Constraints



4.2 Overview

The proposal advances a new development for the site, which responds to the key planning considerations outlined in Chapter 3. The plan envisions a high-density, mixed-use community in close proximity to the Orléans Town Centre that leverages the proximity of the new LRT station to the north to support transit-oriented development and sustainable urban growth. The development promotes a compact, pedestrian-oriented built form that enhances connectivity to transit, local amenities, and surrounding neighbourhoods.

The proposal envisions a potential community centre, that combined with the existing Cumberland Seniors Park and Royal 22e Régiment Park can create a true heart for this new community. Together, these spaces establish a central social and recreational anchor that elevates the site's mixed-use character. By placing social spaces at the core, the plan ensures the neighbourhood becomes a cohesive, welcoming place that fosters interaction, activity, and a strong sense of belonging in the heart of Orléans.

The project further delivers on city building initiatives by incorporating a defining feature: a vibrant, publicly accessible mid-block connection. This crucial north-south thoroughfare extends through the site, linking Centrum Boulevard directly to the new LRT station. This mid-block connection provides an easy,

safe, and comfortable access route to the transit station, establishing a clear pedestrian pathway and encouraging active transportation. Serving as the site's central organizing feature, it fosters a sense of community through high-quality public realm design and landscaping.

Complementing the public realm are the residential and architectural components. The development provides a diverse range of housing typologies, including townhomes and apartment units, to accommodate various household sizes and lifestyles, thereby supporting housing choice and inclusivity. The built form is composed of mid- and high-rise buildings that contribute to the evolving Orléans skyline. Taller buildings are strategically located toward the back (north) of the site, adjacent to the future LRT corridor, while mid-rise podiums and lower-scale elements define the internal streets and open spaces, contributing to a comfortable, human-scaled pedestrian environment. Through this careful integration of the central community amenities, excellent transit access, and a varied mix of housing, the development positions Orleans Town Centre, Forum Lands as a vibrant, complete, and transformative community.

**530 Brisebois
redevelopment aims to
transform a low-rise,
auto-oriented area
into a vibrant, transit-
supportive complete
community.**



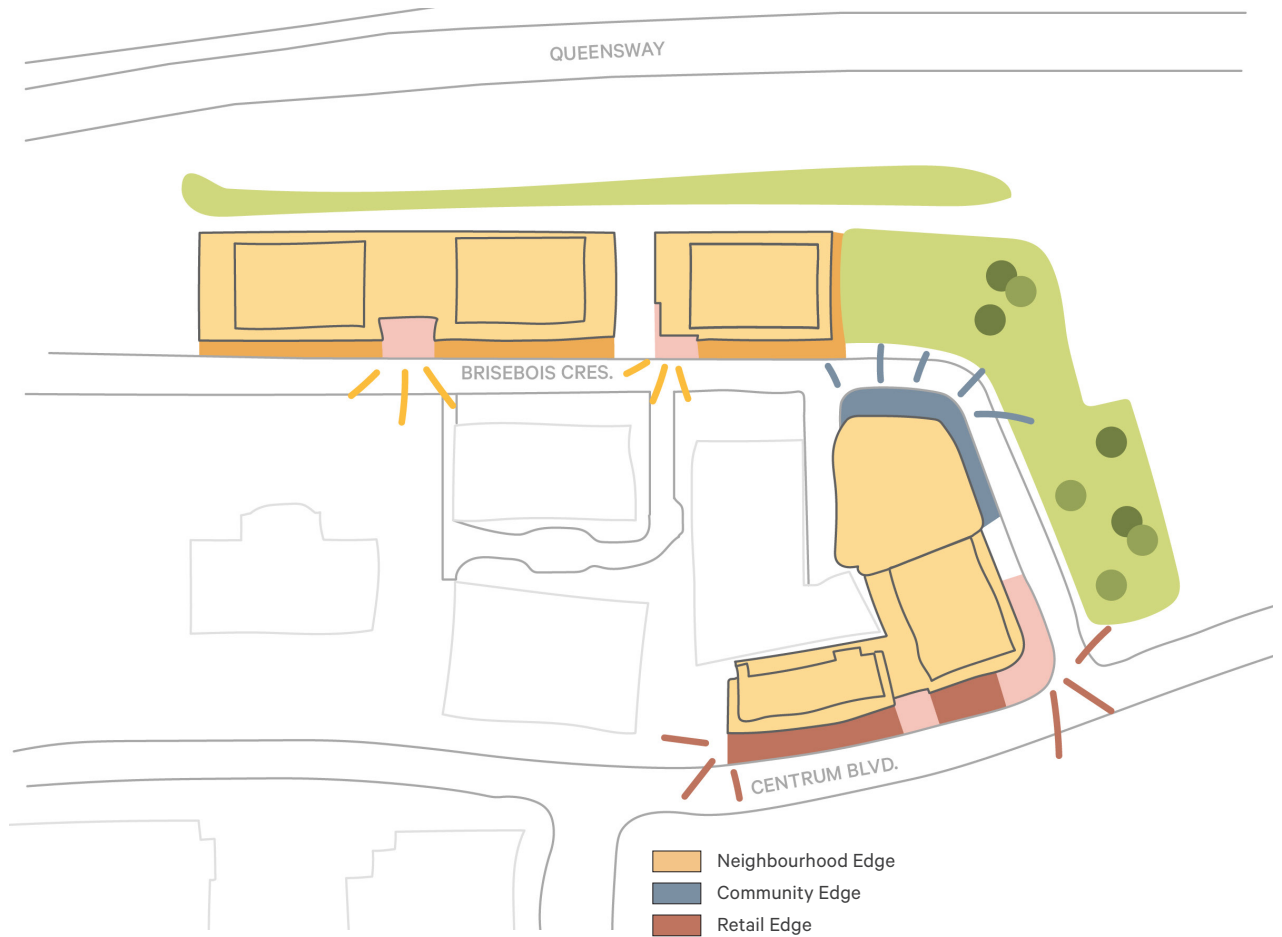
Figure 29: The Proposal

- 1 Transforms an underused site into a mixed-use, transit-oriented community with new housing, retail, and community amenities at the heart of the Orléans Town Centre.
- 2 Adds approximately 1505 new units within walking distance of the future Orléans LRT, supporting local businesses and sustainable urban growth.
- 3 Provides a mid-block connection with the proposed transit station thus strengthening permeability and access between Centrum Boulevard and the Transit Station.
- 4 Opportunity to introduce a new community centre along the park edge, providing space for recreation, programs, and local events.
- 5 Activates Centrum Boulevard with ground-floor retail, and lobby entrances and exists, creating a lively and walkable streetscape.
- 6 Provides a mix of unit types - from studios to three-bedrooms and townhomes - supporting families, young adults, and seniors.
- 7 Integrates high-quality landscaping, including townhome front yards, podium terraces, and rooftop amenity space.

4.3 Urban Design Principles

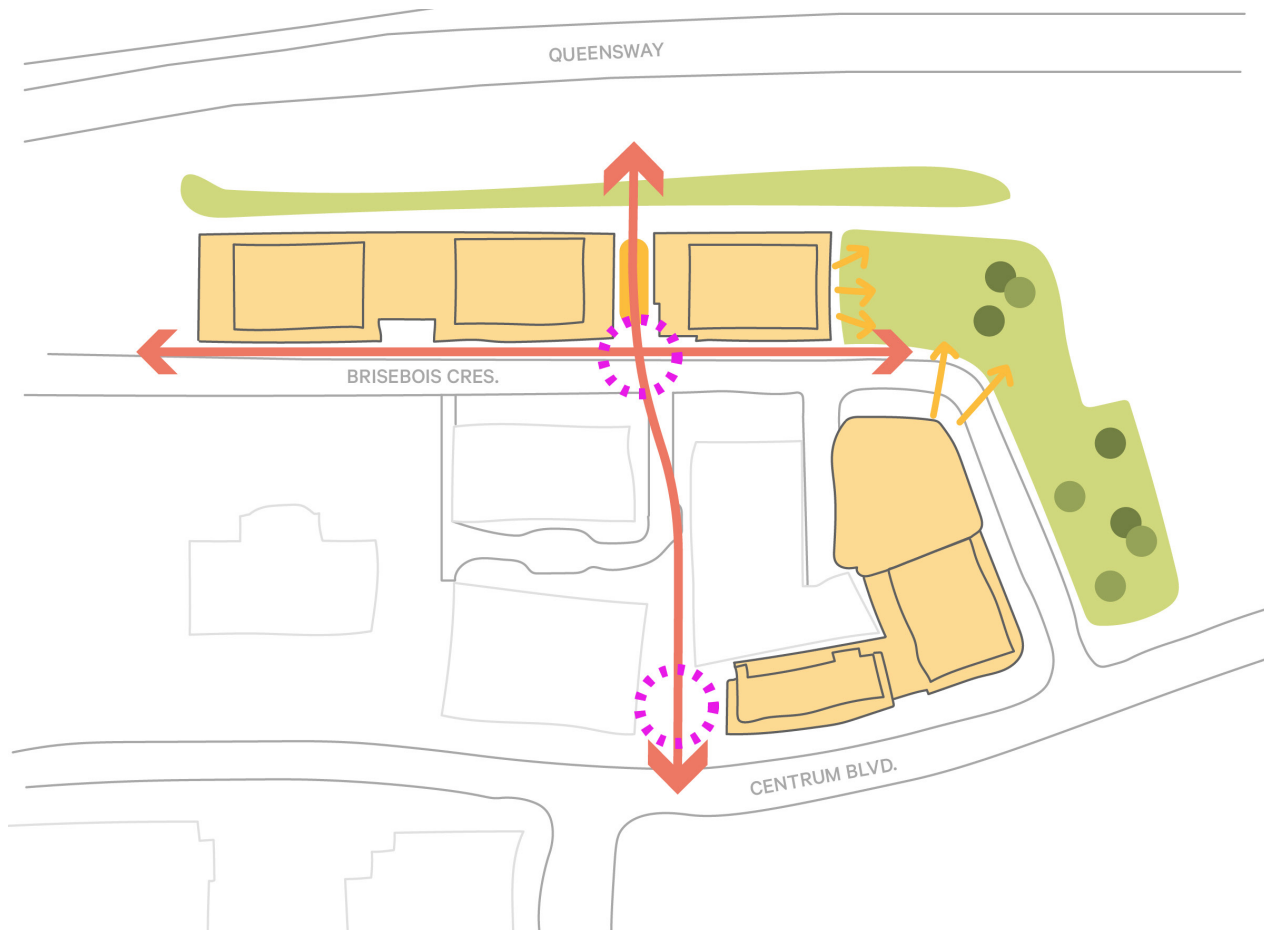
The urban design strategy for the subject site is guided by four core principles that shape the site's physical structure, built form, and public realm. Together, these principles establish a cohesive framework for transforming the site into a complete, connected, and people-focused community.

The approach emphasizes contextually defined edges, connectivity and permeability, thoughtful transitions in scale and active and animated frontages. Each work in tandem to create a vibrant, walkable environment that integrates seamlessly with future transit and the surrounding neighbourhood fabric.



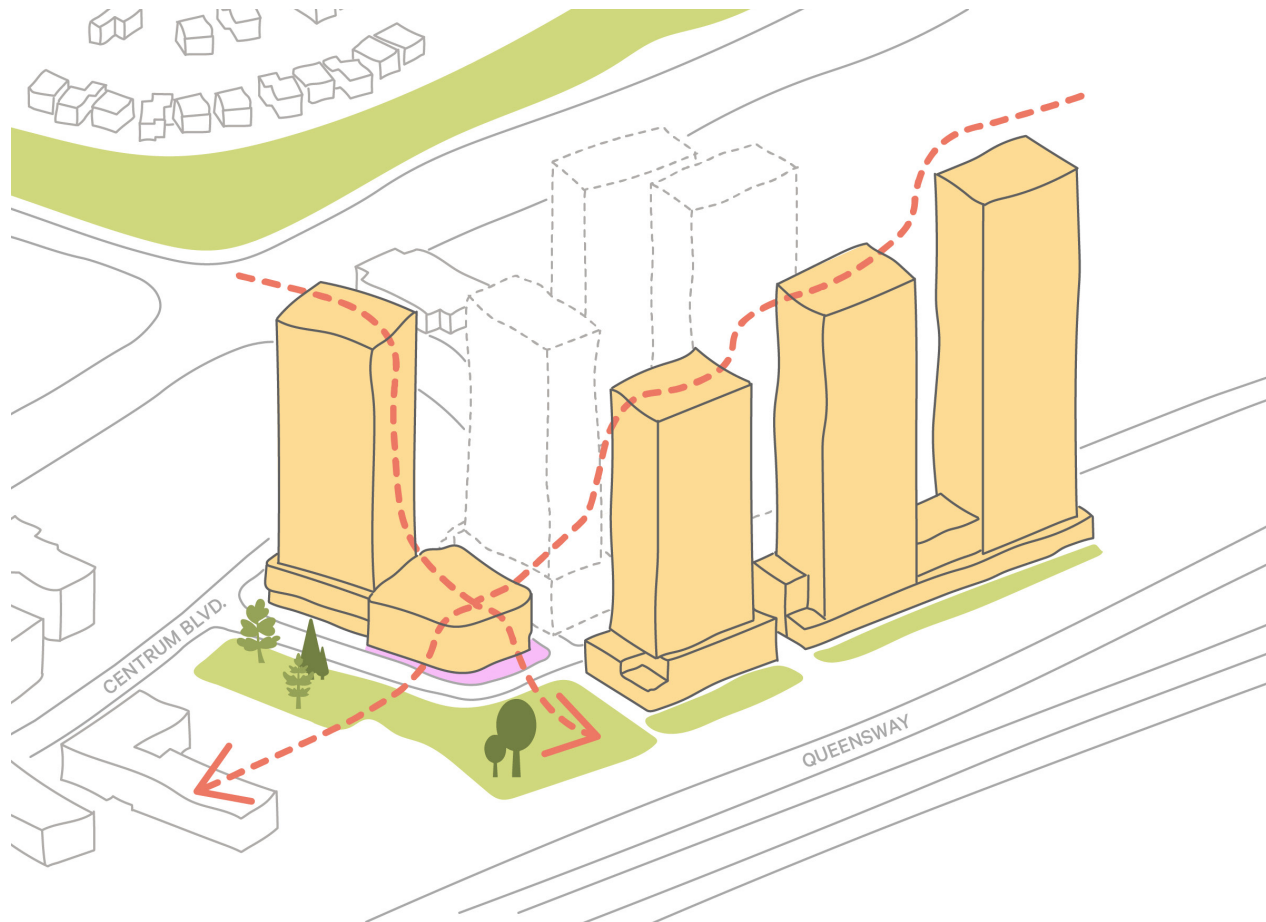
1) Distinct Character Edges

Define distinct character edges that reflect the surrounding context and program. Enhance the Centrum Boulevard frontage with active retail, transparent lobbies, and generous sidewalks to create a vibrant, urban edge, transition along Brisebois Crescent to a finer residential scale through townhome entries, landscaped yards, and pedestrian-oriented design and frame the park interface with a community centre and green promenade that integrate civic activity with the adjacent open space network.



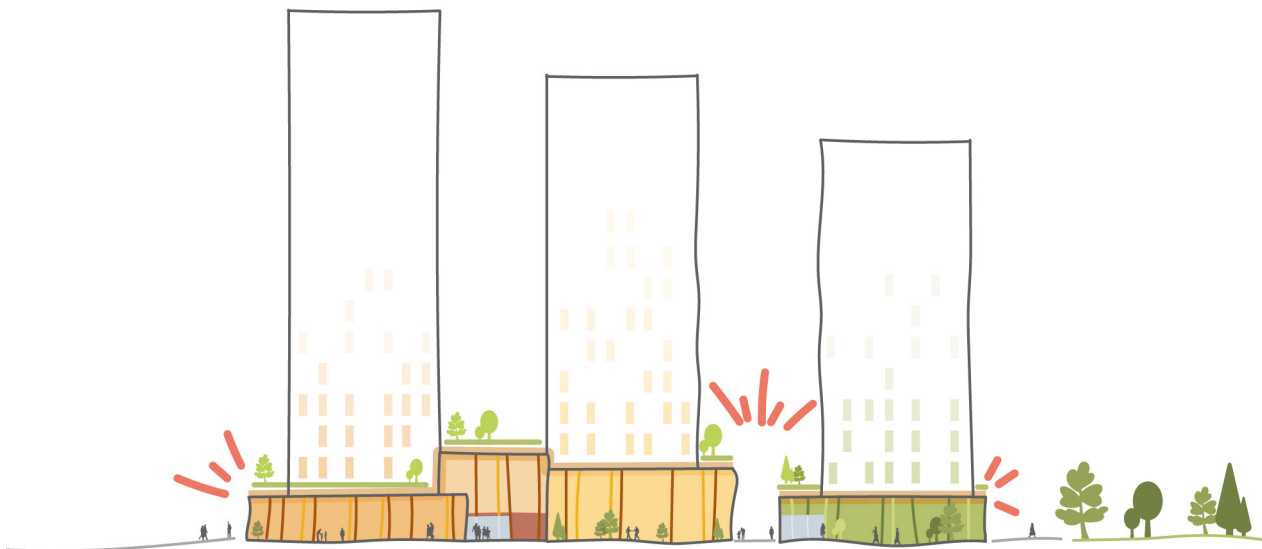
2) Connection + Permeability

Establish a permeable and well-connected block structure that encourages walking and cycling while strengthening connections to the future LRT station. Prioritize the experiential quality of these connections - designing streets and pathways that feel intuitive, safe, and engaging for daily movement.



3) Thoughtful Transitions in Scale

The proposed massing, setbacks, and height variations are designed to create appropriate transitions in scale that respond to both the surrounding context and the internal organization of the redevelopment. Building heights step down toward the focal point of the site—the community centre and the future expanded park area—emphasizing the anchor of the development. This approach reinforces a comfortable human scale at street level while maintaining a cohesive relationship with the broader urban fabric.



4) Active and Animated Frontages

Establish a vibrant podium and ground plane defined by high-quality materials, rich texture, and active frontages that animate the street and enhance daily activity. Prioritize an experiential pedestrian environment where architecture and landscape combine to create comfort, rhythm, and a strong sense of place.

4.4 Proposal Details

The proposed redevelopment considers a range of factors in order to achieve an optimal site layout, built form, and public realm experience - guided by the existing context, the Orléans Town Centre Secondary Plan, and City of Ottawa urban design policies and guidelines.

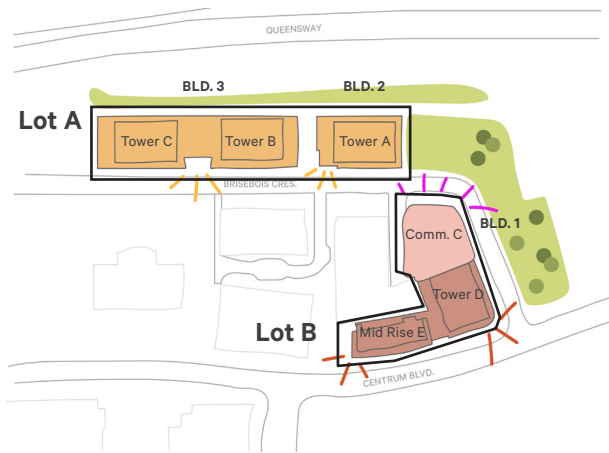
The proposal delivers approximately 87,350 m² of total gross floor area (GFA), consisting of 86,780m² of residential use, 570m² of retail and commercial space, and approximately 2,500 m² of community use located within the podium levels.

The residential component includes an estimated 1,505 units, provided through a mix of towers and mid-rise podium buildings, offering a range of housing types to support a diverse community. Ground-oriented units and townhome-style frontages activate the edges of the site, while upper levels introduce higher-density living within a transit-supportive framework.

The proposal envisions a modern, mixed-use community that reflects the evolving identity of Orléans - urban, connected, and resilient. Located within walking distance of the future LRT station, the development introduces transit-oriented densities that reinforce Centrum Boulevard as a key civic and commercial spine.



Figure 30: Render View



LOT A (Building 2 and 3)	
Lot Area	7,125 m ²
Building 2 (Tower A) - Residential	18,225 m ²
Building 3 (Tower B and C) - Residential	46,989 m ²
Sub-Total Area (GFA)	65,214 m ²

LOT A (Building 2 and 3)	
Unit Count #	1,130
Parking Spaces #	103
Bicycle Parking Spaces #	565
Loading Spaces #	2
Indoor Amenity Space	2,357 m ²
Outdoor Amenity Space	1,162 m ²

LOT B (Building 1)	
Lot Area	2,271 m ²
Building 1 (Tower D)- Residential	18,235 m ²
Building 1 (Tower D) - Commercial	161 m ²
Building 1 (Mid-Rise E) - Residential	3,332 m ²
Building 1 (Mid-Rise E) - Commercial	409 m ²
Sub-Total Area (GFA)	22,137 m ²

LOT B (Building 1)	
Unit Count #	375
Parking Spaces #	33
Bicycle Parking Spaces #	188
Loading Spaces #	1
Indoor Amenity Space	842 m ²
Outdoor Amenity Space	318 m ²

LOT B (Community Centre)	
Lot Area	1,402 m ² *

* Will accommodate approx. 2,500 SQ.M of the required Community Centre program space over three levels.

TOTALS	
Total Site Area (Lot A + Lot B)	10,798 m ²
Total Indoor Amenity	3,199 m ²
Total Outdoor Amenity	1,480 m ²
Total Units #	1,505
Total Parking #	136
Total Bicycle Parking #	753
Total Loading Spaces #	3

Table 2: Site Statistics

4.5 Built Form

4.5.1 Context

The area surrounding the site reflects the ongoing transformation of Orléans from a suburban community to a more urban, mixed-use centre. Centrum Boulevard functions as a key east-west spine within the Town Centre, connecting civic, residential, and commercial uses while framing views toward the future LRT corridor. The existing built form is varied - ranging from institutional and community buildings to mid-rise residential developments and surface parking areas - and is expected to intensify as the area transitions to a more compact, transit-supportive form.

To the north, established neighbourhoods with lower-density housing create a finer-grained residential edge, buffered from the site by Rte Regionale 174, while to the south, larger parcels and broader frontages define a more urban scale.

The site sits at the meeting point of multiple built form conditions, positioned to bridge nearby edges and reinforce Centrum Boulevard as the active heart of the evolution of Orléans.

4.5.2 Design Response

The proposed built form introduces a podium and tower typology that establishes a cohesive and legible urban structure while responding to the scale and rhythm of the surrounding context. Podium heights range from 3 to 6 storeys, defining a comfortable pedestrian scale along Centrum Boulevard and framing a series of active frontages animated by retail, residential, and community-oriented uses. Towers are strategically placed and proportioned to maximize sunlight, maintain generous spacing, and preserve key views toward the Ottawa River and the broader Orléans landscape.

The southern edge along Centrum Boulevard forms a strong urban frontage, with active uses that contribute to a lively, pedestrian-oriented streetscape and reinforce the corridor's emerging identity as a civic and commercial destination. The northern interface transitions to the existing residential context through landscaped setbacks, forecourts, and mid-block pedestrian connections that improve permeability and extend neighbourhood linkages.

Collectively, the design envisions a complete and connected mixed-use environment, integrating architecture, landscape, and public realm to support Orléans' transformation into a resilient, transit-oriented urban centre.

4.5.3 Built Form Height and Massing

The proposed development at 530 Brisebois (part of 265 Centrum Boulevard) is composed of three buildings forming four residential towers, organized around a network of open spaces, community uses and connected by pedestrian routes.

Building 1: Tower D, Mid-Rise E and the Community Centre located at the northeast corner, adjacent to the existing park.

Building 2: Tower A, along Brisebois Crescent

Building 3: Tower B and Tower C, rising from a shared podium along Brisebois Crescent

Together, the three buildings establish a coherent and legible structure: active frontages along Centrum, a green and pedestrian-friendly edge along Brisebois, and community uses along the park edge.

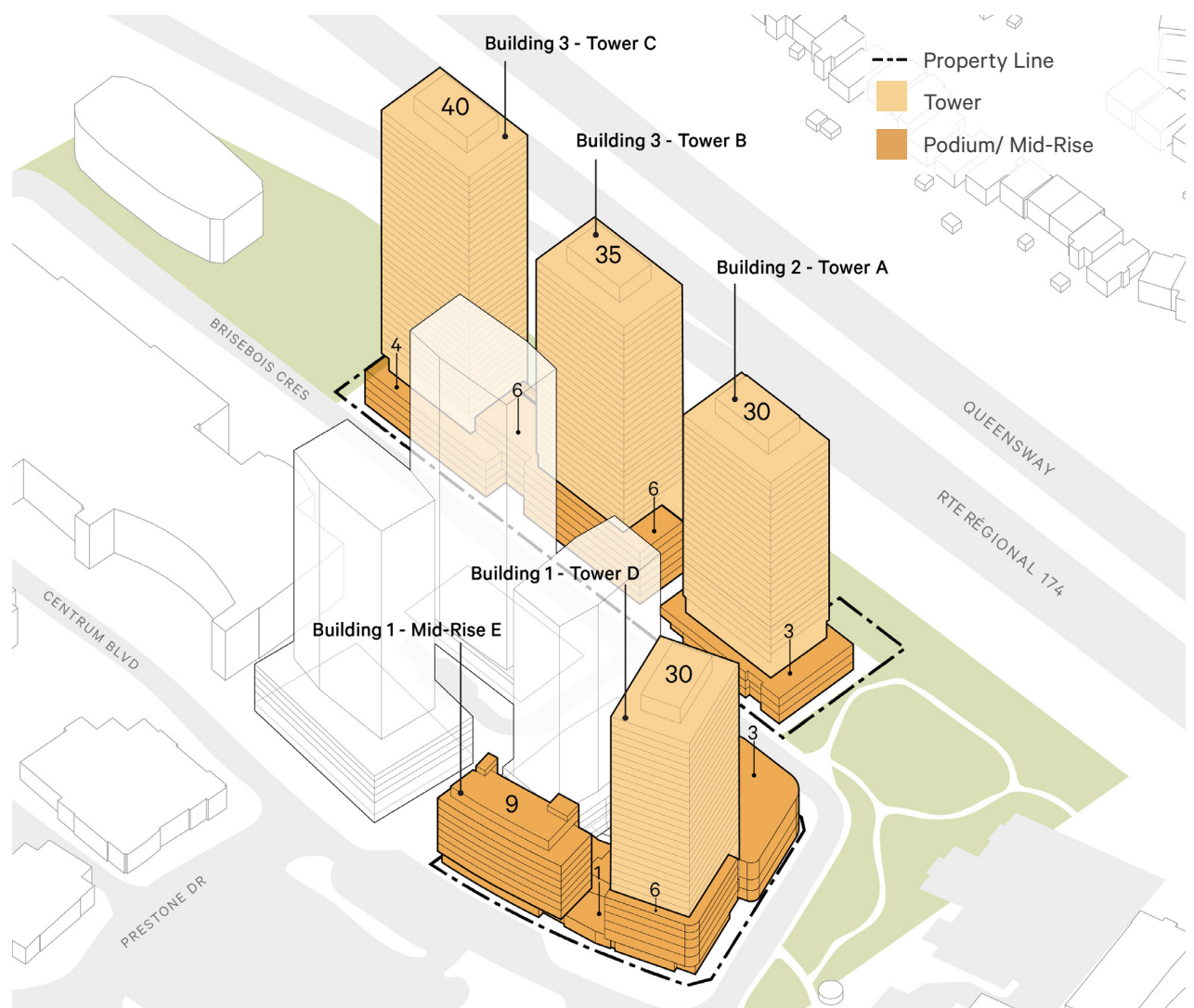


Figure 31: The Built Form Height and Massing

4.5.4 Height Strategy

Podium

The podiums at 265 Centrum Boulevard establish a strong and cohesive base condition that mediates between the taller towers and the surrounding low-rise fabric. The podiums range from 3 to 6 storeys in height, stepping down strategically to respond to the adjacent neighbourhood edges and to reinforce a comfortable pedestrian scale. Along Brisebois Crescent, the podiums at Towers A, B, and C rise between 2 and 5 storeys, incorporating mid-level step-backs that provide generous outdoor terraces and improve sunlight access to the street. The Mid-Rise Building E rises up to 6 storeys, with a 9-storey mid-rise component along Centrum Boulevard, marking the corner and defining the edge of the future entry into the site.

These height variations and setbacks create a graduated relationship between the built form and the surrounding context, ensuring an appropriate transition from the existing low-rise neighbourhood to the north toward the taller tower elements. The podiums accommodate active uses such as commercial/ retail, residential lobbies, and townhouse units at grade, fostering a lively and animated streetscape, while the terraced upper levels offer private and communal outdoor amenity areas for residents.

Tower

There are four residential towers and one mid-rise building proposed across the 265 Centrum Boulevard site. The towers are strategically positioned to optimize light, views, and spacing while establishing a dynamic and varied skyline within the Orléans Town Centre. The tallest building, Tower C, rises to 40 storeys, serving as the central landmark of the development. Heights then step down gradually to Tower B at 35 storeys and then, Towers A and D at 30 storeys, creating a balanced massing composition that responds to the surrounding built form and transitions sensitively toward the lower-scale context to the north. The mid-rise building E on the southern portion of the site rises 9 storeys, providing a visual and scale transition toward Centrum Boulevard and framing the adjacent mid-block connection.

Each tower is placed above a 3- to 6-storey podium, with appropriate setbacks from the public realm to ensure sunlight penetration, sky views, and comfortable pedestrian conditions. The variation in heights reinforces the project's "peaks and valleys" massing strategy, emphasizing the central portion of the site as a focal point while maintaining a cohesive relationship between towers, podiums, and open spaces.

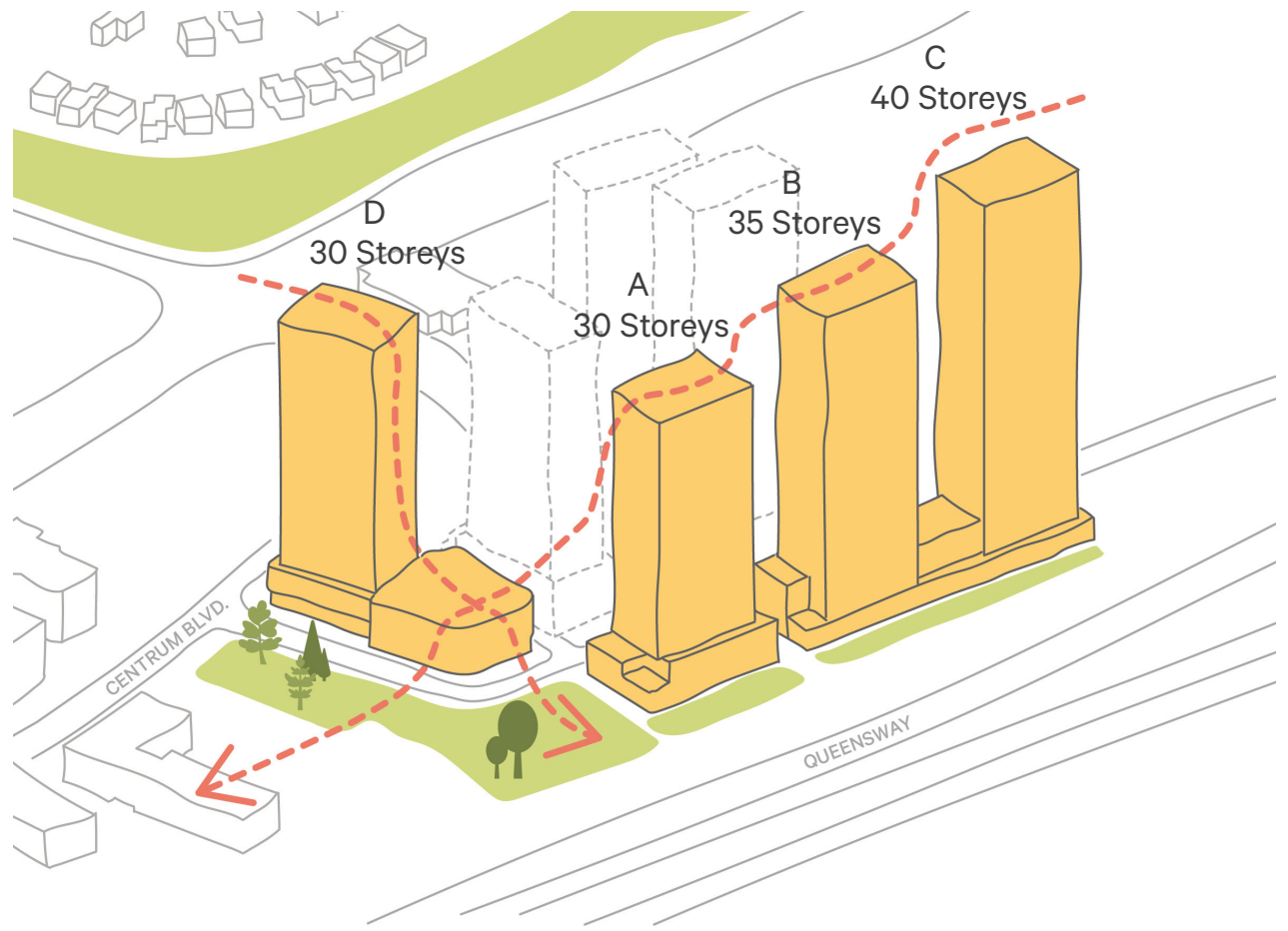


Figure 32: Transition in Scale

4.5.5 Tower Separation, Setbacks and Stepbacks

The proposed tower placement at the subject site establishes clear and deliberate separation distances consistent with the City of Ottawa's High-Rise Design Guidelines, ensuring access to light, air, and privacy between buildings.

Along Brisebois Crescent, Towers A and B are separated by 25 metres, defined by a shared exterior amenity rooftop courtyard and private terrace spaces that provide openness and visual relief through the block.

LOT A

Towers B and C maintain a 25-meter separation, accommodating the mid-block pedestrian connection that links Brisebois Crescent to the central mid-block connection and the future LRT station. Tower C maintains a 12.5 meter separation distance from the adjacent property as per the Urban Design Guidelines for High-Rise Buildings.

A 2.5 meter front yard setback is proposed for Tower C podia and 5.5 meter for Tower B podia from the Brisebois Crescent existing Right-of-Way. A 5.5 meter rear setback is provided for Building 3 (Tower B and C) to accommodate the existing easement. The rear setback for Building 2 (Tower A) is determined by existing easement requirements.

A 2.5 meter front setback is proposed for Tower B and A and with 1.0 meter setback proposed for Tower C due to a larger setback provision allowance for tree canopy (please refer to landscape plan for details).

LOT B

A 2.5 meter exterior side yard setback is proposed for Building 1 (Tower D) along Brisebois Crescent frontage with a 3.0 meter setback along the public street facing frontages. Mid Rise E is setback 3.0 meters from interior frontage to 265 Centrum Bayview lands. A average of 12.0 meter separation distance is proposed between Tower D and Mid Rise E elements. A 0.0 meter setback is proposed along the edges of the potential Community Centre footprints to ensure program requirements are met.

Together, these distances balance the compact character of a transit-oriented, mixed-use community



Figure 33: Tower Separation, Setbacks and Stepbacks



Figure 34: Brisebois Street View

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4.5.6 Program and Unit Mix

The built form is strategically organized to ensure appropriate transitions to surrounding neighborhoods. Mid-block connections and landscaped corridors are integrated to enhance permeability across the site, fostering connectivity.

A new community centre is proposed along the northeast edge, adjacent to the existing park. This facility will serve as a crucial community anchor, providing space for recreation, programming, and local gatherings, thereby reinforcing the park edge as a highly social and active public interface.

Public and private open spaces are integral to the site structure. A mid-block connection provides a focal gathering area at the centre of the site, supported by green corridors that link Centrum Boulevard to Brisebois Crescent and the adjoining park. These spaces are specifically designed to foster social interaction, play, and outdoor recreation, contributing to a more complete and connected community.

The development includes a range of unit types and sizes that directly respond to identified community needs.

Retail uses are concentrated along Centrum Boulevard, establishing an active and animated frontage that strengthens the street’s identity as a local main street. Ground-floor shops, cafés, and services will enhance walkability, create opportunities for social interaction, and provide daily amenities for residents and visitors alike.

Overall, the land use breakdown by Gross Floor Area (GFA) at total build-out is as follows:

Gross Floor Area (GFA) by Program (LOT A)		
	Building 2 (Tower A)	Building 3 (Tower B and C)
Outdoor Amenity	358 m ²	809 m ²
Indoor Amenity	693 m ²	1,664 m ²
Residential	18,225 m ²	46,989 m ²

Gross Floor Area (GFA) by Program (LOT B) *		
	Building 1 (Tower D)	Building 1 (Mid-Rise E)
Outdoor Amenity	254 m ²	64 m ²
Indoor Amenity	712 m ²	130 m ²
Retail	161 m ²	409 m ²
Residential	18,235 m ²	3,332 m ²

* Note: Does not include GFA for proposed community centre which will depend of final program definition by the City.

Table 3: Gross Floor Area by Program

Unit Breakdown				
	Building 2	Building 3	Building 1	Building 1
	Tower A	Tower B and C	Tower D	Mid-Rise E
Studio	26	68	27	7
1-Bedroom	112	314	117	28
2-Bedroom	140 (2 TH)	354	132	21
3-Bedroom	34 (4 TH)	82 (14 TH)	36	7
Total	312 (7 TH)	818 (14 TH)	312	63

Table 4: Unit Breakdown

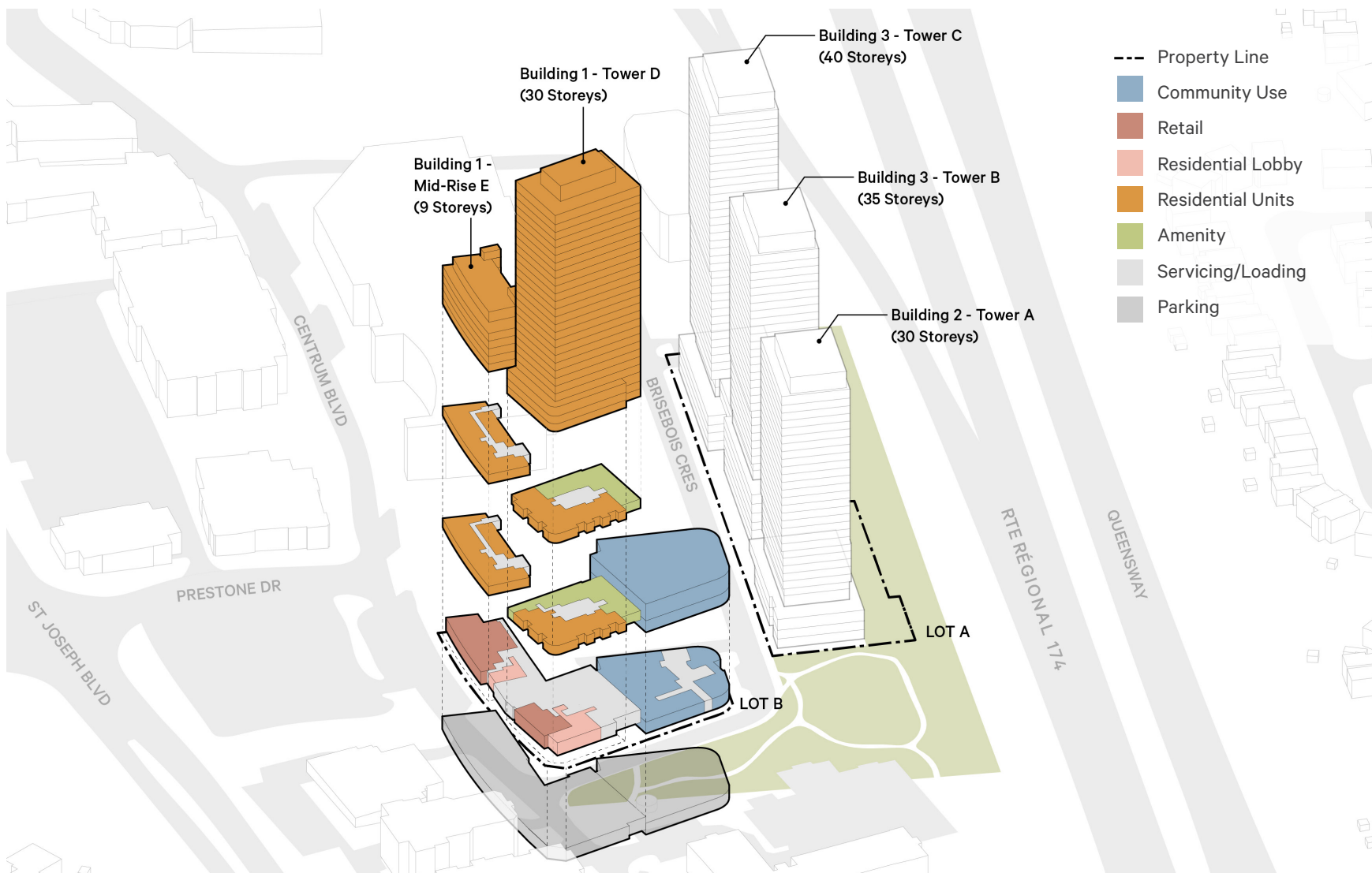


Figure 35: Proposed Mix of Uses in Lot B

4.5.7 Site Plan + Building Interfaces

The building interfaces across the site are designed to create a diverse and active public realm that responds to the surrounding streets, open spaces, and park edges. Along Centrum Boulevard, the building edges are highly transparent and animated, defined by active ground-floor uses such as retail, cafés, and residential lobbies that contribute to a vibrant, pedestrian-oriented frontage. Moving north toward Brisebois Crescent, the interface transitions to a more residential character, featuring at-grade townhome entries, landscaped setbacks, and stoops that create a comfortable, neighbourhood-scaled streetscape.

Between Centrum Boulevard and Brisebois Crescent, a mid-block pedestrian connection weaves through the site, lined with active frontages to provide a safe, animated, and accessible route linking the future LRT station with the adjacent park. The southern building edge (Mid-Rise Building E and Tower D) frames the new mid-block connection, integrating spill-out spaces, seating, and planting to encourage gathering and everyday use. Toward the east, the interface softens further along the community centre and park edge, where building setbacks and green frontages extend the landscape character into the development, creating a seamless transition between built form and open space.

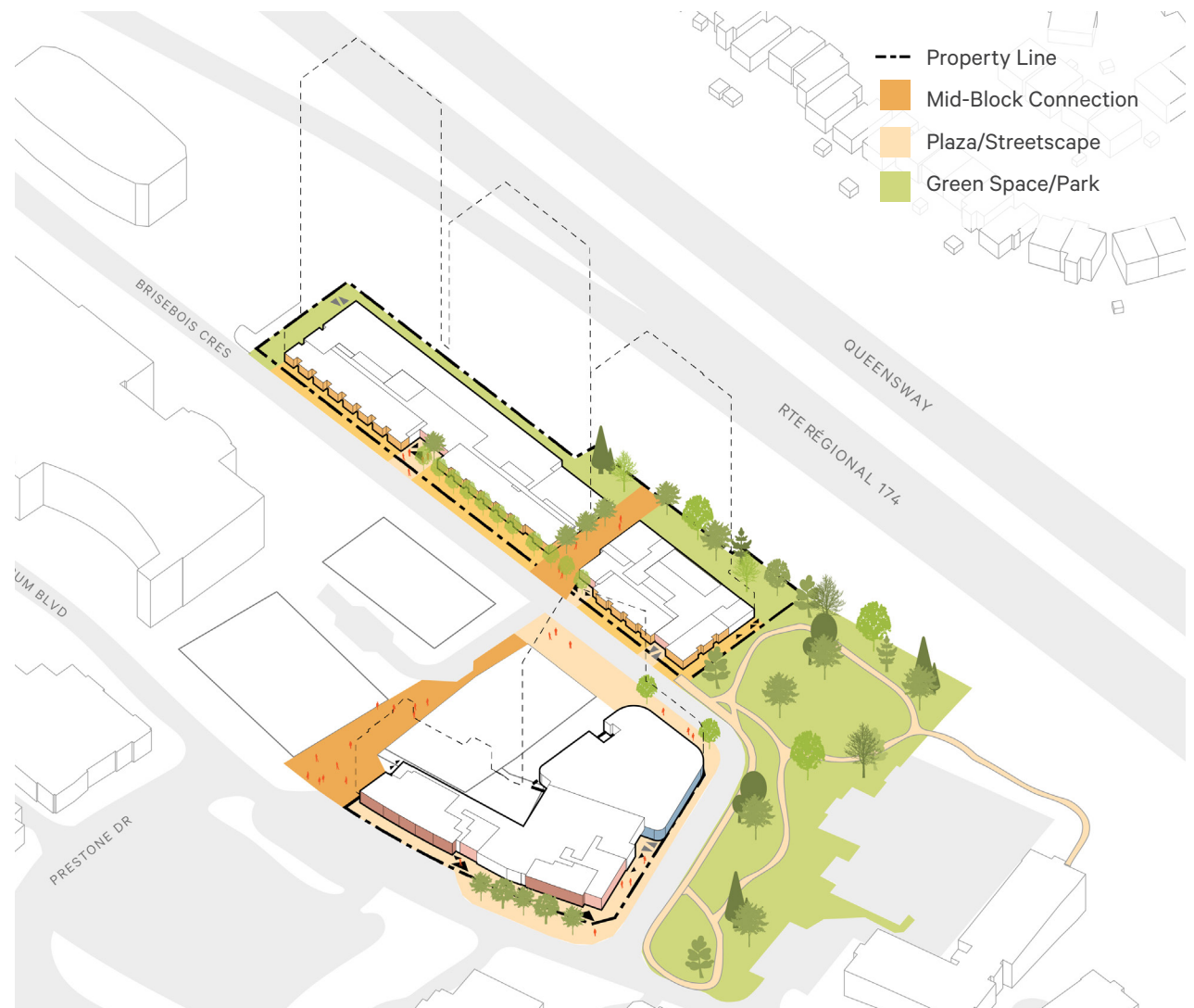


Figure 36: Building Interfaces

4.5.8 Indoor and Outdoor Amenity Relationships

The amenity network is designed as an interconnected system of indoor and outdoor spaces that promote community, wellness, and year-round livability. The outdoor amenities are strategically distributed across the podium rooftops of each tower, offering landscaped terraces that provide shared gathering areas, seating, and planting for residents while maintaining privacy through careful separation and screening.

At grade, the mid-block pedestrian connection acts as a central hub, which forms the social heart of the site. These spaces include flexible seating areas and shaded gathering spots that connect directly to residential lobbies.

Complementing these spaces, the indoor amenity areas (shown in lighter green) are positioned at key podium levels and corners to foster visual and physical connections between interior common rooms and adjacent terraces.

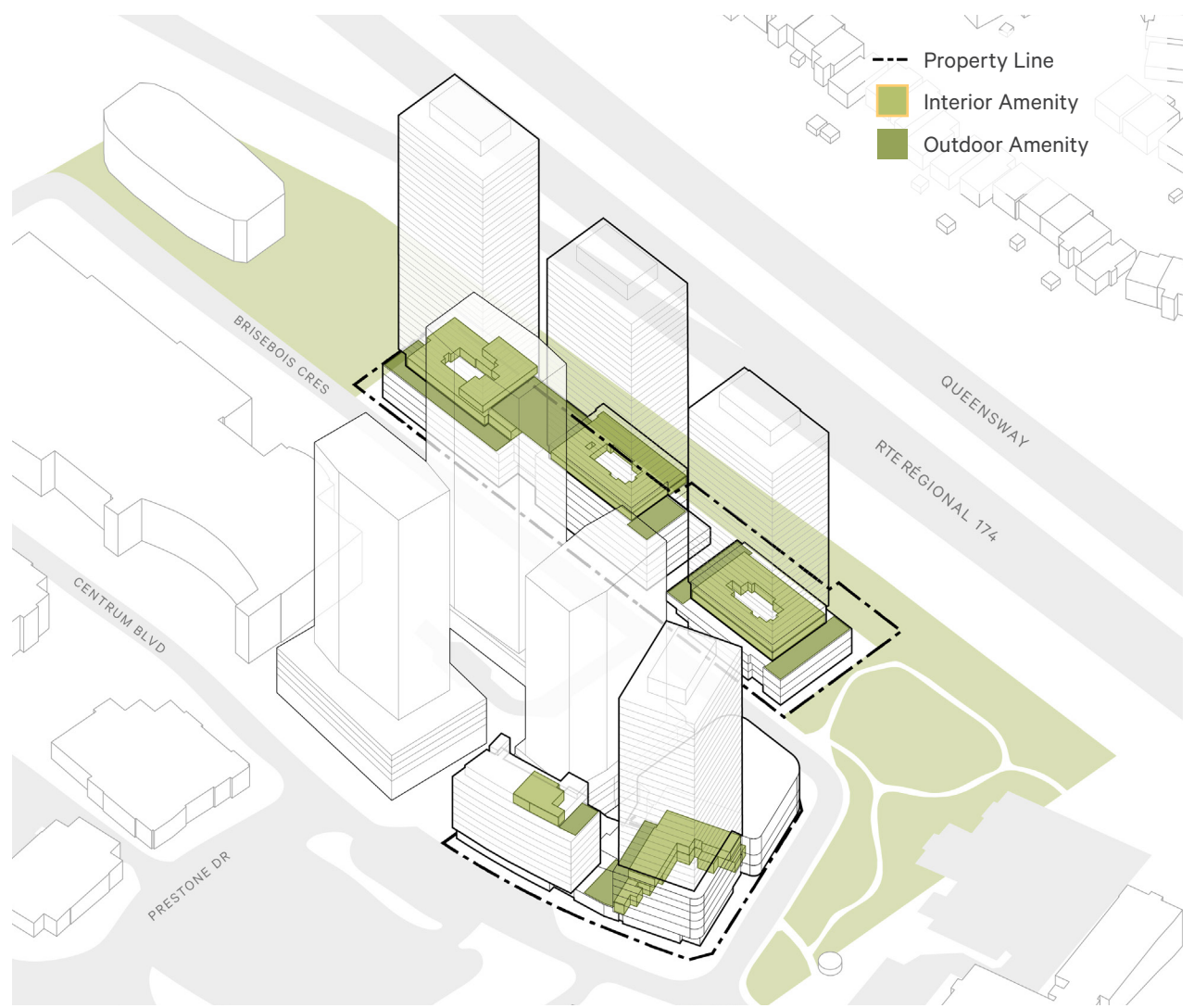


Figure 37: Indoor-Outdoor Amenity

4.5.9 Ground Floor Uses and Activation

The ground floor is a vibrant network of connected public and semi-public spaces that unify the site's residential, community, commercial, and open-space components. It establishes a clear hierarchy of movement and gathering—from the active urban frontage along Centrum Boulevard, to internal pedestrian corridors, to the park interface on the east—creating a cohesive base that supports daily life and long-term community identity.

Townhouse frontages and residential lobbies add eyes-on-the-street, particularly within the north-south pedestrian mid-block connection. To the east, the potential community centre extends this pedestrian framework, opening directly onto the adjacent public park. Along Brisebois Crescent, townhome frontages and landscaped setbacks introduce a softer, residential rhythm that complements the more urban character of Centrum Boulevard.

At the primary frontage, retail spaces at the base of Mid-Rise Building E and Tower D bring commercial vitality and everyday convenience, activating the street with transparency, animation, and a steady rhythm of activity.

Together, these elements create a cohesive, walkable ground plane that balances movement, amenity, and livability—supporting a vibrant, transit-oriented community at the heart of Orléans Town Centre.

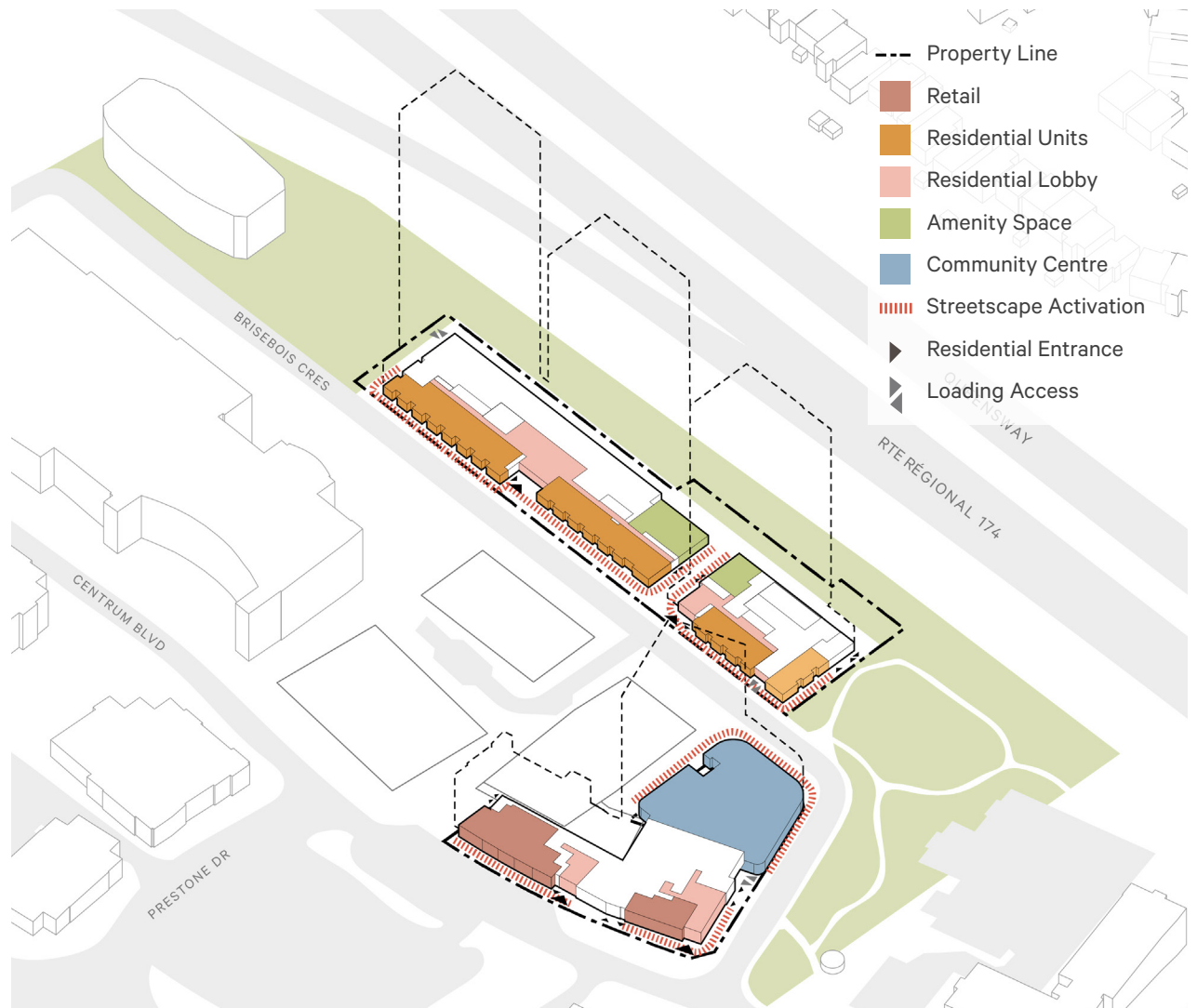


Figure 38: Ground Floor Uses and Activation





Figure 40: View of Mid-Block Connection

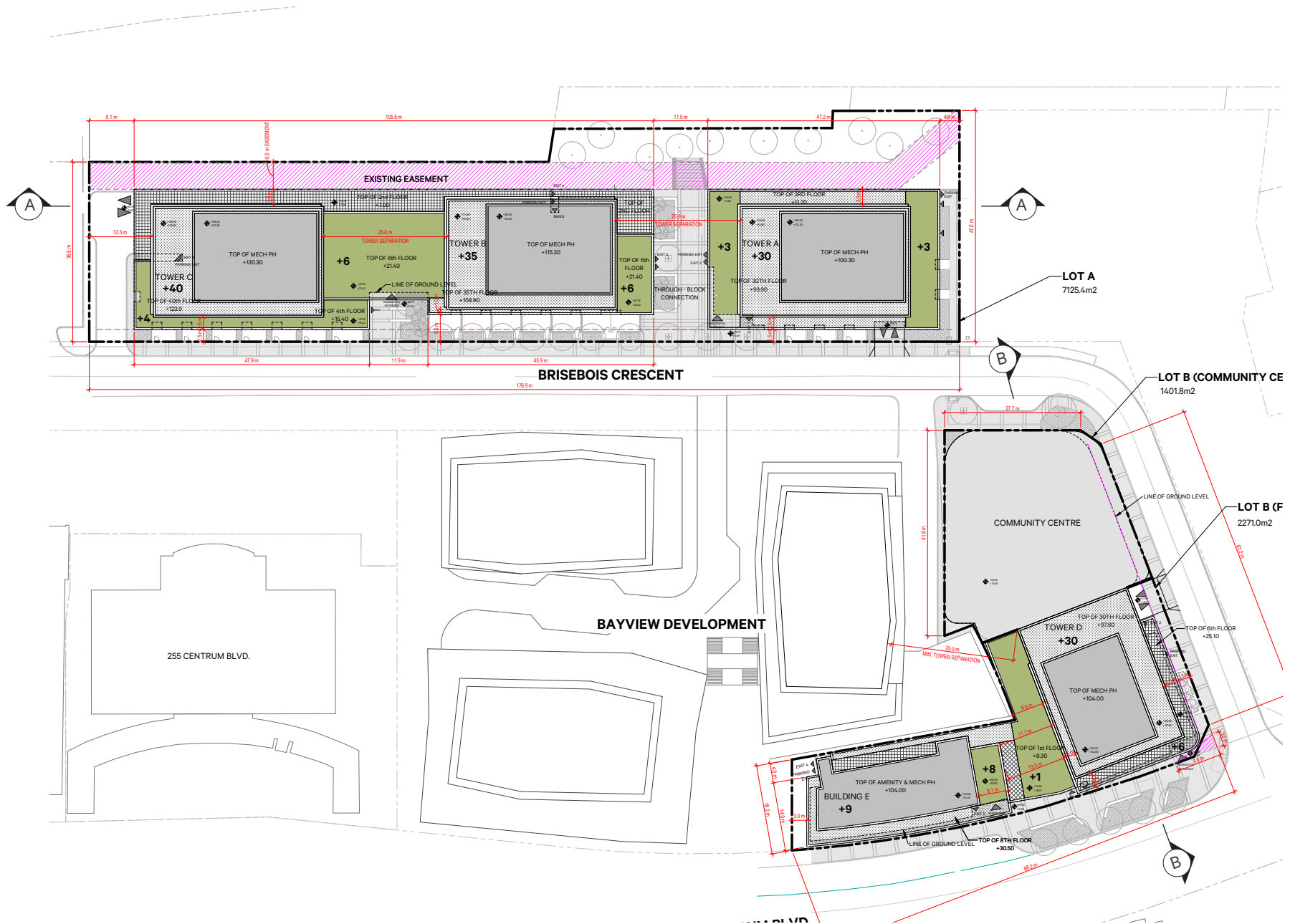


Figure 41: Site Plan

4.5.11 Lot A Floor Plans

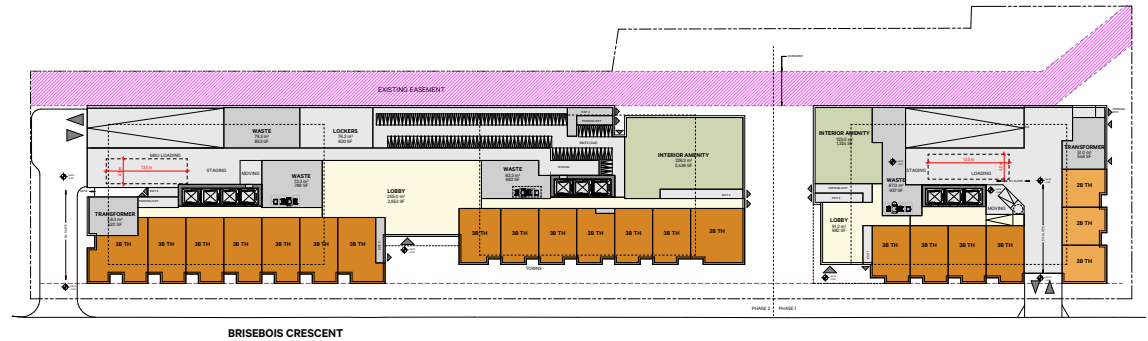
Building 2 (Tower A) is a standalone podium tower typology at the northeast corner of the site.

Building 3 (Tower B and Tower C) share a continuous podium that defines a strong street edge while framing a landscaped mid-block connection. The shared podium ensures visual continuity and massing coherence along Brisebois Crescent.

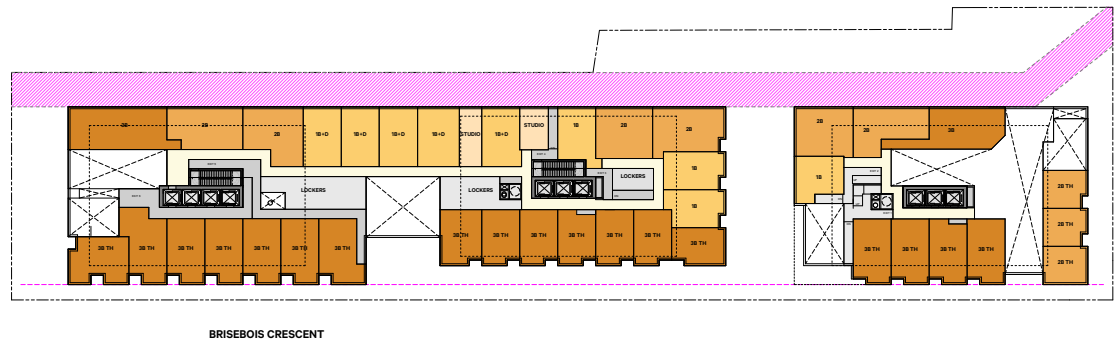
All podiums contains townhouse-style frontages, indoor amenity areas, and transitions to the elevated residential levels above.

Upper tower levels step back from the podium to reduce perceived massing and preserve daylight to the mid-block corridor.

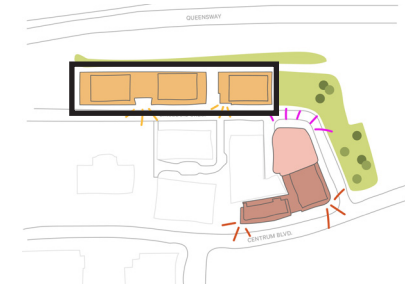
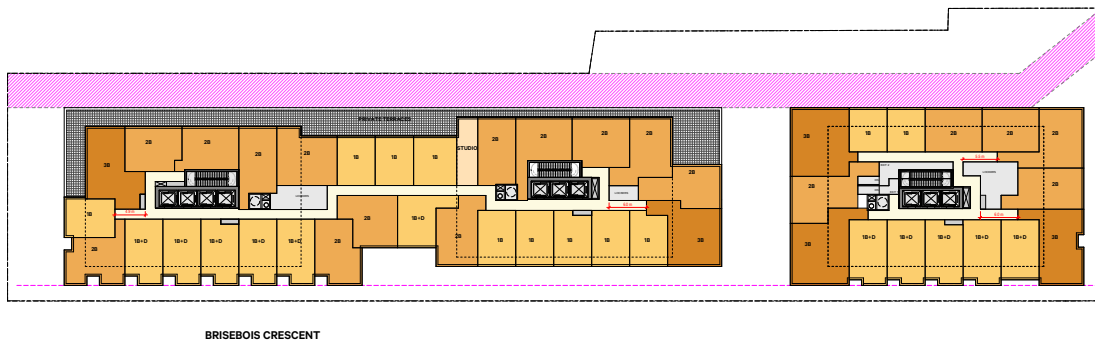
Each tower has its own entrance lobby, but the podium offers shared amenities and an internal connection between the two buildings.



Floor 1 Plan

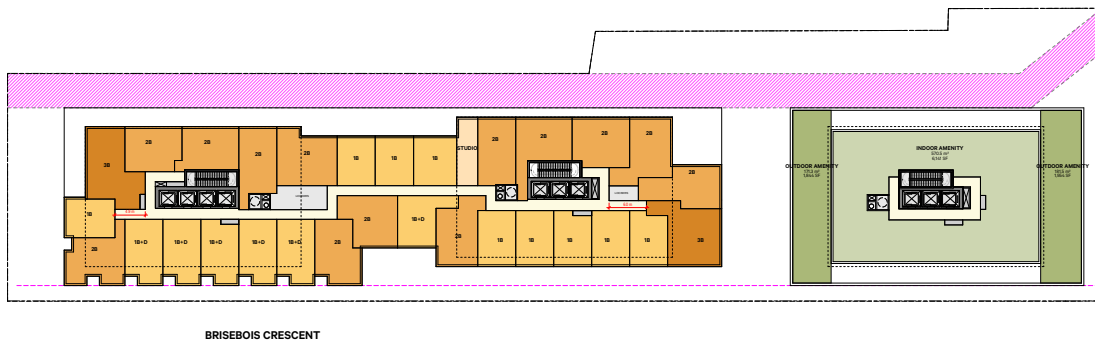


Floor 2 Plan



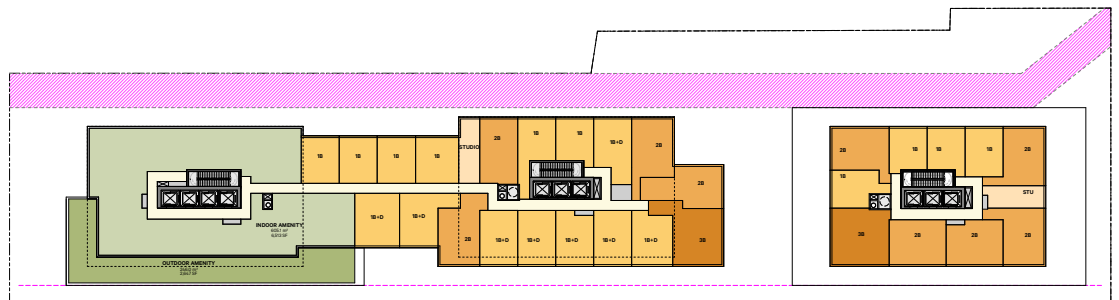
Key Plan

Floor 3 Plan



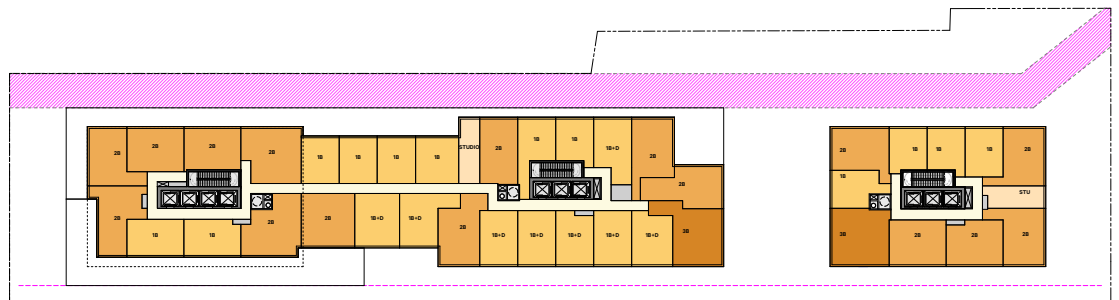
- Property Line
- Studio
- One-Bedroom
- Two-Bedroom
- Three-Bedroom
- Residential Lobby
- Indoor Amenity
- Outdoor Amenity
- Circulation/Loading

Floor 4 Plan



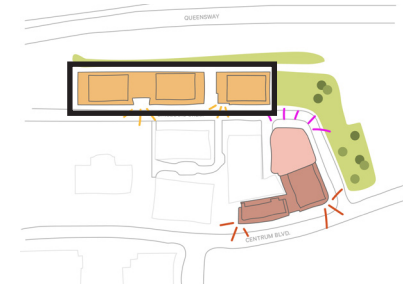
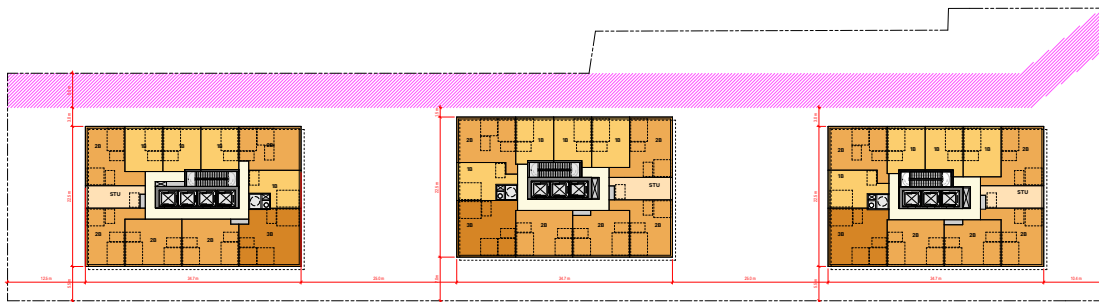
BRISEBOIS CRESCENT

Floor 5 Plan



BRISEBOIS CRESCENT

Floor 6 Plan



Key Plan

Typical Tower

- Property Line
- Studio
- One-Bedroom
- Two-Bedroom
- Three-Bedroom
- Residential Lobby
- Indoor Amenity
- Outdoor Amenity
- Circulation/Loading

4.5.12 Lot B Floor Plans

The Centrum-facing building, Building 1 (Tower D and Mid-Rise Building E) has a slightly different programmatic emphasis, with ground-floor retail frontages activating the street and a residential lobby leading to upper units.

Retail

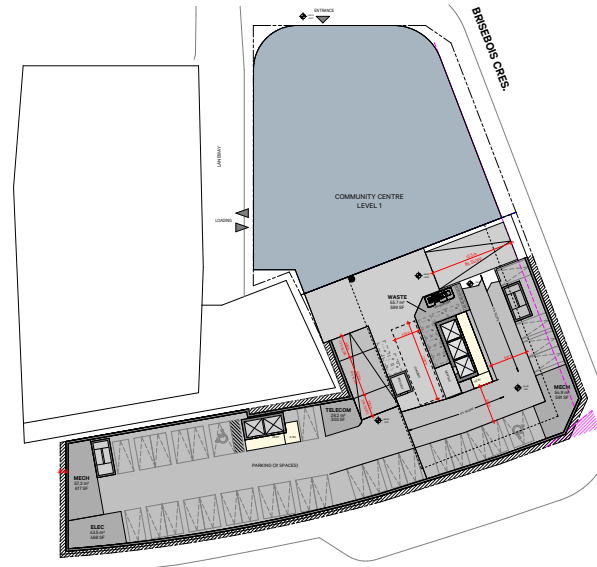
On the ground level, there are two retail frontages along Centrum Boulevard.

Community

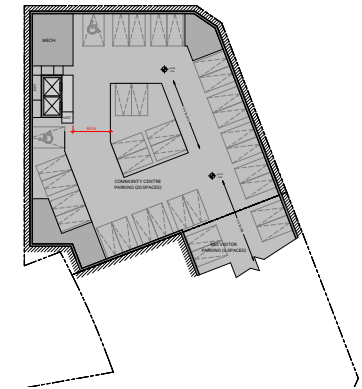
At the northeast edge, a potential purpose-built community centre anchors the site's civic function and interfaces directly with the park.

Key components include:

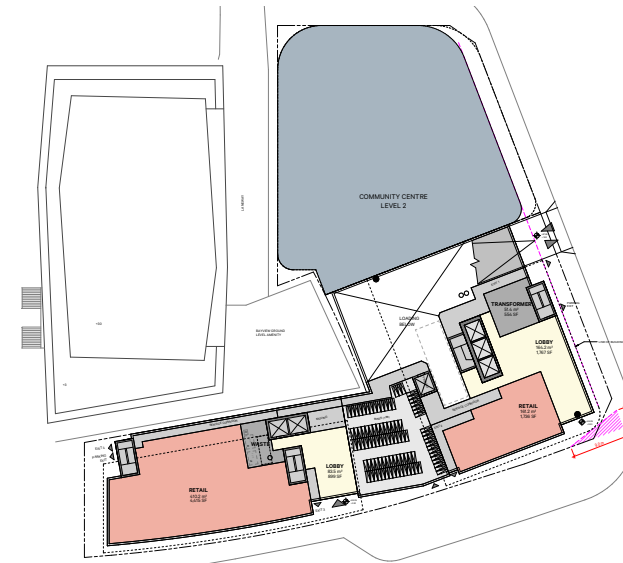
- Gymnasium and fitness studio
- Multipurpose rooms and meeting spaces
- Administrative and support areas



P1 Parking Level



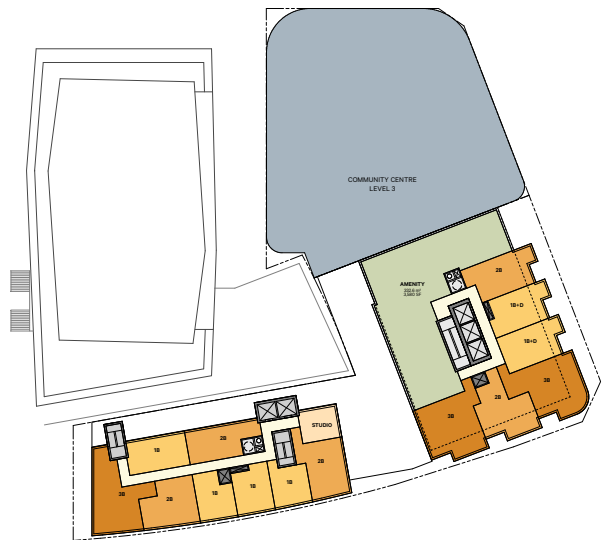
P2 Parking Level



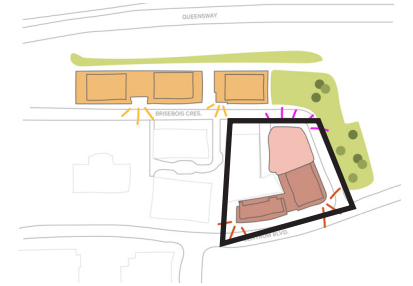
Ground Floor Plan



Level 2 Plan

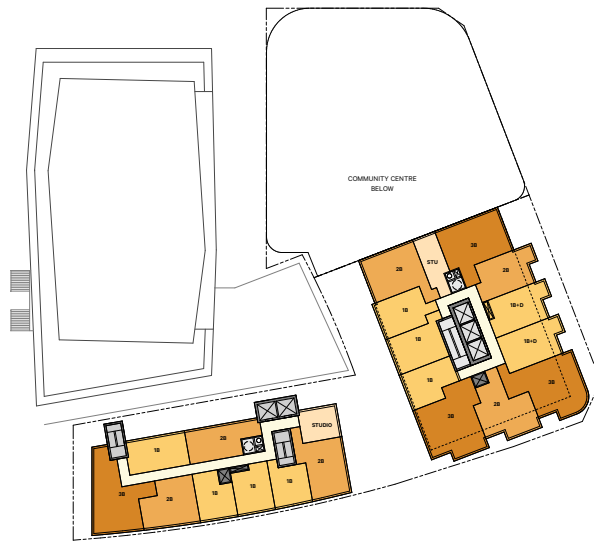


Level 3 Plan

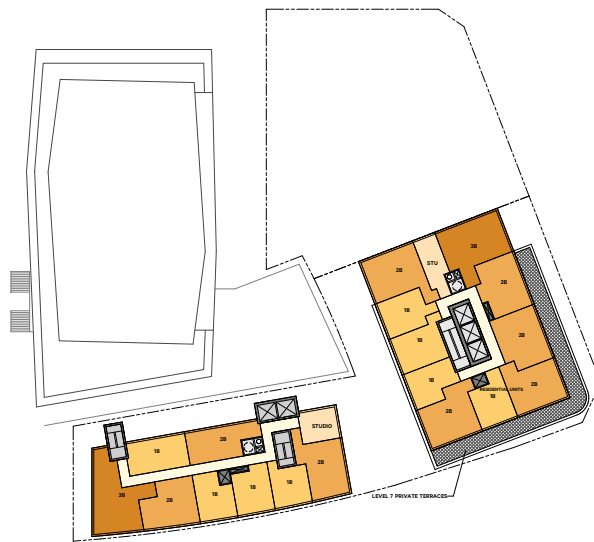


Key Plan

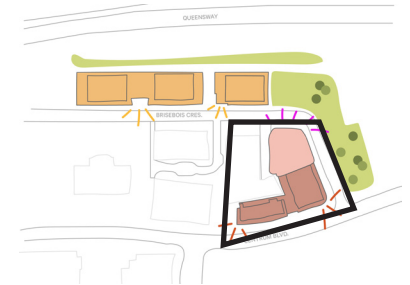
- Property Line
- Studio
- One-Bedroom
- Two-Bedroom
- Three-Bedroom
- Residential Lobby
- Indoor Amenity
- Outdoor Amenity
- Circulation/Loading



Level 4 + 6 Plan



Level 7 + 8 Plan

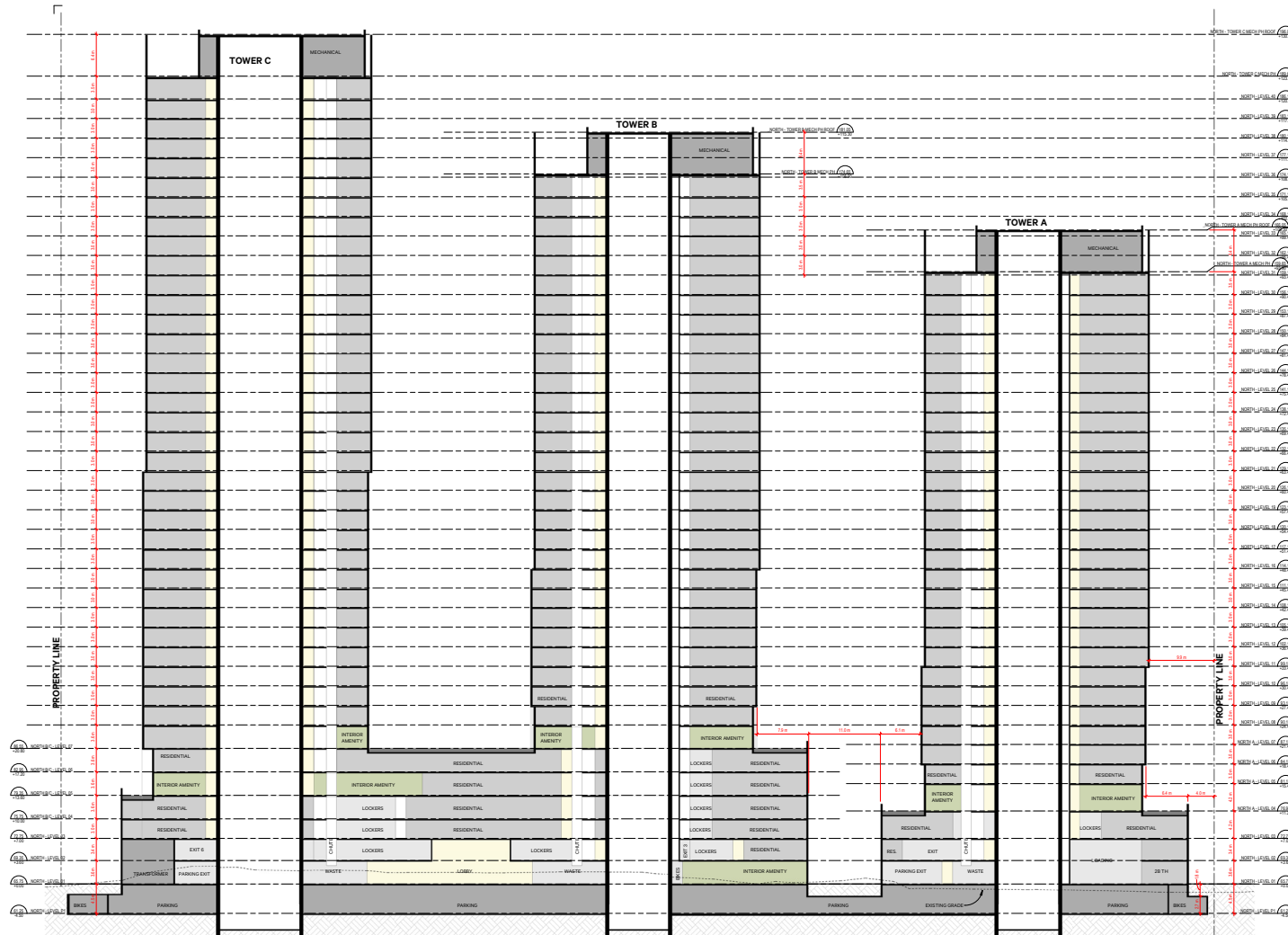


Key Plan

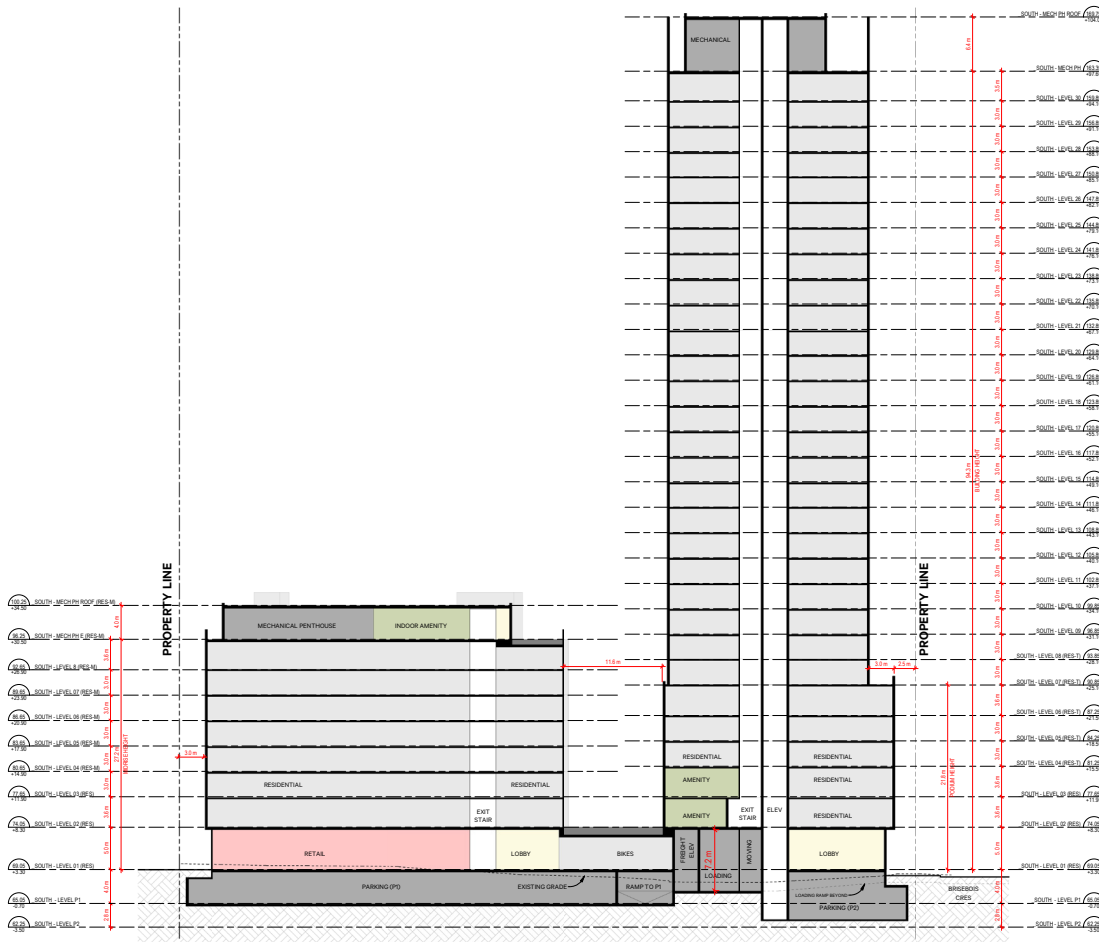
- Property Line
- Studio
- One-Bedroom
- Two-Bedroom
- Three-Bedroom
- Residential Lobby
- Indoor Amenity
- Outdoor Amenity
- Circulation/Loading

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4.5.13 Building Sections

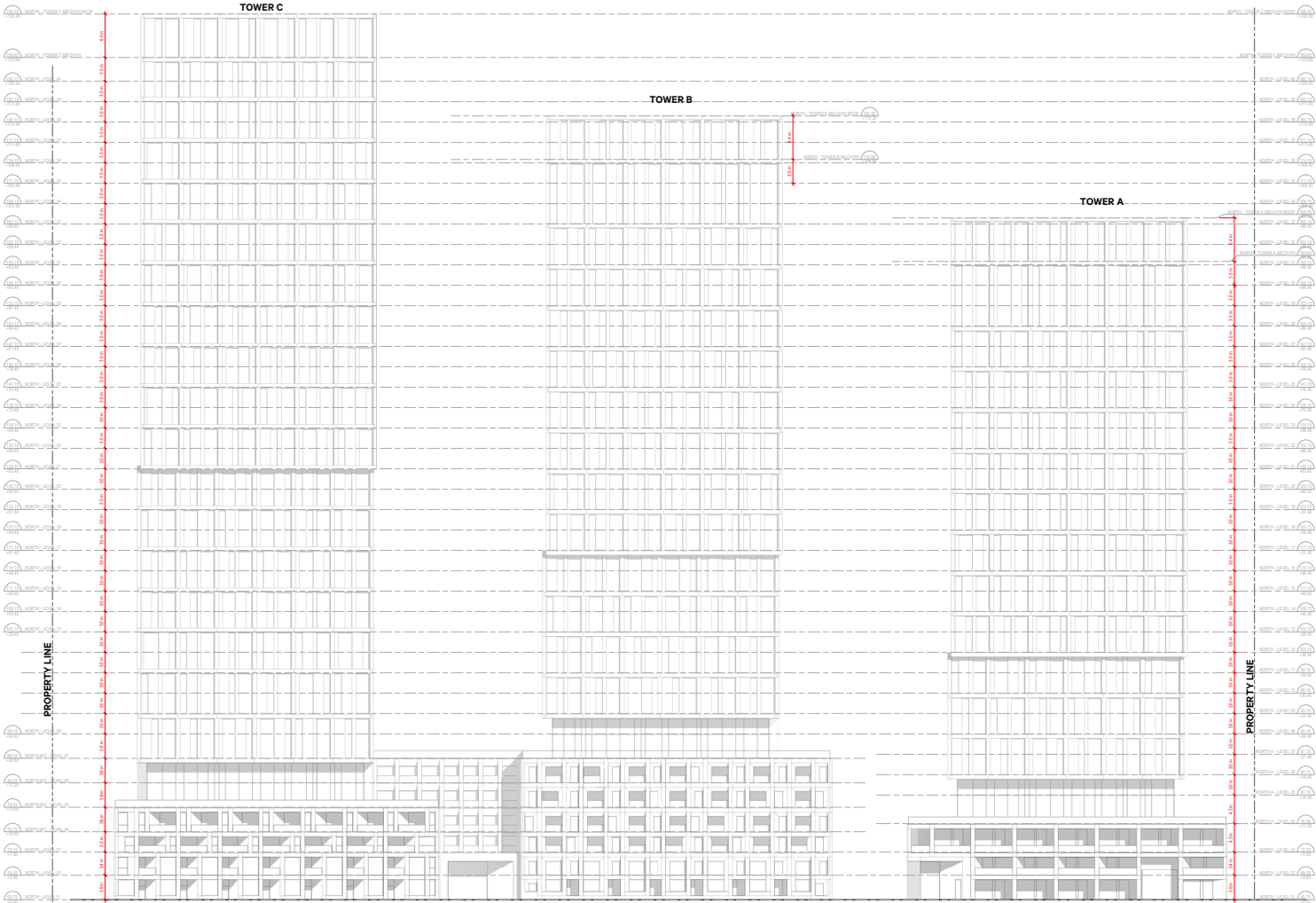


Building Section A

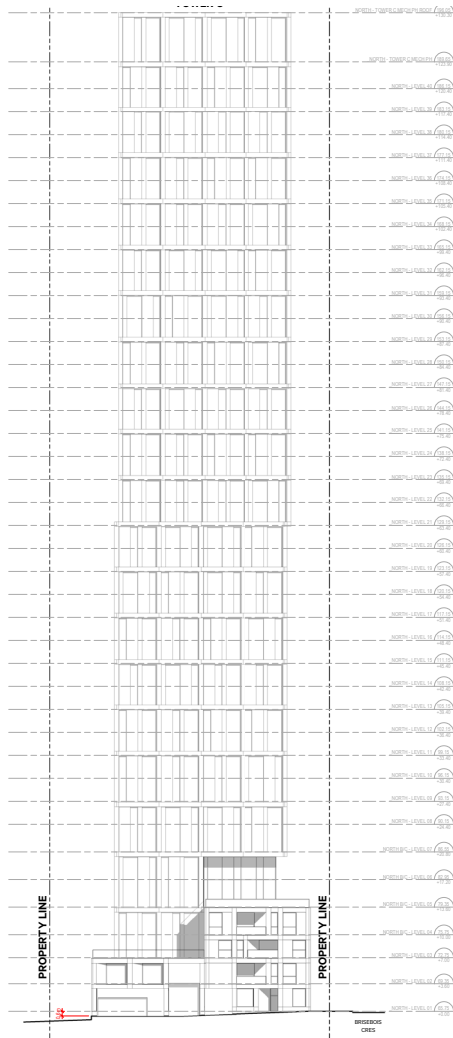


Building Section B

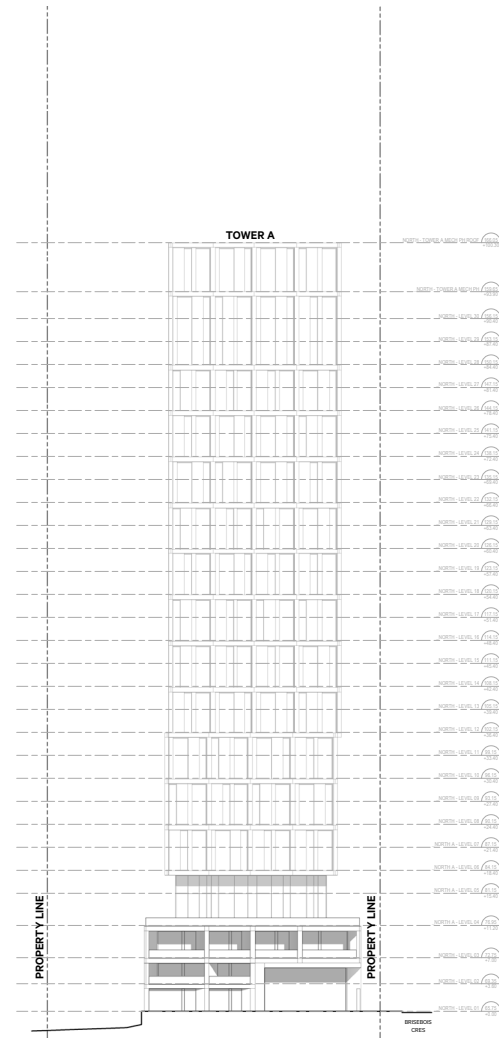
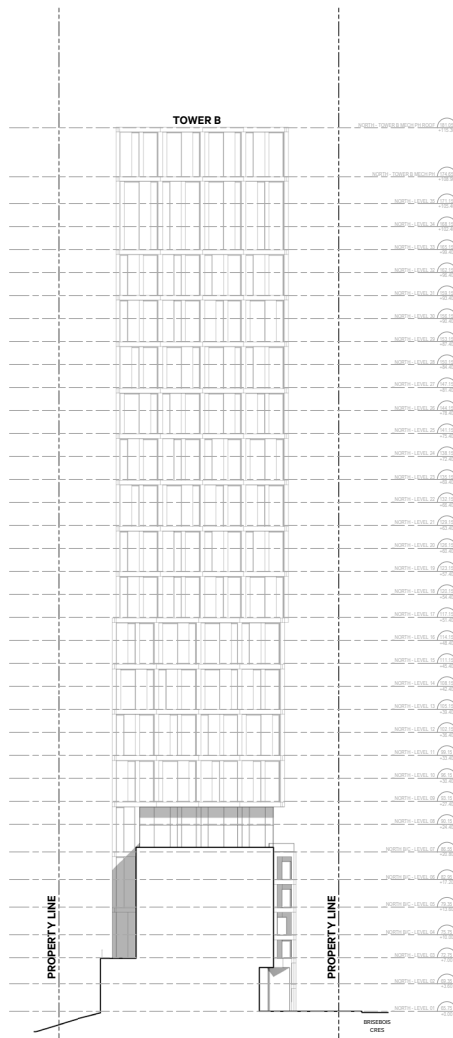
4.5.14 Building Elevations

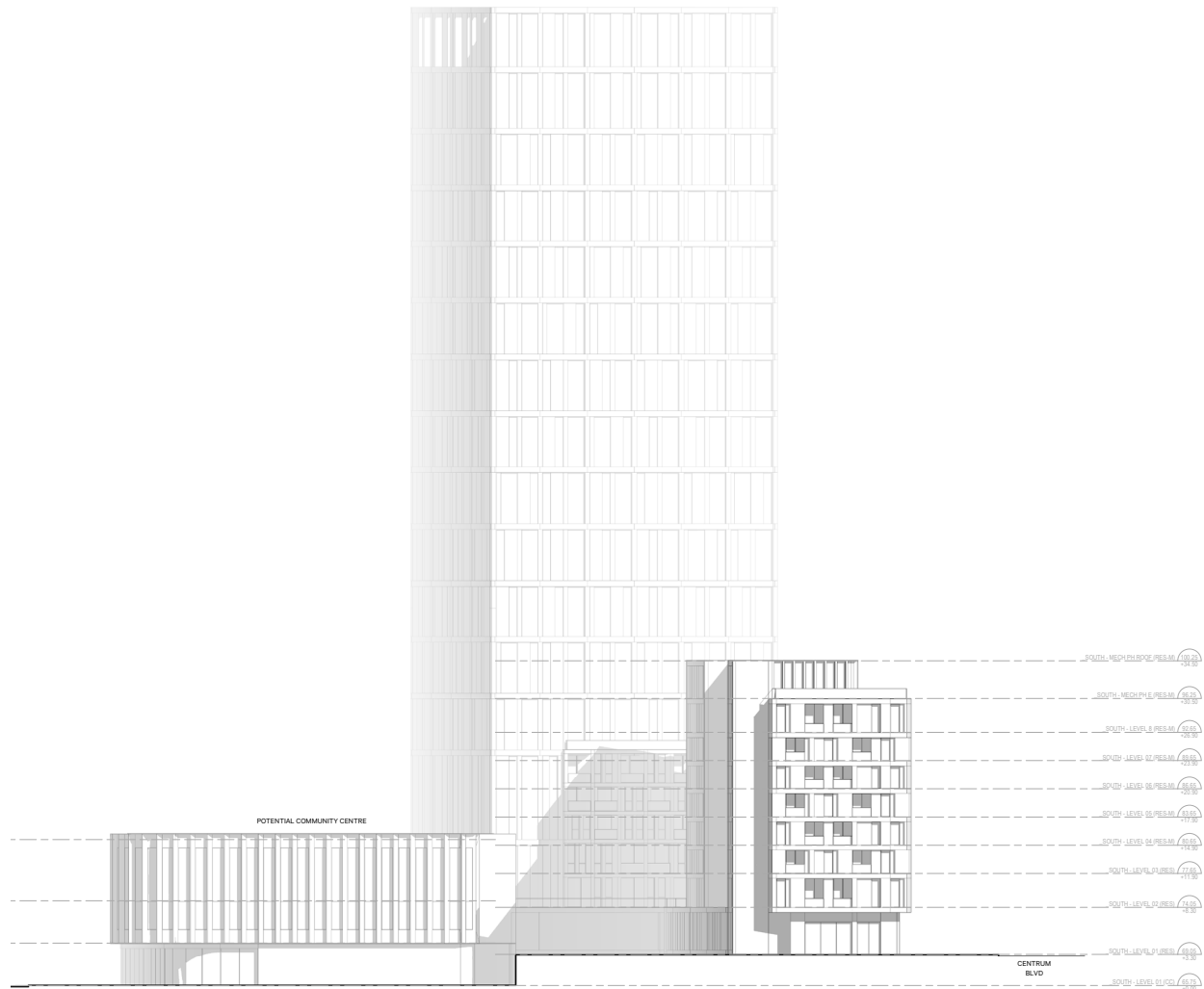


LOT A - South Elevation



LOT A - West Elevation





LOT B - West Elevation

4.5.15 Parking, Servicing and Loading

The site organization prioritizes pedestrian permeability through a clear mid-block connection linking Centrum Boulevard to Brisebois Crescent and the eastern park. Vehicular access and loading are contained within internal drive aisles to reduce conflicts and preserve active frontages.

Parking: Structured, podium-integrated parking accessed from secondary streets and internal lanes.

Bicycle Parking: Secure indoor and short-term outdoor bicycle facilities are distributed near residential and retail entrances.

Lobbies: Two main residential lobbies anchor the Centrum building. The buildings along Brisebois also have their own residential lobbies.

All loading bays are internalized within podiums or below-grade service zones, accessed via shared driveways to minimize curb cuts and preserve active street edges along Centrum Boulevard and Brisebois Crescent.

Parking Spaces		
	LOT A	LOT B
Building 2 (Tower A)	32	-
Building 3 (Tower B and C)	71	-
Building 1 (Tower D and E)	-	33
Total	103	33

Table 5: Parking Spaces

Loading Spaces		
	LOT A	LOT B
Building 2 (Tower A)	1	-
Building 3 (Tower B and C)	1	-
Building 1 (Tower D and E)	-	1
Total	2	1

Table 6: Loading Spaces



Figure 42: Parking and Vehicular Circulation

4.6 Landscape

4.6.1 Landscape Concept Plan

The landscape design is organized around three interrelated open space components that together define a cohesive and high-performing public realm: (1) the Mid-Block Connection, (2) the Brisebois Streetscape and Townhome Interface, and (3) the Centrum Streetscape. Each plays a distinct yet complementary role within the overall site framework. The Mid-Block Connection forms the civic heart of the development – a central gathering space that invites community use and fosters a sense of place to the future LRT station. The Brisebois Streetscape and Townhome Interface introduces a green, neighbourhood-scaled edge that mediates the transition between the new development and the existing residential context. Along Centrum Boulevard, a vibrant and pedestrian-oriented streetscape reinforces the urban character of the site, creating an active frontage animated by movement, planting, and amenity spaces.

Together, these three landscape zones establish a continuous network of circulation, amenity, and planting that strengthens community interaction, enhances ecological performance, and visually unifies the site. The Landscape Site Plan (Figure 52) illustrates this integrated framework, demonstrating how each element contributes to a coherent and resilient open-space system. A clear hierarchy of pedestrian routes organizes movement across the site through primary and secondary pathways, articulated by a distinct paving pattern that supports accessibility, legibility, and wayfinding throughout the site.

A layered approach to materiality and planting provides texture and definition throughout. Hardscape materials, such as concrete and unit pavers, reinforce key nodes and high-traffic areas, while lush perennial and groundcover beds soften building edges and introduce seasonal variation. A continuous soil cell trench along major frontages, particularly adjacent to Tower B, enables the growth of large canopy trees that offer shade, improve microclimate, and contribute to the site's long-term sustainability.

Collectively, these design strategies establish a functional, resilient, and visually cohesive landscape that seamlessly connects building entrances, community spaces, and surrounding streets – supporting the project's broader goals of walkability, ecological enhancement, and public realm excellence.



Figure 43: Landscape Site Plan

Private Easement

TOWER B

TOWER A

Cumberland
Seniors Park

BRISEBOIS CRES

Bayview
Development

Bayview
Development

*Shown for illustrative
purposes only, to be
delivered with the
Community Centre
Development*

BRISEBOIS CRES

Bayview
Development

Playground

TOWER D

LOT B

Centrum Blvd
ForumLands 100



Mid-Block Connection

The Mid-Block Connection forms the central public gathering space and primary organizing element of the development. Positioned between the north and south portions of the site, it directly links to the mid-block pedestrian route and future LRT station, creating a welcoming social core. A 6.0-metre-wide primary pathway provides comfortable, barrier-free movement across the site, connecting tower entrances and surrounding open spaces. Distinct paving patterns subtly define circulation routes, while planted edges of perennials, grasses, and understory species introduce softness, texture, and a human-scaled transition between public and private realms.

The plaza design integrates six large canopy trees that bring shade, seasonal variation, and visual balance to the hardscape. These trees are supported by a continuous soil cell trench and open planters, ensuring healthy growth and sustainable stormwater performance while offering additional opportunities for layered planting. The paving and planting composition guides users toward the interim overlook and meadow, offering a quiet, green counterpart to the more active plaza space.

Together, these design elements create a vibrant, layered public realm that seamlessly combines movement, social activity, and green infrastructure, anchoring the development with a distinctive and enduring civic space that blends nicely with the Bayview Development to the south.



Figure 44: View of Mid-Block Connection

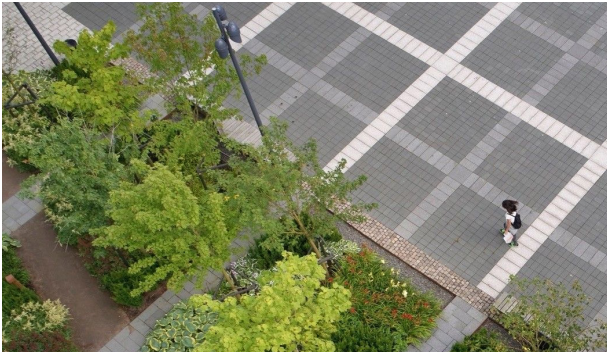


Figure 45: Precedents



Figure 46: Mid-Block Connection

Brisebois Streetscape and Townhome Interface

The Brisebois Streetscape and Townhome Interface, located along the northern edge of the site along Towers B and C, establishes a green, residentially-scaled frontage that seamlessly connects the development to its surrounding neighbourhood. The design continues the wayfinding paving pattern used in the mid-block connection, creating a cohesive visual language and guiding pedestrians toward townhome entries and tower lobbies.

A continuous soil trench supports a row of canopy trees along Tower B, ensuring healthy long-term growth that will provide shade, comfort, and a sense of enclosure along the streetscape. Beneath these trees, a rich planting palette of shrubs and perennials forms a layered buffer that enhances resident privacy and softens the building edge with texture and seasonal variation.

Between Towers B and C, an alcove marks a key arrival point along Brisebois Street. Here, shaded seating nodes are integrated within a densely planted setting, offering informal gathering and rest opportunities for residents and visitors. Collectively, these elements create a welcoming, human-scaled edge that balances movement and pause, strengthening the relationship between private thresholds and the broader public realm.

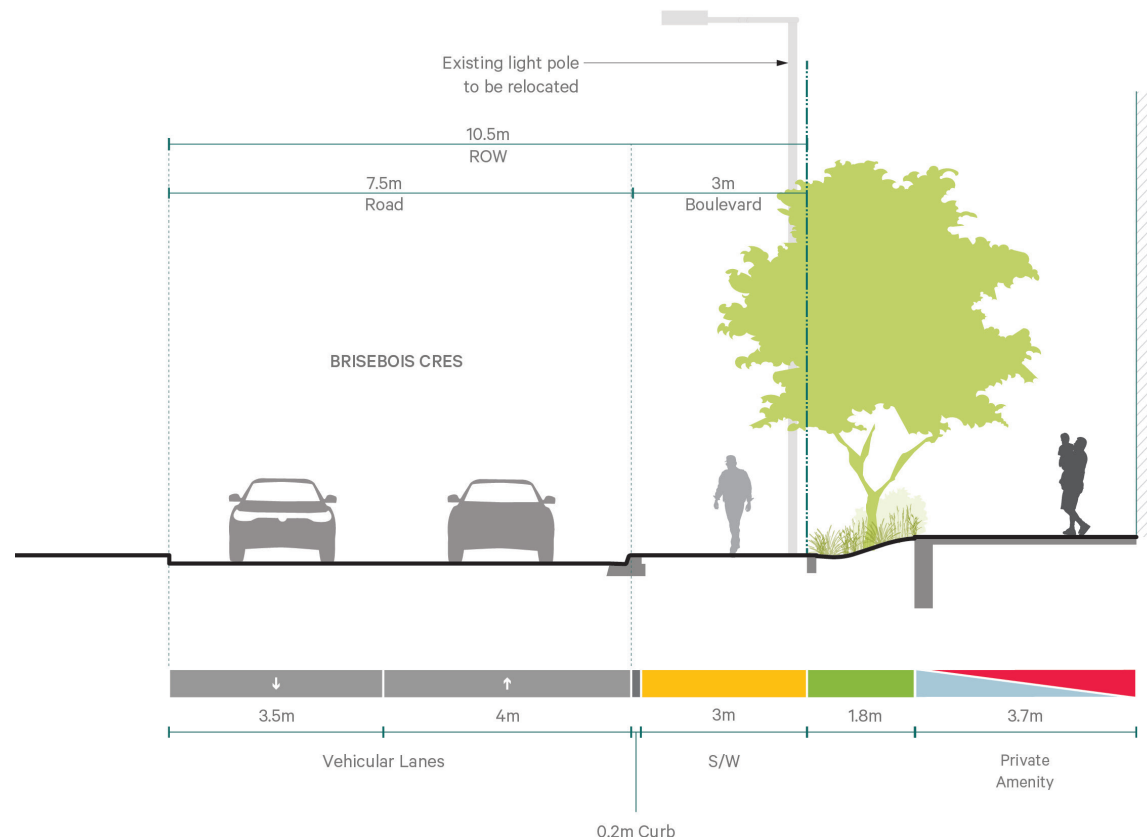


Figure 47: Section A-A through Brisebois Crescent

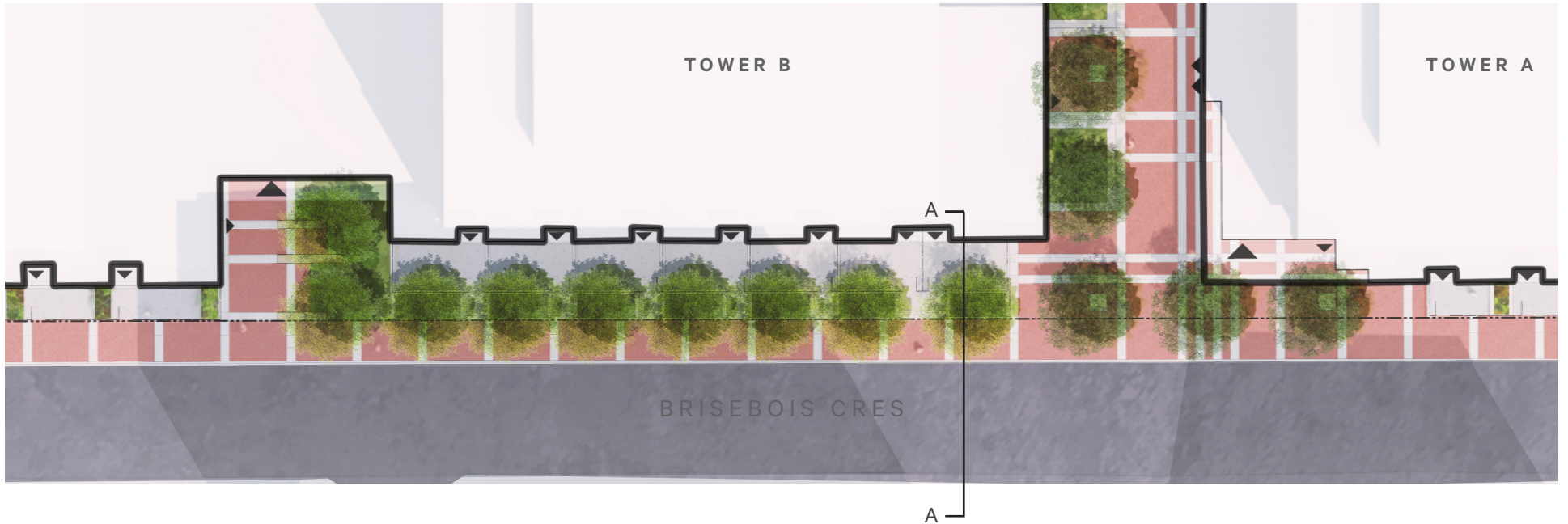


Figure 48: Brisebois Streetscape and Townhome Interface



Figure 49: Precedents



Figure 50: View of Brisebois Streetscape, looking northeast towards entrance



Figure 51: View of Brisebois Streetscape, looking east

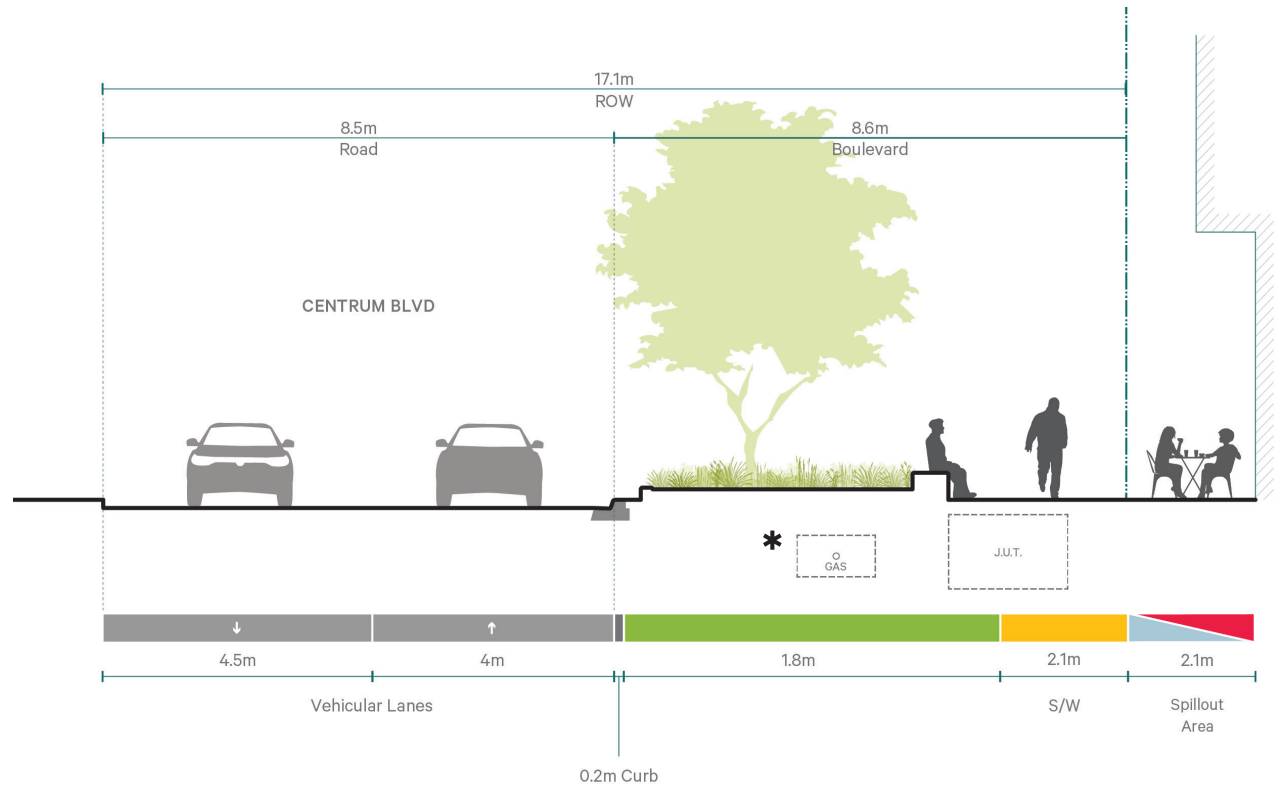
Centrum Streetscape

The Centrum Streetscape defines the southern frontage of the site and establishes its most urban, active public edge. Located along the wider and busier Centrum Boulevard, the design emphasizes safety, comfort, and visual continuity through a widened sidewalk zone and planted buffer that create a welcoming, pedestrian-friendly streetscape.

A consistent wayfinding paving pattern extends from the mid-block connection, visually linking the corridor with the broader public realm network. Five large canopy trees are planted in generous curb planters with integrated seating, supported by ample soil volumes to ensure long-term health and growth. These trees introduce rhythm, shade, and enclosure along the boulevard, shaping a cohesive pedestrian environment.

Understory plantings of ornamental grasses and low shrubs add texture and seasonal interest while maintaining clear sightlines to active retail and lobby frontages. Three benches are integrated into the curb planters, providing shaded places to rest, while pockets of bistro seating along the building façade create opportunities for pause, social interaction, and outdoor dining.

Together, Centrum Boulevard becomes an active, green main street that enhances pedestrian comfort, reinforces the project's urban character, and supports the vision of a vibrant, transit-oriented community within the Orléans Town Centre.



* Utility Coordination: Planter design and planting feasibility to be confirmed with all relevant utility owners at site plan stage

Figure 52: Section B-B through Centrum Boulevard



Figure 54: Precedents

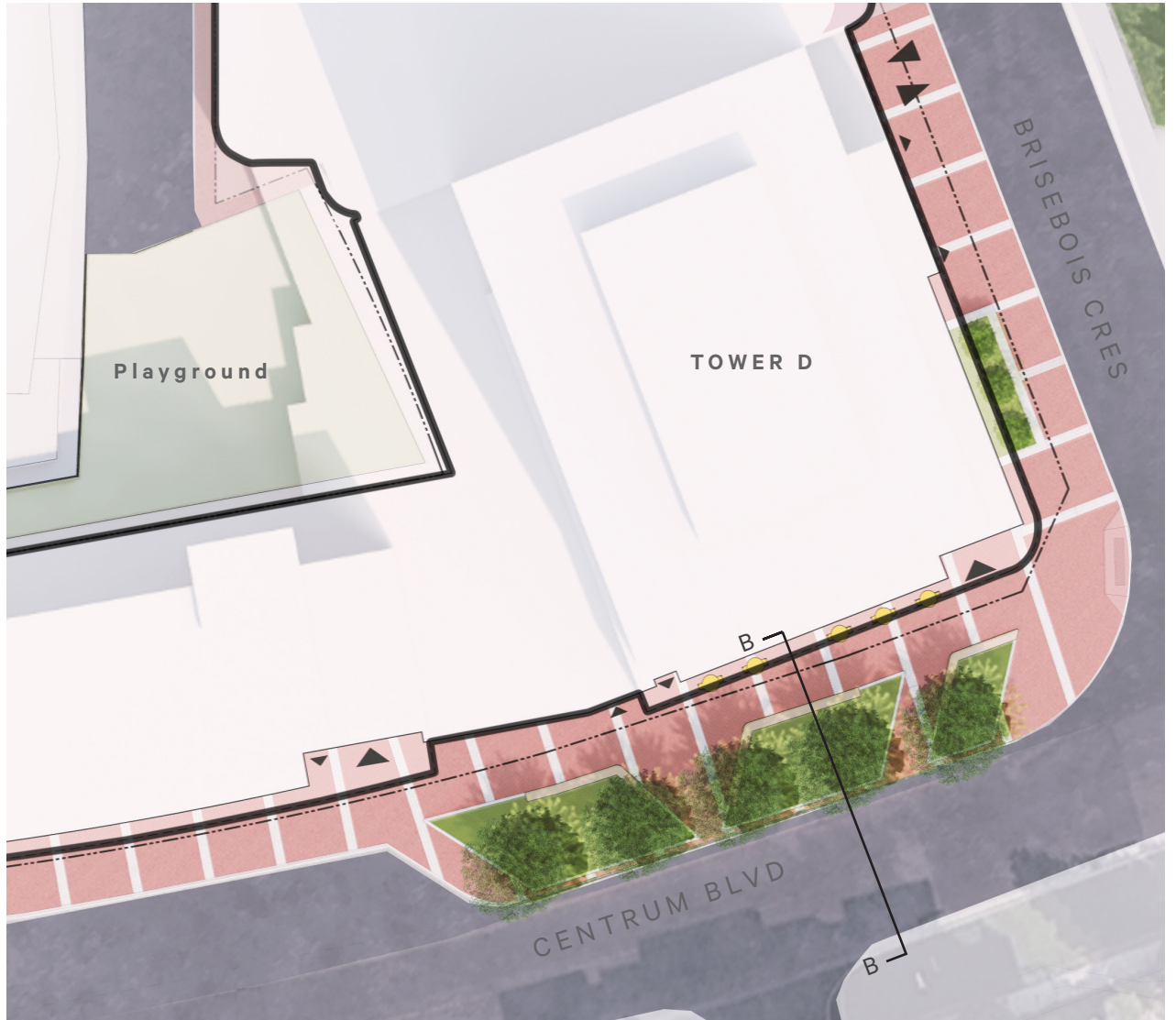
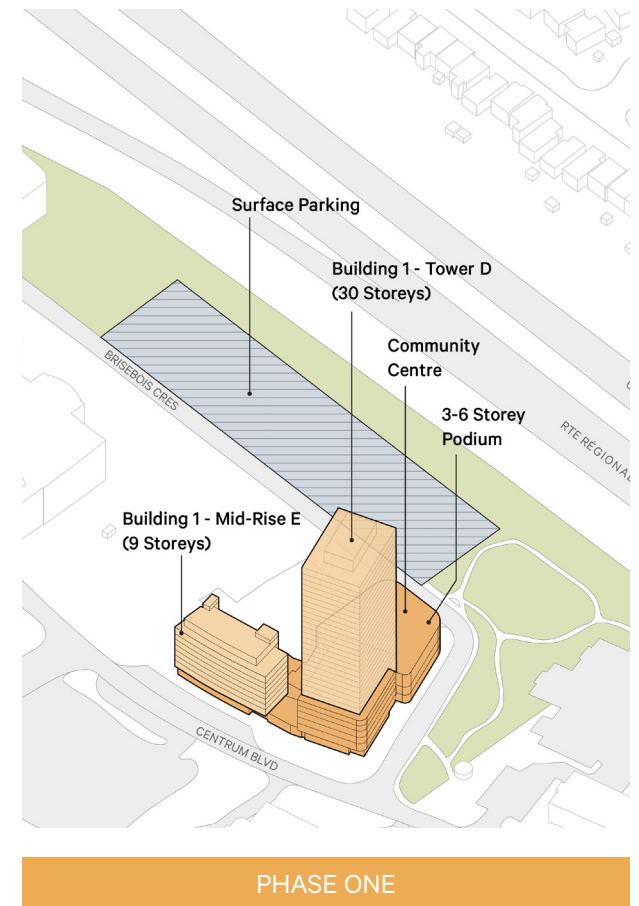


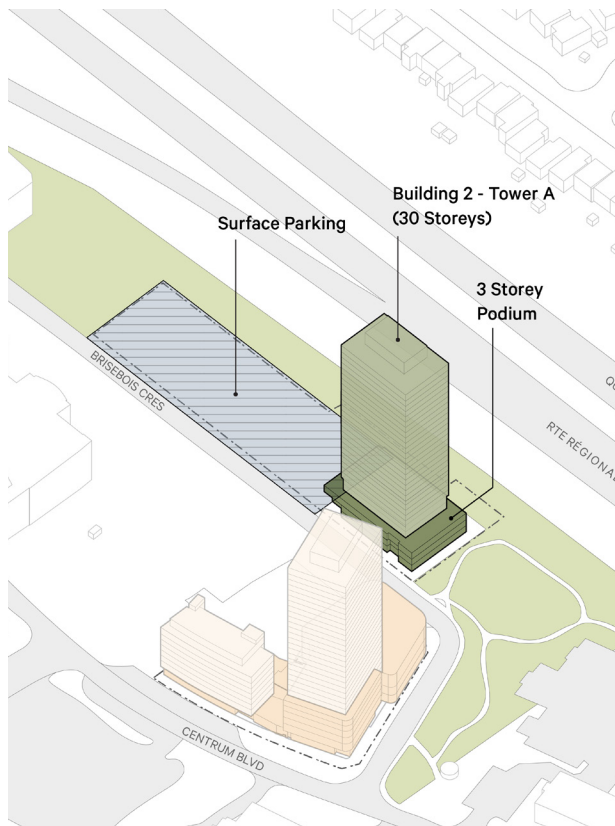
Figure 53: Centrum Plaza

4.7 Phasing

The proposed redevelopment will be implemented through three coordinated phases that balance construction efficiency, access, and community benefit. The sequencing prioritizes early delivery of key infrastructure, transit connections, and public realm improvements, while maintaining full site functionality through interim measures such as surface parking.

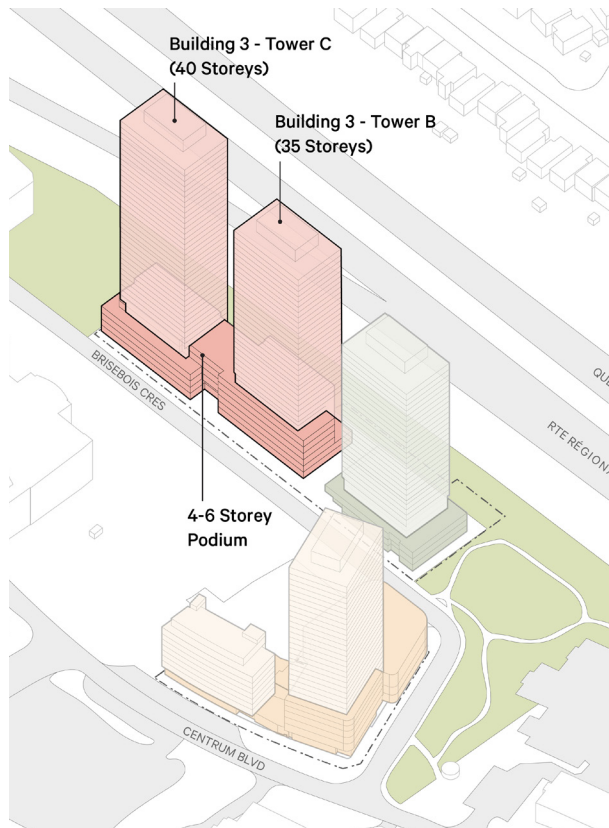


The first phase delivers Building 1 (Tower D and Mid Rise E). The delivery of the Community Centre will depend on various external factors and may or may not be delivered within phase 1. Temporary potential surface parking may occupy the future sites of Buildings 2 and 3 but the delivery of surface parking is not required.



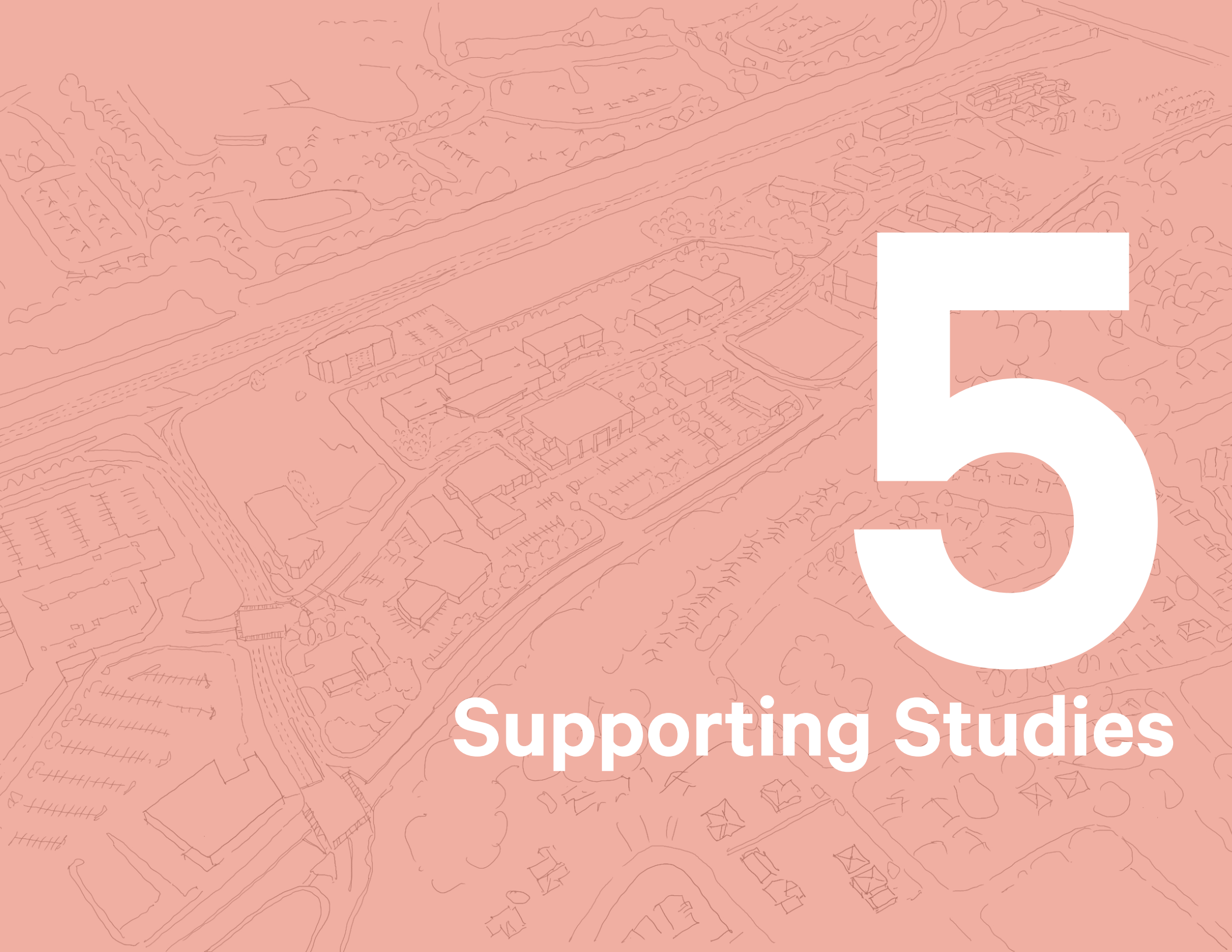
PHASE TWO

The second phase introduces Building 2 (Tower A), reinforcing the site's Brisebois Crescent frontage and adding new residential uses. If unutilized, surface parking remains on the B + C parcels until final build-out.



PHASE THREE

The final phase completes the development with Buildings 3 (Tower b and C) replacing the interim parking areas. This stage finalizes the internal circulation network, central forecourt, and the residential frontage along Brisebois Crescent, achieving the full mixed-use vision for the site.



Supporting Studies

5.0 Supporting Studies

The following chapter is a summary of the supporting technical studies included in this submission, as required by the Terms of Reference. All studies demonstrate that the proposal will not negatively impact municipal infrastructure or the environment and that the proposal meets relevant provincial regulations.

See the associated submission deliverable for further information and analysis.

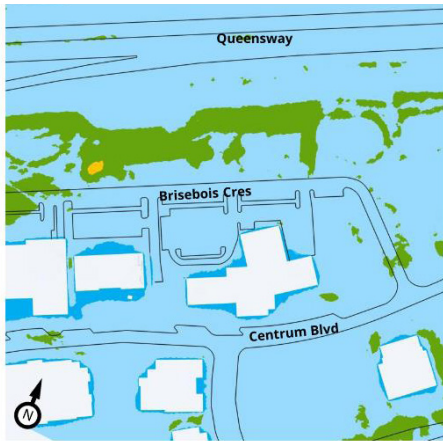
5.1 Wind

Rowan Williams Davies and Irwin Inc. (RWDI) prepared a Pedestrian Wind Comfort Assessment dated November 19, 2025. The objective was to evaluate the potential impact of the proposed development on pedestrian-level wind conditions and provide wind control recommendations, where necessary.

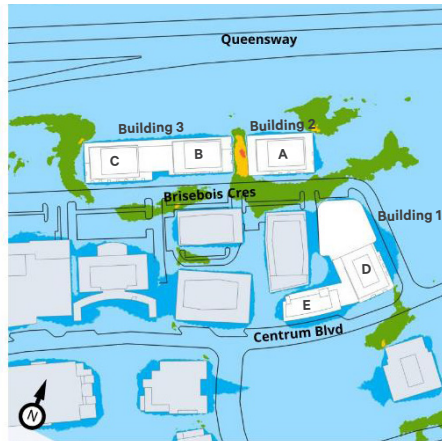
The assessment looked at sidewalks and adjacent properties, as well main entrances and above grade outdoor amenities. The assessment was based on computational modelling, simulation and analysis of wind conditions for the proposed development design, in conjunction with the local wind climate data and the RWDI wind criteria for pedestrian comfort and safety.

The following figures provided by RWDI are indicating that wind conditions around the site are appropriate for pedestrians during the summer, with higher wind speeds in the winter. Wind conditions in most areas remain suitable for sidewalks. There are some areas between Building 2 and Building 3, where the wind conditions are uncomfortable particularly in winter. Outdoor amenity spaces on podium level experience uncomfortable winter conditions with certain uncomfortable spots for summer which may be mitigated through measure at design refinement at Site Plan stage.

Please refer to the Wind Study document provided separately with the Urban Design Brief report submission.

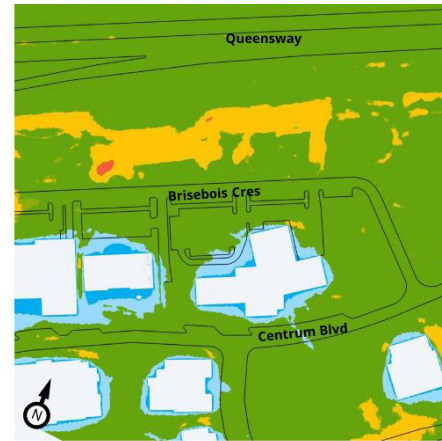


(a) Existing

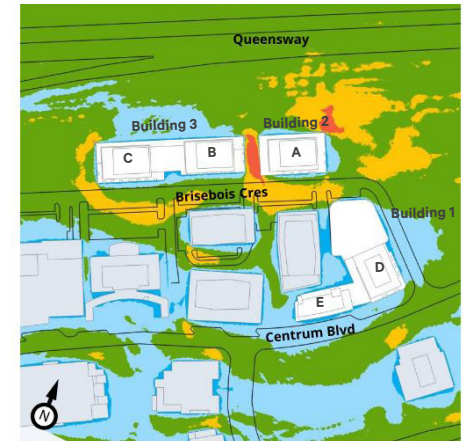


(b) Proposed

Predicted Wind Conditions at Ground Level - Summer

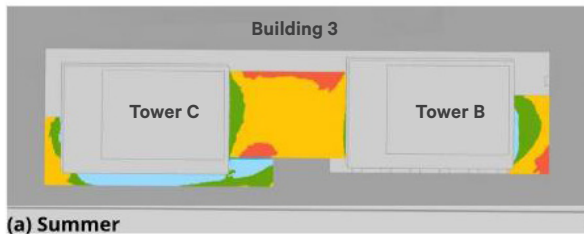


(a) Existing



(b) Proposed

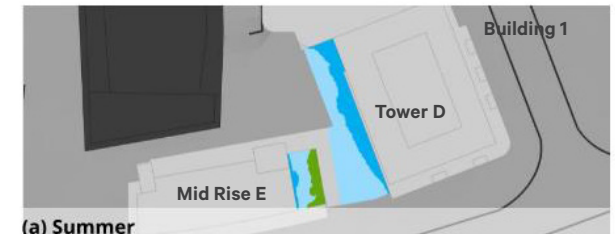
Predicted Wind Conditions at Ground Level - Winter



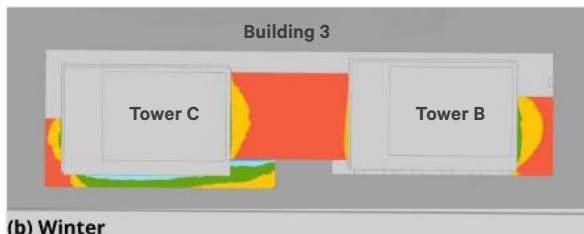
(a) Summer



(a) Summer



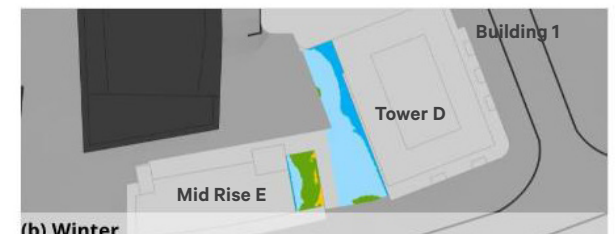
(a) Summer



(b) Winter



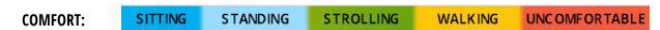
(b) Winter



(b) Winter

Predicted Wind Conditions - Amenity Spaces

Figure 55: Wind Study



5.2 Shadow Studies

Based on the shadow studies prepared by SvN Architects + Planners, the proposed buildings (shown in yellow) have been assessed for their effects on the surrounding context, including the low-rise residential neighborhoods, Rte. Régionale 174, and the existing and proposed parkland/green space. Existing buildings are shown in darker grey, proposed development applications (by others) are in lighter grey, and parkland in green.

Summer Solstice (June 21)

With the sun at its highest, shadows are short and contained, with minimal effect on adjacent properties.

- **Morning to Midday (8:00 AM–12:00 PM DST):** Shadows remain close to the site, largely falling on Rte. Régionale 174, with no new shadows on residential neighbourhoods or parks.
- **Afternoon (1:00–6:00 PM DST):** Shadows move gently east and southeast, mainly affecting the site itself. The proposed parkland will experience modest shadow impacts; however, these overlap with the development application proposed by others.

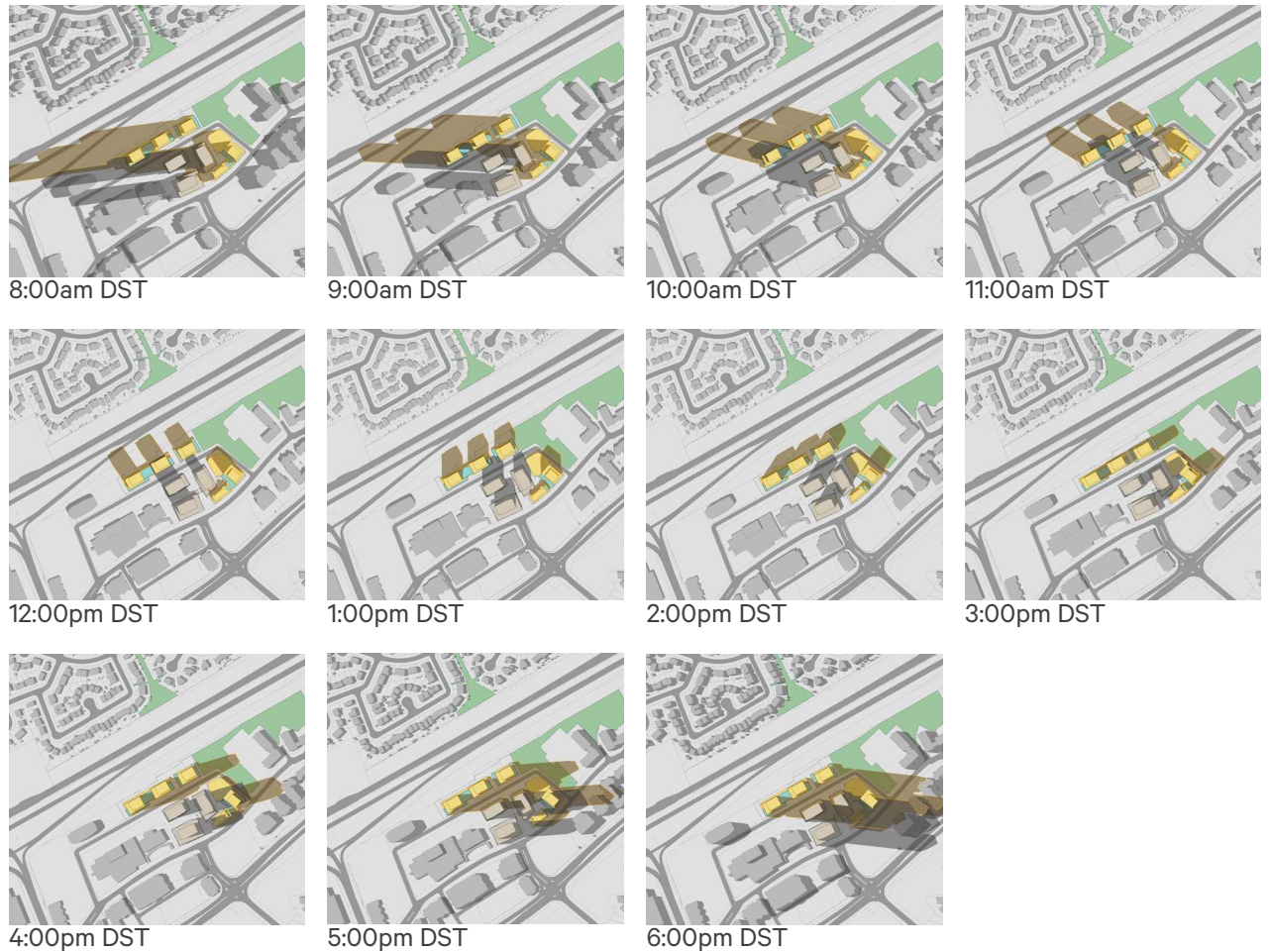
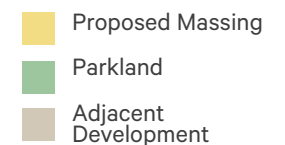
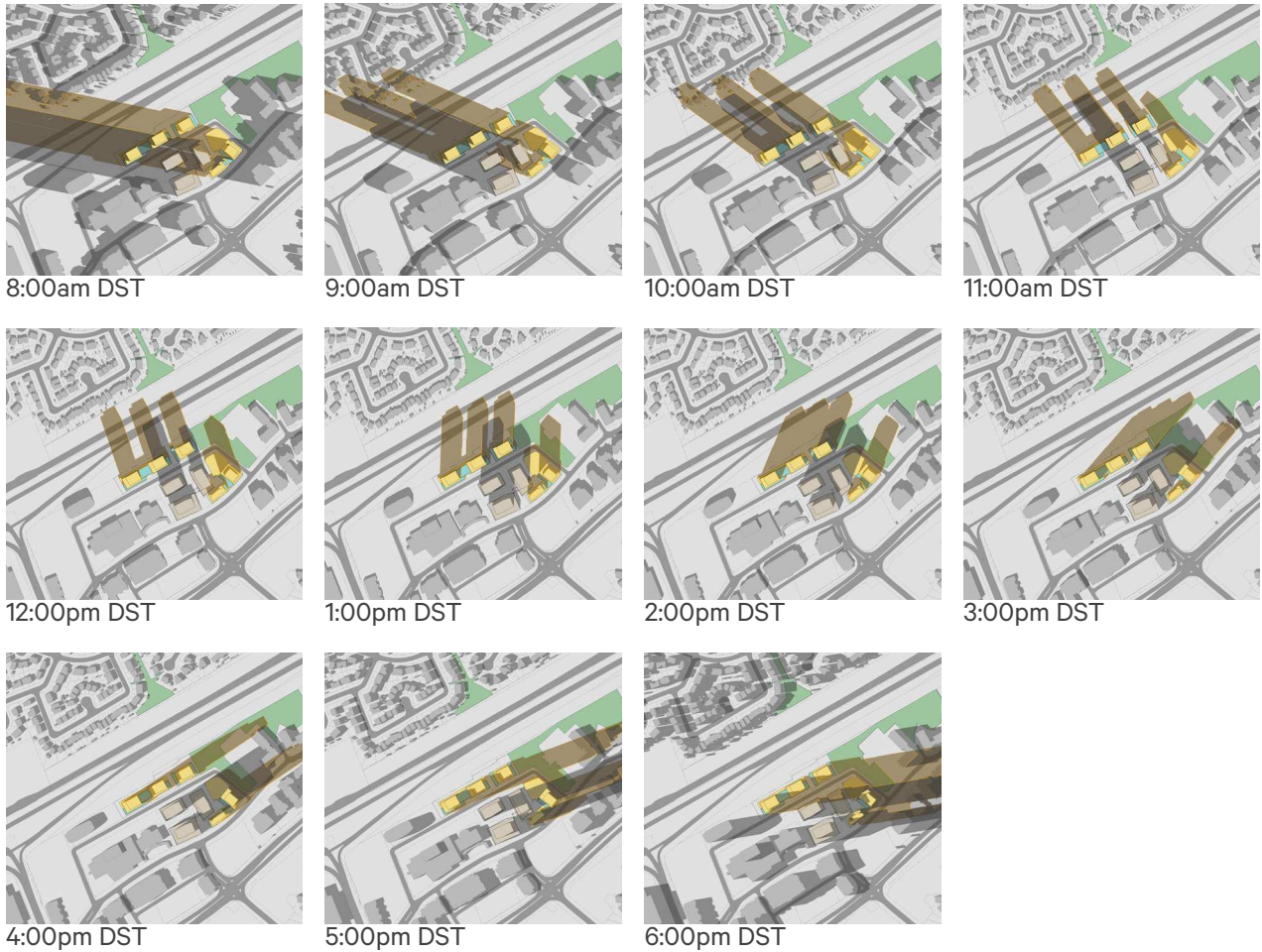


Figure 56: June Shadow Studies





Equinox (September 21)

Shadows during the equinox are moderate in length and reflect a transition between winter and summer conditions.

- **Morning (8:00–11:00 AM DST):** Shadows extend northwest but are shorter than in winter, touching only portions of the residential neighborhood for a limited period.
- **Midday to Afternoon (12:00–3:00 PM DST):** Shadows move eastward, primarily covering the site and adjacent proposed parkland, with minimal effect on surrounding areas.
- **Late Afternoon (4:00–6:00 PM DST):** Shadows lengthen southeastward, extending over the parkland and nearby development. By 6:00 PM, impacts on the surrounding context remain limited and temporary.

Figure 57: September Shadow Studies

- Proposed Massing
- Parkland
- Adjacent Development

Winter Solstice (December 21)

With the sun at its lowest angle, shadows naturally extend farther from the buildings.

- **Morning (8:00–11:00 AM DST):** Shadows gently extend northwest across Rte. Régionale 174 and reach portions of the residential neighborhood to the northeast. While some early morning shading occurs, it is limited in extent and moves gradually as the day progresses.
- **Midday to Afternoon (12:00–3:00 PM DST):** Shadows shorten slightly and shift eastward, primarily covering the proposed parkland to the northeast. Residential areas experience only partial, temporary shading during this period.
- **Late Afternoon (4:00–6:00 PM DST):** Shadows lengthen toward the east and southeast, extending over the proposed parkland and some retail uses. By early evening, impacts on the farthest northwest properties are minimal.

Overall, the proposed design ensures that shadow effects are largely contained, particularly during the summer, and temporary in nature during winter and equinox conditions. Thoughtful placement and massing of the buildings balance sunlight access for adjacent residential areas, Rte. Régionale 174, and proposed parkland, supporting a vibrant, livable neighborhood environment.

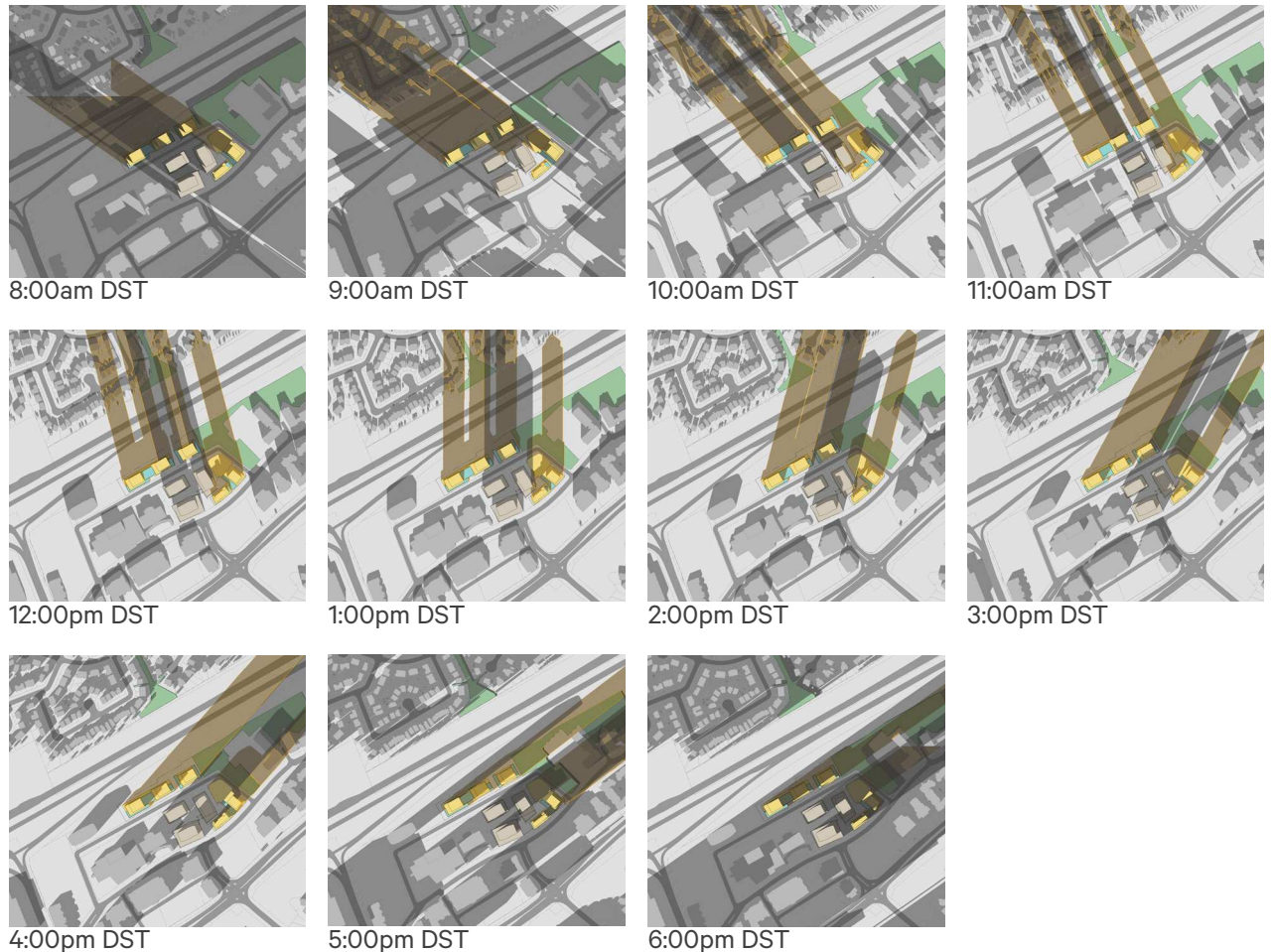
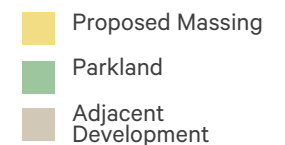


Figure 58: December Shadow Studies



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An aerial sketch of a campus in shades of orange. The drawing shows various buildings, parking lots, and a central road. A large, white, bold number '6' is overlaid on the right side of the image, partially obscuring the sketch. The overall style is a hand-drawn architectural plan.

6

Conclusion

6.0 Conclusion

530 Brisebois Crescent, Part of 265 Centrum – Forum Lands redevelopment implements best practices in contemporary urban design. It has been thoughtfully conceived to transform an underutilized site into a complete, transit-oriented community that supports a mix of housing, retail, and community uses. The location and placement of the potential community centre was carefully chosen in consultation with the City of Ottawa’s Recreation and Park Department via an active working group.

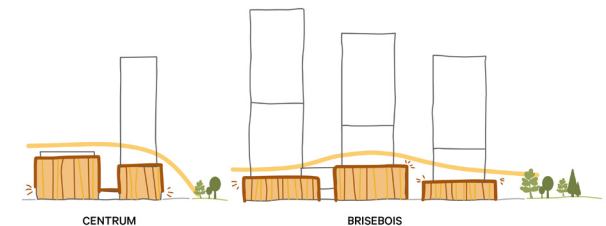
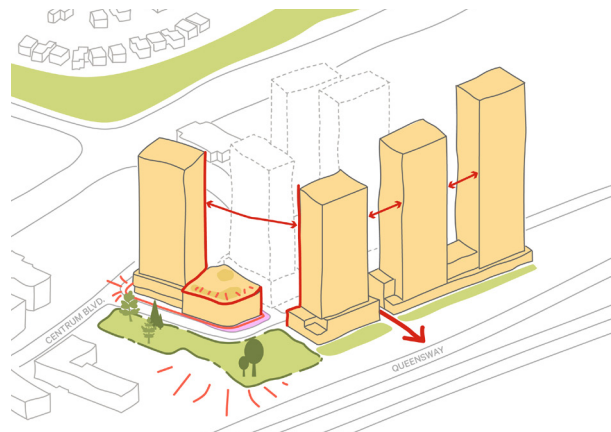
The design emphasizes walkability, connectivity, and human-scaled placemaking, reinforcing the site’s role as a key anchor within the evolving Orléans Town Centre.

Tower Placement and Height Strategy

The placement and height of the proposed towers are carefully organized to create a cohesive skyline and a sensitive transition in scale across the site. Building heights step down toward the community centre and adjacent park, emphasizing these as key anchors within the redevelopment. This massing strategy protects access to sunlight, maximizes views, and establishes a comfortable human scale at street level, while contributing to the emerging urban form of the Orléans Town Centre.

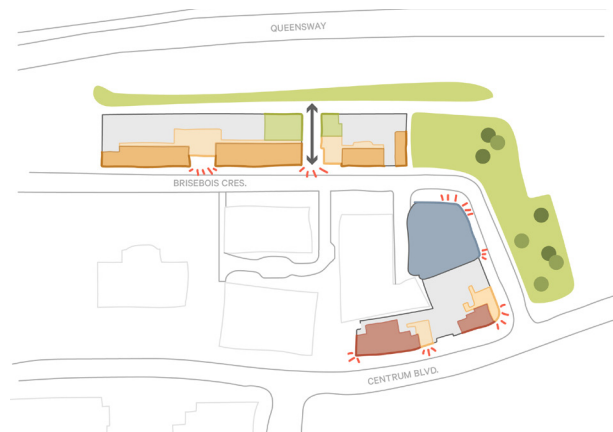
Podiums and Street Wall (Stepbacks and Setbacks)

The podiums define a strong and consistent street wall that frames Centrum Boulevard and internal pedestrian routes. The perceived height and pedestrian comfort are maintained through thoughtful stepbacks and low podia forms of 3 – 6 – storeys. Along Brisebois Crescent, increased setbacks and landscaped frontages establish a softer, residential rhythm, providing visual relief and transition to the surrounding neighbourhood. Together, these design moves balance the increased density with a sense of openness and approachability.



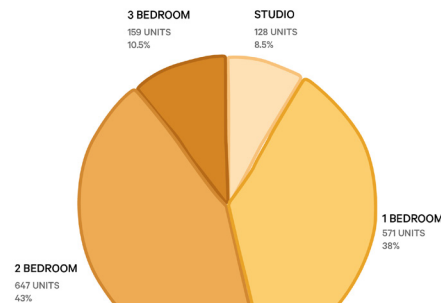
Ground Floor Animation (Townhouses, Amenity Spaces, Retail)

The ground floor is designed as a continuous, animated edge that supports daily life and community interaction. Townhouse frontages and residential lobbies contribute eyes-on-the-street and reinforce a sense of ownership along pedestrian corridors. Retail uses at the base of Mid-Rise Building E and Tower D activate Centrum Boulevard with transparency and activity, while amenity spaces and the community centre open onto the adjacent park, extending the public realm and creating a lively, connected ground plane.



Diversity of Housing

The proposed mix of building types and unit configurations introduces a diversity of housing options for residents of different ages, lifestyles, and household sizes. A combination of townhouses, mid-rise apartments, and high-rise units supports long-term neighbourhood evolution and inclusivity. This variety promotes social sustainability and aligns with the City's broader objectives for complete communities and housing choice near transit.



Loading and Access

Service and vehicular access have been carefully located to minimize curb cuts, reduce pedestrian-vehicle conflicts, and maintain an uninterrupted public realm. Internalized loading and consolidated driveways ensure safe and efficient site operations without compromising the pedestrian experience. Interim surface parking will maintain functionality through phased construction while supporting the project's long-term transition to a transit-oriented, pedestrian-prioritized environment.

The redevelopment aligns with Provincial and Municipal objectives for compact, mixed-use growth in areas well served by transit and community amenities. Through its balanced approach to height, public realm design, community contributions, and housing diversity, the project demonstrates a strong commitment to placemaking excellence—creating a vibrant, inclusive, and enduring addition to the Orléans Town Centre.

