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530 Brisebois Crescent and Part of 265 Centrum Boulevard Ottawa, Ontario Planning Rationale and Public Consultation Strategy

Prepared for: Forum Asset Management

**530 BRISEBOIS CRESENT AND
PART OF 265 CENTRUM BOULEVARD
OTTAWA, ONTARIO**

**PLANNING RATIONALE AND PUBLIC CONSULTATION STRATEGY
IN SUPPORT OF AN APPLICATION FOR
ZONING BY-LAW AMENDMENT**

Prepared For:

Forum Asset Management

Forum

Prepared By:



Engineers, Planners & Landscape Architects

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December 16, 2025

Novatech File: 122170
Ref: R-2025-121

December 16, 2025

City of Ottawa
Planning, Development, and Building Services Department
110 Laurier Avenue West, 4th Floor
Ottawa, Ontario
K1P 1J1

Attention: Kelly Livingstone, MCIP, RPP – Planner III

**Reference: 530 Brisebois Crescent and Part of 265 Centrum Boulevard
Planning Rationale and Public Consultation Strategy in Support of an
Application for Zoning By-law Amendment
Our File No.: 122170**

Novatech has been retained by Forum Asset Management ('Forum') to prepare this Planning Rationale and Public Consultation Strategy in support of an application for *Zoning By-law Amendment* for their properties municipally known as 530 Brisebois Crescent and part of 265 Centrum Boulevard in Ward 1 – Orléans East-Cumberland, Ottawa, Ontario. The *Zoning By-law Amendment* application is being submitted as part of the ongoing public-private partnership "P3" between Forum and the City of Ottawa. The herein will be referred to as the 'Subject Site'.

Forum is proposing to rezone the Subject Site from *Mixed-Use Centre, Subzone 14, Urban Exception 1413 – MC14[1413]* and *Mixed-Use Centre, Subzone 14, Urban Exception 1520, Schedule 152 – MC14[1520] S152* to a *Transit-Oriented Development, Height 130.3 – TD H(130.3)* zone to facilitate their future proposed residential and mixed-use development. Historically, the Subject Site's site-specific zoning provisions were adopted as part of the City Council approved "Overall Concept Plan" for the Orléans Town Centre West. The Overall Concept Plan was developed through the public-private partnership between landowners within the Orléans Town Centre including Forum and the City of Ottawa. The Subject Site was envisioned to be redeveloped as office towers with surface parking, senior residence/condominium, and mixed-use development as part of this overall master planning exercise. The development included Orléans Town Centre East, the construction of the Shenkman Arts Centre, Royal 22^e Régiment Park ('Seniors Park'), Holiday Inn, as well as at-grade and below grade municipal infrastructure. Since then, approval and adoption of the new *City of Ottawa Official Plan (2022)*, *Orléans Corridor Secondary Plan (2022)*, and planned extension of the OC Transpo Line 1 Light Rail Transit (LRT) envisions the Subject Site and surrounding Orléans Town Centre transforming into a new vibrant, transit-oriented, and reimagined mixed-use community.

Forum is proposing to develop four (4) high-rise buildings and one (1) mid-rise building ranging from 9-storeys to 40-storeys in building height. Ground oriented townhouse dwellings are proposed along Brisebois Crescent to create an animated and pedestrian oriented neighbourhood edge. The proposed development will include approximately one thousand five hundred (1,500)

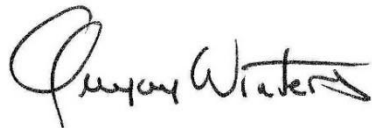
residential dwellings, a new potential community centre to be funded and built by the City of Ottawa, and ground floor commercial and retail spaces that will contribute to a vibrant, healthy, and walkable 15-minute neighbourhood. Subject to further discussions between Forum and the City of Ottawa, the future residential dwellings may include affordable housing. A separate *Site Plan Control* application will be filed for the Subject Site when the details of the proposed residential and mixed-use development are finalized.

The Planning Rationale and Public Consultation Strategy will demonstrate how the proposed residential and mixed-use development is consistent with the *Provincial Planning Statement (2024)*, conforms to the *City of Ottawa Official Plan (2022)* and *Orléans Corridor Secondary Plan (2022)*, and complies with the provisions of *Zoning By-law 2008-250*. This report shall be read in conjunction with the Urban Design Brief prepared by SvN Architects + Planners dated November 2025 which addresses all relevant and applicable urban design guidelines.

NOVATECH



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Greg Winters, MCIP, RPP
Director, Planning & Development

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EXECUTIVE SUMMARY

Novatech has been retained by Forum Asset Management ('Forum') to prepare this Planning Rationale and Public Consultation Strategy in support of an application for *Zoning By-law Amendment* for their properties municipally known as 530 Brisebois Crescent and part of 265 Centrum Boulevard in Ward 1 – Orléans East-Cumberland, Ottawa, Ontario. The *Zoning By-law Amendment* application is being submitted as part of the ongoing public-private partnership "P3" between Forum and the City of Ottawa. The herein will be referred to as the 'Subject Site'.

The Subject Site is comprised of two properties municipally known as 530 Brisebois Crescent and part of 265 Centrum Boulevard within the Orléans Town Centre. The property municipally known as 530 Brisebois Crescent is a rectangular shaped parcel of land and has an area of approximately 0.71 hectares. The property municipally known as part of 265 Centrum Boulevard is an irregular shaped parcel of land and has an area of approximately 0.36 hectares. Based on a review of topographic survey, the Subject Site generally slopes downwards in a south to north direction from Centrum Boulevard to Brisebois Crescent to Regional Road 174. The Subject Site has historically been largely undeveloped based on a review of aerial photography from GeoOttawa.

Forum is proposing to rezone the Subject Site from *Mixed-Use Centre, Subzone 14, Urban Exception 1413 – MC14[1413]* and *Mixed-Use Centre, Subzone 14, Urban Exception 1520, Schedule 152 – MC14[1520] S152* to a *Transit-Oriented Development, Height 130.3 – TD H(130.3)* zone to facilitate their future proposed residential and mixed-use development. Historically, the Subject Site's site-specific zoning provisions were adopted as part of the City Council approved "Overall Concept Plan" for the Orléans Town Centre West. The Overall Concept Plan was developed through the public-private partnership between landowners within the Orléans Town Centre including Forum and the City of Ottawa. The Subject Site was envisioned to be redeveloped as office towers with surface parking, senior residence/condominium, and mixed-use development as part of this overall master planning exercise. The development included Orléans Town Centre East, the construction of the Shenkman Arts Centre, Royal 22^e Régiment Park ('Seniors Park'), Holiday Inn, as well as at-grade and below grade municipal infrastructure. Since then, approval and adoption of the new *City of Ottawa Official Plan (2022)*, *Orléans Corridor Secondary Plan (2022)*, and planned extension of the OC Transpo Line 1 Light Rail Transit (LRT) envisions the Subject Site and surrounding Orléans Town Centre transforming into a new vibrant, transit-oriented, and reimagined mixed-use community.

Forum is proposing to develop four (4) high-rise buildings and one (1) mid-rise building ranging from 9-storeys to 40-storeys in building height. Ground oriented townhouse dwellings are proposed along Brisebois Crescent to create an animated and pedestrian oriented neighbourhood edge. The proposed development will include approximately one thousand five hundred (1,500) residential dwellings, a new potential community centre to be funded and built by the City of Ottawa, and ground floor commercial and retail spaces that will contribute to a vibrant, healthy, and walkable 15-minute neighbourhood. Subject to further discussions between Forum and the City of Ottawa, the future residential dwellings may include affordable housing. A separate *Site Plan Control* application will be filed for the Subject Site when the details of the proposed residential and mixed-use development are finalized.

It is our assessment that the suggested zoning is consistent with the *Provincial Planning Statement (2024)*, conforms to the *City of Ottawa Official Plan (2022)* and *Orléans Corridor*

Secondary Plan (2022), and complies with the provisions of *Zoning By-law 2008-250*. This Planning Rationale and Public Consultation Strategy supports the *Zoning By-law Amendment* application. **The proposed residential and mixed-use development is an appropriate and desirable addition to the Orléans community and represents good planning.**

1.0 INTRODUCTION

Novatech has been retained by Forum Asset Management ('Forum') to prepare this Planning Rationale and Public Consultation Strategy in support of an application for *Zoning By-law Amendment* for their properties municipally known as 530 Brisebois Crescent and part of 265 Centrum Boulevard in Ward 1 – Orléans East-Cumberland, Ottawa, Ontario. The *Zoning By-law Amendment* application is being submitted as part of the ongoing public-private partnership "P3" partnership between Forum and the City of Ottawa. The herein will be referred to as the 'Subject Site'.

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1.1 Site Location and Description

As previously noted, the Subject Site is comprised of two properties municipally known as 530 Brisebois Crescent and part of 265 Centrum Boulevard within the Orléans Town Centre as shown in **Figure 1**. The property municipally known as 530 Brisebois Crescent is a rectangular shaped parcel of land and has an area of approximately 0.71 hectares. The property municipally known as part of 265 Centrum Boulevard is an irregular shaped parcel of land and has an area of approximately 0.36 hectares. Based on a review of topographic survey, the Subject Site generally slopes downwards in a south to north direction from Centrum Boulevard to Brisebois Crescent to Regional Road 174.

The Subject Site has historically been largely undeveloped based on a review of aerial photography from GeoOttawa. The Orléans Town Centre was always envisioned to be developed by the Town of Cumberland and the City of Ottawa. The City of Cumberland registered a *Plan of Subdivision* known as 50M-165 for the Subject Site and Orléans Town Centre. The previous alignment of Commercial Drive was planned to cross over portions of the Subject Site and connect to Centrum Boulevard but was closed through a formal *Street Closing* application. The construction of Brisebois Crescent in conjunction with the completion of the Shenkman Arts Centre replaced the public roadway. An existing stormwater easement bisects the northern portion of 530 Brisebois Crescent from east to west which represents an existing development constraint as no permanent structures are permitted to be constructed within this easement.

The Subject Site is comprised of several unconsolidated property parcels and is legally described as follows:

530 Brisebois Crescent

PART BLOCKS 2, 6 & 7 AND PART COMMERCIAL DRIVE (CLOSED BY LT789196) PLAN 51M165 PARTS 5, 15 & 36 4R21938 SUBJECT TO AN EASEMENT OVER PART 15 4R21938 AS IN RLT61044 SUBJECT TO AN EASEMENT OVER PART 15 4R21938 AS IN RLT68975 SUBJECT TO AN EASEMENT OVER PART 15 4R21938 AS IN RLT68248 SUBJECT TO AN EASEMENT IN GROSS OVER PARTS 15 & 36 4R21938 AS IN OC713792 SUBJECT TO AN EASEMENT IN GROSS OVER PART 2 4R23198 AS IN OC915910 SUBJECT TO AN EASEMENT OVER PART 3 4R27826 IN FAVOUR OF PARTS 3 & 4 4R21938 AS IN OC1692028 TOGETHER WITH AN EASEMENT OVER PARTS 1 & 2 4R27826 AS IN OC1692034 TOGETHER WITH AN EASEMENT OVER PART BLOCK 2 PLAN 50M165 PARTS 6 & 7 4R27826 AND PART LOT 36 CONCESSION 1 (OLD SURVEY) CUMBERLAND PARTS 2 & 5 4R30310 AS IN OC1932709 SUBJECT TO AN EASEMENT IN GROSS OVER PART BLOCKS 2 AND 7 AND PART COMMERCIAL DRIVE(CLOSED BY LT789196) 50M165, PARTS 2, 5, 7, 9 AND 10 4R28938 AS IN OC2207475 CITY OF OTTAWA.

PART LOT 36 CONCESSION 1 (OLD SURVEY) CUMBERLAND PART 8 4R21938 EXCEPT PART 1 4R24597 SUBJECT TO AN EASEMENT OVER PART 1 4R30310 IN FAVOUR OF PARTS 3 & 4 4R21938 AS IN OC1692028 TOGETHER WITH AN EASEMENT OVER PARTS 1 & 2 4R27826 AS IN OC1692034 TOGETHER WITH AN EASEMENT OVER PART BLOCK 2 PLAN 50M165 PARTS 6 & 7 4R27826 & PART LOT 36 CONCESSION 1 (OLD SURVEY) CUMBERLAND PARTS 2 & 5 4R30310 AS IN

OC1932709 SUBJECT TO AN EASEMENT IN GROSS OVER PARTS 4, 6 AND 8 4R28938 AS IN OC2207475 CITY OF OTTAWA.

Part of 265 Centrum Boulevard

PART OF COMMERCIAL DRIVE PLAN 50M-165 (AS CLOSED BY BY-LAW NO. 90-92, INSTRUMENT NO. LT789196), BEING PART 29 ON PLAN 4R-21938, OTTAWA.

PART OF BLOCK 2 AND PART OF COMMERCIAL DRIVE (AS CLOSED BY BY-LAW 90-92, INSTRUMENT NO. LT789196), PLAN 50M-165, BEING PARTS 22, 23, 27 AND 28 ON PLAN 4R-21938, OTTAWA. SUBJECT TO AN EASEMENT OVER PART 22 ON PLAN 4R-21938, AS IN OC591803. SUBJECT TO AN EASEMENT OVER PARTS 22 AND 23 ON PLAN 4R-21938, AS IN RLT61044.

PART OF BLOCK 6 PLAN 50M-165, BEING PART 13 ON PLAN 4R-24551. T/W AN EASEMENT OVER PART OF BLOCK 6 PLAN 50M-165, BEING PART 47 ON PLAN 4R-21938 AS IN OC713786. CITY OF OTTAWA.

PART OF BLOCK 2 AND PART OF COMMERCIAL DRIVE (AS CLOSED BY BY-LAW 90-92, INSTRUMENT LT789196 AND BY-LAW 2007-134 INSTRUMENT OC706182) PLAN 50M165, PARTS 7, 8, 9, 10 AND 11 PLAN 4R24551. SUBJECT TO AN EASEMENT OVER PARTS 8, 9 AND 10 PLAN 4R24551 AS IN RLT61044. SUBJECT TO AN EASEMENT OVER PART 9 PLAN 4R24551 AS IN OC591803 CITY OF OTTAWA.

PART OF BLOCK 6 PLAN 50M165, PART 4 PLAN 4R24551 CITY OF OTTAWA PART OF COMMERCIAL DRIVE PLAN 50M165 (AS CLOSED BY BY-LAW 90-92, INSTRUMENT NO. LT789196), PART 6 PLAN 4R24551 CITY OF OTTAWA.

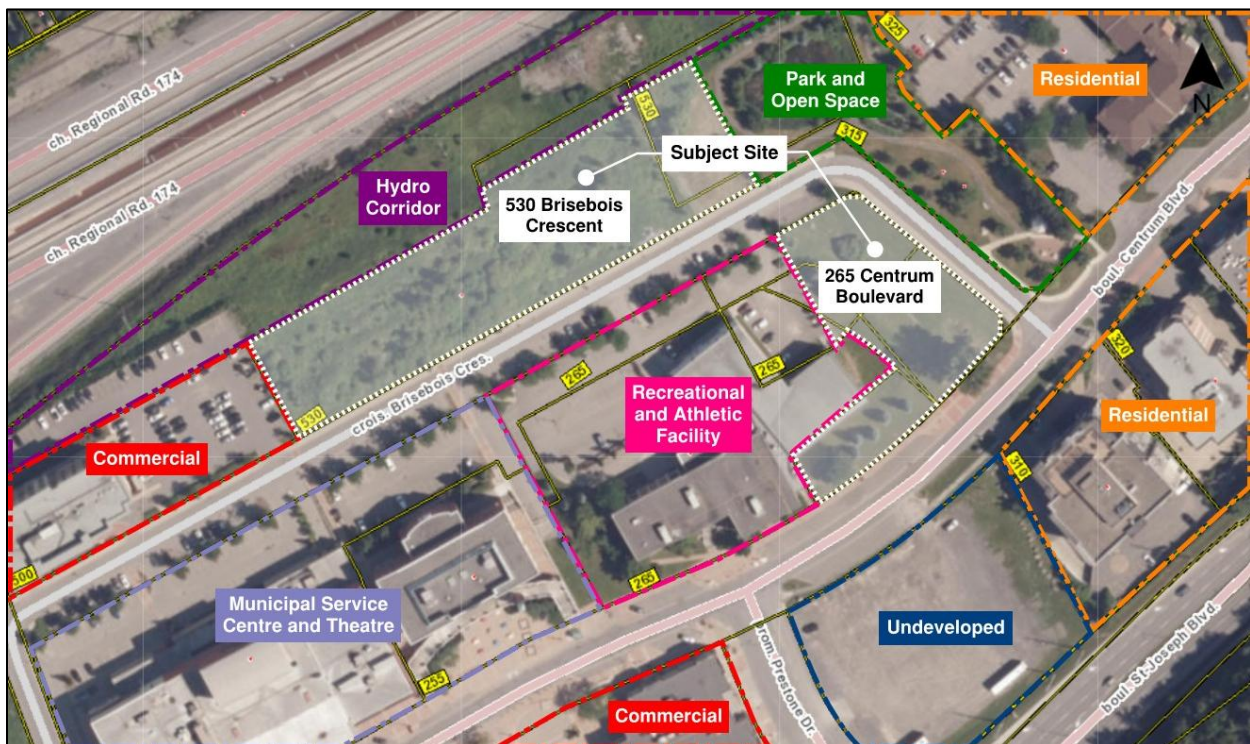


Figure 1: Subject Site and surrounding uses.

1.2 Community Context and Connectivity

The following describes the land uses adjacent to the Subject Site as shown in **Figure 1**.

North: Brisebois Crescent which is a local roadway that runs east to west abuts part of 265 Centrum Boulevard to the north as shown in **Figure 2**. An existing hydro corridor owned by Hydro One abuts 530 Brisebois Crescent to the north as shown in **Figure 3**. Located north of the hydro corridor is Regional Road 174 which is under jurisdiction of the City of Ottawa but is contemplated to be uploaded to the Province of Ontario through *Bill 48: Uploading Highways 174 and 17 Act, 2025*. The future extension of the OC Transpo Line 1 Light Rail Transit (LRT) will be integrated within this highway corridor with the planned Orléans Town Centre Station situated within 200 metres of the Subject Site.

East: The Royal 22^e Régiment Park and north-south segment of Brisebois Crescent abuts the Subject Site to the east as shown in **Figure 4**. Existing low-rise and mid-rise residential development are located along Centrum Boulevard further east of the Subject Site as shown in **Figure 5**.

South: Centrum Boulevard is an existing collector roadway that runs in an east to west direction abutting the Subject Site to the south as shown in **Figure 6**. Existing mid-rise residential development and an undeveloped parcel of land along Centrum Boulevard are located on the opposite side of the Subject Site as shown in **Figure 7**. St. Joseph Boulevard is an existing arterial roadway that is located further south of the Subject Site and runs in an east to west direction.

West: An existing recreational and athletic facility that was previously the former location of the Orléans YMCA-YMCA abuts the Subject Site to the west located on the other half of 265 Centrum Boulevard as shown in **Figure 8**. Concurrent *Official Plan Amendment (City File No.: D01-01-23-0003)*, *Zoning By-law Amendment (City File No.: D02-02-23-0021)*, and *Site Plan Control (City File No.: D07-12-23-0033)* applications for the redevelopment of the former Orléans YMCA are under review by the City of Ottawa for three (3) high-rise buildings. Located further west of the Subject Site are the City of Ottawa Orléans Client Services Centre, Shenkman Arts Centre, Holiday Inn, and existing commercial and retail as shown in **Figure 9**.



Figure 2: View looking east on Brisebois Crescent with the Subject Site to the left and right (Google Streetview, September 2025).



Figure 3: View looking east on Regional Road 174 with the hydro corridor north of the Subject Site located to the right (Google Streetview, September 2025).



Figure 4: View looking east towards the Royal 22^e Régiment Park on Brisebois Crescent (Google Streetview, September 2025).



Figure 5: View looking east from Centrum Boulevard of the existing low-rise residential development located east of the Subject Site (Google Streetview, September 2025).



Figure 6: View looking west from Centrum Boulevard with the Subject Site located to the right and existing mid-rise residential development to the left (Google Streetview, September 2025).

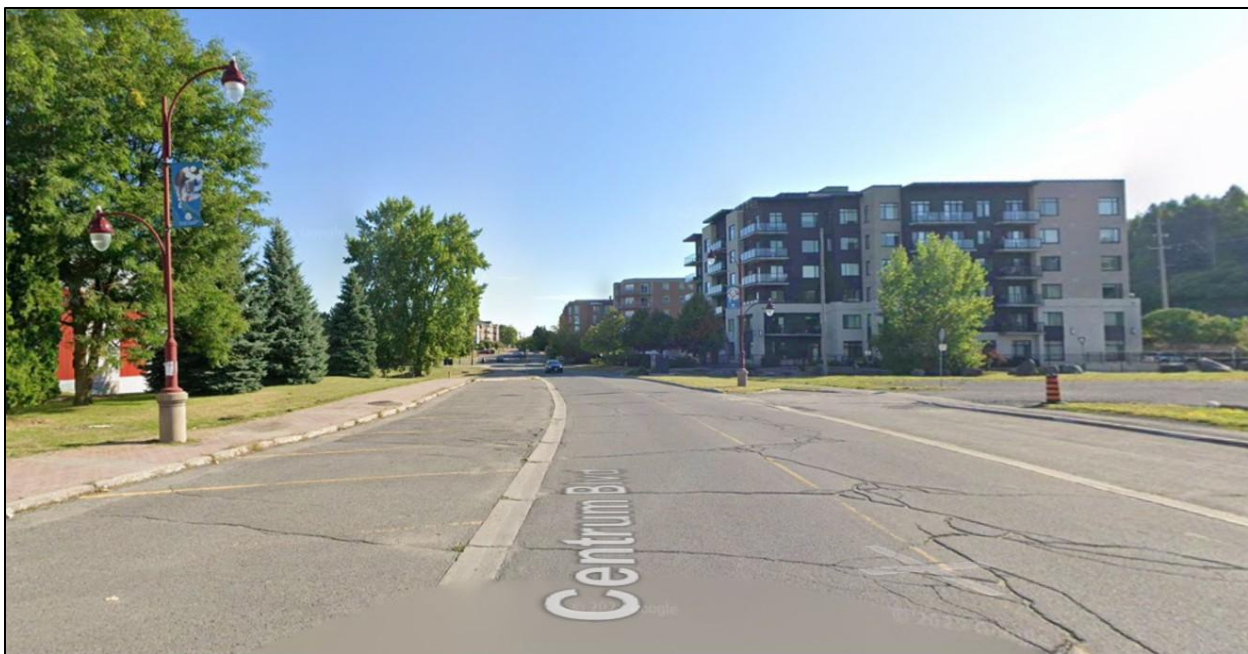


Figure 7: View looking east from Centrum Boulevard with the Subject Site located to the left and existing mid-rise residential development to the right (Google Streetview, September 2025).



Figure 8: View looking north towards the former Orléans YMCA from Centrum Boulevard (Google Streetview, September 2025).



Figure 9: View looking northeast towards the Shenkman Arts Centre located further west of the Subject Site (Google Streetview, September 2025).

1.3 Planning and Regulatory Context

1.3.1 City of Ottawa Official Plan (2022)

The Subject Site is located within the *Suburban Transect* as per the *City of Ottawa Official Plan Schedule A – Transect Policy Areas* as shown in **Figure 10**. The Subject Site is currently designated as a *Hub* with a small portion of 530 Brisebois Crescent designated as *Greenspace* with an *Evolving Neighbourhood Overlay* as per the *City of Ottawa Official Plan Schedule B8 – Suburban (East) Transect* as shown in **Figure 11**. A small portion of the Subject Site is designated as *Greenspace* however, this portion of 530 Brisebois Crescent remains under ownership of Forum and was always envisioned to be developed as future residential and mixed-use development. Accordingly, it is understood that this portion will be redeveloped as such with no intentions of formalizing it as a park or greenspace including expansion of the Royal 22^e Régiment Park.

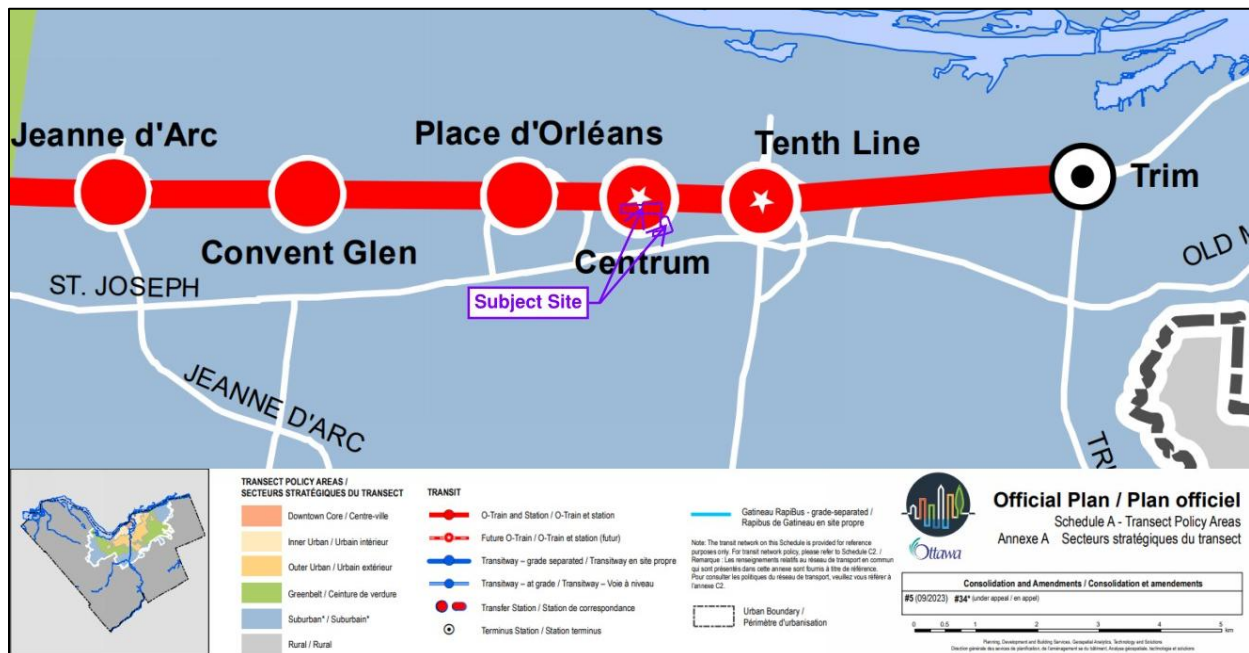


Figure 10: Excerpt from the City of Ottawa Official Plan Schedule A – Transect Policy Areas with the Subject Site added by Novatech.

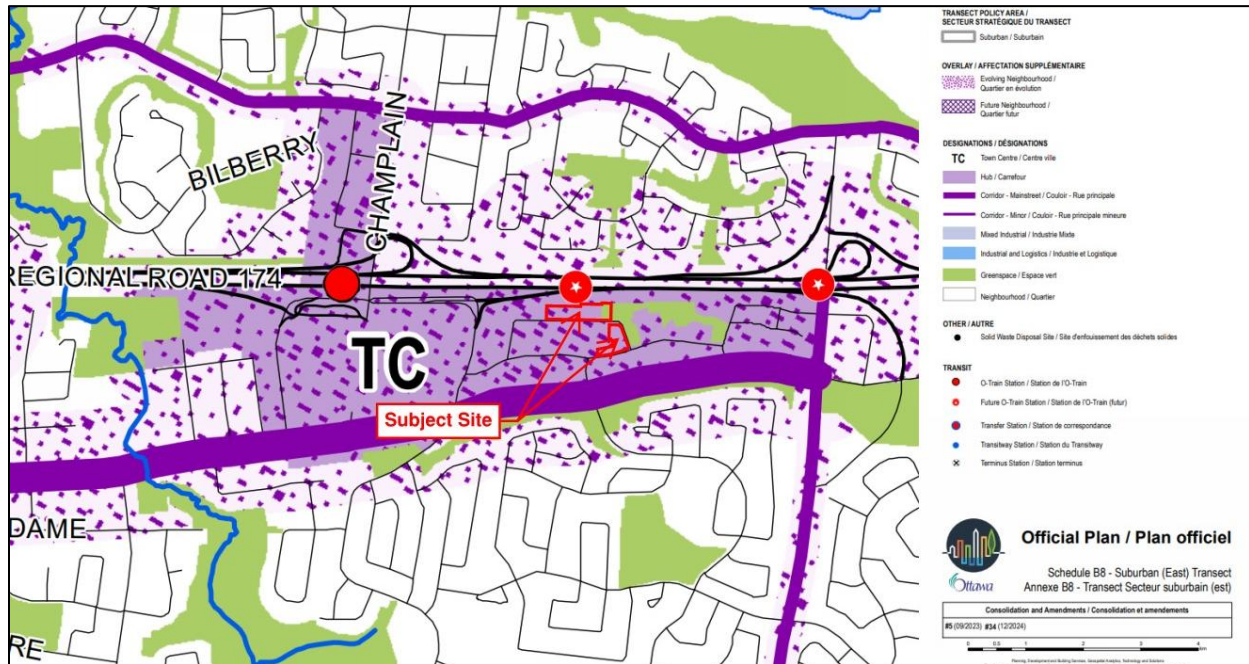


Figure 11: Excerpt from the City of Ottawa Official Plan Schedule B8 – Suburban (East) Transect with the Subject Site added by Novatech.

The Subject Site is situated within the *Protected Major Transit Station Area (PMTSA)* as per the *City of Ottawa Official Plan Schedule C1 – Protected Major Transit Station Areas* as shown in **Figure 12**. The Subject Site is situated within 200 metres of the future Orléans Town Centre Station which is planned as part of the extension of the OC Transpo Line 1 Light Rail Transit (LRT).

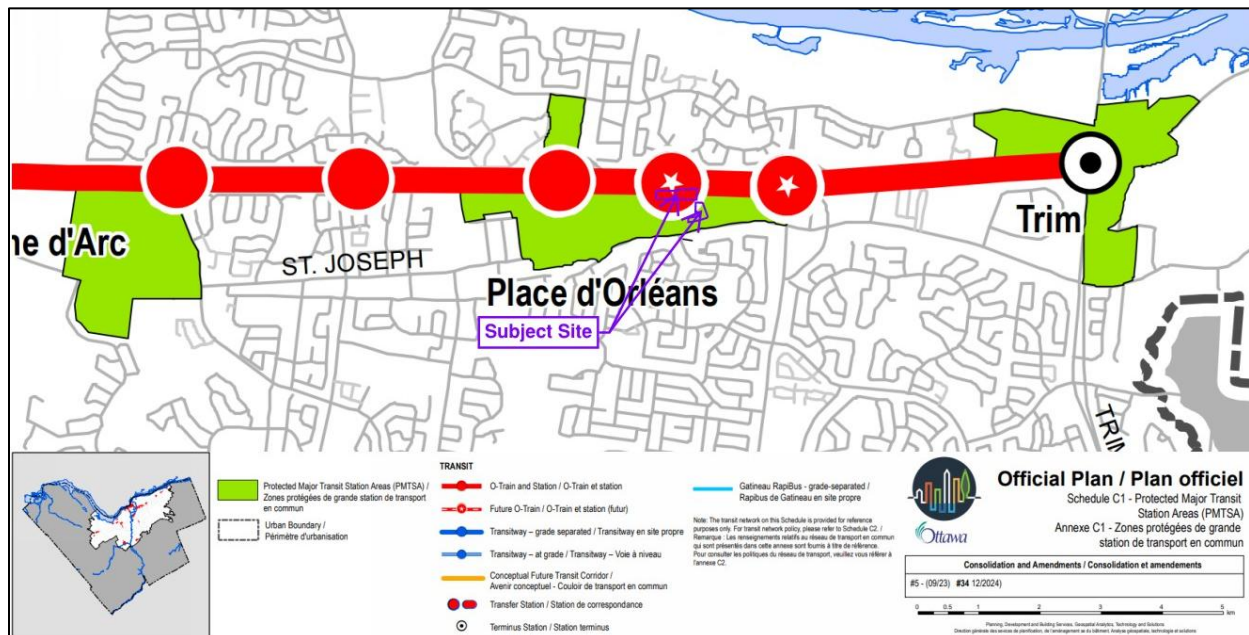


Figure 12: Excerpt from the City of Ottawa Official Plan Schedule C1 – Protected Major Transit Station Areas (PMTSA) with the Subject Site added by Novatech.

The Subject Site is situated along the *Protected Major Transit Station Area (PMTSA)* as per the *City of Ottawa Official Plan Schedule C1 – Protected Major Transit Station Areas* as shown in **Figure 12**. The Subject Site is situated within 900 metres of the existing Place d’Orléans Station.

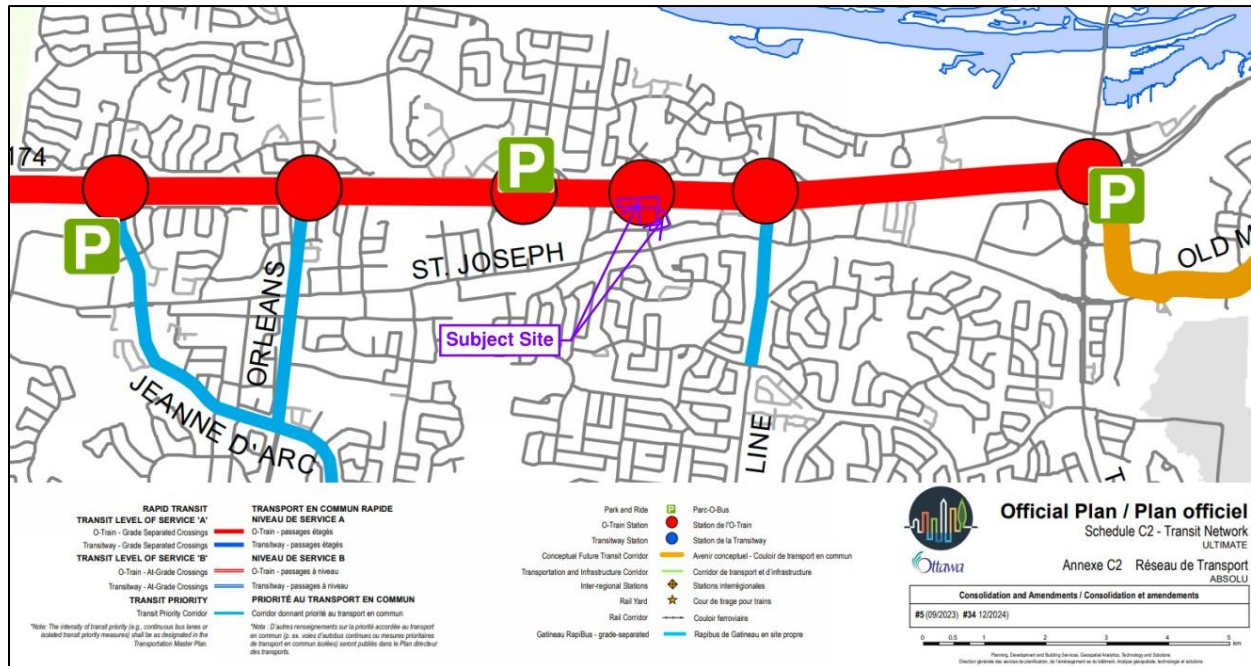


Figure 13: Excerpt from the City of Ottawa Official Plan Schedule C2 – Transit Network Ultimate with the Subject Site added by Novatech.

Brisebois Crescent is considered a local roadway whereas Centrum Boulevard is designated as a *Collector – Existing* roadway as per the *City of Ottawa Official Plan Schedule C4 – Urban Road Network* as shown in **Figure 13**.

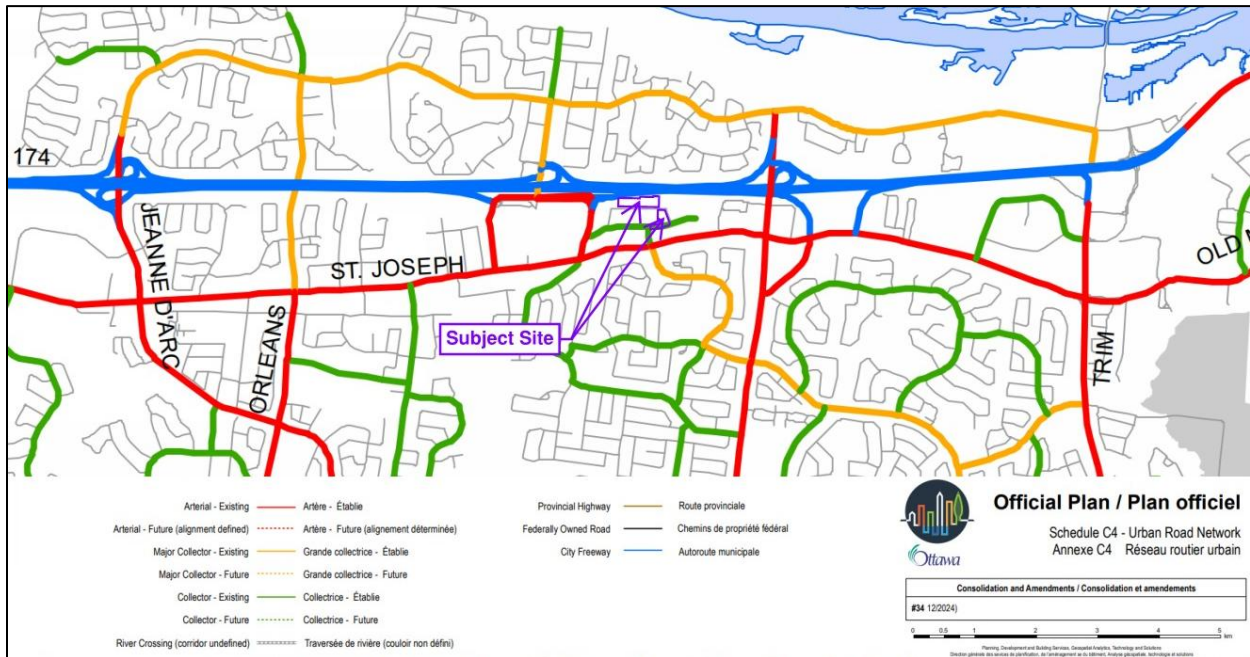


Figure 14: Excerpt from the City of Ottawa Official Plan Schedule C4 – Urban Road Network with the Subject Site added by Novatech.

The Subject Site is situated within a *Design Priority Area* as per the *City of Ottawa Official Plan Schedule C7-A – Design Priority Areas – Urban* as shown in **Figure 15**.

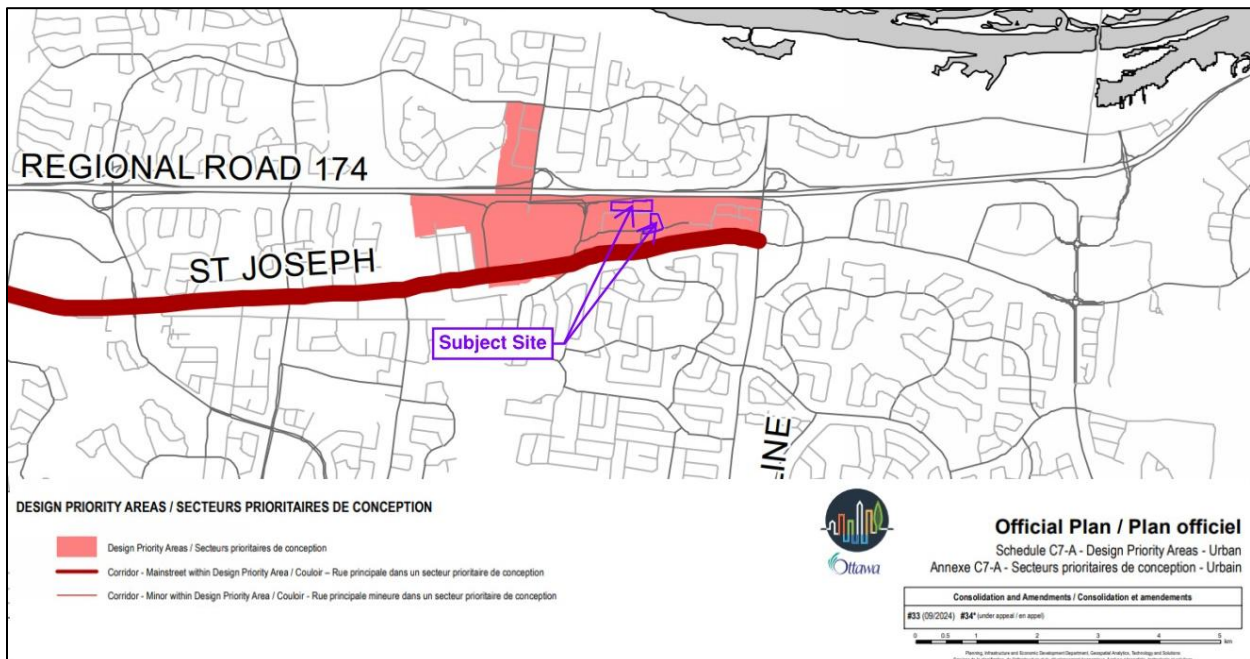


Figure 15: Excerpt from the City of Ottawa Official Plan Schedule C7-A – Design Priority Areas – Urban with the Subject Site added by Novatech.

The Subject Site does not include any natural heritage features or urban natural features as per the *City of Ottawa Official Plan Schedule C11-C – Natural Heritage System (East)* as shown in **Figure 16**.

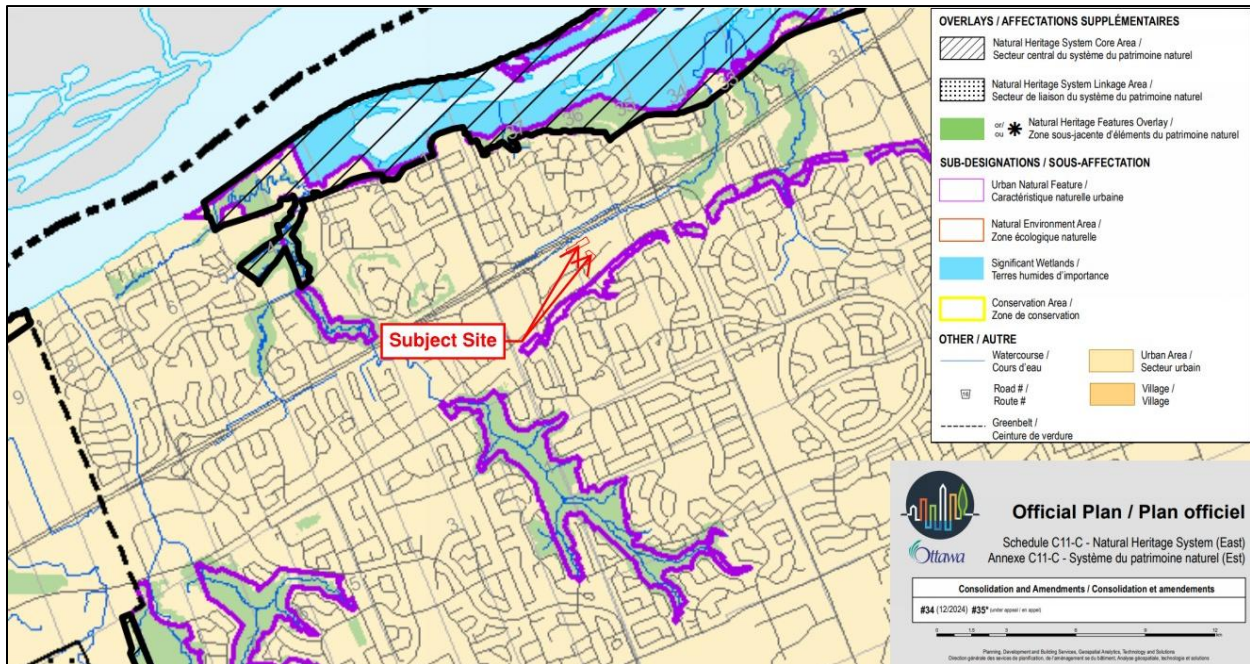


Figure 16: Excerpt from the City of Ottawa Official Plan Schedule C11-C – Natural Heritage System (East) with the Subject Site added by Novatech.

A portion of 530 Brisebois Crescent is designated as a *Park* as per the *City of Ottawa Official Plan Schedule C12 – Urban Greenspace* as shown in **Figure 17**. This portion of the Subject Site has always been envisioned to be developed as future residential and mixed-use development.



Figure 17: Excerpt from the City of Ottawa Official Plan Schedule C12 – Urban Greenspace with the Subject Site added by Novatech.

The Subject Site is located south of Regional Road 174 which is designated as a *Scenic Capital Entry Route* as per the *City of Ottawa Official Plan Schedule C13 – Scenic Routes* as shown in Figure 18.

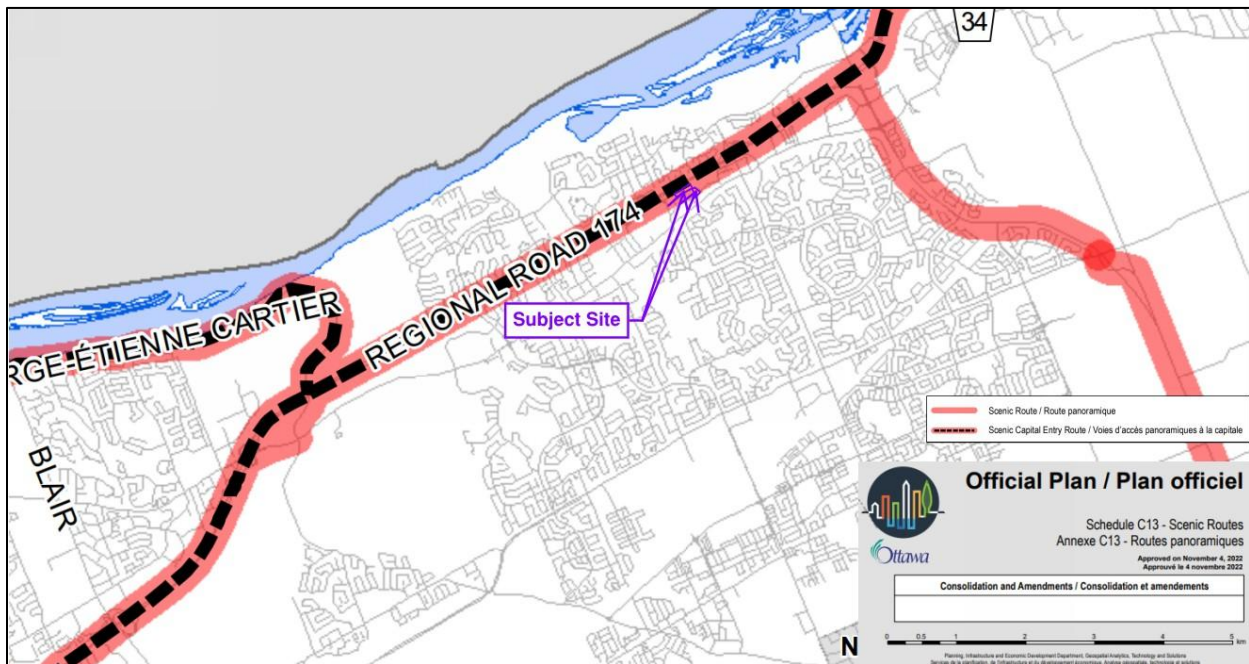


Figure 18: Excerpt from the City of Ottawa Official Plan Schedule C13 – Scenic Routes with the Subject Site added by Novatech.

The Subject Site does not contain any environmental constraints as per the *City of Ottawa Official Plan Schedule C15 – Environmental Constraints* as shown in **Figure 19**.

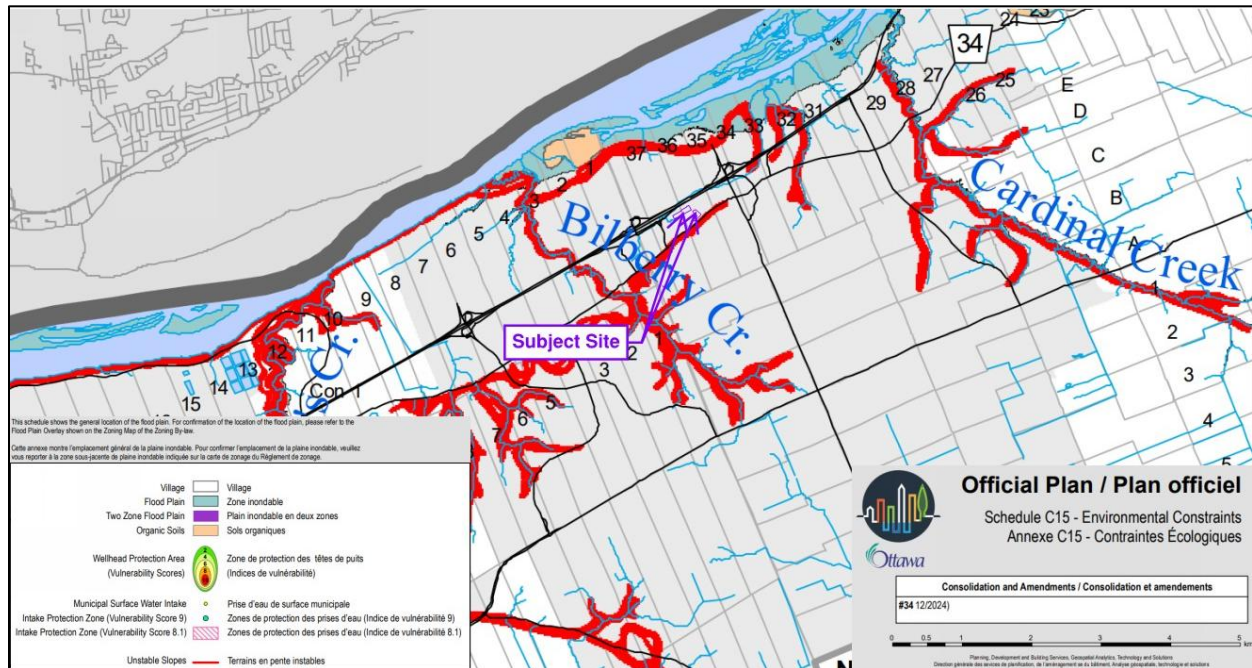


Figure 19: Excerpt from the City of Ottawa Official Plan Schedule C15 – Environmental Constraints with the Subject Site added by Novatech.

1.3.2 City of Ottawa Zoning By-law 2008-250

The portion of the Subject Site that is 530 Brisebois Crescent is currently zoned as *Mixed-Use Centre, Subzone 14, Urban Exception 1413 – MC14[1413]* whereas part of 265 Centrum Boulevard is zoned as *Mixed-Use Centre, Subzone 14, Urban Exception 1520, Schedule 152 – MC14[1520] S152* as shown in **Figure 20**. The purpose of the *Mixed-Use Centre* zone is to:

1. ensure that the areas designated *Mixed-Use Centres* in the *Official Plan*, or a similar designation in a *Secondary Plan*, accommodate a combination of transit-supportive uses such as offices, secondary and post secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service uses such as restaurants and personal service businesses, and high- and medium-density residential uses; (*By-law 2015-293*)
 2. allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings; and
 3. impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.
- **A Zoning By-law Amendment application is required to facilitate Forum’s proposed residential and mixed-use development that will transform the Subject Site into a vibrant, healthy, and walkable 15-minute neighbourhood.**
 - **It is also suggested to remove the Subject Site’s site-specific exceptions which prohibit certain non-residential land uses, limit the number of residential dwellings permitted,**

and limit maximum building heights. The existing zoning for the portion of the Subject Site as part of 265 Centrum Boulevard limits the maximum building height to 85.0 metres above sea level (A.S.L.) as shown in Figure 21.

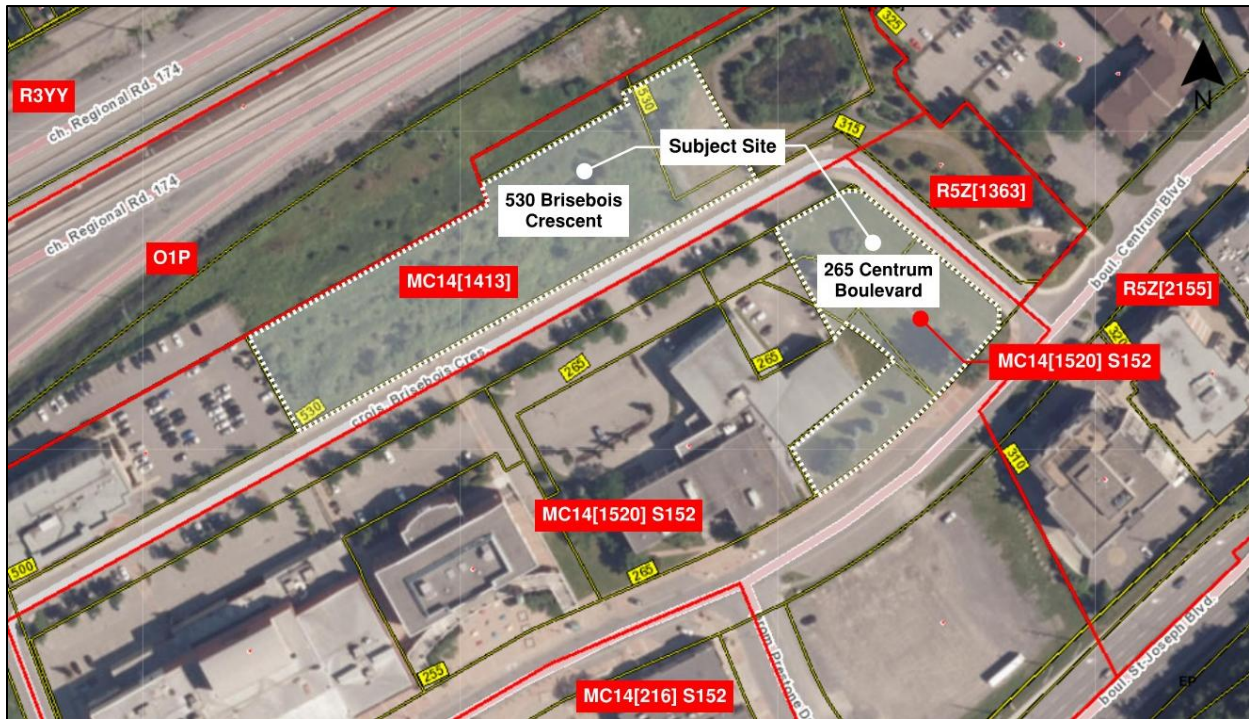


Figure 20: Excerpt of the Subject Site's zoning from GeoOttawa.

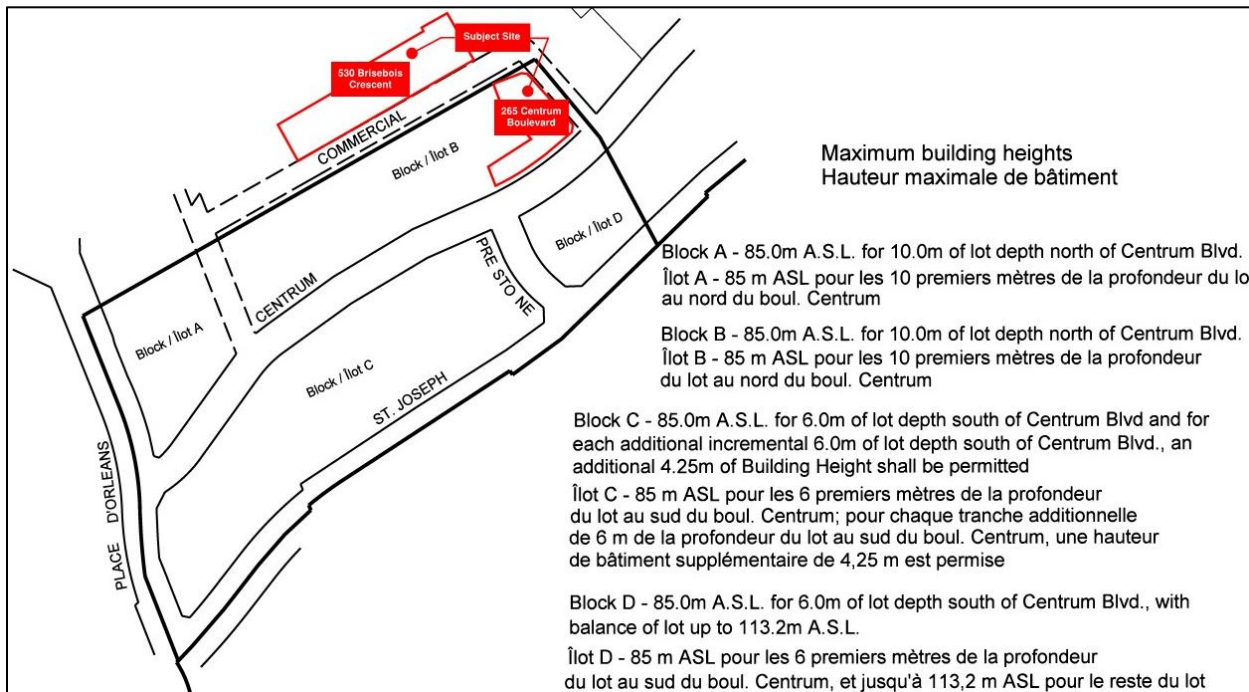


Figure 21: Excerpt of Schedule 152 – Maximum Building Heights from Zoning By-law 2008-250 with the Subject Site added by Novatech.

2.0 DEVELOPMENT PROPOSAL

2.1 Description of Development Proposal

Forum is proposing to rezone the Subject Site from *Mixed-Use Centre, Subzone 14, Urban Exception 1413 – MC14[1413]* and *Mixed-Use Centre, Subzone 14, Urban Exception 1520, Schedule 152 – MC14[1520] S152* to a *Transit-Oriented Development, Height 130.3 – TD H(130.3)* zone to facilitate their future proposed residential and mixed-use development. Historically, the Subject Site's site-specific zoning provisions were adopted as part of the City Council approved "Overall Concept Plan" for the Orléans Town Centre West on September 25, 2006. The Overall Concept Plan dated March 23, 2006 was developed through the public-private partnership between landowners within the Orléans Town Centre including Forum and the City of Ottawa. The Subject Site was envisioned to be redeveloped as office towers with surface parking, senior residence/condominium, and mixed-use development as part of this overall master planning exercise as shown in **Figure 22**. Since then, approval and adoption of the new *City of Ottawa Official Plan (2022)*, *Orléans Corridor Secondary Plan (2022)*, and planned extension of the OC Transpo Line 1 Light Rail Transit (LRT) envisions the Subject Site and surrounding Orléans Town Centre transforming into a new vibrant, transit-oriented, and reimagined mixed-use community. A full size of the City Council approved Orléans Town Centre Overall Concept Plan is available in **Appendix A**.

Forum is proposing to develop four (4) high-rise buildings and one (1) mid-rise building ranging from 9-storeys to 40-storeys in building height as shown in **Figures 23** and **24**. Ground oriented townhouse dwellings are proposed along Brisebois Crescent to create an animated and pedestrian oriented neighbourhood edge. The tallest buildings are proposed closest to the future Orléans Town Centre Station and will gradually transition or 'step down' in height towards Centrum Boulevard as shown in **Figure 25**. A pedestrian through block connection is proposed between Towers A and B to provide a safe and convenient route to the future LRT station as requested by City staff as shown in **Figure 26**. The pedestrian through block connection will function as a Privately Owned Publicly Accessible Space (POPS) and contribute towards parkland dedication in accordance with *Bill 23: More Homes Built Faster Act, 2022*. This will build upon the mid-block connection envisioned for the future redevelopment of the former Orléans YMCA and contribute to ensuring that an integrated pedestrian network is achieved for the Orléans Town Centre.

The proposed development will include approximately one thousand five hundred (1,500) residential dwellings ranging from one, two, and three-bedrooms units, a new potential community centre to be funded and built by the City of Ottawa, and ground floor commercial and retail spaces that will contribute to a vibrant, healthy, and walkable 15-minute neighbourhood. Subject to further discussions between Forum and the City of Ottawa, the future residential dwellings may include affordable housing. A full size of the Overall Site Plan prepared by SvN Architects + Planners dated December 12, 2025 is provided in **Appendix B**.

A separate *Site Plan Control* application will be filed for the Subject Site when the details of the proposed residential and mixed-use development are finalized.

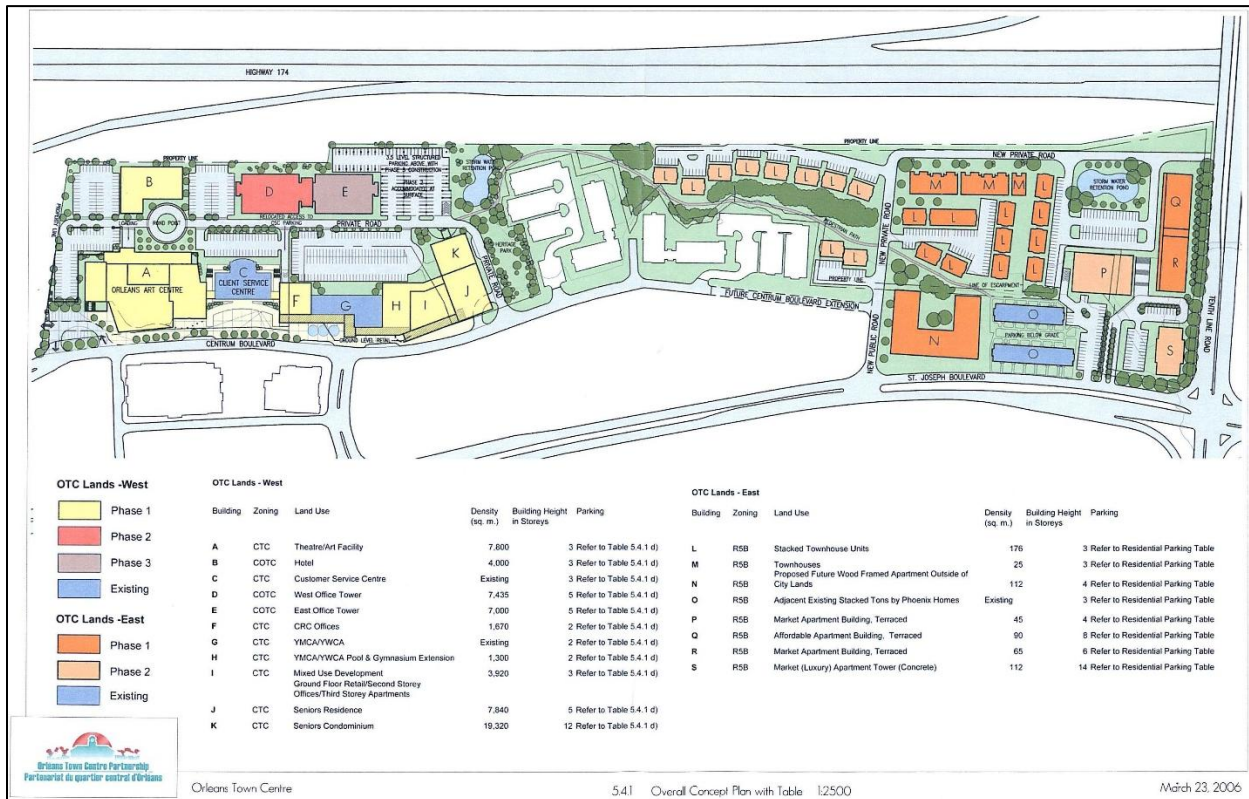


Figure 22: Excerpt of the City Council approved Overall Concept Plan from the Orléans Town Centre Partnership dated March 23, 2006.

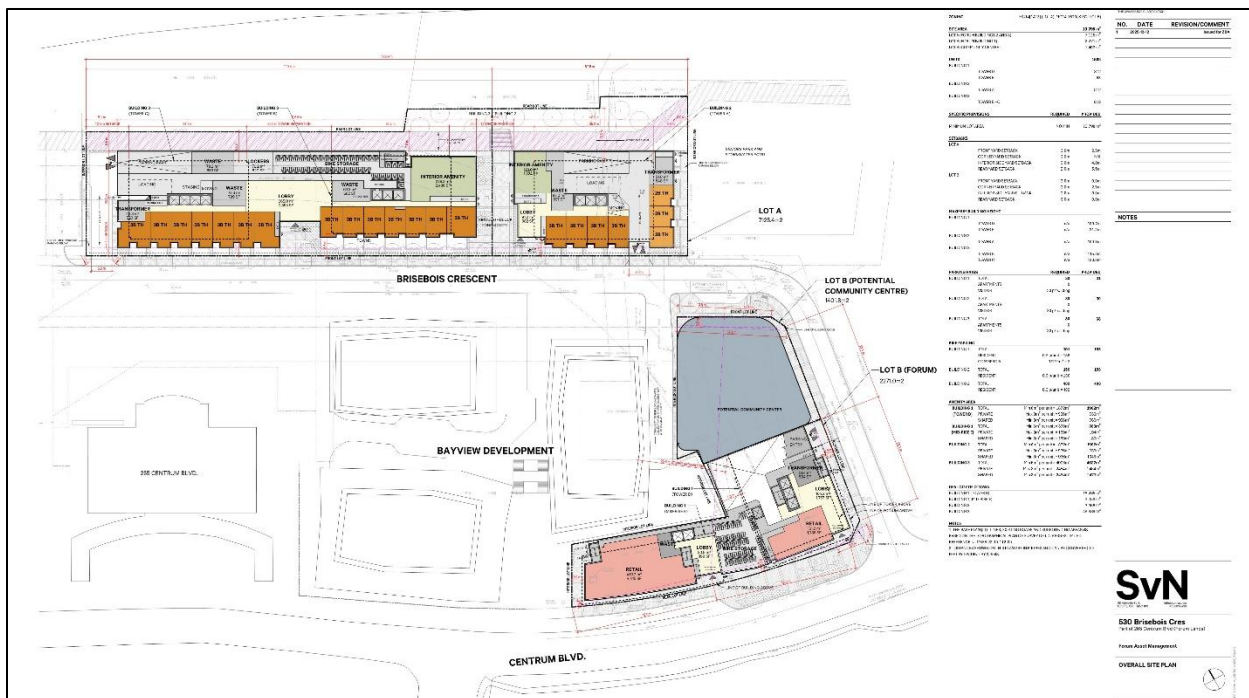


Figure 23: Excerpt of the Overall Site Plan REV #1 Drawing No.: 0-A101 prepared by SvN Architects + Planners dated December 12, 2025.



Figure 24: Conceptual rendering of the proposed residential and mixed-use development prepared by SvN Architects + Planners dated November 2025.

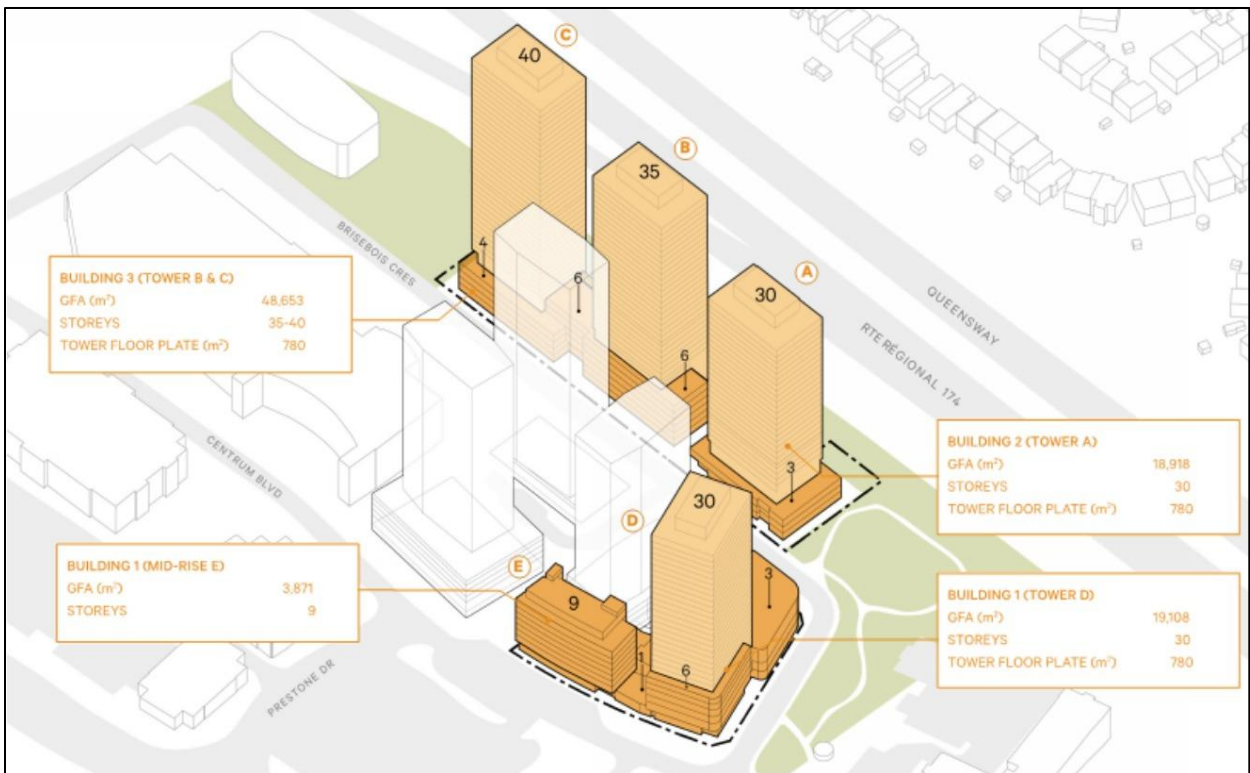


Figure 25: Conceptual 3D rendering of the proposed residential and mixed-use development prepared by SvN Architects + Planners dated November 2025.

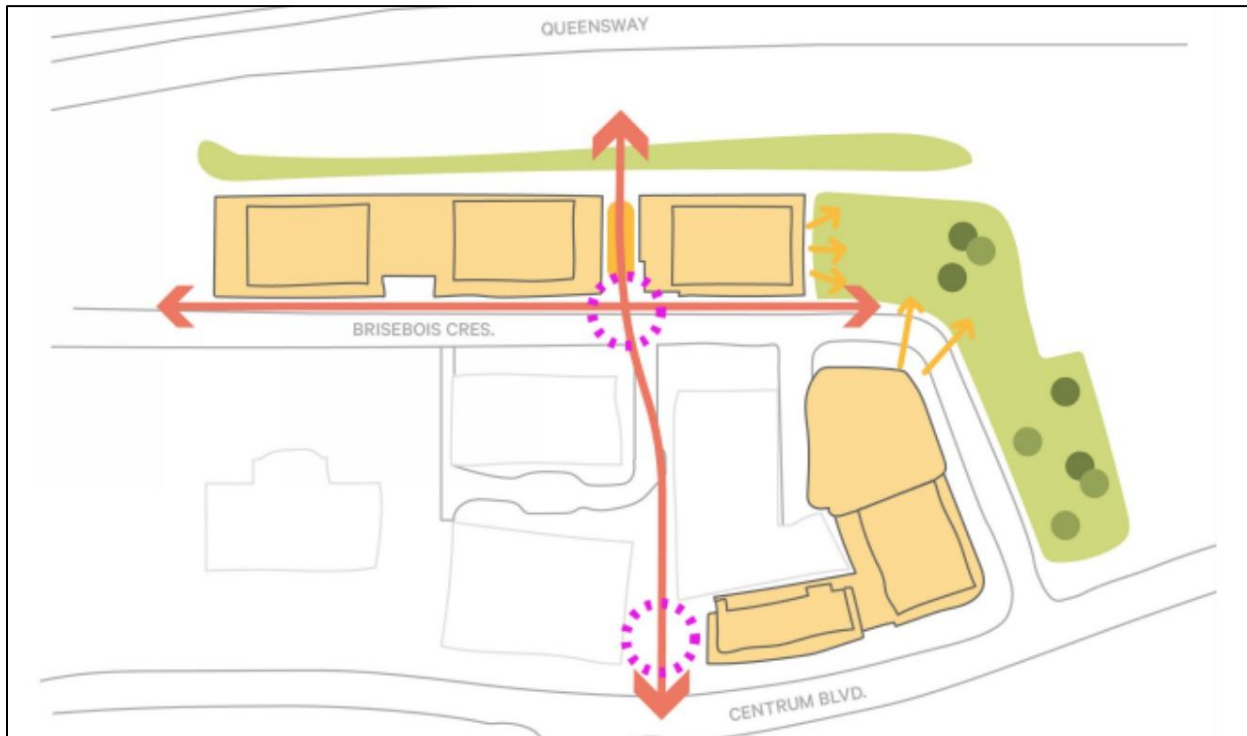


Figure 26: Conceptual connectivity and permeability prepared by SvN Architects + Planners dated November 2025.

2.2 Details of Proposed Amendment(s)

It is suggested to rezone the Subject Site from *Mixed-Use Centre, Subzone 14, Urban Exception 1413 – MC14[1413]* and *Mixed-Use Centre, Subzone 14, Urban Exception 1520, Schedule 152 – MC14[1520] S152* to a *Transit-Oriented Development, Height 130.3 – TD H(130.3)* zone as shown in **Figure 27**. The suggested *Transit-Oriented Development – TD* would permit a greater range of residential and non-residential land uses for the Subject Site at a higher density to support the LRT. The purpose of the *Transit-Oriented Development – TD* zone is to:

- 1) *Establish minimum density targets needed to support Light Rail Transit (LRT) use for lands within Council approved Transit Oriented Development Plan areas;*
 - 2) *Accommodate a wide range of transit-supportive land uses such as residential, office, commercial, retail, arts and culture, entertainment, service and institutional uses in a compact pedestrian-oriented built form at medium to high densities;*
 - 3) *Locate higher densities in proximity to LRT stations to create focal points of activity and promote the use of multiple modes of transportation; and,*
 - 4) *Impose development standards that ensure the development of attractive urban environments that exhibit high-quality urban design and that establish priority streets for active use frontages and streetscaping investment.*
- **The suggested *Transit-Oriented Development, Height 130.3 – TD H(130.3)* zone aligns with the intent and policy direction of the *City of Ottawa Official Plan (2022)*, *Orléans Corridor Secondary Plan (2022)*, and planned extension of the OC Transpo Line 1 Light Rail Transit (LRT).**

- As noted above, it is also suggested to remove the Subject Site’s site-specific exceptions which prohibit certain non-residential land uses, limit the number of residential dwellings permitted, and limit maximum building heights. The greater range of land uses would also provide the flexibility and affordability needed to facilitate the future residential and mixed-use development. It is anticipated that through the review of the development application, the details of the suggested zone including maximum building heights would be refined as part of the discussions with City staff including any site-specific amendments.
- A separate *Site Plan Control* application will be filed for the Subject Site when the details of the proposed residential and mixed-use development are finalized.

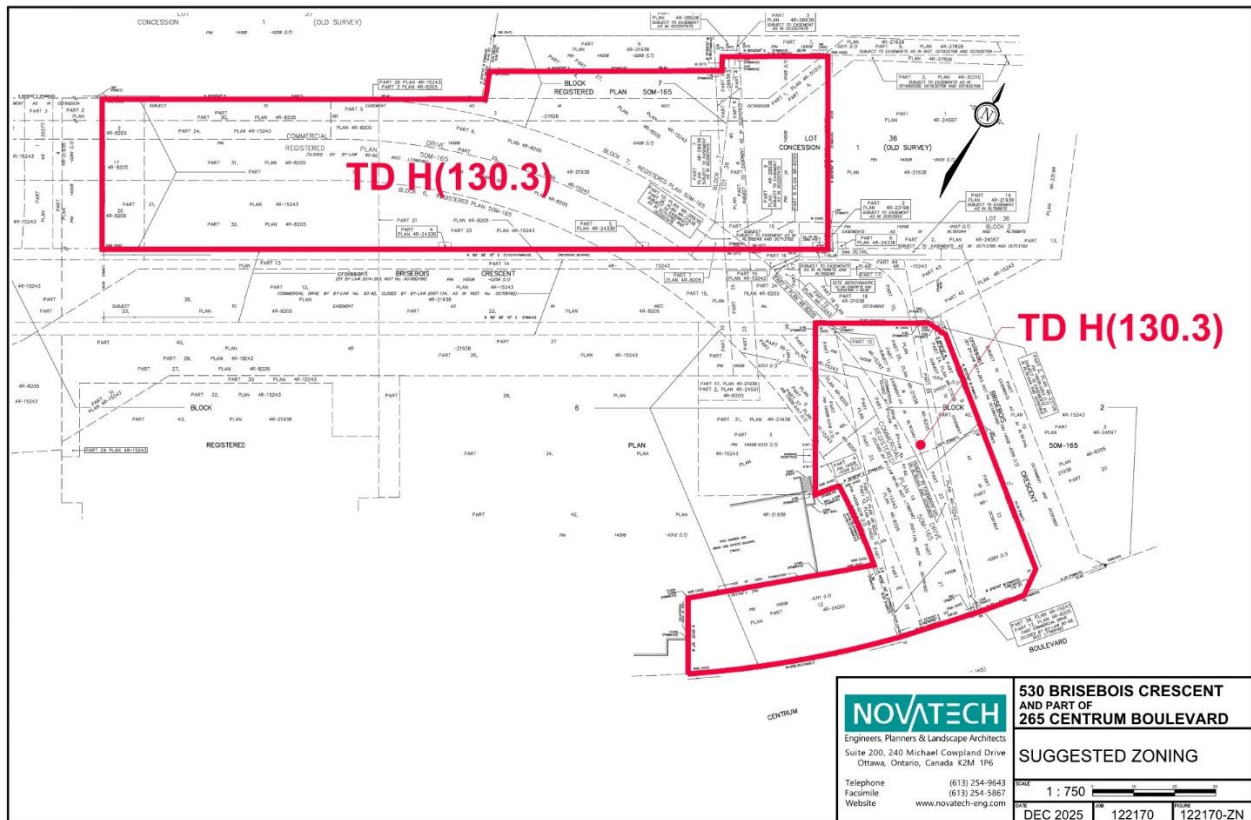


Figure 27: Excerpt of Suggested Zoning figure for the Subject Site prepared by Novatech dated December 2025.

2.3 Previous Consultations, Applications and Approvals

As part of the redevelopment of the Subject Site, Forum has held several working group meetings with City of Ottawa staff to discuss their longstanding history, partnership and involvement as a major stakeholder within the Orléans Town Centre. These discussions have been centered around the public-private partnership “P3” agreement, past parkland dedications and infrastructure including the Shenkman Arts Centre and requirements, and ultimately the future redevelopment of the Subject Site.

- An informal Urban Design Review Panel (UDRP) meeting was held with members from the UDRP panel, Forum, City of Ottawa, SvN Architects + Planners, and Novatech on

December 5, 2025. The purpose of the UDRP meeting was to review the proposed residential and mixed-use development and solicit feedback from panel members with respect to the design. Subject to confirmation from City staff, a formal UDRP meeting may be held at the time when a formal *Site Plan Control* application is submitted to the City of Ottawa and when the details of the proposed residential and mixed-use development are finalized.

- A pre-consultation meeting was held with City of Ottawa staff on May 5, 2025 to discuss the proposed *Zoning By-law Amendment* application. The Pre-Consultation Meeting Feedback, Applicant's Study and Plan Identification List (SPIL), as well as other documents were provided by City staff on May 16, 2025 following the meeting. The SPIL identified several required plans and reports including a Planning Rationale, Public Consultation Strategy, and Zoning Confirmation Report be submitted in support of the *Zoning By-law Amendment* application.
- A meeting was held with City of Ottawa staff on April 19, 2023 to review Forum's longstanding history and involvement with the Orléans Town Centre including land ownership, agreements, and appeals.
- The City of Ottawa Council approved "Overall Concept Plan" for the Orléans Town Centre West on September 25, 2006. The Overall Concept Plan dated March 23, 2006 was developed through the public-private partnership "P3" agreement between landowners within the Orléans Town Centre including Forum and the City of Ottawa.

3.0 PLANNING POLICY JUSTIFICATION

3.1 Provincial Planning Statement (2024)

The *Provincial Planning Statement [PPS] (2024)* came into effect on October 20, 2024 and replaces the previous *Provincial Policy Statement (2020)* that came into effect on May 1, 2020. The *PPS* provides policy direction on matters of provincial interest related to land use planning and development. It sets the policy foundation for regulating development and land use province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians. The decisions that affect all planning matters "*shall be consistent with*" relevant policy statements under the authority of *Section 3* of the *Planning Act*. The following is an overall review of the applicable *PPS 2024* policies.

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

2.1 Planning for People and Homes

- 1) *As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.*
- 2) *Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.*

- 3) *At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon. Where the Minister of Municipal Affairs and Housing has made a zoning order, the resulting development potential shall be in addition to projected needs over the planning horizon established in the official plan. At the time of the municipality's next official plan update, this additional growth shall be incorporated into the official plan and related infrastructure plans.*
- 4) *To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
 - a) *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and*
 - b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.*
- 5) *Where planning is conducted by an upper-tier municipality, the land and unit supply maintained by the lower-tier municipality identified in policy 2.1.4 shall be based on and reflect the allocation of population and units by the upper-tier municipality.*
- 6) *Planning authorities should support the achievement of complete communities by:*
 - a) *accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
 - b) *improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
 - c) *improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

2.2 Housing

- 1) *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*
 - a) *establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
 - b) *permitting and facilitating:*
 - i. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - ii. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g.,*

shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
 - d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*
- **The Subject Site is situated within the City of Ottawa’s settlement area and has been identified as part of an overall area that will concentrate a range of functions, higher density of development, greater mix of land uses, and high order of public transit connectivity.**
 - **Approximately one thousand five hundred (1,500) residential dwellings ranging from street-oriented townhouse dwellings to one, two, and three-bedroom apartment units, are proposed to cater to the needs of those from varying socio-economic backgrounds including larger households. The range and mix of housing options will contribute to the overall housing typologies and forms for the Orléans community.**
 - **The Subject Site is situated within 200 metres of the future Orléans Town Centre Station which will promote and encourage sustainable modes of transportation such as walking, cycling, and use of public transit.**

2.3 Settlement Areas for Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

- 1) Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
- 2) Land use patterns within settlement areas should be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;*
 - b) optimize existing and planned infrastructure and public service facilities;*
 - c) support active transportation;*
 - d) are transit-supportive, as appropriate; and*
 - e) are freight-supportive.**
- 3) Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*
- 4) Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*
- 5) Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*
- 6) Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.*

- The Subject Site is situated within the City of Ottawa's settlement area and has been identified as part of an overall area that will concentrate a range of functions, higher density of development, greater mix of land uses, and high order of public transit connectivity.
- The proposed residential and mixed-use development will redevelop the Subject Site at a higher density and contribute to transforming the Orléans Town Centre into a vibrant, healthy, and walkable 15-minute neighbourhood supported by the LRT.
- The suggested zoning includes a broad range of residential and non-residential land uses which will support a 15-minute neighbourhood where daily and weekly needs can be accessed within a 15-minute walk.

2.4 Strategic Growth Areas

2.4.1 General Policies for Strategic Growth Areas

- 1) *Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.*
- 2) *To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*
 - a) *to accommodate significant population and employment growth;*
 - b) *as focal areas for education, commercial, recreational, and cultural uses;*
 - c) *to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and*
 - d) *to support affordable, accessible, and equitable housing.*
- 3) *Planning authorities should:*
 - a) *prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
 - b) *identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
 - c) *permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*
 - d) *consider a student housing strategy when planning for strategic growth areas; and*
 - e) *support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.*

2.4.2 Major Transit Station Areas

- 1) *Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800-metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.*
- 2) *Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:*
 - a) *200 residents and jobs combined per hectare for those that are served by subways;*
 - b) *160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or*

- c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.
- 3) Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:
 - a) planning for land uses and built form that supports the achievement of minimum density targets; and
 - b) supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities.
- 4) For any particular major transit station area, planning authorities may request the Minister to approve an official plan or official plan amendment with a target that is lower than the applicable target established in policy 2.4.2.2, where it has been demonstrated that this target cannot be achieved because:
 - a) development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or
 - b) there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop.
- 5) Planning authorities may plan for major transit station areas that are not on higher order transit corridors by delineating boundaries and establishing minimum density targets.
- 6) All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:
 - a) connections to local and regional transit services to support transit service integration;
 - b) infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and
 - c) commuter pick-up/drop-off areas.

2.4.3 Frequent Transit Corridors

- 1) Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.
- The Subject Site is a **Strategic Growth Area** and **Major Transit Station Area** as per the definitions of the **PPS**.
 - The approval and adoption of the new **City of Ottawa Official Plan (2022)**, **Orléans Corridor Secondary Plan (2022)**, and planned extension of the OC Transpo Line 1 Light Rail Transit (LRT) envisions the Subject Site and surrounding Orléans Town Centre transforming into a new vibrant, transit-oriented, and reimagined mixed-use community.
 - The suggested zoning includes a broad range of residential and non-residential land uses which will support a 15-minute neighbourhood where daily and weekly needs can be accessed within a 15-minute walk.
 - The proposed development will include approximately one thousand five hundred (1,500) residential dwellings ranging from one, two, and three-bedrooms units, a new potential community centre, and ground floor commercial and retail spaces that will contribute to a vibrant, healthy, and walkable 15-minute neighbourhood.
 - Based on the approximate number of residential dwellings, the proposed residential density is anticipated to be 1401.86 units per net hectare which exceeds the minimum

residential density target established for *Major Transit Station Area* as per *Policy 2.4.2(2)(b)*.

2.9 Energy Conservation, Air Quality and Climate Change

- 1) *Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*
 - a) *support the achievement of compact, transit-supportive, and complete communities;*
 - b) *incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
 - c) *support energy conservation and efficiency;*
 - d) *promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
 - e) *take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*
- **The proposed residential and mixed-use development will achieve a compact form with a range and mix of housing options at a higher density that will contribute an overall complete community in proximity to the LRT.**
 - **The Subject Site is located within *Area Z: Near Major LRT Stations of Zoning By-law 2008-250 Schedule 1A: Minimum Parking Requirement Areas* which does not require any off-street motor vehicle parking. Provisions for minimum bicycle parking requirements will further foster sustainable modes of transportation to and from the Subject Site to meet the Province of Ontario's climate change objectives.**

Chapter 3: Infrastructure and Facilities

3.1 General Policies for Infrastructure and Public Service Facilities

- 1) *Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:*
 - a) *are financially viable over their life cycle, which may be demonstrated through asset management planning;*
 - b) *leverage the capacity of development proponents, where appropriate; and*
 - c) *are available to meet current and projected needs.*
- **A Serviceability Report was prepared by Novatech dated December 12, 2025 in support of the development application. The proposed residential and mixed-use development will be serviced by an extension of existing municipal infrastructure including water, stormwater, and sanitary services as noted in the report.**
 - **Detailed information and findings can be found in the report which will accompany this submission.**

3.2 Transportation Systems

- 1) *Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.*
- 2) *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*
- 3) *As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.*

3.3 Transportation and Infrastructure Corridors

- 1) *Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.*
 - 2) *Major goods movement facilities and corridors shall be protected for the long term.*
 - 3) *Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.*
 - 4) *The preservation and reuse of abandoned corridors for purposes that maintain the corridor's integrity and continuous linear characteristics should be encouraged, wherever feasible.*
 - 5) *The co-location of linear infrastructure should be promoted, where appropriate.*
- **A Transportation Impact Assessment was prepared by Novatech dated December 16 2025 in support of the development application. The findings and recommendations from the report include:**
 - **The proposed residential and mixed-use development will include three new driveways to Brisebois Crescent.**
 - **Based on the concept plan, entrances to Buildings A and B/C, including townhouse entrances on the ground floor, will connect to the existing sidewalk on the north side of Brisebois Crescent. Entrances to Building D/E will connect to the existing sidewalks on the inside of Brisebois Crescent and north side of Centrum Boulevard.**
 - **An open space is proposed between Buildings A and B/C to provide an active transportation connection to the future Orléans Town Centre O-Train Station. A pedestrian crossover should be implemented at this location on Brisebois Crescent as part of the future station, aligning with the north-south pedestrian connection through the Bayview development to Centrum Boulevard.**
 - **The concept plan identifies interior bike parking spaces on the ground floors and/or within the underground parking garages of each proposed building.**
 - **It is anticipated that all proposed entrances will be within 400m walking distance of the future Orléans Town Centre LRT Station and existing bus stops on Centrum Boulevard and Prestone Drive, and within 600 metres walking distance of existing bus stops on Place d'Orléans Drive.**

- **The Subject Site will be served by two connections, one to St. Joseph Boulevard and one to the Regional Road 174 eastbound on-ramp. The connection to the on-ramp will be right-in, right-out, left-out, while the connection to St. Joseph Boulevard will be full movement.**
- **Detailed information and findings can be found in the report which will accompany this submission.**

3.6 Sewage, Water, and Stormwater

- 1) *Planning for sewage and water services shall:*
 - a) *accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*
 - b) *ensure that these services are provided in a manner that:*
 1. *can be sustained by the water resources upon which such services rely;*
 2. *is feasible and financially viable over their life cycle;*
 3. *protects human health and safety, and the natural environment, including the quality and quantity of water; and*
 4. *aligns with comprehensive municipal planning for these services, where applicable.*
 - c) *promote water and energy conservation and efficiency;*
 - d) *integrate servicing and land use considerations at all stages of the planning process;*
 - e) *consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and*
 - f) *be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.*
- 2) *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.*
- 8) *Planning for stormwater management shall:*
 - a) *be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
 - b) *minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
 - c) *minimize erosion and changes in water balance including through the use of green infrastructure;*
 - d) *mitigate risks to human health, safety, property and the environment;*
 - e) *maximize the extent and function of vegetative and pervious surfaces;*
 - f) *promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*

- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.*
- **A Serviceability Report was prepared by Novatech dated December 12, 2025 in support of the development application. The proposed residential and mixed-use development will be serviced by an extension of existing municipal infrastructure including water, stormwater, and sanitary services as noted in the report.**
- **Detailed information and findings can be found in the report which will accompany this submission.**

3.9 Public Spaces, Recreation, Parks, Trails and Open Space

- 1) *Healthy, active, and inclusive communities should be promoted by:*
 - a) *planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
 - b) *planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
 - c) *providing opportunities for public access to shorelines; and*
 - d) *recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*
- **A small portion of the Subject Site is designated as Greenspace however, this portion of 530 Brisebois Crescent remains under ownership of Forum and was always envisioned to be developed as future residential and mixed-use development. Accordingly, it is understood that this portion will be redeveloped as such with no intentions of formalizing it as a park or greenspace including expansion of the Royal 22^e Régiment Park.**
- **The existing Royal 22^e Régiment Park is part of an integrated greenspace and park network that connects to the existing stormwater management facility, recreational trail, and Orléans Town Centre East meant to preserve the Orléans escarpment.**
- **The requirement for parkland dedication will be reviewed and assessed as part of a *Site Plan Control* application filed for the Subject Site in accordance with the *Planning Act*.**

Chapter 4: Wise Use and Management of Resources

4.1 Natural Heritage

- 1) *Natural features and areas shall be protected for the long term.*
- 2) *The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*
- 3) *Natural heritage systems shall be identified in Ecoregions 6E & 7E 1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.*

- 4) *Development and site alteration shall not be permitted in:*
 - a) *significant wetlands in Ecoregions 5E, 6E and 7E1; and*
 - b) *significant coastal wetlands*
- 5) *Development and site alteration shall not be permitted in:*
 - a) *significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E1;*
 - b) *significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*
 - c) *significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*
 - d) *significant wildlife habitat;*
 - e) *significant areas of natural and scientific interest; and*
 - f) *coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy 4.1.4.b), unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.*
- 6) *Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.*
- 7) *Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.*
- 8) *Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

4.2 Water

- 1) *Planning authorities shall protect, improve or restore the quality and quantity of water by:*
 - a) *using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;*
 - b) *minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;*
 - c) *identifying water resource systems;*
 - d) *maintaining linkages and functions of water resource systems;*
 - e) *implementing necessary restrictions on development and site alteration to:*
 1. *protect all municipal drinking water supplies and designated vulnerable areas; and*
 2. *protect, improve or restore vulnerable surface and ground water, and their hydrologic functions;*
 - f) *planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality; and*
 - g) *ensuring consideration of environmental lake capacity, where applicable.*
- 2) *Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.*

- **The Subject Site is not identified as containing any natural heritage features.**
- **The Zoning By-law Amendment application will not impact any surrounding natural heritage features or water quality or quantity.**

4.6 Cultural Heritage and Archaeology

- 1) *Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.*
 - 2) *Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.*
 - 3) *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.*
 - 4) *Planning authorities are encouraged to develop and implement:*
 - a) *archaeological management plans for conserving archaeological resources; and*
 - b) *proactive strategies for conserving significant built heritage resources and cultural heritage landscapes.*
- **The Subject Site was not identified as containing archaeological potential as per the City of Ottawa’s GeoOttawa “Archaeological Potential” mapping overlay. It is understood that the Subject Site and Orléans Town Centre were cleared of any archaeological potential as part of previous development approvals by the City of Ottawa.**

Chapter 5: Protecting Public Health and Safety

5.1 General Policies for Natural and Human-Made Hazards

- 1) *Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.*

5.2 Natural Hazards

- 1) *Planning authorities shall, in collaboration with conservation authorities where they exist, identify hazardous lands and hazardous sites and manage development in these areas, in accordance with provincial guidance.*
- 2) *Development shall generally be directed to areas outside of:*
 - a) *hazardous lands adjacent to the shorelines of the Great Lakes -St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
 - b) *hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
 - c) *hazardous sites.*
- 3) *Development and site alteration shall not be permitted within:*
 - a) *the dynamic beach hazard;*

- b) *defined portions of the flooding hazard along connecting channels (the St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers);*
 - c) *areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and*
 - d) *a floodway regardless of whether the area of inundation contains high points of land not subject to flooding.*
- 4) *Planning authorities shall prepare for the impacts of a changing climate that may increase the risk associated with natural hazards.*
 - 5) *Despite policy 5.2.3, development and site alteration may be permitted in certain areas associated with the flooding hazard along river, stream and small inland lake systems:*
 - a) *in those exceptional situations where a Special Policy Area has been approved. The designation of a Special Policy Area, and any change or modification to the official plan policies, land use designations or boundaries applying to Special Policy Area lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority approving such changes or modifications; or*
 - b) *where the development is limited to uses which by their nature must locate within the floodway, including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows.*
 - 8) *Further to policy 5.2.7, and except as prohibited in policies 5.2.3 and 5.2.6, development and site alteration may be permitted in those portions of hazardous lands and hazardous sites where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved:*
 - a) *development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;*
 - b) *vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;*
 - c) *new hazards are not created and existing hazards are not aggravated; and*
 - d) *no adverse environmental impacts will result.*

5.3 Human-Made Hazards

- 1) *Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.*
 - 2) *Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.*
- **The suggested amendment to rezone the Subject Site will not result in any natural or human-made hazards.**
 - **A Preliminary Geotechnical Investigation Report was prepared by Exp. dated December 2, 2025 in support of the development application. The findings and recommendations from the report include:**

- The subsurface conditions consist of a fill underlain by a deep sensitive marine silty clay and limestone bedrock.
- Based on existing soil conditions, a series of geotechnical recommendations are provided to support the design of the proposed development.
- Additional geotechnical investigations consisting of boreholes is recommended to better understand the depth to the limestone bedrock as it relates to the design of the proposed development.
- Due to the presence of sensitive marine clay, tree planting restrictions should be reviewed as per the *City of Ottawa's Tree Planting in Sensitive Marine Clay Soils – 2017 Guidelines* by a landscape architect.
- A Phase One Environmental Site Assessment (ESA) was prepared by Exp dated December 2, 2025 in support of the development application. The findings and recommendations from the report include:
 - Based on a review of historical aerial photography and other records, it appears that the Phase One property has never been developed.
 - One potentially contaminating activity (PCA) was identified on the Phase One property and four PCAs were identified in the Phase One Study Area.
 - The PCA identified on the Phase One property (importation of fill material of unknown quality) is considered to contribute to an area of potential environmental concern (APEC).
- A subsequent Phase Two ESA was prepared by Exp dated December 2, 2025 in support of the development application. The findings and recommendations from the report include:
 - A total of ten (10) test pits were completed in conjunction with the geotechnical investigation. Chemical analyses were performed on the fill material soil samples from the test pits including contaminants of potential concern which identified that there were no exceedances of the Ministry of the Environment, Conservation, and Parks (MECP) requirements for any of the parameters analyzed in the soil samples.
 - As the Subject Site has never been developed, a Record of Site Condition (RSC) is noted as not required.
- Detailed information and findings can be found in the reports which will accompany this submission.

The *Zoning By-law Amendment* application is consistent with the policies of the *Provincial Planning Statement (2024)*.

3.2 City of Ottawa Official Plan (2022)

The Subject Site is currently designated as a *Hub* with a small portion of 530 Brisebois Crescent designated as *Greenspace* with an *Evolving Neighbourhood Overlay* as per the *City of Ottawa Official Plan Schedule B8 – Suburban (East) Transect*.

3.2.1 Strategic Directions & Cross Cutting Issues

Section 2 of the *Official Plan* provides the *Strategic Directions* for the City of Ottawa to become the most liveable mid-sized city in North America over the next century. These include five *Big Policy Moves* and six *Cross-Cutting Issues*.

The five *Big Policy Moves* provide broad policy directions and are the foundation of the *Official Plan*. The *Big Policy Moves* are:

- 1) *Achieve, by the end of the planning period, more growth but intensification than by greenfield development.*
 - 2) *By 2046, the majority of trips in the city will be made by sustainable transportation.*
 - 3) *Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.*
 - 4) *Embed environmental, climate and health resiliency and energy into the framework of our planning policies.*
 - 5) *Embed economic development into the framework of our planning policies.*
- **The proposed residential and mixed-use development will redevelop the Subject Site at a higher density and contribute to transforming the Orléans Town Centre into a vibrant, healthy, and walkable 15-minute neighbourhood supported by the LRT.**
 - **The Subject Site is situated within 200 metres of the future Orléans Town Centre Station which will promote and encourage sustainable modes of transportation such as walking, cycling, and use of public transit.**
 - **The Subject Site is located within *Area Z: Near Major LRT Stations of Zoning By-law 2008-250 Schedule 1A: Minimum Parking Requirement Areas* which does not require any off-street motor vehicle parking. Provisions for minimum bicycle parking requirements will further foster sustainable modes of transportation to and from the Subject Site to meet the City of Ottawa’s climate change goals.**
 - **The suggested zoning includes a broad range of residential and non-residential land uses which will support a 15-minute neighbourhood but also contribute to furthering economic development activities for the overall Orléans Town Centre.**

These *Big Policy Moves* inform the six themes, or *Cross-Cutting Issues*, that are embedded throughout the policies and sections of the *Official Plan* and are essential to the achievement of a liveable city, but are implemented through the policies in multiple sections of the *Official Plan*. The *Cross-Cutting Issues* are:

- *Intensification and Diversifying Housing Options*
- *Economic Development*
- *Energy and Climate Change*
- *Healthy and Inclusive Communities*
- *Gender and Racial Equity*
- *Culture*

Policy 2.2.1 – Intensification and Diversifying Housing Options

- **The proposed residential and mixed-use development will redevelop the Subject Site at a higher density and contribute to transforming the Orléans Town Centre into a vibrant, healthy, and walkable 15-minute neighbourhood supported by the LRT.**
- **Approximately one thousand five hundred (1,500) residential dwellings ranging from street-oriented townhouse dwellings to one, two, and three-bedroom apartment units, are proposed to cater to the needs of those from varying socio-economic backgrounds including larger households.**

- A separate *Site Plan Control* application will be filed for the Subject Site when the details of the proposed residential and mixed-use development are finalized.

Policy 2.2.2 – Economic Development

- The suggested zoning includes a broad range of residential and non-residential land uses which will not only support a 15-minute neighbourhood but also contribute to furthering economic development activities for the overall Orléans Town Centre.
- The proposed residential and mixed-use development will contribute to a range and mix of housing options that will support economic development as it relates to the retention of skilled workforces for businesses and employers in the City of Ottawa.
- The Subject Site is designated as a *Hub* with an *Evolving Neighbourhood Overlay* as per the *City of Ottawa Official Plan Schedule B8 – Suburban (East) Transect*. One of the strategic purposes of the *Hub* designation is to focus major non-residential origins and destinations including employment within walking access of rapid transit stations or major frequent street transit stops.

Policy 2.2.3 – Energy and Climate Change

- The Subject Site is located within 200 metres of the future Orléans Town Centre Station which will promote and encourage sustainable modes of transportation such as walking, cycling, and use of public transit.
- Provisions for minimum bicycle parking requirements and maximum parking requirements will further foster sustainable modes of transportation to and from the Subject Site to meet the City of Ottawa's climate change goals.
- Considerations for energy efficient building designs and strategies will be explored as part of a separate *Site Plan Control* application which will be filed for the Subject Site when the details of the proposed residential and mixed-use development are finalized.

Policy 2.2.4 – Healthy and Inclusive Communities

- The proposed residential and mixed-use development will redevelop the Subject Site at a higher density and contribute to transforming the Orléans Town Centre into a vibrant, healthy, and walkable 15-minute neighbourhood supported by the LRT.
- The suggested zoning includes a broad range of residential and non-residential land uses which will support a 15-minute neighbourhood where daily and weekly needs can be accessed within a 15-minute walk.

Policy 2.2.5 – Gender and Racial Equality

- The Subject Site is located within 200 metres of the future Orléans Town Centre Station which will promote and encourage sustainable modes of transportation such as walking, cycling, and use of public transit.
- A broad range of housing typologies and forms are proposed to cater to the needs of those from varying socio-economic backgrounds including larger households.

Policy 2.2.6 – Culture

- **Over the past two decades, the Shenkman Arts Centre has established itself as the main cultural landmark for the Orléans Town Centre and surrounding community. It is anticipated that the proposed residential and mixed-use development will continue to support the Shenkman Arts Centre as an innovative space for placemaking by offering a wider range of cultural arts programming and performances.**
- **The new potential community centre will also provide an opportunity to provide additional cultural arts programming and performances outside of recreational and sporting activities. The new potential community centre will be subject to funding and construction by the City of Ottawa.**

3.2.2 Growth Management Framework

Section 3 of the Official Plan provides the Growth Management Framework for the City of Ottawa which is premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth so as to increase sustainable transportation mode shares and existing infrastructure efficiently, while reducing greenhouse gas emissions.

Policy 3.1 – Designate Sufficient Land for Growth

- 1) Sufficient land shall be designated for growth to meet the projected requirement for population, housing, employment and other purposes for a period of 25 years in accordance with the Provincial Policy [Planning] Statement.*
 - 2) Projected growth in Table 1 incorporates a method to project market demand, which includes the needs of existing and future residents.*
 - 3) The urban area and villages shall be the focus of growth and development.*
- **The Subject Site is situated within the City of Ottawa’s urban boundary with no proposals to expand the existing urban boundary as part of this *Zoning By-law Amendment* application.**

Policy 3.2 – Support Intensification

- 1) The target amount of dwelling growth in the urban area that is to occur through intensification is 51 per cent and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior’s and student residences, based upon building permit issuance within the built-up portion of the urban area...*
- 2) 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. The definitions section of this Plan establishes the building height thresholds as expressed in storeys to describe height categories throughout this Plan.*
- 3) The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them 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.

- 4) Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.
 - 6) Focus areas for the majority of employment growth and employment intensification are the Downtown Core, Hub, Corridor, Industrial and Logistics, Mixed Industrial and Special District designations as shown on Schedules B1 through B8
 - 8) Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:
 - a) Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and
 - b) Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.
- **The proposed residential and mixed-use development will redevelop the Subject Site at a higher density and contribute to transforming the Orléans Town Centre into a vibrant, healthy, and walkable 15-minute neighbourhood supported by the LRT.**
 - **The Subject Site is located within 200 metres of the future Orléans Town Centre Station which will promote and encourage sustainable modes of transportation such as walking, cycling, and use of public transit.**
 - **Approximately one thousand five hundred (1,500) residential dwellings ranging from street-oriented townhouse dwellings to one, two, and three-bedroom apartment units, are proposed to cater to the needs of those from varying socio-economic backgrounds including larger households.**
 - **Based on the approximate number of residential dwellings, the proposed residential density is anticipated to be 1401.86 units per net hectare which exceeds the minimum residential density requirement target established for the Orléans Town Centre as per Section 3.2, Table 3A.**

Policy 3.3 – Design new neighbourhoods to be 15-minute neighbourhoods

- 1) Residential growth within the greenfield portions of the urban area will be planned as complete 15-minute neighbourhoods through the creation of a framework for a compact design, mix of uses and densities, a fully-connected street grid and viable options for sustainable transportation modes. Growth will also proceed in a logical, orderly, and coordinated progression through phasing and in accordance with secondary plans.
 - 2) Urban Greenfield growth areas include previous urban expansion areas that were undeveloped as of July 1, 2018 and areas subject to the Future Neighbourhood Overlay on the B-series of schedules.
- **The proposed residential and mixed-use development will redevelop the Subject Site at a higher density and contribute to transforming the Orléans Town Centre into a vibrant, healthy, and walkable 15-minute neighbourhood supported by the LRT.**

- **The suggested zoning includes a broad range of residential and non-residential land uses which will support a 15-minute neighbourhood where daily and weekly needs can be accessed within a 15-minute walk.**
- **A separate *Site Plan Control* application will be filed for the Subject Site when the details of the proposed residential and mixed-use development are finalized.**

Policy 3.5 – Meet employment needs

1) *Employment uses that can mix with residential uses are permitted within Hubs and Corridors. Generally, employers with the highest densities are preferred to locate in proximity to rapid transit stations. These uses tend to be office-based or regional scale retail-focused facilities.*

- **The suggested zoning includes a broad range of residential and non-residential land uses which will support a 15-minute neighbourhood but also contribute to furthering economic development activities for the overall Orléans Town Centre.**
- **The proposed residential and mixed-use development will enable the Subject Site and surrounding Orléans Town Centre area to evolve into 15-minute neighbourhood that will support employment needs.**

3.2.3 City-wide Policies

Section 4 of the *Official Plan* sets out the city-wide policies to be considered where all new development is proposed.

Subsection 4.1 Mobility

Policy 4.1.1 – Provide mobility options to safely and equitably navigate the city

- 1) *In the Urban area and Villages, people who walk, cycle and use transit shall, by default, be given priority for safety and movement. The resolution of overlapping priorities in the Urban area and Villages, as well as the establishment of priorities in the Rural area, will be informed by Multi-Modal Level of Service targets outlined in the Transportation Master Plan (TMP) and Multi-Modal Level of Service Guidelines.*
- 2) *Equity considerations, in accordance with the City's Equity and Inclusion Lens, and Subsection 2.2.4, Policy 2) of this Plan, shall be included in the planning and evaluation of all transportation investments.*

- **The Subject Site is located within 200 metres of the future Orléans Town Centre Station which will promote and encourage sustainable modes of transportation such as walking, cycling, and use of public transit.**

Policy 4.1.2 – Promote healthy 15-minute neighbourhoods

- 1) *In general, this Plan equates a walking time of:*
 - a) *5 minutes to be equivalent to a radius of 300 metres, or 400 metres on the pedestrian network;*

- b) 10 minutes to be equivalent to a radius of 600 metres, or 800 metres on the pedestrian network; and
 - c) 15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.
- 2) Provide safe and convenient pedestrian routes and facilities in Hubs and Corridors and, within the following distances from transit:
- a) 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations; and
 - b) 300 metre radius or 400 metres walking distance, whichever is greatest, to existing or planned frequent street transit stops and street transit stops along a Transit Priority network.
- 3) The improvement of pedestrian and cycling networks shall be based on the TMP and associated plans, Multi-Modal Level of Service Guidelines (MMLOS), the Safe Systems Approach and all the following:
- a) All new and reconstructed streets in the Urban area and Villages shall include pedestrian and cycling facilities appropriate for their context, as specified in the TMP and associated plans; and
 - b) Safe, direct and convenient pedestrian and cycling networks and crossings; including along desire lines where needed and appropriate; and
 - c) Pedestrian and cycling networks and shortcut public access through private properties may be required at the time of development approval, where appropriate or identified in this Plan and the TMP and associated plans; and
 - d) New and reconstructed local residential streets shall be designed to low operating speed; and
 - e) Winter maintenance standards shall support the priority of active transportation networks and the achievement of active transportation mode share targets set out in the TMP and associated plans and will prioritize areas identified with an Evolving overlay.
- 6) New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.
- 9) Proponents of development shall provide an adequate number of bicycle parking facilities as follows:
- a) Long-term bicycle parking facilities shall be secure, sheltered and usable by all types of cyclists. Where located inside buildings, long-term bicycle parking facilities shall provide safe, accessible, direct and convenient access to the exterior; and
 - b) Short-term bicycle parking facilities shall be highly visible, well-lit, near building entrances and where appropriate, sheltered.
- 15) Development integrated or directly connected to rapid transit stations or transit stops should consider ways to provide public access through buildings during all transit operational times with high-quality linkages to sidewalks on nearby streets. The City will consider, at its discretion, cost sharing agreements with the private sector.
- 21) The City shall require new development on land adjacent to all Protected Transportation Corridors and facilities shown on Schedule C2 to follow rail safety and risk mitigation best practices to determine appropriate development setbacks. The objective is to ensure that new development has proximity to rail corridors to make good use of urban land but in a way that is compatible with the long-term purposes of the corridors and facilities and to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities.

- a) *The FCM-RAC Guidelines for New Development or its successor shall apply where rail corridors or segments thereof fall within any of the following categories:*
 - i. *Corridors used for freight.*
 - ii. *Corridors used for both freight and urban transit.*
 - iii. *Corridors where there is a reasonable prospect of rail freight operations resuming.*
 - iv. *Corridors where the future use is unknown*
 - b) *For rail corridors or segments thereof that fall within the following categories, no setback is required but development will be subject to any setbacks as determined through an O-Train Network Proximity Study. The report may be peer reviewed by an expert third party, at the applicant's expense:*
 - i. *Transit rail corridors that do not carry freight.*
 - ii. *Corridors where there is no reasonable prospect of rail freight operations resuming.*
- 22) *The City shall protect the corridors and expand the transit network as detailed in Schedule C2 and implement transit priority measures in other appropriate locations. Schedule C2 illustrates the network for which the City will pursue funding and will remain consistent with the Transportation Master Plan.*
- **The proposed residential and mixed-use development will redevelop the Subject Site at a higher density and contribute to transforming the Orléans Town Centre into a vibrant, healthy, and walkable 15-minute neighbourhood supported by the LRT.**
 - **The suggested zoning includes a broad range of residential and non-residential land uses which will support a 15-minute neighbourhood where daily and weekly needs can be accessed within a 15-minute walk.**
 - **The Subject Site is located within 200 metres of the future Orléans Town Centre Station which will promote and encourage sustainable modes of transportation such as walking, cycling, and use of public transit.**
 - **To provide a safe and convenient pedestrian route to the future Orléans Town Centre Station, a “through block connection” is proposed on 530 Brisebois Crescent between Towers A and B. This through block connection will build upon the mid-block connection envisioned for the redevelopment of the former Orléans YMCA under review by the City of Ottawa for three (3) high-rise buildings.**
 - **The Subject Site is located within *Area Z: Near Major LRT Stations of Zoning By-law 2008-250 Schedule 1A: Minimum Parking Requirement Areas* which does not require any off-street motor vehicle parking. Provisions for minimum bicycle parking requirements will further foster sustainable modes of transportation to and from the Subject Site to meet the City of Ottawa’s climate change goals.**
 - **A separate *Site Plan Control* application will be filed for the Subject Site when the details of the proposed residential and mixed-use development are finalized.**

Policy 4.1.4 – Support the shift towards sustainable modes of transportation

- 1) *Transportation Demand Management strategies shall be used to provide positive incentives and remove barriers to sustainable transportation, in accordance with the Transportation Impact Assessment Guidelines as well as the Transportation Demand Management measures identified in the TMP.*

- 2) *The City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations:*
 - a) *Hubs and Corridors;*
 - b) *Within a 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations;*
 - c) *Within a 300 metre radius or 400 metres walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit route; and*
 - d) *Other areas determined by Council.*
 - 10) *Parking garages and their access points are to be designed to maintain continuity of the street edge, pedestrian environment and function of the street, as identified in transect and designation policies, through strategies such as:*
 - a) *Minimizing the number and width of vehicle entrances that interrupt pedestrian movement;*
 - b) *Including other uses along the street, at grade, to support pedestrian movement;*
 - c) *Providing landscaping, art, murals or decorative street treatments;*
 - d) *Minimizing the frontage and visibility of the parking garage from the street, where appropriate; and*
 - e) *Ensuring that the primacy of pedestrians along the sidewalk is maintained at all times through the use of traffic control and other measures that regulate the crossing of vehicles at all access points.*
- **The Subject Site is located within Area Z: Near Major LRT Stations of Zoning By-law 2008-250 Schedule 1A: Minimum Parking Requirement Areas which does not require any off-street motor vehicle parking. Provisions for minimum bicycle parking requirements will further foster sustainable modes of transportation to and from the Subject Site to meet the City of Ottawa’s climate change goals.**
 - **A review of the parking garage(s) and their accesses will be evaluated as part of the separate *Site Plan Control* application when the details of the proposed residential and mixed-use development are finalized.**

Subsection 4.2 – Housing

Policy 4.2.1 – Enable greater flexibility and an adequate supply and diversity of housing options throughout the city

- 1) *A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:*
 - a) *Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;*
 - b) *Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;*
 - c) *Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;*
 - d) *Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and e) The City shall maintain, at all times,*

land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.

- **The proposed residential and mixed-use development will redevelop the Subject Site at a higher density and contribute to transforming the Orléans Town Centre into a vibrant, healthy, and walkable 15-minute neighbourhood supported by the LRT.**
- **The Subject Site is located within 200 metres of the future Orléans Town Centre Station which will promote and encourage sustainable modes of transportation such as walking, cycling, and use of public transit.**
- **Approximately one thousand five hundred (1,500) residential dwellings ranging from street-oriented townhouse dwellings to one, two, and three-bedroom apartment units, are proposed to cater to the needs of those from varying socio-economic backgrounds including larger households.**

Policy 4.2.2. – Maximize the ability to provide affordable housing throughout the city

- 1) An adequate and affordable supply of rental dwelling units is to be provided and maintained by ensuring that, in approving development, the City will:*
 - 2) The City will study the potential role that tiny houses and other innovations to improve housing affordability can play in contributing to an affordable housing stock and make any necessary modifications to its land use-controls to facilitate them if necessary.*
 - 4) In accordance with the City's 10-Year Housing and Homelessness Plan, the City shall set a target that 20 per cent of all new residential units be affordable. Of all affordable units, 70 per cent are to be targeted to households whose needs fall within the definition of core affordability, and the remaining 30 per cent are to be targeted to households whose needs fall within the definition of market-affordability.*
- **Subject to further discussions between Forum and the City of Ottawa, the future residential dwellings may include an affordable housing component such as market-affordable housing and/or core-affordable housing.**

Subsection 4.4 – Parks and Recreation Facilities

Policy 4.4.1 – Identify park priorities within Ottawa's growth areas

- 1) The City shall provide parks through the following three mechanisms:*
 - a) As a condition of development, the City shall acquire land for parks or cash-in-lieu as directed by the Planning Act and the City's Parkland Dedication By-law or any successor By-law; or*
 - b) The City may choose to lease or secure parks by agreement from other public agencies such as the National Capital Commission; or*
 - c) The City may choose to buy land for parks with cash-in-lieu of parkland or through capital expenditures.*
- 2) All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:*
 - a) Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and*

- b) *Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:*
- i. *Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan;*
 - ii. *Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable;*
 - iii. *Be of a usable shape, topography and size that reflects its intended use*
 - iv. *Meet applicable provincial soil regulations; and*
 - v. *Meet the minimum standards for drainage, grading and general condition.*
- **Based on Forum’s longstanding history and involvement as a major stakeholder within the Orléans Town Centre, it is understood that parkland dedication requirements have been satisfied based on their obligations under the public-private partnership “P3” agreement which included the dedication and construction of the Royal 22^e Régiment Park. The existing Royal 22^e Régiment Park is part of an integrated greenspace and park network that connects to the existing stormwater management facility, recreational trail, and Orléans Town Centre East meant to preserve the Orléans escarpment.**
 - **A small portion of the Subject Site is designated as Greenspace however, this portion of 530 Brisebois Crescent remains under ownership of Forum and was always envisioned to be developed as future residential and mixed-use development. Accordingly, it is understood that this portion will be redeveloped as such with no intentions of formalizing it as a park or greenspace including expansion of the Royal 22^e Régiment Park.**
 - **The requirement for parkland dedication will be reviewed and assessed as part of a *Site Plan Control* application filed for the Subject Site in accordance with the *Planning Act*.**

Subsection 4.5 – Cultural Heritage and Archaeology

Policy 4.5.4 – Conserve sites of archaeological value

- 1) *The City shall conserve sites of archaeological value where the City’s Archaeological Resource Potential Mapping Study indicates archaeological potential, an archaeological assessment will be required and reviewed as per provincial standards. Where sites of archaeological value are identified on federal lands, the National Capital Commission is the approval authority.*
- **The Subject Site was not identified as containing archaeological potential as per the City of Ottawa’s GeoOttawa “Archaeological Potential” mapping overlay. It is understood that the Subject Site and Orléans Town Centre were cleared of any archaeological potential as part of previous development approvals by the City of Ottawa.**

Subsection 4.6 – Urban Design

Policy 4.6.1 – Promote design excellence in Design Priority Areas

- 1) *Design Priority Areas (DPAs) define the image of Ottawa as the capital of Canada, as a city of vibrant neighbourhoods and as a hub of economic activity. Many DPAs are centres of pedestrian activity, and certain areas will expect significant change and growth in accordance with this Plan. Design Priority Areas are identified in order to promote design excellence through the development review process, and with respect to capital projects in the public realm. They are identified on Schedule C7A and C7B, and include selected areas described in the tiers of priority outlined in Table 5, DPA Tiers of Priority and the following policies apply:*
 - a) *DPAs may be identified or modified by City Council through the designation of new Special Districts, the creation of new or updates to existing City plans or policies.*
 - b) *The City may adopt an Urban Design Framework that will guide the level of urban design review undertaken by City staff and the Urban Design Review Panel (UDRP). This may include criteria for the review of projects by the UDRP, such as different thresholds, or exemptions for review based on the 98 framework outlined in Table 5. This framework, along with the Public Realm Master Plan, may determine distinct DPAs for the public realm and for development review, once these documents are adopted.*
 - c) *Development review within the Kanata North Economic District will be guided by applicable policies of the Plan, including the Special Economic District policies contained in Section 6.6.3.2, and use of the UDRP will be optional.*
 - 2) *The City shall retain an Urban Design Review Panel (UDRP) as an independent advisory panel who provide objective peer review of both development applications and capital projects. The role of the UDRP is to promote design excellence in Ottawa’s Design Priority Areas.*
- **The Subject Site is situated within a Design Priority Area as per the City of Ottawa Official Plan Schedule C7-A – Design Priority Areas – Urban.**
 - **An informal Urban Design Review Panel (UDRP) meeting was held with members from the UDRP panel, Forum, City of Ottawa, SvN Architects + Planners, and Novatech on December 5, 2025. The purpose of the UDRP meeting was to review the proposed residential and mixed-use development and solicit feedback from panel members with respect to the design.**
 - **Subject to confirmation from City staff, a formal UDRP meeting may be held at the time when a formal *Site Plan Control* application is submitted to the City of Ottawa and when the details of the proposed residential and mixed-use development are finalized.**

Policy 4.6.2 – Protect views and enhance Scenic Routes including those associated with national symbols

- 3) *Development which includes a high-rise building or a High-rise 41+ shall consider the impacts of the development on the skyline, by demonstrating:*
 - a) *That the proposed building contributes to a cohesive silhouette comprised a diversity of building heights and architectural expressions; and*
 - b) *The visual impact of the proposed development from key vantage points identified on Schedule C6A, where applicable, in order to assess impacts on national symbols.*
- 4) *Development abutting Scenic Routes, as identified on Schedule C13, shall contribute to conserving or creating a desirable context by such means as:*

- a) *Protecting the opportunity to view natural and cultural heritage features;*
 - b) *Preserving and restoring landscaping, including but not limited to distinctive trees and vegetation along the right of way;*
 - c) *Orienting buildings towards the Scenic Route and providing direct pedestrian access, where appropriate; and*
 - d) *Providing screening by way of opaque fencing or landscape buffers to hide surface parking lots or outside storage; and*
 - e) *Managing the intensity and spill-over of lighting on adjacent parcels.*
- 5) *Where Scenic Routes are also identified as Scenic Capital Entry Routes on Schedule C13, development and capital projects should also:*
- a) *Enhance the opportunity for views and vistas towards national symbols, cultural landscapes and other features of the Capital; and*
 - b) *Contribute to the image of Ottawa as the Capital city by providing landscape and aesthetic improvements, including buildings that enhance the urban character, where possible.*
- **The Subject Site is located south of Regional Road 174 which is designated as a Scenic Capital Entry Route as per the City of Ottawa Official Plan Schedule C13 – Scenic Routes.**
 - **A review of the proposed residential and mixed-use development in relation to Regional Road 174 will be evaluated as part of the separate Site Plan Control application when the details of the proposed residential and mixed-use development are finalized.**

Policy 4.6.6 – Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all

- 1) *To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:*
 - a) *Between existing buildings of different heights;*
 - b) *Where the planned context anticipates the adjacency of buildings of different heights;*
 - c) *Within a designation that is the target for intensification, specifically:*
 - i. *Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and*
 - ii. *Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.*
- 2) *Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.*
- 3) *Where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.*
- 4) *Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age*

groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential:

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
 - b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.
- 8) High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.
 - 9) High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.
 - 10) Development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.
- **The proposed residential and mixed-use development consists of four (4) high-rise buildings and one (1) mid-rise building ranging from 9-storeys to 40-storeys in building height. Ground oriented townhouse dwellings are proposed along Brisebois Crescent to create an animated and pedestrian oriented neighbourhood edge.**
 - **The feedback provided from UDRP panel members following the informal UDRP meeting on December 5, 2025 will be reviewed as part of the separate *Site Plan Control* application when the details of the proposed residential and mixed-use development are finalized.**
 - **A Pedestrian Wind Comfort Assessment was prepared by Rowan Williams Davies & Irwin (RWDI) dated December 2, 2025 in support of the development application. The purpose of the study was to provide an evaluation of the potential wind impact of the proposed development. The findings and recommendations from the report include:**
 - **The proposed buildings are taller than the surrounding context and will redirect winds to the ground level however, massing and site layout will help wind impacts.**
 - **Due to wind blockage from the proposed buildings, the wind speeds in areas to the north and the south of the site are predicted to be lower than in the existing conditions.**
 - **Wind conditions in most areas, including the adjacent side walks, are expected to be appropriate for their intended pedestrian use.**
 - **Increases in wind speeds are expected at the northeast corner of Building 2 and in the area between Building 2 and Building 3 with the addition of the proposed buildings.**
 - **Wind conditions on the Building 1 upper-grade amenity areas are expected to be suitable for passive use during the summer and fall, while higher-than-desirable wind speeds are predicted on upper-grade amenity areas of the other buildings.**

- Wind control strategies have been provided to enhance wind conditions at grade level and on the above-grade amenity areas, making them more suitable for prolonged activities such as sitting, dining, and lounging.
- A further review of wind considerations will be evaluated for the proposed residential and mixed-use development when the details are finalized.

Subsection 4.7 Drinking Water, Wastewater, and Stormwater Infrastructure

Policy 4.7.1 – Provide adequate, cost-effective drinking water, wastewater and stormwater infrastructure, and assist in meeting growth targets in the urban area

- 1) *To protect, improve or restore the quality and quantity of water in any receiving watercourse, development shall:*
 - a) *Conform to approved servicing plans including the Infrastructure Master Plan, the Strategic Asset Management Plan, the Wet Weather Infrastructure Master Plan, subwatershed studies or environmental management plans, approved master servicing studies and applicable local servicing studies; and*
 - b) *Not exceed the capacity of the existing infrastructure system.*
 - 2) *The City will require that infrastructure is durable, adaptive and resilient to the current climate and future climate, including extreme weather events.*
 - 5) *Stormwater management to support development shall be appropriate to the urban or rural context as defined by transect areas and each of the following:*
 - a) *The requirements of approved subwatershed studies, environmental management plans and master servicing study;*
 - b) *Other relevant Council-approved studies, such as stormwater retrofit studies;*
 - c) *The Ottawa Sewer Design Guidelines and associated climate change considerations; and*
 - d) *The Ottawa Macdonald-Cartier International Airport Zoning Regulations as enacted under the federal Aeronautics Act.*
 - 6) *As part of a complete application, all redevelopment applications will be required to:*
 - a) *Identify and mitigate the impacts of additional runoff resulting from increased imperviousness through measures such as site-specific stormwater management; and*
 - b) *Implement site, grading, building and servicing design measures to protect new development from urban flooding.*
- **A Serviceability Report was prepared by Novatech dated December 12, 2025 in support of the development application. The proposed residential and mixed-use development will be serviced by an extension of existing municipal infrastructure including water, stormwater, and sanitary services as noted in the report.**
 - **Detailed information and findings can be found in the report which will accompany this submission.**

Subsection 4.8 – Natural Heritage, Greenspace and the Urban Forest

Policy 4.8.1 – Protect the City’s natural environment through identification of a Natural Heritage System, Natural Heritage Features and related policies

- 1) *The Natural Heritage System consists of core natural areas and natural linkage areas. Natural Heritage Features occur both inside and outside the Natural Heritage System. The Natural Heritage System and the features within it are subject to a higher standard of protection than features outside the Natural Heritage System. Schedule C11 identifies Ottawa's Natural Heritage System and, to the extent possible, Ottawa's Natural Heritage Features as overlays. Natural Heritage Overlay policies appear in Subsection 5.6.4.*
 - 2) *The City shall seek to improve the long-term integrity and connectivity of the Natural Heritage System through land use planning, development processes, acquisition and conservation of land and support for voluntary, private land conservation and stewardship.*
- **The Subject Site is not identified as containing any natural heritage features.**
 - **The *Zoning By-law Amendment* application will not impact any surrounding natural heritage features.**
 - **A Tree Conservation Report was prepared by IFS Associates dated October 7, 2025. The report provides a detailed inventory of existing tree species, condition, size and status of whether they are proposed to be retained or removed. The report notes that no butternuts or black ash were identified on the Subject Site or adjacent properties. A series of preservation and protection measures intended to mitigate damage during construction will be applied for the trees to be retained adjacent to the Subject Site including the installation of tree protection barrier, prohibiting the placement of material or equipment near critical root zones (CRZ), and avoid damaging the root system, trunk, or branches of any tree.**
 - **Detailed information and findings can be found in the report which will accompany this submission.**

3.2.4 Transect Policy Area

The *Suburban Transect* comprises neighbourhoods within the urban boundary located outside the *Greenbelt*. The objectives of the *Suburban Transect* as per *Section 5.4* of the *Official Plan* include an evolution towards 15-minute neighbourhoods, enhancing mobility options and street connectivity, and provide direction for new development.

Policy 5.4.1 – Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods:

- 1) *The Suburban Transect's established pattern of built form and site design, in the existing built-up areas, is suburban, as described in Table 6, reflective of the conventional model described in Table 8.*
- 2) *The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:*
 - d) *In Hubs, the following heights will apply:*
 - i. *High-rise in the central area of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 400 metres of a rapid transit station;*
 - ii. *Mid-rise in the periphery of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 800 metres of a rapid transit station; and*

- iii. *Low-rise buildings may be required in the Zoning By-law for a Hub, including Town Centre, on lots which are too small to accommodate an appropriate height transition towards a Low-rise area.*
- 3) *In the Suburban Transect, this Plan shall support:*
 - a) *A range of dwelling unit sizes in:*
 - i. *Multi-unit dwellings in Hubs and on Corridors; and*
 - ii. *Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes; and*
 - b) *In Hubs and on Corridors, a range of housing types to accommodate individuals not forming part of a household.*
- **The proposed residential and mixed-use development consists of four (4) high-rise buildings and one (1) mid-rise building ranging from 9-storeys to 40-storeys in building height. Ground oriented townhouse dwellings are proposed along Brisebois Crescent to create an animated and pedestrian oriented neighbourhood edge.**
 - **Approximately one thousand five hundred (1,500) residential dwellings ranging from street-oriented townhouse dwellings to one, two, and three-bedroom apartment units, are proposed to cater to the needs of those from varying socio-economic backgrounds including larger households.**

Policy 5.4.2 – Enhance mobility options and street connectivity in the Suburban Transect

- 1) *In the Suburban Transect, the City shall take opportunities to support the rapid transit system and to begin to introduce urban environments through the overlay policies of this Plan by:*
 - a) *Supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations; and*
 - b) *Supporting or pursuing the creation of pedestrian shortcuts that minimize walking distance to street transit stops or rapid transit stations, as a way to introduce a finer grid of active mobility options to set the stage for longer-term intensification.*
 - 2) *In the Suburban Transect, all streets within Hubs and within an Evolving Neighborhood Overlay shall be identified as access streets.*
- **The proposed residential and mixed-use development will redevelop the Subject Site at a higher density and contribute to transforming the Orléans Town Centre into a vibrant, healthy, and walkable 15-minute neighbourhood supported by the LRT.**
 - **The Subject Site is located within 200 metres of the future Orléans Town Centre Station which will promote and encourage sustainable modes of transportation such as walking, cycling, and use of public transit.**

Policy 5.4.3 – Provide direction to the Hubs and Corridors located within the Suburban Transect

- 1) *Town Centre Hubs are denoted by the initials TC on Schedules B5, B6, B7 and B8 of this Plan. They are intended to be the most important and largest Hub of their suburban community and are planned for at least 10,000 jobs each. They are the preferred location for any office-based employers and Major Office development seeking to locate in suburban neighbourhoods.*
- 2) *Parking in Suburban Hubs shall be managed as follows:*

- a) *Minimum parking requirements may be reduced or eliminated; and*
 - b) *Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station shall be located in the interior of the block, behind or beside the building, and if located beside, shall not introduce a built-edge gap along the street that is wider than the widest building along the same frontage on the same site;*
- **The Subject Site is located within the Orléans Town Centre adjacent to Place d’ Orléans which is designated as a *Hub* as per the *City of Ottawa Official Plan Schedule B8 – Suburban (East) Transect*.**
 - **The Subject Site is located within *Area Z: Near Major LRT Stations of Zoning By-law 2008-250 Schedule 1A: Minimum Parking Requirement Areas* which does not require any off-street motor vehicle parking. Provisions for minimum bicycle parking requirements will further foster sustainable modes of transportation to and from the Subject Site to meet the City of Ottawa’s climate change goals.**

Policy 5.4.4 – Provide direction for new development in the Suburban Transect

- 1) *Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:*
 - a) *A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;*
 - b) *A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces. All streets shall be access streets. Rear lanes shall be encouraged where appropriate to improve urban design and minimize curb cuts across sidewalks in order to support safer and more comfortable pedestrian environments. The Tewin community will be structured on a fine-grained, fully-connected street network that reflects Algonquin placekeeping and design principles;*
 - c) *Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road users;*
 - d) *Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;*
 - e) *Hubs and corridors that act as the focal point of the neighbourhood, consisting of higher-density residential, office employment, commercial services catering to neighbourhood, as well as neighbourhood or regional needs, and community infrastructure such as recreational facilities or institutional uses;*
 - f) *Hubs and corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods, are oriented to reinforce the neighbourhood-focus function of streets, and that can be conveniently accessed by public transit, including rapid transit where relevant;*
 - g) *Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and*

- neighbourhood commercial services and other neighbourhood-oriented uses, including medium-density residential uses;*
- h) Avoiding rear lotting on higher traffic streets by providing rear lane access for properties along arterials and major collector roads, or parallel local streets (window streets) and rear lanes for properties along arterials;*
 - i) Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures; and j) Planned design which optimizes the available supply, means of supplying, efficient use and conservation of energy*
- **The proposed residential and mixed-use development will redevelop the Subject Site at a higher density and contribute to transforming the Orléans Town Centre into a vibrant, healthy, and walkable 15-minute neighbourhood supported by the LRT.**
 - **To provide a safe and convenient pedestrian route to the future Orléans Town Centre Station, a “through block connection” is proposed on 530 Brisebois Crescent between Towers A and B. This through block connection will build upon the mid-block connection envisioned for the redevelopment of the former Orléans YMCA under review by the City of Ottawa for three (3) high-rise buildings.**
 - **A review of the proposed residential and mixed-use development addressing public realm, tree plantings, and active frontages will be evaluated as part of the separate *Site Plan Control* application when the details of the proposed residential and mixed-use development are finalized.**

3.2.5 Overlay Policy Area

There are several categories of *Overlays* that are meant to complement the underlying designations and provide additional policy direction to allow for certain types of activities and guidance on built form in evolving areas not included the designation sections as per *Section 5.6* of the *Official Plan*.

Policy 5.6.1 – Evolving Neighbourhood Overlay

- 1) *The Evolving Neighborhood Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Neighborhood Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:*
 - a) Guidance for a gradual change in character based on proximity to Hubs and Corridors;*
 - b) Allowance for new building forms and typologies, such as missing middle housing;*
 - c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals;*
 - d) Direction to govern the evaluation of development.*
- 2) *Where an Evolving Neighborhood Overlay is applied:*
 - a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area,*

- which may differ from the existing characteristics of the area to which the overlay applies; and*
- b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.*
- **The proposed residential and mixed-use development will redevelop the Subject Site at a higher density and contribute to transforming the Orléans Town Centre into a vibrant, healthy, and walkable 15-minute neighbourhood supported by the LRT.**
 - **The Subject Site is located within 200 metres of the future Orléans Town Centre Station which will promote and encourage sustainable modes of transportation such as walking, cycling, and use of public transit.**

3.2.6 Designation

The *Hub* designation applies to areas on planned or existing rapid transit stations and/or frequent street transit stops. The planned function is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres. It is noted that *Hubs* are identified as *Protected Major Transit Station Areas (PMTSAs)* for the purposes of the *Provincial Policy [Planning] Statement*.

Policy 6.1.1 – Define the Hubs and set the stage for their function and change over the life of this Plan

- 1) *Hubs are defined areas that may include lands adjacent to, or within a short walking distance of an identified rapid transit station or major frequent street transit stop, and:*
 - a) *Hubs generally include lands up to 600 metre radius or 800 metres walking distance, whichever is greatest, from an existing or planned rapid transit station or major frequent street transit stop, and are shown on the B-series of schedules;*
 - b) *Despite Policy a), the specified walking distance may be reduced where the pedestrian route abuts or crosses features of real or perceived friction to pedestrian movement such as tunnels, grade changes, major intersections and pedestrian dead zones; and*
 - c) *In any case, Hubs do not include any lands identified as a Special District on the B-series of schedules*
- 2) *The strategic purpose of Hubs is to:*
 - a) *Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;*
 - b) *Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;*
 - c) *Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and*

- d) *Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in Policy b).*
- 3) *Development within a Hub:*
 - a) *Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;*
 - b) *Shall encourage large employment, commercial or institutional uses locate close to the transit station;*
 - c) *May be required, through the Zoning By-law, to include mixed uses on sites and within buildings located within 300 metre radius or 400 metres walking distance, whichever is greatest of an existing or planned transit station, through measures including but not limited to:*
 - i. *Requiring commercial and service uses on the ground floor of otherwise residential, office and institutional buildings;*
 - ii. *Requiring residential and/or office uses on the upper floors of otherwise commercial buildings; and*
 - iii. *May require minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building;*
 - d) *Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;*
 - e) *Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;*
 - f) *Shall establish buildings that:*
 - i. *Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;*
 - ii. *Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and*
 - iii. *Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.*
 - g) *Shall be subject, through the Zoning By-law, to motor vehicle parking regulations that support the Hub's prioritizing of transit, walking and cycling, including as appropriate:*
 - i. *Reduction or elimination of on-site minimum parking requirements;*
 - ii. *Maximum limits on parking supply;*
 - iii. *Prohibition of surface parking lots as a main or accessory use, other than publicly-operated park-and-ride facilities;*
 - iv. *Regulation, pricing, metering and enforcement of public on- and off-street parking to balance supply and demand;*
 - v. *Establishment of residential on-street parking permit zones; and*
 - vi. *Despite the above, visitor parking shall continue to be required for high-density residential uses, in order to prevent visitor demand for parking from creating undue demand on public parking facilities; and*
 - h) *Prohibit uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.*
- 4) *Hubs will generally permit residential uses, and will permit such non-residential uses as are consistent with Subsection 6.1.1, Policy 3 h) and:*
 - a) *Hubs will generally prohibit automobile-oriented, motor-vehicle-dependent and motor-vehicle-prioritizing uses including but not limited to:*
 - i. *Drive-through facilities;*

- ii. *Automobile dealerships, other than showrooms contained entirely within a building;*
 - iii. *Automobile service stations and body shops;*
 - iv. *Mini-storage warehouses;*
 - v. *Surface parking lots as a main use of land; and*
 - vi. *Other uses that prioritize or depend on motor vehicle access for their primary function;*
 - b) *Despite a), recognizing that automobile rental establishments allow occasional access to motor vehicles to meet the needs of residents who otherwise forgo automobile ownership, the following uses may be permitted, subject to Subsection 6.1.1, Policy 3 f) and subject to appropriate integration with surroundings:*
 - i. *Car-share stations;*
 - ii. *Automobile rental establishments; and*
 - iii. *Despite a), structured and underground parking facilities may be permitted within Hubs; and*
- **The proposed residential and mixed-use development will redevelop the Subject Site at a higher density and contribute to transforming the Orléans Town Centre into a vibrant, healthy, and walkable 15-minute neighbourhood supported by the LRT.**
 - **The Subject Site is located within 200 metres of the future Orléans Town Centre Station which will promote and encourage sustainable modes of transportation such as walking, cycling, and use of public transit.**
 - **The Subject Site is located within *Area Z: Near Major LRT Stations of Zoning By-law 2008-250 Schedule 1A: Minimum Parking Requirement Areas* which does not require any off-street motor vehicle parking. Provisions for minimum bicycle parking requirements will further foster sustainable modes of transportation to and from the Subject Site to meet the City of Ottawa’s climate change goals.**
 - **Approximately one thousand five hundred (1,500) residential dwellings ranging from street-oriented townhouse dwellings to one, two, and three-bedroom apartment units, are proposed to cater to the needs of those from varying socio-economic backgrounds including larger households.**
 - **To provide a safe and convenient pedestrian route to the future Orléans Town Centre Station, a “through block connection” is proposed on 530 Brisebois Crescent between Towers A and B. This through block connection will build upon the mid-block connection envisioned for the redevelopment of the former Orléans YMCA under review by the City of Ottawa for three (3) high-rise buildings.**

Policy 6.1.2 – Set out the direction for Protected Major Transit Station Areas (PMTSAs)

- 1) *Schedule C1 identifies the PMTSA locations and boundaries and Table 3a sets out the minimum density of people and jobs for PMTSAs per gross hectare that shall be implemented through the Zoning By-law, in an effort to increase the future density of development around transit.*
- 3) *Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions, excluding those uses listed in Policy 2) above.*
- 4) *The minimum building heights within PMTSAs except as specified by a Secondary Plan, are as follows:*

- a) *Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys and [Amendment 34, By-law 2024-506, Omnibus 2 item 25, November 13, 2024]*
 - b) *Outside the area described by a) not less than 2 storeys. [Amendment 34, By-law 2024-506, Omnibus 2 item 25, November 13, 2024]*
- **The proposed residential and mixed-use development will redevelop the Subject Site at a higher density and contribute to transforming the Orléans Town Centre into a vibrant, healthy, and walkable 15-minute neighbourhood supported by the LRT.**
 - **Based on the approximate residential dwellings, the proposed residential density is anticipated to be 1401.86 units per net hectare which exceeds the minimum residential density requirement target established for the Orléans Town Centre as per Section 3.2, Table 3A.**
 - **The proposed residential and mixed-use development consists of four (4) high-rise buildings and one (1) mid-rise building ranging from 9-storeys to 40-storeys in building height. Ground oriented townhouse dwellings are proposed along Brisebois Crescent to create an animated and pedestrian oriented neighbourhood edge.**

The *Greenspace* designation identifies a network of public parks, other spaces within the public realm and natural lands that collectively provide essential ecosystem services to Ottawa's residents, support biodiversity, climate resilience, recreation and healthy living. City planning and guidance documents refer to these areas collectively as "greenspace".

Policy 7.1 – Provide convenient, inclusive access to a variety of greenspaces across the City

- 1) *Urban and Rural Greenspaces are shown on the B-series of schedules. These Greenspace designations consist of sub-designations which appear on Schedule C11 for the rural area and Schedule C12 for the urban area. They include:*
 - a) *Park;*
 - b) *Open Space;*
 - c) *Urban Natural Features;*
 - d) *Significant Wetlands;*
 - e) *Natural Environment Areas; and*
 - f) *Conservation Areas*
- **A small portion of the Subject Site is designated as *Greenspace* however, this portion of 530 Brisebois Crescent remains under ownership of Forum and was always envisioned to be developed as future residential and mixed-use development. Accordingly, it is understood that this portion will be redeveloped as such with no intentions of formalizing it as a park or greenspace including expansion of the Royal 22^e Régiment Park.**
 - **The existing Royal 22^e Régiment Park is part of an integrated greenspace and park network that connects to the existing stormwater management facility, recreational trail, and Orléans Town Centre East meant to preserve the Orléans escarpment.**

3.2.7 Protection of Health and Safety

Environmental conditions whether occurring naturally or not can result in hazards to human life or health and damage or loss to property value. The environmental conditions or constraints to development may include natural hazards such as flood plains and unstable soils to hazards resulting from human activity such as contaminated sites, mine hazards, and land affected by noise. In accordance with *Section 10* of the *Official Plan*, development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to health or safety or of property damage and shall not create new or aggravate existing hazards.

Policy 10.1 – Prevent Injury, loss of life and property damage

Policy 10.1.1 – Natural Hazards: Flooding Hazards and Erosion Hazards

- 1) *Development and site alteration shall not be permitted in the 1 in 100 year flood plain or in an erosion hazard area.*

Policy 10.1.4 – Natural Hazards: Unstable soils or bedrock

- 1) *Development shall generally be directed to areas outside of unstable soils or bedrock as defined as a Hazardous Site in the Provincial Policy [Planning] Statement.*

- **The Subject Site is not situated within unstable slopes or contain any organic soils as per the *City of Ottawa Official Plan Schedule C15 – Environmental Constraints*.**
- **A Preliminary Geotechnical Investigation Report was prepared by Exp. dated December 2, 2025 in support of the development application. The findings and recommendations from the report include:**
 - **The subsurface conditions consist of a fill underlain by a deep sensitive marine silty clay and limestone bedrock.**
 - **Based on existing soil conditions, a series of geotechnical recommendations are provided to support the design of the proposed development.**
 - **Additional geotechnical investigations consisting of boreholes is recommended to better understand the depth to the limestone bedrock as it relates to the design of the proposed development.**
 - **Due to the presence of sensitive marine clay, tree planting restrictions should be reviewed as per the *City of Ottawa’s Tree Planting in Sensitive Marine Clay Soils – 2017 Guidelines* by a landscape architect.**
- **A Phase One Environmental Site Assessment (ESA) was prepared by Exp dated December 2, 2025 in support of the development application. The findings and recommendations from the report include:**
 - **Based on a review of historical aerial photography and other records, it appears that the Phase One property has never been developed.**
 - **One potentially contaminating activity (PCA) was identified on the Phase One property and four PCAs were identified in the Phase One Study Area.**
 - **The PCA identified on the Phase One property (importation of fill material of unknown quality) is considered to contribute to an area of potential environmental concern (APEC).**
- **A subsequent Phase Two ESA was prepared by Exp dated December 2, 2025 in support of the development application. The findings and recommendations from the report include:**

- A total of ten (10) test pits were completed in conjunction with the geotechnical investigation. Chemical analyses were performed on the fill material soil samples from the test pits including contaminants of potential concern which identified that there were no exceedances of the Ministry of the Environment, Conservation, and Parks (MECP) requirements for any of the parameters analyzed in the soil samples.
- As the Subject Site has never been developed, a Record of Site Condition (RSC) is noted as not required.
- Detailed information and findings can be found in the reports which will accompany this submission.

The **Zoning By-law Amendment** application conforms with the policies of the **City of Ottawa Official Plan (2022)**.

3.3 Orléans Corridor Secondary Plan (2022)

The *Orléans Corridor Secondary Plan (2022)* is a City Council approved document that was developed to provide specific policy direction and guidance beyond the *Official Plan (2022)* for medium and high-density development directly related with the City of Ottawa's transit stations and corridors. The impetus for the *Orléans Corridor Secondary Plan (2022)* is the construction of the O-Train extension to Orléans and is therefore intended to address the need to coordinate transit-oriented development and guide the creation of 15-minute neighbourhoods in the Orléans corridor.

Section 5.0 – Designations

The *Orléans Corridor Secondary Plan (2022)* includes four (4) land use categories being *Station Areas*, *Corridor Areas*, *Neighbourhoods*, and *Industrial* designations. The immediate areas around the six (6) O-Train stations provide the best opportunities for development and intensification and form the '*Stations*' designations. The '*Station Core*' and '*Station Periphery*' designations are those closest to the stations that help establish a gradient of building heights, mix of uses, and development intensities to form new neighbourhoods that are walkable and reduce automobile dependence. The two (2) '*Corridor*' designations '*St. Joseph Corridor*' and '*O-Train Minor Corridor*' are intended to help transition segments of the existing St. Joseph and Jeanne d'Arc Boulevards from automobile dependent to vibrant, complete urban streets. Existing '*Neighbourhoods*' and '*Greenpace*' are the final category in this secondary plan.

- The Subject Site is designated as ***Station Periphery***, ***Station Core***, and ***Greenpace*** as per the ***Orléans Corridor Secondary Plan (2022) Schedule A – Designation Plan*** as shown in Figure 28.
- As noted previously, a small portion of the Subject Site is designated as ***Greenpace*** however, this portion of 530 Brisebois Crescent remains under ownership of Forum and was always envisioned to be developed as future residential and mixed-use development.

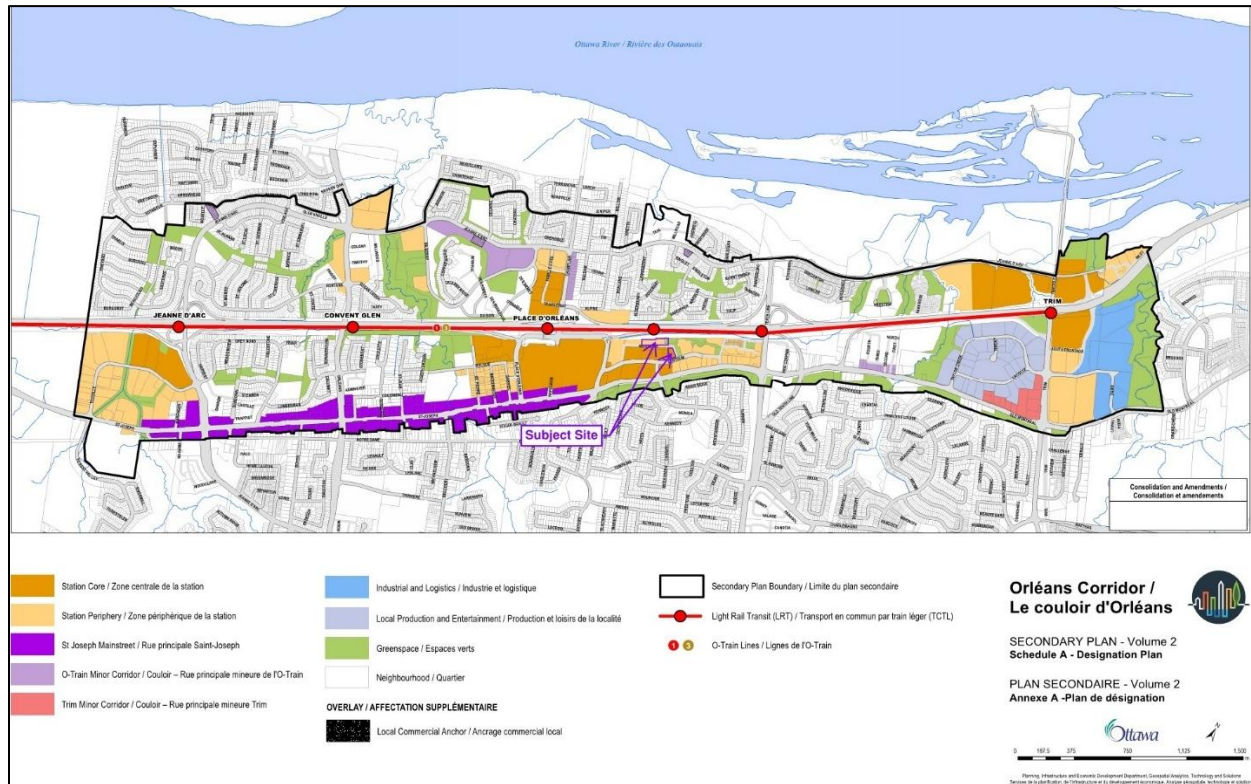


Figure 28: Excerpt of the Orléans Corridor Secondary Plan (2022) Schedule A – Designation Plan with the Subject Site added by Novatech.

Policy 5.1 – Station Core

The *Station Core* designation represents the heart of transit supportive, 15-minute neighbourhoods in the Orléans Corridor with development intended to achieve the highest densities of mixed-use and reduced automobile dependency. These areas are the focal point for services and amenities in the wider catchment of O-Train stations with permitted uses including all forms of mid- and high-rise residential, mixed-use buildings, and non-residential uses that are compatible with sensitive uses such as residential and institutional uses.

- 1) *Areas designated as Station Core in Schedule A are Design Priority Areas.*
- 2) *Minimum building height is two storeys.*
- 3) *New development will be primarily in the form of mixed-use high-rise and mid-rise buildings, consistent with Schedule B – Maximum Building Heights.*
- 4) *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.*
- 5) *Active frontages will be required for all buildings in the Station Core designation to provide animation of the street.*
- 6) *Wherever possible and appropriate, the City should seek to acquire lands for parks or work with development proponents to create privately-owned publicly accessible spaces (POPS) in the form of urban plazas.*

- 7) *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.*
- 8) *Where development of the Station Core designation occurs on large parcels over 1 hectare, and is anticipated to be a phased development, a grid street network with maximum block lengths of approximately 200 metres will be required.*
- 9) *Development in the station core will incorporate a high degree of cycling and pedestrian connectivity between the station and existing neighbourhoods.*

Policy 5.2 – Station Periphery

The *Station Periphery* designation is envisioned to provide high density pedestrian-oriented development of neighbourhoods in close proximity to the O-Train stations in a 15-minute neighbourhood. These areas support residential development at generally lesser heights than the *Station Core* designation but benefit from the same features of a 15-minute neighbourhood including prioritizing pedestrian and cycling movements.

- 1) *New development will be primarily in the form of mid-rise residential-use buildings, with opportunities for high-rise buildings as identified on Schedule B.*
 - 2) *Low-rise residential use buildings of less than two principal residential dwelling units will not be permitted through the zoning by-law.*
 - 3) *Minimum height is two storeys.*
 - 4) *Residential-use buildings will be predominant in the Station Periphery, but 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.*
 - 5) *New development will contribute to a connected active transportation network.*
 - 6) *Extensive tree canopy coverage in open spaces will be provided.*
 - 7) *Built-form transition to a low-rise form will be required adjacent to Neighbourhood designated areas.*
 - 8) *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.*
- **The proposed residential and mixed-use development will redevelop the Subject Site at a higher density and contribute to transforming the Orléans Town Centre into a vibrant, healthy, and walkable 15-minute neighbourhood supported by the LRT.**
 - **The suggested zoning includes a broad range of residential and non-residential land uses which will support a 15-minute neighbourhood but also contribute to furthering economic development activities for the overall Orléans Town Centre.**
 - **The proposed residential and mixed-use development consists of four (4) high-rise buildings and one (1) mid-rise building ranging from 9-storeys to 40-storeys in building height. Ground oriented townhouse dwellings are proposed along Brisebois Crescent to create an animated and pedestrian oriented neighbourhood edge. The maximum building heights are established by the *Orléans Corridor Secondary Plan (2022) Schedule B – Designation Plan* as shown in Figure 29.**
 - **The Subject Site is located within *Area Z: Near Major LRT Stations of Zoning By-law 2008-250 Schedule 1A: Minimum Parking Requirement Areas* which does not require any off-street motor vehicle parking. Provisions for minimum bicycle parking**

requirements will further foster sustainable modes of transportation to and from the Subject Site to meet the Province of Ontario’s climate change objectives.

- A review of the proposed residential and mixed-use development addressing public realm, tree plantings, and active frontages will be evaluated as part of the separate *Site Plan Control* application when the details of the proposed residential and mixed-use development are finalized.

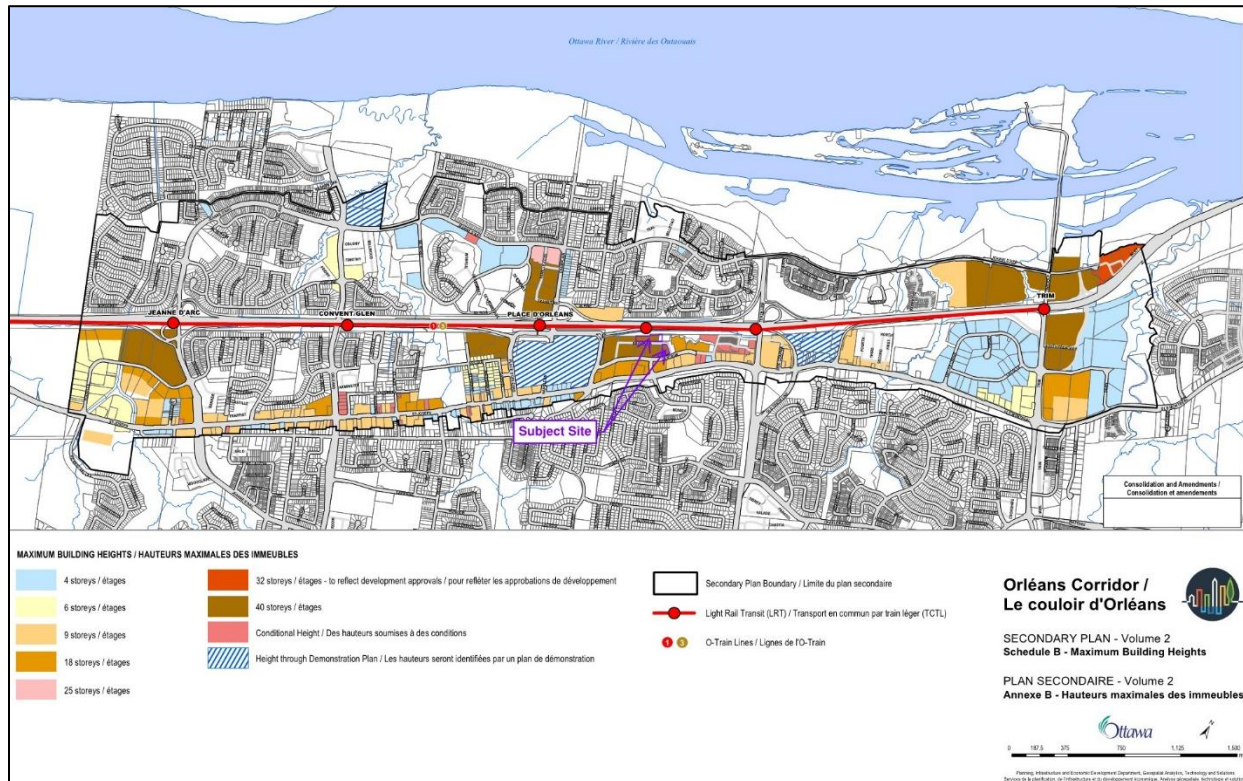


Figure 29: Excerpt of the Orléans Corridor Secondary Plan (2022) Schedule B – Maximum Building Heights with the Subject Site added by Novatech.

Section 6.0 – Stations and Corridors – Area Specific Policies

Policy 6.4 – Place d’Orléans Town Centre Station Area

The Place d’Orléans Town Centre serves as a unique function within the larger context of Orléans community as the main transit and commercial hub for the area. It is envisioned that the Place d’Orléans Town Centre and Centrum Boulevard will evolve into a high-density, walkable, and commercial area with exceptional public realm that attracts people from across the municipality. The Town Centre will evolve into a dense, walkable, and transit-supportive mixed-use *Hub* that will be an important residential, social, and cultural destination in Orléans.

- 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.*

Place d'Orléans Town Centre Station Area – General Policies

- 7) *The Place d'Orléans Town Centre will serve as a major employment hub with a target to establish a major 10,000 job concentration of employment.*
- **The suggested zoning includes a broad range of residential and non-residential land uses which will support a 15-minute neighbourhood but also contribute to furthering economic development activities for the overall Orléans Town Centre.**
 - **The proposed residential and mixed-use development is not proposed to include any major employment hubs with the non-residential land uses being limited to commercial and retail that support the creation of a 15-minute neighbourhood.**

New Streets and Active Transportation Networks

- 9) *On Centrum Blvd, the City shall seek opportunities to remove and reconfigure existing, angled on-street parking, prioritize cycling and pedestrian mobility and be designed for a maximum speed of 30 kilometres per hour or less.*
 - a) *As a condition of development approval, the City may request that proponents remove angled on-street parking and repurpose the right-of-way that abuts their property to provide improvements that support cycling or walking and other public realm improvements.*
- **No changes are proposed to the existing Centrum Boulevard right-of-way as part of this *Zoning By-law Amendment* application.**

Place d'Orléans Town Centre Station Core Designation Policies

- 14) *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.*
- **The proposed residential and mixed-use development consists of four (4) high-rise buildings and one (1) mid-rise building ranging from 9-storeys to 40-storeys in building height. Ground oriented townhouse dwellings are proposed along Brisebois Crescent to create an animated and pedestrian oriented neighbourhood edge.**

Place d'Orléans Site-Specific Policies

- 21) *Upon development at 530 Brisebois Crescent:*
 - a) *The required conveyed parkland shall be located adjacent to the existing Royal 22^e Regiment Park to enable expansion of the recreational amenities.*

b) *An active transportation connection to the future Orléans Town Centre O-Train Station may be required and is independent from the required parkland conveyance.*

- **As noted previously, a small portion of the Subject Site is designated as Greenspace however, this portion of 530 Brisebois Crescent remains under ownership of Forum and was always envisioned to be developed as future residential and mixed-use development. Accordingly, it is understood that this portion will be redeveloped as such with no intentions of formalizing it as a park or greenspace including expansion of the Royal 22^e Régiment Park.**
- **The existing Royal 22^e Régiment Park is part of an integrated greenspace and park network that connects to the existing stormwater management facility, recreational trail, and Orléans Town Centre East meant to preserve the Orléans escarpment.**
- **The requirement for parkland dedication will be reviewed and assessed as part of a *Site Plan Control* application filed for the Subject Site in accordance with the *Planning Act*.**
- **To provide a safe and convenient pedestrian route to the future Orléans Town Centre Station, a “through block connection” is proposed on 530 Brisebois Crescent between Towers A and B. This through block connection will build upon the mid-block connection envisioned for the redevelopment of the former Orléans YMCA under review by the City of Ottawa for three (3) high-rise buildings.**

The *Zoning By-law Amendment* application conforms with the policies of the *City of Ottawa Orléans Corridor Secondary Plan (2022)*.

4.0 URBAN DESIGN GUIDELINES

An Urban Design Brief was prepared by SvN Architects + Planners dated November 2025 for the proposed residential and mixed-use development which addresses all relevant and applicable urban design guidelines. The report was prepared in accordance with the City of Ottawa’s Urban Design Brief Terms of References and shall be read in conjunction with this report.

5.0 PUBLIC CONSULTATION STRATEGY

The public consultation strategy will involve a variety of methods as follows:

- A public meeting will be held when the application goes to the City of Ottawa’s Planning and Housing Committee.
- Signage posting on the Subject Site which provides members of the public with details of the proposed development and means of contacting the file lead to provide comments and/or questions.
- Digital copies of all required supporting studies and plans will be made available for public viewing through the City of Ottawa’s Development Applications webpage (<https://devapps.ottawa.ca/en/>).
- As part of the pre-consultation meeting with City of Ottawa, staff from the National Capital Commission were invited to solicit feedback given the lands to the east of the Subject Site are under ownership by the federal government.

6.0 CONCLUSION

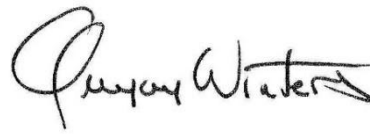
It is our assessment that the suggested zoning is consistent with the *Provincial Planning Statement (2024)*, conforms to the *City of Ottawa Official Plan (2022)* and *Orléans Corridor Secondary Plan (2022)*, and complies with the provisions of *Zoning By-law 2008-250*. This Planning Rationale and Public Consultation Strategy supports the *Zoning By-law Amendment* application.

The proposed residential and mixed-use development is an appropriate and desirable addition to the Orléans community and represents good planning.

NOVATECH



Robert Tran, M.Pl.
Project Planner, Planning & Development



Greg Winters, MCIP, RPP
Director, Planning & Development

**Appendix A
City Council Approved
Orléans Town Centre Overall Concept Plan
Dated March 23, 2006**



OTC Lands -West

- Phase 1
- Phase 2
- Phase 3
- Existing

OTC Lands -East

- Phase 1
- Phase 2
- Existing

OTC Lands - West

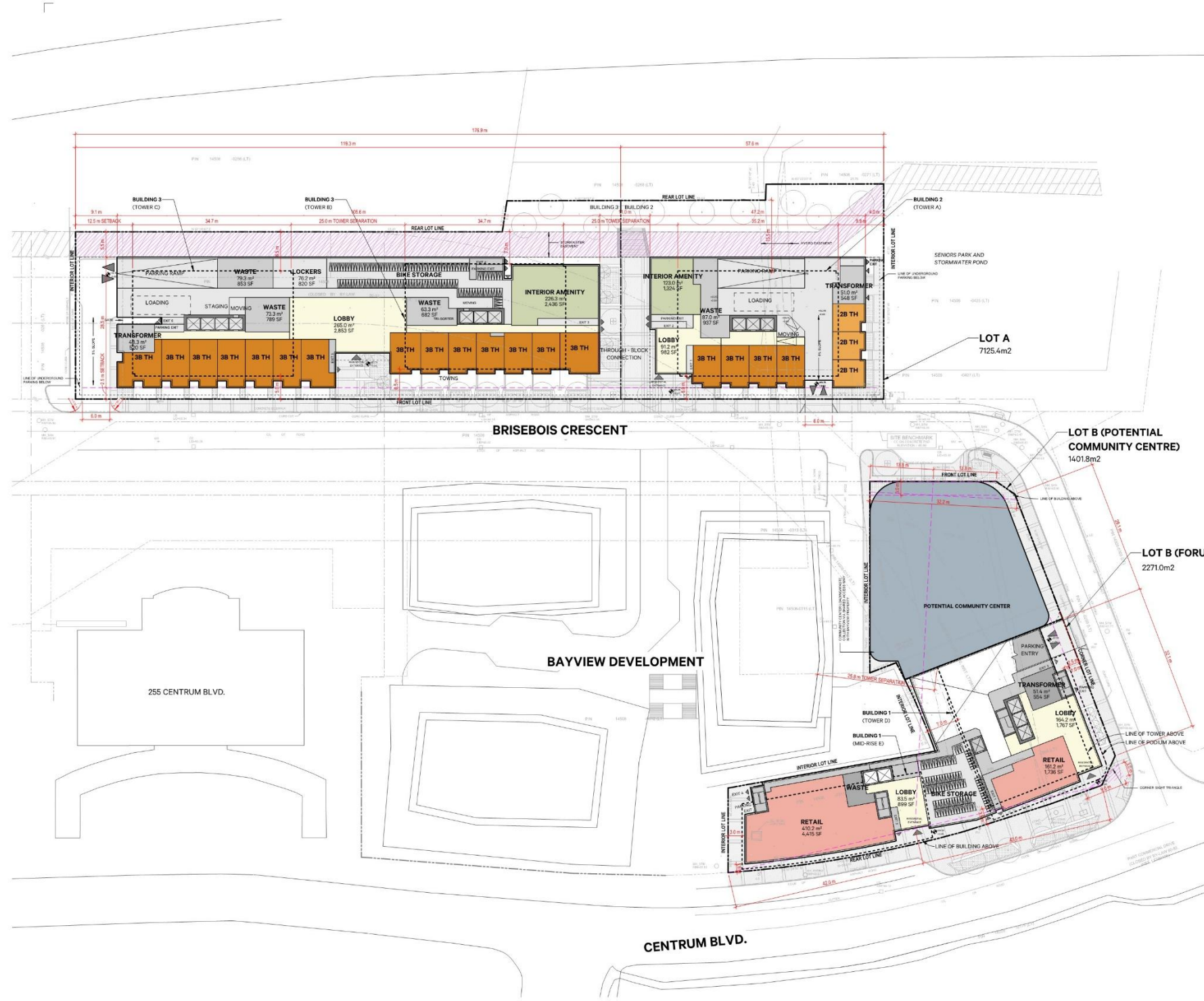
Building	Zoning	Land Use	Density (sq. m.)	Building Height in Storeys	Parking
A	CTC	Theatre/Art Facility	7,800	3	Refer to Table 5.4.1 d)
B	COTC	Hotel	4,000	3	Refer to Table 5.4.1 d)
C	CTC	Customer Service Centre	Existing	3	Refer to Table 5.4.1 d)
D	COTC	West Office Tower	7,435	5	Refer to Table 5.4.1 d)
E	COTC	East Office Tower	7,000	5	Refer to Table 5.4.1 d)
F	CTC	CRC Offices	1,670	2	Refer to Table 5.4.1 d)
G	CTC	YMCA/YWCA	Existing	2	Refer to Table 5.4.1 d)
H	CTC	YMCA/YWCA Pool & Gymnasium Extension	1,300	2	Refer to Table 5.4.1 d)
I	CTC	Mixed Use Development Ground Floor Retail/Second Storey Offices/Third Storey Apartments	3,920	3	Refer to Table 5.4.1 d)
J	CTC	Seniors Residence	7,840	5	Refer to Table 5.4.1 d)
K	CTC	Seniors Condominium	19,320	12	Refer to Table 5.4.1 d)

OTC Lands - East

Building	Zoning	Land Use	Density (sq. m.)	Building Height in Storeys	Parking
L	R5B	Stacked Townhouse Units	176	3	Refer to Residential Parking Table
M	R5B	Townhouses	25	3	Refer to Residential Parking Table
N	R5B	Proposed Future Wood Framed Apartment Outside of City Lands	112	4	Refer to Residential Parking Table
O	R5B	Adjacent Existing Stacked Tons by Phoenix Homes	Existing	3	Refer to Residential Parking Table
P	R5B	Market Apartment Building, Terraced	45	4	Refer to Residential Parking Table
Q	R5B	Affordable Apartment Building, Terraced	90	8	Refer to Residential Parking Table
R	R5B	Market Apartment Building, Terraced	65	6	Refer to Residential Parking Table
S	R5B	Market (Luxury) Apartment Tower (Concrete)	112	14	Refer to Residential Parking Table



Appendix B
Overall Site Plan REV #1 Drawing No.: 0-A101
Prepared by SvN Architects + Planners
Dated December 12, 2025



SITE INFORMATION AND STAT SUMMARY

LOTS

LOT A (FORUM BUILDINGS 2 AND 3)	7,125 m ²
LOT B (FORUM BUILDING 1)	2,271 m ²
LOT B (COMMUNITY CENTRE)	1,401 m ²

UNITS

BUILDING 1	1665
BUILDING 2	312
BUILDING 3	818

MINIMUM LOT AREA

NO. DATE REVISION/COMMENT	
1 2025-12-12	Issued for ZBA

SETBACKS

LOT A	FRONT YARD SETBACK	3.0m	2.5m
	COURTYARD SETBACK	3.0m	N/A
	INTERIOR SIDE YARD SETBACK	3.0m	4.0m
	REAR YARD SETBACK	2.0m	5.5m
LOT B	FRONT YARD SETBACK	3.0m	0.3m
	COURTYARD SETBACK	3.0m	2.5m
	REAR YARD SETBACK	3.0m	0.3m
	REAR YARD SETBACK	0.3m	0.3m

MAXIMUM BUILDING HEIGHT

BUILDING 1	TOWER D	N/A	100.7m
	TOWER E	N/A	31.2m
BUILDING 2	TOWER A	N/A	100.3m
BUILDING 3	TOWER B	N/A	115.3m
	TOWER C	N/A	130.3m

PARKING RATES

BUILDING 1	TOTAL	30	71
	APARTMENTS	0	0
	VISITOR	30 p/units/lot	0
BUILDING 2	TOTAL	30	30
	APARTMENTS	0	0
	VISITOR	30 p/units/lot	0
BUILDING 3	TOTAL	30	66
	APARTMENTS	0	0
	VISITOR	30 p/units/lot	66

BIKE PARKING

BUILDING 1	TOTAL	165	188
	RESIDENT	0.5 p/Unit = 165	188
	COMMERCIAL	1/200m ² = 0	0
BUILDING 2	TOTAL	30	30
	RESIDENT	0.5 p/Unit = 30	30
BUILDING 3	TOTAL	400	490
	RESIDENT	0.5 p/Unit = 400	490

AMENITY AREA

BUILDING 1	TOTAL	Min 6m ² per unit = 1572m ²	1920m ²
	PRIVATE	Max 3m ² per unit = 336m ²	336m ²
	SHARED	Min 3m ² per unit = 960m ²	960m ²
BUILDING 2	TOTAL	Min 6m ² per unit = 1572m ²	363m ²
	PRIVATE	Max 3m ² per unit = 336m ²	336m ²
	SHARED	Min 3m ² per unit = 960m ²	194m ²
BUILDING 3	TOTAL	Min 6m ² per unit = 1572m ²	186m ²
	PRIVATE	Max 3m ² per unit = 336m ²	336m ²
	SHARED	Min 3m ² per unit = 960m ²	1528m ²
	SHARED	Min 3m ² per unit = 960m ²	1040m ²
BUILDING 3	TOTAL	Min 6m ² per unit = 1572m ²	4927m ²
	PRIVATE	Max 3m ² per unit = 336m ²	2454m ²
	SHARED	Min 3m ² per unit = 2454m ²	2473m ²

DATA - CITY OF OTTAWA

BUILDING 1 (TOWER D)	15,235 m ²
BUILDING 1 (MID-RISE E)	3,358 m ²
BUILDING 2	3,368 m ²
BUILDING 3	45,989 m ²

NOTES

1. THIS BASE PLAN (D) OF LINES, EXISTING ROADS AND SURROUNDING AREAS IS BASED ON THE TOPOGRAPHICAL PLAN OR SURVEY OF E.D. SARLES LIMITED - REFERENCE NUMBER 22-10-112-00.
2. DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

SEPTEMBER 2025
 THE DRAWING IS NOT TO BE USED FOR CONSTRUCTION UNTIL ISSUED FOR THAT PURPOSE BY THE DESIGNER.
 PRIOR TO COMMENCEMENT OF THE WORK THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON THIS DRAWING TO CONFIRM ANY ERRORS AND OMISSIONS. A SIGHT AND ANY DISCREPANCIES BY THEM. THE DESIGNER AND THE FULL CONTRACTOR ARE NOT RESPONSIBLE FOR THESE DISCREPANCIES TO THE ATTENTION OF THE OWNER FOR CLARIFICATION.

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530 Brisebois Cres
 Part of 265 Centrum Blvd (Forum Lands)

Forum Asset Management



PROJECT SCALE DATE
 1:400
 10/02/2025

DRAWN CHECKED
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