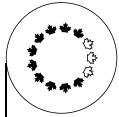


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NATIONAL CAPITAL COMMISSION  
 COMMISSION DE LA CAPITALE NATIONALE

<b>No.</b>	2026-P335
<b>To</b>	Board of Directors
<b>Date</b>	2026-06-23

**For** DECISION

**Subject/Title**

Scoped Federal Land Use Approval – Canada Lands Company CLC Ltd (CLC) – Site Master Plan for Confederation Heights – Urban Lands – Confederation Heights, Ottawa – 100% Draft  
 AND  
 Federal Transaction Approvals – Public Services and Procurement Canada (PSPC) – Disposal of seven (7) Confederation Heights Properties – Urban Lands – Confederation Heights, Ottawa

**Summary**

The purpose of this submission is to obtain NCC Board of Directors scoped federal approval for the CLC Master Plan for Confederation Heights and for the disposal of seven (7) PSPC properties at Confederation Heights, Ottawa.

CLC’s Confederation Heights Master Plan (CHMP) sets out a 25-year vision to transform this former single-use federal employment area into a mixed-use, transit-oriented community with a reduced federal presence. The NCC’s approval of the CHMP is limited to the planning framework for lands that will remain in federal ownership, capital interests related to the disposal of designated heritage properties, and guidance for development adjacent to NCC Capital Parks and other regional planning interests. Other elements of the CHMP are included for context only and are not subject to federal approval. Once the transaction is complete, implementation of the CHMP will be governed through the municipal permitting process.

The Confederation Heights area includes nine (9) properties declared surplus by PSPC as they are no longer required within their federal portfolio. Two of these properties have already obtained NCC federal approval for disposal. The remaining seven (7) properties are being recommended for disposal in this submission.

Both, the CHMP and the proposed disposals align with the goals, objectives and strategies of the existing NCC planning framework and federal government strategic priorities, plans and policies including portfolio reduction and housing.

**Risk**

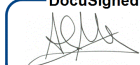
Key risks relate to the CHMP implementation complexity and timelines. Federal priorities have been integrated in the Plan through the federal review and approval process. Additional coordination will be achieved through continued collaboration with CLC and the City of Ottawa.

**Recommendation**

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- THAT the Federal Land Use and Design Approval for the portions of the Confederation Heights Master Plan related to federal lands and Capital Interests be granted, pursuant to section 12 of the *National Capital Act*.
- THAT the Federal Transaction Approval for the disposal of PSPC properties at Confederation Heights (1500 Bronson, 875 Heron, 770-790 Heron, 830 Heron, 958 Heron, 959 Heron, and 1500 Gloria) be granted, pursuant to section 12.1 of the *National Capital Act*.
- THAT the signature of the Federal Land Use, Design and Transaction Approval documents be delegated to the Vice-President, Capital Planning Branch.

**Submitted by:**

DocuSigned by:  
 2026-Jun-11

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Alan Miguere,  
Vice-President, Capital Planning Branch and Chief Planner

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## 1. Strategic Priorities

National Capital Commission (NCC) Corporate Plan 2025-2026 to 2029-2030:

Strategic Directions:

- Foster an inclusive and meaningful National Capital Region of national significance, reflective of all Canadians, including Indigenous peoples.
- Ensure a picturesque and natural National Capital Region, through conserving and enhancing natural assets, cultural landscapes, and built heritage under the NCC's stewardship.
- Contribute to a thriving, connected, and sustainable National Capital Region that inspires Canadians, through the planning, development, and improvement of the NCC's assets.

Priorities

- Priority 2: Work with federal partners to accelerate housing development on NCC underutilized lands and streamline the Federal Land Use, Design, and Transaction Approval (FLUDTA) process for projects that support the implementation of Canada's Housing Plan.
- Priority 3: Plan, implement and optimize transportation networks and infrastructure in the National Capital Region, in collaboration with all levels of government and partners.

Government Priorities:

- Budget 2023 – Federal Real Property Portfolio Optimization (50% office portfolio reduction over ten years)
- Budget 2024: Building Homes on Public Lands
- Budget 2025: Supercharging Home Building – Build Canada Homes
- Canada's Housing Plan (2024) – Canada Public Land Bank
- PSPC 2024 to 2025 Departmental Plan (2024)
- PSPC Office Long-Term Plan (2022)
- Federal Sustainable Development Strategy, 2022-2026 (2022)

## 2. Authority

*National Capital Act*, sections 12 and 12.1

## 3. Context

### **Confederation Heights Master Plan**

**Background:**

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PSPC and CLC jointly initiated the Confederation Heights Master Plan (CHMP) in 2021 to transform Confederation Heights from an under-utilized federal employment node to a mixed-use, transit-oriented community integrated into the broader urban context.

Following Budget 2023 and Budget 2024 direction to reduce federal office space, PSPC shifted its focus from area planning to portfolio reduction and identified additional properties for disposal to CLC. In 2024, CLC took over the lead for the development of the Master Plan given the marginal PSPC ownership anticipated in the area upon completion of the Plan and the disposals.

The final CHMP reflects:

- A significantly reduced federal footprint, with retention of only key federal facilities at 719 Heron Rd (Sir Leonard Tilley Building), at 2701 Riverside Dr. (Canada Post Headquarters), and at 775 Brookfield Rd. (Health Canada Consumer and Clinical Radiation Protection Bureau).;
- Identification of federal and municipal lands for mixed-use residential development;
- Reserved spaces for public services and infrastructure, including municipal parks, as well as integration of public interest uses such as the RA Centre recreation facility and cultural and entertainment spaces.

This federal land use and design approval under section 12 of the *National Capital Act* is scoped to address only the remaining federal lands and key Capital Interests, which can be summarized as:

- Federal Lands in the plan area and study area, including protection of secure facilities and the interface with Capital Parks.
- Compliance with FHRO Best Efforts Report for the four designated federal heritage buildings (2720 Riverside Dr – Sir Charles Tupper Building, 719 Heron Rd – Sir Leonard Tilley Building, 1500 Bronson – Edward Drake Building, and 875 Heron)
- Protection of the Capital Arrival and Scenic Entry Routes
- Integration with the urban fabric (including mobility networks) and contribution to the National Capital Region.

## **Process and Municipal Coordination**

The CHMP has been embedded by the City of Ottawa into a new Secondary Plan that will be presented to the City of Ottawa Planning and Housing Committee on September 2, 2026. The City will also be presenting a Zoning Bylaw Amendment for approval alongside the Secondary Plan.

Federal approval of the Master Plan will allow the NCC to update its federal planning framework in this area by replacing the 2000 Confederation Heights Sector Plan. The CHMP will become the primary NCC policy reference for future federal approvals (e.g.

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projects on federal lands, disposal of federal lands). The Confederation Heights Master Plan will be therefore nested under the Plan for Canada's Capital, 2017-2067 (2017) and the Capital Urban Lands Plan (2015).

The NCC and City of Ottawa jointly reviewed the development of the CHMP, from the early scoping and studies, options development and analysis to the 100% Draft. Through this process, a Joint Design Review Panel (JDRP) including members of the NCC's Advisory Committee on Planning, Design and Realty and members of the City of Ottawa's Urban Design Review Panel was established. Two JDRP meetings were held in 2022 and 2023 at the visioning and options development stages respectively. NCC staff also had the opportunity to provide input to the City of Ottawa Secondary Plan and Zoning Bylaw Amendment, as relates to impacts to NCC lands.

The CHMP federal and municipal review and approval processes have been accelerated in response to the Federal Government's Budget 2024 and Canada's Housing Plan (2024) housing acceleration commitments.

## **The Master Plan**

A 25-year framework for the transformation of Confederation Heights (approximately 112-hectare intervention area) from a single-use federal employment node into a mixed-use, transit-oriented community, with reduced federal presence. It defines targets for:

- Housing and employment density (300 people and jobs per gross hectare, 150 housing units per net hectare)
- Housing types (minimum 10% large units, 20% affordable, accessibility targets)
- Parkland and greening (13.1 hectares of parkland, exceed 40% canopy cover)
- Net zero carbon community
- Sustainable mobility (modal share targets above 70% sustainable modes)

See Appendix 1 for an executive summary of the Plan, with a focus on Federal Lands and Capital Interests.

## **Implementation**

The vision and policies of the CHMP will primarily be implemented through the municipal planning and development review process. Landowner's agreements may be required to manage development and construction of public infrastructure and services in areas of mixed ownership, including NCC lands. Municipal development review is expected to include consultation with the NCC as adjacent landowner for relevant sites. For projects on federal lands or proposed by federal proponents, NCC federal approvals will continue to apply.

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CLC's development toolkit for implementing the Master Plan includes demonstration plans (see Appendix 1) and design guidelines (under development). The demonstration plans are not planned projects, they are a starting point for soliciting proposals, including providing guidance to future developers. A draft of the demonstration plans and design guidelines that relate to federal lands and Capital Interests is under review by the NCC and will be finalised by CLC as a condition of the federal approval of the CHMP.

CLC has also developed supporting studies and plans that have fed into the CHMP and the City of Ottawa secondary plan, including a Master Servicing Study (MSS) and an Areas Park Plan (APP). NCC staff has provided initial comments to CLC and the City of Ottawa on these documents as relates to their impact on NCC lands, and they will be integrated into the Secondary Plan approval package.

The NCC and CLC have developed a draft agreement regarding the future servicing of and access to Vincent Massey and Hog's Back Parks, as well as the interface between the Capital Parks and the future development. Following the approval of the CHMP and PSPC disposals, a long-term NCC-CLC collaboration on these items will be the responsibility of the NCC's Real Estate and Development Branch.

The development phasing and timeline is the responsibility of CLC and will depend on completion of PSPC disposals. A draft prioritization and approach for key components of the mobility network is presented in the Plan. Ongoing collaboration with various stakeholders and partners will be required to develop a robust phasing strategy and timeline for getting development parcels to market. The development and construction industry's capacity and other market factors may also drive implementation timelines.

## **Federal Land Transactions**

### **Background**

PSPC is proposing the disposal to CLC of most of its properties at Confederation Heights, which will require NCC transaction approval under s. 12.1 of the *National Capital Act*. As part of PSPC's Government of Canada Office Portfolio Reduction Plan (GC-OPRP) to reduce its office portfolio by 50 per cent over 10 years, nine properties within the Confederation Heights area were declared surplus between August 2022 and March 2025 (see Appendix 2).

Federal Transaction Approval was granted in Fall 2026 for the disposal of the Sir Charles Tupper Building involving two properties located at 2720 and 2670 Riverside Drive (IAMIS 26152). This transaction is still pending completion of the approval conditions, including the signature of an NCC-CLC agreement for the future servicing of and access to Vincent Massey and Hog's Back Parks.

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The CHMP provides the framework for the proposed disposals by defining the planned development of the area over a 25-year planning horizon, accounting for ongoing federal interests.

Upon land transaction, CLC will undertake the detailed planning and redevelopment of the subject properties under the applicable municipal planning framework.

### **Properties subject to disposal**

A total area of 35.31 hectares (353,155.1 m<sup>2</sup>) of land is included in the disposal which includes vacant open space, former buildings sites (demolished), existing buildings (including two federally designated as recognized and classified heritage buildings), parking areas, and greenspace along Sawmill Creek. See Appendix 3 for details of the properties.

### **Approval Scope**

Federal land disposal of the properties listed in Appendix 3 and all associated infrastructure from PSPC to CLC for properties with development potential. A purchaser has not yet been confirmed for the greenspace along Sawmill Creek.

The estimated real estate closing timeline for the disposals to CLC is Fall 2026.

## **4. Options Analysis / NCC Staff Analysis**

### **Regulator Advocate (FLUDTA) Analysis**

The CHMP adequately addresses the NCC Capital Interests to the satisfaction of the Regulator Advocate. Detailed requirements regarding the interface with federal lands (including Capital Parks), the protection of heritage buildings and promotion of high-quality design along Capital Arrival and Scenic Entry routes will be further developed in the demonstration plans and design guidelines which will follow this approval.

NCC staff considered using restrictive covenants on title to accelerate disposal approvals before the Master Plan was completed to support housing development. Although this approach could have sped up the transactions, restrictive covenants are a less flexible legal tool over the long term. As a result, the NCC, CLC, and the City of Ottawa agreed to complete the Master Plan and require a set of demonstration plans and design guidelines as a condition of approval.

The CHMP land uses involve mixed-use development in areas currently designated as “Capital Park” and classified as National Interest Land Mass (NILM) (see “Planning Framework Analysis”). Upon approval of the CHMP, the NCC will update its NILM registry as required. These areas are:

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- The north-west corner of Riverside Drive and Hog’s Back Road, currently designated as “Capital Park” and NILM land. The property is not functionally part of Hog’s Back Park and does not have significant ecological, recreational or cultural heritage value. It is therefore included in the CHMP as land with development potential, to support a continuous development corridor along Riverside Drive and enable better servicing and access to the development blocks west of Riverside Drive. This property is owned by the NCC and is not currently proposed for disposal.
- The corridor on either side of the Airport Parkway (itself owned by the City of Ottawa) is classified as NILM land from Hunt Club Rd to just north of Brookfield Rd. The CHMP proposal to rationalise the intersection of Brookfield Rd and Airport Parkway and develop the resulting land parcels is aligned with NCC planning policy. The NCC no longer has plans to acquire the Airport Parkway corridor, which is sufficiently protected by the NCC and municipal “Capital Arrival” route designation.

Following this approval, further coordination between the NCC, CLC and the City of Ottawa will continue to establish detailed implementation requirements and agreements related to real estate responsibilities for new infrastructure, site servicing (e.g. stormwater management) and development costs (e.g. parkland dedication). Overall, the CHMP and the associated secondary plan and zoning bylaw amendment are aligned with the NCC’s interests, and include beneficial improvements compared to the existing municipal planning framework.

The Regulator Advocate has determined that the disposals are consistent with government priorities to repurpose surplus federal office accommodation and under-utilised properties to address the housing crisis. The Proposal also follows all relevant government directives and policies. The properties identified for disposal are not part of the National Interest Land Mass (NILM).

“Demonstration of Best-Efforts Reports” were prepared and reviewed by the FHRO for the 1500 Bronson and 875 Heron Federal Heritage Buildings. The Federal Heritage Buildings will be removed from the federal portfolio and may be designated by the City of Ottawa under the Ontario Heritage Act. The transfer of these properties from PSPC to CLC will include transfer of key heritage documentation and background materials, as well as a commemoration and interpretation strategy.

### **Planning Framework Analysis**

The CHMP and proposed disposals are consistent with The Plan for Canada’s Capital 2017-2067 (2017). They support the goals of creating an inclusive and meaningful, picturesque and natural, and thriving and connected Capital Region. They implement the following policies of the PFCC:

- Milestone project 14 and policy on federal accommodation: Collaborating with municipalities to ensure that federal sites become better integrated with their context

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and the urban fabric (improved interface with public domain) by redeveloping federal sites into a mixed-use, compact development model with sustainable transportation modes and shared use of public spaces that contribute to the development of complete neighbourhoods and urban densification.

- Cluster head offices in the core area or transit-oriented sites – the CHMP proposes transforming the site of the Canada Post head office into a transit-oriented development instead of the current vehicle-centric campus. The disposals allow PSPC to leverage existing inventory at centralized nodes (e.g. Place du Portage Complex and Terrasses de la Chaudière) to relocate headquarters and functions to transit-oriented accommodations in the core.
- Confederation Heights is identified as a high-density federal employment site.
- The disposal of ageing and under-performing office buildings will allow PSPC to build a more energy-efficient and accessible portfolio of federal accommodations through consolidation into four office nodes.

The CHMP and proposed disposals are aligned with the planning principles and strategic framework of the Capital Urban Lands Plan (2015), CULP, including:

- Building a Capital with high quality, animated, meaningful and well-integrated federal sites – the CHMP proposes an urban street network that will directly integrate federal sites into a mixed-use complete community with intended regional cultural venues and Capital Parks.
- Balance land-use intensity and the conservation of ecological, scenic and cultural value, including strengthening the urban green and blue space network and access to it – the CHMP proposes development outside of ecologically sensitive areas and woodlots, as well as the creation of a new public and private green and open space network connecting to the Rideau River and the Capital Parks.
- Contribute to the quality of life and sustainability of the Capital Region – the CHMP proposes a complete community that will be a high-quality home for future residents, as well as a workspace and cultural and recreation destination that meets ambitious environmental and accessibility targets.
- Work towards sustainable urbanism and context-sensitive design that respects the spirit of place – the CHMP proposes a high-density complete community that integrates existing heritage buildings and cultural landscapes, and the creation of a heritage greenway system that supports creation of a unique place. The design guidelines will further define the spirit of place.
- Implement shared regional planning principles (biodiversity, ecosystem health, sustainable and active mobility, complete communities, cultural vitality and contribution

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to the Region's identity) – the CHMP was developed with collaboration between the municipal and federal governments and implements the shared planning principles of the stakeholder organizations.

The CHMP proposes many changes to the CULP land designations that reflect the anticipated development of this area to support increased land availability for housing, reductions in federal office portfolio space and the changing regional context. As a result, even though the Proposal is not aligned with the existing CULP framework, NCC staff are recommending the CHMP for approval as it is consistent with a forward-looking vision for the area and aligns with broader government and NCC policy direction and mandates (see Section 7).

The Capital Urban Lands Plan (2015) will be revised in the future as part of a broader NCC initiative to reflect the federal property disposals and the land use changes identified in the CHMP. The revision will remove the disposed properties from the federal planning framework and will adjust the land use designation for federal properties identified for mixed-use residential development in the CHMP. The select areas designated as "Major Federal Employment Area" that will be retained in the federal office portfolio can remain with the current designation which allows for intensification of the sites and complementary non-federal uses. As the NILM classification in this area was based on land designation and previous plans for the Airport Parkway corridor, a NILM classification review will be triggered by the approval of this Master Plan.

## 5. Financial Details

Not Applicable for this submission – external project.

## 6. Opportunities and Expected Results

- Approval of this Proposal will allow for the disposal of surplus federal lands from PSPC to CLC, a first step in the implementation of the CHMP which is integral to addressing the housing crisis in Ottawa.
- The Proposal promotes sustainable urban growth in the National Capital Region through development of a mixed-use transit-oriented community that integrates federal accommodations, in alignment with NCC plans and ongoing Federal housing and portfolio reduction initiatives.
- The CHMP presents an opportunity for improvements to NCC Capital Parks, including updated access and connections to the future community, as well as potential for some mixed-used housing development on current NCC property.

## 7. Alignment with Government and NCC Policies

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The disposals are aligned with the following federal government policies and guidelines:

- Government of Canada Office Portfolio Reduction Plan (GC-OPRP)
- Treasury Board Directive on the Management of Real Property, section 4.2.7 to identify and dispose of under-utilised real property and section 4.2.33 giving CLC priority as the disposal and redevelopment agent for surplus federal property.
- Duty to consult was assessed as being at the low end of the Haida spectrum, and obligations including notification, engagement and consideration of any interest raised were required and completed by the Proponent.
- Federal Sustainable Development Strategy, 2022-2026 (2022)

As part of the CHMP and disposal planning process, CLC and PSPC developed and implemented the recommendations of the following:

- A Strategic Environmental Assessment (SEA) and Environmental Impact Study (EIS)
- Sustainability Evaluation Report and Climate Risk and Vulnerability Assessment Report, leading to a Confederation Heights Sustainability Charter
- Best Efforts Reports for the Federal Heritage Buildings
- Cultural Heritage Resource Inventory and Assessment
- Community Energy Plan
- Accessibility Toolkit and Guidelines

## 8. Risks and Mitigation Measures

Risk	Likelihood	Impact	Mitigation Measure
Full implementation of the plan might be compromised by the feasibility of certain “big moves” including availability of funding for infrastructure investment and security requirements of federal sites.	High	High	<ul style="list-style-type: none"> <li>– Known constraints were identified by FLUDTA staff proactively to inform implementation strategies.</li> <li>– Ongoing engagement with key landowners, including PSPC, related to retained federal lands will ensure alignment of the CHMP with future requirements for federal lands.</li> <li>– CLC will continue to work with the City and NCC as needed to implement alternative solutions during Plan implementation to meet the Plan objectives.</li> </ul>

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<p>Implementation of federal interests relies on documents that are not yet complete.</p>	<p>Low</p>	<p>Medium</p>	<ul style="list-style-type: none"> <li>– The key directions are already included in the CHMP and incorporate the input of NCC staff – the outstanding documents are detailed implementation tools.</li> <li>– NCC has received and commented on draft versions of the Master Servicing Study, Area Parks Plan and Design Guidelines. NCC and CLC will continue working closely together to finalise the documents to the satisfaction of both parties.</li> <li>– The approval letter will include conditions requiring the documents to be finalised in consultation with the NCC.</li> </ul>
<p>The CHMP, Secondary Plan and associated zoning bylaw amendment set new policy for NCC lands with future development potential. Further amendments to the official plan and zoning bylaw will be required by the NCC for future development proposals</p>	<p>High</p>	<p>Low</p>	<ul style="list-style-type: none"> <li>– The NCC has reviewed and commented on the CHMP and Secondary Plan to ensure its interests are reflected in the documents. As a result, any amendments are likely to be minor in nature and a routine part of a development application.</li> <li>– The NCC’s municipal liaison officer has proactively addressed some of the potential areas where future amendments may be required with the City of Ottawa to ensure the process and criteria for amending the municipal planning framework are clear, and do not negatively impact the overall CHMP and its policy directions.</li> </ul>

### 9. Public Engagement and Communications

Engagement and Communications are the responsibility of the Proponents (CLC and PSPC).

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- CLC’s CHMP public engagement platform was launched on Nov 8, 2021
- Five (5) public engagement meetings were held, in addition to a series of virtual activities and online surveys.
- The final public engagement sessions were held in January and February 2026, covering both the CHMP and the City of Ottawa Secondary Plan
- CLC engaged regularly with stakeholders including a Public Advisory Committee (PAC), federal departments and agencies (custodians and tenants), the RA centre, and City of Ottawa residents between 2022 and 2026.
- .
- PSPC has completed its Duty to Consult in relation to the disposals
- Indigenous engagement was undertaken by CLC throughout the development of the CHMP, including through outreach to, information sharing and engagement activities with the following organizations: Algonquin Anishnabeg Nation Tribal Council, Algonquins of Ontario, Algonquins of Pikwakanagan First Nation, Kitigan Zibi Anishnabeg, and other Algonquin First Nations and communities, as well as Ottawa’s urban Indigenous population.

The City of Ottawa also undertook public and stakeholder engagement on the Secondary Plan and Zoning Bylaw amendment, including in collaboration with CLC’s public engagement sessions. Feedback received by the City has been integrated into the CHMP final document.

## 10. Next Steps

- NCC and CLC to collaborate on finalising the implementation tools, including design guidelines in Summer 2026.
- City of Ottawa Secondary Plan and Zoning Bylaw Amendment in Fall 2026.
- NCC as landowner ongoing work with CLC on servicing and other landowner agreements to support CHMP implementation and coordination of development of public services, infrastructure and housing.
- Capital Urban Lands Plan (2015) revision and amendment – timeline to be determined.
- NILM land registry update – timeline to be determined.

## 11. List of Appendices

- Appendix 1: Confederation Heights Master Plan Executive Summary
- Appendix 2: Map of PSPC properties for disposal
- Appendix 3: Property information sheets

## 12. Authors of the Submission

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- Alain Miguelez, Vice-President, Capital Planning Branch (CP)
- Isabel Barrios, Director, Federal Approvals and Conservation Programs (FACP), CP
- Kate-Issima Francin, Chief, Federal Approvals and Environmental Compliance, FACP, CP
- Marion Gale, Senior Planner, Land Use and Transaction Approvals, FACP, CP

## Vision:

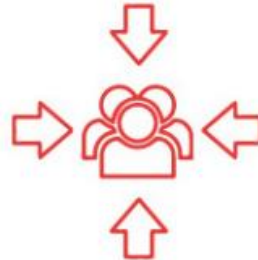
Confederation Heights will become a vibrant place to live, work and play, rooted in its natural and recreational assets. The design will integrate a mix of uses and public spaces to create a complete, climate resilient and well-connected community that serves as an important gateway to Canada's Capital

## Guiding Principles:



### Create Connections

Realize the potential of public transit and other transportation options to enable safe and accessible travel by foot, wheels, or transit through and into the site.



### Design with People in Mind

Use design to transform Confederation Heights from a vehicle-focused campus to a place that prioritizes the needs and well-being of people.



### Enrich Access to Nature and Recreation

Promote and protect natural assets, including Vincent Massey and Hog's Back parks, by improving access to greenspace, recreation, and enhancing Confederation Heights' ecology.



### Be an Inclusive and Accessible Space for Everyone

Ensure that spaces and amenities are welcoming, safe and accessible, and prioritize affordability for a diverse population.



### Celebrate Culture and Heritage

Recognize and celebrate the heritage and long history of the site, including honouring the Algonquin Anishinabe, to foster a culture rooted in a distinct sense of place.



### Develop a Complete Community

Transform the site into a vibrant mixed-use community where existing federal employment and regional recreational uses will be complemented by a range of new uses that will make Confederation Heights a place to live, work and play.



### Ensure Climate Resiliency

Develop a climate resilient community through the implementation of sustainability ideals and measurable initiatives.

## Vision:

Les Buttes de la Confédération deviendront un lieu dynamique où il fera bon vivre, travailler et se divertir, enraciné dans ses atouts naturels et récréatifs existants. La conception intégrera un mélange d'utilisations et d'espaces publics pour créer une communauté complète, résiliente au climat et bien connectée qui servira de porte d'entrée importante à la capitale nationale.

## Principes directeurs:



### Créer des connectivités

Réaliser le potentiel du transport en commun et des autres moyens de transport pour permettre des déplacements sûrs et accessibles, à pied, en voiture ou en transport en commun, à travers et vers le site.



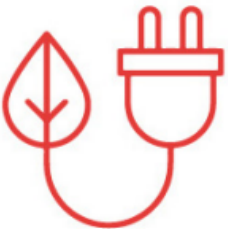
### Améliorer l'accès à la nature et aux loisirs

Promouvoir et protéger les atouts naturels, notamment les parcs Vincent Massey et Hog's Back, en améliorant l'accès aux espaces verts et aux loisirs et en renforçant l'écologie des Buttes de la Confédération.



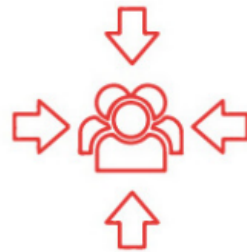
### Célébrer la culture et le patrimoine

Reconnaître et célébrer le patrimoine et la longue histoire du site, notamment en honorant les Algonquins Anishinabe, afin de favoriser une culture enracinée dans une ambiance unique des lieux.



### Assurer la résilience aux changements climatiques.

Développer une communauté résiliente face aux changements climatiques par la mise en œuvre d'idéaux et d'initiatives mesurables en matière de durabilité.



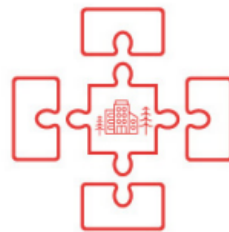
### Concevoir en pensant aux gens

Utiliser une approche fondée sur la conception pour transformer les Buttes de la Confédération d'un campus axé sur les véhicules à un endroit qui donne la priorité aux besoins et au bien-être des gens.



### Être un espace inclusif et accessible espace pour tous.

Veiller à ce que les espaces et les commodités soient accueillants, sûrs et accessibles, et privilégier l'accessibilité financière pour une population diversifiée.



### Développer une communauté entière

Transformer le site en une communauté dynamique à usage mixte où les emplois fédéraux existants seront complétés par une gamme de nouveaux usages qui feront des Buttes de la Confédération un endroit où il fait bon vivre, travailler et se divertir.

# Plan Overview

 Study Area  
Zone d'étude

 Intervention Area  
Zone d'intervention











Figure 1: Study Area with Land Ownership. Source: Fotenn / Google Earth

Existing Land Ownership – Propriété existante des terrains

# Plan Overview



Figure 5(

- LEGEND / LÉGENDE**
-  Study Area  
Zone d'étude
  -  Riverside District  
Secteur Riverside
  -  Bronson District  
Secteur Bronson
  -  Sawmill District  
Secteur Sawmill
  -  Brookfield District  
Secteur Brookfield
  -  Federal District  
Secteur Fédéral
  -  Vincent Massey District  
Secteur Vincent Massey
  -  Open Space District  
Secteur de l'espace ouvert

Proposed Community Districts – Quartiers communautaires proposés

# Plan Overview

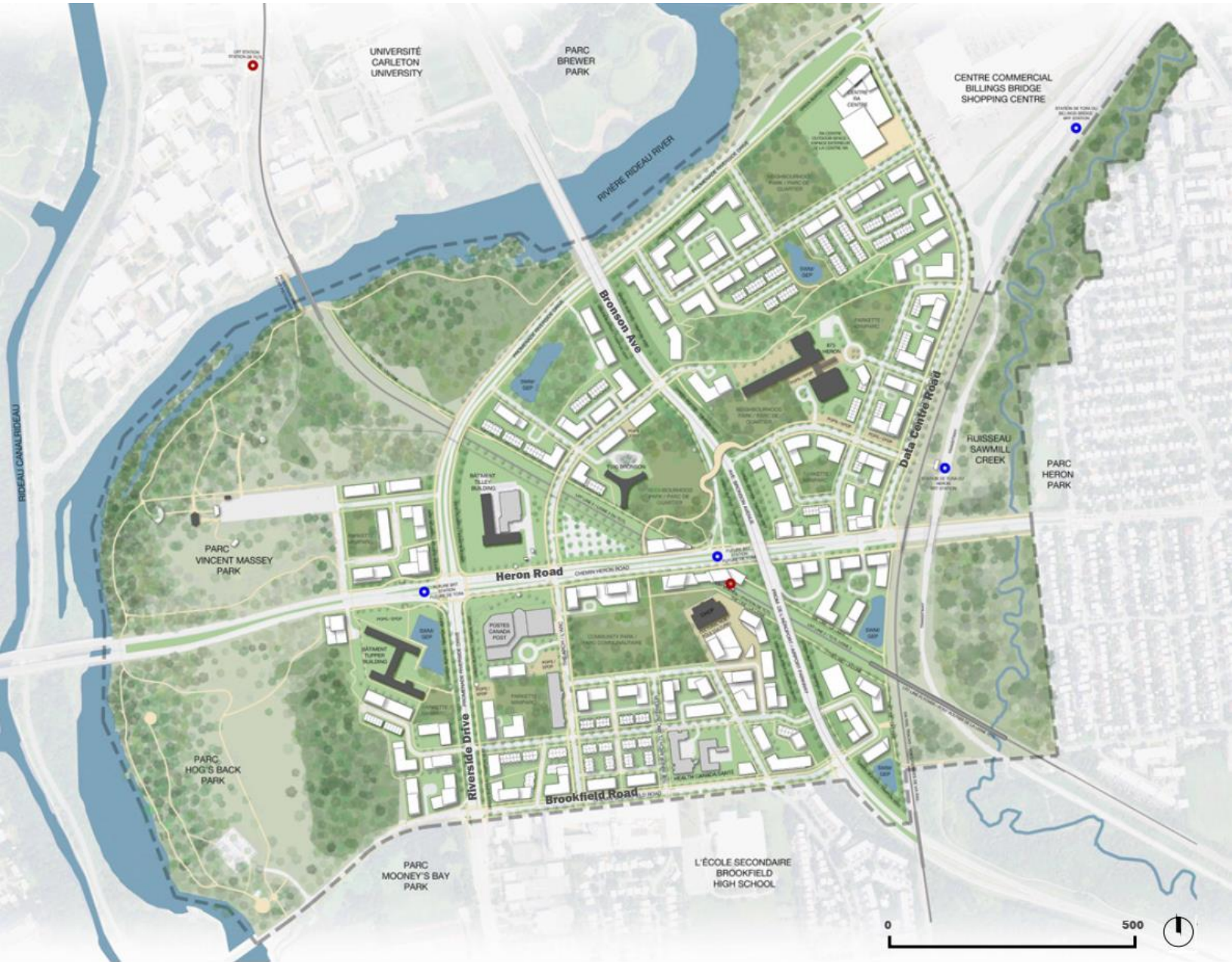


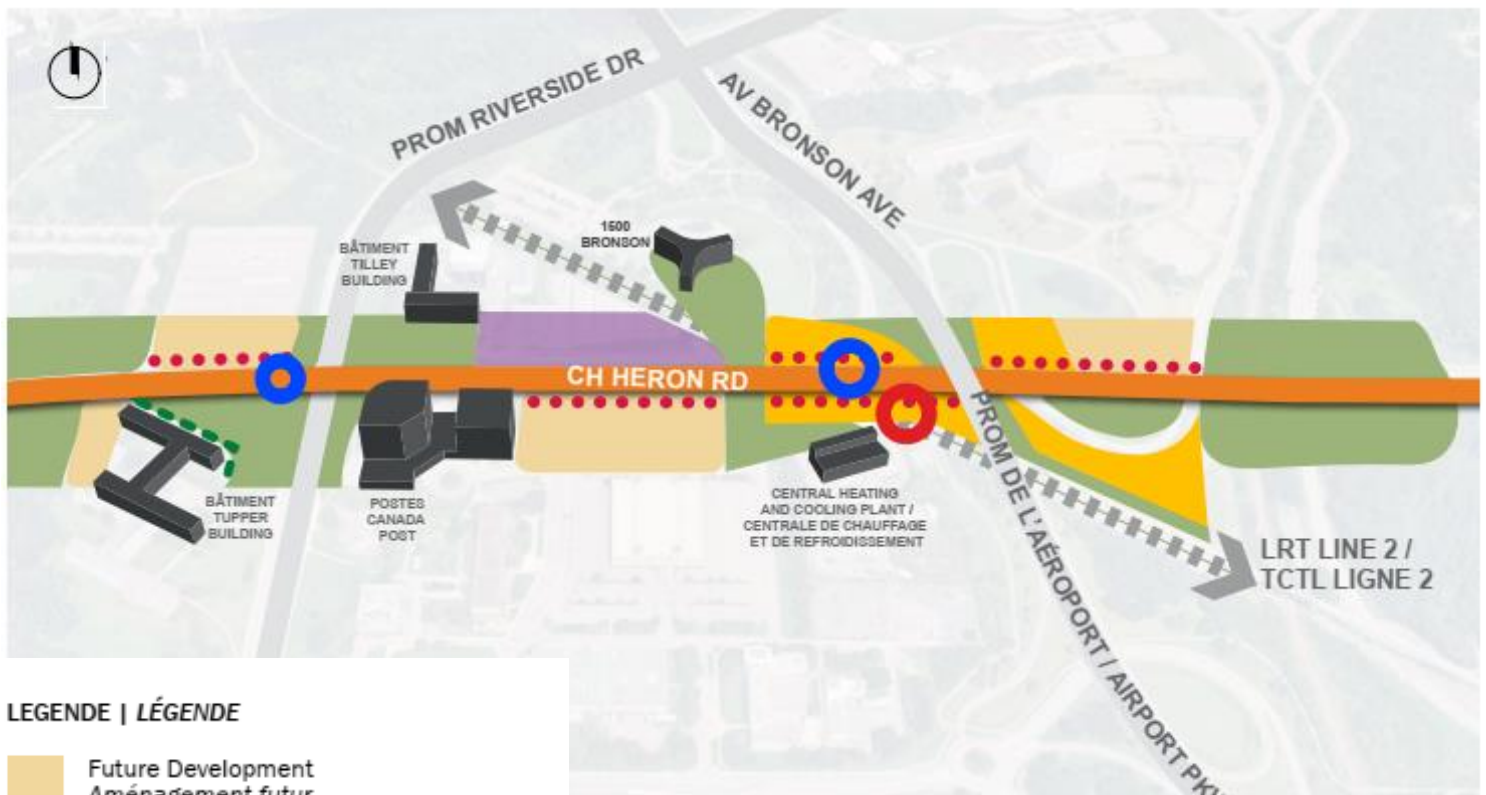
Figure 16: Confederation Heights Master Plan Concept. Source: Fotenn

Confederation Heights Master Plan Concept Demonstration Plan – Plan de démonstration du concept du Plan directeur des buttes de la confédération

# Policies: Heritage and Design

**Heritage and Design:** cultural landscape, federal modernist assets, design direction

- Policies to prioritize retention and adaptive reuse of the federal heritage buildings, and other modernist structures, to the extent feasible. Where retention is not feasible, Heritage Character Areas and associated design guidelines will promote compatibility of the redevelopment with the defining characteristics of the site and area.
- Retention of the landscape associated with the heritage buildings through location of parks, stormwater management ponds and privately operated public spaces
- Along the Capital Arrival (Airport Parkway/Bronson Ave.) and Scenic Entry (Riverside Dr.) policies promote the protection of heritage scenic, landscape and gateway characteristics, inclusion of development setbacks and height restrictions, and design excellence.
- Definition of seven community districts with specific design direction and characteristics.
- Use of landmark buildings to mark neighbourhood gateways and location of the transit node.



## LEGENDE | LÉGENDE

- |                                                                                     |                                                                                             |                                                                                     |                                                                                  |
|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|
|  | Future Development<br>Aménagement futur                                                     |  | Light Rail Transit (LRT) Station<br>Transport en commun par train léger (TCTL)   |
|  | Future Development (Special Design Area)<br>Aménagement futur (Zone de conception spéciale) |  | Bus Rapid Transit (BRT) Station<br>Transport en commun rapide par autobus (TCRA) |
|  | Federal Employment<br>Pôle d'emploi fédéral                                                 |  | Transit Node (LRT + BRT)<br>Pôle de transport en commun (TCTL + TCRA)            |
|  | Green Buffer / Setback<br>Marge de recul vert                                               |                                                                                     |                                                                                  |
|  | Parks and Open Spaces<br>Parcs et espaces ouverts                                           |                                                                                     |                                                                                  |
|  | Active Frontage - Commercial<br>Façade active - commerciale                                 |                                                                                     |                                                                                  |
|  | Active Frontage<br>Façade active                                                            |                                                                                     |                                                                                  |

# Policies: Heritage and Design

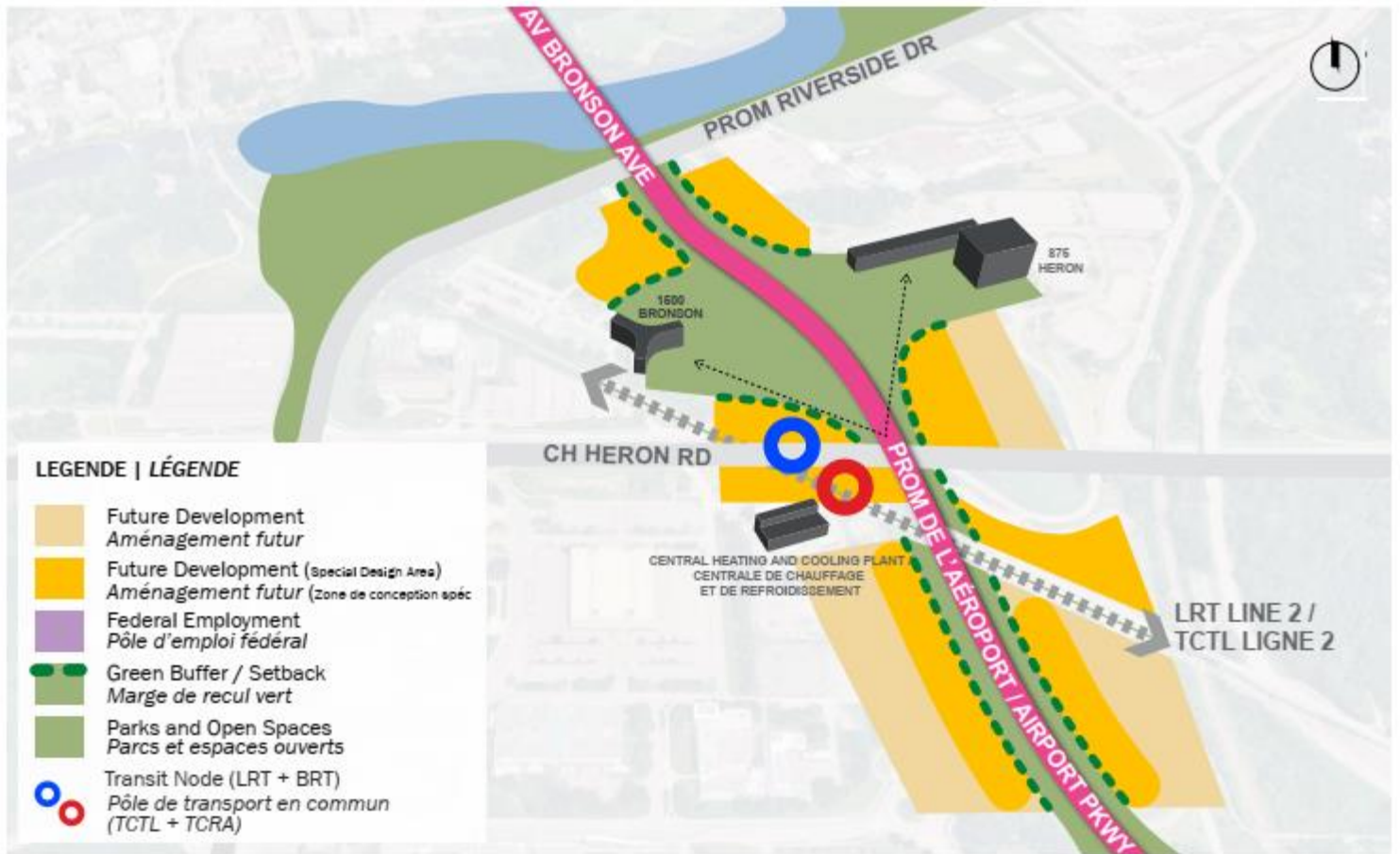


Figure 28: Capital Arrival Route Conceptual Circulation Corridor diagram. Source: Fotenn and Google



Figure 30: Riverside Drive Scenic Route Conceptual Circulation Corridor diagram: Fotenn and Google

# Policies: Mobility

**Mobility:** transit integration, road network, active transportation

- Rationalisation of the vehicular ramps connecting Heron Rd, Bronson Ave, and Riverside Dr to have the vehicular connections generally managed through urban streets with orthogonal intersections.
- Creation of a transit node at Mooney's Bay LRT and Baseline BRT station through development that bridges the multiple grades and designation of a plaza space.
- New multi-modal community connectors: the Line (along the LRT line) and the Inner Arch and Outer Arches (connecting Brookfield Road to Data Centre Road). These cross some federal properties and will require major infrastructure investments including new pedestrian and vehicular bridges.
- Integration of a local active mode network with the regional municipal network and Capital Pathway system.

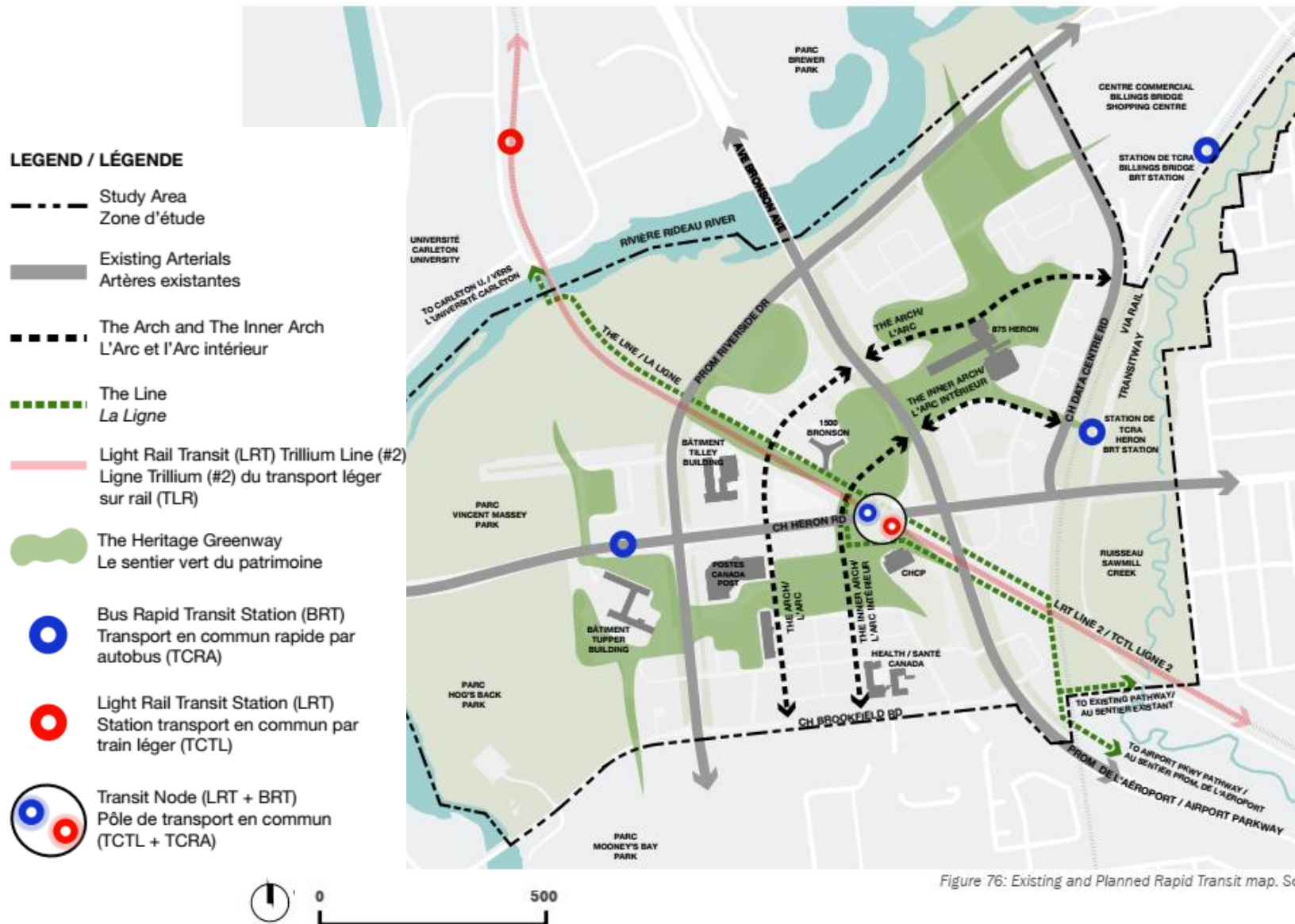


Figure 76: Existing and Planned Rapid Transit map. S

# Policies: Mobility

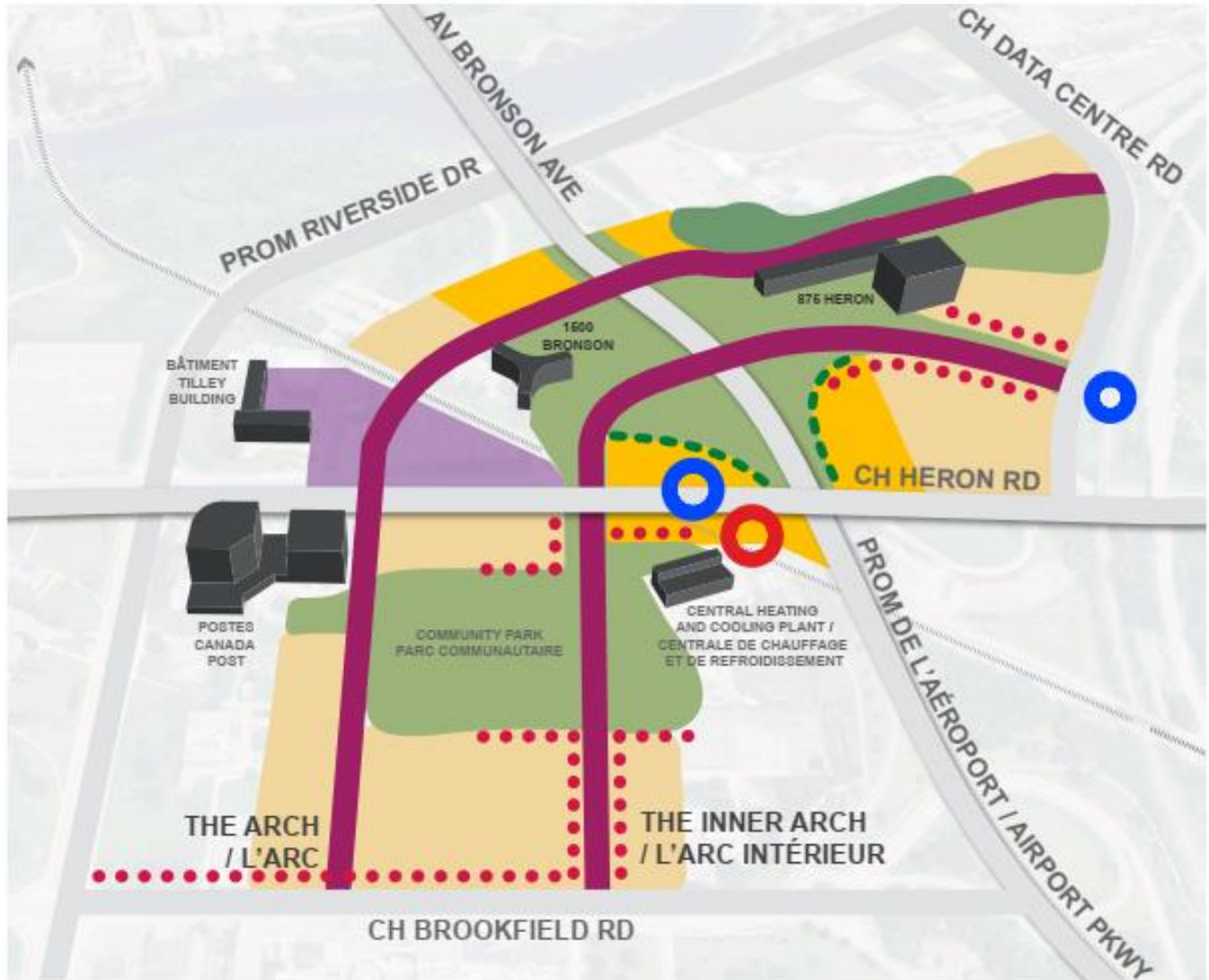











Figure 77: The Arches Conceptual diagram. Source: Fotenn / Google Earth



## LEGENDE | LÉGENDE

- |                                                                                     |                                                                                                    |                                                                                     |                                                                                         |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
|  | Future Development<br><i>Aménagement futur</i>                                                     |  | Light Rail Transit (LRT) Station<br><i>Transport en commun par train léger (TCTL)</i>   |
|  | Future Development (Special Design Area)<br><i>Aménagement futur (zone de conception spéciale)</i> |  | Bus Rapid Transit (BRT) Station<br><i>Transport en commun rapide par autobus (TCRA)</i> |
|  | Federal Employment<br><i>Pôle d'emploi fédéral</i>                                                 |  | Transit Node (LRT + BRT)<br><i>Pôle de transport en commun (TCTL + TCRA)</i>            |
|  | Green Buffer / Setback<br><i>Marge de recul vert</i>                                               |                                                                                     |                                                                                         |
|  | Parks and Open Spaces<br><i>Parcs et espaces ouverts</i>                                           |                                                                                     |                                                                                         |
|  | Active Frontage - Commercial<br><i>Façade active - commerciale</i>                                 |                                                                                     |                                                                                         |

# Policies: Mobility

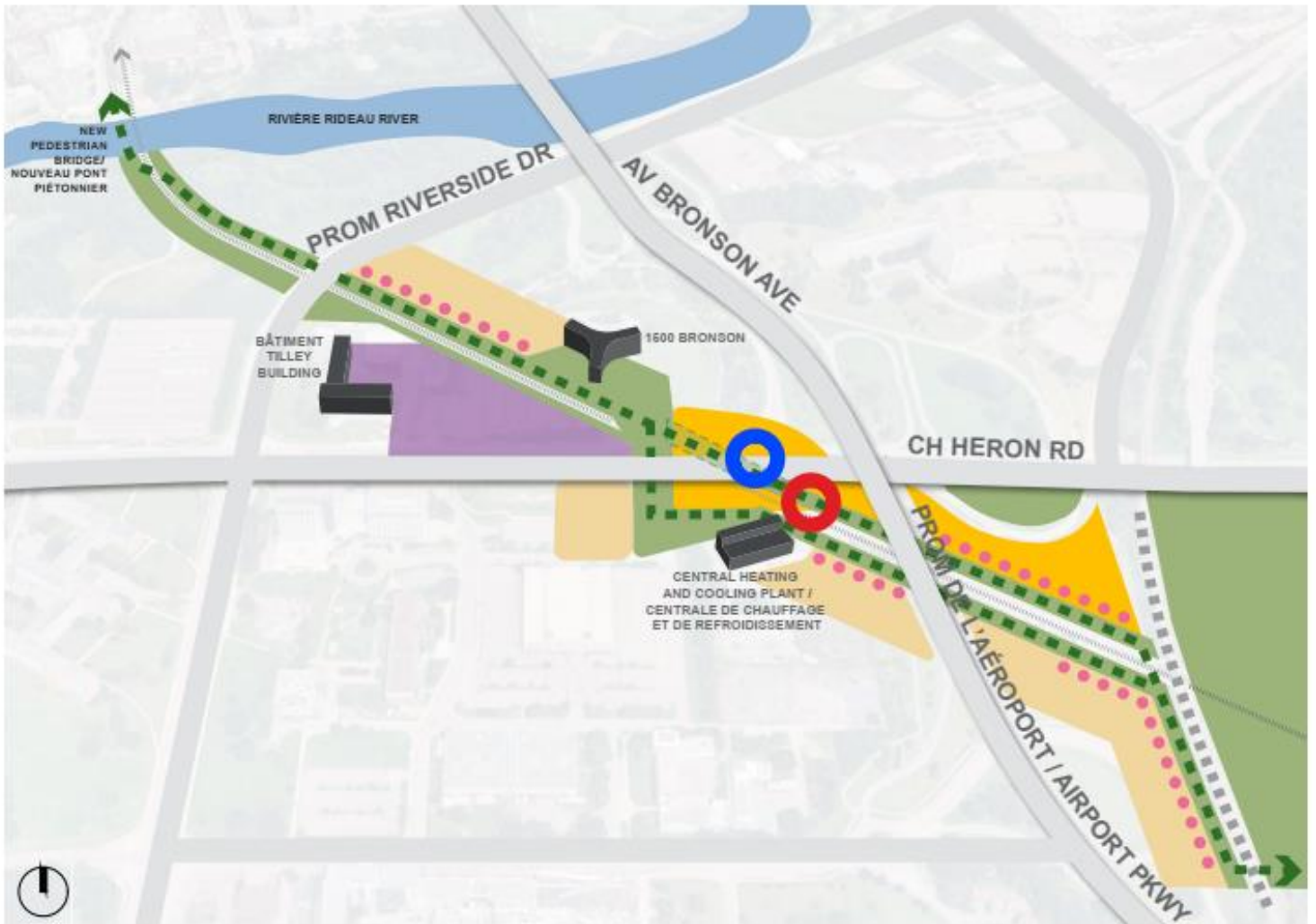


Figure 80: The Line Conceptual diagram. Source: Fotenn / Google Earth

## LEGENDE | LÉGENDE

- |                                                                                     |                                                                                                    |                                                                                     |                                                                              |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
|  | Future Development<br><i>Aménagement futur</i>                                                     |  | Active Frontage<br><i>Façade active</i>                                      |
|  | Future Development (Special Design Area)<br><i>Aménagement futur (Zone de conception spéciale)</i> |  | Transit Node (LRT + BRT)<br><i>Pôle de transport en commun (TCTL + TCRA)</i> |
|  | Federal Employment<br><i>Pôle d'emploi fédéral</i>                                                 |                                                                                     |                                                                              |
|  | Green Buffer / Setback<br><i>Marge de recul vert</i>                                               |                                                                                     |                                                                              |
|  | Parks and Open Spaces<br><i>Parcs et espaces ouverts</i>                                           |                                                                                     |                                                                              |

# Policies: Mobility

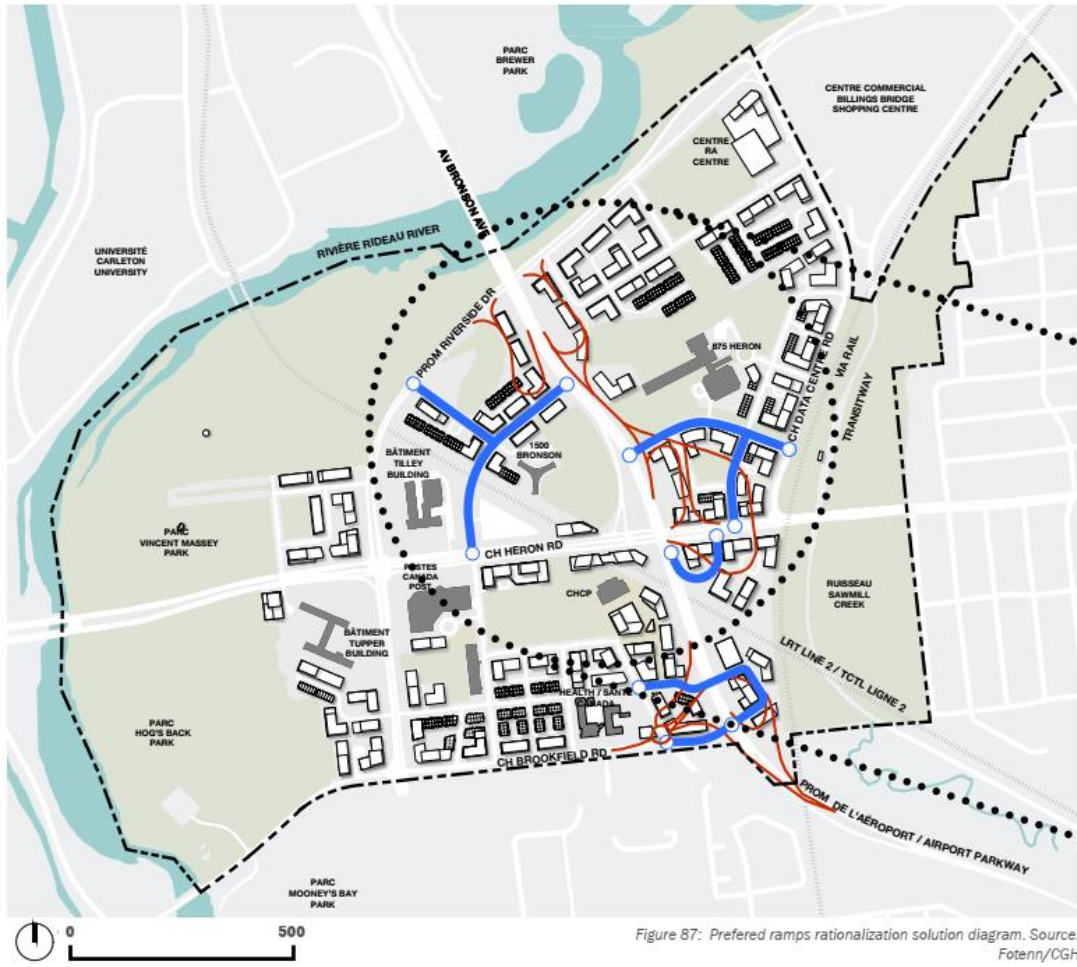


Figure 87: Preferred ramps rationalization solution diagram. Source: Fotenn/CGH

- LEGEND / LÉGENDE**
- Study Area  
Zone d'étude
  - Existing Ramps to be Removed  
Bretelles d'accès existantes à reti
  - ⊕ New Connections  
Nouvelles connexions
  - Proposed Buildings  
Bâtiments proposés

## Alternative Ramps Rationalization Solution



- LEGEND / LÉGENDE**
- Study Area  
Zone d'étude
  - Proposed One-Way Bikeway + Sidewalk  
Voie cyclable à sens unique + trottoir proposé
  - Proposed Two-Way Bikeway + Sidewalk  
Voie cyclable à double sens + trottoir proposé
  - Proposed Major Multi-use Pathway  
Sentier polyvalent majeur proposé
  - Existing Major Multi-use Pathway  
Sentier polyvalent majeur existant
  - Existing Minor Multi-use Pathway  
Sentier polyvalent mineur existant
  - Proposed Sidewalks  
Trottoirs proposés
  - ⊕ Bus Rapid Transit Station (BRT)  
Station de transport en commun rapide par autobus (TCRA)
  - ⊕ Light Rail Transit Station (LRT)  
Station de transport en commun par train léger (TCTL)
  - ↔ Potential Mid Block Connection  
Connexion potentielle en milieu d'îlot
  - Major At-Grade Active Transportation Crossing  
Passage à niveau majeur pour le transport



Figure 101: Active transportation network diagram. Source:

## Policies: Greenspace System

**Greenspace System:** parks, ecological systems, open spaces

- Protection of existing Capital Parks, woodlots and ecological features
- Creation of a “Heritage Greenway System” of interconnected municipal parks and privately operated public spaces that links the Capital Parks to the Federal Heritage Buildings and their cultural landscapes across the site.
- Daylighting of stormwater management conveyance channels and upgrades to stormwater management capacity and water quality, while using ponds and surface conveyance as greenspace recreational assets and habitat features.
- Enhanced access to and improved interface with Capital Parks and Rideau River.
- Increased protection for the Sawmill Creek corridor
- Design directions to promote sustainability, tree canopy, bird-friendly design, habitat creation and ecosystem services, and reduction of the urban heat island effect.



Figure 49: The Heritage Greenway diagram. Source: Fotenn and Google

# Policies: Greenspace System



Figure 111: The Heritage Greenway. Source: Fotenn

# Policies: Land Use

**Land Use:** development pattern, density and mix

- Addresses reduction in federal property portfolio, allowing for conversion of current disposals and future disposals to mixed-use development in a 15-minute neighbourhood format.
- Higher density is focused around Heron Rd, Data Centre Rd, at transit stations and the “Brookfield District” south of Heron Rd and east of Riverside Drive.
- Medium and lower densities (minimum 3-storey buildings) are used to provide transition to existing neighbourhoods, to protect heritage features and views, and to respect environmentally-sensitive zones.
- Retained federal employment sites are identified for intensification and integration with the surrounding urban fabric (as permitted by security requirements), and will support implementation of key elements of the plan, such as the Line and the Outer Arch.
- In addition to mixed-use residential and federal employment uses, the plan identifies an opportunity for mixed cultural and entertainment uses and recreational use (potential RA Centre redevelopment)
- Some NCC lands are included in areas identified for development, including the north-west corner of Riverside Drive and Hog’s Back Road and the frontage along Riverside Drive.
- Co-location of public and public-facing uses is encouraged, including community facilities, recreation centres, public services, entertainment and arts spaces, parks, and transit stations.

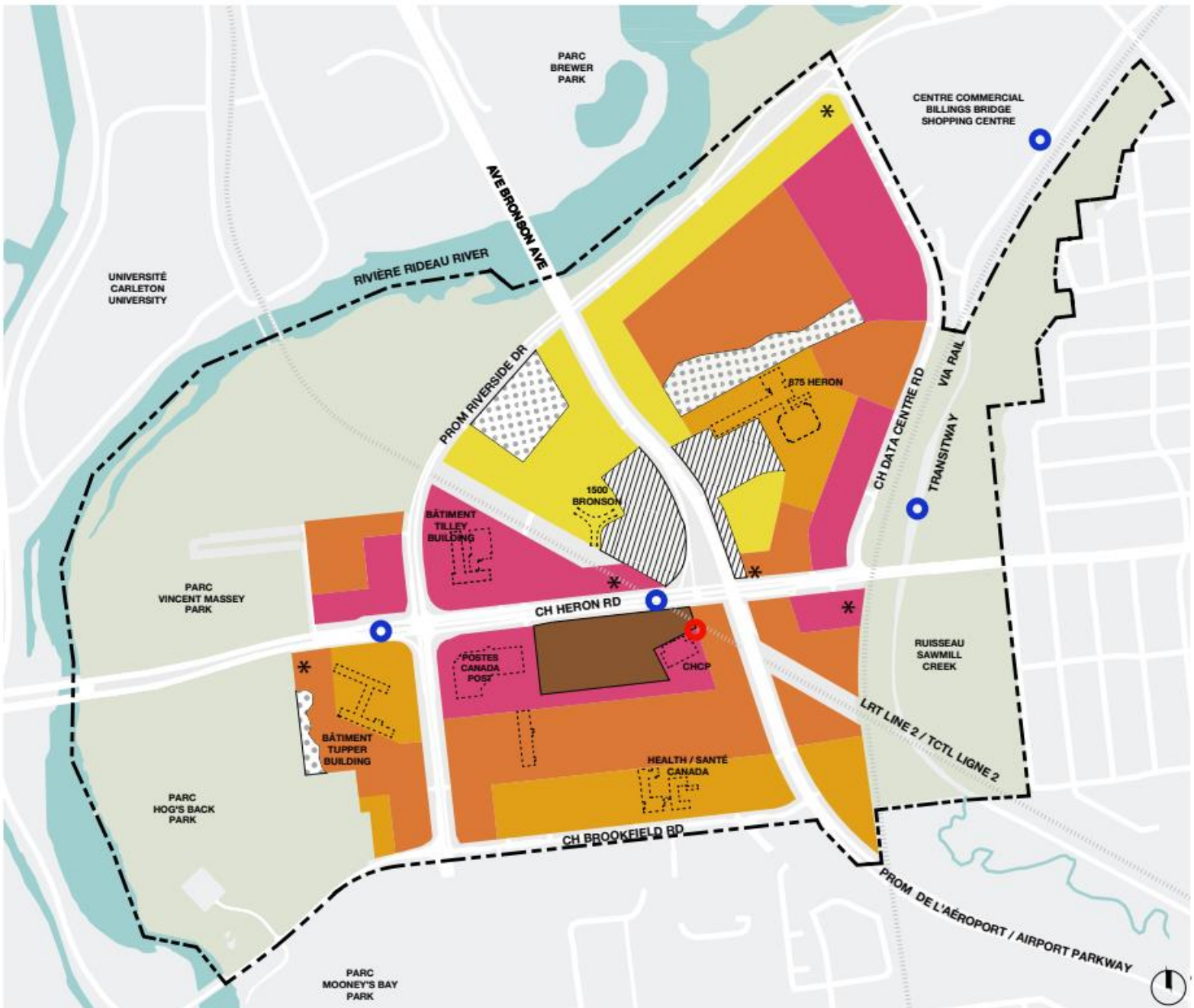
# Policies: Land Use



## LEGEND / LÉGENDE

- Study Area  
Zone d'étude
- Mixed-use Residential  
Résidentiel à usage mixte
- Mixed-use Cultural & Entertainment  
Culture et divertissement à usage mixte
- Federal Employment  
Pôle d'emploi fédéral
- Recreational  
Récréation
- Open Spaces  
Espaces ouverts
- Capital Parks  
Parcs de la Capitale
- Non-residential active frontage priority areas  
Espaces prioritaires de façades actives non résidentielles
- ◆ Privately Owned Public Spaces (POPS)  
Espaces publics du domaine privé (EPDP)

# Policies: Land Use



## LEGEND / LÉGENDE

- Study Area  
Zone d'étude
- Up to 40 storeys  
Hauteur jusqu'à 40 étages
- Up to 30 storeys  
Hauteur jusqu'à 30 étages
- Up to 20 storeys  
Hauteur jusqu'à 20 étages
- Up to 9 storeys  
Hauteur jusqu'à 9 étages
- Up to 6 storeys  
Hauteur jusqu'à 6 étages
- Construction Restriction Zone  
Zone restrictive de construction
- Environmentally Sensitive Areas  
Zones environnementalement sensibles
- ⊙ Bus Rapid Transit Station (BRT)  
Transport en commun rapide par autobus (TCRA)
- ⊙ Light Rail Transit Station (LRT)  
Station transport en commun par train léger (TCTL)
- \* Potential Landmark Building  
Emplacement potentiel d'une tour emblématique

Figure 122: Building Heights diagram. Source: Fotenn

## **Policies: Energy**

**Energy:** district energy and emissions objectives

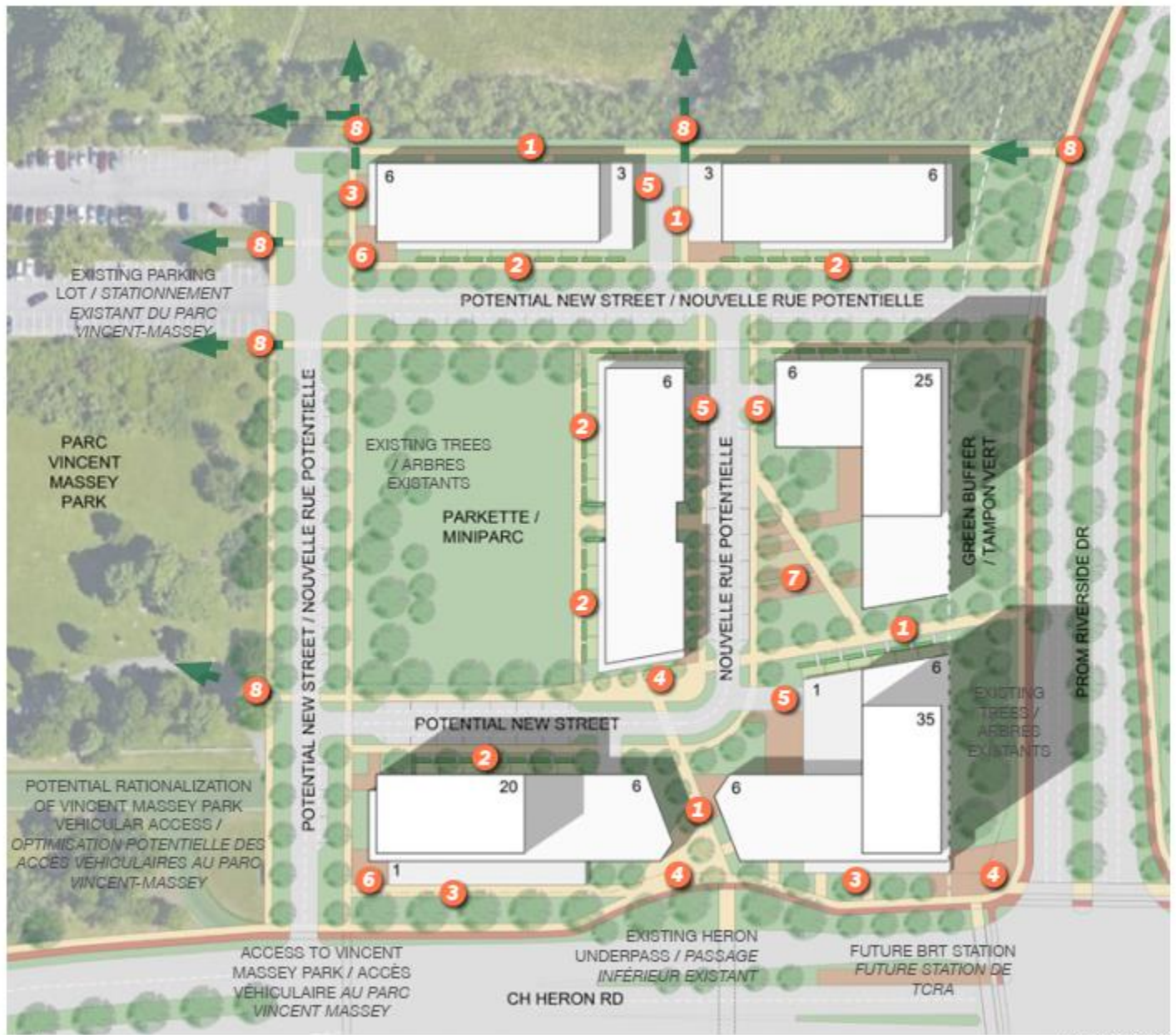
- Flexible Zero Carbon: operational net-zero community target, high energy efficiency standards, and embodied carbon targets for new development
- Creation of a Community Energy Plan to guide developers, utilities and other partners.
- Use of onsite electricity generation and storage, with a potential to leverage the federal government's Energy Services and Acquisition Program (ESAP) District Energy for new development.

## **Policies: Servicing Infrastructure**

**Servicing Infrastructure:** water, wastewater, stormwater, resilience

- A Master Servicing Study provides a comprehensive plan for converting the site from a private PSPC network to municipal watermain and distribution, sanitary sewer and storm sewer infrastructure.
  - Federal employment sites will also be moved onto the municipal system in the long-term to allow for development of parcels affected by existing infrastructure.
- Low Impact Development will be used to reduce and detain stormwater runoff and improve water quality. Multiple stormwater management ponds will be required due to marine clay limiting infiltration potential.

# Demonstration Plan: Vincent Massey District



- 1 Mid-block connections - pedestrian permeability**
- 3 Retail and services at grade activating the public realm**
- 5 Vehicular accesses screened from main streets**
- 7 Private amenities areas complementing open spaces**

- 2 Ground-oriented units activating the public realm**
- 4 Promote privately-owned public spaces**
- 6 Building design to enhance public realm at corners**
- 8 Opportunities for new connections to the NCC's parks**

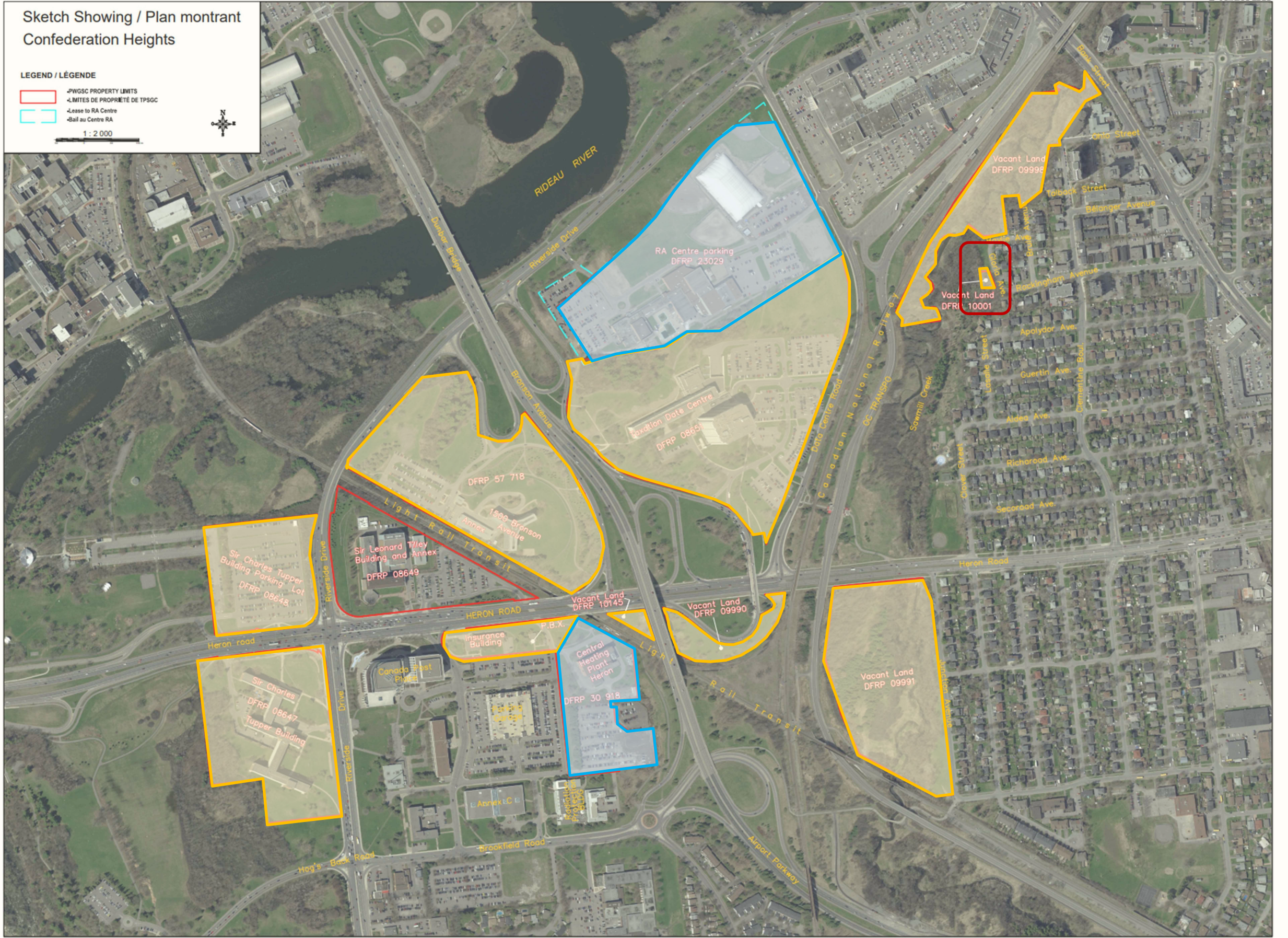


# Demonstration Plan: 1500 Bronson



Source: Fotenn

- 1** Green buffer protects and frames views along the Capital Arrival Route
- 2** Private amenity areas complementing open spaces
- 3** Architectural excellence along the Capital Arrival Route & Heritage Greenway
- 4** Explore fine-grained active transportation routes and connections
- 5** Explore mid-block connections to connect different open spaces
- 6** Provide public paths along Natural Heritage Features and Capital Parks
- 7** Explore accessibility improvements to existing pedestrian tunnels
- 8** Ensure views to modernist buildings and landscapes are provided
- 9** Developments to explore POPS, amenities and rest areas along The Line
- 10** Explore low-impact solutions for sound attenuation from the LRT Line
- 11** Ground-oriented units activating public realm
- 12** Explore potential gateway feature in future bridge over the LRT
- 13** Parks Design should dialogue with Federal Modernist buildings and landscapes.
- 14** New developments to provide architectural dialogue with modernist buildings.
- 15** Locate vehicular access and loading areas on secondary streets and private lanes.
- 16** Retail and services at grade activating the public realm
- 17** Building design to enhance public realm at corners
- 18** Promote privately-owned public spaces



**DECLARED SURPLUS**

- **875 HERON**  
DECLARED ON 03/24
- **SIR CHARLES TUPPER BUILDING (+ NORTH LOT)**  
DECLARED ON 08/16
- **1500 BRONSON**  
DECLARED 08/22
- **SAWMILL CREEK LANDS**  
958 HERON (SAWMILL CREEK LANDS SOUTH)  
959 HERON (SAWMILL CREEK LANDS NORTH)  
999 HERON (SAWMILL CREEK LANDS NORTH)\*
- 830 HERON
- 770 HERON
- 790 HERON (PBX)

\*HIGHLIGHTED SQUARE ALSO KNOWN AS 1500 Gloria

**FUTURE CONSIDERATION**

- 501 HERON
- 2451 RIVERSIDE (RA CENTRE)

## **Property Information Sheets - PSPC Confederation Heights Disposals**

### **Former Insurance Building and Sawmill Creek Lands**

770, 790, 830, 958 and 959 Heron, and 1500 Gloria avenue, Ottawa, ON

The site at 770 Heron Road in Ottawa, formerly home to an insurance building, is now a vacant parcel of land. Once a key property within the Confederation Heights area, the building was demolished, leaving the site unoccupied.

Under the custodianship of Public Services and Procurement Canada (PSPC), the land remains part of the federal government's real estate portfolio. Its strategic location within the National Capital Region presents opportunities for future development or adaptive use, aligning with broader planning initiatives for Confederation Heights. The site has potential for housing development.

At 790 Heron Road, the Private Branch Exchange (PBX) Building offers 163.4 square metres of rentable space and a total interior gross area of 164.3 square metres. The building includes five workstations, one enclosed office, and a medium-sized boardroom that can accommodate up to 15 people. Additional amenities include a co-ed washroom with a shower, a kitchenette, a sprinkler system, an intrusion alarm, forced air heating, a hot water furnace, and air conditioning. This site also has housing potential.

Regarding the other parcels of land at 830, 958 and 959 Heron road, and 1500 Gloria avenue:

- 958 Heron has housing potential.
- 830 and 959 Heron do not have housing potential.
- 1500 Gloria avenue's potential for housing development has yet to be determined.
- The 958 and 959 Heron and 1500 Gloria properties are considered "Sawmill Creek" lands as the creek runs through or adjacent to them. They have been identified as Greenspace in the Official Plan and proposed Confederation Heights Master Plan.

### **Property Information**

#### ***770-790 Heron***

PINs: 04070-0004 and 04069-0634

Total Area: 9,922.1 m<sup>2</sup>

#### ***830 Heron***

PIN: 04069-0643

Total Area: 11,268 m<sup>2</sup>

#### ***958 Heron***

PIN: 04069-0635

Total Area: 65,281.2 m<sup>2</sup>

959 Heron

PIN: 04146-0030

Total Area: 36,110.8 m2

1500 Gloria

PIN: 04146-0029

Total Area: 638 m2

*PSPC Disposal Decision*

The properties 770, 790, 830, 958 and 959 Heron, and 1500 Gloria avenue, Ottawa, ON have all been officially declared surplus as of March 17, 2025.

*Transaction Timelines*

PSPC aims to transact the 770, 790 and 830 Heron properties by Fall of 2026. PSPC due diligence activities are completed.

958 and 959 Heron and 1500 Gloria properties have an unknown transaction timeline, as a purchaser remains to be confirmed. PSPC due diligence activities are completed.

## **1500 Bronson – Sir Edward Drake Building**

The Edward Drake Building, formerly the Canadian Broadcasting Corporation (CBC) Head Office, is located at 1500 Bronson Avenue in Confederation Heights, Ottawa. Constructed between 1961 and 1964, this modern, six-storey structure is distinguished by its unique “Y”-shaped footprint, featuring glazed elevations, granite spandrel panels, stone-clad wing walls, and a striking flared white roof and entrance canopy. The building is set in a park-like landscape on a hilltop, with parabolic wings extending gracefully and the main elevation facing north.

Currently vacant and decommissioned, the Edward Drake Building is under the custodianship of Public Works and Government Services Canada. Recognized as a Classified Federal Heritage Building, it holds substantial historical, architectural, and environmental significance due to its association with the CBC and its innovative mid-20th-century design.

The property is bounded to the north, south, and east by Riverside Drive, Heron Road, and Bronson Avenue, respectively. Sidewalks line these roadways and, in several instances, encroach onto the property by up to 2.1 metres, though no easements have been identified for these encroachments. The site also contains various infrastructure elements, including catch basins, maintenance holes, light standards, fire hydrants, and other servicing hardware.

A chain-link fence on the adjacent southwestern property remains entirely clear of the Edward Drake Building’s land throughout its length.

Multiple above-ground and buried service lines traverse the property, likely serving both the Edward Drake Building and neighboring properties. A tunnel along Bronson Avenue appears to connect a concrete structure on the site to a similar structure on the east side of Bronson Avenue.

The site includes several distinct structures: the main multi-storey brick-sided building, a one-storey metal-sided guardhouse, a two-storey concrete annex, and a smaller circular concrete building along the Bronson Avenue frontage. An asphalt parking area is located in the northwest corner of the property, with a network of asphalt and concrete pathways and roadways extending throughout the site.

### Property Information

PINs: 04146-0035, 04146-0036, 04146-0270, 04146-0271, 04146-0272 and 04146-0285

Total area: 92,632 m<sup>2</sup>

### PSPC Disposal Decision

In August 2022, PSPC enacted its authorities under section 4.2.7 of the *Directive on the Management of Real Property* and declared the asset as surplus, no longer required within the federal portfolio.

### Transaction Timelines

PSPC aims to transact by Fall of 2026. PSPC due diligence activities are completed.

## **875 Heron – Taxation Data Centre and Headquarters**

The Taxation Data Centre and Headquarters, located at 875 Heron Road in Ottawa, consist of two class “B” office buildings situated on a 13.73-hectare lot within the Confederation Heights node of the city. This location offers excellent access to public transit and green spaces. The Taxation Data Centre is a 12-storey office tower, while the Taxation Headquarters is a 7-storey office tower. Additionally, the two buildings share 8,878.84 square metres of below-grade storage space.

The Taxation Data Centre Building is a Recognized Federal Heritage Building under the custodianship of Public Services and Procurement Canada (PSPC). Renowned for its architectural and historical significance, the building was once a critical facility supporting federal operations. With its modernist design, it reflects mid-20th-century architectural trends and remains a valuable part of Canada’s public service infrastructure.

Currently vacant, the building stands as a notable landmark in the area, symbolizing the evolution of federal data management practices and Canada’s architectural heritage.

### Property Information

PIN: PART OF 19 04146-0317, PART OF 19&20 04146-0315

Total Area: 13,7303 m2

### PSPC Disposal Decision

On March 19, 2024, PSPC enacted its authorities under section 4.2.7 of the Directive on the Management of Real Property and declared the asset as surplus, no longer required within the federal portfolio. The decision was supported based on the following:

- Disposal of the land is supportive of Budget 2024 objectives in that the location will be sold to the Canada Land’s Company (CLC) for redevelopment purposes to support the housing initiative.

### Transaction Timelines

PSPC aims to transact by Fall of 2026. PSPC due diligence activities are completed.