

03

**Realization**



Figure 128: Confederation Heights Master Plan Concept. Source: Fotenn and Google Earth

### 3.1 Introduction

Translating the vision and policy framework of the Confederation Heights Master Plan into a coordinated and achievable delivery program requires collaboration, investment and coordinated use of implementation mechanisms to guide the development of the community over the long term. Realization of the Master Plan will require infrastructure improvements, investment in master plan elements and capital projects, cost-sharing and financial mechanisms, and potential partnerships.

Approval of the Secondary Plan and completion of the Confederation Heights Master Plan document represents a shift from the planning phase to the implementation phase of the project. This phase is anticipated to have a horizon of 20+ years. Recognizing the evolving nature of market conditions and required infrastructure upgrades, flexibility and continued planning work will be required to implement the plan over time.

Section 3.0 of this document describes the processes and mechanisms that will guide the implementation of the Confederation Heights Master Plan.

### 3.2 Approvals and Supporting Plans

#### 3.1.1 Secondary Plan and Zoning

The primary implementation tool for the Confederation Heights Master Plan is the concurrent Confederation Heights Secondary Plan. The Secondary Plan contains policies and directives implementing the Confederation Heights Master Plan. Application of the Secondary Plan can be supported by reading of this Master Plan document.

Substantive changes to the Secondary Plan, such as major realignment in the network of collector streets, significant changes to the location and number of parks, or other substantive changes which change the intent of the Secondary Plan, will require an Official Plan Amendment.

Minor changes to the Master Plan, such as minor adjustments to the local street network and the location of pathway blocks; the size and location of multi-unit residential blocks; the location, size and shape of parkland; and the location, size and shape of stormwater management ponds that result from applications for development can be made through the City of Ottawa development approvals process, provided they are consistent with the general intent of the Master Plan.

Implementing zoning is anticipated to be approved at the same time as the Secondary Plan. The City may use Holding Zones to specify the future uses of lands that, at the present time, are considered premature for development due to servicing and geotechnical constraints.

#### 3.1.2 Technical Plans

The following Technical Plans have been prepared in support of the Confederation Heights Master Plan and form part of its implementation tools.

##### Master Servicing Study

- Sets out overall servicing strategy.
- Identifies infrastructure projects required to implement the Master Plan.
- Sets requirements for future development, particularly with respect to storm water management.
- Includes a phasing plan.
- Future development applications must be supported by a Servicing Strategy that aligns with the Master Servicing Study (MSS).

##### Environmental Impact Statement

- Identifies features of environmental significance.
- Sets out recommendations for protection of natural features, as well as requirements to be followed in future development applications and construction.
- Future development will require an updated, site-specific Environmental Impact Statement (EIS).

##### Area Parks Plan

- Identifies the parkland facilities in the larger area, as well as anticipated requirements for parks facilities.
- Identifies the location and size of proposed municipal parks.
- Provides Parks Facilities Fit plans that demonstrate integration of desired park facilities, and provides an Opinion of Probable Cost.

- Parkland dedication will be implemented through development applications; a parkland dedication phasing plan may be required.
- Design and construction of parks may be led by Canada Lands Company (CLC), project proponents or the City.

##### Community Transportation Study

- Confirms transportation modal share targets.
- Assesses and confirms the viability of the proposed transportation networks.
- Future development applications that meet the threshold must provide transportation impact assessments in alignment with the Community Transportation Study.

##### Community Energy Plan

- Sets energy efficiency/greenhouse gases (CHGs) emissions reductions targets, models pathways and identifies potential strategies for energy use.
- Community Energy Plans (CEP) are no longer to be required as a condition of development applications. The CEP has been completed to support the implementation of the Master Plan, in support of broader sustainability objectives for Confederation Heights.

#### 3.1.3 Environmental Assessments

Several major projects will be required to fully achieve the Confederation Heights vision. These will likely be municipally-led projects subject to the Environmental Assessment (EA) process. It is anticipated that the timing of these studies will be triggered by the City. The EA process should reference and align with the Confederation Heights Master Plan.

### 3.1.4 Partnerships

Partnerships are not created or prescribed by the Master Plan or Secondary Plan, but are a strong tool for implementing the Master Plan, particularly for items where no implementation mechanisms are created by the provincial land use planning framework. Areas for partnership may include:

- Collaboration between the City of Ottawa and the RA Centre on recreational facilities.
- Collaboration between the City of Ottawa and NCC on land stewardship
- Collaboration between the City of Ottawa and NCC on active transportation connections.
- Collaboration between the RA Centre, Schools and City of Ottawa on park and recreation space.
- Collaboration between ESAP, Hydro Ottawa and development proponents on energy planning.

### 3.1.5 Cost Sharing

The Confederation Heights Master Plan proposes infrastructure projects on both public and future private development lands. It is understood that upgrades on private development lands will be undertaken by CLC and/or future developers. Where there is a mix of public and private lands with shared infrastructure upgrade responsibilities, cost share mechanisms shall be explored by the City of Ottawa and CLC, as well as other partners, as appropriate.

To support cost sharing, a Financial Plan is to be prepared that details the status and available funding of off-site works and financing options such as Front Ending Agreements (FEAs) required to advance the construction of key infrastructure required to support the phased development of Confederation Heights.

### 3.1.6 Development Approvals

The municipal planning approvals process is a major tool for implementation of the Confederation Heights Master Plan, as discussed below.

The implementation phase of the Confederation Heights Master Plan will be dependent upon CLC partnerships with the development community. Plans of Subdivision will create conveyable blocks. Consent and/or Lifting of Part Lot Control applications may be used in some cases to create development blocks. CLC will sell or lease these development blocks to multiple developers who will develop the parcels in alignment with the master plan.

It is anticipated that the majority of development projects will require Site Plan Control applications, to be undertaken by the developer. Supporting architectural and public realm guidelines developed by CLC, aligned with the Master Plan, will support future developer Site Plan Applications. CLC will be responsible for monitoring and confirming alignment. Final Site Plan Approval authority rests with City of Ottawa staff, who will be responsible for reviewing applications and working with developer proponents to ensure conformity with the policy and regulatory framework.

### 3.3 Phasing Considerations

Development phasing in the Confederation Heights Master Plan is complex and dependent on a variety of factors, including:

- Infrastructure availability and required upgrades:
  - Municipal servicing;
  - Road network upgrades and ramps rationalization;
  - Active transportation bridges and underpasses;
- Parks and Open Spaces;
- Community facilities;
- Geotechnical and environmental studies and mitigation measures;
- Market requirements;
- Land acquisition timing;
- Alignment with municipal approvals and improvements in the area.

A flexible approach will be key to the successful implementation of the initial phases and should also consider opportunities to advance development on certain lands to help meet housing needs.

#### 3.3.1 Identifying Short-, Mid- and Long-Term Development Phasing

Based on the constraints and factors listed above, the following diagrams identify a potential phasing approach for development blocks and key mobility corridors in the short-, mid- and long-term horizons.



Figure 129: Development Block Phasing Recommendations. Source: Fotenn

#### 3.3.2 Servicing Considerations

As part of the City of Ottawa Master Servicing Study requirements, a Servicing Implementation Plan is to be prepared to guide decision making concerning the timing of infrastructure needs required to support development within the study area. The Implementation Plan also includes a Phasing Plan and identifies anticipated regulatory approval requirements and financing of trunk infrastructure required to support future development. Further details on the servicing implementation and phasing plan can be found in the MSS in [Appendix XX].

#### Phasing Flexibility and Alternative Scenarios

The MSS also explores potential flexibility in the phasing sequence by capitalizing on the existing private infrastructure as an interim solution to service areas located further from the sanitary trunk connection near Data Centre Road (e.g. Tupper parking lot property north of Heron Road). These areas are intended to be connected to the municipal system as it is expanded throughout the study area over the years.

Upgrades to the existing private infrastructure are expected to meet the demands of the future development blocks.

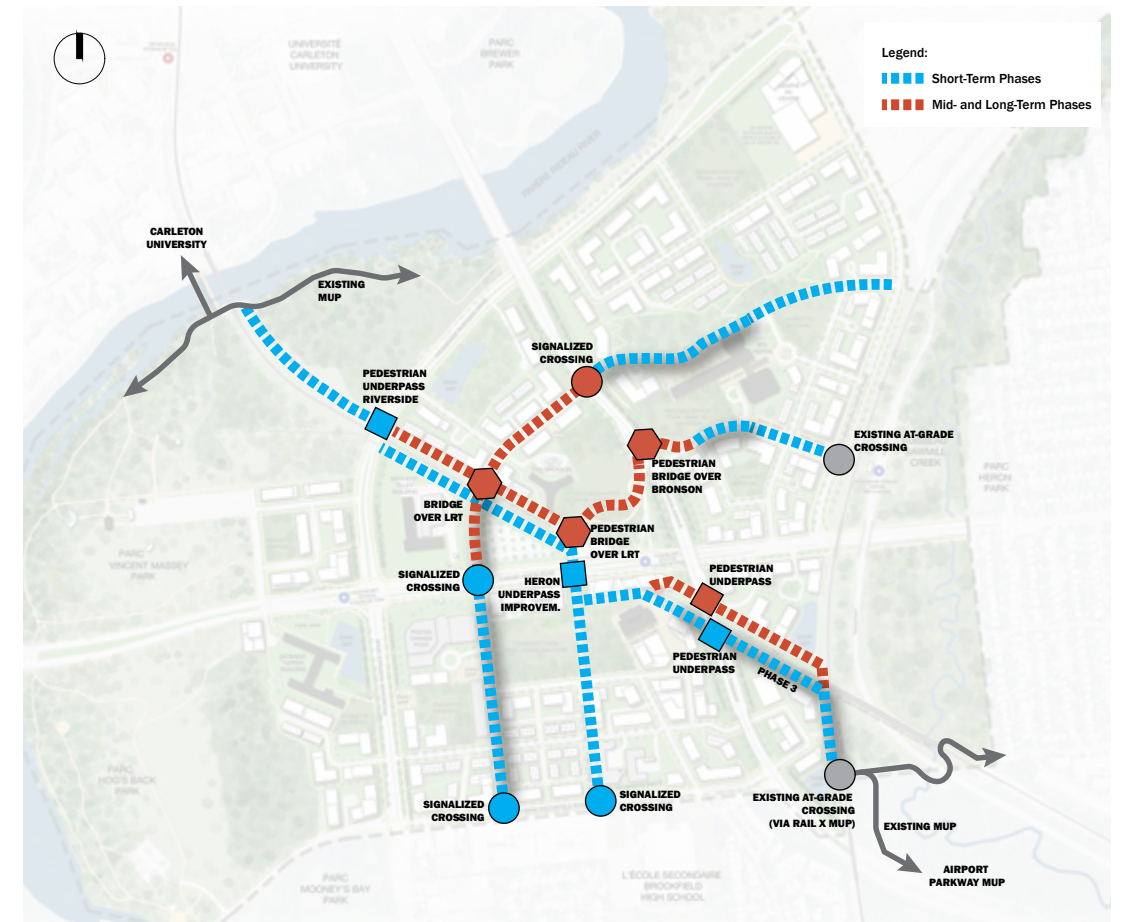


Figure 130: The Line and The Arches phasing recommendations. Source: Fotenn

### 3.3.3 Interim Uses and Transition Conditions

Interim solutions and transition conditions presented below are temporary and transitional measures that allow key community infrastructure to proceed safely and functionally before the ultimate infrastructure is fully built out. The objectives of these measures are:

- Reducing upfront capital costs;
- Achieving the Master Plan connectivity and mobility objectives while the ultimate infrastructure is not yet fully built out;
- Promoting community infrastructure enhancements to attract development and support initial phases;
- Aligning development with infrastructure timing.

#### The Line

The multi-use pathway along the south edge of the LRT line would provide an interim connection while the pedestrian bridge over the LRT is not yet in place. The repurposing of the existing vehicular underpass on Heron for active transportation would also facilitate pedestrian and cyclist movement along Heron. The diagram below illustrates interim route strategies to temporarily advance and address The Line objectives.



Figure 131: The Line interim connections diagram. Source: Fotenn

#### The Arches

Alternative active transportation routes are encouraged to be implemented as an interim condition while major infrastructure improvements, such as the bridges over the LRT line and Bronson Avenue, are undergoing approval, financing, and construction. The diagram below illustrates interim route strategies to temporarily advance and address The Arches objectives.

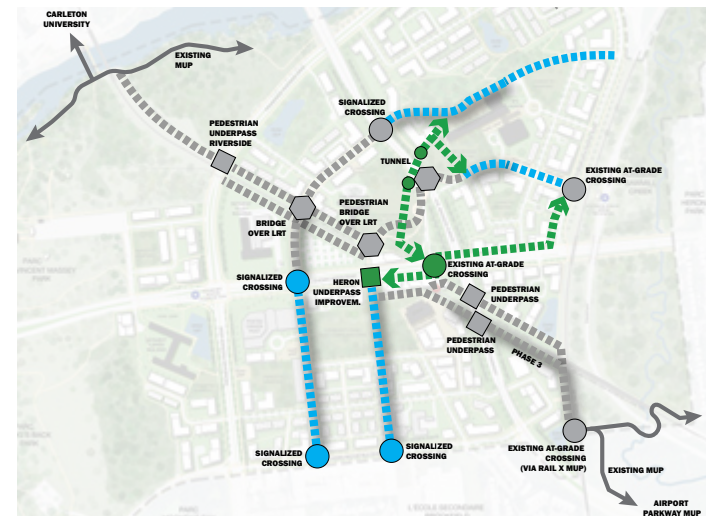


Figure 132: The Arches interim connections diagram. Source: Fotenn

#### Tree Canopy Coverage

Early tree planting in areas to be conveyed to the City of Ottawa, such as The Line and parkland dedication areas, is encouraged to improve tree canopy coverage performance in advance of development. Early tree planting will help create a mature tree presence when the first development phases are completed, and increase the climate resilience and attractiveness of the site. Other interim uses of lands within the Greenway should be considered, such as temporary community gardens.

#### Activation Events

Activation events are an effective interim phasing strategy because they help animate a new community before full build-out is achieved. In the initial stages of the Confederation Heights implementation, blocks will still lack density, amenities, and identity, which can make spaces feel incomplete. Temporary programming—such as markets, cultural events, pop-up installations, and seasonal activities—creates a destination effect, draws visitors, and builds awareness. This early vibrancy demonstrates market interest, generates foot traffic, and reduces perceived risk for future investors and developers by providing tangible evidence of demand and land value.



Figure 135: Tree canopy contributing to the sense of place. Source: BOGL

At the same time, activation enhances livability for early residents by fostering social connections, strengthening community identity, and offering immediate amenities while permanent infrastructure and retail components are still emerging. These initiatives help establish a sense of belonging and support a positive perception of the neighbourhood during construction phases of the Confederation Heights. As a flexible and relatively low-cost tool, activation programming can evolve with development stages, test future uses, and reinforce the long-term vision of the Master Plan while accelerating community-building and investment interest.



Figure 133: Street activation in San Francisco. Source: SFGATE



Figure 134: Street activation in Toronto. Source: blogTO

### 3.4 Infrastructure Implementation

#### 3.4.1 Water, Wastewater, and Stormwater Systems

##### 3.4.1.1 Municipal Projects

Several infrastructure improvements within existing municipal rights of way will be required to implement the Master Plan.

The Infrastructure Master Plan (IMP) circulated by the City of Ottawa includes a strategic project designed to redirect flows from the Upper Rideau River Collector at Airport Parkway to the South Ottawa Tunnel. This diversion is expected to free up significant capacity within the Rideau River Collector, which serves as the primary sanitary outlet for the subject site. Development will need to be phased to respect the capacity of the Rideau River Collector. It is recommended that a monitoring program be implemented to monitor actual flows and further confirm residual capacity.

Watermains and trunk sewers are proposed to be installed in segments of Riverside Drive, Heron Road and Data Centre Road. These projects are not identified in the Infrastructure Master Plan (IMP), and are therefore not in line for municipal funding. Front ending may be possible for these projects per Official Plan policy 4.7.1.17: *“where a master servicing study identifies new infrastructure to be funded by development charges that are not yet addressed in the Development Charges By-law, the cost may be front ended by a proponent. Repayment by the City to the proponent will occur based on the project timing forecast in the background study to support the Development Charges By-law.”*

Ideally, these major infrastructure projects will be integrated into the next review of the IMP, likely to begin in 2029. However, construction of the Heron Road Bus Rapid Transit (BRT) is anticipated to occur prior to this date. Coordination with the City will be required to coordinate installation of required infrastructure as part of this project, avoiding costly and disruptive re-work.

#### 3.4.1.2 Private Development

Construction of servicing infrastructure within new municipal rights of way will occur as part of the Plan of Subdivision process. Offsite Stormwater Management Facilities are anticipated to be designed, constructed and conveyed to the City as part of the Plan of Subdivision process. Servicing Studies in support of Plan of Subdivision applications will be required.

Onsite servicing infrastructure, including LID for stormwater management, will occur as part of site development. Ongoing collaboration with the City of Ottawa is strongly encouraged, to facilitate the meaningful integration of LID into future servicing strategies.

#### 3.4.2 Permitting and Environmental Mitigation

The Confederation Heights Master Plan provide a framework for environmental protection Implementation of this framework, and compliance with Provincial and City policies will require environmental permitting.

The environmental permits and approvals involved in the next steps of the area development and the associated responsibilities are outlined below:

Action	Responsibility	Timing/Process/Permits and Approvals
<b>Woodlands and Forests</b> <ul style="list-style-type: none"> <li>- Review recommendation for retention of woodlots / trees and incorporation into Parkland.</li> </ul>	City of Ottawa	Parks Master Plan
<b>Tree Conservation Report (TCR) and Landscape Plan</b> <ul style="list-style-type: none"> <li>- Address opportunities for tree retention in high quality woodlots, specimen trees. Consider transplanting where appropriate.</li> <li>- Provide tree planting recommendations to achieve 30% tree canopy in new parks and to enhance urban forest and canopy cover throughout the community, using native species.</li> </ul>	Developers	Plan of Subdivision Endangered Species Act Urban Tree Conservation By-law
<b>Environmental Impact Statement</b> <ul style="list-style-type: none"> <li>- Complete EIS to confirm presence of known or potential SAR, extent of any SAR habitat, and associated mitigation / compensation requirements.</li> <li>- If necessary, obtain SAR permit from the Ministry of Natural Resources and Forestry for bobolink, least bittern, eastern meadowlark, and/or barn swallow.</li> </ul>	Developers	Plan of Subdivision Endangered Species Act Environment Impact Statement
<b>Wildlife Protection</b> <ul style="list-style-type: none"> <li>- Develop site specific Protocol for Wildlife Protection.</li> </ul>	Developers	Plan of Subdivision City of Ottawa Protocol for Wildlife Protection
<b>Water and Sewer</b> <ul style="list-style-type: none"> <li>- Apply for Environmental Compliance Approval (ECA) from the Ministry of the Environment, Conservation and Parks.</li> </ul>	Developers	Plan of Subdivision Environmental Protection Act Environmental Compliance Approval (ECA) MECP

Table 7: Permitting. Source: DSEL

### 3.4.3 Utilities

#### 3.4.3.1 District Energy

ESAP operates the existing district energy system in Confederation Heights, which currently has a mandate to serve federal users only. Further work is required to assess the feasibility of expansion of the existing district energy system to private users.

To enable the ongoing operation, and potential expansion of District Energy in Confederation Heights, coordinating with the City of Ottawa will be required to allow district energy infrastructure to be located within municipal rights of ways.

It is the intent that district energy will be implemented through agreements between CLC and/or future developers, Energy Services Acquisition Program (ESAP) and/or other district energy providers. The CLC development process will include energy efficiency/ climate targets, regardless of whether district energy is the preferred option for heating and cooling.

#### 3.4.3.2 Hydro Ottawa

Electrical servicing is expected to transition from the current private high-voltage distribution system to a new Hydro Ottawa-owned and operated network.

**Distribution Strategy:** It is anticipated that all new electrical distribution will be installed underground within the proposed road rights-of-way (ROW), in accordance with City of Ottawa urban design standards.

**Infrastructure Needs:** The significant increase in residential and ICI load is expected to require new switchgear and pad-mounted transformers (PMTs), which would likely be located within designated utility easements on private property.

**Electrification:** In alignment with Confederation

Heights' climate goals, electricity is anticipated to be the primary energy source (in addition to district energy and onsite ground/air-source heat pumps, as appropriate). This level of electrification will be supported by the integration of DER. Coordination and collaboration with Hydro Ottawa will be required to ensure capital planning, regulatory and financial mechanisms exist to allow for a resilient, sustainable local grid.

#### 3.4.3.3 Enbridge

If required to service development, natural gas services are expected to be provided by Enbridge Gas Inc. to support domestic and commercial requirements.

**Main Extensions:** It is anticipated that new gas mains would be extended throughout the internal road network, following the standard utility corridors established in the street cross-sections.

**Capacity Coordination:** Further study required to confirm the capacity of existing high-pressure mains and to confirm requirements for a district regulator station.

#### 3.4.3.4 Telecommunication

The site is expected to be serviced by multiple telecommunication providers (e.g., Bell, Rogers, Telus) to provide high-speed data and voice services.

Planning for Smart City infrastructure should also be integrated into site servicing. Coordination between the City of Ottawa, CLC, telecommunication utilities, and proponents will be required.

**Joint-Use Trenching (JUT):** It is anticipated that a joint-use trenching approach will be utilized where feasible to consolidate telecommunications with other shallow utilities, minimizing the footprint within the public realm.

#### 3.4.3.5 Utility Plan

A composite Utility Plan must be developed to coordinate the spatial requirements of all providers.

**Standard Offsets:** Utility corridors will be established within the road ROW, maintaining required clearances from “deep” municipal infrastructure.

**Easement Requirements:** Registered municipal and blanket utility easements are expected where infrastructure must cross private blocks or where existing ESAP tunnels remain on lands slated for transfer.

### 3.4.4 Transportation Infrastructure

The Confederation Heights Master Plan is expected to generate an additional 1,405 to 2,178 two-way vehicle trips during the peak hours. Generally, the intersection control and auxiliary lane recommendations provide the capacity to accommodate access to and from the Confederation Heights Master Plan area, and onto the arterial road network. Capacity constraints have been noted for several major intersections. The Heron-Baseline BRT project will reduce the capacity for the Heron Road at Riverside Drive intersection, which limits the ability to make substantial changes to accommodate any changes in traffic. The Riverside Drive at Hog’s Back Road / Brookfield Road intersection likely has the opportunity to change the lane arrangements and increase capacity in a number of movements to improve this intersection and allow the flexibility to support the Confederation Heights Master Plan redevelopment.

Given the foregoing analysis, the transportation network is generally supportive of Confederation Heights Master Plan mobility strategies demonstrated in section 2. Additional information can be found in The Confederation Heights Master Plan Recommended Plan Transportation Summary in [Appendix XX].

#### Municipal Projects

- Ramp Removal;
- LRT Twinning and Station Upgrades;
- Cross-section improvements to Riverside Dr, Bronson Ave and Heron Rd.

#### Other Major Projects With Shared Responsibility:

- The Line, including links to NCC pathways;
- Arch Bridge over LRT;
- Heron Rd Underpass Upgrade;
- Pedestrian Bridge over LRT adjacent to Station;
- Pedestrian bridge over Bronson Ave;
- Upgrades to underpasses;
- Upgrades to Data Centre Rd and Brookfield Rd ROWs (may occur partially through development applications).

#### Included in Development Applications

- New streets;
- Active Transportation Network;
- On-site transportation infrastructure.



Figure 136: Proposed bridge over the LRT line. Source: Cicada and Fotenn

### 3.4.5 Municipal Parks and Public Uses

#### 3.4.5.1 Parkland Dedication

The implementation of parkland dedication will be guided by Confederation Heights Area Parks Plan prepared during the Master Plan process and based on the City’s Official Plan, Parks and Recreation Master Plan, and Parks Manual requirements. At the Master Planning stage, the overall parkland framework was established, identifying the location, size, and type of parks needed to serve future residents but exact park locations and configurations will be refined during later development stages.

The Implementation of the Master Plan will explore opportunities for parks to include commemoration and recognition of the Algonquin culture and historical relationship to the land at Confederation Heights.

#### 3.4.5.2 Community Centre and Library

As part of engagement for the Confederation Heights Master Plan, City of Ottawa Parks, Forestry and Recreation staff identified the desire for a new Community Centre/Library within the Intervention Area. The initial preferred location is in/adjacent to the Neighbourhood Park in the Brookfield District. The planning process for the Community Centre will be lead by the City.

#### 3.4.5.3 Schools

Each of the four local school boards have been engaged through the development of the Confederation Heights Master Plan to identify the need for new schools based on enrolment projections, community growth, and capacity pressures.

The number of schools to be implemented in the Confederation Heights, their sizes (student capacity), and locations are typically determined during the implementation stage of the Master Plan and will be subject to the Ministry of Education capital funding approval and further coordination with the City and school boards.

Typical school site standards are based on suburban locations. In the case of Confederation Heights, CLC will work with school boards to develop alternative school site configurations, with compact school building design, co-location, and integration into multi-use buildings. Considerations for school site selection include:

- Adjacency to parks or other public open spaces;
- Street frontage;
- Proximity to high-density residential development; and
- Located in later phases of development.



Figure 137: Potential Community Centre location. Source: Cicada and Fotenn



Figure 138: Conceptual rendering of the Elementary School Au Coeur d'Ottawa. Source: CECCE

### 3.5 Development Block Plan

Based on the Master Plan frameworks presented in Sections 1.0 and 2.0, the following Development Block Plan translates the vision and community structure of the Confederation Heights Master Plan into a block-by-block development framework that can guide zoning, subdivision, and site plan approvals, while also providing a framework for cost sharing, land ownership coordination, and implementation.

The objectives of the Block Plan are to:

- Organize large parcels into development blocks;
- Coordinate public rights-of-way, parks, and infrastructure; and
- Ensure the area develops coherently across multiple phases and landowners.

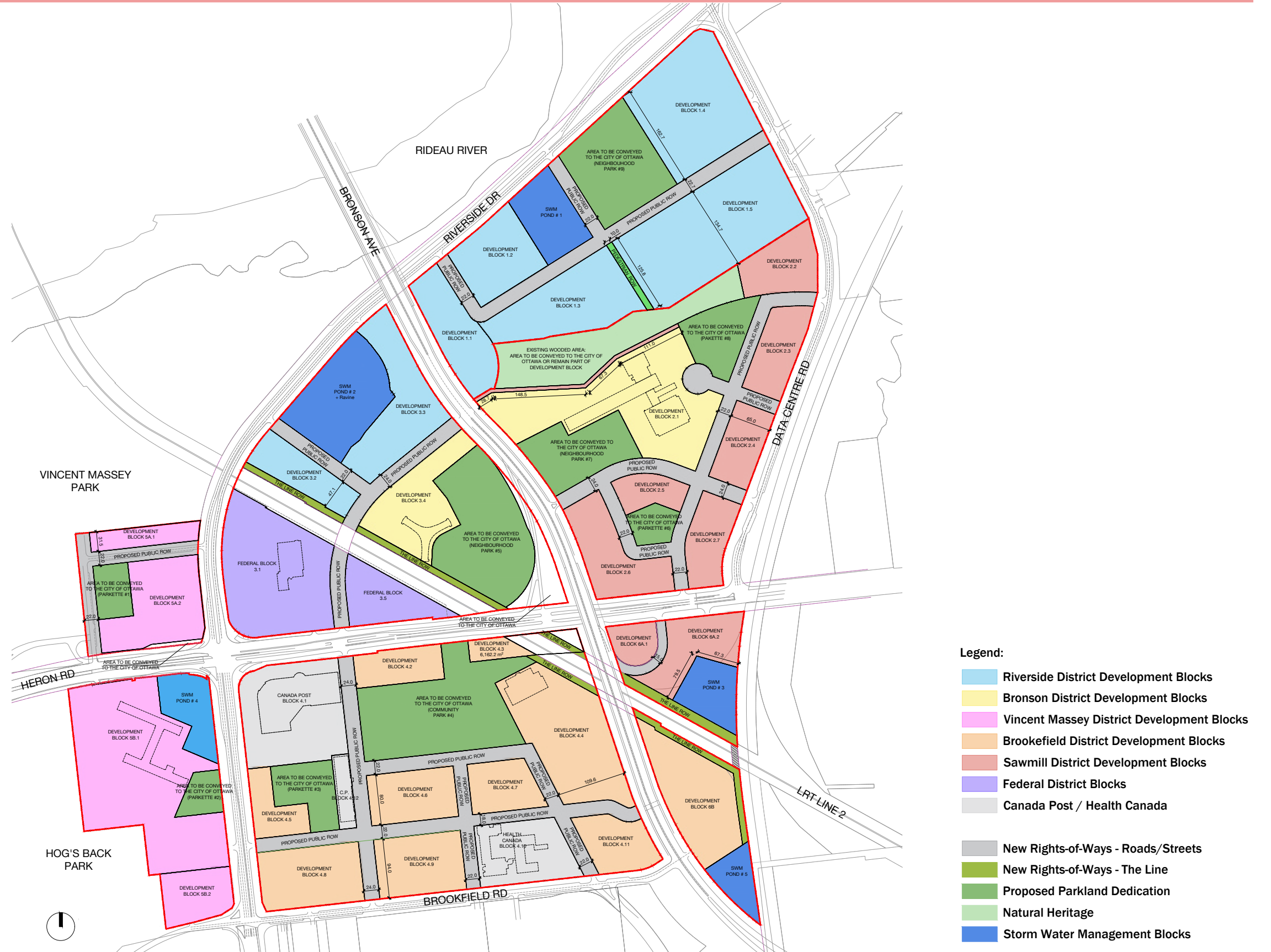


Figure 139: Confederation Heights Block Plan. Source: Fotenn

### 3.6 Development Toolkit and Design Guidelines

The Development Toolkit and Design Guidelines establish the framework for achieving the vision and community structure set out in the Confederation Heights Master Plan. They provide direction on the organization, character, and form of development and public realm to ensure a cohesive, high-quality built environment as the area evolves over time. The guidelines outline principles for building placement, massing, streetscape design, approach to heritage buildings and landscapes, public realm relationships, and transitions between different land uses and densities.

The Development Toolkit and Design Guidelines include:

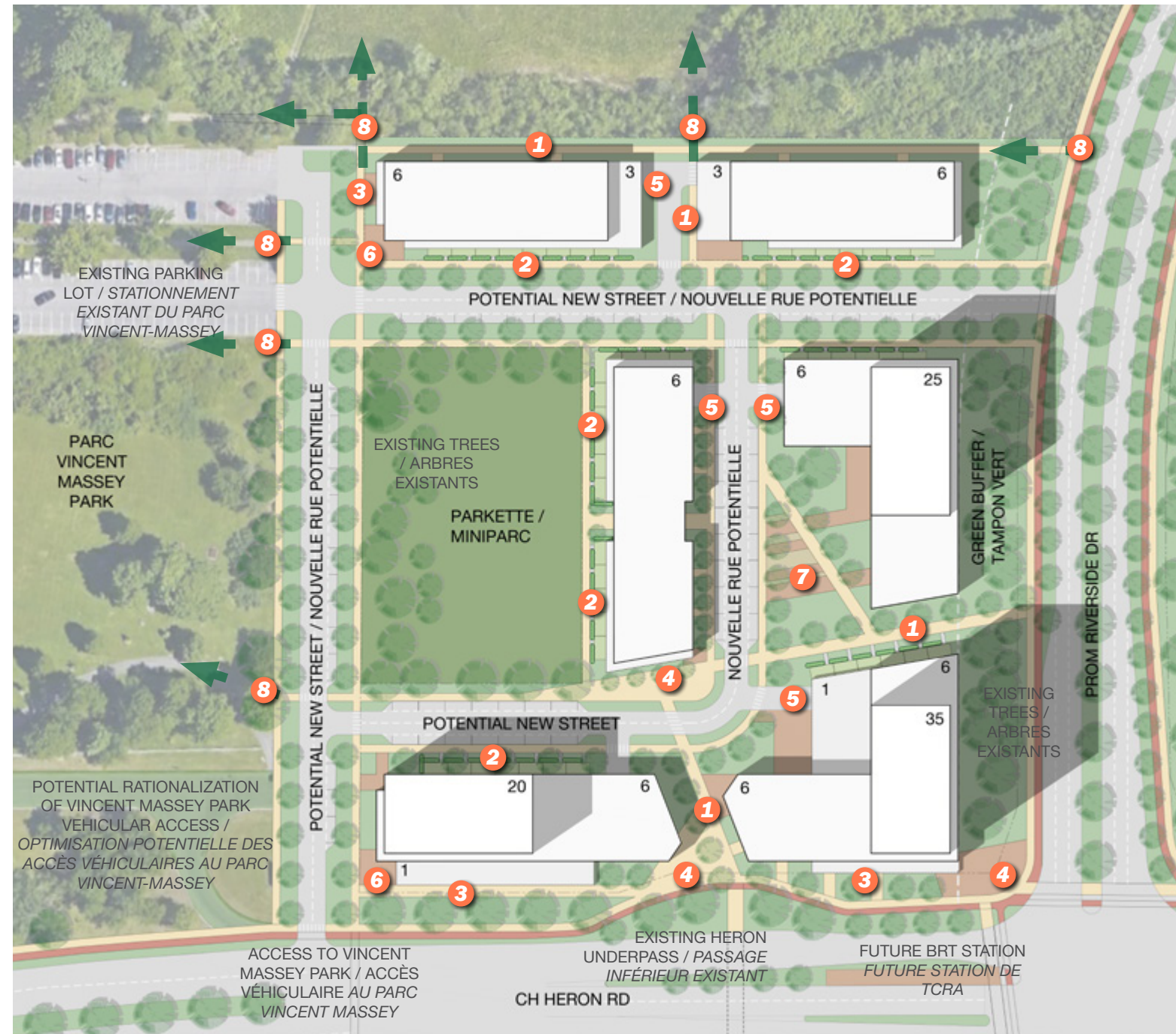
- Parks and Open Spaces Guidelines;
  - Natural Heritage;
  - Capital Parks Interface;
  - Municipal Parks and Plazas;
  - Heritage Landscapes;
  - Privately-Owned Open Spaces;
- Streets and Streetscape Guidelines;
- Site Design and Built Form Guidelines;
- Heritage Approach and Guidelines;
- Mobility and Wayfinding Guidelines;
- Servicing & LID Guidelines;
- Sustainability Charter;
- Demonstration Plans.

#### Demonstration Plans

Demonstration plans will also be provided to illustrate how the Design Guidelines and Built Form Implementation Tools may be applied in practice. While conceptual in nature, these plans translate the planning framework into a spatial representation that helps visualize how development blocks, streets, buildings, and public realm could be organized to achieve the vision of the Confederation Heights Master Plan. The demonstration plans are not intended to prescribe a fixed development outcome; rather, they show one possible arrangement that aligns with the planning principles, density targets, mobility and heritage framework and urban design objectives established for the area.



**Demonstration Plan: Vincent Massey District Block**



Source: Fotenn



**1 Mid-block connections - pedestrian permeability**



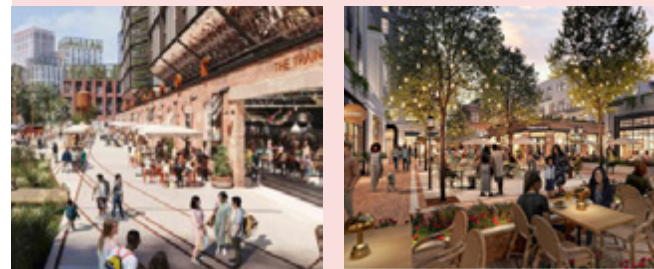
Source: OLM Paysagistes & Urbanists

**2 Ground-oriented units activating the public realm**



Source: KPMB Architects

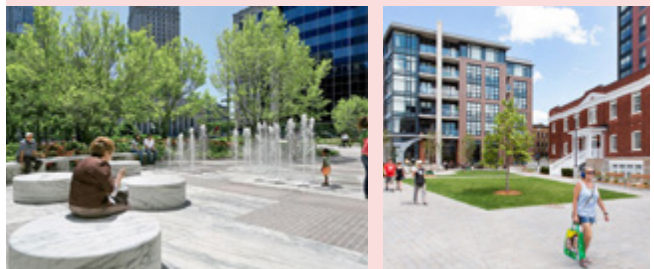
**3 Retail and services at grade activating the public realm**



Source: ECDC

Source: Tryba Architects

**4 Promote privately-owned public spaces**



Source: Sahar Coston-Hardy

Source: Hobin Architecture

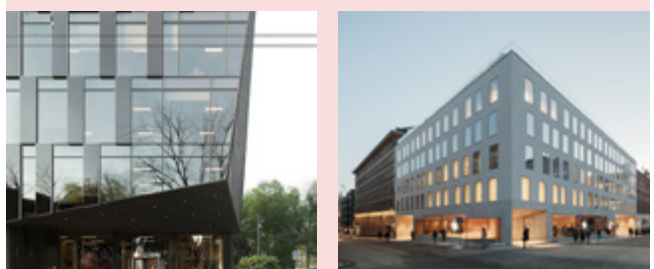
**5 Vehicular accesses screened from main streets**



Source: Sahar Coston-Hardy

Source: Hobin Architecture

**6 Building design to enhance public realm at corners**



Source: JKMM Architects

**7 Private amenities areas complementing open spaces**



Source: L&A Design

Source: S&P Architektura

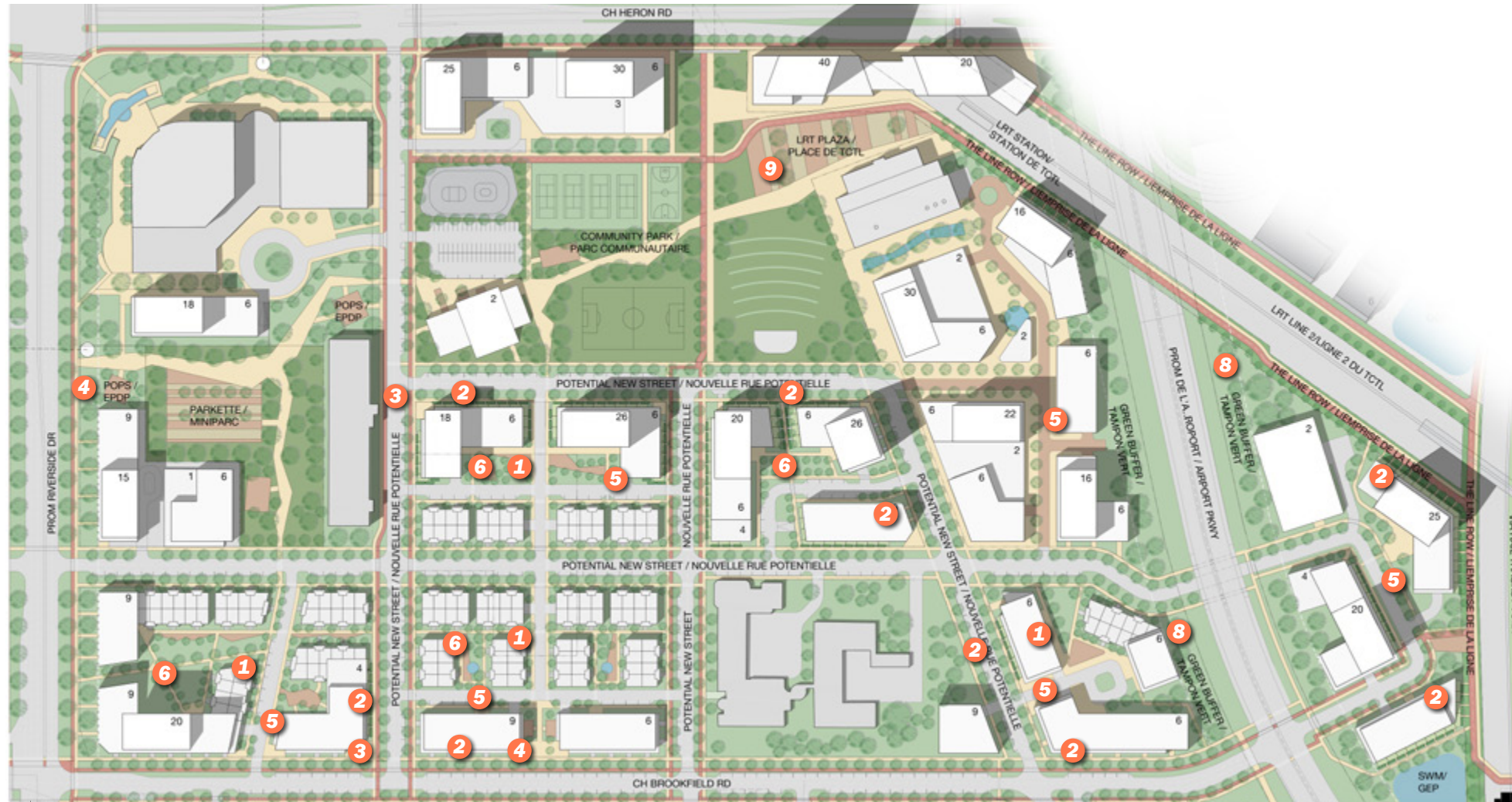
**8 Opportunities for new connections to the NCC's parks**



Source: ncc-ccn.gc.ca

Source: ncc-ccn.gc.ca

**Demonstration Plan: Brookfield District**



Source: Fotenn

**4 Promote privately-owned public spaces**



Source: Sahar Coston-Hardy

**5 Vehicular accesses screened from main streets**



Source: Sahar Coston-Hardy

**6 Private amenities areas complementing open spaces**



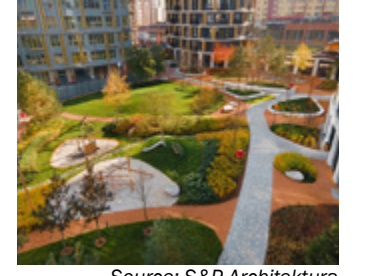
Source: L&A Design



Source: Hobin Architecture

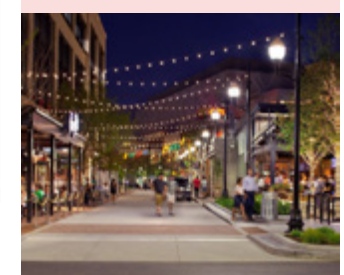


Source: Hobin Architecture



Source: S&P Architektura

**7 Retail and services at grade activating the public realm**



Source: Copley Wolff Design Group

**8 Green buffer protects views along Capital Arrival Route**



Source: Cicada & Fotenn

**9 Transit Plaza enriches the public realm and livelihood**



Source: Perkins & Will

**1 Mid-block connections - pedestrian permeability**



Source: OLM Paysagistes & Urbanists

**2 Ground-oriented units activating the public realm**



Source: KPMB Architects

**3 Building design to enhance public realm at corners**



Source: BAK Studio

Source: JKMM Architects



Source: Tryba Architects



Source: Mecanoo



Source: SWA Group

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