



1867 Alta Vista Architectural & Urban Design Brief 2026.07.02
Site Plan Control Application

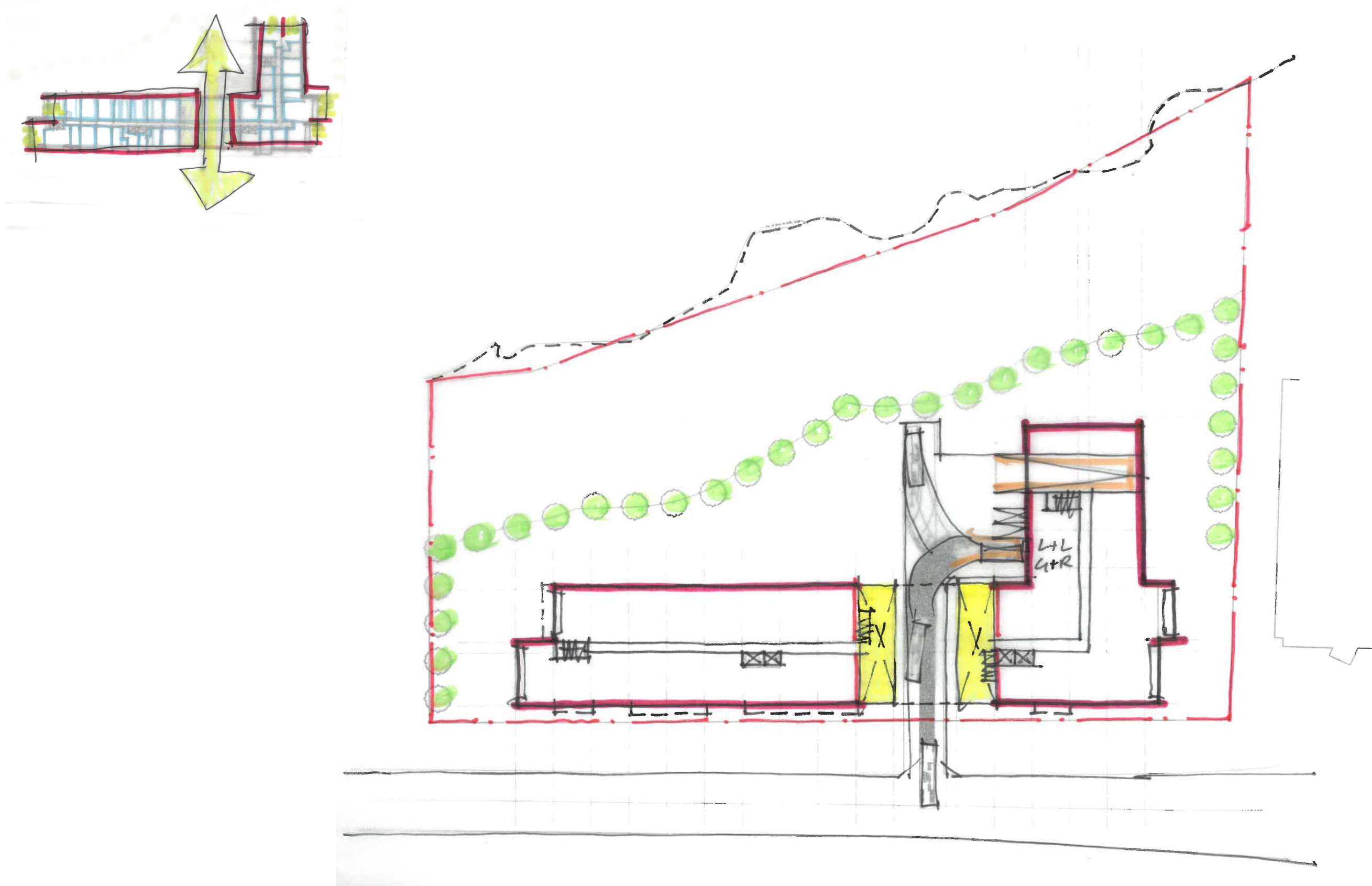
SUBJECT AREA

SITE CONTEXT



SITE PARTI & MASSING
CONCEPT SKETCHES

SITE PLAN Parti STUDY #1 L-SHAPED BLDG



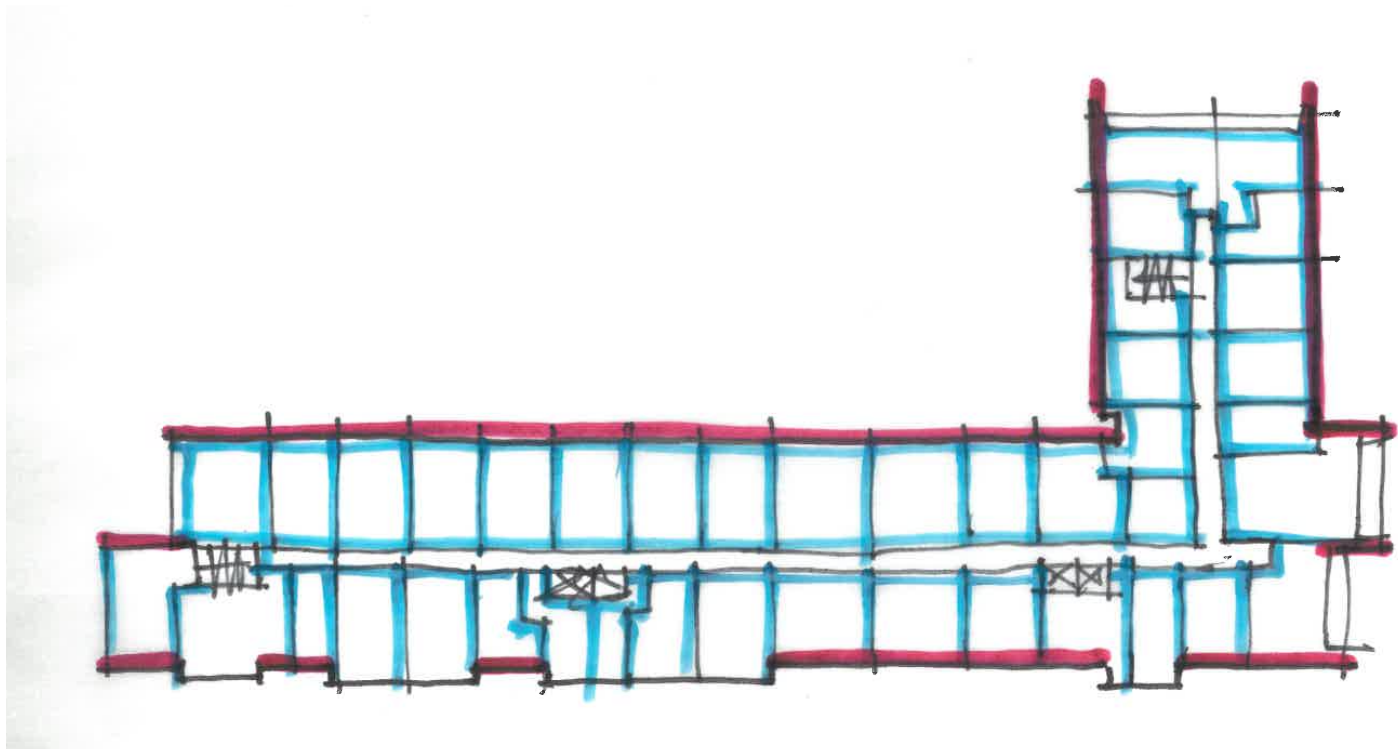
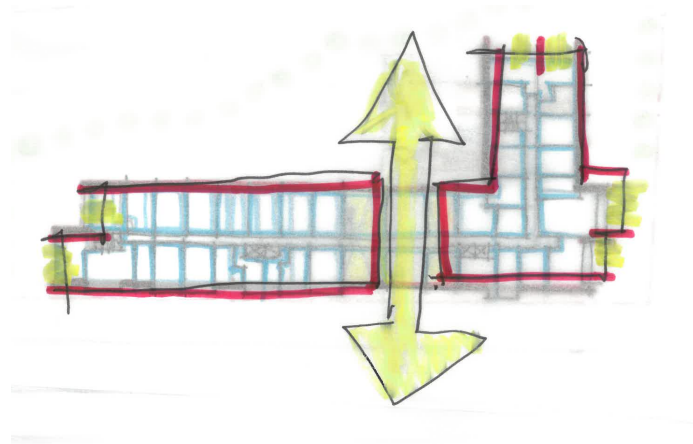
upper left: site parti sketch lower right: plan diagram ground floor; yellow area denotes main lobby space at south end; pkg, move-in/move-out and pkg ramp access at rear of building

SITE PLAN Parti STUDY #1 L-SHAPED BLDG



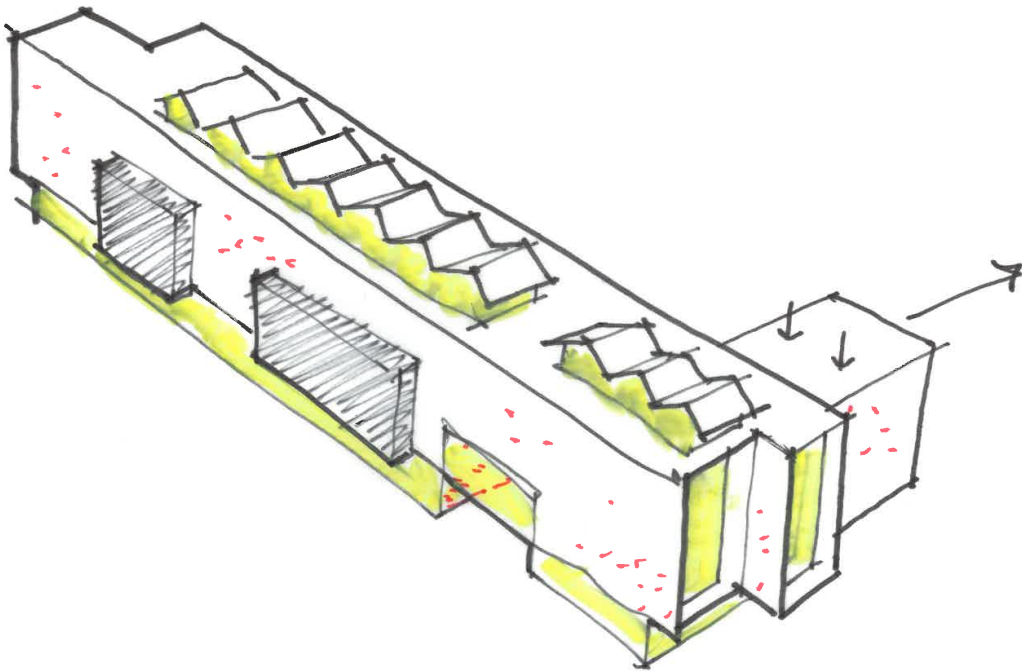
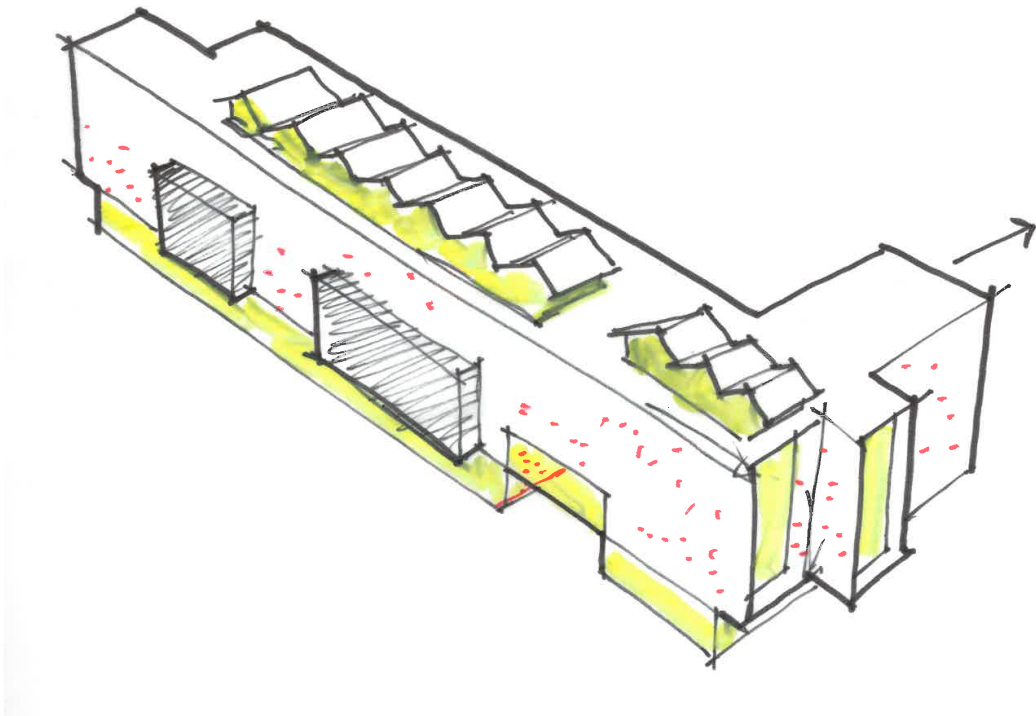
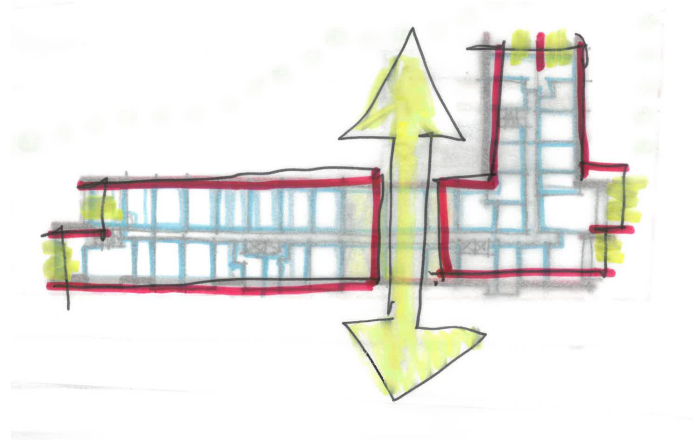
upper left: site parti sketch lower right: plan diagram Level2; yellow area denotes double height main lobby space at either side of breezeway

SITE PLAN Parti STUDY #1 L-SHAPED BLDG



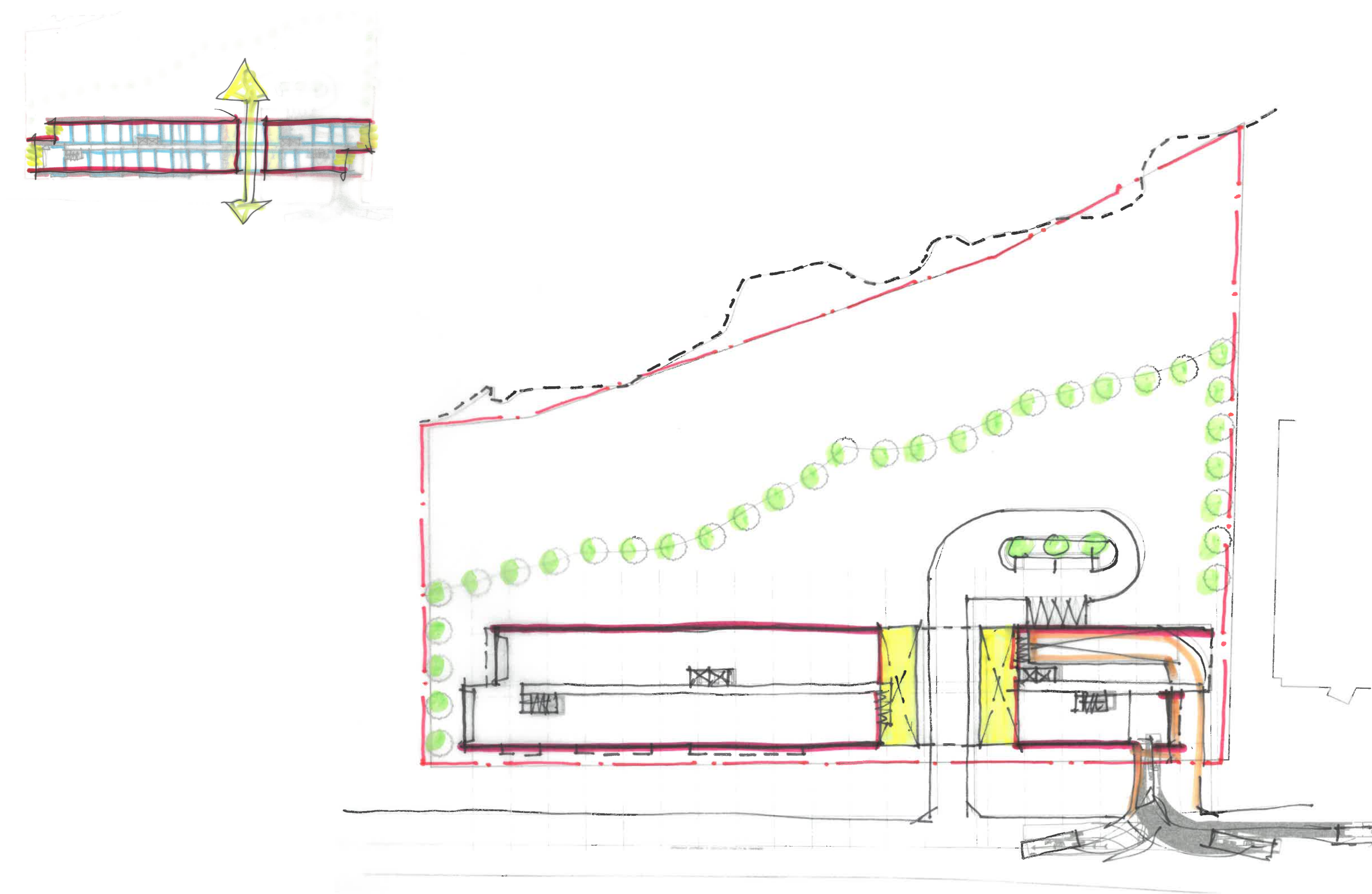
upper left: site parti sketch lower right: plan diagram typical residential floor plate

FORM STUDY #1 L-SHAPED BLDG



left: L-shaped masonry form with section of building return at south right: Lowered L-shaped return section

SITE PLAN Parti STUDY #2 STRAIGHT BAR BLDG



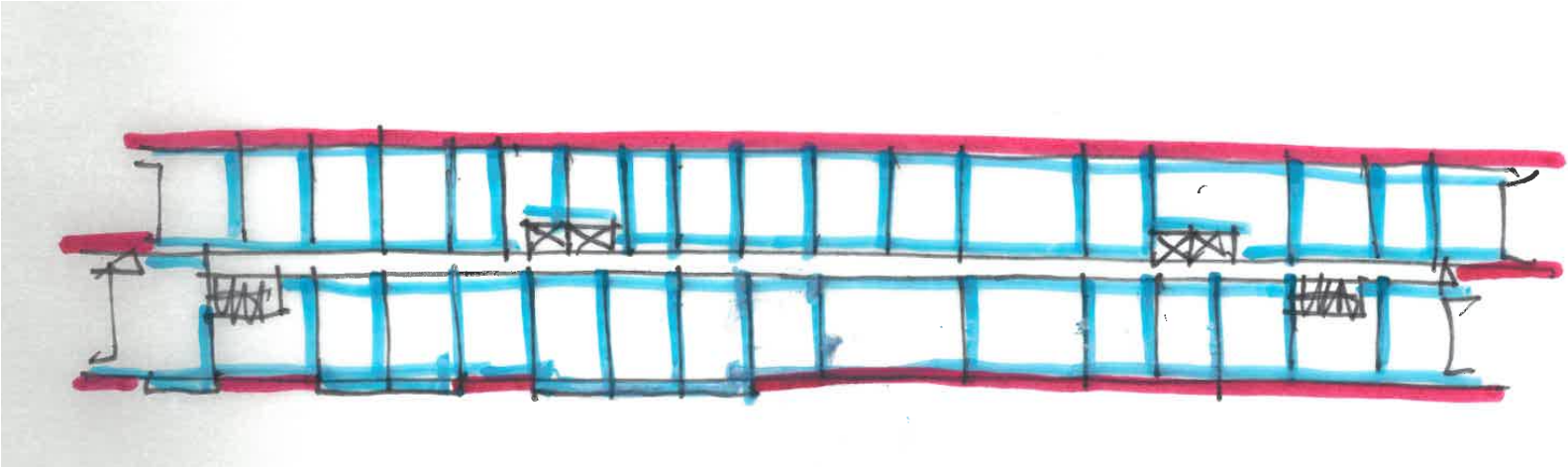
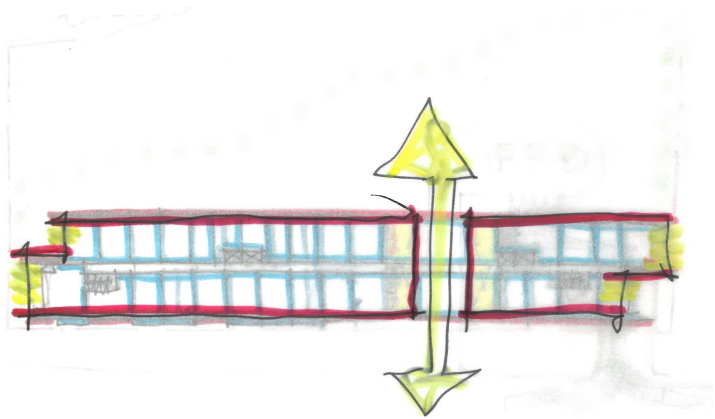
upper left: site parti sketch lower right: plan diagram ground floor; yellow area denotes main lobby space at south end; u/g pkg ramp at far south

SITE PLAN Parti STUDY #2 STRAIGHT BAR BLDG



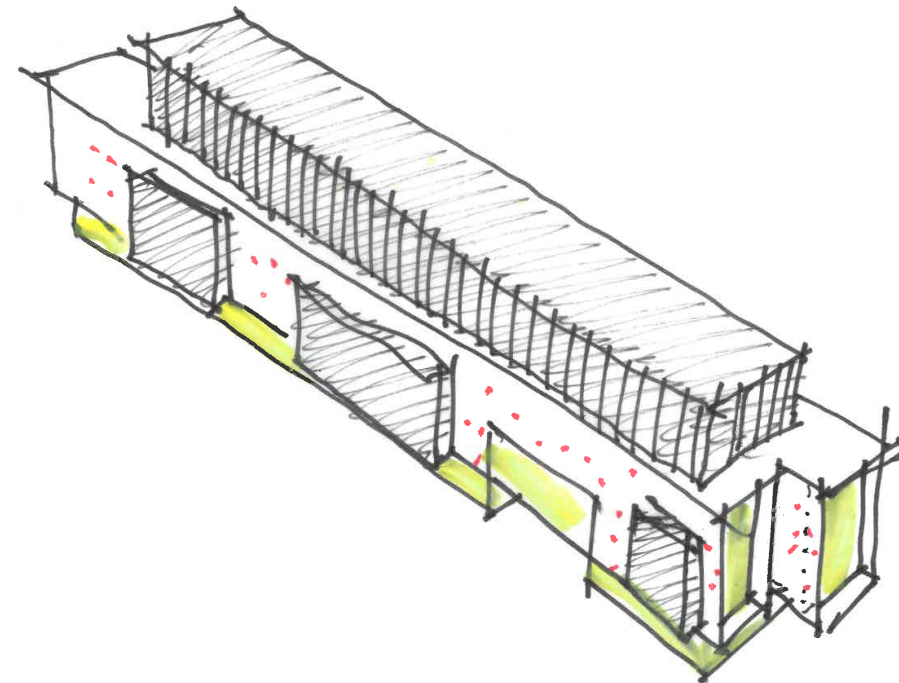
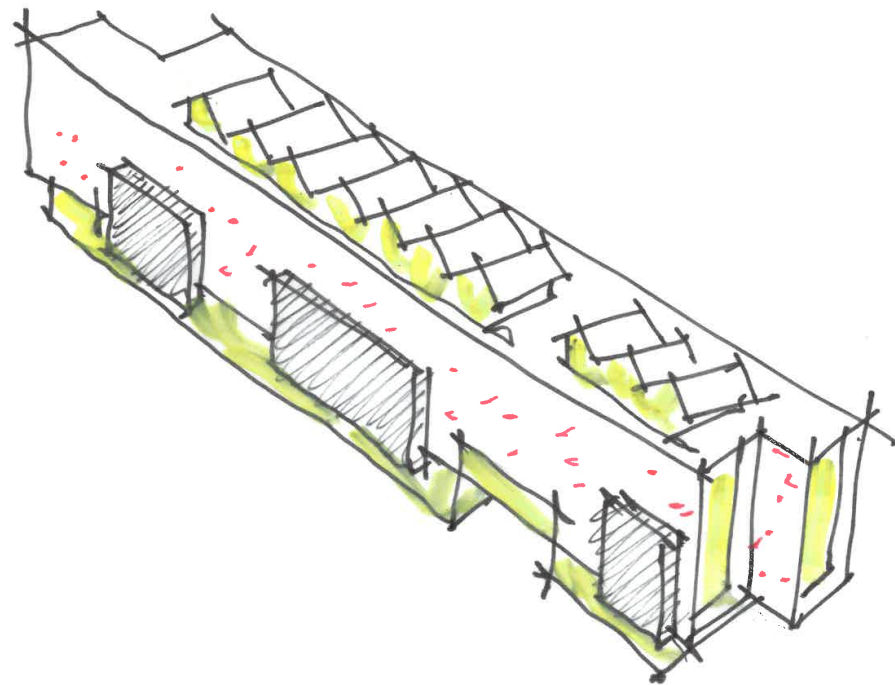
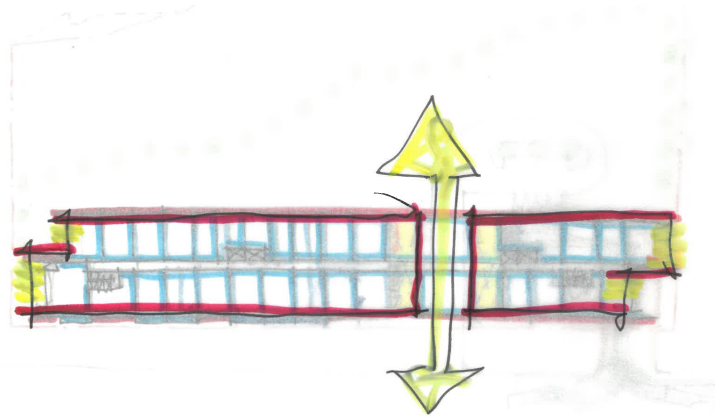
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SITE PLAN Parti STUDY #2 STRAIGHT BAR BLDG



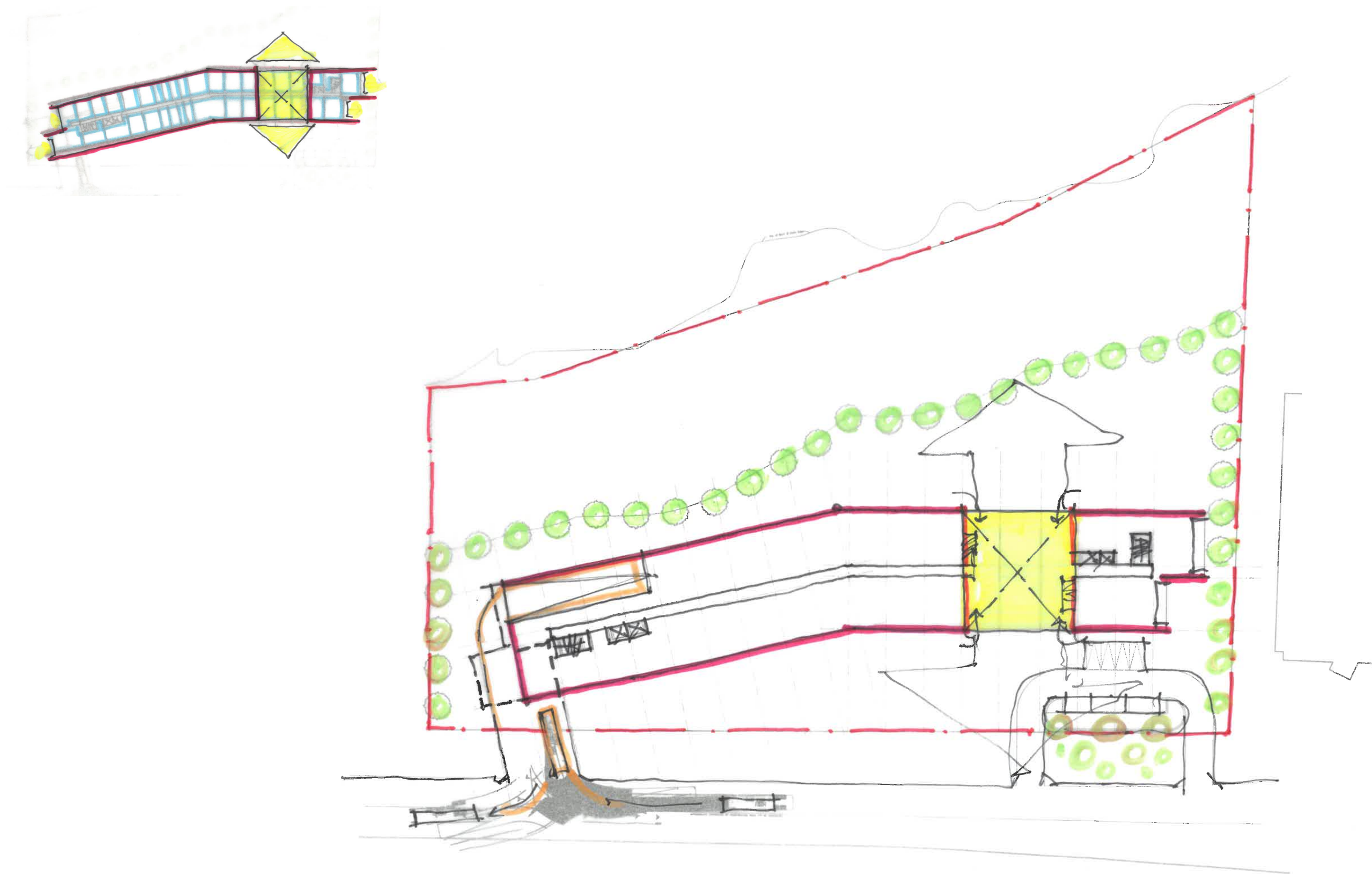
upper left: site parti sketch lower right: plan diagram typical residential floor plate

FORM STUDY #2 STRAIGHT BAR BLDG

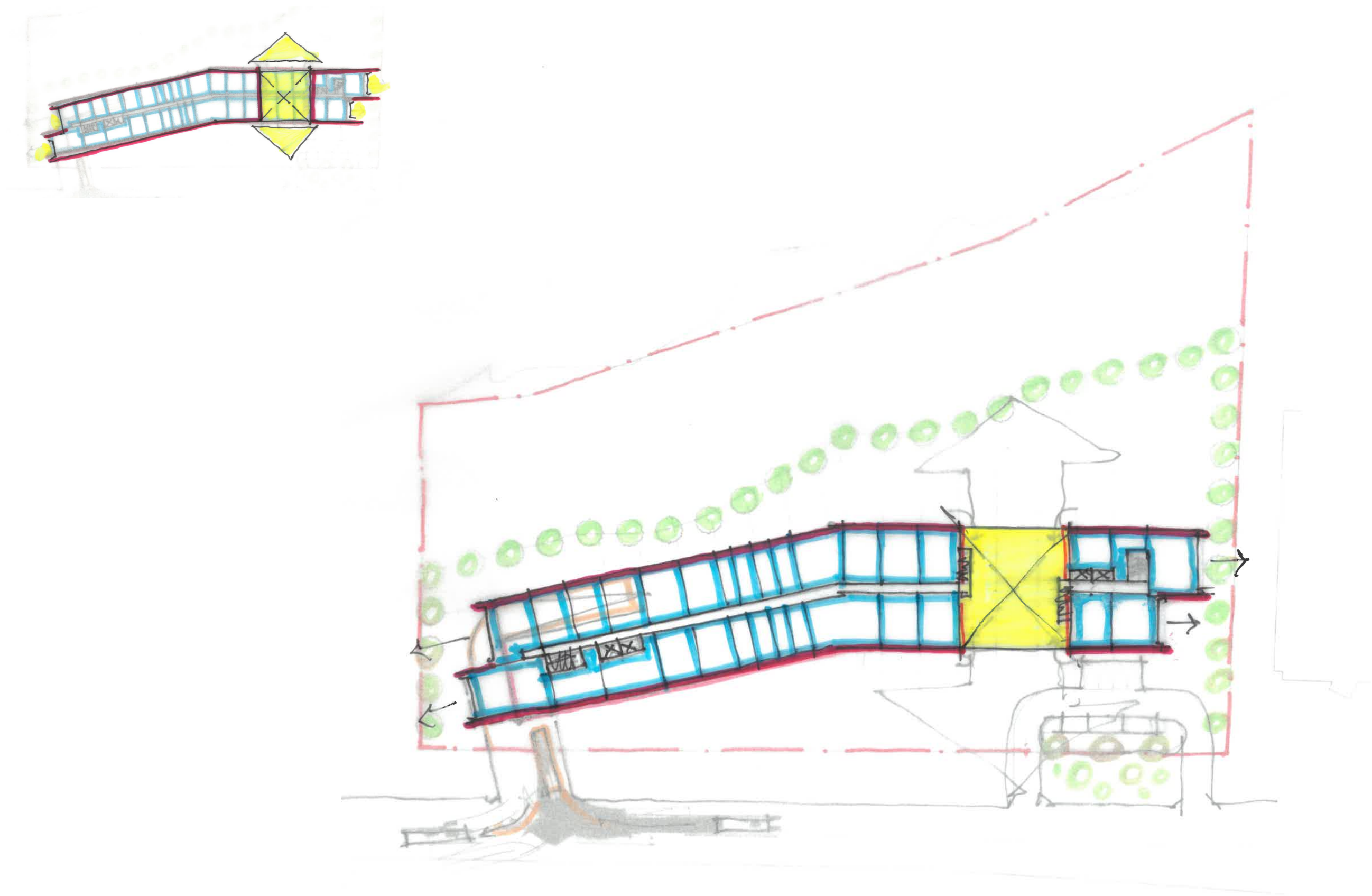


left: bar shaped masonry form with articulated penthouse roof right: complementing 'box-top'; contrasting with clay masonry form below.

SITE PLAN Parti STUDY #3 INFLECTED BAR BLDG

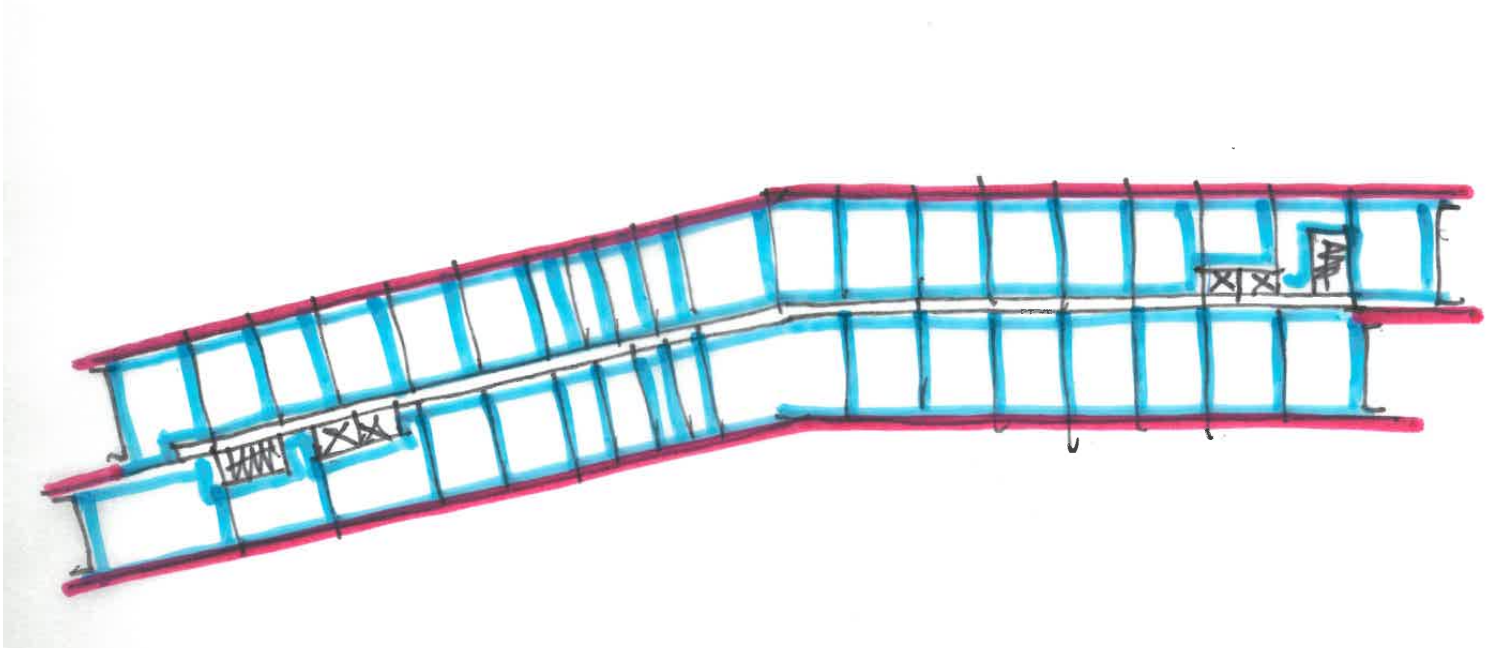
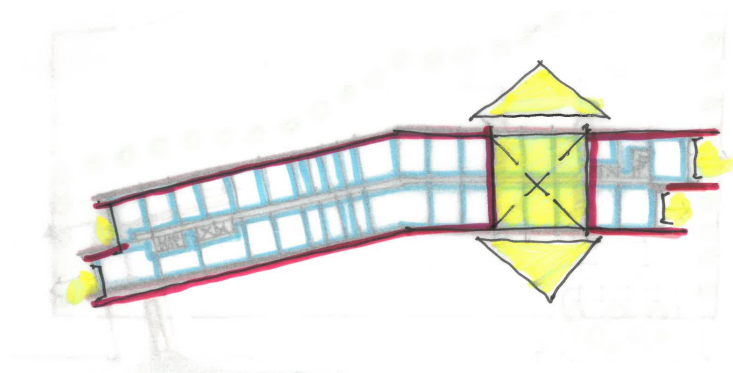


upper left: site parti sketch lower right: plan diagram ground floor; yellow area denotes main lobby space at south end; u/g pkg ramp and move-in/move-out to north



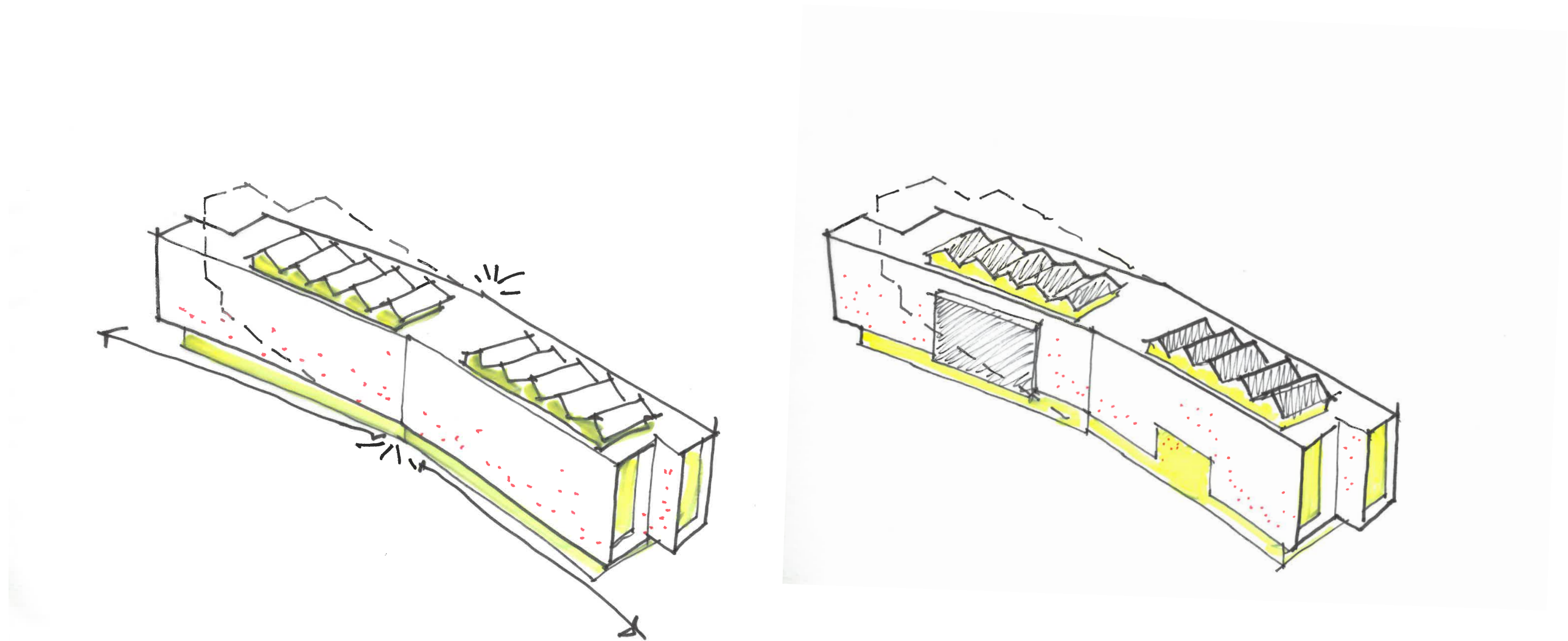
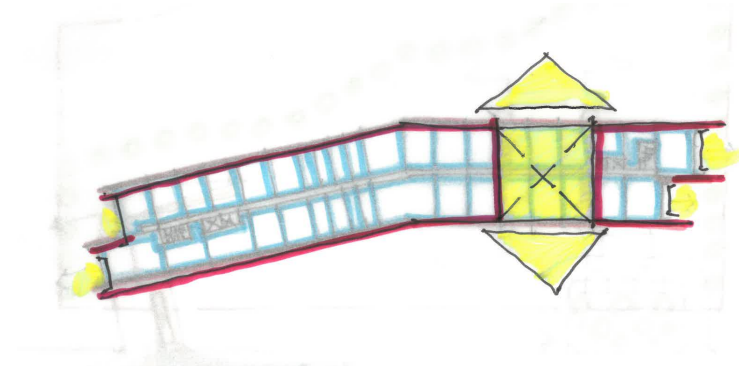
upper left: site parti sketch lower right: plan diagram Level2; yellow area denotes double height main lobby space at south end served by two feature stairs

SITE PLAN Parti STUDY #3 INFLECTED BAR BLDG



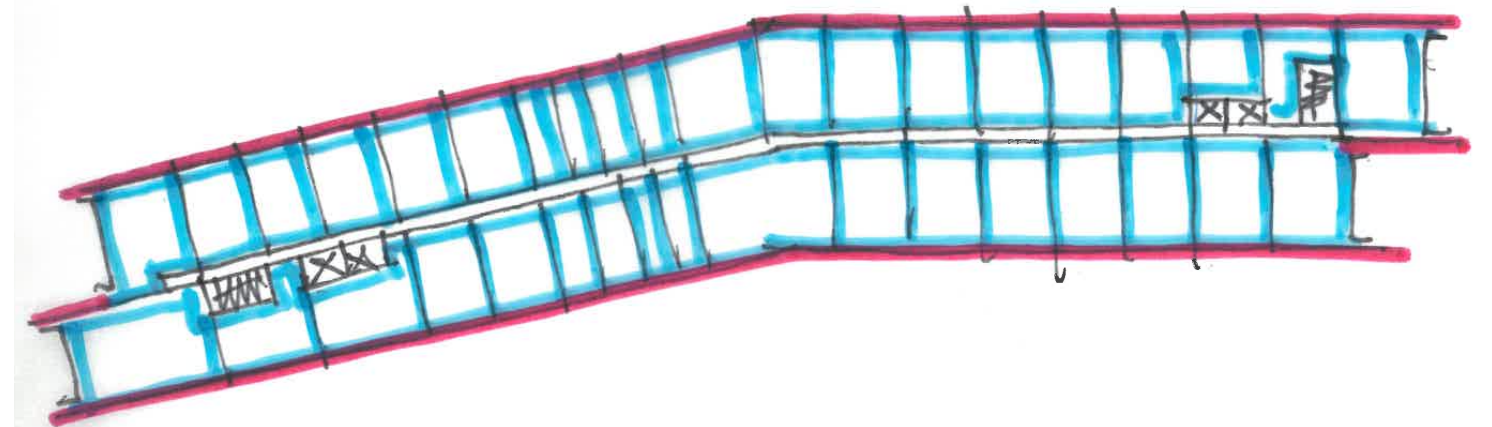
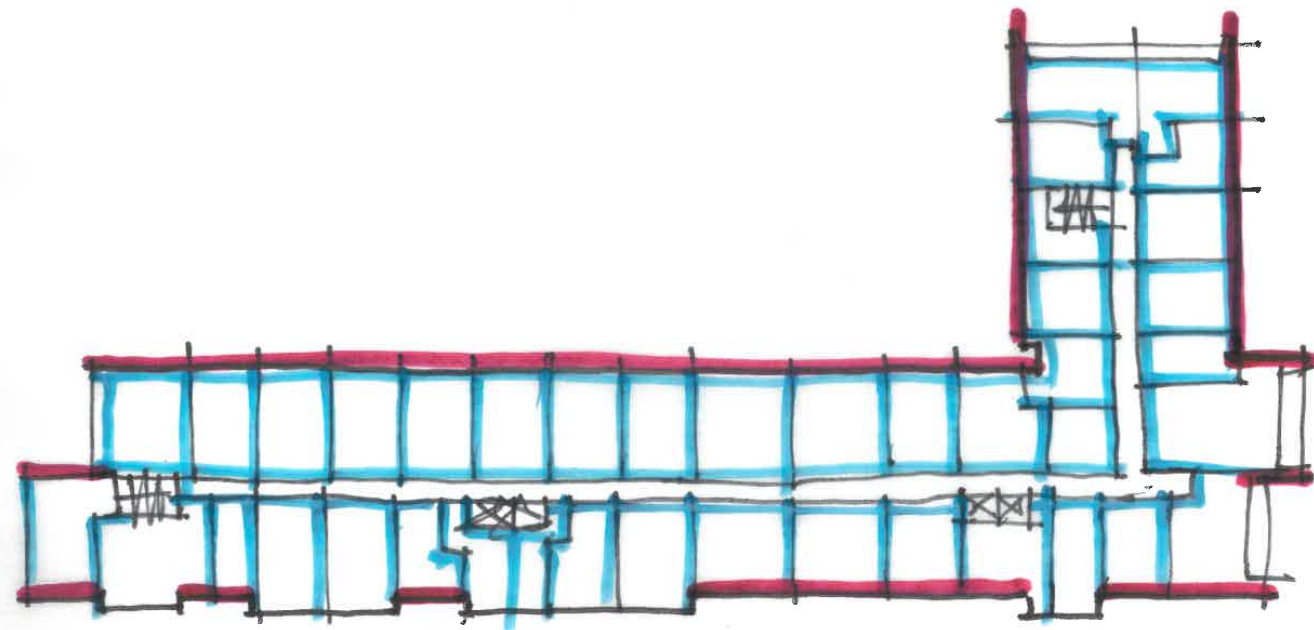
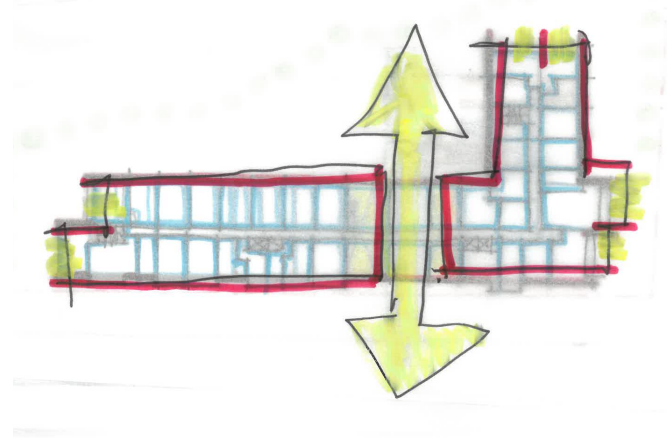
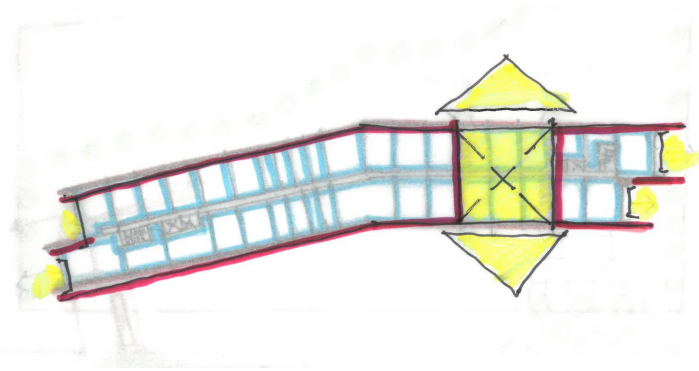
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FORM STUDY #3 INFLECTED BAR BLDG

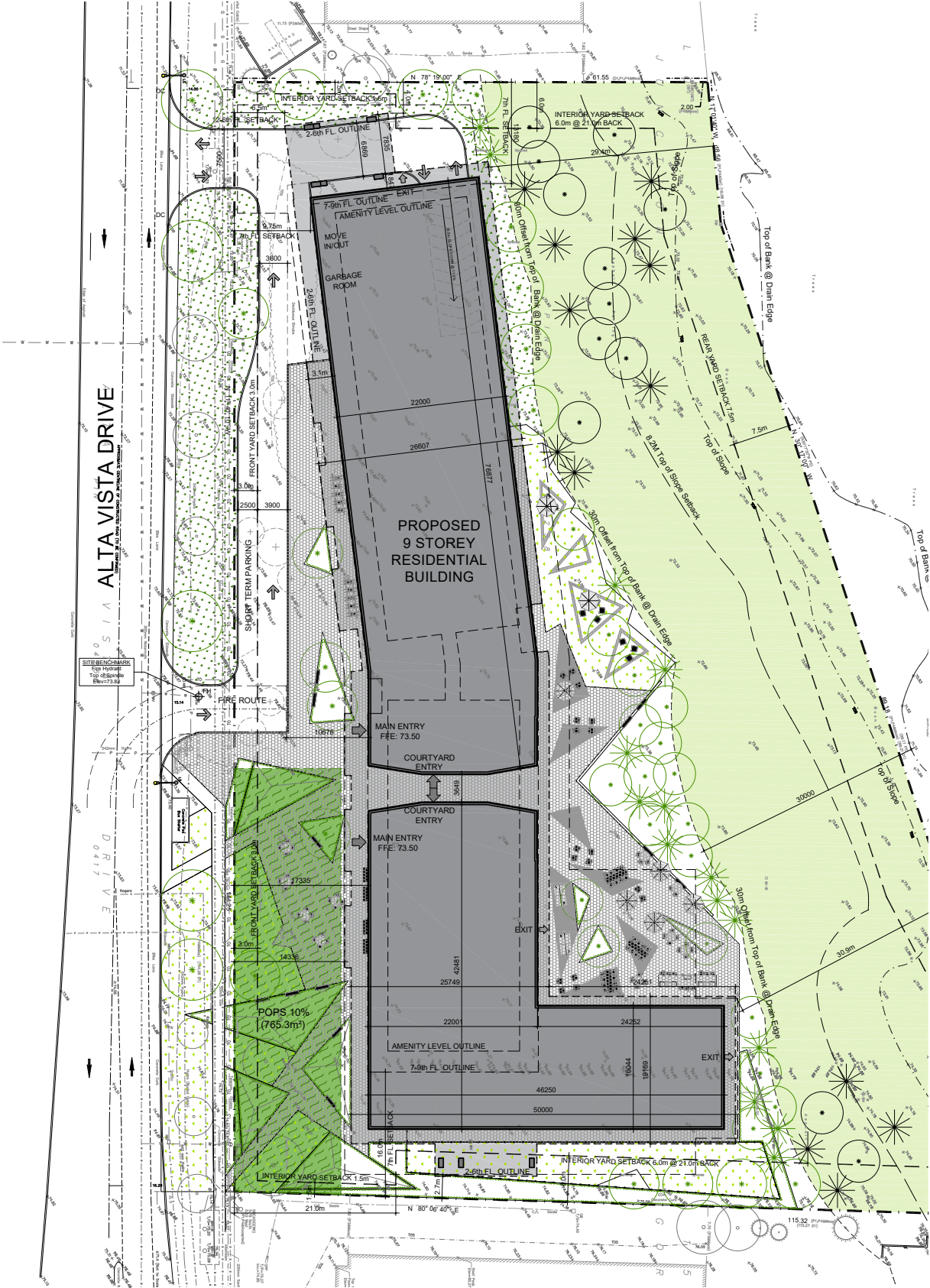


left: continuous form - no breezeway right: articulation of double height lobby space

SITE PLAN Parti STUDIES HYBRID CONCEPT



The current concept is a hybrid of 'L-Shaped' plan (left) and 'Inflected' plan (right). The inflected plan opens up more space on the south western portion of the site and provides space for a POPS.

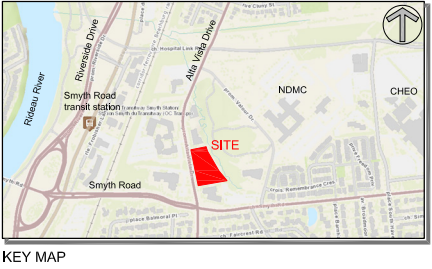


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SITE PLAN

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Cell: (343) 643-0026
E-Mail: david.hultema@gradientwind.com

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Tel: (613) 727-0850
Fax: (613) 727-1079

LEGAL DESCRIPTION
PLAN OF SURVEY OF
PART OF LOT 15
CONCESSION JUNCTION GORE
GEOGRAPHIC TOWNSHIP OF GLOUCESTER
CITY OF OTTAWA
Surveyed by Annis, O'Sullivan, Vollebakk Ltd.

PROJECT INFORMATION		
Zoning By-law 2006-250 Consolidation	IP12 F (1.5)	SITE AREA 1.2 ha, 12,140.3 sq. m, 130,677 sq. ft.
DEVELOPABLE AREA	REQUIRED	PROVIDED
ZONING	R8B	7,653.0m ²
BUILDING HEIGHT - AVERAGE GRADE ELEVATION 73.00	37.0m	9 STOREYS / 33.2m
ALLOWABLE PRODUCTION - AMENITY LEVEL	---	1 STOREY / 4.0m
DENSITY: RESIDENTIAL USE - UNITS/HECTARE MIN	---	316
DENSITY: RESIDENTIAL USE - UNITS/HECTARE MAX	---	1.9
FRONT YARD SETBACK	3.0m	7.5m
INTERIOR YARD SETBACK:	1.5m	6.7m & 5.9m
REAR YARD SETBACK:	25% OF LOT DEPTH / MAX 7.5m	26.9m
MINIMUM LOT WIDTH	22.5m	144.28m
LANDSCAPED AREA	30%	38.9%
SETBACK FROM WATERCOURSE/SPODES	30m	30m
MINIMUM LOT AREA	675m ²	12,140.3m ²
AMENITY AREA - TOTAL 6.0m ² PER UNIT (375 UHs)	2,274.0m ²	2,763.5m ²
AMENITY AREA - 50% COMMUNAL PER UNIT	1,137.0m ²	1,883.5m ²
VEHICLE PARKING - RESIDENTIAL - 0.5 PER UNIT AFTER 12 UNITS PER BUILDING	184	201
VEHICLE PARKING - VISITOR - 0.2 PER UNIT, MAX. 60 PER BUILDING	60	30
BICYCLE PARKING - RESIDENTIAL - 0.5 PER UNIT	180	190
ABLE & DRIVEWAY MINIMUM / MAXIMUM WIDTH	3.0m / 6.7m	3.0m / 6.7m

- SITE PLAN SYMBOLS:**
- SOFT LANDSCAPE PLANTING
 - 30.0m EMBANKMENT OFFSET
 - PARKING LOT AREA TO BE REMEDIATED: NATURALIZATION AREA
 - PEDESTRIAN HARD SURFACE
 - PROPOSED POPS: 10% OF DEVELOPABLE AREA
 - BIKE RACK (0.6m x 1.8m BIKE PARKING SPACE)
 - MAIN ENTRANCE DOOR
 - SERVICE / EXIT DOOR
 - VEHICULAR DIRECTION
 - EXISTING TREE TO REMAIN
 - EXISTING TREE TO BE REMOVED
 - PROPOSED TREE
 - SEWER CONNECTION
 - FIRE HYDRANT

- DRAWING NOTES**
- PROPERTY LINE
 - BUILDING SETBACK LINES
 - ENTRY RAMP TO U/O GARAGE WITH TRENCH DRAIN
 - OUTLINE OF BUILDING ABOVE
 - OUTLINE OF PARKING GARAGE
 - LOADING AREA
 - EX. 1.5m WIDE CONCRETE SIDEWALK TO REMAIN
 - SOFT LANDSCAPING, SEE LANDSCAPE PLAN
 - BELOW GRADE CISTERNE IN PARKING GARAGE
 - 1.5 X 3.0 CONCRETE PAD FOR GAS EQUIPMENT WITH BOLLARDS AS REQUIRED; LOCATION T.B.C.
 - SEWER CONNECTION
 - PROPOSED UTILITIES, SEE CIVIL
 - 6.0m WIDE FIRE TRUCK ROUTE
 - CONCRETE SIDEWALK, CONTINUOUS & DEPRESSION THROUGH DRIVEWAY, SEE CITY DETAIL S.C. 7.1
 - 100mm HY CONCRETE BARRIER CURB
 - EXISTING STREET LIGHT
 - FIRE HYDRANT; RELOCATE AS REQUIRED
 - HARD SURFACE WALK, SEE LANDSCAPE
 - EXISTING TREE TO BE REMOVED
 - EXISTING TREE TO REMAIN; PROTECT AS REQUIRED
 - NEW TREE, SEE LANDSCAPE
 - SURFACE MOUNTED BIKE RACK
 - LAYBY WITH SHORT TERM PARALLEL PARKING SPACE
 - EXISTING BUS STOP WITH SHELTER / CONCRETE PAD
 - SUNSHINE PRIVATE TERRACE
 - CONCRETE RETAINING WALL; RAILING AS REQUIRED
 - COMMUNAL AMENITY TERRACE
 - EXISTING ASPHALT PARKING LOT TO BE REMEDIATED
 - PROPOSED POPS AREA
 - EXISTING UTILITY BOX
 - MOUNTABLE CURB AROUND ENTRY
 - BOLLARDS
 - 1.8m WIDE RELOCATED CONCRETE SIDEWALK

BUILDING STATISTICS	
GROSS BUILDING AREA	
100% OF OTTAWA ZONING	
GROUND FLOOR	1,886.7 sq. m, 19,447 sq. ft.
2nd FLOOR	2,884.3 sq. m, 31,046 sq. ft.
3rd & 4th FLOOR	2 x 2,857.7 sq. m, 5,715.4 sq. m, 61,503 sq. ft.
5th & 6th FLOOR	2 x 2,857.7 sq. m, 5,715.4 sq. m, 61,503 sq. ft.
7th FLOOR	2,237.9 sq. m, 24,089 sq. ft.
8th & 9th FLOOR	2 x 2,237.9 sq. m, 4,475.8 sq. m, 48,178 sq. ft.
AMENITY / MECHANICAL LEVEL	0.0 sq. m, 0.0 sq. ft.
TOTAL AREA	22,855.6 sq. m, 245,800 sq. ft.
UNIT STATISTICS	
STUDIO	10.0%, 112
1 BEDROOM UNIT	16.4%, 89
1 BEDROOM + DEN UNIT	10.9%, 59
2 BEDROOM UNIT	10.0%, 88
2 BEDROOM + DEN UNIT	5.6%, 21
3 BEDROOM UNIT	6.6%, 26
TOTAL	100.0%, 379
CAR PARKING AREA 71' ON SCHEDULE 1A	
MINIMUM REQUIRED	
RESIDENCE	-0.5 PER UNIT AFTER 12 184
VISITOR	-0.2 PER UNIT AFTER 12 60
TOTAL	244
PROVIDED	
RESIDENCE	-0.5 PER UNIT 201
VISITOR	-0.2 PER UNIT 30
TOTAL	231
LOCATION	
EXTERIOR	5
P1 LEVEL GARAGE	112
P2 LEVEL GARAGE	114
TOTAL	231
PARKING SPACE SIZE	
STANDARD SPACE (2.40 x 5.20)	186
PARALLEL CAR SPACE (2.40 x 5.20)	5
SMALL CAR SPACE (2.40 x 4.80)	36
BARRIER FREE SPACE TYPE A (3.40 x 5.20)	2
BARRIER FREE SPACE TYPE B (2.40 x 5.20)	2

BICYCLE PARKING	
REQUIRED -0.5 PER UNIT (375 UHs)	
180	
PROVIDED	
EXTERIOR	26
GROUND FLOOR	28
P1 LEVEL GARAGE	0
P2 LEVEL GARAGE	142
TOTAL	196
AMENITY SPACE	
EXTERIOR: COMMUNAL = 733.2 sq. m, 785.3 sq. m, 10.0%	
1st FL. INTERIOR: COMMUNAL = 206.4 sq. m, 756.0 sq. m, 9.9%	
2nd FL. INTERIOR: COMMUNAL (6 x 9) = 303.0 sq. m, 3,182.8 sq. m, 41.6%	
PENTHOUSE AMENITY ROOM = 522.9 sq. m, 5,688.0 sq. m, 38.0%	
PENTHOUSE AMENITY TERRACE = 401.2 sq. m, 4,288.0 sq. m, 38.0%	
PRIVATE BALCONIES / TERRACE = 875.0 sq. m, 9,400.0 sq. m, 75.0%	
TOTAL = 2,763.5 sq. m, 29,800.0 sq. m, 100.0%	
REQUIRED - 6.0m ² PER UNIT (375) = 2,274.0 sq. m, 24,500.0 sq. m, 88.8%	
REQUIRED COMMUNAL @ 30% = 1,137.0 sq. m, 12,250.0 sq. m, 44.4%	

LOT COVERAGE	
DEVELOPABLE LANDS =	7,653.0 sq. m, 83.0%
NON-DEVELOPABLE LANDS =	4,487.3 sq. m, 37.0%
TOTAL =	12,140.3 sq. m, 100.0%
DEVELOPABLE AREA BREAK DOWN	
POPS =	785.3 sq. m, 10.0%
PAVED SURFACE =	756.0 sq. m, 9.9%
BUILDING FOOTPRINT =	3,182.8 sq. m, 41.6%
LANDSCAPE OPEN SPACE =	2,088.0 sq. m, 26.5%
TOTAL =	7,653.0 sq. m, 100.0%
WASTE REQUIREMENT	
GARAGE -0.11 PER UNIT 42 YARDS	
RECYCLING GMP -0.018 PER UNIT 7 YARDS	
RECYCLING FIBER -0.038 PER UNIT 15 YARDS	
COMPOST -2.00 PER 50 UNITS 6	
OVERSIZED GARBAGE AREA (SUGGESTED)	10m ²

IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND TO REPORT ALL ERRORS AND/OR OMISSIONS TO THE ARCHITECT.
ALL CONTRACTORS MUST COMPLY WITH ALL PERTINENT CODES AND BY-LAWS.
THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION UNLESS SIGNED BY THE ARCHITECT.
DO NOT SCALE DRAWINGS.
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NOTATION SYMBOLS:

- INDICATES DRAWING NOTES, LISTED ON EACH SHEET
- INDICATES ASSEMBLY TYPE; REFER TO TYPICAL ASSEMBLY SCHEDULE
- INDICATES WINDOW TYPE; REFER TO WINDOW ELEVATION AND DETAILS ON A100 SERIES
- INDICATES DOOR TYPE; REFER TO DOOR SCHEDULE AND DETAILS ON A100 SERIES
- DETAIL NUMBER
- TITLE
- DETAIL REFERENCE PAGE
- DETAIL CROSS REFERENCE PAGE

REVISIONS	
NO.	DESCRIPTION
1	ISSUED FOR SITE PLAN CONTROL APPLICATION 2025.06.02
2	ISSUED WITH GENERAL UPDATES 2025.06.10
3	REVISOR AS PER CITY COMMENT LETTER 2 2025.06.15
4	ISSUED WITH GENERAL UPDATES (DRAFT) 2025.06.18
5	REVISOR AS PER CITY COMMENT LETTER 2025.07.29
6	ISSUED FOR OPA & ZBA APPLICATION 2025.10.17
7	ISSUED FOR OWNER / CONSULTANT REVIEW 2025.12.05

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6	ISSUED FOR OPA & ZBA APPLICATION 2025.10.17
7	ISSUED FOR OWNER / CONSULTANT REVIEW 2025.12.05

ARCHITECT: **rla / architecture**
roderick lahey architect inc.
56 beech street, ottawa, ontario K1S 3J6
t. 613.724.9932 f. 613.724.1209 rlaarchitecture.ca

CLIENT:
TCU Development Corporation

PROJECT TITLE:
1867 ALTA VISTA DRIVE

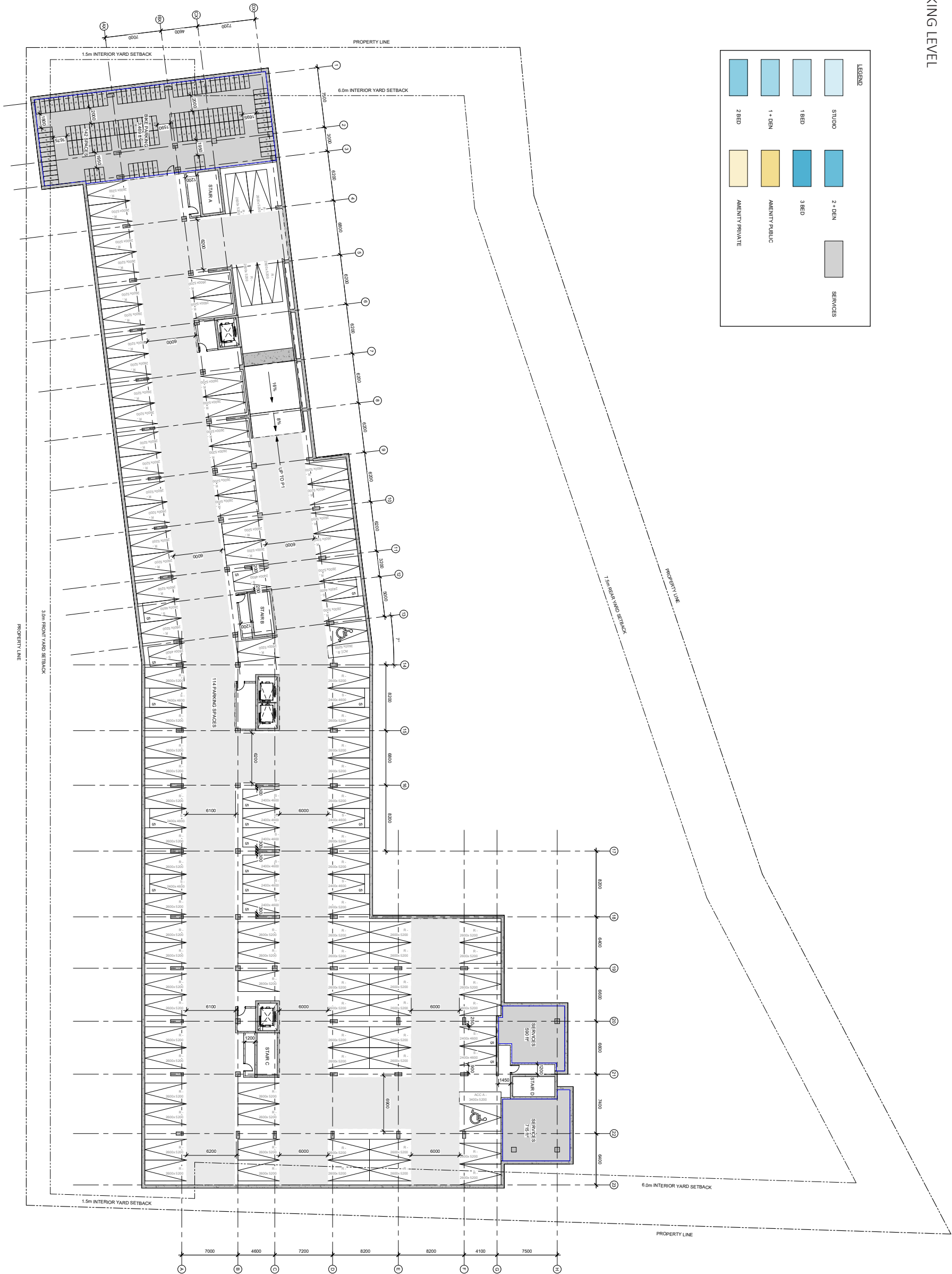
OTTAWA **ONTARIO**

SITE PLAN

DRAWN: R.V.
CHECKED: K.R.
SCALE: 1:250
SHEET NO.: SP-1
PROJECT NO.: 2516

PLANS

PLANS P2 PARKING LEVEL

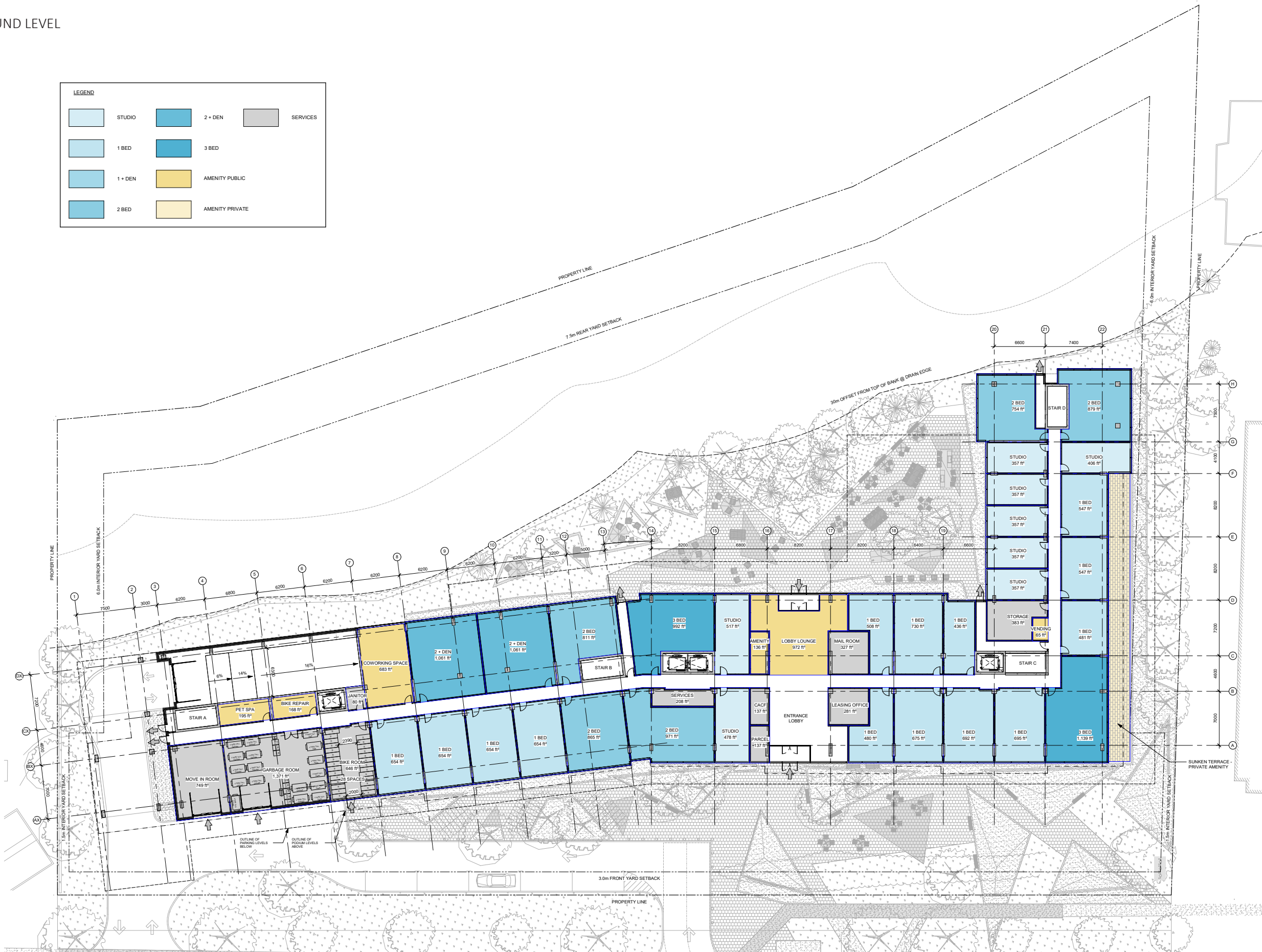


PLANS P1 PARKING LEVEL

LEGEND					
	STUDIO	2 + DEN	SERVICES		
	1 BED	3 BED			
	1 + DEN	AMENITY PUBLIC			
	2 BED	AMENITY PRIVATE			



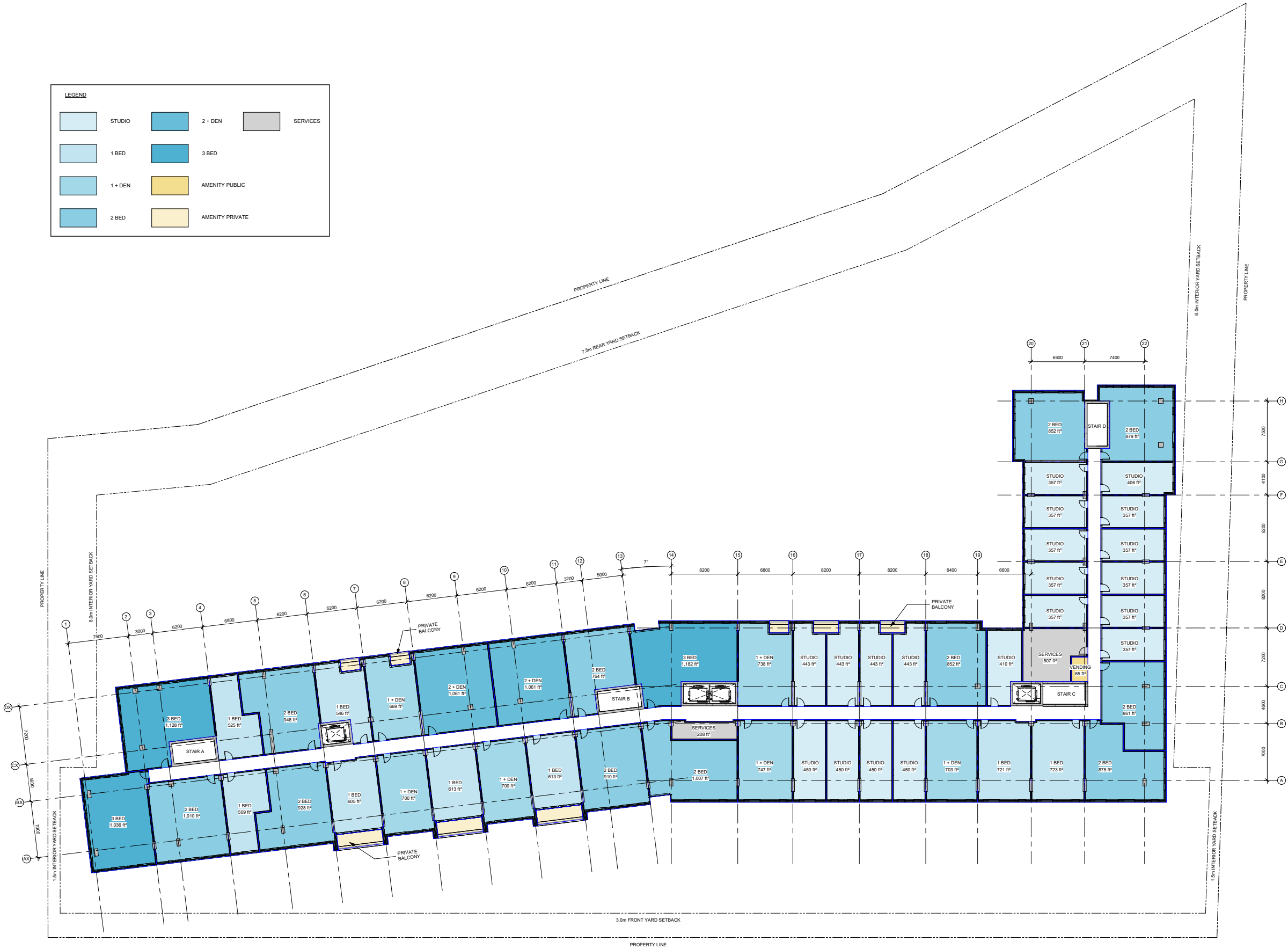
PLANS GROUND LEVEL



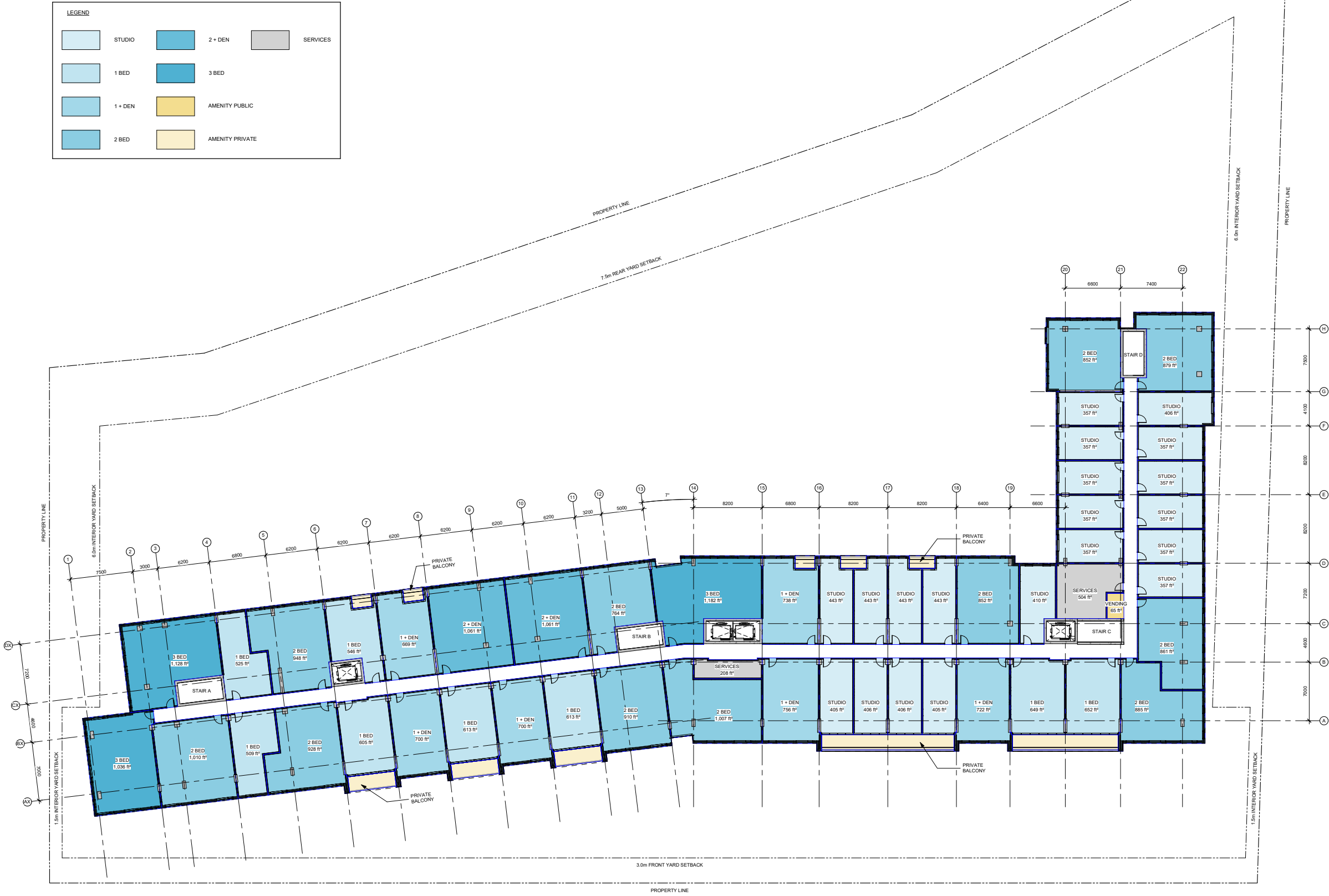
PLANS LEVEL 2

LEGEND

STUDIO	2 + DEN	SERVICES
1 BED	3 BED	
1 + DEN	AMENITY PUBLIC	
2 BED	AMENITY PRIVATE	



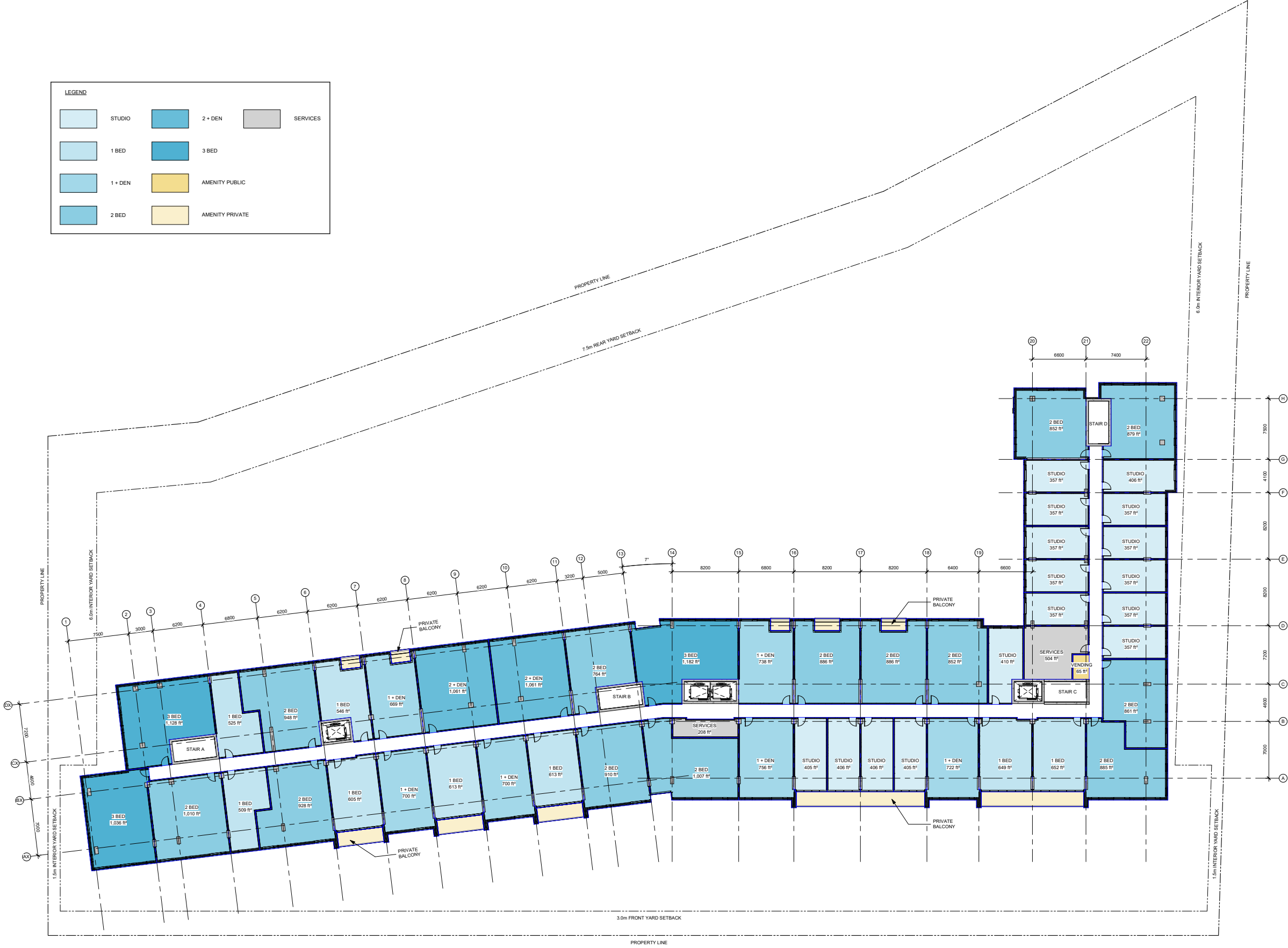
PLANS TYPICAL LEVELS 3 & 4



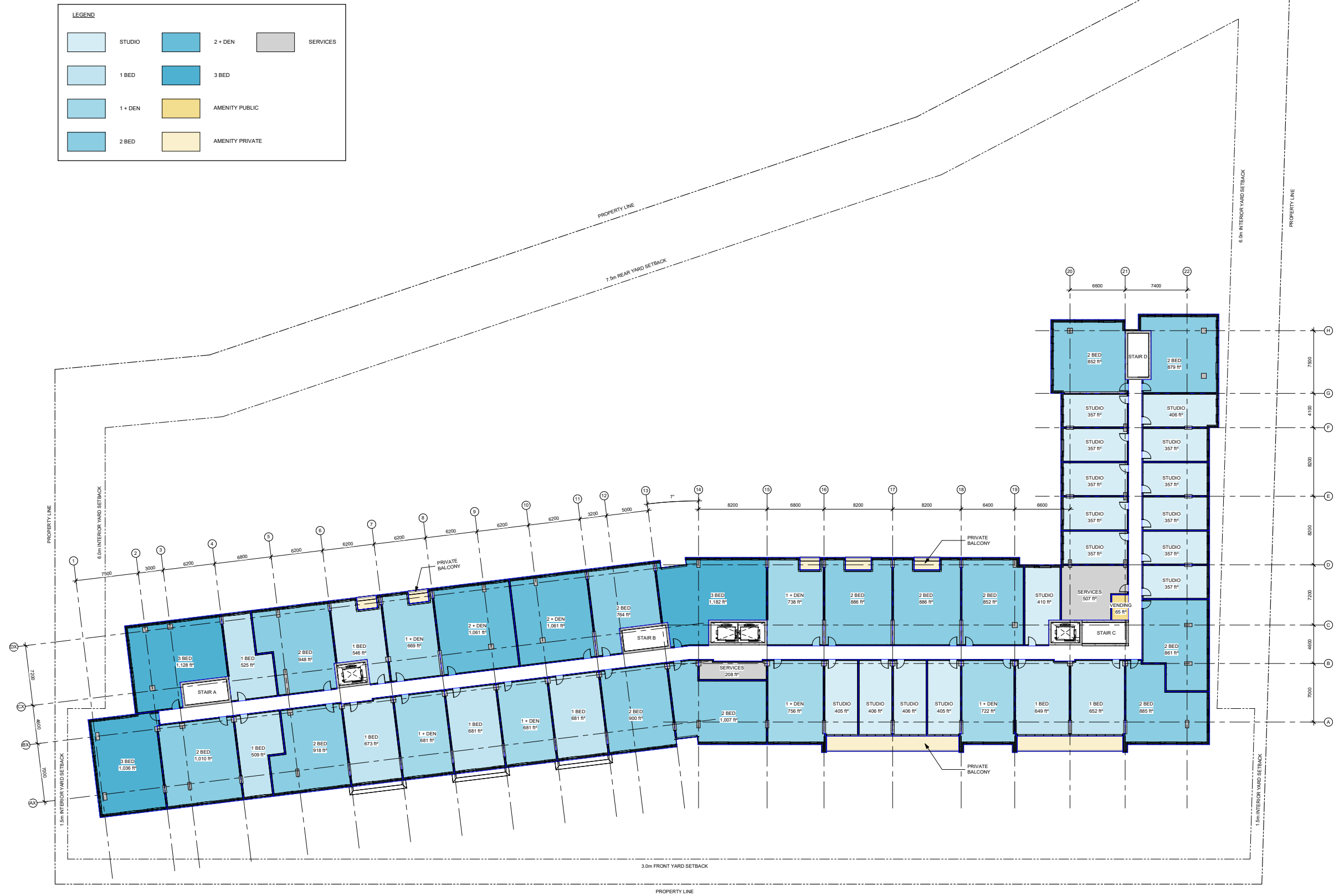
PLANS LEVEL 5

LEGEND

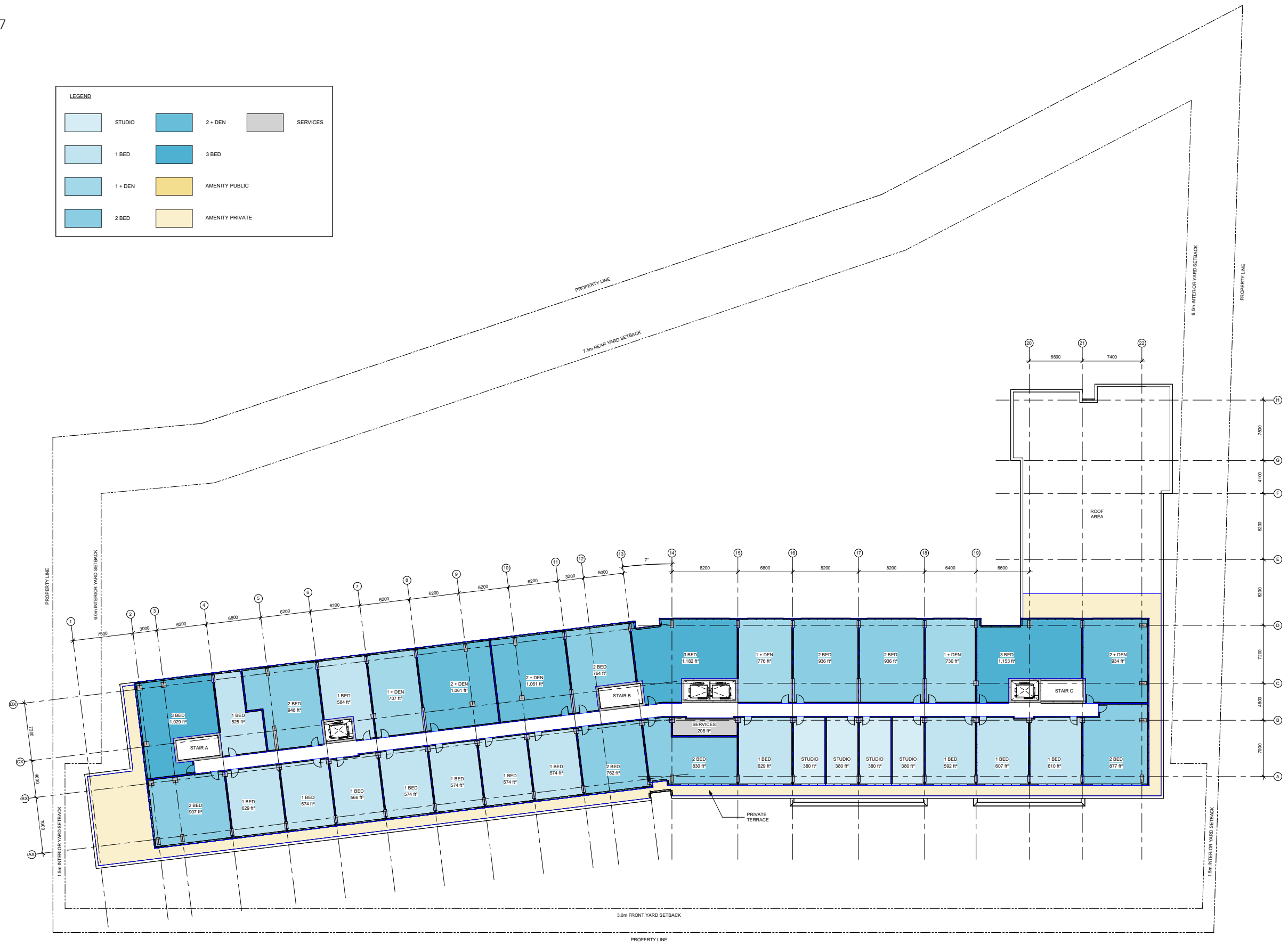
STUDIO	2 + DEN	SERVICES
1 BED	3 BED	
1 + DEN	AMENITY PUBLIC	
2 BED	AMENITY PRIVATE	



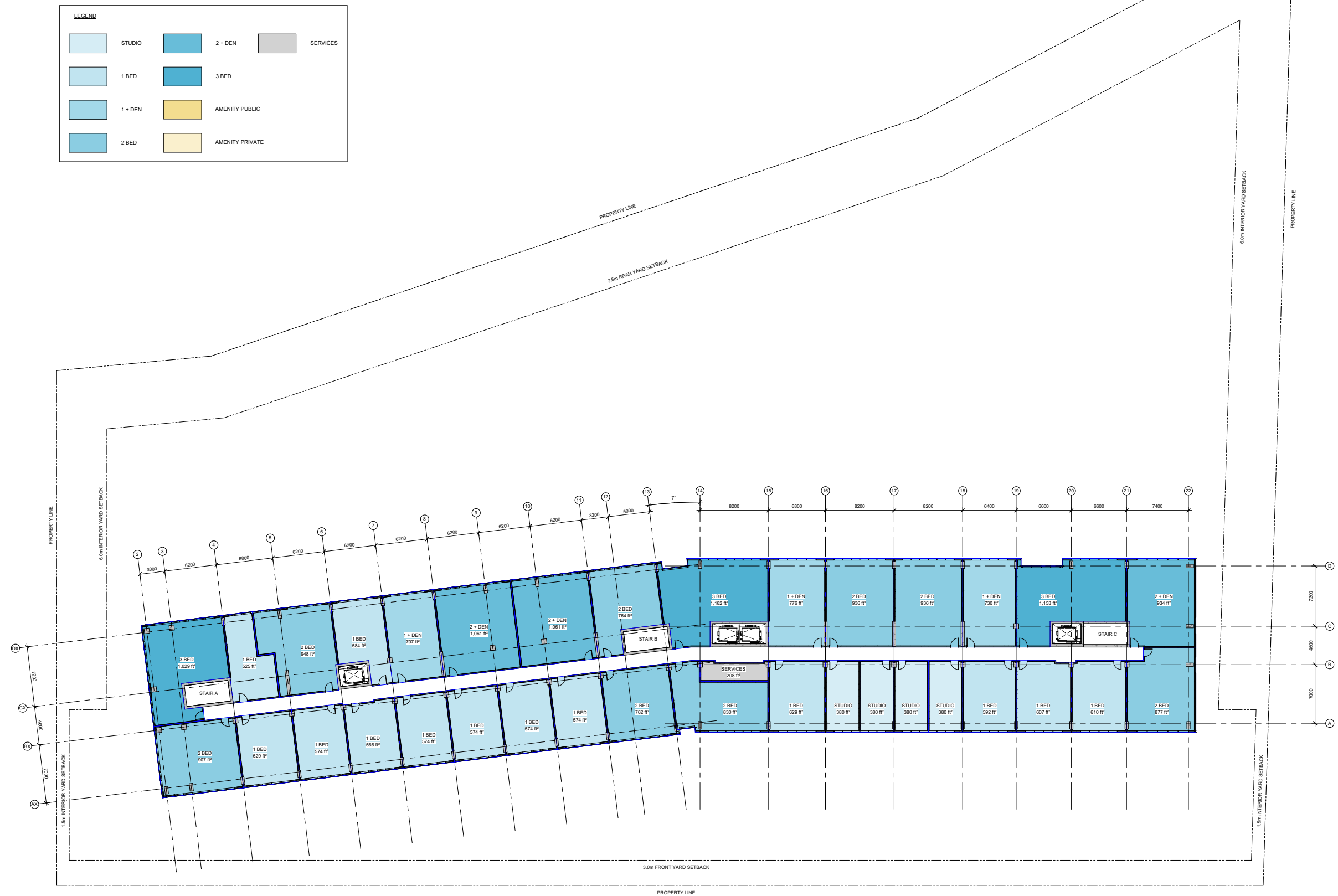
PLANS LEVEL 6



PLANS LEVEL 7

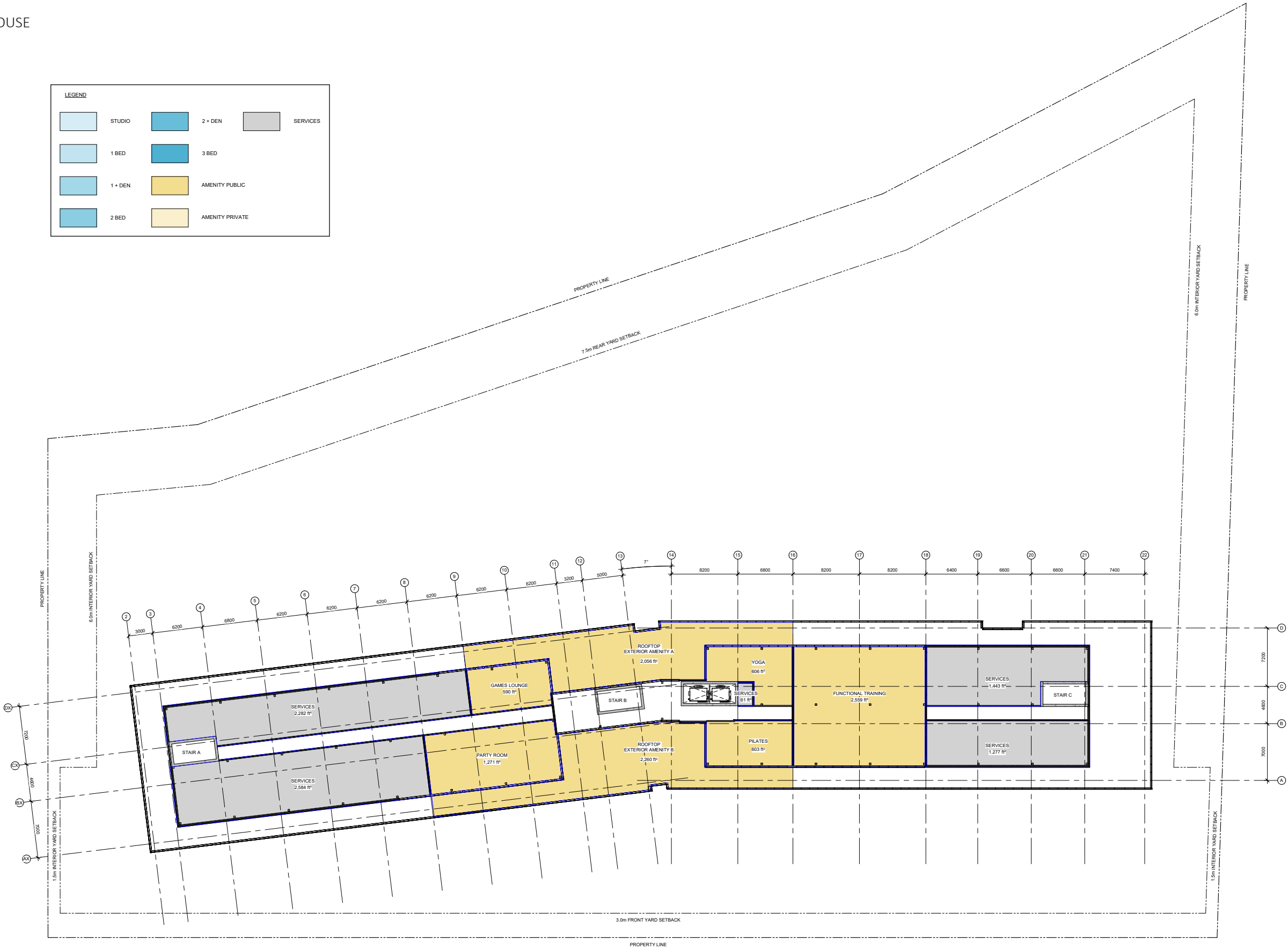


PLANS TYPICAL LEVELS 8 - 9



PLANS PENTHOUSE

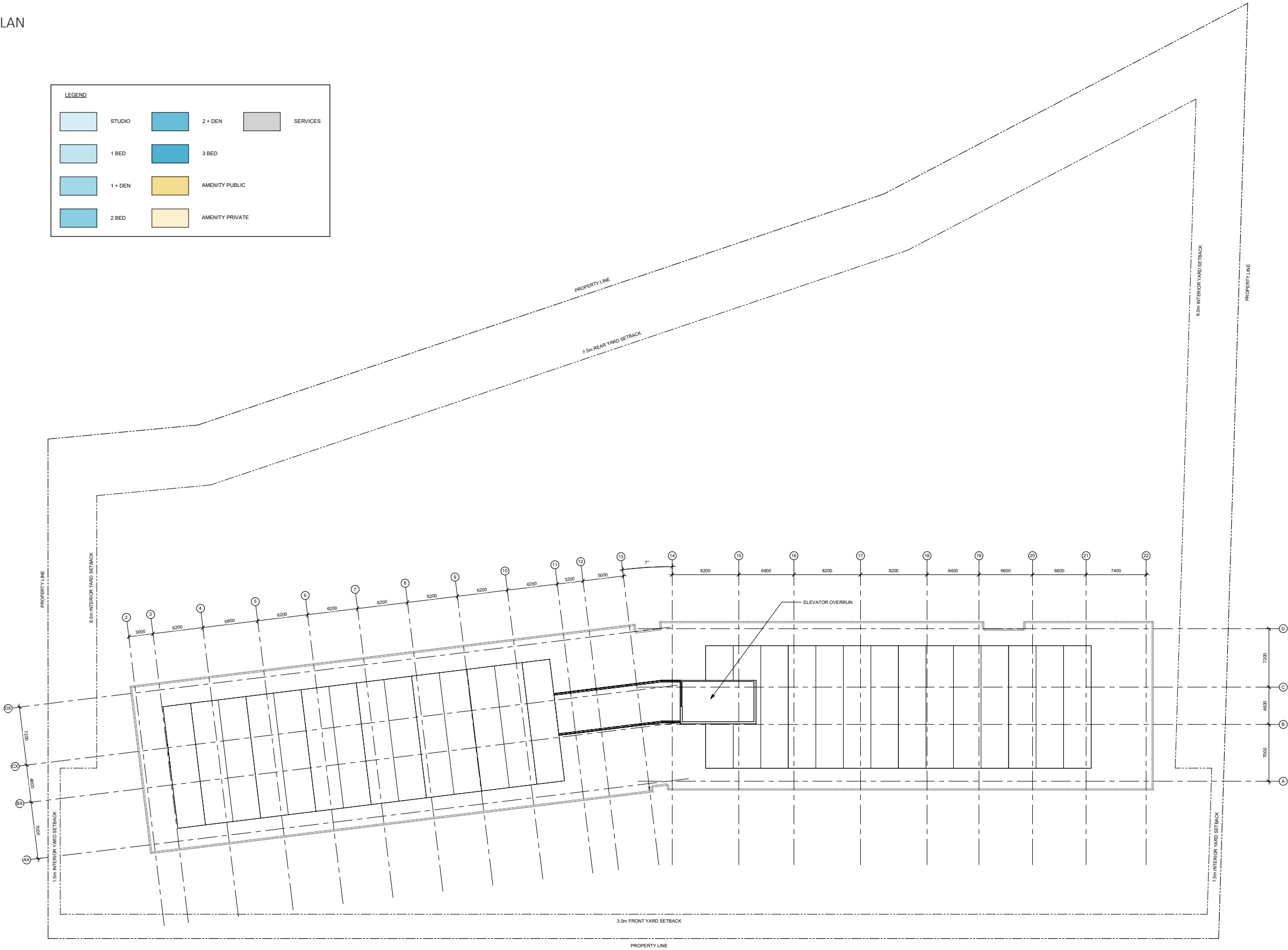
LEGEND					
	STUDIO		2 + DEN		SERVICES
	1 BED		3 BED		
	1 + DEN		AMENITY PUBLIC		
	2 BED		AMENITY PRIVATE		



PLANS ROOF PLAN

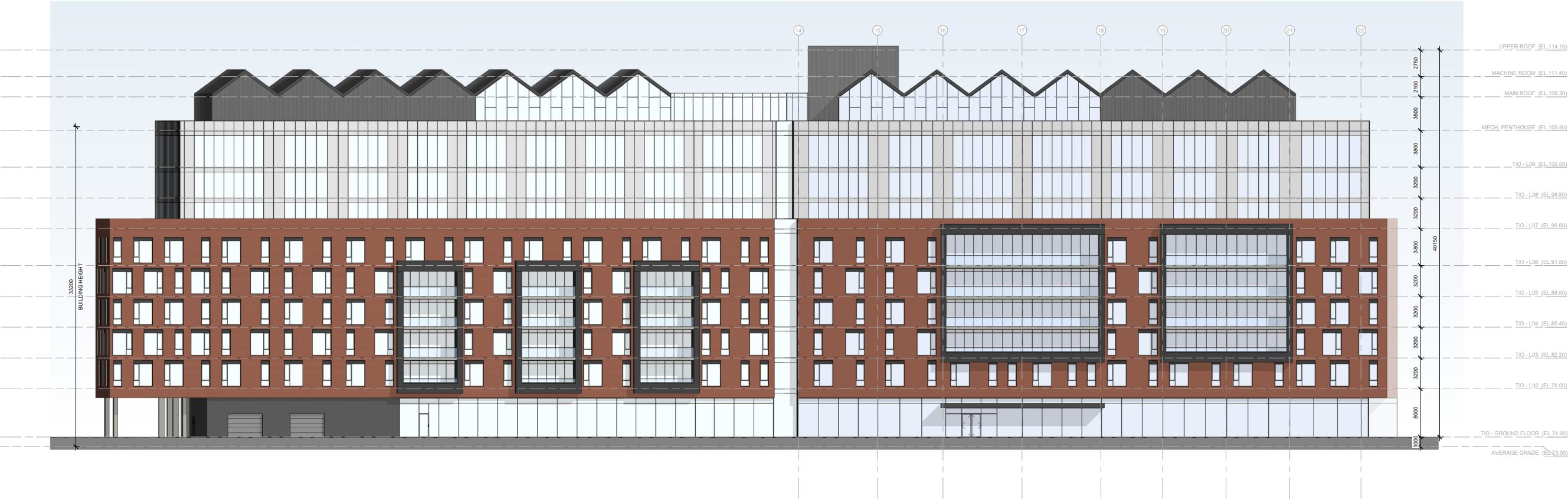
LEGEND

	STUDIO		2 + DEN		SERVICES
	1 BED		3 BED		
	1 + DEN		AMENITY PUBLIC		
	2 BED		AMENITY PRIVATE		



ELEVATIONS

ELEVATIONS WEST ELEVATION



ELEVATIONS WEST ANGLED ELEVATION



ELEVATIONS EAST ELEVATION



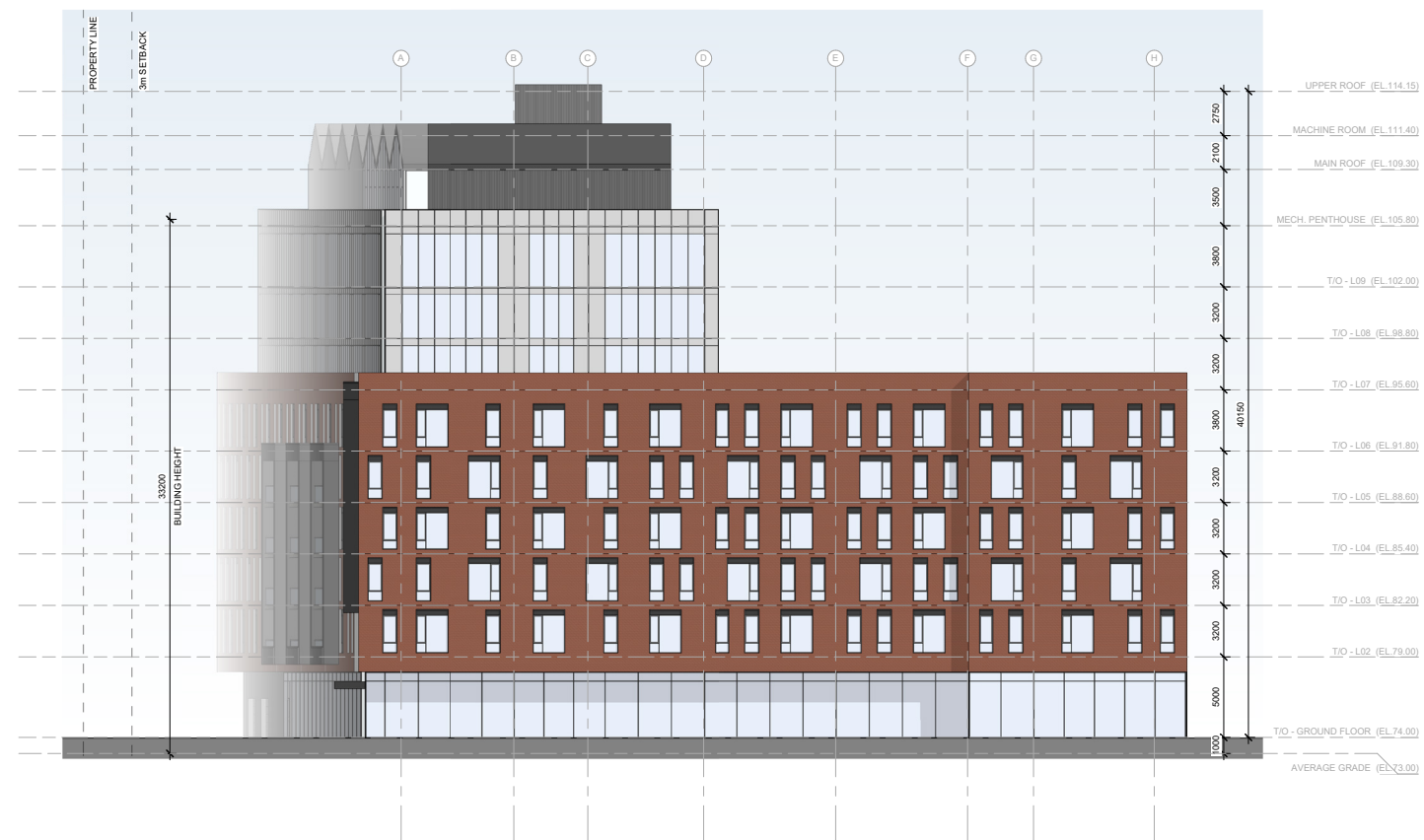
ELEVATIONS EAST ANGLED ELEVATION



ELEVATIONS NORTH ELEVATION

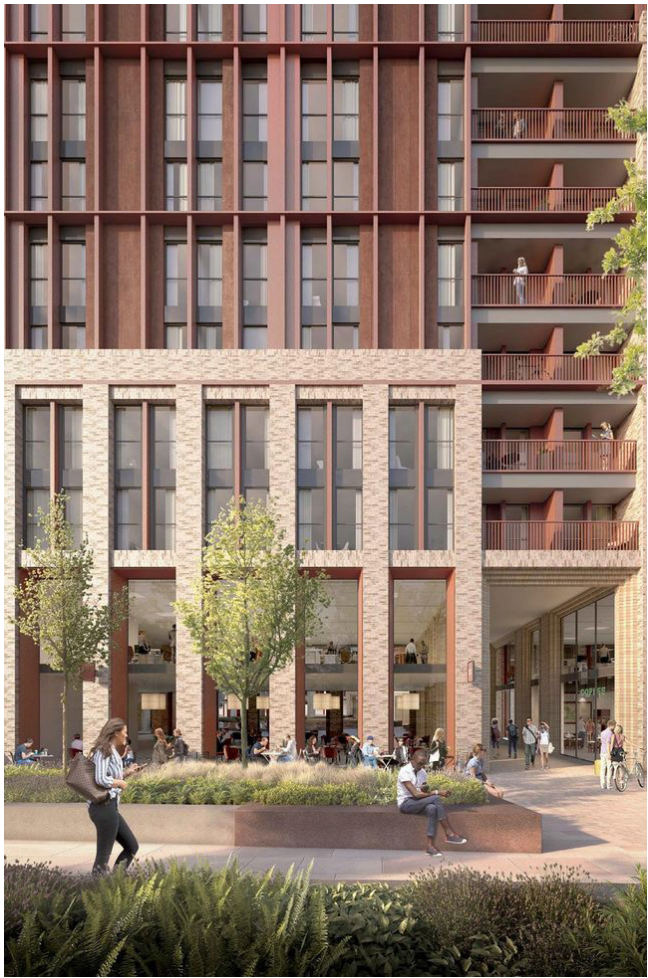


ELEVATIONS SOUTH ELEVATION

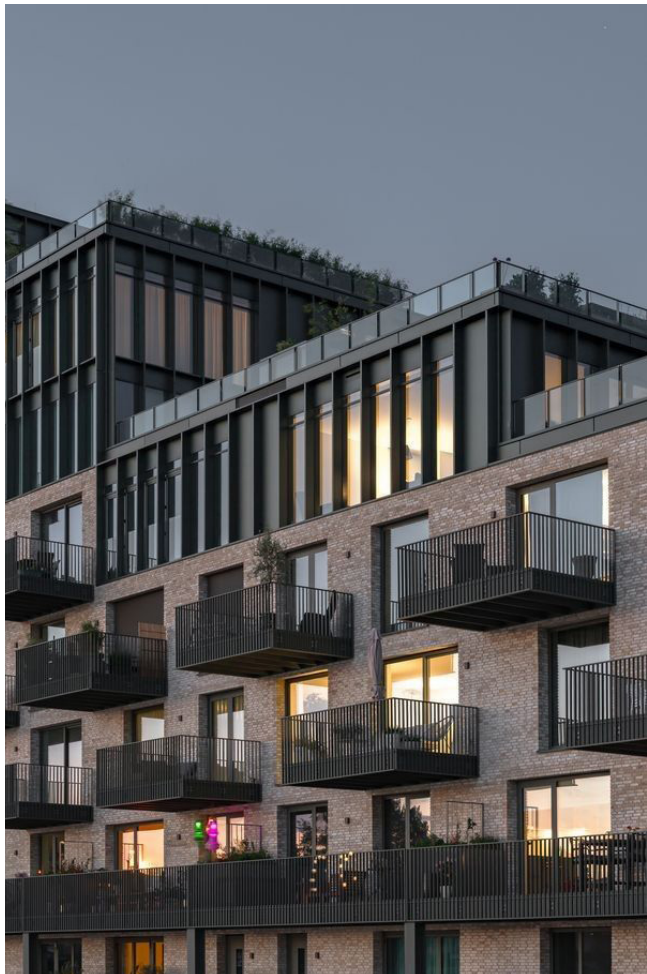


PRECEDENT MATERIALITY
& FORM

PRECEDENT MATERIALITY + FORM Red clay masonry and complementing elements



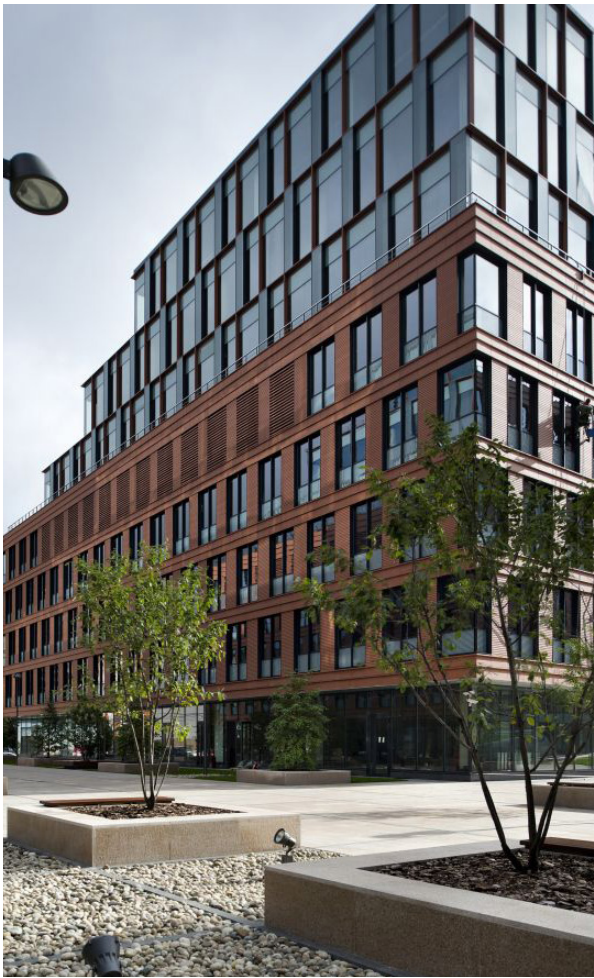
PRECEDENT MATERIALITY + FORM Buff clay masonry and complementing elements



PRECEDENT MATERIALITY + FORM Animated and iconic rooftop forms - contrasting elements to masonry form below



PRECEDENT MATERIALITY + FORM Animated and iconic rooftop forms - contrasting elements to masonry form below



SUSTAINABILITY
EARLY CONCEPTS

SUSTAINABILITY CONCEPTS

1. Land Use & Urban Structure

Transit-oriented development (TOD)
Concentrating density within walking distance of LRT stations and frequent bus corridors to reduce auto dependency.

Compact and mixed-use development
Integrating residential, commercial, institutional, and community uses to shorten trips and support “15-minute neighbourhood” objectives.

Appropriate density transitions
Strategically locating height and massing to optimize land efficiency while respecting adjacent low-rise neighbourhoods.

Complete communities
Ensuring access to daily needs (retail, services, parks, schools) within the plan area.

2. Climate Change Mitigation (Low-Carbon Planning)

Early policy alignment here strengthens future approvals.

Reduced parking strategies
Lower parking minimums, shared parking, and unbundled parking to reduce embodied carbon and vehicle use.

District energy readiness
Identifying opportunities for future low-carbon district energy systems (thermal networks, geo-exchange).

Building orientation and block layout
Street and block patterns that support solar access, daylighting, and passive energy performance.

Phased electrification readiness
Policies that anticipate all-electric buildings and EV infrastructure at a district scale.

3. Climate Resilience & Adaptation

Ottawa reviewers increasingly expect this at the planning stage.

Flood risk and stormwater resilience
Early identification of floodplains, overland flow routes, and opportunities for on-site stormwater attenuation.

Urban heat island mitigation
Commitments to tree canopy targets, green streets, light-coloured materials, and shaded public realms.

Resilient landscape design
Native and drought-tolerant planting strategies suitable for Ottawa’s climate extremes.

4. Green & Blue Infrastructure

These concepts integrate ecology into land-use planning.

Connected open space networks
Parks, courtyards, and green corridors that connect to existing municipal and NCC systems.

Natural heritage integration
Buffers, setbacks, and enhancement of existing natural features rather than treating them as constraints.

Stormwater as amenity
Bioswales, rain gardens, and visible water features incorporated into public spaces.

5. Mobility & Active Transportation

Highly relevant to OP policy conformity.

Walkability-first block design
Short block lengths, fine-grain street networks, and pedestrian-priority routes.

Cycling infrastructure integration
Early identification of cycling connections aligned with Ottawa’s Transportation Master Plan.

Reduced vehicular dominance
Complete streets, shared streets (woonerfs), and minimized curb cuts.

SUBJECT AREA
STREET LEVEL VIEWS

SITE CONTEXT Street Views Travelling North



SITE CONTEXT Street Views Travelling North



2

SITE CONTEXT Street Views Travelling North



SITE CONTEXT Street Views Travelling North



SITE CONTEXT Street Views Travelling North



SITE CONTEXT Street Views Travelling South



SITE CONTEXT Street Views Travelling South







4

SITE CONTEXT Street Views Looking East & West



SITE CONTEXT Street Views Looking East & West



SITE CONTEXT Street Views Looking East & West



SITE CONTEXT Street Views Looking East & West



RLA
PRECEDENT PROJECT

PRECEDENT PROJECT

The rla/architecture 400 Kirkwood “The Element” project is an example of a successful large floor plate midrise residential building



PRECEDENT PROJECT The rla/architecture 400 Kirkwood “The Element” project is an example of a successful large floor plate midrise residential building



MASSING STUDIES

MASSING STUDIES

Photomerge of massing in site context; note- penthouse volume is not represented in this view

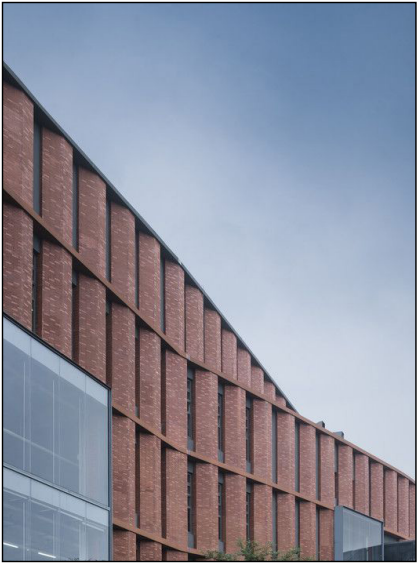


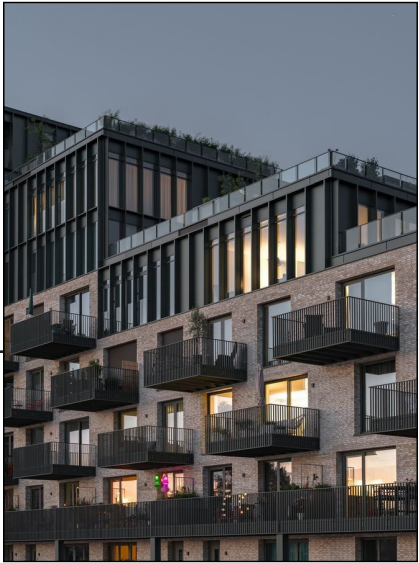






MASSING & MATERIALITY
STUDIES







SOLAR SHADING
ANALYSIS

SOLAR SHADING STUDY June 21



1867 ALTA VISTA DRIVE SHADOW STUDY
JUNE 21ST - 9:00



1867 ALTA VISTA DRIVE SHADOW STUDY
JUNE 21ST - 9:00



1867 ALTA VISTA DRIVE SHADOW STUDY
JUNE 21ST - 10:00



1867 ALTA VISTA DRIVE SHADOW STUDY
JUNE 21ST - 11:00



1867 ALTA VISTA DRIVE SHADOW STUDY
JUNE 21ST - 12:00



1867 ALTA VISTA DRIVE SHADOW STUDY
JUNE 21ST - 13:00



1867 ALTA VISTA DRIVE SHADOW STUDY
JUNE 21ST - 14:00



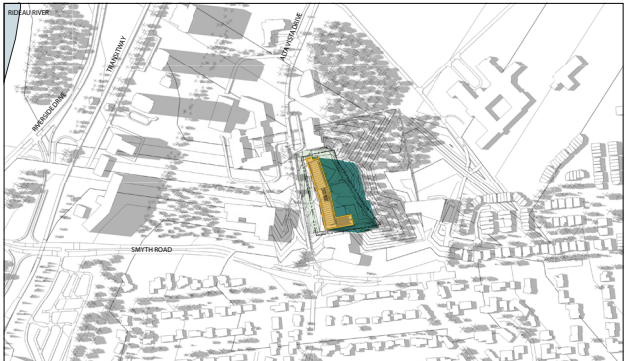
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JUNE 21ST - 15:00



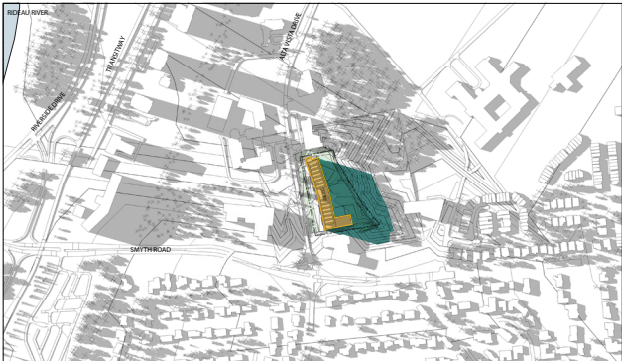
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JUNE 21ST - 16:00



1867 ALTA VISTA DRIVE SHADOW STUDY
JUNE 21ST - 17:00



1867 ALTA VISTA DRIVE SHADOW STUDY
JUNE 21ST - 18:00



1867 ALTA VISTA DRIVE SHADOW STUDY
JUNE 21ST - 19:00

SOLAR SHADING STUDY Sept/ March 21



1867 ALTA VISTA DRIVE SHADOW STUDY
MARCH/SEPTEMBER 21ST - 8:00



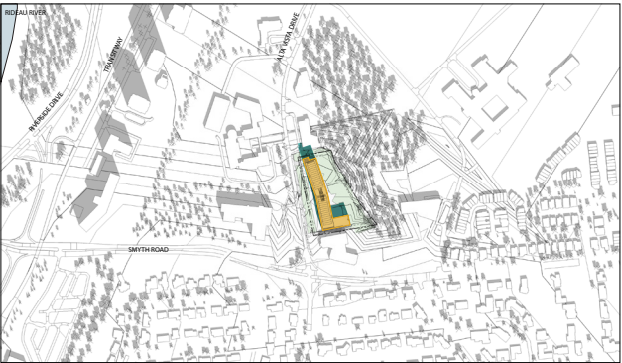
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MARCH/SEPTEMBER 21ST - 9:00



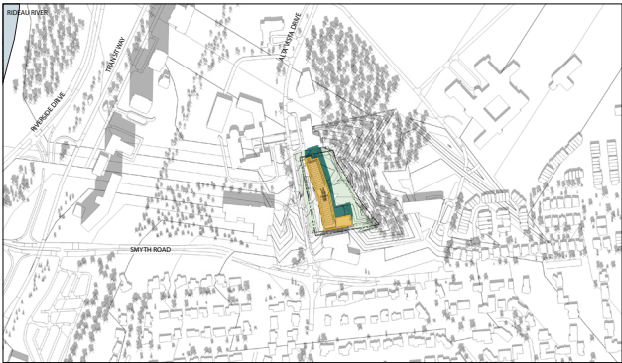
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MARCH/SEPTEMBER 21ST - 10:00



1867 ALTA VISTA DRIVE SHADOW STUDY
MARCH/SEPTEMBER 21ST - 11:00



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MARCH/SEPTEMBER 21ST - 12:00



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MARCH/SEPTEMBER 21ST - 13:00



1867 ALTA VISTA DRIVE SHADOW STUDY
MARCH/SEPTEMBER 21ST - 14:00



1867 ALTA VISTA DRIVE SHADOW STUDY
MARCH/SEPTEMBER 21ST - 15:00

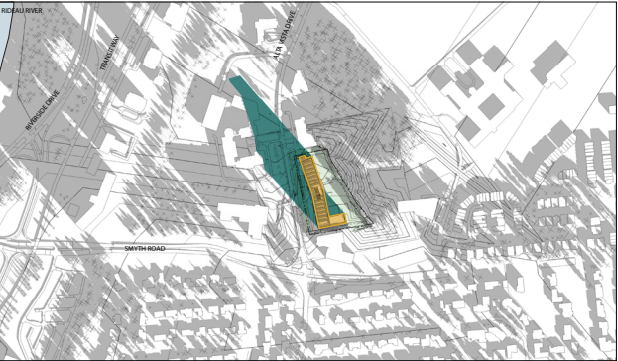


1867 ALTA VISTA DRIVE SHADOW STUDY
MARCH/SEPTEMBER 21ST - 16:00



1867 ALTA VISTA DRIVE SHADOW STUDY
MARCH/SEPTEMBER 21ST - 17:00

SOLAR SHADING STUDY Dec 21



1867 ALTA VISTA DRIVE SHADOW STUDY
DECEMBER 21ST - 9:00



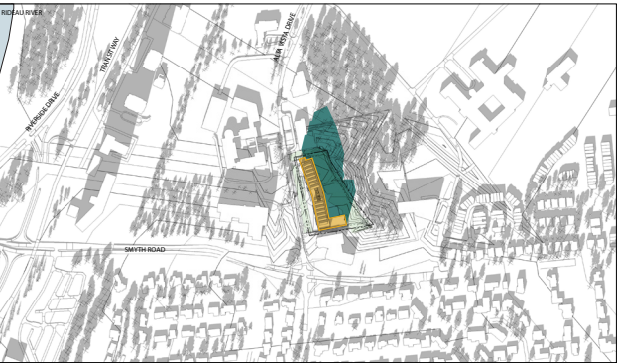
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DECEMBER 21ST - 10:00



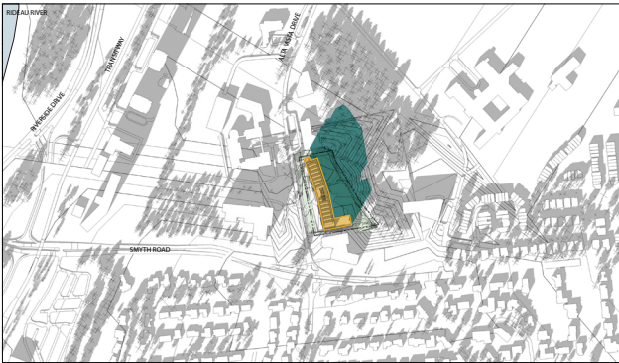
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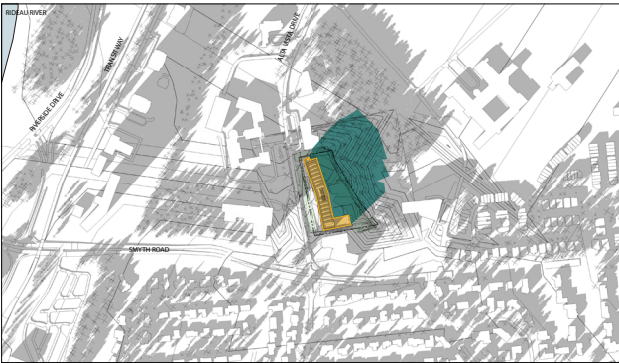
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DECEMBER 21ST - 12:00



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DECEMBER 21ST - 14:00



1867 ALTA VISTA DRIVE SHADOW STUDY
DECEMBER 21ST - 15:00

PLANNING BRIEF

Policy Context - Official Plan

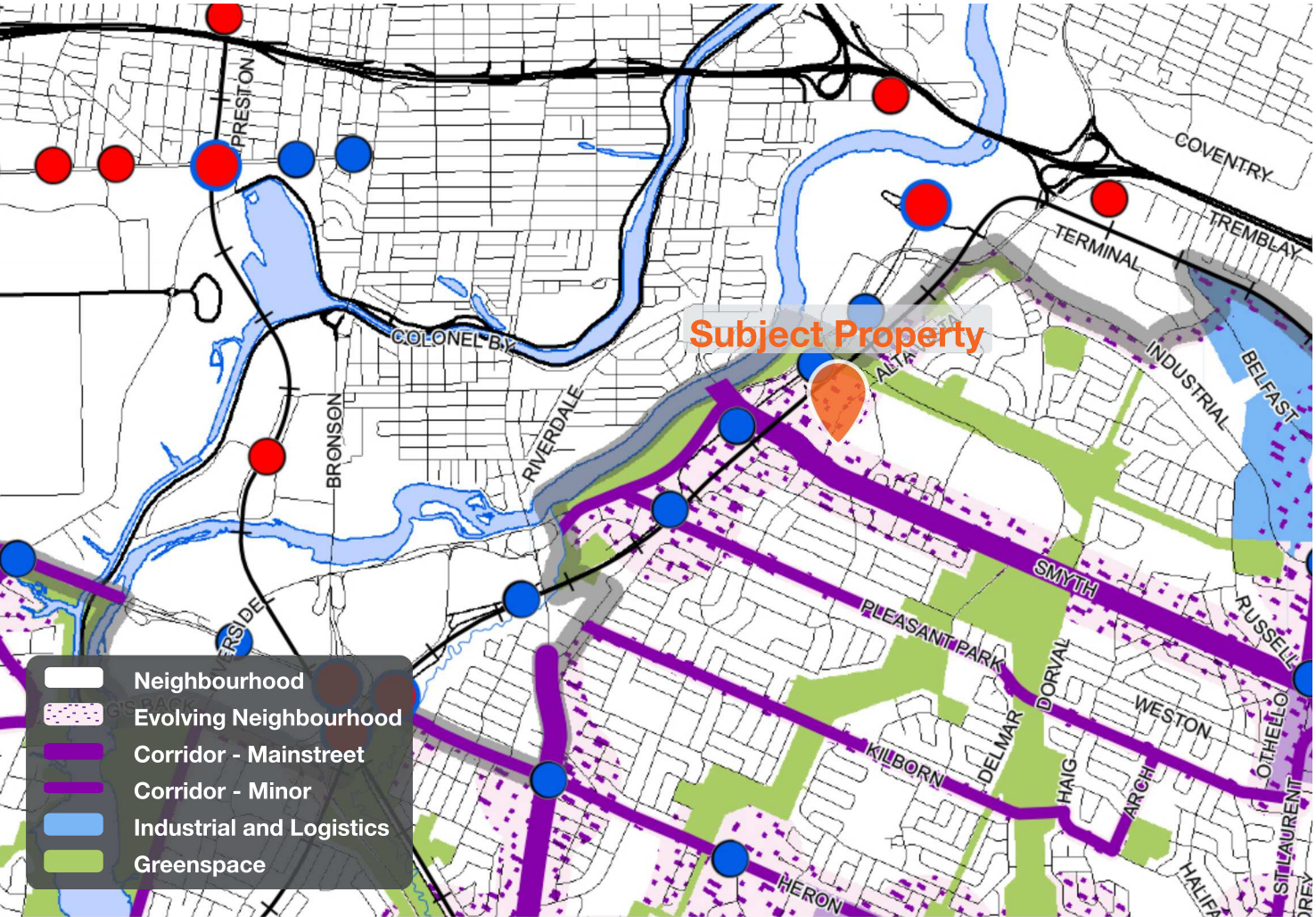


As identified on Schedule A of the Official Plan, the subject property is located within the Outer Urban Transect. The Outer Urban Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century.

It is the desire of the Official Plan to introduce more viable public transit and active mobility options and encourage more diverse housing options. It is understood that more transformative changes in built form will be located in key areas around Hubs, Corridors, and in areas near rapid transit stations.

The proposed development is located within 400 metres of a future bus rapid transit station.

Policy Context - Official Plan

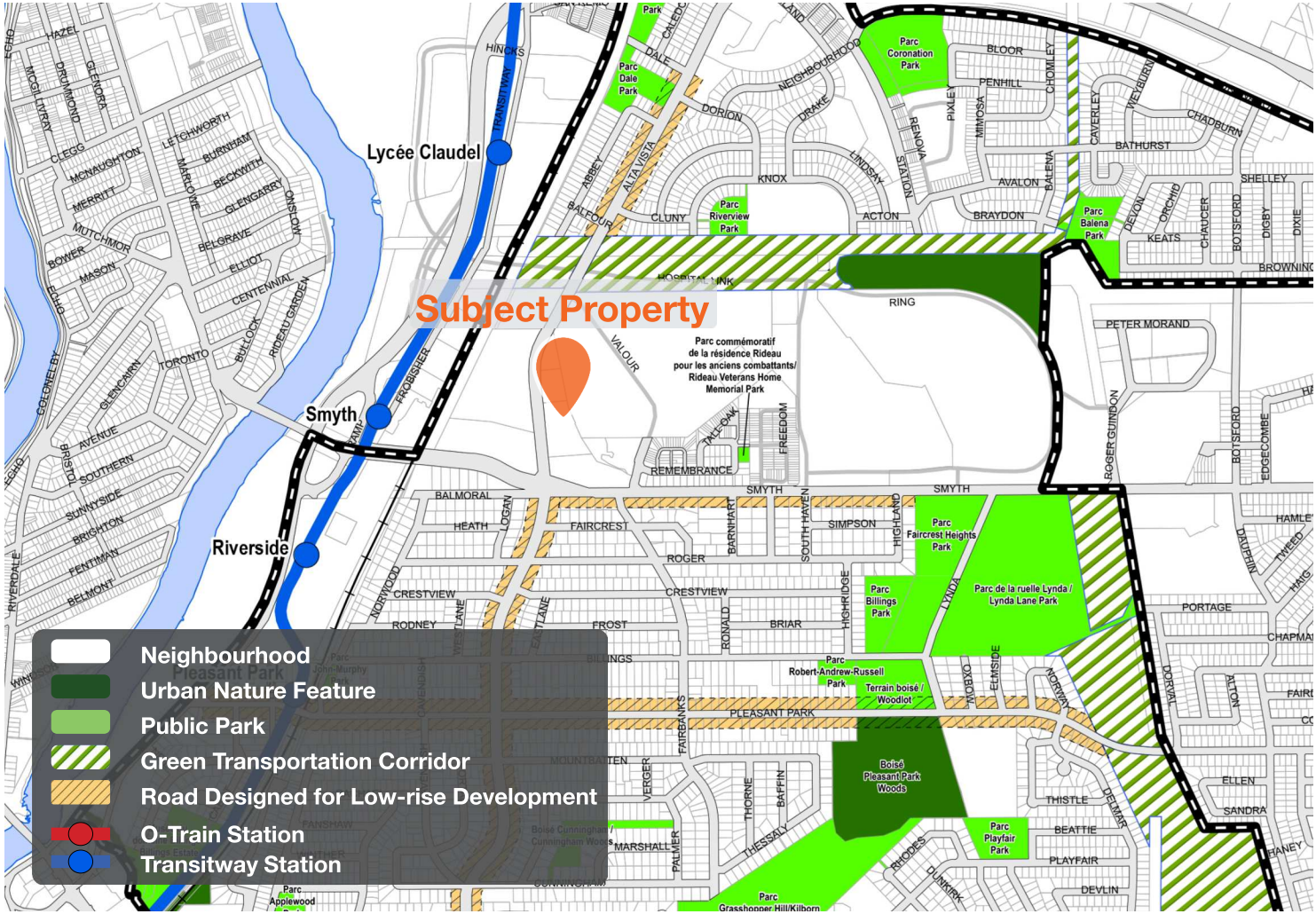


Schedule B3 — Outer Urban Transect, City of Ottawa Official Plan

As identified on Schedule B3, the subject property is designated Neighborhood. Neighbourhoods are contiguous urban areas that constitute the heart of communities. Neighbourhood policies will allow for the development of a full range and choice of housing, with complementary small-scale non-residential land uses to support the creation of 15-minute neighbourhoods. Most of the development in this designation will be low-rise residential, except where existing zoning or secondary plans allow for greater building heights; or in areas already characterized by taller buildings or understood to be appropriate for greater levels of intensification when the effects of greater heights are of minimal impact.

Given the subject property's proximity to taller buildings, it is our understanding the area is characterized by taller buildings, north of Smyth Street.

Policy Context - Alta Vista/Faircrest Heights/Riverview Park Secondary Plan



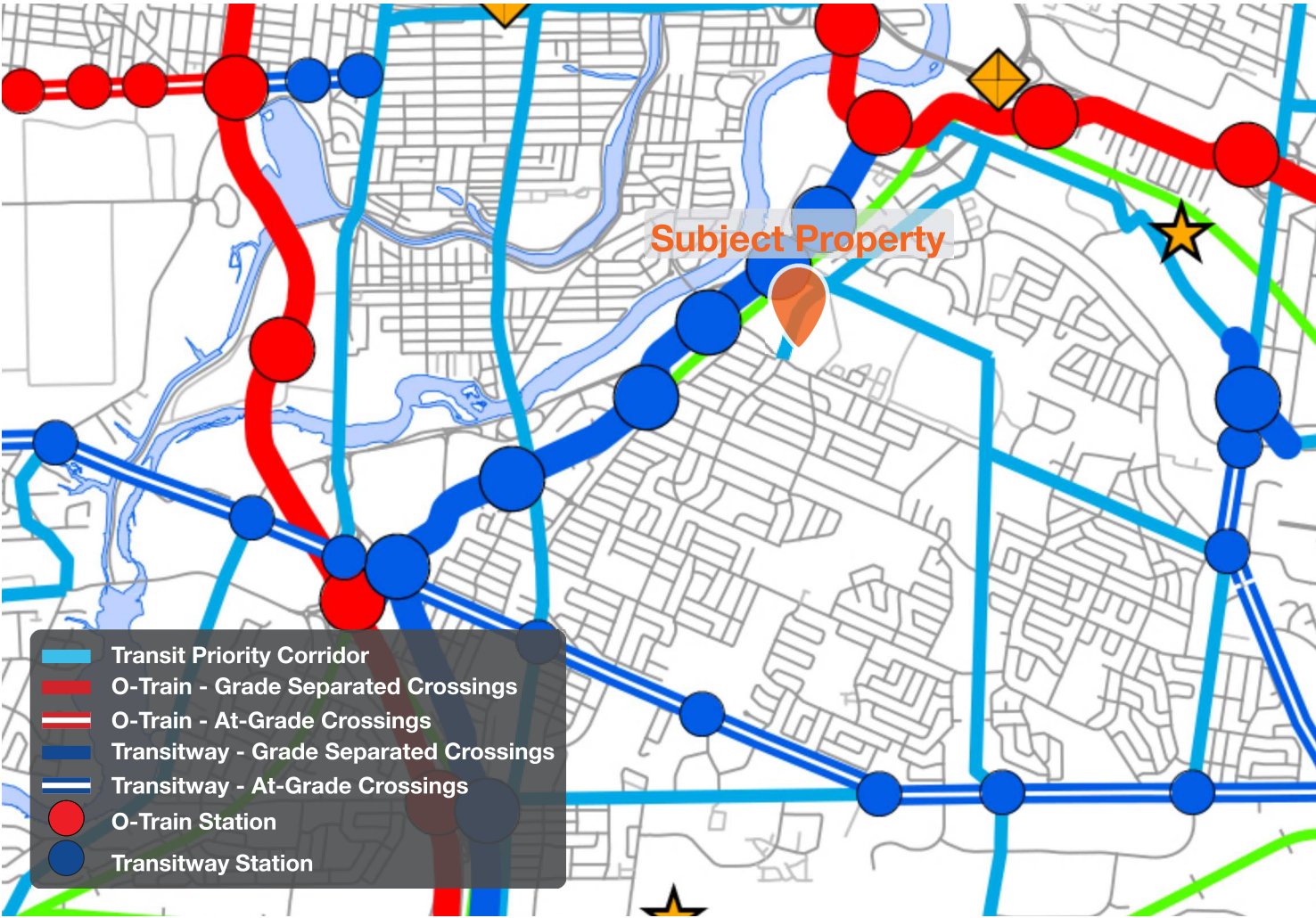
The subject property is located within the Alta Vista / Faircrest Heights / Riverview Park Secondary Plan and is designated Neighbourhood, as seen on Schedule A of the Secondary Plan.

The purpose of the Secondary Plan is to guide future growth and change according to key principles which deal with land use and site development in order to maintain the quality of life in the planning area as it evolves over time. These principles include;

- To ensure that neighbourhood development gently accommodates additional density in building types that complement the scale and form of the existing buildings, employing site designs that maintain the character of the existing neighbourhood, which is defined by low-rise buildings, green front yards and tall trees along the streets

Section 2, Policy 1b) identifies the segment of Alta Vista Drive where the subject property is located as being excluded from the study area where development is limited to low-rise heights. Consequently, there are no policies, regarding built provisions, that apply to the subject property identified in the Secondary Plan.

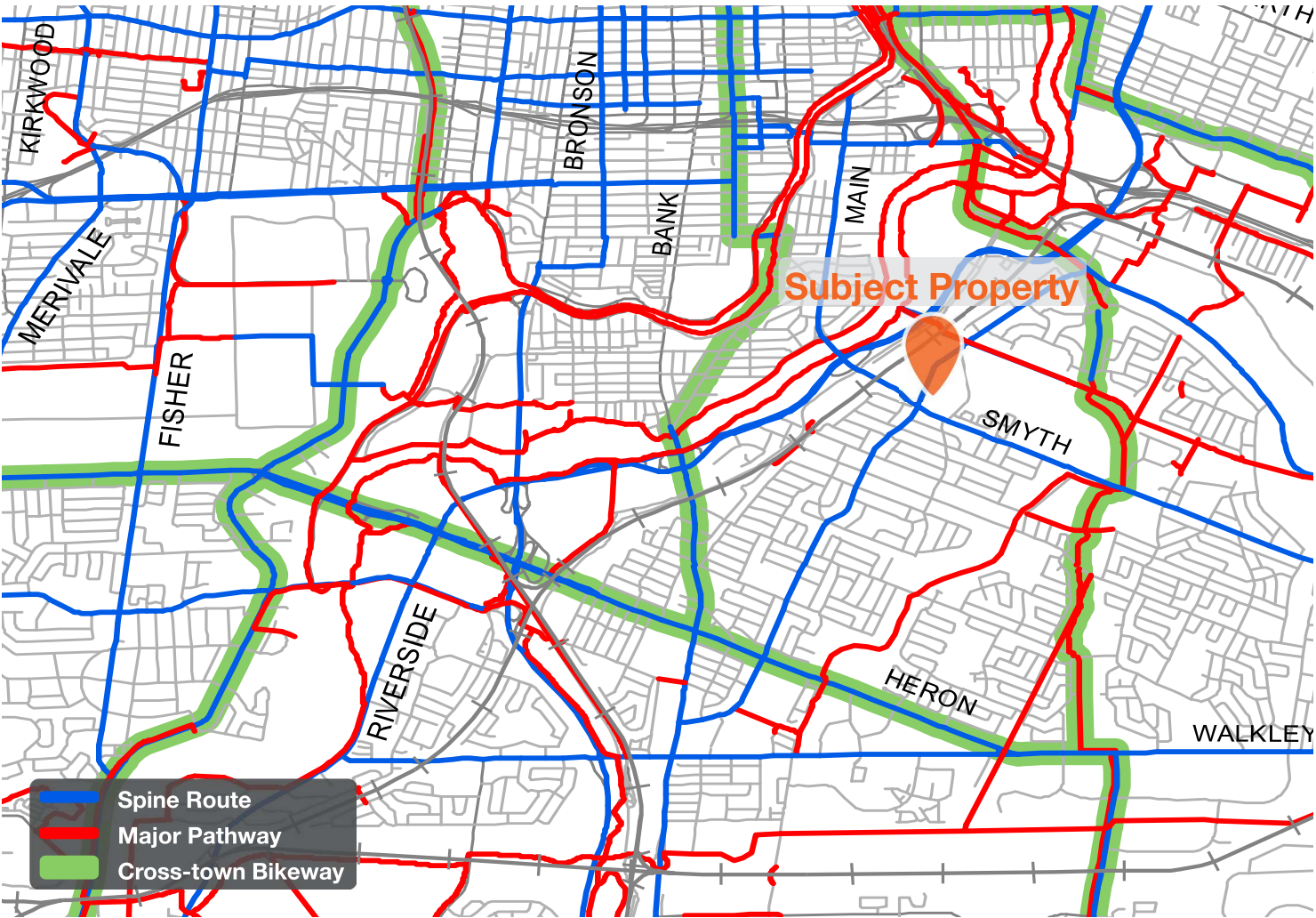
Site Analysis - Transit Network



The subject property benefits from its location along a Transit Priority Corridor, with access to several bus routes operating within close proximity. The subject property is located approximately 400 metres, or a 900-metre walk, from the Smyth Bus Rapid Transit (BRT) Station, a major transit hub, with the following transit services:

- **Frequent Rapid Bus Routes:** Routes 10, 88, 90, 98, and 105 serve Smyth Station, offering service approximately every 15 to 20 minutes.
- **Local and Connection Routes:** Additional routes including 49 and 92 also provide service through Smyth Station. While these operate at lower frequencies, they provide valuable service and enhance overall connectivity and coverage within the public transit network.

Site Analysis - Active Transportation Network



The subject property benefits from convenient access and connectivity to the local active transportation network. Alta Vista Drive features bike lanes on both sides of the road, which connects to paths along Hospital Link Road and Industrial Avenue. Approximately 600 metres west, on the west side of Riverside Drive, lies the NCC's extensive multi-use pathway (MUP) network, offering convenient and continuous cycling infrastructure across the city.

The City's Transportation Master Plan envisions improvements in this area, including planned Cross-Town Bikeways, which will enhance cycling connectivity and contribute to a more cohesive and robust active transportation network.

Taken together, these elements form an increasingly well-connected active transportation system.

Site Analysis - Street Network



The subject property is well connected to the surrounding local and regional road network and is located on Alta Vista Drive, a Major Collector Road, as classified in Schedule C4 of the Official Plan. Smyth Road, an Arterial Road, is approximately 80 metres south of the subject property. Arterial roads are major roads of the city that carry large volumes of traffic over long distances and function as major public and infrastructure corridors in the urban communities. Major Collector Roads serve to connect Arterial Roads with Local Roads, facilitating traffic movement and access between neighborhoods and other major destinations such as commercial areas and employment centers. Approximately 500 metres west, Riverside Drive provides north-south vehicular mobility and connects to provincial Highway 417 to the north via both eastbound and westbound ramps, supporting regional mobility within Ottawa and the broader area.