



1867 Alta Vista Drive

Planning Rationale
Official Plan & Zoning By-law Amendments
December 18, 2025



Prepared for TCU Development Corporation

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Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by TCU Developments Corporation (“the applicant”) to prepare this Planning Rationale in support of Official Plan and Zoning By-law Amendment applications for the property municipally known as 1867 Alta Vista Drive (“the subject property”) in the City of Ottawa.

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the property, and compatible with adjacent development and the surrounding community.

This Planning Rationale should be read in conjunction with the suite of materials submitted as part of this complete application package. Specifically, the submitted Urban Design Brief prepared by RLA (“the project architect”) which provides additional analysis on the architectural and urban design merits of the proposal.

1.1 Project Description

The applicant is seeking to develop the subject property with a nine-storey mid-rise residential building, located centrally on the property and a privately owned publicly accessible space (POPS), in the southwest corner of the property. The site design is largely shaped by the required 30-metre setback buffer from the top of bank of the unnamed creek located to the east of the subject property. No construction is proposed within this buffer, aside from limited landscaping and tree planting to improve the natural heritage of the area, as well as mitigate potential erosion of the creek.

The proposed development intends to introduce a vibrant and modern development in the Alta Vista neighbourhood, providing critical intensification and optimizing land use efficiency on an underutilized lot. The development will introduce residential uses to an area previously limited to institutional and commercial functions, transforming it into a mixed-use community in a central, well-connected location in proximity to the Ottawa Hospital and other major employment hubs.

In March 2025, the development team held a Phase 1 Pre-Consultation with City Staff regarding an Official Plan and Zoning By-law Amendment application for the proposed development at the subject property. The team presented a concept plan, prepared by Fotenn, showing the design of the proposed development, comprised of two nine-storey residential buildings and a parkland dedication in the northwest corner of the property.

In August 2025, the development team met informally with City staff to present updated plans that were similar in nature to the Pre-Consultation but included some reconfigurations and refinements. The team presented architectural plans showing the design of the proposed development, comprised of two nine-storey residential buildings and a parkland dedication in the southwest corner of the property.

Since the second meeting and presentation of the revised concept, the design has continued to evolve. The proposal now features a single mid-rise residential building centrally positioned on the site, with an east-west pedestrian breezeway at ground level that provides direct access to the rear courtyard, landscaped areas, and the adjacent natural creek environment. In addition, a POPS is provided in the southwest corner of the property, directly accessible from the public street.

1.2 Purpose of the Applications

1.2.1 Official Plan Amendment

The purpose of the Official Plan Amendment is to formally establish a policy framework to permit the development of a mid-rise residential building within the Neighbourhood designation, where development is generally limited to low-rise (maximum four-storeys) development.

The requested Official Plan Amendment reads as follows:

- / Amend Volume 1 of the Official Plan for the City of Ottawa to increase building heights on lands known municipally as 1867 Alta Vista Drive.
 - The Official Plan Amendment seeks to permit mid-rise development up to nine-storeys, whereas four-storeys is generally permitted within the property's Neighbourhood designation.
 - It is understood that while the subject property is located within the Alta Vista / Faircrest Heights / Riverview Park Secondary Plan area, given that the segment of Alta Vista Drive does not prohibit mid-rise development, the amending document is therefore the City of Ottawa Official Plan.

City staff were of the opinion that **Section 6.3.1 Policy 2** did not apply to the subject property, as they believe the high-rise buildings are not sufficiently close to the subject property to be understood to characterize the area as including taller buildings. It is our professional planning opinion that high-rise buildings within 300 metres of the subject property are sufficiently close to characterize the area as defined by taller buildings. However, out of an abundance of caution, an Official Plan Amendment is being sought.

1.2.2 Zoning By-law Amendment

The purpose of the Zoning By-law Amendment is to formally establish a zoning framework to facilitate the development of the proposed residential development on the subject property, 1867 Alta Vista Drive.

Requested Rezoning

The requested Zoning By-law Amendment proposed to rezone the subject property from Business Park Industrial Zone, Subzone 12, Maximum Floor Space Index 1.5 – **IP12 F(1.5)** and Business Park Industrial Zone, Subzone 12, Urban Exception 2424, Maximum Floor Space Index 1.2 – **IP12[2424] F(1.2)** to Residential Fifth Density, Subzone B, Urban Exception XXXX – **R5B[XXXX]**

The Urban Exception sought will include the following relief from the R5B zone:

- / Reduce the required Interior Yard Setback to 2.7 metres, whereas a 6-metre setback is required for any part of a building further than 21 metres from the front yard lot line, when not abutting a Residential zone;
- / Reduce total required parking (resident and visitor) to a minimum of 0.25 spaces per unit, whereas 0.7 spaces per unit is required;
- / Add “communal amenity area” to the list of structures noted in Section 64 – Permitted Projections Above the Height Limit, of the Zoning By-law; and
- / Permit a maximum building height of 37.0 metres, where the Zoning By-law requires maximum building height to be established in an exception.

A fulsome rationalization of the requested relief can be found in **Section 6** of this report.

1.3 Public Consultation Strategy

All public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities will/have been undertaken in anticipation of the application submission:

Notification and Meeting with Ward Councillor, Marty Carr

- / In advance of submitting the development applications the Owner met with the Councillor to discuss and gauge their receptiveness to the general intent of the proposal – mid-rise residential development.

- / The Ward Councillor has been notified via e-mail by the planning consultant of the proposed development in advance of the application submission.

Notification to residents and local registered Community Association(s)

- / Will be completed by the City of Ottawa pursuant to the Planning Act and the City of Ottawa's Public Notification Policy.

Public Consultation Meeting(s)

- / Should either the Ward Councillor or Community Association request a public consultation meeting, an agreed upon date and meeting format will be accommodated.

Planning Committee Meeting Advertisement and Report Mail out to Public

- / Notification for this statutory public meeting will be undertaken by the City of Ottawa.

Subject Property and Surrounding Area

2.1 Subject Property

The subject property is located in the Alta Vista neighbourhood, municipally known as 1867 Alta Vista Drive, in the commercial use section of the street north of Smyth Road. The property is presently improved by two paved parking lots divided by a vegetative area in the centre of the site. The subject property has a frontage along the east side of Alta Vista Drive of 144.28 metres and has a total area of 1.21 hectares. The property is approximately 400 metres from the Smyth Road Transit Station.

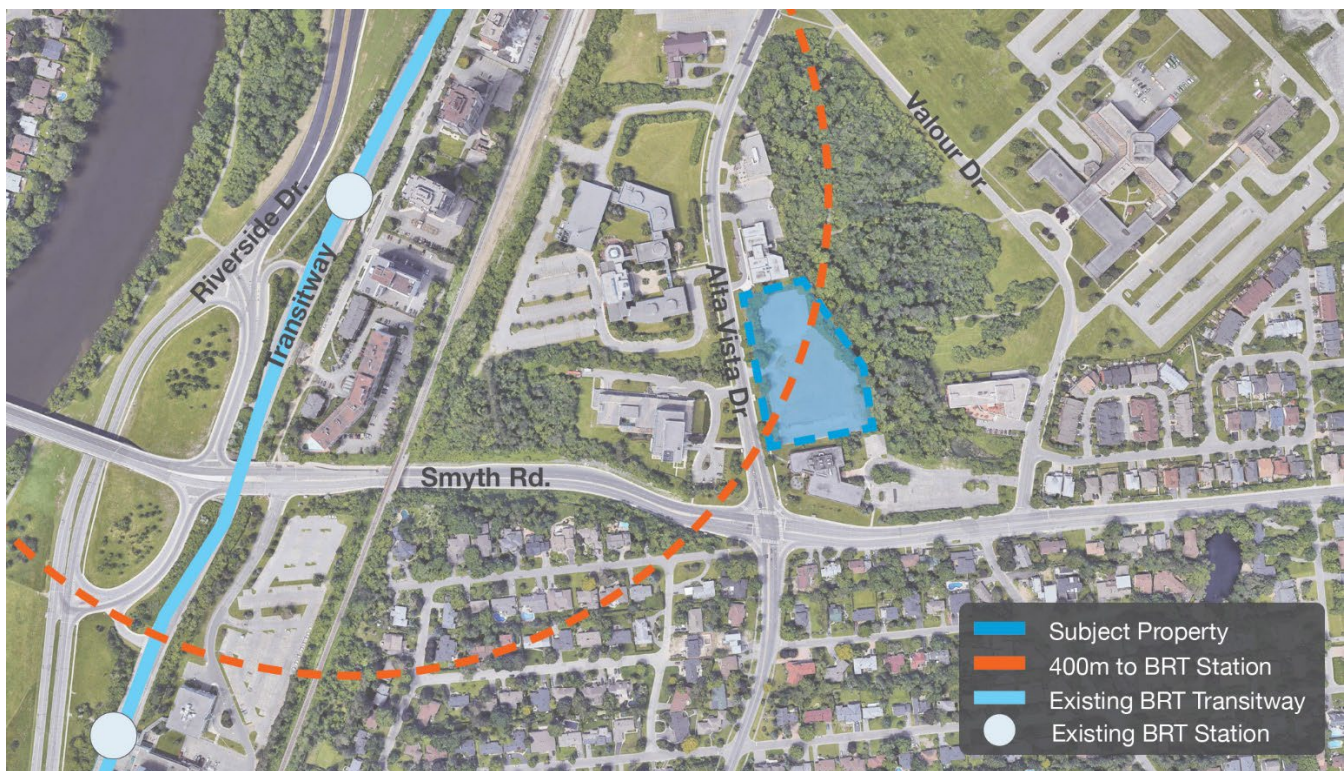


Figure 1: Ariel image of the subject property, proximity to Transit, and the immediate surrounding area

Alta Vista Drive features sidewalks along both sides, and a bus shelter is located along the east property line fronting Alta Vista Drive. The absence of overhead hydro wires will allow future development on the property to proceed unencumbered.

The property features varied topography, including a berm that runs parallel to the road. The berm slopes upward and then downward from west to east, after which the land continues to slope toward the unnamed creek at the eastern edge of the site.

2.2 Surrounding Context

The broader Alta Vista neighbourhood's residential building stock is comprised primarily of detached houses, with some townhouses and mid-rise apartments. Commercial uses in the area are found on Alta Vista Drive north of Smyth Road and on Kilborn Avenue. The area has an abundance of parkland in the form of programmed park spaces, urban natural features, and a green transportation and utility corridor. Additional uses include Ottawa General Hospital, multiple schools, recreational facilities, and Billings Bridge Shopping Centre.

The following generally describes the land uses surrounding the subject property:

North: The lands immediately north of the subject property are occupied by two low-rise institutional buildings and associated surface parking lots. Further north lies a treed area, followed by the Valour Drive right-of-way, an open greenspace, and the Hospital Link Road right-of-way. The lands primarily provide commercial uses in the form of office buildings.

East: The lands immediately east of the subject property are occupied by the unnamed creek and a large treed area. Further east is a mid-rise residential building that is used as a retirement community, followed by the Valour Drive right-of-way, and a low-rise residential area comprised of townhouse and detached dwellings. Two major facilities in this area include a Department of National Defence campus and the Children's Hospital of Eastern Ontario.

South: The lands immediately south of the subject property are occupied by an institutional building, followed by the Smyth Road right-of-way, and a low-rise residential area comprised primarily of single detached dwellings.

West: The lands immediately west of the subject property are occupied by the Alta Vista Drive right-of-way, followed by large institutional buildings with associated surface parking lots, the LRT Rail Corridor, and high-rise apartment buildings.

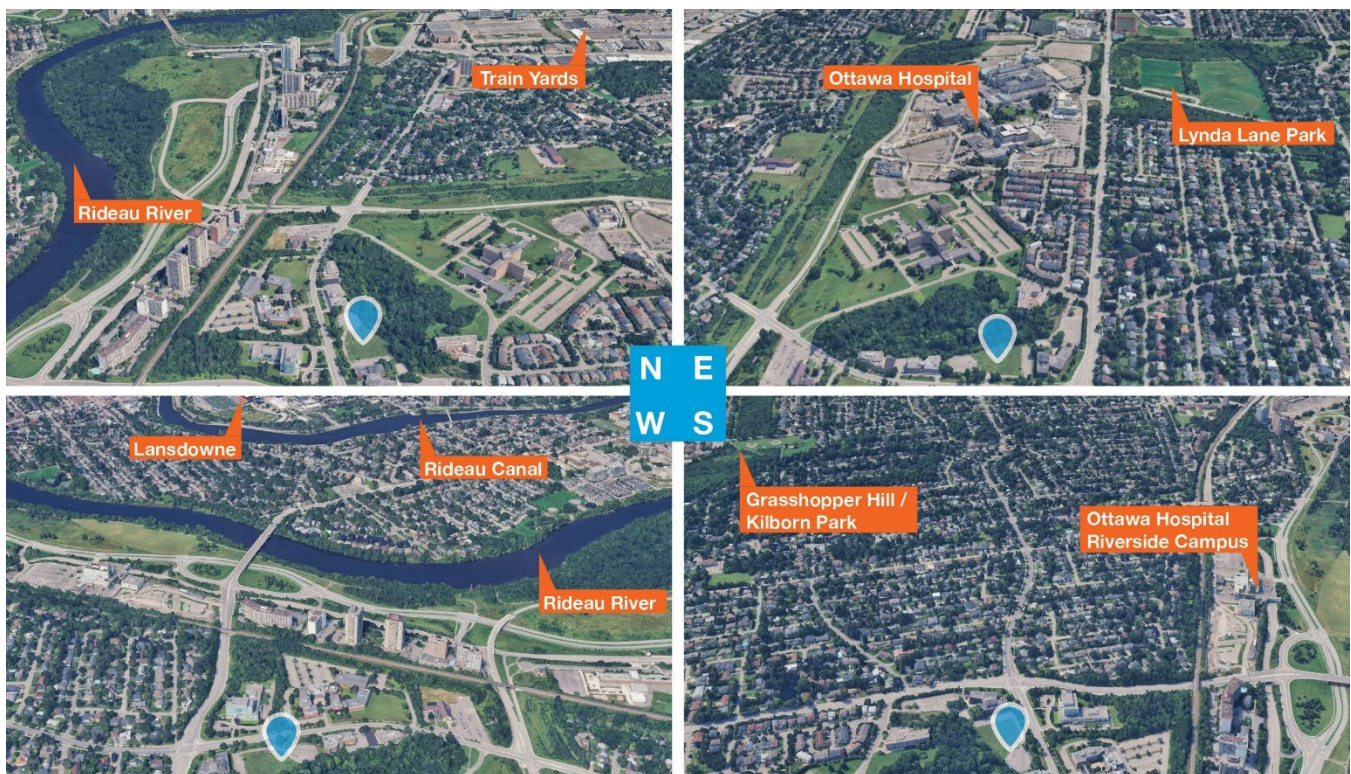


Figure 2: Aerial images of the subject property and surrounding context

2.2.1 Complete Community Features

The Riverview neighbourhood has adequate access to amenities and services which are critical to the development of a complete community. The City of Ottawa has conducted 15-minute neighbourhood mapping, to assess the service and amenity access for residential parcels across the urban area of the City of Ottawa. The residential parcels nearest the subject property are scored 6 out of 10. Overall, the Riverview neighbourhood has a reasonable rating, with the subject property's rating being slightly above average for the area, reflecting the following amenities within a 15-minute walk:

- / Twenty-nine bus stops;
- / Five retail stores;
- / One park;
- / Two childcare facilities;

- / Thirty-three health services; and
- / One elementary and/or secondary school.

This range of amenities would support and be supported by increased residential densities.

2.3 Transportation Context

2.3.1 Transit Network

The subject property benefits from its location along a Transit Priority Corridor, with access to several bus routes operating within close proximity.



Figure 3: Transit network (Schedule C2 of the Official Plan)

The subject property is located approximately 400 metres, or a 800-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.

In addition to the bus services along the Transitway, frequent bus route 44 (Billing Bridge ⇄ Hurdman) runs along Alta Vista Drive, abutting the subject property's front lot line. Route 44 provides service approximately every 15-20 minutes and connects to the LRT Confederation Line 1 at Hurdman Station and the LRT Trillium Line 2 at Walkley Station, providing convenient multimodal transportation options.

Approximately 80 metres from the subject property, along Smyth Road, frequent bus route 5 (Elmvale ⇌ Waller) provides service approximately every 15 minutes. Route 5 also connects to LRT Confederation Line 1 at Rideau Station, providing convenient multimodal transportation options.

Significant transit expansions are underway as part of the City of Ottawa's Stage 2 LRT project, which will add 44 kilometres of rail and 24 new stations to the existing network. Line 1 will be extended east to Trim Road in Orléans and west to Algonquin College, connecting to a newly created Line 3 to Moodie Drive. These expansions are expected to be completed by 2027 with Stage 3 to follow, extending Line 3 westward to Kanata and Line 1 south to Barrhaven.

2.3.2 Road 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 (Figure 4 below). Smyth Road, an Arterial Road, is approximately 80 metres south of the subject property.

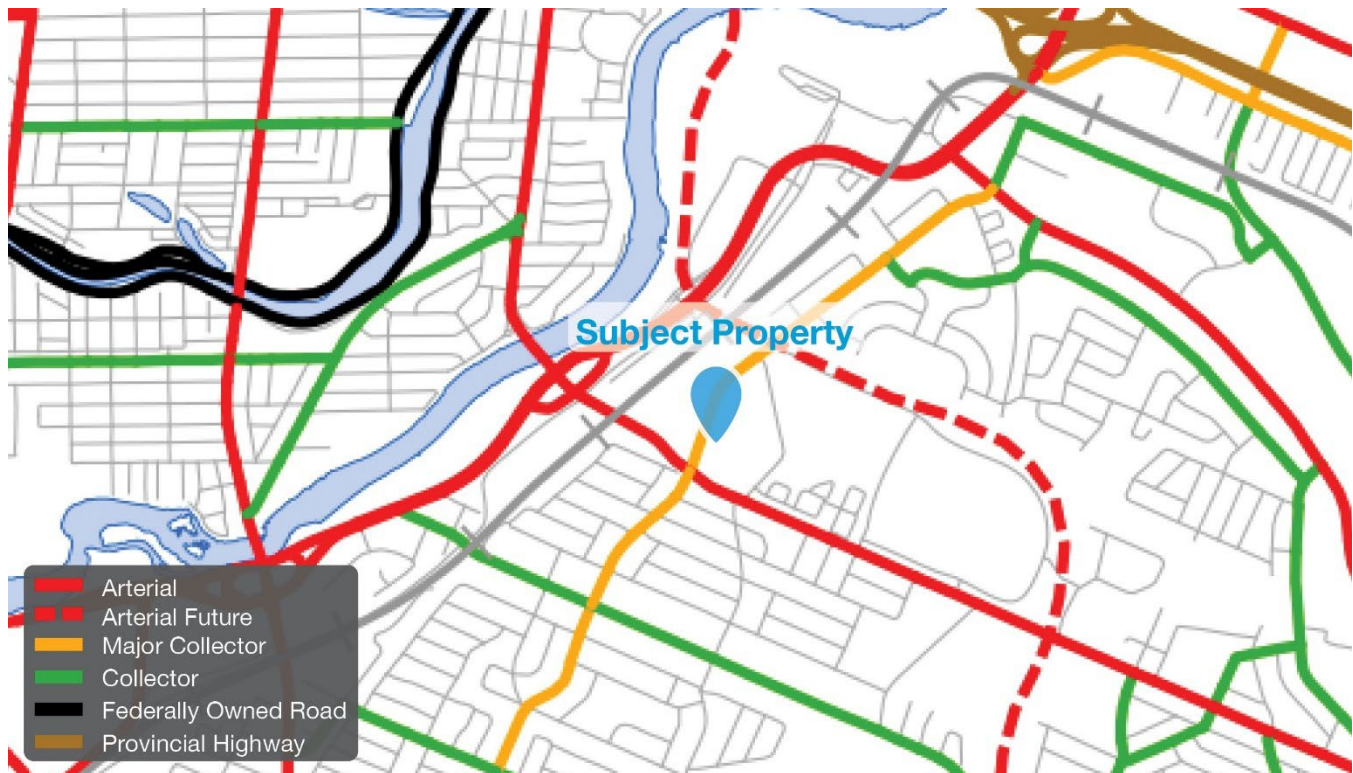


Figure 4: Urban road network (Schedule C4 of the Official Plan)

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.

This location supports efficient vehicular circulation and strong regional and local accessibility.

2.3.3 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.

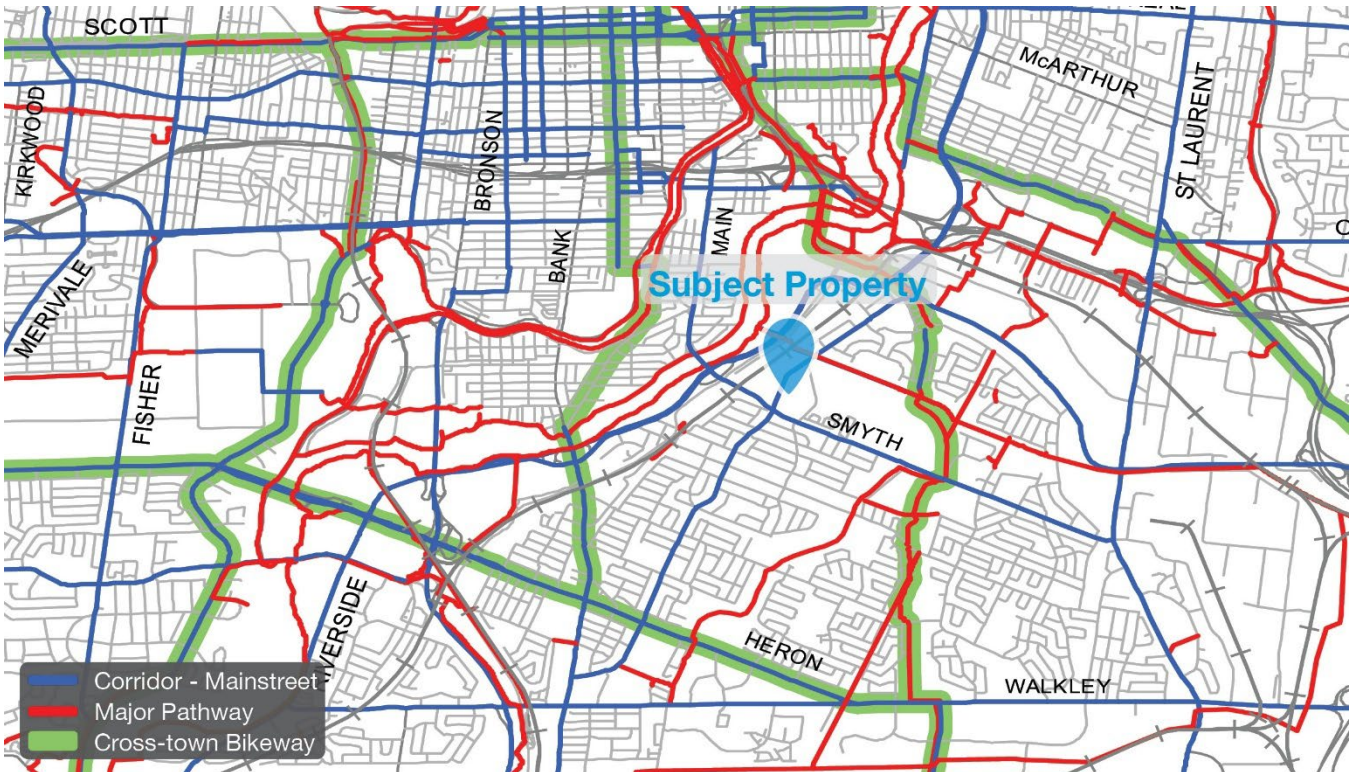


Figure 5: Active transportation network surrounding the subject properties (Transportation Master Plan – Map 1, Cycling Network)

3.0 Proposed Development

3.1 Overview

The proposed development features a nine-storey mid-rise, 'L'-shaped, residential building located centrally within the subject property. The building is designed with a six-storey podium base and an upper block, stepped back from the podium on all sides, from the seventh to the ninth storey. The proposed development also incorporates an internal drive aisle and turning loop, a landscaped courtyard, a dog run, and Privately Owned Public Space (POPS).

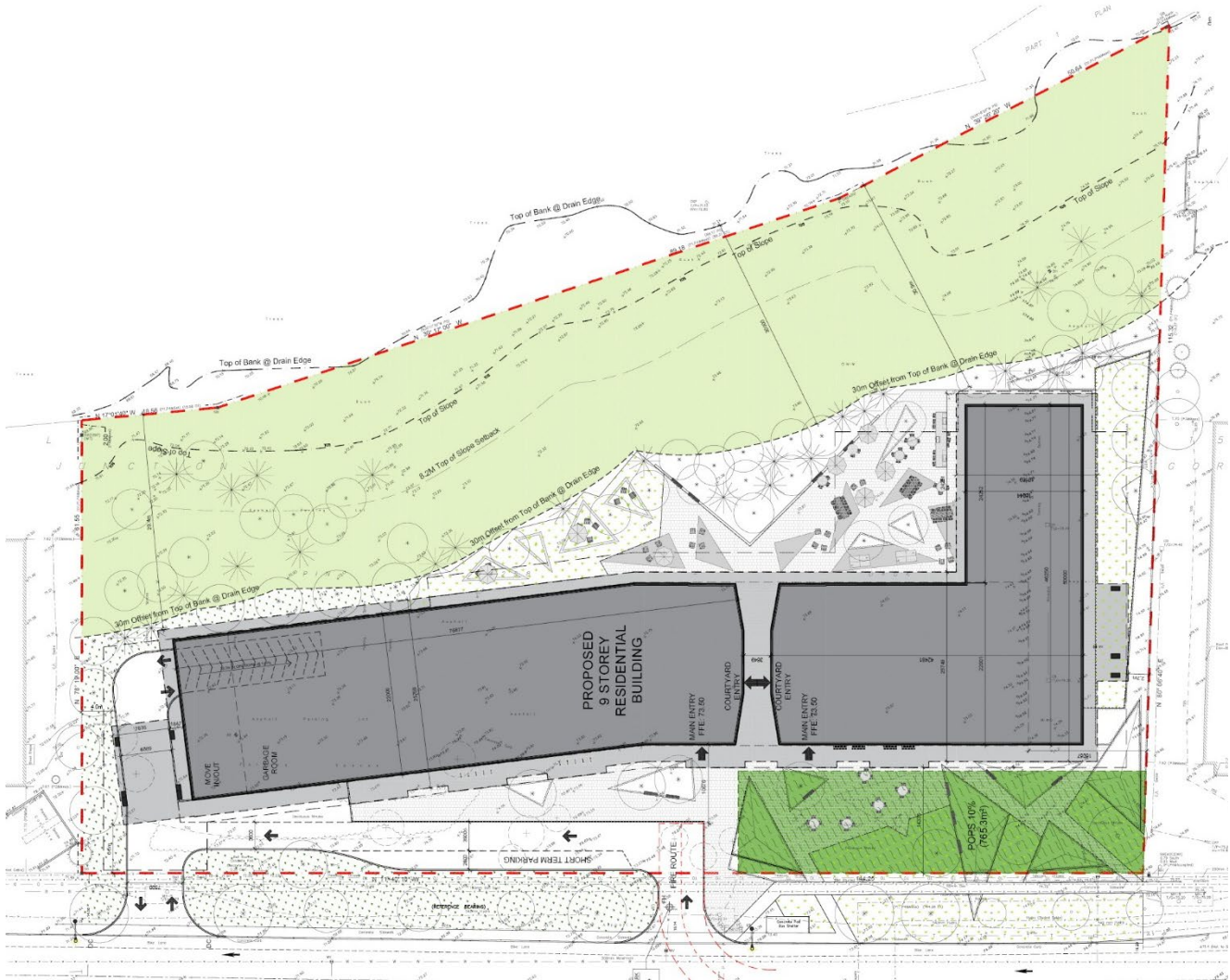


Figure 6: Site Plan of proposed development. The proposed POPS is highlighted in dark green.

The proposed development includes a ground-floor breezeway that provides a direct pedestrian walkway through the building to the rear of the site. On either side of the walkway are two lobbies (North and South), which offer convenient access points for residents and visitors. This walkway creates an easy route to the rear courtyard and landscaped areas, and frames views of the natural heritage features at the back of the property, including the creek and surrounding vegetation.

This breezeway was intentionally integrated into the design to improve movement through the site and to encourage residents to enjoy the landscaped and natural environment. The natural features at the rear of the property are an asset to the site, and the building layout was designed to accentuate these elements.

The north side of the proposed building's ground floor includes a move-in bay located in the northwest corner, accessible from the internal drive aisle. This level also contains a garbage room, a bicycle storage room, a bike repair room, a pet spa (dog wash), seven one-bedroom residential units, two two-bedroom units, and the North Lobby. The south side of the ground floor contains the South lobby along with two large indoor amenity rooms.

Levels two through six contain a mix of unit types, with each floor including a small amenity room and a storage room. Levels seven through nine also provide a variety of unit types.

The mechanical penthouse level includes the building's mechanical equipment along with two large indoor amenity rooms, one on the north side and one on the south side, and a central outdoor rooftop amenity area.

3.2 Unit Mix

The unit mix is broken down in the table below:

Unit Type	Total Number of Units	Percentage of Total Units
Studio	73	22%
1-Bedroom	113	34%
1-Bedroom + Den	53	16%
2-Bedroom	67	20%
2-Bedroom + Den	10	3%
3-Bedroom	13	4%
All (Total Units)	329	100%

3.3 Parking

The proposed development includes 216 vehicle parking spaces located on two levels of underground parking, providing a collective parking ratio of 0.65 spaces per residential unit (resident and visitor). Access to the underground garage is provided from the private drive aisle on the north side of the building, which leads to the underground parking ramp. Parking Level 1 contains 110 spaces, and Parking Level 2 contains 106 spaces.

The development also provides 350 bicycle parking spaces; 310 of which are located in the parking garage, 20 located on the ground floor of the building, and 20 at the exterior of the building. The provided bicycle parking represents a bicycle parking rate of 1.07 space per unit.

3.4 Materiality

The primary exterior material of the proposed building is brick. The podium is designed with a reddish-brown brick complemented by black metal cladding accents. The upper block uses a lighter brick tone, also paired with black metal accents. The top level of the building is finished with a very light material to provide a clean cap to the overall massing. The material choices will be further refined and contemplated at both the Site Plan Control phase, as well as during the Building Permitting phase of development.

3.5 Massing

The proposed nine storey mid-rise, 'L'-shaped, residential building is designed with a massing strategy that responds appropriately to the Alta Vista Drive right-of-way. The building includes a six storey base with an upper block that is stepped

back on all sides between 1.5 and 2.0 metres from the seventh to ninth storeys. These stepbacks help reduce the perceived height and bulk of the building, allowing additional density while avoiding a looming street presence. This approach introduces articulation and visual interest into the built form.

While the development introduces a new building typology to the immediate area, it remains compatible with its context, as existing mid-rise buildings in the vicinity share similar overall forms. The proposed massing supports a more desirable relationship with the street by framing the public realm while maintaining a human-scale design.

3.6 Privately Owned Public Space

As part of the proposed development a privately owned public space is contemplated along the south frontage of the property. The area, which will ultimately include a public easement over the lands, provides bold geometric landforms with planting which defines the P.O.P.S. and creates a compelling and unique sense of place. The landforms respond to the equally distinct and confident architectural form. They borrow from the linear language of the building and reflect the triangular forms that define the roof line. Open spaces are framed by the landforms and the varying heights and planting foster curiosity and invite exploration.

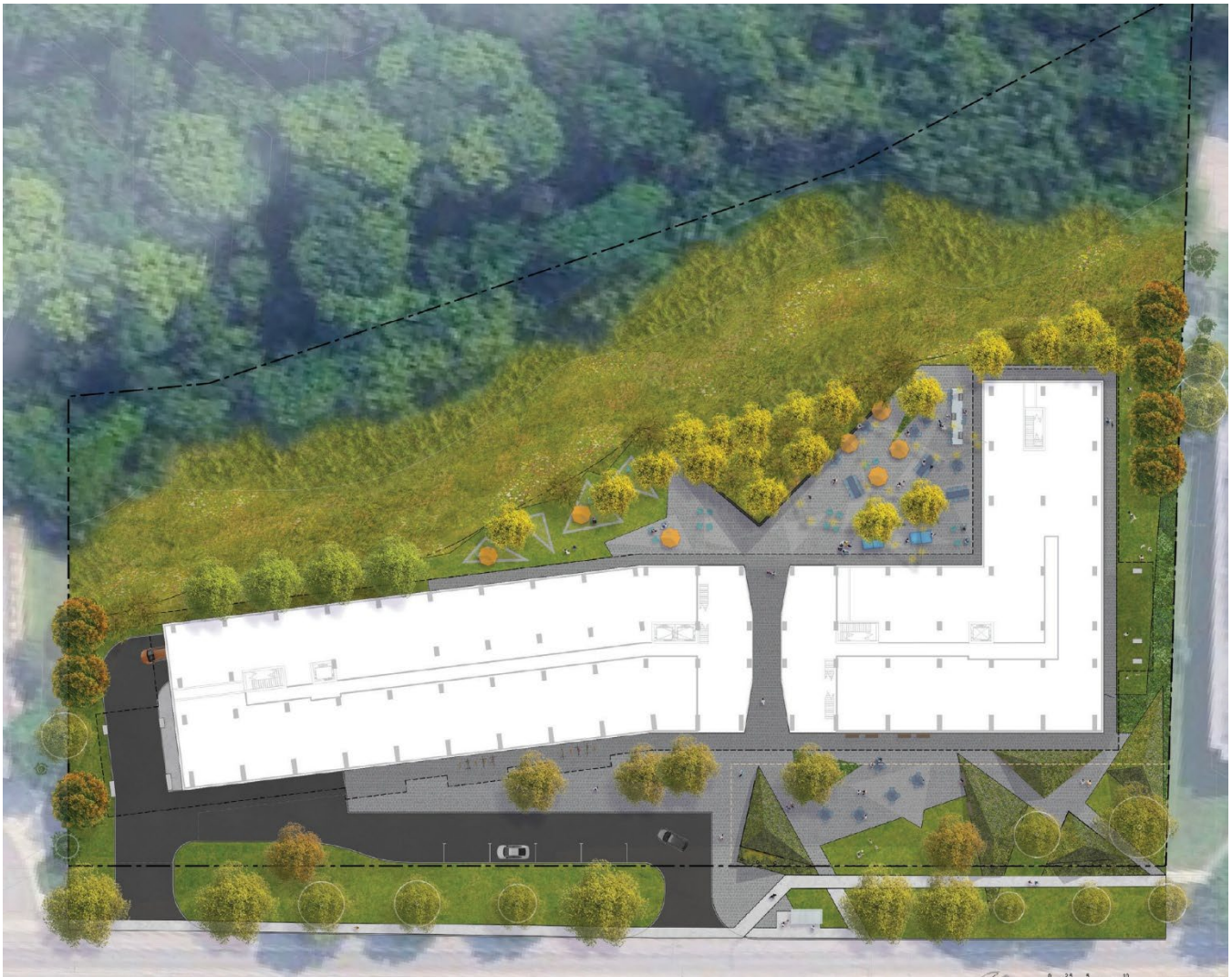


Figure 7: Conceptual Landscape Plan.

In partnership with the building, the dynamic linear design language creates a notable identity for the site, whether from viewing it from the street, experiencing it within the P.O.P.S. or amenity spaces, or in looking down at it from above while inside the building.

3.7 Relationship with the Surrounding Context

The subject property and surrounding area are designated Neighbourhood in the Alta Vista / Faircrest Heights / Riverview Park Secondary Plan, which permits low-rise development compatible with existing lot patterns. The planned context anticipates gradual intensification consistent with lot sizes and surrounding built form characteristics.

Given the site's proximity to the Smyth Road Mainstreet Corridor and its location within the Evolving Neighbourhood Overlay, moderate intensification over time is anticipated, primarily in the form of low- and mid-rise buildings. While the Secondary Plan generally does not support mid or high-rise development, some properties, particularly near the Alta Vista Drive and Smyth Road intersections with larger lots and sufficient right-of-way widths, are appropriate to permit taller built forms in the future.

The proposed nine storey mid-rise building responds to this evolving context with a scale and massing that is compatible with nearby mid-rise development and the ultimate planned character of the area. Across Alta Vista Drive, 1870 Alta Vista Drive is six storeys, while 1745 Alta Vista Drive rises nine storeys. These examples, along with high-rise buildings further east along the Transitway, establish a precedent for increased building heights in appropriate locations.

3.8 Angular Plane

The proposed nine-storey mid-rise building has been designed with stepped-back upper floors to respect the scale and character of surrounding low- and mid-rise properties. Its north-south orientation and massing respond to angular plane principles, minimizes shadow impacts, allows adequate daylight, and preserves privacy for adjacent properties. The transition from the six storey base to the upper three setback storeys further reduces visual impact and provides a gradual scale transition to neighbouring properties.

4.0

Policy and Regulatory Review

4.1 Provincial Planning Statement

The Provincial Planning Statement (PPS), issued under the authority of Section 3 of the Planning Act, provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting land use planning “be consistent with” such policy statements issued under the Act.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns that optimize land use, resources, public investment, and public service facilities.

The proposed development is consistent with the following policies of the PPS:

- 2.1.4 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:
- / maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
 - / maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.
- 2.1.6 Planning authorities should support the achievement of complete communities by:
- / accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
 - / improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
 - / improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

The proposed development is consistent with Policy 2.1 of the PPS, as it is an intensification of the subject property, located in a built-up area of the city where services are readily available and with convenient access to public transit, nearby amenities, and employment opportunities. The proposed development seeks to create new housing options for a diversity of residents with a range of housing choices.

- 2.2.1 Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected needs of current and future residents of the *regional market area* by permitting and facilitating:
- / all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
 - / all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

- 2.3.1 Land use patterns within settlement areas should be based on densities and a mix of land uses which:
- / efficiently use land and resources;
 - / optimize existing and planned infrastructure and public service facilities;
 - / support active transportation; and
 - / are transit-supportive, as appropriate.
- 2.4.1 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:
- / to accommodate significant population and employment growth;
 - / as focal areas for education, commercial, recreational, and cultural uses;
 - / to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and,
 - / to support affordable, accessible, and equitable housing.

The subject property is in a built-up settlement area with sufficient servicing and infrastructure. The subject property has access to existing and improving public transit, active transportation options, and a variety of nearby amenities and uses, thus helping to promote air quality, energy efficiency, and public health. The proposed development will occur in an existing community and add infill development to a well-established neighbourhood.

The proposed development directs new housing development in a location where appropriate levels of infrastructure and public service facilities are readily available. The proposed development is compact in form, and its relative density will make efficient use of the subject property and support nearby public transit routes.

- 2.9.1 Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:
- / support the achievement of compact, transit-supportive, and complete communities;
 - / incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;
 - / support energy conservation and efficiency;
 - / promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and
 - / take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

The proposed development intensifies the subject property with a compact and dense built form. Residents have modal choices to promote sustainable travel patterns in all weather conditions.

- 3.6.1 Planning for sewage and water services shall:
- / accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;

- / ensure that these services are provided in a manner that:
 - can be sustained by the water resources upon which such services rely;
 - is feasible and financially viable over their life cycle;
 - protects human health and safety, and the natural environment, including the quality and quantity of water; and
 - aligns with comprehensive municipal planning for these services, where applicable.
- / promote water and energy conservation and efficiency;
- / integrate servicing and land use considerations at all stages of the planning process;
- / consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply.

3.6.8 Planning for stormwater management shall:

- / be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
- / minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
- / minimize erosion and changes in water balance including through the use of green infrastructure;
- / mitigate risks to human health, safety, property and the environment;
- / maximize the extent and function of vegetative and pervious surfaces;
- / promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and
- / align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

The proposed development has been carefully designed to respect existing sewer and water capacity, with the added density accommodated without overwhelming the system. In addition, the landscape strategy is responsive to the site's environmental features and enhances stormwater management through measures such as rain gardens, new tree plantings, and the improvements to the naturalization of the creek corridor. Complementing this, the proposed civil engineering solutions, including the cistern, ensure that stormwater is effectively and sustainably managed respecting baseline requirements.

The subject property is in a built-up area with existing infrastructure and public service facilities. The proposed intensification of the subject property will help optimize the existing infrastructure, service facilities, and public transit. The proposed development will intensify lands in a built-up area and optimize the long-term availability and use of land and resources. The proposed development also contributes to the diversity of housing options in the surrounding area.

4.2 City of Ottawa Official Plan (2022, as amended)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for development in the City until 2046, when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the City will accommodate this growth over time and sets out the policies to guide the development and growth of the City.

4.2.1 Strategic Direction

The Official Plan proposes five broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century.

1) **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other

mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

As an infill development within the Outer Urban Transect, the proposed development advances the objective to achieve more growth through intensification rather than greenfield development.

2) By 2046, the majority of trips in the City will be made by sustainable transportation.

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

The subject property is well positioned along Alta Vista Drive, a designated Transit Priority Corridor, and is well-served by existing frequent transit routes along Alta Vista Drive, Smyth Road, and the Transitway along Riverside Drive.

3) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

The urban design and transition policies of the Official Plan support higher-density development on the subject property to optimize land use efficiency and promote a well-integrated built form. The policies also support the introduction of residential uses at this site, thus transforming an existing single-use area into a vibrant mixed-use community.

4) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

The proposed redevelopment of the subject property supports the City's environmental objectives in the following ways:

- **Strengthening and contributing to a complete community;**
- **Supporting sustainable mobility options;**
- **Accommodating housing demand, reducing pressure for future land conversion;**
- **Proposing a more compact building format, which is correlated with lower operational energy use.**

5) Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

The proposed development supports this policy indirectly by providing residential intensification at a central location, proximate to important employment hubs, and further supports nearby businesses, even if such uses are not included on-site.

4.2.2 Cross-Cutting Issues

The Official Plan establishes a number of cross-cutting issues. Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

Section 2.2.1, Intensification and Diversifying Housing Options, provides policy direction for intensification within the City of Ottawa. It is identified that residential growth be directed towards Hubs, Corridors and surrounding Neighbourhoods where daily and weekly needs can be accessed within a short walk.

Section 2.2.2, Economic Development, provides policy direction for economic growth and development. The intention is to support Ottawa's economic growth by attracting talent, focusing employment in strategic areas, integrating land uses, supporting key sectors like education and health, and protecting spaces for business, logistics, and rural development.

Section 2.2.3, Energy and Climate Change, provides policy direction for the mitigation and adaptation to climate change. The Official Plan aims to achieve the development of a compact and connected city where higher density development is encouraged in areas close to transit and within walking distance of a wide range of services. A compact urban built form with a mix of land uses and housing options is encouraged, to ensure both energy efficiency and sustainable patterns of development over the long term. Further, a shift from the reliance of personal automobiles to active and zero emission transportation modes such as public transit, walking and cycling is favoured.

Section 2.2.4, Healthy and Inclusive Communities, provides policy direction to promote healthy, inclusive, and resilient communities by encouraging 15-minute neighbourhoods, accessible design for all ages, and sustainable development. It recognizes that the built environment plays a key role in addressing public health challenges, supporting well-being, and building resilience to climate and social stressors.

Section 2.2.5, Gender Equity, provides policy direction to embed gender and racial equity into all aspects of planning by recognizing how intersecting identities affect access to housing, mobility, and amenities. It aims to eliminate systemic barriers through inclusive engagement and tools that assess equity at every stage of the planning process, improving quality of life for all residents.

Section 2.2.6, Culture, provides policy direction integrating culture into land use planning to foster identity, inclusion, and well-being. It supports creating cultural spaces, promoting the arts in placemaking, reinforcing local identity through design, and growing the creative economy to enhance livability and attract talent.

The proposed development helps to further advance the City's six cross-cutting issues by adding critical density to a central location proximate to major employment hubs and transit, thereby strengthening and contributing to a complete community; accommodating housing demand and reducing pressure for future land conversion; and proposing a more compact building format.

The project also includes a POPS, accessible to both residents and the public, which will support healthy and inclusive living. A large outdoor amenity space integrates with the natural features of the creek, encouraging outdoor recreation and enjoyment of nature. This area will be further enhanced through tree plantings and re-naturalization. The proposed development also indirectly advances gender equity and culture by providing a mix of housing types that can accommodate diverse household structures, creating inclusive spaces for social interaction, and contributing to a strong neighbourhood identity.

4.2.3 Growth Management Framework

Section 3 of the Official Plan establishes policies to support intensification. Ottawa's population is projected to grow by 40 per cent between 2018 and 2046 with 51% of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40% in 2018 up to 60% by 2046).

Section 3.2, Policy 3 states that the vast majority of residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.

Section 3.2, Policy 5 states that intensification is permitted and encouraged on former industrial or commercial sites, including brownfield sites where feasible in order to collectively achieve intensification and sustainable and resilient design goals and targets.

Section 3.2, Policy 8 states that intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:

- a) Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and
- b) Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.

Table 3b of the Official Plan

Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets		
	Target Residential Density Range for Intensification, Dwellings per Net Hectare	Minimum Proportion of Large-household Dwellings within Intensification
Outer Urban Transect	40 to 60	Existing lots with a frontage 15 metres wider: Target of 50 per cent for Low-rise buildings; Target of 5 per cent for Midrise or taller buildings;

At present, there is no requirement under the existing Zoning By-law for a minimum proportion of large-household units. However, the City is in the process of implementing Official Plan policies related to large-household dwellings (Table 3a, Official Plan) through the new Zoning By-law which is expected to be implemented in early 2026. In the final draft of the new Zoning By-law, this is interpreted as units with a minimum floor area of 80 square metres, rather than being defined strictly by the number of bedrooms. As such, some larger two-bedroom units may satisfy this future requirement, even if not formally classified as three-bedroom units.

The proposed development meets the intention of the minimum proportion of large-household dwellings, as 140 units (42%) are proposed to be above 80 square metres.

4.2.4 Transect Policy Area

The Official Plan, adopted in November 2022, provides a framework for development in the City until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the City will accommodate this growth over time and sets out the policies to guide the development and growth of the City.

Schedule A of the Official Plan (figure 6), divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban to rural.

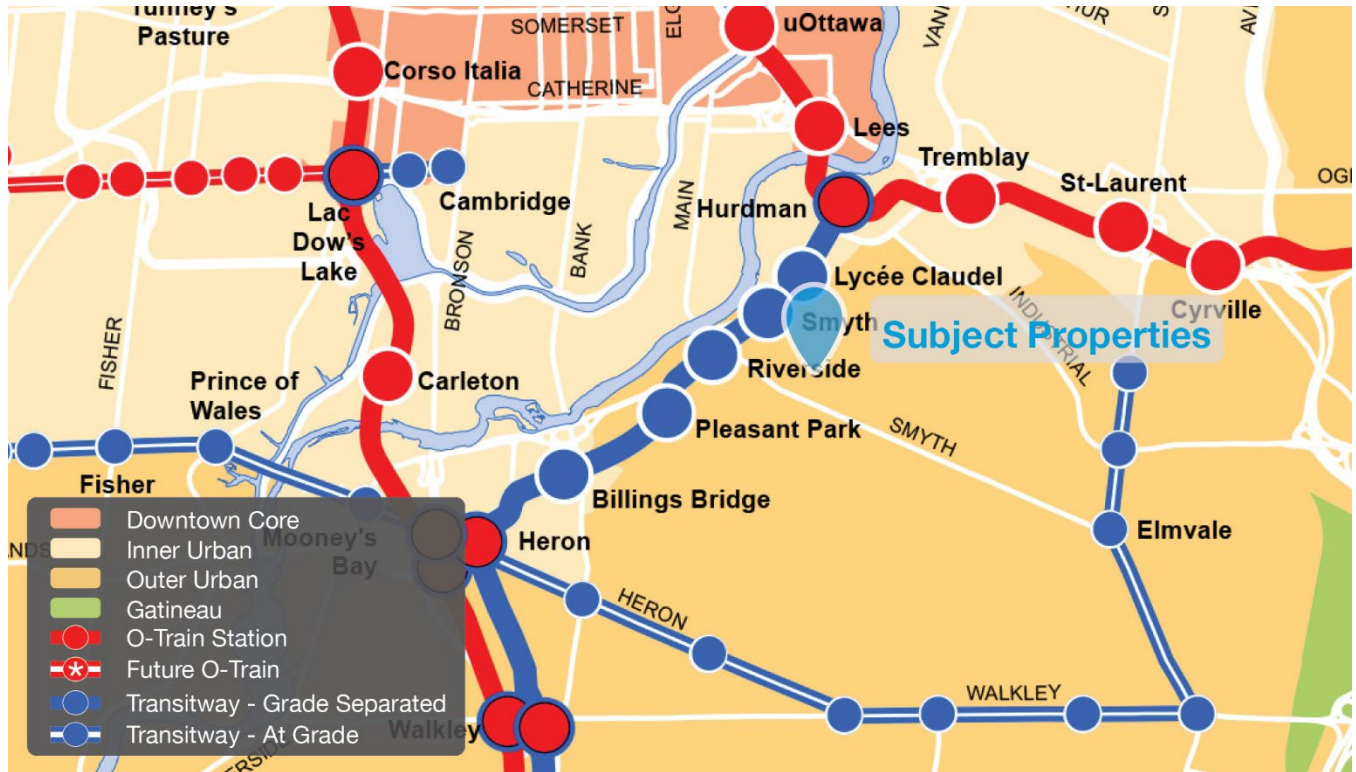


Figure 8: Schedule A – Transect Policy Areas, City of Ottawa Official Plan

As identified on Schedule A, the subject property is located in the Outer Urban Transect. The Outer Urban Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century. The neighbourhoods represent the classic suburban model and are characterized by the separation of land uses, standalone buildings, generous setbacks and low-rise building forms. The planning challenge is to introduce more viable public transit and active mobility options, help functional local hubs and corridors to emerge and develop, and encourage more diverse housing forms to meet the changing needs of an evolving demographic. Intensification within the Outer Urban Transect is directed to Hubs and Corridors that are serviced by rapid transit.

Section 5.3 of the Official Plan outlines policies for lands within the Outer Urban Transect. The following policies apply to the subject site:

Section 5.3.1 Policy 2 describes that the Outer Urban Transect is generally characterized by low- to mid-density development.

Section 5.3.1 Policy 4 states that in the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in:

- b) Predominantly ground-oriented forms in Neighbourhoods located away from frequent street transit and Corridors, with Low-rise multi-unit dwellings permitted near rapid transit and frequent street transit routes; [...]

Section 5.3.4 provides direction for neighbourhoods located within the Outer Urban Transect. **Policy 1** stipulates that neighbourhoods located in the Outer Urban area shall accommodate residential growth to meet the Growth Management Strategy as outlined in Section 3. The Zoning By-law shall implement development standards that transition away from a suburban model and move towards urban built forms as described in Table 6 as applicable and that:

- a) Allows and supports a wide variety of housing types with a focus on lower density missing-middle housing which generally reflects the existing built form context of the neighbourhood, which may include new housing types that are currently not contemplated in this Plan;
- b) The application, as appropriate, of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;
- c) Generally provides for up to 3 storeys height permission, and where appropriate 4 storeys height permission to allow for ground oriented higher-density Low-rise residential development;
- d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way; and
- e) In appropriate locations, to support the production of missing middle housing, prohibit lower-density typologies.

The subject property is uniquely suited to accommodate additional height and density. It is strategically located in close proximity to major employment hubs, frequent transit routes, active transportation, and a wide range of amenities and services. Redevelopment of this underutilized site represents an opportunity to deliver critical density in a contextually appropriate location, advancing the Official Plan's objectives related to intensification, sustainable mobility, and the creation of complete communities. Further, the additional requested height does not represent a departure from an area that is characterized by both mid and high-rise buildings, north of Smyth Road. The proposed height is appropriate and desirable in this context and makes efficient use of land, existing infrastructure and community amenities.

4.2.5 Urban Designation

Within each Transect, designations further articulate maximum building heights and minimum densities. The four residential designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighbourhoods).

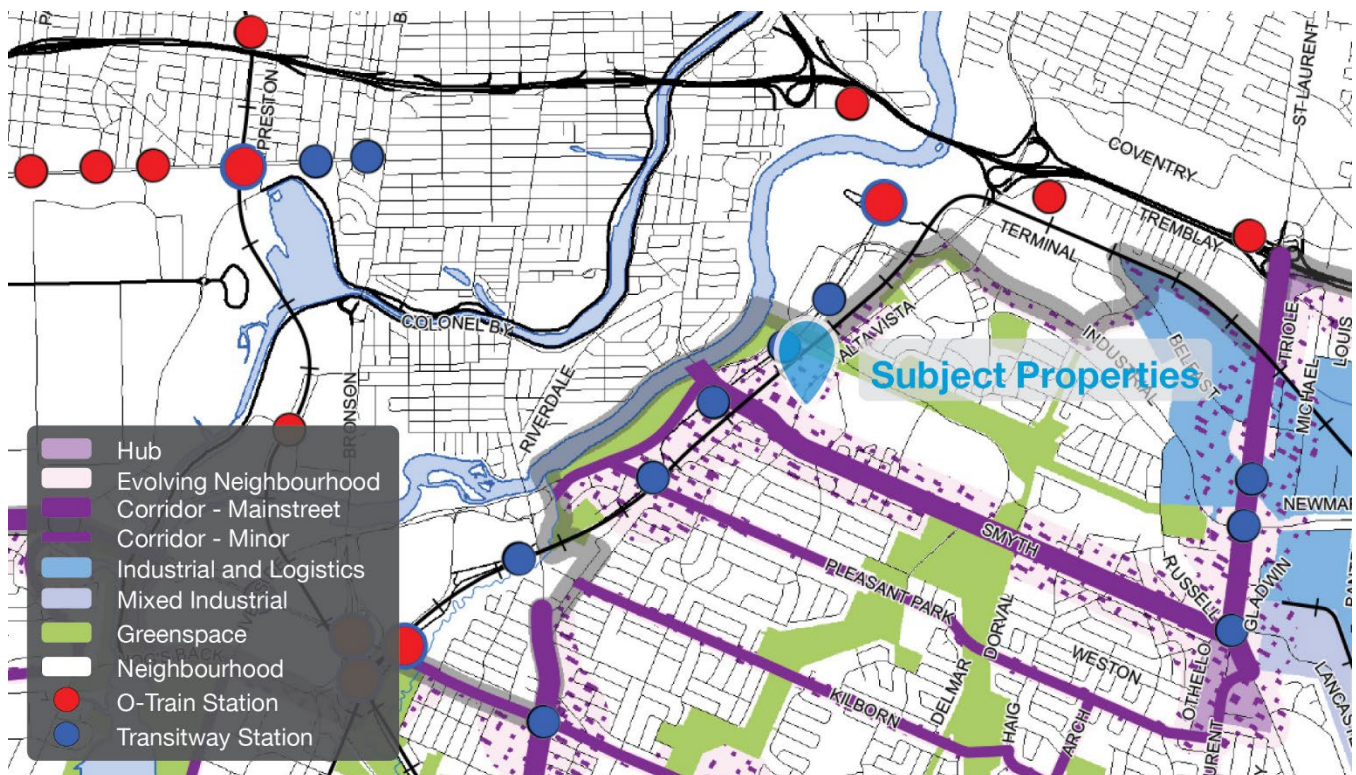


Figure 9: Schedule B3 – Outer Urban Transect, City of Ottawa Official Plan.

As identified on Schedule B3 (figure 8), the subject property is designated **Neighbourhood**. 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.

Section 6.3 of the Official Plan provides policy direction for lands designated Neighbourhood. Relevant policies for the subject property include:

Section 6.3.1 Policy 2 establishes that permitted building heights in Neighbourhoods shall be Low-rise, except:

- a) Where existing zoning or secondary plans allow for greater building heights; or
- b) In areas already characterized by taller buildings.

Section 6.3.1 Policy 3 states that development in the Neighbourhood designation which seeks additional height beyond 4 storeys:

- a) May be evaluated through a Zoning By-law amendment, without the need to amend this Plan, in cases that fall under the provisions of Subsection 6.3.1 Policy 2) but where the zoning does not provide corresponding permissions; and
- b) In all other cases, require an area-specific policy through an amendment to this Plan.

Section 6.3.1 Policy 4 describes that the Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

- a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
- b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
- c) In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms. [...]
- f) Parks, open spaces and linkage areas meant to serve as public space.

Section 6.3.1 Policy 5 notes that the Zoning By-law will distribute permitted densities in the Neighbourhood by:

- a) Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
- b) Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
- c) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).

Section 6.3.2 Policy 2 acknowledges that the City will establish form-based regulation through the Zoning By-law, Site Plan Control and other regulatory tools as appropriate, consistent with Transect direction. Such form-based regulation may include requirements for articulation, height, setbacks, massing, floor area, roofline, materiality and landscaped areas having regard for:

- a) Local context and character of existing development;
- b) Appropriate interfaces with the public realm, including features that occupy both public and private land such as trees;
- c) Appropriate interfaces between residential buildings, including provision of reasonable and appropriate soft landscaping and screening to support livability;
- d) Proximity to Hubs, Corridors and rapid-transit stations;
- e) Transition in building form to and from abutting designations;
- f) The intended density to be accommodated within the permitted building envelope; and
- g) The provisions of Subsection 4.2 Policy 1)(d).

Section 6.3.2 Policy 3 states that further to Policy 2), form-based regulation will provide for built form and site development characteristics that are:

- b) In those parts of the Inner Urban, Outer Urban and Suburban Transects covered by the Evolving Overlay where substantial increases of density are planned and where building form and massing is anticipated to change significantly from existing context, urban as described in Table 6;
- c) In all other cases, may provide for a mix of urban and suburban characteristics as described in Table 6, provided that such development does not unreasonably preclude evolution to more urban character over the life of this Plan.

Section 6.3.2 Policy 4 asserts that the Zoning By-law may establish separate standards as appropriate for development on interior lots, corner lots, through lots and whole-block lots, in order to produce coherent and predictable built form and site development outcomes that contribute to well-designed blocks and street lines.

This area currently contains no residential uses and cannot meet the density targets without additional height and density on the few undeveloped parcels available. The proposed development delivers critical new housing and density in a location otherwise dominated by institutional and commercial uses, directly supporting intensification goals.

Official Plan policies support greater height and density near Corridors, transit, and major amenities, with a logical gradation moving outward. Located 80 metres from the Corridor, this site is well-suited for additional height and density. The design also aligns with the prevailing streetscape, characterized by large institutional buildings with deep setbacks from the street, reinforcing the established built form and introducing residential uses.

4.2.6 Water Resources

The subject property abuts a watercourse at the rear of the property. **Section 4.9.3** of the Official Plan identifies the required setbacks of future development from existing water features.

Section 4.9.3 Policy 2 states that where a Council-approved watershed, sub-watershed or environmental management plan does not exist, or provides incomplete recommendations, the minimum setback from surface water features shall be the greater of the following:

- a) Development limits as established by the conservation authority's hazard limit, which includes the regulatory flood line, geotechnical hazard limit and meander belt;
- b) Development limits as established by the geotechnical hazard limit in keeping with Council-approved Slope Stability Guidelines for Development Applications;
- c) **30 metres from the top of bank**, or the maximum point to which water can rise within the channel before spilling across the adjacent land; and
- d) **15 metres from the existing stable top of slope**, where there is a defined valley slope or ravine.

Section 4.9.3 Policy 3 requires that lands within the minimum setback shall remain in a naturally vegetated condition to protect the ecological function of surface water features from adjacent land-use impacts, subject to the exceptions in Policies 6) and 7). Any natural vegetation that is disturbed due to development or site alteration activities shall be restored and enhanced, to the greatest extent possible, with native species and shall avoid non-native invasive species. Burial or complete encasement of a permanent surface water feature shall not be allowed.

The proposed development fully respects the 30-metre setback from the top of bank. The site layout and building form have been carefully designed to align with this requirement, with the building massing responding to and following the setback line. No development is proposed within the 30-metre setback, other than light landscaping, tree planting, and ecological enhancements to support re-naturalization and strengthen the creek ecosystem.

4.2.7 Urban Design

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program. The Official Plan states that Urban Design concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban

tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

The proposed development meets the following Urban Design policies among others:

Policy 4.6.4 Policy 1 states that innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.

The proposal will incorporate modern and innovative design and building technologies to ensure the building is sustainable, resilient and promotes high-quality re-investment in this area of Ottawa.

Policy 4.6.5 Policy 3 enforces that development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

The proposed development utilizes an existing curb cut and all vehicle parking is located underground. Loading bays, mechanical equipment and utilities are internal to the building and screened from view.

Policy 4.6.6 Policy 1 states to minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- a) Between existing buildings of different heights;
- b) Where the planned context anticipates the adjacency of buildings of different heights;
- c) Within a designation that is the target for intensification, specifically:
 - i. Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
 - ii. Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

Policy 4.6.6 Policy 2 establishes that transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

The proposed development is not adjacent to any low-rise residential built forms or other sensitive areas. The property directly to the south of the subject property may redevelop in the future and the large lot fabric could support high-rise development, therefore, the mid-rise form of the proposed building would provide a logical and appropriate transition.

Section 4.6.6 Policy 7 states that mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- a) Frame the street block and provide mid-block connections to break up large blocks;
- b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
- c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and
- d) Provide sufficient setbacks and step backs to:
 - i. Provide landscaping and adequate space for tree planting;
 - ii. Avoid a street canyon effect; and
 - iii. Minimize microclimate impacts on the public realm and private amenity areas.

The proposed development will sit closer to the street than the surrounding institutional buildings, which currently have deep setbacks. This modest shift helps to better define the street edge and enhance the pedestrian experience. At the same time, the building's height and overall position remain compatible with the established context, and will not appear out of place in this context, nor overwhelm the streetscape. Building placement was primarily defined by meeting the 30-metre top of bank setback, to respect environmental heritage considerations.

4.2.8 Housing

Adequate, safe, and affordable housing makes Ottawa a good place to live and do business. Housing that meets needs across ages, incomes and backgrounds and supports accessibility needs is a key requirement for health and well-being as well as attracting and retaining highly skilled labour and new businesses.

Market-based housing refers to homes that are bought and sold by private owners, as well as new housing built by developers. As Ottawa grows and its population becomes more diverse, a wider range of housing types will be needed, including options of varying sizes and forms, some of which may be new or uncommon in the city today.

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope; and application processing priority and considering new policies or development application requirements through a housing- and mobility- affordability lens.

Section 4.2.1, Policy 1 states that a diverse range of flexible and context- sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
- b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
- c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;
- d) Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and
- e) The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.

Section 4.2.1, Policy 2 states that the City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:

- a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;
- b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and
- c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

The proposed development provides for a diverse range of housing options, tailored to the current and future needs of the population, by providing a residential mid-rise building that includes a diversity of unit sizes ranging from studio to three-bedroom units. Furthermore, the proposed development introduces an important missing middle housing typology, in the form of a mid-rise apartment building.

4.2.9 Support the Shift Towards Sustainable Modes of Transportation

Section 4.1.4 of the Official Plan supports the shift towards sustainable modes of transportation by permitting reductions in the minimum parking requirements within proximity to transit.

Section 4.1.4, Policy 2 states that the City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations:

- Hubs and Corridors;
- Within a 600 metre radius or 800 metre walking distance, whichever is greatest, to existing or planned rapid transit stations;
- Within a 300 metre radius or 400 metre walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit route;
- Other areas determined by Council.

The proposed development provides significant residential intensification on a brownfield site within the Outer Urban Transect's Neighbourhood designation, and in close proximity to the Smyth Road Mainstreet Corridor and the Transitway along Riverside Drive. It includes ample bicycle parking with convenient access to the local active transportation network, and benefits from current and planned public transit improvements. Together, these features support a modal split that prioritizes active and public transportation, helping to reduce reliance on personal vehicles.

4.3 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 (Figure 10).



Figure 10: Schedule A - Designation Plan, Alta Vista / Faircrest / Riverview Park Secondary Plan

The purpose of the Alta Vista / Faircrest Heights / Riverview Park 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.
- / To allow for the emergence of the elements of a 15-minute neighbourhood, by allowing the Zoning By-law to consider opportunities for micro-retail or local commercial outlets and other neighbourhood services at key corners along Mainstreets and Minor Corridors, as long as these establishments are not car oriented and intended for a walking clientele.
- / To promote the retention of the parks, green transportation and utility corridors and natural areas, to be enjoyed by the community, in accordance with the objectives and policies set out in the Official Plan and the Parks and Recreation Facilities Master Plan. The Alta Vista Transportation Corridor begins at Conroy and Walkley Roads and winds through the green transportation and utility corridor behind the Ottawa Hospital and CHEO, terminating at the Nicholas Street on-ramp. It is planned to be a major transportation corridor.
- / To ensure that development is in compliance with the policies of the Official Plan and compatible with the low-rise neighbourhood areas.

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. In circumstances where properties are excluded from the policies of a Secondary Plan, the underlying Official Plan policies are relied upon for development direction.

However, the below referenced policies illustrate the proposed development's compliance with policies not related to height.

Policy 2 of the Secondary Plan establishes that, in order to ensure that new development gently accommodates additional density in building types and site designs that maintain the character of the existing neighbourhood, the following policies apply to private approaches:

- a) The multiplication of individual driveways through increasing private approaches, or the widening of driveways, whereby an on-site private parking space for one or two landowners reduces the amount of green front yard, space for healthy tree growth and the viable use of streetside space for street parking and other purposes for all users:
 - i. Is generally discouraged; and
 - ii. May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.
- b) Maintaining or enhancing unbroken streetside space for short-term, visitor and delivery street parking and other common purposes in accordance with posted or general permissions, and maintaining front yard space for trees and intensive landscaping, is given priority over private approaches and driveways.
- c) Further to the above, development applications may be required to
 - i. Reduce the number and/or width of private approaches on a site; and
 - ii. Re-use existing private approaches; or
 - iii. Relocate and/or combine existing private approaches with no net increase in number or width.

Policy 5 states that the transportation network for the Alta Vista and Faircrest Heights neighbourhoods shall:

- a) Prioritize walking, cycling and transit; and
- b) Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users.

Policy 8 requires that, for new development, existing mature vegetation (trees, shrubs) is to be retained or replaced with vegetation of comparable size, where possible. Where not possible, there shall be a reinstatement of an appropriate quantity and quality of urban tree canopy on the site of the development.

The proposed development represents a departure from the low-rise built form generally contemplated within the Secondary Plan. However, the proposed development is consistent with the scale and character of the surrounding area which is characterized by institutional and office buildings that share a similar lot size, depth, and building form. The broader study area of the Secondary Plan is already defined by a diverse range of building heights, including mid-rise and high-rise forms. Specifically, 1870 Alta Vista Drive, located directly across the street, is a six storey mid-rise building. Immediately abutting the rear lot line of the subject property, 1745 Alta Vista Drive is a nine-storey mid-rise building. Further east, along the Transitway corridor, several high-rise buildings establish a precedent for taller built forms in close proximity. Therefore, while the proposed development reinforces the existing and evolving urban form in the area, which is excluded from the required low-rise built form found elsewhere in the Secondary Plan study area.

The development also incorporates ample bicycle parking and supportive infrastructure, which encourages active transportation. Finally, the proposed density is located in close proximity to transit, benefiting from and contributing to the efficiency of the transit network.

4.4 Bird-Safe Design Guidelines

Ottawa's Bird-Safe Design Guidelines are intended to be used during the planning stage of private or public development projects to minimize the potential risks to birds.

However, on an individual basis, large buildings (whether low, mid or high-rise) tend to have higher per-structure kill rates than houses due to their greater surface area and, frequently, their more extensive use of glass and lighting. Targeted mitigation in such buildings can substantially reduce bird deaths, and can be readily achieved for new buildings through the site plan control process.

Some important aspects of bird-safe design include:

- / Treating glass to make it more visible as a barrier to birds (see Guideline 2).
- / Eliminating design traps such as glass passageways or corners that are invisible to birds (see Guideline 3).
Designing landscaping to reduce the risk of collisions (see Guideline 5).
- / Designing and managing exterior lighting to minimize impacts on night migrating or nocturnal birds (see Guideline 6).

The proposed development has considered and incorporated relevant guidelines into the design program. Further measures will be explored throughout the Site Plan Control application review.

4.5 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject property is currently split zoned Business Park Industrial Zone, Subzone 12, Maximum Floor Space Index of 1.5 – **IP12 F(1.5)** on the north end of the property and Business Park Industrial Zone, Subzone 12, Maximum Floor Space Index of 1.2 – **IP12[2424] F(1.2)** on the southern portion of the property, in the City of Ottawa Comprehensive Zoning By-law 2008-250.



Figure 11: City of Ottawa Zoning By-law (Excerpt)

The purpose of the IP – Business Park Industrial Zone is to:

- / accommodate mixed office, office-type uses and low impact, light industrial uses in a business park setting, in accordance with the Enterprise Area designations of the Official Plan or, the Employment Area or the General Urban Area designation where applicable;
- / allow in certain Enterprise or General Urban Areas, a variety of complementary uses such as recreational, health and fitness uses and service commercial (e.g. convenience store, personal service business, restaurant, automobile service station and gas bar), occupying small sites as individual occupancies or in groupings as part of a small plaza, to serve the employees of the Enterprise, Employment or General Urban Area, the general public in the immediate vicinity, and passing traffic;
- / prohibit retail uses in areas designated as Enterprise Area but allow limited sample and showroom space that is secondary and subordinate to the primary use of buildings for the manufacturing or warehousing of the product;
- / prohibit uses which are likely to generate noise, fumes, odours, or other similar obnoxious impacts, or are hazardous; and
- / provide development standards that would ensure compatibility between uses and would minimize the negative impact of the uses on adjacent non-industrial areas.

Permitted uses in the IP 12 zone include:

- | | | |
|----------------------------|---------------------|--------------------|
| / research and development | / emergency service | / medical facility |
| / day care | / production studio | / office |
| / technology industry | / training centre | |

As part of the proposed Zoning By-law Amendment, the entirety of the subject property is proposed to be rezoned **Residential Fifth Density, Subzone B – R5B**.

The purpose of the R5 zone is as follows:

- / Allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;
- / Allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;
- / Permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size ;
- / Ensure that residential uses predominate in selected areas of the Central Area, while allowing limited commercial uses;
- / Regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced; and (By-law 2009-392); and
- / Permit different development standards identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

Permitted uses in the R5B zone include:

- / apartment dwelling, low rise / **apartment dwelling, mid rise** / apartment dwelling, high rise

The following table summarizes the proposed development's compliance with the R5B zoning. Areas of non-compliance are noted with an "X".

Zoning Mechanism	R5B Requirement	Provided	Compliance
Minimum Lot Width <i>Section 163</i>	22.5 m	144.28 m	Yes
Minimum Lot Area <i>Section 163</i>	675 m ²	12,144.02 m ²	Yes
Maximum Building Height <i>Section 163</i>	Established through Exception	37 m	Yes
Minimum Front Yard Setback <i>Section 163</i>	3 m	6.5 m	Yes
Minimum Rear Yard Setback <i>Section 163</i>	25% of lot depth to a maximum of 7.5 m	29.4 m	Yes
Minimum Interior Side Yard Setback <i>Section 163</i>	1.5 m within 21 m of the front lot line, 6 m further than 21 m from front lot line	2.7 m	X
Landscaped Area <i>Section 163</i>	30% of the lot area	41%	Yes
Setback from Watercourses and Waterbodies <i>Section 69</i>	30 m to the normal highwater mark of any watercourse or 15 m to the top of the bank of any watercourse, whichever is the greater.	30 m	Yes

Zoning Mechanism	R5B Requirement	Provided	Compliance
Minimum Parking Space Rates <i>Section 101(5)(d), Area X</i>	0.5 per dwelling unit (after first 12 units) (0.5 x (329-12 units) = 159 spaces)	186 spaces	Yes
Minimum Visitor Parking Space Rates <i>Section 101(5)(d)</i>	Area X provisions apply when an active entrance is located within 600 metres of a rapid transit station	30 spaces	Yes
Minimum Bicycle Parking Space Rates <i>Section 111</i>	0.50 per dwelling unit (0.5 x 329 = 165 bike parking spaces)	350 spaces	Yes
Minimum Parking Space Dimensions <i>Section 106</i>	5.2 m x 2.6 m Up to 50% of the parking spaces in a parking garage may be reduced to a minimum of 4.6m long and 2.4m wide	194 (5.2 m x 2.6 m) 22 reduced	Yes
Driveway Width <i>Section 107</i>	Minimum: 6.0 m Maximum: 6.7 m	Minimum: 6.0 m Maximum: 6.7 m	Yes
Minimum Drive Aisle Width <i>Section 107</i>	6.0 m	6.0 m	Yes
Minimum Loading Spaces <i>Section 113, Table 113A</i>	None required	0 loading spaces 1 move in/out bay provided	Yes
Amenity Area <i>Section 137</i>	6 m ² (total) – 1,974 m ² 3 m ² (communal) – 987 m ²	3,025 m ² total 3,025m ² communal	Yes
Permitted Projections Above the Height Limit <i>Section 64</i>	Structures identified in the By-law	Community amenity area	X

As demonstrated in the zoning table above, the proposed development adheres to the general intent of the R5B zone. Which is to regulate development to reflect the planned function of residential mid-rise buildings, typically located within or surrounding Neighbourhood designated areas. The subject property is in an area that is targeted for intensification based on its proximity to Rapid Transit stations. The proposed relief to the R5B zone, detailed Section 6 will address site specific requirements to accommodate the proposal as presented in this submission.

4.6 Parkland Dedication By-law

The proposed development contemplates a Privately Owned Public Space (POPS) in the southeast corner of the site, abutting the public right-of-way, providing an accessible outdoor amenity for the surrounding area and the broader community. While no new municipally owned park is proposed in the form of a parkland dedication, the applicant will provide cash-in-lieu of parkland in accordance with Parkland Dedication By-law No. 2022-280. This approach is appropriate for this context, as the site's redevelopment optimizes land use while providing high-quality on-site open spaces that serve the surrounding community. Cash-in-lieu contributions allow the City to enhance and expand existing parkland resources in the broader area, where they are most needed and can be effectively integrated. The parkland dedication requirement for cash-in-lieu is 1 hectare per 500 dwelling units, up to a maximum of 25% of the land area. Under provincial legislation, the

maximum parkland dedication for residential development is 10% of the land area, whether provided as land or cash-in-lieu.

5.0

Proposed Official Plan Amendment

Although the proposed development aligns with the majority of the policies, goals, strategic directions, and cross-cutting issues of the Official Plan, it does not fully conform with all applicable policies, specifically those related to permitted building heights within the Neighbourhood designation. Consequently, an Official Plan Amendment is required to permit the proposed mid-rise heights. The primary policy where the proposed development is not in compliance with the Official Plan is as follows:

Section 6.3.1 Policy 2 establishes that *“permitted building heights in Neighbourhoods shall be Low-rise, except:*

- a) Where existing zoning or secondary plans allow for greater building heights; or*
- b) In areas already characterized by taller buildings.”*

The Official Plan further contemplates the mechanism to address and amend the Neighbourhood designation in the following:

Section 6.3.1 Policy 3 states that *“development in the Neighbourhood designation which seeks additional height beyond 4 storeys:*

- a) May be evaluated through a Zoning By-law amendment, without the need to amend this Plan, in cases that fall under the provisions of Subsection 6.3.1 Policy 2) but where the zoning does not provide corresponding permissions; and*
- b) In all other cases, require an area-specific policy through an amendment to this Plan.”*

City planning staff were of the opinion that the taller buildings located along Riverside Drive, although part of the broader neighbourhood context, are too far from the subject property to be interpreted as forming part of the same policy area for the purposes of Section 6.3.1, Policy 2(b). As such, the subject property cannot rely on the presence of these high-rise buildings to justify mid-rise permissions through a Zoning By-law amendment alone.

However, it is our understanding that the high-rise buildings within 300 metres of the subject property do constitute close enough proximity to be within the area characterized by tall buildings. Out of an abundance of caution, an Official Plan Amendment has been sought. The OPA will introduce an area-specific policy that enables mid-rise built form on the subject property that is in alignment with the broader goals and principles of the Official Plan.

The Official Plan establishes that lands designated Neighbourhood within the Outer Urban Transect are intended to evolve gradually, it also acknowledges that certain locations with strong transit access, in proximity to Corridors, amenities, and with significant redevelopment potential, are suitable to higher-density forms that support the City’s long-term growth strategy. The subject property represents such a location, as it is an underutilized site with appropriate dimensions to comfortably accommodate a mid-rise built form that remains consistent with the character of the Alta Vista area, North of Smyth Road. Specifically, to continue to provide context sensitive development that is consistent with the character and scale of the surrounding area. Given that the area north of Smyth Road is characterized by a mix of building forms, ranging from low-rise to high-rise, the proposed development is appropriately scaled for the area.

The current height permissions in the Neighbourhood designation limit development to low-rise forms, which do not reflect the strategic function of Alta Vista Drive as a Transit Priority Corridor nor the site’s proximity to major employment centres, health institutions, and transit services. The surrounding area is characterized by large institutional buildings, generous setbacks, and deep parcels. These conditions differ substantially from typical low-rise neighbourhood fabric. As a result, applying a standard low-rise height limit to this location would underutilize a centrally located parcel, constrain intensification, and inhibit the planned evolution of the Outer Urban Transect.

An OPA is therefore required to introduce a site-specific policy that more accurately reflects the property’s context and its capacity to contribute meaningfully to City’s objectives, as they pertain to residential intensification in a manner that is reflective of the surrounding character. The amendment will enable a mid-rise building form that aligns with the Official Plan’s strategic directions, including the shift toward compact growth, increased sustainable mobility, and the transformation of single-use areas into mixed-use, complete communities.

5.1.1 Proposed Area Specific Policy

Amend Volume 1 of the Official Plan for the City of Ottawa to increase building heights on lands known municipally as 1867 Alta Vista Drive

- / The Area Specific Policy permits the proposed mid-rise residential building which provides for adequate height transition to nearby low- and mid-rise buildings. The lot size is appropriate for the proposed mid-rise building.

6.0

Proposed Zoning By-law Amendment

6.1 Requested Zone

The requested Zoning By-law Amendment is proposed to rezone the lands municipally as 1867 Alta Vista Drive Residential Fifth Density, Subzone B, Exception XXXX – R5B[XXXX].

The requested rezoning to a Residential Fifth Density zone is appropriate, given the proposed development contemplates mid-rise residential development. As identified in the Section 4.5 of this report, the proposed development meets the broad majority of R5B zoning provisions, and the zone permits the requested use – apartment, mid-rise.

6.2 Requested Relief from the R5B Zone

To accommodate the proposed development, as presently contemplated, additional relief is required. The details of the Urban Exception are rationalized below.

- / **Reduce the required Interior Yard Setback to 2.7 metres, whereas a 6-metre setback is required for any part of a building further than 21 metres from the front yard lot line, when not abutting a Residential zone;**
 - The proposed reduction in Interior Yard Setback is appropriate given that the subject property abuts, on both sides, office buildings which require less protection, as it pertains to privacy. Further, abutting buildings are both 7.6 metres from the shared property lines. This represents a building separation of 10.3 metres to south and 11.7 metres to the north. These distances are reflective of the required tower separation between high-rise towers (as per Section 77 of the By-law), and are thus adequate for separation between mid-rise and abutting low-rise buildings.
- / Reduce total required parking minimum (resident and visitor) to 0.25 spaces per unit, whereas 0.7 spaces per unit is required;
 - The proposed reduction to resident parking is appropriate given that the subject property is within close proximity to multiple LRT stations, multiple local bus routes, and a broad bicycle network, which provide a number of alternative methods to driving.
 - Section 4.1.4 of the Official Plan aims to minimize and gradually reduce the total land area of the City consumed by surface parking and provides guidance on the reduction or elimination of minimum parking requirements and/or the introduction of maximum parking limits, in strategic locations, including:
 - Hubs and Corridors;
 - Within a 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations;
 - Within a 300 metre radius of 400 metres walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit Route; and,
 - Other areas determined by Council.
 - The final draft of the forthcoming new Zoning By-law looks to remove all resident minimum parking requirements from future developments, as it is understood that the City direction is to eliminate parking requirements, where possible.
- / Add “communal amenity area” to the list of structures noted in Section 64 – Permitted Projections Above the Height Limit, of the Zoning By-law;
 - The proposed projection of amenity area into the permitted projection height is appropriate given that it operates in conjunction with the permitted rooftop mechanical penthouse. The combination of the location of the building and footprint and placement of the projection mitigates any privacy and shadowing impacts

caused by the enclosed amenity space. Further, given the abutting uses are non-residential, any privacy or height concerns are reduced as a consequence of the limited time the buildings are actively used.

- / Permit a maximum building height of 37.0 metres, where the Zoning By-law requires maximum building height to be established in an exception.
 - As per footnote 51 of Section 164 of the Zoning By-law, maximum building height is either shown with an H(#) on the Zoning Map, on a Schedule, or in the exception zone. The preferred approach is to capture maximum permitted building height in the exception zone.

The Zoning By-law Amendment application is appropriate as it promotes the ongoing transformation of the area to a more vibrant mixed-use character and provides development at an appropriate scale that is compatible with the surrounding area and planned context, while achieving a high standard of urban design. The amendments facilitate a redevelopment of an underutilized site that promotes a positive interface with the public realm by providing a POPS and introducing landscaping to enhance the public realm.

7.0 Conclusion

It is our professional planning opinion that the proposed Official Plan and Zoning By-law Amendment Applications represent good planning and is in the public interest for the following reasons:

- / The proposed development is consistent with the intent of the **Provincial Planning Statement** (2024), proposing the intensification of an underutilized property within the built-up area, where existing infrastructure and public service facilities are available;
- / The proposed development conforms to the City of Ottawa Official Plan policies regarding its strategic direction, cross-cutting issues – including intensification, energy, and healthy communities – and growth management;
- / The proposed development conforms to urban design objectives and compatibility criteria established in Section 4.6 of the **Official Plan**;
- / The proposed development conforms to the **Alta Vista / Faircrest Heights / Riverview Park Secondary Plan** by contemplating development that is contextually sensitive with respect the built form to the surrounding area;
- / The proposed development complies with the general intent of the **Zoning By-law**, subject to the proposed site-specific Zoning By-law Amendment; and
- / The proposed development is supported by **technical studies** and plans submitted as part of this application.

For your consideration,



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