



1867 Alta Vista Architectural & Urban Design Brief 2025.12.18

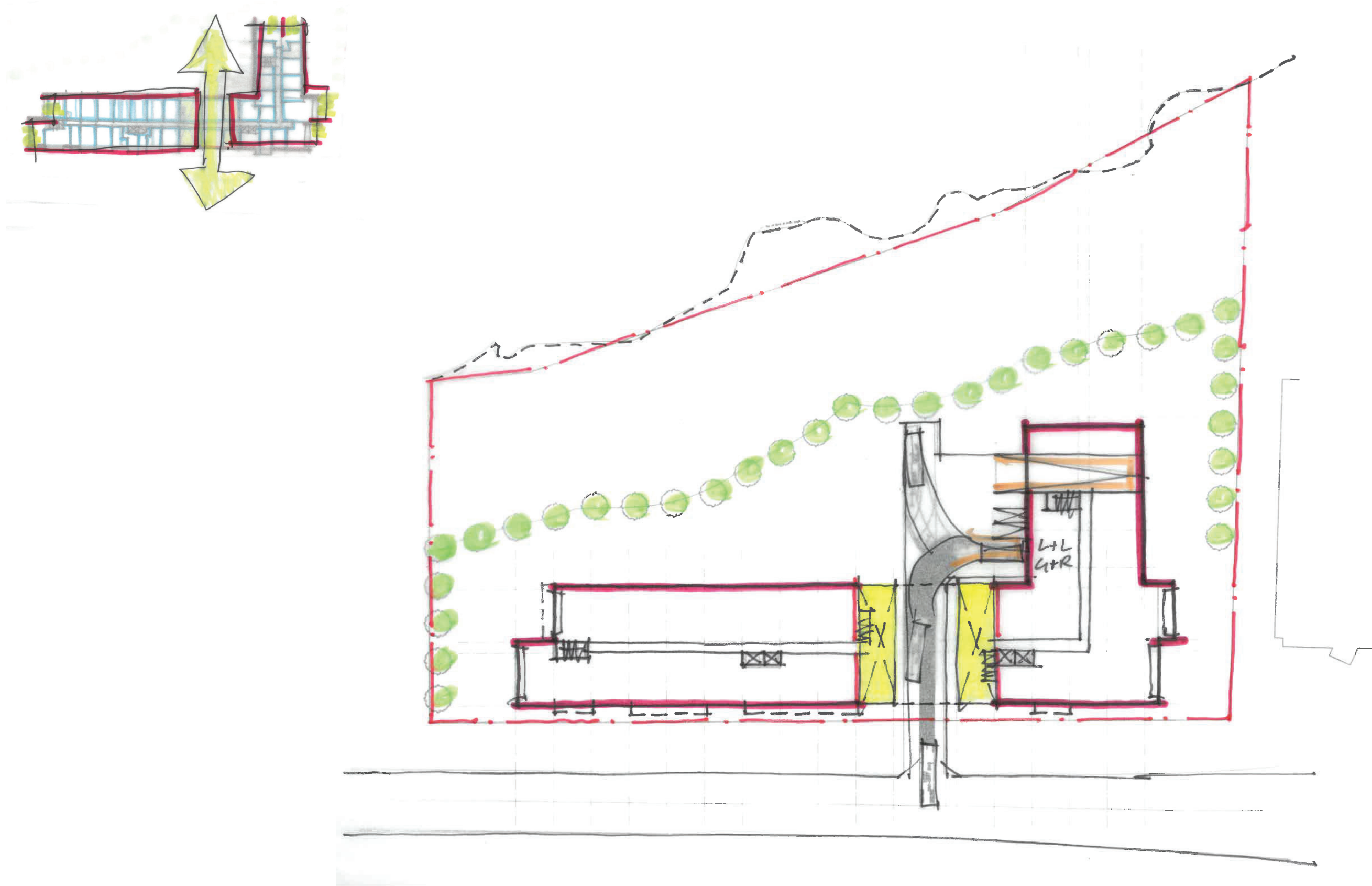
SUBJECT AREA

SITE CONTEXT



SITE PARTI & MASSING
CONCEPT SKETCHES

SITE PLAN Parti STUDY #1 L-SHAPED BLDG



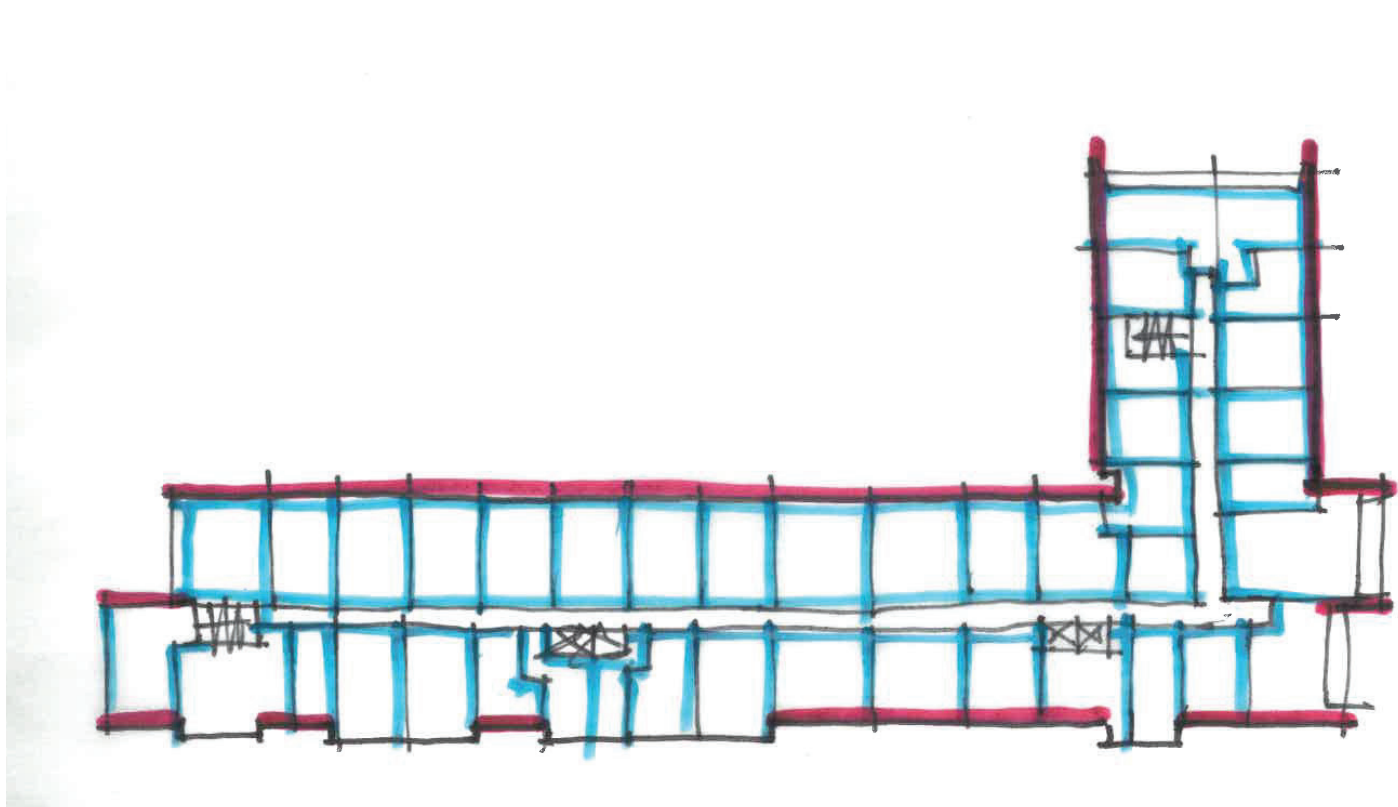
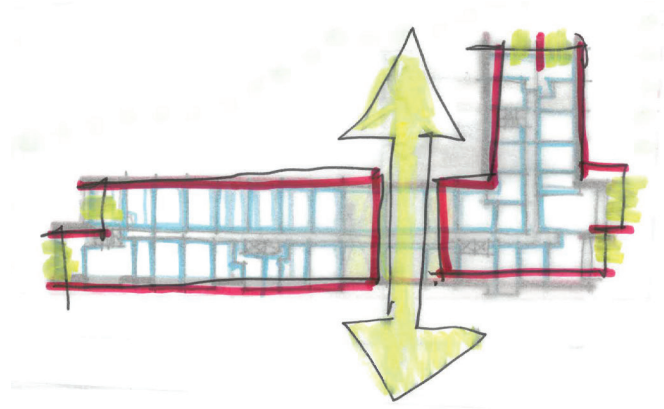
upper left: site parti sketch lower right: plan diagram ground floor; yellow area denotes main lobby space at south end; pkg, move-in/move-out and pkg ramp access at rear of building

SITE PLAN Parti STUDY #1 L-SHAPED BLDG



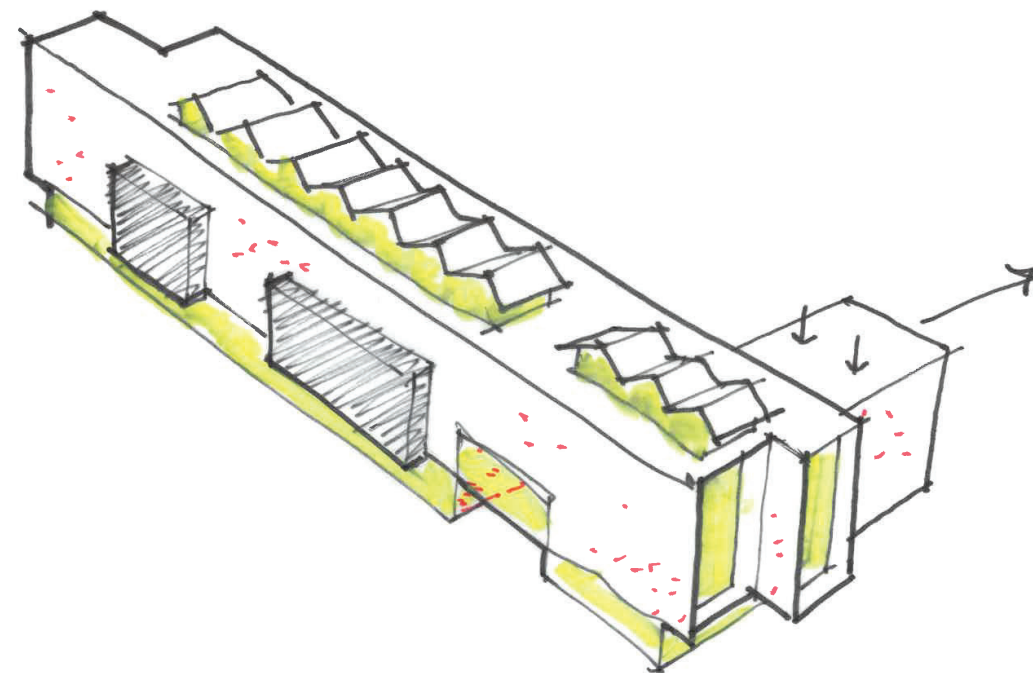
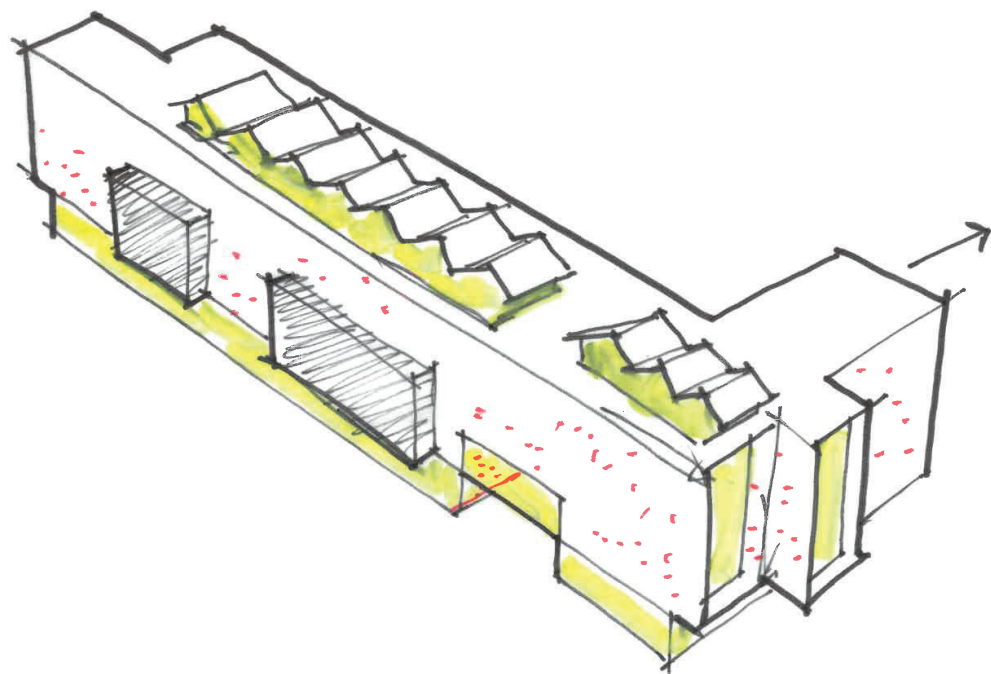
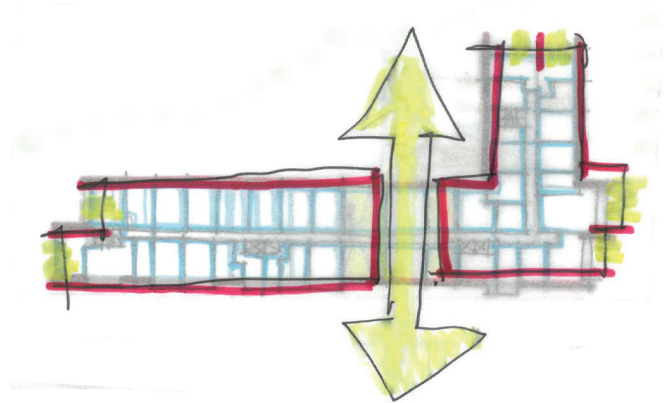
upper left: site parti sketch lower right: plan diagram Level2; yellow area denotes double height main lobby space at either side of breezeway

SITE PLAN Parti STUDY #1 L-SHAPED BLDG



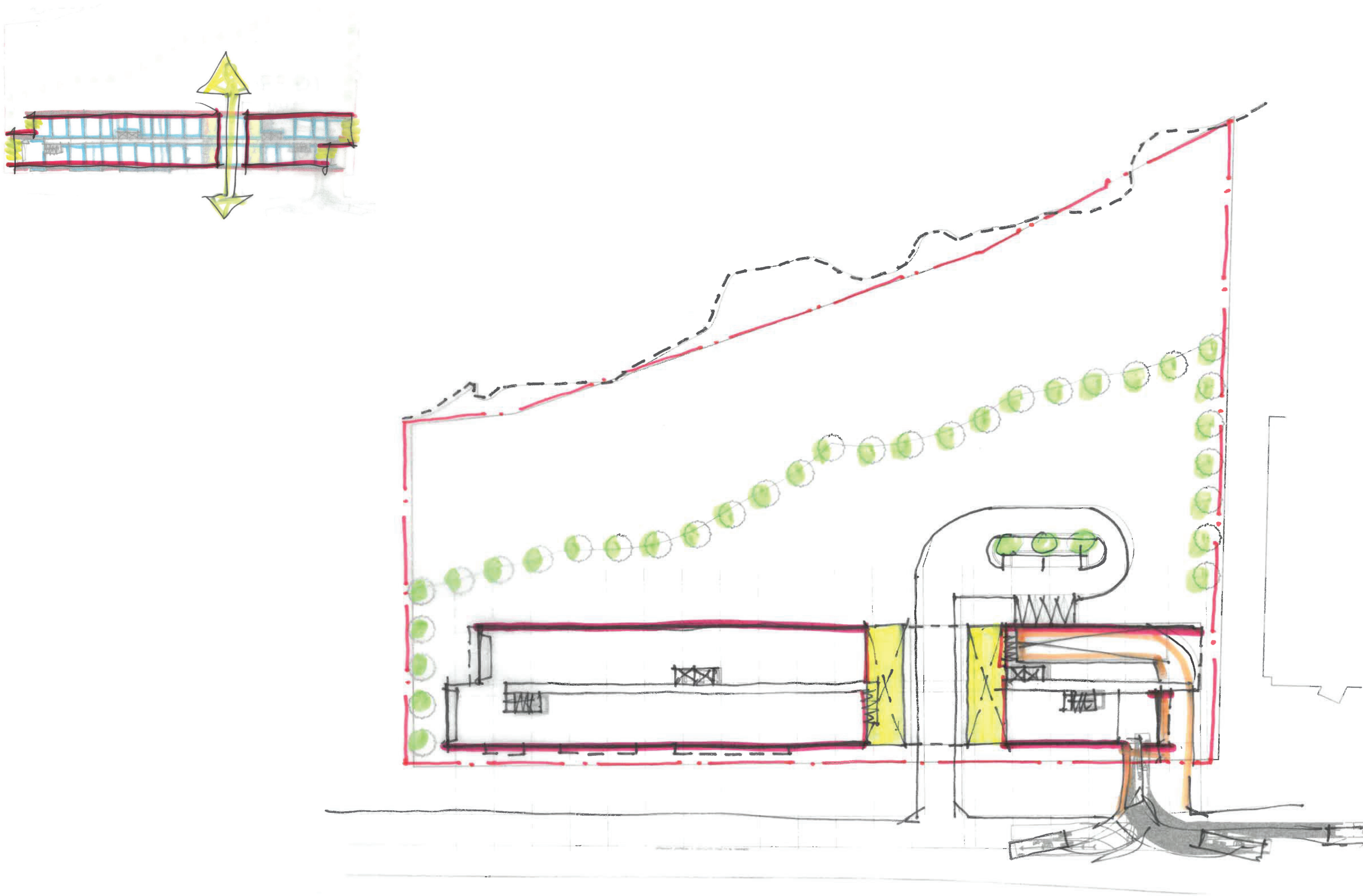
upper left: site parti sketch lower right: plan diagram typical residential floor plate

FORM STUDY #1 L-SHAPED BLDG



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

SITE PLAN Parti STUDY #2 STRAIGHT BAR BLDG



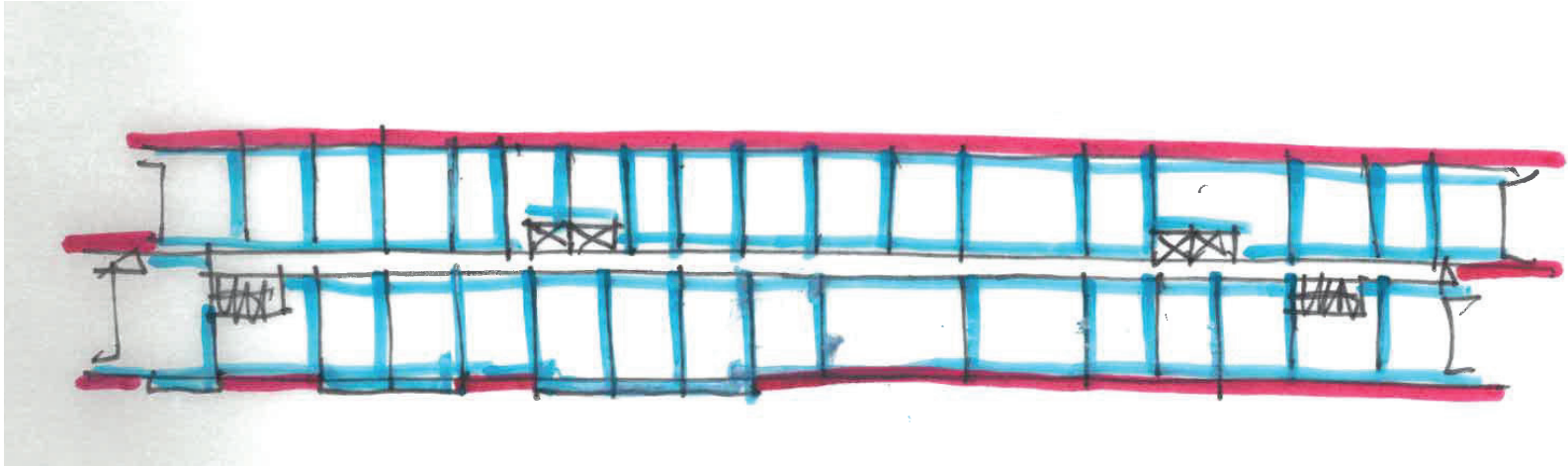
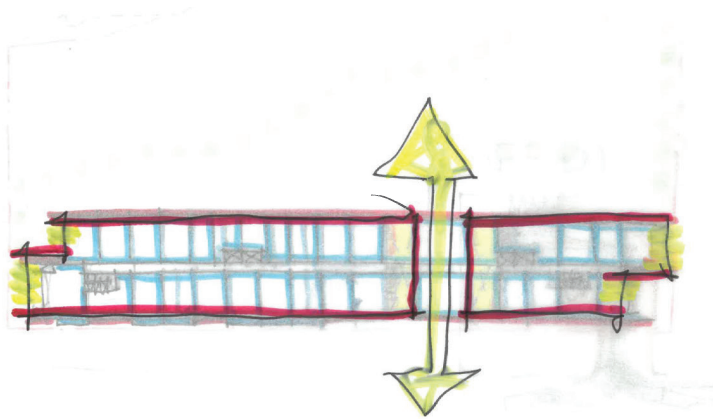
upper left: site parti sketch lower right: plan diagram ground floor; yellow area denotes main lobby space at south end; u/g pkg ramp at far south

SITE PLAN Parti STUDY #2 STRAIGHT BAR BLDG



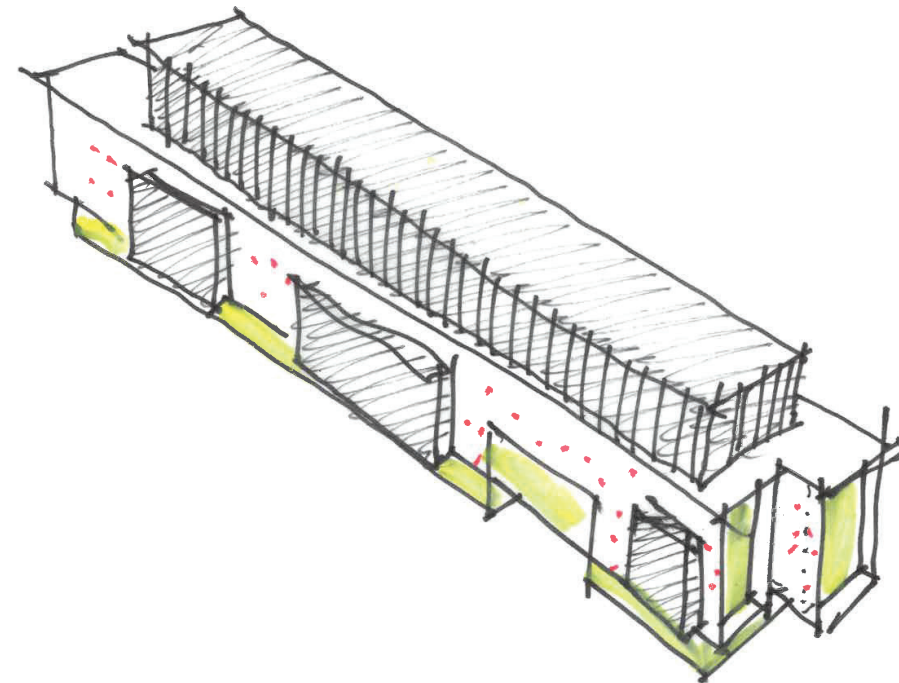
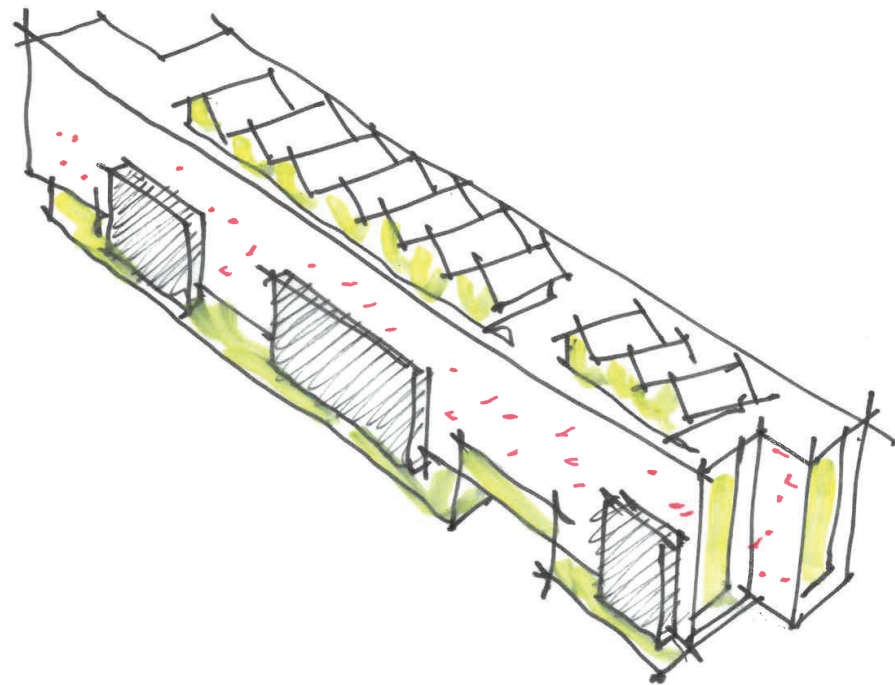
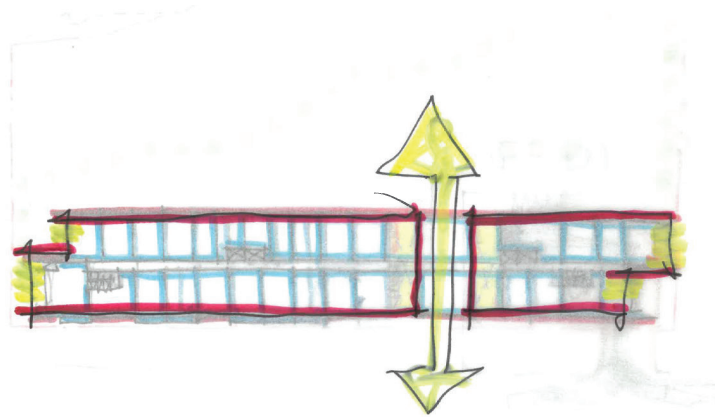
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SITE PLAN Parti STUDY #2 STRAIGHT BAR BLDG



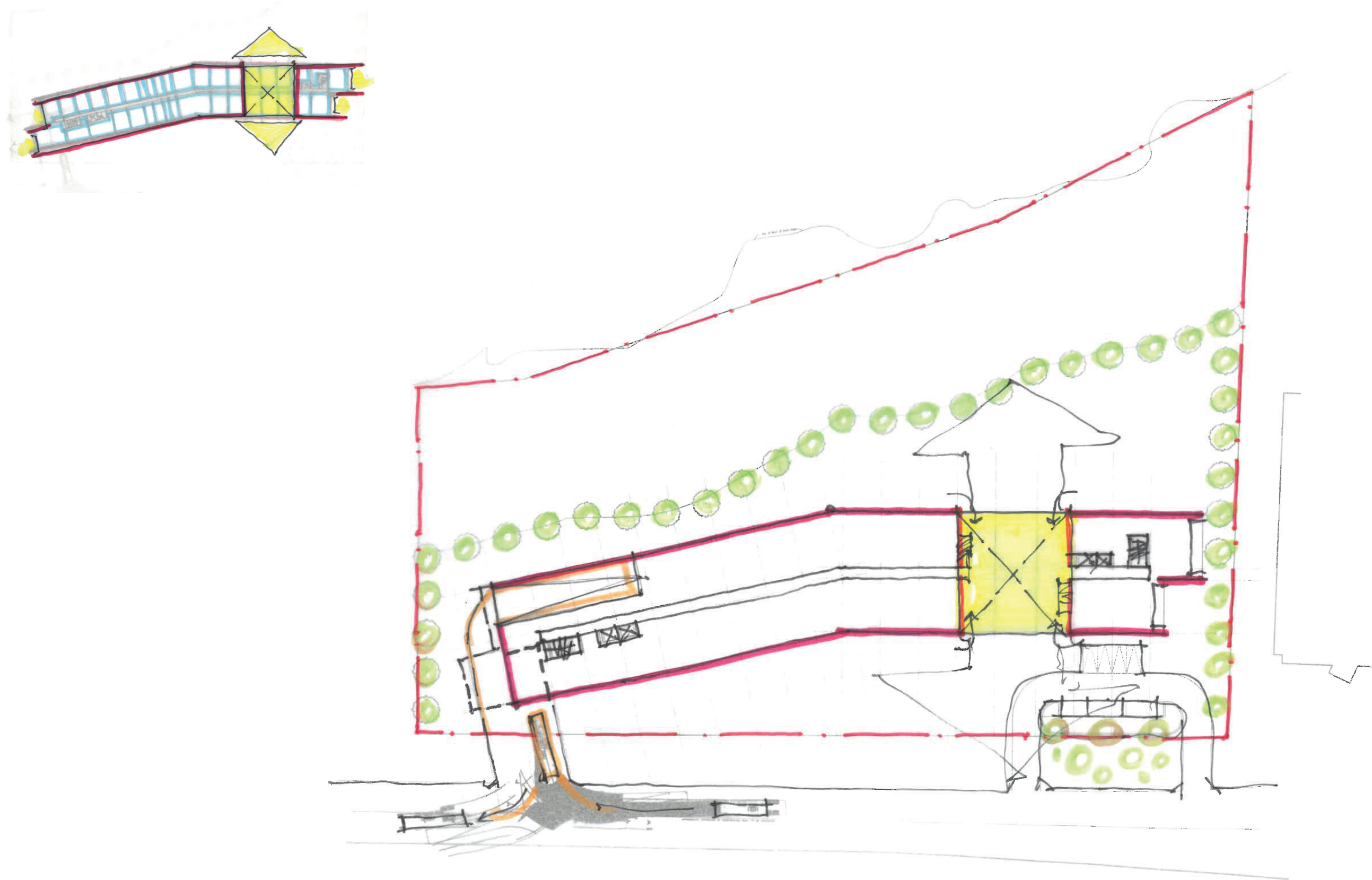
upper left: site parti sketch lower right: plan diagram typical residential floor plate

FORM STUDY #2 STRAIGHT BAR BLDG

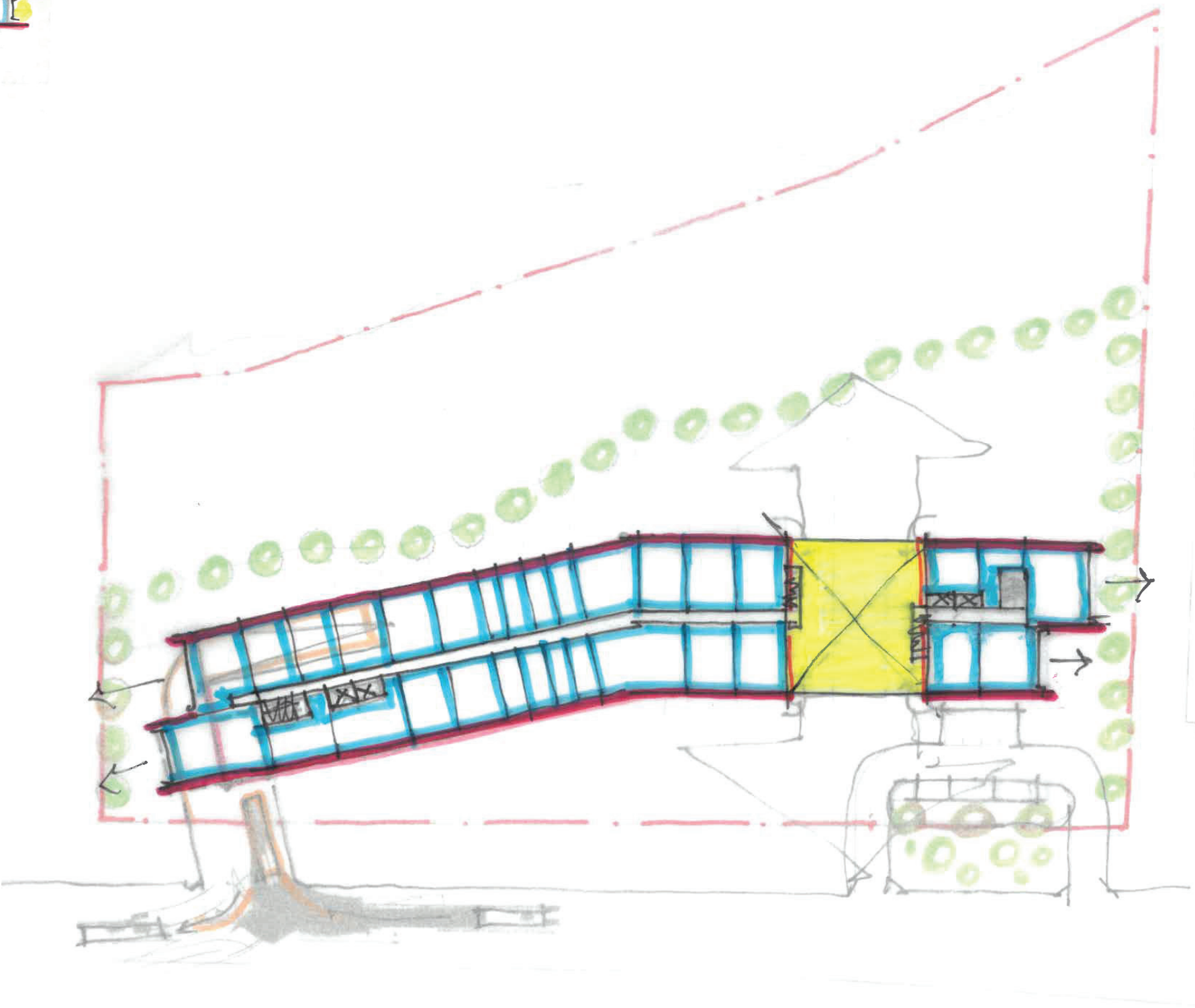
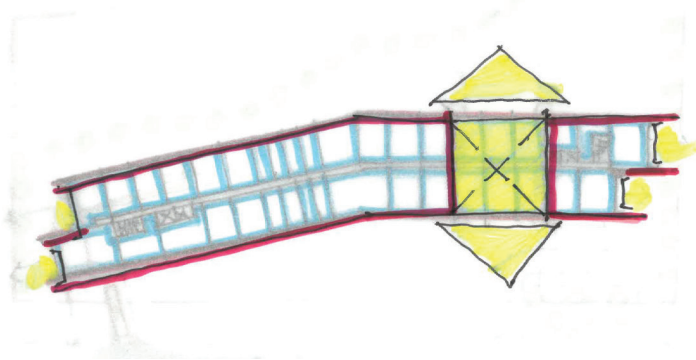


left: bar shaped masonry form with articulated penthouse roof right: complementing 'box-top'; contrasting with clay masonry form below.

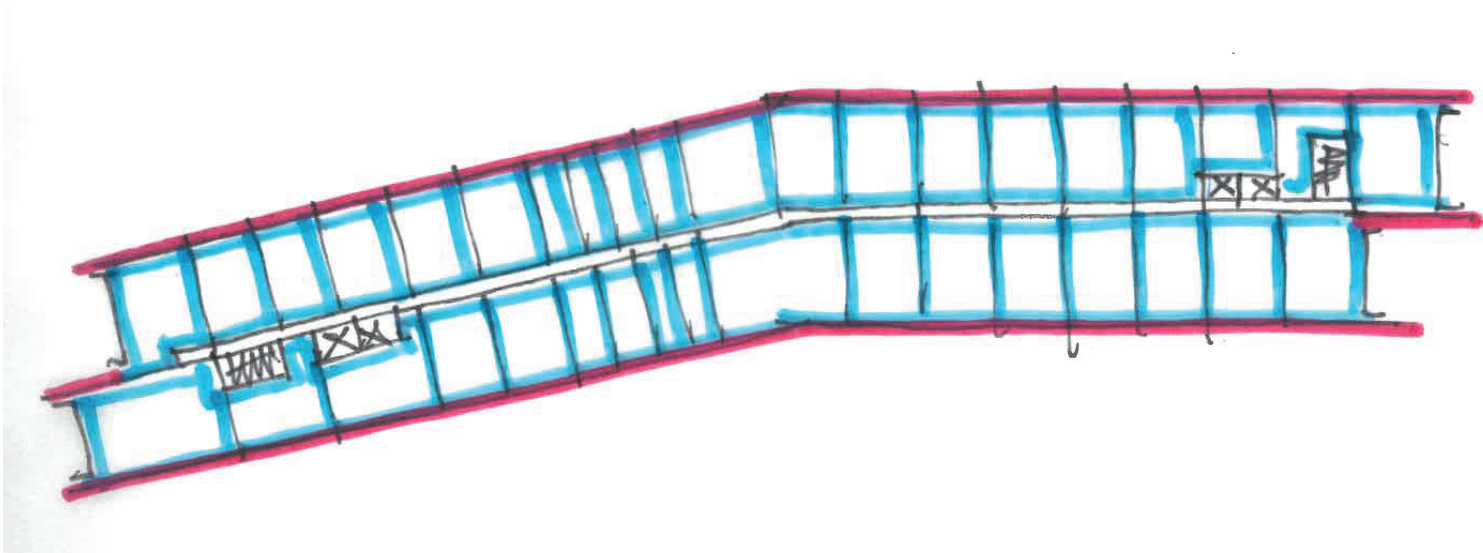
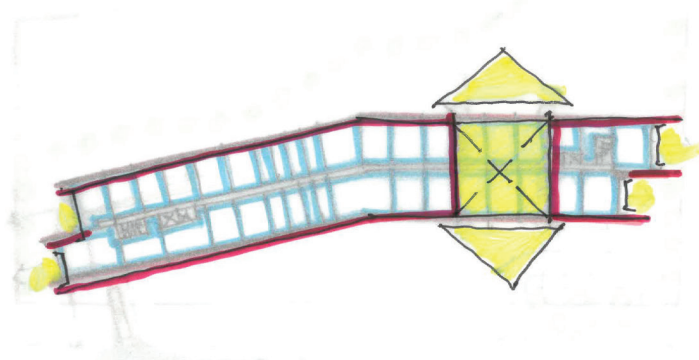
SITE PLAN Parti STUDY #3 INFLECTED BAR BLDG



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

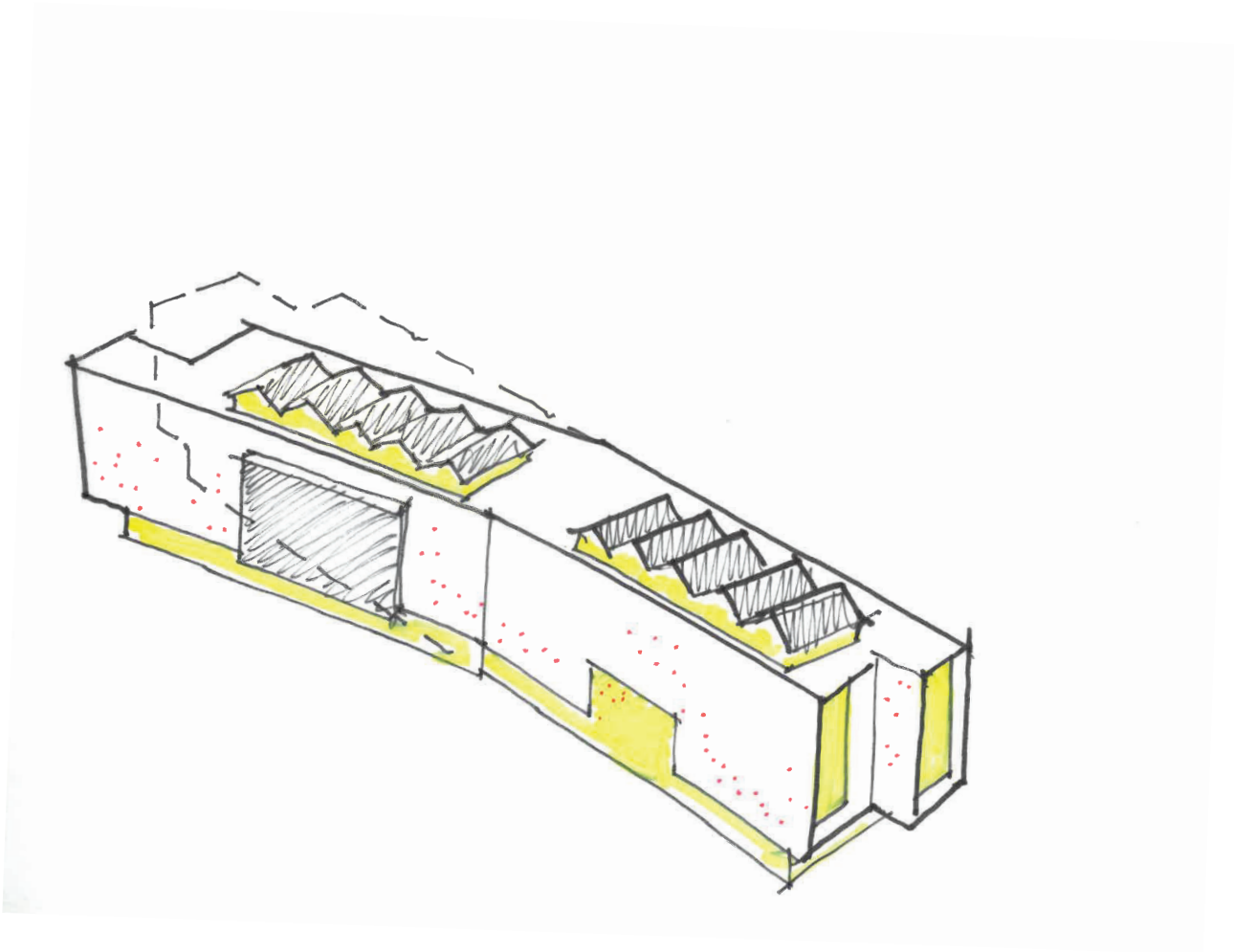
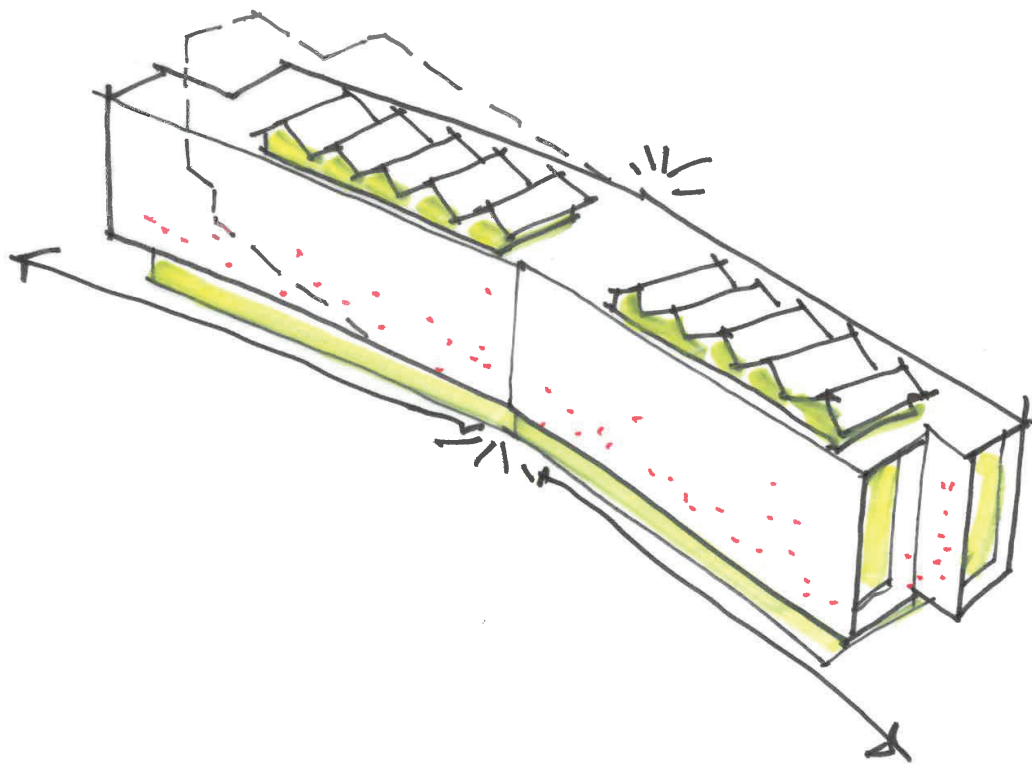
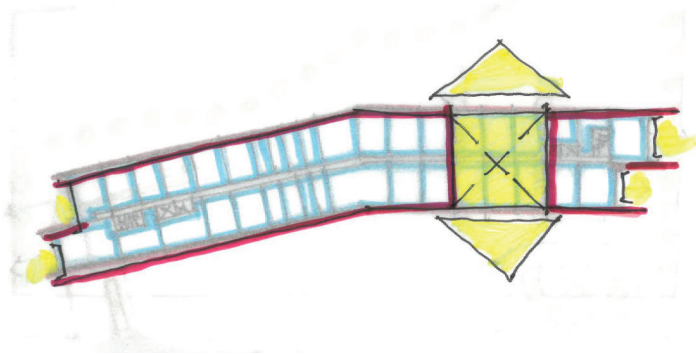


upper left: site parti sketch lower right: plan diagram Level2; yellow area denotes double height main lobby space at south end served by two feature stairs



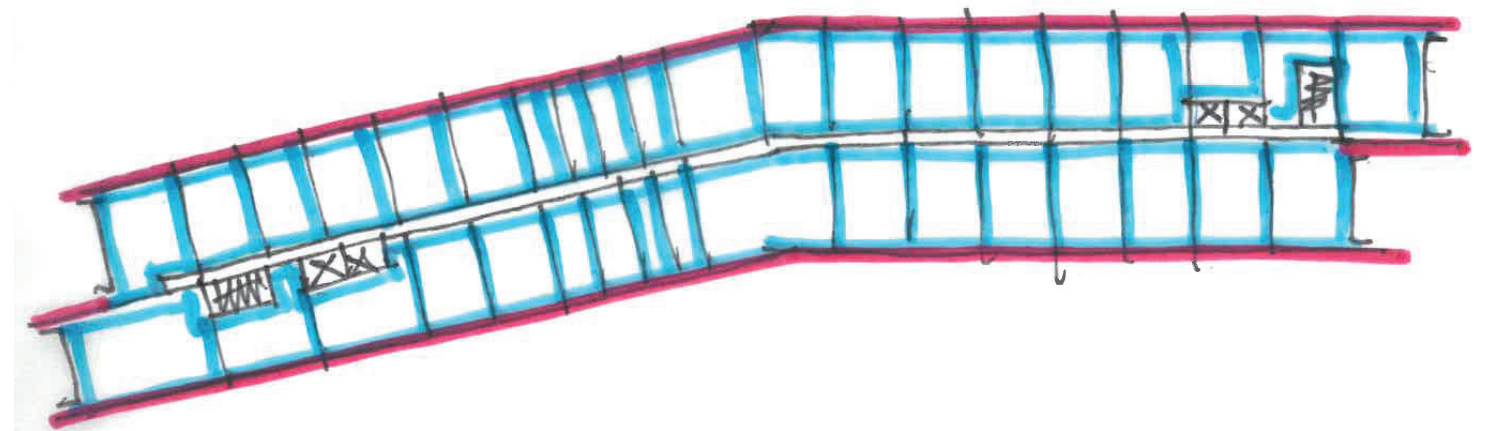
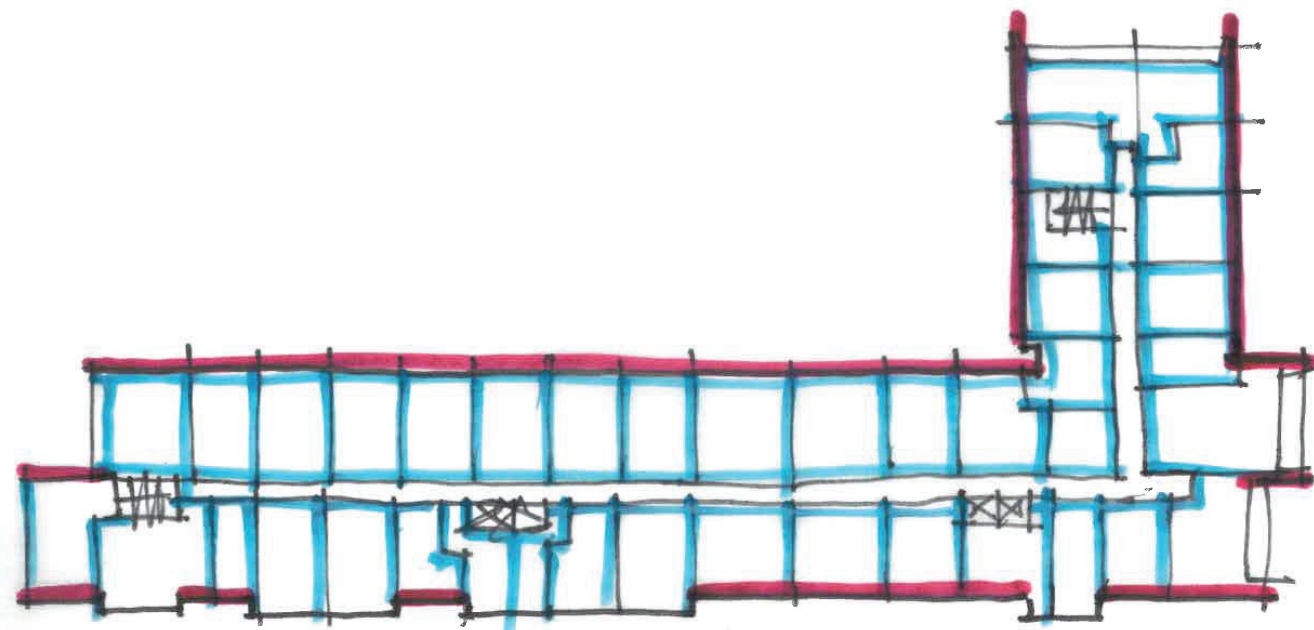
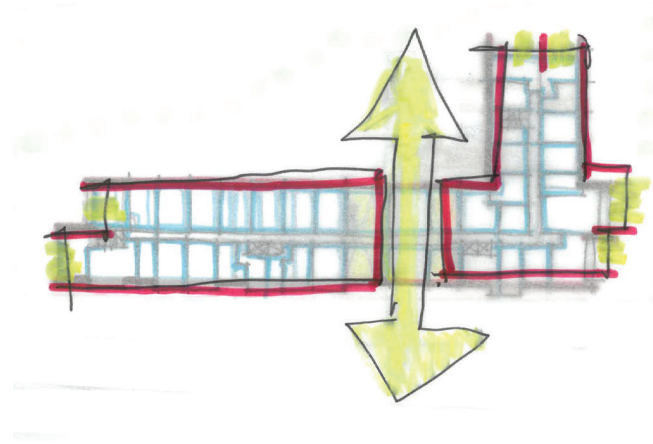
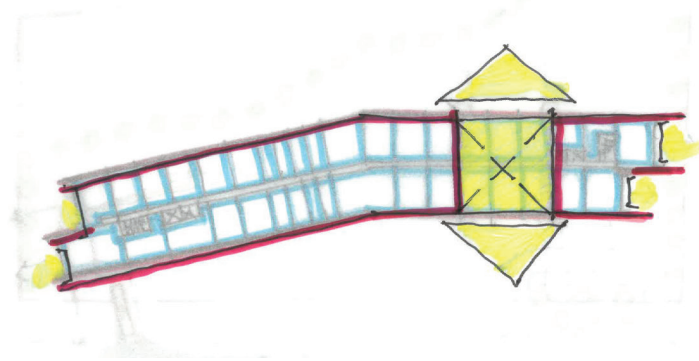
upper left: site parti sketch lower right: plan diagram typical residential floor plate

FORM STUDY #3 INFLECTED BAR BLDG



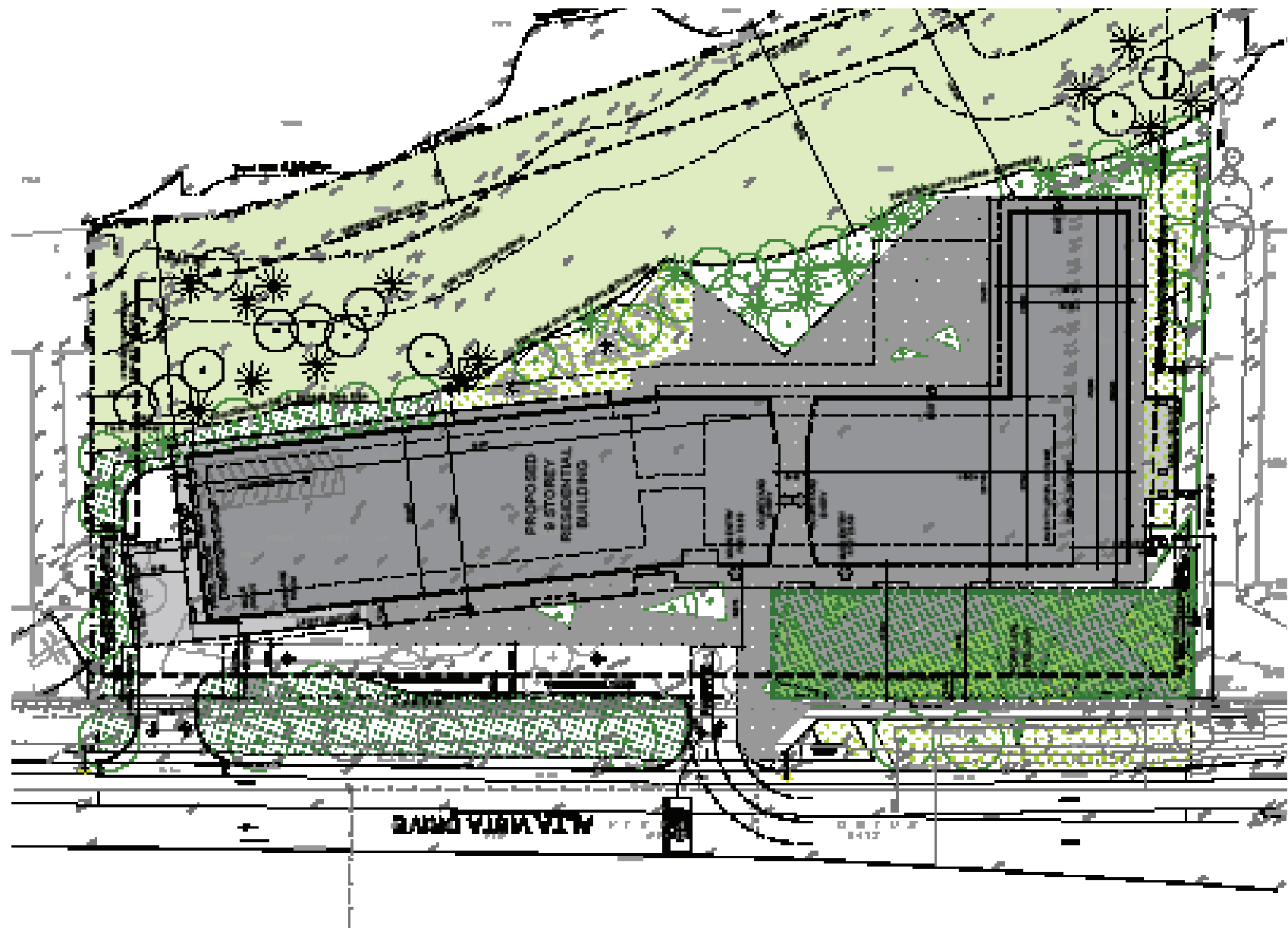
left: continuous form - no breezeway right: articulation of double height lobby space

SITE PLAN Parti STUDIES HYBRID CONCEPT



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

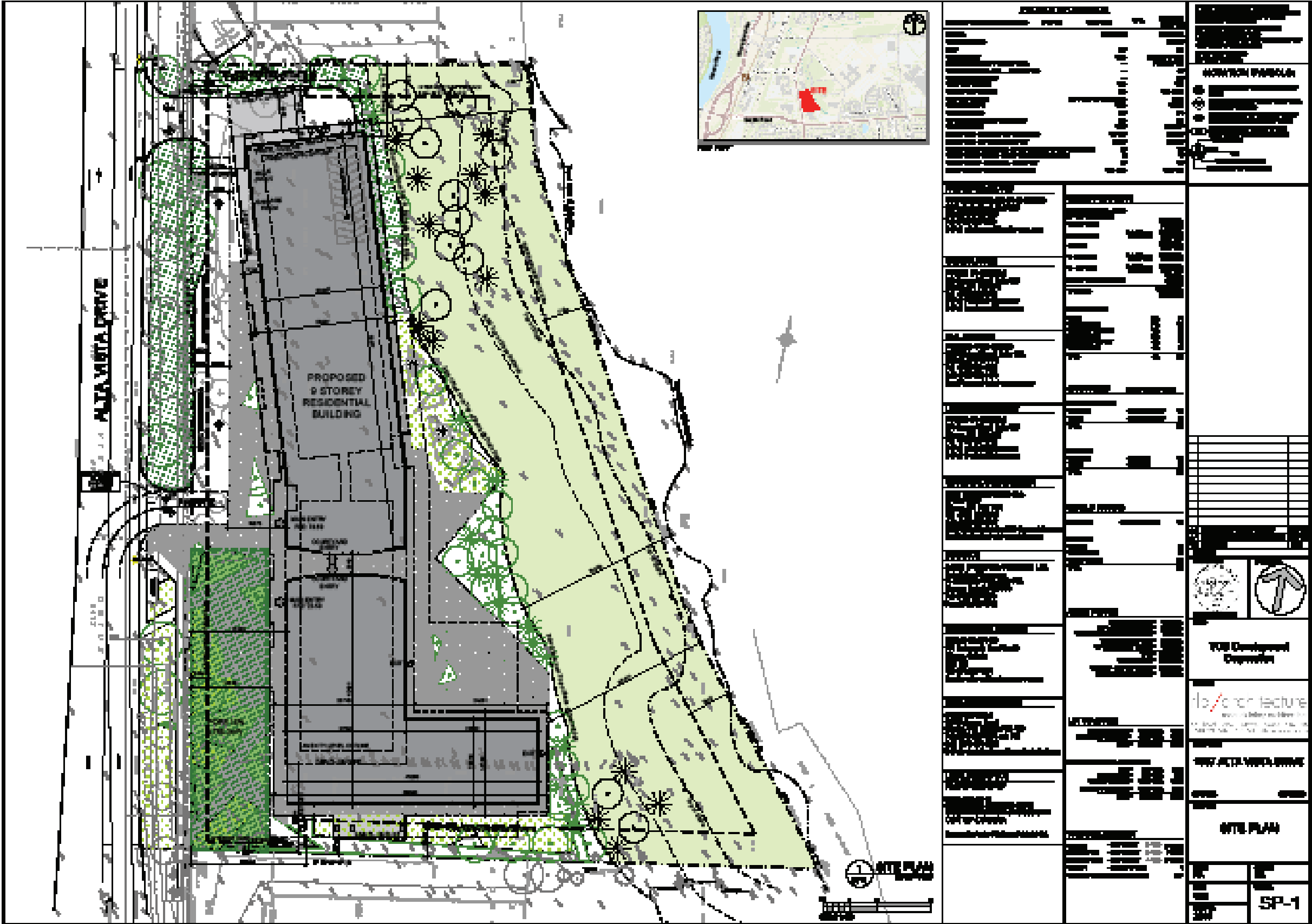




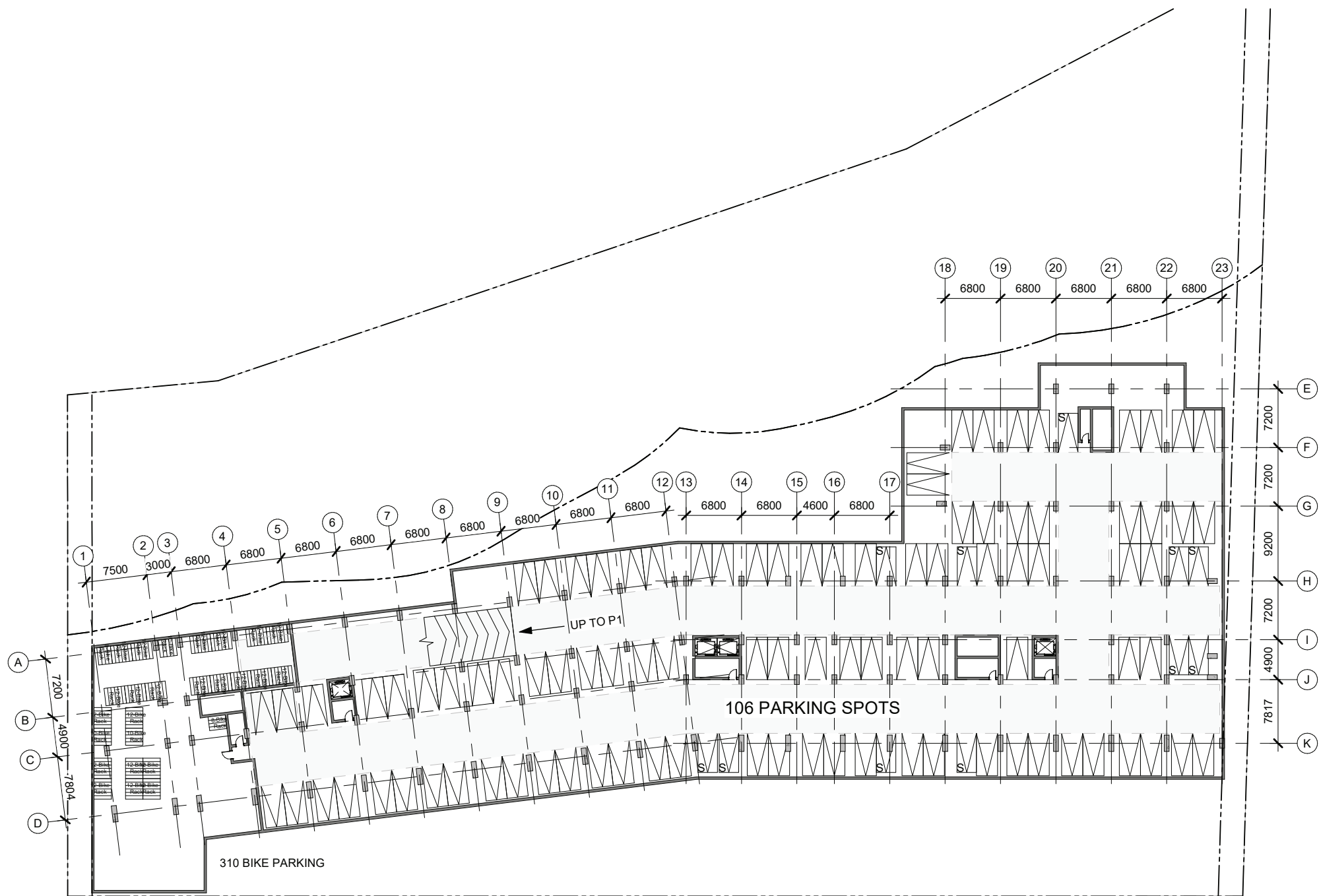
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SITE PLAN

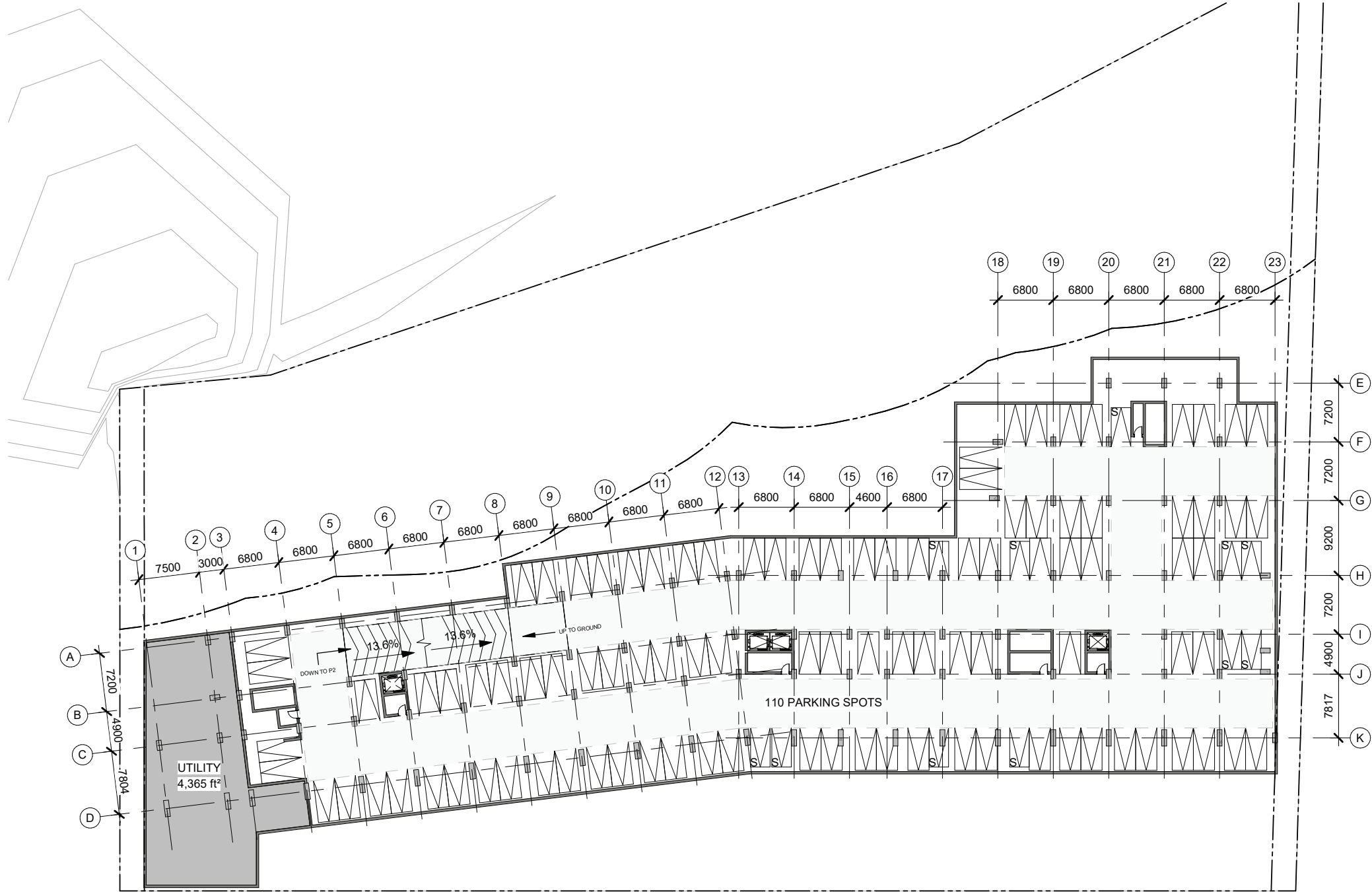
SITE PLAN



PLANS



PLANS P1 PARKING LEVEL



PLANS GROUND LEVEL

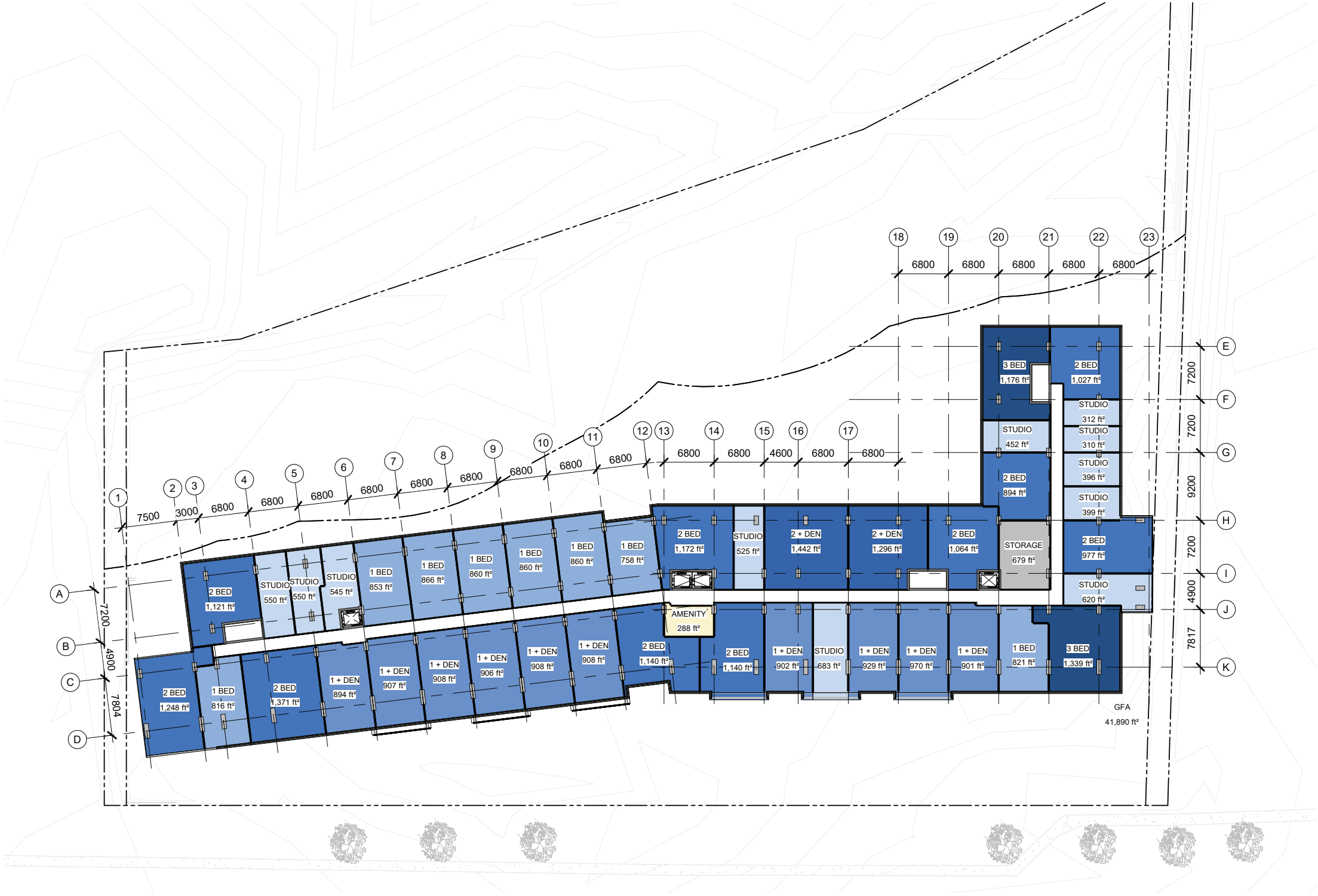


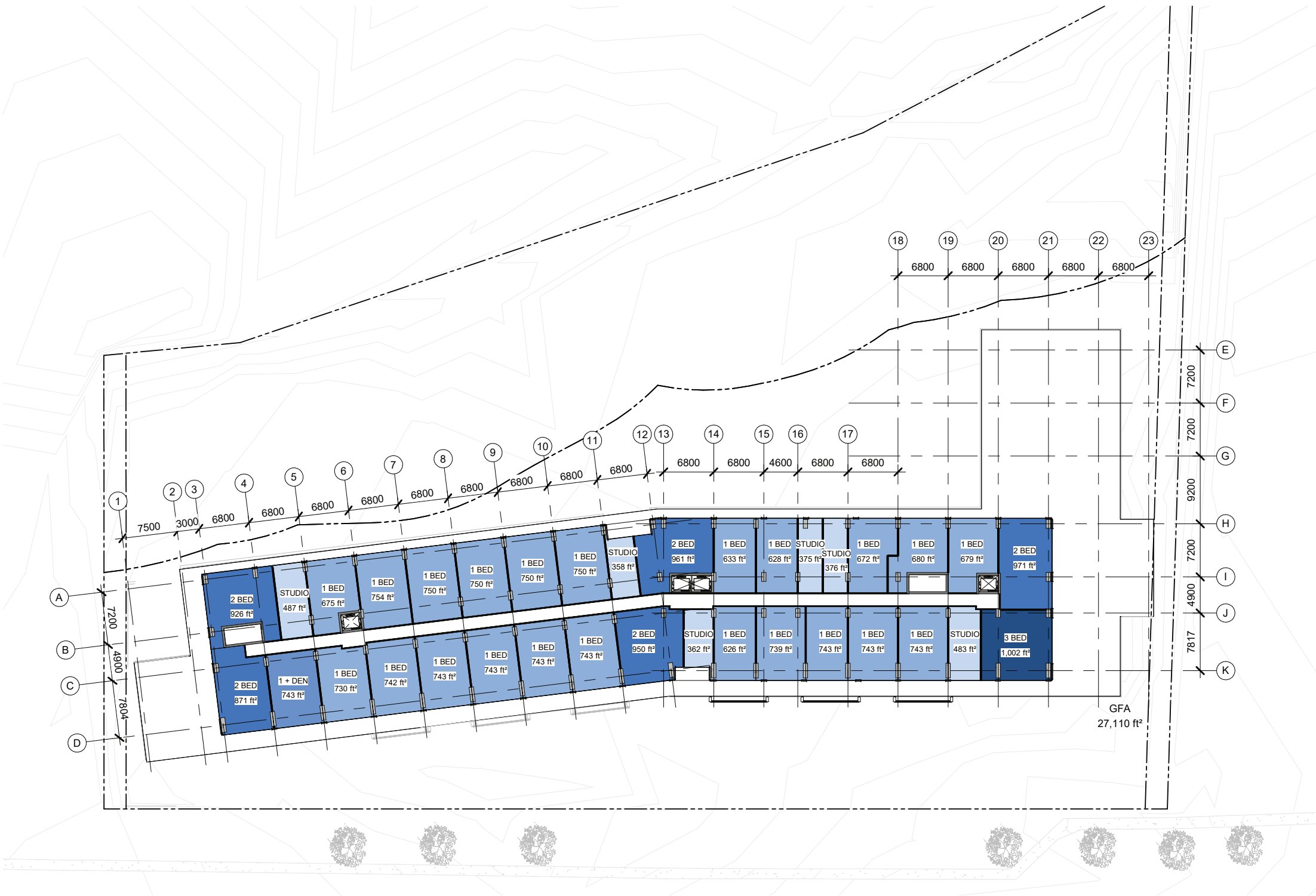
PLANS TYPICAL LEVELS 2 & 3

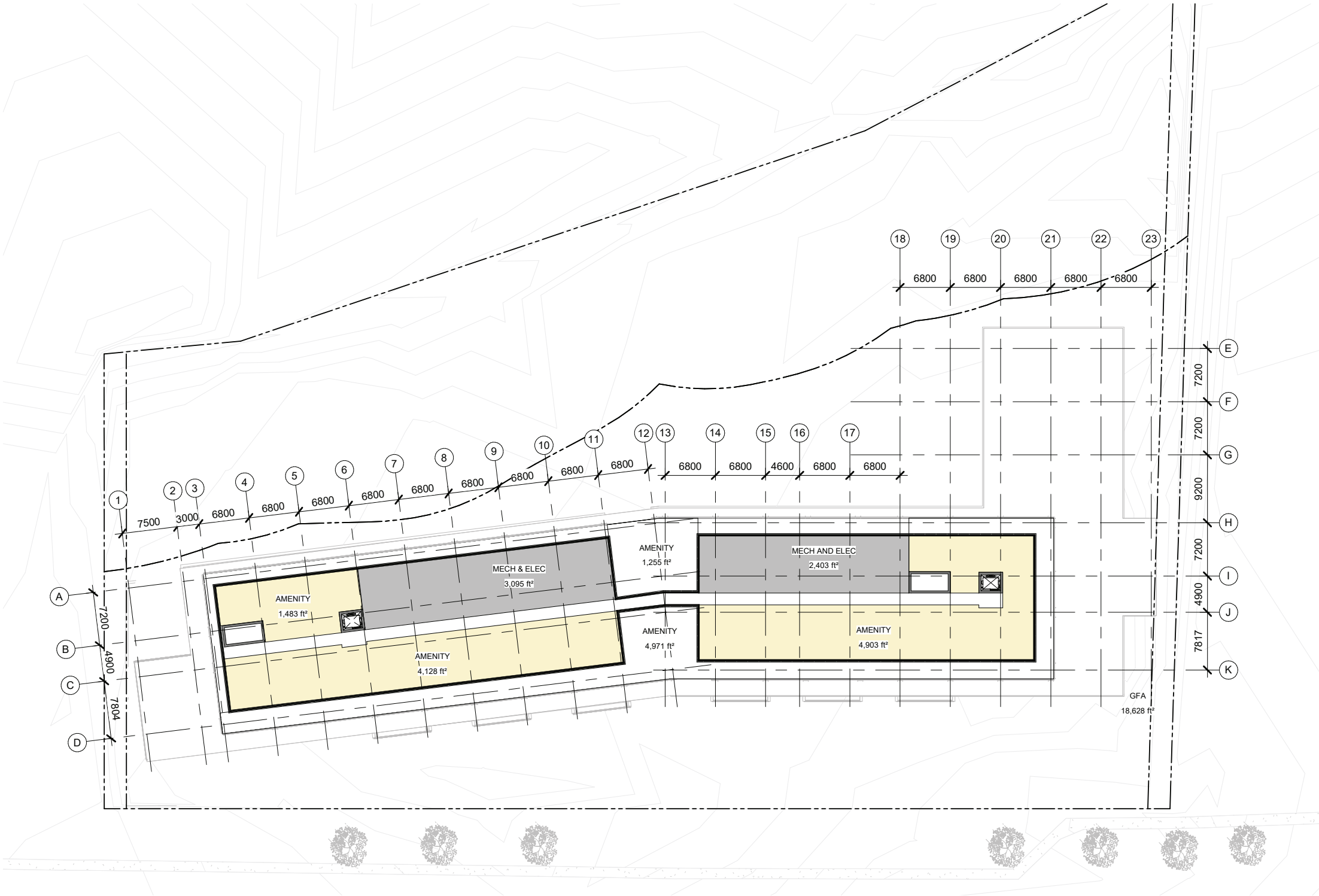




PLANS TYPICAL LEVELS 5 & 6



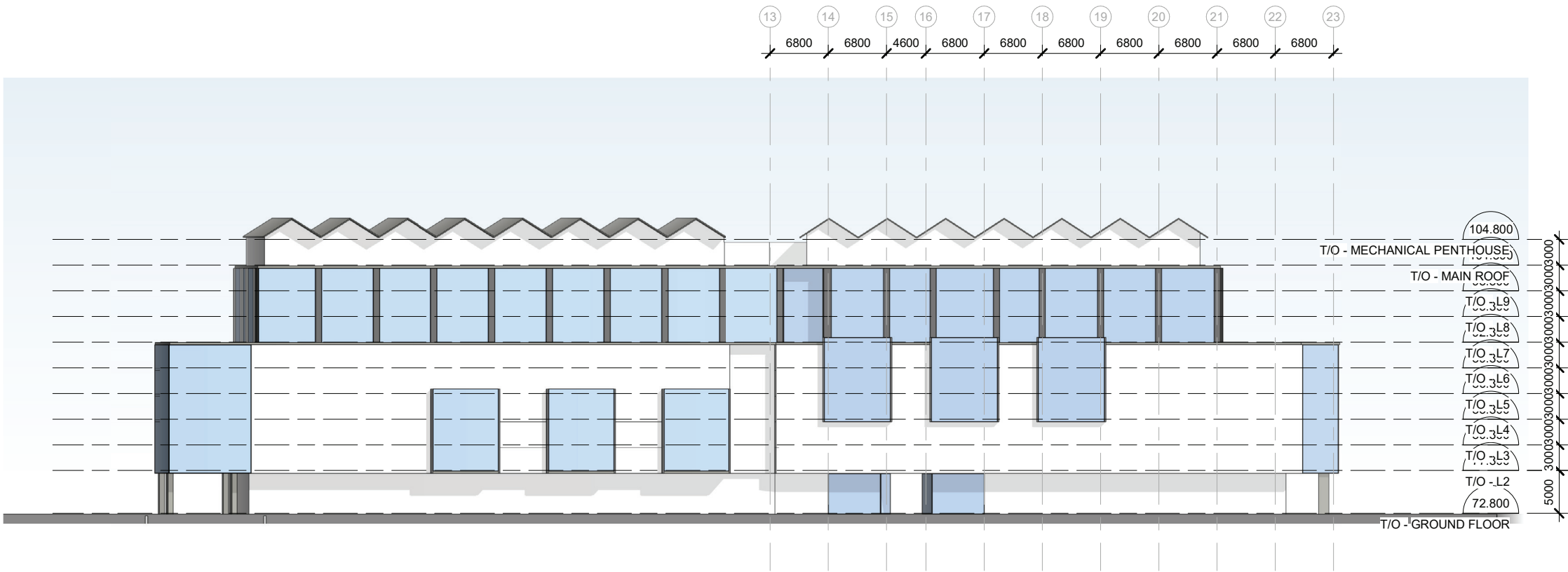




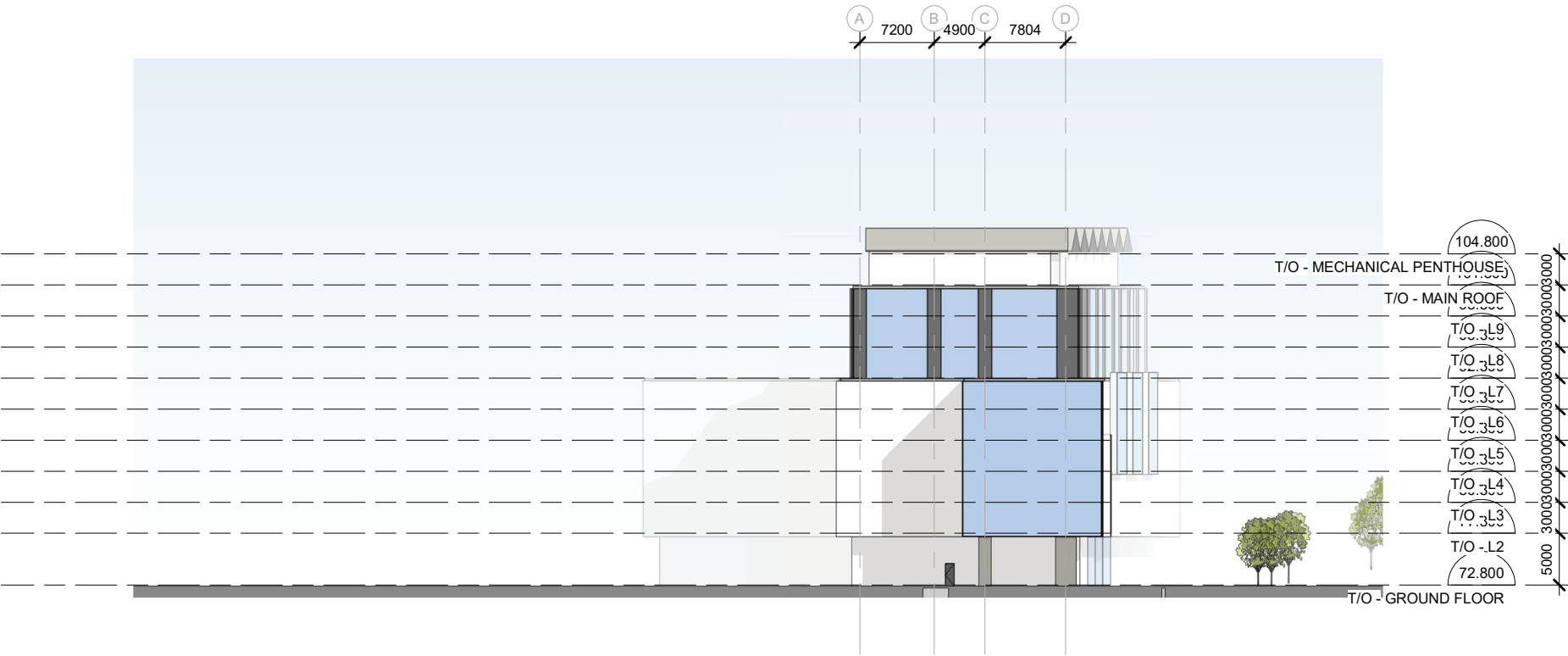
ELEVATIONS

ELAVATIONS WEST ELEVATION No.1

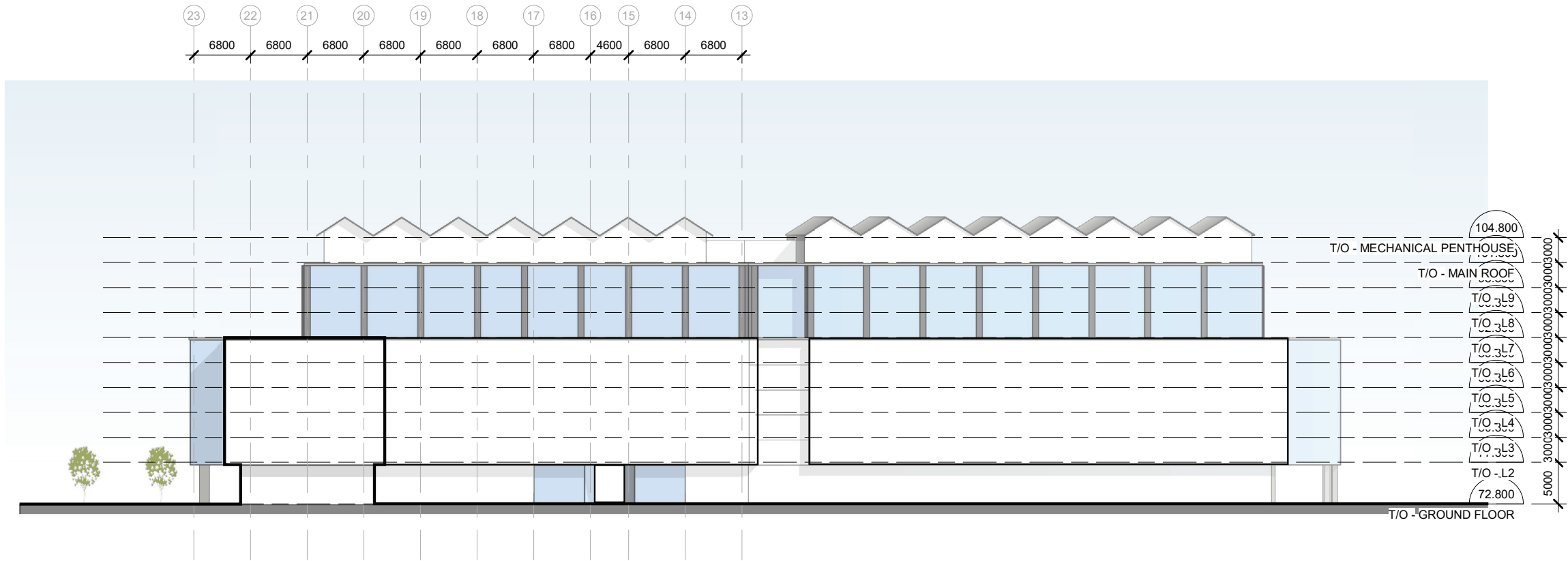


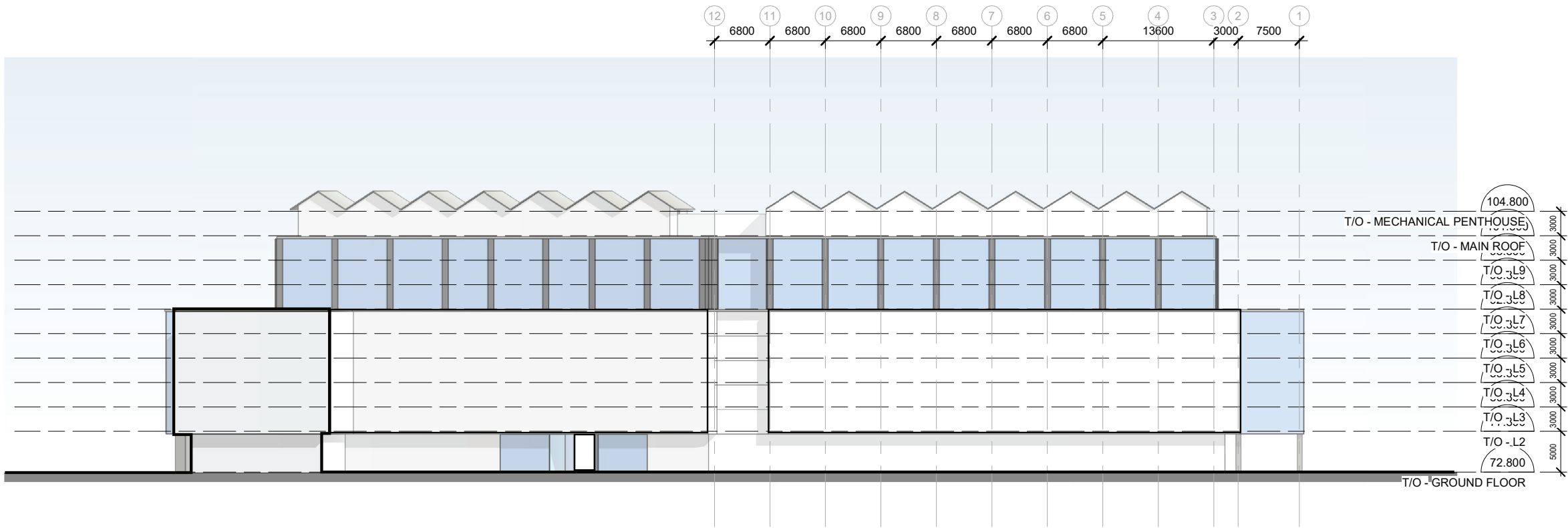


ELAVATIONS SOUTH ELEVATION

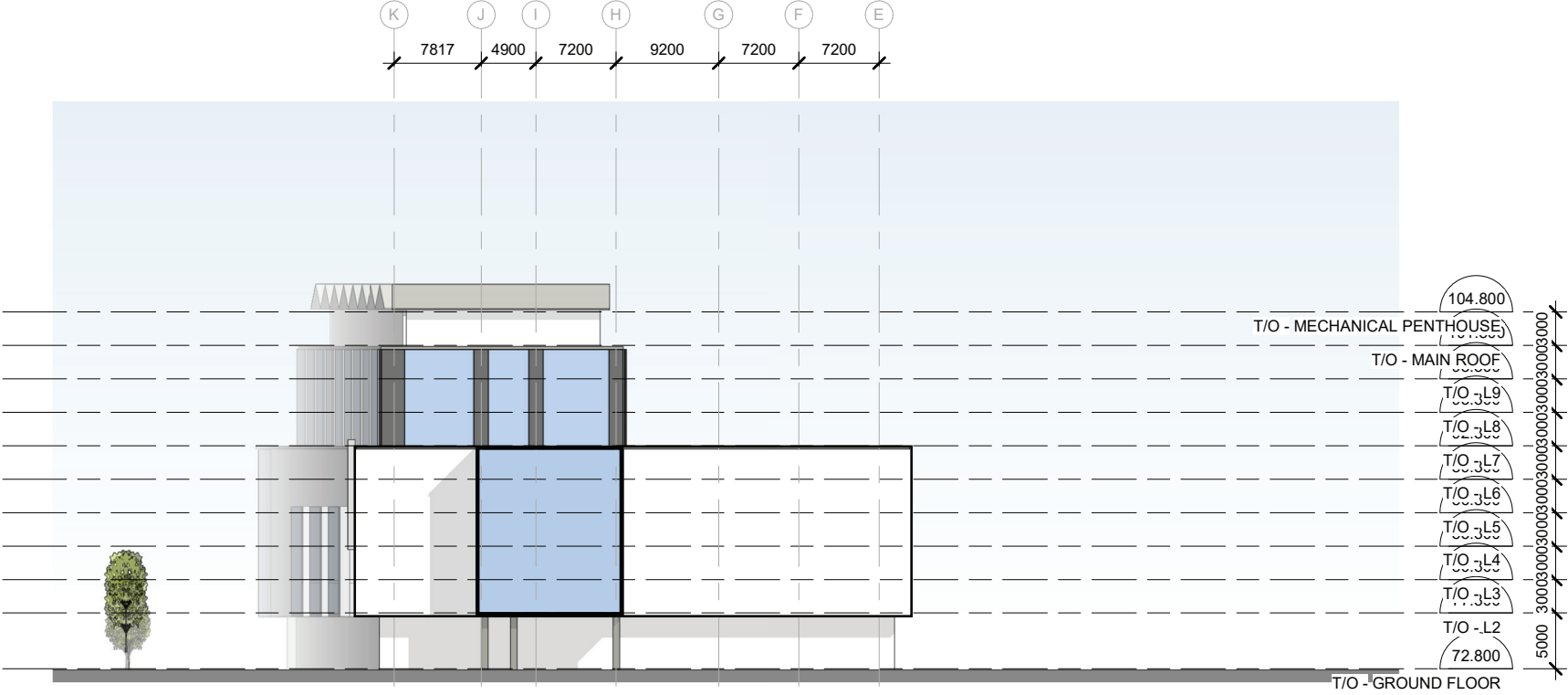


ELAVATIONS EAST ELEVATION No.1





ELAVATIONS NORTH ELEVATION



PRECEDENT MATERIALITY
& FORM

PRECEDENT MATERIALITY + FORM red clay masonry and complementing elements



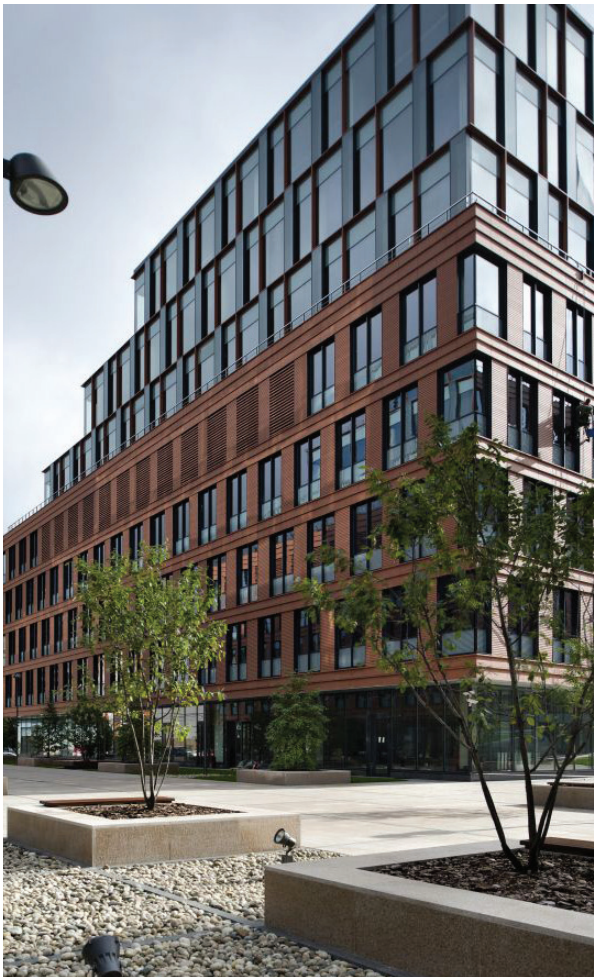
PRECEDENT MATERIALITY + FORM buff clay masonry and complementing elements



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



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



SUSTAINABILITY
EARLY CONCEPTS

SUSTAINABILITY CONCEPTS relevant for OPA stage

1. Land Use & Urban Structure

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

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

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

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

2. Climate Change Mitigation (Low-Carbon Planning)

Early policy alignment here strengthens future approvals.

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

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

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

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

3. Climate Resilience & Adaptation

Ottawa reviewers increasingly expect this at the planning stage.

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

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

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

4. Green & Blue Infrastructure

These concepts integrate ecology into land-use planning.

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

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

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

5. Mobility & Active Transportation

Highly relevant to OP policy conformity.

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

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

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

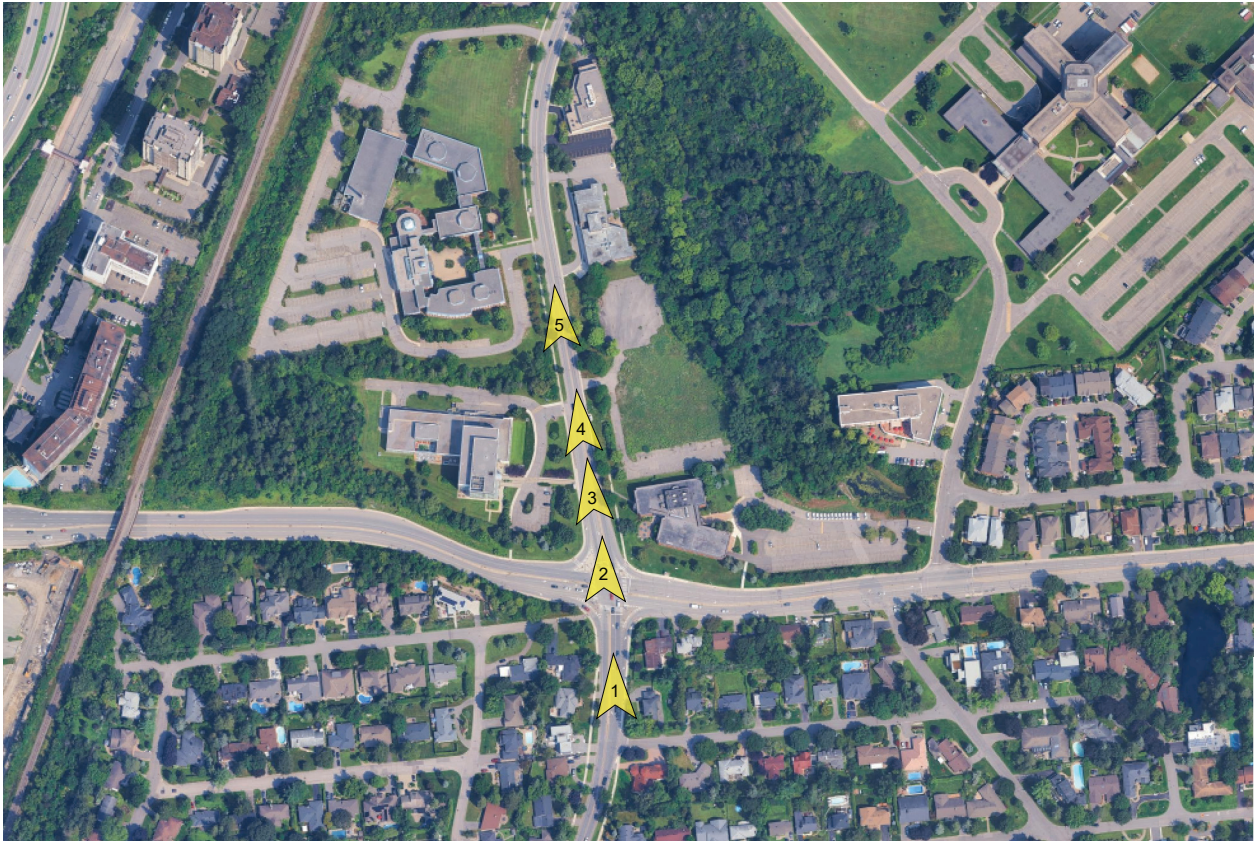
SUBJECT AREA
STREET LEVEL VIEWS

SITE CONTEXT Street Views Travelling North

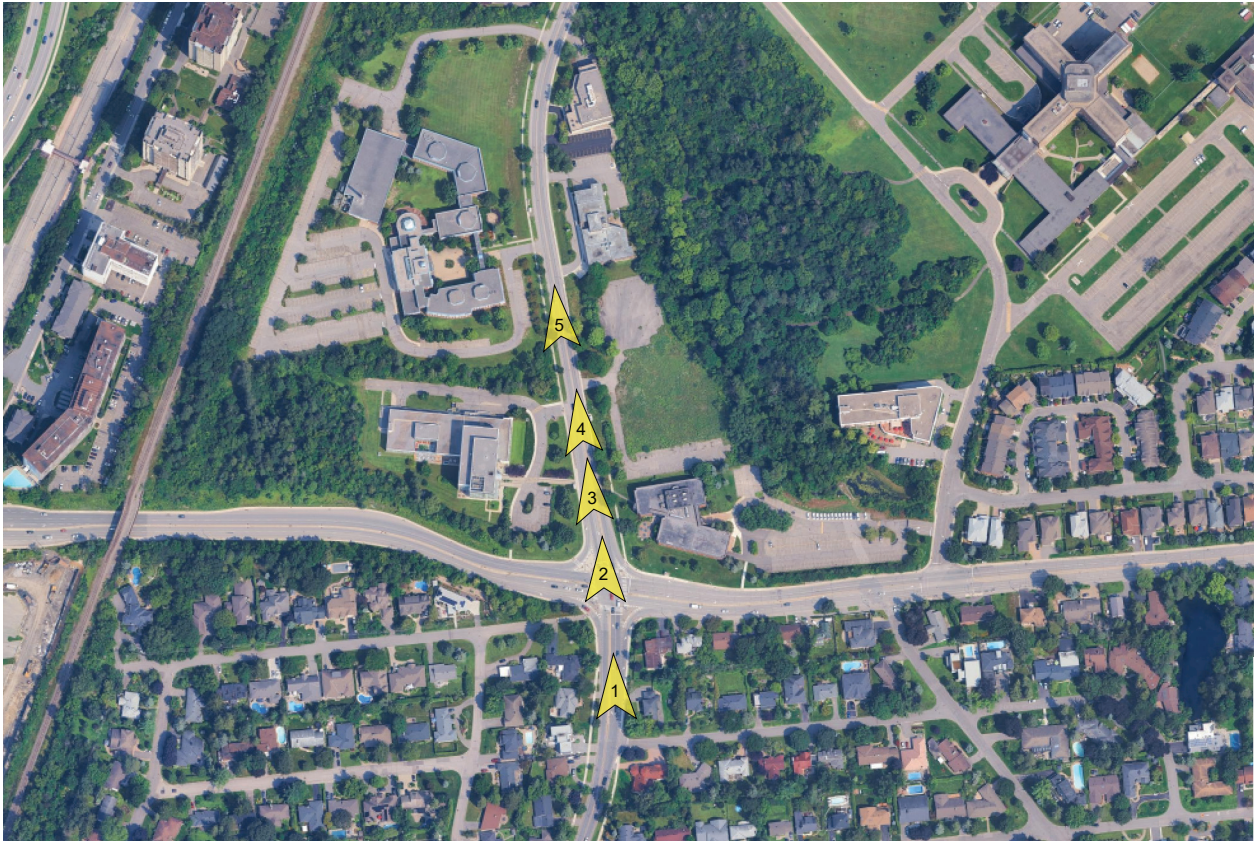


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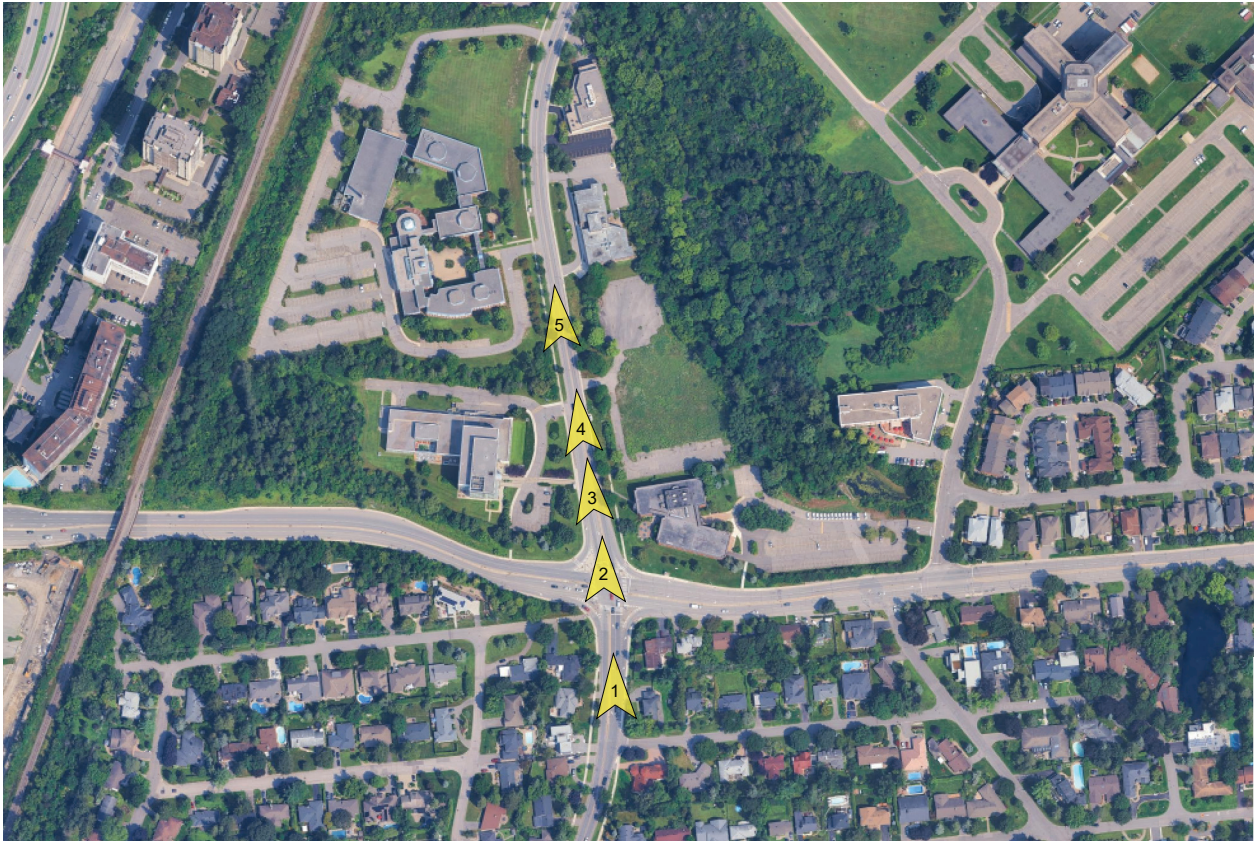
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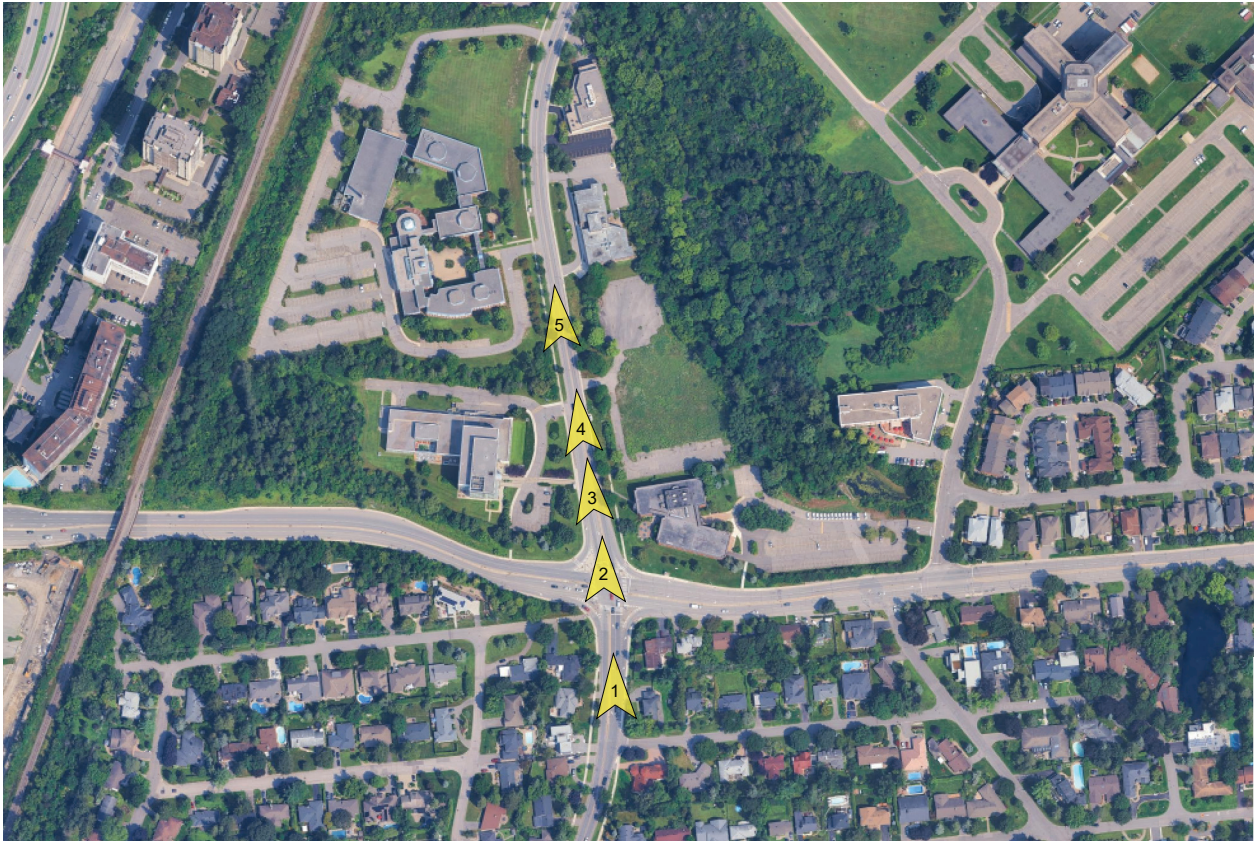
SITE CONTEXT Street Views Travelling North



SITE CONTEXT Street Views Travelling North



SITE CONTEXT Street Views Travelling North



SITE CONTEXT Street Views Travelling South



SITE CONTEXT Street Views Travelling South



SITE CONTEXT Street Views Travelling South



SITE CONTEXT Street Views Travelling South



4

SITE CONTEXT Street Views Looking East & West



SITE CONTEXT Street Views Looking East & West



SITE CONTEXT Street Views Looking East & West



SITE CONTEXT Street Views Looking East & West



RLA
PRECEDENT PROJECT

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

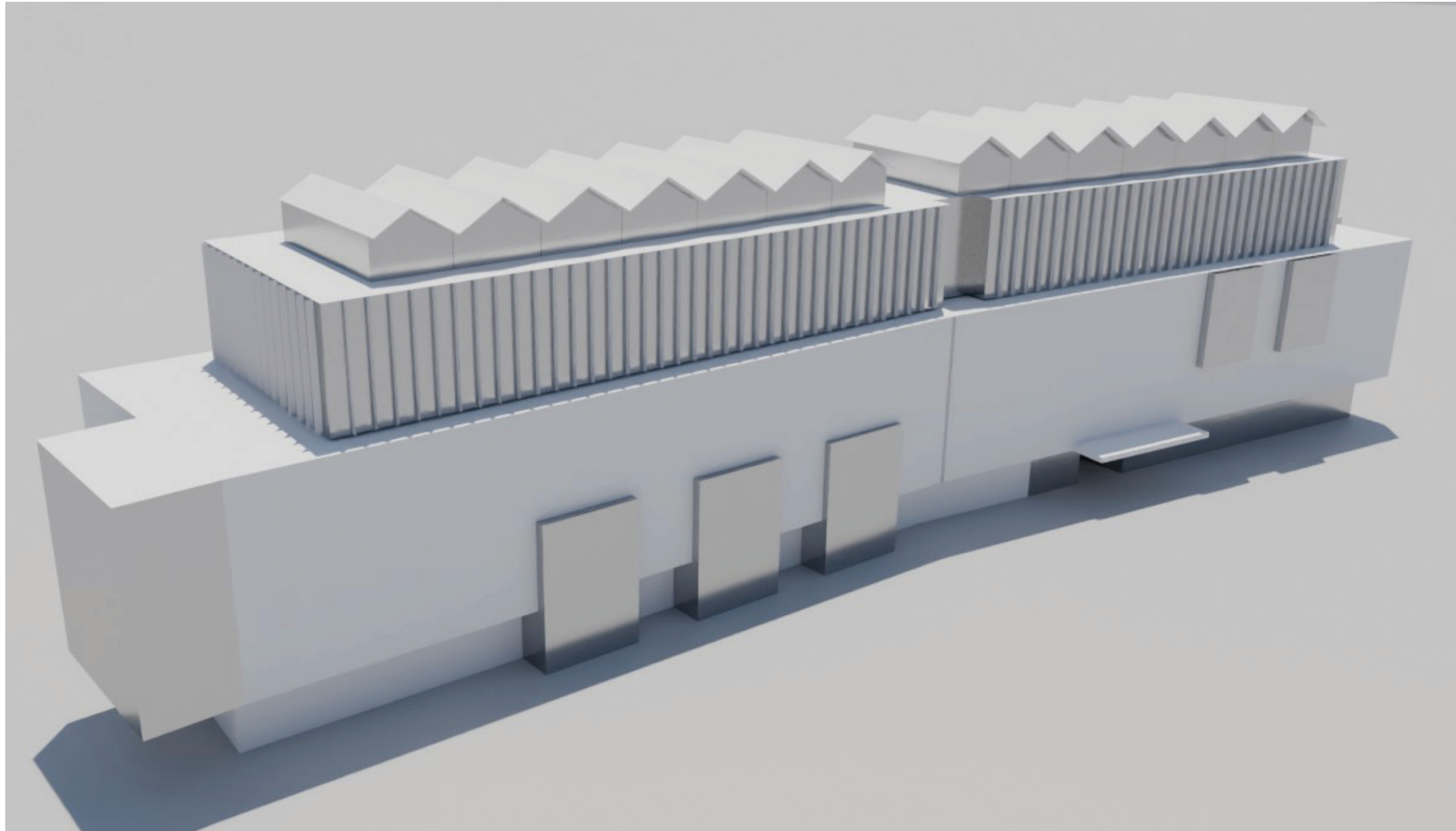


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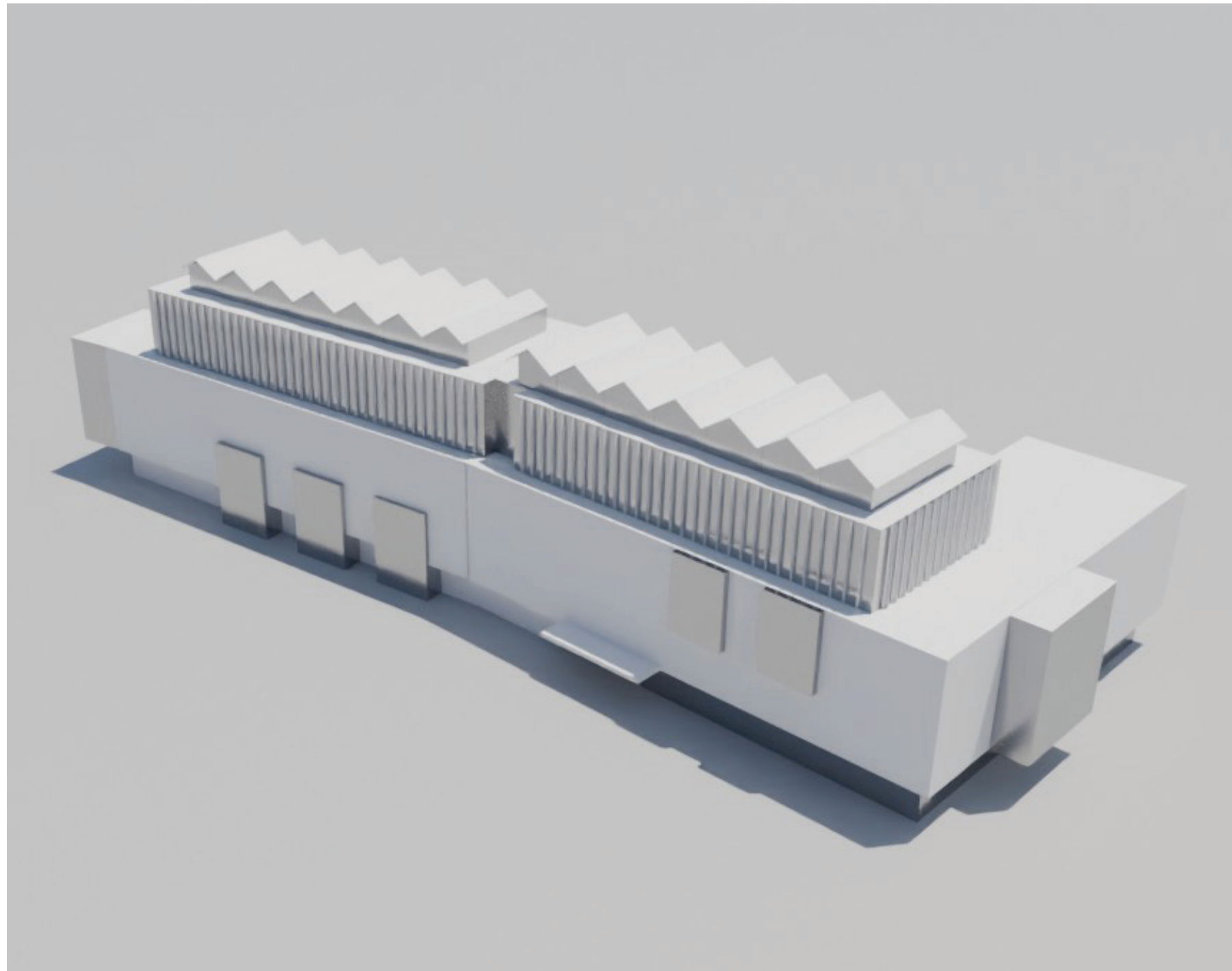


MASSING STUDIES

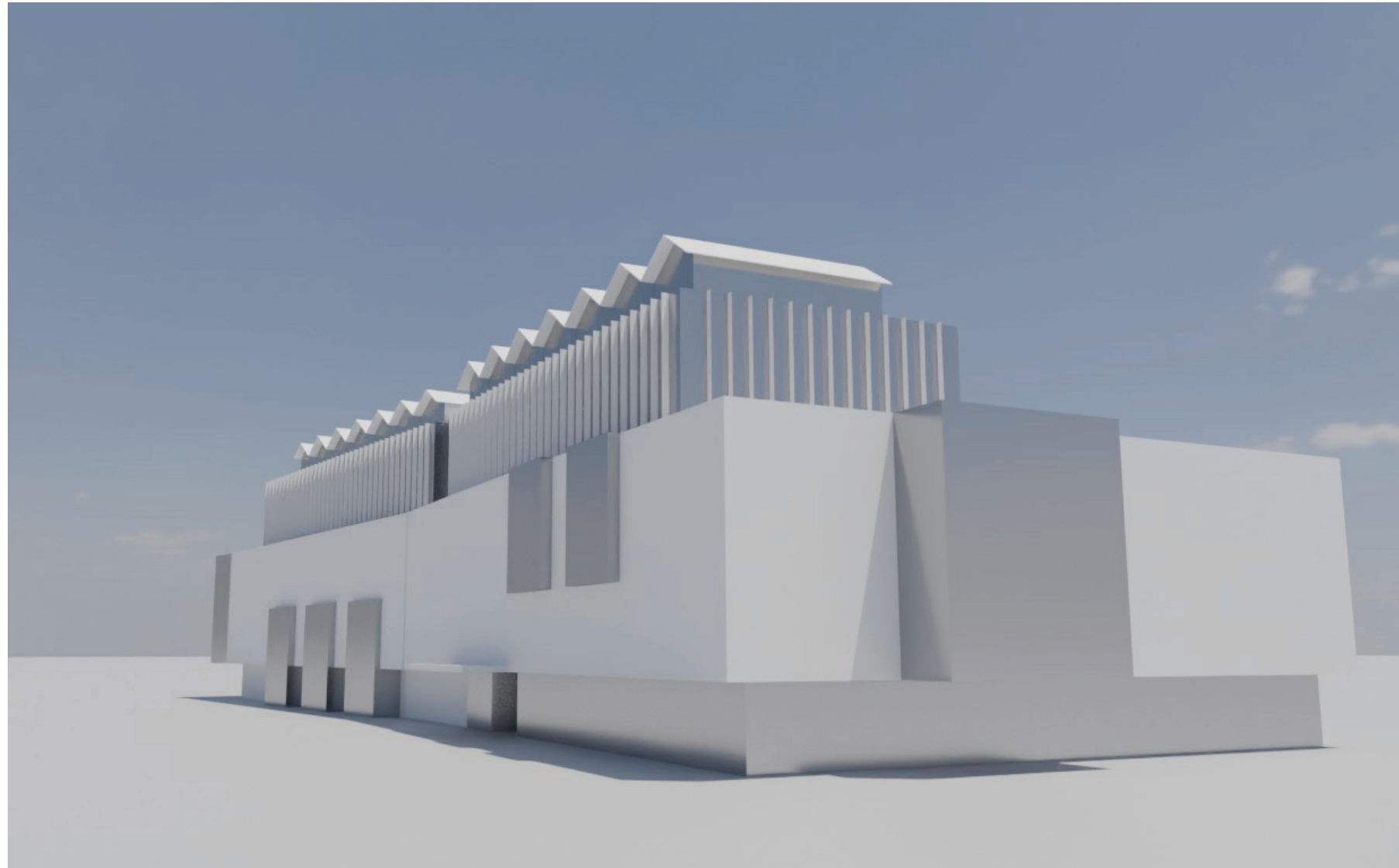




MASSING STUDY massing concept viewed from W



MASSING STUDY massing concept viewed from S





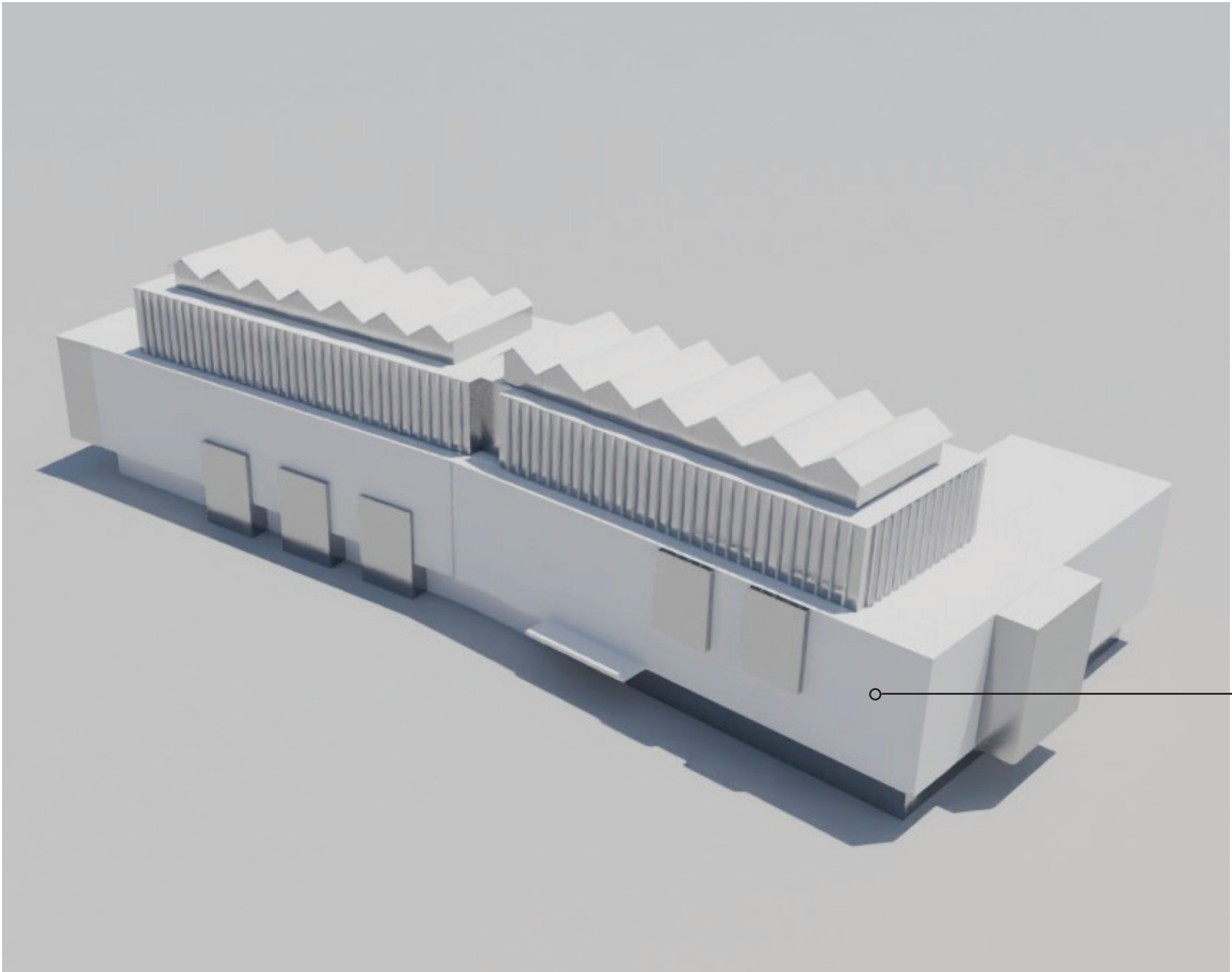
MASSING STUDY photomerge of massing in site context; note- penthouse volume is not represented in this view

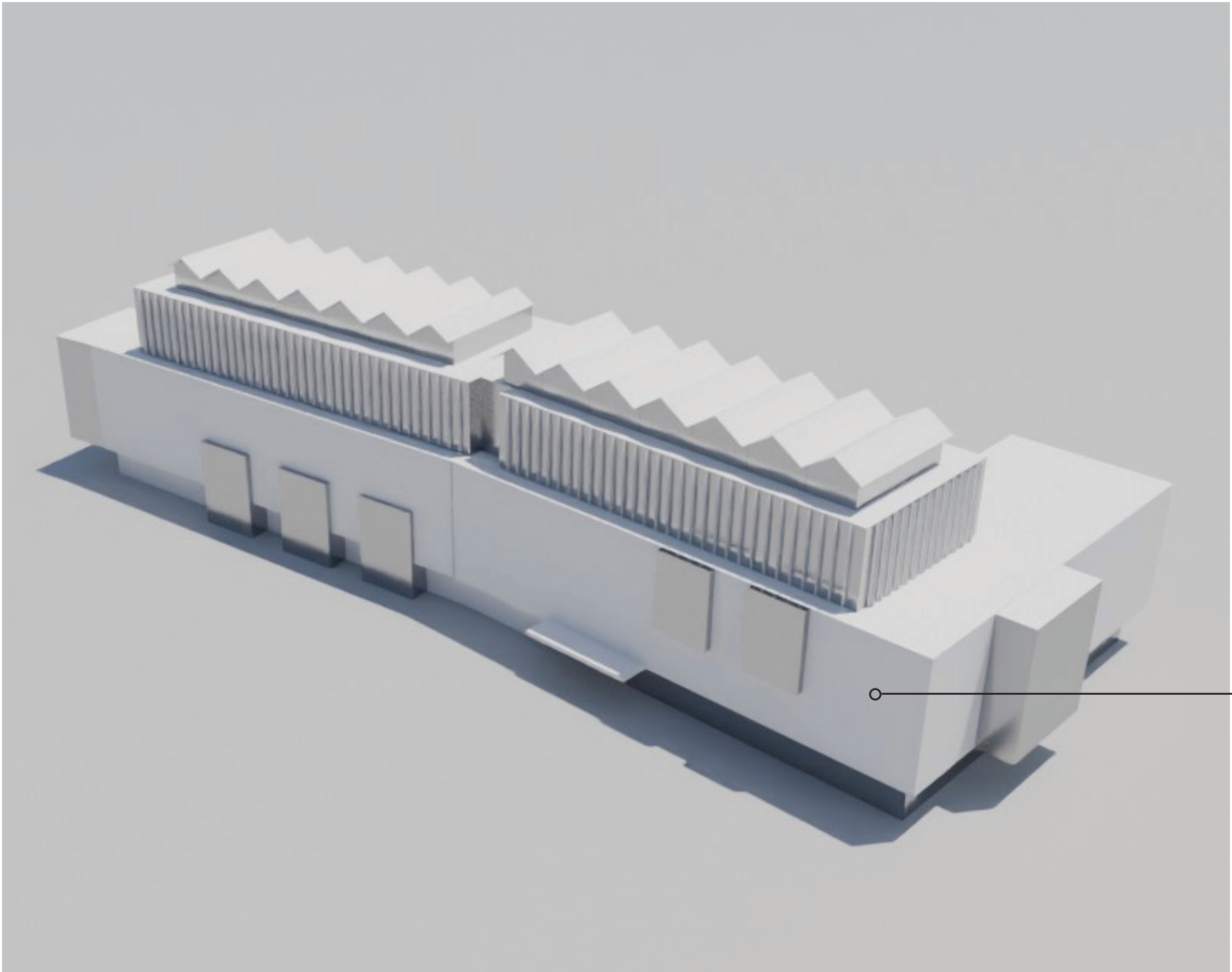


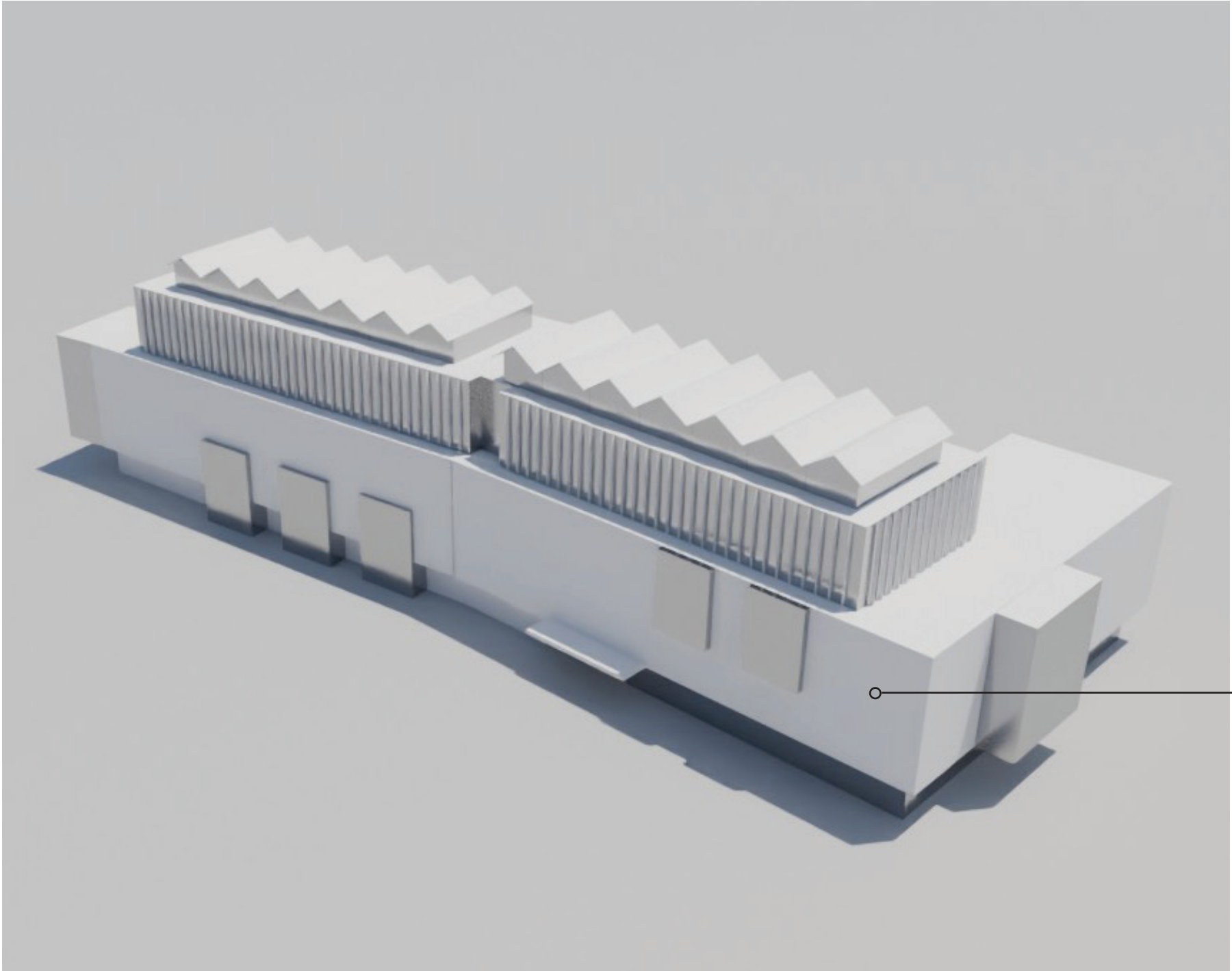
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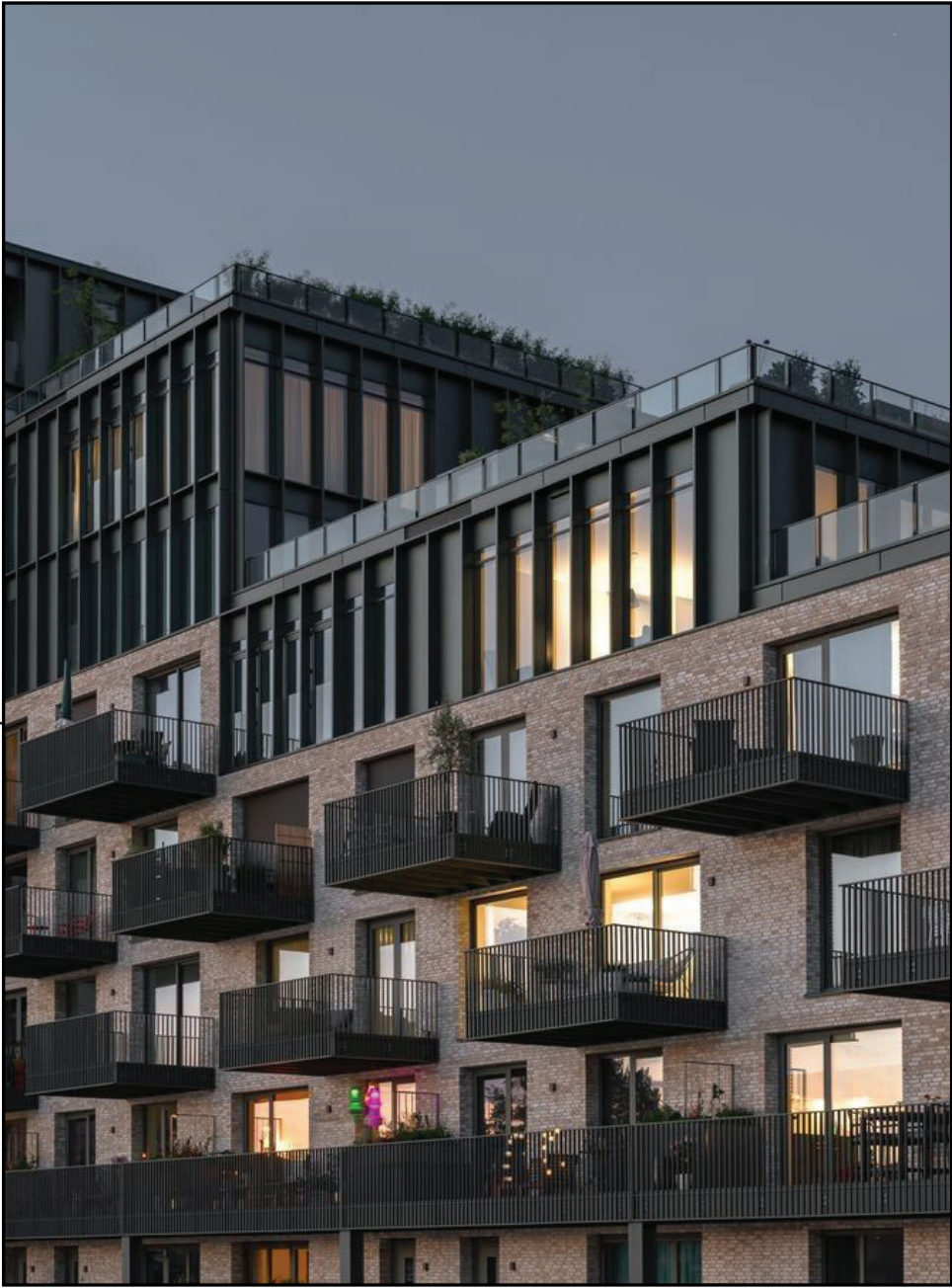
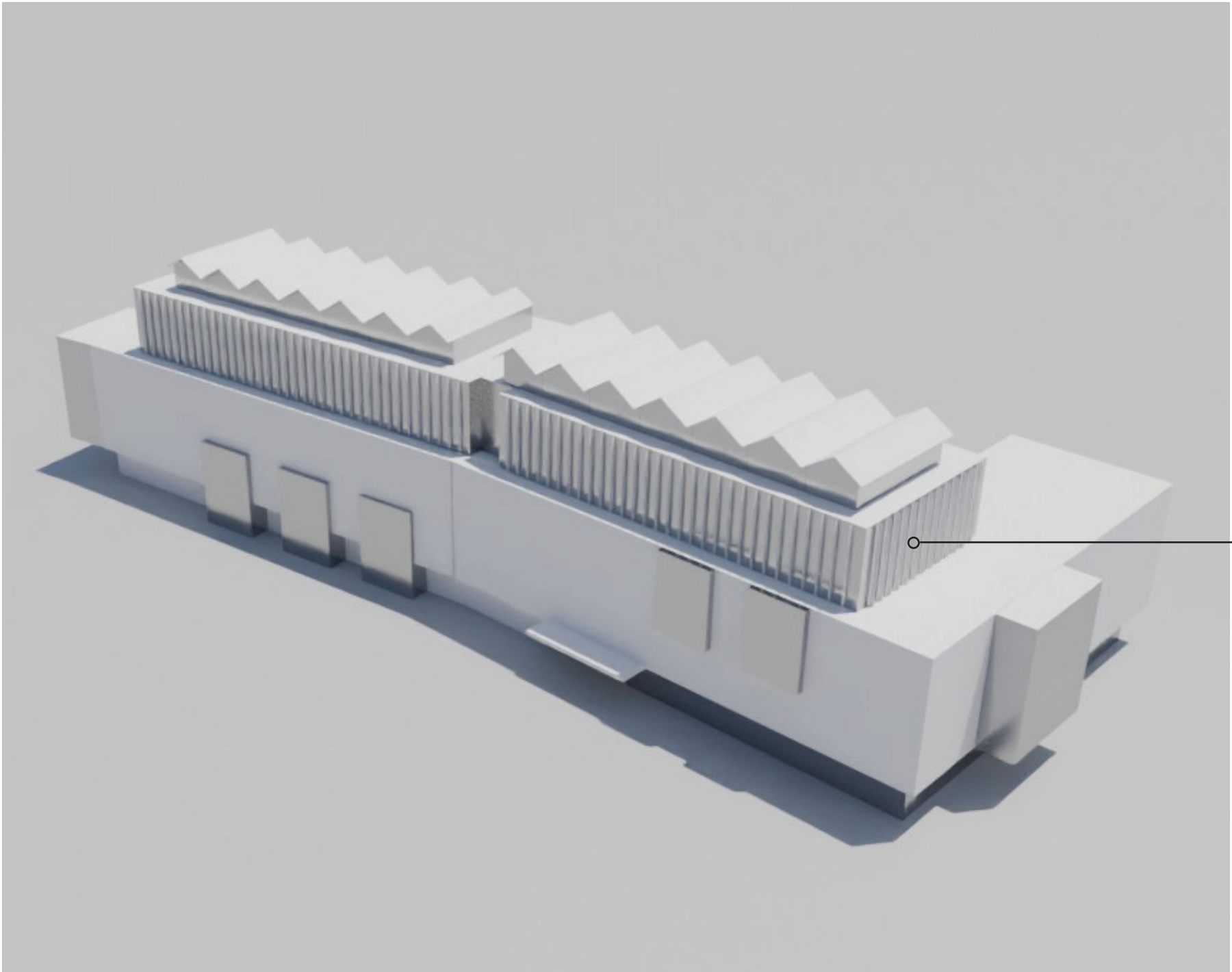


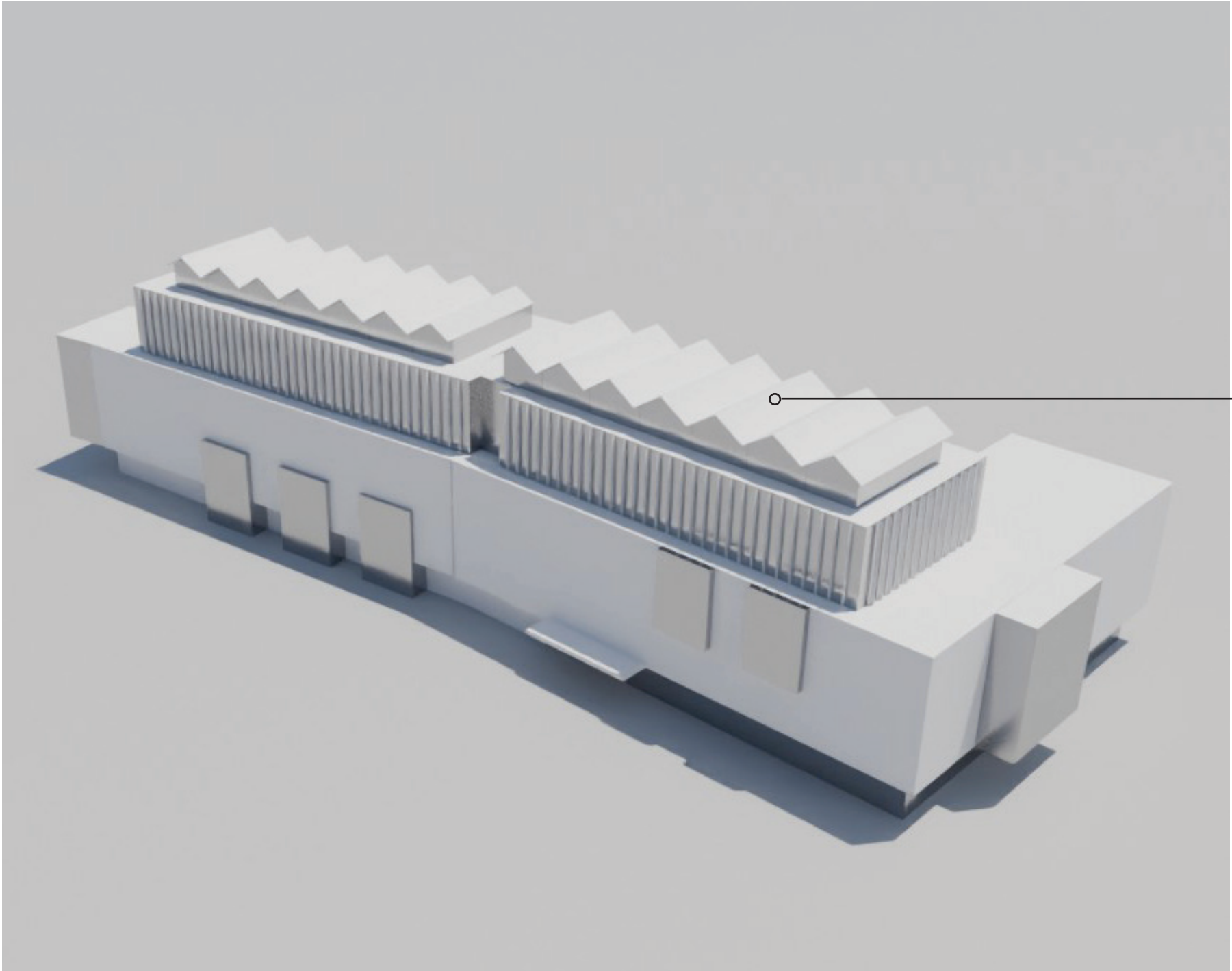
MASSING & MATERIALITY
STUDIES











SOLAR SHADING ANALYSIS

SOLAR SHADING STUDY June 21



8:00 am



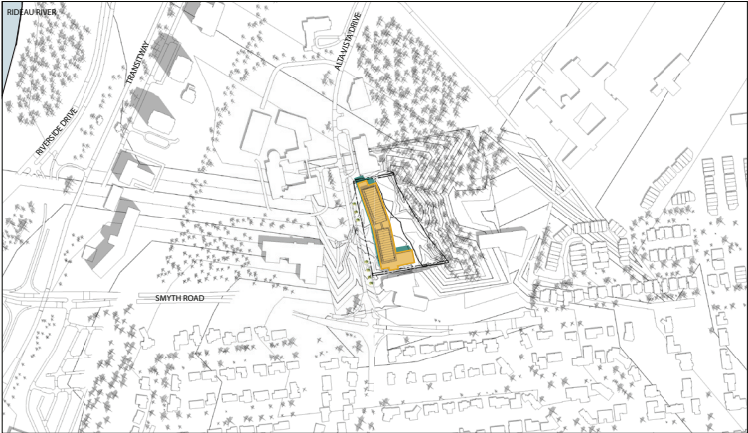
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10:00 am



11:00 am



12:00 pm



1:00 pm



2:00 pm



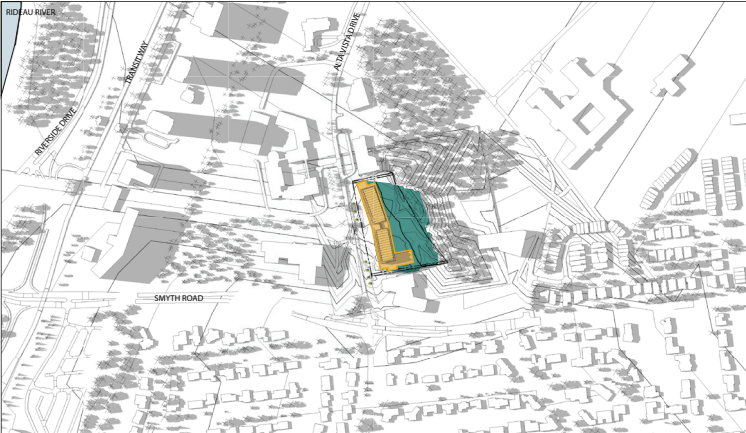
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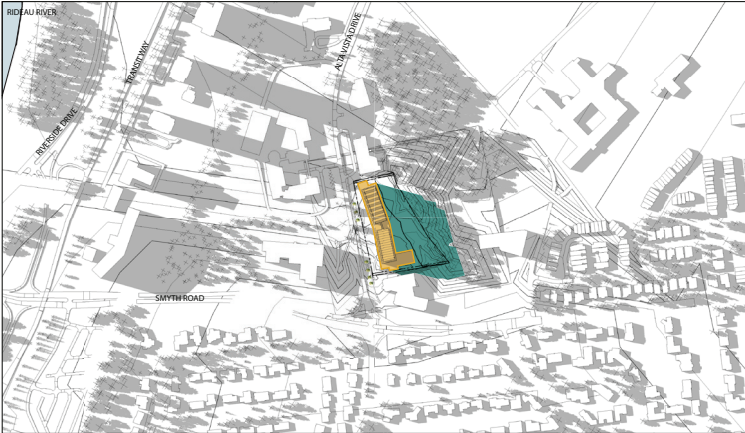
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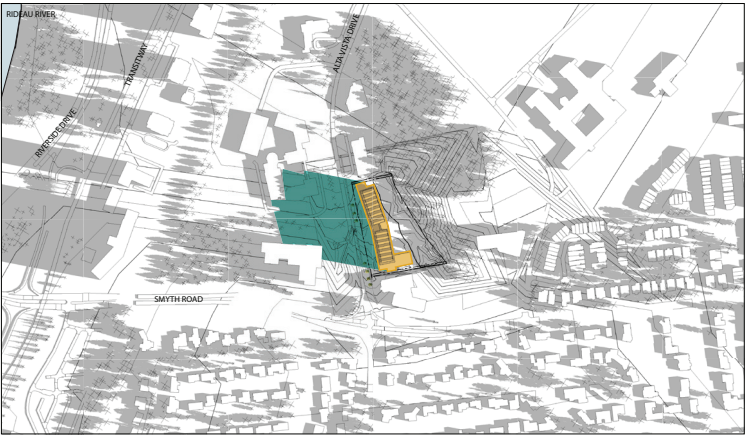


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7:00 pm

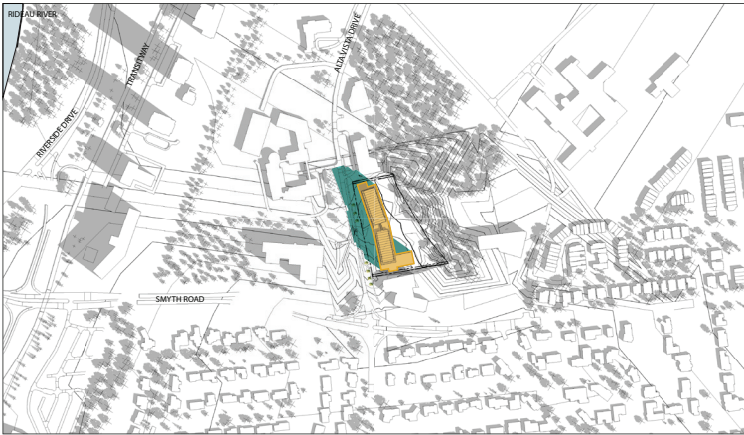
SOLAR SHADING STUDY Sept/ March 21



8:00 am



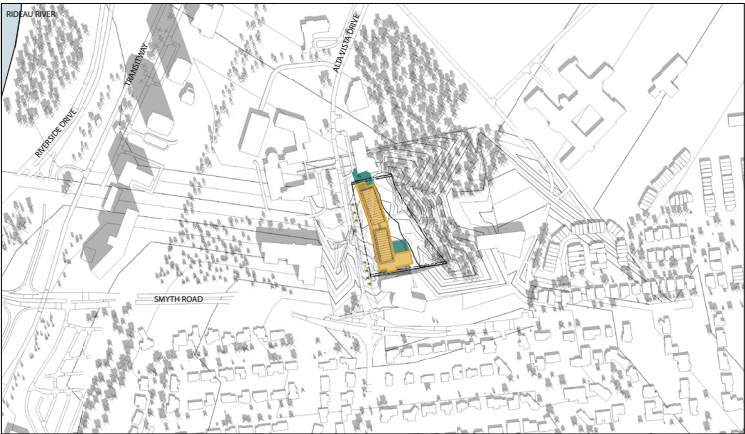
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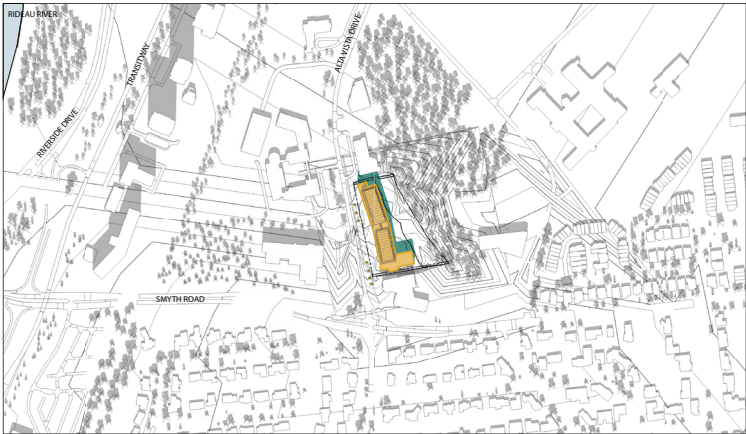
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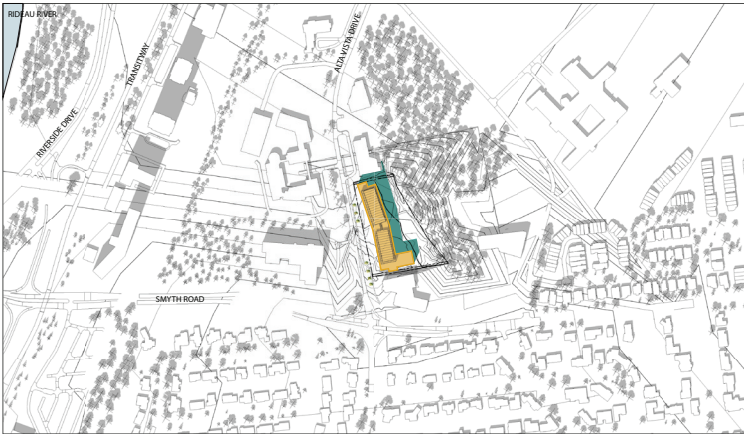
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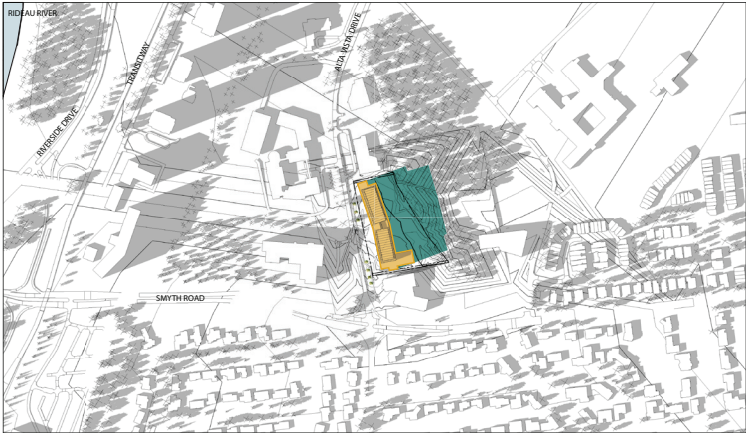
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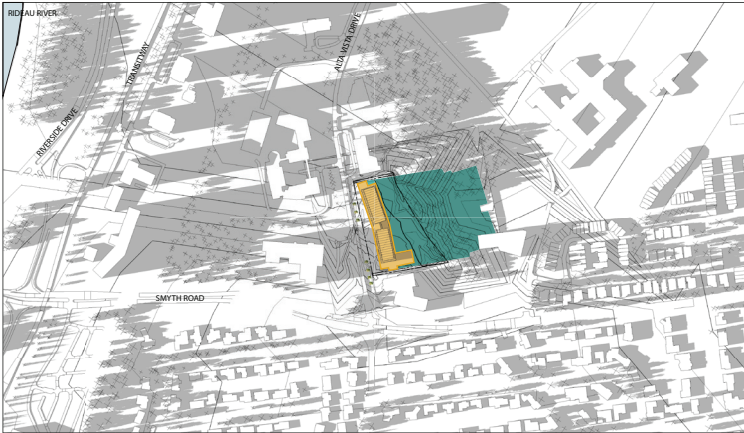
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4:00 pm

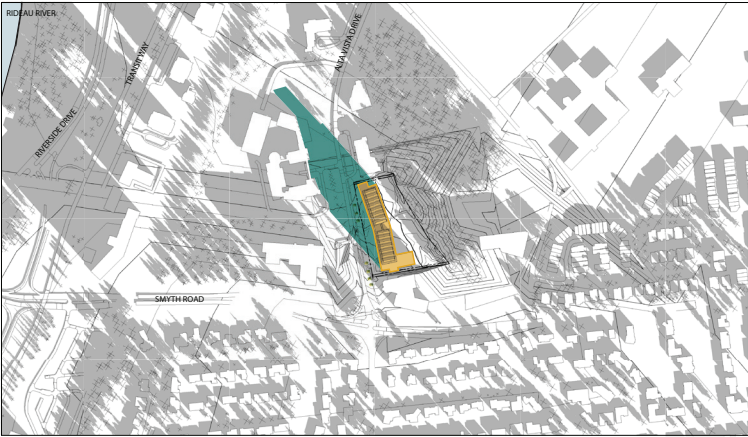


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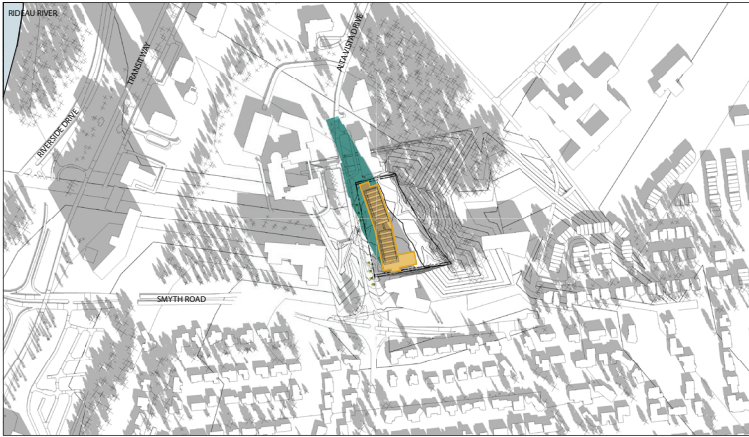


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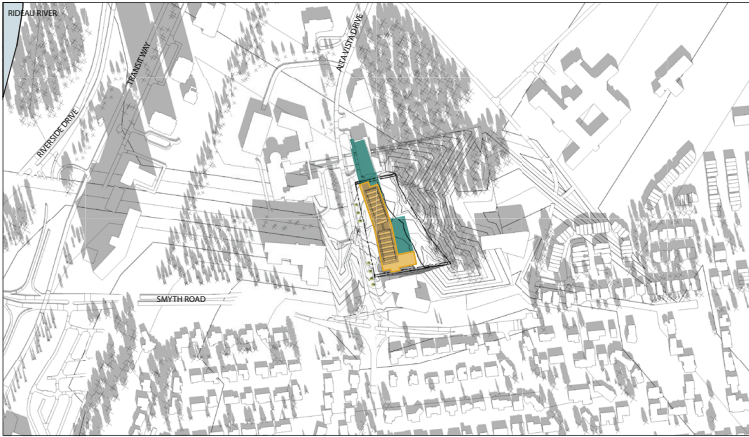
SOLAR SHADING STUDY Dec 21



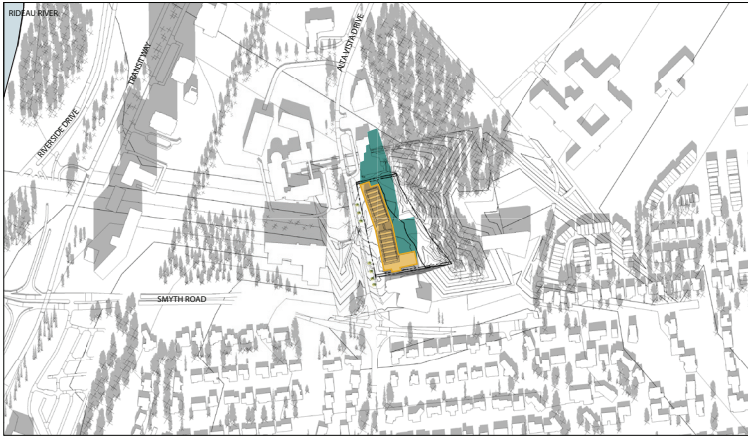
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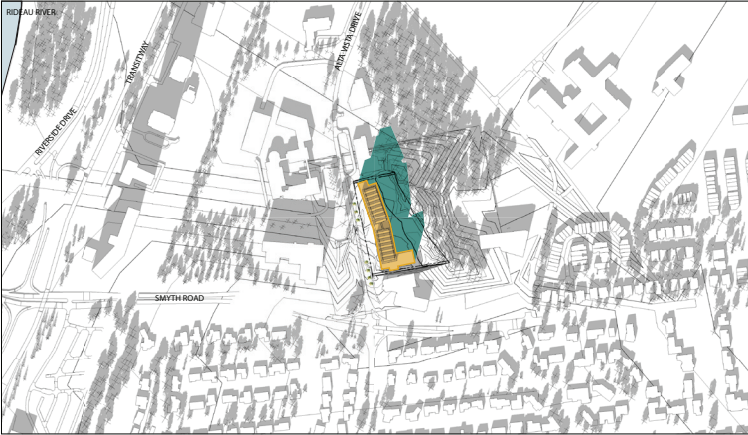
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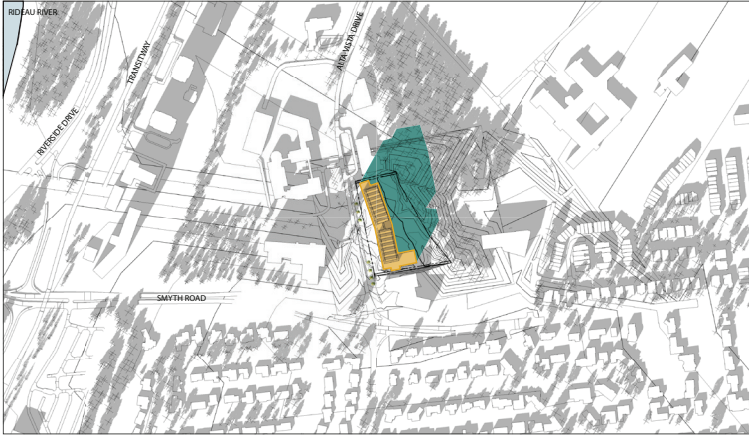
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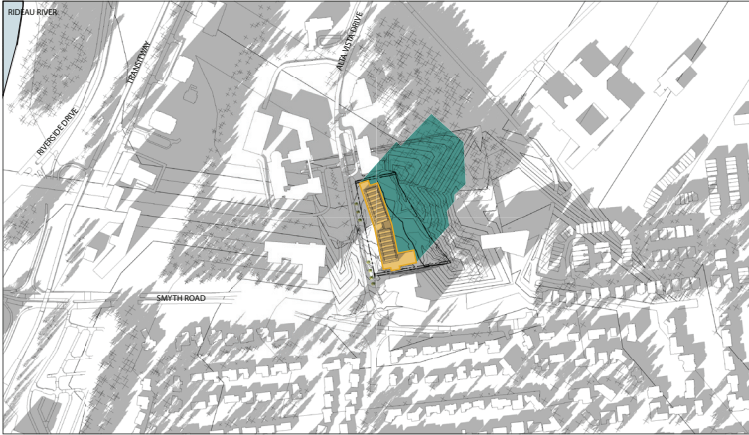
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3:00 pm

PLANNING BRIEF

Policy Context - Official Plan

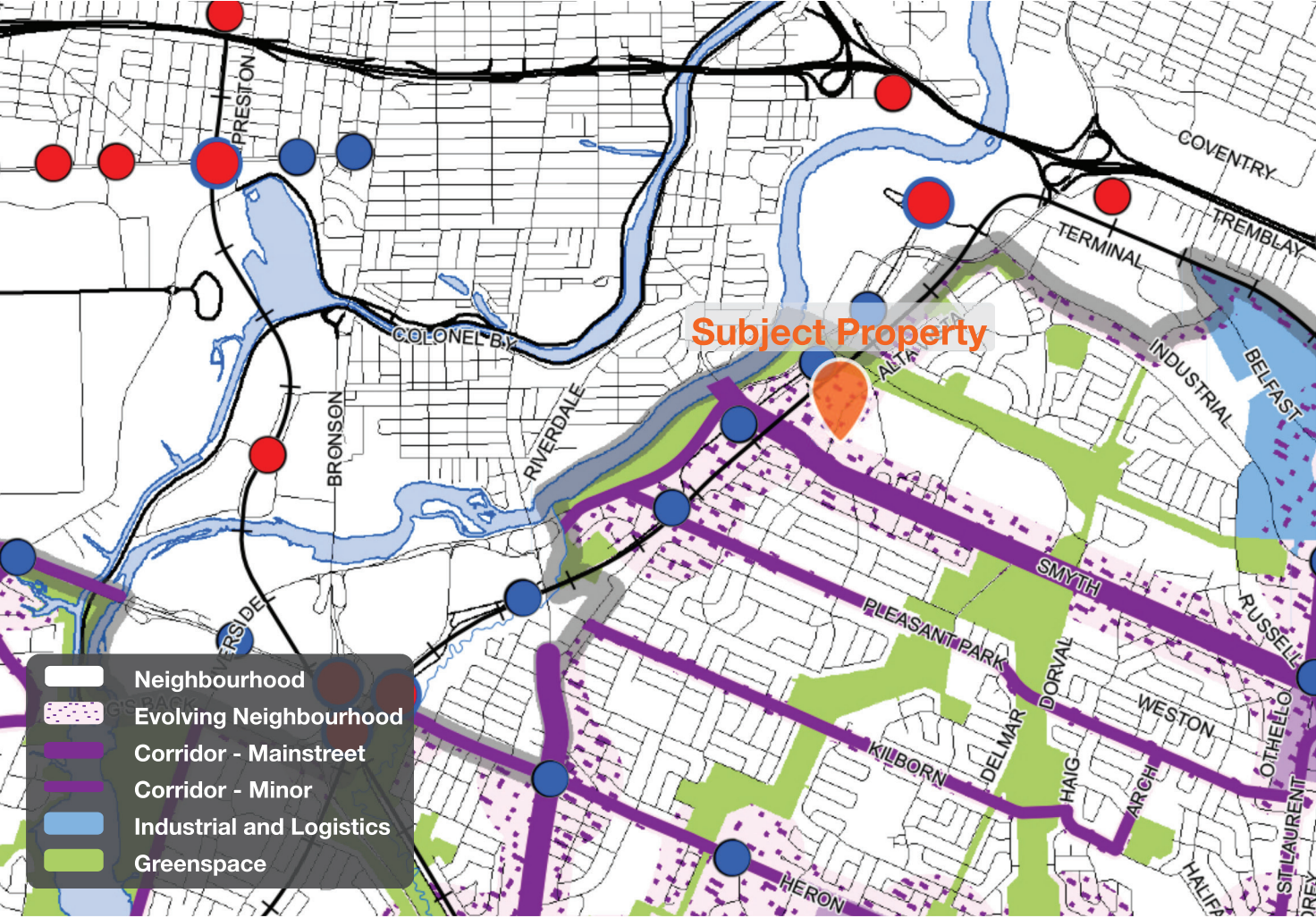


As identified on Schedule A of the Official Plan, the subject property is located within the Outer Urban Transect. The Outer Urban Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century.

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

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

Policy Context - Official Plan

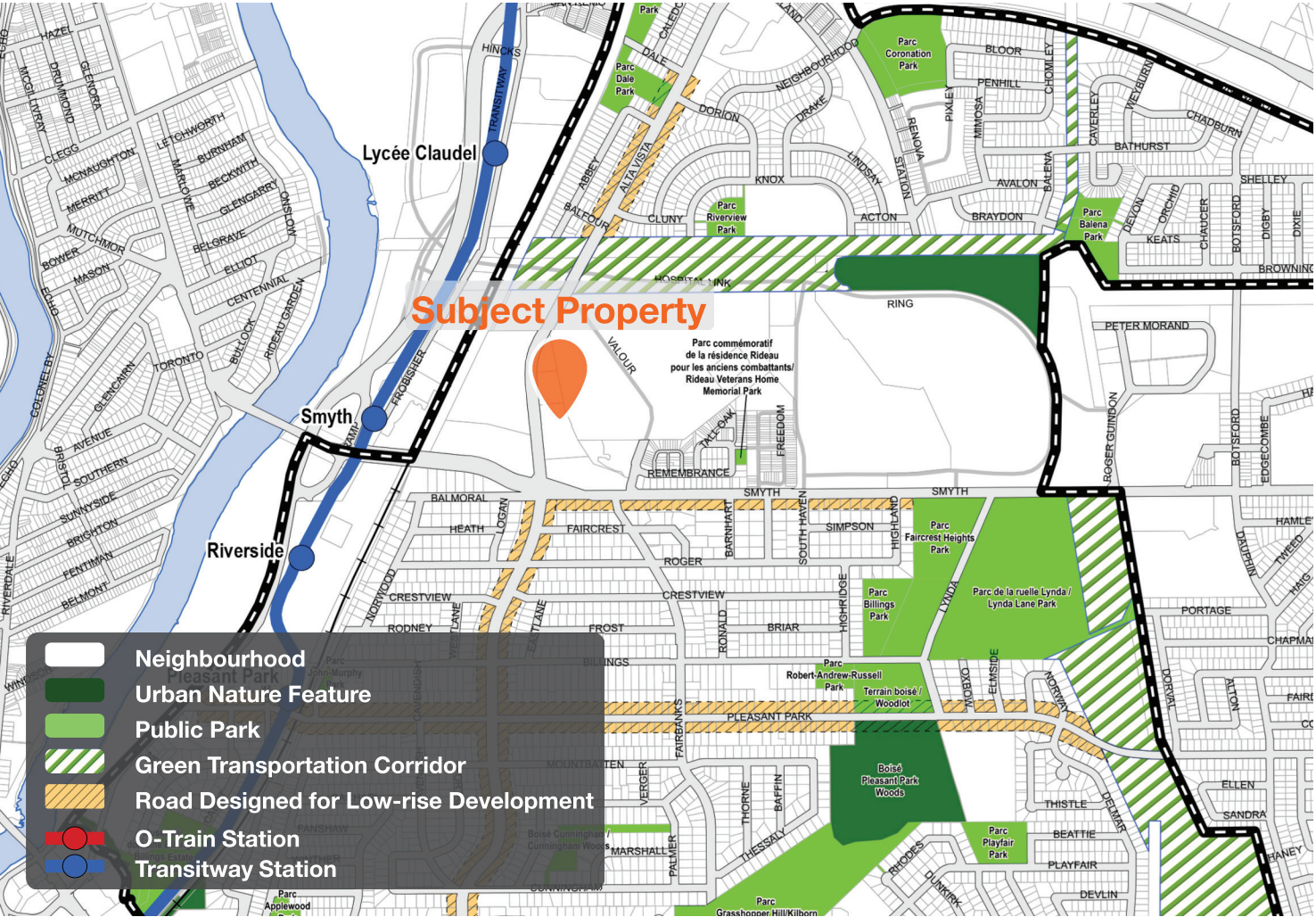


Schedule B3 — Outer Urban Transect, City of Ottawa Official Plan

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

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

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



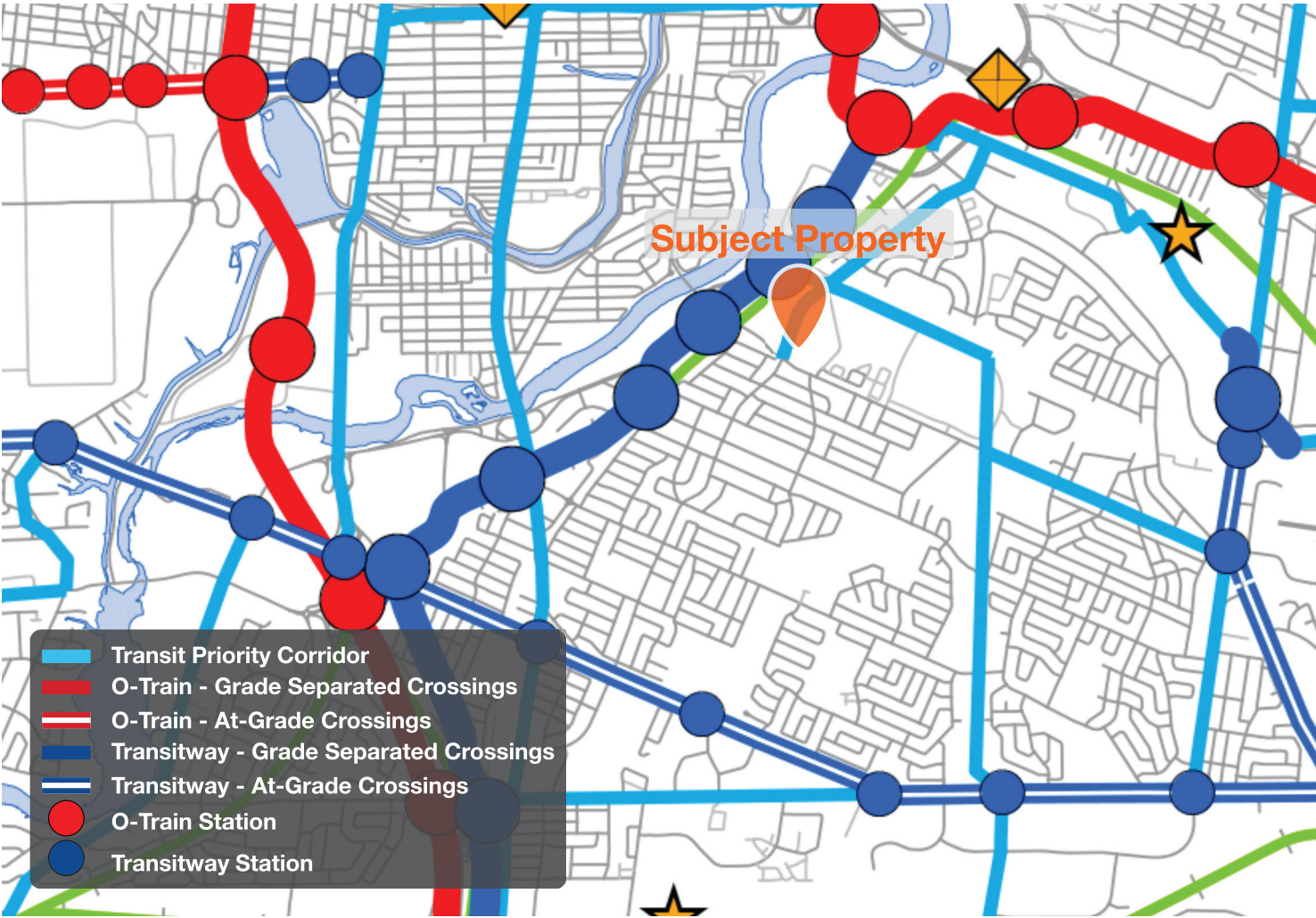
The subject property is located within the Alta Vista / Faircrest Heights / Riverview Park Secondary Plan and is designated Neighbourhood, as seen on Schedule A of the Secondary Plan.

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

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

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

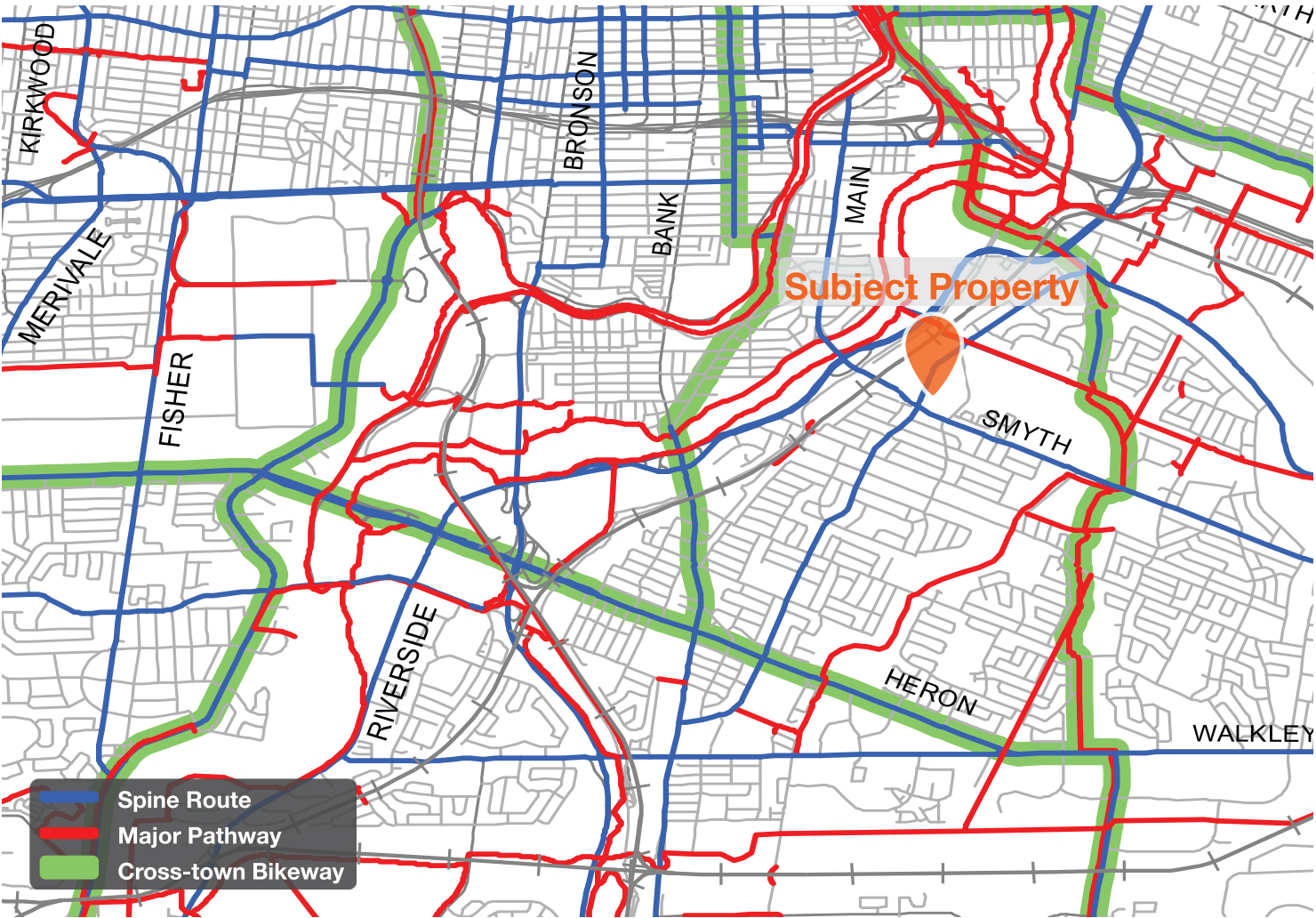
Site Analysis - Transit Network



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

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

Site Analysis - Active Transportation Network



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

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

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

Site Analysis - Street Network



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