

HERON GATE VILLAGE URBAN DESIGN BRIEF

JULY 2025

figura

July 28, 2025

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Re: Urban Design Brief - Heron Gate Village

On behalf of the entire team that includes the client, our specialty consultants and the urban planning firm, we are pleased to present this Urban Design Brief in support of a Zoning By-law Amendment and Plan of Subdivision Application Submission.

If you have any questions, please do not hesitate to contact us at 613 695-6122

Respectfully,



Roberto Campos, OAA
Figurr Architects Collective

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1.0 INTRODUCTION

1.0 INTRODUCTION

1.1 OVERVIEW

This report has been prepared by Figurr Architects Collective, in collaboration with Fotenn Planning + Design (Urban Planning & Landscape Architecture), Hazelview (Client), and other key consultants. It forms part of the application for a Zoning By-law Amendment and Plan of Subdivision for the lands known as Heron Gate Village in south Ottawa.

In addition to presenting an updated Master Plan, this submission includes all required reports and supporting studies necessary to meet the City of Ottawa's rezoning review requirements. The work presented herein has been informed and guided by the approved Official Plan Amendment (OPA), originally prepared by Hazelview with Dialog in 2019.

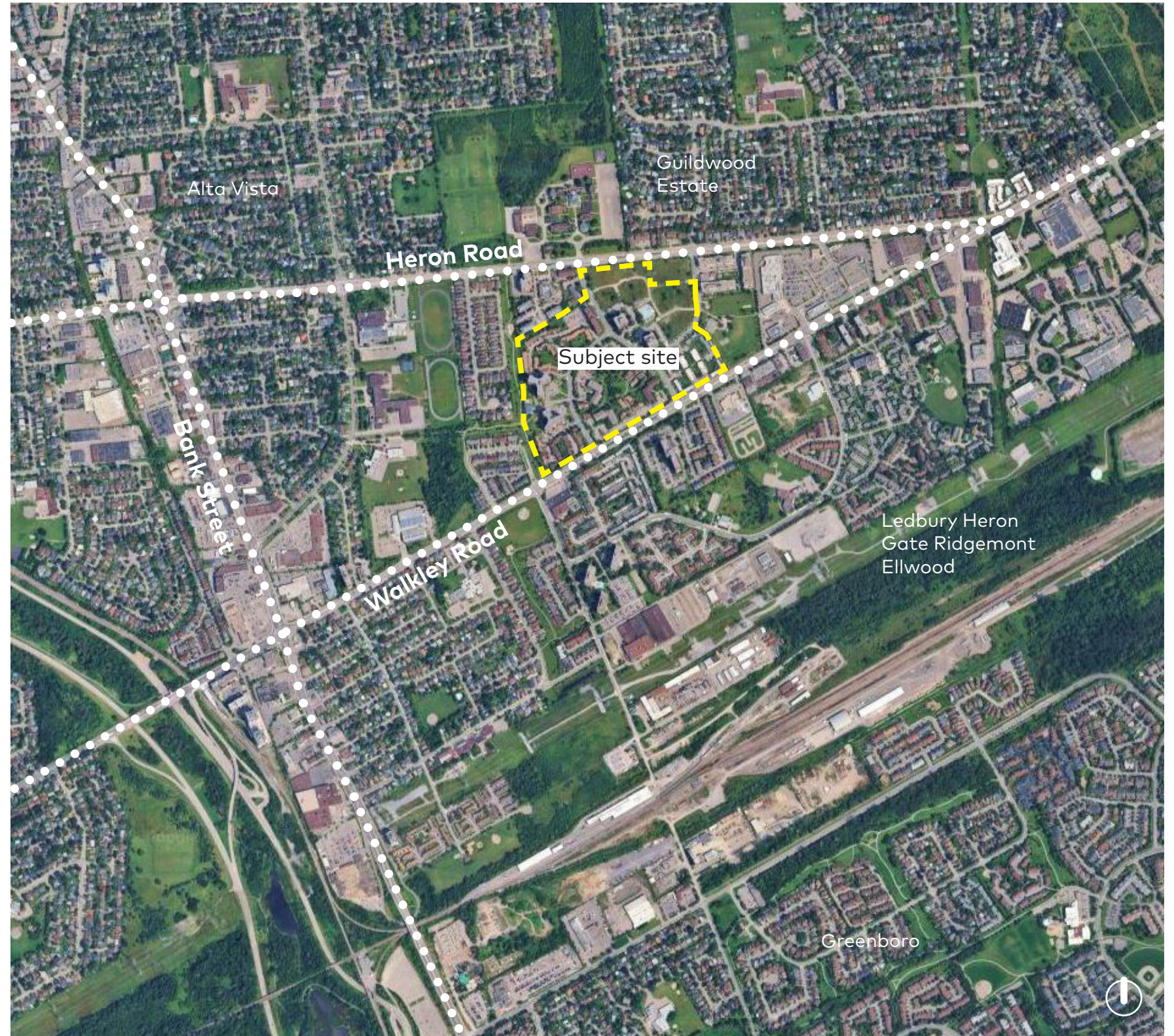


FIG. 1.1 Site And Context

1.2 SUBJECT SITE

The site known as Heron Gate Village comprises five original development blocks: A (now referred to as HG7), B (including HG5), C, D, and E. This proposal pertains to Blocks C, D, E, and portions of Block B. Block A (HG7) has already been successfully constructed and is fully occupied. HG5, located within Block B, is currently under construction and was designed in accordance with the approved Official Plan Amendment (OPA) and Site Plan Control (SPC) application.

According to the Registered Plan 796, the subject site is located in Ottawa’s Ledbury-Heron Gate-Ridgemont-Elmwood neighbourhood. It is bounded by Heron Road to the north, Walkley Road to the south, Heron-Walkley Park to the west, and Sandalwood Park and Heron Gate Mall to the east. The site is intersected by Sandalwood Drive, Baycrest Drive, and Cedarwood Drive.

The total site area is approximately 20.41 hectares (excluding public roads) and is divided into five development blocks, as illustrated in the following maps.



FIG. 1.2 Site Parcels

1.3 EXISTING CONDITIONS

As outlined in the previously approved Official Plan Amendment (OPA) documents, the site is already urbanized and actively undergoing redevelopment—evidenced by the completion of HG7 and the ongoing construction of HG5. The current urban fabric features a mix of low-rise townhouses and high-density residential buildings, with heights ranging from 4 to 19 storeys.

Under the updated master plan, four existing residential towers and one mid-rise building will be retained and integrated into the future development. In contrast, the existing townhomes and low-rise buildings are slated for redevelopment through a multi-phase approach, in alignment with the long-term vision and design principles set forth in the master plan.

1.4 PROJECT HISTORY

The following is a brief breakdown of the project history of Heron Gate Village. As an integral part of the previous proposal’s development, a comprehensive public consultation program was conducted, incorporating public open houses, community visioning sessions, and stakeholder meetings.

From September 2016 more than nine public consultation sessions took place, in addition to numerous formal and informal meetings with residents, neighbors, and stakeholders. These sessions included:

- September 27, 2016 – Public Open House
- January 23, 2018 – Public Open House
- February 24, 2018 – Community Visioning Session (Public Meeting)
- April 7, 2018 – Community Visioning Session (Public Meeting)
- December 6, 2018 – Heron Gate Residents Meeting
- February 11, 2019 – Public Open House
- February 12, 2019 – Heron Gate Residents Meeting
- March 25, 2019 – Public Open House
- March 26, 2019 – Heron Gate Residents Meeting
- April 22, 2019 – OPA Submission
- Focused session with the Urban Design Review Panel (not public) – Summer 2019
- March 5th, 2021 – Formal Presentation to UDRP
- Community Open House – March 22 and 25, 2021
- Planning Committee and City Council meetings – 2021

Concurrently, HG7 and HG5 (Phase 1) were developed based on the following: 2016 -2017 Heron Gate 7 Development

- Construction of HG7 2017 – 2020
- SPC approval of HG5 Phase 1 – December 2023
- Construction of HG5 Phase 1 – June 2025

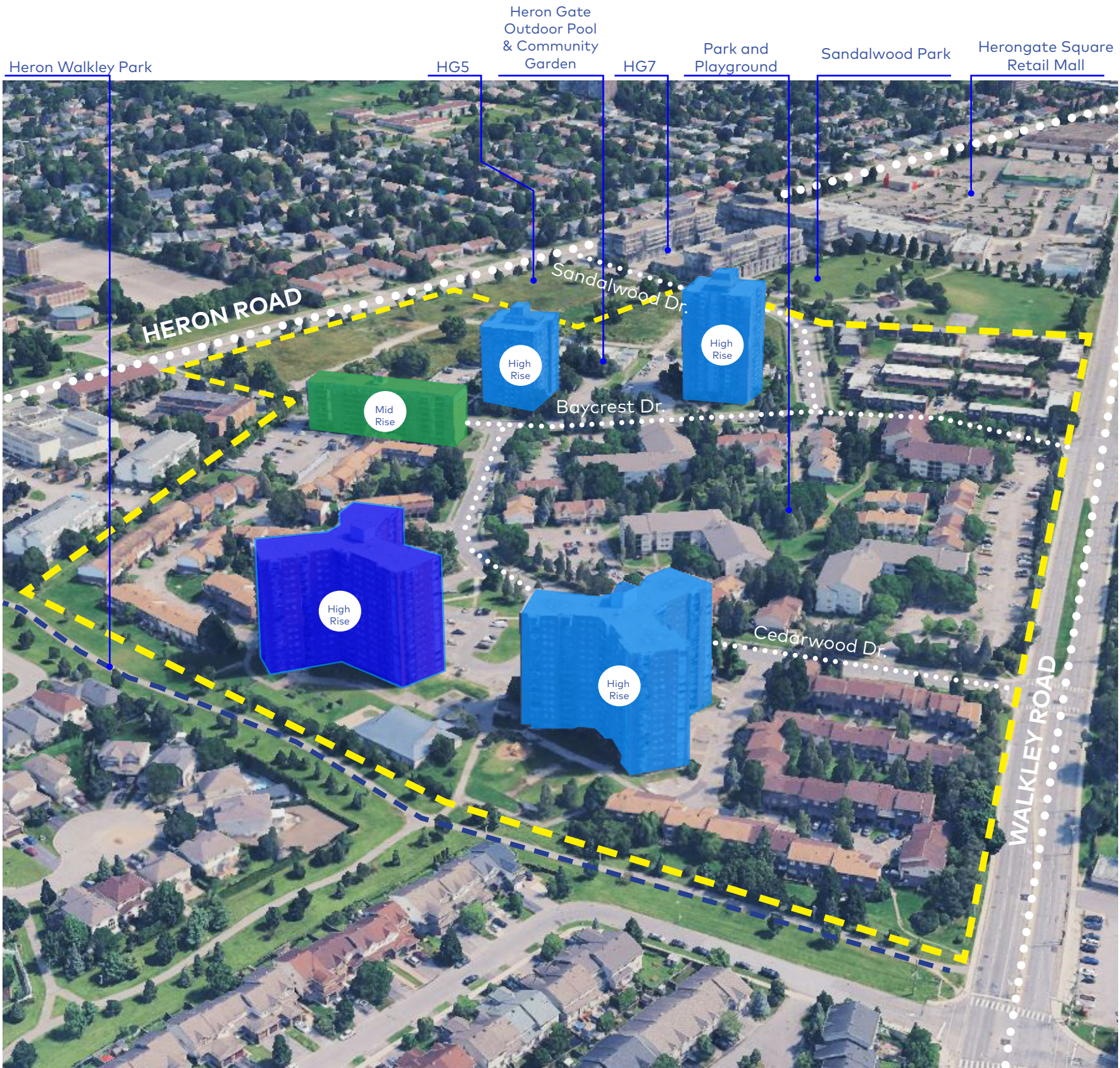


FIG. 1.3 Aerial View of Project Boudaries & Existing Buildings To Be Retained.

1.5 HG7

In 2016, the southeast corner of the intersection of Heron Road and Sandalwood Drive known as HG7 (identified as Block E in this proposal) was redeveloped as part of the Heron Gate community transformation. Following the demolition of existing buildings, the site was developed with three six-storey residential buildings, collectively known as HG7 (by Dialog), comprising a total of 348 residential units.

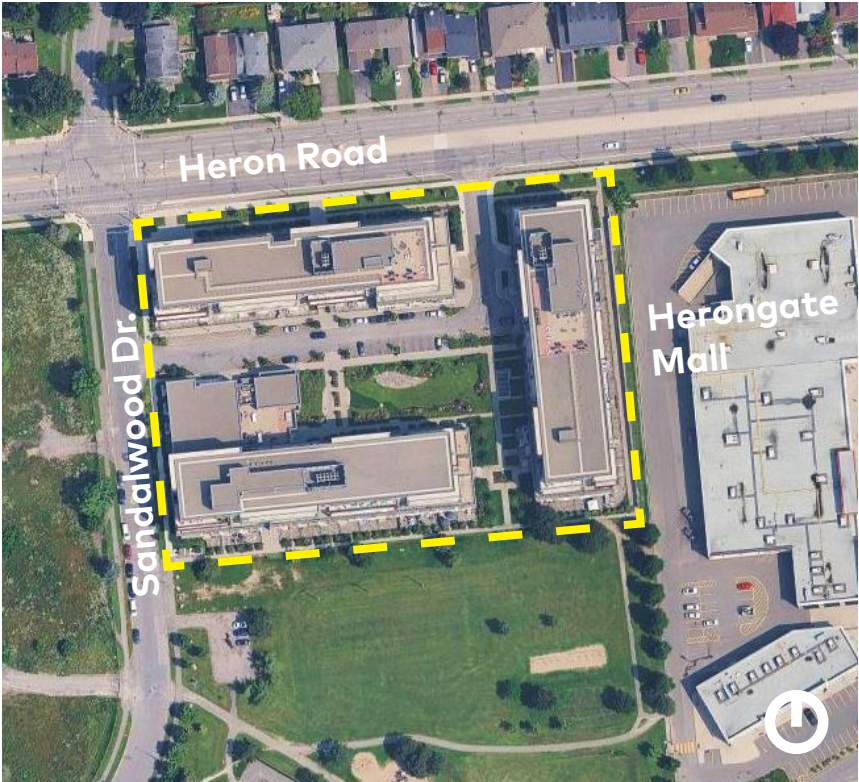


FIG. 1.4 HG7 - Site Plan



FIG. 1.5 HG7 - South-West Corner On Sandalwood Dr.



FIG. 1.6 HG7 - Heron Road Facade

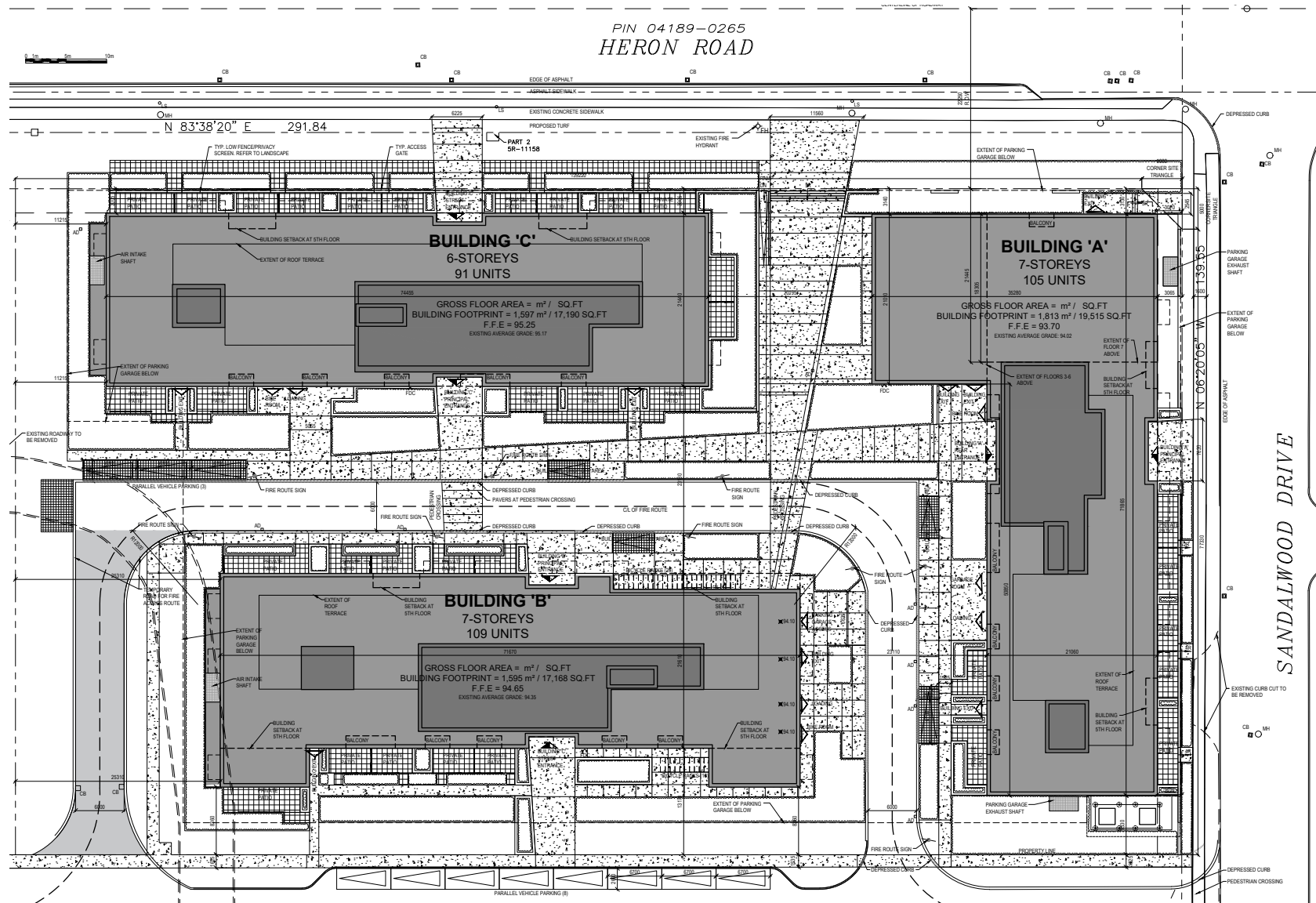


FIG. 1.7 HG5 - Site Plan

1.5 HG5 - UNDER CONSTRUCTION

Figurr has also been developing the second major development block slated for construction (HG5) for the Heron Gate Village Project. In keeping with the approved OPA, the project includes a planning and design of a 3 building block of buildings on a shared u/g parking garage.

The 3 buildings ranging from 6 to 7-storeys, will provide over 300 units of varying types, and supportive indoor and outdoor amenities. This project has started construction, and slated for completion in 2027.



FIG. 1.8 HG5 - North-East Corner



FIG. 1.9 HG7 - South-East Corner

1.6 SURROUNDING CONTEXT

Site Context and Immediate Surroundings

Heron Gate Village is located within the Ledbury-Heron Gate-Ridgemont-Elmwood neighbourhood—one of Ottawa’s most diverse communities. The area is bounded by Heron Road to the north, Alta Vista Drive to the west, and the Walkley Rail Yard to the south. The neighbourhood features a mix of land uses, with a strong presence of low-rise residential housing, supported by community facilities and retail services.

North:

To the north of the site lies the Alta Vista neighbourhood, characterized by a predominance of single-family and semi-detached homes, with some row housing and a variety of community amenities.

Heron Road Frontage:

The properties along Heron Road directly north of the site consist primarily of low-rise residential dwellings, including semi-detached homes and townhouses. Moving west along Heron Road, the land use transitions to include institutional buildings, such as the *Canada Lands* site and the former *Federal Study Centre* at 1495 Heron Road, which previously housed federal offices and *St. Patrick’s Intermediate School*.

East:

Immediately to the east of the site is Sandalwood Park, a City-owned green space equipped with tennis courts, a basketball court, a baseball diamond, a soccer field, and a seasonal outdoor hockey rink.

East of the park is the Heron Square mall, a retail strip centre that serves as a commercial hub for the area. It includes small-scale retail units such as fast food restaurants, a health club, pharmacy, and a grocery store. These are supported by a large surface parking lot.

South:

Along Walkley Road, land uses shift from residential with small-scale commercial frontages to employment-focused uses as one moves further south and east.

West:

The site directly abuts Heron-Walkley Park — a linear green space that extends between Walkley Road and Heron Road. Beyond the park lies the Ridgemont neighbourhood, primarily composed of low-rise residential development as well as a direct access to Ridgemont High School and Alta Vista Dr.

The surrounding context is predominantly residential. On the north side of Walkley, low-rise buildings define the streetscape, while the southern face of Walkley features a mix of low- and mid-rise developments, and Walkley Plaza – a small commercial retail strip – all of which contribute to a more varied urban fabric.



FIG. 1.10 Existing Conditions - Aerial View



FIG. 1.11 Sandalwood Park - Aerial View

1.6 PARKS AND OPEN SPACES

Sandalwood Park

Sandalwood Park is a 2.75-hectare community green space along the southeastern edge of the site, bordered by Walkley Road and Sandalwood Drive, with HG7 to the north and Block E to the southwest. The park offers:

- Basketball court
- Soccer field
- Playground
- Tennis courts (two unlit courts)
- Baseball diamond
- Additional flexible open-field space

Informal pedestrian link to the Heron Gate Mall and other commercial areas to the east. It functions as a vital outdoor amenity for residents, serving a variety of recreational needs and community connections.

Heron-Walkley Park

To the west lies Heron-Walkley Park, a 2-hectare linear green corridor stretching north-south between Heron Road and Walkley Road. It is used primarily for informal recreation and provides a key multi-use pathway (MUP) connecting to Ridgemont High School.

Though there are several informal access points along the western boundary, these are offset by fencing that limits full permeability. The park also includes a playground and open grassy areas.

Additional Nearby Parks

- Walkley-Albion Park, located southwest of the site
- Orlando Park, positioned immediately north
- Heatherington Park, situated just south of Walkley Road

Summary

These interconnected green spaces form part of a broader recreational network that enhances connectivity and quality of life for local residents. Sandalwood Park acts as the central recreational hub, while Heron-Walkley Park and nearby parks provide supplementary open space and pedestrian linkage, all contributing to a well-rounded green infrastructure surrounding Heron Gate Village.

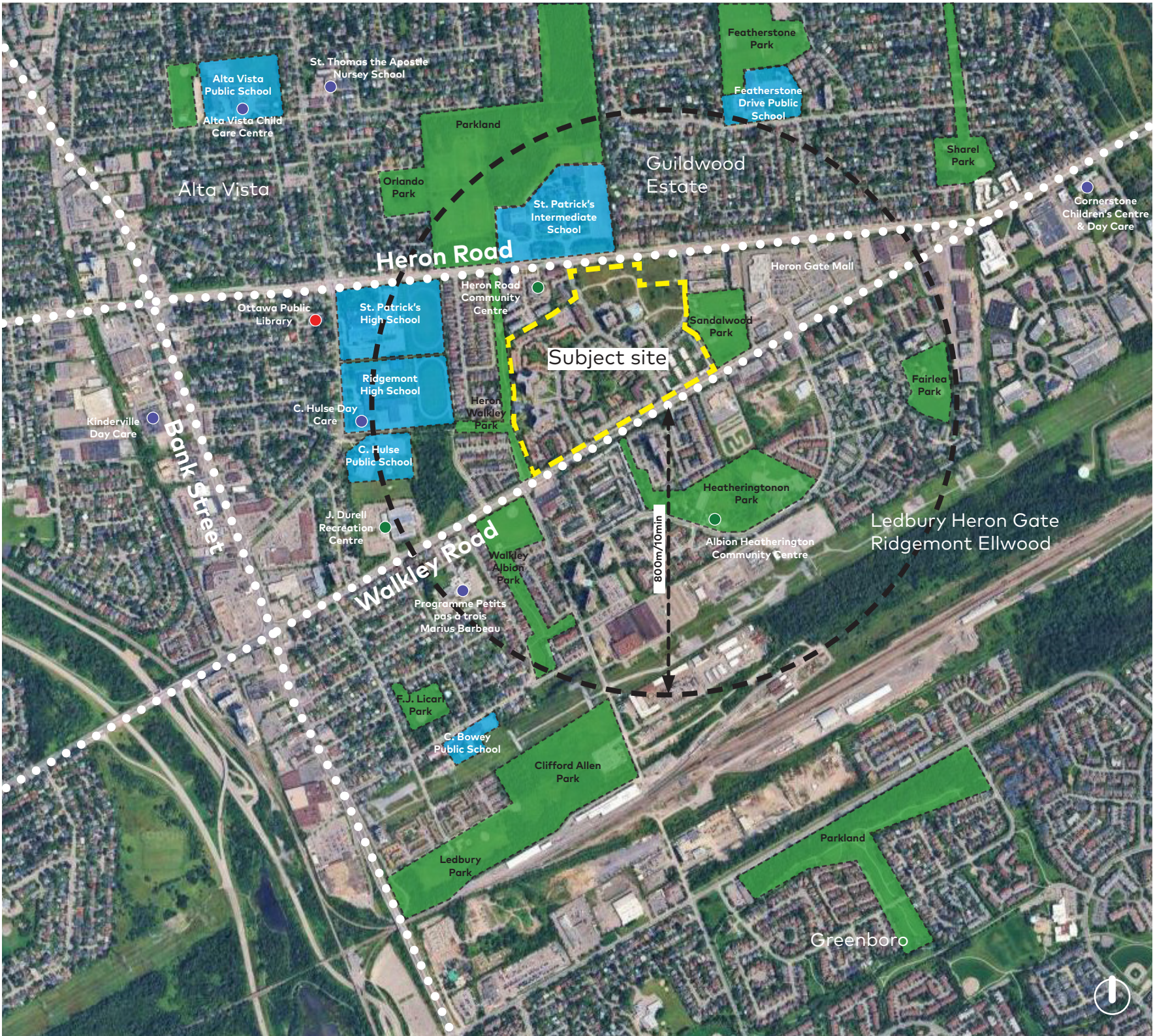


FIG. 1.12a Surrounding Context - Community Amenities

1.7 COMMUNITY AMENITIES

Educational Institutions & Community Resources: The area around Heron Gate is well-supported by a variety of educational facilities, community services, recreational facilities, and early learning programs, all within easy reach:

- **Schools (within 10 minutes' walk):** *St. Patrick's High School* (Catholic, grades 7–12). Founded in 1929 and currently serving approximately 1,290 students, St. Patrick's is located at 2525 Alta Vista Drive, just east of the site.

Ridgemont High School (public, secondary). Established in 1957, Ridgemont serves the local public school population and is known for its culturally diverse student body of around 850 students.

Charles Hulse Public School (public elementary). Located within the catchment area adjacent to the site and also on Sandalwood Drive and Baycrest Drive.

- **Nearby Elementary Schools.** *Alta Vista Public School* and *Featherstone Public School* are located further north and serve the broader district.
- **Ottawa Public Library.** *Alta Vista Branch* is located at 2516 Alta Vista Drive, this branch is highly regarded for its children's programming, early learning initiatives, prenatal classes, and newcomer supports. The branch operates extended hours—open evenings and weekends—and is equipped with free parking, accessible facilities, meeting rooms, and technology services.
- **Daycare & Early Learning.** *Charles Hulse Day Care* (on-site at Charles Hulse Public School) and *Andrew Fleck Day Care* (1 km east on Walkley Road)
- **Heron Road Community Centre.** Situated at 1480 Heron Road, just west of Baycrest, this centre offers a wide range of programs for all ages: preschool to seniors. Facilities include a gymnasium, multi-purpose rooms, a kitchen, a theatre, fitness studios, and community spaces.
- **Summary.** This robust network of schools, childcare services, library amenities, and a major community centre enriches the site's appeal and supports its potential as a family-friendly, transit-accessible development. The concentration of public services underscores the site's strength as a residential community hub.



FIG. 1.12b Jim Durrell Recreational Centre



FIG. 1.12c Heron Road Community Centre (Photo/City of Ottawa)



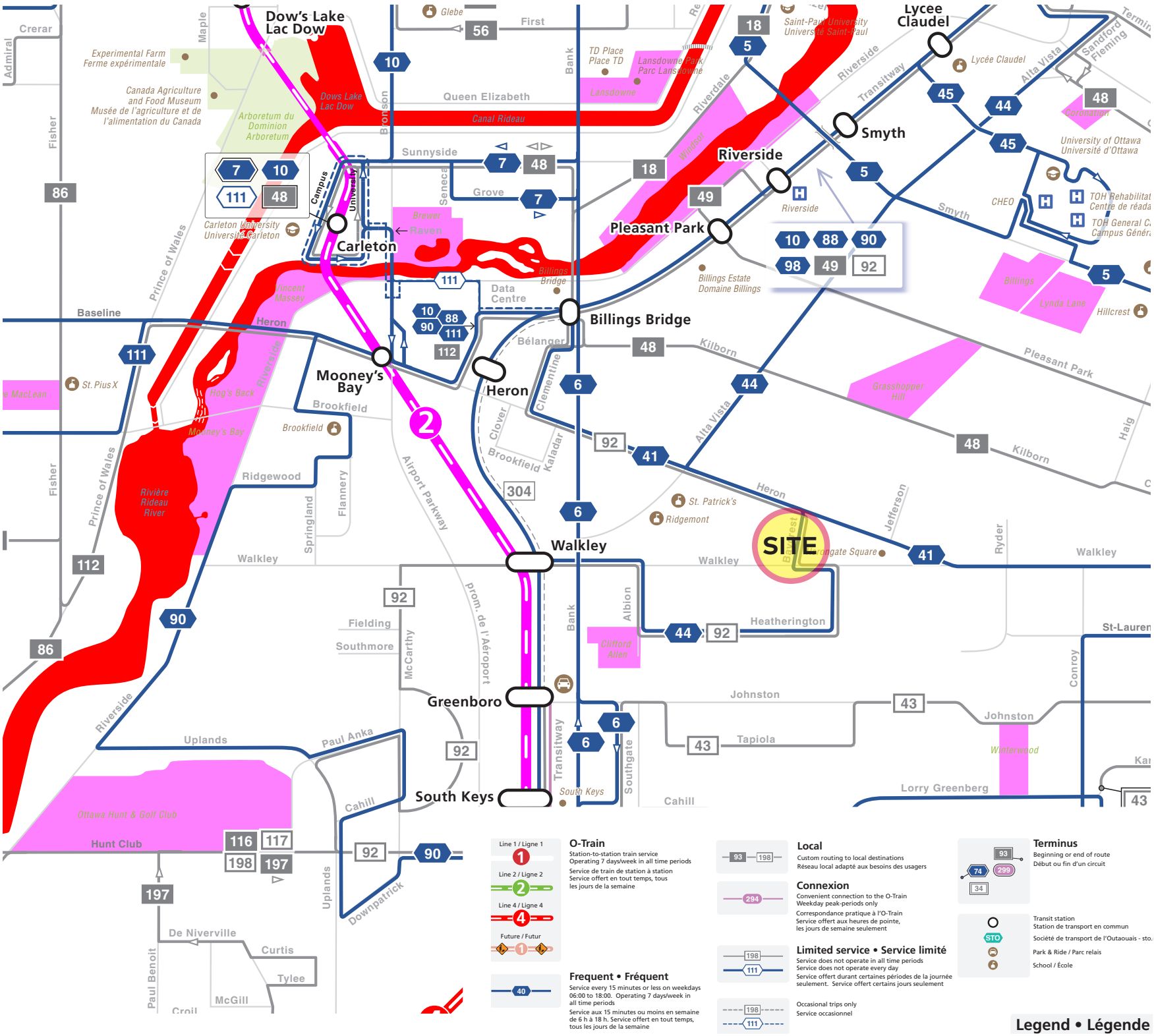
Photo Credit: Iryna Tolmachova

1.8 STREET NETWORK AND TRANSIT

Public Transit. The study area is well-served by public transit, with three primary bus routes—Routes 8, 41, and 44—operating along Heron Road, Walkley Road, and Baycrest Drive.

Route 44 offers the most frequent service, running every 15 minutes or less. It provides direct access to downtown Ottawa, the University of Ottawa, and Carleton University via convenient connections at Hurdman and Walkley LRT stations. Route 41 serves as a community-oriented route, connecting local neighborhoods with key transit hubs. It runs between Billings Bridge (to the west) and St. Laurent (to the east).

FIG. 1.13 Existing Transit Network (Map by OC-Transpo)



1.9 SITE PHOTOS - BAYCREST DRIVE



FIG. 1.14a Heron Road / Baycrest Drive



FIG. 1.14b Baycrest Dr. - Private Access



FIG. 1.14c Baycrest Dr. - Private Access



FIG. 1.14d Baycrest Dr. - Midrise Parking Access



FIG. 1.14e Baycrest Dr. - The Baycrest Parkade Access



FIG. 1.14f Cedarwood Dr. / Baycrest Dr. - The Baycrest

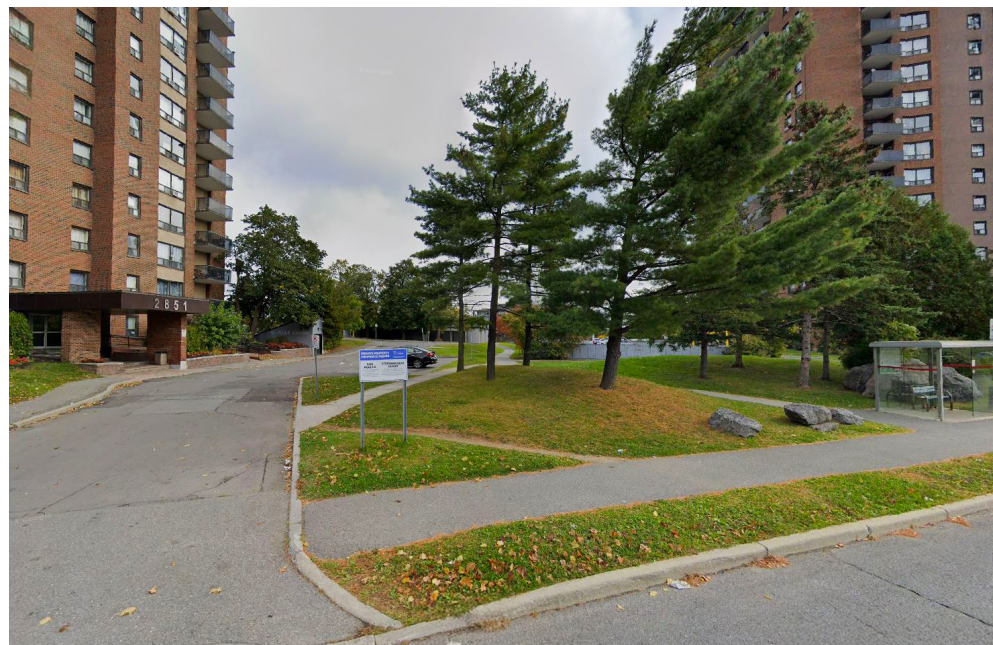


FIG. 1.14g The Baycrest - Parking Access



FIG. 1.14h The Cardinal - Parking Access

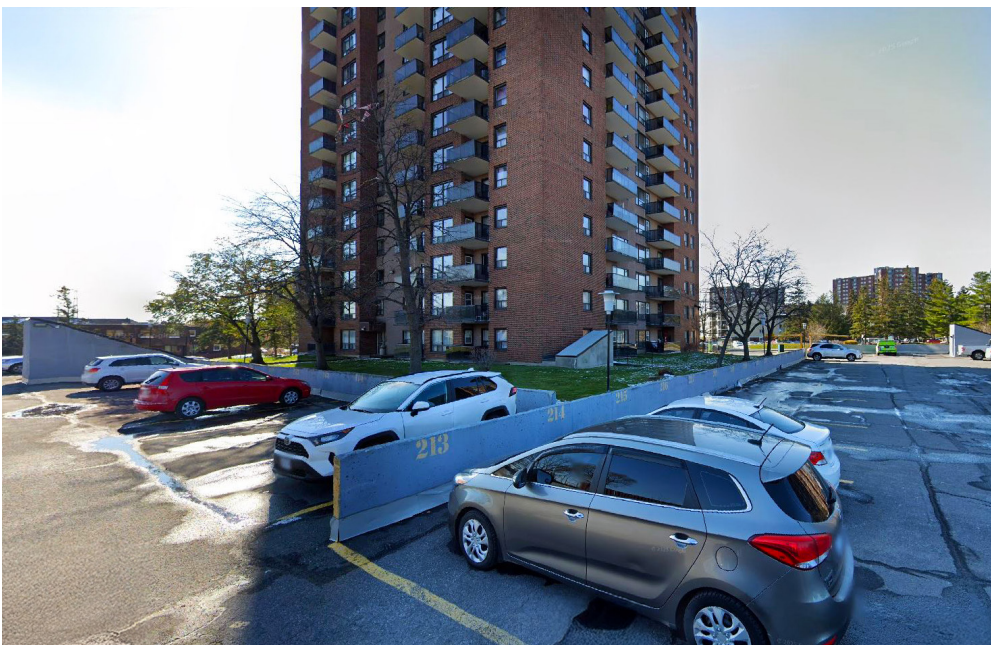


FIG. 1.14i The Cardinal - Existing Parking



FIG. 1.14j The Baycrest - Outdoor Parking



FIG. 1.14k Baycrest Dr. / Sandalwood Dr. - The Cardinal



FIG. 1.14l Walkley Road / Baycrest Drive

1.10 SITE PHOTOS - SANDALWOOD DRIVE



FIG. 1.15a Heron Road / Sandalwood Drive



FIG. 1.15b Sandalwood Dr. - Sandalwood Park and HG7



FIG. 1.15c Walkley Road - Sandalwood Park

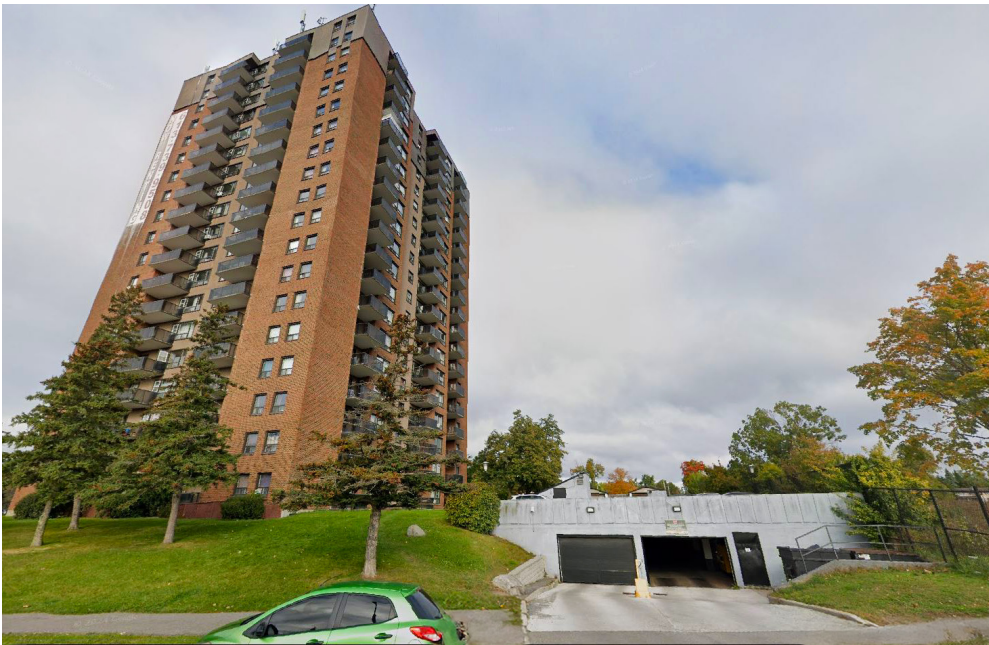


FIG. 1.15d Sandalwood Dr. - The Cardinal Parkade Access

1.11 SITE PHOTOS - CEDARWOOD DRIVE



FIG. 1.16a Cedarwood Dr. - MidRise Parkade Access



FIG. 1.16b Cedarwood Dr. - High Rise Parkade Access



FIG. 1.16c Cedarwood Dr. - High Rise Parkade Access



FIG. 1.16d Cedarwood Dr. - High Rise Private Access



FIG. 1.16e Cedarwood Dr. - High Rise Private Access



FIG. 1.16f Walkley Road / Cedarwood Drive



Rendering: Aerial View
Looking South West

2.0 THE PROPOSAL

2.0 THE PROPOSAL



FIG. 2.1 Site Plan Concept

2.1 OVERVIEW OF THE PROPOSAL

The proposed development builds upon the previously approved Official Plan Amendment submitted by the landowners. The plan subdivides the lands into five distinct blocks (A, B, C, D, and E), each featuring a mix of building types, densities, and configurations.

Residential typologies include townhouses, stacked townhouses, mid-rise apartments, and high-rise apartments. This diverse housing mix is designed to offer a range of unit sizes—ranging from studios (0 bedrooms) to three-bedroom or larger units—accommodating a variety of household types and income levels, and supporting housing affordability goals.

Outdoor spaces are thoughtfully organized within a hierarchy of public and semi-public areas, defined by landscaping and urban design strategies that prioritize connectivity. A comprehensive network of pedestrian paths, cycling routes, transit access, and roadways ensures seamless movement within and beyond the community.

A wide variety of open spaces is integrated throughout the site, including:

- A new public park
- A series of parkettes and green connectors
- Landscaped areas that enhance the public realm and support the community's livability objectives

Existing public roads will be retained and integrated into the new street network. Baycrest Road is proposed to be widened from its existing 20-meter right-of-way to 22 meters, aligning with the City of Ottawa's collector road standards. In addition, a new network of private roads is planned to enhance local connectivity and provide access to all development blocks.

Retention of Existing Towers

The development will incorporate the following existing high-rise residential towers:

- 2861 Baycrest Drive (The Cardinal): 19 storeys
- 2851 Baycrest Drive (The Baycrest): 16 storeys
- 2840 Baycrest Drive: 8 storeys
- 2850 Cedarwood Drive: 15 storeys
- 2870 Cedarwood Drive: 15 storeys

Development Program Summary

Upon full build-out, the development will include:

Approximately 37 new buildings

2.2 VISION & PLANNING PRINCIPLES

A series of public workshops and open houses - engaging residents, neighbors, and City staff - played a critical role in shaping the Vision and Guiding Principles for the Heron Gate Village Master Plan. These principles were established as part of the initial Official Plan Amendment process.

This collaborative approach ensures that all future development applications, including this Zoning By-law Amendment, align with the shared vision for Heron Gate as a complete, vibrant, inclusive, and sustainable community. The overarching goal is to enhance quality of life for residents, visitors, and neighboring communities, while fostering a strong sense of place and maintaining harmony with the surrounding urban fabric.

Building on the initial Vision and Guiding Principles, this proposal has been shaped by a series of foundational "Big Moves," originally introduced by DIALOG as part of the Official Plan Amendment (OPA) submission.

- 1. Create a Green Community Corridor:** Connecting Sandalwood Park to the new park, and across to Heron-Walkley Park through a green promenade with double row of trees, and instances of public art.
- 2. Enhance Community Gateways:** Enhancing community gateways to be inviting, legible and safe entries to the site. Building form and treatment to promote activity at street level.
- 3. Pedestrian Oriented Retail Streetscape Frontage:** Using retail and amenity space to increase eyes on the street and create a vibrant and animated streetscape.
- 4. Create a New Central Park:** Contribute to community amenities by creating a central park in the heart of the community.
- 5. Enhance the Frontage & Design of Sandalwood Park:** Create opportunities for enhanced design of the Park space, improve connections, and create frontages onto the Park.
- 6. Kick-Start Phase One - A Vibrant, Diverse Development:** The HG7 development, which is currently underway, sets the foundation for future development with mix of units, amenity space, and a vibrant street frontage.
- 7. Incorporate Community Amenities:** The development presents an opportunity to identify additional amenities for the community.
- 8. Create New Neighbourhood Parkettes:** New neighbourhood parkettes increase the diversity of open spaces available to the community for passive and active uses
- 9. Create and Connect A Fine-Grained Framework of Streets and Development Blocks:** A fine grained street and block network increases permeability, encourages walking, enhances connections and community safety.

High Level Implementation Strategies

To support the realization of the "Big Moves" objectives, the proposal incorporates the following key strategies:

- Establishment of a clear architectural language, including varied frontages and massing, to support a diverse range of building scales and typologies.
- Thoughtful densification of the built environment through sound urban planning and architectural design principles, with careful consideration of building placement, orientation, and transitions to adjacent properties and internal park spaces.
- Enhancement of permeability along Walkley Road and Heron Road, enabling multiple access points into and out of the community.
- Integration of retained existing buildings into the new planning concept, ensuring they contribute meaningfully to the overall master plan.
- Development of a hierarchy of open spaces and pathways to support a rich and diverse public realm.
- Creation of strong green space connectivity through clearly defined pedestrian pathways.

2.3 DESIGN STRATEGIES

Building upon the Vision, Planning Principles, and high-level implementation approaches, this proposal introduces a series of Design-Specific Strategies aimed at reshaping Heron Gate Village and laying a strong foundation for future development. These strategies support the three core frameworks of the master plan: Open Spaces, Built Form, and Mobility.

- 1. Develop a Green Community Corridor:** Establish a continuous landscaped promenade linking Sandalwood Park to the newly planned central park, and further to Heron-Walkley Park. This green spine will feature a double row of trees, integrated seating, and public art installations, fostering connectivity and community identity.
- 2. Strengthen Community Gateways:** Redesign key entry points into the community to be safe, legible, and welcoming. Architectural treatments and urban design elements at these gateways will promote an engaging, pedestrian-oriented experience.
- 3. Activate Pedestrian-Focused Frontages:** Introduce active frontages along major streets by incorporating amenity spaces, community uses, and retail. These elements will encourage social interaction, increase foot traffic, and enhance safety through passive surveillance.
- 4. Establish a New Central Park:** Create a large, centrally located public park that serves as the heart of the community—providing space for recreation, social gathering, and everyday enjoyment.
- 5. Redefine Baycrest Road as a Spine Connector:** Transform Baycrest Road into a central organizing element within the community by improving its streetscape, prioritizing pedestrian and cycling infrastructure, and enhancing connectivity between blocks.
- 6. Redefine Sandalwood Park’s Edge and Design:** Improve the park’s interface with surrounding development by enhancing its visibility, accessibility, and integration with the adjacent built form. Upgrades will support more active use and visual continuity across the site.
- 7. Integrate Community-Oriented Facilities:** Introduce new public amenities such as childcare, community centers, and wellness facilities that are responsive to the evolving needs of the local population.
- 8. Introduce a Network of Neighbourhood Parkettes:** Complement larger parks with smaller, distributed parkettes that offer a variety of passive and active recreational opportunities, while increasing access to green space for all residents.
- 9. Establish a Fine-Grained Street and Block System:** Implement a well-connected grid of streets and blocks that enhances walkability, supports multi-modal transportation, and fosters a safe, inclusive, and vibrant urban environment.

2.4 BUILT FORM & LAND USE

As illustrated in *FIG. 1.2*, the proposed built form and land use continue to organize the site into five distinct “Blocks,” consistent with the framework established in the previously approved Official Plan Amendment (OPA). This submission presents a conceptual development approach that reflects the anticipated potential of each block and individual parcel, as delineated in the submitted Plan of Subdivision submission.

The proposed building density, massing, and parking figures are preliminary and intended to demonstrate the capacity of the blocks to accommodate appropriate development. Final unit and parking counts will be determined through future, site-specific planning processes, including subsequent Site Plan Control applications. For the purposes of this submission, parking provisions are based on the ratios outlined in the accompanying Planning Rationale by Fotenn.

Block A is the site of *HG7* and consists of three 6-storey residential buildings incorporating an internal courtyard open space. The block includes 348 residential units, with a mix of studio apartments, 1-bedroom, and 2+ bedroom apartments. A total of 349 parking spaces are provided. Public road frontage is along Heron Road and Sandalwood Drive. A small retail space is located at the northwest corner of the development, at the intersection of Sandalwood Drive and Heron Road.

Block B consists of 14 buildings, including two existing residential high-rises (2861 Baycrest Drive, known as *The Cardinal* - 19 storeys, and 2851 Baycrest Drive, known as *The Baycrest* - 16 storeys), as well as a mix of townhouses (4 storeys), mid-rise apartments (6-10 storeys), and high-rise residential towers (18-25 storeys).

A network of private driveways provides access to the buildings, while public road frontage is along Heron Road, Sandalwood Drive, and Baycrest Drive. Parking will be distributed across underground levels and on-street spaces, with approximately 1612 residential units and 1913 parking spaces (1612 for residents, 301 for visitors).

Only one of the two existing parking structures will be retained. The parking needs of *The Baycrest* (2851 Baycrest Drive) will be integrated into the new underground parking structure serving the adjacent buildings.

Block C consists of 15 buildings, including an existing mid-rise residential building (2840 Baycrest Drive – 8 storeys), two existing high-rise residential towers (2850 Cedarwood Drive – 15 storeys, and 2870 Cedarwood Drive – 15 storeys), as well as a mix of townhouses (3-4 storeys), mid-rise apartments (6-8 storeys), and high-rise residential towers (15-25 storeys).

A network of private driveways provides access to the buildings, while public road frontage is along Cedarwood Drive and Walkley Road. Approximately 1529 residential units and 1389 parking spaces (1529 for residents, 140 for visitors) are planned, located in underground and on-street parking.

The existing parking structures serving the two residential towers and the mid-rise building will be retained.

Block D consists of 10 buildings, including a mix of mid-rise apartments (6-10 storeys) and high-rise residential towers (25 storeys). A network of private driveways provides access to the buildings, while public road frontage is along Cedarwood Drive, Walkley Road, and Baycrest Drive.

A new private roadway is planned along the extension of Sandalwood Drive, connecting to Cedarwood Drive. Approximately 1761 residential units and 2061 parking spaces (1761 for residents, 300 for visitors) will be located in underground and on-street parking.

Block D will also include a new public park, located between Cedarwood Drive, Baycrest Drive, and the private extension of Sandalwood Drive.

Block E consists of 6 buildings, including mid-rise apartments (6 storeys) and high-rise residential towers (25 storeys). A green space will be provided along Sandalwood Drive. A private driveway provides access to the buildings, while public road frontage is along Walkley Road and Sandalwood Drive.

Approximately 838 residential units and 945 parking spaces (838 for residents, 107 for visitors) are planned, located in underground and on-street parking.

2.5 CONCEPT PLAN

The Concept Plan functions as a blueprint for the proposed development. It illustrates the indicative placement and configuration of buildings, which are subject to further refinement through future, site-specific planning stages and Site Plan Control applications.

The Concept Plan provides a high-level representation of the intended built form and land use framework. All figures presented are approximate and will be confirmed through future and individual detailed design and approvals processes.



FIG. 2.2 Concept Plan

2.6 BUILDING STATISTICS

The following statistics provide a comprehensive overview of the proposed development, including the distribution of dwelling types, building footprints, total gross floor area (inclusive of mechanical and circulation spaces, but excluding parking), and building heights.

As illustrated in the Demonstration Plan, the anticipated full build-out achieves an approximate site-wide density of 3.15 Floor Space Index (FSI), reflecting a compact and efficient urban form consistent with the vision for a complete and vibrant community.

Concept Plan Statistics

LOT	ID	TYPE	Area (sqm)		Number of floors			GFA	
			Podium	Upper floors	Podium	Upper floors	Total	building	total
A	1.1	Mid Rise	2,000		6		6	12,000	38,400
	1.2	Mid Rise	2,200		6		6	13,200	
	1.3	Mid Rise	2,200		6		6	13,200	
B	2.1	Mid Rise	1,780		6		6	10,680	167,469
	2.2	Mid Rise	1,580		6		6	9,480	
	2.3	Mid Rise	1,585		6		6	9,510	
	2.4	Mid Rise	1,643		6		6	9,858	
	2.5	High Rise	2,047	755	6	12	18	21,342	
	2.6	High Rise	1,220	755	6	12	18	16,380	
B	3.1	High Rise	1,460	755	4	21	25	21,695	167,469
	3.2	High Rise	1,363	755	8	17	25	23,739	
	3.3	Mid Rise	1,050		6		6	6,300	
	3.4	Towns	860		4		4	3,440	
	3.5	Mid Rise	1,050		10		10	10,500	
	3.6	High Rise	1,700	755	6	19	25	24,545	
C	4.1	Mid Rise	1,360		6		6	8,160	127,245
	4.2	High Rise	1,610	755	8	17	25	25,715	
	4.3	Towns	1,350		4		4	5,400	
	4.4	Towns	770		4		4	3,080	
	4.5	Towns	1,050		4		4	4,200	
	4.6	High Rise	1,200	760	4	21	25	20,760	
C	5.1	Towns	580		4		4	2,320	127,245
	5.2	Towns	570		3		3	1,710	
C	7.1	High Rise	1,360	755	6	9	15	14,955	153,595
	7.2	Mid Rise	1,200		6	3	9	7,200	
	7.3	Mid Rise	1,450	900	8		8	11,600	
	7.4	High Rise	1,300	755	6	19	25	22,145	
D	6.1	Mid Rise	1,070		6		6	6,420	153,595
	6.2	High Rise	2,070	750	6	19	25	26,670	
D	8.1	High Rise	1,300	755	6	19	25	22,145	153,595
	8.2	Mid Rise	1,000		6	3	9	6,000	
	8.3	Mid Rise	1,250	755	5	1	6	7,005	
	8.4	High Rise	1,300	755	6	19	25	22,145	
	8.5	High Rise	1,300	755	6	19	25	22,145	
	8.6	Mid Rise	1,000	755	6	3	9	8,265	
	8.7	High Rise	1,300	755	9	1	10	12,455	
	8.8	Mid Rise	1,000	755	6	19	25	20,345	
E	9.1	High Rise	1,300	755	6	19	25	22,145	73,825
	9.2	Mid Rise	1,150		6		6	6,900	
	9.3	Mid Rise	1,150		6		6	6,900	
	9.4	Mid Rise	930		6		6	5,580	
	9.5	High Rise	1,600	755	9	16	25	26,480	
	9.6	Mid Rise	970		6		6	5,820	

560,534

Total Block Area (sqm)	
A	16,433
B	54,864
C	60,371
D	27,665
E	18,672
Total Area	178,005
Total building footprints (lot coverage %, sqm)	
New constructions	45,883
Existing & under construction	17,962
Existing structured parking	4256
Total	63,845
Lot coverage	35.87%
Total GFA (sqm)	
(includes service and mechanical, excludes parkin	
	560,534
Floor Space Index (total GFA / total lot area)	
	3.15
Total new proposed open space (sqm)	
Public	15,265
Private	8100
Total	23,365

- Low rise
- Medium rise
- High rise



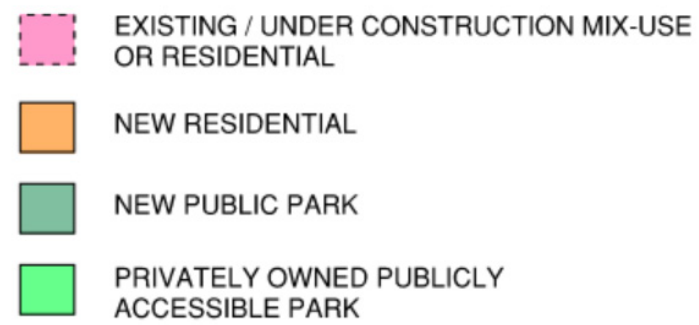
FIG. 2.3 Concept Plan Building Configuration

2.7 BUILDING HEIGHTS

The image illustrates the conceptual distribution of building heights across the site. Proposed heights and locations are indicative, providing a high-level representation of how density and built form is proposed to be organized within the development. Final heights and configurations will be determined through future detailed design and planning applications.



FIG. 2.4 Distribution Of Building Heights



2.8 PROPOSED LAND USE STRATEGY

The proposed land use strategy is centered exclusively on residential development, with the goal of fostering a vibrant, inclusive, and livable community. The plan prioritizes walkability and pedestrian-friendly streetscapes that promote active lifestyles and encourage social interaction among residents.

Access to nearby green spaces enhances overall quality of life, offering opportunities for recreation and wellness through well-designed parks equipped for both active and passive use. A dedicated community garden is also proposed, providing space for residents to grow vegetables—supporting local food production, strengthening community ties, and encouraging sustainable living practices.



FIG. 2.5 Land Use Plan

2.9 PARKS AND OPEN SPACE

LANDSCAPE STRATEGY

Informed by the Vision and Guiding Principles of the Heron Gate Master Plan, the Landscape Strategy strives to establish a network of public parks and opens spaces, privately owned publicly-accessible spaces, streetscapes, and off-street pathways that contribute to a vibrant, sustainable, safe, accessible, and well connected public realm. Recognizing that these spaces must not only serve the existing residents, but also future residents, their visitors, and surrounding neighbourhood, the landscape strategy considers the day-to-day recreation, social, and transportation needs of a wide variety of users. It offers a hierarchy of spaces and provides opportunities for active and passive recreation, as well as multi-modal transportation across the site including walking, cycling, driving, and public transit. The Landscape Demonstration Plan (See Landscape Plans L1, L2, and L3 by Fotenn) illustrates one possible configuration of these features within the Heron Gate Community, and serves as a guide for future detailed design of these spaces, as parcels are developed.

CONCEPTUAL DESIGN APPROACH

The overall conceptual themes driving the Landscape Strategy are Visual Continuity, Physical Connections and Sustainable Design Approach, as described below:



VISUAL CONTINUITY

Visual continuity in the form of signage, site furnishing, lighting, and landscape treatments help to establish the character of the Heron Gate community, and create a sense of belonging. These elements could be applied in a thoughtful and consistent way across the site, punctuating the network of parks and open spaces, and assisting with wayfinding.

PHYSICAL CONNECTIONS

Strong connections across the site to the surrounding neighbourhood, as well as between destinations within the site is a key component of the Parks and Open Space plan for the Heron Gate community. A network of sidewalks and multi-use paths provide routes for travel, as well as opportunities for recreation. Strong connections to destinations in the surrounding neighbourhood such as nearby parks, pathways, and shopping allow residents to carry out their day-to-day activities with ease, while an internal walking loop with fitness stations is proposed to draw residents across the

entirety of the site, and invite them to explore their neighbourhood, discovering the variety of POPS provided along the way.

SUSTAINABLE DESIGN APPROACH

Sustainable design approaches and best practices are integral to the overall landscape strategy, and include the protection and retention of existing trees where possible, planting of new trees to enhance the urban canopy, incorporating rain gardens and bioswales to promote infiltration of stormwater, selecting native trees and plants where appropriate, and including naturalized planting areas. These approaches not only provide and environmental benefits, but also provide opportunities for residents to connect with nature in the urban environment.

LANDSCAPE FEATURES

The expression of the Conceptual Design approach is evident in the Landscape Features of the Heron Gate Master Plan, creating an identifiable, well connected, sustainable, and desirable neighbourhood in which to live.

PUBLIC PARK

As part of the re-development of the Heron Gate



Master Plan area, a 1.6 hectare parcel of land will be conveyed to the City of Ottawa to develop a neighbourhood park. The park's proposed central location allows for strong connections to the parks and open space network including the nearby Heron Walkley Park and Sandalwood Park. It is envisioned that the neighbourhood park will be programmed and thoughtfully designed to meet the varying recreational and social needs of the community, providing amenities that complement those offered in nearby parks. A draft Heron Gate Area Parks Plan has been prepared in accordance with the City of Ottawa Park Development manual (See Attached Seperate Document by Fotenn).

PRIVATELY OWNED PUBLIC SPACES (POPS)

In addition to the Neighbourhood Park, the Heron Gate Masterplan identifies various other Privately Owned Public Spaces (POPS) throughout the Heron Gate area. These POPS provide opportunities to augment the offerings of City Parks and further enhance the recreational and social opportunities for residents. Three POPS are identified within the Area Specific Policy and are included in the draft Area Parks Plan. Several other POPS are envisioned within the network of parks and open spaces, and the opportunity to connect these spaces though a network of off-street paths is explored within the Master Plan.

DEFINED PUBLIC AND PRIVATE SPACES

The parks and open space plan aims to strike a balance between the public and private spaces across the site, from the perspective of access, maintenance, and intended users. While POPS are a key component of the Heron Gate Parks and Open Space network, it's important to recognize that residents, particularly those living in ground floor units, desire an element of separation privacy from publicly accessible spaces and routes. To address these desires, consideration is given to the buffer planting at each unit, including trees where possible.

STREETSCAPES

The network of existing and proposed public and private roads serve as transportation corridors allowing for movement across the Heron Gate community, and connecting it to the surrounding neighbourhood. The ROW designs are based on the City of Ottawa Standard Cross sections, and provide for public transit, vehicular, bicycle, pedestrian traffic, and on-street parking, as well as opportunities for tree planting. Baycrest Drive is identified as the central spine of area, connecting to other roads and off-street pathways within the development, with large setbacks to existing buildings and the park providing opportunities for additional landscape enhancement. The private roads within the community provide access to residential buildings and underground parking, as well as providing additional opportunities for landscape enhancements.

OFF-STREET PATHWAYS

In addition to sidewalks and multi-use pathways provided within the road right of ways, a network of off-street paths is proposed to provide connections within the Heron Gate community, as well as to nearby destinations. These off-street pathways function not only as pedestrian and cyclist transportation corridors, but also offer opportunities for enhanced recreation in the form of a walking loop, with fitness stations located along the route.

2.10 PARKS AND OPEN SPACE - CENTRAL NEIGHBOURHOOD PARK AND POPS BIG MOVES

A number of 'Big Moves' have emerged through the development of the Landscape Strategy, including the Central Spine, a Central Neighbourhood Park, POPS, a Walking Loop, Destination Stops, Permeable Edges, Opportunities for Sustainable Landscape Treatments, and a healthy Tree Canopy. These Big Moves are defining features of the Parks and Open Space Plans, as described below:

CENTRAL SPINE

Baycrest Drive was identified and a Central Spine and organizing feature of the site, providing a strong north south route across the site, and providing connections to the Central Neighbourhood Park, residential buildings, and other vehicular, cycling, and pedestrian routes.

The Central Spine provides lanes for vehicular traffic, public transit, on street parking, separated bike lanes, and pedestrian sidewalks, and grassed boulevards for tree planting. Proposed park and the setback to existing residential buildings along the Central Spine, also provide opportunities for sustainable landscape treatments and signage, reinforcing the all three overall landscape concepts at this site.

CENTRAL NEIGHBOURHOOD PARK AND POPS

A large centrally located Neighbourhood Park serves as the focal point of the Parks and Open Space plan. Because of its central location within the network of open spaces, the park is well connected and easily accessible to the community, providing opportunities for residents to gather and engage in various active and passive recreational activities. It also serves as the jumping off point for exploring the various POPS across the site, by way of an internal Walking Loop.

WALKING LOOP AND DESTINATION STOPS

Through the development of the Parks and Open Space Plans and various Transportation Networks within the Heron Gate Master Plan area, an internal Walking Loop began to emerge, providing the opportunity for residents to follow an identifiable path connecting them to various destination stops within the community. These destination stops are located within POPS across the site, and may include fitness stations, rest areas, or other amenities. T

he Walking Loops and Destination Stops are not only physically connected, but are envisioned to be visually connected through consistent signage, pavement markings, site furnishings, and lighting, reinforcing the visual continuity of the Heron Gare Community.

PERMEABLE EDGES

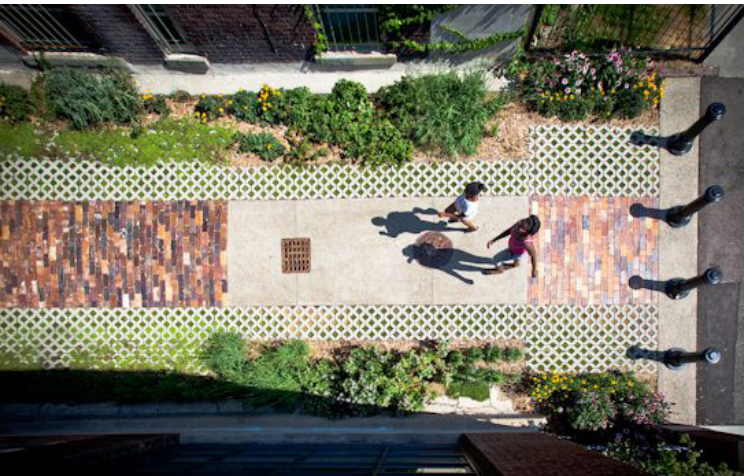
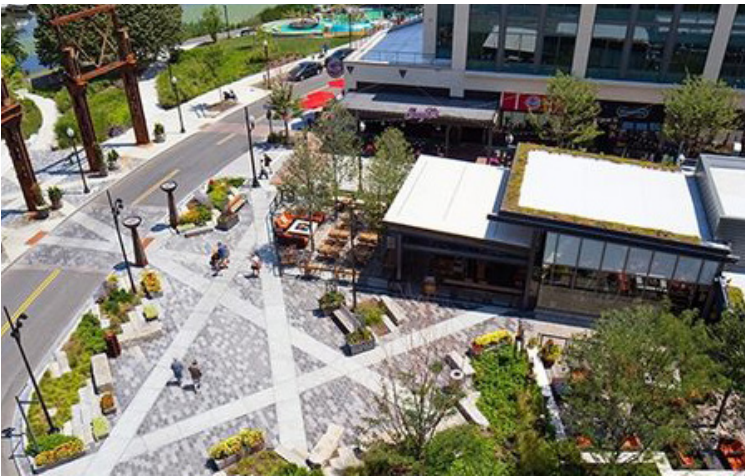
Permeable Edges are introduced to provide multiple points of access to the Heron Gate community, various options for travel routes to destinations within the site, and connections to the surrounding neighbourhoods.

By permeating the urban fabric and providing multiple connection points to the network of parks and open spaces across the site, residents and visitors are free to choose more direct routes to their destinations, or to wander and discover the recreational and social opportunities provided in the parks and open spaces along the way.

OPPORTUNITIES FOR SUSTAINABLE LANDSCAPE TREATMENTS, AND ENHANCED TREE CANOPY

Opportunities for Sustainable Landscape Treatments are identified on private property adjacent to public road right of ways, within POPs, and along off-street pathways. These may include rain gardens, bioswales, native or naturalized plantings, alternatives to traditional lawn, etc.

Additionally existing trees should be protected and retained where possible, augmented with new tree planting, to preserve and enhance the existing urban tree canopy within the Heron Gate area.



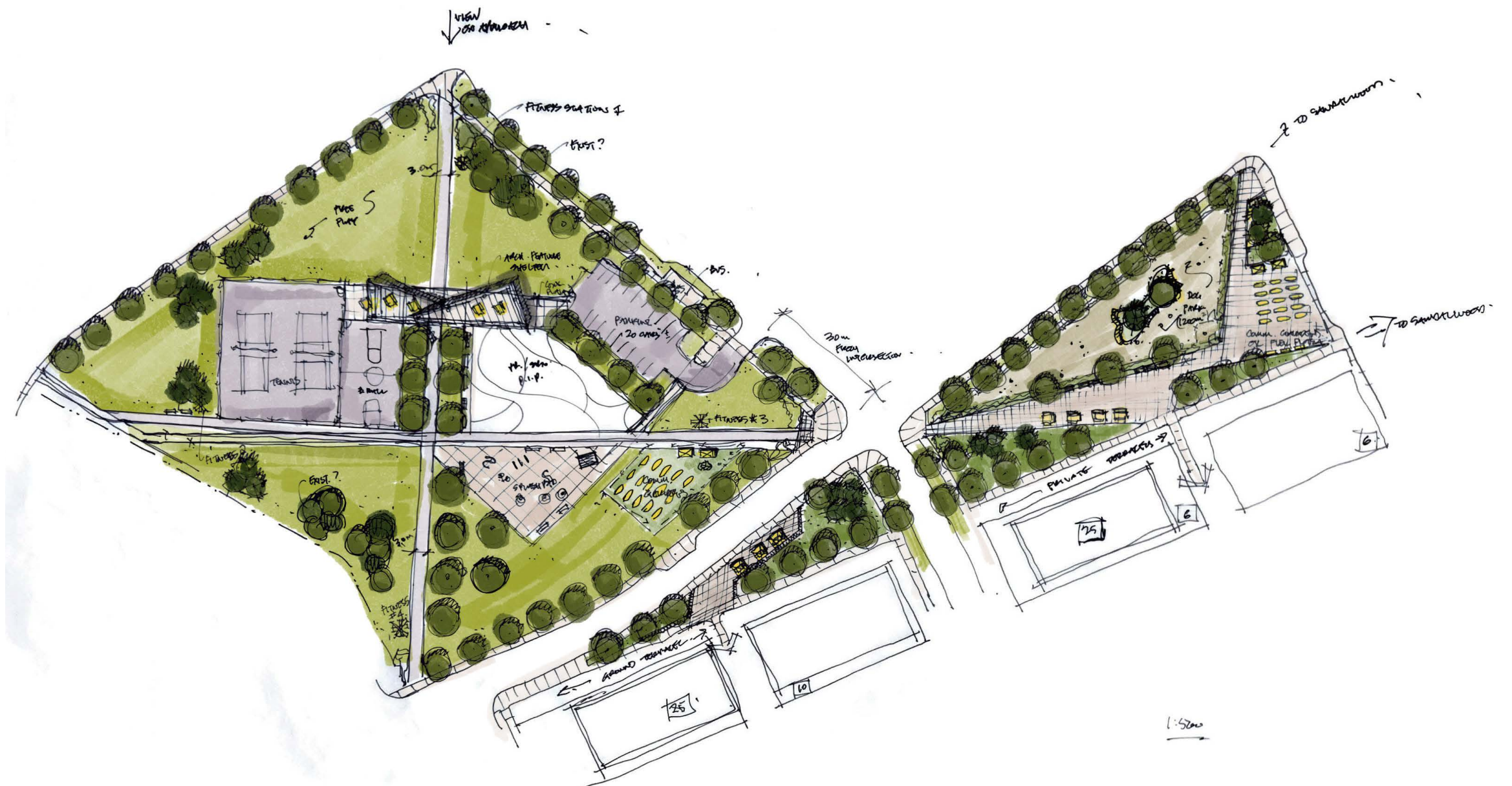
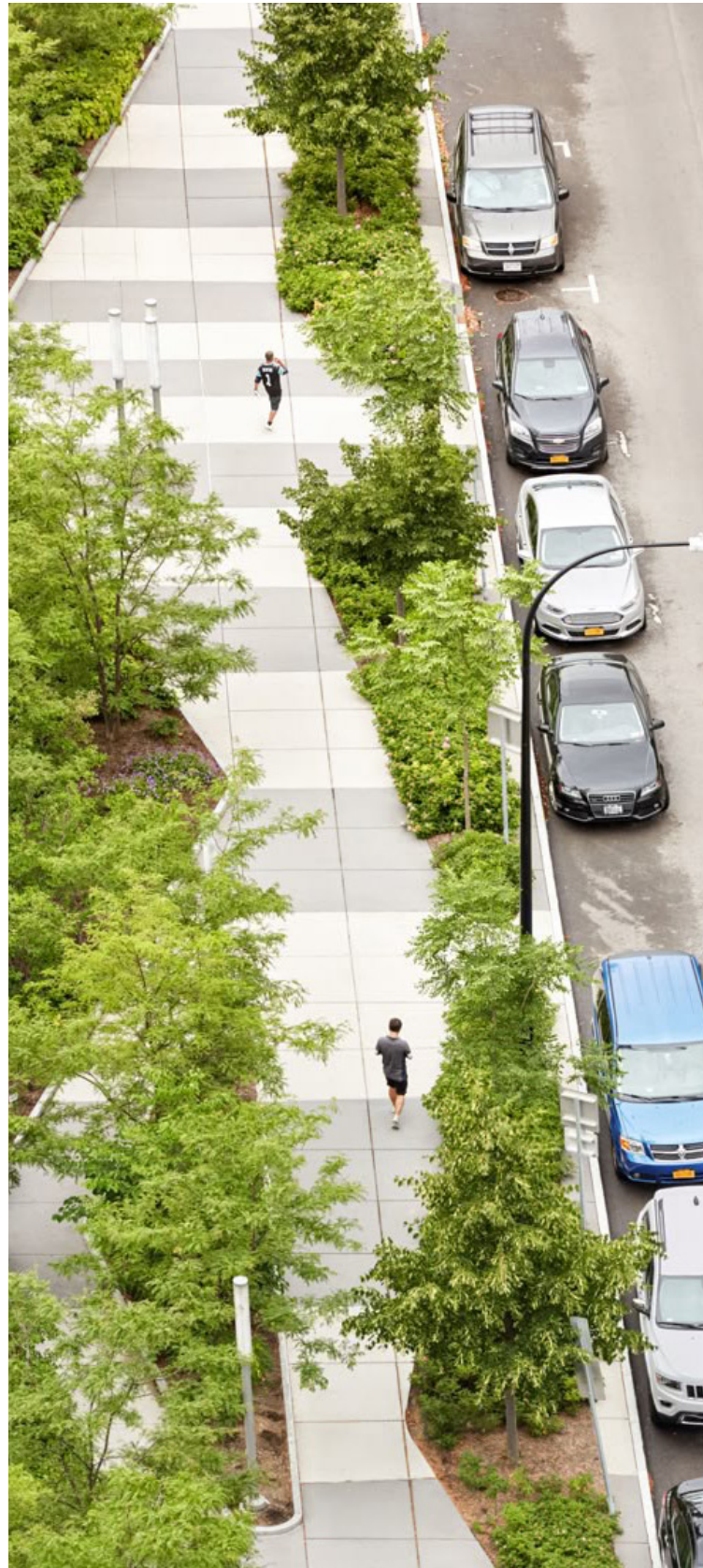


FIG. 2.6a Neighbourhood Park + POPS Concept Sketch (BY Fotenn)

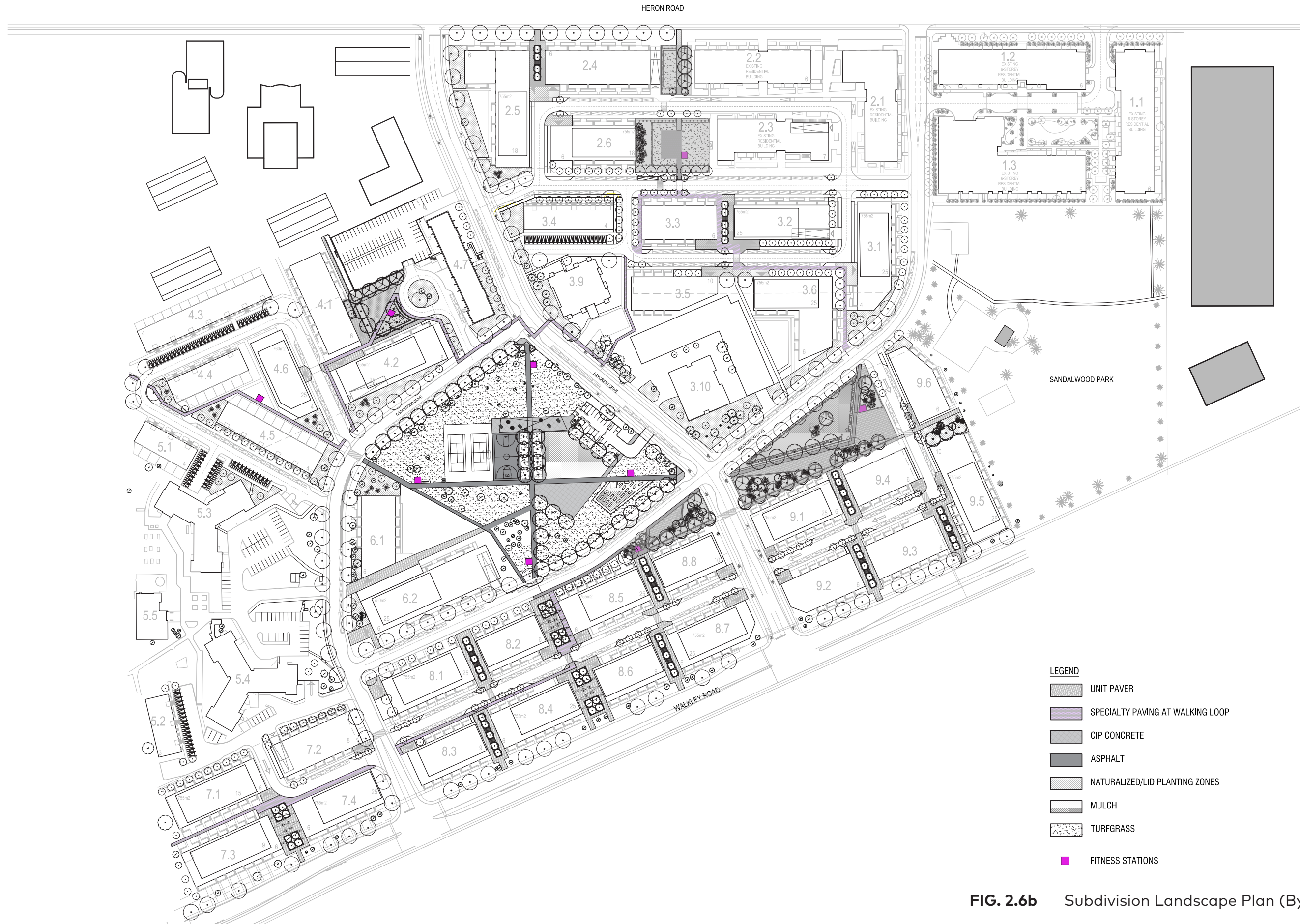


FIG. 2.6b Subdivision Landscape Plan (By Fotenn)

LEGEND

- 1 CENTRAL SPINE
- 2 CENTRAL NEIGHBOURHOOD PARK
- 3 POPS
- 4 WALKING LOOP
- 5 DESTINATION STOPS ALONG WALKING LOOP
- 6 PERMEABILITY WITH SURROUNDINGS
- 7 NATURALIZED AREAS AS IDENTIFYING LANDSCAPE TREATMENT
- 8 TREE CANOPY (RETAINED AND PROPOSED TREES)



FIG. 2.7 Big Moves

2.11 TRANSPORTATION

Road Network

The proposed road network builds upon the existing public streets that define and traverse the site, introducing a network of private roads to create a fine-grained, pedestrian-friendly urban fabric. The primary access routes remain Heron Road and Walkley Road, serving as key arterial roads linking the site to the broader city. Internally, Baycrest Drive (a designated collector road by the City of Ottawa), Sandalwood Drive, and Cedarwood Drive function as the main circulation routes. Baycrest Dr is proposed to be widened from 20m to 22m to better align with its function as a collector road, while accommodating the retention of existing buildings. Sandalwood Dr and Cedarwood Dr will retain their existing 20m-wide right-of-way, maintaining their role as local streets within the network.

Additionally, the plan includes a new public connection between Sandalwood Dr and Cedarwood Dr, achieved through the planned extension of Sandalwood Dr. All new proposed roads should offer cycling facilities as well as safe and accessible pedestrian sidewalks. Enhancements to public streets will focus on narrower roadways where appropriate and improved pedestrian environments. On-street parking will be incorporated to support accessibility and convenience. Public transit is supported along public roads, with transit stops as shown on **FIG 1.13**. Minor adjustments to transit stop locations may be proposed to accommodate access to development blocks.

LEGEND

- EXISTING ARTERIAL ROAD
- EXISTING PUBLIC ROAD (22m ROW)
- EXISTING PUBLIC ROAD (20m ROW)
- PROPOSED PUBLIC ROAD (20m ROW)
- PROPOSED PRIVATE ROAD
- EXISTING BUS STOP
- PROPOSED BUS STOP

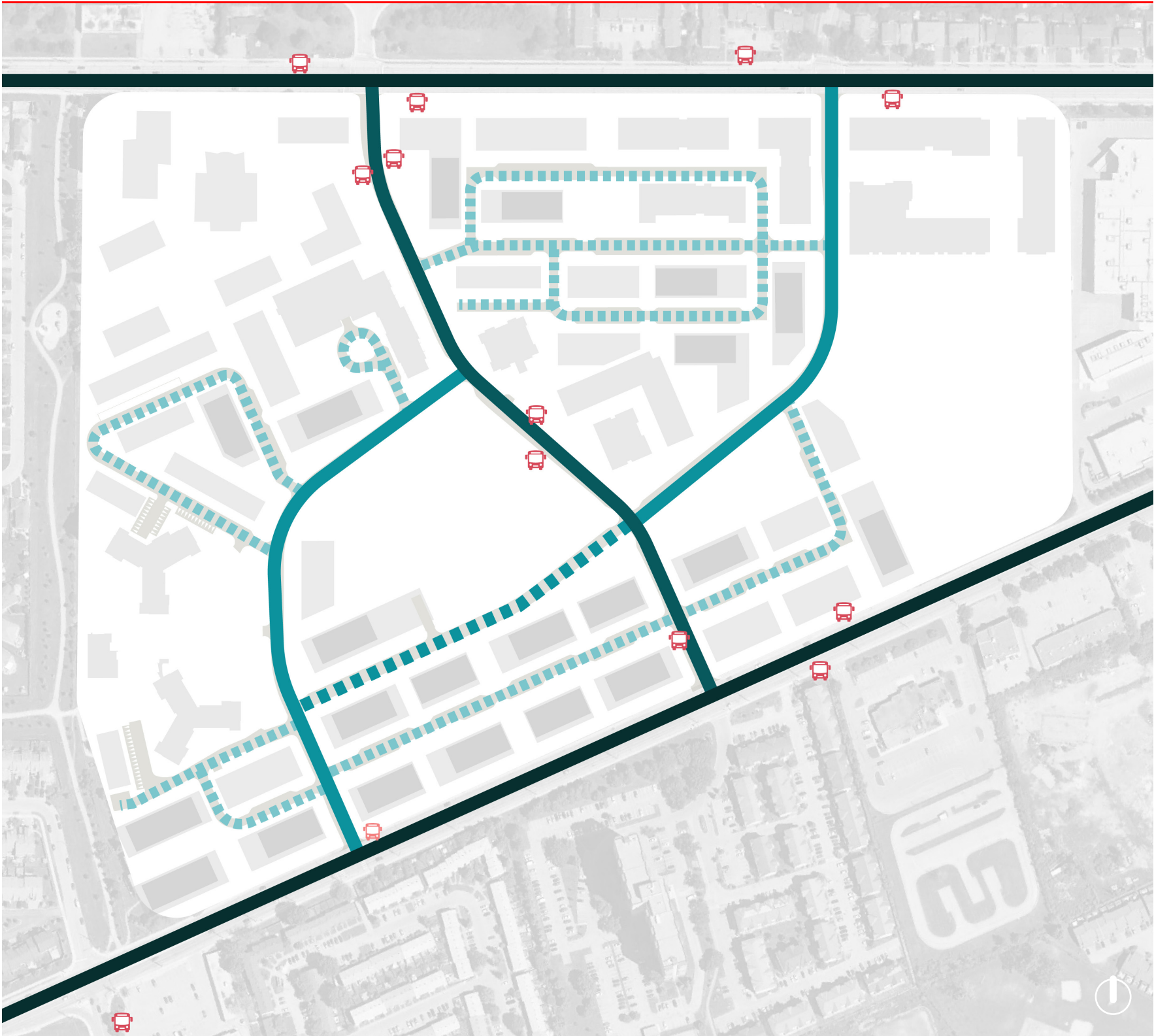







FIG. 2.8 Proposed Road Network

Pedestrian Network

The proposed pedestrian network builds on existing pedestrian facilities, offering a hierarchy facilities to support safe and accessible walking within the Heron Gate community. These facilities include sidewalks within the road right of way, primary off-street paths, secondary off-street paths, and multi-use paths.

Additionally, curb bump outs are proposed at all intersections and mid-block crossings to shorten the crossing distance for pedestrians. Other infrastructure and amenities which support walking include benches and lighting.

LEGEND

-  SIDEWALKS WITHIN ROAD RIGHT OF WAY
-  PRIMARY OFF-STREET PATH
-  SECONDARY OFF-STREET PATH
-  MULTI-USE PATH
-  MID-BLOCK CROSSING

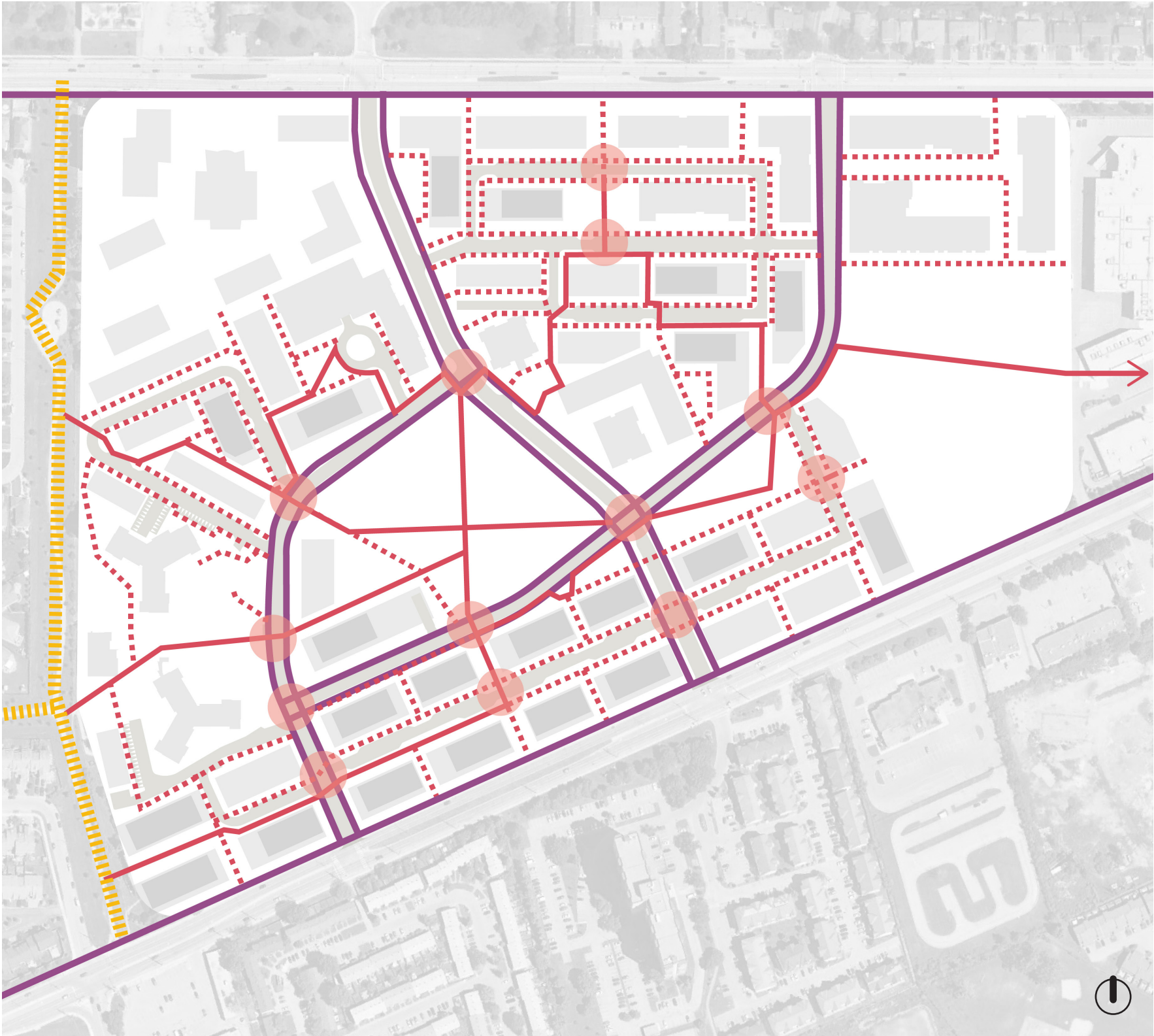


FIG. 2.9 Proposed Pedestrian Network

Cycling Network

The Heron Gate Master Plan offers a network of facilities to support cycling within the community, including separated bike lanes along the Baycrest Drive, shared bike lanes along other public and private roads, and off-street multi-use paths.

These facilities are proposed to connect to existing cycling networks in the surrounding neighbourhoods including the multi-use path in Heron-Walkley Park to the west, and separated bike lanes on Heron Road to the north. Other infrastructure and amenities which support cycling could be provided within the parks and open space network, such as covered bike parking, bike racks, and bike repair stations.

LEGEND

- SEPARATE DEDICATED BIKELANE
- SHARED ROAD BIKE LANE
- MULTI-USE PATH

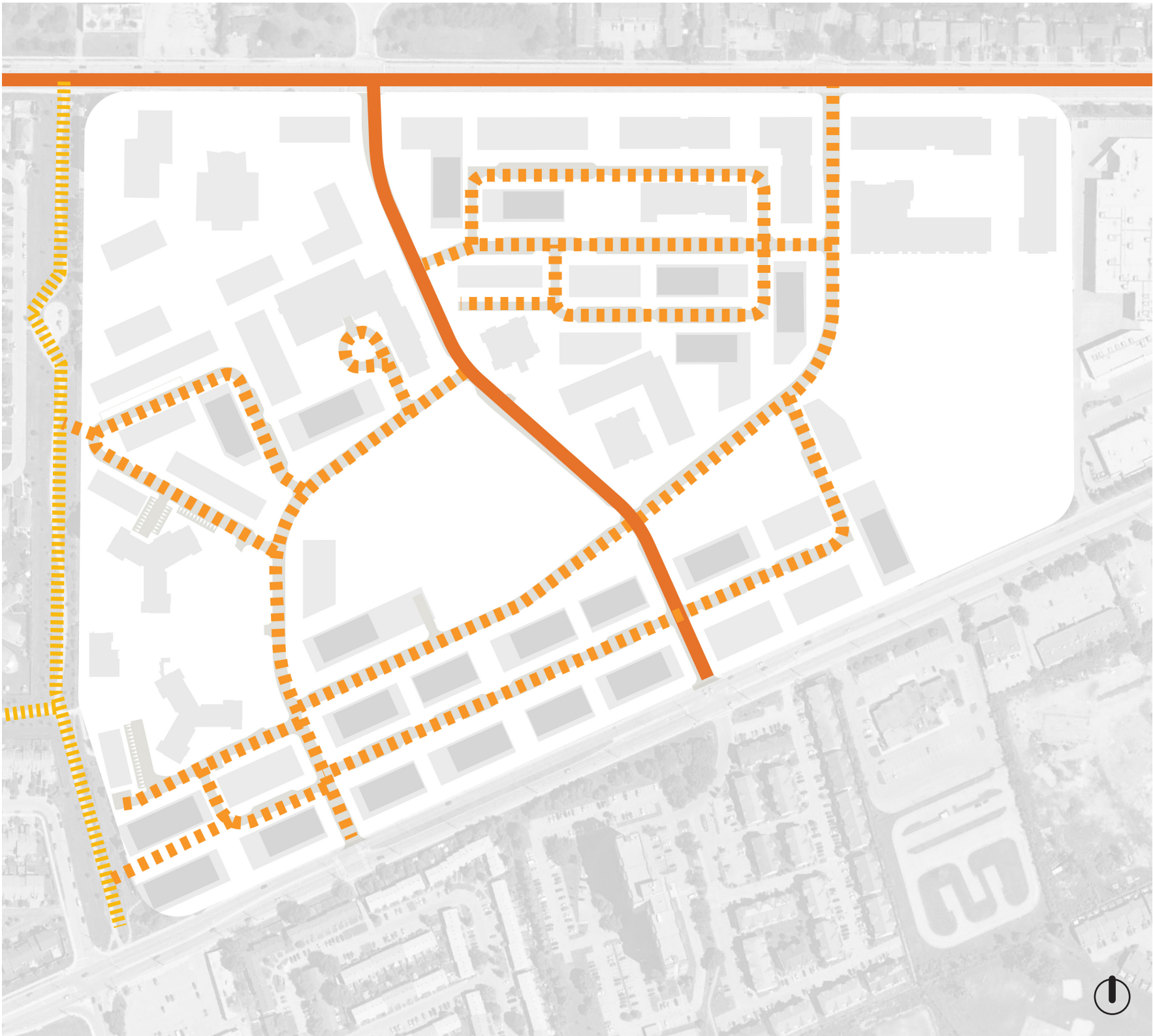


FIG. 2.4 Proposed Cycling Network



Photo Credit: Imgorthand

Rendering: Aerial View Looking South



3.0 URBAN DESIGN STUDY

3.0 URBAN DESIGN STUDY

3.1 URBAN DESIGN NETWORK AND GUIDING PRINCIPLES

The proposed concept builds upon the previously approved Official Plan Amendment (OPA) prepared by DIALOG, and aligns with the City of Ottawa’s Official Plan. It places a strong emphasis on urban design principles that celebrate community history, landscape, and cultural identity, while promoting high-quality architecture and vibrant, people-centered public spaces.

This proposal reflects a holistic, sustainable, and community-focused design approach that remains contextually sensitive and forward-looking. The development is guided by the following key principles:

1. Establishing a Strong Community Identity

- The plan creates distinct and engaging places that reinforce the site's unique character.
- While the proposal introduces increased density through a shift to higher building typologies, it is grounded in the existing road network, the integration of parklands, and the creation of vibrant public spaces.
- A new “Central Park” acts as the heart of the community, prioritizing gathering, recreation, and inclusivity.

2. Defining Public and Private Spaces

- The development is structured to offer well-defined, adaptable, and high-quality spaces that respond to long-term community needs.

- Each development block is designed with clear relationships and transitions between public and private realms.
- Transition zones are thoughtfully designed not to separate, but to weave together a cohesive environment, providing clarity while promoting continuity.

3. Ensuring Accessibility and Connectivity

- The plan delivers a walkable, permeable street and open space network that supports all modes of movement.
- Enhanced rights-of-way prioritize pedestrians and cyclists over vehicles, while linking new public park spaces throughout the community.
- Transition zones and active frontages further contribute to a safe, inclusive, and people-oriented environment.

4. Respecting Existing Neighbourhood Character

- The proposal carefully considers scale, massing, and transitions to ensure compatibility with surrounding built forms.
- Porosity and site permeability were central design drivers, enabling strong connections along Heron Road, Walkley Road, and adjacent neighborhoods.
- While the density strategy has evolved, block layouts and building heights remain consistent with the original OPA. Massing and transitions have been designed to respect both existing buildings and adjacent communities.

5. Integrating Natural Features and Promoting Sustainability

- Sustainability and environmental sensitivity are embedded throughout the design.
- Future stages of development will incorporate natural features such as vegetated greenspaces, bioswales, and tree-lined corridors.
- Design strategies will prioritize energy efficiency, low-impact development, and reduced resource consumption to minimize environmental impact.

3.2 BLOCK STRUCTURE

The development introduces a fine-grain, rectilinear street grid, improving walkability and connectivity. This human-scaled urban fabric, with block depths of approximately 80 meters, supports:

- Enhanced Wayfinding & Sightlines – Regular view corridors and open spaces improve navigation.
- Mid-Block Pedestrian Connections – Additional walkways increase permeability and safety.
- Balanced Urban Form – A structured, walkable environment replaces the existing curvilinear road pattern.

This approach reinforces a legible and inviting public realm, ensuring that open spaces are well-integrated and accessible.

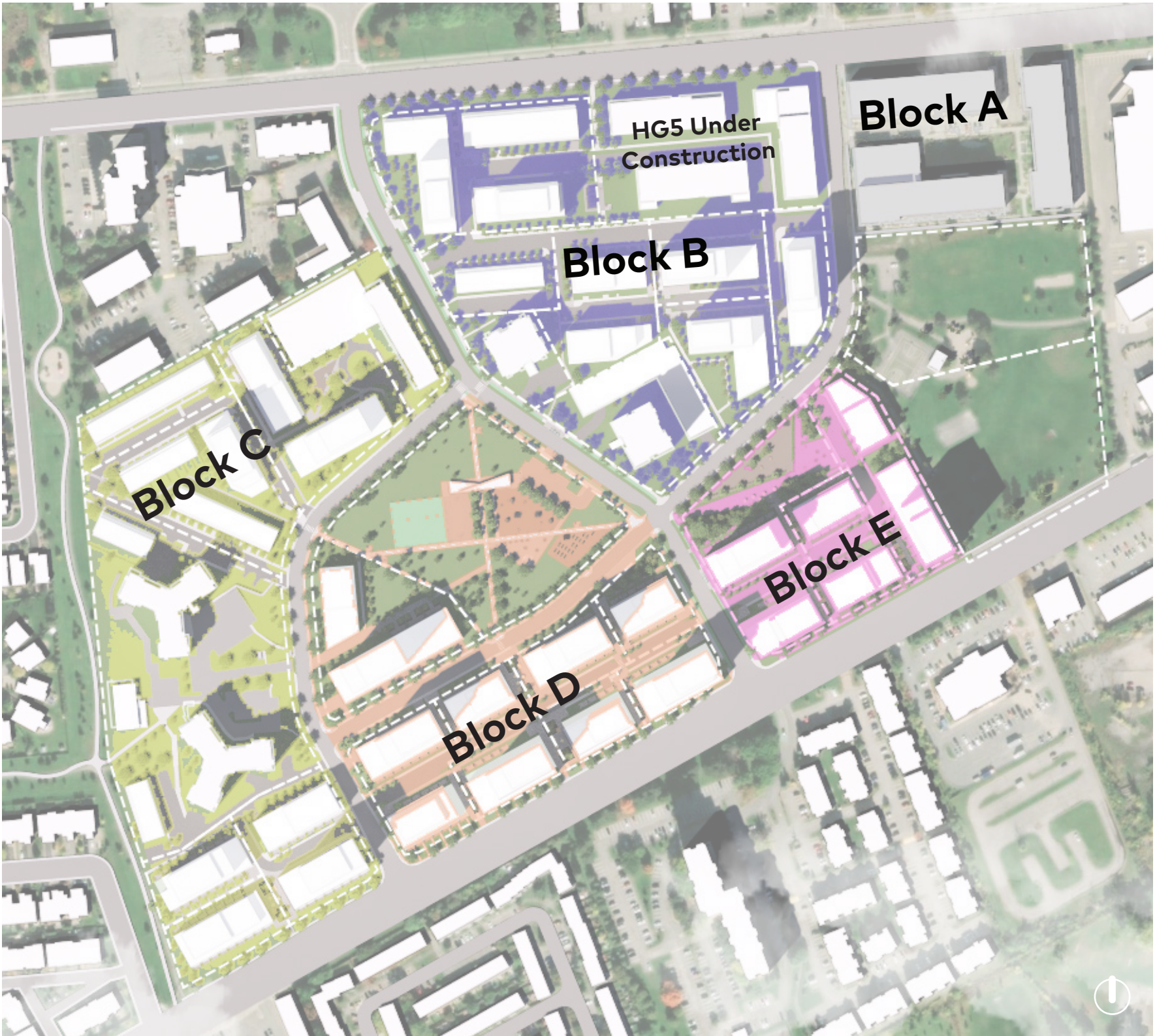


FIG. 3.1 Block Structure Plan

3.3 BUILT FORM, MASSING, AND TRASITION STRATEGY

The orientation and massing of buildings across the site have been carefully designed to establish smooth transitions between different development blocks, adjacent existing neighborhoods, and future phases of development. This cohesive urban design strategy supports clarity and flexibility for future individual Site Plan Control applications.

Building volumes are deliberately varied and offset to introduce view corridors, setbacks, step-backs, mid-block connections, and architectural articulation. These measures help avoid a monotonous skyline and create a more dynamic and visually engaging streetscape.

High-Rise Distribution and Separation

High-rise buildings are distributed thoughtfully throughout the site to avoid the over-concentration of height or bulk in any one area. A minimum separation distance of 23 metres between towers is maintained to ensure:

- Adequate sunlight penetration
- Privacy for residents
- Minimized shadow impacts on adjacent properties and open spaces

Taller buildings are strategically located to maximize their distance from surrounding low-rise residential areas, respecting the existing neighborhood context.

Heron Road Interface and Transition to Alta Vista

Along Heron Road, adjacent to the low-rise Alta Vista neighborhood, building heights are limited to six storeys at the street frontage. Generous setbacks are incorporated to soften the interface with existing homes.

Above the sixth storey, step-backs are introduced in compliance with a 1:1 angular plane (45 degrees) measured from the northern property line. This design strategy:

- Reduces shadowing on adjacent properties
- Preserves access to sunlight
- Ensures a gradual and context-sensitive transition from low- to mid- and high-rise built forms

Internal Site Layout and Solar Access

Internally, the placement and massing of buildings are optimized to prioritize sunlight access within parks, open spaces, and courtyards.



FIG. 3.2 Aerial View

3.4 BUILT FORM AND ARCHITECTURAL CHARACTER

The development features a diverse mix of building typologies, including low-rise townhouses and stacked townhouses, mid-rise buildings (6–9 storeys), and high-rise towers ranging from 10 to 25 storeys. This range of forms introduces architectural variety across the site while contributing to a visually rich and context-sensitive urban fabric.

Street Frontage and Scale

Along key street frontages, mid-rise buildings and defined podiums at the base of taller towers help establish a strong and comfortable pedestrian scale. These elements frame the public realm and contribute to an animated and walkable streetscape.

Within the interior of the site, low-rise townhouse forms support a more intimate neighbourhood character and help create sensitive transitions to adjacent lower-density residential areas.

High-Rise Form and Placement

The high-rise towers are designed with compact floor plates (approximately 750 m², in line with the City’s Tall Building Guidelines) and are strategically oriented to optimize:

- Sunlight access
- Ventilation
- Privacy and view corridors

Each tower rises from a defined podium base, reinforcing a consistent streetwall, supporting active frontages, and enhancing the pedestrian experience.

This thoughtful approach to massing and form ensures functional site planning, developable parcels, and architectural diversity across the community.

Materiality and Architectural Vision

It is important to note that the architectural language presented in this concept is preliminary and illustrative—intended to communicate the design potential rather than fixed outcomes. Given the scale of the project and its likely phased delivery over several years—potentially involving multiple design teams and ownership structures—the concept offers a flexible framework for future architectural development.

The architectural vision emphasizes contemporary, high-quality design characterized by:

- Clean lines and minimal ornamentation
- Strategic window placement to enhance transparency and tenant comfort
- Sustainable design strategies that support long-term performance and community well-being

The proposed material palette includes a balanced mix of masonry, metal cladding, and other durable materials. This selection provides:

- Flexibility for future designers
- Cost-effective construction opportunities
- Visual texture, color variation, and design cohesion across the site

As each phase advances, detailed architectural designs will be reviewed to ensure alignment with the overall vision. The HG7 buildings—currently under construction and designed by Figurr Architects Collective—serve as a design precedent, demonstrating the quality, materiality, and architectural intent envisioned for the broader Heron Gate development.

3.5 SUN SHADOW STUDY

A comprehensive Sun Shadow Study was conducted by Figurr Collective architects (see 5.0 Appendix) as per the City of Ottawa’s submission requirements.

3.6 PUBLIC REALM

Public Realm and Pedestrian-Oriented Design

The proposed concept has been carefully developed through the strategic placement and orientation of buildings to define street edges, frame open spaces, and foster active frontages. Ground-level residential units feature private terraces that are buffered from public sidewalks and pathways through landscaped green transition zones, providing both privacy and a visual connection to the public realm.

Connectivity and Public Realm Activation

The plan prioritizes public pedestrian connectivity through a network of multi-modal paths, parks, and streets, contributing to a vibrant and safe environment. Natural surveillance—achieved by “eyes on the street and park”—supports community safety and encourages social activity throughout the day.

The site plan includes well-defined Rights-of-Way (ROWs) that integrate:

- Wide, accessible sidewalks
- Continuous tree-lined boulevards
- Designated cycling infrastructure
- On-street parking

This thoughtful street design supports seamless integration with the surrounding pedestrian and pathway networks.

Streetscape Elements and Shared-Use Features

To reinforce a pedestrian-first design, key public realm features include:

- Raised, textured pavers that delineate crossing points, entrances, and shared-use spaces
- Curb bump-outs at intersections, which reduce pedestrian crossing distances, improve visibility, and introduce opportunities for landscaping
- Enhanced streetscaping at major intersections and gateways, promoting wayfinding, place-making, and increased pedestrian activity

Building Interface and Entry Design

The interface between buildings and public streets or parks has been carefully designed to create a welcoming, visually engaging transition between private and public space. This is achieved through:

- Street trees, landscaped setbacks, and green buffers



FIG. 3.3 Aerial View Looking North-East

- Clearly defined public entrances, marked by architectural features such as canopies, recessed entryways, or projecting elements
- Hardscaped walkways that directly connect buildings to adjacent sidewalks and reinforce the site's overall pedestrian network

Pedestrian and Cycling Mobility

The development prioritizes pedestrian mobility through a well-connected and thoughtfully designed network of sidewalks, multi-use pathways, and mid-block connections, supported by strategically located street crossings. This extensive pedestrian infrastructure is complemented by landscaping features, including regular tree plantings that provide shade, enhance comfort, and contribute to a welcoming and walkable environment.

To promote pedestrian safety, the design integrates a range of traffic-calming and visibility-enhancing measures, including:

- Clear sightlines at crossings and intersections
- Narrower roadways within private streets to reduce vehicle speeds
- Curb extensions (bump-outs) to shorten crossing distances and improve visibility
- Raised crosswalks and textured surface treatments to reinforce pedestrian priority and encourage shared use

The proposed redesign of existing public streets includes enhanced pedestrian-oriented features at key intersections, further improving walkability, accessibility, and neighborhood integration.

Cycling Infrastructure

Cycling is seamlessly integrated into the site's mobility framework through dedicated bike lanes and direct connections to surrounding cycling networks, particularly along Heron Road and through Heron-Walkley Park. These features support active transportation, reduce dependency on cars, and improve connectivity to the broader communities and existing city-wide cycling infrastructure.



FIG. 3.4 Render At Proposed Central Park



FIG. 3.5 Rendering - Aerial Looking West At POPS



FIG. 3.6 Rendering - Looking East At Block D Private Road Cross Section



FIG. 3.7 Rendering - At Townhouses And High-Rise On Cedarwood Dr.



FIG. 3.8 Rendering - POPs And Dog Park



FIG. 3.9 Rendering - Streetscape And Urban Experience



FIG. 3.10 Rendering - POPs And Connectivity



FIG. 3.11 Rendering At Entrance To Buildins 4.1 & 4.2



FIG. 3.11 Rendering At HG5 Looking South

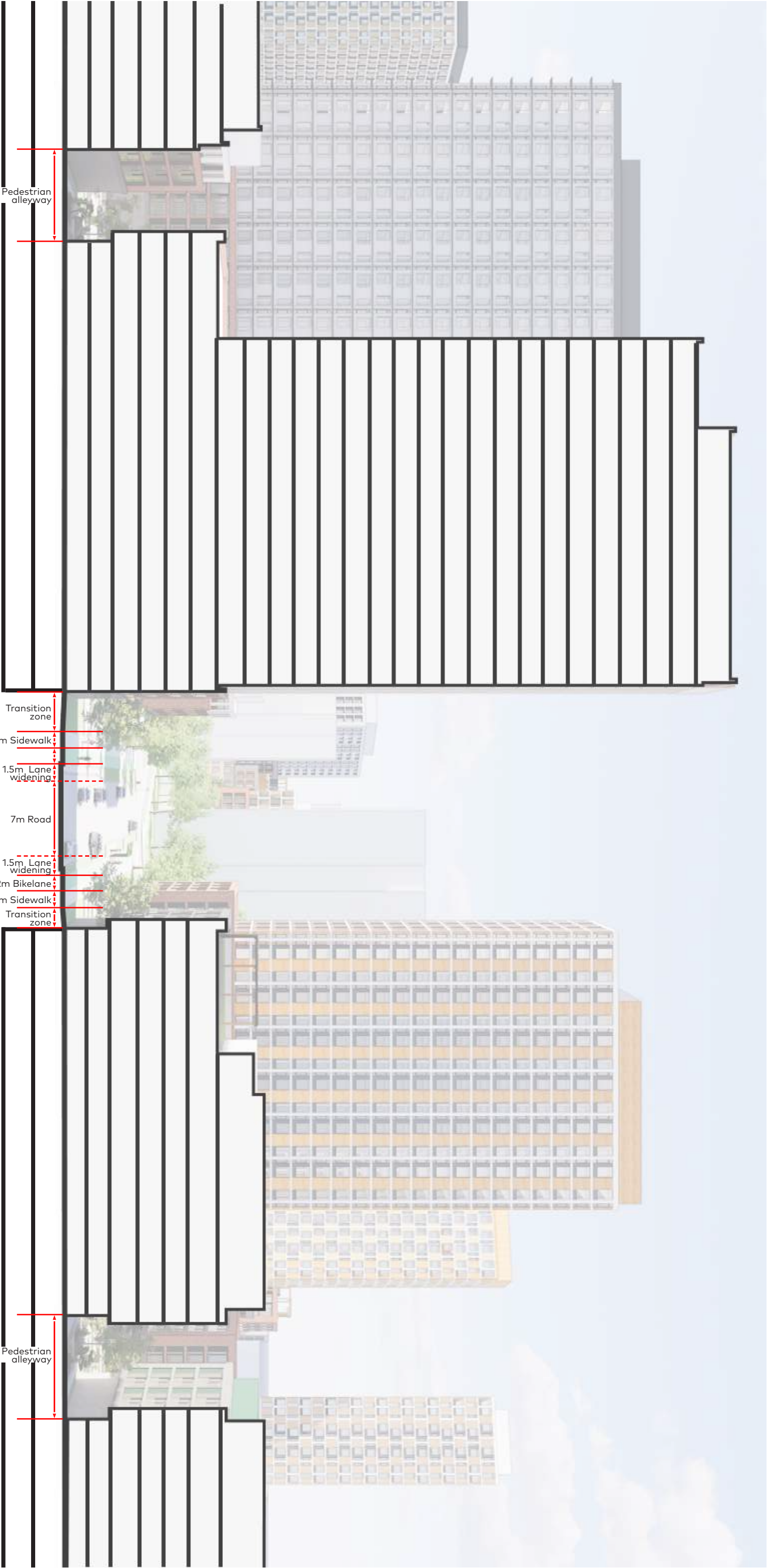


FIG. 3.12 Section On Baycrest Dr.

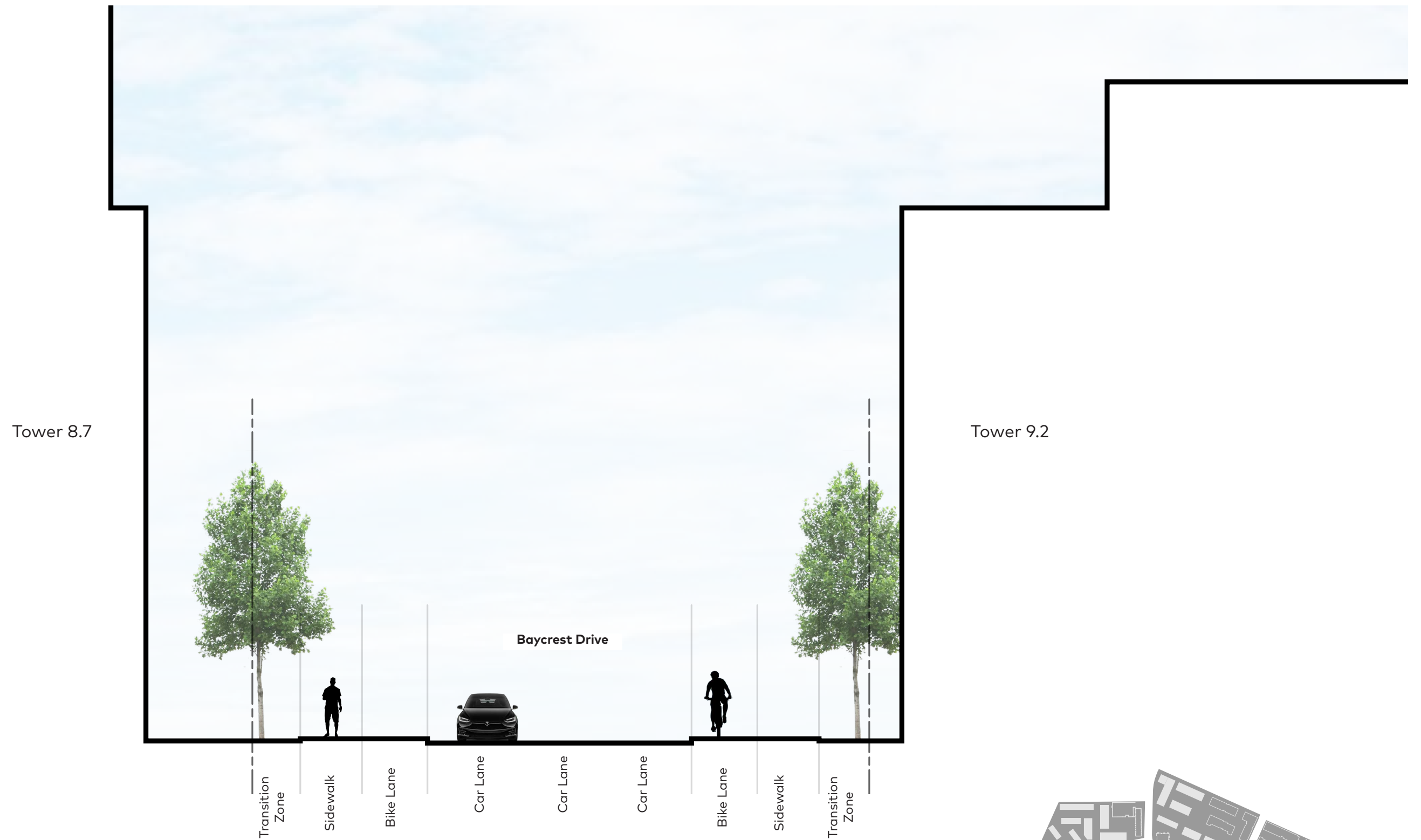
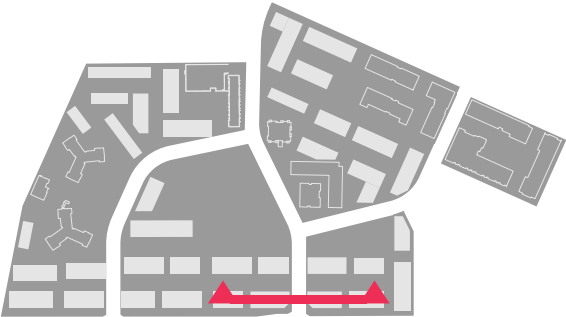
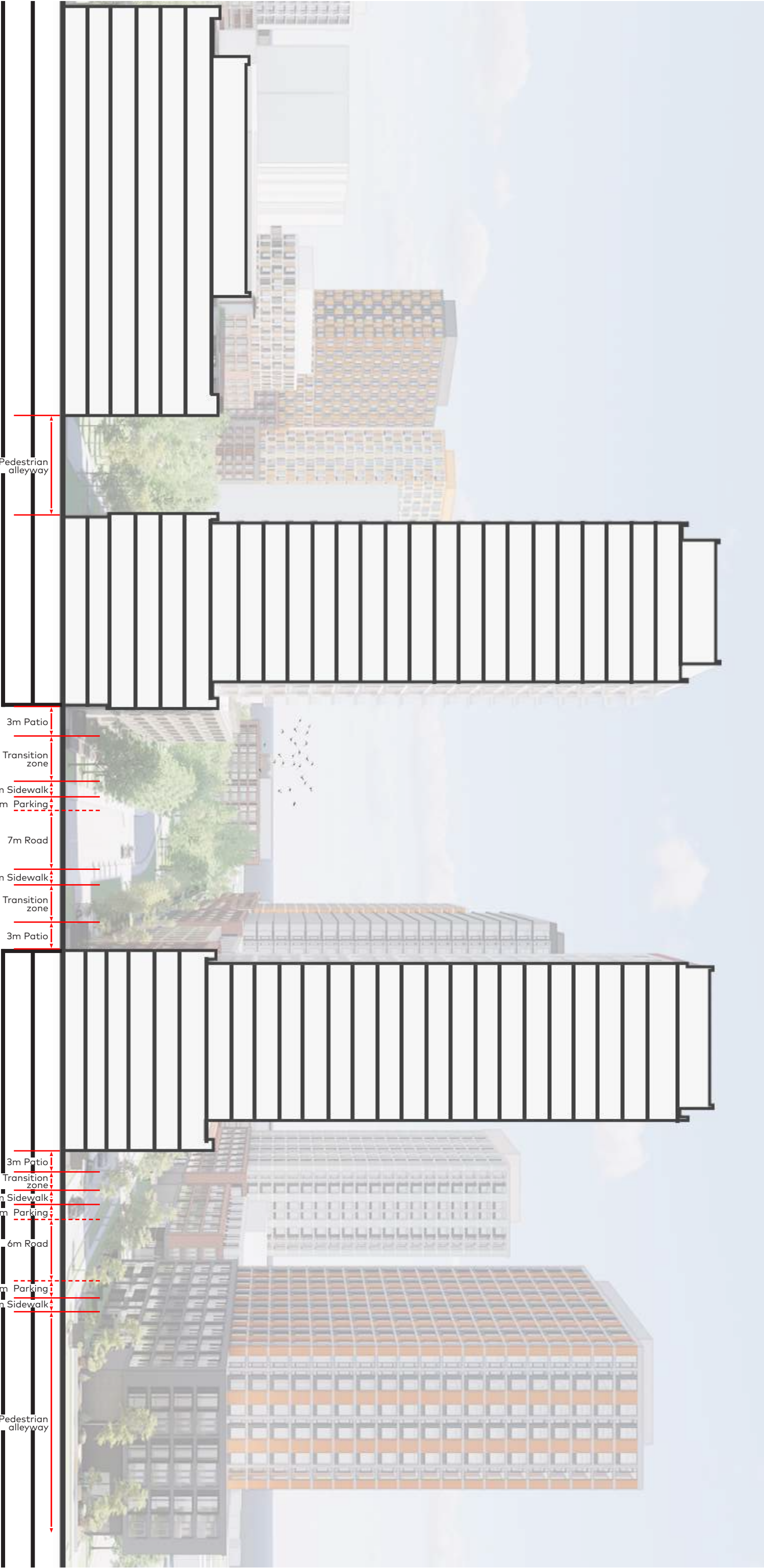


FIG. 3.13 Section On Baycrest Dr.





PARCEL

PARCEL

20m ROW

PARCEL

PARCEL

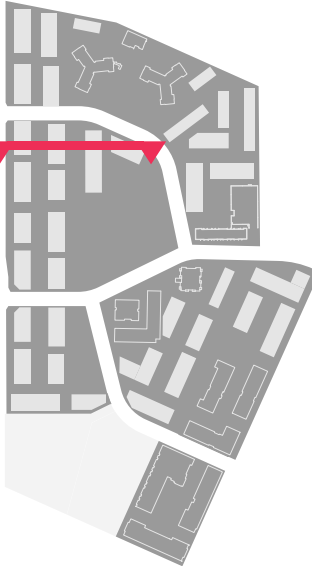
FIG. 3.14 Section Block D



Tower 6.2

Tower 8.1

FIG. 3.15 Section Block D



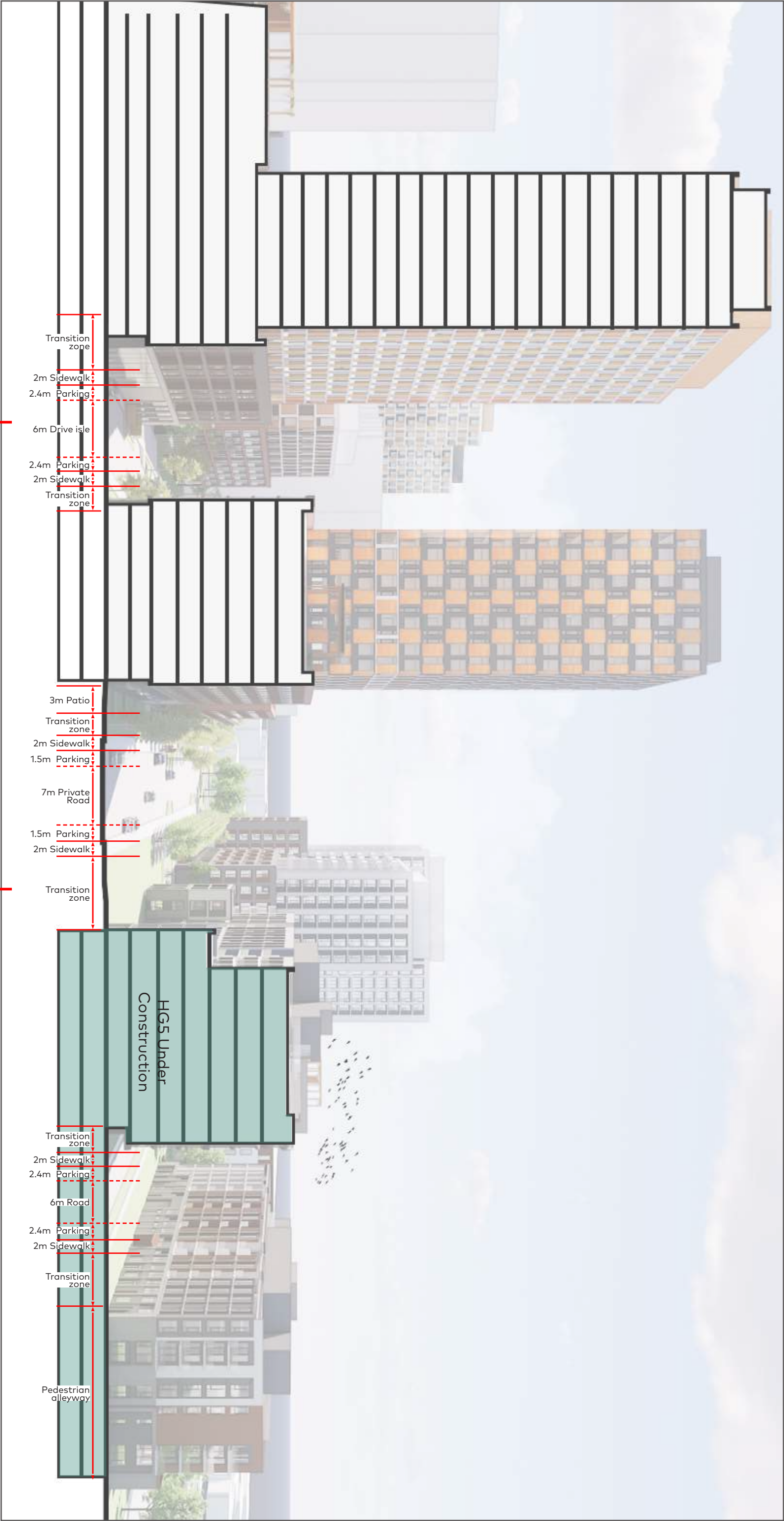


FIG. 3.16 Section Block B

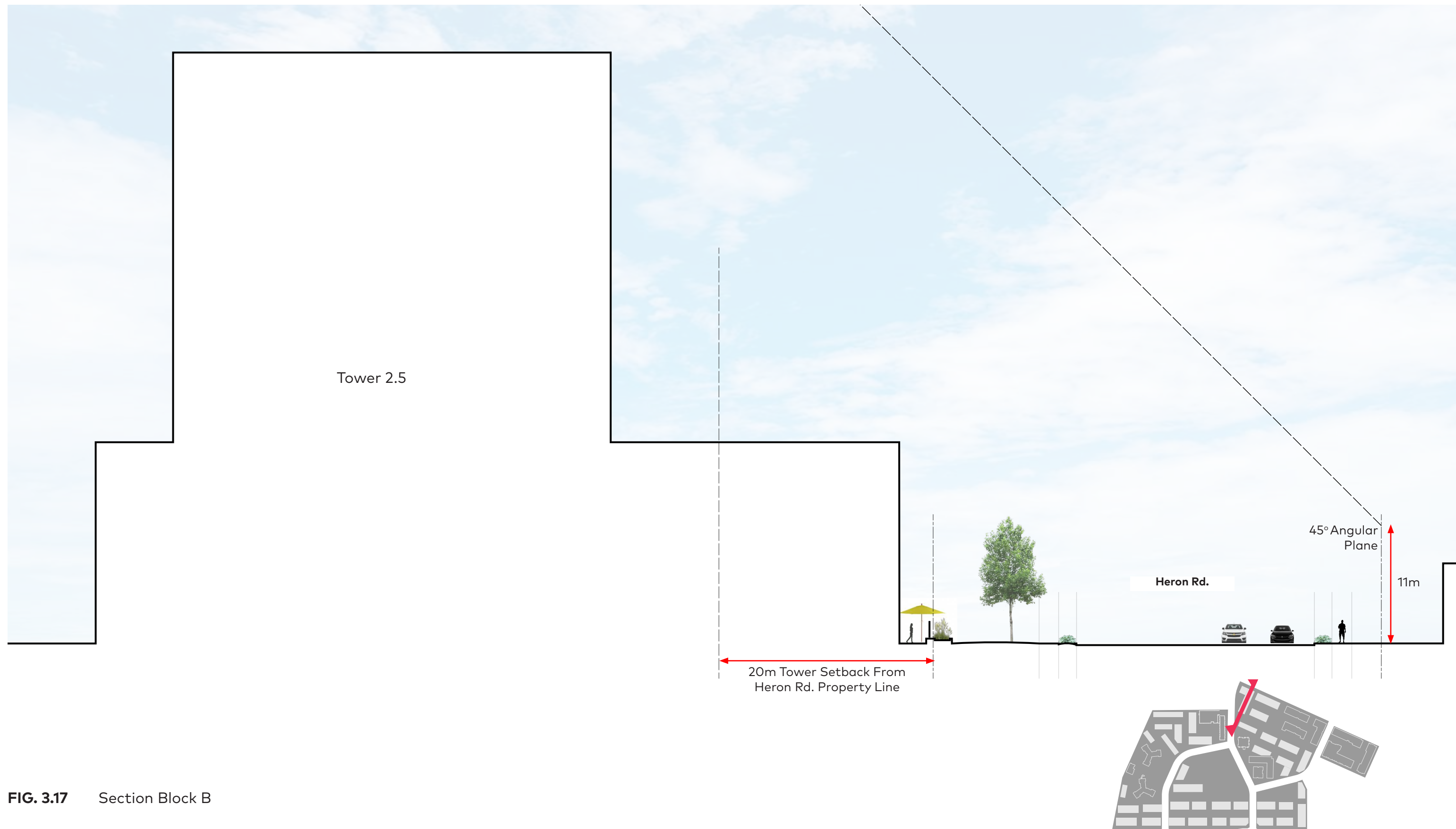


FIG. 3.17 Section Block B

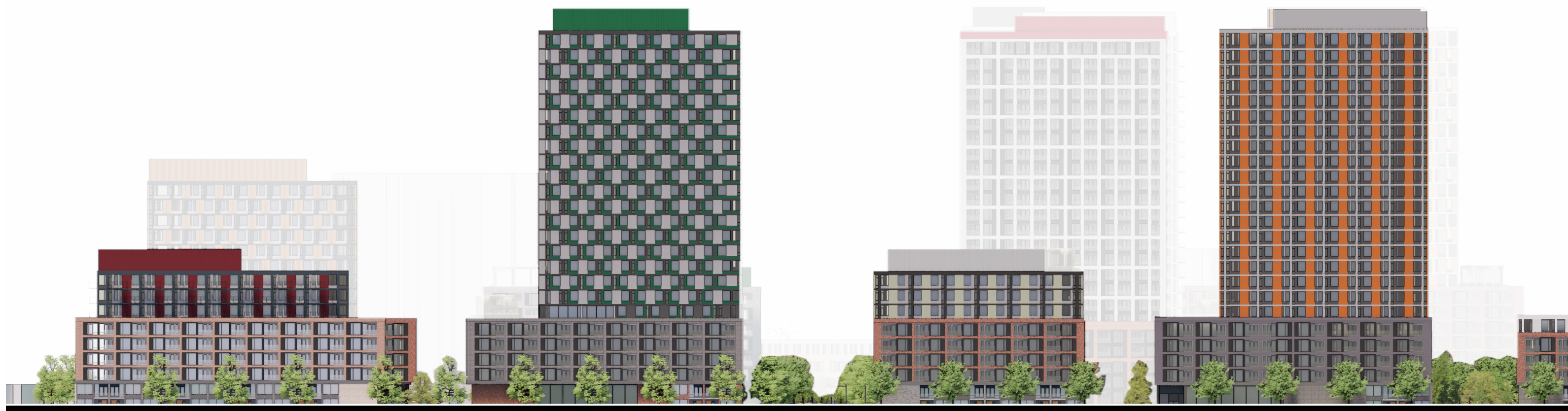
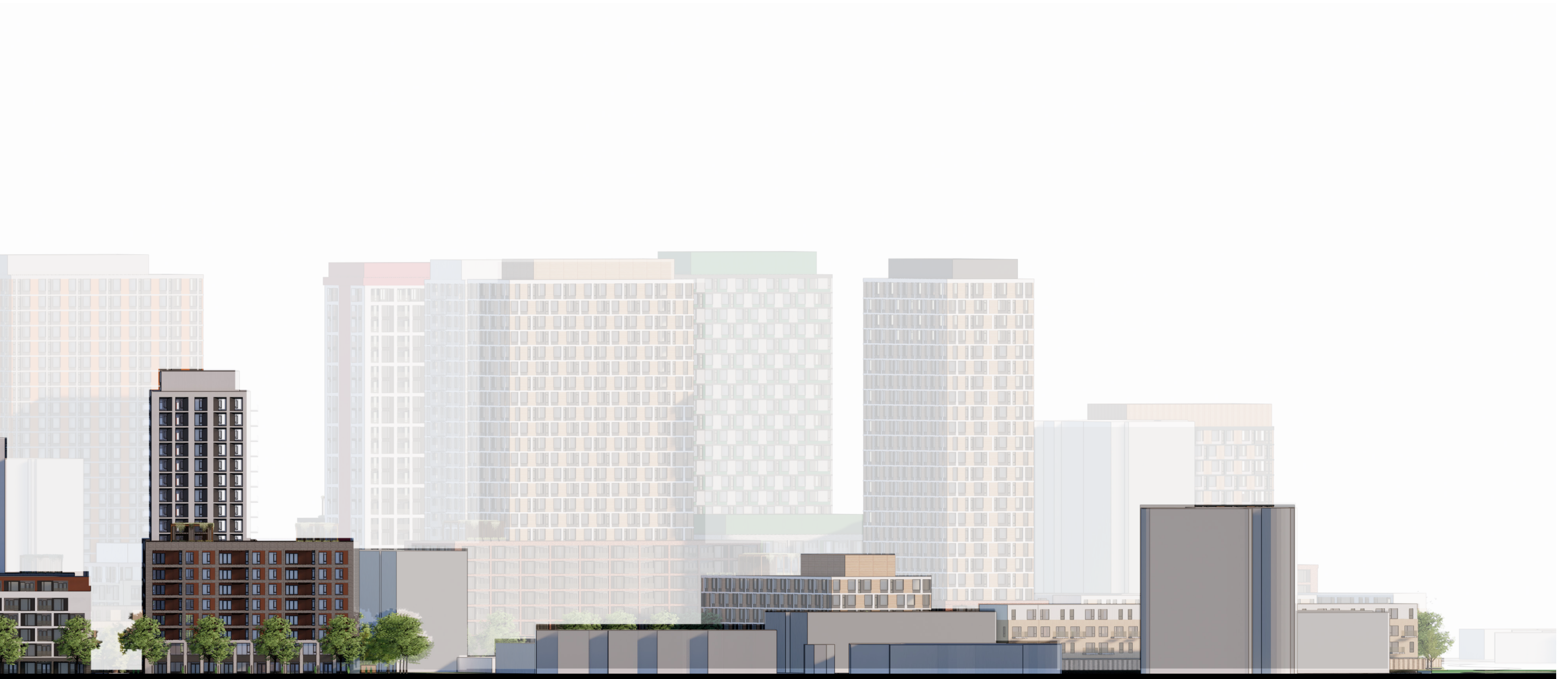


FIG. 3.18 Street Elevation - Walkley Road Face





FIG. 3.19 Street Elevation - Heron Road Face



Rendering: At Proposed New Public Park



4.0 SUMMARY OF APPLICABLE CITY DESIGN POLICIES

4.0 SUMMARY OF APPLICABLE CITY DESIGN POLICIES

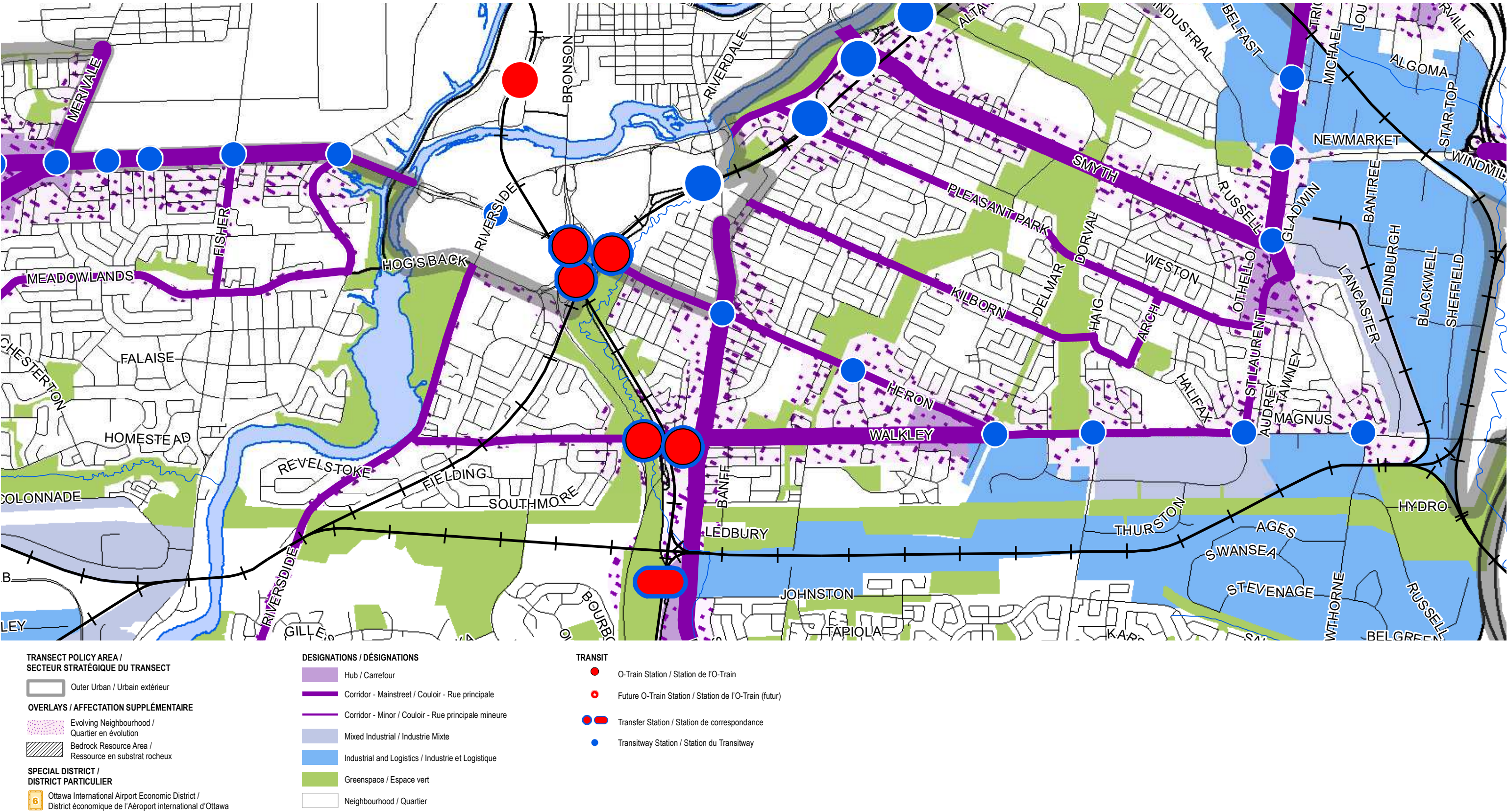


FIG. 4.1 Schedule B3 - Outer Urban Transect, City of Ottawa Official Plan

The following is summary of the applicable City of Ottawa Design Policies. A more detailed synopsis of the planning and design policies applicable to this project can be found in the Planning Rationale document prepared by Fotenn Planning + Design (*Planning Rationale Draft Plan of Subdivision + Zoning By-law Amendment July 24, 2025*).

4.1 CITY OF OTTAWA OFFICIAL PLAN (2022)

The subject lands are located within the Outer Urban Transect are designated Mainstreet Corridor along Walkley Road (for a depth of 220 metres from the centreline of the road), Minor Corridor along Heron Road (for a depth of 120 metre from the centreline of the road), and Neighbourhood on the remaining lands interior to the site. The Evolving Neighbourhood Overlay applies to the entirety of the lands.

The Outer Urban Transect is generally characterized by low- to mid-density development, with low-rise development located within Neighbourhoods, low-rise to mid-rise along Minor Corridors, and mid-rise to high-rise along Mainstreet Corridors. To support the rapid transit system and introduce urban environments into the Outer Urban Transect, the City will support the introduction of mixed-use urban developments at strategic locations close to rapid transit stations, and will target selected segments of Mainstreets for mid-density and mixed-use development that reinforces or establishes an urban pattern.

The Corridor designation applies to both Mainstreets and Minor Corridors. The Official Plan directs that development within the Corridor designation establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, with building stepbacks where appropriate. Development along Corridors shall also ensure appropriate height transitions, use of land, site design and development character through site; provide mid-block pedestrian connections to nearby streets or abutting designations; and establish an enhanced circulation network throughout the site.

The Neighbourhood designation applies to the interior portion of the site that is not covered by the Corridor designations (Mainstreet and Minor). Sites within the Neighbourhood designation will generally be developed as low-rise; however, additional height is permitted in accordance with Secondary Plans and Area-Specific Policies. In this case, Area-Specific Policy 44 applies to the subject property and permits low-, mid- and high-rise building heights.

The Evolving Neighbourhood Overlay is intended to apply to areas of the Neighbourhood designation in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to

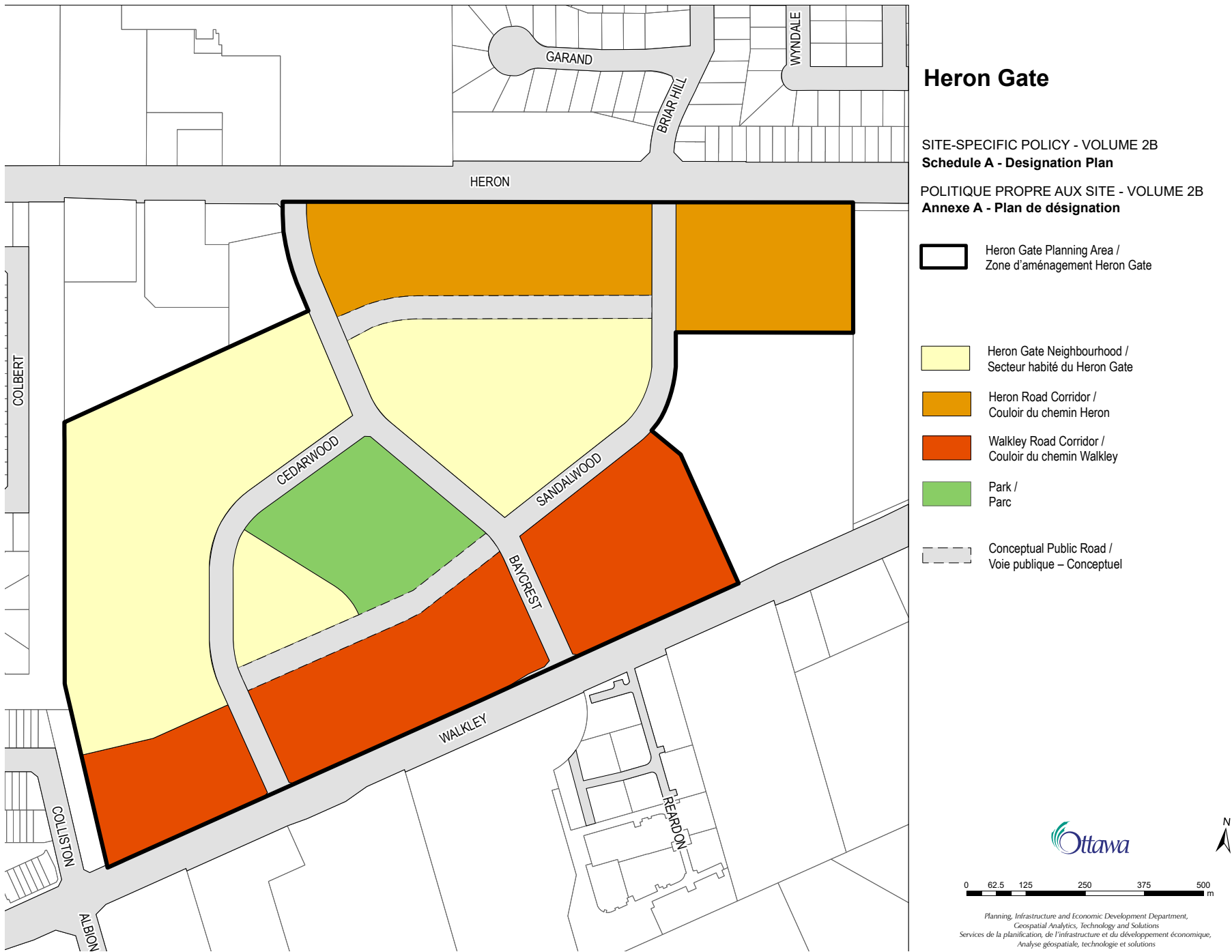


FIG. 4.2 Schedule A - Designation Plan, Area-Specific Policy 44

urban to allow new built forms and more diverse functions of land.

Section 4.6 of the Official Plan provides policy direction related to urban design. The Official Plan directs that development along Corridors shall respond to context, transect area and overlay policies. Development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Development shall also 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 be accommodating space on site for trees, where possible. The Official Plan also provides direction for shared service areas and accesses, limiting the interruptions along sidewalks.

The Official Plan directs that transition in building heights will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from low-rise properties, generally guided by the application of an angular plan. Where multiple high-rise building exist, new high-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of a cluster of taller buildings. High-rise buildings should be composed of a well-defined base, middle and top, with floorplate sizes generally limited to 750 square metres for residential buildings, however larger floorplates may be considered with increased separation distances. Separation distances for high-rise buildings will be required, with the City identifying a desired separation distance of 23 metres.

The proposed development responds to the policy direction of the Official Plan relating to the Outer Urban Transect, Corridor and Neighbourhood designations, the Evolving Neighbourhood Overlay, and Urban Design. The proposed development intensifies an area of land in proximity to a future bus-rapid transit station in an area where there exist a mix of residential and non-residential uses. As each individual block of the Plan of Subdivision will be subject to future Site Plan Control applications and detailed design, the applicable urban design guidelines will be reviewed in detail as part of those future applications.

4.2 AREA SPECIFIC POLICY 44

Area Specific Policy (ASP) 44 applies to the subject lands. ASP 44 was established as part of the previous Official Plan Amendment that was approved for the subject lands, creating the strategic planning direction that will guide the future redevelopment of the lands within the planning area. As illustrated on the Schedule A – Designation Plan, the lands are divided into four (4) different designations – Heron Gate Neighbourhood, Heron Road Corridor, Walkley Road Corridor, and Park. ASP 44 includes development direction for each designation within the planning area.

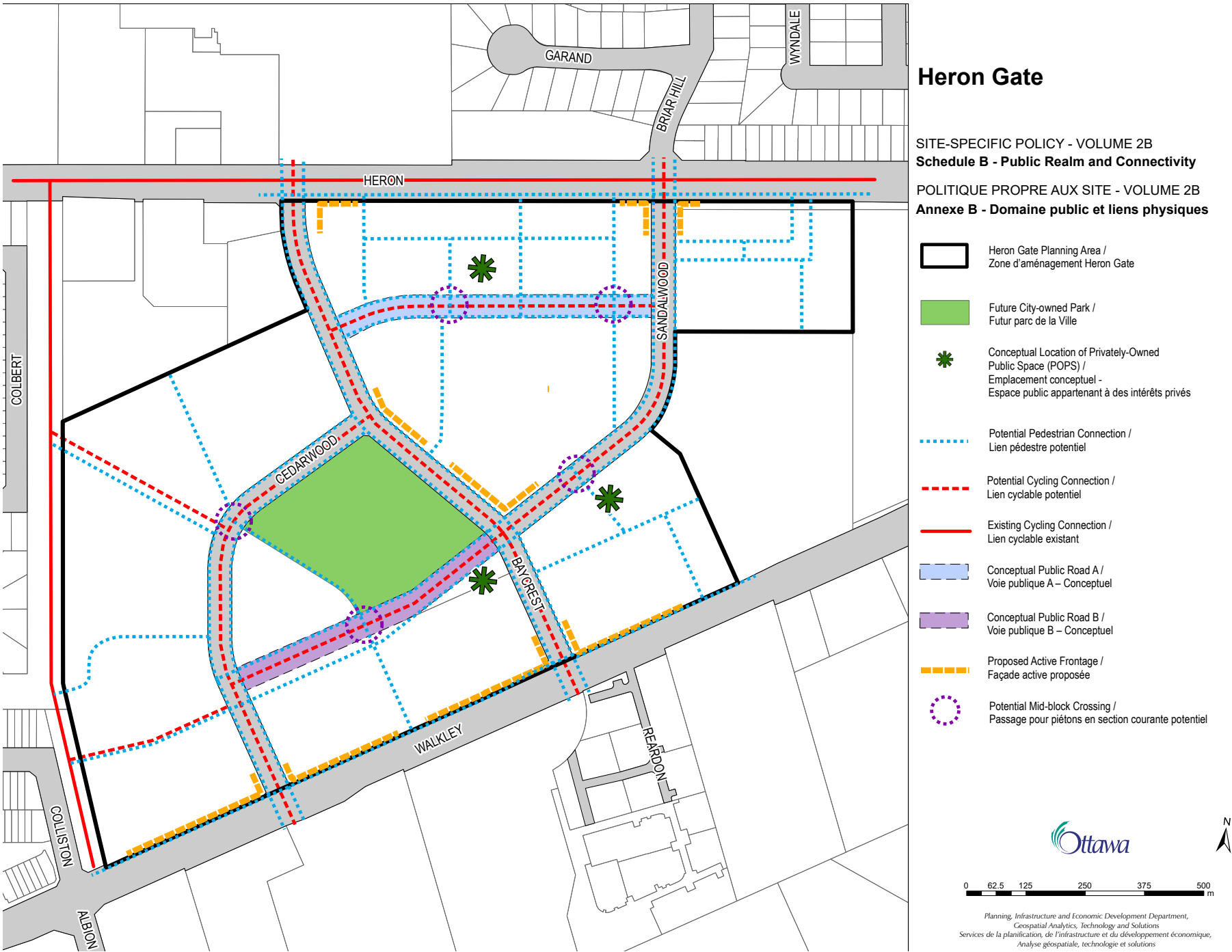


FIG. 4.3 Schedule B - Public Realm And Connectivity, Area Specific Policy 44

Within the Heron Road Corridor designation, building heights up to 18 storeys are permitted; however, no building may project into the 45-degree angular plane along Heron Road. Additionally, the first 20 metres in depth from Heron Road is limited to a maximum building height of six (6) storeys.

Within the Heron Gate Neighbourhood and Walkley Road Corridor designations, building heights up to 25 storeys are permitted.

In addition to providing built form direction, the area-specific policy also provides direction for the public realm, transportation, and circulation, as well as sustainability and community benefits. Schedule B – Public Realm and Connectivity, conceptualizes the public realm and connectivity features described within the policies of the area-specific policy. Schedule B illustrates conceptual pedestrian connections, POPS and parks, potential mid-block connections, and potential cycling connections.

The proposed Plan of Subdivision application and forthcoming Zoning By-law Amendment applications are intended to facilitate the implementation of the redevelopment illustrated in Area-Specific Policy 44. The proposed development responds to the policies of the area-specific policy and the proposed blocks subdividing the lands maintain the public realm and connectivity features illustrated in Schedule B of the Area-Specific Policy.

4.3 CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW (2008-250)

The subject property is currently split-zoned Residential Fifth Density, Subzone B, Maximum Height of 18 metres (R5B H(18)) and Arterial Mainstreet, Subzone 10 (AM10). The AM10 zone applies to the portion of the lands abutting Walkley Road, while the R5B H(18) zone applies to the remainder of the lands.

While residential uses are permitted on the subject lands, a forthcoming Zoning By-law Amendment application will be submitted to amend the current zoning on the subject property to implement Area-Specific Policy 44. The forthcoming application will address permitted heights, parking, and location of commercial uses, among other amendments to be determined at a later date.



FIG. 4.4 Zoning Map

Rendering: At Proposed New Public Park



5.0 APPENDIX

5.0 APPENDIX

SUN/SHADOW STUDY - JUNE 21



8 am



9 am



10 am



11 am



12 pm



1 pm



2 pm



3 pm



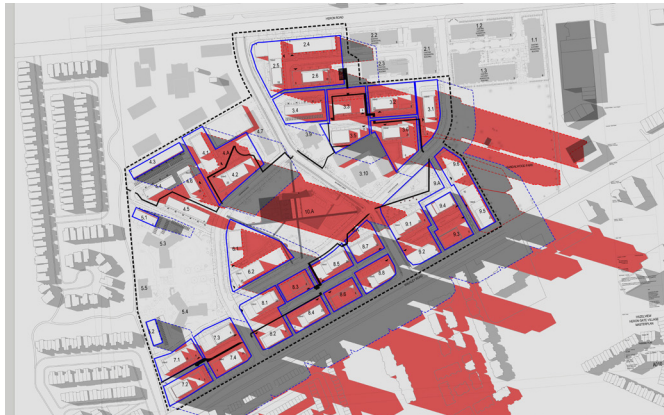
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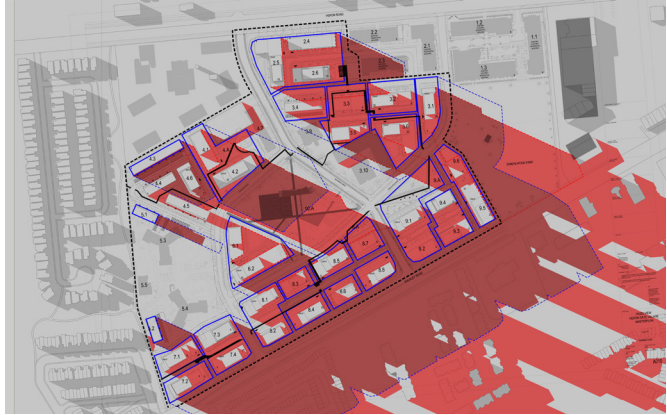
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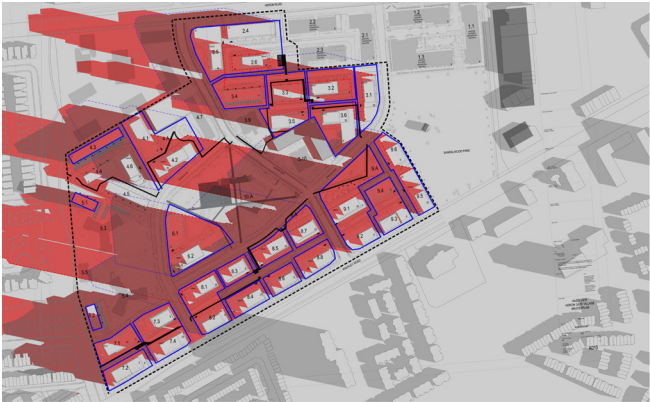
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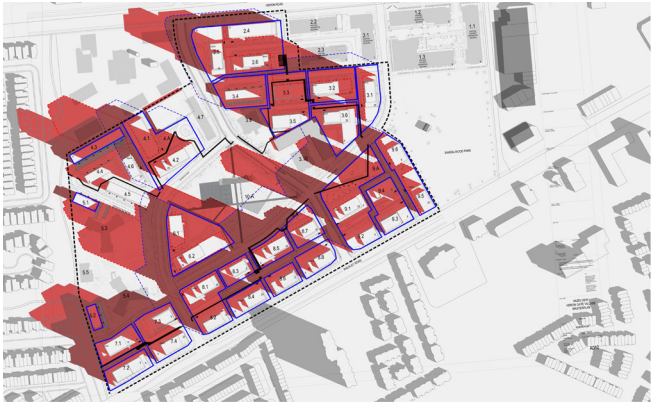
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12 pm



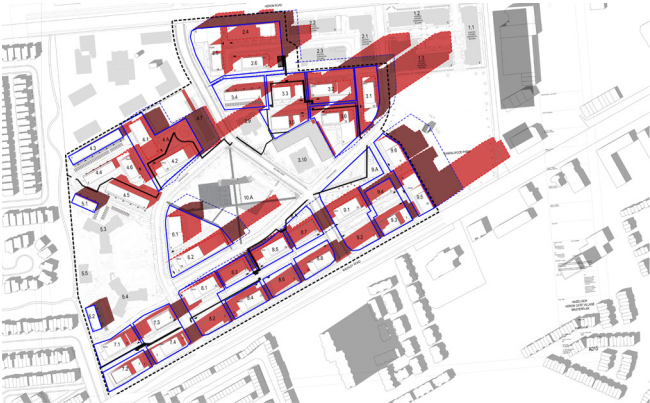
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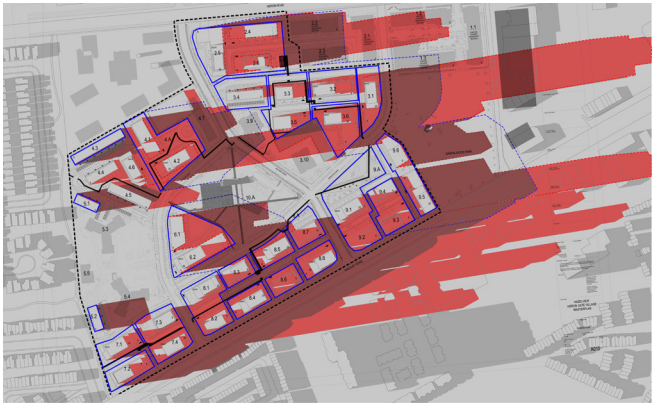
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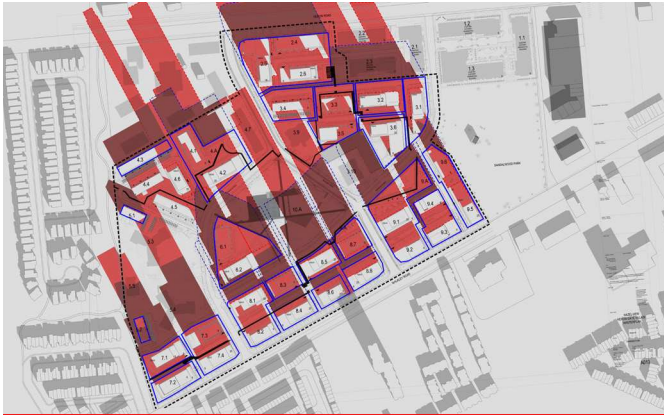
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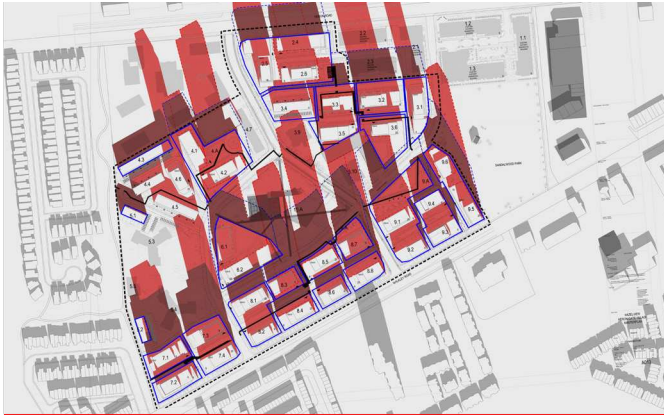
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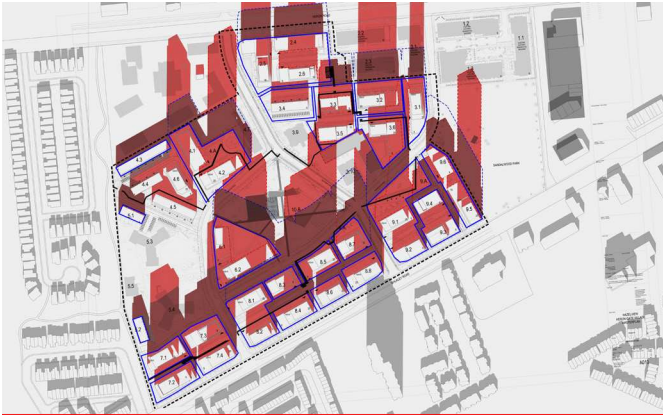
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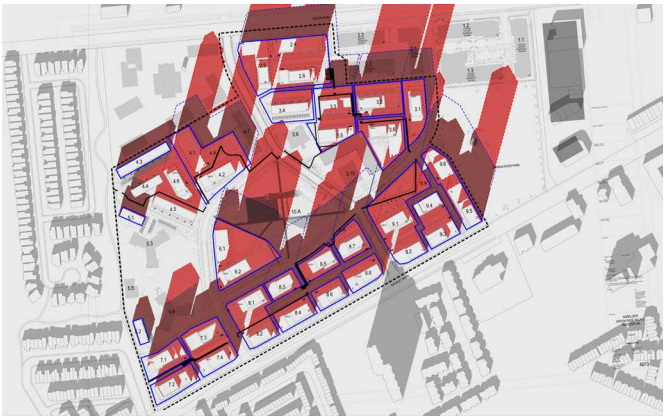
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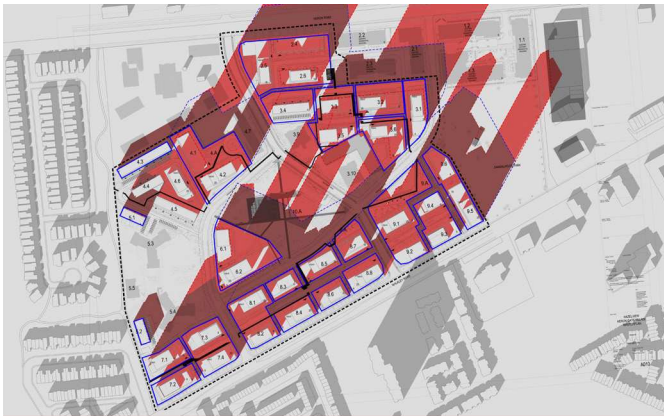
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