

1 – Alta Vista / Faircrest Heights / Riverview Park Secondary Plan

Section 1: Introduction / Key Principles

1.1 Location

The boundary of the Alta Vista / Faircrest / Riverview Park Secondary Plan, as shown on Schedule A - Designation Plan, is:

- South: Kilborn Avenue, including the Green Transportation and Utility Corridor, continuing south along the Heron Corridor, to Heron Road and west to the Bank Street Secondary Plan east boundary.
- West: Bank Street Secondary Plan east boundary.
- Northwest: Riverside Drive from Bank Street Secondary Plan east boundary to Smyth Road, to the Beachburg Rail Corridor (abandoned CN Railway line) from Smyth Road to Riverside Drive off ramp to Industrial Avenue.
- North: Industrial Avenue to Neighbourhood Way and Coronation Avenue from Neighbourhood Way to Russell Road.
- Southeast: Russell Road south and east to the Green Transportation and Utility Corridor and Ring Road, and then south along the Green Transportation and Utility Corridor, to Kilborn Avenue.

1.2 Existing Area Development and Essential Character

Alta Vista / Faircrest Heights / Riverview Park planning area was Ottawa's first post-World War II suburb. It is therefore distinct in character from the other traditionally urban neighbourhoods. Its location within the City is now much more central, and over the period to 2046 its building stock will be near eight or nine decades old.

The neighbourhood's residential building stock is comprised mostly of detached houses, in the form of bungalows, split levels and some two-storey houses, with some multiple housing located near the northern edge of the secondary plan boundary and on Kilborn Avenue. These low-rise neighbourhood areas are particularly open and spacious, with generous front yard, side yard and rear yard setbacks, having well-maintained homes, which are set back from the street and with many mature trees. Trees located in front yards as well as rear yards are a key part of the essential character of these neighbourhoods. These low-rise neighbourhood areas include neighbourhood-serving uses such as school sites, parks and green transportation and utility corridors, now used for a variety of recreational activities.



Three small commercial sites (one on Alta Vista Drive and two on Kilborn Avenue) provide neighbourhood shopping services. Businesses along Bank Street are more car-oriented and have broader levels of commercial uses and also serve the community. The Ottawa Hospital General Campus, DND and other health science office buildings are located south of the Green Transportation and Utility Corridor, to the eastern boundary of the secondary plan, north of Smyth Road, north of the Faircrest Heights neighbourhood and east of Alta Vista Drive. Immediately to the east of the Ottawa Hospital General Campus, outside of the secondary plan boundaries, is the developing Ottawa Life Sciences Technology Park. Institutional / Office uses are west of Alta Vista Drive and the Ottawa Hospital - Riverside Campus occupies a portion of the planning area's western edge, south of Smyth Road and west of the Beachburg Rail Corridor line.

1.3 Purpose

The purpose of this 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. More specifically:

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



Section 2: Policies

Low-Rise Development

- 1) The following portions of arterials, major collector and collector streets shown on Schedule A – Designation Plan, are designated for low-rise neighbourhood development. In determining the acceptability of low-rise neighbourhood growth proposals, lot sizes in the immediate surrounding blocks of the proposed growth will be considered representative of the typical lot size of the surrounding area. Where lot sizes vary as a result of redevelopment, street trees at the same interval as the established street tree alignment must be provided in order to maintain streetscape continuity:
 - a) South side of the Smyth Road Mainstreet from Alta Vista Drive to Faircrest Heights Park; and
 - b) Alta Vista Drive from Dale Avenue to Heron Road, excluding that portion of Alta Vista Drive from the Green Transportation and Utility Corridor to Smyth Road; and
 - c) Pleasant Park Road Minor Corridor from Riverside Drive to the Green Transportation and Utility Corridor; and
 - d) Heron Road from Bank Street Secondary Plan boundary to east of the Heron Corridor; and
 - e) Kilborn Avenue Minor Corridor from Blossom Drive / Utah Street to Green Transportation and Utility Corridor and Featherston Drive.
- 2) In order to ensure that new development gently accommodates additional density in building types and site designs that maintain the character of the existing neighbourhood, the following policies apply to private approaches:
 - a) The multiplication of individual driveways through increasing private approaches, or the widening of driveways, whereby an on-site private parking space for one or two landowners reduces the amount of green front yard, space for healthy tree growth and the viable use of streetside space for street parking and other purposes for all users:
 - i) Is generally discouraged; and
 - ii) May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.
 - b) Maintaining or enhancing unbroken streetside space for short-term, visitor and delivery street parking and other common purposes in accordance with posted or general permissions, and maintaining front yard space for trees and intensive landscaping, is given priority over private approaches and driveways.



- c) Further to the above, development applications may be required to
 - i) Reduce the number and/or width of private approaches on a site; and
 - ii) Re-use existing private approaches; or
 - iii) Relocate and/or combine existing private approaches with no net increase in number or width.
- 3) On Mainstreets and Minor Corridors, the Zoning By-law shall:
 - a) Prohibit new automobile-oriented land-uses and development forms, including but not limited to:
 - i) Automobile service stations; and
 - ii) Automobile dealerships, except automobile showrooms entirely contained within a building; and
 - iii) Drive-through facilities; and
 - iv) Surface parking lots as a main use of land; and
 - v) Mini-storage warehouses, except as ancillary uses to major residential development.
 - b) Permit only the types of retail operations that are clearly neighbourhood-serving, daytime businesses, and intended to be accessed on foot or by active and sustainable transportation modes
- 4) Notwithstanding the right-of-way protection or existing width along Smyth Road, high-rise buildings are not permitted on any parcel of land on the north side of Smyth Road within the boundary of this Secondary Plan.
- 5) The transportation network for the Alta Vista and Faircrest Heights neighbourhoods shall:
 - a) Prioritize walking, cycling and transit; and
 - b) Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users.

Leisure Areas

- 6) Physical and ecological attributes of the system of parks, natural areas and hydro corridor will be protected.
- 7) Future use as a transportation or utility corridor will have priority over any interim use. Provision will be made for recreational uses to continue, wherever possible.

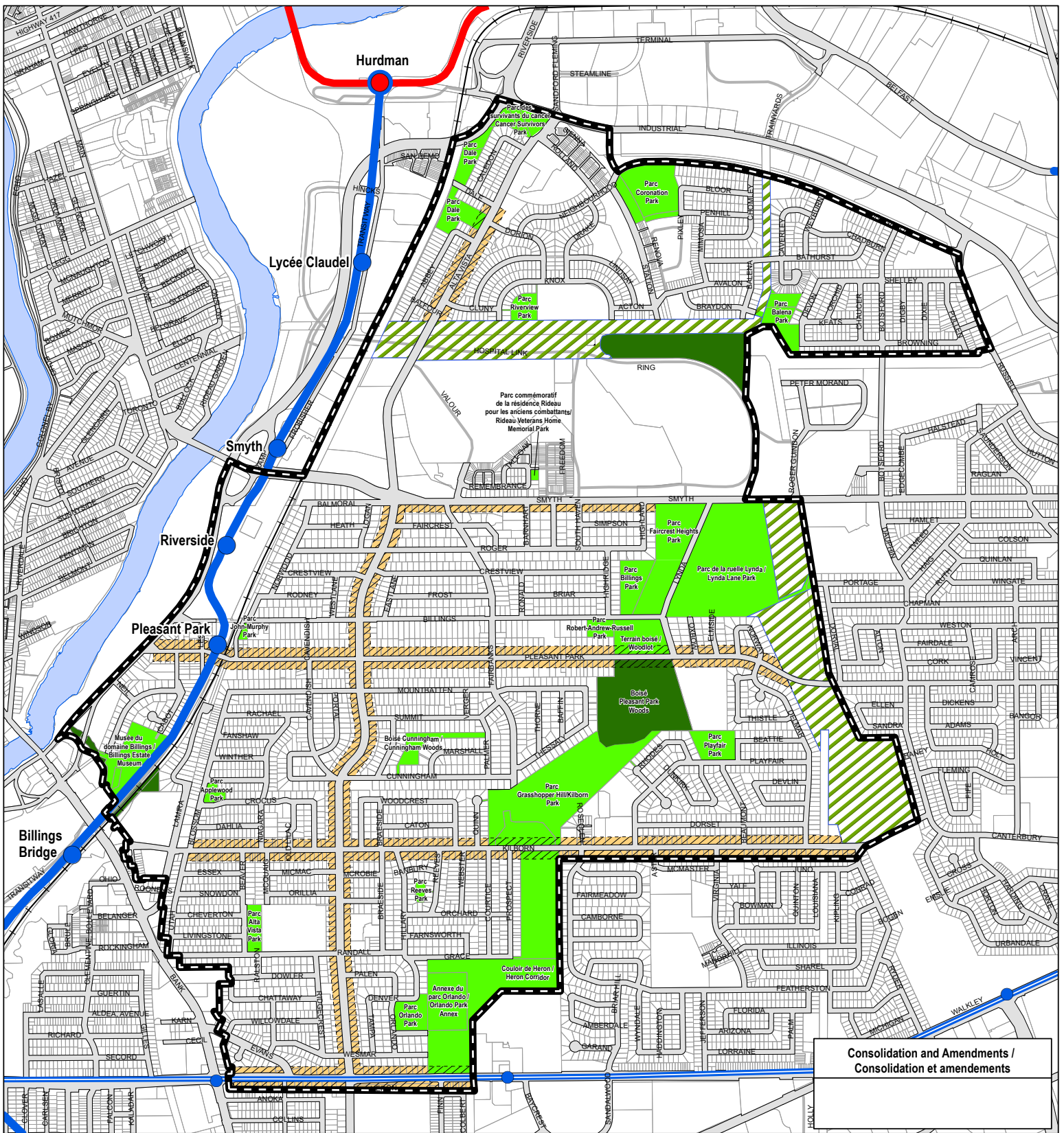


Site Development

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

Schedules

Schedule A – Designation Plan




Consolidation and Amendments /
Consolidation et amendements






Alta Vista / Faircrest / Riverview Park




SECONDARY PLAN - VOLUME 2
Schedule A - Designation Plan

PLAN SECONDAIRE - VOLUME 2
Annexe A - Plan de désignation

 Alta Vista / Faircrest / Riverview Park Secondary Plan /
Plan secondaire - Alta Vista / Faircrest / Riverview Park

DESIGNATIONS / DÉSIGNATIONS

-  Park / Parc
-  Urban Natural Feature /
Caractéristiques naturelles urbaine
-  Green Transportation and Utility Corridor /
Couloir de mobilité durable et de services publics
-  Roads designated for Low-Rise Neighbourhood development /
Routes désignées pour les usages locaux de faible hauteur
-  Neighbourhood /
Quartier

-  O-Train and Transfer Station /
O-Train et station de correspondance
-  Transitway
-  Transitway - At-Grade Crossings /
Transitway - passages à niveau



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