



475 WANAKI ROAD PLANNING RATIONALE AND DESIGN BRIEF

SITE PLAN CONTROL APPLICATION

SEPTEMBER 2020





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1 INTRODUCTION

WSP was retained by Uniform Urban Developments (“Uniform”) to prepare a Planning Rationale (the “Report”), in support of a Site Plan Control application for a Planned Unit Development (PUD) on lands municipally known as 475 Wanaki Road, in Phase 2B of Wateridge Village (Former Canadian Forces Base [CFB] Rockcliffe lands) in the City of Ottawa. The proposed PUD is for five (5) apartment buildings with 24 units in each building, for a total of 120 units on the site. Each apartment building will include three storeys of residential units, and a fourth level of underground parking for residents. Furthermore, the proposed PUD includes a community building and patio for residents, which would be accessed by pedestrians from Hemlock Road or via the proposed internal site pathway system.

The Report is set up as follows:

- **Section 2** provides a description of the site location and community context;
- **Section 3** provides an explanation of the proposed development;
- **Section 4** outlines the policy and regulatory framework applicable to the site, and provides a planning rationale and design brief for the proposed development;
- **Section 5** summarizes the planning opinion.

A number of technical studies have been prepared in support of the application and submitted to the City, the technical studies are available under separate cover.

2 SITE LOCATION AND COMMUNITY CONTEXT

2.1 SITE LOCATION

The subject property (the “site”) is legally described as Block 1, Registered Plan 4M-1651, as illustrated in **Figure 2-1**. It is municipally known as 475 Wanaki Road and is located in Ward 13 (Rideau-Rockcliffe). The site is currently vacant, as illustrated in **Figure 2-2**, and has previously been cleared of trees and vegetation. It will be fully serviced by municipal water and sewer.

The site is irregular in shape, and has a total lot area of 10,541.1 m² (113,462.5 ft²), or 1.05 ha (2.6 ac). It is bound on all sides by future public streets, with frontages as follows:

- North: Approximately 44 m along Tawadina Road (a local road running east-west);
- South: Approximately 60 m along Hemlock Road (a major collector road running east-west);
- West: Approximately 124 m along Pimiwidon Street (a local road running north-south); and
- East: Approximately 123 m along Wanaki Road (a local road running northwest to southeast).

The registered owner of the site is Canada Lands CLC Company. CLC has an Agreement of Purchase and Sale with Uniform. While not part of this application, Uniform owns the adjacent lands, Blocks 2 to 6, as illustrated in **Figure 2-1**.

475 Wanaki Road | Planning Rationale and Design Brief
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Figure 2-2: Location Map (geoOttawa, 2020)



2.2 COMMUNITY CONTEXT

The site is located within Phase 2B of the Wateridge Village (Former CFB Rockcliffe lands) community; as the community is being developed in phases, Phase 2B represents the next phase of development. The entire mixed-use community of Wateridge Village is bound by the Sir George-Étienne Cartier Parkway to the north, the Aviation Parkway to the west, Montreal Road to the south, and the National Research Council (NRC) Campus to the east. The site is located approximately 6 km east of the downtown core, 1.2 km northeast of the Montfort Hospital, and 150 m west of the National Research Council campus.

The surrounding urban area beyond Wateridge Village is developed, and previous phases of Wateridge Village are either developed or under construction. Phase 2B is located in close proximity to existing employment uses, commercial uses, including retail, transit connections, and greenspace. The Ottawa River and the Ottawa River Pathway are located approximately 1 km north of the site.

Within Wateridge Village, land uses adjacent to the site are as follows:

- **North:** The area north of the site and Tawadina Road will be developed as low- to mid-rise residential uses.
- **South:** The property to the south of the site and Mikinak Road is reserved as a school site.

- **West:** The properties immediately to the west of the site and Pimiwidon Street (Blocks 2, 3, and 4 on **Figure 2-1**) will be developed as a mix of single-detached, semi-detached, and townhouse dwellings by Uniform. Further to the west, Block 7 is for a proposed park, as illustrated in **Figure 2-1**.
- **East:** The property to the east of the site and Wanaki Road is planned for high-rise employment uses.

2.3 SURROUNDING DEVELOPMENT ACTIVITY

Figure 2-3 identifies active development applications in the vicinity of the site, in the area generally bounded by the site's northern boundary (future Tawadina Road), Wanaki Road to the east, Codd's Road to the west, and Squadron Crescent to the south. **Table 2-1** provides a summary of these development applications.

Figure 2-3: Development Activity within the Vicinity of the Site



Table 2-1: Development Activity within the Vicinity of the Site

NO.	ADDRESS	LAND USE	MAX. HEIGHT (STOREYS)	NO. OF UNITS or GFA	DEVELOPMENT APPLICATION STATUS
1	681 Mikinak Road	Mixed Use	6 or 7	357 units	Site plan application submitted in July 2018; Under construction
2	745 Mikinak Road	Residential	3	40 units	Site plan application approved in August 2019
3	335 St. Laurent Boulevard, 245 Squadron Crescent, 1400 Hemlock Road & 775 Mikinak Road	Residential	N/A	515 units	Under construction; 245 Squadron Crescent - Plan of Condominium application in comment period; Site plan application approved in February 2020
4	290-316 Squadron Crescent	Residential	2	18 units	Under construction (Uniform development)
5	455 Wanaki Road	Residential	3	<13 units	Site plan application re-submitted in September 2019

2.4 PUBLIC TRANSPORTATION NETWORK

Currently, OC Transpo Routes 17 and 27 serve portions of the Wateridge Village community along Codd's Road, Mikinak Road, du Vedette Way, and Hemlock Road, and connect to major transit stations at the St. Laurent Shopping Mall and Rideau Station. As development continues to be phased in Wateridge Village, the local routes will be expanded into the developed areas of the Wateridge Village community. Route 12 is also available along Montreal Road and provides a connection between Blair Station and downtown.

As noted in the Former CFB Rockcliffe Community Design Plan (CDP) (2015), the community will be well served by local transit services. As illustrated in **Figure 2-4**, a potential transit route serving the site is proposed to run along Hemlock Road, Wanaki Road, and Tawadina Road. In addition, the Preferred Plan – Mobility in the CDP identifies cycle tracks planned along each side of Hemlock Road, as well as a potential multi-use pathway and a potential pedestrian, cyclist, and OC Transpo connection east of the site to the National Research Council campus (see **Figure 2-5**).

Figure 2-4: Former CFB Rockcliffe Community Design Plan – Preferred Plan – Transit

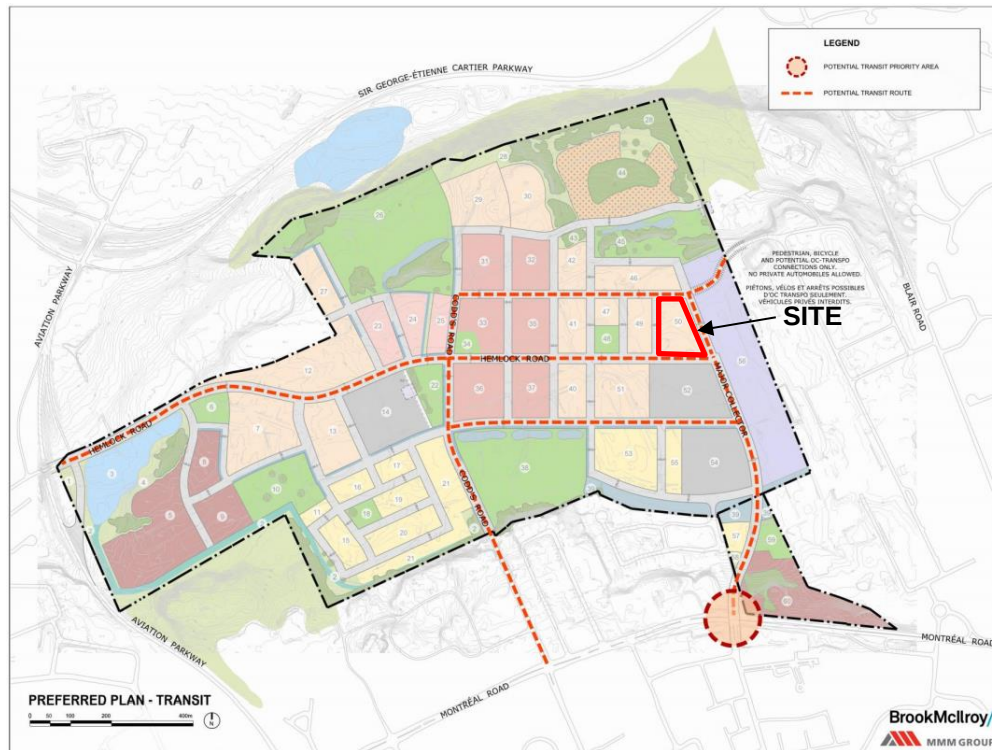
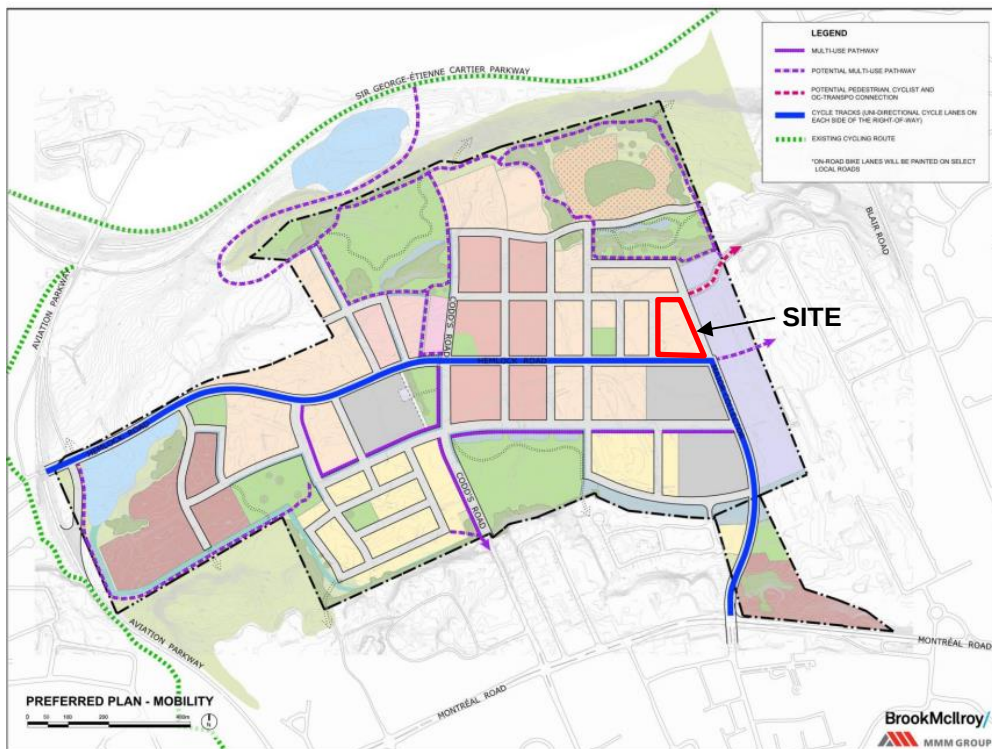


Figure 2-5: Former CFB Rockcliffe Community Design Plan – Preferred Plan – Mobility Plan



3 THE PROPOSED DEVELOPMENT

Uniform proposes to construct a planned unit development (PUD), consisting of five (5) wood frame, low-rise (3-storey) apartment buildings, with the intent to create a residential-scaled neighbourhood on the site that contributes to the overall aesthetic of development in Wateridge Village.

Each of the five (5) apartment buildings will include 24 units, for a total of 120 units on the site. Each apartment building will include 1-bedroom, 1-bedroom + den, 2-bedroom, 2-bedroom + den, and 3-bedroom units, ranging in size from approximately 73 m² to 130 m² (784 ft² to 1,400 ft²). The gross floor area per apartment building will be 2,183 m² (23,500 ft²), for a total gross floor area of 10,915 m² (117,500 ft²) on the site. The units are intended to be rental apartments, for which there is a need in the neighbourhood. The proposed apartment buildings will front on all four streets surrounding the site, with barrier-free entrances at grade. Each apartment building will include a generous lobby space, with elevators.

In addition, each apartment building will include three storeys of residential units, and a fourth level of underground parking for residents. The grade will be built up around the apartment buildings to screen the parking garages. Twelve (12) visitor parking spaces are proposed at grade, comprised of: eight (8) parking spaces located in a surface parking lot at the northeast end of the site, to be accessed from Wanaki Road; and four (4) parallel parking spaces provided adjacent to the driveway between Blocks 1 and 3. Three (3) accesses to the underground parking garages are proposed – two (2) from Pimiwidon Street, and one (1) from Wanaki Road.

The planned unit development also includes a proposed community building and patio for residents, which would be accessed by pedestrians from Hemlock Road or via the proposed internal site pathway system. Additional amenity space on the site is comprised of private balconies, and exterior landscaped areas, including two (2) seating areas located within the interior of the site along the internal pathways.

Three (3) garbage storage buildings with integrated bicycle parking are proposed, and are attached to the main apartment buildings (Blocks 1, 2, and 3) by a covered breezeway; as such, the garbage storage buildings form part of the main buildings. Garbage pick-up will be by public collection. Snow storage will be limited to the sides of walkways, driveways, and adjacent to the surface parking lot; any other snow storage needs would be accommodated off-site.

Uniform held a teleconference meeting with the Ward Councillor on April 1, 2020, who had no issues and supports the proposed development. Regarding public consultation, CLC undertook extensive consultation through the Community Design Plan, Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision processes for Wateridge Village. Specific to the site, a representative from the Wateridge Village Community Association participated in the Pre-application consultation meeting in February 2020, and provided preliminary comments.

Construction is anticipated to begin in Winter 2021, occurring as a single phase, with full build out and occupancy of the site in 2 to 2.5 years from start of construction.

A detailed Site Plan is shown in **Figure 3-2**. A full copy of the Site Plan is included in **Appendix A**. Proposed elevations are shown in **Figure 3-3**, and included in **Appendix B**. Proposed building concepts are included in **Appendix C**.

Uniform has developed a similar planned unit development, consisting of low-rise apartment buildings, in Richardson Ridge, Kanata. The photos in **Figure 3-1** provide an example of Uniform's building materials and architectural treatments.

Figure 3-1: Example of Uniform's planned unit development in Richardson Ridge, Kanata



Figure 3-2: Proposed Site Plan

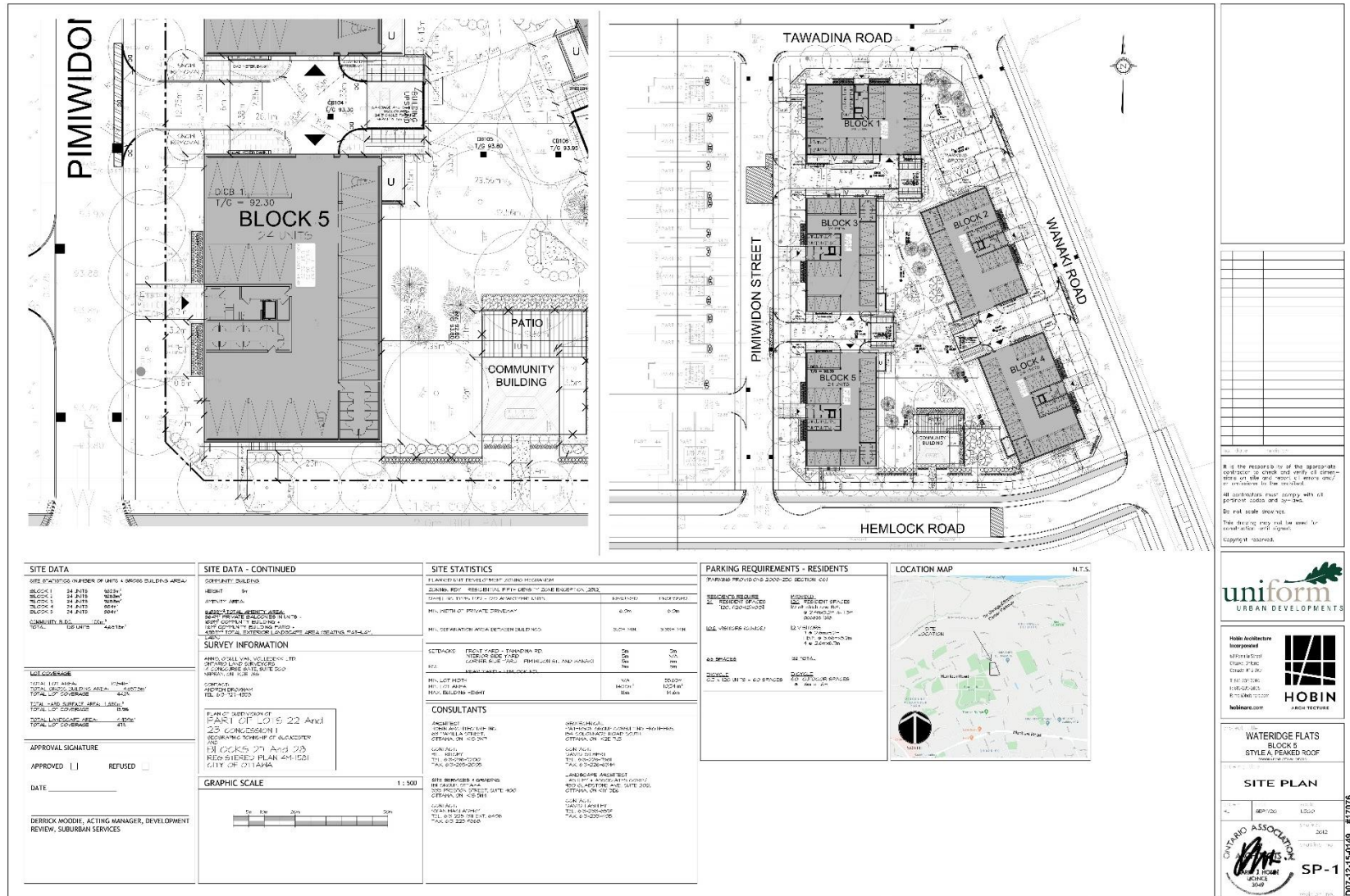


Figure 3-3: Proposed Apartment Building Block – Front and Rear Elevations

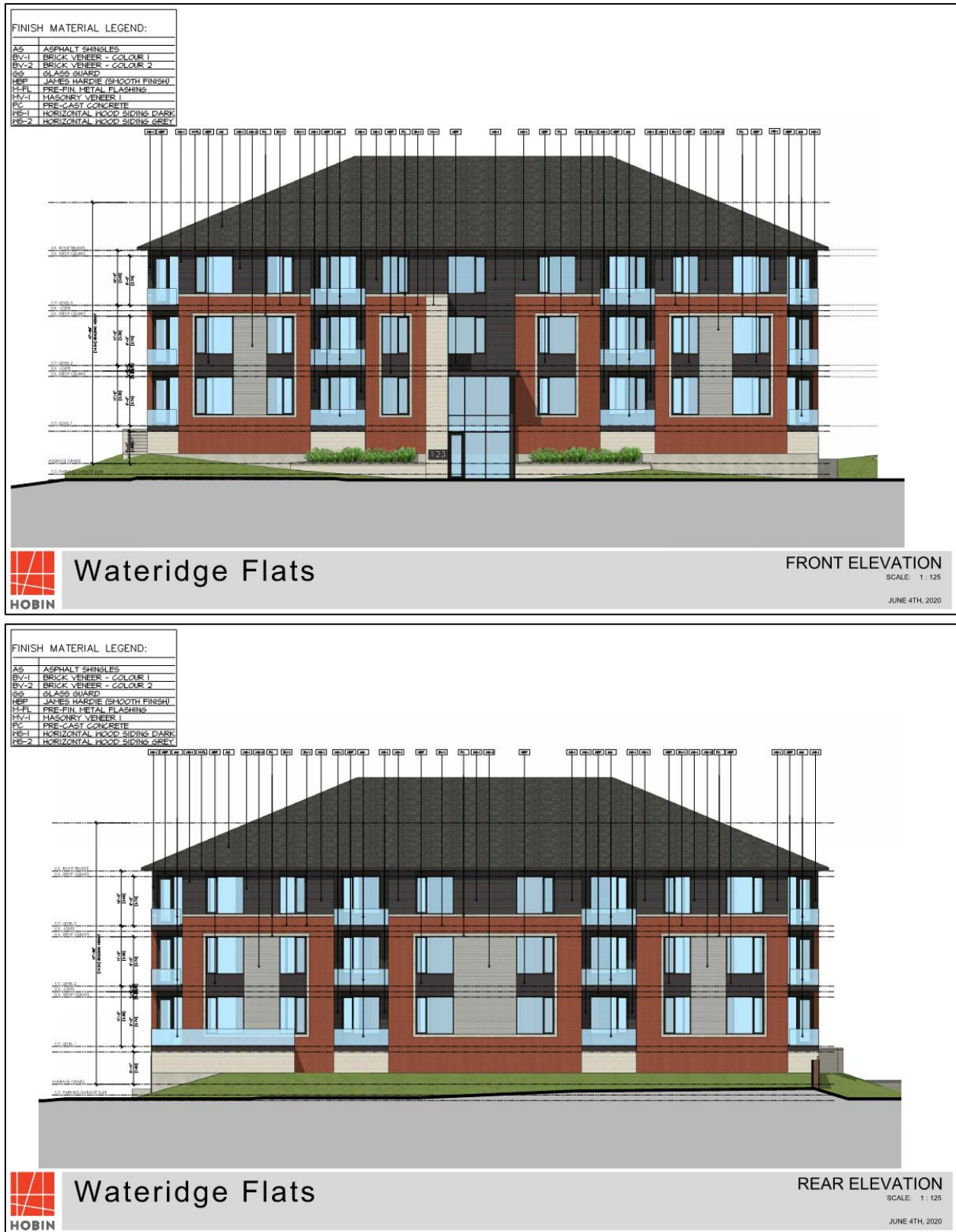


Figure 3-4: Proposed Apartment Building Block – Side Elevations



4 POLICY AND REGULATORY FRAMEWORK

This section describes the provincial and local policy framework that is relevant or applicable to the proposed development of the site.

4.1 PROVINCIAL POLICY STATEMENT (2020)

The Ministry of Municipal Affairs and Housing has released a new Provincial Policy Statement, 2020 (PPS), which came into effect on May 1, 2020. The 2020 PPS provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating development and use of land.

The PPS seeks to strike a balance between the Province's economic, social, and environmental interests through the following:

- Promoting cost-effective development patterns which stimulate economic growth;
- Protecting resources for their economic use and/or environmental benefits; and
- Directing development away from areas where there is a risk to public health and safety or of property damage.

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns includes policies to sustain healthy, liveable, and safe communities by promoting efficient and cost-effective development and land use patterns and standards, accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing, and other uses to meet long-term needs, and focusing growth within settlement areas and away from significant or sensitive resources and areas which may pose a risk to the environment or public health and safety.

Policy 1.1.3.1 directs that settlement areas shall be the focus of growth and development. Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) "efficiently use land and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the impacts of a changing climate;
- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed; [...]

Policy 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment.

Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.4.3 directs planning authorities to provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- b) “permitting and facilitating:
 - 2. all forms of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- c) directing the development of new housing towards location where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; [...] and
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”

The proposed development is consistent with the 2020 PPS, as it represents residential development within a settlement area, utilizing land and existing planned infrastructure efficiently. The proposed development provides for intensification in one of Ottawa’s last remaining greenfield development areas within the City’s urban boundary. The proposed development provides for multi-unit housing which contributes to a range and mix of market-based housing options to meet the social, health and well-being requirements of future residents of Wateridge Village, where recreation, natural amenities, schools, active transportation opportunities and transit will be provided, and where development patterns are based on vibrant, compact form.

4.2 CITY OF OTTAWA OFFICIAL PLAN (2003, WEBSITE CONSOLIDATION)

The City of Ottawa Official Plan (OP) provides a comprehensive vision and policy framework for managing growth and development to the year 2036. The OP contains policies that address matters of provincial interest as described in the 2014 PPS, and “is not a tool to limit growth but rather to anticipate change, manage it and maintain options” (Section 1.1).

4.2.1 STRATEGIC DIRECTIONS

Section 2.1 – Patterns of Growth indicates that Ottawa’s growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people’s everyday needs, including schools, community facilities, parks, a variety of housing options, and places to work and shop. Growth is to be directed to urban areas where services already exist or where they can be provided efficiently. Growth in existing designated urban areas is to be directed to areas where it can be

accommodated in compact and mixed-use development, and served with quality transit, walking, and cycling facilities. Further, infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the diversity of housing, employment, or services in the area.

Section 2.2 – Managing Growth indicates that the majority of the City’s growth will be directed to areas designated within the urban boundary of the OP. This strategy has the least impact on agricultural land and protected environmental areas, and allows for a pattern and density of development that supports transit, cycling and walking. Growth is to be distributed throughout the urban area to strengthen the city’s liveable communities through intensification and infill, and new development on vacant land in designated growth areas that contributes to the completion of an existing community or builds a new community(ies).

Section 2.2.2 – Managing Intensification Within the Urban Area indicates that intensification is supported throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. The City supports compatible intensification in the General Urban Area.

Section 2.5.1 – Design Ottawa encourages good urban design and quality and innovative architecture, to stimulate the creation of lively community places with distinctive character. In order for a development to be compatible, it does not necessarily have to be the same or similar to existing buildings in the vicinity, but can enhance an established community and coexist with existing development without causing undue adverse impact on the surrounding properties. The design objectives in this section are addressed in detail in **Section 4.6** of this Report.

The proposed development supports the strategic directions of the OP by accommodating growth and new residential uses within the urban area through compact development. It contributes to intensification within the last large vacant area within the City’s urban boundary and General Urban Area, while providing high quality urban and architectural design that contributes to the new complete, mixed-use community of Wateridge Village.

4.2.2 LAND USE DESIGNATION

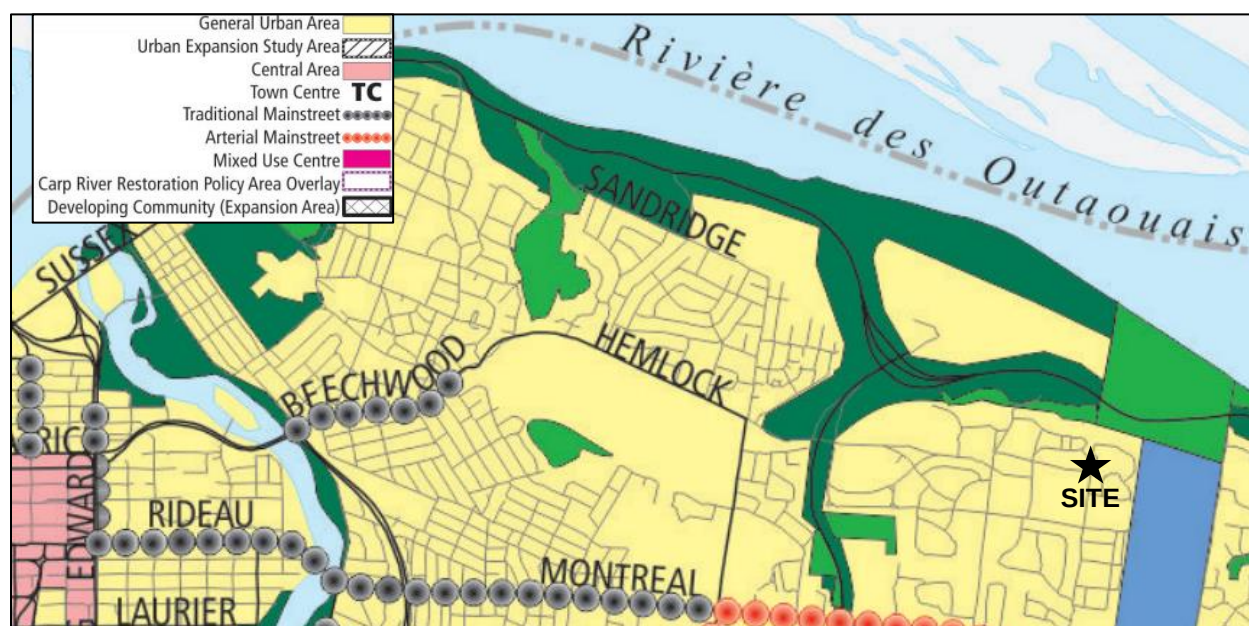
The site is located within the City’s urban boundary and is designated as General Urban Area on Schedule B Urban Policy Plan of the OP, as illustrated in **Figure 4-1**.

Policy 3.6.1.1 states that the designation “permits all types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.”

Furthermore, Policy 3.6.1.3 states that, “When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a. Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;
- b. Apply the policies of Section 2.5.1 and Section 4.11;
- c. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area [...].”

Figure 4-1: Site Location on City of Ottawa Official Plan Schedule B Urban Policy Plan



The proposed development conforms to the General Urban Area policies of the OP, as it represents residential intensification in the urban area that contributes to the balance of housing types by providing compact, low-rise residential development in the new mixed-use, complete community of Wateridge Village, as envisioned in the Former CFB Rockcliffe Community Design Plan (2015) and Secondary Plan (2015).

4.3 FORMER CFB ROCKCLIFFE SECONDARY PLAN (2015)

The purpose of the Former CFB Rockcliffe Secondary Plan (2015) is to guide future growth and development on the Former CFB Rockcliffe lands. It provides policy direction on land use, densities, building heights, open space, and mobility to ensure the community will develop as a compact, mixed use complete community. The Secondary Plan is based on the Former CFB Rockcliffe Community Design Plan which includes detailed land use descriptions and design guidelines that must be referred to in the review of development applications.

The site is identified as Block 45 and designated as Low-Rise to Mid-Rise Residential on Schedule A – Land Use Plan of the Secondary Plan, as illustrated in **Figure 4-2**.

The intent of the designation is to permit a limited area of lower density residential development and a larger area of medium density residential development, while acting as a transition between existing adjacent low-density residential neighbourhoods and the future higher density and mixed-use neighbourhoods planned on the Former CFB Rockcliffe lands (Section 2.1.1). Policy 2.1.1.1 identifies that all types of residential uses are permitted, with the exception of high-rise apartments.

The maximum building height for the site is 20 m, as established in Schedule B – Maximum Building Heights of the Secondary Plan and illustrated in **Figure 4-3**.

Figure 4-2: Former CFB Rockcliffe Secondary Plan - Schedule A - Land Use

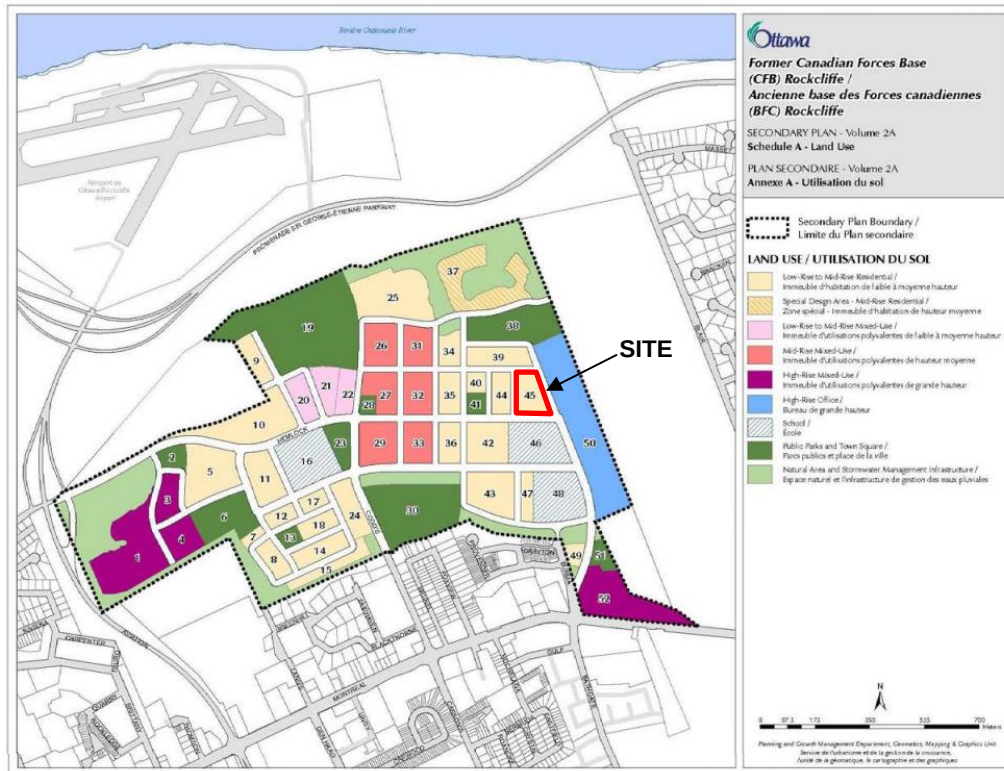
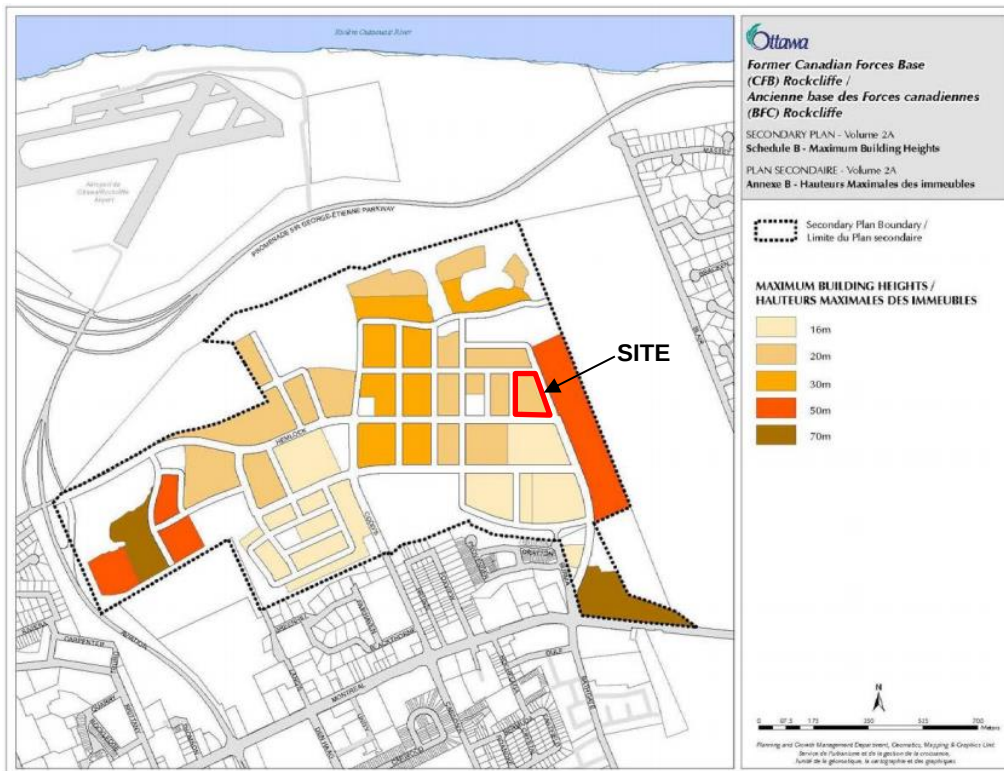


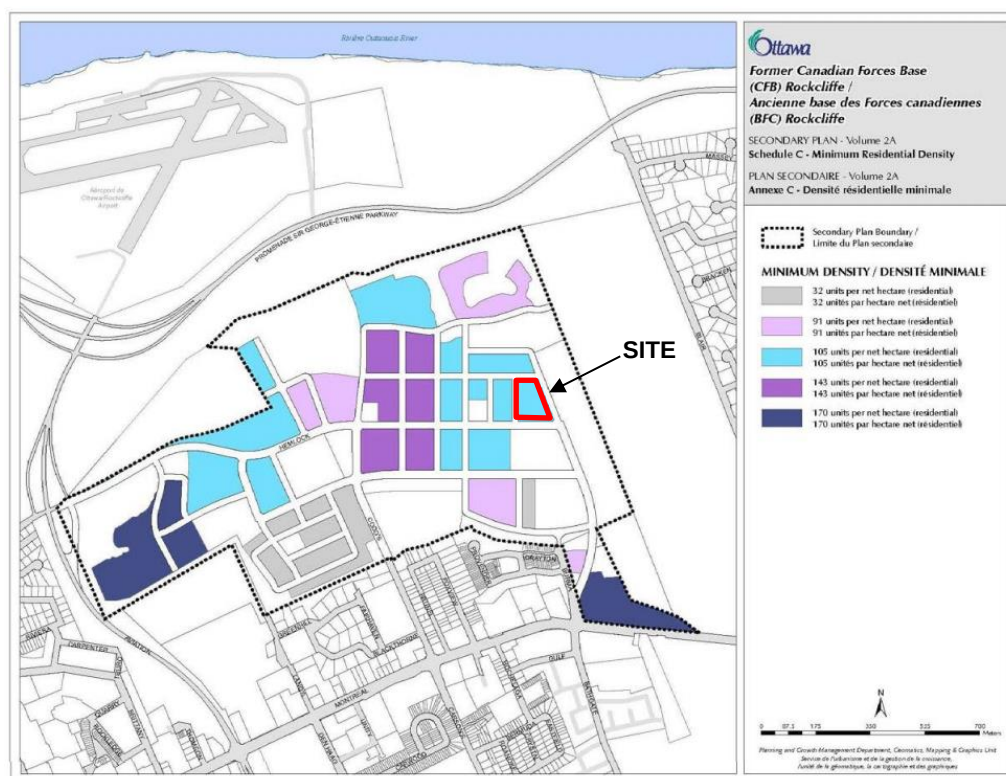
Figure 4-3: Former CFB Rockcliffe Secondary Plan - Schedule B - Maximum Building Heights



Policy 6.2.3 states that each residential and mixed-use land use has a minimum density requirement, as established in Schedule C – Minimum Residential Density of the Secondary Plan. Policy 6.2.2 requires that Master Concept Plans be submitted with any Part-lot Control, Site Plan, or Plan of Subdivision application. The Master Concept Plan must illustrate how the required minimum density will be achieved. Within the area described by the Master Concept Plan, certain individual buildings may have densities lower than the minimum required, however, the overall average density for the area covered by the Master Concept Plan must meet the minimum identified in the Secondary Plan. The Site Plan (see **Figure 3-2** and **Appendix A**) serves the purpose of the Master Concept Plan for the proposed development.

The minimum residential density required for the site is 105 units per net hectare, as per Schedule C – Minimum Residential Density of the Secondary Plan (see **Figure 4-4**). The proposed development comprises the whole of the block on Schedule C.

Figure 4-4: Former CFB Rockcliffe Secondary Plan - Schedule C - Minimum Residential Density



The residential density of the proposed development is presented in **Table 4-1**.

Table 4-1: Conformity with Minimum Residential Density Requirements

Property	Land Area (net ha)	Required Density (residential units / net ha)	Required Units	Proposed Density (residential units / net ha)	Proposed Units
475 Wanaki Road	1.05411 net ha (10,541.1 m ²)	105	110.68	126.49	120

The proposed development meets the minimum residential density requirements for the block, as identified on Schedule C of the Secondary Plan. Design directions contained in the Secondary Plan are discussed in **Section 4.6.2**.

The proposed development conforms with the Low-Rise to Mid-Rise Residential designation for the site established in the Secondary Plan, as well as the permitted residential uses. It also meets the minimum residential density requirement for the area. Proposed building heights on the site are 14.6 m, which is less than the maximum building height of 20 m permitted in the Secondary Plan.

4.4 FORMER CFB ROCKCLIFFE COMMUNITY DESIGN PLAN (2015)

The Former CFB Rockcliffe CDP (August 2015) sets out a Guiding Vision for the redevelopment of the Former CFB Rockcliffe lands as a contemporary mixed-use community that will be walkable, cycling-supportive, transit-oriented, and built at a human scale. The community will connect to the history of the Algonquin people and celebrate its military heritage. Redevelopment of the lands will have a focus on excellence in urban design and landscape, innovation in sustainability, cultural/social dynamism, and a high quality of life. The CDP contains policies to guide future development throughout the Former CFB Rockcliffe lands. The Land Use concept plan designates areas for low-, mid-, and high-rise residential and mixed uses, school sites, natural areas, and parks and parkettes, as well as innovative Low Impact Design and stormwater management features.

The proposed development is located in the East neighbourhood, which extends from the mid-rise, mixed-use Core to Burma Road, as illustrated in **Figure 4-5**. The East neighbourhood is characterized by residential uses with a diversity of housing types, including single-detached, semi-detached, townhouse, and stacked townhouse units, as well as low-rise and mid-rise apartments. This area will provide access to employment, shops, and services, and will also accommodate two elementary school sites along its eastern boundary of Wanaki Road.

The site is identified as Block 50 on the Land Use concept plan in the CDP, which is designated as Low-to Mid-Rise Residential, as illustrated in **Figure 4-6**, and permits the following residential uses: duplexes, townhouses, stacked townhouses, low-rise and mid-rise apartment dwelling units. The maximum building for Block 50 is 20 m, as previously discussed under the Secondary Plan (in which the site is Block 45).

Section 5.6 of the CDP establishes policies regarding building frontages and active street frontages. Hemlock Road, along the southern portion of the site, is designated as an Active Street Frontage, as illustrated in **Figure 4-7**. The policies require that a minimum of 50% of the ground floor façade facing the street be composed of windows and active entrances facing the street for each tenancy.

Design guidelines and policies included in the CDP are discussed in **Section 4.6.3** of this Report.

Figure 4-5: Former CFB Rockcliffe Community Design Plan - Preferred Plan - Neighbourhoods

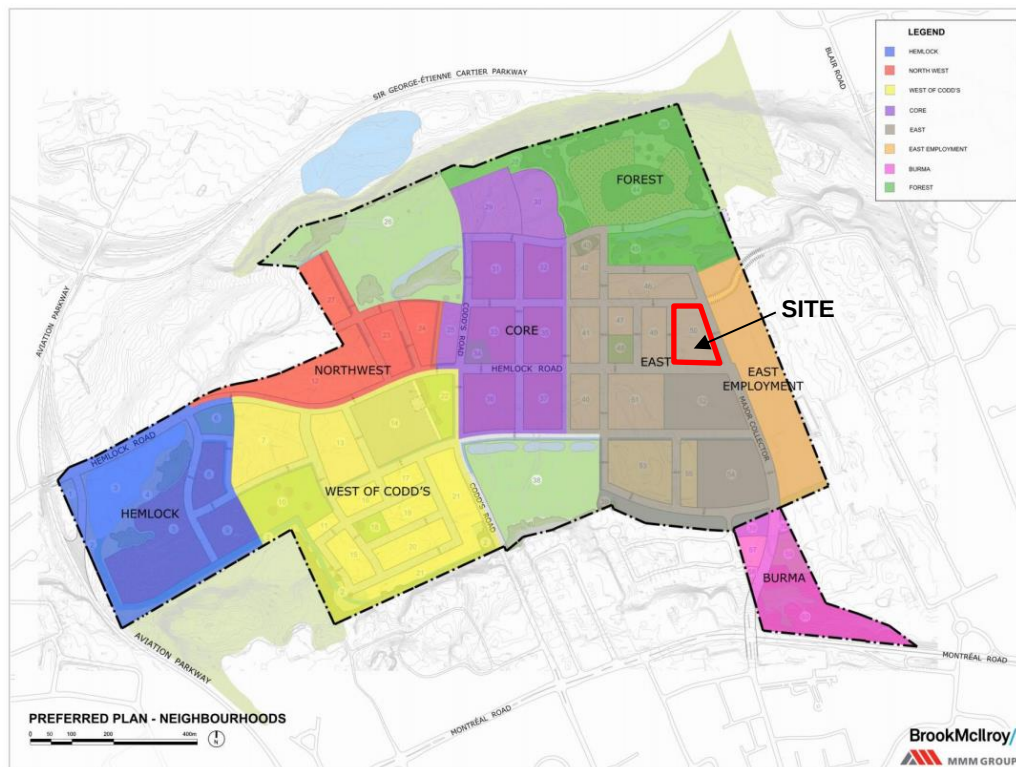


Figure 4-6: Former CFB Rockcliffe Community Design Plan - Preferred Plan - Land Use

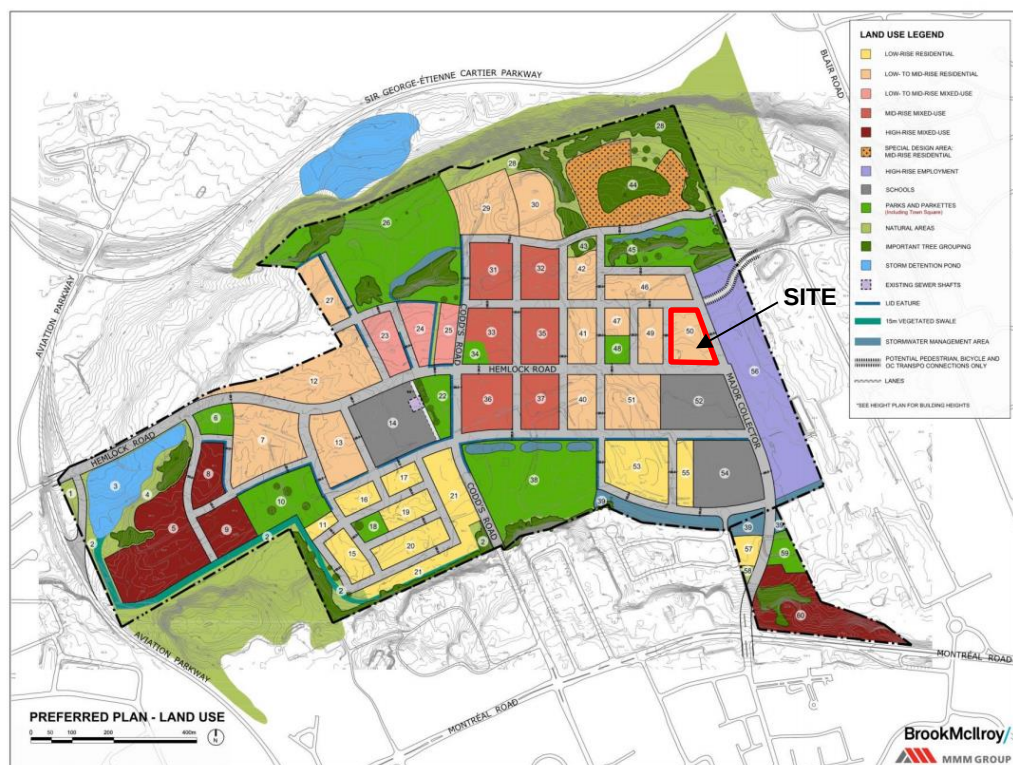
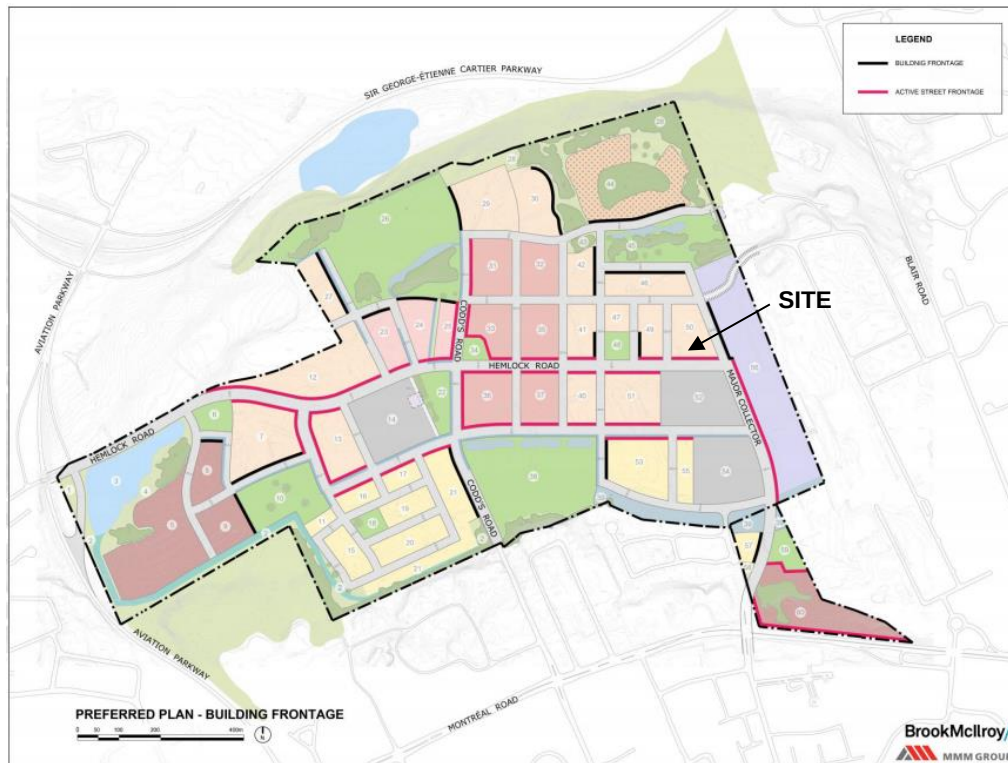


Figure 4-7: Former CFB Rockcliffe Community Design Plan – Preferred Plan – Building Frontage



The proposed development conforms to the Low- to Mid-Rise Residential land use designation for the site established in the CDP, as well as the maximum building height and permitted residential uses, which include low-rise apartments.

The main entrances to the proposed apartment buildings are proposed to be along Tawadina Road, Pimiwidon Street, and Wanaki Road, in order to provide north-south building orientations, in accordance with Section 6.3 of the Community Design Plan, to minimize shadow impacts throughout the day and to enhance efficiency through passive solar energy capture. However, the building frontages along Hemlock Road are composed of secondary entrances and windows along the ground floor, as illustrated in the proposed building concept in Figure 4-8. Further, the proposed community building and patio include an active entrance and enhanced landscaping along Hemlock Road, which further animates the street, as illustrated in Figure 4-9.

Figure 4-8: Proposed Building Frontages along Hemlock Road, Looking North (Hobin Architecture)



Figure 4-9: Proposed Building Frontages, looking west along Hemlock Road (Hobin Architecture)



4.5 CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW 2008-250 (CONSOLIDATED APRIL 8, 2020)

The site is zoned Residential Fifth Density, Subzone Y, Exception 2312, R5Y[2312] as illustrated in **Figure 4-10**.

4.5.1 ZONE PROVISIONS

The general intent of the R5 Zone is to:

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

The R5 Zone generally permits a range of residential buildings types, including planned unit development and low-rise apartment dwellings.

Section 163(4) states that, "Where a planned unit development is permitted on a lot in the subzone, the provisions of Section 131 apply, and the associated subzone provisions identified in Table 164 A affecting permission of uses, minimum lot widths and lot areas, as well as minimum required setbacks apply to the whole of the lot, while the maximum height applies to each permitted dwelling type within the planned unit development."

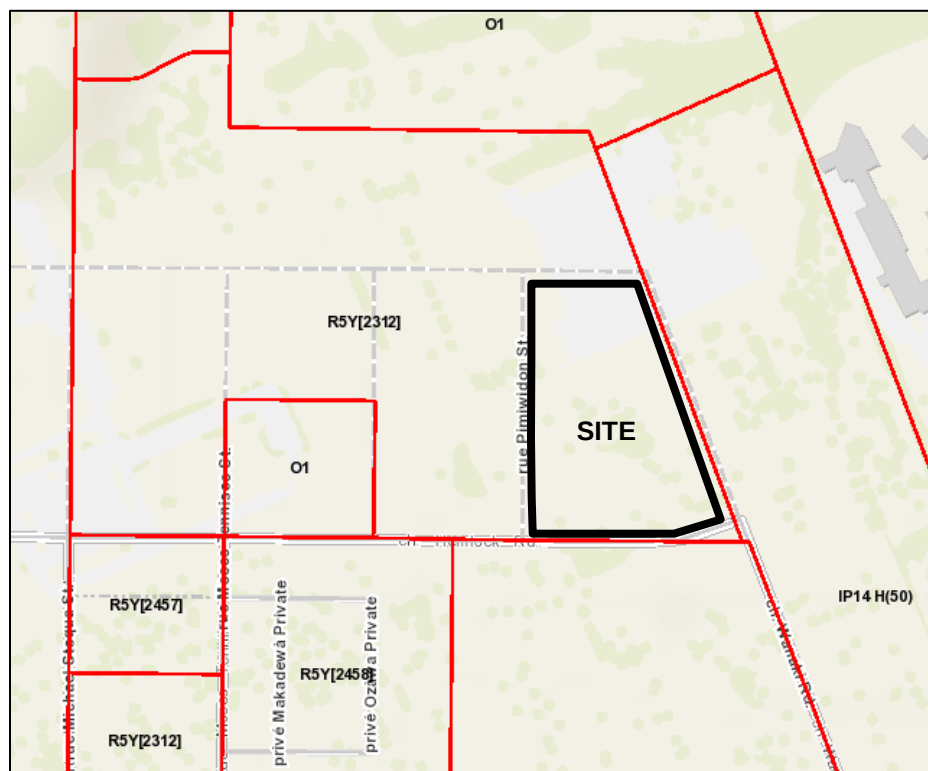
Subzone Y requires buildings to meet certain performance and design standards depending on the use, including minimum lot width and area, minimum setbacks, and maximum building height.

Exception 2312 includes the following additional provisions:

- where a lot line abuts a park, the minimum setback from that lot line is 5 metres;
- where vehicular access is provided from a lane, the minimum required setback for a detached garage or detached carport from the rear lot line is 0.2 metres;
- maximum front yard setback is 6 metres for detached, semi detached, townhouse, three unit, linked-detached and stacked dwellings;

- with the exception of Planned Unit Developments and dwelling units within an apartment or stacked dwelling, the principal entrance door is required to face the front or corner side lot line;
- where the building height is greater than five storeys, at and above the fourth storey or 15 metres whichever is the lesser a building must be setback a minimum of 2 metres more than the provided setback from the front and corner lot line;
- parking is not required for a group home and the minimum number of parking spaces required for a shelter is 1/200 square metres of GFA; and
- For a Planned Unit Development:
 - i. when a planned unit development contains a stacked dwelling or apartment dwelling, the minimum front, rear and side yard setbacks for the planned unit development are 5 metres;
 - ii. where a lot line abuts a park, the minimum required setback is 5 metres;
 - iii. for detached, linked-detached, semi-detached, townhouse and stacked dwellings within a PUD, the maximum front, rear and side yard setbacks are 6 metres; and
 - iv. The minimum separation distance between principal buildings within a planned unit development are as follows:
 - Where the height of both neighbouring buildings within the PUD is less than or equal to 16 metres: 3 metres;
 - Where the height of one or both neighbouring buildings within the PUD is greater than 16 metres: the sum of 25% of the height of the abutting buildings, per building.

Figure 4-10: City of Ottawa Zoning of Site and Surrounding Lands (geoOttawa, 2020)



Based on the site plan prepared by Hobin Architecture, dated September 1, 2020, **Table 4-2** provides a detailed compliance chart of how the proposed development meets the applicable Zoning By-law provisions.

For the purposes of the zoning compliance review, the following lot lines are assumed, in accordance with the definitions for lot lines in the City's Zoning By-law:

- Tawadina Road is the front lot line, which is defined as “that lot line, not including a corner lot line, which abuts a street for the shortest distance, whether or not that line jogs or curves, and extending between the side lot lines, more or less for the full width of the lot, and where more than one such lot line exists, means a lot line which abuts the same street as the front lot line of an abutting lot”;
- Hemlock Road is the rear lot line, which is defined as “the lot line furthest from and opposite the front lot line but if there is no such line, that point furthest from and opposite the front lot line”; and
- Pimiwidon Street and Wanaki Street are both corner lot lines, which are defined as “that lot line that abuts a street and is also one line of a conveyed corner sight triangle, or a sight triangle included as part of a road on a plan of subdivision.”

Further, Section 135 of the Zoning By-law contains provisions for through lots in Residential Zones, as follows:

- In the case of a residentially-zoned through lot, or corner through lot, the minimum required front yard setback applies to both the front and rear lot lines, in accordance with the provisions of the Residential zone or zones in which such lot is located and the minimum required rear yard setback does not apply.
- In the case of a corner through lot, the minimum required corner side yard setback applies to the street that is mostly perpendicular to the other two streets, in accordance with the provisions of the Residential zone or zones in which such lot is located.

It is our interpretation that the site would be considered a corner through lot, with two corner side yards along Pimiwidon Street and Wanaki Road.

Table 4-2: Zoning Compliance

Zoning Provision	Requirement	Calculation (if applicable)	Compliance
Minimum lot width – Sec. 164, Table 164A, Subzone Y, Planned Unit Development (v)	N/A	N/A	Yes – 55.63 m (measured at front yard setback along Tawadina Road)
Minimum lot area – Sec. 164, Table 164A, Subzone Y, Planned Unit Development (vi)	1,400 m ²	N/A	Yes – 10,541.1 m ²
Maximum building height – Sec. 164, Table 164A, Subzone	As per dwelling type Apartment dwelling, low rise: 16 m	N/A	Yes – 14.6 m

Zoning Provision	Requirement	Calculation (if applicable)	Compliance
Y, Planned Unit Development (vii)			
Minimum front yard setback – Sec. 239, Urban Exception 2312	5 m	N/A	Yes – 5 m (Tawadina Road)
Minimum corner side yard setback – Urban Exception 2312	5 m	N/A	Yes – 5 m (Pimiwidon Street and Wanaki Road)
Minimum rear yard setback – Sec. 239, Urban Exception 2312 & Sec. 135 Through Lots in Residential Zones	5 m; Section 131 further requires that for a corner through lot, the required front yard setback applies to both the front and rear lot lines	N/A	Yes – 5 m (Hemlock Road)
Minimum interior side yard setback – Sec. 239, Urban Exception 2312	5 m	N/A	N/A – the site does not have any interior side yards
Minimum separation distance between principal buildings within a planned unit development – Sec. 239, Urban Exception 2312	Where the height of both neighbouring buildings within the PUD is less than or equal to 16 metres: 3 metres	N/A Separation distance between Blocks 1 and 3, Blocks 2 and 4, and Blocks 3 and 5 is measured from the attached garbage buildings, which are connected to the main buildings by covered breezeways.	Yes: Between Blocks 1 and 2: 7.91 m; Between Blocks 1 and 3: 7.73 m; Between Blocks 2 and 3: 14 m; Between Blocks 2 and 4: 3.6 m; Between Blocks 3 and 5: 3.33 m; Between Blocks 4 and 5: 29.56 m
Minimum landscaped area for a lot containing an apartment dwelling, low-rise or a planned unit development – Sec. 163(9)	30% of lot area	Lot area 10,541.1 m ² x 0.30 = 3,162.3 m ²	Yes – 47% (4,959 m ²) (both soft and hard landscaping)
Utility installations – Sec. 163(11)	Permitted in a low-rise apartment dwelling if it is entirely enclosed within the walls of the	N/A	Yes – utilities are located within enclosed rooms attached to the apartment buildings

Zoning Provision	Requirement	Calculation (if applicable)	Compliance
	building in which it is located.		

4.5.2 PLANNED UNIT DEVELOPMENT PROVISIONS

Section 131 of the City's Zoning By-law contains provisions for planned unit developments, as set out in Table 4-3.

Table 4-3: Planned Unit Development Provisions

Zoning Provision	Requirement	Calculation (if applicable)	Compliance
Ancillary uses permitted on the same lot as a planned unit development, but only to serve the residents of the planned unit development – Sec. 131(4)	(b) community centre	N/A	Yes - A community building is proposed between Blocks 4 and 5, and will provide a multi-purpose space for the use of residents of the planned unit development, to gather and hold a variety of programs, in accordance with the definition of a "community centre".
Ancillary uses permitted – Sec. 131(5)	The uses permitted by subsection (4) must: (a) All be in one building; (b) Not exceed a cumulative total floor area of 150 m ² ; (c) Be located on a lot containing a planned unit development; and (d) Be located in the interior of the lot mentioned in paragraph (c) in such a way that there is no indication, visible from the public street, that there is an ancillary use on the lot.		Yes - The proposed community building has a floor area of 100 m ² and is located in the interior of the lot. It will be screened through the use of enhanced landscaping along Hemlock Road.
Maximum ancillary use building height – Sec. 131(6)(a)	Not exceed the maximum permitted height for the dwellings located in the planned unit development or 11 metres, whichever is less.	N/A	Yes – 5 m

Zoning Provision	Requirement	Calculation (if applicable)	Compliance
Communal accessory buildings for garbage or bicycles – Sec. 131(7)	Despite Section 55, maximum permitted height is 4.5 m and the maximum size is 200 m ²	N/A	N/A – As garbage buildings are connected to Blocks 1, 2, and 3 by covered breezeways, they are considered to form part of the main buildings. For information, the height of the garbage buildings is 5 m, and the area of each garbage building is 44.5 m ² .
Minimum width of private way – Sec. 131, Table 131(1)	6 m	N/A	Yes – 6 m
Minimum setback for any wall of a residential use building to a private way – Sec. 131, Table 131(2)	1.8 m	N/A	Yes: Block 1: 4.7 m; Block 2: 3.64 m; Block 3: 3.07 m and 3.38 m; Block 4: 3.64 m; and Block 5: 3.38 m.
Minimum separation area between buildings within a planned unit development – Sec. 131, Table 131(4)	(b) All other cases: 3 m	N/A	Yes: Between Blocks 1 and 2: 7.91 m; Between Blocks 1 and 3: 7.73 m; Between Blocks 2 and 3: 14 m; Between Blocks 2 and 4: 3.6 m; Between Blocks 3 and 5: 3.33 m; Between Blocks 4 and 5: 29.56 m Community building to Block 4: 17.9 m Community building to Block 5: 12.99 m
Parking – Sec. 131, Table 131(5)	(a) In addition to providing parking pursuant to Section 100 of this by-law, parking within a planned unit development may be located anywhere within the development, whether or not the development parcels within the planned	N/A	Yes - Resident parking for each apartment building is provided underground. Visitor parking for Blocks 1-5 is provided in a surface parking lot with 8 spaces, and through 4 parallel parking spaces along the private way between Blocks 1 and 3

Zoning Provision	Requirement	Calculation (if applicable)	Compliance
	unit development are severed.		
	(b) Required visitor parking may be provided as parallel parking on a private way, provided the private way has a minimum width of 8.5 metres.	N/A	Yes – the total width of the private way (i.e. driveway / interlock paving area) where parallel parking spaces are located between Blocks 1 and 3 is 8.5 m
Landscaping and Parking – Sec. 131, Table 131(6)	(a) In the case of a planned unit development consisting of detached, linked-detached, semi-detached, three-unit or townhouse dwellings, or any combination thereof, all lands located between the dwelling unit or oversize dwelling unit, the extension of the main wall of the dwelling unit or oversize dwelling unit, and the private way are to be landscaped with soft landscaping, other than the area used for a driveway leading to the dwelling unit's associated parking space, garage or carport.	N/A	N/A – The proposed development does not contain these dwelling types
	(b) In no case may any dwelling unit or oversize dwelling unit located within a planned unit development that has its own driveway leading to its associated parking space, garage or carport have a driveway that is wider than the associated parking space, garage, or carport. Furthermore, the remaining area between the dwelling unit or oversize dwelling unit and the private way must be landscaped with soft landscaping, with the exception of a walkway of no more than 1.25 metres in width.	N/A	N/A – Dwelling units within the proposed development do not have their own driveways

4.5.3 AMENITY AREA PROVISIONS

Section 137 of the City's Zoning By-law contains provisions for amenity areas, as set out in **Table 4-4**.

Table 4-4: Amenity Area Provisions

Zoning Provision	Requirement	Calculation (if applicable)	Compliance
Amenity area provided outdoors – Sec. 137(3)	Must not be located in a required front or corner side yard	N/A	Yes – Proposed community building and patio are not located in a front or corner side yard
Minimum amenity area for a low-rise apartment dwelling in any Residential Zone within Area A on Schedule 321 – Sec. 137, Table 137(3)	Total Amenity Area: 15 m ² per dwelling unit up to 8 units, plus 6 m ² per unit in excess of 8	8 units x 15 m ² = 120 m ² 112 units x 6m ² = 672 m ² Total requirement: 792 m ²	Yes: Total amenity area is 6,039 m ² , comprised of: 864 m ² of private balconies (172.8 m ² balcony area per building); 100 m ² community building; 116 m ² communal patio; and 4,959 m ² exterior landscaped area
	Communal Amenity Area: 100% of the amenity area required for the first 8 units	120 m ²	
	Location: Community amenity area required for the first 8 units must be located at grade and in the rear yard; be landscaped; consist of at least 80% soft landscaping; and be located at grade and in the rear yard and may include one interior yard that abuts both the rear yard and interior side yard, unless the lot has access to a rear lane	N/A	
Exception – Planned Unit Development – Sec. 137(6)	(a) where a Planned Unit Development contains a Three-unit Dwelling, Low-rise Apartment Dwelling or Rooming House the required amenity area may be located outside of the rear yard and is not required to abut the rear lot line, and; (By-law 2018-206)	N/A	
	(b) the total amenity area required at grade for all	N/A	

Zoning Provision	Requirement	Calculation (if applicable)	Compliance
	Three-unit Dwellings, Low-rise Apartment Dwellings and Rooming Houses in the Planned Unit Development does not need to exceed 120 m ² .		

4.5.4 PERMITTED PROJECTIONS INTO REQUIRED YARDS PROVISIONS

Section 65 of the Zoning By-law contains provisions for permitted projections in required yards, as set out in **Table 4-5**. The provisions of this section do not apply to accessory buildings, which are regulated by provisions under Section 55.

Table 4-5: Provisions for Permitted Projections into Required Yards

Zoning Provision	Requirement	Calculation (if applicable)	Compliance
Eaves, eave-troughs and gutters – Sec. 65, Table 65(1)	1 m, but not closer than 0.6 m to a lot line	N/A	Yes – 0.6 m eaves, 4.4 m from lot lines
Canopies and awnings – Sec. 65, Table 65(4)(b)(i)	A distance equal to ½ the depth of a front, rear or corner side yard but not closer than 0.6 m to a lot line Required front/rear/corner side yard (Exception 2312): 5 m Requirement: 2.5 m, but not closer than 0.6 m to a lot line	N/A	Yes – 1.8 m, 3.2 m away from lot lines
Fire escapes, open stairways, stoop, landing, steps and ramp – Sec. 65, Table 65(5)(b)(i)	Where at or below the floor level of the first floor: a) In the case of the interior side yard or rear yard: no limit; and b) In the case of the front yard or corner side yard: no closer than 0.6 m to a lot line.	N/A	Yes: Block 1: 3.63 m from corner lot line (Pimiwidon Street) Blocks 2 and 3: N/A, steps are not located within a required yard Block 4: 4.82 m from rear lot line (Hemlock Road) Block 5: 3.63 m from rear lot line (Hemlock Road)
Covered or uncovered balcony – Sec. 65, Table 65(6)(b)	2 m, but no closer than 1 m from any lot line	N/A	Yes – Balconies do not project beyond the building walls

4.5.5 ACCESSORY USES, BUILDINGS AND STRUCTURES PROVISIONS

Section 55 of the Zoning By-law contains provisions for accessory uses, buildings and structures. The proposed development includes three (3) garbage buildings which are attached to the main apartment buildings in Blocks 1, 2, and 3 by covered breezeways. As such, the garbage buildings form part of the main buildings and are not considered to be accessory buildings. The proposed community building is a permitted ancillary use to the planned unit development, and as such it is not considered to be an accessory building. Based on the above, there are no accessory structures proposed for the site.

4.5.6 PARKING PROVISIONS

Part 4 of the Zoning By-law contains provisions for parking as set out in **Table 4-6**. The site is within Area X: Inner Urban on Zoning By-law Schedule 1A.

Table 4-6: Parking Provisions

Zoning Provision		Requirement	Calculation (if applicable)	Compliance
Minimum number of residential parking spaces – Sec. 101, Table 101, Row R11, Area X (ii) & Sec. 101(3)(a)		0.5 per dwelling unit; Within Area X, in the case of a building containing residential uses, no off-street motor vehicle parking is required to be provided under this section for the first twelve dwelling units and the parking requirements under Table 101 apply only to dwelling units and rooming units in excess of 12.	120 total units – 12 units = 108 units 108 units x 0.5 = 54 residential parking spaces required	Yes – 120 residential parking spaces are provided in underground parking garages; each parking garage will include 24 spaces. 10 of these residential parking spaces will be barrier-free.
Minimum number of visitor parking spaces for low-rise apartment dwelling – Sec. 102(1), Sec. 102(2), Table 102		0.1 per dwelling unit; in Area X, no visitor parking spaces are required for the first twelve dwelling units on a lot	120 total units – 12 units = 108 units 108 units x 0.1 = 10.8 visitor parking spaces required	Yes – 12 visitor parking spaces provided in total, comprised of: 8 spaces in a surface parking lot, 1 of which will be barrier-free; and 4 spaces as parallel parking adjacent to the private way between Blocks 1 and 3.
Dimension requirements for a motor vehicle parking space – Sec. 106(1)(a)&(b)	Width	Min. width: 2.6 m; Max. width: 3.1 m	N/A	Yes – All regular parking spaces within the underground parking garages and surface parking lot: 2.6 m x 5.2 m; Parallel parking spaces adjacent to the driveways: 2.6 x 6.7 m; Barrier-free space in visitor parking lot: 3.66 m x 5.2, in
	Length	Min. length: 5.2 m / 6.7 m for a parallel parking space		

Zoning Provision		Requirement	Calculation (if applicable)	Compliance
				accordance with the City's Traffic and Parking By-law; Barrier-free spaces in underground parking garages: 2.4 m x 5.2 m with a 1.5 m access aisle per the Accessibility for Ontarians with Disabilities Act, Type B space requirements
Dimensions requirements for a driveway providing access to a parking lot or parking garage – Sec. 107(1)(a)		Minimum width: (i) 3 m for a single traffic lane; (ii) In the case of a parking lot: 6.7 m for a double traffic lane; (iii) In the case of a parking garage, 6.0 m for a double traffic lane. (aa) Despite clause 107(1)(a), in the case of an apartment dwelling, low-rise, the maximum permitted width for a double traffic lane that leads to (i): less than 20 parking spaces: 3.6 m; (ii) 20 or more parking spaces: 6.7 m	N/A	Yes: Driveways from public streets providing access to parking garages: 6 m Driveway providing access to visitor surface parking lot: 6.7 m
Minimum vertical clearance for driveways and aisles providing access to or located within a parking lot or parking garage – Sec. 107(b)(ii)		For a parking garage: in accordance with the Building Code, as amended.	N/A	Yes - As per Building Code
Minimum width of aisle providing access to parking spaces in a parking lot or parking garage – Sec. 107(c)(ii)		In the case of a parking garage, an aisle serving parking spaces angled at between 56 and 90 degrees must be at least 6.0 metres wide	N/A	Yes – 6 m
Location of parking – Sec. 109(3)(a)		In the R5 Zone, no parking space may be established and no person may park a motor vehicle:	N/A	Yes – The proposed surface parking lot is located in accordance with the required 5 m corner side yard setback along Wanaki Road

Zoning Provision	Requirement	Calculation (if applicable)	Compliance
	(i) in a required and provided front yard; (ii) in a required and provided corner side yard; or (iii) in the extension of a required and provided corner side yard into a rear yard.		
Walkways – Sec. 109(b)	In the R5 Zone, a walkway is permitted in any yard, provided that: (i) the walkway does not exceed 1.8 m in width; and (ii) the walkway consists of hard landscaping.	N/A	Yes – As this provision is contained under “Location of Parking” (Sec. 109), it is interpreted that this provision applies to walkways associated with parking. The proposed walkway connecting to the surface parking lot is 1.5 m wide. For information, all proposed walkways will consist of hard landscaping. For information, non-parking related walkways are as follows: Walkways to exterior stairways are proposed to be 1.2 m wide; walkways that comprise the internal pathway system are proposed to be 1.5 m wide. Main building entrance walkways are proposed to be 4.55 m wide, and the walkway to the community building is proposed to be 2.4 m wide, to maintain comfortable and prominent entrances to the buildings.
Landscaping Provisions for Parking Lots – Sec. 110(1), Table 110	Minimum 15% of the parking lot area must be provided as perimeter or interior landscaped area comprised of: (a) a landscaped buffer between the perimeter of the parking lot and a lot line; a driveway may cross the landscaped buffer; (b) in addition to the landscaped buffer, interior landscaping may	N/A	Percentage of parking lot as landscaped area: Yes – Surface visitor parking lot is entirely surrounded by landscaped area Landscaped buffer between parking lot and lot line: Yes – 5 m

Zoning Provision		Requirement	Calculation (if applicable)	Compliance
		be provided including various landscaped island, landscaped medians, pedestrian pathways or public plazas to meet the minimum 15% requirement. Requirement for landscaped buffer for a parking lot containing more than 10 but fewer than 100 spaces: (1) Abutting a street: 3 m; Not abutting a street: 0 m		
Minimum number of bicycle parking spaces for low rise apartment dwelling – Sec. 111(2), Table 111A(b)(i)		0.50 per dwelling unit	120 units x 0.50 = 60 spaces	Yes – a total of 60 spaces provided for the five apartment buildings
Minimum bicycle parking space dimensions – Sec. 111, Table 111B	(a) Horizontal	Width: 0.6 m Length: 1.8 m	N/A	Yes – 0.6 m x 1.8 m
	(b) Vertical	Width: 0.5 m Length: 1.5 m		
Minimum access aisle width for bicycle parking – Sec. 111(9)		1.5 m	N/A	Yes – Between 1.5 m and 1.82 m
Location of bicycle parking spaces – Sec. 111(12)		Where the number of bicycle parking spaces for a single residential building exceeds 50 spaces, a minimum of 25% of the required total must be located within: (a) a building or structure; (b) a secure area such as a supervised parking lot or enclosure with secure entrance; or (c) bicycle lockers.	Single apartment building: 24 units x 0.50 = 12 spaces	N/A – the required bicycle parking spaces for a single apartment building on the lot do not exceed 50 spaces

The proposed development complies with the general intent and standards of the Zoning By-law. No minor variances are required to accommodate the proposed development.

4.6 DESIGN BRIEF

The Planning Act gives municipalities the authority to require that a Design Brief be prepared. Under Section 34(10.2) and Section 41(4) of the Planning Act, Council has the authority to request such other information or material that the authority needs in order to evaluate and make a decision on an application. Section 5.2.6 of the OP sets out the information and/or reports which may be required in support of development applications, which includes a Design Brief. As a part of the Site Plan application, the City has requested a Design Brief be included. This section of the Planning Rationale has been prepared by WSP with input from Hobin Architecture.

Policy 4.11.1 of the OP establishes the content to be considered in the Design Brief, including:

- “The provisions of this Plan that affect the design of a site or building;
- Design Guideline(s) approved by Council that apply to the area or type of development; and
- The design provisions of a community design plan or secondary plan.”

The City of Ottawa has a framework in place to guide urban design in accordance with a series of policies and guidelines documents. The following sections identify the urban design policies and guidelines which are applicable to the site.

4.6.1 DESIGNING OTTAWA

Policy 3.6.1.2 of the OP states that development proposals within the General Urban Area will be evaluated in accordance with the policies and Design Objectives in Section 2.5.1, and the Compatibility policies set out in Section 4.11.

Compatible development is defined in Section 2.5.1 Designing Ottawa of the OP, as “development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impact on surrounding properties. It ‘fits well’ within its physical context and ‘works well’ with the existing and planned function.”

The proposed development supports the seven (7) urban design objectives set out in Section 2.5.1, as demonstrated below. It should be noted that the OP specifies “proponents are free to respond in creative ways to the Design Objectives and are not limited only to those suggested in this Plan.”

1. To enhance the sense of community by creating and maintaining places with their own distinct identity.

- The proposed development will contribute to the character and identity of the new contemporary, mixed-use community of Wateridge Village community. The proposed development will be consistent with the vision for residential uses established in the Former CFB Rockcliffe Community Design Plan and Secondary Plan.

2. To define quality public and private spaces through development.

- The proposed planned unit development will contribute to the overall coherency of the urban fabric and building design in Wateridge Village Phase 2B.
- With respect to public space, the proposed development features architectural articulation of the building facades to form an attractive and continuous street frontage. Public sidewalks will run along all four streets around the site.
- Private amenity spaces are provided throughout the proposed development, in the form of private balconies, landscaped areas, walkways, and a community building and patio.

3. To create places that are safe, accessible and are easy to get to, and move through.

- The proposed development is easily accessed through the proposed network of collector and local roads in the Wateridge Village community, which will connect to Montreal Road. The proposed development will front on and be accessed via Tawadina Road, Pimiwidon Street, Wanaki Road (all local roads), and Hemlock Road (a major collector).
- The proposed development is located within close proximity to existing and proposed transit routes, as described in Section 2.4 of this Report.
- The site will also be served by cycle tracks along Hemlock Road, and potential multi-use pathways to be located east of the site, as illustrated in **Figure 2-5**.
- Residents and visitors to the site will be able to move through the site using internal walkways which connect the five apartment buildings.

4. To ensure that new development respects the character of existing areas.

- The proposed development is located on lands which are currently vacant but whose character has been established through the policies in the Former CFB Rockcliffe Secondary Plan and Community Design Plan, as well as the site-specific Wateridge Village Phase 2B Design Guidelines and Architectural Controls.
- The low-rise apartment buildings conform with the land uses permitted on the block in the Former CFB Rockcliffe Community Design Plan and Secondary Plan.

5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

- The proposed development is designed to meet the vision of Wateridge Village as a compact urban community and meets the minimum residential density requirements for the block. The proposed apartment buildings contribute to a diversity of housing types within Wateridge Village.

6. To understand and respect natural processes and features in development design.

- No environmental constraints or natural heritage features or areas which would be impacted by the proposed development have been identified on the site.
- The Landscape Plan includes new trees along all four streets around the site, as well as extensive new landscaping internal to the site.
- Stormwater will be managed using municipal services on site, including dual drainage design to accommodate both major and minor stormwater runoff, ultimately discharging to the Eastern SWM Facility in Wateridge Village.

7. To maximize energy-efficiency and promote sustainable design to reduce the resources consumption, energy use, and carbon footprint of the built environment.

- Hard surface area has been minimized to the extent possible, and landscaping has been maximized on the site, with approximately 47% of the site area consisting of hard and soft landscaping.

In addition to the Design Objectives described above, development proposals need to be evaluated against the compatibility criteria set out in Section 4.11 Urban Design and Compatibility of the OP. **Table 4-7** provides an evaluation of the proposed development against the compatibility criteria set out in Policy 4.11.2.

Table 4-7: Evaluation of Proposed Development - City of Ottawa Compatibility Criteria

Evaluation Criteria	Measure of Compatibility
Views	The proposed 3-storey apartment buildings are of a height and scale permitted in the Community Design Plan, Secondary Plan, and zoning applicable to the site. The proposed development is not anticipated to impact or obstruct views from neighbouring properties. Based on the proposed site layout and building orientation, views will also be maintained through the property.
Building Design	The five proposed apartment buildings and community building are all oriented to face the surrounding streets and public realm, with articulated building entrances and windows contributing to active frontages. Garbage storage buildings are attached to the main buildings through covered breezeways and located internally; they are integrated into the site through building design and materials.
Massing and Scale	The proposed 3-storey apartment buildings are of a height, massing, and scale permitted in the Community Design Plan, Secondary Plan, and zoning applicable to the site. The proposed building heights of 14.6 m are below the maximum 16 m building height permitted in the zoning, and well below the maximum 20 m building height in the CDP and Secondary Plan. Proposed density for the site conforms to the Secondary Plan. The proposed development meets the required setback provisions in the zoning. Proposed lot coverage is 44.2% of the total site area, which provides for a balance between built form and open space / landscaped area on the site.
High-Rise Buildings	N/A
Outdoor Amenity Area	The proposed development includes significant outdoor amenity area comprised of internal walkways and landscaped open space, as well as an outdoor patio adjacent to a community building, for use by residents. In addition, private outdoor amenity spaces are provided through dwelling unit balconies.
Public Art	N/A
Design Priority Areas	N/A
First Nations Peoples Design Interests	The proposed development conforms with the requirements of the Community Design Plan and Secondary Plan, which were developed in consultation with the Algonquins of Ontario.

The proposed development meets the intent of the City of Ottawa's urban design objectives and compatibility criteria, as established in Sections 2.5.1 and 4.11 of the OP.

4.6.2 FORMER CFB ROCKCLIFFE SECONDARY PLAN (2015) – DESIGN DIRECTIONS

Section 3 of the Former CFB Rockcliffe Secondary Plan (2015) contains the following applicable design directions for parking and driveways:

- Surface parking areas are to be located within the interior of development blocks and separated on a minimum of three sides from public rights-of-way, parks and open spaces with built form.
- Entrances to above and below grade parking garages are to be directed to minor roads or private driveways, wherever feasible, to foster a pedestrian-oriented streetscape environment.
- Above grade parking garages or parking structures are not permitted along active frontages as identified in Schedule E Building Frontages.

The proposed surface parking area for visitors is located between Apartment Blocks 1 and 2, and surrounded by landscaping. The entrances to parking garages will be from Pimiwidon Street and Wanaki Road, which are identified as Local Roads (20 m right-of-way) in the Secondary Plan and Community Design Plan. The grade will be built up around the apartment buildings to screen the underground parking garages.

4.6.3 FORMER CFB ROCKCLIFFE COMMUNITY DESIGN PLAN – DESIGN GUIDELINES AND POLICIES

Section 6 of the Former CFB Rockcliffe Community Design Plan (CDP) (2015) contains design guidelines and policies for the development of the site, which are to be read in conjunction with the City's Zoning By-law and applicable city-wide urban design guidelines. The proposed development meets the following guidelines in **Table 4-8:**

Table 4-8: Applicable Design Guidelines and Policies - Former Rockcliffe CFB Community Design Plan

Guideline	Measure of Compatibility
LAND USES – LOW-RISE RESIDENTIAL	
Permitted residential uses in low-rise residential areas will include single-detached, semidetached, duplex, townhouse, stacked townhouse and low-rise apartment dwelling units.	The proposed development is comprised of low-rise apartment dwelling units.
HEIGHT, BULK AND MASSING	
The design of low-rise and mid-rise buildings should avoid straight continuous frontages longer than 40 metres. For longer frontages, buildings should be designed to appear as if they are composed of smaller parts using step backs or vertical breaks.	The proposed apartment buildings have continuous frontages of a maximum of 37.3 m. The facades of each apartment building incorporate vertical breaks through the use of varied building materials, windows, and balconies.
SETBACKS	
To create an appropriate transition between public and private space in low-rise, low- to mid-rise and mid-rise residential areas, buildings will be set	The proposed development includes a 5 m setback from lot lines all on sides, in accordance

Guideline	Measure of Compatibility
back a minimum of three metres from the street edge and a maximum of six metres.	with the provisions for planned unit developments in Exception 2312 in the Zoning By-law.
ARCHITECTURAL DESIGN AND BUILT FORM – LOW-RISE RESIDENTIAL BUILDINGS	
Every exterior façade on a building must have a high standard of design, not just the primary façade, to ensure that buildings are visually appealing from all angles and perspectives.	The proposed apartment buildings include articulated façades on all sides, including facing the interior of the site.
Large windows and upper storey balconies are encouraged in units facing parks to promote casual surveillance.	While the units do not face parks, some units do face landscaped open space within the interior of the site. The proposed apartment buildings include large windows and balconies, including facing the interior of the site, to promote casual surveillance.
To ensure that residential units achieve adequate privacy, the first floor may be raised slightly above street level. Landscape features such as low hedges, low walls and transparent fences can be used to delineate public and private open spaces.	First floor residential units are slightly elevated above street level. Landscaping and raised planter boxes at entranceways are used to delineate public and private open space.
LOADING AND SERVICING	
Loading, service and waste management areas, transformers, utility meters, heating, ventilation and air conditioning equipment should be located in non-prominent locations that do not detract from the aesthetic appeal of the street.	The proposed garbage storage buildings (attached to the main buildings by covered breezeways) are located within the interior of the site and accessed via the three (3) proposed driveways. As such, they are screened from view from the property lines. The garbage storage buildings are to be constructed of building materials which are cohesive with and complementary to the main apartment buildings. Other utilities are enclosed within utility rooms at each apartment building.
Loading areas and garbage enclosures should be screened from view from the front property line with a screening material that is complimentary to the primary building exterior materials.	
MOBILITY AND CIRCULATION	
All blocks containing stacked townhouse, apartment, mixed use or employment development will include publicly accessible connections within and through the blocks to provide pedestrian access to the community-wide system of sidewalks, multi-use pathways, cycle tracks and trails. Such connections within and through blocks must be wide enough to accommodate easements for utilities where required.	The proposed internal pathways are proposed for private use only, due to the City's maintenance requirements if these pathways were to be made public. As there are streets with sidewalks on all four sides surrounding the site and proposed cycle tracks along Hemlock Road, mobility and circulation around the site is maintained.
All new multi-unit dwellings, mixed-use buildings, and office buildings should provide enclosed and covered bicycle parking facilities within clearly visible areas either in the building or no greater than 15 metres from the building and must include bicycle ramps on exterior staircases. The quantity	Sheltered outdoor bicycle parking will be provided and integrated at the sides of the three (3) proposed garbage storage buildings (attached to the main buildings by covered breezeways), for use by residents. Sixty (60) bicycle parking

Guideline	Measure of Compatibility
of bicycle parking provided should reflect the density of the building.	spaces are provided, in accordance with the zoning requirements.
Outdoor bicycle parking should be located in easily accessible locations that offer natural surveillance and are protected from weather.	Bicycle parking is accessible from the driveway accesses and via the internal site pathways.
Bicycle parking facilities should be accessible in a manner that minimizes negative interaction with primary pedestrian routes. This includes the provision of landscaping and separated walkways where necessary.	
PUBLIC REALM - LANDSCAPING	
Fencing, trellises, decorative paving, and planters should be provided on development sites for shade, visual interest and to create a more comfortable and aesthetically pleasing environment for pedestrians.	The Landscape Plan for the proposed development features freestanding natural stone walls at the corners of the site and at the pathway entrance along Hemlock Road, as well as planter boxes at the main entrance buildings, and significant landscaping throughout the site, including: along the internal pathway system, framing two seating areas which are situated along the pathways, and surrounding the community building and patio.
Privately landscaped areas should be provided in transitional spaces to create an attractive transition between the public and private realm.	The proposed development includes extensive private landscaped areas, with 47% of the site area consisting of hard and soft landscaping.
Large canopy street trees, approximately seven to 10 metres apart, on any frontages of stacked townhouses, apartments, schools, offices and mixed-use buildings should be provided.	New trees will be planted within the public ROW by CLC, in accordance with the approved Landscape Plan for the subdivision.
Substantial portions of the landscaped yards and amenity areas should be covered in tree canopy at maturity.	Numerous trees are proposed within landscaped yards, including the interior of the site.
Hardwood, long-lived street trees should be selected that have a medium to large canopy size at maturity.	Approved subdivision trees are all medium-large deciduous species, except for the Pyrus species at the southwest corner of the site.
Street trees that are hardy to Ottawa’s climate, adaptive to urban conditions and tolerant of the site’s soil should be selected.	Approved subdivision trees are all hardy species.
Tree species should be alternated regularly throughout the site to protect tree communities from diseases that attack certain species.	Approved subdivision trees are all varied and alternated in groups.
UTILITIES AND INFRASTRUCTURE	
Utilities should be clustered or grouped where possible to minimize visual impact.	Utilities servicing the apartment buildings are enclosed within utility rooms.
SUSTAINABLE DESIGN GUIDELINES	

Guideline	Measure of Compatibility
Using access to natural daylight to reduce energy costs and to improve occupant health and productivity.	The proposed apartment buildings include large windows on all sides; buildings have generally been oriented north-south to minimize shadow impacts throughout the day and to enhance efficiency through passive solar energy capture.
Using landscaping and plants to shield buildings from wind and sun, thereby reducing heating and cooling costs.	The proposed development includes extensive landscaping, including within the interior of the site.
New buildings and developments should provide flexibility in the building floor plate, building envelope and building façade design to accommodate a range of uses and unit sizes over their lifespans.	The proposed apartment buildings contain a variety of unit sizes and floor plates, including 1-bedroom, 1-bedroom + den, 2-bedroom, 2-bedroom + den, and 3-bedroom units, ranging in size from approximately 73 m ² to 130 m ² (784 ft ² to 1,400 ft ²).
Buildings, where practical, should be oriented north-south to take advantage of daylighting and passive solar gain, in order to reduce the need for artificial lighting. Buildings should also be oriented to capitalize on natural ventilation for passive heating and cooling.	Buildings have generally been oriented north-south to minimize shadow impacts throughout the day and to enhance efficiency through passive solar energy capture.

The proposed development has taken into consideration the applicable design guidelines and policies of the CDP, and incorporated these design elements wherever possible.

4.6.4 URBAN DESIGN GUIDELINES FOR LOW-RISE INFILL HOUSING

The Former CFB Rockcliffe CDP identifies the City's Urban Design Guidelines for Low-rise Infill Housing as one of the key City guidelines that should be referred to at the time of implementation. The Urban Design Guidelines for Low-rise Infill Housing were completed in May 2012. They are intended to guide development of vacant lots or portions of vacant lots in established urban areas. The aim of the guidelines is to help create infill development that will:

- Enhance streetscapes;
- Support and extend established landscaping;
- Be a more compact urban form to consume less land and natural resources;
- Achieve a good fit into an existing neighbourhood, respecting its character, and its architectural and landscape heritage;
- Provide new housing designs that offer variety, quality, and a sense of identity;
- Emphasize front doors and windows rather than garages;
- Include more soft landscaping and less asphalt in front yards;
- Create at-grade living spaces that promote interaction with the street; and
- Incorporate environmental innovation and sustainability.

The proposed development is within the last large vacant infill area within the City's urban boundary and General Urban Area, and meets the following guidelines in **Table 4-9**, as outlined in the City's Urban Design Guidelines for Low-rise Infill Housing:

Table 4-9: Applicable Design Guidelines for Low-Rise Infill Housing

Guideline	Measure of Compatibility
STREETSCAPES	
Guideline 2.1 - Contribute to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locate principal entries, windows, porches and key internal uses at street level.	The proposed development includes principal entries on the ground floor facing the surrounding streets. Architectural details have been incorporated to articulate the front facades, including canopies and windows at the street level.
Guideline 2.2 - Reflect the desirable aspects of the established streetscape character.	The proposed development reflects the policies in the Community Design Plan and Secondary Plan, and setbacks from the streets comply with the zoning for the site. New trees will be planted within the public ROW by CLC, in accordance with the approved Landscape Plan for the subdivision, to line the streets surrounding the proposed development and create an attractive street edge.
Guideline 2.3 - Expand the network of public sidewalks, pathways and crosswalks, to enhance pedestrian safety.	Sidewalks are proposed along all streets surrounding the proposed development. Internal pathways are proposed through the site and will be designed to prioritize pedestrian safety through lighting and by orienting buildings to maintain visibility through the site.
Guideline 2.6 – Design accessible walkways, from private entrances to public sidewalks.	Walkways from the proposed apartment building entrances to public sidewalks are at-grade and accessible, with a width of 4.55 m which exceeds the minimum width required in the Zoning By-law.
LANDSCAPE	
Guideline 3.4 - Provide street trees in continuous planting pits or in clusters to support healthy growth.	New street trees will be planted along all streets surrounding the proposed development by CLC, in accordance with the approved Landscape Plan for the subdivision, to contribute to an attractive sidewalk edge.
BUILDING DESIGN (BUILT FORM)	
Guideline 4.1.1 - Ensure new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street, contribute to the animation, safety and security of the street.	The proposed development will be oriented to face the surrounding streets, with principal entranceways, windows, and balconies facing onto the streets.
Guideline 4.1.2 - Locate and build infill in a manner that reflects the existing or desirable planned neighbourhood pattern of development in	The proposed development reflects the desired neighbourhood pattern and built form envisioned

Guideline	Measure of Compatibility
terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks.	in the Community Design Plan and Secondary Plan. The proposed development includes setbacks, yards, building heights, and permitted projections which comply with the zoning for the site.
Guideline 4.1.4 – Orient buildings so that their amenity spaces do not require sound attenuation walls and that noise impacts are minimized.	The proposed apartment buildings are oriented to face the streets while providing for private amenity areas comprised of extensive landscaped open space within the interior of the site. As such, the buildings provide for noise attenuation. The community building fronting Hemlock Road will provide sound attenuation for the private patio space located behind the building, and further situated between two apartment buildings.
Guideline 4.1.6 - Contribute to the amenity, safety and enjoyment of open spaces by offering living spaces that face them.	Dwelling units and windows will face both the public realm on surrounding streets, as well as private amenity spaces comprised of extensive landscaped open space within the interior of the site.
Guideline 4.2.1 - Design infill in a manner that contributes to the quality of the streetscape, and that considers the impacts of scale and mass on the adjacent surrounding homes.	The building heights of the proposed development conform to and are lower than the permitted heights in Community Design Plan and Secondary Plan, and are lower than the maximum building heights permitted in the Zoning By-law. Proposed apartment buildings are designed in a manner to provide a consistent architectural style throughout the development. Articulation of façade materials, windows, balconies, and entranceways will include some variations to provide visual interest.
Guideline 4.3.1 - Design all sides of a building that face public streets and open spaces to a similar level of quality and detail. Avoid large blank walls that are visible from the street, other public spaces, or adjacent properties.	Proposed apartment buildings are designed to include high quality architectural details and will be consistent on all sides of each building. Building facades do not include large blank walls; windows, balconies, entranceways, and variations in building materials provide visual interest from the street and will form a continuous street frontage.
Guideline 4.3.3 - Provide primary building entrances that are inviting and visible from the street by: — Using quality and eye-catching materials and features at the entry — Adding architectural elements such as porches which promote street-oriented interaction	Primary building entrances, including the entrance to the community building, will be at-grade and will face the surrounding streets to animate all sides of the proposed development. Building materials that will be used include masonry, two different colours of brick, glass guards, pre-cast concrete, and two different colours of wood siding. An example of building

Guideline	Measure of Compatibility
- Keeping front doors prominent and close to the ground to match the pattern of the doors on the street, and to minimize exterior stairs for accessibility, as well as to ease year-round maintenance - Where the front door does not face the street, use architectural detailing, lighting and landscape design to clearly indicate the location and route to the front door.	materials and architectural treatments are previously illustrated in Figure 3-1 , which shows a similar Uniform development in Richardson Ridge, Kanata.
Guideline 4.3.6 – Where they are in keeping with the character of the neighbourhood, add front yard projections, such as porches, bay windows and balconies, to enhance the façade of the infill and contribute to the sociability of the street.	Balconies will be provided and will face both the surrounding streets and the interior of the site, to promote sociability and “eyes on the street”.
PARKING AND GARAGES	
Guideline 5.1 - Limit the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front and rear yard. Reduce the width and length of driveways and parking spots, and use permeable pavers to minimize the visual and environmental impacts of hard surface areas.	Parking spaces for residents will be located within underground parking garages, accessed by driveways. Three (3) driveways are proposed on the site, and will be shared between apartment blocks in order to minimize the number of vehicular accesses into the site, and to maximize area for soft landscaping. The width of driveways complies with the required width set out in the Zoning By-law.
Guideline 5.8 - Limit the number and width of access depressions (curb cuts), and share driveways in order to maintain as much on-street parking as possible.	

The proposed development has taken into consideration the applicable Urban Design Guidelines for Low-rise Infill Housing, and incorporated these design elements wherever possible.

4.6.5 URBAN DESIGN GUIDELINES FOR GREENFIELD NEIGHBOURHOODS

The Former CFB Rockcliffe CDP identifies the City's Urban Design Guidelines for Greenfield Neighbourhoods as one of the key City guidelines that should be referred to at the time of implementation. The Urban Design Guidelines for Greenfield Neighbourhoods were approved by Council in September 2007. A greenfield neighbourhood in the context of these guidelines refers to “a large area of land within the Urban Area that has not been developed previously, or that has the potential to be extensively redeveloped.” The proposed development is located in Ottawa's last large remaining greenfield development area within the City's urban boundary. These guidelines provide guidance for structuring the layout of the neighbourhood and designing and locating buildings during the subdivision and zoning review processes.

The proposed development meets the following guidelines as set out in **Table 4-10**:

Table 4-10: Applicable Design Guidelines for Greenfield Neighbourhoods

Guideline	Measure of Compatibility
Guideline 1 - Plan and build new communities based on the inherent capacity of the natural	The development takes into consideration the natural capacity in the area. Low-Impact

Guideline	Measure of Compatibility
landscape to sustain the community over time. Consider soils, landforms, natural and cultural features, habitats, watercourses and climate.	Development practices are proposed throughout Wateridge Village. The proposed development is compact and meets the minimum residential density targets for the area.
Guideline 2 - Create a connected network of parks, greenspaces and public lands that is structured by existing natural features and connected by pathways and sidewalks. Make this network easily accessible on foot or bike from homes throughout the neighbourhood.	The proposed development will be surrounded on all four sides by public sidewalks. It will also be served by cycle tracks along Hemlock Road, and potential multi-use pathways to be located east of the site. The site will also include a series of internal pathways for residents and visitors to the site, to link the proposed apartment buildings, garbage storage and bicycle parking areas, and the community building and patio.
Guideline 10 - Create a walkable neighbourhood with pathways, trails and sidewalks that are accessible year-round and that connect destinations such as transit stops, commercial areas, schools, community facilities and parks.	The site will be surrounded on all four sides by public sidewalks, and will also be served by cycle tracks along Hemlock Road, and potential multi-use pathways to be located east of the site. This multi-use active transportation network will connect to existing and new transit stops, retail and commercial uses, employment areas, community facilities, and parks.
Guideline 11 - Connect new streets to existing streets in adjacent developments and plan for future connections to land that has yet to be developed.	The streets surrounding the site are integrated into the new street network within Wateridge Village, with Hemlock Road and Tawadina Road providing east-west linkages, and Wanaki Road providing a north-south linkage.
Guideline 14 - Maximize opportunities for passive energy conservation and south facing exposure through street orientation, block pattern, building location and heights. Use vegetation and architectural detailing for shading and wind protection.	The proposed buildings are generally oriented north-south, in accordance with Section 6.3 of the Community Design Plan, to minimize shadow impacts throughout the day and to enhance efficiency through passive solar energy capture.
Guideline 21 - Select the most suitable zoning setback and road right-of-way width for the land use context and the road function. Provide sufficient space for the various elements in the front yard, the boulevard, and the road including: trees, sidewalks, utilities, cycling facilities, parking and travel lanes.	The proposed setbacks meet the required zoning standards. Sufficient space is available within the public ROW to accommodate new street trees and sidewalks.
Guideline 26 - Construct sidewalks on both sides of streets that serve key destinations, such as transit stops, greenspaces, or to community facilities like schools. Select the correct road right-of-way standard to allow for sufficient space for sidewalks and all streetscape elements.	Tawadina Road, Pimiwidon Street, and Wanaki Road are classified as local roads in the Former CFB Rockcliffe Community Design Plan and Secondary Plan, with a 20 m ROW, while Hemlock Road is classified as a major collector with a 26 m ROW. Sidewalks will be included along all four streets surrounding the proposed development.
Guideline 27 - Plant trees along all streets in a consistent pattern and coordinate with the location	New street trees will be provided between the proposed development and the public sidewalks

Guideline	Measure of Compatibility
of street amenities and utilities. Base selection and location of trees on soil conditions, bearing capacity, and urban forestry principles.	by CLC to create a consistent pattern to the street edges. Selection and location of street trees will be in keeping with the approved Landscape Plan for the subdivision, and City of Ottawa standards.
Guideline 32 - Design pathways, trails and walkways that are connected to the road right-of-way so that they link to a sidewalk and cross at an intersection.	The proposed walkways to the apartment buildings connect directly to the sidewalks. The internal pathways connect to the driveway accesses into the site and the proposed visitor parking lot, which connect to the road rights-of-way and public sidewalks.
Guideline 34 - Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections.	Buildings are located in keeping with the required front yard setback of 5 m, as set out in the Zoning By-law. The proposed development has been oriented to address the surrounding streets and maintains space to accommodate new street trees and the required utilities.
Guideline 35 - Mix various types of housing on each street while considering the relationship (height, size, bulk) between each other, and to existing houses.	The proposed apartment buildings contribute to a diversity of low-rise housing types within Wateridge Village, with building heights that conform to and are lower than that required in the Community Design Plan and Secondary Plan. The design of the proposed apartment buildings will provide a consistent architectural style throughout the development. Articulation of façade materials, windows, entranceways, and balconies will include some variations to provide visual interest within the development.
Guideline 37 - Design building façades so that windows and doors are prominent features that address the streets they front.	Windows and entranceways with canopies are emphasized on all sides of the apartment buildings fronting surrounding streets.
Guideline 44 - Design residential buildings so that garages do not dominate the width of the front façade and do not project past the front wall. Design driveways so that they are not wider than the garage.	Resident parking is proposed within underground parking garages. The proposed apartment buildings have been oriented such that the entrances to parking garages do not form part of the front façades and do not face the surrounding streets. Driveway widths meet the requirement of 6 m, as set out in the Zoning By-law.
Guideline 45 - Provide shared driveways for ground-oriented attached dwellings to maximize area for trees, utilities, on-street parking, and snow storage, and to minimize the physical disruption of sidewalks along the street.	The number of driveways has been limited by providing shared driveways between apartment buildings.

The proposed development has taken into consideration the applicable Urban Design Guidelines for Greenfield Neighbourhoods, and incorporated these design elements wherever possible.

4.6.6 WATERIDGE VILLAGE PHASE 2A & 2B URBAN DESIGN GUIDELINES AND ARCHITECTURAL CONTROLS

CLC has developed the Wateridge Village Phase 2A & 2B Urban Design Guidelines and Architectural Controls (January 2020), which provide a written and visual manual for achieving the built form and public realm policies contained in the Former CFB Rockcliffe Community Design Plan and Secondary in Phases 2A and 2B of the development. CLC will review all development concepts against these guidelines and architectural controls.

Many of the Wateridge Village Phase 2A & 2B Urban Design Guidelines and Architectural Controls are consistent with those in the Community Design Plan; as such, there is some repetition between **Table 4-8** and **Table 4-11**. The proposed development meets the following guidelines as set out in **Table 4-11**:

Table 4-11: Applicable Design Guidelines and Policies – Wateridge Village Phase 2A & 2B Urban Design Guidelines and Architectural Controls

Guideline	Measure of Compatibility
SECTION 3.0 GENERAL DESIGN GUIDELINES	
PERMITTED LAND USES – LOW-RISE RESIDENTIAL	
Permitted uses include duplex, townhouse, stacked townhouse, and low- to mid-rise apartment units. Live/work units and day cares are also permitted. Single-detached and semi-detached dwellings are also permitted by way of the Zoning By-law.	The proposed development is comprised of low-rise apartment dwelling units.
HEIGHT, BULK AND MASS	
Buildings over 7.5 metres in height, where practical, should be oriented north-south to minimize shadow impacts throughout the day and to enhance efficiency through passive solar energy capture.	The proposed apartment buildings are 14.6 m in height, and as such, have generally been oriented north-south to minimize shadow impacts throughout the day and to enhance efficiency through passive solar energy capture.
The design of low-rise and mid-rise buildings should avoid straight continuous frontages longer than 40 metres. For longer frontages, buildings should be designed to appear as if they are composed of smaller parts using step backs and vertical breaks.	The proposed apartment buildings have continuous frontages of a maximum of 37.3 m. The façades of each apartment building incorporate vertical breaks through the use of varied building materials, windows, and balconies.
SETBACKS	
To create an appropriate transition between public and private space in low-rise, low- to mid-rise and mid-rise residential areas, buildings will be set back a minimum of three metres from the street edge and a maximum of six metres.	The proposed development includes a 5 m setback from lot lines all on sides, in accordance with the provisions for planned unit developments in Exception 2312 in the Zoning By-law.

Guideline	Measure of Compatibility
ARCHITECTURAL DESIGN AND BUILT FORM	
Every exterior façade on a building must have a high standard of design, not just the primary façade, to ensure that buildings are visually appealing from all angles and perspectives.	The proposed apartment buildings include articulated façades on all sides, including facing the interior of the site.
Long frontages should be varied through the use of windows, different materials, variable façade and setbacks, colours, or architectural features such as bays or porches.	The façades of each apartment building incorporate vertical breaks through the use of varied building materials, prominent entranceways with canopies, large windows, and balconies.
Private amenity space should be incorporated into front yards, such as verandas, porches or at-grade landscape areas.	The building frontages include extensive landscaping to provide amenity space and visual interest from the street.
Large horizontal expanses of windows and upper story balconies are encouraged in units facing parks and streets to promote casual surveillance.	While the units do not face parks, some units do face landscaped open space within the interior of the site. The proposed apartment buildings include large windows and balconies, including facing the interior of the site, to promote casual surveillance.
To ensure that residential units achieve adequate privacy, the first floor may be raised slightly above street level. Landscape features such as low hedges, low walls and transparent fences can be used to delineate public and private open spaces.	First floor residential units are slightly elevated above street level. Landscaping at entranceways and along building faces is used to delineate public and private open space.
SECTION 4.0 ARCHITECTURAL CONTROLS	
BUILDING TYPOLOGIES – LOW-RISE APARTMENT BUILDINGS	
Building heights may range up to 16 metres maximum (4 storeys).	The proposed apartment buildings will be 14.6 m in height, with a raised grade to conceal the lower level walls of the underground parking garage.
Building setbacks should be minimized to maintain a strong relationship with the street and sidewalk while allowing sufficient space for a comfortable pedestrian zone and landscape opportunities.	The proposed development includes a 5 m setback from lot lines all on sides, in accordance with the provisions for planned unit developments in Exception 2312 in the Zoning By-law.
The design of the building should consider the overall form and rhythm of building elements to create a consistent and attractive building street façade that reinforces a human scale environment.	Building materials uses include masonry, two different colours of brick (red and grey), glass guards, pre-cast concrete, metal flashing, and two different colours of wood siding (dark and grey).
Building facades should provide visual interest through use of materials, colours, sophisticated wall articulation, windows and doors and style-appropriate architectural detailing.	Building materials that wrap around the building elevations provide rhythm and continuity on all sides of the buildings.
All facades exposed to public view should be highly articulated and detailed.	Visual interest is emphasized through horizontal and vertical breaks delineated through different building materials. Expansive windows and articulated entranceways with canopies and masonry walls further contribute to attractive building facades.

Guideline	Measure of Compatibility
Main entrances should be designed as a focal point of the building and should face the street. They should be recessed or covered and provide visibility to interior lobbies to allow for safe and convenient arrival and departure from the buildings.	Main entranceways are all oriented to face the street. They are covered by a canopy and sheltered by a wall projection, and include large expanses of glass to provide visibility to the interior lobby space.
The provision of semi-private amenity spaces (i.e. courtyards, plazas, etc.) at ground level is encouraged.	The proposed development includes a community building and patio space, as well as extensive landscaped open space areas, and two (2) seating areas situated along the internal pathway system within the interior of the site.
Residential apartments are encouraged to include covered private open space (i.e. balconies / terraces) where feasible to enhance the private living environment of residents.	The proposed apartment buildings include private covered open space in the form of balconies.
Parking should be provided in a nonobtrusive manner. Surface parking areas should be screened from street view through the use of landscaping or building location.	Resident parking is proposed within underground parking garages at each apartment building. A surface parking lot with eight (8) visitor parking spaces is proposed to front on Wanaki Road, but will be screened from view through surrounding grading and landscaping. Four (4) additional parallel visitor parking spaces are provided adjacent to the private way between Blocks 1 and 3, with the parking screened from view from the street.
BUILDING DESIGN – EXTERIOR MATERIALS AND COLOURS	
The use of high quality, durable building materials should be selected as the main cladding materials to support the intended architectural character of buildings.	Building materials used include masonry, two different colours of brick (red and grey), glass guards, pre-cast concrete, metal flashing, and two different colours of wood siding (dark and grey). Each apartment building will use one brick colour, but colours will be alternated across the apartment buildings on the site for visual interest. Building materials will wrap around elevations for continuity and visual interest on all sides of the buildings. Variety is provided between the different elevations using horizontal and vertical breaks delineated through different building materials.
Appropriate primary materials include masonry / brick (clay or concrete) brick, stone, and wood. Such primary materials should occupy approximately 60% of each building façade. Alternate primary materials may be considered by Canada Lands Company, subject to review and approval of conceptual designs and elevations.	
Appropriate secondary materials include stucco, architectural aluminum panels, concrete, tempered glass, aluminum clad window frames, and fiberglass doors (wood grained or flat panel). Such secondary materials should occupy no more than approximately 40% of any building façade. Alternate secondary materials may be considered by Canada Lands Company, subject to review and approval of conceptual designs and elevations.	

Guideline	Measure of Compatibility
Two to three exterior materials per building should be used to introduce texture and visual diversity to building surfaces. Streetscapes should provide a variety of colours in simple and effective ways that will contribute to a vibrant and rich residential neighbourhood. The overuse of similar colours is not permitted. Similar materials and colours may wrap around elevations from front to side, as long as variety is maintained along each elevation.	
Detailing is to be used to accentuate and not dominate. The selection, type and location of detailing should not conflict with adjacent and facing units. Masonry detailing such as base corbelling, belt coursing, lintels and keystone are to be use in keeping with the masonry style of the homes.	Masonry veneers will be used along the base of each apartment building and for the entranceway wall.
ENTRY FEATURES	
Entry doors should be visible from and oriented toward the front or corner lot lines.	Primary entranceways to each apartment building face the front lot line (Tawadina Road) and corner lot lines (Pimiwidon Street and Wanaki Road).
Entry features should be articulated through detailing or variation of materials.	Entranceways are articulated using masonry wall features, expansive glass windows and doors which provide visibility to the interior lobby, and a canopy.
Front building projections such as porches, canopies, and stairs are encouraged as transitional elements that provide access, amenity space, weather protection, and visual interest from the street.	Front building projections include the entranceway canopies which provide visual interest and weather protection, as well as balconies which provide amenity space.
LANDSCAPING – TREE AND PLANT MATERIAL	
A minimum of 1 new tree per lot should be planted in the right-of-way, in accordance with the approved landscape design drawings.	Trees within the right-of-way will be planted by CLC in accordance with the approved Landscape Plan for the subdivision. Tree locations may be adjusted to accommodate proposed driveways and entrances.
Tree planting should conform to all City of Ottawa policies, guidelines, and regulations, and should be coordinated with all underground utilities.	Tree planting will occur in accordance with the City's requirements and will be coordinated with underground utilities to avoid conflicts.
Plant materials used in landscaping should be low maintenance, pest and disease resistant and placed to ensure clear views into and out of semi-private open spaces.	Plant materials will adhere to these guidelines.

Guideline	Measure of Compatibility
All landscaping adjacent to a public right-of-way shall be consistent with, or complementary to, the right-of-way landscaping.	Proposed landscaping will respect the right-of-way landscaping.
LANDSCAPING – PAVEMENT SELECTION	
The use of permeable paving is strongly encouraged within the private landscape areas.	Clay soils may have an impact impeding infiltration; drainage to the storm system will still be required with use of permeable paving. Paving materials will be selected with consideration for slowing drainage to the storm system.
Every effort should be made to use porous or permeable pavement as an alternative to traditional driveway surfaces. Porous or permeable driveway materials should be combined with adequately sized landscaped areas to capitalize on opportunities to capture roof drainage and to increase the total amount of water run-off absorbed through infiltration.	
Where natural or permeable paving is not used, concrete should be considered for its ability to reflect light and heat as well as its suitability in providing for accessibility. This can be combined with permeable paving, which can be used to capture storm water runoff, rather than channeling water directly into storm sewers.	
LANDSCAPING - PRIVATE OPEN SPACES AND AMENITY AREAS	
Private open space and amenity areas may take the form of features including courtyards, plazas, forecourts, walkways, urban gardens, patios or enclaves.	The proposed development includes a community building and outdoor patio, as well as internal walkways and two (2) seating areas within the interior of the site. The walkways connect to the main site accesses, which connect to the surrounding sidewalks and streets, and provide a physical linkage to the extensive landscaped open space within the interior of the site. Based on the proposed site layout and building orientation, views will also be maintained through the interior of the property to the streets. The proposed development includes private amenity space in the form of balconies for individual units, in addition to the communal amenity space provided.
Multi-unit housing types such as townhouses and apartment buildings should provide opportunities for private amenity associated with individual units as well as communal outdoor amenity space.	
Private outdoor amenity space is encouraged to be physically and/or visually linked to adjacent streets or other open spaces, which may include coordination with adjacent streetscape design.	
Private outdoor amenity is to be coordinated within the block to be visually and, where appropriate, physically connected to create a cohesive pedestrian system.	
The provision of private indoor amenity space is also encouraged. Where possible, it should be contiguous with outdoor amenity areas.	
GARAGES AND DRIVEWAYS	
Garages and driveways will not front onto Hemlock Street, Codd’s Road, Tawadina Road or Wanaki Road.	Three (3) driveways are proposed to service the five (5) apartment buildings. Proposed accesses will be from Tawadina Road, Wanaki Road, and Pimiwidon Street, which is consistent with the Phase 2B Master Concept Plan (Figure 2-2 in the

Guideline	Measure of Compatibility
	Wateridge Village Phase 2A & 2B Design Guidelines and Architectural Controls document). Limiting access to the site to Pimiwidon Street would result in the need for vehicular driveways throughout the interior of the site; it is assumed that this guideline applies to garages and driveways for single-detached, semi-detached, and townhouse units.
STREETSCAPE AND PUBLIC REALM – GREEN STREETS	
As new development occurs, all streets should include enhanced landscape design through tree planting and landscaping in the public and private right-of-way.	Tree planting and landscaping will occur in accordance with the approved Landscape Plan for the subdivision.
Street trees should be placed to grow to maturity under urban soil conditions. A mix of species should be used within each street for variety and in case of disease. The use of soil cells or other technologies may be required.	Soil cells may be needed if soil volume in right-of-way and bridging to landscape areas cannot be achieved.
Street trees should be planted with appropriate soil volume in continuous tree trenches to allow for full growth and to ensure their long-term viability.	Street trees will be planted within the public ROW by CLC, in accordance with the approved Landscape Plan for the subdivision.
Street trees should generally be located within the boulevard and should be offset a minimum of 1.5 metres from the curb to accommodate snow storage, large vehicle movements and minimize salt damage. Where this is not possible, street trees should be located between the sidewalk and the public right-of-way.	Street trees will be located in coordination with the Composite Utility Plan.
Trees should be spaced consistently at 6.0 to 9.0 metre intervals (ideally) based on mature size. Additional distance may be required (10.0 to 12.0 metres) to ensure appropriate clearances from utilities, streetlights and sight triangles. Sight lines should also be considered in the location of trees planted at intersections.	Street trees will be planted within the public right-of-way by CLC, in accordance with the approved Landscape Plan for the subdivision.
Consider the type and location of trees to ensure that higher branching trees do not interfere with large vehicles.	Street trees will be planted within the public right-of-way by CLC, in accordance with the approved Landscape Plan for the subdivision.
Street trees and landscaping should be native or locally-adapted species.	Street trees will be planted within the public right-of-way by CLC, and trees and landscaping will be planted by Uniform in the interior of site, in accordance with the approved Landscape Plan and species list for the subdivision.
All shrubs and ground cover should be tolerant of urban conditions, should be noninvasive and be	Plantings and trees used on site will be non-invasive and non-toxic, and tolerant of an urban

Guideline	Measure of Compatibility
completely nontoxic, appropriate for use in public areas. Where possible, the principles of low impact development (LID) shall be implemented as directed by the City of Ottawa and/or CLC to control stormwater on-site and minimize discharge to the City's sewer system (See Section 5.1.2, Low Impact Development and Water Conservation).	environment. Plant material used will assist the slowing of runoff from the site to storm sewer systems and will be planted to allow infiltration of site water into the ground.
STREETSCAPE AND PUBLIC REALM – SIDEWALKS AND CROSSWALKS	
All sidewalks and crosswalks should be designed in accordance with the City of Ottawa Accessibility Design Standards.	All sidewalks will be designed in accordance with the City's requirements.
Continuous sidewalks should be provided on both sides of all streets and a minimum of 1.8 metres wide.	Continuous sidewalks will be provided along all streets surrounding the development, in accordance with CLC and City requirements.
The sidewalk should be constructed of brushed concrete to facilitate pedestrian movement and barrier-free accessibility. Where sidewalks cross driveways, they should be continuous.	Sidewalks will be concrete with a groomed finish and will allow full barrier-free accessibility across driveways.
Limited use of feature paving bands constructed of materials other than asphalt (including pavers or concrete) may be used. These materials may continue across driveways and signalized intersections to indicate pedestrian priority.	Coloured concrete is recommended for crossings.
Traffic calming measures such as street trees, bulb-outs and on-street parking are encouraged where appropriate.	Bulb-outs and street trees are included along Hemlock Road, in the approved right-of-way cross-section.
Incorporate traditional paving materials, such as standard concrete, for the majority of the sidewalk surface treatments.	Concrete will be installed for all sidewalks.
STREETSCAPE AND PUBLIC REALM – STREET FURNITURE	
Ground oriented pedestrian scale lighting along pedestrian walkways is strongly encouraged.	The proposed walkways through the interior of the site will be lit through decorative post top pedestrian lights, as indicated on the Landscape Plan. Other site lighting will include proposed surface parking lot lights, bollards around the community patio, and lights mounted on the apartment buildings.
STREETSCAPES	
Active Street Frontages are required primarily in the Core and along collector roads including Hemlock Road and Codd's Road. These areas will require: When facing a public street, park or parkette, the ground floor space should include uses that promote activities related to the building's uses, such as retail, service	The portion of Hemlock Road which forms the southern boundary of the site is designated as an active frontage. The main entrances to the apartment buildings in the proposed development are proposed to be along Tawadina Road, Pimiwidon Street, and Wanaki Road. However, the building frontages along Hemlock Road are composed of secondary

Guideline	Measure of Compatibility
businesses, building lobbies, residential units, and professional offices. • In anticipated areas of high pedestrian circulation, it is important for buildings to face the public realm to animate the street. • A minimum 50 percent of the ground floor facade facing the street to be composed of windows, active entrances facing the street for each tenancy. • Parking will not be permitted between the building and the street.	entrances and windows along the ground floor. Further, the proposed amenity area and patio include an active entrance along Hemlock Road, which further animates the street.
MAJOR COLLECTOR (26 M RIGHT-OF-WAY)	
Major collector roads will be contained within a 26 metre public right-of-way and will include segregated unidirectional cycle tracks on each side of the street. They will serve as welcoming points into the community and will provide the primary east-west and north-south connections through the site. They will be 'green streets' that accommodate the transportation function of the road while also incorporating high quality landscaping and innovative stormwater management facilities.	Hemlock Road, along the south end of the site, is classified as a major collector road. The streetscape design for Hemlock Road at the site will be in accordance with CLC and City requirements.
LOCAL ROAD (20 M RIGHT-OF-WAY)	
These roads will provide fine-grain connections that will maximize permeability throughout the community and encourage walking and cycling. Local roads will have a 20 metre right-of-way and accommodate a wider 4.25 m shared lane in each direction. Local roads will have sidewalks on either side of the street or a sidewalk on one side and a vegetated swale on the opposite side. Continuous trees within the boulevard will reinforce a strong urban tree canopy and augment front-yard trees on private property.	Tawadina Road, Pimiwidon Street, and Wanaki Road are classified as Local Roads. The streetscape and sidewalk design for these streets will be in accordance with CLC and City requirements.
SURFACE PARKING	
Surface parking should be located at the rear of buildings. If the lot is not deep enough, the parking should be located at the side of the building.	The proposed surface visitor parking lot will be situated between the sides of apartment Blocks 1 and 2.
Landscaping, or other parking area screening devices, should not obstruct the primary building façade or total visibility of the parking area.	The proposed parking area will be screened through the use of grading and landscaping, but some visibility and clear access will be maintained.

Guideline	Measure of Compatibility
Preferential parking for bicycles, energy efficient vehicles and car-share services are encouraged.	Bicycle parking will be provided at each garbage storage building. In the surface visitor parking lot, up to four (4) car charging area will be provided for energy efficiency vehicles.
Incorporate direct barrier-free and convenient pedestrian circulation routes within surface parking lots.	The barrier-free parking space proposed within the surface visitor parking lot will be located immediately adjacent to a walkway to provide direct access to the interior of the site and buildings. As the parking lot is within close proximity to Wanaki Road, direct pedestrian access is also available between the parking lot and the sidewalk.
Accessible parking spaces should be available in close proximity to barrier-free access ways to the entry of buildings.	Barrier-free parking spaces are also integrated into the underground resident parking, which provides direct access into the associated building.
SERVICING AND LOADING	
The City of Ottawa By-Law 2012-370 requires approved containers for collection of garbage, recyclable material, yard waste and organic material, from residential dwellings, multi-unit buildings.	Garbage and other containers will be in accordance with the City's requirements.
Where possible, garbage storage areas should be accommodated internally.	Three (3) garbage storage buildings are proposed within the interior of the site (connected to the main apartment buildings in Blocks 1, 2, and 3 by covered breezeways) and accessed via the three (3) proposed driveways. As such, they are screened from view from the property lines, and do not encroach into any required yards or setbacks.
Servicing enclosures should be constructed of materials that complement the main building (e.g. no chain link fencing).	
Service and refuse areas should be paved with an impervious surface of asphalt or concrete to minimize the potential for infiltration of harmful materials.	
Service and refuse areas should not encroach into the corner side or front yard set-back.	The garbage storage buildings are to be constructed of building materials which are cohesive with and complementary to the main apartment buildings. No chain link fencing is proposed on the site.
Mechanical equipment should be contained within the roof structure. Where this is not possible, the penthouses should contain the equipment and be obscured from public view.	The proposed development does not include rooftop mechanical penthouses. Mechanical equipment will be housed within the underground parking garages and utility rooms in each apartment building.
UTILITIES AND SERVICES	
All blocks containing stacked townhouse, apartment, mixed-use or employment development will include publicly accessible connections within and through the blocks. Such publicly accessible connections must be wide enough to accommodate easements for utilities where required.	The proposed internal pathways are primarily intended for use by residents and visitors to the site; however, they will be open to the public. As there are streets with sidewalks on all four sides surrounding the site and proposed cycle tracks along Hemlock Road, mobility and circulation around the site is maintained.

Guideline	Measure of Compatibility
Utilities should be clustered or grouped where possible to minimize visual impact.	At the time of this Planning Rationale, utility purveyors other than Hydro Ottawa have not yet been consulted for their designs. Best practices are to group electrical secondary feeds with telecommunication ducts to avoid conflicts with other site features. Enbridge Gas may utilize a single site service with trunk and branch system, or may service each building individually from the Wateridge Phase 2B rights-of-way, further minimizing visual impact. Gas meter locations have been located in inconspicuous locations.
Utility providers will be encouraged to consider innovative methods of containing utility services such as placing them on or within streetscape features (i.e. lamp posts) clustering them or reducing their visual impact by applying visually interesting designs to the exterior of utility boxes.	Hydro Ottawa will not entertain alternative servicing components; some nearby plantings may be possible to mask their infrastructure from the street. Coordination with the Landscape Plan will be completed once a final Hydro design is in place.
Where possible, utilities should be buried below grade, typically in the boulevard section of the right-of-way, where feasible. The use of a joint utility trench is encouraged for access and maintenance benefits.	Joint use trenching will be used wherever possible. No overhead utilities are proposed on site.
Utilities, including utility cabinets, transformer vaults, hydro metres and gas metres, should be incorporated into building design. Where this is not feasible, utilities should be placed in discrete locations and/or screened from public view, where they will not interfere with pedestrian movement or transit stops.	Each apartment building includes an internal utility room. A hydro transformer will be located on the site but will be screened from view with landscaping.
SECTION 5.0 SUSTAINABILITY	
ENERGY EFFICIENCY	
New buildings should be constructed from renewable and local materials where possible. Materials should be selected based on their longevity.	The selection of materials for both interior and exterior use are of high quality and durability for low maintenance, as the proposed development is comprised of rental units. Most construction materials, including interior finishes, contain a high proportion of recycled materials from regional suppliers.
New buildings and developments should provide flexibility in the building floor plate, building envelope and building façade design to accommodate a range of uses and unit sizes over their lifespans.	The proposed apartment buildings contain a variety of unit sizes and floor plates, including 1-bedroom, 1-bedroom + den, 2-bedroom, 2-bedroom + den, and 3-bedroom units, ranging in size from approximately 73 m ² to 130 m ² (784 ft ² to 1,400 ft ²).

Guideline	Measure of Compatibility
Buildings, where practical, should be oriented north-south to take advantage of daylighting and passive solar gain, in order to reduce the need for artificial lighting.	Buildings have generally been oriented north-south to minimize shadow impacts throughout the day and to enhance efficiency through passive solar energy capture.
Buildings should also be oriented to capitalize on natural ventilation for passive heating and cooling.	The proposed apartment buildings were not specifically designed for passive solar gain, as the preferred long south facing elevations were restricted by the density requirements and lot configuration. However, the long exposed east and west elevations do provide the capability to capture the west and east prevailing winds for natural ventilation.
Designs should allow for the future installation of renewable energy technologies such as photovoltaic cells or wind power systems to the greatest extent feasible.	The most viable source of renewable energy technologies will be determined in coordination with mechanical engineering for the proposed development. It is anticipated that making the proposed development solar-ready will likely be the most viable and cost-effective method.
Sustainable design elements should be incorporated into the character of the architecture and landscape design.	Landscaping will use plant material that is tolerant of urban conditions and does not require irrigation. Pavement colour and materials will be selected for the parking areas, driveways and pathways to reduce the albedo effect. LID principles of rain gardens and bio-swales will be used in conjunction with soil types that allow for infiltration.
Exterior heating, plumbing, dryer, or air conditioning vents should not be placed where they would affect the quality or temperature of air entering intakes.	The location of vents for appliances will be coordinated with mechanical engineering for the proposed development, and specification requirements for each manufacturer for each appliance. The locations of vents (exhaust and intakes) will also be coordinated with the design of the exterior elevations.
LOW IMPACT DEVELOPMENT AND WATER CONSERVATION	
All LID measures shall be designed to achieve the infiltration, erosion, and water quality targets as summarized in the Developer's Checklist for Low Impact Development.	Landscaped area drainage will be directed into a swale drainage system which connects to the storm sewer system.
Suitable LID measures have been recommended by land use type and may include a combination of the following: soakaways, trenches and chambers, downspout disconnection, soil amendments, bioretention, infiltration basis, bioswales and biofilters, permeable pavers, vegetated or grassed swales, and perforated pipe.	Roof leaders from the apartment buildings will be constructed such that runoff is directed to grass areas, to promote water quality treatment through settling, absorption, filtration and infiltration and a slow release rate to the conveyance network. All landscaped areas will be prepared with amended topsoil prior to placing sod and other vegetation.
Porous pavement and landscaped areas with adequate size and soil conditions should be	The proposed development will include flat vegetated swales where possible to encourage

Guideline	Measure of Compatibility
maximized to capture roof drainage and increase the total amount of water run-off absorbed through infiltration.	infiltration and runoff treatment, catchbasin and maintenance hole sumps, and pervious yard drainage which uses a filter wrapped perforated drainage pipe constructed below the rear yard swale.

The proposed development has taken into consideration the applicable Wateridge Village Phase 2A & 2B Urban Design Guidelines and Architectural Controls, and incorporated these design elements wherever possible.

5 SUMMARY OF OPINION

It is the professional opinion of WSP that the proposed development represents good land use planning and is appropriate for the site for the following reasons:

- The proposed development supports and is consistent with the 2020 Provincial Policy Statement.
- The proposed development conforms to the City's Official Plan strategic directions and policies and is permitted in the applicable land use designation.
- The proposed development meets many of the City's Design Objectives, as well as the Compatibility criteria outlined in Section 2.5.1 and 4.11 the Official Plan.
- The proposed development has taken into consideration the applicable Urban Design Guidelines for Low-Rise Infill Housing and Urban Design Guidelines for Greenfield Development.
- The proposed development has taken into consideration the applicable CLC Wateridge Village Phase 2A & 2B Urban Design Guidelines and Architectural Controls.
- In accordance with the Agreement of Purchase and Sale, CLC will review the site plan, landscape plan, engineering drawings, architectural elevations, and the Planning Rationale and Design Brief. Any revisions will be incorporated into this Site Plan application submission to the City.
- The proposed development complies with the general intent and standards of the Zoning By-law.

In conclusion, the proposed Site Plan Control application to support the proposed planned unit development at 475 Wanaki Road represents good planning and is in the public interest.

Please feel free to contact us at Nadia.De-Santi@wsp.com or 613-690-1114 or at Anita.Sott@wsp.com or 613-690-1121 if you have any questions or require additional information.

Yours truly,

WSP



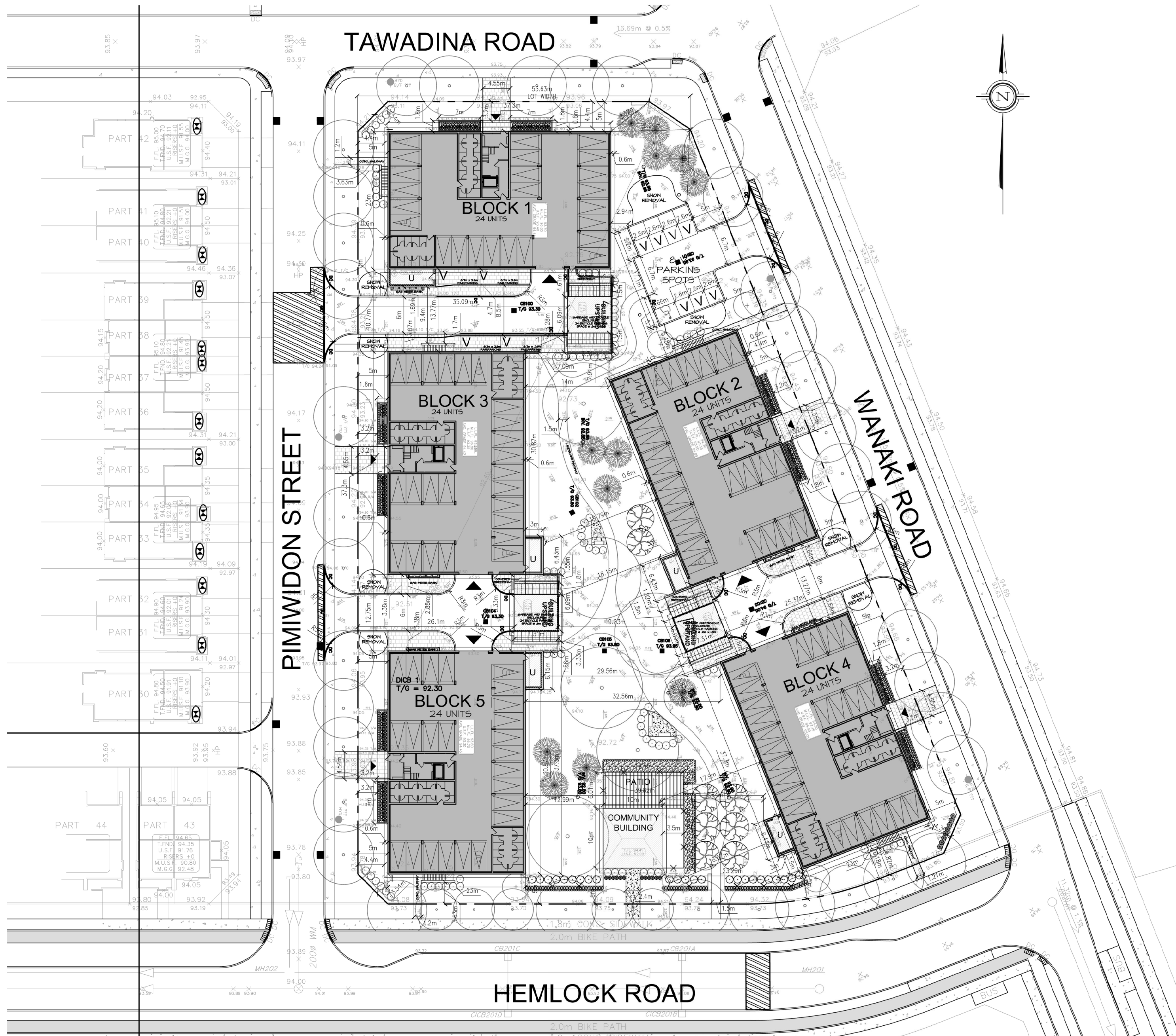
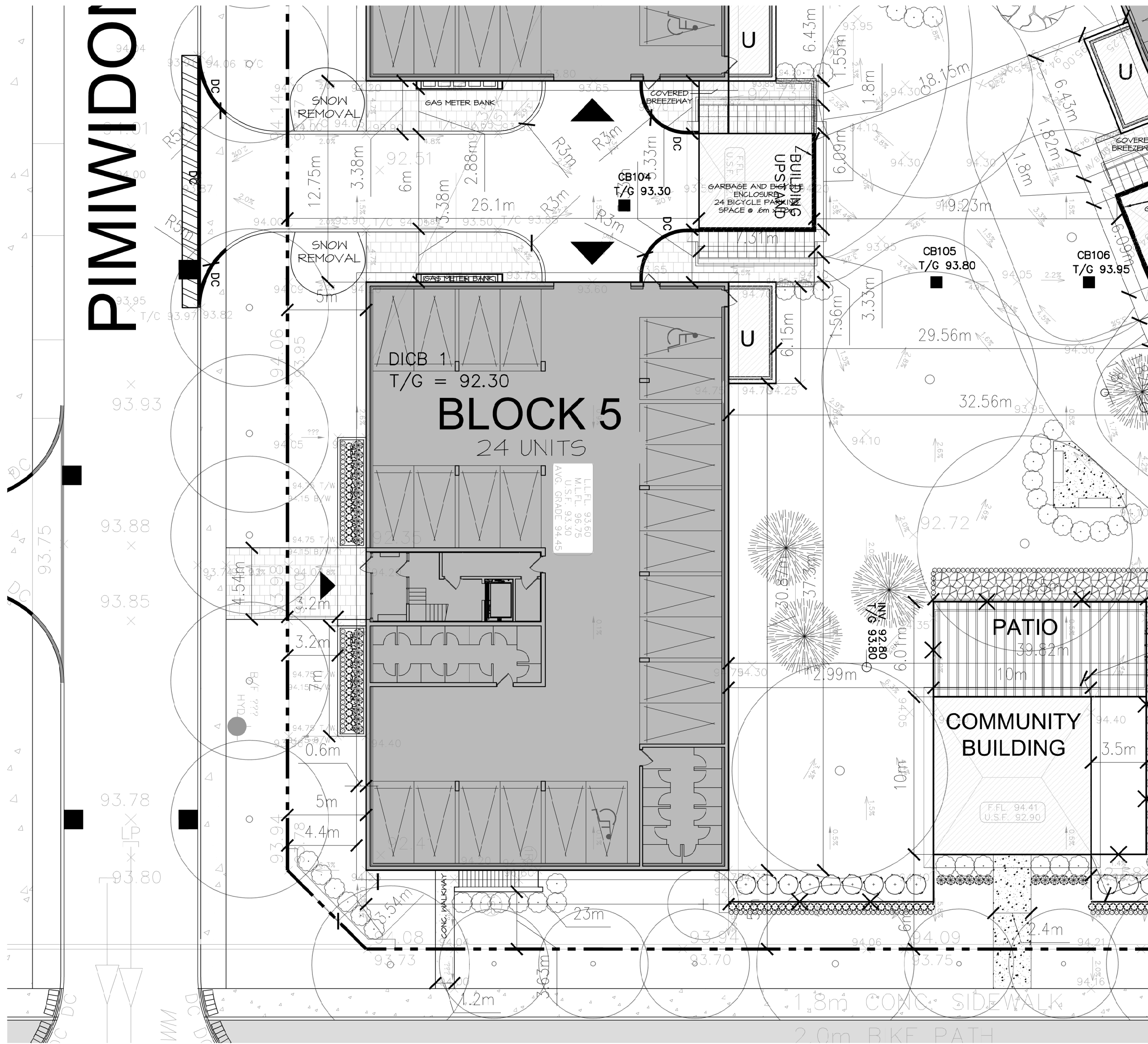
Nadia De Santi, MCIP, RPP
Senior Project Manager



Anita Sott, MCIP, RPP
Senior Planner

APPENDIX

A SITE PLAN



SITE DATA

SITE STATISTICS (NUMBER OF UNITS + GROSS BUILDING AREA)			
BLOCK 1	24 UNITS	9325m ²	
BLOCK 2	24 UNITS	9325m ²	
BLOCK 3	24 UNITS	9325m ²	
BLOCK 4	24 UNITS	9325m ²	
BLOCK 5	24 UNITS	9325m ²	
COMMUNITY BLDG.	100m ²		
TOTAL	120 UNITS	4,651.5m ²	

LOT COVERAGE	
TOTAL LOT AREA:	10,541m ²
TOTAL GROSS BUILDING AREA:	4,651.5m ²
TOTAL LOT COVERAGE	44.2%
TOTAL HARD SURFACE AREA:	1,680m ²
TOTAL LOT COVERAGE	15.9%
TOTAL LANDSCAPE AREA:	4,354m ²
TOTAL LOT COVERAGE	41%

APPROVAL SIGNATURE

APPROVED ☐ REFUSED ☐

DATE _____

DERRICK MOODIE, ACTING MANAGER, DEVELOPMENT REVIEW, SUBURBAN SERVICES

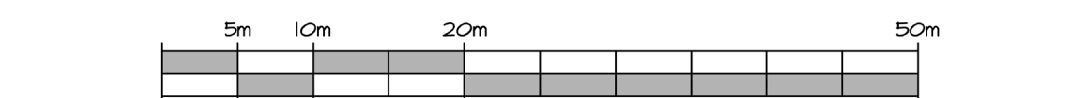
SITE DATA - CONTINUED

COMMUNITY BUILDING	
HEIGHT	5m
AMENITY AREA:	
6,039m ² TOTAL AMENITY AREA:	
864m ² PRIVATE BALCONIES IN UNITS +	
109m ² COMMUNITY BUILDING +	
116m ² COMMUNITY BUILDING PATIO +	
4,959m ² TOTAL EXTERIOR LANDSCAPE AREA (SEATING, PATHWAY,	
LANDSCAPE)	

SURVEY INFORMATION	
ANNIS, O'SULLIVAN, VOLLEBECK LTD.	
ONTARIO LAND SURVEYORS	
14 CONOURSE GATE, SUITE 500	
NEPEAN, ON K2E 7S6	
CONTACT:	
ANDREW BROOKHAM	
TEL: 613-121-4353	

PLAN OF SUBDIVISION OF	
PART OF LOTS 22 And	
23 CONCESSION 1	
GEOGRAPHIC TOWNSHIP OF GLOUCESTER	
AND	
BLOCKS 27 And 28	
REGISTERED PLAN 4M-1501	
CITY OF OTTAWA	

GRAPHIC SCALE 1 : 500



SITE STATISTICS

PLANNED UNIT DEVELOPMENT ZONING MECHANISM			
ZONING: R5Y - RESIDENTIAL FIFTH DENSITY ZONE EXCEPTION [2312]			
DWELLING TYPE: PUD - 120 APARTMENT UNITS		REQUIRED	PROPOSED
MIN. WIDTH OF PRIVATE DRIVEWAY		6.0m	6.0m
MIN. SEPARATION AREA BETWEEN BUILDINGS		3.0m MIN.	3.33m MIN.
SETBACKS	FRONT YARD - TAHADINA RD.	5m	5m
	INTERIOR SIDE YARD	5m	N/A
	CORNER SIDE YARD - PIMIWDON ST. AND WANAKI RD.	5m	5m
	REAR YARD - HEMLOCK RD.	5m	5m
MIN. LOT WIDTH		N/A	55.63m
MIN. LOT AREA		1400m ²	10541m ²
MAX. BUILDING HEIGHT		6m	14.6m

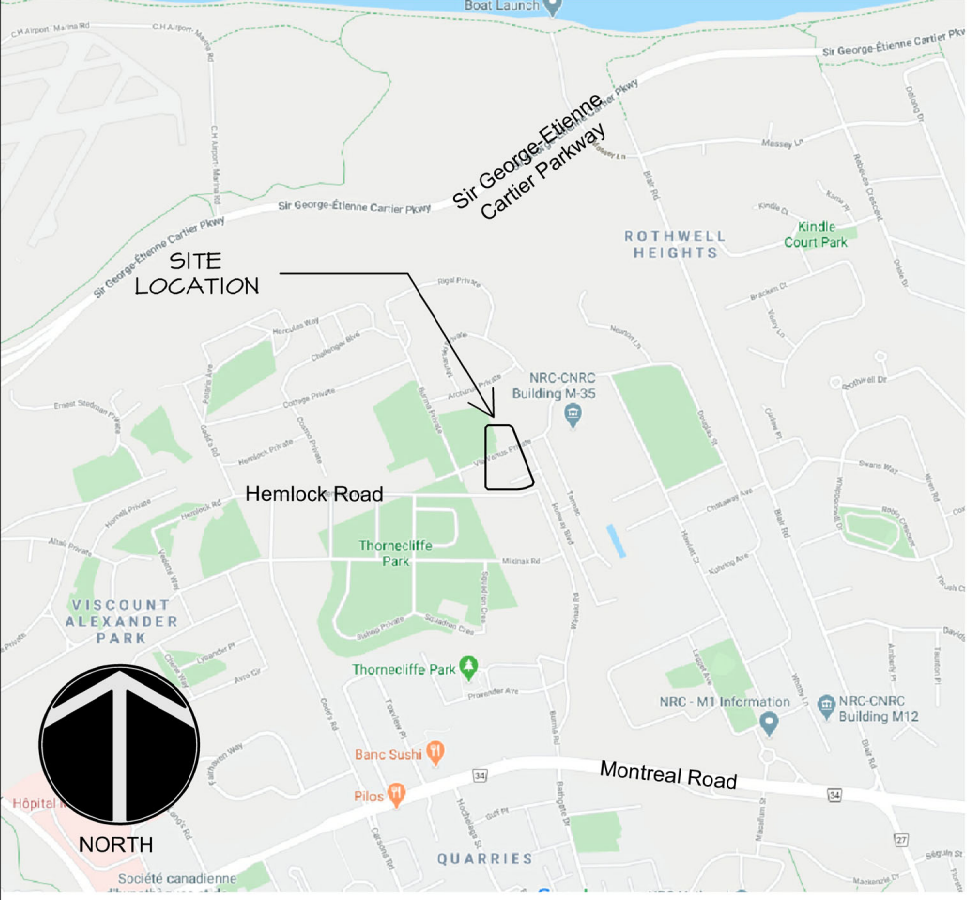
CONSULTANTS

ARCHITECT HOBIN ARCHITECTURE INC. 63 PAMILLA STREET, OTTAWA, ON K1S 3K7	GEOTECHNICAL PATERSON GROUP CONSULTING ENGINEERS, 154 COLONNADE ROAD SOUTH, OTTAWA, ON K2E 1J5
CONTACT: BILL RITCEY TEL: 613-236-1200 FAX: 613-265-2005	CONTACT: DAVID GILBERT TEL: 613-226-1391 FAX: 613-226-6344
LANDSCAPE ARCHITECT LASHLEY + ASSOCIATES CORP./ 950 GLADSTONE AVE. SUITE 202, OTTAWA, ON K1T 3E6	CONTACT: DAVID LASHLEY TEL: 613-233-6514 FAX: 613-233-4051
SITE SERVICES & GRADING IBI GROUP OTTAWA 333 PRESTON STREET, SUITE 400 OTTAWA, ON K1S 5N4	CONTACT: RYAN MAGLADERY TEL: 613 225 1311 EXT. 6406 FAX: 613 225 4868

PARKING REQUIREMENTS - RESIDENTS

PARKING PROVISIONS 2008-250 SECTION 106	
RESIDENTS REQUIRE	PROVIDED
54 RESIDENT SPACES [20, (20-12)x0.5]	120 RESIDENT SPACES 10 of which are B.F. @ 2.4mx5.2m / in 1.5m access isle
102 VISITORS (0.1x102)	12 VISITORS 7 @ 2.6mx5.2m 1 B.F. @ 3.6mx5.2m 4 @ 2.6mx6.1m
65 SPACES	132 TOTAL
BICYCLE 0.5 x 120 UNITS = 60 SPACES	BICYCLE 60 OUTDOOR SPACES @ .6m x 1.8m

LOCATION MAP



Hobin Architecture Incorporated
63 Pamilla Street
Ottawa, Ontario
Canada K1S 3K7
T: 613-238-7200
F: 613-235-2005
E: mail@hobinarc.com
hobinarc.com

HOBIN ARCHITECTURE

project title
WATERIDGE FLATS
BLOCK 5
STYLE A, PEAKED ROOF
TAWADINA ROAD, OTTAWA, ONTARIO

drawing title
SITE PLAN

drawn HL	date SEPT/20	scale 1:500
project 2012		drawing no. SP-1
revision no.		



007-12-15.0149 #17076

APPENDIX

B

PROPOSED ELEVATIONS

FINISH MATERIAL LEGEND:	
AS	ASPHALT SHINGLES
BV-1	BRICK VENEER - COLOUR 1
BV-2	BRICK VENEER - COLOUR 2
GG	GLASS GUARD
HBP	JAMES HARDIE (SMOOTH FINISH)
M-FL	PRE-FIN. METAL FLASHING
MV-1	MASONRY VENEER 1
PC	PRE-CAST CONCRETE
WS-1	HORIZONTAL WOOD SIDING DARK
WS-2	HORIZONTAL WOOD SIDING GREY



FINISH MATERIAL LEGEND:	
AS	ASPHALT SHINGLES
BV-1	BRICK VENEER - COLOUR 1
BV-2	BRICK VENEER - COLOUR 2
GG	GLASS GUARD
HBP	JAMES HARDIE (SMOOTH FINISH)
M-FL	PRE-FIN. METAL FLASHING
MV-1	MASONRY VENEER 1
PC	PRE-CAST CONCRETE
WS-1	HORIZONTAL WOOD SIDING DARK
WS-2	HORIZONTAL WOOD SIDING GREY



FINISH MATERIAL LEGEND:	
AS	ASPHALT SHINGLES
BV-1	BRICK VENEER - COLOUR 1
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GG	GLASS GUARD
HBP	JAMES HARDIE (SMOOTH FINISH)
M-FL	PRE-FIN. METAL FLASHING
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WS-1	HORIZONTAL WOOD SIDING DARK
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Wateridge Flats

SIDE ELEVATION 1

SCALE: 1 : 125

JUNE 4TH, 2020

FINISH MATERIAL LEGEND:	
AS	ASPHALT SHINGLES
BV-1	BRICK VENEER - COLOUR 1
BV-2	BRICK VENEER - COLOUR 2
GG	GLASS GUARD
HBP	JAMES HARDIE (SMOOTH FINISH)
M-FL	PRE-FIN. METAL FLASHING
MV-1	MASONRY VENEER 1
PC	PRE-CAST CONCRETE
WS-1	HORIZONTAL WOOD SIDING DARK
WS-2	HORIZONTAL WOOD SIDING GREY

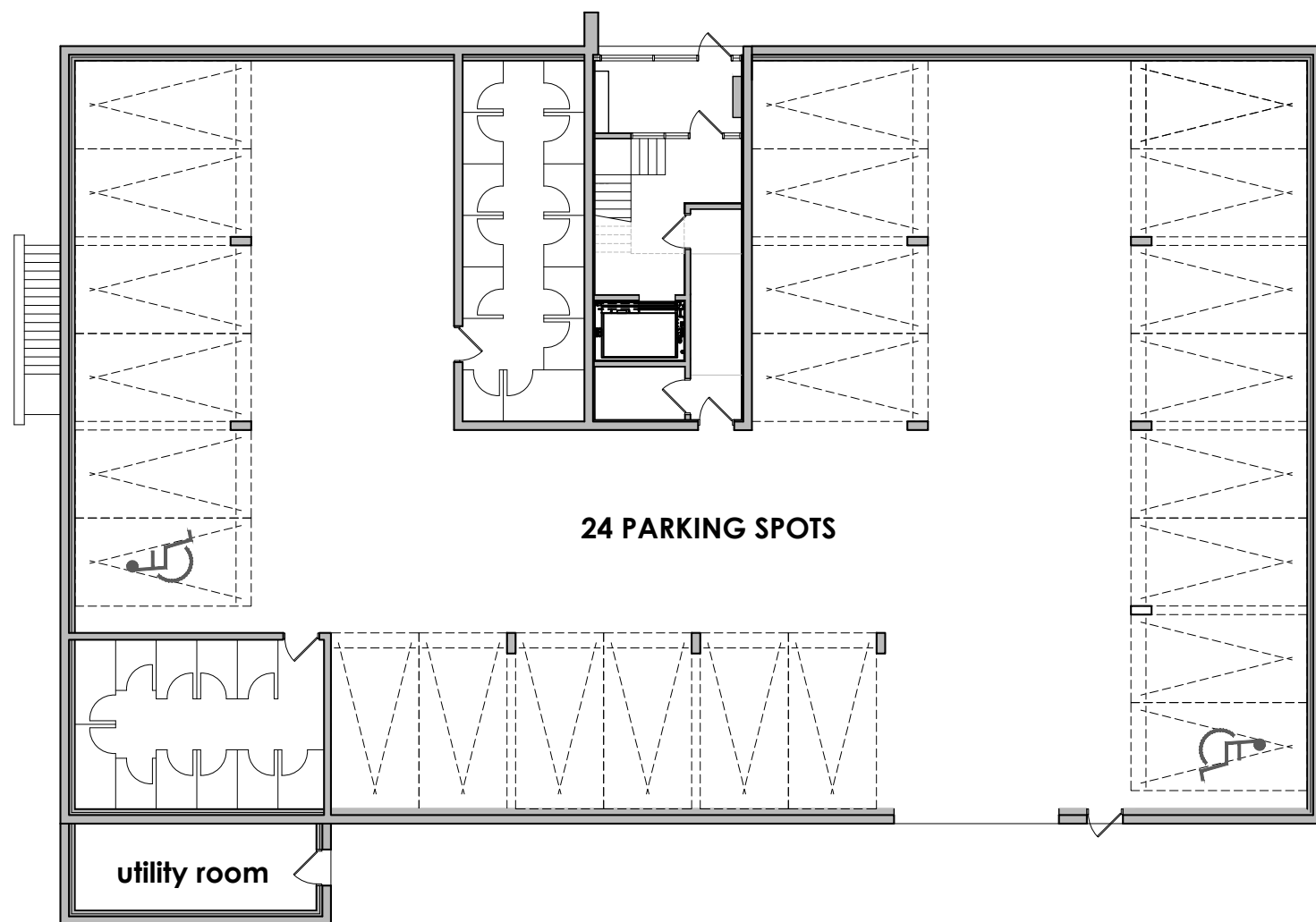


Wateridge Flats

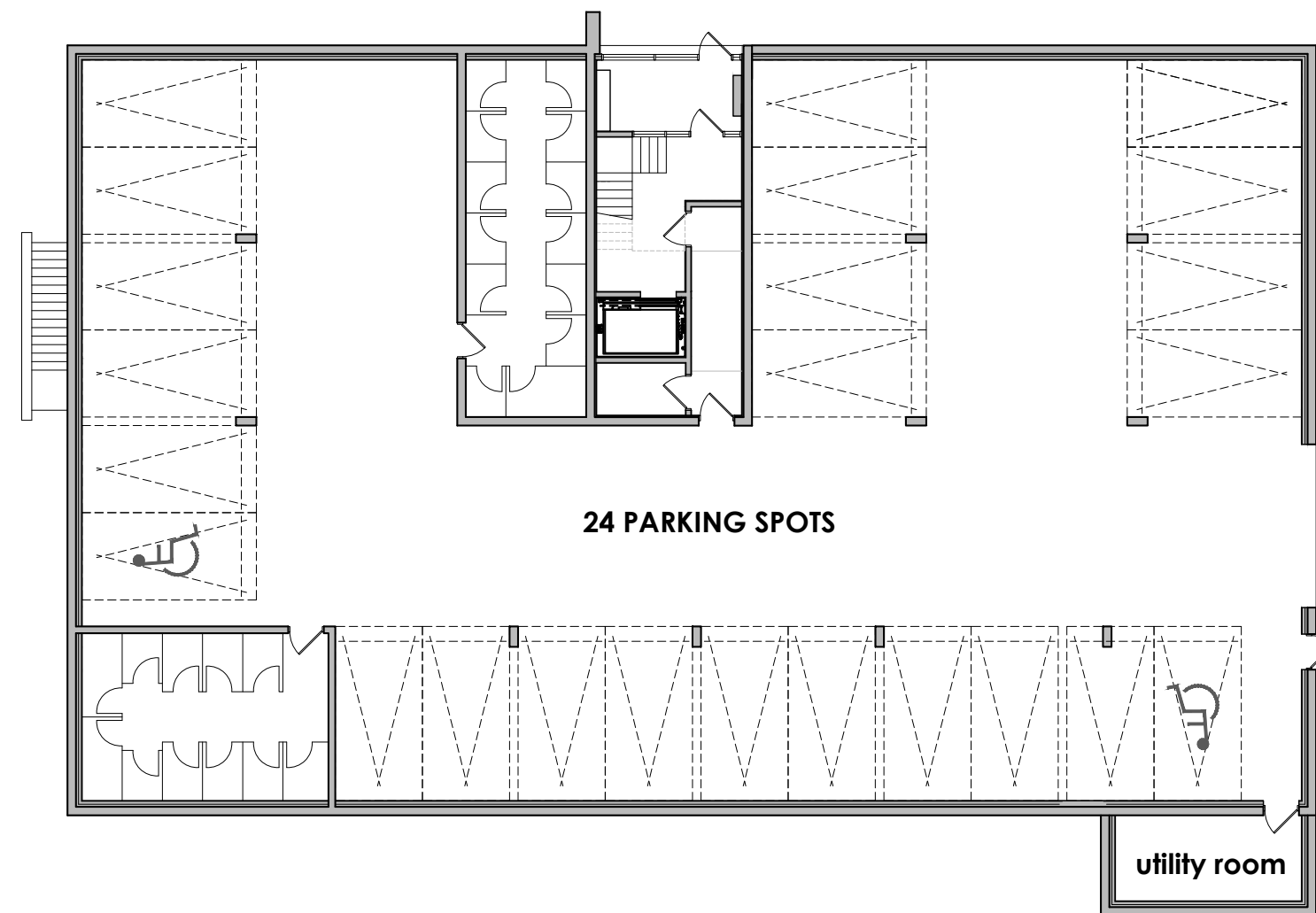
SIDE ELEVATION 1

SCALE: 1 : 125

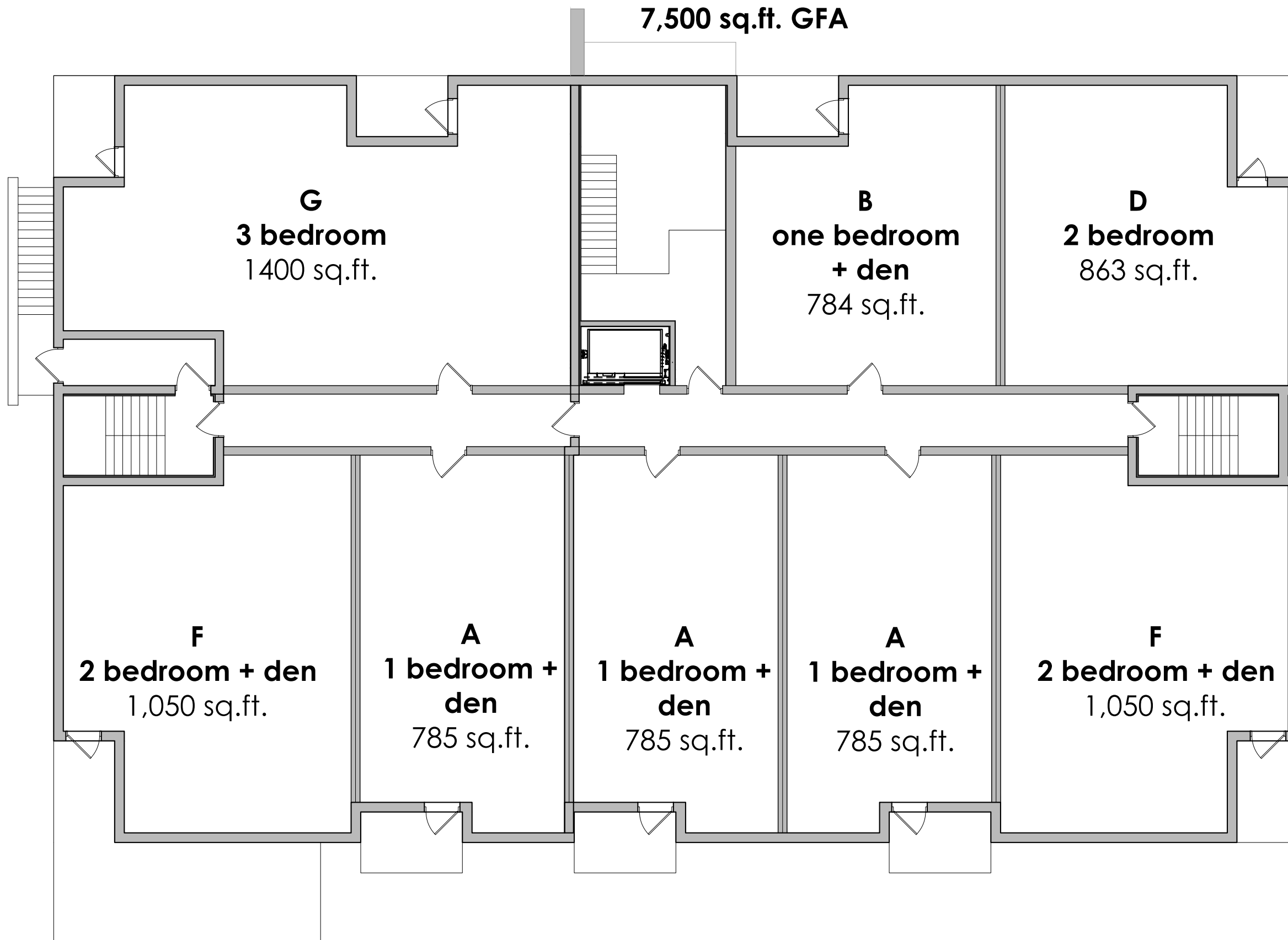
JUNE 4TH, 2020

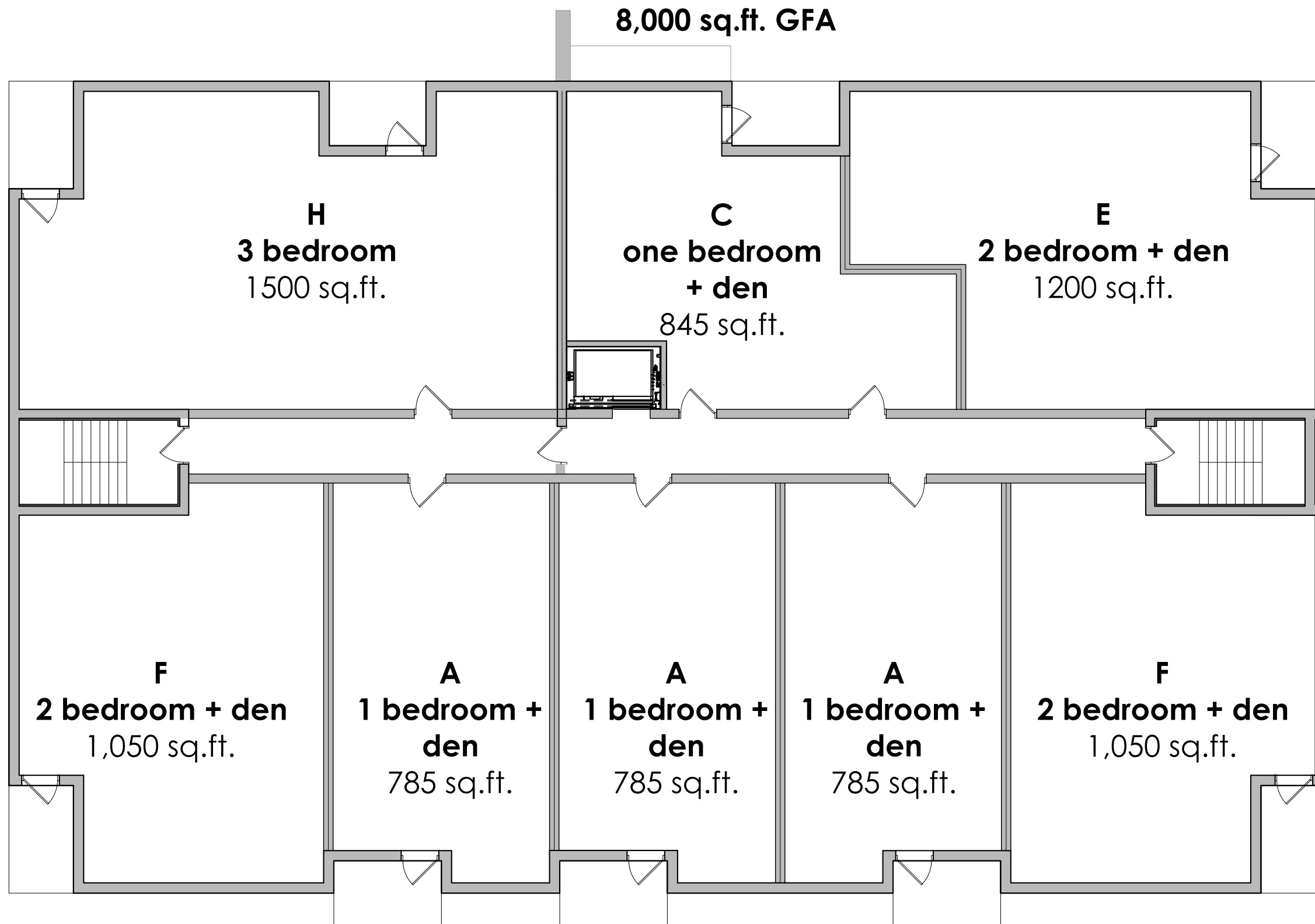


BLOCK 1



BLOCK 2, 3, 4 & 5





APPENDIX

C

PROPOSED BUILDING
CONCEPTS



Wateridge Flats

LOOKING NORTH WEST ON THE CORNER
OF HEMLOCK RD. AND WANAKI RD.

JUNE 4TH, 2020



Wateridge Flats

LOOKING NORTH EAST ON THE CORNER OF
HEMLOCK RD. AND PIMIWIDON RD.

JUNE 4TH, 2020



Wateridge Flats

LOOKING SOUTH WEST FROM THE CORNER
OF TAWADINA RD. AND WANAKI RD.

JUNE 4TH, 2020





Wateridge Flats

LOOKING NORTH ON HEMLOCK RD.

JUNE 4TH, 2020





Wateridge Flats

HEMLOCK ELEVATION LOOK EAST