



**Design Brief – 1000/1050 Tawadina Road  
WATERIDGE VILLAGE, PHASE 2**



**RORTAR**  
Land Development Consultants

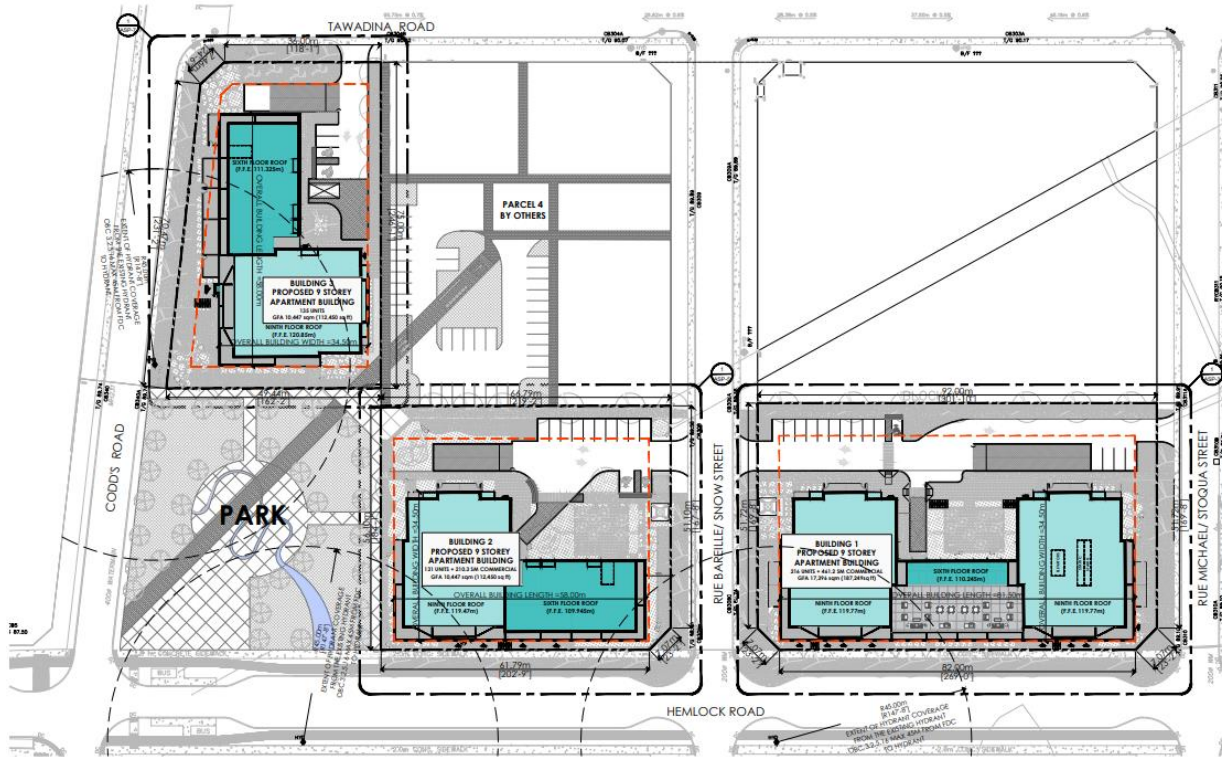
# DESIGN BRIEF

The master plan for this project sits on former Canadian Forces Base (CFB) Rockcliffe. Until recently it was the largest undeveloped piece of land within the Ottawa Greenbelt and its exceptional location is with commanding views of the Ottawa River.



**Figure 1 – Extent of development on former Canadian Forces Base (CFB) Rockcliffe with Ottawa River to the north.**

The design addresses the implementing goals of the former CFB Rockcliffe Secondary Plan. It attempts to promote a sense of identity and promotes healthy connectivity with the surrounding community.



**Figure 2 – Site Plan showing connectivity with neighboring land uses and future City of Ottawa park.**

The sense of identity is achieved through the design of the proposed built form, building massing that enhances the pedestrian experience and integration with neighboring recreational land use.

**LOCATION AND COMMUNITY CONTEXT**

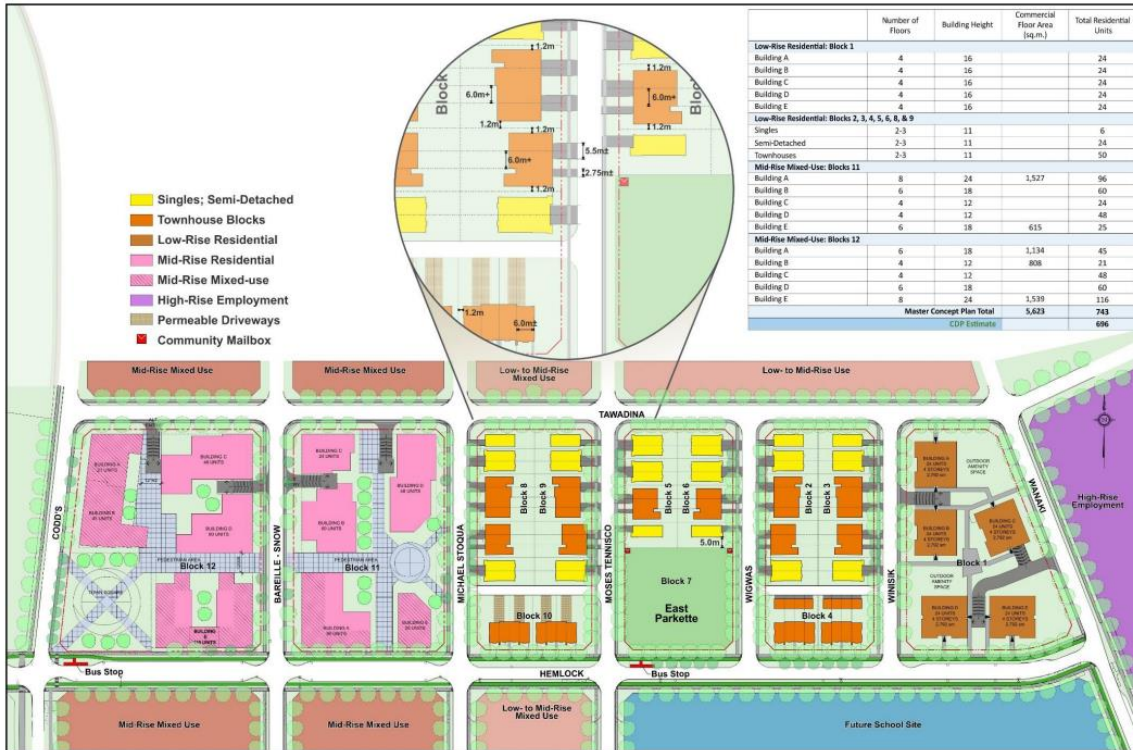
The subject lands are proposed to include development blocks 1,3 and 5 of Phase 2 of the Wateridge Community. The Wateridge Community, located east of Downtown Ottawa, is a master planned redevelopment project by Canada Lands Corporation of the former Canadian Forces Base (CFB) Rockcliffe Airbase.

As such, Bayview Group was the successful candidate in the acquisition of Blocks 1, 3 and 5 in Phase 2. The subject lands are comprised of three development parcels north of Hemlock Road and bounded by Codd’s Road to the west, Tawadina Road to the north and Michael Stoqua Street to the east.



**Figure 3 – Site shown located within the CFB development context.**

The intent for this community is to be a “contemporary mixed-use community, walkable and cycling-supportive, transit-oriented and built with human scale”. The subject lands are designated for the highest density within Wateridge Village. The Community Design Plan for The Wateridge Village Phase 2A and 2 B Urban Design Guidelines and Architectural Controls completed for Canada Lands Corporation (CLC) was created to serve as a manual to implement the goals of the former CFB Rockcliffe Secondary Plan. The manual is written and graphic document that provides guidelines focusing on elements of private properties, including building location and orientation, site entrances, fences, landscaping, façade treatment and materiality. The guidelines are to be applied to all Phase 2 development and CLC must review the development concept prior to Site Plan Control Application is submitted to the City of Ottawa for consideration.



**Figure 4 – Wateridge Village Phases 2A and 2B Urban Design Guidelines and Architecture Controls**

The development site is identified in the Guidelines as being appropriate for Mid-Rise Mixed Use. A set of planning principals have been developed based on the existing conditions of the site and the planning context of Ottawa. The central themes of these principals are:

- Complete Mixed-Use Community
- Connectivity
- Integrating Sustainability and Resiliency
- The Pedestrian Environment
- Algonquin Heritage
- Military Heritage
- Human Scale and Enclosure

The proposal for the development blocks feature three (3) nine storey apartments which will incorporate urban design and landscape design that incorporate the development principles mentioned above. The architectural controls in the design guidelines aim to create a sense of identity and increase connectivity with the surrounding context, as well as create an efficient, attractive, healthy and safe neighbourhood.

The proposed development meets the following guidelines and architectural controls:

### ***Mid-Rise Mixed Use Buildings***

*Ground floor heights should be a minimum of 4.5 metres to accommodate retail uses and provide sufficient clearance for loading areas – All first-floor heights, in all three buildings, are 4.5 m to accommodate for retail/commercial uses.*

*For commercial frontages, 75% of wall surface on the ground floor should be occupied by windows – Window coverage along the street frontages exceeds the 75% guideline.*

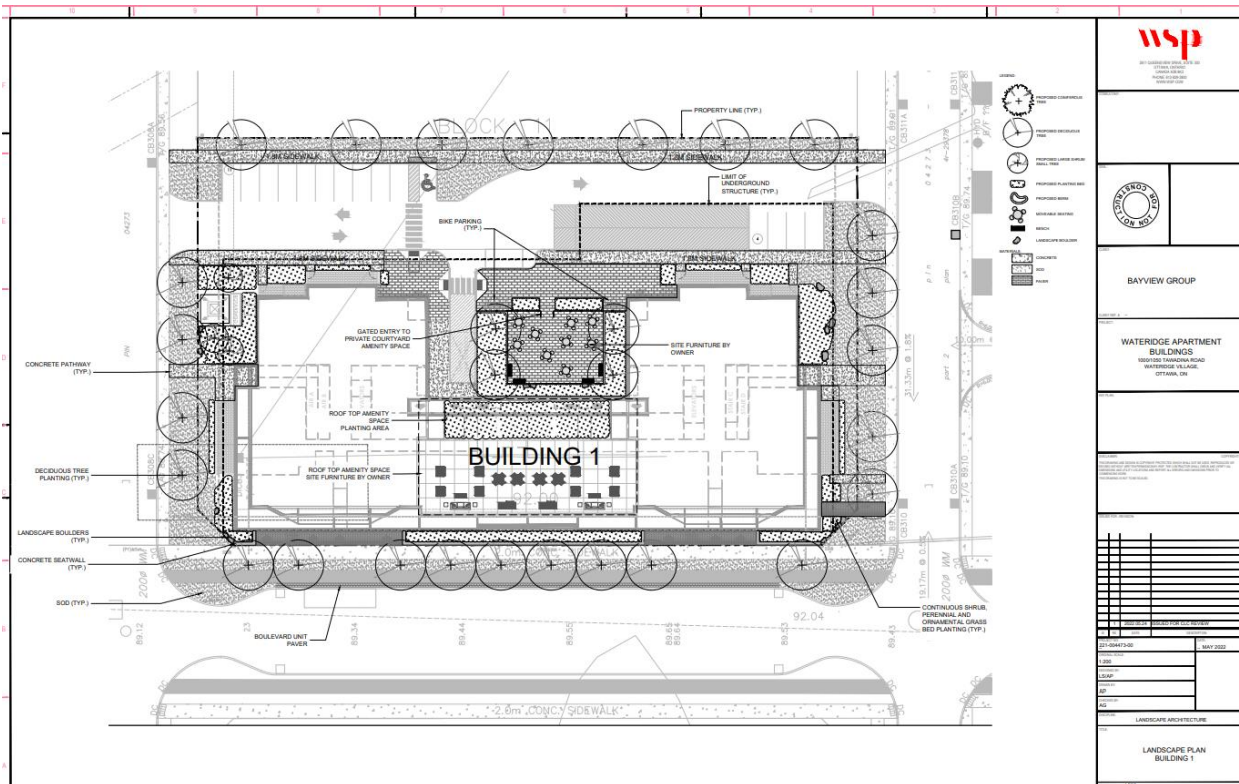
*Ground levels should be free of any significant grade changes to promote barrier-free access and retail activity – The ground floor grade does not currently present any significant grade changes, particularly along the street frontages to allow for barrier-free access and retail/commercial activity.*

*Buildings in the Core neighbourhood should contain enhanced ground floor animation – The three buildings have all paid attention to building design which enhances ground floor animation and design. This includes incorporating these enhanced design elements which also abut the adjoining park to promote an inclusive neighbourhood gathering location.*

Include active frontages with street-related, publicly accessible shops, services and amenities adjacent to areas of high pedestrian circulation – Commercial/retail uses are proposed along both Hemlock Road and Codd's Road. Additionally, active amenity spaces within Buildings 2 and 3 promote the integration and community place making of the abutting park.

### Parks, Squares and Open Spaces

Public squares and plazas should be designed to accommodate a variety of activities throughout all four seasons, with minimum maintenance – The multiple landscaped amenity areas, including rooftops, will allow for a variety of uses throughout the four seasons, but will also create tranquil and panoramic views from the interior of the building. Furthermore, the proposed integration between Buildings 2 and 3 and the adjacent park will provide for additional opportunities for public amenity spaces to be enhanced and enjoyed.



**Building 1 – Landscape Plan**





*Entry features should be articulated through detailing or variation of materials – Detailing through contrasting architectural materials and forms are used throughout the three buildings to provide interest as well as clearly signify the primary entry point for residents versus visitors to the commercial amenities.*

### ***Fencing and Landscaping***

*Landscaping will be used to enhance the visual appeal of streets and open spaces, frame view corridors, compliment building features, screen unsightly views such as parking, and provide shade for pedestrians and privacy for building occupants – Street trees are proposed along all public streets, border the laneways at the rear of each building, frame pedestrian paths, and are also integrated along the public park. The use and shear number of trees will successfully provide adequate shade to pedestrians, screen the parking and laneway areas and also enhance the street and park view experiences to all occupants and visitors in the area.*

*All landscaping adjacent to a public right-of-way shall be consistent with or complementary to the right-of-way landscaping – Tree planting and landscaping is consistent with right-of-way landscaping.*

*Semi-private open spaces should be directly accessible from public sidewalks – the proposed pedestrian linkage between Building 1, through the shared laneway/pathway in Building 2 which leads to the public park will include enhanced treatment and is accessible.*

### ***Green Streets***

*All streets should include enhanced landscape design through tree planting and landscaping in the public and private right-of-way – All landscaping in the public and private right-of-way includes enhanced and complimentary design*

### ***Sidewalks and Crosswalks***

*Continuous sidewalks should be provided on both sides of all streets – Continuous sidewalks are provided along all streets.*

*Sidewalks should be at least 1.8 metres wide – All sidewalks are at least 1.8 metres wide*

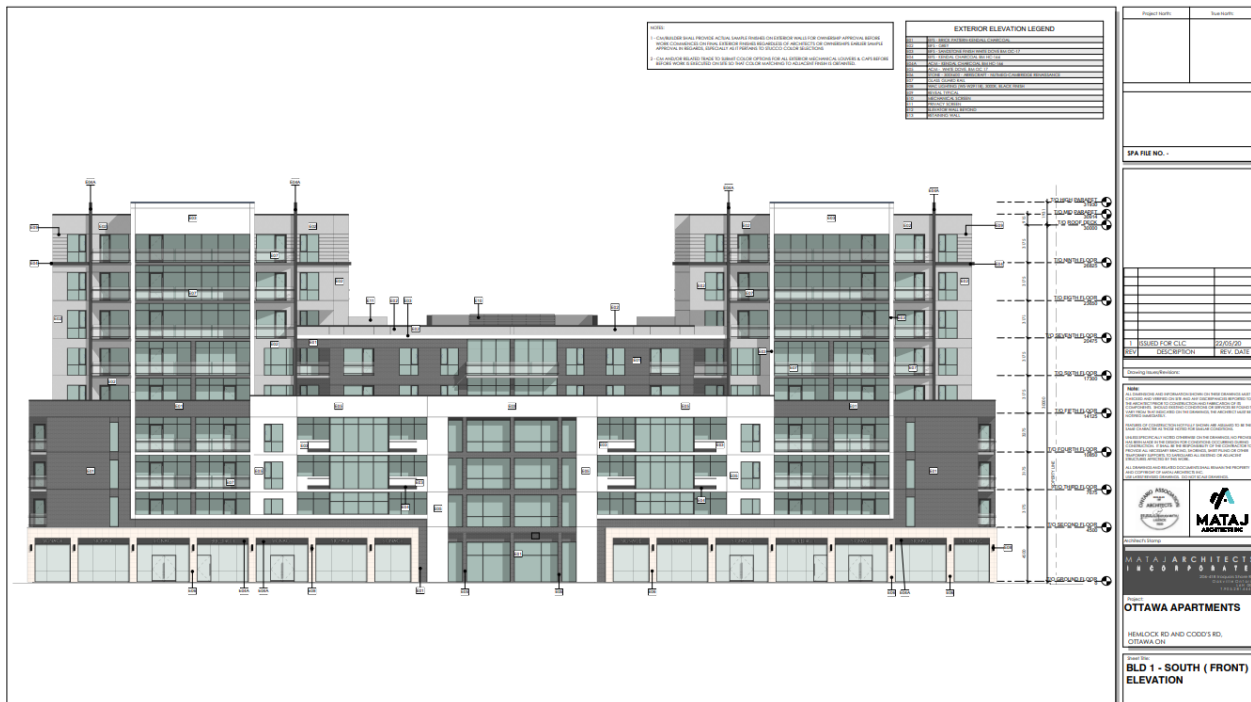
### ***Active Street Frontages***

*Will not locate parking between the street and the front façade – Surface parking is not located between the street and front façade. On-street parking is located adjacent to Codd's Road, Tawadina Road, Barielle Snow Road and Michael Soqua Rd. Hemlock Road also allows for additional on-street parking via a 24 m Road Allowance which*

includes on street parking adjacent to the proposed commercial frontages. Parking is provided for in the underground parking structure.

## Building Design

The design approach is based upon the efficient use of the compact development envelopes to achieve desired densities with a mix of commercial uses at grade along Hemlock Road. Furthermore, attention to building and landscape design has ensured that amenity areas of buildings 2 and 3 are integrated with the future City Park to be located at the northeast corner of Hemlock Road and Codd's Road. Strategically located pedestrian connections have been introduced to provide additional access from Michael Stoqua Street (across the rear of buildings 1 and 2) to the park.



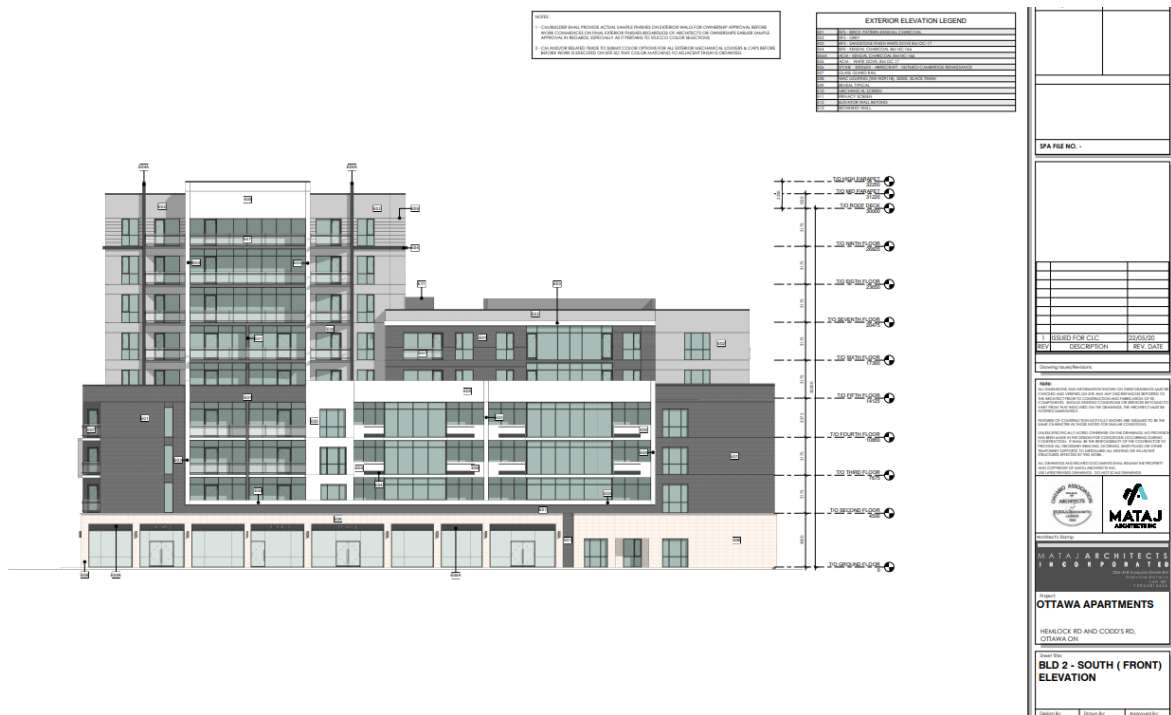
### **Building 1 – Hemlock Road Elevation**

The proposal envisions the development of 482 residential units contained within three proposed buildings. The development includes landscaped areas, at grade visitor parking, underground parking, loading areas with the predominant use being a mix of residential with commercial uses. Private laneways with elevated landscape treatments will provide access to the visitor parking area and will feature urban design and landscape treatments to connect to the future park located at the south-west corner of the site.

Vehicle access/egress locations are proposed from Tawadina St. (Development Parcel 5), Barielle Snow St. (Development Blocks 1 and 3) and Michael Stoqua St. Accessible at-grade parking spaces are proposed at the rear of each of the buildings. The

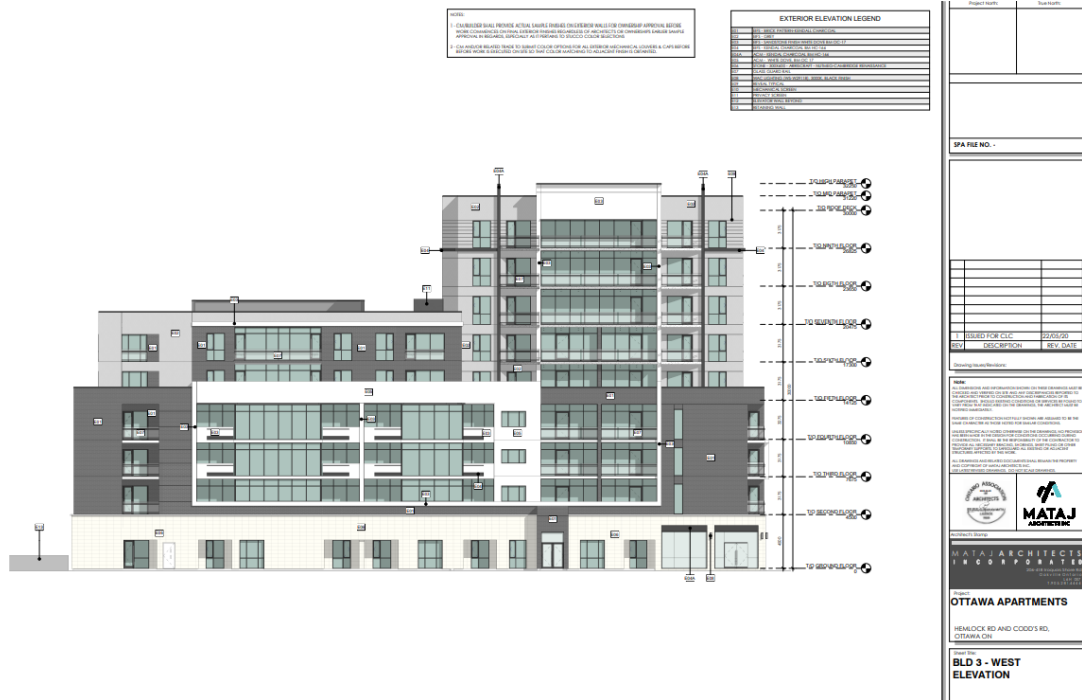
development strives to maintain the sustainability and greenspace goals of the Wateridge Community Plan through high design amenity space and pedestrian connections which focus on integration with the proposed park located at the south-west portion of Development Area 2.

The development proposes to have a total of 482 units within the three buildings. Building 1 is proposed to have 216 residential units with 494 sq. m of commercial space at grade fronting onto Hemlock Road. Building 2 is proposed to accommodate 131 residential units with 325 sq. m of commercial space fronting onto Hemlock Rd. Building 3 will have 134 residential units with 110 sq.m. of commercial space fronting onto the City Park and Codd's Road.



**Building 2 – Hemlock Road Elevation**

The building massing and design has evolved to provide public entry to residential lobbies both from the street and exterior courtyard. The buildings along Hemlock Road are a main point and place of interaction with significant ground floor commercial and amenity uses to provide animation and articulate the street presence of the building façade. Buildings 1 and 2, will have non-residential uses at grade, facing Hemlock Road, Michael Stoqua Street and Barrielle Snow Street. Furthermore, additional active uses in the form of articulated amenity spaces are proposed for both Buildings 2 and 3 to be integrated with the City park thus providing a more vibrant interaction between uses.



**Building 3 – Codd’s Road Elevation**

**BUILDING DESIGN**

The goal of the selected design materiality is to continue to create a community that appears to have developed collaboratively over time. Each of the buildings have a varied height and massing characteristic unique to each development envelope.

The buildings vary in height from six to nine stories, where the taller towers, which frame the rooftop amenities, step back and reduce to smaller floor plates as per the implementing zoning by-law performance standards. This provides for a varied and more interesting massing, breaks the long building block, while diminishing shadows and enhancing visual connections from the street perspective.

Building materiality selections make use of traditional urban characteristics in the form of glass, brick and stone and lighter cladding along the street and at higher levels such as cementitious panels which introduce patterns, colour, and texture to each building. While the materiality is contrasting to provide depth and bolden the various massing of the building, there is a sense of continuity of colour and materiality as the building undulates along the façade.



Building 1 – Perspective View



Building 2 – Perspective View



Building 3 – Perspective View



Perspective View - Overall

