Build Canada Homes

Wateridge Village Phase 8 Planning Justification Report

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1 Introduction

Arcadis Professional Services (Canada) Inc. (“Arcadis”) was retained by Build Canada Homes (BCH), formerly Canada Lands Company, to prepare a Planning Justification Report in support of a rezoning of the lands known as Wateridge Village Phase 8 (the “site” or “subject site”), as well as subdivision registration for the Phase 8 lands. The proposed concept plan for the site would accommodate low and mid-rise residential development in the form of apartment buildings and townhouses, as well as parks and open space. The proposed rezoning would change the existing Development Reserve (DR) zone to a N5B zone with site-specific exceptions, while retaining the holding symbol on site until such a time as a master site plan depicting building footprints, building heights, roads and utilities is provided in addition to a more detailed submission for civil engineering and infrastructure considerations to be carried out through Site Plan Control or detailed design of the draft plan of subdivision. No rezoning is proposed for Tanakiwin Natural Area Park.

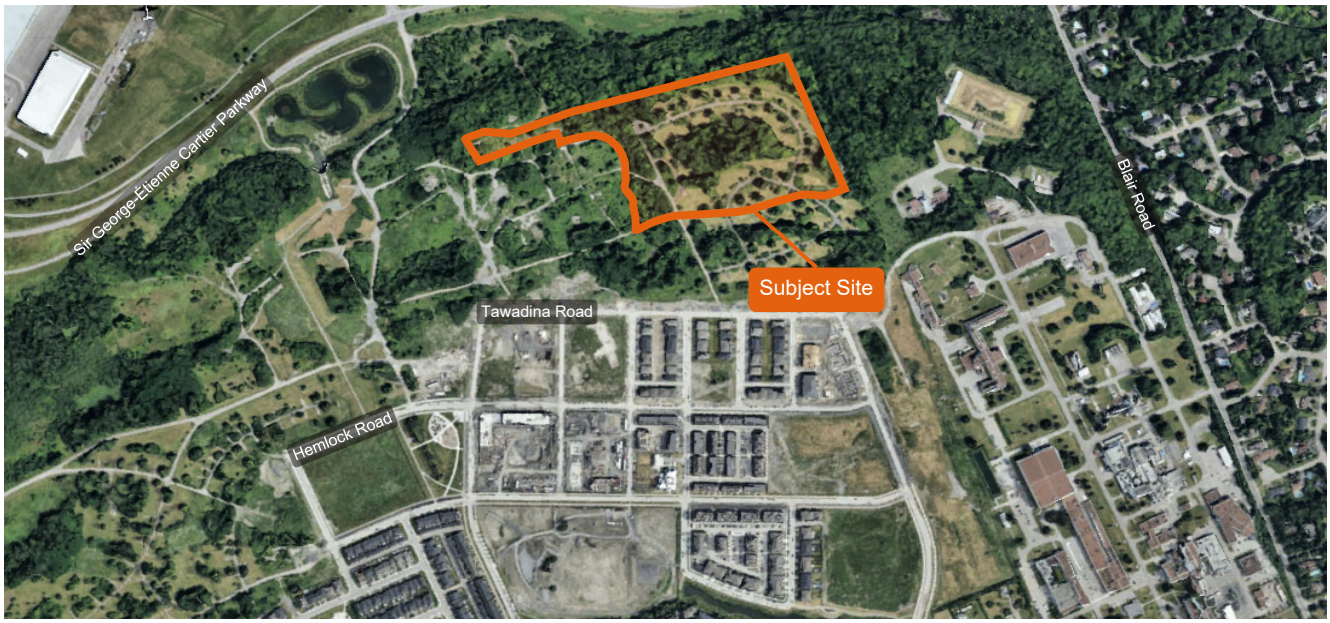
This Planning Justification Report describes the proposed development concept and surrounding context, provides an overview of the proposed concept, and establishes a professional planning rationale by demonstrating how the proposed development conforms to applicable planning policy and represents good planning.

2 Subject Site and Surrounding Context

2.1 Subject Site

This planning justification report is for Wateridge Village Phase 8, a 10 hectare site within the former Canadian Forces Base (CFB) Rockcliffe, legally described as part of Lot 23 and part of Lot 2, Concession 1, within the Geographic Township of Gloucester. The site is currently vacant, with remnants of the former military activity remaining in some locations, such as the old roadbeds.

Figure 1: Subject Site Location - Phase 8



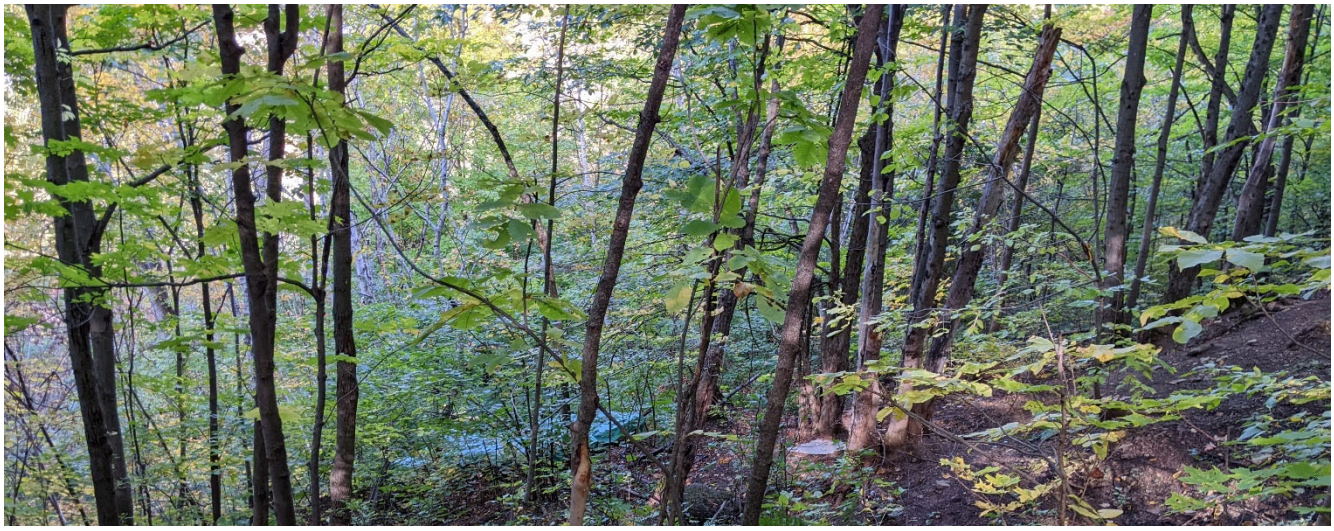
2.2 Existing Site Conditions and Surrounding Context

Phase 8 is located in Wateridge Village, within the former CFB Rockcliffe. Located in Ward 13 - Rideau Rockcliffe, Phase 8 is part of the ongoing redevelopment of Wateridge Village, approved as a draft plan of subdivision in 2016 (City of Ottawa File No. D07-16-15-0003).

NORTH

To the north, the subject site is bordered by greenspace and NCC-owned lands, including the Sir George-Étienne Cartier Parkway.

Figure 2: Looking north into NCC lands from the northern edge of the subject site.



SOUTH

Phase 8 is bounded by Codd's Road, with phases further south that are currently under construction.

Figure 3: View looking south from the western edge of the subject site.



EAST

The subject site is currently bordered to the east by the NRC lands.

Figure 4: View looking east on the eastern edge of the subject site.



WEST

The subject site is currently bordered to the west by vacant lands and remnants of roadways from the site's previous use as CFB Rockcliffe as well as the future Phase 7.

Figure 5: View looking east from the western edge of the subject site.

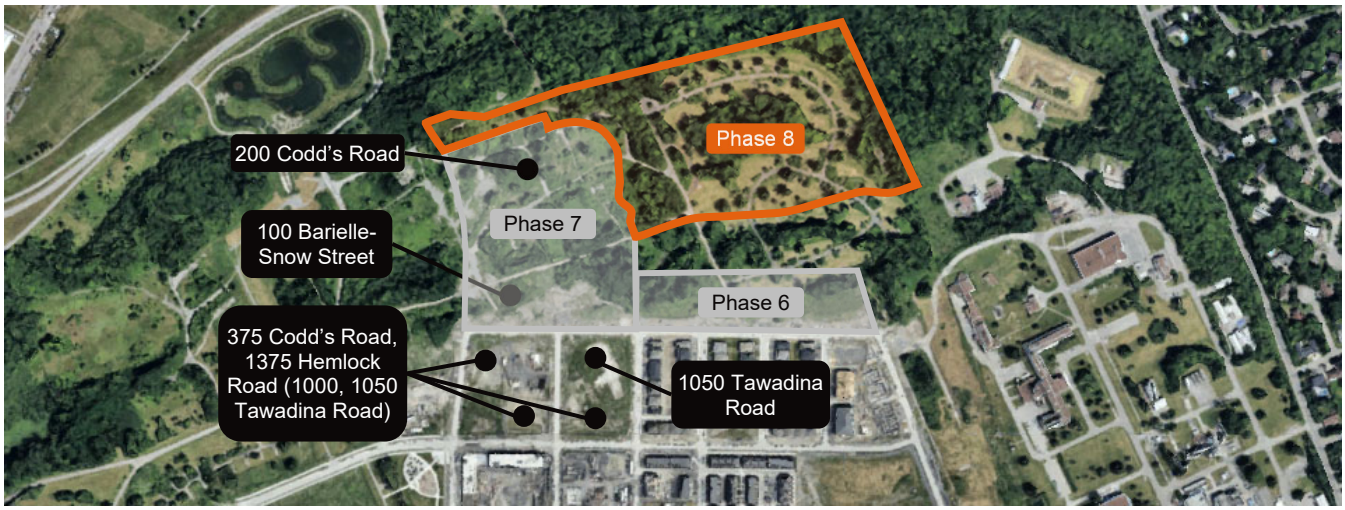


2.2.1 Surrounding Development

The subject site is located in Wateridge Village, a new community located on the site of the former CFB Rockcliffe in Ottawa. There is significant new development surrounding the subject site, much of it located to the south and the west. Notable developments in proximity to the subject site include:

- 375 Codd's Road, 1346 Hemlock Road (1000/1050 Tawadina Road) includes three nine-storey residential buildings with a total of 482 dwelling units across all buildings. Each building will also include commercial space at grade. The Site Plan Control application has been approved, pending receipt of the agreement from the owner.
- 1050 Tawadina Road is proposed to accommodate two nine-storey apartment buildings with a total of 254 units. The development includes a central courtyard with hard and soft landscaping and amenity space. The project is currently under initial submission review for the Site Plan Control application.
- Phase 6 of Wateridge Village is anticipated for future development, including potential for 70 three-storey townhouse units. Detailed plans for development on Phase 6 are not available at this time.
- Phase 7 of Wateridge Village will include at least 791 apartment units through mid-rise buildings on Blocks 20 and 30, as well as 185 townhouse units on Blocks 35 and 44.
    - 100 Barielle-Snow, located south of Codd's Road within Phase 7, is currently subject to a Site Plan Application to allow for construction of Phase 1 of a three-phase Planned Unit Development, consisting of six-storey retirement home building with 188 units. Phase 2 and Phase 3 of this development are proposed to include two nine-storey seniors' apartment buildings, one with 170 dwelling units and the other with 100 dwelling units. The Site Plan Application for Phase 1 is currently pending with the City.
    - Located north of Codd's Road in Phase 7, 200 Codd's Road is a low-rise, medium-density 185 dwelling unit residential development consisting of townhouse units and back-to-back townhouse units. The development is currently under initial submission review and circulation for Site Plan Control and Plan of Condominium applications.

Figure 6: Surrounding Development



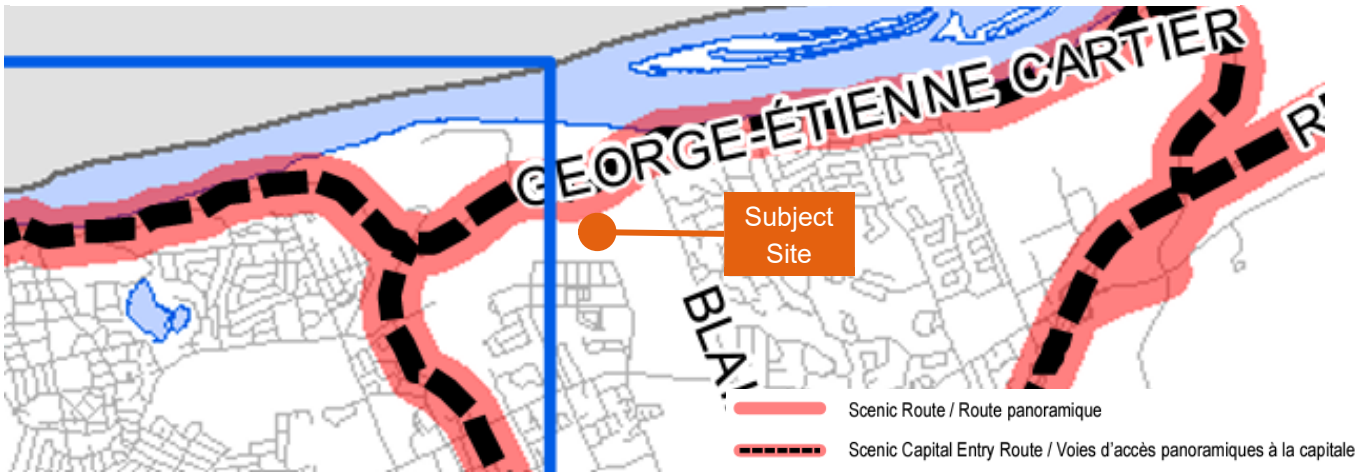
2.2.2 Road Network

Phase 8 is in proximity to Hemlock Road, a major collector providing connection to the Aviation Parkway and Montreal Road. Codd's Road south of Hemlock Road, a collector road, also provides connection to Montreal Road, an east-west arterial. The presence of the federally owned Aviation Parkway running north-south, and the Sir George-Étienne Cartier Parkway running east-west provide further links to the rest of the city. The Aviation Parkway provides access to the Queensway and Highway 174. The northern limit of the subject site backs on to the NCC lands connected to Sir George-Étienne Cartier Parkway, a Scenic Capital Entry Route.

Figure 7: City of Ottawa Official Plan Schedule C4 - Urban Road Network



Figure 8: City of Ottawa Official Plan, Schedule C13 - Scenic Routes



2.2.3 Public Transit

Phase 8 is located near the transit priority corridors along Hemlock Road and Montreal Road. Current transit access in proximity includes limited service along Local Route 17 and Frequent Route 25, running along Codd's Road, Hemlock Road, and Wanaki Road, connecting to frequent bus service along Montreal Road and the Blair O-Train Station. Plans for additional public transit in proximity to the subject site will be made as Wateridge Village is developed.

Figure 9: City of Ottawa Official Plan Schedule C2 - Transit Network

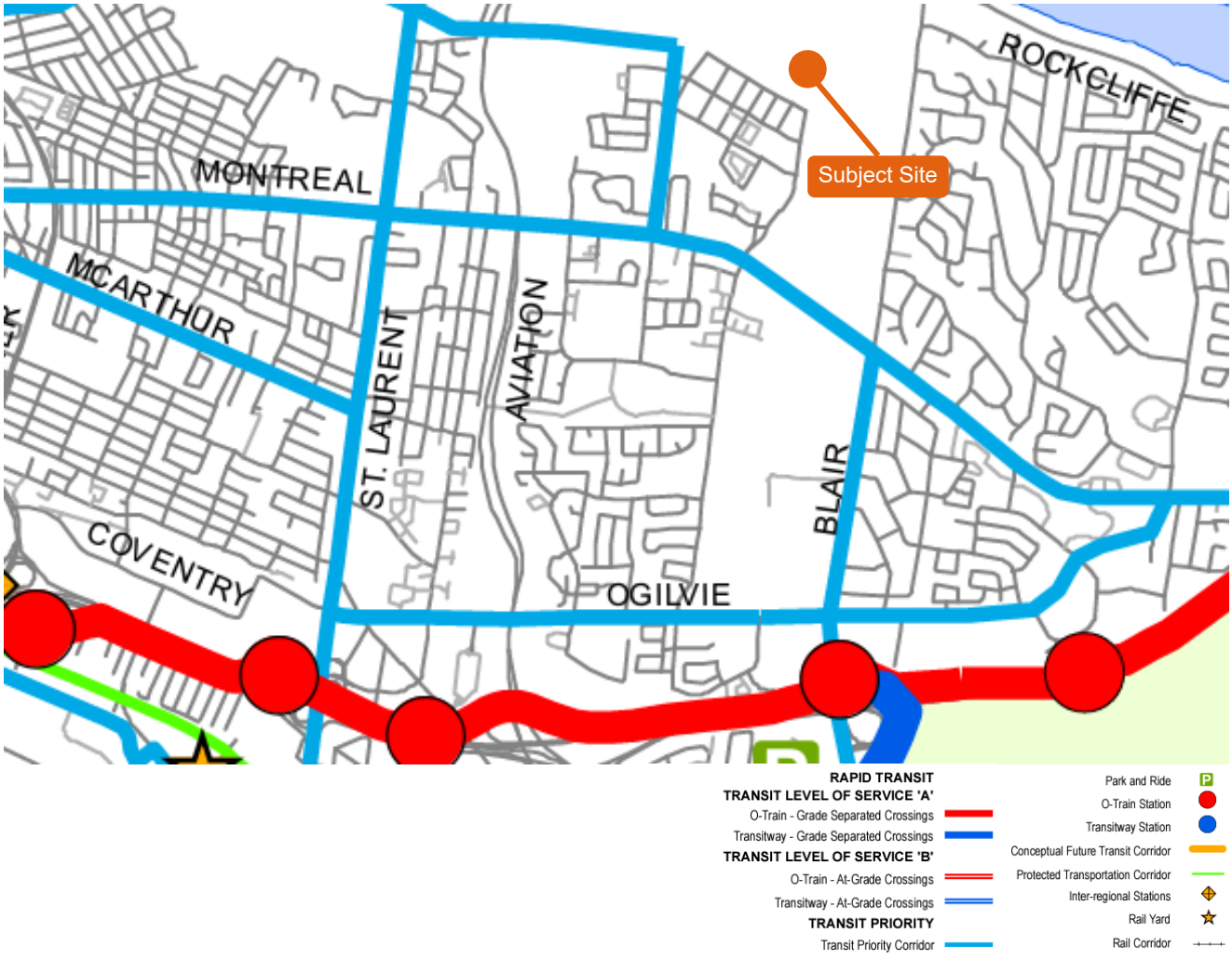
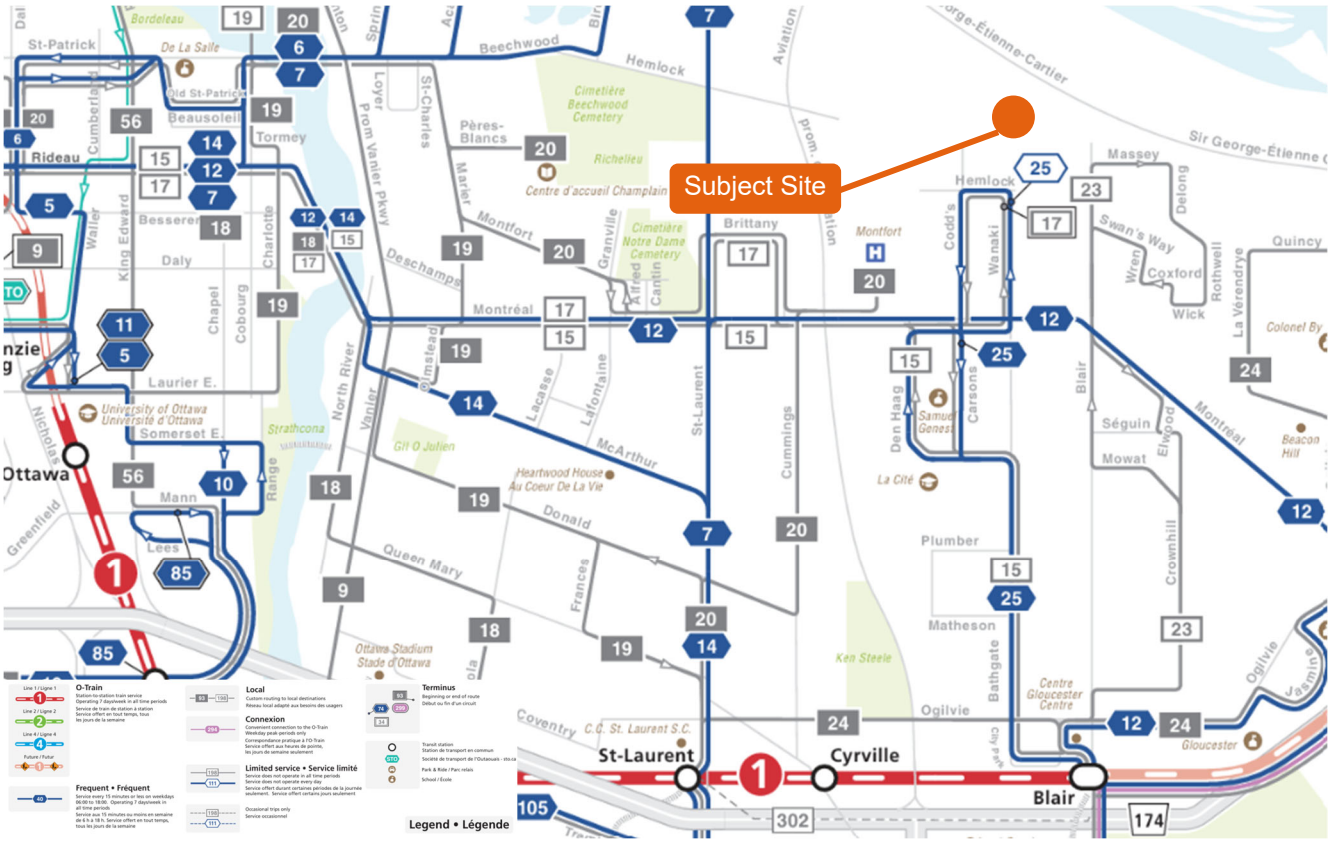


Figure 10: OC Transpo System Map



2.2.4 Active Transportation

The subject site will be in proximity to the future extension of the major pathway running along Hemlock Road, connecting the site to the NCC's major pathways network, including those along Sir George-Étienne Cartier Parkway and the Rideau River, as seen in Figure 11. The new extension of Hemlock Road within Wateridge Village will also be a part of the Crosstown Bikeway network, planned for full cycle tracks per the Wateridge Village Secondary Plan. Further, the existing cycle track along Wanaki Road is within proximity to the subject site, connecting to the existing bike lanes on Montreal Road.

Figure 11: City of Ottawa Official Plan Schedule C3 - Active Transportation Network



Figure 12: Active Transportation Network and Planned Projects, GeoOttawa



2.2.5 Urban Greenspace

The subject site contains significant open space and abuts the existing urban natural features located within the NCC lands to the north. The open space and urban natural features both connect to the wider urban greenspace network along the Sir George-Étienne Cartier Parkway, Aviation Parkway, the Ottawa River, and additional existing parks and greenspaces within Wateridge Village.

Figure 13: City of Ottawa Official Plan Schedule C12 - Urban Greenspace

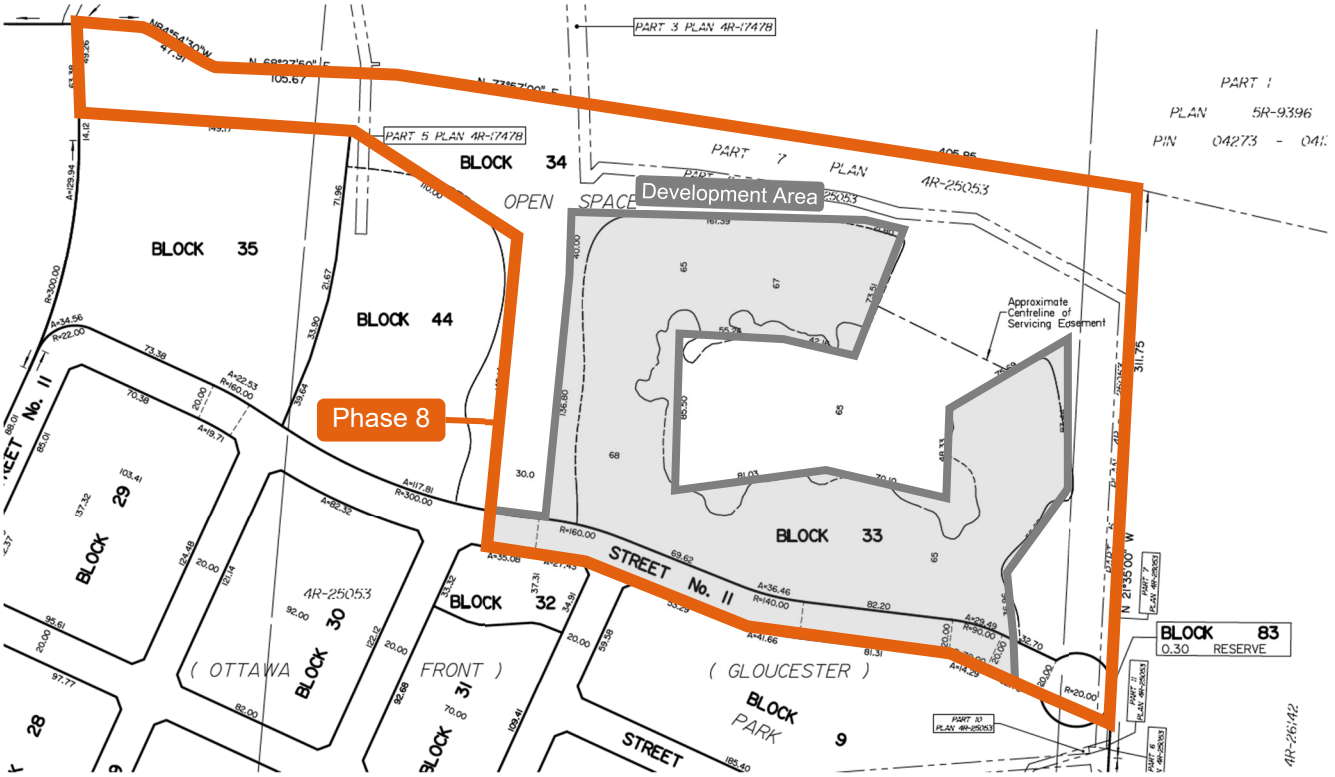


3 Proposed Development Concept

3.1 Site Description

The subject site contains both the proposed Phase 8 development area and the Tanakiwin Natural Area Park. The proposed development area consists of Block 33 and part of Street 11 (Codd's Road) of the 2015 Draft Plan of Subdivision, while Block 34 makes up Tanakiwin Natural Area Park, as seen in Figure 14.

Figure 14: Phase 8 within 2015 Draft Plan of Subdivision



The development area is arranged in a "C"-shaped formation around the identified central tree grouping present on the site. The concept proposes to retain the same boundaries, as defined in the Secondary Plan, but would rearrange the road network to eliminate the future extension of Codd's Road as a public right-of-way east of Phase 7. A private road would instead be located through the interior of the development area in order to double-load the roadway.

The western limit of the development area is proposed to consist of townhouses, while the northern and southern portions will primarily include a mix of terraced stacked back-to-back townhouses, each with 16 units and 20 unit low-rise apartment buildings. Additional townhouse units are proposed to be situated in the interior of the private ring road at the development area's southeast corner. The eastern side of the development area would also include two additional low-rise apartment buildings, for a total of 9 apartment buildings across the site. In total, 311 units are proposed, representing an overall density of 91.5 units/net hectare within Phase 8. It is important to note that the proposed development concept as shown in the concept plans represents a potential development pattern that

is in keeping with policy and zoning. The future owner and developer of the lands will have agency on their proposed design through future Site Plan Control application(s).

The development area has a total area of 4.16 ha, or a total net development area of 3.4 ha. Across the development area, 1.74 ha of soft landscaping area is provided, representing 41.5% of the total area. Additional site statistics can be found in Table 1. It should be noted that as plans for Phase 8 are conceptual, statistics are also conceptual in nature.

In keeping with the 'design with nature' intent for the Phase 8 area, it is anticipated that future developers will implement low-impact development (LID) features via the LID Developer's Checklist. At the time of detailed design for the Phase 8 development area, a future developer may choose from a range of LID features to meet the objectives set out in the checklist. Additional details on the LID approach to Phase 8 can be found in Section 3.1.2.

Figure 15: Phase 8 Development Concept

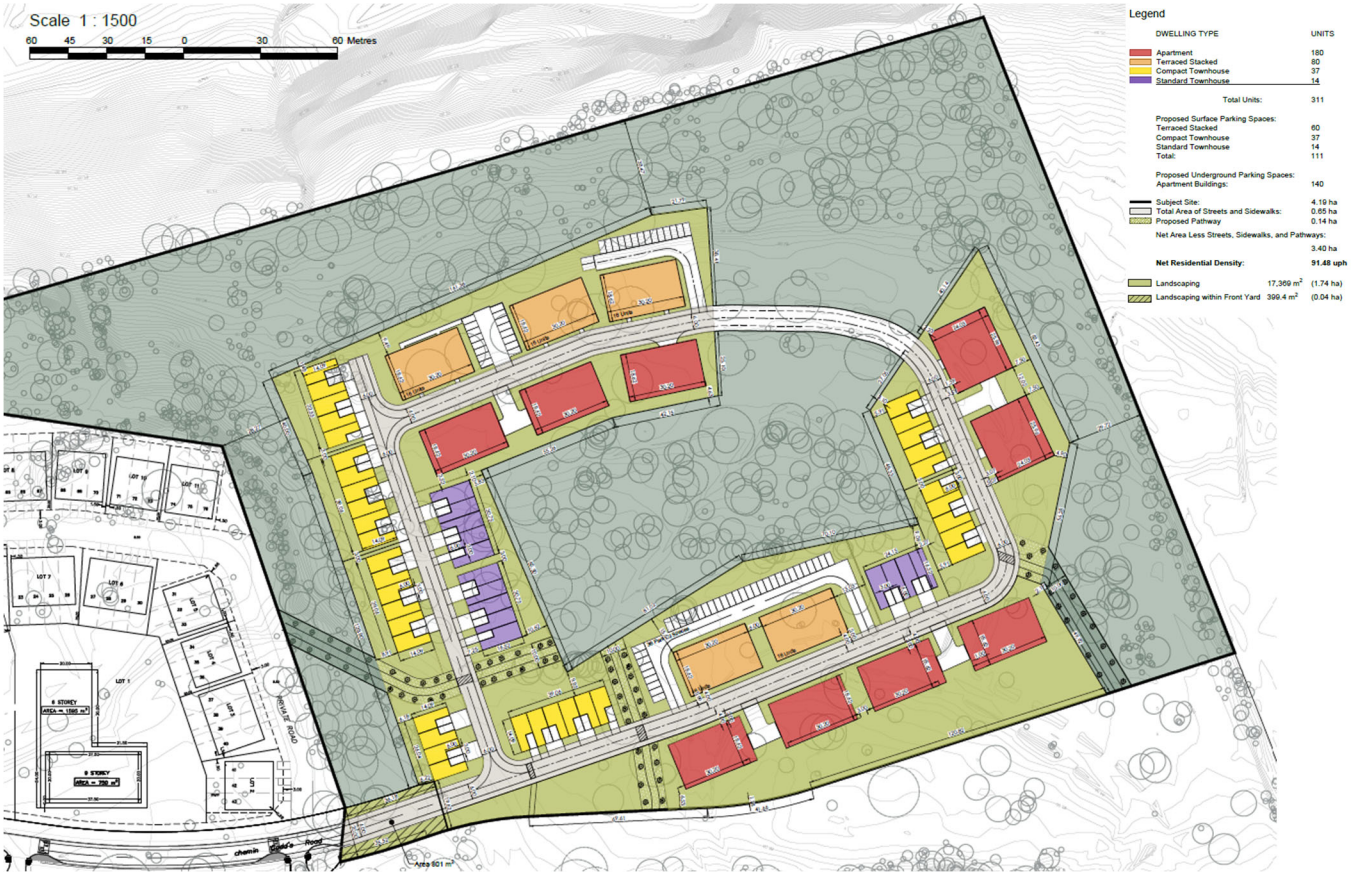


Table 1: Phase 8 Site Statistics

Building Type	Storeys	Units	Building Area	Gross Floor Area
Apartment	4	20 per building, 180 total	524 m^2 – 562 m^2 per building	2,096 m^2 – 2,249 m^2 per building
Stacked back-to-back	3	16 per building, 80 total	562 m^2 per building	1,686 m^2 per building
Compact townhouse	2	37 total units	74 m^2 per unit	222 m^2 per unit
Standard townhouse	2	14 total units	83 m^2 per unit	249 m^2 per unit

Parking for apartment units is proposed to be in underground garages. Terraced stacked back-to-back townhouses will be served by shared surface parking, and standard townhouses will have individual driveways and garages. Bicycle parking and accessible parking are anticipated to be provided in alignment with the minimum requirements but will be determined through subsequent detailed design and Site Plan Control applications. Accessible asphalt pathways, mid-block connections, and walking trails connecting the development area to Tanakiwin Natural Area Park add to the active transportation network within the site and beyond, as seen in Figure 17. 10 m wide mid-block connections are proposed to improve connectivity to Tanakiwin Natural Area Park from Phase 7 and Phase 4 and retain the public nature of the open space.

Proposed Densities

While Phase 8 meets the required unit count set out by the CDP (Section 4.4.4) and minimum densities defined in the Secondary Plan (Section 4.5.2), it is also considered in the context of the surrounding area. The overarching densities and unit provisions across Phase 6, Phase 7, and Phase 8 exceed the minimum densities of the CDP and SP. Proposed densities for Phase 8 and surrounding development in Phase 6 and Phase 7 are included in Table 2.

Table 2: Minimum and Proposed Densities for Phase 6, Phase 7, and Phase 8 of Wateridge Village

Phase	Block	CDP Density[1]	CDP Units	SP Density[2]	SP Units	Proposed Density	Proposed Units	Δ SP and proposed
6	10[3]	105 uph	49 units	105 upnh	49 units	39 uph 39 upnh	18 units	-31 units
	31	105 uph	141 units	105 upnh	124 units	38 uph 44 upnh	52 units	-72 units
7	29	143 uph	203 units	143 upnh	203 units	323 uph 323 upnh	458 units	+255 units
	30[3]	143 uph	170 units	143 upnh	170 units	307 uph	366 units	+196 units
	35 & 44	105 uph	389 units	105 upnh	312 units	50 uph 62 upnh	185 units	-127 units
8	33	91 uph	285 units	91 upnh	310 units	74 uph 91.5 upnh	311 units	+1 unit
						Total	1,357 units	+222 units

[1] CDP density is measured in units per hectare (uph)

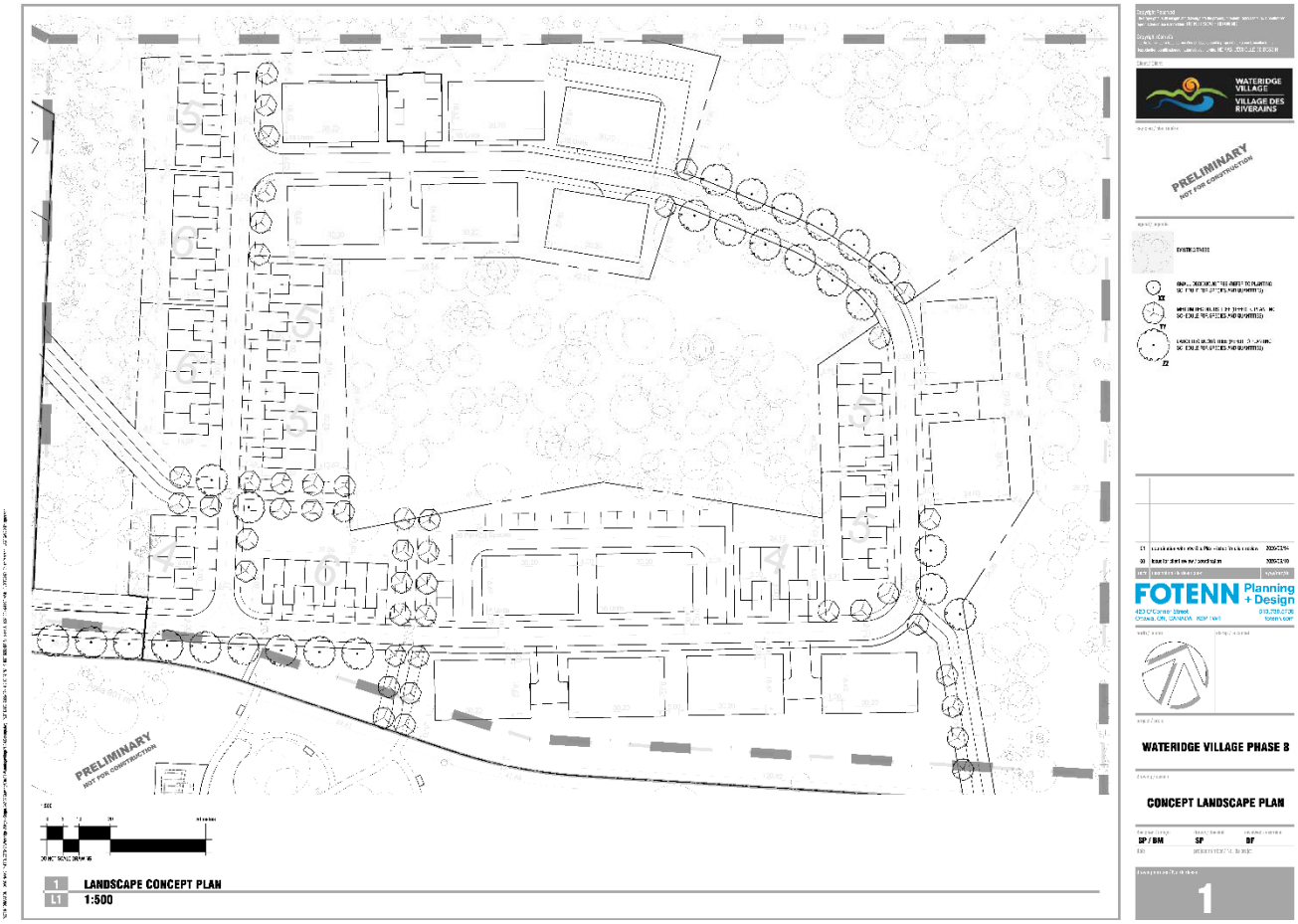
[2] SP density is measured in units per net hectare (upnh), where net area is the subject land area that will be proposed under private ownership, excluding private roads.

3 The concept for Block 30 of Phase 7 is only conceptual at this time. As such, areas for proposed private roads to calculate net densities are not available at this time and densities are listed only in units/ha. Final net residential densities are anticipated to increase once area devoted to future public roads is subtracted from the total block area.

Landscape Plan

The conceptual Landscape Plan (Figure 16) introduced key tree plantings along the mid-block connections into Tanakiwin, as well as additional tree plantings along the private road where space permits. The portion of the private road that crosses into Tanakiwin's open space to connect both arms of the Development Area will include additional tree plantings to integrate further into the naturalized area. Small, medium, and large deciduous trees are proposed throughout the site, depending on location of plantings.

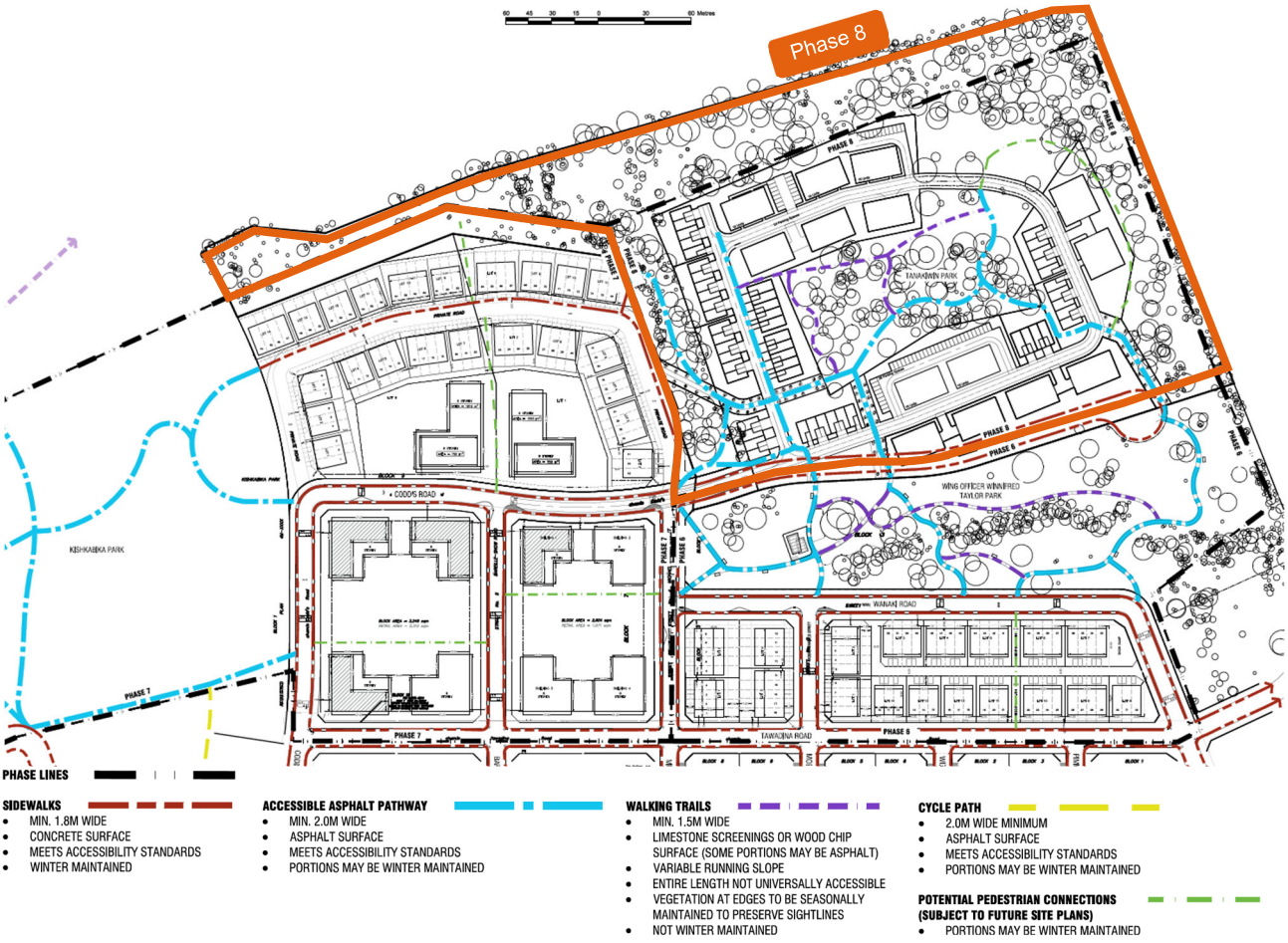
Figure 16: Phase 8 Conceptual Landscape Plan



Throughout Phase 8, the design emphasizes active transportation pathways through the open space, linking to an active transportation network that provides access to naturalized spaces present on site, as seen in Figure 17. Three 10 m mid-block connections are proposed through the Phase 8 Development Area, one to the west connecting to Phase 7 and Kishkabika Park, and two more to the south providing connection to Wing Officer Winnifred Taylor Park, in addition to the active transportation between Park 4 and the private road at the south-west corner of Phase 8. The wide, landscaped nature of these connections is intended to maintain the public interface between the Tanakiwin and the surrounding area, as Tanakiwin is no longer proposed to have frontage to a public right-of-way.

Tanakiwin also includes an interior network consisting of accessible asphalt pathways and walking trails. Further connections are possible through additional pathways and walking trails, subject to individual block development and future site plans.

Figure 17: Phase 8 and Surrounding Area Active Transportation Network



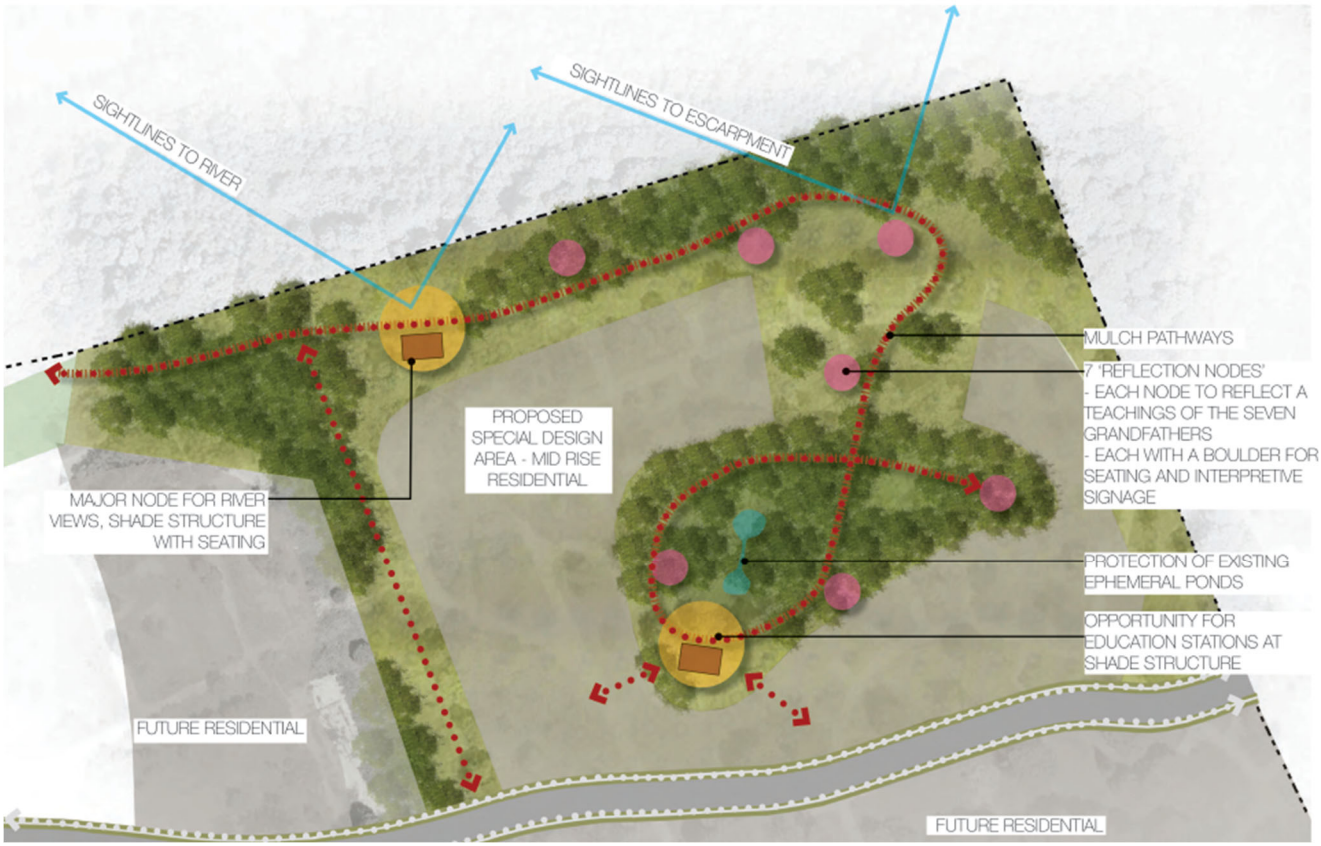
3.1.1 Tanakiwin Natural Area Park

Tanakiwin Natural Area Park makes up a significant portion of the subject site, including the central, northern, and eastern forested areas. Tanakiwin has been highlighted by the Algonquins of Ontario (AOO) as a natural resource of high value that is unique to the site and worthy of protection as a special feature for the community. As a result, design of the area has included strategies for landscape design that incorporate trees and other vegetation of significance to the Algonquin Anishinaabe way of life and spirituality, potential for wayfinding and signage that speak to the Algonquin heritage of the site, and designated space at the edge of the escarpment to commemorate Algonquin presence and celebrate their culture. A conceptual plan for Tanakiwin Natural Area Park is shown in Figure 18.

Tanakiwin Natural Area Park is intended to provide publicly accessible naturalized open space with trails and pathways throughout to link to the wider greenspace network. With significant tree groupings already present on site, Tanakiwin Natural Area Park can provide appropriate space for mature, healthy trees to remain present on the

site, where feasible, while also adding additional pathways and trails, new plantings, shade structures, and educational programming and wayfinding. Tanakiwin is anticipated to be conveyed to the City as Open Space.

Figure 18: Conceptual Park Plan for Tanakiwin Natural Area Park



3.1.2 Low Impact Development

The guiding concept of the proposed Phase 8 concept is ‘designing with nature’. Phase 8 is the final phase of the Wateridge Village Low Impact Development (LID) pilot project, which will build off the findings and outcomes of previous phases. Phase 8 will utilize a Developer Checklist, where a future developer may choose from a range of LID features to meet the LID objectives through design of the private road and site design.

Options including green roofs, bioretention facilities, rainwater harvesting, soakaways, soil amendments and infiltration basins are all suitable options within the development area. Tanakiwin is encouraged to employ vegetated swales, bioretention facilities and perforated pipe systems and permeable pavements. Specifically for the private road, options such as bioretention facilities, permeable pavement, vegetated swales, and perforated pipes are encouraged. At this time, bioretention bump-outs, permeable pavement, and soil amendments are anticipated to be key LID features within Phase 8, with further details provided in the following section.



Figure 19: Bioretention Bump-Out Example.

Bioretention facilities (Figure 19) are encouraged throughout Phase 8. These features will accept runoff from the adjacent hard surfaces and provide water quality and quantity improvements, encourage infiltration to meet water balance requirements, and reduce downstream erosion. The design of these features also serves to play a role in traffic calming when located within a roadway. Bioretention facilities are a type of LID that act as media filter systems that temporarily store and then filter and/or infiltrate the desired water quality volume. Bioretention facilities are generally comprised of three components: filtering bed, gravel storage layer, and underdrain. During storms, runoff temporarily ponds above the filter bed surface and then filters through the media to the gravel storage reservoir below. A portion of the filtrated runoff is stored below the underdrain embedded with the gravel layers and allowed to infiltrate back into the native sub-soils over a 24-72 hour period. Excess stormwater not infiltrated is conveyed by the perforated underdrain and discharged either to a storm sewer network or watercourse.



Figure 20: Porous Concrete Sidewalk Example.

Porous concrete (Figure 20) is a type of permeable pavement. Permeable (porous or pervious) pavements are an alternative to traditional impervious pavement such as concrete and asphalt. Surface voids allow stormwater to filter through the pavement into an underlying stone reservoir. Water then infiltrates into the native soils or enters an underdrain system. Permeable pavement is ideally suited for low traffic surfaces such as parking lots, driveways, access roads, plazas, sidewalks, and walkways. Permeable paving allows for filtration, storage, or infiltration of runoff, which can reduce stormwater flows compared to traditional impervious paving surfaces like concrete and asphalt. Other



Figure 21: Soil Amendments Example – Wateridge Village Phase 1A.

benefits include reduced snow removal costs due to rapid ice melting and drainage, reductions in urban heat island effect (pavers have less thermal conductivity and thermal capacity than traditional impervious pavement) and reduced tire noise (loudness and pitch). These systems provide an aesthetic alternative to traditional paving and are typically applied to smaller drainage areas and in general, permeable pavement systems can be used anywhere a traditionally paved system might have been installed. The permeable concrete should be designed to accept runoff within the road rights-of-way outside of the roadway surface, as well as from additional hardscaping elements. Stormwater collected within the gravel storage layer is either infiltrated or conveyed by an underdrain which is directly connected to the proposed storm sewer network.

Soil amendments (Figure 21) are encouraged on all properties within Wateridge Village, where organic matter in the form of compost is added to existing soils. Compost amendments are tilled or mixed into existing soils thereby enhancing or restoring soil properties by reversing the loss of organic matter and compaction. In general, soils with appropriate levels of organics, nutrients, and good structure are capable of supporting plant and animal life while also providing important stormwater management functions. Healthy soils efficiently infiltrate and store water, adsorb excess nutrients, filter sediments, and remove pollutants through biological decomposition, as well as moderate peak stream flows and temperatures. In addition, healthy soils support vigorous plant and tree growth that also intercepts rainfall and returns it to the atmosphere through evaporation and transpiration. Healthy soils also support urban tree canopy cover, a focus of many urban planners and ecologists.

It is anticipated that additional LID features relevant to individual building and site design, such as porous parking materials, green roofs, and rainwater capture facilities will be assessed through the future Site Plan Control applications to be submitted after BCH has reached a purchase and sale agreement with a builder. The Architectural Control Guidelines to be developed for Phase 8 will incorporate design recommendations for low impact development features as well. LID features are to be designed in conformance with the approved MSS/LID Pilot Scoping Study. All LID measures implemented in Phase 8 of the Wateridge Village development will be designed to achieve the infiltration, erosion, and water quality design targets in the aforementioned documents.

4 Planning Policy and Regulatory Framework

In recent years, the Government of Ontario has introduced several significant legislative changes, through a series of bills, aimed at addressing the province's housing crisis and improving the development application review process. The More Homes for Everyone Act (Bill 109) established new application timelines, while the More Homes Built Faster Act (Bill 23) reduced parkland dedication rates, streamlined Conservation Authority regulations, and exempted affordable housing from development charges. The Cutting Red Tape to Build More Homes Act (Bill 185) eliminated most third-party appeal rights and removed requirements for pre-consultation. The Fighting Delays, Building Faster Act (Bill 60) introduced the future review of the Ontario Building Code and streamlined the Ministerial Zoning Order process. Most recently, the Building Homes and Improving Transportation Infrastructure Act (Bill 98) received Royal Assent on June 2, 2026. Bill 98 will streamline Site Plan Control applications, remove sustainable design requirements, and amend parkland dedication to include encumbered land and privately owned public spaces. These legislative measures collectively aim to streamline the development process, incentivize housing construction, and respond to Ontario's ongoing housing needs.

4.1 Planning Act

The Ontario *Planning Act* sets out matters of provincial interest that planning authorities, including the council of a municipality, should respect. This application supports the following policy direction as described in Part 1 of the *Planning Act*:

(a) the protection of ecological systems, including natural areas, features and functions;

(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

(g) the minimization of waste;

(h) the orderly development of safe and healthy communities;

(j) the adequate provision of a full range of housing, including affordable housing;

(p) the appropriate location of growth and development;

(r) the promotion of built form that,

i. is well-designed,

(s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

The proposed concept supports the orderly development of safe and healthy communities at an appropriate location. Phase 8 is located at the underutilized site of the former CFB Rockcliffe, surrounded by the existing fabric of the City of Ottawa and located within the Ottawa Greenbelt. The proposed concept will limit impacts to the important natural features and clusters of existing trees on site, including protecting them where possible. The 'urban forest' vision for the site responds to the sensitive integration with surrounding ecological systems through tree retention and integration of low-impact development measures. Further, the concept responds to the Indigenous and military history of the site through street and park naming, landscape and planting plans, and potential for interactive features and art representing the site's heritage in the Tanakiwin Natural Area Park.

As the site is located within the existing Wateridge Village, it represents efficient use of municipal infrastructure already planned or existing on the site. The built form will also be guided by the future Architectural Control Guidelines, which will ensure a well-designed physical environment. The subject site will accommodate a dense and compact built form to minimize greenhouse gas emissions, as well as integrating low impact development measures to accommodate new precipitation patterns and adapt to a changing climate.

4.2 Provincial Planning Statement, 2024

The Provincial Planning Statement, 2024 (PPS) provides policy direction on land use planning matters of provincial interest. Land use planning decisions in Ontario should be consistent with the PPS which includes direction on building homes, sustaining strong and competitive communities, infrastructure and facilities, wise use and management of resources, and protecting public health and safety. Below is a summary of the policy direction provided within the PPS applicable to this application.

According to Chapter 1 of the PPS, the vision for Ontario's land use planning system is to foster strong, sustainable and resilient communities for people of all ages, promote a clean and healthy environment, and contribute to a strong and competitive economy.

Chapter 2 includes policy direction regarding building homes and sustaining strong and competitive communities. Section 2.1 provides direction on planning for people and homes:

> *6. Planning authorities should support the achievement of complete communities by:*
>
> *a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
>
> *b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society;*

Section 2.2 provides direction for housing:

> *1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*
>
> *b) permitting and facilitating:*
>
> *1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
>
> *2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
>
> *c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation*
>
> *d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

Section 2.3.1 provides general policy direction for Settlement Areas:

> *2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:*
>
> *a) efficiently use land and resources;*
>
> *b) optimize existing and planned infrastructure and public service facilities;*
>
> *c) support active transportation;*
>
> *d) are transit-supportive, as appropriate;*
>
> *3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

The proposed concept includes apartment units and townhouse units in a low-rise environment alongside natural open space, offering an appropriate range and mix of housing options and land uses. The proposed concept will comply with the Accessibility for Ontarians with Disabilities Act (AODA), improving accessibility for persons of all ages and abilities.

The concept plan represents appropriate intensification and efficient land use, via redevelopment of currently unused land within the City of Ottawa's urban boundary. As part of the larger Wateridge Village neighbourhood, the proposed concept supports intensification of an existing urban site, making efficient use of land and resources, within an area already planned for the necessary infrastructure and public service expansion required for the new community. Intensification through Phase 8 will further support the development of Wateridge Village as a complete and compact community with a mix of housing types in an environment supportive of public transit and active transportation.

Section 2.9 provides direction for energy conservation, air quality, and climate change:

> *1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*
>
> *a) support the achievement of compact, transit-supportive, and complete communities;*
>
> *b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
>
> *c) support energy conservation and efficiency;*
>
> *d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
>
> *e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

Chapter 3 addresses infrastructure and facilities. In particular, Section 3.6 provides direction for sewage, water, and stormwater:

> *8. Planning for stormwater management shall:*
>
> *b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
>
> *c) minimize erosion and changes in water balance including through the use of green infrastructure;*
>
> *e) maximize the extent and function of vegetative and pervious surfaces;*
>
> *f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development;*

Section 3.9 provides direction for public spaces, recreation, parks, trails, and open spaces:

> *1. Healthy, active, and inclusive communities should be promoted by:*
>
> *a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
>
> *b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
>
> *c) providing opportunities for public access to shorelines;*

The concept plan employs key low impact development features and green infrastructure to create a resilient stormwater management system on site, where LID features will be selected by a future developer for implementation. Furthermore, the proposed concept protects significant natural features, including forest tree groupings in the centre of the site and the NRC woods along the northern site boundary.

Phase 8 also includes Tanakiwin Natural Area Park, a publicly accessible open space with access points to the NRC woods, NCC lands to the north of the site, and the Ottawa River, as well as to Wing Officer Winnifred Taylor Park to the south. Accessible trails and multi-use pathways are proposed across the site's interior, with additional walking trails in the naturalized space ringing the exterior of the site.

4.3 City of Ottawa Official Plan

The City of Ottawa Official Plan (OP) was amended and passed by Council on October 27th, 2021. The OP was updated further and adopted on November 24th, 2021. The OP was approved with modifications by the Ministry of Municipal Affairs and Housing on November 4th, 2022. The OP provides a vision for the future growth of the City and a policy framework to guide its development to the year 2046.

4.3.1 Inner Urban Transect

The subject site falls within the *Inner Urban Transect* according to Schedule A of the OP, as seen in Figure 22. The *Inner Urban Transect* includes the pre-World War II neighbourhoods located adjacent to the downtown core, as well as early post-war neighbourhoods. Existing development within the *Inner Urban Transect* reflects both urban characteristics and suburban characteristics, as outlined in Table 3. Future development in these neighbourhoods will support the evolution of the *Inner Urban Transect* towards a more urban form. For the *Inner Urban Transect*, the Official Plan targets a density range of 60 – 80 dwellings/net ha (Table 3.b).

Figure 22: City of Ottawa Official Plan Schedule A - Transect Policy Area

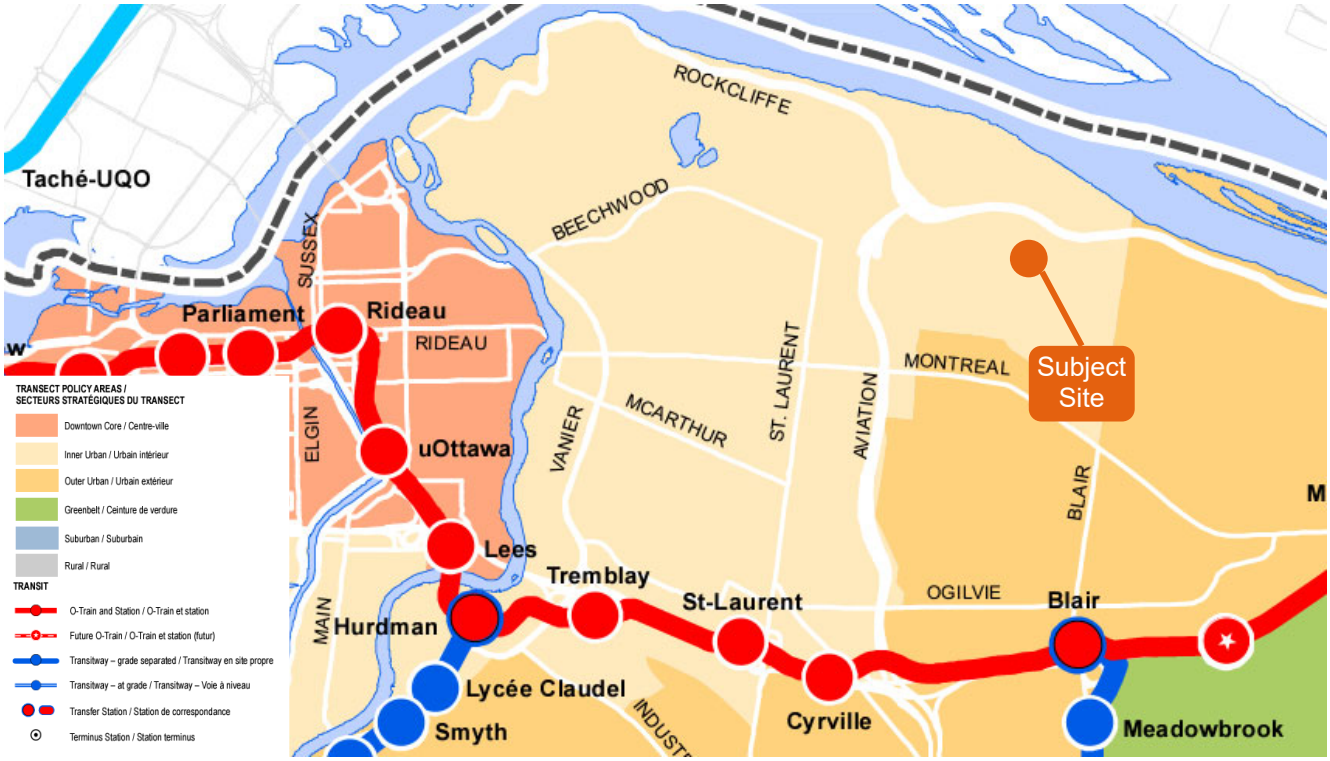


Table 3. Official Plan Table 6 - General Characteristics of Urban Built Form and Suburban Built Form and Site Design.

URBAN	SUBURBAN
Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm	Moderate front yard setbacks focused on soft landscaping and separation from the right-of-way
Principal entrances at grade with direct relationship to public realm	Principal entrances oriented to the public realm but set back from the street
Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios	Larger lots, and lower lot coverage and floor area ratios
Minimum of two functional storeys	Variety of building forms including single storey
Buildings attached or with minimal functional side yard setbacks	Generous spacing between buildings
Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing	Informal and natural landscape that often includes grassed areas
No automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building, such as in a front facing garage	Private automobile parking that may be prominent and visible from the street

Section 5.2.1 provides direction for supporting the evolution of the *Inner Urban Transect:*

1. The Inner Urban Transect's built form and site design includes both urban and suburban characteristics as described in Table 6. Its intended pattern is urban.

2. In the Inner Urban Transect, the City shall support the development of large parcels and superblocks into fully urban districts and integrated neighbourhood centres, including:

c. Requiring that the development of such parcels introduce permanent and high-quality public pedestrian networks within the site through easements and public streets, and to orient new buildings to such networks and to public streets.

3. The Inner Urban Transect is generally planned for mid- to high-density development, subject to:

a. Proximity and access to frequent street transit or rapid transit;

b. Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and

c. Resolution of any constraints in water, sewer and stormwater capacity.

4. The Inner Urban Transect shall continue to develop as a mixed-use environment, where:

a. Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;

e. *Increases in existing residential densities are supported to sustain the full range of services noted in Policy a).*

5) The Inner Urban area is planned for mid- to high-density, urban development forms where either no onsite parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:

a. The privatization of curb space through increasing private approaches, whereby an on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposes for all users:

i. Is generally discouraged; and

ii. May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.

b. Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes, and front yard space for trees and intensive landscaping, is given priority over private approaches; and

c. Further to the above, development applications may be required to

iii. Reduce the number and/or width of private approaches on a site;

iv. Re-use existing private approaches; or

v. Relocate and/or combine existing private approaches with no net increase in number or width.

d. In the case of completely new areas or neighbourhoods developed by Plan of Subdivision, each city block shall be planned to minimize the number of vehicular private approaches and combine or share accesses to the greatest extent possible.

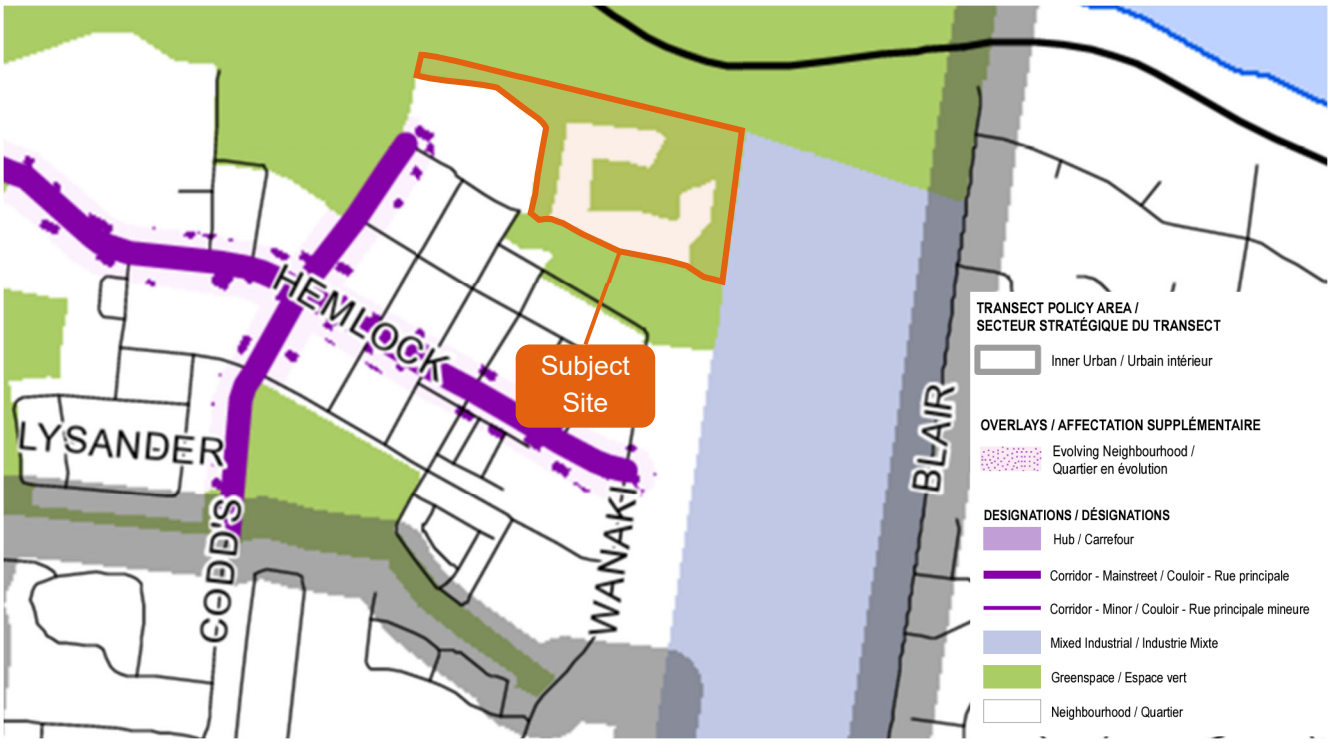
The form of the proposed concept corresponds with the urban characteristics regarding buildings with a direct relationship with the public realm and minimized parking visible from the street. The density under the proposed concept plan is 91.5 units/net hectare, exceeding the OP's target of 60-80 dwellings per net hectare, but meeting the density minimums set out in the Wateridge Village Secondary Plan. The concept also reflects the OP's objectives in transitioning to a higher-density urban form in this area, including apartment units and stacked back-to-back townhouse units, as well as both compact and standard townhouses. This additional density will also support the development of a full range of services within Wateridge Village, particularly in the mixed-use blocks in proximity.

The proposed concept fronts all units towards a private road, where shared approaches are provided for terraced stacked back-to-back townhouses and apartment buildings. Shared surface parking or underground parking garages will be provided, respectively. Individual approaches are planned for both compact and standard townhouses, with further detail anticipated through detailed block development.

The pedestrian network within Phase 8 will be made up of a series of sidewalks, trails, and pathways that connect the site to the rest of Wateridge Village, as seen in Figure 17. Sidewalks are anticipated on either side of the private road, and several 10 m wide mid-block connections are proposed to the south and west. Further connections are possible, with details subject to future Site Plan Control applications.

According to Schedule B2 – Inner Urban Transect of the Official Plan, the subject site falls within the *Neighbourhood* and *Greenspace* designations, as seen in Figure 23.

Figure 23: City of Ottawa Schedule B2 - Inner Urban Transect



Neighbourhoods within the Inner Urban Transect require existing lots to have a frontage of 15 m or wider, with a target of 25% low-rise development. Below are policies within Section 5.2.4 of the Official Plan that are specific to Neighbourhoods within the *Inner Urban Transect*:

> *1) Neighbourhoods located in the Inner Urban area and within a short walking distance of Hubs and Corridors shall accommodate residential growth to meet the Growth Management Framework as outlined in Subsection 3.2, Table 3b. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1, as applicable and that:*
>
> *a. Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;*
>
> *c. Provides for a low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher-density low-rise residential development;*
>
> *d. Provides an emphasis on regulating the maximum built form envelope that frames the public right of way rather than unit count or lot configuration; and*

The proposed concept contains both low-rise development in the form of low-rise townhouses and apartment buildings, providing ground oriented missing middle housing development on site. The compact residential environment will contribute to the density required to support mixed-use blocks to the south-west of the subject site. The built form remains complementary to the low-rise form anticipated for Phase 6 of Wateridge Village to the south of the site, as well as the mid-rise to low-rise form anticipated in Phase 7 to the west.

Section 7.1 of the Official Plan provides guidance for convenient, inclusive access to greenspaces within the City:

> *7) Open Spaces provide many of the benefits associated with other Greenspaces but are not intended primarily for recreation or natural heritage protection purposes and are not suitable for dedication as Parks. The City shall:*
>
> *a) Seek to secure public access to, and enjoyment of, Open Space lands in a manner that supports this Plan's goals for 15-minute neighbourhoods, through partnerships with other public landowners or through development;*
>
> *b) Identify the intended primary function(s) of Open Spaces as green transportation and utility corridors, stormwater management facilities, capital greenspaces, or passive open spaces, through the Urban Forest and Greenspace Master Plan, secondary plans or community design plans and the Zoning By-law as appropriate; and*

Section 7.2 provides guidance for the design and animation of certain types of publicly-owned greenspace to enhance their contributions to healthy, active communities:

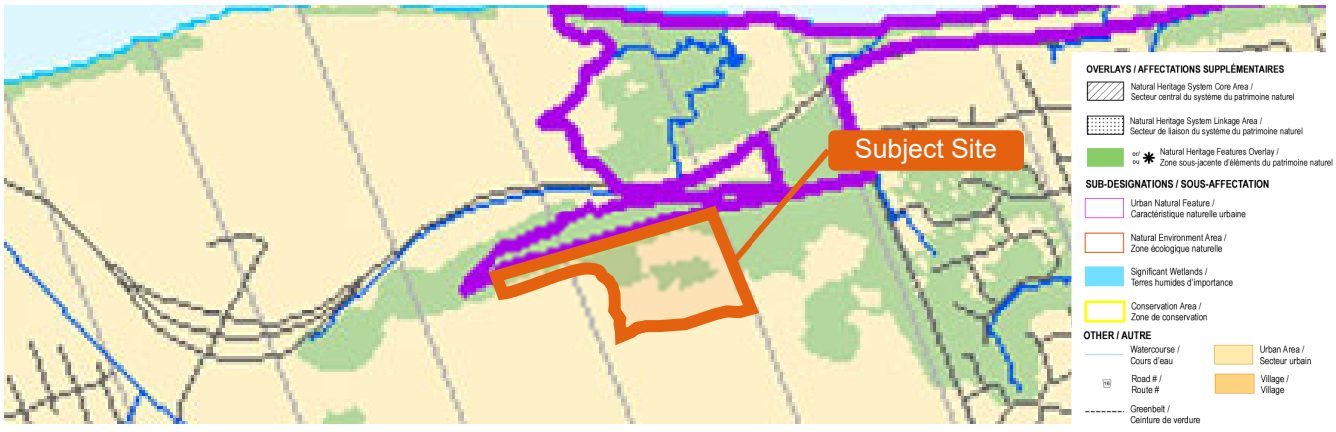
> *2) The City shall collaborate with the Algonquin Anishinaabe Host Nation, the urban Indigenous community and the National Capital Commission on respectful inclusion and representation of Algonquin Anishinaabe Host Nation, First Nations, Inuit and Métis people's culture and heritage in urban greenspace. This will include the identification and development of a safe and secure outdoor space(s) for Indigenous ceremony in Ottawa.*

The subject site includes publicly accessible open spaces that serve multiple functions, including green transportation corridors, stormwater management facilities, and passive recreation spaces, reflecting the OP's emphasis on providing functional and accessible open spaces. Additionally, Tanakiwin seeks to implement Indigenous cultural elements throughout, contributing to a more inclusive and culturally sensitive community environment.

4.3.2 Natural Heritage

Section 5.6.4 provides direction for Natural Heritage Overlays. According to Schedule C11-C – Natural Heritage System (East) shown in Figure 24, the subject site contains a Natural Heritage Features Overlay along the northern limit abutting the Urban Natural Feature located within the NCC lands to the north, as well as a Natural Heritage Features Overlay located within the centre of the subject site.

Figure 24: City of Ottawa Schedule C11-C - Natural Heritage System (East)



Policy directives for the Natural Heritage Features Overlay in Section 5.6.4.1 are described below:

> *3) The City shall protect natural heritage features for their natural character and ecosystem services.*
>
> *4) Development or site alteration proposed in or adjacent to natural heritage features shall be supported by an environmental impact study prepared in accordance with the City's guidelines.*
>
> *5) Development and site alteration shall have no negative impact on the Natural Heritage System and Natural Heritage Features. Development and site alteration shall be consistent with the conclusions and recommendations of an approved environmental impact study.*

The proposed concept plan respects the existing natural heritage features, protecting existing tree groupings and forested areas while minimizing any impacts to the natural environment features. The proposed residential development concept is situated on the site in such a way to preserve and provide appropriate space for mature, healthy trees to remain present on the site, where feasible. Tanakiwin Natural Area Park is a large natural area with several important tree groupings within Phase 8. Tanakiwin is proposed to be a publicly accessible open space with trails and pathways throughout.

Further, an Environmental Site Assessment (Phase 1 and Phase 2), a Record of Site Conditions, and an EIS have been completed and submitted in conjunction with this application. The findings and recommendations for the proposed concept include analysis of short-term, long-term, and cumulative impacts to the trees present on the subject site, as well as mitigation measures for minimizing impacts to the natural features present on the subject site and the surrounding area. It is also anticipated that the holding provision provided through this zoning amendment would require an updated EIS prior to any future development on the site.

Section 4.8.1 includes policy to protect the City's natural environment through identification of a Natural Heritage System and Natural Heritage Features:

> *2) The City shall seek to improve the long-term integrity and connectivity of the Natural Heritage System through land use planning, development processes, acquisition and conservation of land and support for voluntary, private land conservation and stewardship.*

Policy directives for the Urban Forest Canopy in Section 4.8.2 are described below:

> *3) Growth, development and intensification shall maintain the urban forest canopy and its ecosystem services, in accordance with Subsection 4.8.2, Policy 6) and the following:*
>
> > *a) Preserve and provide space for mature, healthy trees on private and public property, including the provision of adequate volumes of high-quality soil as recommended by a Landscape Architect;*
> >
> > *d) When considering impacts on individual trees, planning and development decisions, including Committee of Adjustment decisions, shall give priority to the retention and protection of large, healthy trees over replacement plantings and compensation.*

Section 4.8.3 provides direction on providing residents with equitable access to an inclusive urban greenspace network:

> *1) The City shall protect all of its various types of greenspaces as described in Section 7 for their ecosystem services and their contributions to healthy, active communities.*
>
> *2) In general, and to support health, climate resiliency, accessibility and gender and social equity, the City shall seek to provide all urban residents with the following minimum access to high-quality greenspace:*

a) Within a 5-minute safe walking distance (400 metres), a public greenspace providing space for passive or active recreation;

b) Within a 10-minute safe walking distance (800 metres), two green public spaces; and

c) Within a 15-minute trip by transit, a publicly-owned natural area.

The proposed concept plan also situates buildings around the Natural Heritage Feature, such that existing important trees and their critical root zones are not impacted through the proposed concept. Using an 'urban forest' approach throughout the site, the residential development proposed within the concept plan sensitively interfaces with Tanakiwin Natural Area Park, a large natural area with several important tree groupings within Phase 8. Additional low-impact development measures will be implemented by future buildings, where features aim to supplement the existing natural features by increasing stormwater infiltration on site. These may include permeable pavement within segments of the proposed private right-of-way, bioretention facilities, or other LID measures as outlined in the Developer's Checklist. Private streets within the proposed concept are also anticipated to add to the existing tree canopy through the addition of street trees.

Tanakiwin is proposed to be a publicly accessible open space with trails and pathways throughout. The concept proposes a full integration of public and privately owned space within Phase 8, as well as to the wider public space network, as shown in the Active Transportation Plan (Figure 17). Wide 10 m mid-block connections provide direct linkages to Wing Officer Winnifred Taylor Park (Park #4) to the south, as well as Phase 7 and Kishkabika Park (Park #1) to the west. The conceptual Landscape Plan, as seen in Figure 16, respects and preserves space for important tree groupings and mature trees outside of the Development Area, where also introducing new plantings of small, medium, and large deciduous trees where possible within it.

4.3.3 Neighbourhood Designation

Policies in Section 6 of the OP provide direction for urban designations including Hubs, Corridors, Neighbourhoods, Industrial and Special Districts. The subject site falls within the Neighbourhood designation according to Schedule B2 - Inner Urban Transect (Figure 23). According to Section 6.3 of the OP, Neighbourhoods are areas that should be planned for sustainable and context-sensitive development. The *Inner Urban Transect* should target densification of 60-80 dwellings/hectare. In *Neighbourhoods*, this includes a target of 50% low-rise and 5% mid-rise or taller buildings. Below are policies applicable to the subject site.

Section 6.3.1 defines *Neighbourhoods* and sets the stage for their function and change over the life of the OP.

2) Permitted building heights in Neighbourhoods shall be Low-rise, except:

a. Where existing zoning or secondary plans allow for greater building heights; or

b. In areas already characterized by taller buildings.

4) The Zoning By-law and approvals under the Planning Act shall allow a range of residential and nonresidential built forms within the Neighbourhood designation, including:

a. Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;

b. Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);

f. Greenspace, including parks, open spaces and natural linkage areas meant to serve as public space.

The proposed development concept consists of low-rise buildings up to 4 storeys, with a proposed density of 74 units per hectare (91.5 units per net hectare), exceeding the 60-80 dwelling/net hectare target for Neighbourhoods in the Inner Urban Transect, but aligned with the Wateridge Village Secondary Plan. Through the low-rise built form consisting of apartments and townhouses, the proposed development would introduce additional missing-middle housing on site, enhancing the diversity and accessibility of residential options, and providing a range of development scales on the subject site.

As part of Phase 8, Tanakiwin Natural Area Park provides public open space and additional connections and linkages to the surrounding greenspaces. The proposed trails and pathways within Tanakiwin Natural Area Park connect to Wing Officer Winnifred Taylor Park (Park #4) to the south of the site, as well as to Phase 7 to the west, and the NCC forested lands to the north. While Tanakiwin Natural Area Park is not proposed to have direct frontage to a public street, public access is provided through mid-block connections and pathways, including natural linkages to Park #4 to the south.

4.3.4 City Wide Policies

Section 4 of the Official Plan provides overarching policy direction for growth management, provision of housing, cultural heritage, and urban design, among others, applicable across the City of Ottawa.

4.3.4.1 Growth Management

Section 4.1.3 provides policy direction in support of growth management within the City, as well as a greener, more resilient city:

> *1) The street and road network shall support multi-modal travel, the movement of goods and services, access to properties, public space functions, street trees and/or shade corridors and contribute to the overall quality of the urban environment.*
>
> *2) The City recognizes that the parkway network is a multi-modal corridor, primarily developed by the National Capital Commission, that contributes significantly to the urban greenspace network while providing access to major capital and civic destinations.*
>
> *6) New streets shall, and reconstructed streets shall wherever possible, include street trees that contribute to the urban forest and streetscaping elements appropriate for its context*

The proposed Phase 8 concept is consistent with the growth management direction of the Official Plan. The concept supports the multi-modal transportation network within Wateridge Village by providing trails and pathways that connect to surrounding public green spaces, the NCC lands to the north, and the broader network along Sir George-Étienne Cartier Parkway. The inclusion of new street trees and the retention of existing tree canopy further contribute to the urban forest and streetscaping objectives of the Official Plan.

Section 4.2.1 provides direction to enable greater flexibility and an adequate supply and diversity of housing options throughout the city:

> *1) A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:*
>
> *a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;*

b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;

c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;

2) The City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:

a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;

b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law;

The proposed Phase 8 concept emphasizes a diverse range of housing options that includes apartment buildings and townhouses, helping provide flexible housing options across the city. The proposed concept supports the production of walkable 15-minute neighbourhoods by incorporating compact low-rise residential development around the preserved tree grouping and future active transportation routes. Phase 8 will also contribute to the development of 15-minute neighbourhoods in providing additional residential units to supply the population required to sustain retail and community services in nearby mixed-use blocks of Wateridge Village.

Within Phase 8, low-rise residential development is proposed to be sensitively integrated with the context of the natural area, as well as with neighbouring low-rise development to the south and west. The proposed concept incorporates building setbacks to prioritize soft landscaping and the form of development proposed is in keeping with the scale of the surrounding streets. Additional design review for individual buildings will be conducted through future Site Plan Control applications. Architectural Control Guidelines will incorporate design recommendations specific to Phase 8 for elements such as front entrances at grade and balconies. Architectural Control Guidelines will be provided to each builder to form part of their agreement with BCH to develop the property according to the urban design standards and guidelines set out by the City.

4.3.4.2 Cultural Heritage and Archaeology

Section 4.5 details policy directives for cultural heritage and archaeology. More specifically, Section 4.5.1 provides direction to conserve properties, areas and landscapes of cultural heritage value:

1) Identification and evaluation of properties and areas of potential cultural heritage value shall be consistent with provincial regulations and will include the consideration of design or physical value; historical or associative value; and contextual value.

11) The City shall promote equity and inclusivity by recognizing, protecting and honouring sites of cultural heritage value associated with the diverse historical experiences, and prioritizing the identification of underrepresented historic places.

Section 4.5.3 includes policy to promote partnerships through leadership, community engagement and incentives, including:

1) The City shall support its objective to conserve cultural heritage resources and to promote their stewardship and appreciation by:

a) Exploring opportunities to honour Indigenous culture and history through strategies such as: placemaking, naming, wayfinding, monuments, interpretive features, public art, streetscaping, landscaping, signage, and programming;

The proposed concept acknowledges the site's Indigenous and military histories through the enactment of the Wateridge Village Heritage Commemoration Program, including through naming and other interpretative features. Intentional placemaking also incorporates elements that recognize heritage of the site as traditional Indigenous territory and its later role as a Canadian Forces Base. The conceptual design for Tanakiwin Natural Area Park includes several planned reflection nodes to reflect the teachings of the seven grandfathers, as well as potential for two major viewing nodes to the Ottawa River and education stations to provide information on the Indigenous history of the site.

4.3.4.3 Urban Design

Section 4.6 provides direction on urban design within the city. Sir George-Étienne Cartier Parkway is classified as a Scenic Capital Entry Route, as seen in Figure 8. Development along Scenic Routes and Scenic Capital Entry Routes should protect opportunities to view natural and cultural heritage features, preserve and restore landscaping, and enhance the opportunity for views and vistas towards cultural landscapes and other features of the Capital, according to Policy 4.6.2.4 and Policy 4.6.2.5.

Additionally, Section 4.6.3 provides direction for investment to enhance the City's streets, sidewalks, and other public spaces to support a healthy lifestyle, including:

1) Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.

8) Public realm investments such as street furniture and other related streetscape elements will be designed to be welcoming and comfortable for all people, and hostile elements that intentionally prevent people from using the space will be avoided.

9) Opportunities will be explored to commemorate the culture, history and current interests of the Algonquin Anishinabe Host Nation, Urban First Nations, Inuit and Métis peoples through place-making, naming, wayfinding, monuments, interpretive features, public art, streetscaping, landscaping, signage, and programming.

Section 4.6.5 includes policy guidance for effective site planning for Neighbourhoods, Corridors and Hubs, including:

3) Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

To promote the sensitive integration of new development to ensure Ottawa meets its intensification targets while considering liveability for all, the following policy is set out in Section 4.6.6:

6) Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

Through the proposed concept, the views both from and towards the existing landscaping along the Rockcliffe escarpment are preserved, maintaining the views from Sir George-Étienne Cartier Parkway. This buffer consists of significant greenery and a significant natural grade differential which will not be altered through the development of Phase 8, ensuring that the existing natural landscape effectively screens the neighbourhood from view and preserves the visual integrity of the parkway.

Through the concept plan, low-rise residential development will be sensitively integrated into the existing naturalized area, protecting the existing important tree groupings, and the planned residential and mixed-use environments within Phase 6 and Phase 7, adding to the ground-oriented medium density residential development within the surrounding area. The private road within Phase 8 is anticipated to include sidewalks on both sides and may employ low-impact development measures such as additional landscaping and vegetated bioretention facilities. Significant additional landscaping within the development area is also anticipated, including to screen parking areas from adjacent open spaces. The programming of Tanakiwin Natural Area Park is also planned to commemorate and educate on the Algonquin history of the site, with opportunities for designated spaces for ephemeral reflection pools, river viewing locations, and other educational stations.

4.4 Former CFB Rockcliffe Community Design Plan

The Community Design Plan for the Former CFB Rockcliffe, now known as Wateridge Village, provides high level guidance on the development of the subject site and surrounding area.

4.4.1 Constraints and Opportunities

Constraints and opportunities located within the subject site include forest tree groupings, trees in good condition, steep slopes, and an existing sanitary sewer, as shown in Figure 25.

The existing constraints have been taken into consideration within the development of the proposed development concept. The placement of lots and building footprints on the subject site considers the existing forest tree grouping, as well as the remaining trees in good condition, where possible. Tanakiwin Natural Area Park is planned as a naturalized public open space with opportunities for passive recreation, protecting and making use of the existing Forest Tree Grouping present within Phase 8. The proposed concept plan does not situate buildings within the geotechnical setbacks required due to the steep slopes at the northern limit of the subject site.

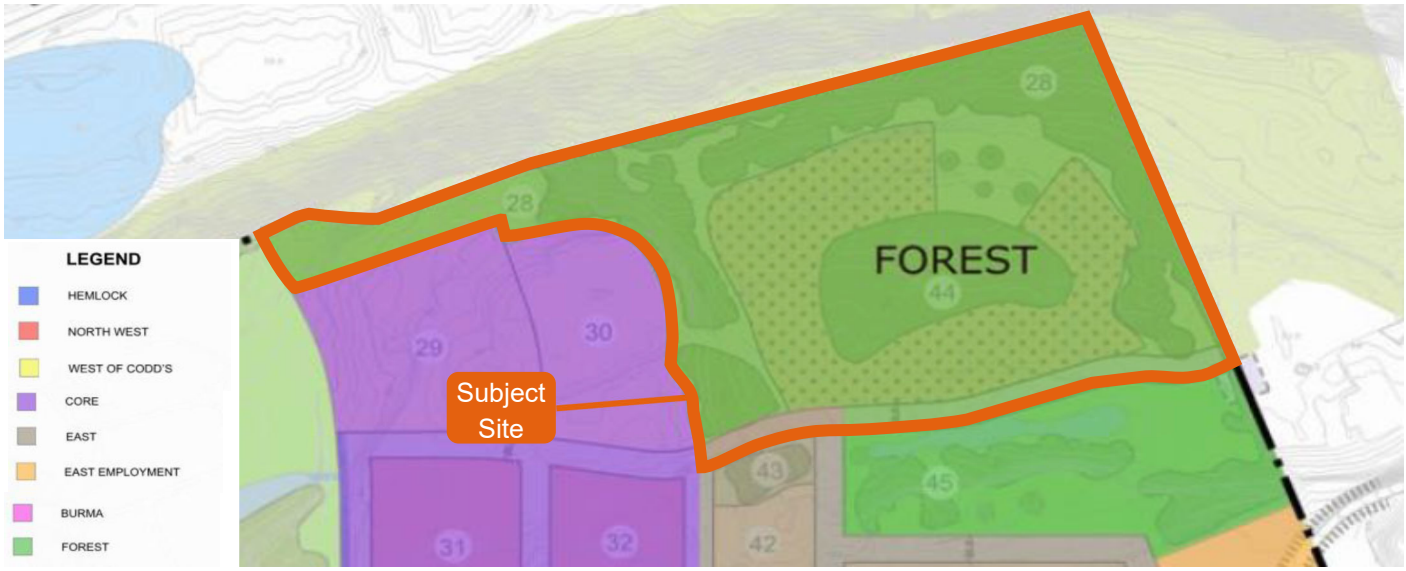
Figure 25: Former CFB Rockcliffe Community Design Plan, Figure 3.3 Constraints and Opportunities



4.4.2 Structure of the Community

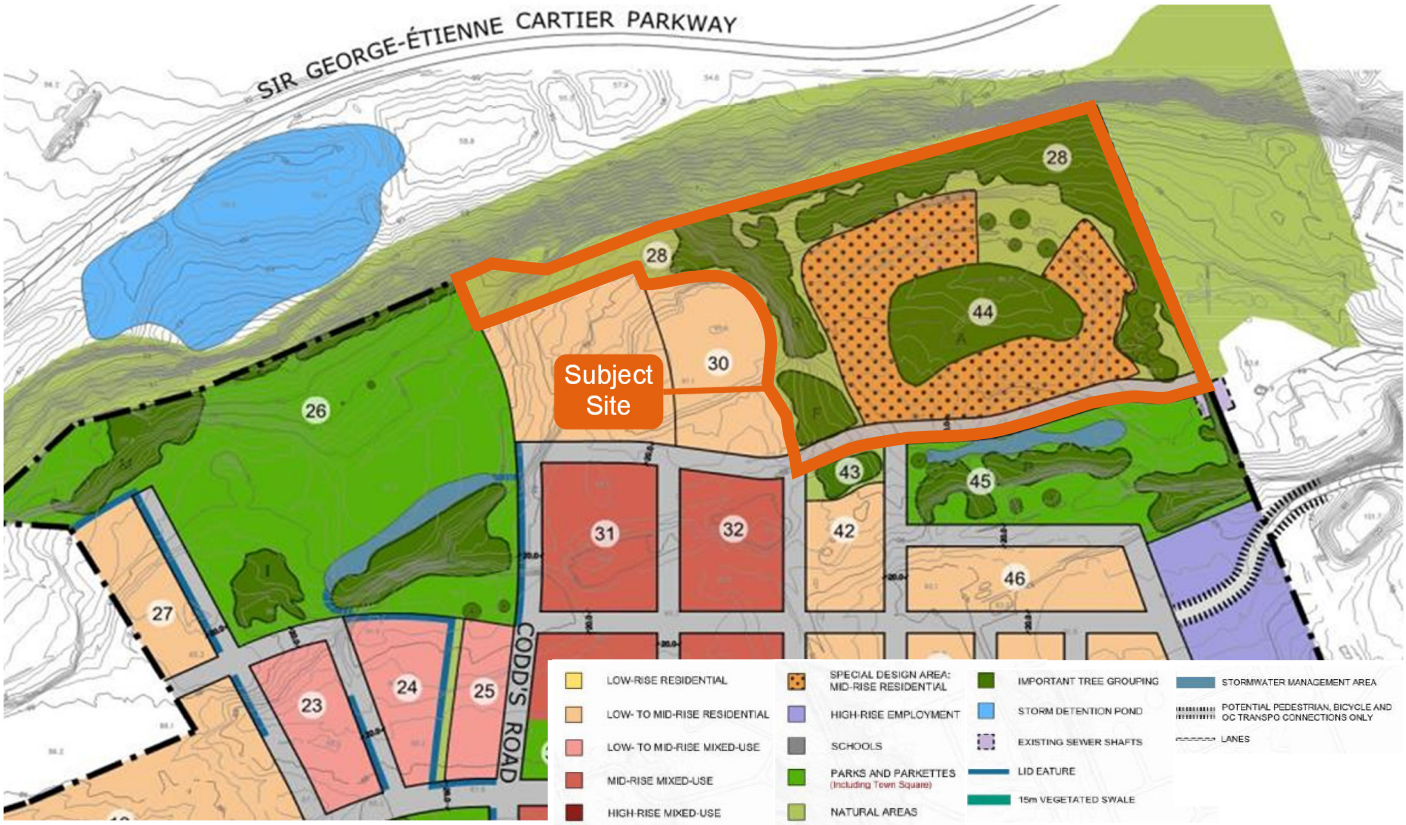
Section 5.1 provides information on neighbourhood designation types, where the subject site is located within the *Forest* neighbourhood designation. The *Forest* designation contains a number of important tree groupings that will be retained for an "urban forest" concept for multi-unit residential development. Within the *Forest* designation, a master concept plan must be prepared to demonstrate concept viability prior to any site alteration. The design directives for this area are stricter than those for the other phases to create an ecologically sustainable environment that seamlessly integrates housing with its existing natural elements.

Figure 26: Former CFB Rockcliffe Community Design Plan, Figure 5.2 - The Neighbourhoods



Section 5.2 also provides guidance on land use for Wateridge Village. Within the CDP, the subject site is classified as a Natural Area and the Special Design Area: Mid-Rise Residential, as shown in Figure 27.

Figure 27: Former CFB Rockcliffe Community Design Plan, Figure 5.2 - Land Uses



Under the *Forest* neighbourhood designation, the proposed concept operationalizes the "urban forest" concept by situating residential development around the existing important tree groupings located at the centre, as well as the northern and eastern limits, of the subject site. Tanakiwin Natural Area Park will be naturalized public open space, planned to seamlessly integrate with proposed LID features and surrounding residential development within the Special Design Area.

The form of development proposed within the Phase 8 concept plan consists of low-rise apartment buildings and townhouses. While no building exceeds 4 storeys, the conceptual development provides a compact form of housing that introduces increased residential density while still supporting an "urban forest" concept.

4.4.3 Natural Areas

The subject site houses important natural areas and tree groupings, as well as the special design area. The site of Phase 8 is also designated a High Value Landscape Area in the CDP, with significant tree groupings and views to the south. Section 5.3.1 of the CDP considers Tanakiwin Natural Area Park to be a unique and high value natural resource, enhanced by its connection with the forested NCC and NRC Woods North to the north and east. These natural features on the subject site can act as an anchor to establish character and sense of place within Wateridge Village and warrant protection as a special feature within the community. Tanakiwin Natural Area Park has also

been highlighted by the Algonquins of Ontario (AOO) as a natural resource of high value that is unique to the site and worthy of protection as a special feature for the community. Section 5.3.1 further indicates that BCH will provide a space on the ridge overlooking the river for the commemoration of the historical Algonquin presence in this area and to celebrate and teach Algonquin culture and its lessons for present day society.

Pertaining directly to the open space present within Phase 8 can be found in Section 6.9.2 of the CDP:

- *A number of significant trees and tree groupings will be preserved and carefully integrated into the design of parks, open spaces and other compatible land uses.*
- *Where feasible, space will be retained around protected tree groupings for passive recreation to create a network of greenspace linkages throughout the community.*
- *Accessible trails, or substantial and durable boardwalks with a minimum width of three metres should be provided, where feasible, around protected tree groupings and stormwater detention areas.*

Figure 28: Former CFB Rockcliffe Community Design Plan, Figure 5.3 – Parks & Open Space



Tanakiwin Natural Area Park is proposed as a naturalized public open space and area of passive recreation with walking trails and pathways, as well as integrating LID and stormwater management features throughout the site. The important tree grouping at the centre of the subject site is proposed to be retained. Asphalt pathways and mulch walking trails, as seen in Figure 17 and Figure 17 , will provide access within the central naturalized area, south to Wing Officer Winnifred Taylor Park and Phase 6, and west to Phase 7 and Kishkabika Park.

Tanakiwin Natural Area Park is proposed to include several animating features to protect and enhance the natural assets of the site. Protection of existing features within the subject site includes the ephemeral pools, the central tree grouping, and the natural open space within the northern edge of Tanakiwin Natural Area Park. Opportunities for additional features include potential shade structures, education stations, and reflection nodes to provide additional information on the site's Algonquin heritage. As such, the proposed concept plan preserves Tanakiwin's natural value and cultural significance, including designated spaces commemorating the Algonquin history on the site.

4.4.4 Height and Density

Section 5.5 of the CDP outlines that the maximum height limits for much of the subject site are 30 m, with the northern segment limited to 20 m. Section 5.7 has minimum density guidelines, where the minimum proposed density for the Forest Special Design Area is 91 units/ha. The CDP defined the minimum units within the Forest Special Design Area as 285 dwelling units.

Figure 29: Former CFB Rockcliffe Community Design Plan – Figure 5.4 Height Strategy



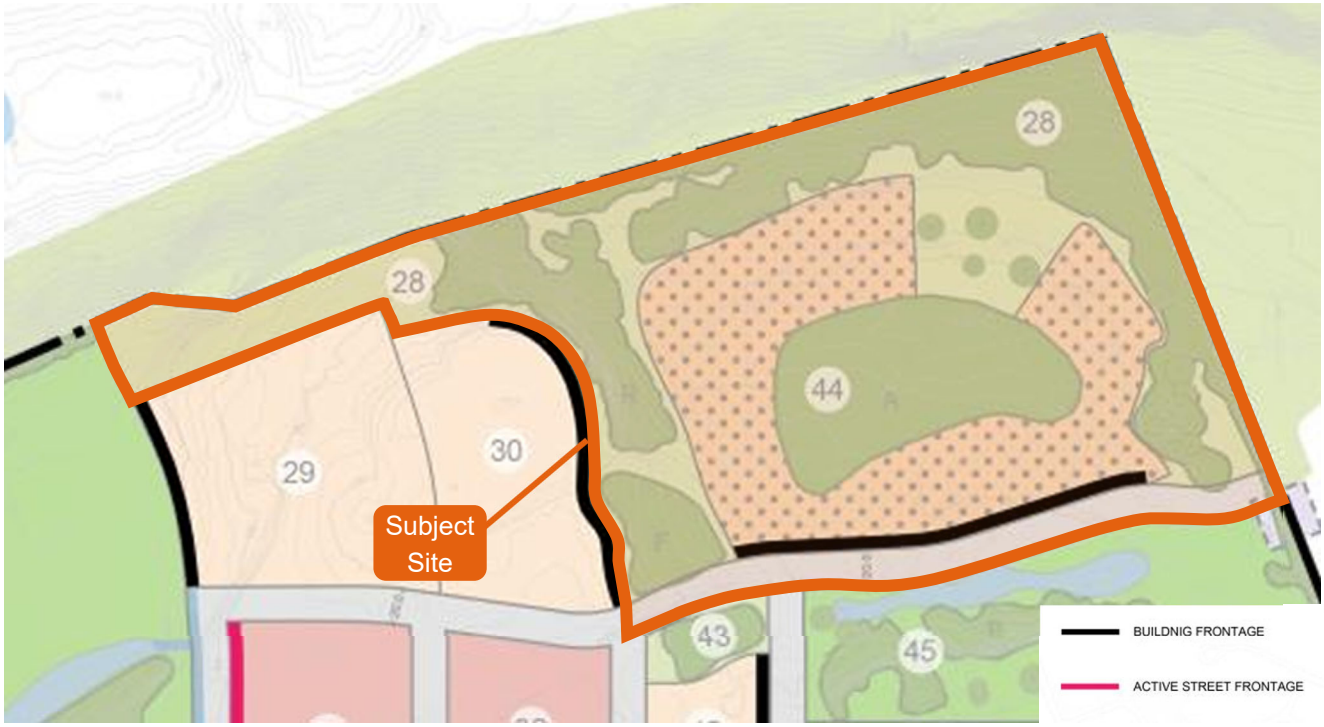
The form of development proposed for Phase 8 consists of low-rise apartment buildings, stacked back-to-back townhouses, and both compact and standard townhouses. While no building exceeds 4 (18.7 m) storeys, the proposed development concept still provides compact forms of housing that remain below the maximum height for the development area.

The density of the proposed concept plan is 74 units/ha (91.5 units/net ha), lower than the minimum density of 91 units/ha set forth in the CDP, but meeting the density minimums set out in the Secondary Plan. However, the proposed concept consists of 311 units, an excess of 26 units from the 285 dwelling units anticipated in the CDP. Additionally, as shown in Table 2, the adjacent development within Phase 7 is significantly over the minimum densities required, offsetting the lower number of units provided within Phase 8, as well as the lower densities within Phase 6 and Block 35 & 44 of Phase 7. When taken in context of the total number of units provided within Phase 8 and surrounding Phases 6 and 7, the overarching intent of the CDP density provisions are met.

4.4.5 Building Frontages and Active Street Frontages

The subject site includes building frontage along the south side of Phase 8, facing Wing Officer Winnifred Taylor Park across Codd's Road. Section 5.6 requires building frontages to have no parking between the building and the street.

Figure 30: Former CFB Rockcliffe Community Design Plan – Figure 5.5 Building Frontages and Active Street Frontages.



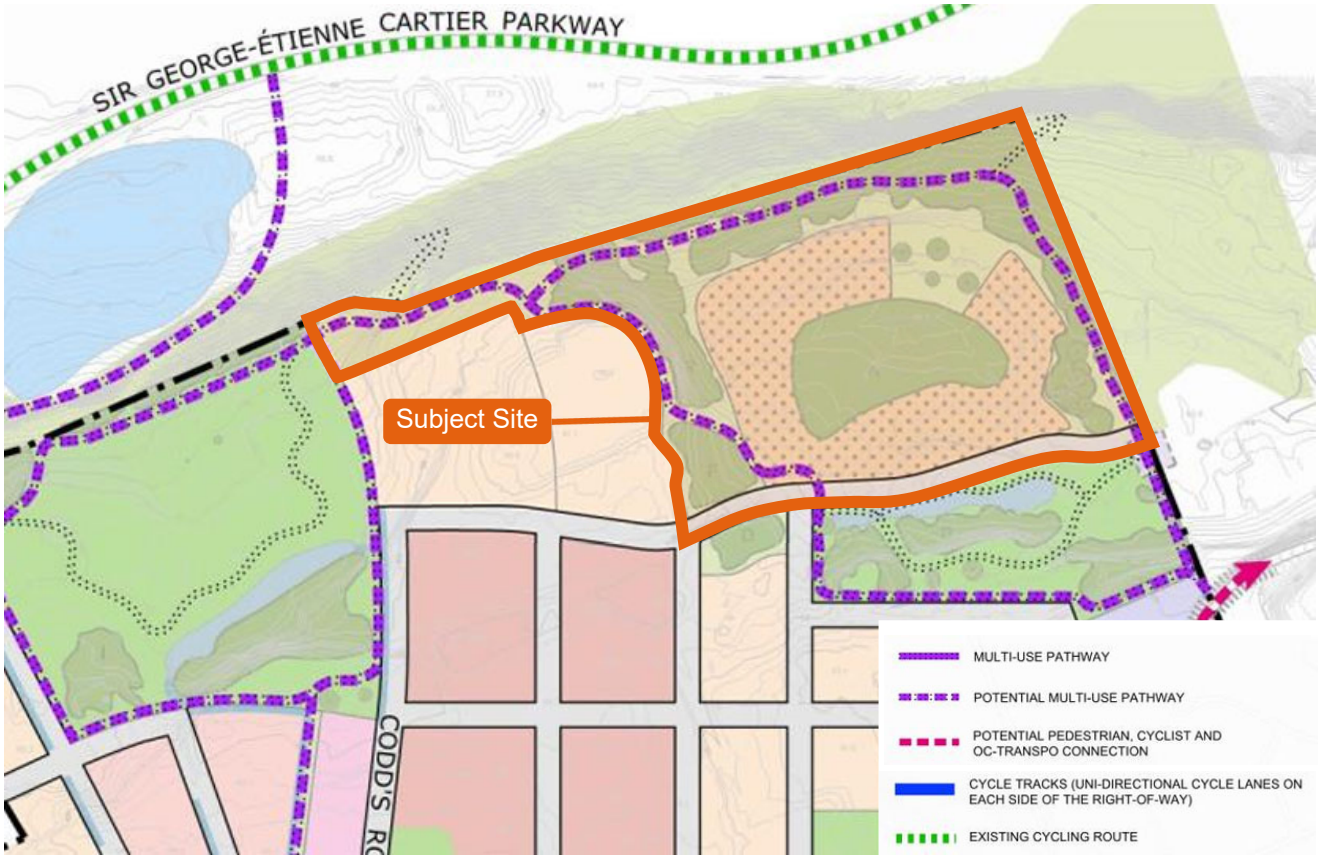
The concept plan modifies the road network within Phase 8, proposing a double loaded private ring road and removing the extension of Codd's Road as a public right-of-way to the east. Building frontages have been designed to face towards the interior private road and do not locate any surface parking between the buildings and Park 4, to the south.

4.4.6 Mobility and Circulation

Pedestrians and Cyclists

Section 5.9.1 provides direction on the intended active mobility connections, with potential multi-use paths located on the subject site, connecting to Wing Officer Winnifred Taylor Park and the natural areas and important tree groupings surrounding the Special Design Area: Mid-Rise Residential within the Forest neighbourhood designation.

Figure 31: Former CFB Rockcliffe Community Design Plan, Figure 5.6: Mobility Plan



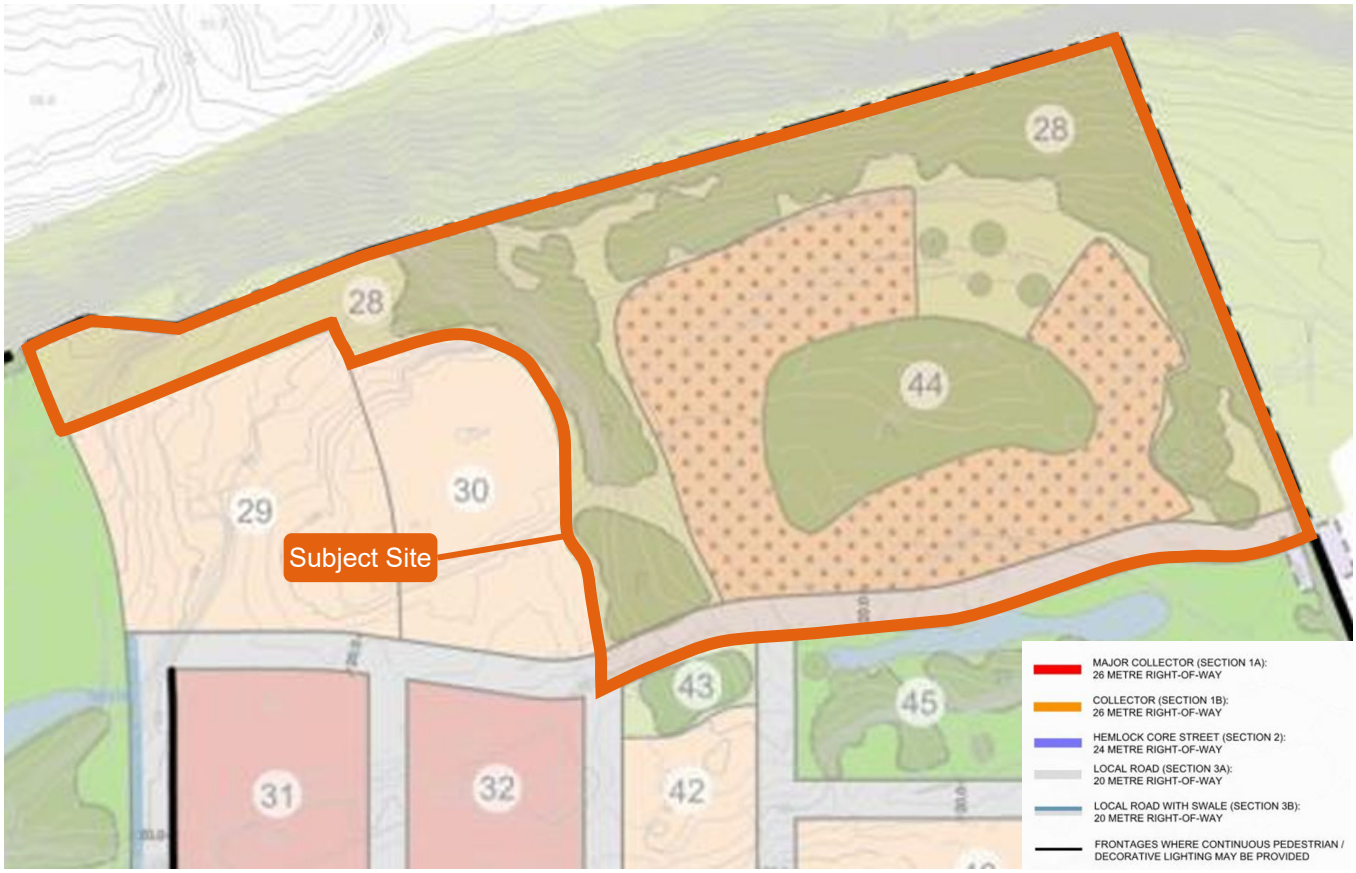
It is anticipated that the private internal street will provide active transportation access to residential buildings on site, as well as to the pathways, trails, and open space located within the central node and exterior limits of the site. Large 10 m mid-block connections will connect the central area of Tanakiwin Natural Area Park and south to Wing Officer Winnifred Taylor Park (Park #4), and west to Phase 7 and Kishkabika Park (Park #1). Additional walking trails within Phase 8 will also provide access from the central tree groupings of Tanakiwin Natural Area Park. Mid-block connections and trails ringing the exterior of the site are possible through potential future pathways, subject to individual block development and future Site Plan Approval applications.

Proposed connections for trails and pathways between Wing Officer Winnifred Taylor Park and Tanakiwin Natural Area Park will be further refined as individual designs are finalized to facilitate active transportation linkages within the greenspace network, as well as providing more direct access to the central area of Tanakiwin Natural Area Park. Due to grading challenges, it is not anticipated that a northern pathway through the open space bordering the Rockcliffe Escarpment will be feasible between Kishkabika Park and Phase 8. Instead, this connection may be facilitated through Phase 7 to the west, as seen in Figure 17.

Road Network

Section 5.9.3 of the CDP provides guidance on street network and right of way design for Wateridge Village. The CDP envisions a 20 m local road within the Phase 8 site area, which is intended to provide direct access to adjacent lands, with a secondary function to serve neighbourhood travel to and from collector or arterial roads.

Figure 32: Former CFB Rockcliffe Community Design Plan, Figure 5.8 - Road Sections by Type.



Section 5.9.3.2 provides further guidance on local roads:

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 either have sidewalks on both sides of the street or a sidewalk on one side of the street and a vegetated swale on the opposite side. Continuous trees along the boulevard will reinforce a strong urban tree canopy and augment front-yard trees on private property.

The proposed concept would modify the road network within Phase 8, removing the extension of Codd's Road to the east and instead providing access to the Development Area through a double loaded private ring road, as seen in Figure 15. This is intended to provide a more efficient form of development and allow for double loading of the private roadway. Situating residential buildings around a private road in this manner permits a viable form of development on site through more ground-oriented units, while still achieving a compact built form. The reallocation of space from the removal of the Codd's Road extension may also provide additional park land to Wing Officer Winnifred Taylor Park on the south-east corner of Phase 8, subject to further discussion with the City.

The private road included within the proposed concept is anticipated to include additional LID features, which may include permeable pavement, bioretention planters and facilities, or a perforated pipe system. The private road is also proposed to incorporate active transportation facilities, as well as street trees at a similar frequency to street trees provided along public roads. Detailed design of the private road and its detailed cross sections are anticipated at subsequent stages of development.

4.4.7 Special Design Area

The subject site is located within the *Forest* neighbourhood's *Special Design Area: Mid-Rise Residential*, as shown in Figure 27. The concept plan envisions residential development surrounding the significant tree grouping that currently exists at the centre of the site. For the Special Design Area, development must be supported by a master concept plan that addresses a water drainage regime that supports existing trees on the site, assesses the impact of development on existing trees, and includes recommended mitigation measures for building design. Section 6.14 of the Former CFB Rockcliffe CDP provides direction on preferred implementation measures:

- *Permitted uses will include low rise and mid-rise residential apartments; live work units; and day cares.*
- *Building heights on the south side of the block cannot exceed 30 metres, and building heights on the north half cannot exceed 20 metres.*
- *It is anticipated that the servicing approach will incorporate LID measures refined through the outcome of pilot projects.*
- *Surface parking is discouraged, except where it is used to avoid deep excavations that may have an adverse impact on tree roots or their supportive drainage system.*
- *Where surface parking areas are necessary, they should be broken into a series of smaller 'parking courts' through significant landscaping.*
- *The selection of surface parking materials should be informed by the outcome of LID pilot projects.*
- *In order to minimize the impact on groundwater and root systems, the maximum floor plate of any building should not exceed 1,000 m2 and the floor plate of buildings between 16 and 30 metres in height should not exceed 750 m2.*
- *Setbacks from all tree stands should be established through a site-specific ecological study that considers the natural drainage pattern and proposes appropriate ecological transitions between uses.*
- *Rooftop rainwater collection and reuse should be incorporated in all buildings.*
- *Development will not be permitted in the area shown as a significant tree stand in the centre of the block.*
- *Sidewalks should be provided into the site on at least one side of each private road, set back from the drainage swales.*

- *The area remains highly accessible to the public, a continuous network of pathways should provide links to the Park to the south as well as a direct link to the large North Park.*
- *Access to this neighbourhood should be limited to narrow, paved private roads, with public access easements, that have surface drainage swales and without curbs. Location of housing in proximity to these roads should be placed in a manner that reduces safety access route lengths throughout the neighbourhood to the greatest extent possible.*
- *Undeveloped areas should be landscaped with native species that are found in the surrounding landscape as per Urban Natural Feature assessments prepared by the City of Ottawa.*

As per the demonstration plan, the proposed concept consists of low-rise residential development in the form of apartment buildings and townhouses, complying with the height limits within the CDP. The proposed concept is arranged in a crescent formation around the cluster of mature trees located in the centre of the site, providing appropriate setbacks from the tree grouping so as to maintain existing trees and their critical root zones, as informed by the Environmental Impact Statement. The small footprints of the proposed buildings (maximum of 562 m^2 for low-rise apartments) further reduce the potential impact on critical root zones. As part of the proposed holding provision, an updated EIS will also be required for any future development applications on the site.

The planting plan for Phase 8 and Tanakiwin Natural Area Park seeks to conserve as much of the existing vegetation and trees as is feasible and introduce additional native species plantings. Additional LID features, such as rooftop rainwater collection or surface treatments for parking areas, will be incorporated into the Architectural Control Guidelines and addressed at future Site Plan Control applications.

The access to the Phase 8 development area will be provided through a private road. Parking will be accessible via the private road and largely separated from the public realm. Parking is planned to be available for the townhouses via private driveways or in underground garages for apartment units. Terraced stacked back-to-back units will be provided parking in a series of small, shared surface lots in the form of parking courts. The parking courts will be surrounded by significant landscaping, both from the landscaping planned within the development area, as well as existing vegetation of Tanakiwin Natural Area Park and Wing Officer Winnifred Taylor Park.

Mid-block connections, pathways and trails through the development area and Tanakiwin Natural Area Park provide pedestrian and active transportation connections throughout Phase 8, as well as to Wing Officer Winnifred Taylor Park to the south and Phase 7 and Kishkabika Park to the west.

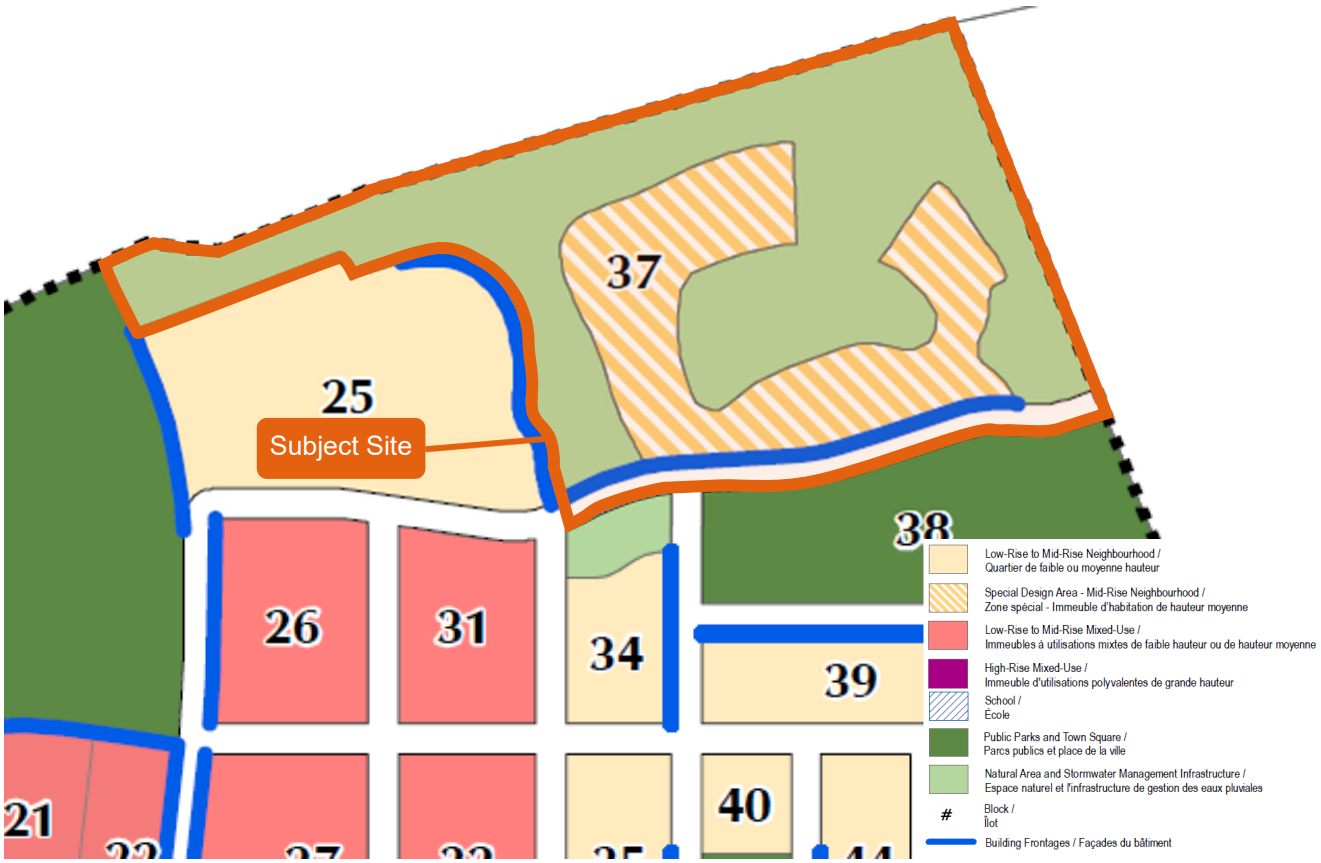
4.5 Wateridge Village Secondary Plan

The Wateridge Village Secondary Plan provides policy direction on land use, density, building heights, open space, and mobility for the former CFB Rockcliffe lands, now known as Wateridge Village.

4.5.1 Land Designation and Key Urban Design Direction

The subject site includes lands designated for a *Special Design Area – Mid-Rise Neighbourhood, Public Parks and Town Squares,* and *Natural Area and Stormwater Management Infrastructure.* Key building frontages to roads and parks are located along the south side of Phase 8 across Codd's Road towards Wing Officer Winnifred Taylor Park, as shown in Figure 33. Additional discussion of the urban design directives of the Secondary Plan can be found in the Urban Design Brief.

Figure 33: Wateridge Village Secondary Plan, Schedule A – Designation.



Section 2.1 provides direction to the Special Design Area – Mid-Rise Neighbourhood designation, specifically in permitting development of a wide range of housing types to accommodate the needs of a diversity of future residents and households:

The area around and defined by the Special Design Area - Mid-Rise Neighbourhood designation has a significant number of mature trees. The intent for this area is to allow for development that aims to protect and assure the long-term health of these existing trees.

2) Low-rise and mid-rise buildings are permitted.

3) The Special Design Area - Mid-Rise Neighbourhood will be zoned with the "-h" holding symbol. The symbol will not be removed until the development applicant meets the following conditions:

- *a) Provision of a master concept plan covering the entire land area of the "-h" zoned lands*
- *b) Provision of a detailed site study that examines the water drainage regime supporting the surrounding individual trees and tree stands, assesses the impacts of development on these trees and recommends mitigation measures in building design.*
- *c) Provision of a site-specific ecological study that considers the natural drainage patterns, proposes appropriate ecological transitions between uses and establishes development setbacks from all individual trees and tree stands.*
- *d) Provision of a tree preservation and protection plan which includes measures to protect trees during site preparation and all phases of the construction process.*

e) *Subdivision and/or site plan approval is given that includes conditions that reflect and achieve implementation of the master concept plan.*

Section 2.4 provides direction to the Public Parks and Urban Plazas designation, specifically in linking neighbourhoods and land uses to each other, as well as providing focal and gathering areas and preserving mature vegetation. Additional direction includes:

22) *The following land will not be accepted as satisfying required parkland dedication*:

a) *Lands utilized for stormwater management facilities such as, but not limited to: storm detention ponds, infiltration ponds, vegetated swales, streams and naturalized wet treatment areas;*

b) *Driveways and access ways to utility installations;*

c) *Utility installations; and*

d) *Mid-block connections.*

The concept plan includes a range in heights from two to four storeys, including low-rise apartments, terraced stacked back-to-back townhouse units, and standard and compact townhouses, as seen in the Concept Plan provided in Figure 15. As the Special Design Area, the proposed concept minimizes the impact on surrounding trees and protects important tree groupings by siting buildings outside of the most impactful areas. LID measures are also anticipated to be included through the LID Developer Checklist, which will encourage future builders to employ a range of options, such as permeable pavement, to minimize the impact on natural drainage patterns and support appropriate transitions between residential and natural areas.

Additional reports and analysis submitted with this application include an assessment of site drainage and its impacts on trees through the Environmental Impact Statement and Tree Conservation Report. These documents have informed the proposed concept and building siting to minimize the impact of development on the existing woodlot. A new EIS will also be required for any future development applications per the proposed holding symbol to be introduced as part of the requested Zoning By-law amendment.

4.5.2 Height and Density Requirements

The subject site has height limits of 30 m for much of the site, as well as 20 m on the northern side of Phase 8, as seen in Figure 34.

Minimum densities for the subject site are 91 units per net hectare as seen in Figure 35. Further, Section 6.2 outlines:

Each neighbourhood and mixed-use designation has a minimum density requirement. Master concept plans will 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 minimums identified in this Plan.

Figure 34: Wateridge Village Secondary Plan, Schedule B – Maximum Building Height.

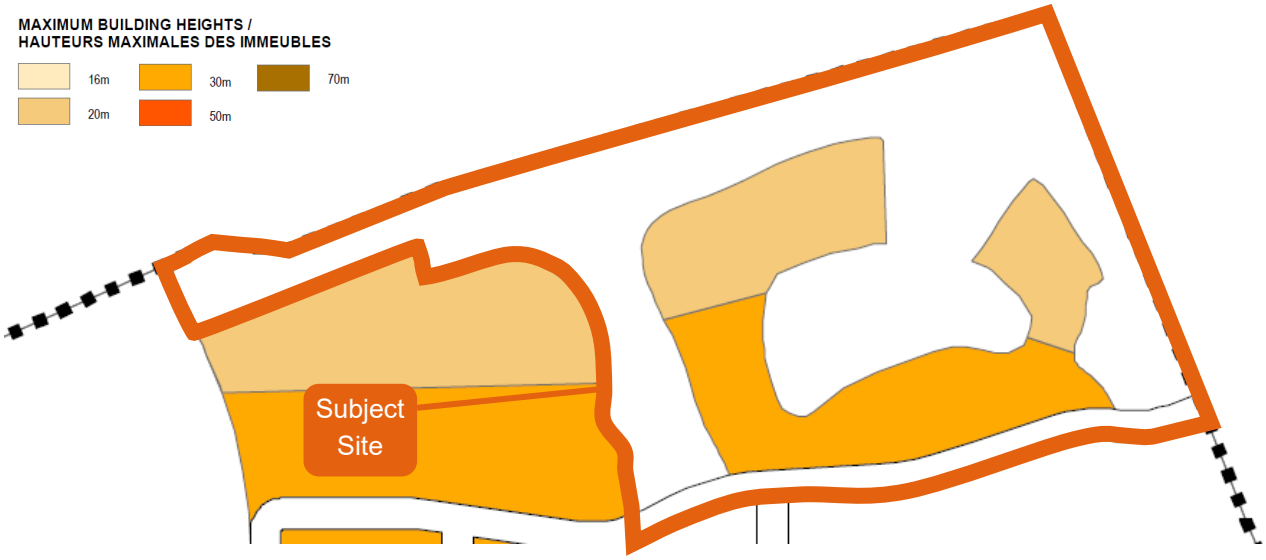
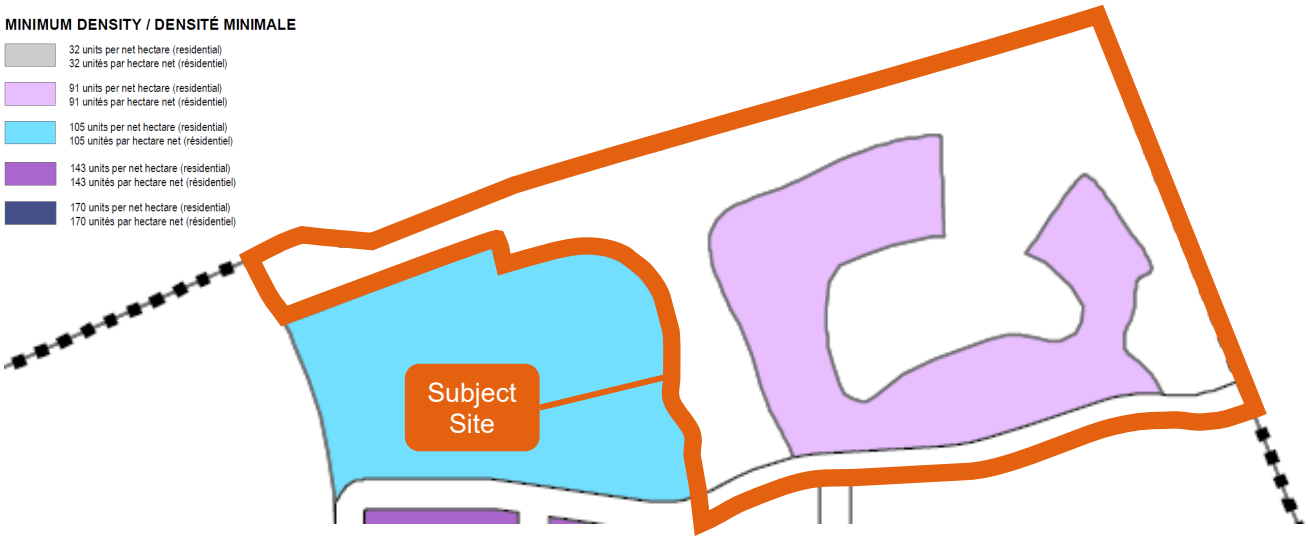


Figure 35: Wateridge Village Secondary Plan, Schedule C - Minimum Density.



The proposed concept includes four storey (18.7 m) low-rise apartment buildings, three storey (12 m) terraced stacked back-to-back townhouses, as well two storey (8 m) compact and standard townhouses, all of which fall under the 20 m and 30 m height restrictions for the site's development area.

The density of the proposed concept plan is 91.5 units/net ha, exceeding the minimum density requirement put forth in the Secondary Plan of 91 units/net ha for the subject site. While the proposed density for Phase 8 just meets the minimum density required in the Secondary Plan, the adjacent development within Blocks 29 and 30 of Phase 7 is significantly over the minimum densities required, offsetting the comparatively lower densities within Phase 6 and Blocks 35 & 44, as seen in Table 2. When considering all three phases together, density is balanced between each phase and the overarching density intentions for the neighbourhood are still respected.

4.5.3 Mobility

The mobility network for Wateridge Village is organized around a grid format to facilitate connection through active transportation within and outside the community. The subject site contains only local roads with a 20 m right-of-way. The subject site does not include any cycle tracks or multi-use paths as indicated in the Secondary Plan. Sidewalks and pathway connections will be implemented per typical subdivision standards.

Section 4.1 includes direction on the street network:

> *2) Public streets will be constructed in accordance with approved City of Ottawa standards.*
>
> *3) Public street right of way cross-sections will be designed in accordance with the cross-sections identified in the CDP or approved City cross-sections.*
>
> *4) The development area does not include public lanes. Private lanes will be privately owned, managed, operated and maintained.*

The road network is proposed to be modified to remove the extension of Codd's Road east into Phase 8, instead proposing a private ring road that would connect to Codd's Road at the abutting corner of Phase 7. The configuration proposed is intended to allow for double loading of residential development for a more efficient layout. The private road is anticipated to include additional LID features, which may include permeable pavement and bioretention planters and facilities, as well as active transportation facilities and street tree plantings. Detailed design of the private road and cross-sections will be developed through subsequent stages.

5 City of Ottawa Zoning By-law (2026-50)

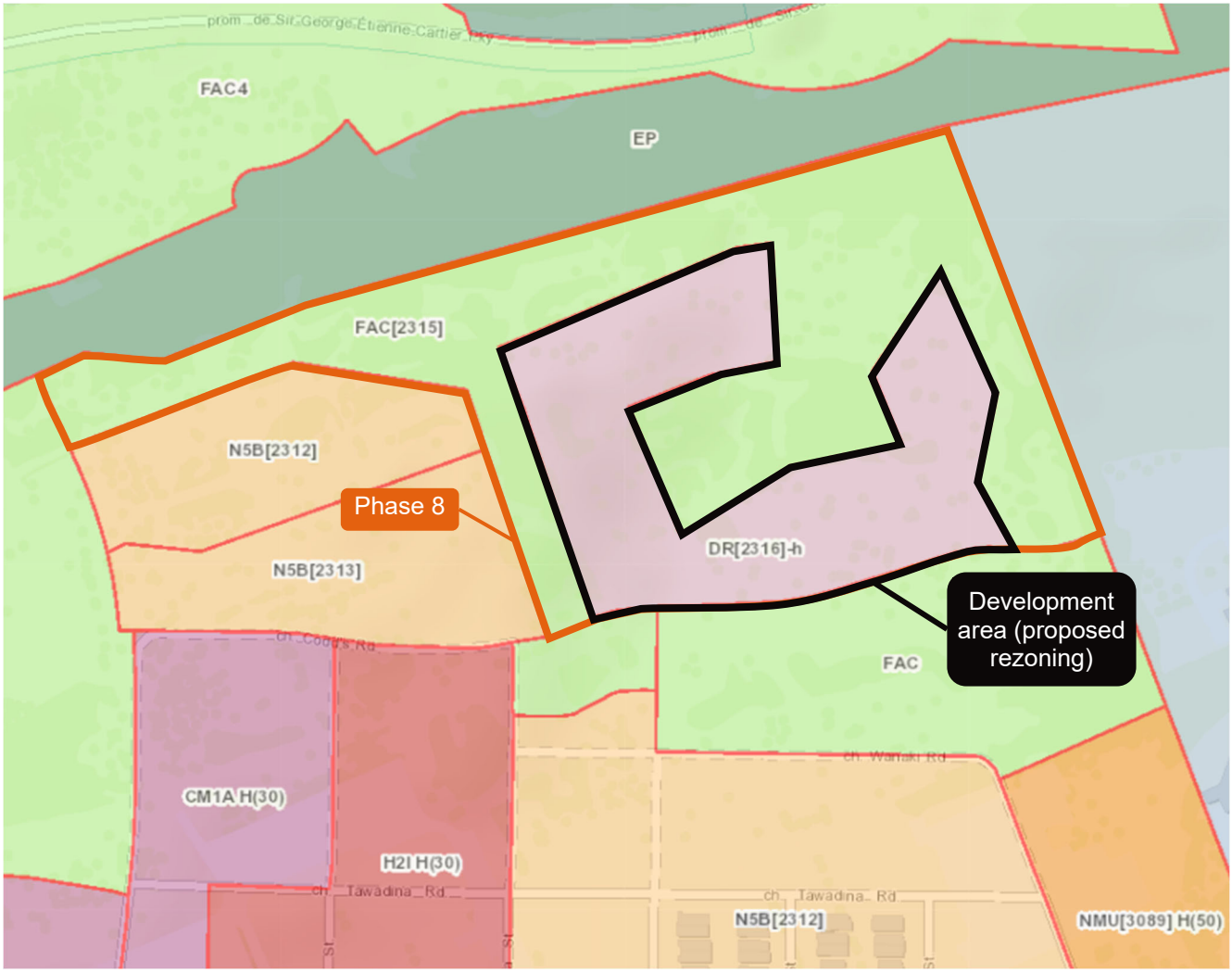
The City of Ottawa passed a New Zoning By-law on January 28, 2026, with enactment occurring on March 11, 2026. The Ontario Land Tribunal has declared the unappealed sections in effect, as of July 2, 2026. For provisions within Zoning By-law (2026-50) that have been appealed, the most restrictive provisions continue to apply between Zoning By-law (2026-50) and Zoning By-law (2008-250) until the appeals are resolved.

The Phase 8 proposed development area is currently zoned Development Reserve Zone, exception 2316 and subject to a holding zone (DR[2316]-h) in both the Zoning By-law 2008-250 as well as the new Zoning By-law 2026-50, as seen in Figure 36, below. Tanakiwin is located within the Open Space Zone, exception 2315 (O1[2315]) in Zoning By-law 2008-250 and Open Space Facility Zone, exception 2315 (FAC[2315]). The proposed rezoning is only applicable to the development area.

The DR zone recognizes lands intended for future urban development and limits uses and development intensity such that uses will not preclude future development options. The DR[2316]-h zone located within the subject site contains exemption 2316 with a hold. Exception 2316 with a holding symbol (h) requires that a master concept plan must be submitted for the entire area zoned DR[2316]-h depicting building footprints, building heights, roads, and utilities, before the holding symbol can be removed. All uses are prohibited until the holding symbol is removed.

The O1 zone allows for parks and open space, as well as other compatible uses. The O1[2315] zone located within the subject site contains Urban Exception 2315, which prohibits all uses except as an environmental preserve and education area. No rezoning is requested for the O1[2315] zone.

Figure 36: Subject Site Zoning, GeoOttawa



Proposed Zoning

The Zoning By-law Amendment proposes to rezone the development area from DR[2316]-h to Neighbourhood Zone 5, Subzone B (N5B[XXXX]-h). A new exception would be introduced to add additional requirements prior to lifting the holding provision. Permitted uses under N5B are outlined below. Zoning provisions for N5B are presented in *Table 4: N5B Zoning Provisions*.

- dwelling unit
- day care
- emergency shelter
- group home
- school
- parking garage (conditional)
- parking lot (conditional)
- park
- planned unit development
- retirement home or a residential care facility
- rooming house

The following uses are also permitted when limited to the ground floor or basement:

- artist studio
- bank
- community centre
- instructional facility
- medical facility
- micro-distribution facility
- office
- personal service business
- recreation and athletic facility
- restaurant
- retail store

As seen in Table 4 and Table 5, the proposed concept does not meet the zoning requirements for the minimum rear yard setback or minimum landscaped buffer around a parking lot, as shown in red. Site-specific exceptions are requested to recognize the unique context of the development area, which is predominantly bordered by parkland and open space and does not abut any adjacent residential properties. As a result, the reduced setbacks and landscaped buffers are expected to have limited impacts on adjacent lands and the public realm.

Table 4: N5B Zoning Provisions

Provision	N5B (2026-50)	Provided
Minimum Lot Width	7.5 m (Table 801B.i)	19.6 m
Maximum Height	30 m (Table 801A)	18.7 m
Minimum Front Yard Setback	4.5 m (Table 801B.iii)	38.1 m
Minimum Rear Yard Setback	25% of lot depth (Table 801B.vii)* Must not be less than 6 m or more than 7.5 m (801.7.d-e)	2.17 m
Minimum Interior Side Yard Setback	Total 1.8 m on both sides, not less than 0.6 m on each side (Table 801B.iv, 801.7.c)	1.48 m (minimum)
Minimum Setback from Private Way	Building: 1.8 m (703.3.a) Garage or Carport: 5.2 m (703.4.a)	2 m
Minimum Building Separation	1.2 m (703.3)	3 m
Large Dwelling Unit Requirements	One out of every six units within a building must have at least three bedrooms, or a minimum GFA of 80 m2 (708.2)*	To be determined via future Site Plan Applications. More than 50% of the units in the concept plan are larger than 80 m^2.
Landscaping	25% of the entire lot must be soft landscaped (703.5.a)* 40% of the front yard should consist of soft landscaping (Table 802)	41.5% soft landscaping throughout the development area. 50% of the front yard consists of soft landscaping

*At this time, these provisions of the New Zoning By-law are under appeal with the Ontario Land Tribunal and the most restrictive provisions between Zoning By-law 2026-50 and Zoning By-law 2008-250 apply. In all three cases in Table 4, the provisions under Zoning By-law 2026-50 are the most restrictive.

The proposed concept plan includes underground parking garages for apartment buildings, limited surface parking for terraced stacked back-to-back townhouses, and individual driveways for compact and standard townhouse units. With the enactment of Ottawa's new Zoning By-law (2026-50), parking minimums are no longer applicable. Table 5 includes further information on parking provisions applicable to the proposed development. Additional parking provisions regarding accessible parking, bicycle parking, and landscaping within surface parking lots are anticipated to be addressed through detailed design and future site plan applications.

Table 5: Parking, Queuing and Loading Provisions

Provision	ZBL 2026-50	PROVIDED
Required Parking Spaces	No resident parking required	Apartments: 140 underground spaces Stacked back-to-back townhouse: 37 surface parking spaces Compact and Standard townhouse: 51 spaces
	Apartments and stacked back to back dwellings: 0.1 spaces/unit, but no parking is required for the first 24 dwelling units on a lot (603.1, 3). 19 total spaces required. No visitor parking is required when a unit has a driveway accessing its own garage or carport (603.6)	
Minimum Private Way Width	6 m (703.4.b)	8 m
Parking lot landscaping requirements	A minimum of 15% of the area of the parking lot must be provided as landscaped area.* Required landscaped buffer around parking lot of 10 or more spaces: 3.5 m (607.7,8)*	Minimum buffer of 1 m. Additional landscaping within parking lots is anticipated to be addressed through future site plan applications.

*At this time, these provisions of the New Zoning By-law are under appeal with the Ontario Land Tribunal and the most restrictive provisions between Zoning By-law 2026-50 and Zoning By-law 2008-250 apply. In all three cases in Table 5, the provisions under Zoning By-law 2026-50 are the most restrictive.

Urban Exception [XXXX] and Holding Provision

To maintain alignment with the Official Plan and Secondary Plan, Urban Exception XXXX for the site is proposed to include the following requirements and associated holding provision:

- High-rise buildings are prohibited on the site
- Minimum front yard setback is 4.5 metres from Codd's Road
- Minimum rear yard setback is 2 metres
- Minimum landscaped buffer around a parking lot is 1 metre when abutting naturalized open space
- Surface parking shall be broken into a series of smaller 'parking courts' with additional landscaping, recognizing the role of surface parking for development affordability.
- The holding symbol may not be removed until such time as a master site plan is submitted for the entire area zoned N5B[XXXX]-h depicting building footprints, building heights, roads, parking, infrastructure, and utilities. The following plans, studies, and other information will also be required at the time of site plan application:

- Grading and servicing, including a sanitary outlet, should be addressed comprehensively at the master planning level. This includes a separated sewer system which may comprise every reasonable attempt to retain existing significant vegetation, as well as the relocation of incoming pipes such as the pump station forcemain (if required).
- Stormwater quality and quantity treatment shall also be addressed at the master planning level, with a suitable storm water outlet to the Eastern Creek. A Stormwater Management Plan for major storm runoff from Codd's Road is required.
- A new Environmental Impact Statement will be required, as well as updated tree protection and planting measures, tied to the development scheme proposed at the time of site plan application.

6 Parkland Contribution

The parkland contribution for Phase 8 of Wateridge Village will proceed in accordance with the Draft Plan of Subdivision. Negotiations are proceeding with the Owner and the City.

Presently, the 311 units included in Phase 8 require a parkland conveyance of 1.03 ha, in part to be provided through Wing Officer Winnifred Taylor Park (Park #4). Exact size of the parkland dedication will be confirmed through consultation with staff through the subdivision registration process. As set out in condition #82 of the approved Draft Plan of Subdivision conditions, BCH is responsible for 20.53 hectares of parkland.

7 Public Consultation Strategy

BCH has a standing relationship with the Rideau Valley Conservation Authority (RVCA), meeting regularly with the RVCA to consult on ongoing elements of the Wateridge Village Development. Further consultation has been conducted with the Algonquins of Ontario IP Working Group, where Arcadis presented on February 8th, 2023. Arcadis also presented to the Wateridge Village Community Association on March 23rd, 2023, to provide initial information on the plans and concepts for Phases 6, 7, & 8.

On March 29th, 2023, Arcadis hosted an Open House public information session in collaboration with BCH, with the intent to provide members of the public with information on the status of Wateridge Village Phases 6, 7, & 8. This Open House was the first public event for Phases 6, 7, & 8, providing information on the concept plans for each phase and the upcoming Zoning By-law Amendment required for the development of the Phase 8 lands. Notice of the Open House was sent to residents through the Wateridge Village Community Association, the neighbourhood Facebook group, and BCH's dedicated Wateridge Village webpage. Boards were set up around the room to allow attendees to review the contents at their own pace and ask any questions of the consultants and BCH representatives. The Open House attracted over 60 people, participating in both English and French. Many participants currently live in Wateridge Village, although several other participants were from surrounding areas. City of Ottawa staff were also in attendance. This Open House was the first of several other public engagement opportunities as the project advances. The overarching themes brought forth by participants include a strong desire to protect natural spaces and trails, concerns about traffic congestion and access to parking, support for 'appropriate intensification' with a preference for low profile buildings in proximity to the escarpment, and support for mixed use development that is neighbourhood and community based (cafes, small grocer, community centre). Additional future engagement will be undertaken by BCH and the consulting team through various phases, as well as the opportunity for further consultation in design development with the developer/builder of specific lot development.

8 Conclusion

As demonstrated in this report, the proposed concept plan is appropriate when considering applicable land use and urban design policies set out in the Former CFB Rockcliffe CDP, Wateridge Village Secondary Plan, and the City of Ottawa's Zoning By-law. A Zoning By-law Amendment to rezone the property from DR[2316]-h to N5B[XXXX]-h is requested to permit future development, subject to the conditions of the holding provision are met. The implementation of the draft approved Plan of Subdivision will create the development area and open space blocks within Phase 8 as well.

Arcadis is of the opinion that the proposed concept plan for Phase 8 of Wateridge Village is an appropriate use for the subject site, conforms to the approved Draft Plan of Subdivision, is consistent with the policy direction of the City of Ottawa's Official Plan, the Former CFB Rockcliffe CDP, Wateridge Village Secondary Plan, and Zoning By-law, and represents good land use planning.

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