



**Planning Rationale for
Site Plan Control Approval**

1000/1050 Tawadina Road

Prepared by:

**RorTar Land Development Consultants (a
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RORTAR
Land Development Consultants

INTRODUCTION

Purpose of Report

RorTar Land Development Consultants (a division of Demarco Construction), acting as the agent for Bayview Stittsville Inc. ('Bayview'), have been retained to submit the enclosed Site Plan Control Application for the property known municipally as 1000/1050 Tawadina Street in the City of Ottawa. Bayview intends to develop the lands as mixed-use residential and commercial development with 482 residential units with complimentary commercial and amenity uses along portions of the street frontage.

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community. Furthermore, the Rationale examines how the proposed development achieved the City's relevant urban design and compatibility objectives to determine if the development is appropriate for the subject property. Bayview wishes to develop the site and construct a three nine storey mixed-use building that includes 482 dwelling units and commercial spaces along portions of the ground floor adjacent to Hemlock Street and Codd's Road.

Site Context

The subject blocks are in Phase 2 of the Wateridge Village and known legally as Parts of Blocks 11 and 12 4M-1651. The Blocks are centrally located in Wateridge Village and will be at the corner of Hemlock Road, Codd's Road, Tawadina St. Barielle-Snow St and Michael Stoqua St. The Blocks are the furthest east parcel of Wateridge Village Phase 2 and forms part of the community core and will comprise of mid-rise mixed uses.



Figure 1 – Location Map

Phase 2 of the Wateridge Development Plan is conveniently located close to existing employment, retail, transit, and greenspace. As the CFB Rockcliffe site is the last undeveloped piece of land inside Ottawa’s Greenbelt, development in the community will have access to existing and established amenities in the surrounding urban area. The site is located in an area surrounded by greenspace systems along Sir George Etienne (Rockcliffe and Aviation Parkways), the Montfort Woods, and a densely treed escarpment overlooking the Ottawa River. The site is approximately 7 kilometres east from the downtown core and 600 metres north of the Montfort Hospital and NRC to the east.

Development is currently underway within the Wateridge Community with several blocks under construction. West of the site is vacant and comprises future development Phase 4. The community park to the south is under construction, and east of the site is also vacant and will

undergo development in the short term as part of Phase 2. South of the site is the Mattamy Mid-rise Mixed-Use development as approved in Phase 1B of the Wateridge Development Plan.

Development Proposal

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

Vehicle access/egress locations are proposed from Tawadina St. (Development Parcel 5), Barielle Snow St. (Development Blocks 1 and 3) and Michael Stoqua St. Accessible at-grade parking spaces are proposed at the rear of each of the buildings. The development strives to maintain the sustainability and greenspace goals of the Wateridge Community Plan through high design amenity space and pedestrian connections which focus on integration with the proposed park located at the south-west portion of Development Area 2.

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

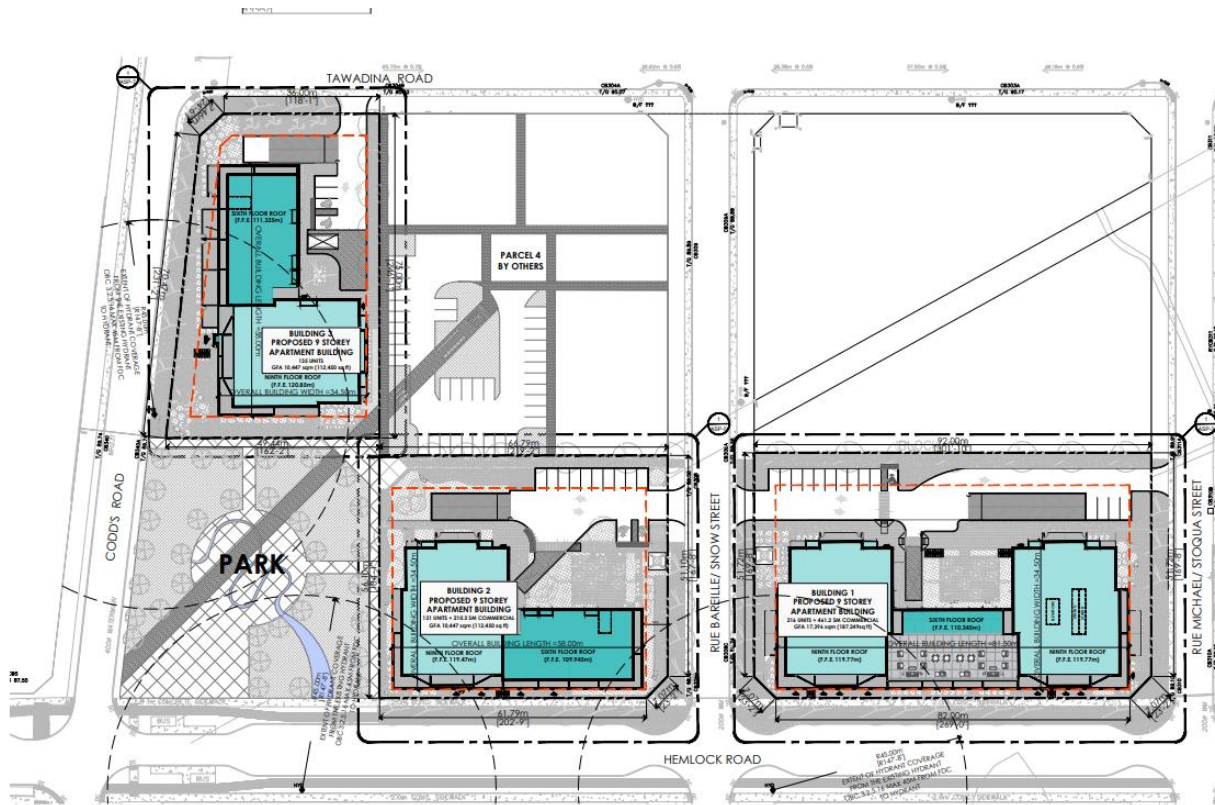


Figure 1 -Site Plan

Building 1

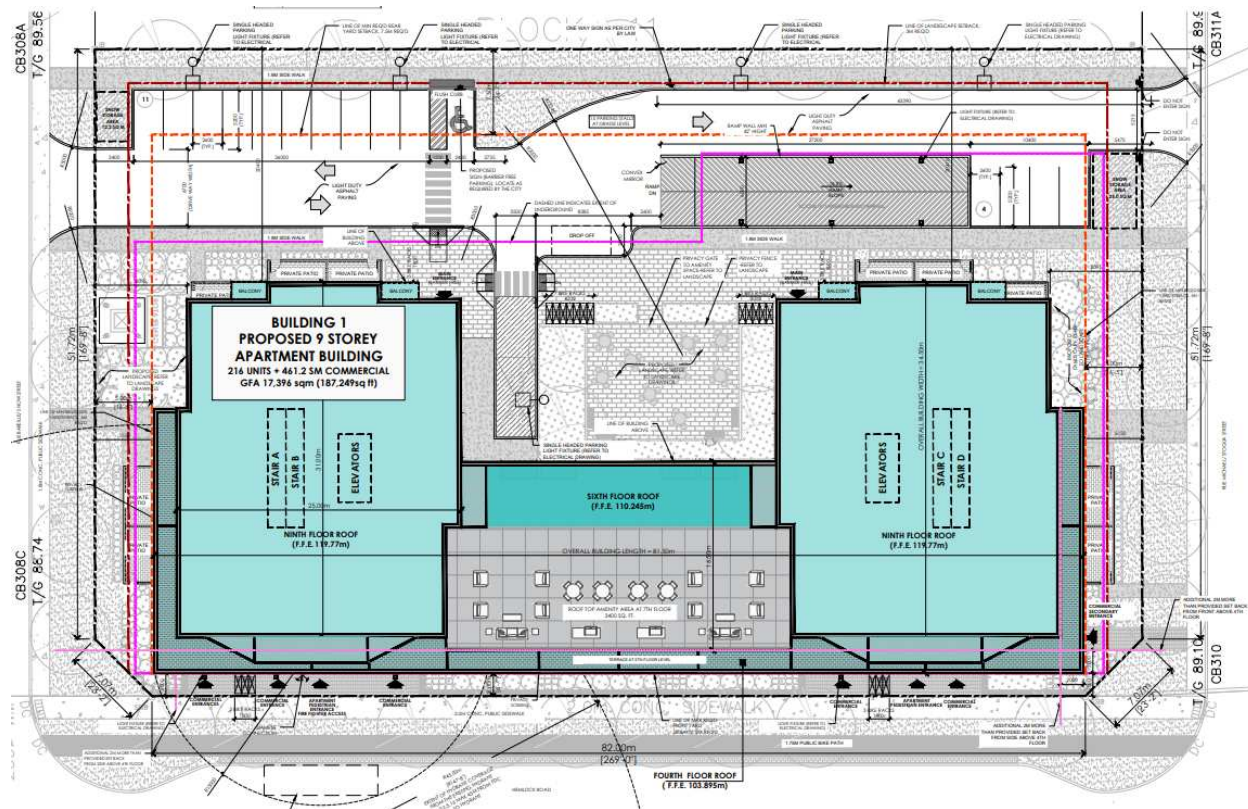
Building 1, located along Hemlock Road and bounded by Michael Stoqua St. to the east and Barelle Snow to the west, is 5193.6 sq. m in size. The mixed-use building will be comprised of 461 sq.m of commercial use on the ground floor along with other internal active amenities along Hemlock Road and 216 residential units. The proposed development consists of residential units above the ground floor in one main building up to the sixth floor and two towers at the east and west end of the massing extending to storeys seven, eight and nine. The tower portions of the buildings are limited to 750 sq. m floor plates as per the GM31 zoning provisions.

312 parking spaces will be provided to accommodate both residents and visitors as well as the commercial space. Most of the parking spaces will be provided in a two level below grade parking structure with 15 at grade spaces provided at the rear of the building. Additional on-street parking is provided/permitted along Hemlock Road.

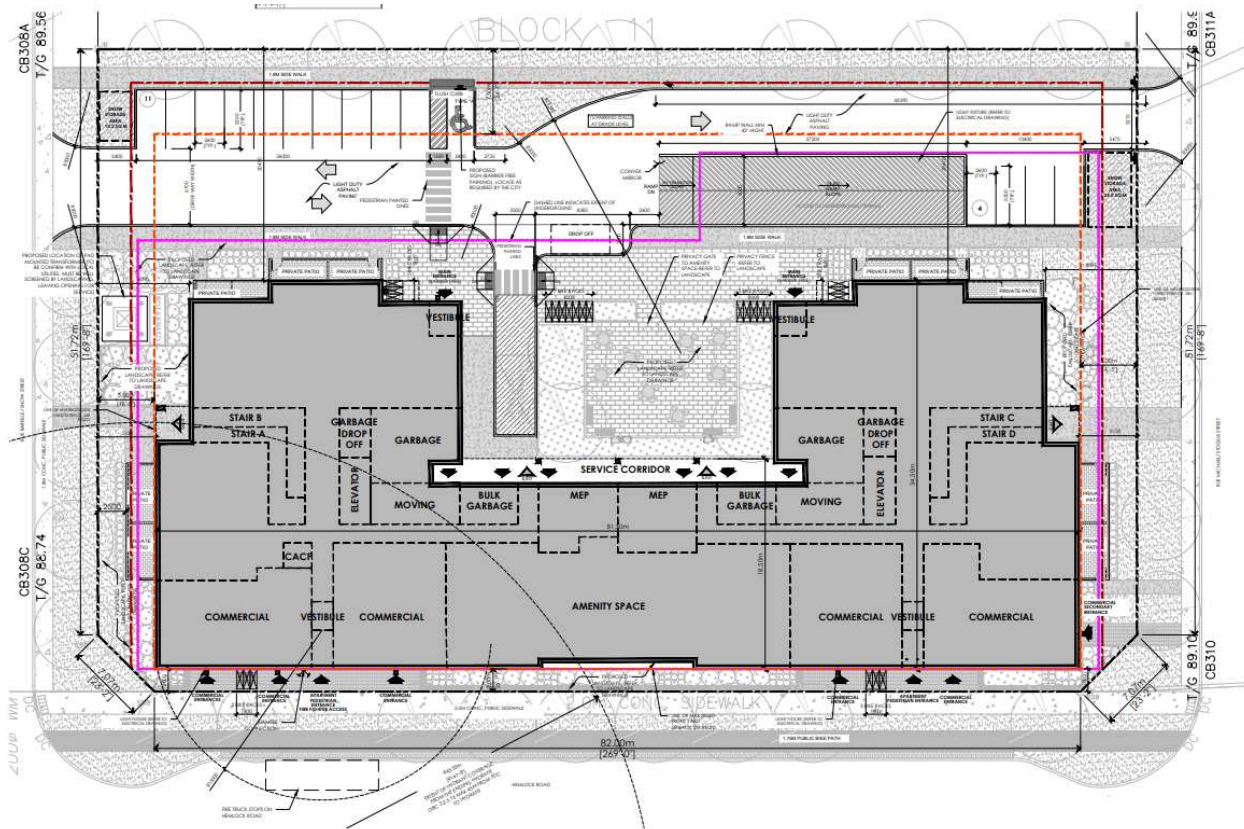
The building supports and will contribute to an active frontage along Hemlock, with glazing and articulation of the building façade. The upper floors will be stepped back to alleviate building massing impacts. The building features separate residential entrances along Hemlock Road which will be architecturally integrated into the building design and allow the street frontage to be continuous and be occupied by both commercial and building amenity uses. Additional/main entrances to the building will be located at the rear (north) to provide ease of access from visitor

and resident parking located away from Hemlock as to not disrupt traffic, transit, and pedestrian activity. The mixed-use portion of the building is oriented to Hemlock Road and designed to share surface driveway and parking located at the northerly portion of the property. This driveway will provide access to a small compliment of surface parking as well as the underground parking structure.

The proposed orientation and design of the building and overall site is consistent with the intent of the Mid-Rise Mixed Use designation, ensuring that there is an active street edge. Operational service areas, including loading and garbage enclosure facilities are provided and locate within the proposed building and bicycle parking is provided in proximity to building entrance locations. Architectural site plans prepared by Mataj Architects and submitted with the application included detail design data that confirms compliance with all applicable site design criteria and zoning by-law standards. Vehicular access to the building is provided at the most northerly portion of the property to ensure a maximum separation distance is achieved from the intersection of Hemlock Road and Michael Stoqua and Barielle Snow Roads. Surface parking spaces are located at the north side of the property at the rear of the building to ensure they are screened from the active pedestrian and active transportation realm. The site is serviced by existing municipal water, sanitary and stormwater infrastructure along Barielle Snow Street with adequate supply/capacity.



Building 1 – Site Plan



Building 1– Ground Floor Plan



Building 1 - Rendering

Building 2

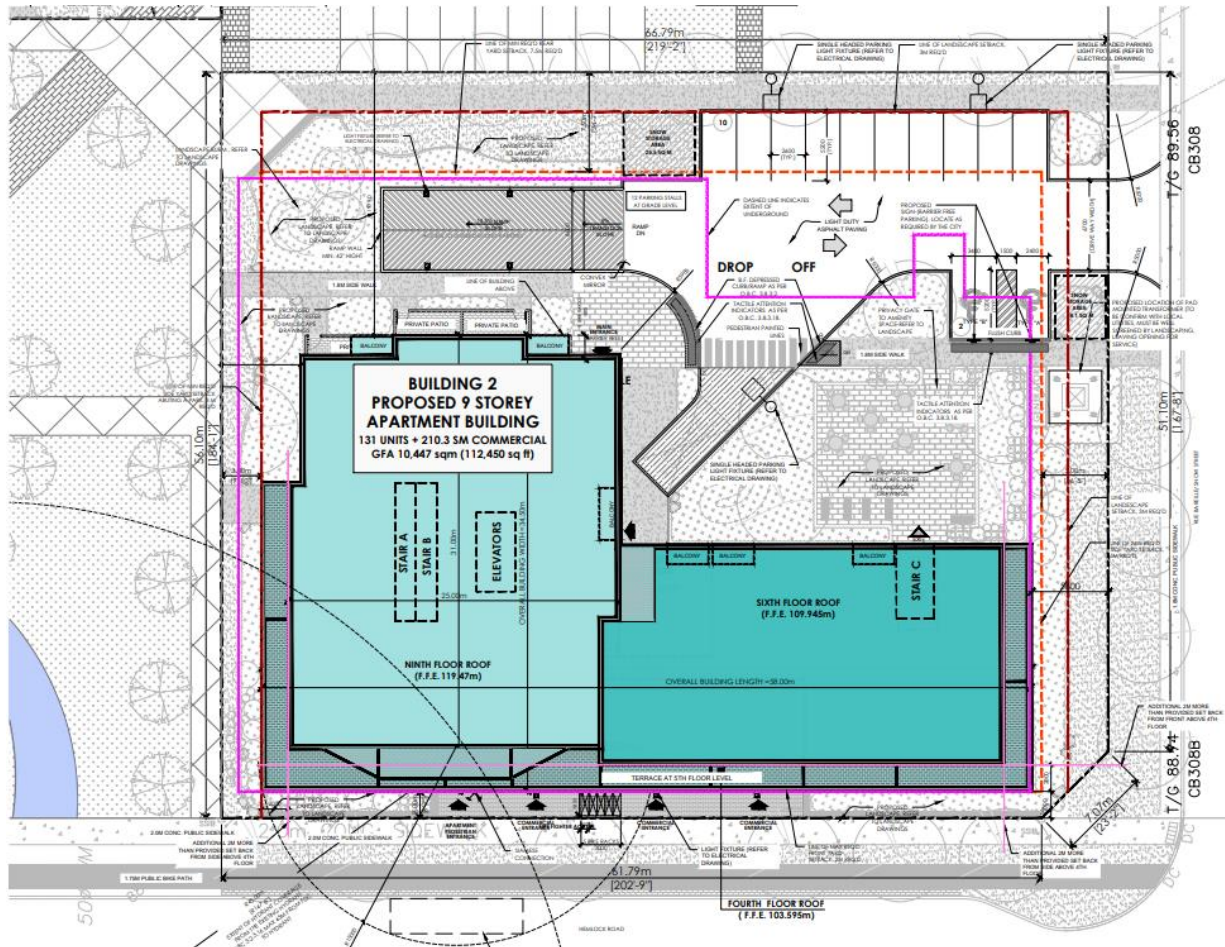
Building 2 is located along Hemlock Road and bounded by Barielle Snow Road. to the east and a future park to the west and the future Mattamy development to the north, is 3737 sq. m in size. The mixed-use building will be comprised of 210.3 sq.m of commercial use on the ground floor along with other internal active amenities along Hemlock Road and 131 residential units. The proposed building consists of residential units above the ground floor in one main building up to the sixth floor and one smaller tower at the west end of the massing for storeys seven, eight and nine. The tower portion of the building is limited to a 750 sq. m floor plate as per the GM31 zoning provisions.

200 parking spaces will be provided to accommodate both residents and visitors as well as the commercial space. Most of the parking spaces will be provided in a two level below grade parking structure with 10 at grade spaces provided at the rear of the building. Additional on-street parking is provided/permitted along Hemlock Road. 68 bicycle parking spaces/racks have been provided for Building 2.

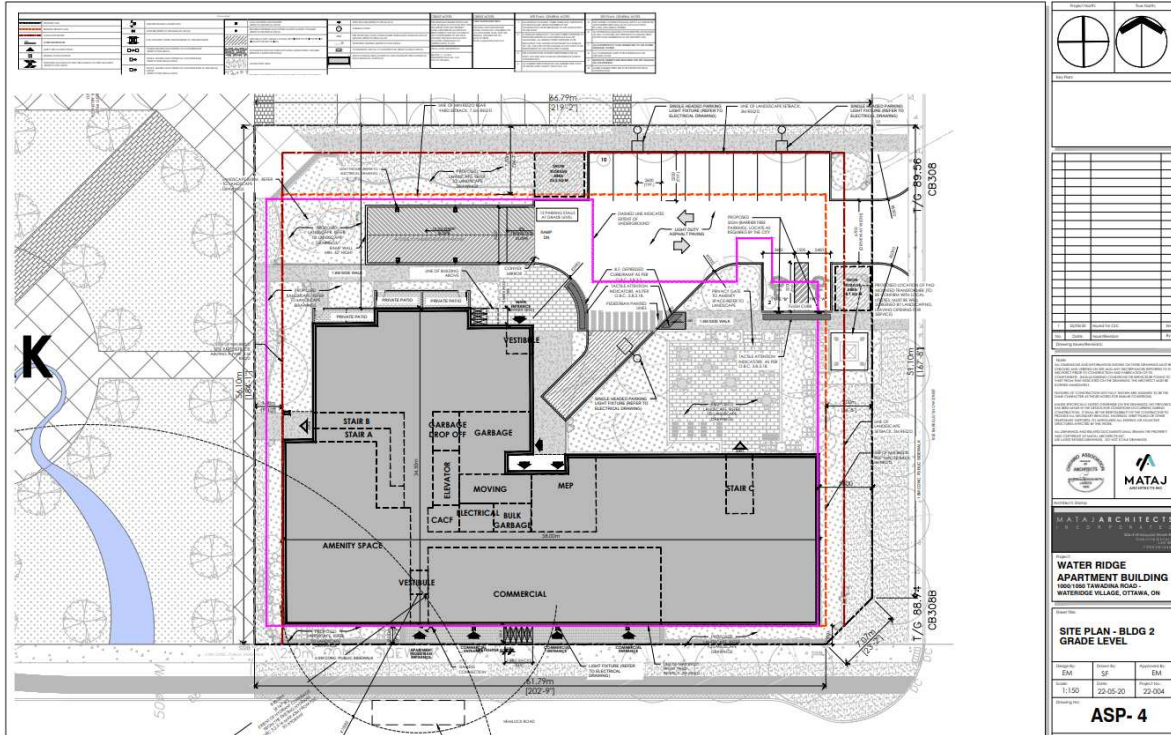
The building supports and will contribute to an active frontage along Hemlock, with glazing and articulation of the building façade. The upper floors will be stepped back to alleviate building massing impacts. The building features a separate residential entrance along Hemlock Road which will be architecturally integrated into the building design and allow the street frontage to be continuous and be occupied by both commercial and building amenity uses. Additional/main entrances to the building will be located at the rear (north) to provide ease of access from visitor and resident parking located away from Hemlock as to not disrupt traffic, transit, and pedestrian activity. The mixed-use portion of the building is oriented to Hemlock Road and designed to share surface driveway and parking located at the northerly portion of the property. This driveway will provide access to a small compliment of surface parking as well as the underground parking structure.

The proposed orientation and design of the building and overall site is consistent with the intent of the Mid-Rise Mixed-Use designation, ensuring that there is an active street edge. Furthermore, building amenity spaces have been oriented towards the abutting park to provide a more active experience as it relates to the public space. Operational service areas, including loading and garbage enclosure facilities are provided and locate within the proposed building and bicycle parking is provided in proximity to building entrance locations. Architectural site plans prepared by Mataj Architects and submitted with the application included detail design data that confirms compliance with all applicable site design criteria and zoning by-law standards. Vehicular access to the building is provided at the most north-easterly portion of the property to ensure a maximum separation distance is achieved from the intersection of Hemlock Road and Barielle Snow Street. Surface parking spaces are located at the north side of the property at the rear of the building to ensure they are screened from the active pedestrian and active

transportation realm. The site is serviced by existing municipal water, sanitary and stormwater infrastructure along Barielle Snow Street with adequate supply/capacity.



Building 2 – Site Plan



Building 2 – Ground floor plan



Building 2 – Elevation perspectives

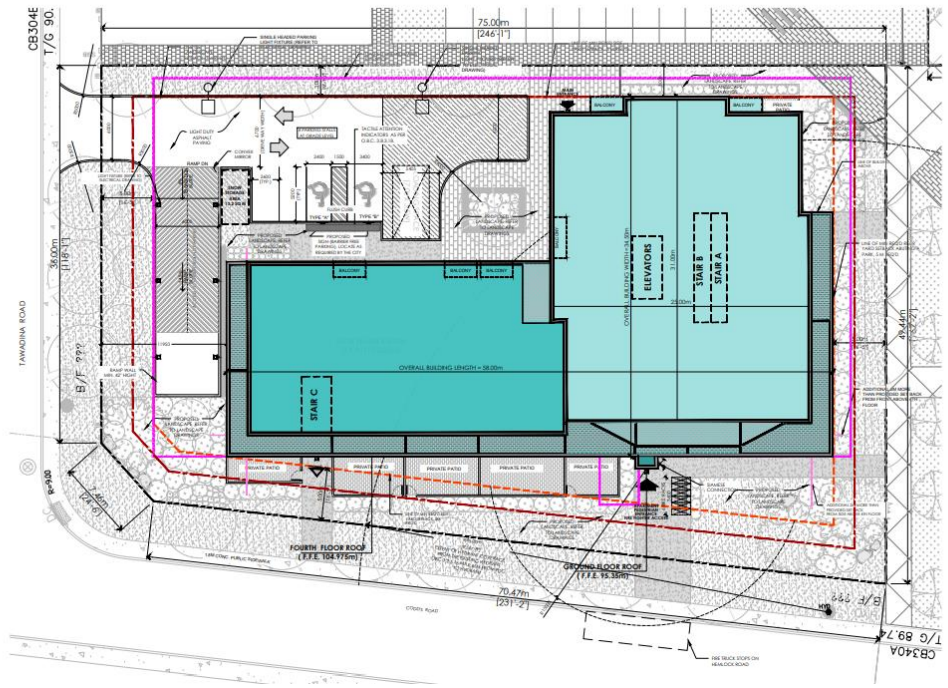
Building 3

Building 3 is located at the southeast corner of Codd's Road and Tawadina Road. The property parcel is 3737 sq. m in size. The residential building will be comprised of 135 residential units with at grade amenity space located along Codd's Road adjacent to the future park. The proposed building consists of residential units one main building up to the sixth floor and one smaller tower at the south end of the massing for storeys seven, eight and nine. The tower portion of the building is limited to a 750 sq. m floor plate as per the GM31 zoning provisions.

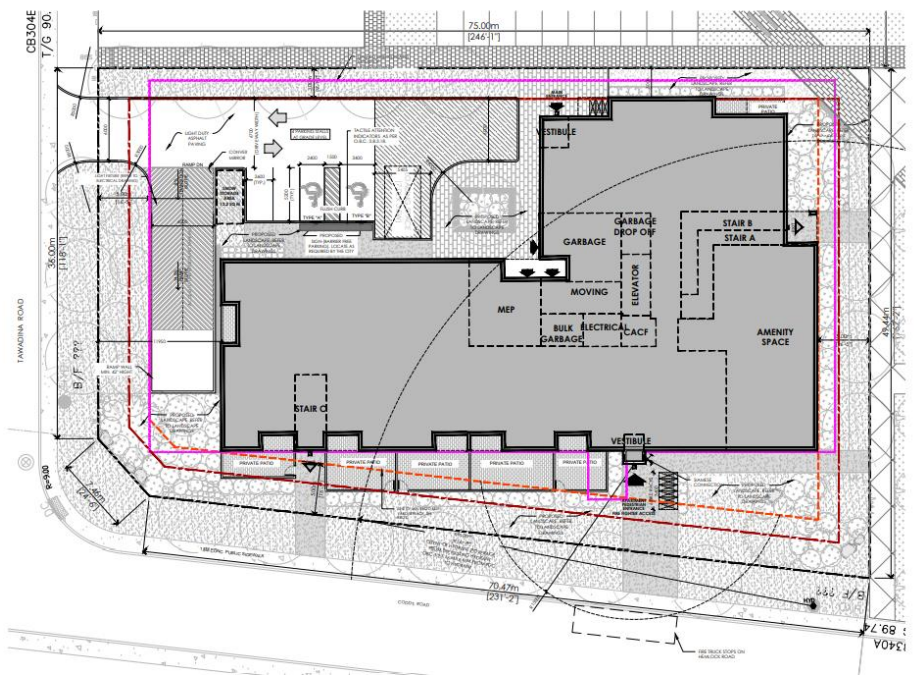
197 parking spaces will be provided to accommodate both residents and visitors as well as the commercial space. Most of the parking spaces will be provided in a two level below grade parking structure with 4 at grade spaces provided at the rear of the building. Additional on-street parking is provided/permitted along Codd's Road and Tawadina Road. 69 bicycle parking spaces/racks have been provided for Building 2.

The building supports and will contribute to an active frontage along Codd's Road, with glazing and articulation of the building façade. The upper floors will be stepped back to alleviate building massing impacts. The building features a separate residential entrance along Tawadina Road which will be architecturally integrated into the building design and allow the street frontage to be continuous. Additional/main entrances to the building will be located at the rear (east) to provide ease of access from visitor and resident parking located away from Tawadina Road as to not disrupt traffic, transit, and pedestrian activity. This driveway will provide access to a small compliment of surface parking as well as the underground parking structure.

The proposed orientation and design of the building and overall site is consistent with the intent of the Mid-Rise Mixed Use designation, ensuring that there is an active street edge. Furthermore, building amenity space have been oriented towards the abutting park to provide a more active experience as it relates to the public space. Operational service areas, including loading and garbage enclosure facilities are provided and locate within the proposed building and bicycle parking is provided in proximity to building entrance locations. Architectural site plans prepared by Mataj Architects and submitted with the application included detail design data that confirms compliance with all applicable site design criteria and zoning by-law standards. Vehicular access to the building is provided at the most north-easterly portion of the property to ensure a maximum separation distance is achieved from the intersection of Codd's Road and Tawadina Road. Surface parking spaces are located at the northeast portion of the property at the rear of the building to ensure they are screened from the active pedestrian and active transportation realm. The site is serviced by existing municipal water, sanitary and stormwater infrastructure along Codd's Road with adequate supply/capacity.



Building 3 – Site Plan



Building 3 – Ground floor



Building 3 – West elevation (Codd's Road)

POLCIY AND REGULATORY FRAMEWORK

PROVINCIAL POLICY STATEMENT 2014

The Provincial Policy Statement (PPS) provides policy direction on land use planning and development in Ontario for a time horizon of up to 20 years. One of the primary objectives of the PPS is to build strong communities, promote the efficient use of land that has access to existing infrastructure and public facilities. The PPS is a outline for all development across the province that encourages the inclusion of an appropriate mix of housing choices, land uses and employment opportunities.

With respect to the proposed Site Plan Control Application for 1000/1050 Tawadina Rd, and the Wateridge Community as a whole, PPS policies 1.1`, 1,2, 1.4, 1.6, and 2.2 apply with an emphasis on:

- Accommodating a range and mix of land uses.
- Establishing phasing policies for the orderly progression of development.
- Promote efficient use of water and stormwater management best practices; and

- Promoting healthy communities and active modes of transportation.

These policies are integral to the planning and design process that was utilized for the development of the subject lands.

The proposed development is consistent with the policies of the Provincial Policy Statement. It proposes an efficient, cost-effective pattern of development, capitalizes on an intensification opportunity within the City, and anticipates future needs of the community in which it is located. This site possesses significant development potential in an area where infrastructure and public service facilities are available and have capacity

CITY OF OTTAWA OFFICIAL PLAN

The City of Ottawa Official Plan is comprised of various sections, each addressing a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions for growth and development within the City. As it relates to the proposed development plan for 1364-1370 Stittsville Main Street the following Strategic Directions apply:

1. Managing Growth
 - a. The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently, including development on previously underutilized lots;
 - b. Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking, and cycling facilities.
2. Creating Livable Communities
 - a. The City will provide opportunities to increase the supply of affordable housing throughout the rural and urban areas;
 - b. Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people’s everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop;
 - c. Attention to design will help create attractive communities where buildings, open space, and transportation work well together.

These strategic directions are developed further in the polices of Section 2.2 (Managing Growth) and w.5 (Building Liveable Communities).

Managing Growth within Urban Areas

The City anticipates that the vast majority of population, jobs and housing will be accommodated within the General Urban Area. The City aims to direct growth to locations with significant development potential, and ensures that a high-quality built environment is compatible with the existing and planned urban context. **Section 2.2.2** of the Official Plan ensures that areas subject

to intensification promotes environmentally focused developments that encourage a healthy lifestyle through walkability and accessibility.

Managing Intensification within the Urban Area encourages intensification to occur in a variety of built forms from low-rise to high-rise, provide urban design and compatibility objectives are met. Building heights and densities will be established through the Former CFB Rockcliffe Community Design Plan and implemented through the accompanying Zoning By-law. The designation and existing CDP recognized the opportunity to create a complete, sustainable community within a development pattern that prioritizes walking, cycling and transit over the automobile.

Section 2.3.1 of the Official Plan identifies the policy direction regarding Managing Growth within the Urban area with respect to infrastructure and transportation. The proposed Site Plan Control application for the subject lands are in conformity with the policy as:

- The proposed development proposes cycling infrastructure consistent with the Official Plan and Community Design Plan objectives. The development proposes 252 bicycle parking spaces and cycling routes along Hemlock Road.
- The proposed development provides reasonable distances between the mixed-use buildings and transit stops will be located directly along Codd's Road and Hemlock Road. Wateridge Village is to be a sustainable, active community and various modes of transportation are planned to serve the area. An OC Transpo route is currently servicing portions of the neighbourhood and as further development continues; public transportation routes will grow further into the future. The current bus routes (routes 17 and 27) from Wateridge to major transit stations, St. Laurent Shopping Mall and the Rideau Centre. As future development proceeds and the Wateridge Community vision is established there will be an express route from Wateridge to the Blair LRT station.

Section 2.5.1 of the Official Plan prescribes the policies relating to Urban Design and Compatibility in order to provide design objectives and provide policy direction for energy efficiency and sustainability. Design Objectives include maximizing energy-efficiency and promote sustainable design to reduce the resource consumption, energy use and carbon footprint of the built environment. These principles promote:

- Maximizing opportunities for sustainable transportation modes (walking, cycling, transit facilities and connections);
- Reduction of hard surfaces and maximization of landscaping and site permeability.
- Consideration of implementation of innovative green spaces such as green roofs, and measures that will reduce the urban heat island effect.

The proposed development aims to promote sustainable communities by providing accessibility to public transportation, cycling routes, pedestrian infrastructure, natural environmental spaces and proximity to future employment and retail areas. With these goals in mind, the development does not propose a surplus of surface parking spaces with most parking spaces being provided in underground parking structures. Based upon this premise, it is expected that a proportional number of residents will use alternative modes of transportation other than personal automobiles based on the proximity to existing services and employment areas.

Finally, **Section 4.3** refers to the promotion of Walking, Cycling, Transit, Roads, and Parking Lots. The proposed plan meets the policy direction to support active and sustainable transportation. Policies within the Official Plan and Community Design Plan aim to reduce the reliance on the automobile and with resident parking needs provide, any additional parking needs can be met through alternative modes of transportation or on-street parking. A total of 252 bicycle parking spaces are provided. These spaces are a mix of surface stalls, underground parking and storage lockers;. The proposed development also aims to connect to the existing and planned network of multi-use pathways, pedestrian sidewalks, on-road cycling infrastructure, public transportation, parks and open spaces.

The proposed development conforms to the policies set out in the Official Plan regarding Managing Growth within the Urban Area as the site's location in proximity of several amenities and transit supports this opportunity. The use conforms to the intent of the policies by contributing to a mix of housing types and tenures to target areas of intensification. The proposed buildings\ area located on vacant lots which are part of a subdivision approval with the intention to develop a compact building form that promotes and enhances the walkability outlined in this land use designation while enhancing the community character.

FORMER CFB ROCKLIFFE SECONDARY PLAN

The Former Rockcliffe Secondary Plan is the pertinent policy document that has been implemented to guide future growth and development on the Former CFB Rockcliffe lands. The plan provides policy direction regarding land use, densities, building heights, open space and mobility. The Plan is City Council's policy document for municipal actions, particularly when reviewing applications for Subdivision, Zoning and Site Plan approval.

Section 2.2 provides the policy direction regarding development in areas of the Plan area for Mixed-Use areas. Section 2.2 includes the following policies:

- Hemlock Core Street will be developed as the core of the community and should be framed by active, street-level pedestrian-friendly uses such as retail and other street oriented commercial uses, and street related entrances to residential and mixed-use buildings.
- Apart from Block 22 on Schedule A, Land Use, the minimum building height is two (2) fully functional storeys.

- In Block 29 on either side of Hemlock Core Street, non-residential active retail type uses are required at grade.
- Where the main/primary building façade(s) is required to face the public realm, as shown on Schedule E Building Frontages, the ground level will be developed to have active retail type frontages with clear windows and functional entrances across the majority of building façade.

Section 2.2.2 Mid-Rise Mixed-Use states the area permits development of mid-rise mixed-use buildings that allow for higher heights and greater densities in the core area, and that offer a wide variety of non-residential uses, with neighborhood-serving convenience and retail type uses located on the ground floor. Mixed-use buildings and stand-alone residential uses in an apartment form are permitted.

The proposed development meets the objectives of the Secondary Plan through the use of building orientation, massing, active facades/frontages and proposed building use.

Hemlock, Cods, Berrielle-Snow Rd. and Michael Stoqua St. are all framed by active frontages. Furthermore, both Buildings 2 and 3 also include animated facades fronting on to the City Park which is an integral aspect connecting the public and private realm. The ground floor is activated by having increased glazing and the buildings are massed towards the street and park property lines to compliment the streetscape. Balconies and terraces will also activate the building frontage along all three buildings to enhance their relationship with the pedestrian realm.

These buildings incorporate some residential units on the ground floor but the predominant uses are aimed at satisfying the Secondary Plan objective of providing a commercial/retail blend of uses along Hemlock Road. The buildings are articulated to have a variation in building step-backs and setbacks to provide variation and interest.

The Master Density Concept Plan in Section 2.6.3 illustrates that each residential and mixed-use block has a minimum density requirement. This Master Concept Plan has been used in the building design exercise to ensure that the minimum densities outlined have been achieved. The proposed site plan application meets the density requirements outlined in the Master Concept Plan.

FORMER CFB ROCKLIFFE COMMUNITY DESIGN PLAN

The Former CFB Rockcliffe Community Design Plan (CDP) provides the framework for implementing the principles and policies of the City of Ottawa Official Plan at a community level. It provides critical direction regarding density, desired land use and build form, development of the public realm, place-making, mobility, and servicing.

The Former CFB Rockcliffe CDP is the guiding document regarding how future development in the area should occur. The vision within the CDP is of a contemporary mixed-use community that is walkable, cycling supportive, transit-oriented and built at a human scale. The CDP land

use plan identifies both residential and mixed-use neighborhoods that are focused on a central mixed-use core that would serve as the focal point of the new community. The CDP accommodates up to three elementary schools, a range of residential building types as well as neighbourhood and community serving uses. The CDP includes a range of building heights and densities to create a vibrant and dynamic urban community.

The proposed development is in the Core neighborhood which extends from Codd's Road to Michael Stoqua Street. The Core neighbourhood is characterized by mid-rise mixed-use buildings.

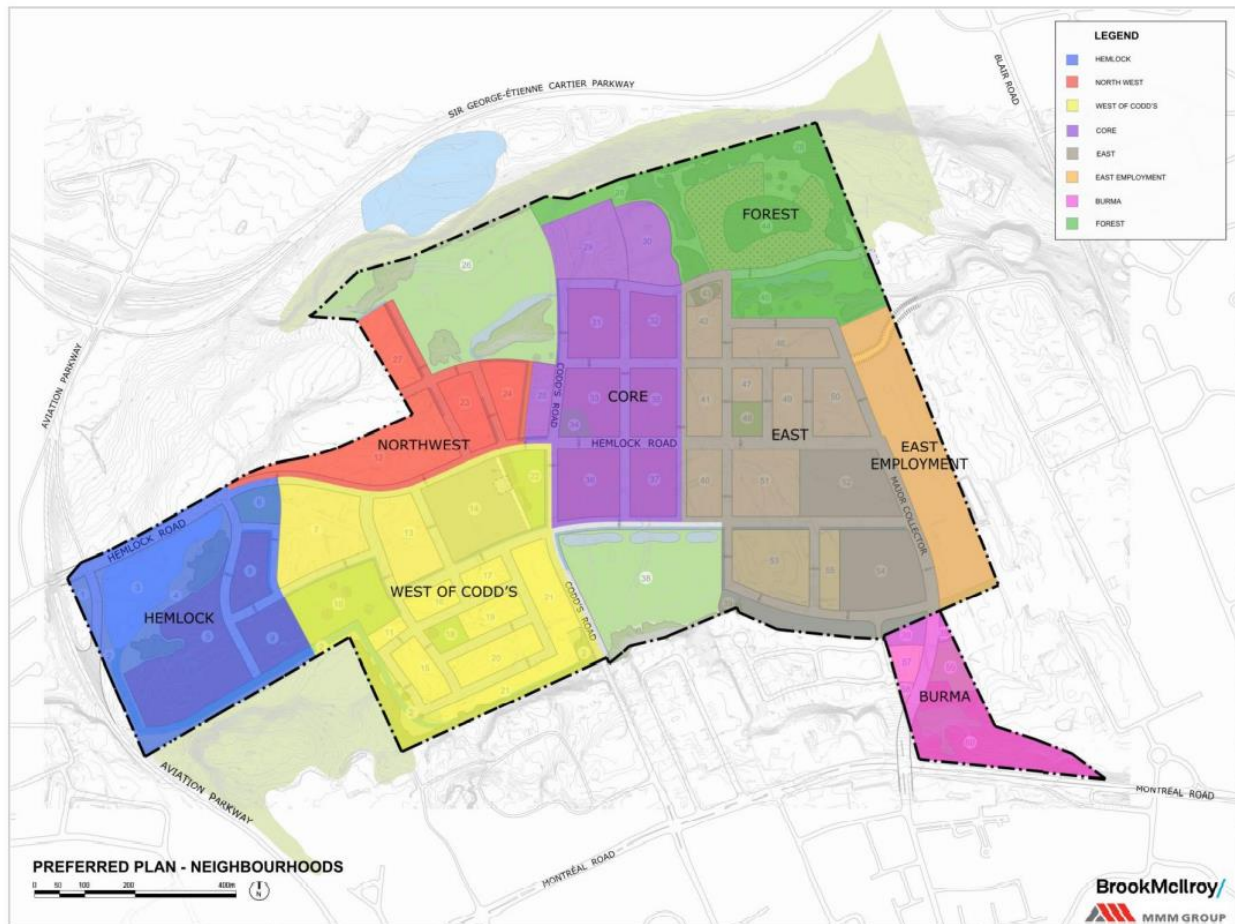
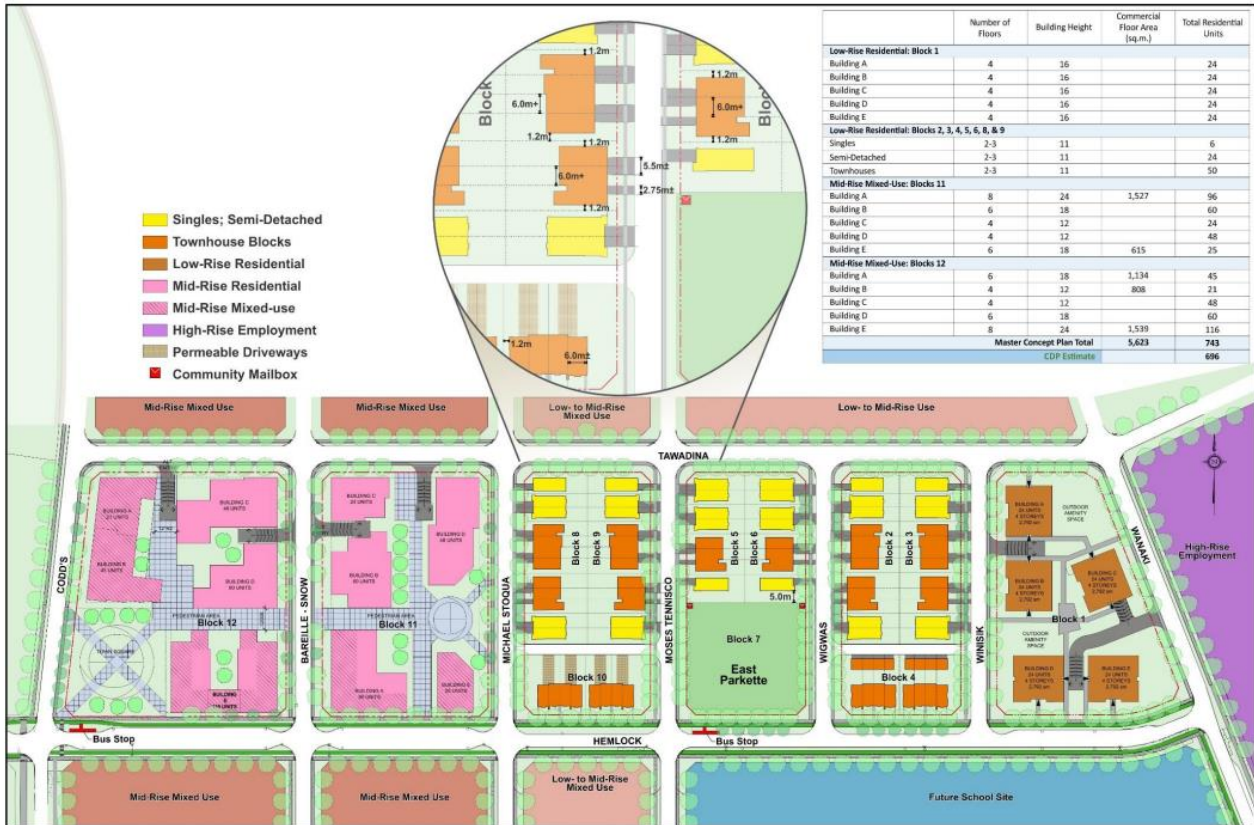


Figure 5.1: The Neighbourhoods

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

The Wateridge Village Phase 2A AND 2 B Urban Design Guidelines and Architectural Controls completed for Canada Lands Corporation (CLC) was created to serve as a manual to implement the goals of the former CFB Rockcliffe Secondary Plan. The manual is written and graphic document that provides guidelines focusing on elements of private properties, including building location and orientation, site entrances, fences, landscaping, façade treatment and materiality.

The guidelines are to be applied to all Phase 2 development and CLC must review the development concept prior to Site Plan Control Application is submitted to the City of Ottawa for consideration.





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

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

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

The proposed development meets the following guidelines and architectural controls:

Mid-Rise Mixed Use Buildings

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

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

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

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

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

Parks, Squares and Open Spaces

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

Entry Features

Entry features should be articulated through detailing or variation of materials – Detailing through architectural materials is used throughout the three buildings to provide interest.

Fencing and Landscaping

Landscaping will be used to enhance the visual appeal of streets and open spaces, frame view corridors, compliment building features, screen unsightly views such as parking, and provide shade for pedestrians and privacy for building occupants – Street trees are proposed along all public streets as well as landscape areas including integration to the public park.

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

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

Green Streets

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

Sidewalks and Crosswalks

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

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

Active Street Frontages

Will not locate parking between the street and the front façade – Surface parking is not located between the street and front façade. On-street parking is located adjacent to Codd's Road, Tawadina Road, Barielle Snow Road and Michael Soqua Rd. Hemlock Road also allows for

additional on-street parking via a 24 m Road Allowance which includes on street parking adjacent to the proposed commercial frontages. Parking is provided for in the underground parking structure.

Surface Parking

Surface parking should be located at the rear of buildings. If the lot is not deep enough, the parking should be located at the side of the building - Surface parking is located at the rear of the buildings with the majority of spaces being provided for in an underground parking structure.

Planting strips, landscaped traffic islands and/or paving articulation should be used to define vehicle routes and smaller parking courts that provide pedestrian walkways, improve edge conditions and minimize the aesthetic impact of surface parking – Landscaping and planting strips define roadways, pedestrian corridors, and improve edge conditions. Green space around the parking spaces and laneways are defined by grass and vegetation.

Rear lane access to parking amenities is preferred with the number of vehicular entrances held to a minimum. Vehicular access should be from an alley or mid-block connection on a connectibg street. – Vehicular access for all three buildings is contained mid-block off of Michael Stoqua/Barielle Snow St. (Building 1), Barrielle Snow St. (Building 2) and Tawadina Road (Building 3).

DESIGN GUIDELINES FOR COMPLETE STREETS

Design Guidelines for Complete Streets were completed in October 2015 and is supplemental to Traffic Impact Assessment Guidelines completed by the City of Ottawa. The guidelines provide information on how to safely integrate multiple modes of transportation together. Complete streets incorporate the physical elements of a street to offer safety, comfort and mobility for all uses, regardless of age, ability or mode of transportation.

Complete streets accommodate multiple modes of transportation, incorporate context-sensitive design principles, and can be used as a tool to improve neighbourhoods and support liveability. Each mode, such as pedestrian, bicycle, transit, truck and vehicular, have different levels of service. Each level of service assesses different degrees of comfort, timing, level of risk/stress, movement, reliability, and utilization. Each service tool is measured differently and do not necessarily cover the same spectrums of conditions.

The proposed development can be evaluated in conjunction with the Traffic Impact Assessment to ensure that all modes of transportation can safely, effectively, and comfortably move throughout the Wateridge development.

DESIGN GUIDELINES FOR GREENFIELD NEIGHBOURHOODS

Urban Design Guidelines for Greenfield Neighborhoods were approved by City of Ottawa Council in September 2007. A greenfield neighbourhood refers to a larger area of land within the urban area that has not been developed or has potential to be extensively redeveloped. The guidelines provide guidance on neighbourhood design during the development processes. The Official Plan includes in one of its guiding principles that new communities are compact, inclusive, well designed, connected, environmentally sensitive, transit-supportive and sustainable.

The proposed Site Plan for 1000/1050 Tawadina Rd. meets or exceeds the following guidelines:

Guideline 1 – *Plan and build new communities based on inherent capacity of the natural landscape to sustain the community over time* – The development takes into consideration the natural capacity in the area

Guideline 9 – *Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways* – The proposed Development Blocks are located in the Core neighbourhood which permits mid-rise mixed-use to concentrate densities and activities in the Core. The development is located adjacent and near community parks and has been designed to be integrated to accentuate the community.

Guideline 10 – *Create a walkable neighbourhood with pathways, trails and sidewalks that are accessible year-round and connect destination such as transit stops, commercial area, schools, community facilities and parks* – Pedestrian sidewalks/pathways will be provided and serve as a connection to the remainder of the site and surrounding area. Mid-block north, east, south and west connections are integrated to increase pedestrian connectivity.

Guideline 11 – *Connect new streets to existing streets adjacent developments and plan for future connections to land that has yet to be developed* – Connections are made available to adjacent properties that have yet to be developed both north of Building 1 as well as Buildings 2 and 3.

Guideline 23 – *Include a landscaped buffer between the arterial right of way and the local right of way for single loaded streets fronting onto arterial roads.* – A tree lined vegetative buffer is located along the roadway and pedestrian pathway to Hemlock Road.

Guideline 27 – *Plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Base selection and location of trees on soil condition, bearing capacity and urban forestry principles.* – Street trees will be planted in a consistent manner in coordination with the location of services and utilities.

Guideline 31 – *Create a cycling-supportive neighbourhood with bicycle routes that serve local destinations, and that are linked to the citywide network of bicycle routes. Route include wide shared-use curb lanes, designated on-road bicycle lanes or multi-use pathways.* – Bicycle lanes are proposed along the development, these cycle lanes are part of the greater cycle network for the Wateridge Community and the City of Ottawa.

Guideline 32 – *Design pathways, trails and walkways that are connected to the road right of way so that they link to a sidewalk and cross at an intersection.* – Pedestrian pathways are designed to connect from block to block across the public ROW and are not disjointed.

Guideline 33 – *Construct streets, sidewalks, crosswalks, and access to buildings that are universally accessible to a wide range of residents and abilities.* – The physical layout and design of the blocks and buildings consider universal accessibility and does not propose major barriers throughout the site.

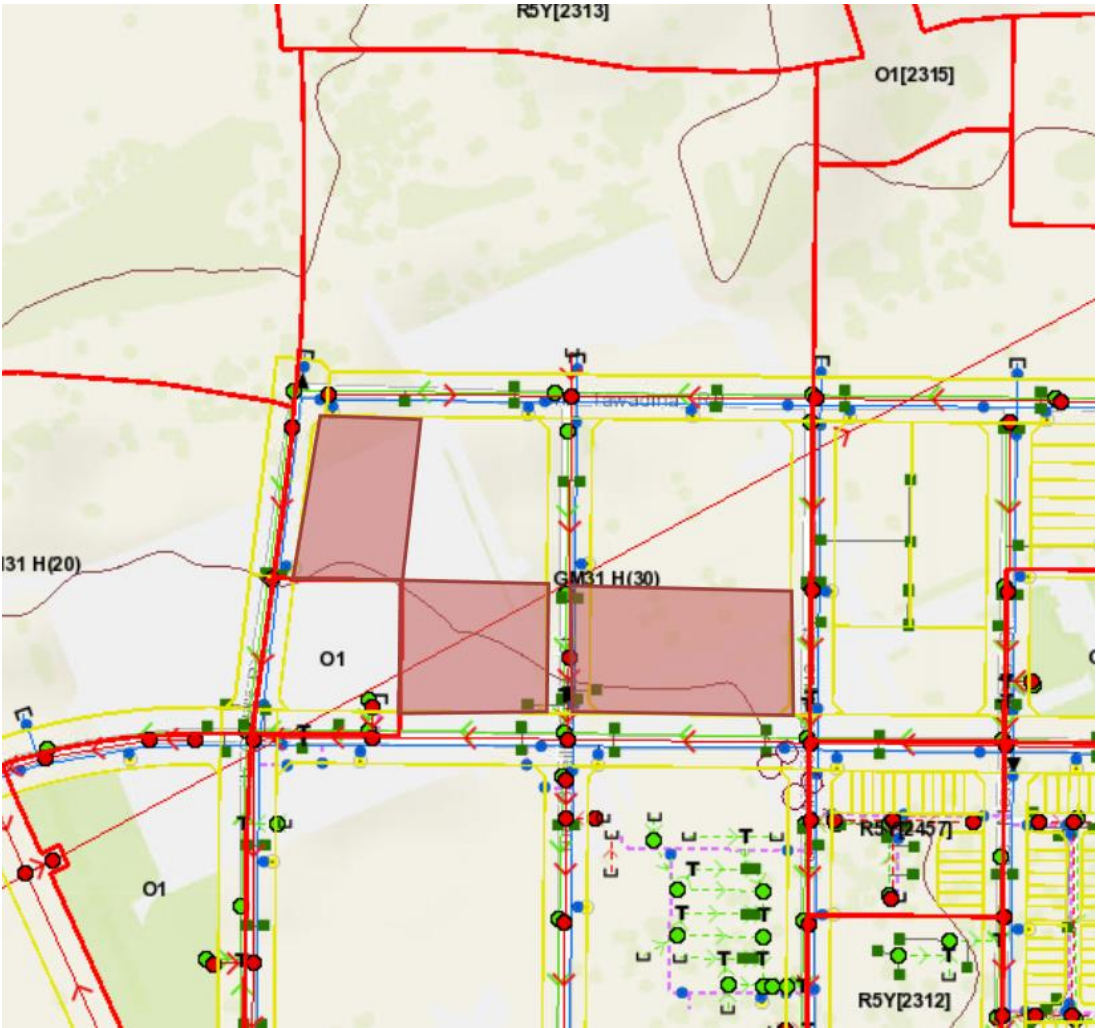
Guideline 46 – *Incorporate mid-block walkways to make walking more direct and convenient where long blocks cannot be avoided. Ensure that landscaping, fencing, and facing windows support safe and attractive environment.* – Mid-block pedestrian pathways are provided with enhanced focus on connections to the public park. Design elements have been incorporated to provide a safe and attractive environment.

Guideline 47 – *Locate community buildings and other non-residential buildings close to the street edge, with their primary face oriented to the street, and the front door directly accessible from the public sidewalk.* – The front doors of the buildings are facing the public street and with architectural design details to provide interest and breaks along the building façade. The buildings are located close to the street edge.

Guideline 48 – *Locate on-site surface parking areas to the side or rear and not between the public right of way and the front of the building.* – The majority of the parking for the development is intended to be located in the underground parking facility. On-street parking is proposed along Hemlock Road, Codd’s Road and Tawadina Road.

Guideline 53 – *Provide pathways between residential areas and non-residential sites that directly and clearly connect these areas.* – A mid-block pathway is proposed connecting Building 1 to Building 2 and the abutting City Park.

City of Ottawa Comprehensive Zoning By-law 2008-250



Excerpt from geoOttawa showing zoning of subject property

The subject lands are zoned as General Mixed Use Zone – GM31 (H30). The purpose of the GM zone is to:

- Allow residential, commercial and institutional uses, or mixed-use development in the General Urban Area in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan;
- Limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Main streets as viable mixed-use areas:
- Permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and
- Impose development standards that will ensure that the uses are compatible and complement surrounding land uses

The TM31 zone also specifies additional permitted uses (cinema, hotel, museum, theatre. Etc.) as well as prohibiting others (drive through facility, townhouse dwelling and stacked dwelling). The TM31 also outlines performance standards for buildings more than 20 m in height as it relates to required building stepbacks, distances between buildings and floor plate maximums.

The proposed Site Plan and accompanying technical studies in support of the Site Plan Control Application can achieve the regulated performance standards of the GM31 zone requirements on all accounts.

Public Consultation and Engagement

The following has been completed as part of the public consultation strategy and information portion of the Site Plan Control Approval application known as 1000/1050 Tawadina Road:

- Community engagement has occurred with both the Wateridge Community Association as well as Canada Lands Corporation and City of Ottawa staff during the pre-application consultation meeting held February 3, 2022.
- Continued engagement will occur via the circulation period of the Site Plan Control Application process and commitments have been made to ensure the local Community Association is engaged throughout the process.

Conclusion

It is our opinion that the proposed Site Plan application represent good planning and is in the public interest as follows:

- The development proposal is consistent with the policies of the Provincial Policy Statement with respect to infill development within a settlement area. Specifically, the proposed development is located in an established urban area where services and infrastructure are readily available.
- The proposed development conforms to the Official Plan policies, including the policies of the Wateridge Community Secondary Plan and Urban Design Guidelines policies provided in the new Official Plan.
- The proposal complies with the City's compatibility criteria established in the Official Plan including, but not limited to, the provision of a strong and enhanced streetscape.
- The proposal conforms to the policy direction set out in the Official Plan with regards to land use, building design and compatibility. The development application also helps to promote a 15-minute neighborhood as defined in the new Official Plan.
- The proposed use and building design are contemplated in the Former CFB Rockcliffe Secondary Plan;
- The proposed development maintains the intent of the Urban Design Guidelines for New Communities: and,
- The proposed development meets the requirements and intent of the Zoning By-law and can achieve all performance standards of the TM31 Zone.

Rod Price

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