

FEBRUARY 2023

Q9

PLANNING + DESIGN RATIONALE

WestUrban Developments Ltd.
Subject Site: 1050 Tawadina Road
OTTAWA, ONTARIO

Report Date:
FEBRUARY 28, 2023

Report Prepared for:
**WESTURBAN
DEVELOPMENTS**



1050 TAWADINA ROAD

PLANNING RATIONALE

FEBRUARY 2023

Prepared by :



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This Planning + Design Rationale is prepared in support of a Site Plan Control Application for the proposed residential development at 1050 Tawadina Road. This Planning + Design Rationale also includes the following: Design Brief, Public Consultation Strategy, and Integrated Environmental Review Statement.

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1.0 INTRODUCTION

Q9 Planning + Design has been retained by WestUrban Developments Ltd. to prepare a Planning Rationale + Design Brief for the proposed development of two nine-storey apartment buildings with stepped design and integrated courtyard and through pedestrian access on the site. The overall development will contain 254 units, with 144 units in one building and 110 units in the other building. Additionally, 195 parking spaces will be provided, with 5 surface parking spaces and 190 resident spaces provided underground with 25 visitor spaces, along with 156 bicycle parking spaces. Building A (to the north) will have a Gross Floor Area (GFA) of 11,318 m² and Building B (to the south) will have a GFA of 8,853 m². The development will be comprised of both one-bedroom and two-bedroom units.

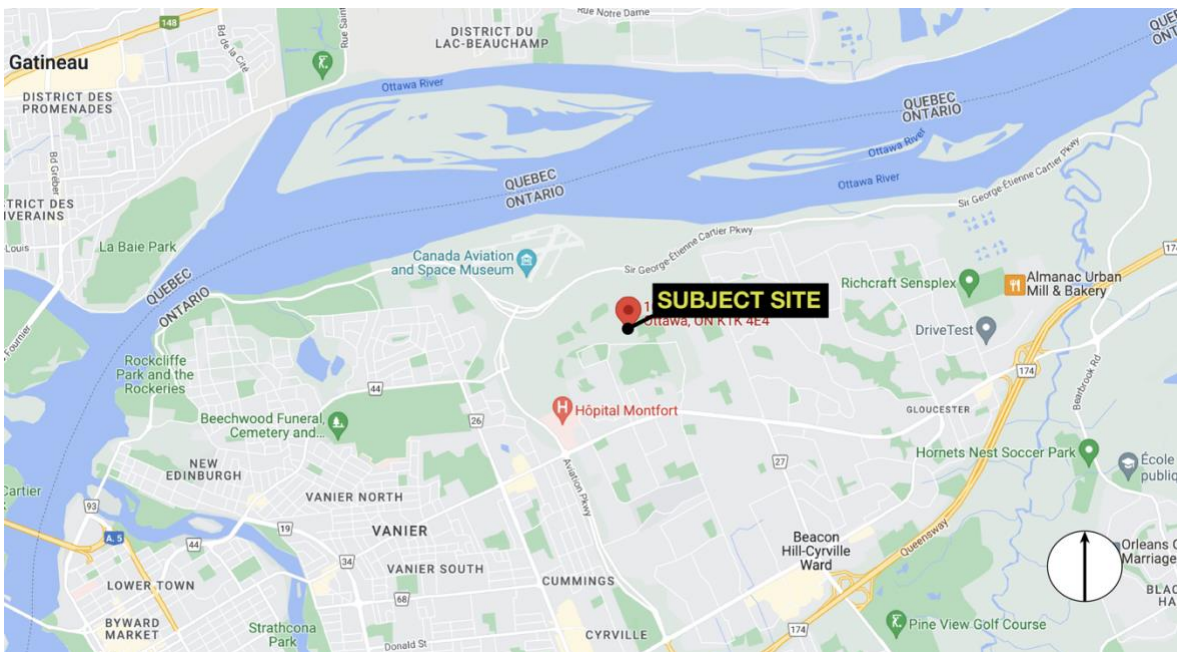


Figure 1: Location Plan

The subject property has frontage along Tawadina Road, which runs along the north side of the property. It is bounded by Bareille-Snow Street to the west, Michael Stoqua Street to the east, and another property to the south. The property is designated Neighbourhood within the Inner Urban Transect in the new Official Plan. The property is zoned GM31 H(30) - General Mixed Use Zone, Subzone 31, with a height exception of 30 metres in the City of Ottawa Zoning By-law 2008-250. The proposed apartment buildings are a permitted use in the GM31 subzone, and the overall design of the buildings meets all applicable setbacks and yard areas. Consequently, no minor variances or zoning amendments are required to permit the development as designed. Further, the site is part of the Wateridge Community and is identified as Mid-Rise Mixed Use within the Former CFB Rockcliffe Secondary Plan.

The property constitutes the northern half of an overall block that is bounded by Tawadina Road to the north, Bareille Snow Street to the west, Hemlock Road to the south, and Michael Stoqua Street to the east, which itself is part of a large, ongoing redevelopment of the former Canadian Forces Base Rockcliffe. The southern block, which has the same zoning, will be developed in the future. The lot is currently undeveloped, though sewer, water, and stormwater servicing is available. The property is part of the Wateridge Village neighbourhood within Ward 13 – Rideau-Rockcliffe.

Applications submitted:

[Site Plan Control

2.0 SITE & CONTEXT

2.1 SITE

The subject property is an undeveloped parcel of land bounded by Tawadina Road to the north, Barrielle-Snow Street to the west, and Michael Stoqua Street to the east. The site constitutes the northern half of a 1.24-hectare block that extends south Hemlock Road. The property has a rectangular shape and has frontage along three roads, under which stormwater, sewer, and water services run. The block itself is part of the Wateridge Village development on the former Canadian Forces Base Rockcliffe lands, which is comprised of approximately 131 hectares of land owned by the Canada Lands Company and the National Research Council. The site has been cleared and has no notable landform features, or vegetative cover. Site images are provided below.

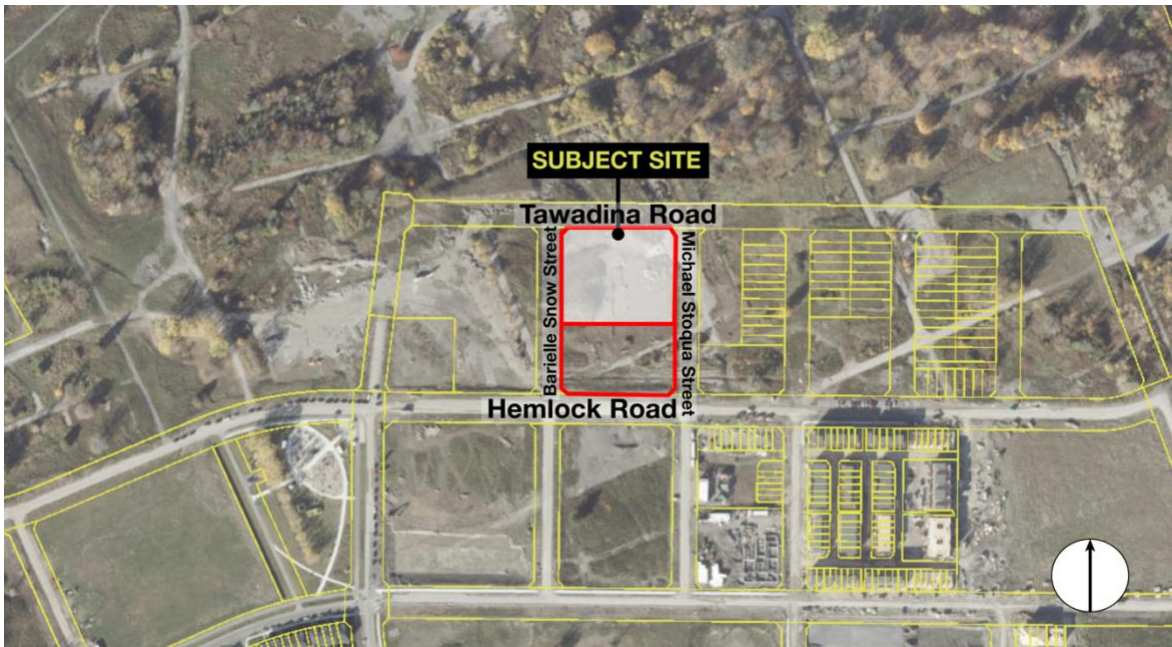


Figure 2: Site Map

The following represents the site's current dimensions:

- [Lot Area: 7,188 m²
- [Lot Frontage: 92 m (Tawadina Road)
- [Lot Depth: 73.4 m

Legal Description: PART OF BLOCK 11, REGISTERED PLAN 4M-1651, CITY OF OTTAWA, ANNIS, O'SULLIVAN, VOLLEBEKK LTD. 2022



Figure 3: View from intersection of Tawadina Road and Michael Stoqua Street -- Looking south-west into site



Figure 4: View from intersection of Tawadina Road and Bareille-Snow Street -- Looking south-east into site

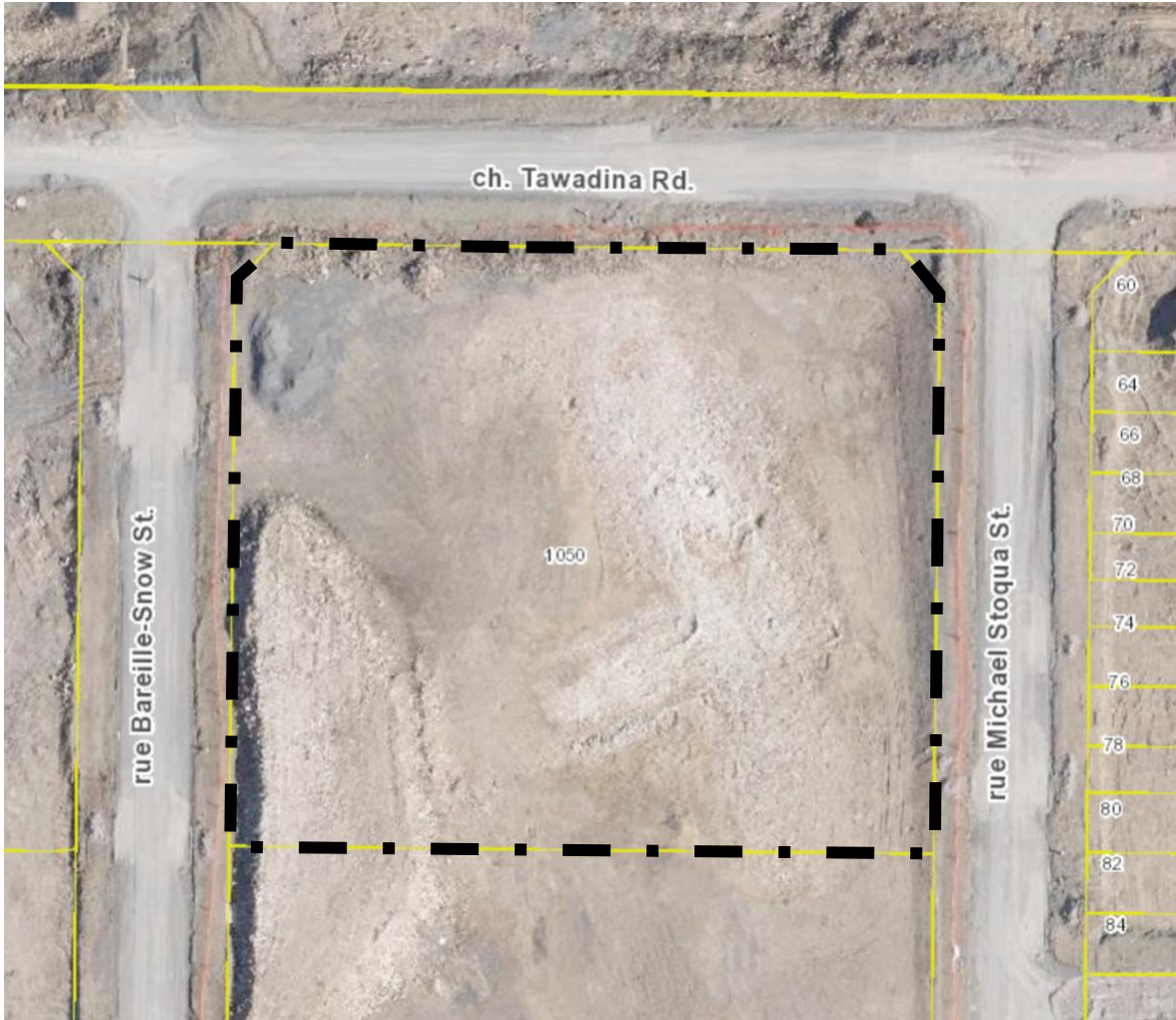


Figure 5: Aerial Photo Illustrating Site Conditions as Cleared and Void of Vegetation



Figure 6: View of Site Looking South. Development South of Hemlock Under Construction In Background



Figure 7: View Looking South on Michael Stoqua. Site on Right.

2.2 CONTEXT

The property is located within the Wateridge Village neighbourhood in Ward 13 – Rideau-Rockcliffe. Ward 13 is located within the Greenbelt, and the former CFB Rockcliffe lands constitute the largest undeveloped parcel of land inside the Greenbelt. The neighbourhood is located in Ottawa’s east end and is bordered by Manor Park to the west, Carson Grove – Carson Meadows to the south, Rothwell Heights-Beacon Hill North to the east, and the Ottawa River to the north. Wateridge Village is bounded by the Ottawa River to the north, Aviation Parkway and Rockcliffe Park to the west, Montreal Road to the south, and Blair Road to the east.

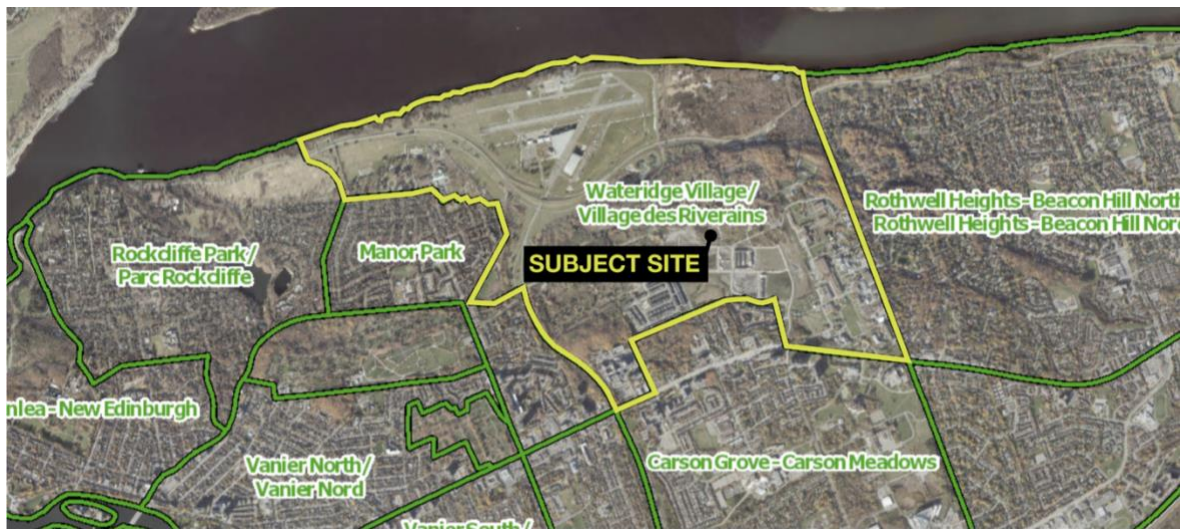


Figure 8: Neighbourhood Context Map

The neighbourhood is characterized by new residential development occurring at a mix of heights and densities. Currently, the dwelling mix in the area consists of a variety of low-rise dwelling types ranging from detached dwellings and semi-detached dwellings to townhouses. However, low-rise, mid-rise, and high-rise buildings as well as low, medium, and high-density developments are planned throughout the secondary plan area.

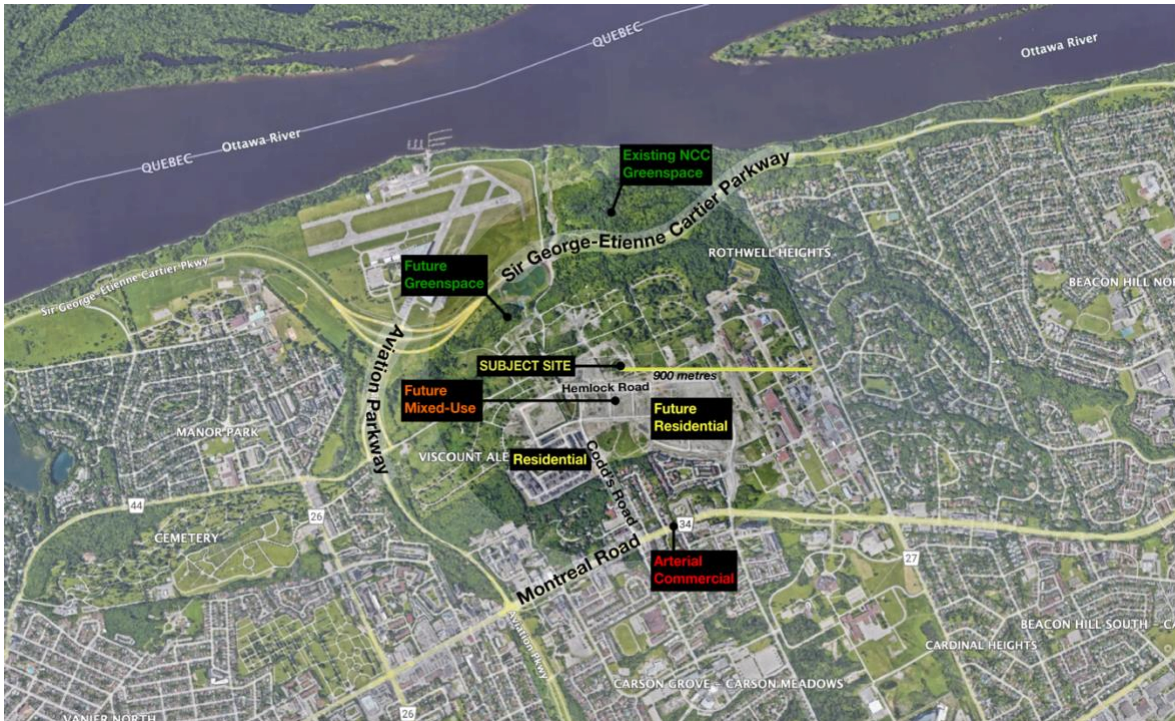


Figure 9: Overall Context Map

New commercial uses are expected to develop in the area in future mixed-use buildings, along with new parks and amenities that will add to the existing parks that have already been constructed. Additionally, the property has access to the Rockcliffe Waterfall and Pond and NCC greenspace along Aviation Parkway and the Sir George-Étienne Cartier Parkway.

New schools will also be completed in line with the secondary plan as the area develops, and the site is located close to other uses such as Hôpital Montfort and retail commercial uses along Montreal Road.

2.3 PEDESTRIAN AND TRANSIT NETWORK

The site is located in the Wateridge Village neighbourhood, on the former CFB Rockcliffe lands southeast of the Aviation Parkway and Sir George-Étienne Cartier intersection. As the site is part of a brand new neighbourhood development, sidewalks have not been constructed yet. However, new sidewalks will be constructed on both sides of each street to serve the development as part of the overall buildout of the road network. The sidewalks will connect to those already constructed on other blocks or proposed to be constructed in the future, ensuring sufficient infrastructure is provided to support safe pedestrian circulation through the site. The property is also within a 15-minute walking distance of commercial uses to the south along Montreal Road and greenspace along the north. The overall community will eventually develop to provide new schools, parks, and

commercial facilities within a walking distance that is less than 15 minutes. It will also provide cycling connection to NCC multi-use pathways along the Sir George-Étienne Cartier Parkway and Aviation Parkway.

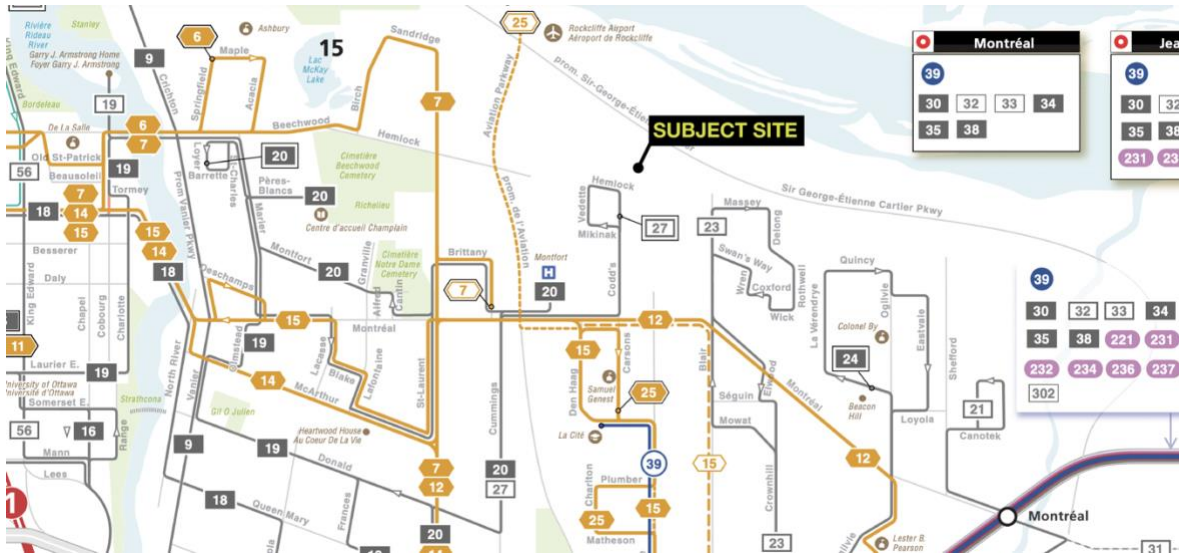


Figure 10: Transit Map

The proposed development is well-located near public transportation service, with immediate access to OC Transpo Route 27 which provides limited service, and higher frequency routes along Montreal Road, which connect to the Blair LRT station and St. Laurent LRT station. OC Transpo Route 12 along Montreal Road also connects the site to commercial uses along St. Laurent as well as other bus routes that provide frequent service to the rest of the City. Overall, the site has fairly strong public transportation access, with a limited-service route running close to the site, and more frequent service within a 15-minute walking distance. It is anticipated that, as the neighbourhood develops further, more public transportation services will be added.

3.0 PROPOSAL

3.1 OVERVIEW

The proposed development consists of two 9-storey mid-rise apartment buildings containing underground and surface parking. The building on the northwestern side of the site (Building A) will be nine storeys with 144 units, while the building on the southeastern portion of the property (Building B) will be nine storeys with 110 units for a total unit count of 254 units.

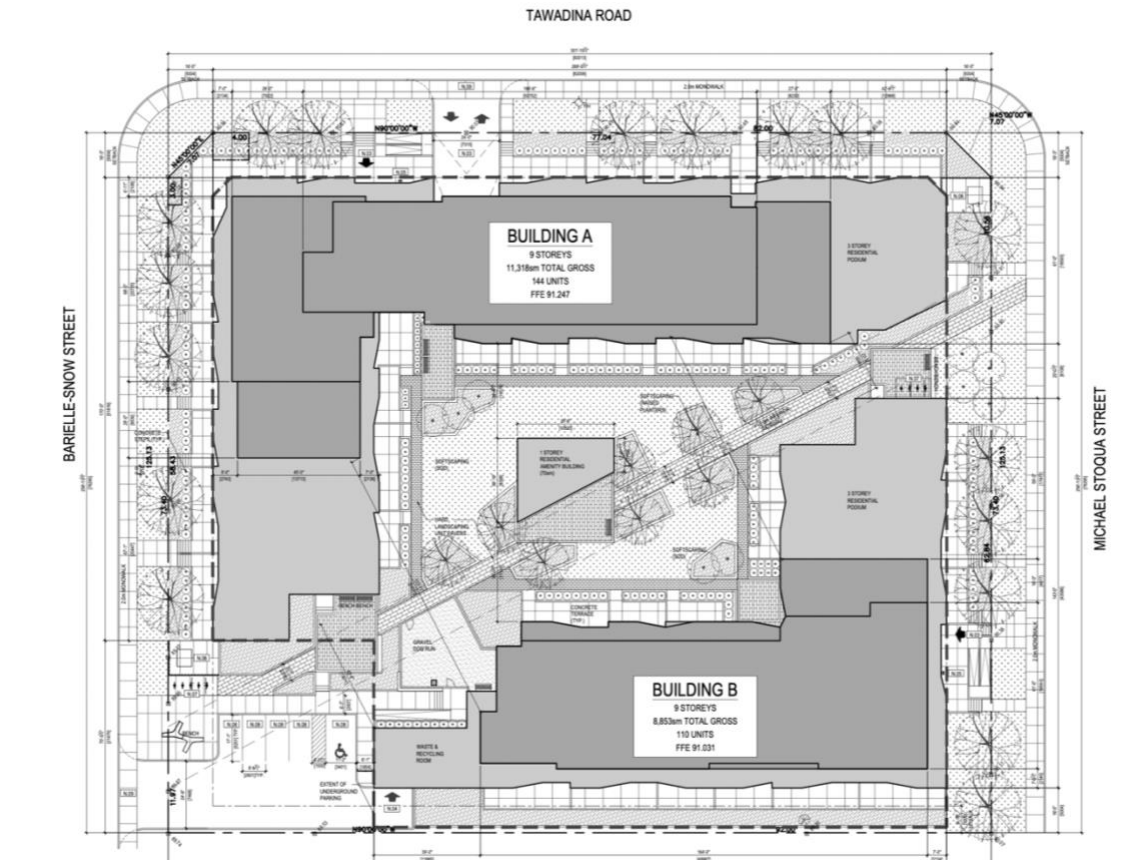


Figure 11: Extract of Site Plan (Prepared by: FAAS)

The buildings will be oriented to frame a central courtyard containing greenspace, a gym, and a gravel dog run area. A walkway is also proposed that will bisect the site along a right-of-way, providing convenient pedestrian circulation through the site.

Building A will consist of 11,318 m² of gross floor area (GFA), while Building B will contain a GFA of 8,853 m². Majority of the parking for the two buildings will be provided underground, where 195 spaces will be provided, including 76 compact spaces and 5 barrier-free spaces. Five surface parking spaces will also be provided on the southwest portion of the site, between the two buildings. Access to the surface parking and the

underground parking will be provide from Bareille-Snow Street, with an additional parkade entrance provided along Tawadina Road. Bicycle parking spaces will also be provided, with 156 spaces (29 more than required). The majority of these spaces will be below grade but 18 spaces will be exterior.

Pedestrians will be able to access the buildings via main entrances located on Tawadina Road for Building A and Michael Stoqua Street from Building B. Pedestrian circulation throughout the site will be achieved via sidewalks along the main roads, and a central pathway through the middle of the site along a right-of-way. Three different unit types will be provided, with one-bedroom units, two-bedroom units, and two-bedroom penthouse units. The unit breakdown is still undecided, but it is expected that there will be a mix of 1 and 2 bedroom units.

Landscaping will also be provided in each yard, with additional soft landscaping in the central courtyard. Trees will also be planted between the building wall and the sidewalk, along with a line of trees along the unopened right-of-way path through the site. Most of the units will feature balconies, with the exceptions being most of the units on the lower three storeys facing the street. Common amenity areas will include the central courtyard, a gym located between the two buildings, an amenity room in Building B, and rooftop amenity areas on both buildings.

3.2 LANDSCAPE DESIGN

The Landscape design for the proposed development at 1050 Tawadina Drive presents a formal face to the streetscape, with a simple turf treatment and deciduous street trees along the building frontage. The private realm is differentiated from the public by rows of shrubs, grasses and perennial planting at grade, softening the edge of the raised terraces.

Within the courtyard, a clear path, lined by deciduous trees, passes through the open space. The trees, to ensure robust growth, are planted in raised planters for generous soil volume. The planters are staggered to allow free passage in all directions within the open space. Changes in materials, small plazas, and decorative walls help to mark the transition from the streetscape, through this more intimate courtyard space, while maintaining an inviting path of travel. Two areas of lawn surround the central amenity building, separated from the private patios, by a modest walkway and screen planting for resident's privacy. A small, fenced dog run, finished with pea gravel, is proposed for the southwest corner of the courtyard, placed close to building exits for expedient access. Bicycle parking, and seating is provided at each of the plaza spaces.

3.3 BUILDING FORM AND SETBACKS

The proposed mid-rise buildings will be nine-storeys. The buildings will be set back 5.0 metres from the front lot line along Tawadina Road, 5.0 metres from the corner lot line along Michael Stoqua Street, 5.0 metres from the corner lot line along Bareille Snow Street, and 5.0 metres from the abutting GM 31 H(30) Zone. The proposal contemplates the development of the northern portion of the overall site, which extends south to Hemlock Road. Development of the southern portion will occur in the future.

Buildings A and B will reach the maximum height of 30 metres and ensures that the floorplates which reach that building height represent less than half of the site ensuring conformity with massing regulations. The fourth storeys and above are stepped back from the front wall of the first three storeys on both buildings, reducing the visual impact of the upper storeys from the podium base. Consistent with the secondary plan design for the area, the proposal will contain amongst the highest densities in the Wateridge Village community, with other mid-rise and high-rise buildings anticipated in the immediate surroundings.

3.4 STATISTICS

The following tables outline the project statistics.

Dimension	Building A	Building B	Total
Number of storeys	9	9	9
Total units	144	110	254
Gross Area (as per zoning by-law)	11318 m ²	8853 m ²	20171 m ²
Floorplates	1-3: ~2000 m ² 4-6: ~1150 m ² 7-9: ~680 m ²	1-3: ~1400 m ² 4-5: 900 m ² 6-9: 742 m ²	
Amenity area	Communal: 1830 m ² Private: 654 m ² Total: 2484 m ²		
Total parking spaces	195 spaces		
Visitor parking spaces	25 spaces		
Bicycle parking spaces	156 spaces		

The following images are provided by FAAS Architects as well as CSW Landscape Architects.

PROJECT TEAM

ARCHITECT
FAAS ARCHITECTURE
PROJECT COORDINATOR
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IB GROUP
BEN PASCOLO NEVILL
613.225.1311 ext 64074

ENVIRONMENTAL
GRADIENT WIND ENGINEERING
JOSHUA FOSTER
613.836.0634

LOCATION PLAN



GENERAL NOTES

- ALL EXISTING STRUCTURES, RETAINING WALLS AND LANDSCAPING TO BE REMOVED WITHIN COMBINED DEVELOPMENT PARCELS.
- REFER TO LANDSCAPE PLANS FOR ALL PLANTING AND GROUND COVER INFORMATION & DETAILS.
- REFER TO WATERIDGE VILLAGE AT ROCKCLIFFE PHASE 2B ISSUED FOR CONSTRUCTION DRAWINGS AS PREPARED BY IB GROUP 2019.05.10 FOR ALL DESIGN GEOMETRIC ELEVATIONS ADJACENT TO DEVELOPMENT PERIMETER.
- ALL EXISTING SITE INFORMATION AS PER TOPOGRAPHICAL SURVEY PLAN DATED APRIL 5th, 2022 PREPARED BY ANNIS, O'SULLIVAN, VOLLEBEKK LTD.
- ALL SITE REHABILITATION OF SIDEWALKS, BUS ZONE APRONS, AND PAVED LANES ARE TO BE COMPLETED AT THE OWNER'S EXPENSE.
- ANY SNOW ACCUMULATED IN SURFACE PARKING AREAS IS TO BE TRUCKED OFF-SITE.
- WASTE & RECYCLING BINS TO BE ROLLED OUT TO BARRIELLE-SNOW STREET FOR CURBSIDE COLLECTION.

SHEET NOTES

- N.01** PROPOSED ELECTRICAL TRANSFORMER LOCATION
- N.02** PARKADE ENTRY RAMP
- N.03** MAIN BUILDING ENTRY
- N.04** GARBAGE AND RECYCLING ACCESS
- N.05** FIRE DEPARTMENT CONNECTION
- N.06** TRANSFORMER
- N.07** BIKE PARKING STALLS
- N.08** VISITOR PARKING STALLS
- N.09** DEPRESSED CURB

ZONING NOTES

CURRENT ZONING: GM1 H(30)

REQUIRED	PROPOSED
5m	5m
5m	5m
5m	5m
3m	5m
30m	29.5m
2	2
750sm	677sm-742sm
20,171sm	254 UNITS

BUILDING A - DEVELOPMENT STATS		BUILDING B - DEVELOPMENT STATS	
NUMBER OF STOREYS	TOTAL UNITS	NUMBER OF STOREYS	TOTAL UNITS
9	144	9	110
FLOOR	GROSS AREA	FLOOR	GROSS AREA
MAIN	1,922sm	MAIN	1,423sm
2 FLR	1,977sm	2 FLR	1,331sm
3 FLR	1,977sm	3 FLR	1,331sm
4 FLR	1,291sm	4 FLR	900sm
5 FLR	1,105sm	5 FLR	900sm
6 FLR	1,105sm	6 FLR	742sm
7 FLR	677sm	7 FLR	742sm
8 FLR	677sm	8 FLR	742sm
9 FLR	677sm	9 FLR	742sm
TOTAL	11,318sm	TOTAL	8,853sm

VEHICULAR PARKING

MIN. 0.5 RESIDENTIAL STALLS/ RESIDENCE UNIT

- FIRST 12 SPACES/ BUILDING = 115 REQUIRED
- (254 - (12 * 11)) * 0.5 = 176 PROPOSED
- MAX. 40% COMPACT = 4 PROPOSED
- MAX. 5% MOTORCYCLE STANDARD = 89 PROPOSED
- TOTAL RESIDENTIAL STALLS* = 170 PROPOSED***

* Located in underground parking garage

MIN. 0.1 VISITOR STALLS/ RESIDENCE UNIT

- FIRST 12 SPACES/LOT = 25 REQUIRED
- (254 - 12) * 0.1 = 25 PROPOSED**

** 5 Stalls provided at-grade and 20 in underground parking garage

TOTAL PARKING PROVIDED = 195 STALLS

* Note 5 of the 195 stalls are proposed as barrier free

BIKE PARKING

REQUIRED: UNDERGROUND = 127 SPACES

PROPOSED:

- UNDERGROUND = 138 SPACES
- EXTERIOR = 18 SPACES
- TOTAL = 156 SPACES**

AMENITY SPACE REQUIREMENTS:

REQUIRED AMENITY SPACE = 6sm/ RESIDENCE UNIT

254 UNITS * 6sm = 1524sm TOTAL AMENITY REQUIRED

MIN. 50% REQUIRED TO BE COMMUNAL = 762sm

PROVIDED COMMUNAL AMENITY SPACE = 1830sm

PROVIDED PRIVATE AMENITY = 654sm

TOTAL PROVIDED AMENITY SPACE = 2484sm

RELEASES

NO.	DESCRIPTION	DATE
01	ISSUED FOR CLC	10.24.22

1050 TAWADINA RD WATERIDGE

BRANCH ADDRESS
1050 TAWADINA RD
OTTAWA, ON

LOCAL ADDRESS
PART OF BLOCK 11
REGISTERED PLAN 48-1651
CITY OF OTTAWA
ANNIS, O'SULLIVAN, VOLLEBEKK LTD. 2022

PROJECT NO.
22.01.W.U.

DRAWN: [] CHECKED: []
LB JA

DATE: 22.01.24 SCALE: AS NOTED

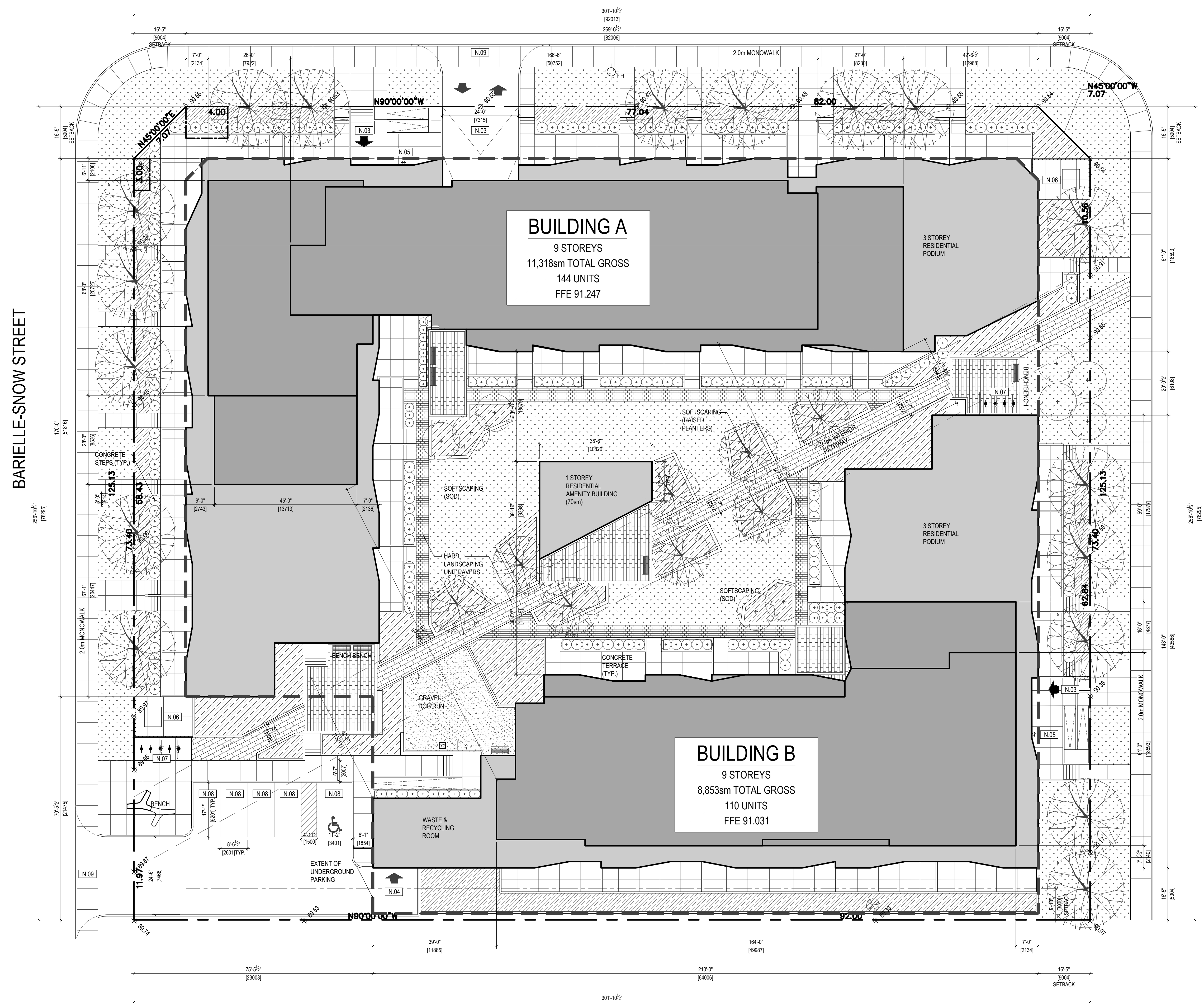
SITE PLAN

DRAWING NUMBER

DP.100

THIS DRAWING AND DESIGN ARE AT ALL TIMES TO REMAIN THE EXCLUSIVE PROPERTY OF THE ARCHITECT AND MAY NOT BE USED OR REPRODUCED WITHOUT PRIOR WRITTEN CONSENT

TAWADINA ROAD



BARRIELLE-SNOW STREET

MICHAEL STOQUA STREET



- LEGEND:**
- PROPERTY LINE
 - PROPOSED DECIDUOUS TREE
 - PROPOSED CONIFEROUS TREE
 - TOPSOIL AND SOD
 - SHRUB/PERENNIAL PLANTING
 - UNIT PAVING
 - CONCRETE PAVING
 - PLANTER WALL
 - LANDSCAPE FEATURE WALL
 - BENCH
 - BICYCLE RACK
 - OVERHEAD SHADE STRUCTURE

NOTES:

1. THERE ARE NO EXISTING TREES ON THE SITE.

4.		
3.		
2.	ISSUED FOR CLC PERMIT	24 OCT, 2022
1.	ISSUED FOR COORDINATION	14 OCT, 2022
No.	Revision	Date

North:

Stamp:

CSW

Landscape Architecture
 Urban Design
 Site Planning
 Recreation and Park Planning
 Project Management

319 McRae Avenue, Suite 502, Ottawa, Ontario K1Z 0B9
 Tel: (613) 729-4536 Fax: (855) 736-9161

1. All work shall be done in accordance with the City of Ottawa's standards and specifications for public works.
2. Client reserved. This drawing is the exclusive property of CSW Landscape Architecture Ltd. and shall not be used for any other project without the client's written consent.
3. This drawing is not to be used for construction without the client's written consent. It is the responsibility of the client to ensure that all work is done in accordance with the City of Ottawa's standards and specifications for public works.

Project:
1050 TAWADINA RD WATERIDGE

1050 TAWADINA RD
 OTTAWA, ONTARIO

Drawing:
LANDSCAPE LAYOUT

Scale:	1:200	Date:	04 OCT, 2022
Design By:	LM	Drawn By:	SW
Project Number:	2129-01	Sheet Number:	L 1.0

Ledit Save: 10/24/2022 6:54:42 PM
 File Location: Z:\Projects\2129-01 1050 Tawadina Rd (Wateridge)\DRAWINGS\CLC Permit\2129-01 1050 Tawadina Rd_CLC\Rendered.dwg



WEST ELEVATION - BUILDING A



SOUTH ELEVATION - BUILDING A



EAST ELEVATION - BUILDING A



NORTH ELEVATION - BUILDING A

ELEVATIONS
BUILDING A

2022.09.16

WATERIDGE

FAAS



WEST ELEVATION - BUILDING B



SOUTH ELEVATION - BUILDING B



EAST ELEVATION - BUILDING B



NORTH ELEVATION - BUILDING B

ELEVATIONS
BUILDING B

2022.09.16

WATERIDGE

FAAS





FAAS

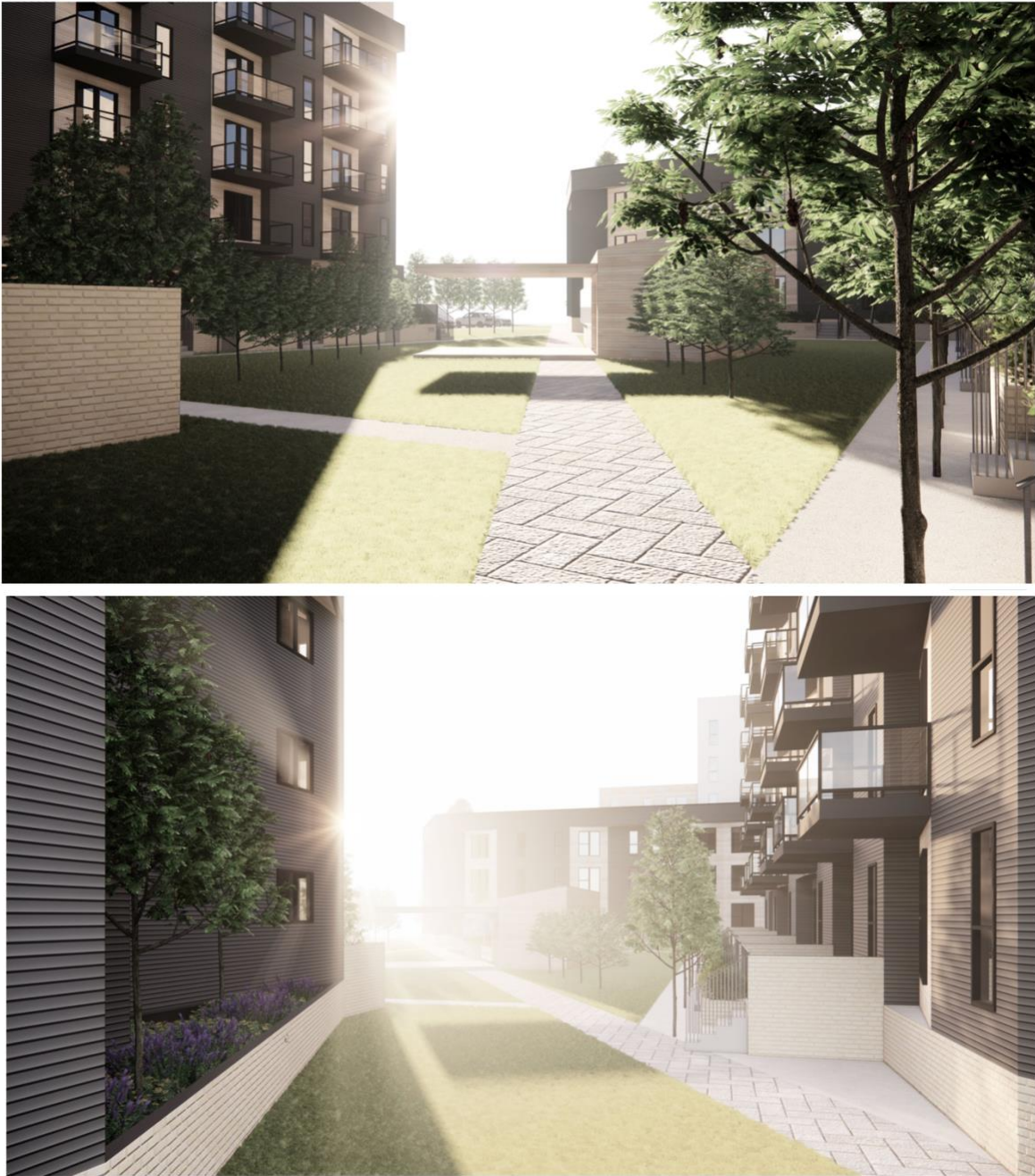


Figure 12: Views of Interior Courtyard and Pedestrian Path – CONCEPTUAL RENDER - (FAAS Architects, Landscape Design by CSW).



Figure 13: View of Surface Parking and Garage Access – CONCEPTUAL RENDER (FAAS Architects)



Figure 14: View of South East Corner – CONCEPTUAL RENDER - (FAAS Architects)

4.0 POLICY AND REGULATORY CONTEXT

The proposed development for two mid-rise apartment buildings requires site plan control approval. The proposal is designed to be compliant with the zoning by-law and applicable performance standards. However, the application requires a thorough review of applicable policies, including the Provincial Policy Statement (PPS), the current and new Official Plans, any applicable secondary plans and community design plans, and the City of Ottawa Zoning By-law.

4.1 PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement, 2020 (PPS) provides the policy foundation for the regulation and development of land in Ontario. It contains broad policy direction on land use planning matters of provincial interest and provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. PPS policies are complemented by other provincial plans as well as municipal official plans to create a framework for comprehensive, place-based, long-term planning. It is issued under the authority of the *Planning Act* and all decisions affecting planning matters “shall be consistent with” the PPS.

The relevant policies of the PPS are discussed below, with policies provided in *italics*.

Section 1.0 provides policies aimed towards wisely managing change and promoting efficient and effective development patterns that lead to healthy, livable, and resilient communities.

1.1.1 *Healthy, liveable and safe communities are sustained by:*

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity; and*
- i) *preparing for the regional and local impacts of a changing climate.*

Comment | The proposed development contemplates the construction of two mid-rise apartment buildings on a vacant parcel within an existing secondary plan area (Former CFB Rockcliffe Secondary Plan). The proposal aligns with the policies of the secondary plan, which contemplates higher-density, mid-rise residential apartments on the subject site, as part of the overall redevelopment of the former CFB Rockcliffe lands, which constitute the largest parcel of undeveloped land inside the Greenbelt. The buildings contribute to the mix of dwelling types contemplated in the secondary plan and constitutes a more efficient redevelopment of the property.

Section 1.1.3 provides policy direction for settlement areas in Ontario. It provides for the efficient development and wise use of land and resources, while promoting green spaces and ensuring that infrastructure is efficiently used and public expenditure is minimized.

1.1.3.1 Settlement areas shall be the focus of growth and development.

Comment | The subject site is located in the Wateridge Village neighbourhood within the City's urban boundary.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*

- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed;*

Comment | The residential proposal results in a well-designed efficient use of the vacant subject property, adding a total of 254 new apartment units to the area, supporting a more optimal use of public and active transportation infrastructure and existing servicing, all within the inner urban area of the city.

Section 1.4 provides policies intended for the appropriate provision of housing supply, including a variety of housing options and densities.

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

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

Comment | The proposed development contributes to a mix of housing type and density in the overall area, providing 254 apartment units in varying sizes to the area and adding to the mix of residential typologies in the secondary plan area. The development will be serviced by existing infrastructure and will support the existing public transportation service nearby. The proposal results in a compact, transit-supportive density within a mid-rise built form that maintains public health and safety and efficiently uses available land and infrastructure.

Section 2.0 of the PPS provides policies aimed at protecting Ontario's natural heritage, water, agricultural, mineral, cultural heritage, and archeological resources in order to preserve the province's long-term prosperity, environmental health, and social wellbeing.

Section 3.0 of the PPS contains policies to protect the health and safety of Ontarians, reducing risk from natural and human-made hazards by directing development away from hazard areas.

Based on our review, it is our professional planning opinion that the proposed development is consistent with the policies of the Provincial Policy Statement (PPS), 2020.

4.2 CITY OF OTTAWA OFFICIAL PLAN

It is noted that a new Official Plan (“new OP”) was passed by Council in the last quarter of 2021. The new OP has now been approved by MMAH and is in force. The new OP has been reviewed below.

4.3 NEW OFFICIAL PLAN

The new City of Ottawa Official Plan was approved by City Council on November 24th, 2021 and has been approved by the Ministry of Municipal Affairs and Housing with some changes. The changes proposed do not alter the applications for the subject site as there is a Secondary Plan in place for the Wateridge area. The plan outlines the City’s overall vision, goals, and objectives, while providing policies intended to accommodate growth and manage physical change into the year 2046. The Plan is based around the Five Big Policy Moves, outlined in the City’s Strategic Plan, which is intended to help the City become the most liveable mid-sized city in North America over the next century.

Section 2 provides the overall strategic directions of the new Official Plan, which is based around the Five Big Moves. The Five Big Moves are the foundational basis on which Official Plan policies will work towards a more liveable city, calling for increased growth through intensification, sustainable transportation, context-based urban and community design, environmental, climate, and health resiliency embedded into planning policy, and planning policies based on economic development.

Comment | The proposed development supports the strategic goals of context sensitive urban and community design, growth accommodation through intensification and redevelopment, and sustainable forms of transportation. As part of the gradual, planned development of the former CFB Rockcliffe site, the proposal will add 254 new housing units and support a more liveable city.

Section 3 provides a growth management framework that directs various types of growth appropriately in order to accommodate projected population and employment growth. Most growth is anticipated to occur in the urban area, which is the built-up area where existing development is located and the greenfield area of vacant lands at the periphery of the urban area. Within the urban area, there are six different transect areas representing different contexts. Growth is expected to be accommodated in these transect policy areas in a manner that supports 15-minute communities. The balance of growth is to occur in the rural area. In order to accommodate anticipated population and job growth, an increasing amount of growth is to be absorbed through intensification.

Section 3.2 provides specific goals for the overall amount of growth in the urban area to be accommodated through intensification. The plan allocates 47% of growth to occur within

the built-up portion and 46% of growth within the greenfield portions of the urban area. Growth through intensification is expected to support the creation of 15-minute neighbourhoods. Intensification may also occur through various built form and height profiles, based around Hubs, Corridors, and Neighbourhoods and housing choice with a variety of dwelling types and sizes are planned. The target residential density range for intensification in the Inner Urban Area is 60 to 80 units per hectare.

Comment | The proposed development is located within the urban area and is part of the Former CFB Rockcliffe Secondary Plan, which plans for the area to redevelop as a 15-minute neighbourhood at a density that supports additional public and active transportation use. The proposal results in the intensification of lands formerly used for the Canadian Forces Base with 254 units, at an approximate density of 408 units per hectare. This supports the overall density target in the Inner Urban Area while also contributing to housing supply and choice.

Section 4 of the Official Plan provides land use and transportation policies that apply to the entire city.

Section 4.1.2 plans for the promotion of healthy, 15-minute neighbourhoods, with safe walkable pedestrian networks and access to active and public transportation infrastructure.

Section 4.1.4 provides policies aimed at facilitating the shift towards sustainable modes of transportation, including through managing the supply of parking close to transit stations and regulating the design and location of parking garage entrances and surface parking areas.

Comment | The proposed development provides 138 underground bicycle parking spaces and 18 at grade, which help encourage active transportation to and from the site. Additionally, sidewalks will be constructed on both sides of each of the surrounding streets, ensuring that adequate pedestrian infrastructure is provided. The small surface parking lot will only have a single vehicle access and will not disrupt pedestrian circulation through the site. The frontage and visibility of the parking garage will also be mitigated by a fence along the southern portion of the site, and street trees and landscaping along most of the property's frontage will draw attention away from the parking garage entrance.

Section 4.2 provides policies aimed at providing adequate, safe, and affordable housing by enabling a greater supply and diversity of housing options throughout the City. Housing should meet the needs of all ages, incomes, and backgrounds to create healthier communities.

Section 4.2.1 enables more flexibility to provide an adequate supply and diversity of housing options throughout the city, which shall primarily be provided through the zoning by-law. It provides for a variation in densities, building types, and tenure types, including the provision of more rental units.

Comment | The proposed development adds to the supply and diversity of housing options in the neighbourhood by adding 254 one-bedroom and two-bedroom units in a mid-rise apartment building. The proposal is located in an area of the Former CFB Rockcliffe Secondary Plan where higher densities are planned and works towards the Plan's intent of creating a complete community.

Section 4.6 contains policies aimed at regulating the design of the built form and public realm in the city. Urban design is recognized as playing an important role in supporting the City's objectives of creating healthy, 15-minute neighbourhoods, growing the urban tree canopy, and developing climate resiliency. The section encourages urban design excellence throughout the city, especially in Design Priority Areas.

Section 4.6.5 of the Official Plan provides for effective site planning that supports the objectives of the designations. Effective site planning includes providing appropriate setbacks, designs that minimize conflict between vehicles and pedestrians, and universal accessibility.

Section 4.6.6 includes policies aimed at integrating low-rise, mid-rise, and high-rise buildings to ensure that intensification targets are met while ensuring liveability. It provides for appropriate transitions in building heights and the use of angular planes to step-back the upper storeys of mid-rise and high-rise buildings.

Policy 7 states that mid-rise buildings shall be designed to respond to context and transect area policies, and should:

- a) *Frame the street block and provide mid-block connections to break up large blocks;*
- b) *Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;*
- c) *Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and*
- d) *Provide sufficient setbacks and step backs to:*
 - i. *Provide landscaping and adequate space for tree planting;*
 - ii. *Avoid a street canyon effect; and*
 - iii. *Minimize microclimate impacts on the public realm and private amenity areas.*

Comment | The proposed development provides an appropriate corner yard and front yard setback of five metres, which allows for tree planting and landscaping. The road-abutting setbacks also allows for a porch amenity area to be provided for the ground floor units while still creating an urban streetscape feel with shallower setbacks. The proposed buildings are designed with additional building stepbacks of two metres at the fourth storey and a further step back of the sixth storey. The building step backs ensure that the visual impact of the proposed heights is reduced, allowing for a more human-scaled streetscape and better light filtration and reduced impacts from shadowing. Though the surrounding properties are currently undeveloped, the building's design and its location in the Mid-rise Mixed-use designation, where heights of up to 30 metres are planned, ensure that the proposal will have an appropriate transition to surrounding properties.

The development is also designed to frame and address the surrounding streets, with a relatively urban building setback, main entrances located along Tawadina Road and Michael Stoqua Street, and porch entrances to the street for ground floor units. Additionally, a mid-block connection will be created via a pathway through the middle of the site along an unopened right-of-way. The base and middle portion of the building are designed to facilitate a higher density within a mid-rise built form, with a base that has active entrances onto the street, and a stepped-back middle portion that reduces the impression of height while being generally proportionate in height to the planned 20-metre right-of-way. The planned setbacks will also provide adequate landscaping and space to plant trees while avoiding a street canyon effect.

Section 5 provides policy direction for the six identified transect policy areas. The subject site is located within the Inner Urban Transect policy area. Within the Inner Urban Area, the site is identified as a Neighbourhood. Low-rise buildings at least two storeys in height and up to four storeys are generally permitted. Higher building heights have been established by the approved Secondary Plan.

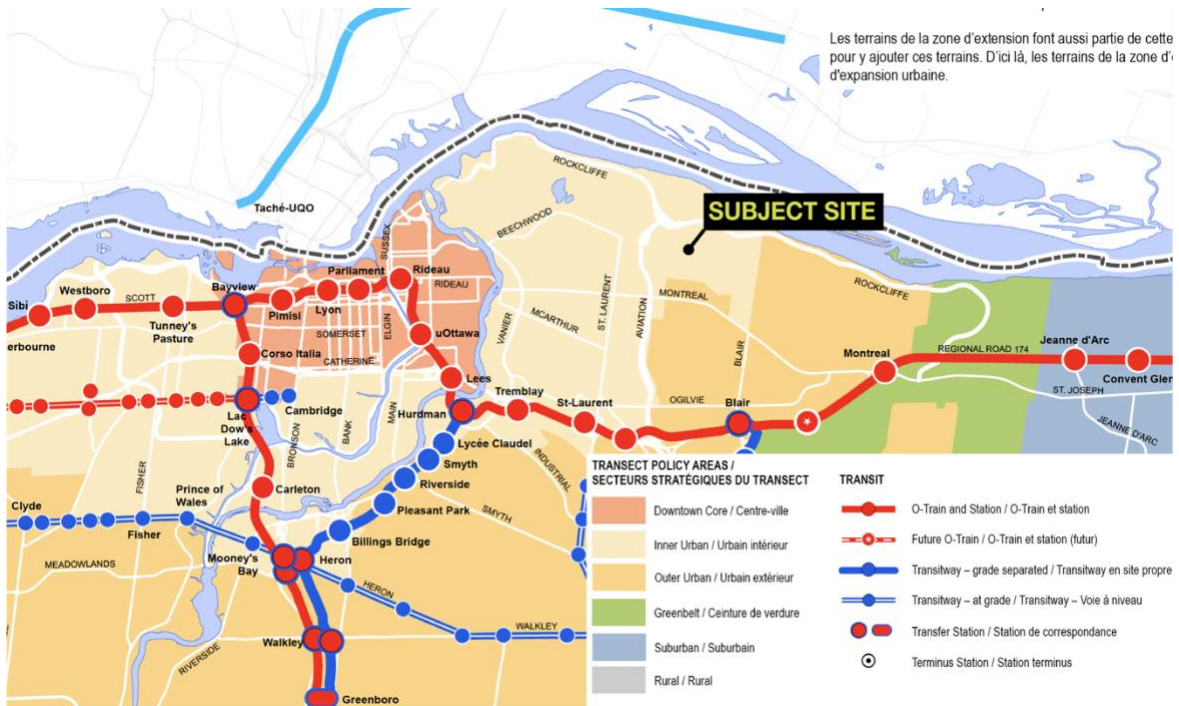


Figure 15: Extract of New Official Plan Transect Areas

Section 5.2 provides policy direction for the Inner Urban Transect. It seeks to enhance or establish urban built form matters, mix of uses, and site design and prioritize active and public transportation modes.

Policy 3 of Section 5.2.1 states that the Inner Urban Transect is generally planned for mid-to high-density developments, subject to transit service, building height limits, and servicing constraints.

Comment | The proposed development supports the overall redevelopment of the Former CFB Rockcliffe Secondary Plan, which plans for an urban pattern of development, transit-supportive densities, and a strong mix of uses. It aligns with the 30-metre building height limit prescribed in the secondary plan and provides a permitted mid-rise residential built form. Parking on the site is arranged in a common area within an underground parking garage, with limited visitor / temporary parking provided in a small surface lot that is located at the south-west corner.

Section 6 of the Plan provides tailored policy direction for each urban designation, which are divided into Hubs, Corridors, and Neighbourhoods. The subject property is designated Neighbourhood. While the site is not designated Minor Corridor as it does not have frontage on Hemlock Road, it is within proximity of the Evolving Neighbourhood Overlay and as such those policies are reviewed below.

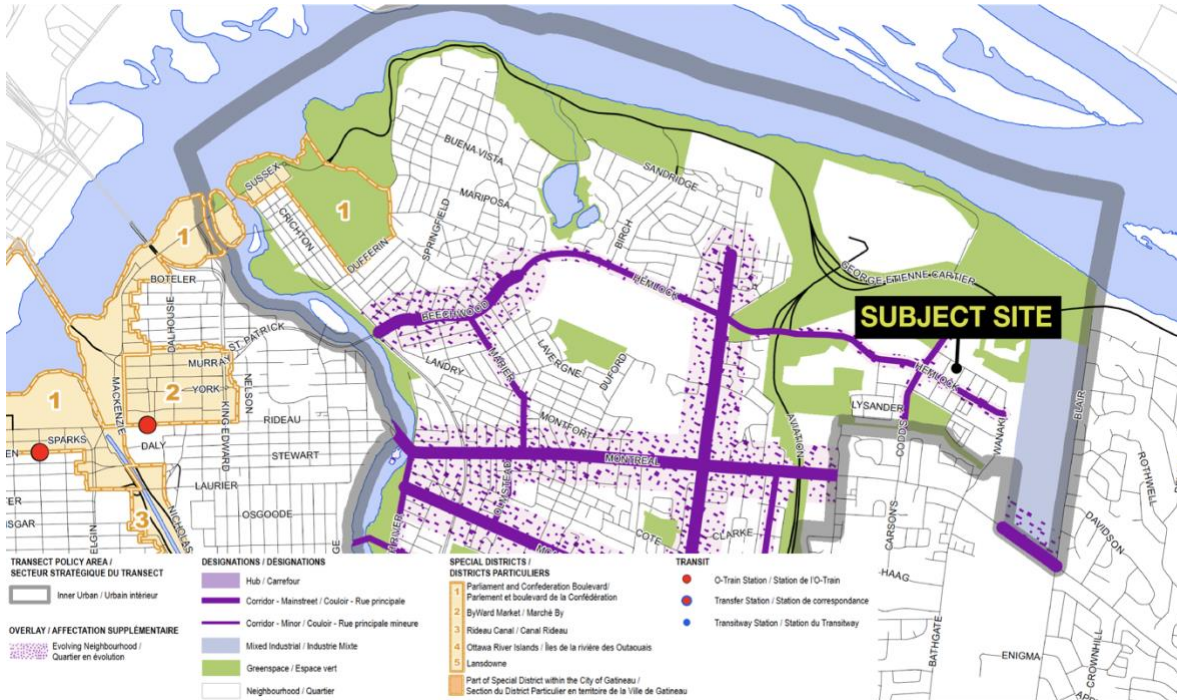


Figure 16: Extract Showing New Official Plan Designations

Section 6.2 identifies Corridors as bands of land along specific streets that have a higher density of development, a greater mix of uses, and higher levels of transit service than Neighbourhoods, but lower than Hubs. Within Corridors, two sub-designations are recognized: Mainstreet Corridors and Minor Corridors. The Minor Corridor designation applies to lots abutting the Corridor, for a maximum depth of 120 metres from the centreline of the street.

Policy 2 of Section 6.2.1 states that the Corridor designation will generally permit residential and non-residential uses integrated into the mixed-use environment. For larger sites greater than one hectare or 100 metres of depth, an enhanced pedestrian circulation network will be required.

Policy 2 of Section 6.2.2 states that Minor Corridors, which are recognized as having a different context than Mainstreet Corridors, shall include a mix of uses that support residential uses and the transition towards 15-minute neighbourhoods.

Comment | The proposed development supports the planned densities for Minor Corridors and supports the creation of strong, mixed-use environments. It supports the creation of a 15-minute neighbourhood on the former CFB Rockcliffe lands. In concert with the future development of the southern portion of the lot which does have frontage on Hemlock Road as the Minor Corridor, enhanced pedestrian circulation will be provided, adding to the planned mid-block connection between the proposed buildings.

Section 6.3 identifies Neighbourhoods as the heart of communities. They are intended to support a mix of building forms and densities in order to strengthen or create 15-minute communities. Neighbourhoods are generally planned for ongoing gradual, integrated, sustainable, and context-sensitive development.

Policy 2 of Section 6.3.1 states that building heights in Neighbourhoods are generally to be low-rise, unless existing secondary plans or zoning permits greater building heights. In this case, there is a Secondary Plan that permits the 9 storey height being proposed.

Comment | The proposed development provides a mid-rise built form, which is permitted by the Former CFB Rockcliffe Secondary Plan. The proposal will contribute to the establishment of a new 15-minute neighbourhood on the former CFB Rockcliffe lands by adding significant density within an appropriately transitioned mid-rise form, supporting active and public transportation infrastructure and a strong mix of uses.

Based on our review, it is our professional planning opinion that the proposed development conforms with the new City of Ottawa Official Plan.

4.4 FORMER CANADIAN FORCES BASE (CFB) ROCKCLIFFE SECONDARY PLAN

The Former CFB Rockcliffe Secondary Plan provides specific policy direction to guide the growth of the former CFB Rockcliffe lands, containing direction on land use, densities, building heights, open space, and mobility. It translates key aspects of the Former CFB Rockcliffe Community Design Plan into statutory policy to support the development of the area into a walkable, transit-supportive mixed-use community built at a human scale that demonstrates design and landscaping excellence.

Within the Former CFB Rockcliffe Secondary Plan, the subject site is designated Mid-Rise Mixed-Use. The Mixed-Use designation is intended to allow for a range of complimentary residential and non-residential uses at medium to high densities that will support a vibrant, compact, and pedestrian-friendly urban environment. The Mid-Rise Mixed-Use designation allows for mid-rise mixed-use and standalone residential buildings that support the greatest level of density in the core area of the secondary plan. Apartment forms are permitted, while stacked townhouses are not.

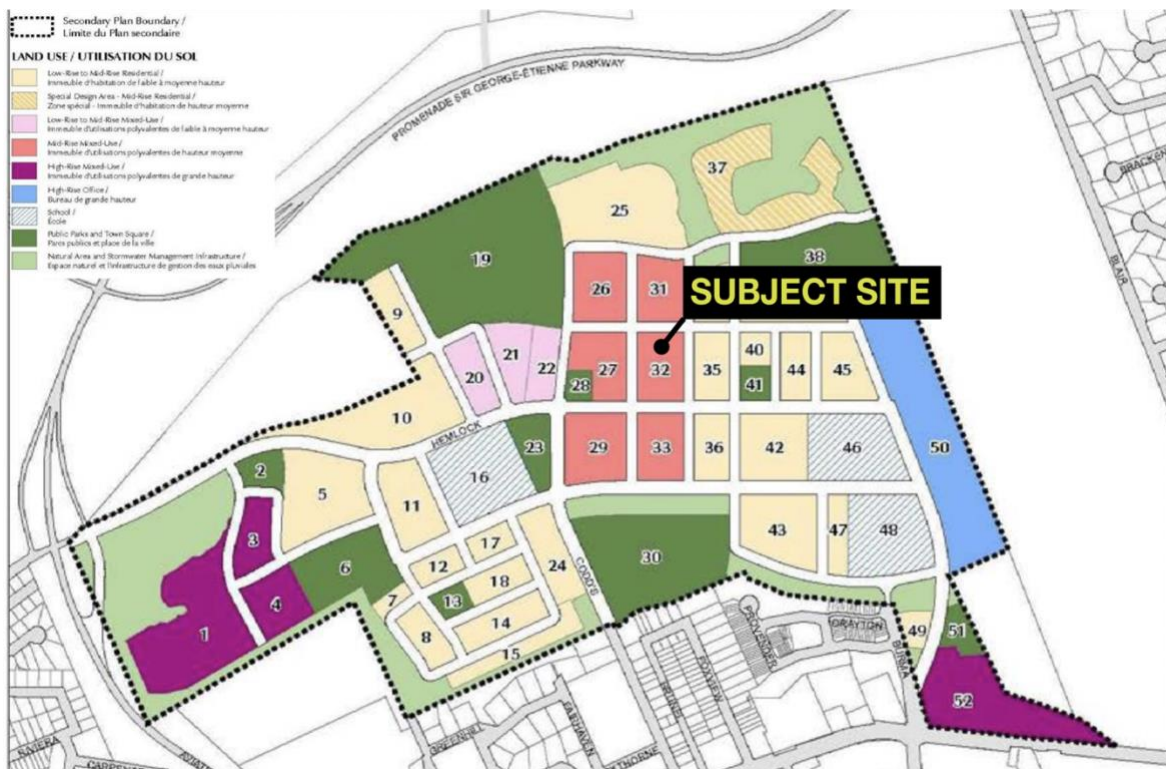


Figure 17: Extract of CFB Rockcliffe Secondary Plan

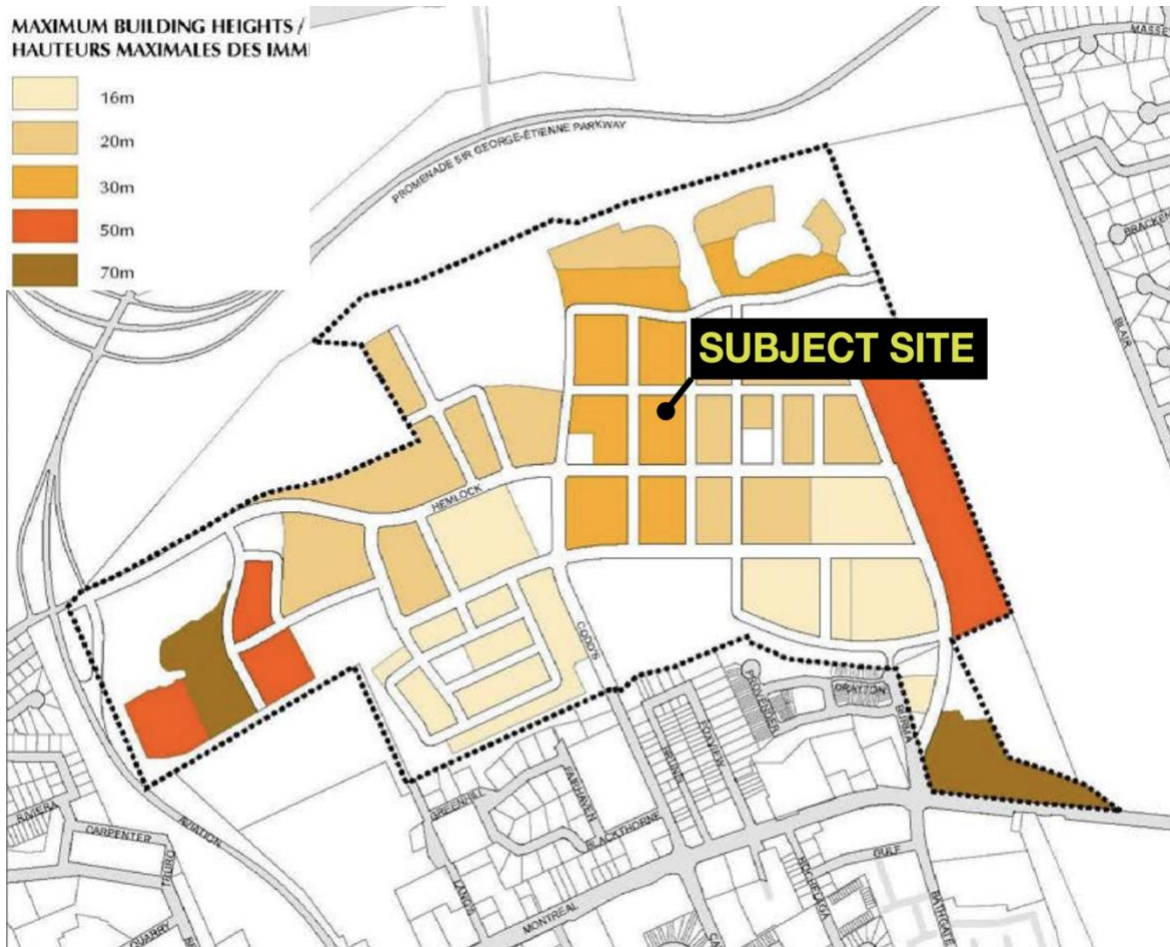


Figure 18: Secondary Plan Maximum Heights Map

Section 3 of the Secondary Plan provides design direction for parking and driveways. It requires that surface parking areas be located within the interior of development sites with separation from public ROWs, parks, and open spaces on at least three sides. Additionally, entrances to below grade parking garages are to be directed to minor roadways and private driveways.

Comment | The proposed surface parking lot is separated from three sides from the public ROW, surrounded by the buildings to the north and west and by future development to the south.

Based on our review, it is our professional planning opinion that the proposed development conforms with the Former CFB Rockcliffe Secondary Plan.

4.5 CITY OF OTTAWA ZONING BY-LAW

The subject site is currently zoned as General Mixed-Use Zone, Subzone 31, with 30-metre height exception in the City of Ottawa Comprehensive Zoning By-law 2008-250. The General Mixed-Use Zone generally permits residential, commercial, institutional, and mixed-use development in the General Urban Area.

The GM Zone permits a variety of uses, including the proposed mid-rise apartment dwelling. The GM31 permits additional non-residential uses but prohibits townhouses and stacked dwellings.

The table below summarizes the required performance standards for the GM31 Zone.

Provision	Requirement	Proposed	Section
Minimum lot area	No minimum	7,188 m ²	S.187, Table 187
Minimum lot width	No minimum	92.0 metres	S.187, Table 187
Maximum building height	30 m	29.5 m	H(30)
Minimum Front and Corner Yard setback	For a building with residential at grade: 5.0 m	5.0 m (Tawadina) 5.0 m (Michael Stoqua) 5.0 m (Bareille-Snow)	S.188, Table 188H
Minimum Interior Yard Setback	For a residential use building, greater than 11 m in height: 3m	5.0 m (south property line)	S.188, Table 188H
Minimum rear yard setback	n/a (no rear yard)	n/a	S.188, Table 188H
Maximum FSI	No maximum	n/a	S.188, Table 188H
Floorplate Limits	20 m / 7th storey = 750 m ²	20 m / 7th storey = 742 m ²	(31)(d)(i)

Separation Distance	Between portions of a building above 4 storeys: 23 m Between portions of a building above 9 storeys: 30 m	Between portions above 4 storeys: 31 m	(31)(f), (g)
Minimum Landscape Area Width	-abutting street: 3.0 m	- front yard setback is 5.0 m and will be landscaped, provision compliant	S.187, Table 187
Parking	0.5 spaces per du (resident) + 0.1 spaces per du (visitor): 121 + 24 = 145 spaces	170 (resident) + 25 (visitor)	S.101, Table 101A; S.102, Table 102
Bicycle parking	0.5 spaces per du (0.5 x 254 du): 127	156 spaces	S.111, Table 111A
Stepbacks	2 m at and above the fourth storey	2.1 m – 2.7 m	S.65, Table 65
Amenity area	Mid-rise apartment (total): 6 m ² per du [1518 m ² Mid-rise (communal): 50% of total amenity area [759 m ²	[Total: 2484 m ² [Private: 654 m ² [Communal: 1830 m ²	S.137, Table 137

5.0 DESIGN BRIEF

5.1 OVERVIEW

The development application being submitted for 1050 Tawadina Road is for Site Plan Control Approval. The proposal is to construct two nine-storey stepped mid-rise residential apartment buildings, with a total of 254 units, in a mix of 1 and 2 bedrooms. Vehicular and bicycle parking is to be provided below grade with vehicular access and some visitor spaces located at the south-west corner of the site.



Figure 19: Birds Eye View of Proposed Development- CONCEPTUAL RENDER (FAAS Architects)

5.2 DESIGN BRIEF TERMS OF REFERENCE REQUIREMENTS

The review of Official Plan policy and other relevant documents and guidelines incorporated into this report addresses the requirement in Section 1 of the Terms of Reference for a Design Brief. A contextual analysis map and summary are provided in the

beginning sections of this report. Images of the surrounding areas are also provided. As per the Section 2 requirements of the Terms of Reference, we have submitted 3D illustrations, elevations, and renders.

5.3 ORIENTATION AND DESIGN

The proposed mid-rise apartment buildings will be situated on the northern portion of the block, which encompasses 1.24 hectares and is bounded by Tawadina Road to the north, Bareille Snow Street to the west, Michael Stoqua Street to the east, and a separate development site to the south. The images below demonstrate the depiction of the building from the street elevations, notably at the north west and south east corners.



Figure 20: Corner elevation from south east of site facing the interior lot line and Michael Stoqua Street (FAAS Architects)



Figure 21: Corner elevation from north west of site facing Tawadina Road and Bareille Snow Street (FAAS Architects)

The two buildings will be 'L-shaped' structures designed to frame the site with a courtyard amenity space in the centre of site where a common amenity area will be provided. A pedestrian boulevard will function as a mid-block connection between Michael Stoqua Street and Bareille Snow Street, while providing access to ground floor units facing the courtyard.



Figure 22: Render of pedestrian path and courtyard – CONCEPTUAL RENDER (FAAS Architects)

Each street-facing façade is designed to address the street, with main entrances located on Tawadina Road and Michael Stoqua Street and individual entrances from the porches of each ground floor unit. Additionally, balconies will be provided for most units facing the



Figure 23: Depiction of material usage (FAAS Architects)

street, ensuring that the building contributes to an active streetscape.

Through the use of materials and subtle architectural detailing, the street-facing facades will contribute to a vibrant, visually interesting street. On the lower three storeys, slightly recessed windows alternate in a syncopated visual rhythm to increase visual interest. The material palette of wood and dark metal cladding distinguishes the lower massing from the upper storeys to provide a more human scale experience and grounds the buildings. The buildings' upper storeys are visually differentiated by balconies and the use of a lighter palette that includes white cementitious panels and the same wood cladding as the lower storeys. The combination of the lighter palette and stepped back massing minimizes the visual impact of the upper stories while the use of the same wood cladding unifies the whole design. The overall impression is a fresh and contemporary design complete with high quality, resilient materials.

The development will provide 195 vehicular parking space in total. Of the 195 parking spaces, 190 will be provided underground, while 5 visitor parking spaces will be provided at grade. Additional visitor parking is provided below grade. The development will also provide 156 bicycle parking spaces, 138 of which will be located securely underground for full protection from the elements and 18 of them will be provided at grade for ease of use by visitors and aligns with the Transportation Demand Management (TDM) measures to provide convenient visitor spaces.

An interior amenity room will be provided in one of the buildings and each building will contain a rooftop outdoor terrace, providing additional common amenity space to the gym located in the courtyard. Most units will have balconies or a porch for ground floor units, ensuring adequate private amenity space in addition to the ample and varied shared amenity spaces.

The overall development will provide an appropriate mid-rise building height, which aligns with the planned height transitions in the secondary plan. The buildings are designed to frame the street, with setbacks and stepbacks containing sufficient space to accommodate street trees and landscaping while providing an urban street condition, where buildings are located closer to the street. The proposed density will support planned mixed-use development in the area while ensuring a transit-supportive density that will allow for optimal use of existing and planned transit services to the community.

Overall, the development will result in well-designed mid-rise residential development that will contribute a significant number of dwellings to the area and support the planned creation of a 15-minute community on the former CFB Rockcliffe lands.

6.0 DESIGN GUIDELINES

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

The Wateridge Village Phase 2A & 2B Urban Design Guidelines are intended to provide a visual manual to achieve the built form and public realm objectives of the Former CFB Rockcliffe Secondary Plan and CDP. Its goal is to provide a walkable, cycling-friendly, and transit-oriented mixed-use community built at a human scale. The Wateridge Village community context is identified as containing three phases. The subject property is part of Phase 2B.

Within the Master Concept Plan for Phase 2B, the property is identified as Mid-Rise Residential, within Block 11.

Section 3.0 of the Design Guidelines provides direction for the building typologies and land uses planned for the overall community. The primary built form is to be low-rise residential, which will primarily be on the edges of the community. Closer to the community core, the building heights transition to low- and mid-rise mixed-use development. Within Section 3.0, the subject site is designated as Mid-Rise Mixed-Use. The proposed building will be a mid-rise residential building.



6.1.1 *Permitted Land Uses:*

Mid-rise buildings between five and nine storeys are permitted within the Mid-Rise Mixed-Use designation.

Comment | The proposed development contemplates two mid-rise buildings each with nine storeys.

6.1.2 *Height, Bulk and Massing:*

It also requires that buildings between six and twelve storeys be stepped back at the fourth storey by two metres. A tower separation of 30 metres is also planned (a tower being anything above 9 storeys) and a north-south orientation is encouraged for buildings above 7.5 metres. Stepbacks and vertical breaks are encouraged for continuous frontages longer than 40 metres. Maximum building height is up to 30 metres, though 20 metres is encouraged for half of each block.

Comment | The buildings will be stepped back at least 2.1 metres at and above the fourth storey. Additionally, the portion of the buildings above four storeys, although storeys 5 through 9 are not technically considered a “tower”, the building masses have been separated by 31 metres and meet the north-south orientation. Though the continuous frontage of the building is greater than 40 metres, the building is designed to visually break up the frontages. Main entrances, individual porch, and massing articulation create the impression of vertical breaks along the streetscape façade. Alternating light wood and black metal cladding on the lower massing further emphasizes vertical breaks on the streetscape façade. The buildings will be 29.5 metres in height, which is below the 30-metre zoning requirement, which is sufficient to meet the policy in the Design Guidelines. Further, areas of maximum height on both buildings accounts for 1419 m² in floorplate space whereas the overall site area is 7179 m², therefore greater than half of the site has a height less than 20 metres and therefore meets the guidelines in that respect.

6.1.3 *Setbacks:*

The design guidelines requires a 3-metre front and corner side yard setback where abutting a park and 0 metres otherwise.

Comment | The development provides setbacks of 5 metres on all streets in line with the Zoning By-law requirement and intent to position buildings close to the street while still providing comfortable landscaping and a welcoming urban realm.

6.1.4 *Architectural Design and Built Form:*

Exterior facades are to be designed to a high standard on all sides and incorporate vertical breaks. Frequent entrances and a fine-grained streetscape are also encouraged along with

awnings and protected storefront entrances. Large windows and upper storey balconies are emphasized. Two to three different materials on the exterior façade are encouraged along with screened rooftop projections.

Comment | The proposed buildings showcase a high level of design with thoughtful architectural techniques employed to create a human-scaled building that contributes to an attractive streetscape. Main entrances and patio entrances are included at grade, vertically breaking up the façade of the lower portion and contributing to a fine-grained streetscape. Three different façade materials are incorporated throughout the building's façade, with black metal and wood façade materials at grade that vertically break up the lower portion and a lighter white façade treatment on the stepped back portion of the building, which contributes to a more human-scaled building design. Recessed balconies and windows playfully alternate in a syncopated visual rhythm that contributes to a more interesting streetscape presence. Overall, the buildings' design aligns with the Urban Design guidelines for design and built form.

Section 4.0 provides applicable architectural controls that addresses building design, massing and volume, and façade treatment to create visual interest and diversity throughout the community. Section 4.1.5 provides specific direction for mid-rise apartment buildings. Architectural controls include a 30 m maximum building height, vertical breaks in continuous frontage, two-metre stepbacks at and above the first storey, buildings that frame parks and streets, active ground floors, and rooftop amenity. It also includes connections between public and private space along with mid-block connections.

Comment | The development meets the required architectural controls for mid-rise residential apartment buildings. It aligns with the required height and stepbacks, while incorporating vertical breaks in the façade. The building also frames the street and contributes to an urban street condition while aligning with the zoning requirement for front and corner yards. A central courtyard amenity area will also be provided at grade, along with communal amenity space inside the building and rooftop outdoor terraces atop both buildings. The courtyard amenity space also contains a mid-block connection that will connect pedestrians on public sidewalks from Michael Stoqua Street to Bareille Snow Street, integrating the public realm with the proposed at-grade private amenity.

Section 4.2 provides direction for general building design including materials, entryways, landscaping, and driveways.

Comment | The proposed development utilizes a mix of black metal cladding, wood, and cementitious panels, which are identified as appropriate materials for the community area. It also provides frequent, visible patio entrances and well-emphasized main entrances on

the front and corner yards that help with vertical breaks and a fine-grained street context. Landscaping frames the site between the front and corner side building walls and the lot lines helping to soften the overall streetscape presence of the building and providing sufficient space for the proposed tree plantings. Trees will also frame the private mid-block connection running across the landscaped central courtyard, contributing to a pleasant street tree canopy. A combination of unit paving (for the mid-block connection) and concrete paving will be utilized along with asphalt parking areas. Rooftop amenity will also be provided, and the proposed mid-block will also allow the central courtyard to function as a publicly-accessible private amenity area, facilitating social gathering. The driveway access is appropriately located on Bareille Snow Street.

Section 4.3 provides direction for the streetscape and public realm. It provides for “green streets” through streetscape trees sidewalks, street furniture, and patios.

Comment | The proposed development includes streetscape trees that are well-spaced and of an appropriate species, which contributes to green streets. New 2.0-metre concrete sidewalks will be constructed as part of the overall buildout of the area.

Section 5.0 provides for sustainability in materials and design.

Comment | The proposed site layout and building design is planned to achieve a high degree of sustainability. The buildings are oriented north-south to take advantage of natural lighting and solar gain. Additionally, the overall site layout allows for the buildings to frame a large, landscaped central courtyard, which softens the overall design of the building and helps with on-site stormwater management by increasing the overall surface permeability of the site. Low Impact Development (LID) measures are being incorporated as well as the provision of LED or other efficient lighting for the project among other measures to be further refined during detailed design.

Based on our review, it is our professional planning opinion that the proposed development aligns with the Wateridge Village Phase 2A & 2B: Urban Design Guidelines and Architectural Controls.

6.2 BIRD SAFE DESIGN GUIDELINES

Recently introduced in 2020, the Bird Safe Design Guidelines request that developments consider the environmental context, minimize transparency and reflectivity of glazing, avoid design traps, include bird safe landscaping, introduce thoughtful lighting plan among other strategies to protect birds across the City.

The proposed development does plan to incorporate bird safe glazing where required. We note that there are no design traps and that the pattern of glazing and windows are suitably broken up and sized in a manner that does not present any notable expanses of

problematic glazing. Further the proposed landscaping will not create any issues related to bird safety. Further refinements on design are expected as the project moves through Site Plan Control Approval and the application of Bird Safe Design Guidelines will continue to be reviewed during design development and refinements.

Based on our review, it is our professional planning opinion that the proposed development supports the Bird Safe Design Guidelines.

6.3 URBAN DESIGN GUIDELINES FOR GREENFIELD NEIGHBOURHOODS

Although the site was formerly the CFB Rockcliffe base, it is considered a greenfield neighbourhood as it has not been previously developed for neighbourhood purposes. Further the guidelines for Greenfield Neighbourhoods are generally applicable to the development of a Demonstration Plan for a new neighbourhood and are less applicable at the smaller scale of site development. Despite the more macro applications of the document, the following is a review of the applicable guidelines and how the proposal supports their intent, including Sections 1 and 2 regarding layout and street design respectively.

Guideline 1: To plan and build new communities based on inherent capacity of the natural landscape

The proposed development capacity aligns with the intended density set out in the Secondary Plan.

Guideline 2: Create a network of greenspaces connected by pathways.

The proposed development provides connected public sidewalks on all street frontages along with a pedestrian pathway that bisects the site diagonally with associated green and amenity spaces.

Guideline 7: Locate stormwater management areas to be an integral part of the overall greenspace.

Low Impact Development components are integrated into this proposal and stormwater management will be efficiently planned.

Guideline 10: Create a walkable neighbourhood

By bisecting the site into two portions and creating a pedestrian connection from the south-west corner of the site to the north-east corner of the site, the project supports walkability in the Wateridge Community.

Guideline 14: Maximize opportunities for passive energy conservation related to south facing exposure and vegetation.

The orientation of the buildings aligns with the block and will have south exposure for Building B. Further, there will be proposed amenity space on the podium which will reduce heat island effects.

Guideline 27: Plant trees along all streets.

The proposal includes the introduction of street trees.

Section 3 of the Guideline Document deals specifically with Residential Building and Site Design.

Guideline 34: Locate buildings close to the property line while providing room for trees and utilities.

The proposal positions the buildings as close to the property line as zoning permits and ensures space for utilities and landscaping (including trees).

Guideline 37: Design facades so that windows and doors are prominent.

Porch steps and walkways connect the front entrances directly to the sidewalk. Windows are provided in a balanced amount to ensure both transparency, connection to the public realm but also so that there are no instances of expansive glazing in order to comply with the Bird Safe Design Guidelines.

Guideline 38: Orient buildings on corner lots so that the building fronts on both streets.

The proposed development is oriented towards all three street frontages.

Guideline 39: Incorporate porches.

Porches and other private amenity spaces are provided.

Guideline 40: Design lower floors to be in scale with the pedestrian environment.

While steps had to be provided for the at grade level, the lower floors are connection to the pedestrian environment with porch space and direct walkway connections to the sidewalk.

Guideline 42: Locate surface parking away from public view.

The 5-space surface parking area is situated at the south-west corner of the site next to the garage ramp and it is separated from the public realm by a seating area and bike rack area.

Guideline 46: Incorporate mid-block walkways.

A pedestrian path through the site has been provided.

Based on our review, it is our professional planning opinion that the proposed development supports the Greenfield Neighbourhood Design Guidelines.

7.0 PLANNING ANALYSIS AND RATIONALE

The policy and regulatory framework for the property establishes provisions for mid-rise housing and choice in a developing and planned community. It also provides for transit supportive development that makes efficient use of existing municipal servicing by supporting higher densities in contextually sensitive heights and built forms that were established through the Secondary Plan process.

The two mid-rise nine-storey buildings that propose a total of 254 residential units meets the objectives of providing for appropriate density and will contribute to establishing this new community as a vibrant complete neighbourhood.

The buildings are efficiently designed to make optimal use of the site and interaction with the streetscape while creating inviting green space in the courtyard area.

From a design perspective, the proposed apartment buildings align with the planned context and provide a design that is articulated and thoughtful towards the future built forms and direction.

The proposed development...

- [is consistent with Provincial Policy Statement
- [conforms to new Official Plan
- [conforms to Secondary Plan
- [complies with Zoning
- [supports Design Guideline Objectives
- [proposes Low Impact Development measures

8.0 PUBLIC CONSULTATION STRATEGY

Public Consultation for the proposed development occurs through the following means:

- [A public information session, coordinated with the Ward Councillor's office following the development application submission
- [Open line of communication where any community member is welcome to contact Q9 Planning + Design and provide comments and feedback throughout the process
- [Required signage on site with City file lead contact details (comments provided are shared with the proponent)
- [Development proposal shared on Canada Lands Company website as part of the Wateridge Community development and associated opportunities for engagement
- [Updates shared with the Community via the Councillor's office and the Community Association for an efficient line of communication moving forward

9.0 INTEGRATED ENVIRONMENTAL REVIEW STATEMENT (IERS)

The requirements for an IERS are provided in section 4.7.1 of the City of Ottawa's Official Plan. This requirement is to provide a comprehensive overview of the findings and conclusions from the required reports and studies that are submitted in support of the proposed applications for development. The purpose of the IERS is to ensure that the development conforms or is consistent with the related policies from each level of government.

Section 4.7.1 of the City of Ottawa Official Plan notes that the IERS will demonstrate how all the studies in support of the application influence the design of the development with respect to effects on the environment and compliance with the appropriate policies of Section 4.

Further, the IERS will provide a brief overview of each study or relevant environmental background material, air photos, summary of landform features or functions including vegetative cover and watercourses. The IERS will reflect how the design has been addressed to relate to a 'design with nature' approach and details any sustainable design objectives (e.g. LEED, Net Zero, Passive House, etc). Lastly, the IERS shall confirm that the statements per each report or study have been reviewed and concurred by the individual consultants responsible for those summaries.

This section of the Planning Rationale addresses the requirements of Section 4.2.7 as it provides an overview of conclusions and recommendations for each servicing and environmental design components of the development and as such complies with Section 4 of the Official Plan.

As per the requirements of the IERS, some aspects of the IERS are found within the overall Planning Rationale and they should be read as one document. It is noted that the consultant team has reviewed the Planning Rationale along with the identifies summaries of supporting reports and studies as to satisfy the requirements of the IERS.

9.1 SUMMARY OF REPORTS AND STUDIES

9.1.1 TECHNICAL TRANSPORTATION MEMORANDUM

A Transportation Memorandum was prepared by Arcadis IBI Group, dated November 1 2022. In the pre-application consultation meeting with the City of Ottawa it was confirmed, following a Transportation Impact Assessment (TIA) Screening Form, that a TIA would not be required. It was confirmed that a Transportation Memo would be sufficient to address the following: Transportation Demand Management, Parking, Site Access & Circulation.

The report notes that the development conforms to the City's Transportation Demand Management (TDM) principles, with specific notes of the TDM measures being proposed at this time. Those are:

- [Install a bike repair station with commonly used tools such as an air pump
- [Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible.
- [Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected when possible.
- [Provide walkways from public streets to major building entrances; within a site, providing walkways along the front of adjoining buildings, between adjacent buildings, and connecting areas where people may congregate.
- [Unbundle parking from monthly rent.

The report reviews the provision of parking and notes that 140 parking spaces are required and 217 spaces are provided, thereby the proposal is consistent with By-law requirements. Further, the report notes that 156 bicycle spaces are proposed where 127 spaces are required. The bicycle spaces are provided both exterior at grade (18 spaces) and interior within the below-grade parking garage (138 spaces).

On the review of site access and circulation, the site complies with the Private Approach By-law. Further, all site accesses have been designed per City Standard SC7.1.

The Arcadis IBI Group report concludes that, "the proposed development will integrate well with and can be safely accommodated by the adjacent transportation network."

9.1.2 PEDESTRIAN LEVEL WIND STUDY

Gradient Wind prepared a Pedestrian Level Wind Study dated November 3 2022 which assessed the various amenity spaces and conducted a review of comfort level based on expected wind levels in these environments. The report summarizes that they are predicting acceptable wind conditions across the site at grade and that the amenity terraces will also be calm and acceptable for enjoyment. The amenity terrace at level 7 for Building B is considered to be mostly suitable and would benefit from a specific programming and landscaping to optimize comfort and raise the suitable sitting comfort to over 80% of the time.

9.1.3 NOISE STUDY

Arcadis IBI Group prepared a Noise Impact Assessment dated November 2022 to assess road noise. The report concludes that the amenity space in the courtyard does not exceed ministry guidelines as it is afforded protection by the proposed buildings. However, it is noted that there are exceedances at the east-, south- and west-facing facades of Building B and abatement measures will be reviewed for these dwelling units. As a result of the points

of reception exceeding ministry guidelines, there will need to be a Warning Clause 'Type C' provided on Tenancy Agreements for units within Building B which face east, south, and west. This warning clause is only expected to be required until the south portion of 1050 Tawadina is developed.

A warning clause is also recommended related to aircraft noise. It is noted that the site is well outside the NEF 25 contour line and that no action is required; however Transport Canada recommends a warning clause to advise residents of their proximity to the Rockcliffe Airport.

9.1.4 PHASE I ENVIRONMENTAL SITE ASSESSMENT

A Phase I Environmental Site Assessment was prepared by Englobe Corporation dated April 29 2022. The purpose of the report is to assess the past and current uses on the site and identify any environmental concerns that previously may have or currently are occurring and impacting the property. The study notes the historical use of the site as being vacant. Based on this historical research and a site visit, the study identified no potentially contaminating activities affecting the site or in the study area. Thus no Phase II Environmental Site Assessment was found to be required.

9.1.5 SITE SERVICING AND STORMWATER MANAGEMENT REPORT

A Site Servicing Report and Stormwater Management Report was prepared by Design Works dated January 11 2023. The report identifies that existing services near the site consist of a 400 mm watermain, 750 mm storm sewer, and 250 mm watermain all on Tawadina Road. There is also a 200 mm watermain, 525 mm storm sewer, and 250 mm sanitary sewer on Bareille-Snow Street. And lastly, the following services are available in Michael Stoqua Street: 200 mm watermain, 375 mm storm sewer, and 250 mm sanitary.

Water is proposed to be serviced via a 200 mm connection to Tawadina Road with an additional connection to the southeast corner of the site connected to Michael Stoqua Street. The site has proximity to 4 hydrants: two on Tawadina, one on Bareille Snow, and one on Michael Stoqua. The available flow is sufficient for the proposed development fire flow pressure of 20 psi.

Sewer service will be provided via a 150 mm line to the existing 250 mm pipe on Tawadina. Estimated peak sanitary flow would be 5.00 L/s. The report confirms that the existing sanitary service has sufficient capacity for the proposed development.

The proposed stormwater design will be split into four sub-catchments. There will be below grade cisterns that will capture overland flow while ensuring ponding is below 0.3 m of the building finished floor elevation. A portion of storm runoff will be captured in infiltration chambers sized to collect a 4 mm rainfall event. Further, a 300 mm storm sewer

is proposed to tie into the existing storm sewer on Bareille-Snow Street. A summary of the Low Impact Development (LID) Practices reviewed by Design Works is provided in Section 9.4 below.

In summary, the development is serviceable from a civil perspective with adequate capacity.

9.1.6 GEOTECHNICAL REPORT

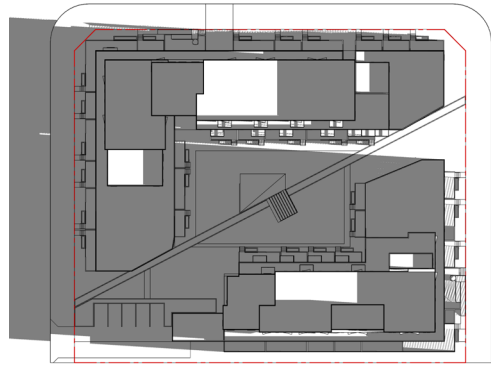
A Geotechnical Report was prepared by Englobe Corporation dated November 3 2022. The subsurface conditions based on borehole testing identified that the site is mostly fill underlain with limestone bedrock. Depth of fill ranged from 87.8 to 86.5 masl, respectively. Fill was generally described as sandy soil with varying silt and gravel content. See the Preliminary Geotechnical Report for further details. Groundwater was not observed in any of the open boreholes but noted that previous investigations identified water at 87.4 and 80.4 masl. The report provides various recommendations related to the outfall sewer, bedrock bearing capacity, seismic site classification, construction dewatering, as well as permanent drainage and waterproofing. Geotechnical engineer consultants will be involved throughout the process as required.

9.1.7 SUN SHADOW STUDY

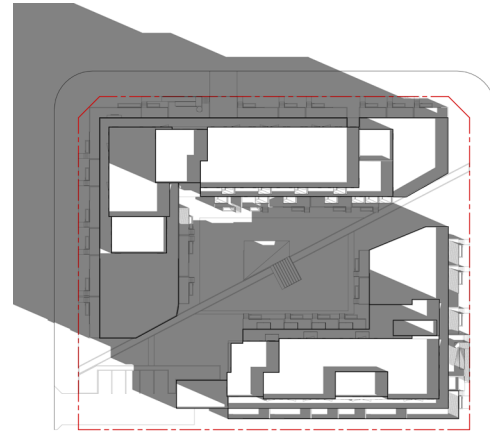
FAAS Architects prepared a Sun Shadow Study in support of the proposed Site Plan Control Application for the identified site development of the two 9 storey buildings. The following pages present results of the study.

The Shadow Analysis identifies that Bareille-Snow will have shadowing in the mornings but not in the afternoons or evenings. Tawadina (towards the north) has shadowing more often than other frontages due to block orientation but as no increase in is requested and as the floorplate remains less than 750 m² for the upper storeys, the impacts on shadowing have been minimized to the extent possible while still supporting the required density for the community. Michael Stoqua will have no shadowing in the morning but will experience shadowing in the afternoon and evenings.

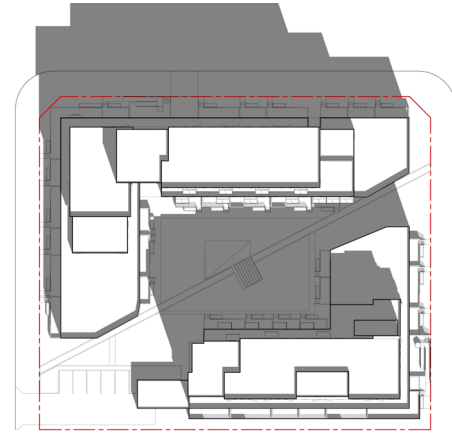
As there are no proposed increases in height or floorplate, the Shadow Analysis represents an acceptable and expected depiction of shadowing that will result from a suitable density for the site and as anticipated by the Secondary Plan. There are no significant impacts outside of the normal expectations of the urban environment.



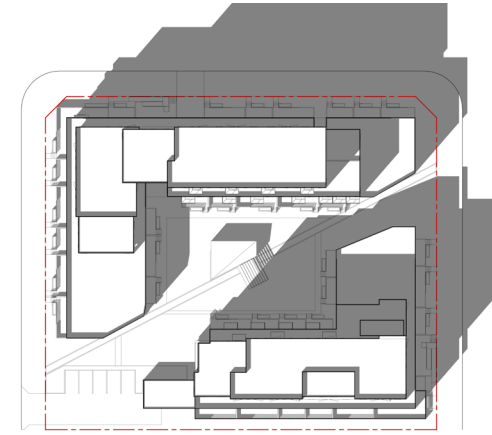
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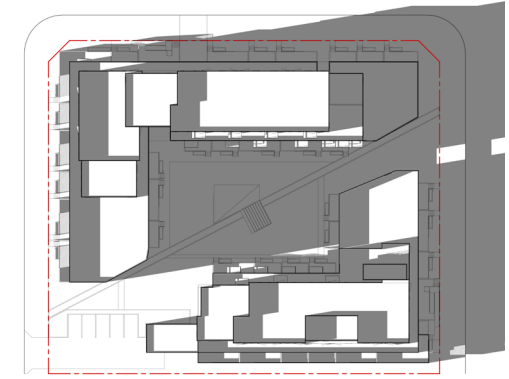
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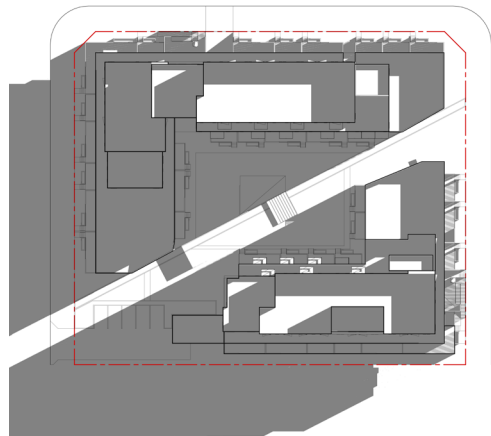
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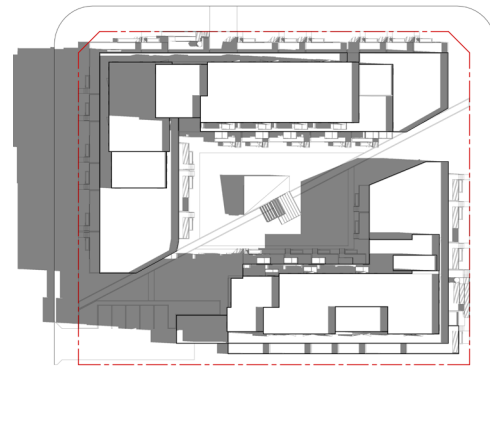
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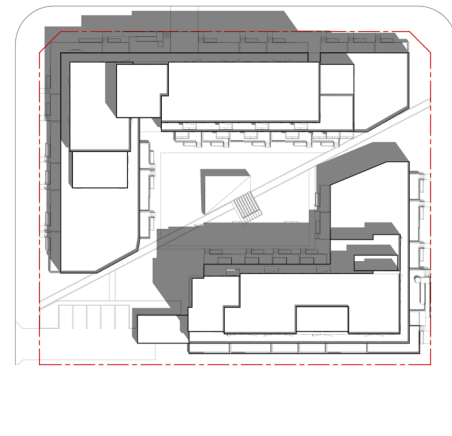
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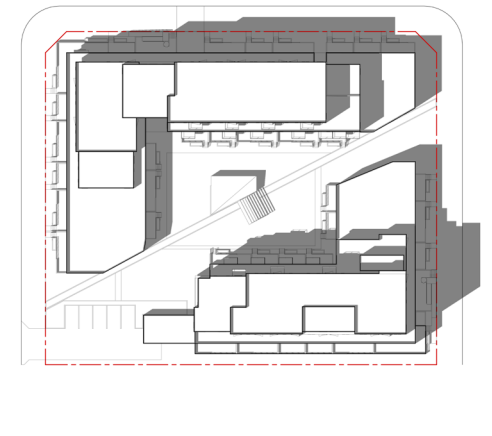
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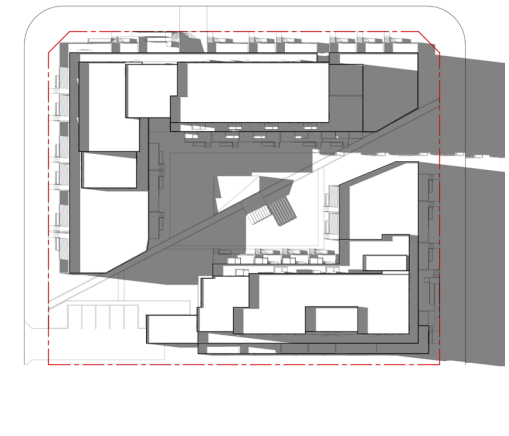
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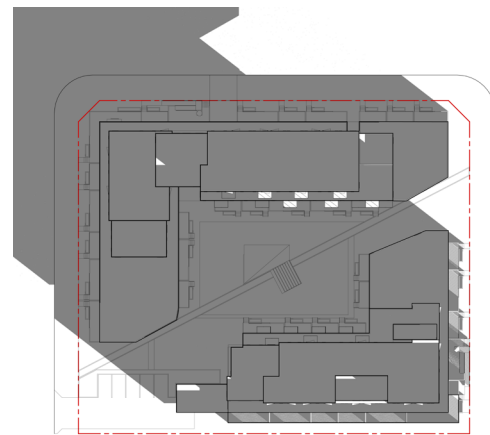
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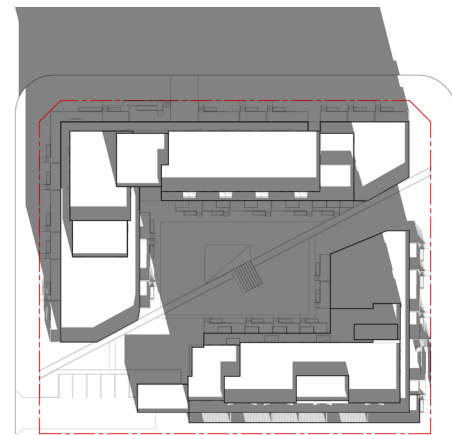
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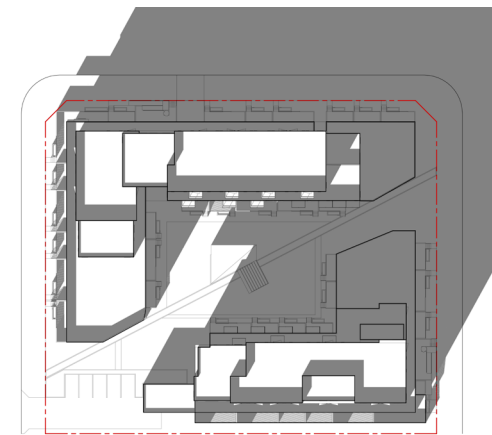
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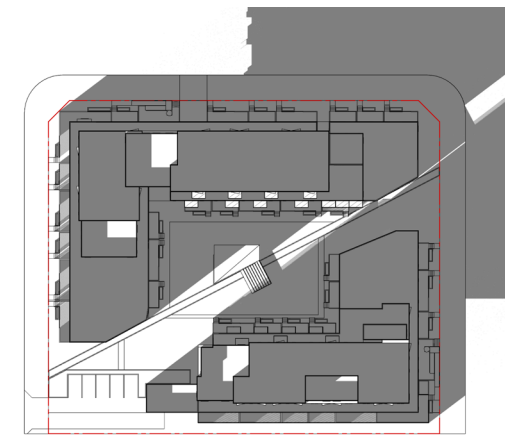
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WESTURBAN
WATERIDGE
SHADOW STUDIES

FAAS

9.2 ENERGY EFFICIENCY AND ENVIRONMENTAL DESIGN

The following is an overview of the elements about the design that support energy efficiency and sustainable design principles:

- [Development promotes efficiency through the development of a site located within the urban boundary where existing servicing and transit capacity can be better utilized and supported thus drawing on existing services.
- [Proposed development is consistent with the planned density as set out in the Former CFB Rockcliffe Secondary Plan which ensures that the services are adequately sized to support the proposal.
- [The civil design is incorporating Low Impact Development (LID) components into their design and as summarized in the submission by Design Works.
- [The design of the buildings in relation to open spaces and amenity spaces has been thoughtfully and carefully planned to address the desire to frame the streetscape and public realm while integrating porosity by way of a diagonal pedestrian path that traverses the site from the south west corner to the north east corner.
- [Transit services are currently under supported in this area and pursuing the highest density under planned conditions is the most efficient way of supporting sustainable transit.
- [Further, the following measures are proposed in order to further support transit ridership:
 - o More bike parking than required
 - o Bike repair station
 - o Unbundled parking from rent
 - o Other TDM measures to be contemplated upon more detailed internal design development.
- [LED / efficient lighting throughout
- [Rooftop amenity spaces that will capture rainwater as well as landscaping to provide cooling effects for the building in the summer.
- [Making the building solar ready for future PV installation

9.3 SITE PLAN CONTROL APPROVAL GREEN CHECKLIST

The following is a review of the Site Plan Control Approval Green Checklist

- [Does the project intend to seek LEED building certification: No
 - o If yes, which level: N/A
- [Will this project be seeking certification under another third-party green building rating system?: No.
- [Will this project include renewable energy facilities and pursue FIT or MicroFIT

contract under the Ontario Power Authority's Feed-in Tariff program?: No.

- [Which [green building] features is the project designed to incorporate?: Unknown at this stage.

9.4 LOW IMPACT DEVELOPMENT APPROACH

The Wateridge Community has LID design targets related to the management of stormwater both in terms of quality control and infiltration rates. In order to pursue the design targets, the proposal has undertaken extensive review of design from various perspectives to ensure a balanced environmental approach. The following sets out the proposed LID measures that are feasible for the subject site without compromising other environmental initiatives (e.g. proposed trees) and without reducing the provision of needed housing.

Note: The following is summarized from the revised Servicing and Stormwater Management Feasibility Study dated January 11 2023 prepared by Design Works Engineering Ltd.

- The LID Design Target for Infiltration and Erosion is 4 mm applied over the full catchment area of 0.7179 ha
- The LID Design Target for Water Quality is a minimum of 15 mm applied over contributing impervious area
- The following measures have been reviewed for suitability for the subject site: green roofs, bioretention, rainwater harvesting, infiltration chambers, downspout disconnection, permeable pavements.
- Green roofs, bioretention, and rainwater harvesting come at significant costs and management concerns and are not recommended.
- Planning practices recommend measures that are more affordable to keep overall develop costs down
- Infiltration chambers work to infiltrate stormwater into the soil. These chambers are to be setback from the foundation walls and if they cannot be setback, the foundation walls need to be waterproofed
- Based on the total site area of 0.7179 ha, the runoff volume from a 4 mm rainfall event over the entire catchment area equates to 28.72 m³; Based on the impervious area of 0.5579 ha, the runoff volume from a 15 mm rainfall event over the impervious area of the site equates to 83.68 m³
- The infiltration chamber proposed will provide 83.68 m² of storage
- Downspout disconnection will be employed through the use of rainwater leaders
- Permeable pavers are not able to be utilized for this development due to the proposed below grade parking required for the development.

The proposed LID measures as identified above represent a balanced approach to the site's development. The proposed infiltration chamber and downspout disconnection are hard infrastructure that can be utilized to improve the management of stormwater.

While proposed trees are not counted in the calculations for management of stormwater through evapotranspiration, further hard infrastructure (such as below grade chambers) would reduce the provision of trees that would compromise City policy targets towards an urban tree canopy of 40%.

The current proposed measures and the combination of proposed trees along with the provision of housing represents a balanced development approach to the subject site.

10.0 CONCLUSION

The proposed development of two nine-storey apartment buildings with stepped articulated design and integrated courtyard and through pedestrian access on the site will serve as an efficient and well-designed integration into the Wateridge Community.

The development will provide 254 units, with 144 units in one building and 110 units in the other building. Additionally, 195 parking spaces will be provided, with 5 surface parking spaces and 190 resident and visitor spaces provided underground with 5 visitor spaces above grade, along with 156 bicycle parking spaces. Building A (to the north) will have a Gross Floor Area (GFA) of 11,318 m² and Building B (to the south) will have a GFA of 8,853 m². The development will be comprised of both one-bedroom and two-bedroom units.

The proposal is consistent with the policies of the Provincial Policy Statement for housing and conforms with the relevant policies of the Official Plan, which promotes mid-rise built form. It further aligns with the design directions of the Former CFB Rockcliffe Secondary Plan.

The development will result in a contextually appropriate land use and built form that complies with the policy context for the site, supports needed density with appropriate environmental measures and makes efficient use of existing infrastructure. The buildings will contribute new rental housing to the area and add to the available housing types and tenure types that exist and are planned for the neighbourhood.

Overall, it is Q9's opinion that the proposed Site Plan Control Application to permit the development of two mid-rise 9-storey buildings on the site constitutes good land use planning.



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