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## Design Brief

### Wateridge Village – Block 6

NCCA22-0243-06

Rohit Communities

September 30, 2024

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**Rohit**<sup>™</sup>  
Bold Goes Further

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## 1 DEVELOPMENT OVERVIEW

The development application being submitted for 125 and 135 Oshedinaa Street is for Site Plan Control Approval. The subject property is located within the Wateridge Village (Phase 4) neighbourhood in Ward 13 Rideau-Rockcliffe and the Ottawa Greenbelt. Located east of Downtown Ottawa, the redevelopment project by Canada Lands Corporation occupies the former Canadian Forces Base (CFB) Rockcliffe lands and is largely characterized by new residential and mixed-use development with a variety of zoning designations.

The proposal is for a Planned Unit Development (PUD) consisting of the construction of two four-storey low-rise residential apartment buildings totalling 200 units across Building B (114 units) and Building C (86 units), connected with a single-storey underground parking garage. The unit mix for both buildings is a variety of 1 bedroom, 2 bedroom, and 3 bedroom units. 201 resident parking stalls are provided below grade, with an additional 27 stalls (19 dedicated to short-term or visitor parking) provided at grade via private approach at the site's eastern edge. A combination of 101 secure bicycle parking stalls located in the underground parking area for residents and 14 exterior visitor bicycle parking stalls make up the total provided bicycle spaces. Building B on site has a Gross Floor Area of approximately 8,900 square metres, and Building C has a Gross Floor Area of approximately 7,003 square metres.

### 1.1 Site and Policy

The subject property is a long vacant lot situated north of Kijigong Street at the intersection with Oshedinaa Street, having approximately 43 metres and 230 metres of frontage along Kijigong and Oshedinaa Streets respectively. The lot has a total area of about 11,661 square metres and is bounded by Kijigong Street to the south, Oshedinaa Street to the east, Development Reserve land owned by the National Capital Commission to the west, and parkland dedicated for the future Kishkabika Park to the north (see Figure 1.0). Block 6 is zoned R5Y[2312] – Residential Fifth Density Zone, Subzone Y, Urban Exception 2312 in the City of Ottawa Zoning By-law 2008-250. The site is not yet cleared but has no notable landform features or vegetative cover.

The proposed development supports the overall goals of the Former CFB Rockcliffe Secondary Plan, a document that guides the future development on these lands. The guiding vision of the Former CFB Rockcliffe Community Design Plan (2015) the document which forms the basis of the policies implemented by the Secondary Plan, is that the community will be walkable, cycling-supportive, transit-oriented and built at a human scale. The proposed development incorporates an increased supply of bicycle parking spaces, street-oriented units that allow for increased mobility and interaction with the public realm, and the property is located near Hemlock Road which acts as a collector road for the community, leading to a current bus route to the east. Human scale design is met through the low-rise block character, which transitions between the adjacent low-density neighbourhoods surrounding Wateridge Village and the future higher density context of the community, while also allowing for greater access to light and views within the Wateridge Village and towards the escarpment leading down to the Ottawa River. Based on these criteria, the design for Block 6 embraces the implementing goals of the Former CFB Rockcliffe Secondary Plan.

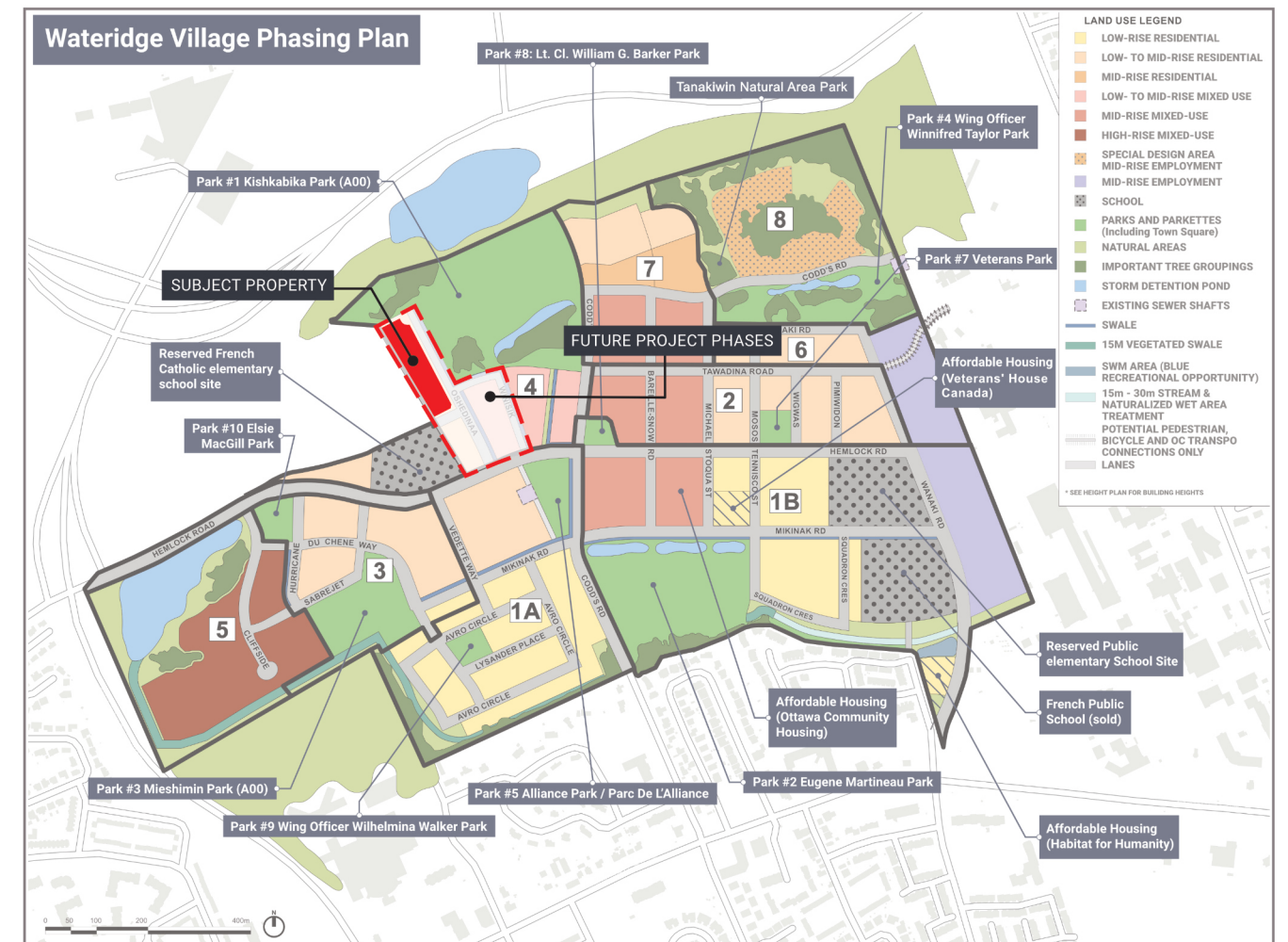


Figure 1.0 – Subject property location on Wateridge Village Phasing Plan (September 2023).



Figure 2.0 – Subject property and surrounding zoning designations (May 2024).

Additionally, the Wateridge Village Urban Design Guidelines and Architectural Controls provide specificity surrounding the means by which to achieve the policies contained in the Community Design Plan and the Secondary Plan. For low- to mid-rise residential, the following general design guidelines were given particular attention:

- Long frontages should be varied through the use of windows, different materials, variable façade and setbacks, colours, or architectural features such as bays or porches.

Though the frontage along Oshedinaa Street is significant between the two buildings, we have taken care to provide considerable attention to the design languages along this boulevard in discussions with Canada Lands Company. Through changing materials, alternate landscaping strategies, volumetric play and vertical emphasis, we have managed to reduce the impact of long frontages by breaking up the two buildings into four visible portions. Multiple types of balconies, large quantities of windows in varying heights, and the undulating façades along the length of Oshedinaa Street also help to break up the length and allow for pleasant variety in the 4-storey building masses (see Figures 12.0-12.9).

- Large horizontal expanses of windows and upper story balconies are encouraged in units facing parks and streets to promote casual surveillance.

The design for both buildings within the subject property incorporate plenty of windows and upper story balconies along Oshedinaa Street facing the future Kishkabika Park to provide for a sense of casual surveillance and security along the public realm.

Architectural controls specific to low-rise apartment buildings addressed through this design include:

- The design of the building should consider the overall form and rhythm of building elements to create a consistent and attractive building street façade that reinforces a human scale environment.

Harmony has been created in the building design through the use of varying element styles (i.e. more than one window treatment, more than one balcony design, more than one cladding strategy, etc.) that are implemented using a system of rules, as well as purposeful exceptions to the rules to add visual interest and create multiple distinct facades across the two buildings.

- Building facades should provide visual interest through use of materials, colours, sophisticated wall articulation, windows and doors and style-appropriate architectural detailing.

A sophisticated palette of classic materials compliments the industrial nods of the proposed architectural style, while streamlined primary building entrances and details bring in a more contemporary nod, firmly placing the project both within its historic inspirations and its modern architectural context.

- Main entrances should be designed as a focal point of the building and should face the street. They should be recessed or covered and provide visibility to interior lobbies to allow for safe and convenient arrival and departure from the buildings.

The front entrance for both buildings is located along the Oshedinaa Street corridor in a gesture that extends the full height of the building to signal its presence along the street edge. The entrances are covered and present themselves prominently, providing visibility to the front lobby and an obvious place of arrival and departure for the individual buildings. A full-height mural is planned for Building B to provide additional articulation to this lengthy elevation, as well as contributing a significant piece of public art to the Wateridge Village community at large. Please note that the artist for this mural will be commissioned at a later time, any and all artwork illustrated herein is for reference purposes only.

- Residential apartments are encouraged to include covered private open space (i.e. balconies/terraces) where feasible to enhance the private living environment of residents.

All 200 residential units include private amenity space in the form of patios and balconies, of which all are covered with the exception of those located on the fourth level.

- Parking should be provided in a nonobtrusive manner. Surface parking areas should be screened from street view through the use of landscaping or building location.

Onsite surface parking is provided internal to the site, sheltered from view by landscaping elements and the buildings when traveling along Oshedinaa Street.

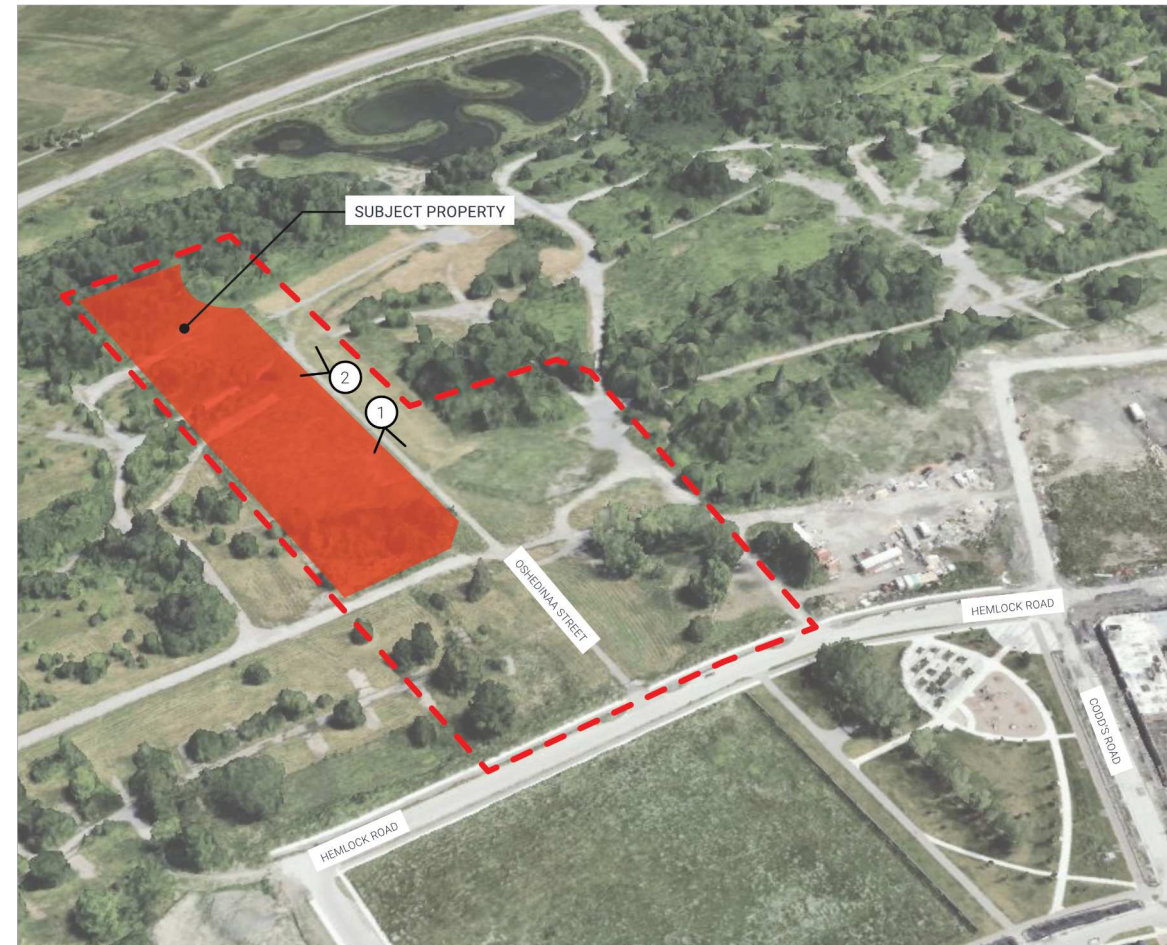


Figure 3.0 – Existing conditions key plan for views shown in Figures 4.0 and 5.0 (May 2024).

## 1.2 Context

Block 6 maintains a lower density residential character at the edge of the Wateridge Village development. Significant parks have been planned east of the site (Kishkabika Park) and already constructed to the southeast (Alliance Park). The lot owner has also secured Block 4 to the southeast (General Mixed Use zoning) and Block 5 to the south, allowing for a largely unified design between the three contiguous blocks. With access to the site from Hemlock Road, a collector road within the core of the community, Block 6 maintains its connection to the increased proportion of commercial and retail services along this important roadway while preserving its neighbourhood feel. Much development east of Codd's Road has already begun, with several multi-family residential buildings under construction, while many lower-density dwellings have reached occupancy. The development of Block 6 will build off the development of Block 5 (currently in for Site Plan Control review) to add further definition to the activity along Oshedinaa Street and will help define the western edge of the Wateridge Village community.



Figure 4.0 – View along Oshedinaa Street, looking southwest along Block 6 east property line (March 2024).



Figure 5.0 – View along Oshedinaa Street, looking northwest along Block 6 east property line (March 2024).



Figure 6.0 – Subject property and surrounding key destinations.

### 1.3 Site Connectivity

The Wateridge Village community is characterized by new residential construction in a variety of types and densities. Key destinations within a close range include lands owned by the National Capital Commission slated for a future cultural institution and the Canada Aviation & Space Museum to the west and northwest, the National Research Council Campus to the east, Montreal Road as a major arterial and commercial network to the south, and Montfort Hospital to the southwest. The site is close in proximity to the Ottawa River and future park space east of the site.

Given the site is part of a greenfield development following the closure of the CFB Rockcliffe base, roadways, sidewalks and other urban features are still under development. With that in mind, Hemlock Road to the south has seen a great deal of construction activity, and the development of Block 6 will build off this activity to pull development north towards the future Kishkabika Park. New sidewalks and building accesses will be constructed along Oshedinaa and Kijigong Streets, as well as connecting the proposed internal roadway and sidewalks to Oshedinaa Street at the east site boundary. Additionally, pedestrian connections to Blocks 5 and 4 have been planned in conjunction with their ongoing site design to provide easy flow between the three blocks.

The site is well-located along vehicular networks, with Hemlock serving as a primary artery in and out of the Wateridge Village community. With access to Montreal Road via Codd's Road and direct future access to Aviation Parkway planned from Hemlock Road, vehicular traffic to and from Block 6 will be easy and efficient. The proposed development is also well-located within the City public transportation network, with higher frequency routes along Montreal Road to the south and near-immediate access to OC Transpo Route 27 to the east at Wanaki Road. As the Wateridge Village community continues to develop, it is further anticipated that public transportation services will increase in the area.

## 2 URBAN DESIGN OBJECTIVES

### 2.1 Pre-Application Consultation Urban Design Issues

The following are responses to urban design issues identified for Block 6 during the Pre-Application Consultation meeting held on March 20, 2023:

- Align southern access with Winisik Street or taking access off of Kijigong Street. Potential for shared northern access with apartment and townhouse components of the development. Please avoid dead end road condition along Oshedinaa Street.

The revised site design takes this concern into consideration – we have relocated the underground parking ramp to be accessed from Kijigong Street in alignment with the site access to Block 5. Additionally, we have reduced the site access to a single point between the two buildings along Oshedinaa Street to limit its impact on the public realm.

- Limit the amount of hardscape for internal parking area in behind the low-rise apartment building.

We have simplified and straightened out the internal access road to reduce the amount of asphalt for the internal parking area behind both low-rise apartment buildings.

- Ensure that apartment building has dual lobby access on Oshedinaa Street and internal parking area.

Each apartment building on site has dual lobby access from both Oshedinaa Street and from the internal parking area.

- Consider some additional programming for open space.

As the site design has changed from a combination of a single low-rise apartment building with stacked townhouse buildings to having two low-rise apartment buildings, we have gained ample space behind Building B extending to the west and south property lines. Plans for these programmed areas include an outdoor BBQ kitchen, fenced dog run, and a casual seating area with raised garden beds. Further opportunities for rest are located at the landscaped areas behind Building C.

### 2.2 Pre-Application Consultation Urban Design Objectives

The following are site-specific Urban Design Objectives were derived from the Pre-Application Consultation with City staff, addressing the comprehensive plan for Blocks 5, 6 and 4:

- Fostering a sense of neighbourhood character through the use of grade-oriented suites with usable porches and balconies for increased interaction with the public realm, creating a lively residential quality.
- Providing greater articulation of the massing along main roadways to impart pleasant variation and depth to building façades.

- Coordinating and consolidating internal roadways across the overall development to simplify intersections; aligning features for visual clarity within the urban environment; and reducing the amount of asphalt to allow for as much soft landscaping and open outdoor space as is feasible.
- Harmonious landscaping strategies across the entire development to contribute to the Oshedinaa corridor leading to the future Kishkabika Park.
- Locating surface parking areas and internal roadways away from main roadways to reduce the impact of such features on the public realm.

### 3 DESIGN PROPOSAL

#### 3.1 Massing and Scale

The design for Block 6 implements one long bar shaped massing (Building B) anchoring the east-southeast edge of the property, and one stepped massing (Building C) at the northeast corner, though both buildings are positioned prominently along Oshedinaa Street for maximum interaction with the active streetfront. The two buildings share similar strategies to break up the massing into smaller portions:

- The expression of vertical massing elements which serve to break up long elevations,
- Play of multi-tonal and multi-textural materials to deliver subtle yet sophisticated variation,
- The undulating articulation of walls that balances horizontality and verticality, and
- Depth created by both the recessed balconies and the dark material language provided at these locations.

Building B further employs the following strategies to create additional variety along the long frontage:

- A material language unique to the middle portion of the building, distinguishing it from the two outside portions, and
- A landscaping language also unique to the middle portion of the building to further reinforce the sense of three distinct volumes along Oshedinaa Street.

The buildings are inherently human scale as they are just four storeys tall and less than 16m in height. Block 6 will be surrounded by open space on the majority of three sides for the foreseeable future, with the Kishkabika Park planned to the east and north, and Development Reserve land to the west. Only the south edge of the site is faced with the development of Block 5 across Kijigong Street. The proposed development is sensitive to the existing grades proposed along the edge of the site. Despite challenging conditions as the site slopes towards the northwest corner, the existing grades on site have been managed to provide balanced design conditions. In general, the proposed development meets the requirements of its place within the overall Wateridge Village community, providing gentle density, appropriate scale, and slope management.



Figure 7.1 – Looking northwest towards Building B along Oshedinaa Street (September 2024).



Figure 7.2 – Looking southwest towards Building B from northeast corner of property (September 2024).



Figure 7.3 – Looking southeast towards Building B from internal visitor parking area (September 2024).



Figure 7.4 – Looking northeast towards Building B from southwest corner of property (September 2024).



Figure 7.5 – Looking northwest towards Building C along Oshedinaa Street (September 2024).



Figure 7.6 – Looking southwest towards Building C from northeast corner of property (September 2024).





Figure 7.7 – Looking southeast towards Building C from northwest corner of property (September 2024).



Figure 7.8 – Looking northeast towards Building C from internal visitor parking area (September 2024).

### 3.2 Public Realm

Placing both buildings within the site along the most prominent edge at Oshedinaa Street provides maximum interaction between the buildings and the public realm. Animation at the street level is achieved by the placement and frequency of private patios and balconies and large amounts of glazing along Oshedinaa Street to increase interaction between the building activity and the public realm while adding to a sense of casual surveillance. The internal fitness amenity space in Building B is also located along this active streetfront to allow for increased interaction between the building and outside activity.

This will be the second block under construction in the immediate vicinity, building off the development of Block 5 to the south and pulling activity focused on Hemlock Road up and through the Oshedinaa corridor. By weighting the placement of the two buildings towards the corners of the site along Oshedinaa, introducing a significant public art installation at the main entrance to Building B, anchoring street-oriented units along this lengthy boulevard, and placing service features necessary to the site away from the public realm, we've put together a design that will draw people into the community and create more attractive spaces along the way to their destination.

The landscaping strategy marries the language of the trees and landscape features proposed for the overall development with those that complement the design of the buildings (see Figures 11.0-11.2). Several types of deciduous trees and shrubs have been carefully selected to provide year-round interest and variation in terms of species, size, colour, flowers and fruit. The design emphasizes the residential nature of the project by acting as a transition between public and private space, while balancing scale so as to not impede views to and from the site. As previously discussed, the landscaping strategy along Oshedinaa Street is further varied by introducing an alternate scheme surrounding the main entrance to Building B in conjunction with the alternative design style of this portion of the building. This comprehensive strategy reinforces the sense of rhythm and differentiation along the boulevard while maintaining a single address. Landscaping features also help to screen unsightly but necessary site elements from view as much as possible while still allowing easy access to these elements (such as utility installation equipment, surface parking areas and waste pickup areas).

### 3.3 Building Design

The building design is grounded in the balance between traditional and contemporary features. High quality, resilient materials such as brick masonry and fibre cement cladding form the basis of the materiality and goes hand-in-hand with the familiar language of traditional architectural styles. With design standards for the community in mind, our direction for the exterior architectural language leans towards industrial references grounded heavily in the use of brick masonry, sleek and simplified trim, railings and profiles, traditional window styles and details like the entrance canopies which draw on the straightforward language of structural elements. The additional complementary language at the middle portion of Building B is evocative of traditional brick-faced low-rise dwellings, equally paired with contemporary nods like smoked glass balcony railings and sleek entryways. Altogether, these strategies work in harmony, creating a distinct tripartite visual composition along the path towards Kishkabika Park.

As it is important for architecture to reflect the time in which it was built, contemporary design elements were utilized to distinguish the building from historical styles. The inclusion of fibre cement products in both panel and lap formats provides further departure from historical references and speaks to the residential nature of the Block. The classic colour scheme reflects a refined palette applied in ways that are clearly modern in comparison to historical industrial precedents (refer to Figures 11.0 through 11.9 for graphic representation of these strategies). The overall design is a study of contrast and the dichotomy of the familiar traditional and the current contemporary direction.

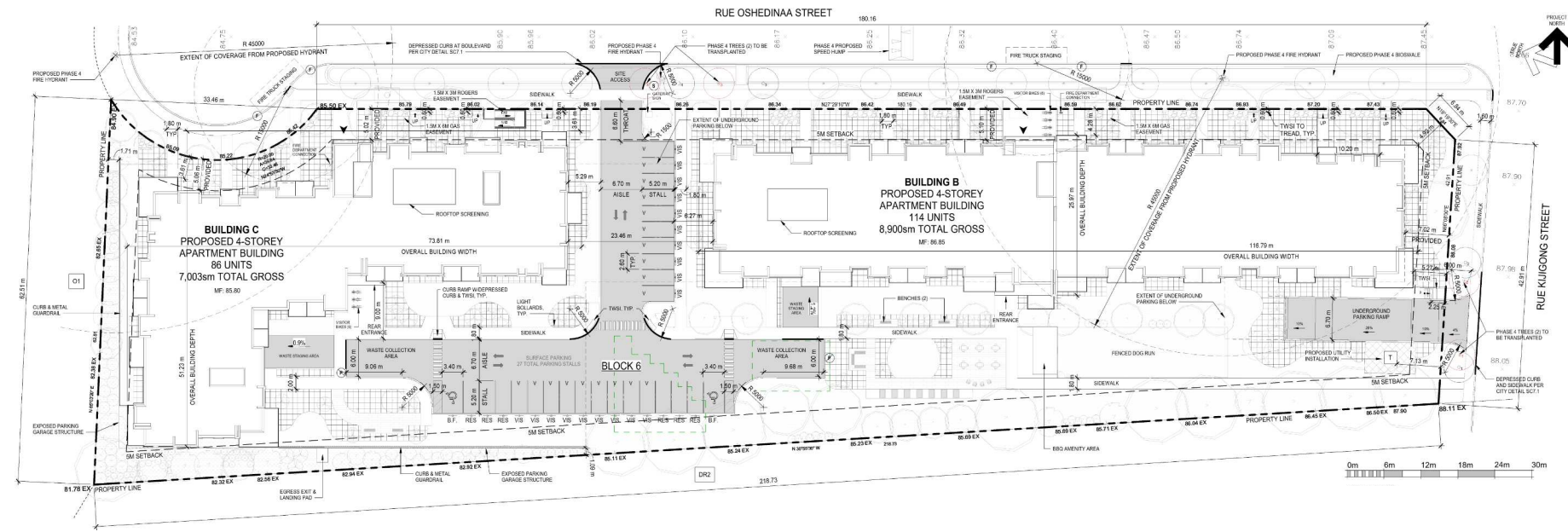


Figure 8.0 – Block 6 site plan from roof level (September 2024).

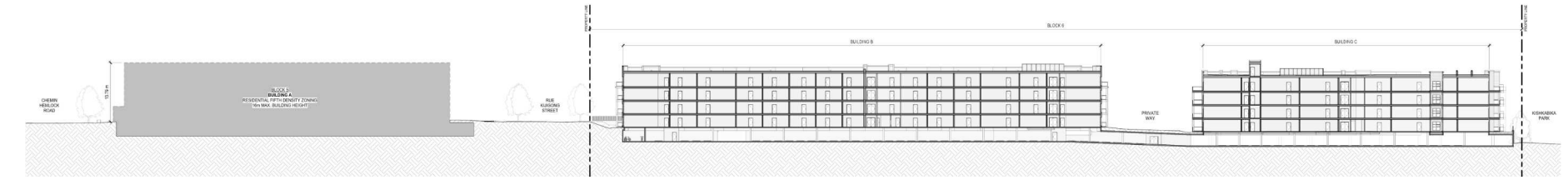


Figure 9.0 – Longitudinal site section showing transitions between subject property and adjacent uses (not to scale) [September 2024].

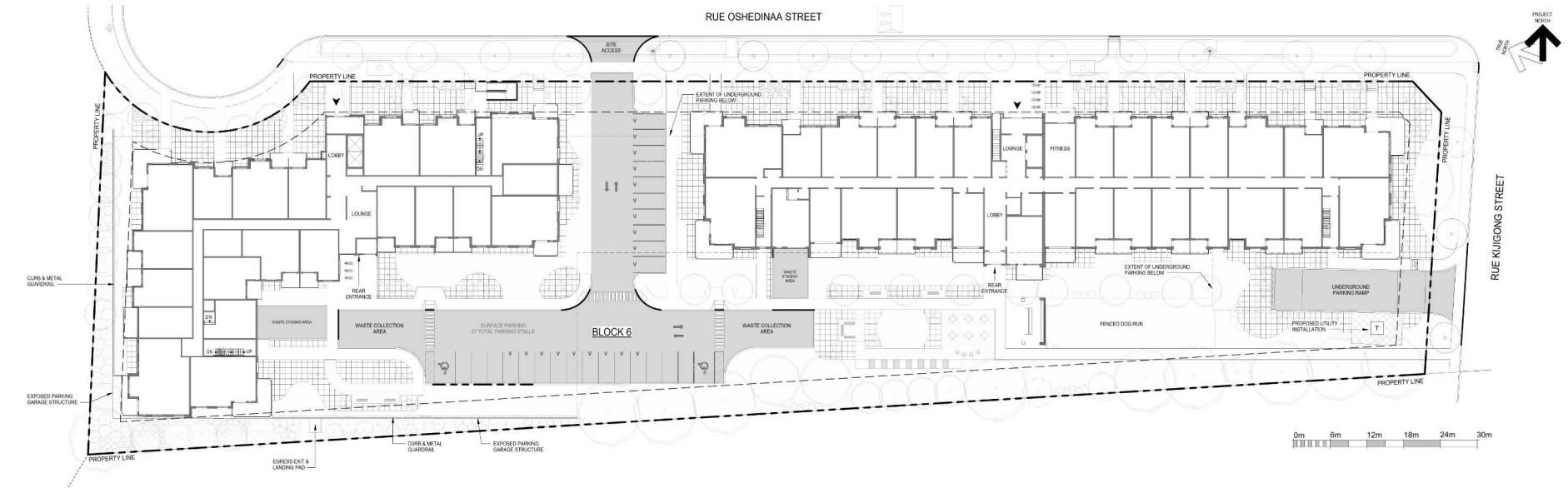


Figure 10.0 – Block 6 ground floor plan in context demonstrating relationship of units and common areas to public realm (September 2024).

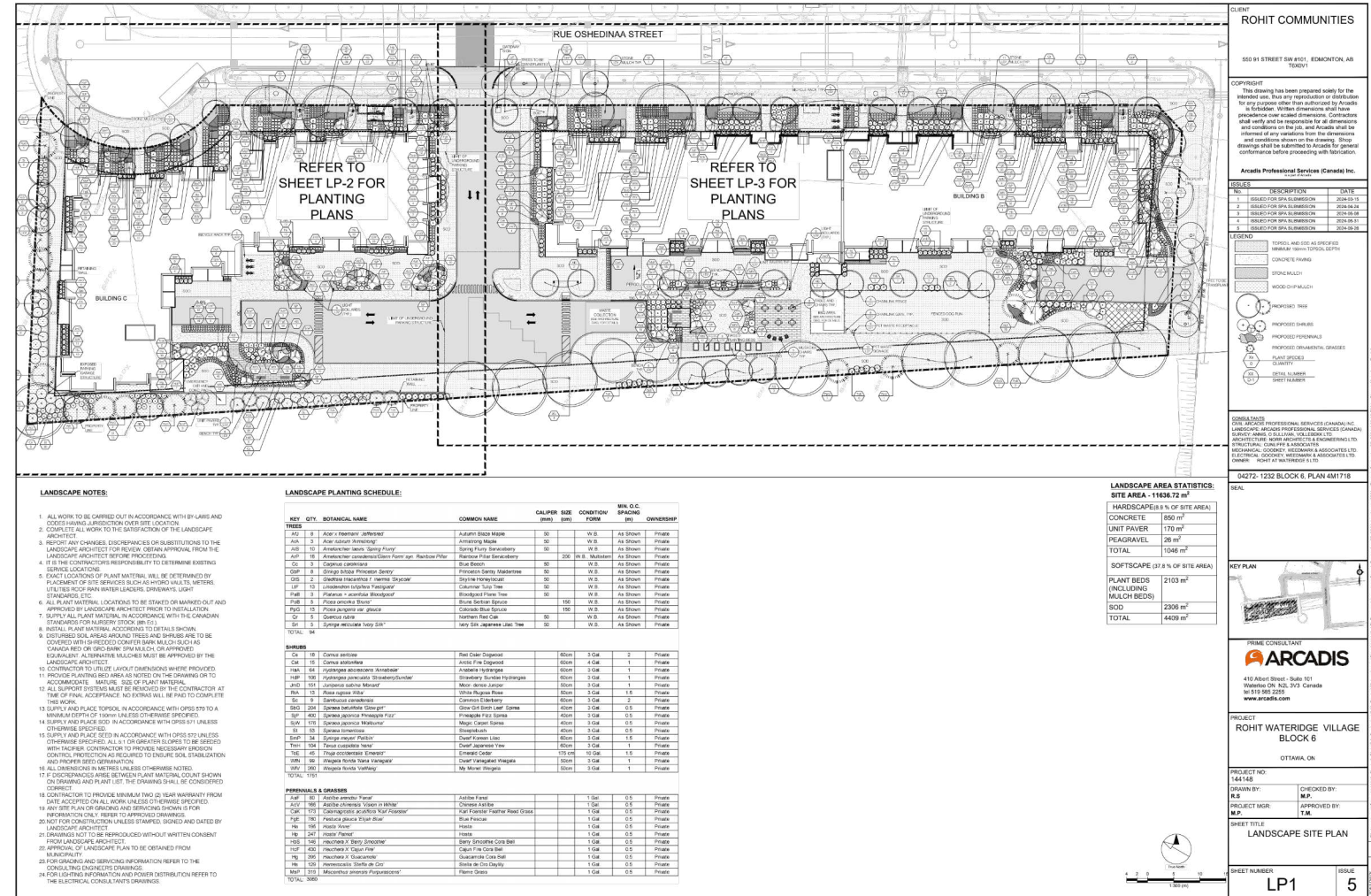


Figure 11.0 – Block 6 overall landscape plan, courtesy of Arcadis (September 2024).

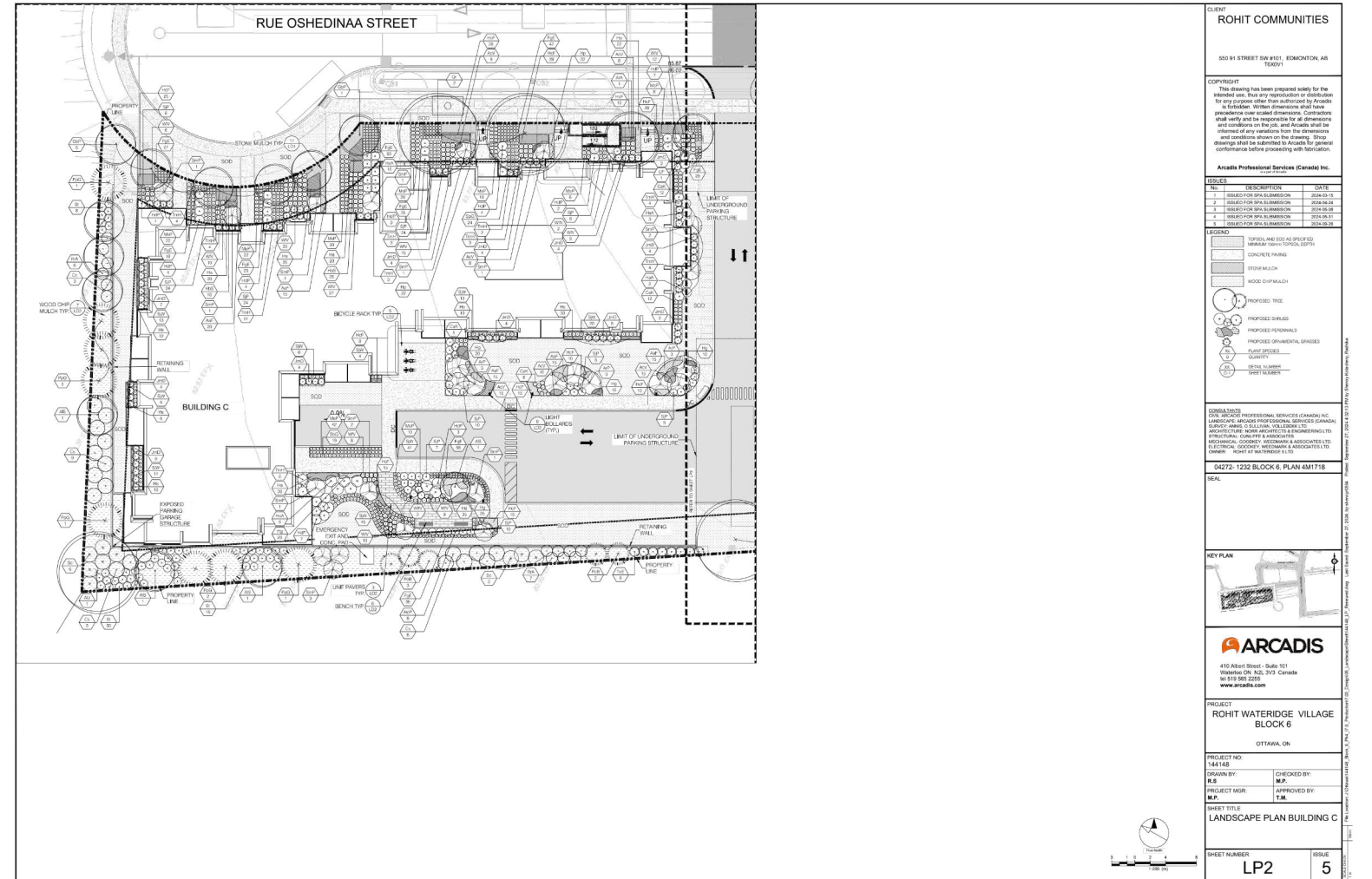


Figure 11.1 – Landscape plan at Building C, courtesy of Arcadis (September 2024).

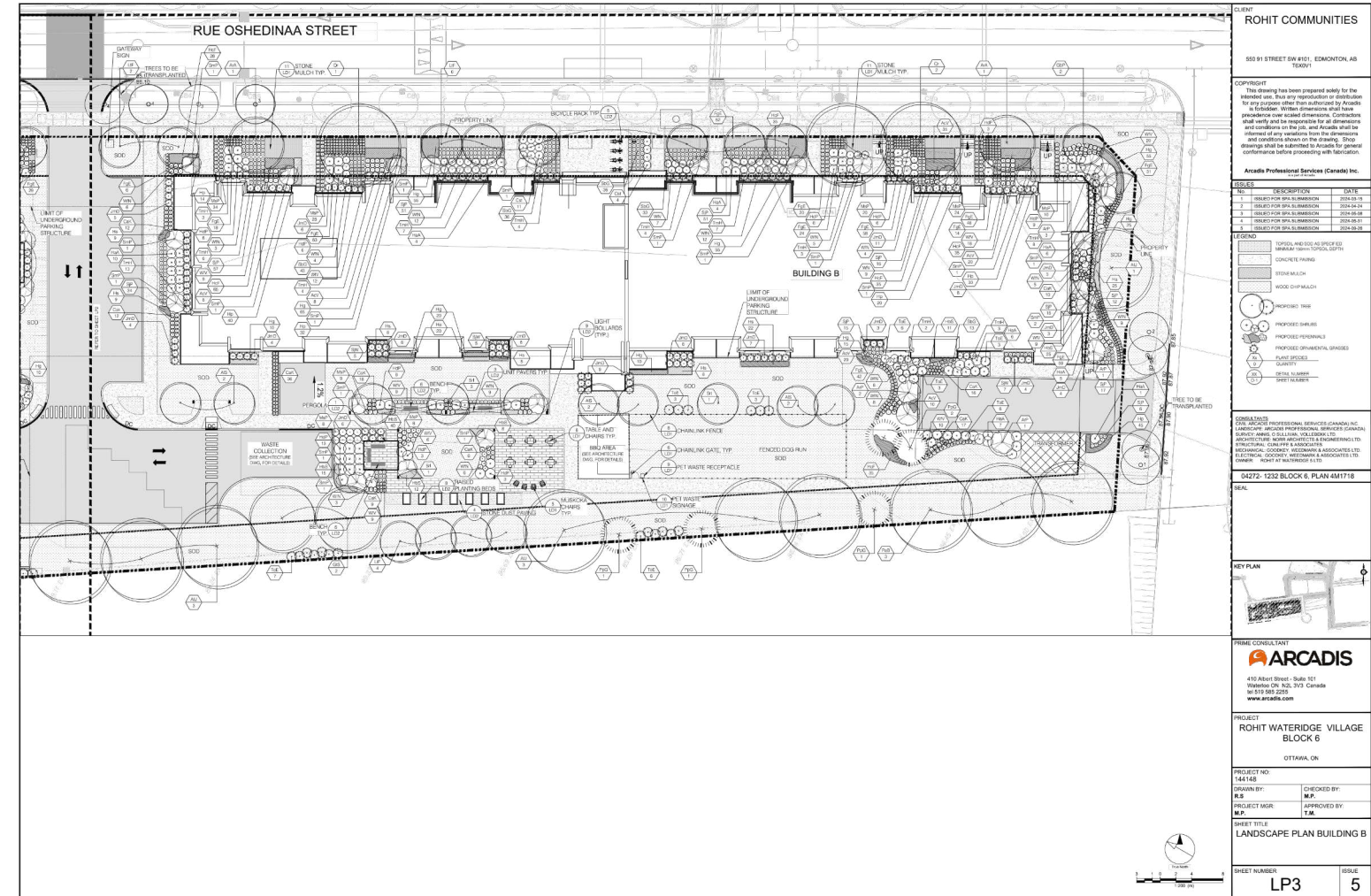


Figure 11.2 – Landscape plan at Building B, courtesy of Arcadis (September 2024).



Figure 12.0 – Building B east elevation along Oshedinna Street (September 2024). NOTE: Artist for full-height mural to be commissioned at a later date. Any and all artwork illustrated herein is for reference only.



Figure 12.1 – Building B north elevation along private way (September 2024).



Figure 12.2 – Building B south elevation along Kijigong Street (September 2024).



Figure 12.3 – Building B west elevation (September 2024).



Figure 12.4 – Building C east elevation along Oshedinaa Street (September 2024).



Figure 12.5 – Building C north elevation (September 2024).



Figure 12.6 – Building C west elevation (September 2024).



Figure 12.7 – Building C west elevation/section showing rear entry condition (September 2024).



Figure 12.8 – Building C south elevation (September 2024).



Figure 12.9 – Building C south elevation/section (September 2024).

### 3.4 Sustainability

A comprehensive approach regarding sustainability has been adopted for this project. Firstly, the integration of high-efficiency mechanical equipment ensures optimal energy utilization, promoting an eco-friendlier operation of the building. Complementing this, the use of LED light fixtures not only enhances energy efficiency but also aligns with the client's commitment to sustainable lighting practices.

To address water conservation, low flow plumbing fixtures will be selected for use throughout the building. Additionally, the design embraces Low Impact Development (LID) requirements, implementing strategies to manage stormwater runoff and enhance the site's environmental resilience. To support green transportation, approximately 10% of the parking spaces will be equipped with electric vehicle (EV) chargers. Moreover, considering the environmentally friendly nature of wood construction, the project harnesses the benefits of sustainable building materials. Wood, as a renewable resource, contributes to lower carbon footprints compared to traditional construction materials, further enhancing the overall sustainability profile of the project.

## 4 RENDERED VIEWS



Figure 13.0 – Looking northwest towards the site at the corner of Kijigong and Oshedinaa Streets (September 2024).  
NOTE: Artist for full-height mural to be commissioned at a later date. Any and all artwork illustrated herein is for reference only.



Figure 13.1 – Looking northwest towards the main entrance of Building B (September 2024).



Figure 13.2 – Looking southeast towards the rear of Building B from internal visitor parking area (September 2024).



Figure 13.3 – Looking northeast towards Building C from internal visitor parking area (September 2024).



Figure 13.4 – Looking southwest towards the site at the Oshedinaa Street cul-de-sac termination (September 2024).