PLANNING RATIONALE

Block 12 (1000 Tawadina Road) - Wateridge Village

Applications for Site Plan Control, Zoning By-law Amendment, and Draft Plan of Condominium

Date:
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Prepared for:
Mattamy Homes

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1 Introduction

Stantec Consulting Ltd. (“Stantec”) is acting as agent for Mattamy Homes (“Mattamy”) who will serve as applicant for Site Plan Control, Zoning By-law Amendment, and Draft Plan of Condominium applications in support of a proposed mixed use development (the “proposal”) at 1000 Tawadina Road (the “subject site”) in the City of Ottawa. Stantec has prepared this Planning Rationale in support of the proposal, which consists of 62 total dwelling units (56 units in a mixed-use mid-rise building, and 6 rear lane townhouses), 72 surface parking spaces (56 resident, 4 visitor, and 12 retail), loading space, bicycle parking (10 exterior and one per unit within the apartment dwelling units), through-block pedestrian connections, soft landscaping, and a low-impact development (LID) feature.

The purpose of this Planning Rationale is to detail the context of the site and surrounding area, describe the proposed development and noted *Planning Act* applications, summarize the applicable regulatory framework, and demonstrate the appropriateness of the proposal from a land use planning perspective.

In accordance with OPA47, a Planning Rationale is not a City requirement to support Site Plan Control and Draft Plan of Condominium applications; however, the required Zoning By-law Amendment necessitates the report in order to rationalize the relief required from the City’s zoning by-law in support of the proposed development.

1.1 Site and Surrounding Context

The site is vacant and is located in Ward 13 – Rideau-Rockcliffe within the City of Ottawa. Specifically, the property is located in the Wateridge Village neighbourhood and is legally described as Part of Block 12, Plan 4M-1651, City of Ottawa. The corner site is rectangular in shape, is approximately 0.52 hectares in area, and has 61.79 metres frontage on Tawadina Road and 74.02 metres frontage on Barielle-Snow Street. The following uses and features surround the site:

North Tawadina Road abuts the property, followed by vacant naturalized area;

South Vacant site with an active application to develop two nine-storey apartment buildings containing underground and surface parking with a total of 254 dwelling units. LCol William G. Barker, VC Park is located southwest of the site, then further south is Hemlock Road and mid-rise mixed-use development;

East Barielle-Snow Street abuts the property, followed by vacant land and then low-rise residential developments in the form of single detached and semi-detached dwellings; and,

West Vacant site with an active application to facilitate the construction of Phase 1 of a three-phase planned unit development (PUD) consisting of a retirement home building with 188 dwelling units.

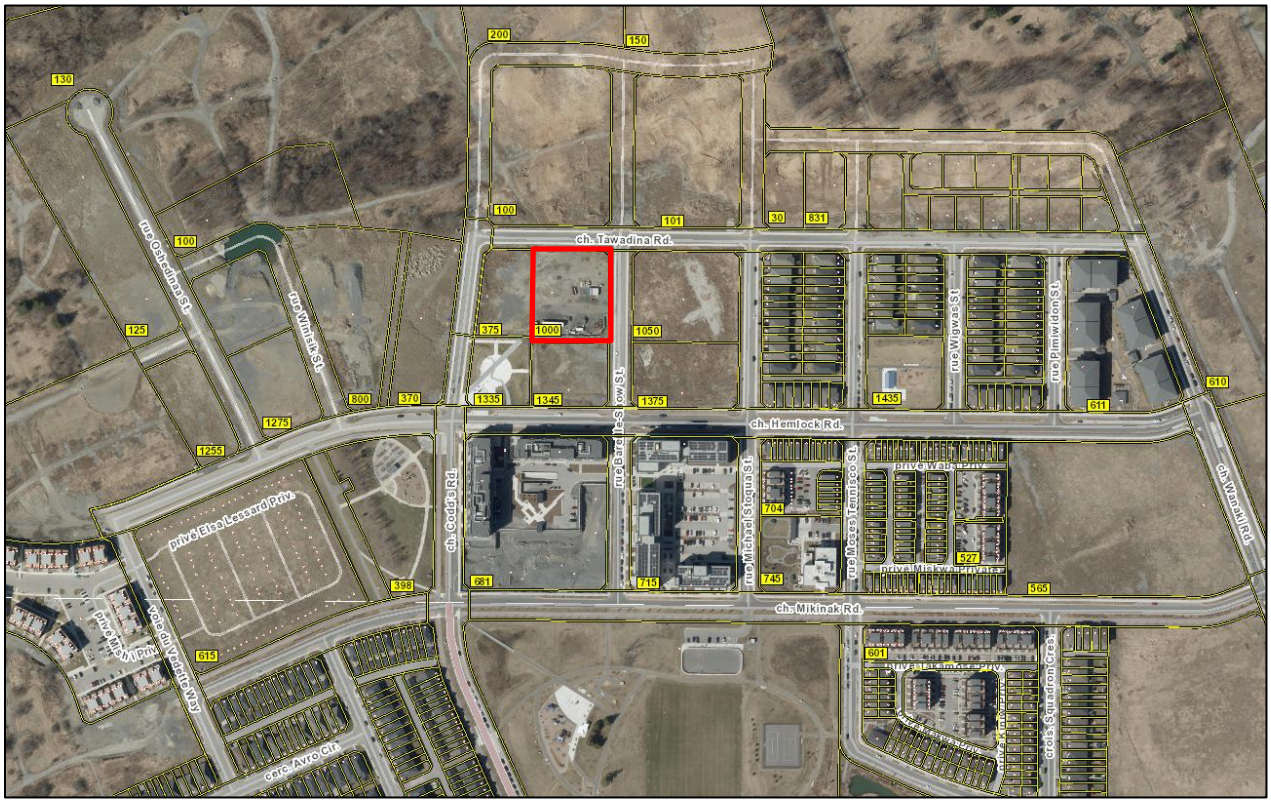


Figure 1. Location Plan showing the site in red outline (GeoOttawa, 2025 Aerial Imagery)

1.2 Proposed Development and Applications

The proposal is described as a PUD, and consists of the following:

- One 5-storey mixed-use building with 56 dwelling units and 807.67 square metres of ground floor commercial space fronting onto Tawadina Road.
- One row of 6 rear-lane townhouse units fronting onto Barielle-Snow Street. The townhouse units include attached garages accessed from the north-south laneway internal to the site.
- 72 total surface parking spaces are situated internally on site and categorized as follows:
    - 12 commercial spaces, including 1 accessible space (type A)
    - 4 visitor spaces, including 1 accessible space (type B) and 1 parallel space
    - 56 resident parking spaces
- 1 loading space for the commercial uses in the mid-rise building.
- 66 bicycle parking spaces arranged as follows:
    - 56 long-term residential (included within residential units)
    - 5 short-term residential (exterior)
    - 5 short-term commercial (exterior)
- Landscaping throughout the site that consists of a mix of plantings (trees, shrubs, and ground cover), seating, and shared amenity space.
- Walkways and through block pedestrian connections throughout the site.

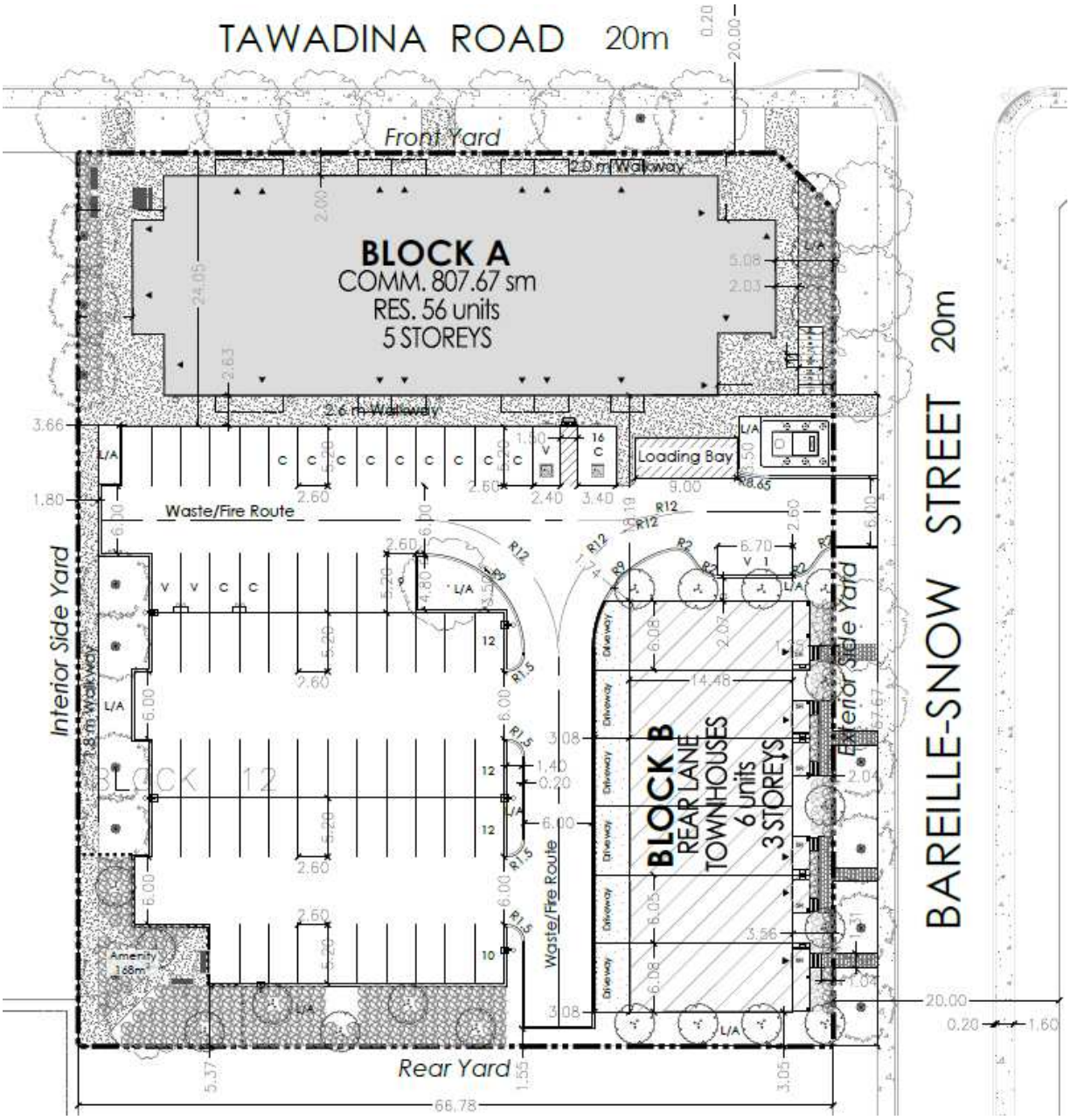


Figure 2. Site Plan (Korsiak, dated 10 November, 2026)

To address City, Community Association, and agency comments, the proposal has evolved since the pre-consultation meeting of May 7, 2026, and again following circulation comments from the initial submission of the applications. The site plan and landscape design has been refined through the removal of 7 parking spaces along the west side of the parking lot (5 spaces removed following the pre-consultation meeting, and an additional 2 removed following the first circulation) which allowed for expanded landscaping, walkways, trees, seating, and amenity area. Additional trees and plantings are also provided along the townhouse frontages.

The building elevations have been updated following the pre-consultation meeting and again following circulation comments. The proposed façade for the mid-rise building incorporates increased modulation, material variation, and architectural detailing to break up its appearance and create visual interest along Tawadina Road. As shown in the updated submission, ground floor commercial glazing and residential windows at each upper level create an active building edge and provide overlook opportunity onto the street. These windows contribute to passive surveillance, visual interest, and resident interaction with the public realm, consistent with the intent of the City's urban design objectives. The corner condition at Barielle-Snow Street and Tawadina Road is further reinforced through the primary residential entrance, canopy feature, material transitions, and glazing elements, establishing a prominent and identifiable building presence at the intersection. The exterior material palette has been updated to incorporate lighter-colored cladding in place of the previously proposed darker grey color scheme. The revised material selection provides greater visual contrast, reduces the perceived mass of the building, and contributes to an overall lighter architectural expression.

The proposed type of condominium is a common elements condominium that will serve to establish and delineate the portions of the property to be shared amongst the individual dwelling owners. Shared property will include everything outside of individual parcels of tied land (POTL), while the POTLs will be limited to the dwelling units and their respective driveways and property/parcel to be created through a future application to exempt part lot control. Accordingly, shared property/common elements will include the internal drive aisles and parking lot, servicing and stormwater management, and certain landscape areas. Further details regarding the proposed condominium are detailed on the submitted draft plan.

2 Regulatory Framework Summary

This section reviews the land use planning policy and zoning context of the site and the proposed development, specifically covering the Provincial Planning Statement 2024, the City of Ottawa Official Plan 2022 (as amended), the Former CFB Rockcliffe Community Design Plan 2015, and City of Ottawa Zoning By-law 2026-50.

2.1 Provincial Planning Statement 2024

The Provincial Planning Statement (PPS) was issued under Section 3 of the *Planning Act* and came into effect on October 20, 2024. This section demonstrates the proposal is consistent with applicable policies of the PPS.

Section 2.1.6 of the PPS states that planning authorities should support the achievement of complete communities by:

> *a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*

b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and

c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

Section 2.2.1 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;

Section 2.3.1.2 of the PPS states that land use patterns within settlement areas should be based on densities and a mix of land uses which:

a) efficiently use land and resources;

b) optimize existing and planned infrastructure and public service facilities;

c) support active transportation;

d) are transit-supportive, as appropriate; and

e) are freight-supportive.

The proposed development promotes efficient and cost-effective development patterns by intensifying lands within the urban boundary with an appropriate and compatible built form providing a range and mix of housing options. The proposed development provides a mix of dwelling types in a mid-rise, mixed-use apartment building and townhouse forms, which are compatible with the built form and density of the broader Wateridge Village community. The proposed development is supported by the existing transit network in the area, and the mixed-use and commercial areas south of the site, contributing to the principles of 15-minute neighborhoods.

2.2 Official Plan, 2022

The property is designated Neighbourhood within the Inner Urban Transect on Schedule B2 of the Official Plan (OP). Section 6 contains policies specific to the Neighbourhood designation and generally permits housing and mixed-use of various forms and densities, including the proposed development.

Section 3.2 of the OP addresses growth within the urban built-up area and intensification. Section 3.2.3 states:

4) Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for

> *intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.*
>
> *8) Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:*
>
> > *a) Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and*
> >
> > *b) Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.*

The proposed development provides intensification on a vacant lot in the form of a 5-storey mixed-use building and one row of 6 rear-lane townhome units. This provides a total of 62 new dwelling units on an appropriately designated property that is adequately serviced. The proposal provides both smaller and larger household dwellings on the same property through the two differing building typologies.

The OP also sets out policies for designing new neighbourhoods to be 15-minute neighbourhoods and promoting healthy 15-min neighbourhoods. Section 3.3 states:

> *1) Residential growth within the greenfield portions of the urban area will be planned as complete 15 minute neighbourhoods through the creation of a framework for a compact design, mix of uses and densities, a fully-connected street grid and viable options for sustainable transportation modes. Growth will also proceed in a logical, orderly, and coordinated progression through phasing and in accordance with secondary plans.*
>
> *4) New greenfield neighbourhoods shall be designed to include and if necessary, reserve land for a mix of uses that ensures their development into 15-minute neighbourhoods. A mix of residential dwellings types and sizes shall also be provided and if necessary, reserved to provide a range of housing over time. New developments adjacent to existing neighbourhoods or vacant lands that are part of an approved secondary plan shall consider the existing and planned uses within a 15-minute walk as part of an appropriate mix of uses for a complete neighbourhood.*

Section 4.1.2 also states:

> *6) New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.*

The proposal provides a mix of unit types and densities as well as both residential and commercial uses on the same property. The development contributes to creating a 15-minute neighbourhood by providing a range of housing types and sizes supported by commercial uses, neighbourhood amenities, and transit options. Walkways and through block pedestrian connections are provided throughout the site, connecting residents to the surrounding area.

The proposed development provides desirable forms of housing on an appropriately designated lot. Section 4.2 of the OP states that the OP "*strives to facilitate a diversity of housing options*" which includes housing of different sizes and forms to accommodate the growth of the City and increase in population. Section 4.2.1 states:

> *1) A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:*
>
> > *a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;*
> >
> > *b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;*

The proposal provides two different types of housing – an apartment building and a townhome block - to provide options for the needs and wants of future residents of the area.

Section 4.6 of the OP sets out policies for urban design, including properties designated Neighbourhood that are not in a design priority area. Section 4.6.5 states:

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

The site is designed to have the proposed buildings fronting onto both streets, with the parking and loading areas situated internally on the site. The proposal includes a single driveway off Barielle-Snow Street to provide vehicular access into the site while minimizing sidewalk interruption and the intended streetscape character. The surface parking area is visually screened from the street through vegetation and the siting of the proposed buildings, and from adjacent properties through proposed vegetation and walkways.

Section 4.6.6 sets out policies regarding the integration of new development of low and mid-rise buildings:

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

The proposed townhouse dwellings along the eastern portion of the property provide a transition in height and massing from the higher-density mixed-use buildings at the west to the low to mid-rise residential neighbourhoods to the east. They are ground-oriented built forms with entrances and soft landscaping at grade. The attached garages are accessed internal to the site from the driveway on Barielle-Snow Street.

7) 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.

The proposed mixed-use mid-rise building is designed to frame Tawadina Road and the intersection between Tawadina Road and Barielle-Snow Street. The ground floor of the building is proposed to have multiple commercial units, providing an active frontage along the street. Walkways and through block pedestrian connections are provided throughout the site, connecting residents to the surrounding area. Soft landscaping is proposed throughout the site and along the walkways to provide a comfortable environment for pedestrians moving through and around the buildings and the site.

Design measures, such as the pitched roof design, materiality, colour palette, and articulation, have been utilized to reduce the effect of mass and maintain an architectural expression that presents as low-rise to support a human scale. Specifically, the ground floor material of a consistent darker toned brick makes that segment of the building fade out of focus, which allows for the lighter toned material of the upper four levels to draw attention as a perceived low-rise mass. Additionally, the building is below 20 metres in height, which provides for an appropriate relationship with the 20 metre ROWs to the north and east.

Section 5.2 addresses the Inner Urban Transect. Section 5.2.1 - Enhance or establish an urban pattern of built form, site design and mix of uses, states:

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

3) The Inner Urban Transect is generally planned for mid- to high-density development, subject to: a) Proximity and access to frequent street transit or rapid transit; b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of

> *the application of heritage conservation policies in Subsection 4.5; and c) Resolution of any constraints in water, sewer and stormwater capacity.*
>
> *5) The Inner Urban area is planned for mid- to high-density, urban development forms where either no on site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway [...]*

The proposed development is consistent with the intent of the OP by providing a mid-rise mixed-use development and a low-rise development on an appropriately designated lot. Within the Neighborhood Designation, mid-rise residential developments are permitted where permitted under the Zoning By-law. The Zoning By-law permits building heights up to 30 metres on the property. The proposed types of townhouse dwellings are a permitted use per the designation and provide a range of housing options on the site in a compact built form.

Some non-residential land uses are permitted as outlined under Section 6.3.3 of the Official Plan. Policies 2 and 3 state:

> *2) The City shall allow, through the Zoning By-law, small-scale non-residential uses such as retail, service, cultural, leisure and/or entertainment functions: on all Collector streets; in clusters of areas that currently have these functions and uses present; and by identifying new streets that could foster small scale non residential growth. Where the Zoning By-law allows for these uses, the Zoning By-law will also permit the fluid switch between residential and non-residential small scale uses, to support flexible market needs and resiliency of buildings.*

The proposal includes just under 900 square metres of ground floor commercial space within the mid-rise building. The presence of residential uses above, and adjacent, to the commercial space will support at-grade future commercial uses that would benefit residents of the community and contribute to a healthy 15-minute neighbourhood, while remaining an appropriate size and scale for the development and area.

The proposed residential land use, form, and site layout conform to the applicable policies of Volume 1 of the OP.

2.3 Wateridge Village Secondary Plan, 2022

The Wateridge Village Secondary Plan, 2022 (SP) aims to create a "*contemporary mixed-use community that is walkable, cycling-supportive, transit-oriented and built at a human scale*".

The site is designated Low-Rise to Mid-Rise Neighbourhood on Schedule A of the SP.

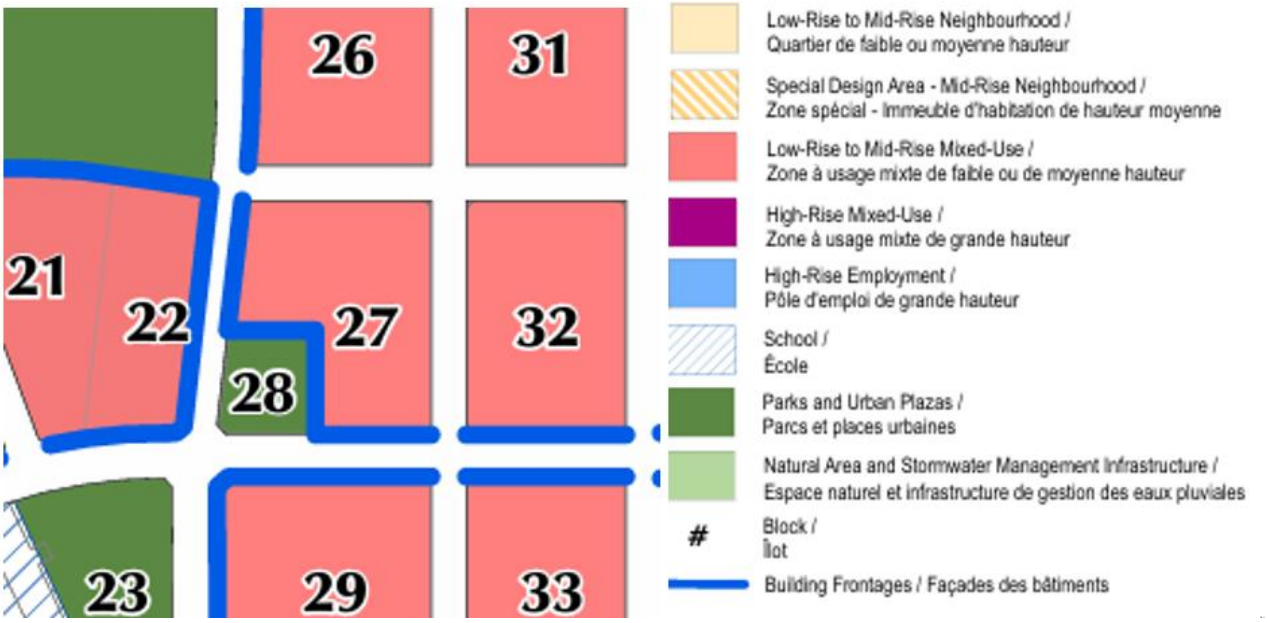


Figure 3. Extract from Schedule A – Designation Plan, Wateridge Village Secondary Plan. The site is at the northeast corner of Block 27.

As outlined under Section 2.2 of the SP, the intent of the Low-Rise to Mid-Rise Mixed-Use designation is to permit the development of low- and mid-rise mixed-use buildings. This allows neighbourhood-serving convenience and retail type uses to be situated at grade with residential uses on upper floors. The SP also permits rear-lane townhouses within the designation. Policy 8) states that "*mixed-use buildings and stand-alone residential uses in an apartment form are permitted. Stacked townhouses will not be permitted*."

The SP sets out minimum residential densities for Wateridge Village. The site is designated for a minimum density of 143 units per net hectare on Schedule C of the SP.

The proposal provides 62 units – 6 units in a townhouse block, and 56 units in a mid-rise building, which results in a net density of 116 units per net hectare.

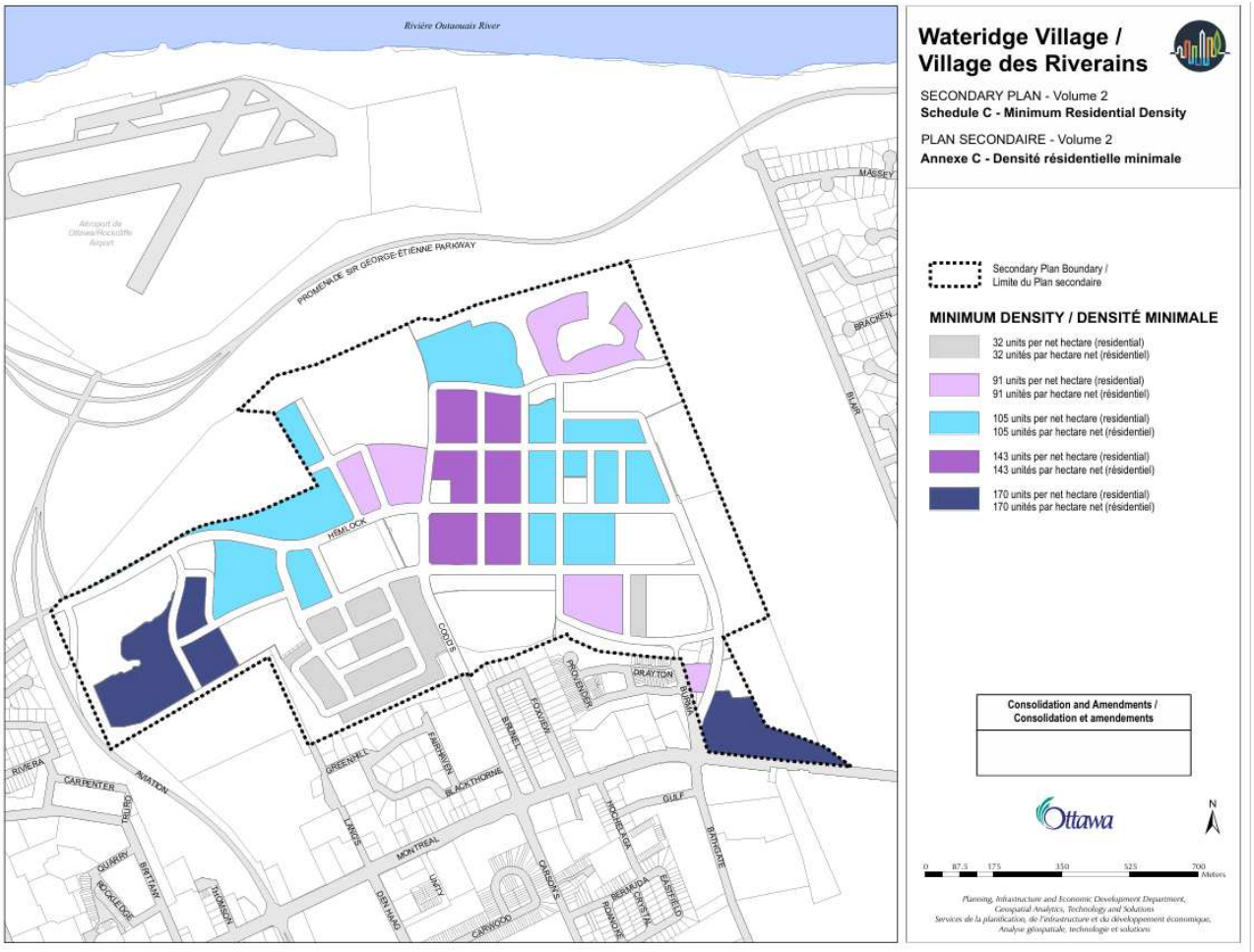


Figure 4. Schedule C – Minimum Residential Density, Wateridge Village Secondary Plan

The calculation for net hectare is the lot area excluding the private roads, as detailed in Volume 1 of the OP. The proposed density is slightly less than the minimum required, though Section 6.2 Master Concept Plan, Policy 5, states:

> *Each neighbourhood and mixed-use designation have a minimum density requirement. Master concept plans will illustrate how the required minimum density will be achieved. Within the area described by the master concept plan, certain individual buildings may have densities lower than the minimum required, however, the overall average density for the area covered by the master concept plan must meet the minimums identified in this secondary plan.*

While the site provides a density of 116 units per net hectare, the overall residential density of the block will meet the minimum density requirement. The development to the west of the site at 375 Codd's Road proposes 188 units, and the development to the south of the site at 1345 Hemlock Road proposes 254 units. Since both these properties are designated Minor Corridor under the OP, they propose higher densities. The site is designated Neighbourhood, so it is intended for less density. Between the three

developments, 504 units are proposed on 1.24 hectares, or 406 units per net hectare. The overall average density of the block meets the minimum density of 143 units per net hectare and therefore conforms to the applicable policies regarding minimum density.

Section 3 of the SP addresses design directions for parking and driveways. Policy 2 states:

> *2) Surface parking areas are to be located within the interior of development blocks and separated on a minimum of three sides from public rights of way, parks and open spaces with built form.*

The site proposes surface parking within the interior of the site. The mid-rise building separates the parking from Tawadina Road, and the row of rear-lane townhouses separates it from Barielle-Snow Street. The site plan and landscape design have been updated to remove an additional 2 parking spaces along the west side to accommodate expanded landscaping, walkways, new trees, and a seating area at the south-western corner of the site, providing separation between the parking area and the park at the south-western corner of the site. Vegetation including trees and plantings are also provided along the site frontage and throughout the site to further visually buffer the parking area from the surrounding public areas.

The proposed development is consistent with the intent of the SP, providing a compatible mid-rise and low-rise built form with an appropriate density and site configuration.

2.4 Former CFB Rockcliffe Community Design Plan, 2015

The CDP is a Council-approved design and visioning document that does not have the same statutory authority as the Official Plan. These documents are intended to guide change in areas of the City that are targeted for growth and improvement as directed by the Official Plan. Typically, the guidance provided in community design plans translates into Secondary Plans that form part of the Official Plan, as is the case with the Former CFB Rockcliffe lands.

The property is within the Core Neighbourhood designation which is intended to be a mixed-use area at the heart of the community. The property is designated Mid-Rise Mixed-Use, which generally permits residential uses including single-detached, semi-detached, duplex, townhouses, and low-rise and mid-rise apartment buildings. The designation also permits small-scale commercial and service uses such as retail stores, food stores, restaurants, personal service uses, and business, medical and professional offices. The proposed uses, built form, and design of the site is permitted within the CDP.

The proposed mixed-use and residential land uses and forms appropriately consider the applicable intent of the CDP.

2.5 Zoning By-law

Zoning By-law 2026-50 (the “new ZBL”) was approved by Ottawa City Council on January 28, 2026, and enacted on March 11, 2026. The new ZBL repeals and replaces Zoning By-law 2008-250 (the “former ZBL”), except for Part 19 – Section 37 Provisions and areas of the new ZBL that remain under appeal to the

Ontario Land Tribunal (the “OLT”). The ZBL serves to implement the policies and intent of the City’s Official Plan approved in 2022.

On July 2, 2026, the OLT made an oral decision ordering that the parts of the new ZBL, not subject to appeal, may come into force. This decision is retroactive to March 11, 2026, the date of enactment of the new ZBL. As a result of this oral decision, some performance standards applicable to the proposed development are under appeal and are therefore not currently in force and effect. Nonetheless, where applicable, the proposed ZBLA will include relief to such performance standards.

Under the former ZBL, the site is zoned GM31 H(30) - General Mixed Use, Subzone 31, with a maximum permitted building height of 30 metres. Under the new by-law, the site is zoned H2I H(30) - Hub Zone 2, Subzone I, with a maximum permitted building height of 30 metres. Both zones permit mixed use and prohibit townhouse dwellings on the site.

The proposal requires zoning relief from 15 provisions / performance standards of the new ZBL, discussed in the following section, four of which are subject to appeal. The tables in Appendix A provide a zoning review comparing the proposed development against both the former ZBL and new ZBL and notes the performance standards under appeal.

2.5.1 Zoning By-law Amendment

The proposed ZBLA is required for relief from the following performance standards of the new ZBL:

Section	Under Appeal (Y/N)	Provision
902, 1, a	N	Permitted Uses
902-9	N	Prohibited Uses
902-9 (9)	N	Setbacks for a PUD
902-9 (2)	N	Height Stepback
703, 4	N	Setback for a garage from a private way
703, 6	N	Front yard landscaping
802 (10)		
802 (11)		
Table 607A	N	Minimum required aisle width
607 (7)	Y	Soft landscape buffer in a parking lot
613 (10)	Y	Long-term bicycle parking
613 (11)	N	
613 (12)	Y	
613 (15)	N	
613 (23)	Y	Minimum inclusive bicycle parking rates

The following subsections further detail and rationalize the areas of required relief. Following these sections is a table detailing how the amendment can be implemented through a site-specific exception.

Permitted Uses

Townhouse dwellings are not a permitted use on the site per the ZBL. Townhouses are permitted on the site under the OP, SP, and CDP, so the built form and use are appropriate on the site as envisioned through the policy documents. The inclusion of townhouse blocks was introduced in response to previous feedback from the City to provide variation in built form, housing options, and a transition to surrounding uses. The proposed row of rear-lane townhouses contributes to an inviting streetscape along Barielle-Snow Street, helping achieve planned density on the site through a desirable and appropriate built form.

Planned Unit Development Setbacks

Under the new by-law and former by-law, all setbacks from a lot line for a PUD is 5 metres. The development proposes reduced setbacks to better frame and animate the streets, while maintaining sufficient space for circulation and landscaping. If the proposed development was not a PUD, then the proposed setbacks would be compliant under the new by-law. Under the former by-law, the mid-rise building would be compliant with all required setbacks, while the townhouses would not be compliant on multiple setbacks since it has residential land uses on the ground floor. The proposed setbacks are appropriate for the site and proposed development, providing sufficient space between the development and adjacent streets and properties for sightlines, circulation, and landscaping.

Height Stepback

The intent of the requirement for a stepback at and above the fourth storey is to create a human-scale streetscape and provide articulation in the building massing for buildings typically greater in height than low-rise (the provision applies up to 12 storeys).

The intended outcome of this requirement is most apparent in buildings with multiple floors above the low-rise profile, where a clear distinction in expression is sought between what is low-rise and what is mid-rise. Given that the building is five storeys in height, just two storeys above the threshold of this requirement, a stepback for the fourth and fifth floor is not necessary to affect the perceived massing of the building from the adjacent public realm.

Instead, other appropriate design measures, such as roof design (pitched), materiality, colour palette, and articulation, have been utilized to reduce the effect of mass and maintain an architectural expression that presents as low-rise to support a human scale. Specifically, the ground floor material of a consistent darker toned brick makes that segment of the building fade out of focus, which allows for the lighter toned material of the upper four levels to draw attention as a perceived low-rise mass.

Additionally, the building is below 20 metres in height, which provides for an appropriate relationship with the 20 metre ROWs to the north and east; this being a common tool utilized when assessing appropriate podium heights before stepbacks are encouraged. The adjacent public sidewalks within the public realm are from where the building height will result in the greatest impact, and these are setback and buffered from the building by proposed large canopy trees.

All of the above factors collectively work to ensure the intent of the provision is met.

Front Yard Soft Landscaping

The zoning by-law requires a contiguous area of soft landscaping abutting the front lot line. The proposal provides a 2m front yard setback on Tawadina that is covered by hardscape to provide a suitable walkway spanning the front of the building where the main entrances are located for the ground floor commercial uses. Soft landscaping is provided along the corner side yard of the site.

Parking Lot Soft Landscape Buffer

The zoning by-law requires a soft landscape buffer of 3.5 metres between the perimeter of a parking lot and a lot line. The provided soft landscape buffer along the southern property line is 5.37 metres between the parking spaces and the lot line. The buffer is reduced to 1.55 metres just for the north-south drive aisle stub (waste and fire route). Along the western property line, the buffer is 3.66m between the parking spaces and the lot line at the narrowest point, and increases to approximately 6.5m and 11.5m at the widest points. The buffer between the east-west drive aisle stub (waste and fire route) and the lot line is 1.8m.

The buffer is intended to screen the parking lot from adjacent properties. A 1.8m wide pathway as well as vegetation in the form of trees is proposed along the western property line, buffering the adjacent property from the parking area. Additional vegetation in the form of trees and sodding are proposed along the southern property line for further buffering between the parking area and the adjacent property.

Aisle Width

Where the angle of parking is 71-90 degrees the new by-law requires a minimum aisle width of 6 metres from residential use buildings and 6.7 metres in all other cases. All of the proposed aisles are 6 metres in width, whereas the east-west aisle providing access to commercial parking spaces is required to be 6.7 metres in width. The small sizes of the proposed commercial uses coupled with the provision of a designated loading bay makes the reduced aisle width appropriate for maintaining its intended function. Further, the 0.7 metre reduction in the aisle width has allowed for additional landscape width along the south property line.

Setback of Garage Entrance from a Private Way

The intent of this provision is to allow sufficient space for a driveway parking space, in addition to the parking space provided within the garage. Each townhouse unit has its own attached garage. The proposed garages have space for two side-by-side parking spaces designed to comply with the minimum parking space requirement of 5.2 metres by 2.6 metres. Reducing the setback does not impact parking within the planned unit development. Reducing the setback and accommodating parking in garages eliminates the need for additional surface parking spaces for the townhouse units.

Long-Term Bicycle Parking

The new zoning by-law introduces provisions for long-term parking spaces. The proposed development provides 10 short-term bicycle parking spaces for resident and commercial use within the exterior side yard of the property. These provided spaces have a provided length of 2.07m, exceeding the zoning by-law

requirement of 1.8m. The provisions requiring long-term bicycle parking spaces to be located within a secure building or structure are currently under appeal and therefore not in force and effect. To meet the intent of the new long-term bicycle parking provisions, the long-term bicycle parking spaces are proposed to be located within each individual unit, meeting the intent of having secure indoors parking for bicycles. There is sufficient space within each unit for bicycles to be parked. The exact location and orientation of the in-unit bicycle parking is up to the resident and their preferences.

Inclusive Bicycle Parking Spaces

The requirement for providing inclusive bicycle parking spaces has been introduced with the new by-law, and the provision is currently under appeal and therefore not in force and effect. Short-term bicycle parking spaces are provided within the exterior side yard of the site. They are provided as horizontal spaces, so users would not be required to lift their bicycle in order to park it. Bicycle parking can be accommodated within each unit, and the exact location and orientation of the in-unit parking space is up to the resident and their preferences.

Format of the Proposed Zoning By-law Amendment

Exception Number	Applicable Zone	Permitted Uses	Prohibited Uses	Performance Standards

[xxxx]	GM31 H(30) (ZBL 2008-250) H2I H(30) (ZBL 2026-50)	Townhouse dwellings (ZBL 2008-250)
		Dwelling units, in the form of a vertically attached dwelling exceeding two principal dwelling units (ZBL 2026-50)
			N/A	- Minimum setbacks for a PUD:
				  o Front: 2m
				  o Exterior: 2m
				  o Interior: 4.8m
				  o Rear: 3.05m
				- Where a building contains more than four storeys but less than 13 storeys, no additional setback is required at and above the fifth storey
				- Minimum setback for any garage or carport entrance from a private way: 1.8m
				- No contiguous area of soft landscaping is required abutting the front yard and that area may consist of hard landscaping.
				- Minimum required aisle width: 6 metres
				- Soft landscaped buffer for a parking lot may be reduced to 1.55m along the southern property line, and to 0m along the western property line.

				- Bicycle parking spaces are not subject to Section 613(10), 613(11), 613(12), 613(13), 613(15) related to long-term bicycle parking, and Section 613 (23) related to inclusive parking spaces.

3 Conclusion

Though the proposed mixed-use development requires minor relief from the new ZBL, it nonetheless represents an appropriate land use, form, and site layout that meets the general intent and purpose of applicable planning policy and zoning. Further, the proposal, as revised, seeks to address comments received following the pre-application consultation and the circulation of the submitted applications. It is our opinion that the proposal represents good land use planning that is in the public interest, and therefore we recommend approval of the required *Planning Act* applications.

Appendix A Zoning By-law Review

Performance standards of the new ZBL highlighted in green are under appeal, and are therefore not in force and effect.

Table 1. Zone, Subzone, Planned Unit Development

GM31 H(30)				H2I H(30)			
Section	**Provisions**	**Requirement / Permission**	**Proposed**	**Section**	**Provisions**	**Requirement / Permission**	**Proposed**
187 1 (a)	Permitted Non-Residential Uses	Various uses	Commercial on ground floor of mid-rise building	902 (1)(b)	Permitted Non-Residential Uses	Various uses	Commercial on ground floor of mid-rise building
187 2 (b)	Permitted Residential Uses	Apartment dwelling, mid rise	Mid-rise mixed-use apartment building **Non-compliant** **Townhouse dwellings**	902 (1)(a)	Permitted Uses	Dwelling Unit	Mid-rise mixed-use apartment building **Non-compliant** **Townhouse dwellings**
187 31 (b)	Prohibited uses	- Stacked dwelling - Townhouse dwelling	Mid-rise mixed-use apartment building **Non-compliant** **Townhouse dwellings**	902-9	Prohibited uses	Dwelling units, in the form of a vertically attached dwelling exceeding two principal dwelling units	Mid-rise mixed-use apartment building **Non-compliant** **Townhouse dwellings**
Table 187 (b)	Min. lot width	No minimum	Approx. 66.8 m along Tawadina Road	Table 902 (b)	Min. lot width	No minimum	Approx. 66.8 m along Tawadina Road
Table 187 (a)	Min. lot area	No minimum	Approx. 0.52 ha	Table 902 (a)	Min. lot area	No minimum	Approx. 0.52 ha
Table 188H (i)	Min. front and corner yard setback	For a building with residential land use at grade: 5m All other cases: 0m	**Non-compliant** **Townhouse dwellings: 3.56m**	Table 902 (c)	Min. front and corner yard setback	For any part of the building greater than 15m above grade: 1.5m	2m, 3.56m
Table 188H (iii)	Min. interior side yard setback	a building with residential land use at grade or where the minimum interior side yard abuts a park or the building is higher than 11 m in height: 3 m All other cases: 0m	4.8m	Table 902 (d)	Min. interior side yard setback	All other cases: no minimum	4.8m
Table 188H (iv)	Min. rear yard setback	A building with a residential land use at grade: 7.5m All other cases: no minimum	**Non-compliant** **Townhouse dwellings: 3.05m**	Table 902 (e)	Min. rear yard setback	All other cases: no minimum	3.05m
Table 187 (f)	Max. building height	30m	Mid-rise building: 19.9 m Townhouse dwellings: 10.15 m	902 (10)	Max. building height	30 m	Mid-rise building: 19.9 m Townhouse dwellings: 10.15 m
Table 187 (h)	Min. width landscaped area	(i) abutting a street: 3m (ii) abutting a residential or institutional zone: 3m (iii) other cases: no minimum	**Non-compliant** **2m**				
				902 (4)	Site layout and landscaping	Where a front or exterior side yard is provided that is 1 metre or greater in depth, that yard must contain any of the following: (a) an outdoor commercial patio; (b) bicycle parking; (c) soft landscaping; or (d) benches, street furniture or other similar features.	Soft landscaping and bicycle parking provided in front and exterior side yards
188 (31)(k)(i)	Min. front, rear, interior, and exterior side yard setbacks (PUD)	5 metres	**Non-compliant** **Front: 2.0m** **Exterior: 3.56m** **Interior: 4.8m** **Rear: 3.05m**	902-9 (9)	Min. front, rear, interior, and exterior side yard setbacks (PUD)	5 metres	**Non-compliant** **Front: 2.0m** **Exterior: 3.56m** **Interior: 4.8m** **Rear: 3.05m**
187 31 (k)(ii)	Min. separation distance between principal buildings (PUD)	Where the height of one or both neighbouring buildings within the PUD is greater than 16 metres: the sum of 25% of the height of the abutting buildings, per building Mid-rise: 25% of 19.93 = 4.98 metres Townhouse: 25% of 10.15 = 2.54 metres Sum = 7.52 metres	Approx. 19 metres	902-9 (9) (ii)	Min. separation distance between principal buildings (PUD)	Where the height of one or both neighbouring buildings within the PUD is greater than 16 metres: the sum of 25% of the height of the abutting buildings, per building Mid-rise: 25% of 19.93 = 4.98 metres Townhouse: 25% of 10.15 = 2.54 metres Sum = 7.52 metres	Approx. 19 metres
				902 (2)	Min. height of ground floor for a mid-rise building	4 metres	4.5 m

187 31 (c)	Height stepback	where the building contains more than four storeys but less than 13 storeys, at and above the fourth storey a building must be setback a minimum of an additional 2 metres more than the provided setback from the front and corner side lot lines;	**Non-compliant** **No additional setback provided above the fourth storey**	902-9 (2)	Height stepback	Where a building contains more than four storeys but less than 13 storeys, at and above the fourth storey the building must be setback a minimum of an additional 2 metres more than the provided setback from the front and exterior side lot lines.	**Non-compliant** **No additional setback provided at and above the fourth storey**
187 31 (e)	Max. building floor plate	where the building height is equal to or less than six storeys or 20 metres, whichever is the lesser, the maximum building floor plate for buildings containing non-residential uses other than office, medical facility, research and development facility, technology industry or training centre is 3,000 square metres gross floor area;	Floor plate of mid-rise building is approx. 1,000 sq.m.	902-9 (4)	Max. floor plate for building containing non-residential uses	Where the building height is equal to or less than six storeys or 20 metres, whichever is the lesser, the maximum building floor plate for buildings containing non-residential uses other than office, medical facility, research and development facility, technology industry or training centre is 3,000 square metres gross floor area.	Floor plate of mid-rise building is approx. 1,000 sq.m.
187 31 (h)	Façade glazing	where non-residential uses are located on the first storey of a building, the area of the wall of the first storey facing the street must have a minimum of 50 per cent of the façade consisting of transparent glazing;	≥ 50	902-9 (7)	Façade glazing	Where non-residential uses are located on a building's first storey, the first storey's façade must consist of at least 50 per cent transparent glazing.	≥ 50
				902 (3)	Ground floor requirements	Exterior building walls located on the ground floor and located within 4.5 metres of a front or exterior side lot line must: (a) provide a minimum of one active entrance from each individual occupancy on the ground floor located adjacent to the front lot line or exterior side lot line in the case of non-residential uses; (b) provide a minimum of one active entrance in the case of a residential use building; and	Entrances are provided
187 31 (j)	Min. building height	2 storeys	Mid-rise building: 5 storeys Townhouse dwellings: 3 storeys	Table 902(f)	Min. building height	All other cases: 7 m	Mid-rise building: 5 storeys Townhouse dwellings: 3 storeys
Table 131(1)	Min. width of a private way	6 m	6m	703, 4	Min. width of a private way	6 m	6m
Table 131(2)	Min. setback for any wall of a residential use building to a private way	1.8 m	1.82m	703, 3	Min. setback of a building to a private way	1.8m	1.82m
Table 131(3)	Min. setback for any garage or carport entrance from a private way	5.2 m	**Non-compliant** **1.82m**	703, 4	Min. setback for any garage or carport entrance from a private way	5.2 m	**Non-compliant** **1.82m**
Table 131(6)(a)	In the case of a planned unit development consisting of detached, linked-detached, semi-detached, three-unit or townhouse dwellings, or any combination thereof, all lands located between the dwelling unit or oversize dwelling unit, the extension of the main wall of the dwelling unit or oversize dwelling unit, and the private way are to be landscaped with soft landscaping, other than the area used for a driveway leading to the dwelling unit's associated parking space, garage or carport.		Non-driveway space between building front walls and private way consist of soft landscaping	703, 5	Min. soft landscaping	(a) a minimum of 25 per cent of the lot area of the planned unit development must be provided as soft landscaped area; (b) despite clause (5)(a), walkways may traverse areas used for the minimum soft landscaped area, and where located within an area used for soft landscaping may count toward the minimum requirement. [OLT-26-000364]	More than 25% of the lot area consists of soft landscaping
Table 131(6)(b)	In no case may any dwelling unit or oversize dwelling unit located within a Planned Unit Development that has its own driveway leading to its associated parking space, garage or carport have a driveway that is wider than the associated parking space, garage, or carport. Furthermore, the remaining area between the dwelling unit or oversize dwelling unit and the private way must be landscaped with soft landscaping, and a walkway extending from the private way back to the principal entranceway is prohibited. A path, that is mostly parallel to the street, that provides pedestrian access from the driveway to the principal entranceway of no more than 1.2 m is permitted.		Driveway widths match garage widths.				
				703(6) & 802(10), 802(11)	Front yard landscaping	A contiguous area of soft landscaping must be provided abutting the front lot line – 40% of the yard for a lot with a width 12m or more Walkways may traverse the area required for soft landscaping and may be included in the calculated area, provided that where such a walkway extends to the front or exterior side lot line the combined area of the walkway plus any driveway in the same yard does not exceed 50% of the area of the yard.	**Non-compliant** **Concrete walkway along front yard**
				217(2)	Waste Management Provisions	In the case of a mixed-use building, at least one dedicated area is required for all non-residential uses	Separate waste storage rooms within the mixed-

					and at least one dedicated area is required for all residential uses.	use apartment building are provided for the commercial and residential uses.
			217(3) and Table 217	Waste Management Provisions	Minimum size of a storage area for a residential use of more than 10 dwelling units: 10 sq.m.	±43 sq.m.
			217(4)(a), 217(5)(a)	Waste Management Provisions	Location of waste storage area: inside a main or accessory building	Inside the main building

Table 2. Parking

GM31 H(30)				H2I H(30)			
Section	**Provisions**	**Requirement / Permission**	**Proposed**	**Section**	**Provisions**	**Requirement / Permission**	**Proposed**
101(3) & Table 101	Min. required resident parking within Area X of Schedule 1A	Townhouse: 0.75 per dwelling unit (6)(0.75) = 5 Dwelling, Mid-high Rise Apartment, dwelling units in a mixed-use building: 0.5 per dwelling unit (56)(0.5) = 28 No off-street motor vehicle parking is required for the first twelve dwelling units 33-12 = 21 parking resident parking spaces	56 spaces				
101(3) & Table 101	Min. required non-residential use parking within Area X of Schedule 1A	(b) where a non-residential use located partly or entirely on the ground floor has a gross floor area of 200 square metres or less, no off-street motor vehicle parking is required to be provided.	12 spaces provided for the commercial uses				
102 & Table 102	Min. required visitor parking within Area X of Schedule 1A	Townhouse with garage and driveway: Exempt per 102(4)	n/a	603 (6)	Min. visitor parking space rates	In the case of a vertically attached dwelling, where each dwelling unit has a driveway accessing a garage or carport located on the same lot as that dwelling unit, and in the case of a planned unit development, where a vertically attached dwelling unit has a driveway accessing its own garage or carport; no visitor parking is required for that dwelling unit nor its additional dwelling units.	n/a
102 & Table 102	Min. required visitor parking within Area X of Schedule 1A	Min. visitor parking space rate in Area X: 0.1 per dwelling unit minus the first 12 dwelling units: (62-12)(0.1) = 5 visitor spaces	**Non-compliant** **4 visitor spaces provided**	603 (1) & (3)(a)	Min. visitor parking space rates	Area C on Schedule A3: 0.1 spaces per dwelling unit minus the first 24 dwelling units (62-24)(0.1) = 3.8 visitor spaces	4 visitor spaces provided
106(1) & (2)	Any motor vehicle parking space must be:	Min. width: 2.6 m Max. width: 3.1 m Min. length: 5.2 m Min. length (parallel): 6.7 m	Regular spaces: at least 2.6 m x 5.2 m Parallel spaces: 2.6 m x 6.7 m	605 (1) & (3)	Any motor vehicle parking space must be:	Min. width: 2.6 m Max. width: 3.1 m Min. length: 5.2 m Min. length (parallel): 6.7 m	Regular spaces: at least 2.6 m x 5.2 m Parallel spaces: 2.6 m x 6.7 m
Table 107	Min. required aisle width	Angle of parking: 71-90 degrees, minimum required aisle width is 6.7 m	**Non-compliant** **6 m**	Table 607A	Min. required aisle width	Angle of parking: 71-90 degrees, minimum required aisle width: Residential use building: 6m All other cases: 6.7 m	**Non-compliant** **6 m**
187 31 (o)	Max. driveway width	the maximum driveway width for parking lots and parking garages with 20 or more parking spaces is 6 metres;	6m				

187 31 (r)	Parking requirements	where a restaurant, retail store, or retail food store is less than 200 square metres of GFA, no parking spaces are required. Where a restaurant, retail store or retail food store is greater than 200 square metres of GFA, the minimum parking requirement is 5 spaces per 100 square metres over 200 square metres of GFA	12 spaces provided for the commercial uses				
110 (1)	Landscaping Provisions	Except in the case of an industrial zone, a minimum of 15% of the area of any parking lot, whether a principal or an accessory use, must be provided as perimeter or interior landscaped area comprised of the following: (a) a landscaped buffer must be provided between the perimeter of the parking lot and a lot line in accordance with Table 110. A driveway may cross the landscaped buffer; and (b) in addition to the landscaped buffer, interior landscaping may be provided including various landscaped islands, landscaped medians, pedestrian pathways or public plazas to meet the minimum 15% requirement.	25% landscaping	607 (7)	Soft landscaped buffer	must be provided between the perimeter of a parking lot and a lot line, and a driveway may cross the soft landscaped buffer: 1. for a parking lot with 10 or fewer spaces: one metre; 2. for a parking lot with more than 10 but fewer than 100 spaces: 3.5 metres; and [OLT-26-000364]	**Varies.** **South: 5.37m with a reduction to 1.55m for a drive aisle stub (waste and fire route)** **West: 3.66m with a reduction to 0m for a drive aisle stub (waste and fire route) which is still buffered from the property line by a 1.8m pathway.**
Table 110	Minimum required width of a Landscaped Buffer of a Parking Lot	(a) abutting a street: 3 metres (b) not abutting a street: 1.5 metres	3.66m				
Table 111A	Bicycle parking space rates	Apartment building: 0.5 per dwelling unit = 28 spaces Commercial: 1 space per 250m2 = 4 spaces	Residential = 61 spaces provided Commercial = 5 spaces provided	Table 613B(v)	Residential bicycle space rates	Short term spaces: minimum 2 spaces with an additional 1 space per 20 d.u. where a building contains more than 21 d.u. = 2 + 2.8 = 5 spaces Long term spaces: 1 per unit = 56 spaces **[OLT-26-000364]**	5 short-term spaces 56 long-term spaces
				Table 613C	Non-Residential bicycle parking space rates	Short term spaces: per use [refer to below row / 613(18)] Long term spaces: 1 per 250m2 of office GFA [none of the non-residential spaces for a potential office use would be 250m2 or greater in GFA] **[OLT-26-000364]**	0 spaces
				613(18)	Non-Residential bicycle parking space rates	No bicycle parking is required for non-residential uses under 500m2 in Area A – Downtown Core Transect and Area B – Inner Urban Transect on Schedule A1 – Transects where the required front yard setback is 3 metres or less. [the required front yard setback is 1.5m and none of the intended non-residential uses will be 500m2 or larger]	5 spaces
111 (7)	Location of bicycle parking spaces	Max. of 50% of the required bicycle parking spaces or 15 spaces, whichever is greater, may be located in a landscaped area	Located in landscaped area in exterior side yard				
				613(10), (11), (12), (15)	Long Term bicycle parking spaces	Must be located inside a building or structure. Where bicycle lockers are provided for individual bicycles, they are to be considered a secure enclosure for the purposes of subsection (10). Must be located in a secure enclosure that provides protection from the elements and is accessed by a locking door with a minimum width of 0.85 metres. [OLT-26-000364] Required long-term bicycle parking spaces must not be located on a balcony or within a dwelling unit.	**Non-compliant** **Not located within a building or structure / secure enclosure that isn't a dwelling unit**
				613(13)	Long-term bicycle parking spaces	Must be accessed by: (a) a hallway, aisle, sidewalk or walkway with a minimum width of 1.5 m; and (b) the path leading to long-term bicycle parking spaces must not comprise steps or stairways, and one of the following must be provided: (i) an elevator that is sufficiently large to accommodate a horizontal bicycle parking space; or (ii) a ramp	Compliant

				613(14)	Long-term bicycle parking spaces	A minimum of 50 per cent of long-term bicycle parking spaces must be horizontal. (a) a bicycle parking space located on the lower level of stacked rack is considered a horizontal bicycle parking space. [OLT-26-000364]	Compliant
				613(23)	Minimum Bicycle Parking Rates	Where more than 20 bicycle parking spaces are required, a minimum of 5 per cent of spaces must be inclusive spaces, rounded up to the nearest even whole number. [OLT-26-000364]	Non-compliant
Table 111B	Bicycle parking space provisions	Horizontal Min. width 0.6 m Min. length 1.8 m Vertical Min. width 0.5 m Min. length 1.5 m Stacked Min. width 0.37 m	Horizontal parking spaces 0.6m x 2.07m	**Table 613A**	Bicycle parking space provisions	Horizontal Min. width 0.6 m Min. length 1.8 m Min. vertical clearance 2 m Vertical Min. width 0.6 m Min. length 1.5 m Min. vertical clearance 2 m Stacked Min. width 0.37 m Min. length 1.8 m Min. vertical clearance 1.2 per space Inclusive Min. width 1 m Min. length 2.75 m Min. vertical clearance 2.75 m	Horizontal parking spaces 0.6m x 2.07m

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