

**Planning Rationale for Site  
Plan Control -MHI Rockcliffe  
Veterans House**



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Multifaith Housing Initiative

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### 1.0 INTRODUCTION

This report has been prepared in support of an application for Site Plan Control for the site at 745 Mikinak Road in the Wateridge Village Phase 1B. The proposed development will permit a three-storey building with forty residential units for the MHI Veteran's House, for the Multifaith Housing Initiative. As part of the recently adopted Canadian Forces Base (CFB) Rockcliffe Community Design Plan, development in Wateridge Village Phase 1B is subject to Site Plan Control.

The former CFB Rockcliffe now known as Wateridge Village is the largest undeveloped piece of land within Ottawa's Greenbelt. The total site area is 131 hectares. CFB Rockcliffe is owned primarily by the Canada Lands Company (CLC). Through the Community Design Plan, CLC prepared a master plan for the overall development of the lands and development will occur by the private sector on a phased basis. Due to the site's proximity to downtown, the new community will be built at relatively high densities compared to the outer suburbs. This will lead to a variety of low to mid-rise housing types, including single detached dwellings, row housing, walk-ups and stacked units, lane-oriented housing and apartments.

Development in the CDP will have particular focus on compact and complete mixed-use forms; transit and pedestrian connections to the surrounding city fabric; enhancing the existing natural environment; prioritizing non-vehicular movement; respecting the heritage and legacy of the Algonquin peoples; commemorating the military heritage of the site; and lastly, the community will be designed as an attractive, compact urban community with aesthetically interesting and sustainable urban neighbourhoods.

## 2.0 SITE LOCATION, SITE CONTEXT AND DEVELOPMENT PROPOSAL

### 2.1 SITE LOCATION

The subject site is located at 745 Mikinak Road in Phase 1B of the Wateridge Village. The proposed Veterans House will be located at the south end of Block 23 and is to be built by Ottawa's Multifaith Housing Initiative. It is located west of the community core, and east of future proposed school sites. The site is bound by Mikinak Road to the south, Moses Tenisco Street to the east and Michael Stoqua Street to the west, **Figure 1**.



**Figure 1 – Location Map.**



**Figure 2 – Location Context.**

Phase 1B is conveniently located close to existing employment, retail, transit, and greenspace. As the CFB Rockcliffe site is the last undeveloped piece of land inside Ottawa's Greenbelt, development in the community will have access to existing and established amenities in the surrounding urban area, **Figure 2**.

## 2.2 SITE CONTEXT

The site is located in an area surrounded by greenspace systems along the Rockcliffe and Aviation Parkways, the Monfort Woods, and a densely-treed escarpment overlooking the Ottawa River (**Figure 3**). The site is approximately six and a half kilometres east from the downtown core and six hundred metres north of the Montfort Hospital and NRC to the east.

The site benefits significantly from its proximity to the Ottawa River which provides for spectacular views. The land is sloped down towards the north and the site elevation ranges from approximately 70 to 100 metres above sea level. The location of the site offers unobstructed vantage points with views to the River and surrounding area. The area when developed as a military base, was graded to level the land and since that time, vegetation and tree regeneration has produced a mixture of deciduous and coniferous trees. As identified by the City of Ottawa, the landscape, ecology, and urban natural features of the CDP area are significant, and protective measures are in place to mitigate impact during development. The plan for the CFB Rockcliffe area seeks to maximize pathway and transit connections to the surrounding area.

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Figure 3 – Site Context.

### 2.3 DEVELOPMENT PROPOSAL

This application for Site Plan Control proposes to develop a residential building on the north side of Mikinak Road, an arterial road in the Wateridge Village, **Figure 4**. The site is bordered by Moses Tenisco Street and Michael Stoqua Street, two local roads in the core neighbourhood. The development proposes a three-storey residential building, one storey garbage disposal area, associated parking, landscaped and garden spaces, a dog walking area and shed. The proposed building is oriented at the corner of Moses Tenisco Street and Mikinak Road with pedestrian access off Mikinak Road, the east side of the building and the north end, beside the vehicle parking area.

Vehicular access is located off Moses Tenisco Street near the rear of the lot, the driveway leads to the parking lot for the building for a proposed eight to eighteen parking stalls. The driveway leading off the parking lot to the single storey garbage disposal area slopes downwards and a pedestrian sidewalk links the parking lot, front entranceway to the sidewalk along Moses Tenisco Street.

The site plan proposes a garden space west of the main building which will be available for residents to use. This garden is connected through pathways to the outdoor patio space and dog walking area with associated shed. The outdoor patio space will feature planters, seating, trellis, and an outdoor cooking area. The dog walking area will have a paved perimeter and a grassed useable area.

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## 3.0 POLICY AND REGULATORY FRAMEWORK

### 3.1 PROVINCIAL POLICY STATEMENT 2014

The Provincial Policy Statement (PPS) provides policy direction on land use planning and development in Ontario for a time horizon of up to 20 years. A main objective of the PPS is to build strong communities, promote the efficient use of land, existing infrastructure, and existing public facilities. The PPS is a guide for all development by encouraging the inclusion of an appropriate range and mix of housing, land uses and employment opportunities.

There are a number of policies that directly influence planning of lands within the Wateridge site. These policies are found in sections 1.1, 1.2, 1.4, 1.6, 2.2 of the PPS and specifically focus on:

- **1.1.1.a)** promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- **1.1.1.b)** accommodating an appropriate range and mix of residential (including second units, 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;
- **1.1.3.2. a)** Land use patterns within settlement areas shall be based on – densities and a mix of land uses which support active transportation and are transit-supportive;
- **1.1.3.6.** New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities;
- **1.4.3.** Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area;
- **1.4.3. a)** Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate-income households;
- **1.4.3. b)** All forms of housing required to meet the social, health and wellbeing requirements of current and future residents, including special needs requirements;
- **1.4.3. 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;
- **1.6.6.1. b)** Planning for sewage and water services shall ensure that these systems are provided in a manner that: can be reliably sustained by the water resources upon which such services rely; is feasible, financially viable and complies with all regulatory requirements; and, protects human health and the natural environment;
- **1.6.6.2.** Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, where feasible.

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The following policies mentioned above are integral to the planning process that was used to develop the subject application for development. The proposal seeks to integrate the proposed use into the developing community to provide for a valuable community use that aids vulnerable populations. It is of our opinion that the subject proposal meets the objectives of the Provincial Policy Statement and does not cause harm to human or environmental health.

### 3.2 CITY OF OTTAWA OFFICIAL PLAN

The site is governed by the City of Ottawa Official Plan. Schedule B, Urban Policy Plan designates the site General Urban Area, **Figure 5**. The General Urban Area designation permits the “development of a full range and choice of housing types to meet the needs of all ages, incomes, and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses”. The range of residential uses proposed for the development are permitted under the General Urban Area designation.

In Section 2.2.2 – Managing Intensification within the Urban Area notes that intensification may occur in a variety of built forms from low-rise to high-rise, provided urban design and compatibility objectives are met. Building heights and densities will be established through the former CFB Rockcliffe Community Design Plan and implemented through zoning, as is the case with the subject site. The designation and subsequent CDP recognized the opportunity to create a complete, sustainable community within a development pattern that prioritizes walking, cycling and transit over the automobile.

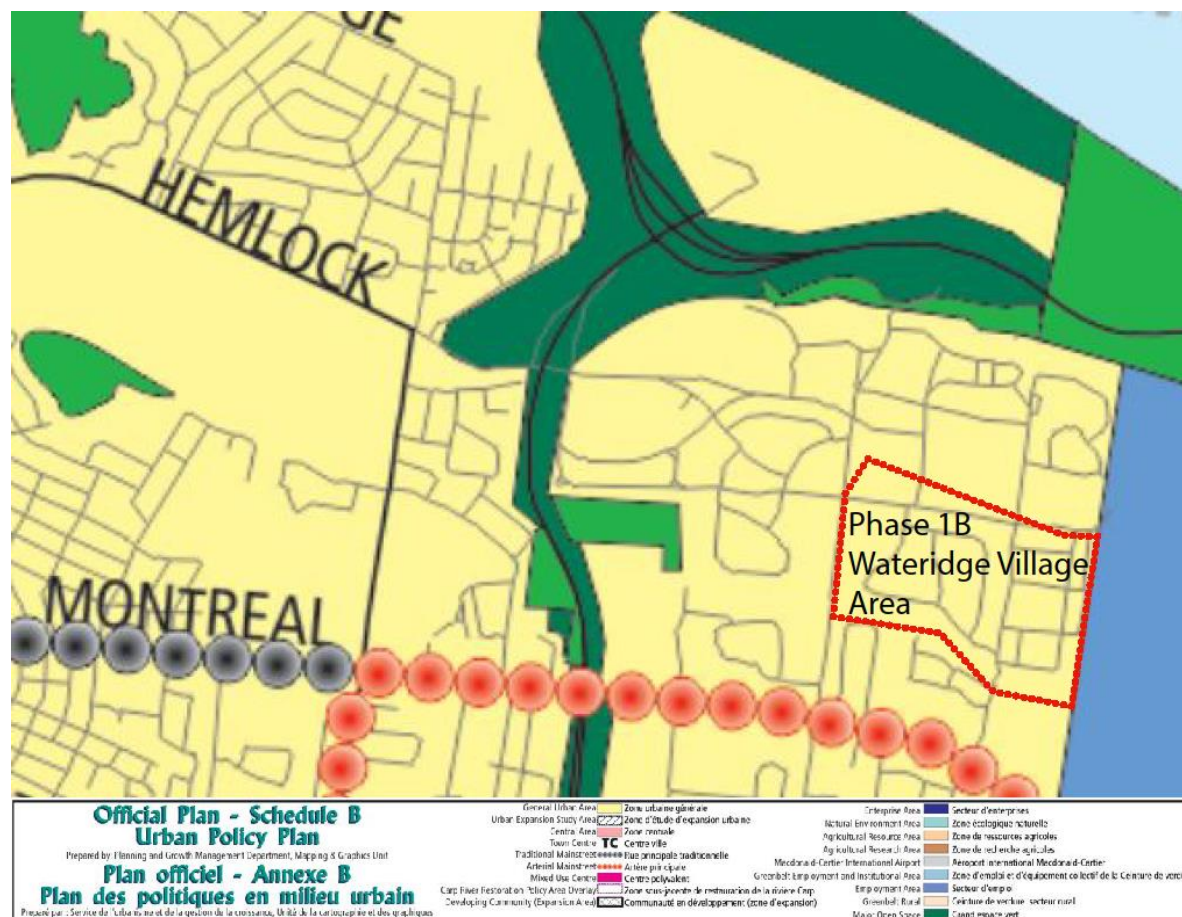


Figure 5 – General Urban Area.

Section 2.3.1 – Managing Growth within the Urban Area provides the following policies for infrastructure and transportation:

- 23.** In new development, the City will require that the layout of the road network be designed to facilitate transit routing and ensure reasonable walking distances to transit stops, as required by Section 4.3.

The proposed development provides a reasonable distance between the residential units and transit stops. As such, bus transit stops are proposed to be in walking distance of approximately 200m or less. Wateridge Village is to be a sustainable, active community and various modes of transportation are planned for the area. Currently, an OC Transpo route is servicing portions of the neighbourhood and as further development continues, public transit routes will infiltrate further into developed areas. The current bus routes (route 17 and route 27) go from Wateridge to major transit stations – St. Laurent Shopping Mall and the Rideau Centre. As future development completes the Wateridge community, there will be an express route from Wateridge to the Blair LRT Station.

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Lastly, in **Section 4.3** – Walking, Cycling, Transit, Roads and Parking Lots, the following policies support active and sustainable transportation.

11. The City will require that new plans of subdivision and other developments include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation. Furthermore, the City will ensure that new developments are linked to the existing or planned network of public sidewalks, multi-use pathways and on-road cycle routes, which connect parks and other open spaces, transit stations and transit stops, and community services and facilities.

*The proposed development aims to connect to the existing and planned network of multi-use pathways, pedestrian sidewalks, on-road cycling infrastructure, public transportation, parks and open spaces.*

In conclusion, the application for Site Plan Control is in conformity with the Official Plan. The proposed uses are permitted uses and comply with the policies in the Official Plan that are relevant to this site.

### 3.3 FORMER CFB ROCKCLIFFE SECONDARY PLAN

The purpose of the Secondary Plan is to guide future growth and development on the Former CFB Rockcliffe lands. The Plan provides the policy direction on land use, densities, building heights, open space and mobility. The Plan is City Council's policy direction for municipal actions, particularly in the review of Subdivision, Zoning and Site Plan applications, applications to the Committee of Adjustment and the undertaking of public works.

The Plan provides in Section 6.2.3 that each residential and mixed-use land use has a minimum density requirement. The Concept Plan prepared for Site Plan Control application submitted by Multifaith Housing Initiative will illustrate how the required minimum density per hectare 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 minimum identified in the Plan. All development in Phase 1B must meet the proposed density identified in the Secondary Plan and combining the Mattamy Blocks and the proposed Veterans House, **Table 1** demonstrates that the development will help achieve the desired density for Phase 1B. The proposed development plan meets the overall average density for Phase 1B, covered in the Master Concept Plan.

**Table 1 – Proposed Density for Phase 1B.**

Phase 1B	Land Area (ha)	Required Density (units/ha)	Required Units	Proposed Density (units/ha)	Proposed Units
Block 15	1.96	91	179	63.8	125
Block 19	1.63	143	234	219	357
Block 22	0.46	105	49	128	51
Block 23	0.46	105	49	87	40
Block 24	1.61	105	169	77.8	125
<b>Total</b>	<b>6.12</b>		<b>680</b>		<b>698</b>

### 3.4 FORMER CFB ROCKCLIFFE COMMUNITY DESIGN PLAN

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

The Former CFB Rockcliffe CDP outlines how future development in the area should occur. The vision within the CDP is of a contemporary mixed-use community that is walkable, cycling supportive, transit-oriented and built at a human scale. The CDP land use plan identifies both residential and mixed-use neighbourhoods that are focused around a central mixed-use core that would serve as the heart of the new community. The CDP accommodates up to three elementary schools, a range of residential building types as well as neighbourhood and community serving uses. The CDP includes a range of building heights and densities in order to create a vibrant and dynamic urban community.

The proposed development is located in the East neighbourhood **Figure 6**, which extends from the Core to Burma Road and is characterized by residential uses comprising of low to mid-rise housing, townhouses and stacked townhouses.

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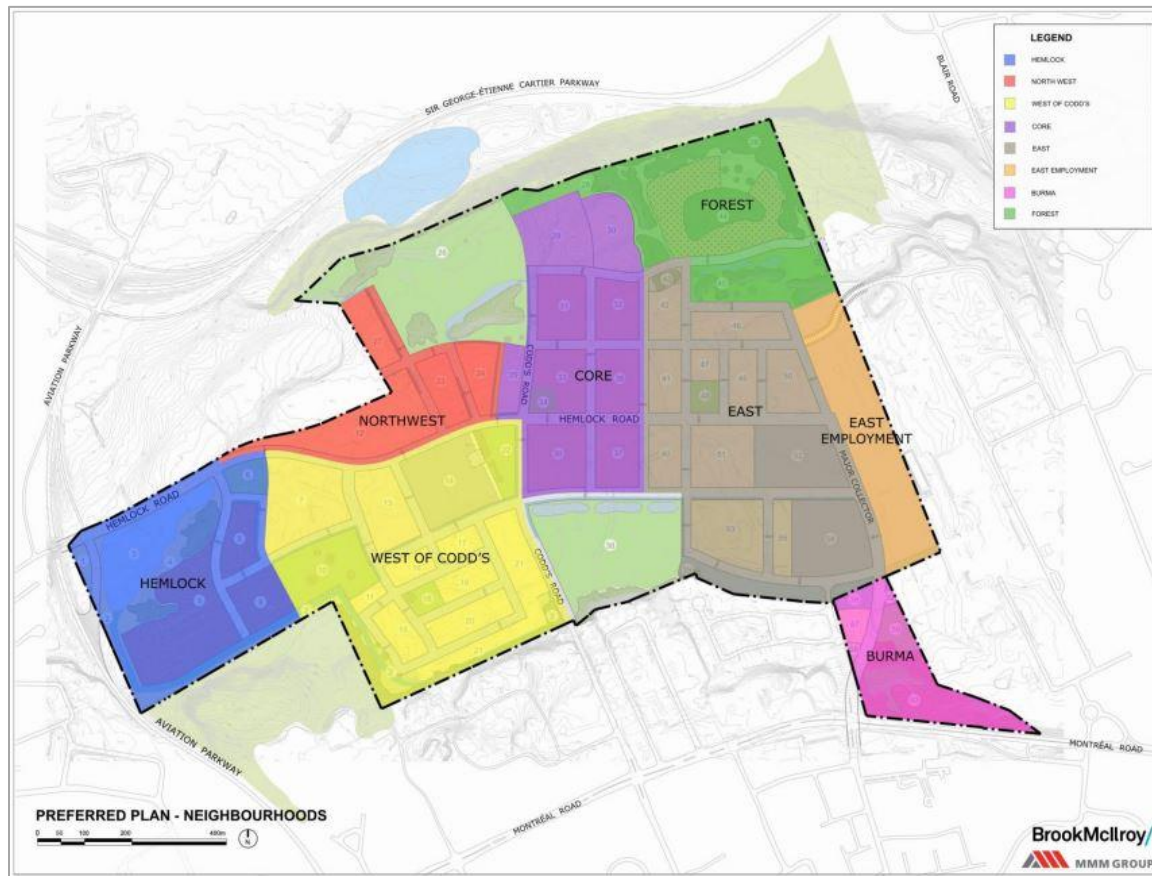


Figure 6 – CFB Community Design Plan Preferred Neighbourhoods.

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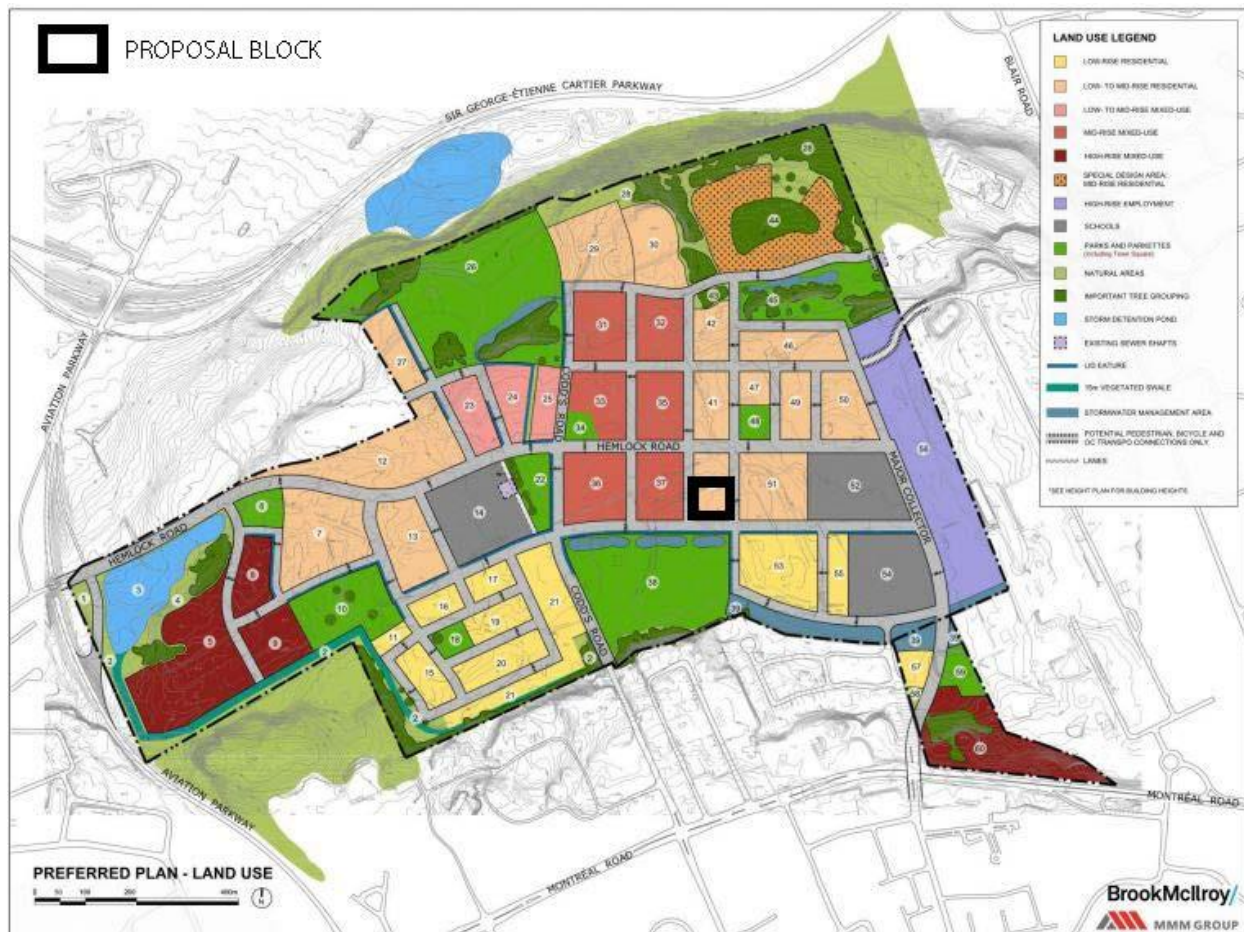


Figure 7 – Block Location on CFB Rockcliffe Community Design Plan.

### 3.5 WATERIDGE VILLAGE PHASE 1B URBAN DESIGN GUIDELINES & ARCHITECTURAL CONTROLS

The Wateridge Village Phase 1B Urban Design Guidelines and Architectural Controls completed for Canada Lands Company (CLC) was created to serve as a manual to implement the goals of the former CFB Rockcliffe Secondary Plan. The manual is a written and graphic document that provides guidelines focusing on elements of private properties, including: building location and orientation, site entrances, fences, landscaping, façade treatment, materiality, and garages. The guidelines are to be applied to all Phase 1B development and CLC must review the development concept prior to City Plan Control submission.

A set of planning principles was developed based on the existing conditions of the site and the planning context of Ottawa. These development principles include:

- Complete Mixed-Use Community
- Connectivity

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- Integrating Sustainability and Resiliency
- The Pedestrian Environment
- Algonquin Heritage
- Military Heritage
- Human Scale and Enclosure

Proposals in Phase 1B feature a mix of building typologies and land uses that incorporate the development principles mentioned above. The architectural controls in the design guidelines aim to create a sense of identity and increase connectivity with the surrounding context, as well as create an efficient, attractive, healthy, and safe neighbourhood.

The proposed development meets the following guidelines and architectural controls:

**Table 2 – Urban Design Guidelines & Architectural Control Applicable Guidelines**

<b><u>Low and Mid-Rise Residential</u></b>	
<i>Low-rise residential areas include single-detached, semi-detached, duplex, townhouse, stacked townhouse and low-rise apartment dwelling units.</i>	The proposed building is a low-rise apartment building.
<i>A diversity of unit types on any block is preferred for visual interest.</i>	The adjacent property to the Veterans House will be stacked townhouses, giving the entirety of the block various building types providing visual interest.
<i>Long frontages should be varied through the use of windows, varied materials, setbacks, colours, or architectural features.</i>	The proposed building design features varied building materials and styles along the frontage of Mikinak Road and Moses Tenisco Street.
<i>To create an appropriate transition between public and private space building should be set back a minimum of three metres and a maximum of six metres from the street edge.</i>	The building is setback 3m from Moses Tenisco Street and 5m from Mikinak Road.
<b><u>Architectural Control – Low-Rise Apartment Buildings</u></b>	
<i>Building heights may range up to 4 storeys maximum.</i>	The proposed development is 3 storeys in height.
<i>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.</i>	The building design uses architectural detailing to provide visual interest along street edges and maintains a human scale through these details (windows, awnings, building materials).

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<i>The provision of semi-private amenity spaces (i.e. courtyards, plazas, etc.) at ground level is encouraged.</i>	Several amenity spaces are proposed on the ground floor such as gardens, a landscaped sitting area, and dog walk area.
<i>Parking should be provided in a non-obtrusive manner. Surface parking areas should be screened from street view through the use of landscaping or building location.</i>	The proposed parking area is located at the rear or the site off Moses Tenisco Street and is not clearly visible except at the driveway entrance.
<b><u>Entry Features</u></b>	
<i>Entry features should be articulated through detailing or variation of materials.</i>	Entranceways are emphasized through architectural details and pedestrian pathways.
<b><u>Fencing and Landscaping</u></b>	
<i>Landscaping will be used to enhance the visual appeal of streets and open spaces, frame view corridors, compliment building features, screen unsightly views such as parking, and provide shade for pedestrians and privacy for building occupants.</i>	Landscaping is proposed throughout the site to provide visual interest and detailing. There is a space for a garden with pathways and seating.
<i>All landscaping adjacent to a public right-of-way shall be consistent with or complementary to the right-of-way landscaping.</i>	Tree planting and landscaping is consistent with right-of-way landscaping.
<b><u>Green Streets</u></b>	
<i>All streets should include enhanced landscape design through tree planting and landscaping in the public and private right-of-way.</i>	All landscaping in the public and private right-of-way will be of enhanced design.
<b><u>Active Street Frontages</u></b>	
<i>Will not locate parking between the street and the front façade.</i>	Surface parking is not located between the street and front façade, parking is located in the rear interior of the block.
<i>Buildings should front and face onto the public realm in order to animate the street.</i>	The building is situated to face the public realm and animate the street.
<b><u>Surface Parking</u></b>	
<i>Surface parking should be located at the rear of buildings. If the lot is not deep enough, the parking should be located at the side of the building.</i>	The surface parking lot is located at the rear interior of the block with access from Moses Tenisco Street.

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Planting strips, landscaped traffic islands and/or paving articulation should be used to define vehicle routes and smaller parking courts that provide pedestrian walkways, improve edge conditions and minimize the aesthetic impact of surface parking.	Pedestrian pathways are used to define parking and vehicular routes. As well, the surface parking has been set back from the public street and has been divided into smaller sections by landscaped planting areas.
<i>Rear lane access to parking amenities is preferred with the number of vehicular entrances held to a minimum. Vehicular access should be from an alley or mid-block connection on a connecting street.</i>	Access to the surface parking lot is located mid-block.

### 3.6 DESIGN GUIDELINES FOR LOW-RISE INFILL HOUSING

The Urban Design Guidelines for Low-rise Infill Housing completed in May 2012 pertains to the development of vacant lots or portions of vacant lots in established urban areas. The Wateridge development is the largest piece of infill land left for development inside the Ottawa Greenbelt. Good design is very important and includes recognizing the scale and lot pattern of neighbourhoods and not permitting cars to dominate the public realm. Designs should be focused on pedestrians and cyclists to improve the quality of the city streetscape and help create liveable cities.

The aim of the guidelines is to help create infill development that will:

- Enhance streetscapes
- Support and extend established landscaping
- Be compact urban form to consume less land and natural resources
- Achieve a good fit into an existing neighbourhood, respecting its character, and its architectural and landscape heritage
- Provide new housing designs that offer variety, quality, and a sense of identity
- Emphasize front doors and windows rather than garages
- Include more soft landscaping and less asphalt in front yards
- Create at grade living spaces that promote interaction with the street
- Incorporate environmental innovation and sustainability

The development application meets the following guidelines:

**Table 3 – Applicable Guidelines for Low-Rise Infill Housing**

<b>Guideline 2.1</b> - Contribute to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locate principal entries, windows, porches and key internal uses at street level.	The development application proposes the residential entrance at ground level. Architectural style has been selected to emphasize the entrance way and windows.
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<b>Guideline 2.2</b> - Reflect the desirable aspects of the established streetscape character.	The local and arterial streets will be lined with street trees. Pathways from entrances are proposed to connect to the street.
<b>Guideline 2.3</b> - Expand the network of public sidewalks, pathways and crosswalks, to enhance pedestrian safety.	Connections to public sidewalks are proposed at entranceways to the building and from the surface parking lot.
<b>Guideline 3.1</b> – Landscape the front yard and right-of-way to blend with the landscape pattern and materials of the surrounding homes.	Gardens and extensive landscaping are proposed along Michael Stoqua Street and Mikinak Road.
<b>Guideline 3.4</b> - Provide street trees in continuous planting pits or in clusters to support healthy growth.	Street trees will be planted in continuous planting pits to support healthy growth.
<b>Guideline 4.1.1</b> - Ensure new infill faces and animates the public streets.	The development will face outwards towards the public street.
<b>Guideline 4.1.2</b> - Locate and build infill in a manner that reflects the existing or desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks.	The proposed development is meeting the desired neighbourhood pattern identified in the Community Design Plan and Architectural Controls and Guidelines. The low-rise development has consistent setbacks, building height, elevation and entrance locations as prescribed in the Community Design Plan and Architectural Controls.
<b>Guideline 4.1.4</b> – Orient buildings so that their amenity spaces do not require sound attenuation walls and that noise impacts are minimized.	The outdoor patio space for residents is located at the interior of the lot, sheltered by the building.
<b>Guideline 4.1.6</b> – Contribute to the amenity, safety and enjoyment of open spaces by offering living spaces that face them.	Several amenity spaces face towards the public street including the dog walking area, landscaped space and gardens.
<b>Guideline 4.1.7</b> - Avoid the arrangement of units where the front of one dwelling faces the back of another, unless the units in the back row have façades rich in detail, recessed garages and extensive landscaping.	The arrangement of units is proposed in an L-shape which will prevent one unit looking onto another.
<b>Guideline 4.1.8</b> – Determine appropriate side and rear separation distances between existing homes	The proposed development will not suffer from negative impacts from the adjacent property

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and new infill homes/infill housing blocks to ensure appropriate light, view, and privacy.	north of the site, nor will it negatively impact adjacent lots. The proposed building siting provides street animation without intruding on privacy.
<b>Guideline 4.2.1</b> - Design infill in a manner that contributes to the quality of the streetscape, and that considers the impacts of scale and mass on the adjacent surrounding homes.	The proposed building is designed in a manner to provide architectural variety and detail, at a low-rise height. Articulation of windows, balconies, and materials on the facades will provide interest.
<b>Guideline 4.2.4</b> - Locate roof projections, which provide access to decks and patios, so that height impacts are reduced.	Roof projections are not proposed and will not impact height restrictions.
<b>Guideline 4.3.1</b> - Design all sides of a building that face public streets and open spaces to a similar level of quality and detail.	The development will be designed with a high-manner of detail, consistent throughout the outside of the dwelling.
<b>Guideline 5.1</b> - Limit the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front and rear yard.	The surface parking lot is located at the rear of the lot to minimize size and impact on the remainder of the site. The parking lot has been sized to accommodate 18 vehicles, only one more than required by the Zoning By-law.
<b>Guideline 5.8</b> - Limit the number and width of access depressions (curb cuts) and share driveways in order to maintain as much on-street parking as possible.	There is a single driveway proposed to access the surface parking lot.
<b>Guideline 7.3</b> – Ensure screening does not interfere with the safe movement of pedestrians and vehicles.	Proposed screening efforts will not interfere with pedestrian movement.

### 3.7 DESIGN GUIDELINES FOR COMPLETE STREETS

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

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

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

### 3.8 DESIGN GUIDELINES FOR GREENFIELD NEIGHBOURHOODS

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

The proposed development meets or exceeds the following guidelines:

**Table 4 – Applicable Guidelines for Greenfield Neighbourhoods**

<b>Guideline 1</b> - Plan and build new communities based on the inherent capacity of the natural landscape to sustain the community over time.	The development takes into consideration the natural capacity in the area. The proposal does not exceed limits placed on the site.
<b>Guideline 10</b> - Create a walkable neighbourhood with pathways, trails and sidewalks that are accessible year-round and connect destinations such as transit stops,	Pedestrian sidewalks will be provided and serve as a connection to the remainder of the surrounding area.

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commercial areas, schools, community facilities and parks.	
<b>Guideline 11</b> - Connect new streets to existing streets in adjacent developments and plan for future connections to land that has yet to be developed.	Connections are made to existing and proposed street networks adjacent to the site.
<b>Guideline 13</b> - Layout local street patterns so that development blocks are easily walkable – between 150 and 250 metres in length.	The proposed block is highly walkable and does not exceed 250 metres in length.
<b>Guideline 24</b> - Plan development based on rear lanes or rear parking areas at important neighbourhood focal points such as mixed-use activity areas, surrounding parks, greenspaces and entrances to the community.	The surface parking lot is located at the rear of the property.
<b>Guideline 27</b> - Plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Base selection and location of trees on soil conditions, bearing capacity, and urban forestry principles.	Street trees will be planted in a consistent manner in coordination with the location of services and utilities.
<b>Guideline 32</b> - Design pathways, trails and walkways that are connected to the road right-of-way so that they link to a sidewalk and cross at an intersection.	Pedestrian pathways are designed to connect from the proposed building to the sidewalks along public streets.
<b>Guideline 34</b> - Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections.	The proposed development is located close to the property line with special care taken to incorporate architectural details.
<b>Guideline 37</b> - Design building façades so that windows and doors are prominent features that address the streets they front.	Windows and doors are emphasized on all sides with detail paid to the front entrances and windows.
<b>Guideline 42</b> - Locate surface parking areas of multi-unit residential buildings away from public view and not between the public street and the building. Design and landscape parking areas so they do not detract from any rear yard amenity space.	The parking lot is not located between the building and the public street.

## 4.0 ZONING BY-LAW

Consistent with the guiding vision established for the former CFB Rockcliffe through the Community Design Plan, the application does not seek an amendment to the City of Ottawa's comprehensive Zoning By-law 2008-250.

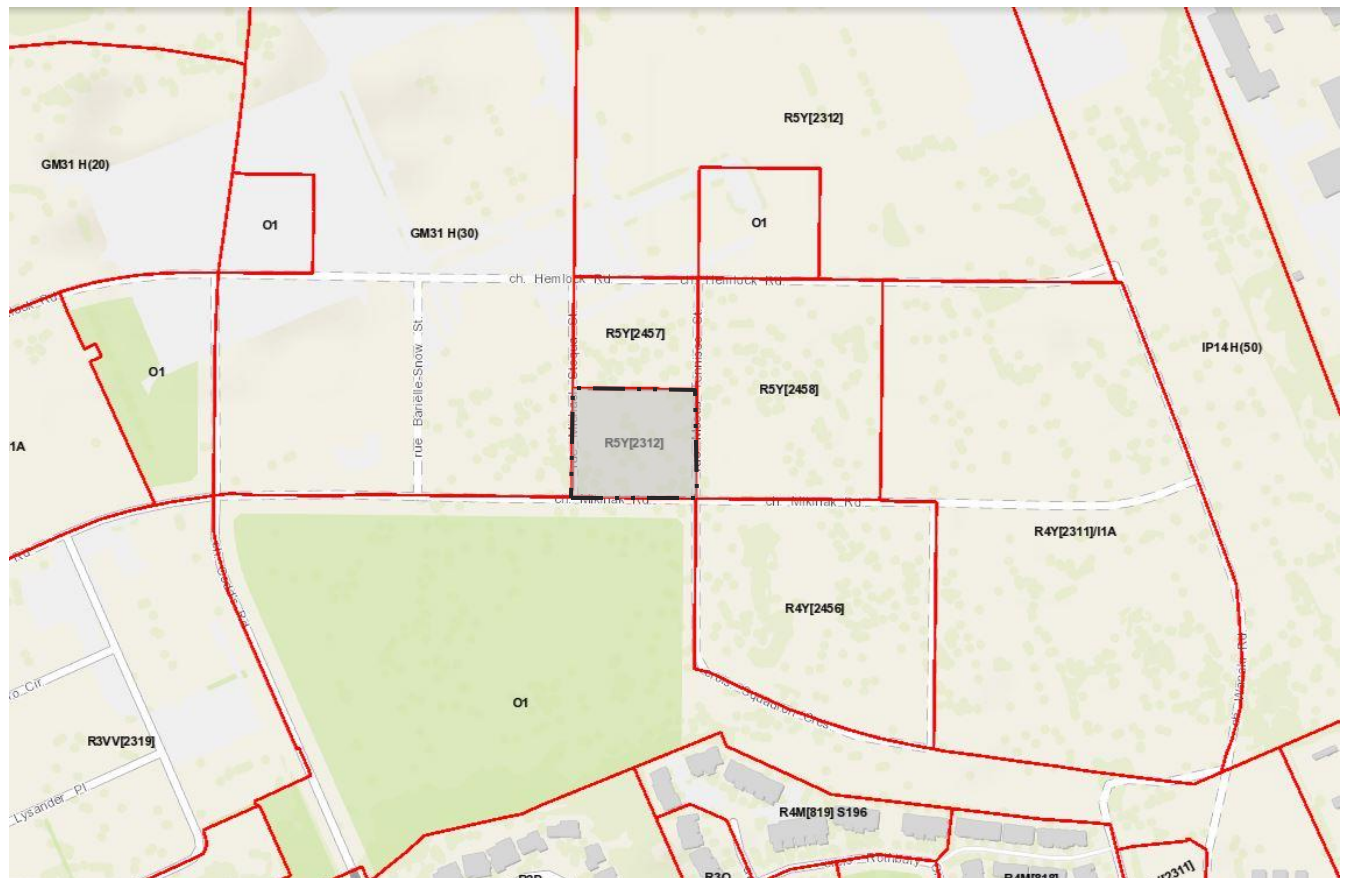


Figure 8 – Zoning for proposed development.

# PLANNING RATIONALE FOR SITE PLAN CONTROL -MHI ROCKCLIFFE VETERANS HOUSE

Table 5 – Zoning Provisions Block 22, Zone R5Y[2312]

<i>Principle Dwelling Type</i>	<i>Zone Provision – Table 164</i>	<i>Required</i>	<i>Proposed</i>	<i>Compliance</i>
<b>Apartment dwelling, low rise</b>	Minimum Lot Width (m)	18	57.93	✓
	Minimum Lot Area (m²)	450 m²	4593	✓
	Maximum Building Height (m)	16	10	✓
	Minimum Front Yard Setback (m)	5	5	✓
	Minimum Corner Side Yard Setback (m)	3	3	✓
	Maximum Rear Yard Setback (m)	7.5	7.5	✓
	Minimum Interior Side Yard Setback (m)	7.5	N/A	✓
	Total Landscaped Area	30%	>30%	✓
<b>Apartment dwelling, low rise</b>	<b>Zone Provision - Table 101, 102, 131, 111A, 163</b>	<b>Required</b>	<b>Proposed</b>	<b>Compliance</b>
	Resident Parking, first 12 spaces excluded	0.5 x 28 units = 14	14	✓
	Visitor Parking	0.1 x 28 0.2 units = 2.8	4	✓
	Bicycle Parking (stacked)	20	20	✓
	Garbage Enclosure	20m²	45m²	✓

# PLANNING RATIONALE FOR SITE PLAN CONTROL -MHI ROCKCLIFFE VETERANS HOUSE

<b>Additional Provisions</b>	<b>Zone Provision – Table 55, 64, 65, 91, 107, 109, 110, Special Exception 2311</b>	<b>Required</b>	<b>Proposed</b>	<b>Compliance</b>
	Min. required setback from a rear lot line not abutting a street (retaining wall) (m)	0.6	N/A	✓
	Maximum permitted height (retaining wall) (m)	3.6	0.65	✓
	Permitted projections into yards: covered or uncovered balcony, porch, deck (m)	2m but no closer than 1m to a property line	1.85	✓
	Min. driveway width to parking lot (m)	6.7	6.7	✓
	Min. aisle width to spaces (m)	6.7	6.7	✓
	Max. walkway width permitted in yard (m)	1.8	N/A	✓
	Min. landscape buffer width parking lot to lot line (m)	1.5	2	✓
	Utility instillation projection (m)	5	N/A	✓

## 5.0 OVERVIEW OF INDIVIDUAL TECHNICAL STUDIES

### 5.1 GEOTECHNICAL STUDY

The Geotechnical Study completed by McIntosh Perry July 2018 will be submitted as part of the Site Plan Control application. The geotechnical report provides recommendations during the stages of development for the proposed block. These recommendations revolve around the sampling and testing of concrete and fill materials, silt clay deposit and observation for excavation side slopes. The report also recommends that cut-off walls be provided for utility trenches running below the groundwater level to mitigate the settlement risk due to groundwater lowering.

### 5.2 TRANSPORTATION SCREENING REPORT

The Transportation Screening Report completed by Stantec July 23<sup>rd</sup> 2-18 found that the proposed development does not require a formal Transportation Impact Assessment as part of the Site Plan application.

### 5.3 PHASE I AND II ENVIRONMENTAL SITE ASSESSMENT REPORTS

The Phase I Environmental Site Assessment report was completed by DST Consulting Engineers March 2015 for Canada Lands Company. The assessment was conducted for the entirety of Wateridge Village and during that assessment, two APEXs and twenty-three AECs were identified, leading to a Phase II Environmental Site Assessment.

The Phase II ESA completed by DST in May 2015 identified the subject site in RSC 4 (Figure 1 of the report). The report upon conducting additional sampling and testing, did not find areas of concern within RSC 4.

### 5.4 SERVICING AND STORMWATER MANAGEMENT REPORT

The Servicing and Stormwater Management Report by McIntosh Perry was completed July 2018. The report provided the following summary:

- A new 150mm diameter sanitary service and monitoring manhole will be installed and connected to the existing 250mm diameter sewer within Moses Tennisco Street
- New 50mm diameter water lateral will be extended from the existing 200mm diameter main within Moses Tennisco Street
- A new storm network will be installed onsite and will be connected to the existing 525mm storm sewer within Moses Tennisco Street
- The stormwater management design will ensure that the post-development flow rates are restricted to the 5-year pre-development flow rate
- Storage for the 5-through 100-year storm events will be provided on the proposed flat roof

## 5.5 NOISE ASSESSMENT REPORT

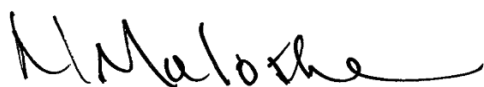
The Transportation Noise Assessment Report completed by IBI Group June 2018 and will be submitted as part of the Site Plan Control application. The environmental noise impact assessment report provided the following recommendations for the proposed development of Block 23, the Veteran's House:

- All units facing Mikinak Road experience daytime indoor noise levels above 55 dBA but below 65 dBA
- Nighttime noise levels above 50 dBA but below 60 dBA. These units will require alternative means of ventilation as well as type 'C' warning clause
  - Alternative means of ventilation usually consist of forced air heating system
- The outdoor living area experiences daytime noise levels above 55 dBA but below 60 dBA
  - A type 'A' warning clause is recommended

## 6.0 CONCLUSION

The proposed development is consistent with the Provincial Policy Statement 2014, meets the general intent of the City of Ottawa Official Plan, the former CFB Rockcliffe Secondary Plan, the former CFB Rockcliffe Community Design Plan, the various City and CLC Urban Design Guidelines and Architectural Controls described herein and the general intent of the R5 zone in the City's Zoning Bylaw 2008-250.

It is our opinion that through the implementation of good planning principles and site design elements the proposed development supports the City's vision for these lands. The proposed development also serves an important and vulnerable population and aims to create a sense of community. The proposed development provides an excellent opportunity to realize the vision of the Community Design Plan by providing compact, innovative and dense forms of housing types while achieving an improved public realm for the area.



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# PLANNING RATIONALE FOR SITE PLAN CONTROL -MHI ROCKCLIFFE VETERANS HOUSE

## Design Brief by CSV Architects



19 July 2018

### SITE PLAN CONTROL APPLICATION- CITY OF OTTAWA Block 23 Wateridge Village - Mikinak Road

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#### DESIGN BRIEF

A 40-unit three-storey apartment building providing affordable housing for single veterans is proposed on a portion of Block 23 facing Mikinak Road in Wateridge Village, on the former Rockcliffe airbase, in eastern Ottawa.

The apartments are independent studio units on floors 1-3. Shared common facilities are provided on the ground floor including a multi-purpose room, a kitchen used for training and light snacks, quiet room, and laundry. Ancillary space for staff as well as residents is provided.

50% of the ground floor walls facing Mikinak will be glazed as required by the zoning bylaw, and consisting of a glass wall system of vision windows and glazed spandrel panels.

The building is L-shaped at the Mikinak Road and Joseph Tenisco corner.. This location respects the planning intent of locating buildings at the perimeter of the property to achieve a coherent urban streetscape.. Ground floor residential units are generally located along the Joseph Tenisco frontage while ground floor common spaces and amenity spaces are located along Mikinak.

Staff and visitor parking and amenity spaces are located at the rear, off of Joseph Tenisco.

The building will incorporate a range of sustainable design features including better than Code exterior wall insulation, air-tight envelope, heat recovery ventilation and other energy efficient equipment. The target for energy performance will be 25% better than Code, and 3<sup>rd</sup> party verified as part of applications for incentive funding from Ontario Hydro, CMHC, and other programs. As well, interior finishes will be chosen for reduced impact on occupant health. The majority of units will be designed for barrier-free occupancy or capable of easy modification to suit a wide range of mobility needs of occupants.

#### Wateridge Village Phase 1B Urban Design Guidelines and Architectural Controls

##### General Design Guidelines (3.0)

- Attention is given in the proposed design of building elevations to provide a high standard of design, with visual interest from all sides, and to avoid monotony within the streetscape, by using a variety of materials and layout of these in the building facades.

Sustainable design  
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402-1066 Somerset St. W, Ottawa, ON K1Y 4T3

## PLANNING RATIONALE FOR SITE PLAN CONTROL -MHI ROCKCLIFFE VETERANS HOUSE

- The building façade is set back more than the required 5m setback from the Mikinak frontage to approximately 6m.
- The height of the building has similar in scale with the adjacent low-rise development while providing an appropriate transition with the proposed future mid-rise to the west.
- The building has many windows facing the street which will enhance passive security for the street.

### Low-Rise Apartment Buildings (4.1.4)

- The building elevation design maintains a consistent and overall cohesion in the façade while using a range of materials and layout of these to maintain a human scape environment and remain compatible with the low-rise neighbouring townhouses.
- A strong relationship is maintained with the street in the landscaping, access paths, and fenestration.
- A range of colours and forms in the façade will add visual interest.
- The main entrance faces Mikinak and is emphasised with generous glazing and sidelights and a canopy overhang.
- Parking is set back from Joseph Tenisco with a landscaped buffer to the street. The parking is bounded on three sides by built form in conformity with the design guidelines.

### Building Design (4.2)

#### Architectural Style (4.2.1)

- The overall building elevation is broken down into smaller areas through the use of material and pattern to create visual variation. This approach is used entirely instead of stepping walls which increase building cost and reduces energy performance.

#### Exterior Materials and Colours (4.2.2)

- Durable materials are selected, with materials selected for the lower levels in proximity to potential wear, selected for resistance to impact and damage.
- Permanent materials including masonry and cementitious panels are selected for approximately 60% of the street-facing façades. A range of 3 exterior materials is selected to provide the diversity of colour and texture to suit the design intent.

#### Entry Features (4.2.3)

- The main entrance faces Mikinak and is emphasised with generous glazing and sidelights and a canopy overhang.
- The entrance is grade related to provide barrier-free access to meet resident needs and as required by the Building Code, and the requirements of funders.

#### Private Landscaping (4.2.4)

- Fences is provided around the amenity spaces on the west and interior of the lot to provide privacy and a sense of security, and to discourage cutting through the property by non-residents. This conforms to the requirement that where a rear yard is exposed to the street, fencing is provided to screen the private rear yard amenity area.
- Permeable paving is selected for a variety of areas to encourage ground water recharge. A significant portion of the landscaping is permeable. Concrete is use for major paths for its durability and reflectance.

## PLANNING RATIONALE FOR SITE PLAN CONTROL -MHI ROCKCLIFFE VETERANS HOUSE

- Private open space and amenity areas, are accessed easily from the building interior. These are located on the site with regard to convenience for the residents, and minimized impact on neighbours.

### Active Street Frontages (4.3.7)

- 50% of the ground floor walls facing the active street frontage on Mikinak will be glazed as required by the zoning bylaw, and consisting of a glass wall system of vision windows and glazed spandrel panels.

### Utility and Service Elements (4.3.9)

- The padmount hydro transformer will be located to the north east of the building on Joseph Tenisco to be serviced from the side street and easily screened with planting material.
- Waste storage will be enclosed in an addition to the north of the building with access from the driveway. This approach enclosed this use within the building while permitting the integrity of the building thermal envelope to be maintained. The enclosure will be screened with a trellis and vines so that it is not evident from the street.
- High-wear paving is provided to the waste enclosure for durability.

### Parking 4.3.10)

- Parking for 18 spaces is provided in accordance with the Zoning Bylaw.. This parking exceeds the requirement for the building as residents are not expected to own cars. 9 of the spaces will easily accommodate staff and visitors. For this reason, the parking assigned to the remaining 9 spaces is proposed as a paved area that can double as a hard surfaced recreation space for residents. It is proposed to eliminate curbs as a tripping hazard and instead provide decorative large stone elements to define the parking edges. This will also facilitate barrier-free use of this area.
- The parking areas are divided by a landscaped islands with planting.
- Bicycle parking is provided to suit the full range of needs, some of this at the front entrance, some of it open at the parking lot and the balance secured behind fencing at a shed adjacent to the parking lot.
- A single barrier-free space is provided close to the access to the building.

In addition to the above, a detailed review of how the proposed design responds to each of the specific City of Ottawa **Urban Design Guidelines for Development Along Arterial Streets** is provided below.

### Guideline 1: Locate new buildings along the public street.

The proposed building is placed along the full width of the street frontage. This placement permits parking to be located at the interior of the site with access away from the street intersection in accordance with the Private Approaches Bylaw. It also locates the amenity space away from the noise of the street. The parking is required for staff and visitors. Most of this use is during business hours. A portion of the parking area that is excess to the actual need will be available as a multi-purpose space at times except when there is unexpected demand for parking.

**Guideline 7: Design new development to be compatible with the general physical character of adjacent neighbourhoods. Protect the positive elements of the existing fabric including significant buildings, existing trees, pedestrian routes, public facilities and pedestrian amenities.**

## PLANNING RATIONALE FOR SITE PLAN CONTROL -MHI ROCKCLIFFE VETERANS HOUSE

The neighbouring buildings along Mikinak Road will range in scale and height, scaling up from the east to the west. The proposed development will appropriately fit this transition in height.

**Guideline 18: Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent. Locate active uses along the street at grade, such as restaurants, specialty in-store boutiques, food concessions, seating areas, offices and lobbies.**

The common spaces serving the residents are located in the building wing which is closest to Mikinak. These spaces will be provided with a glazed wall for at least 50% of the front wall. This will include transparent glazing to the interior to the maximum extent possible given the internal use, with the balance of the 50% requirement provided using glazed spandrel panels to provide the appearance of full glazing. Energy efficiency considerations will be met by providing a good level of insulation in the spandrel panels.

**Guideline 20: Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances.**

The main residential entrance will be at the front and directly from Mikinak.

**Guideline 27: Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law.**

The design locates the parking at the rear and is close to the bylaw requirement.

**Guideline 36: Provide a minimum 3.0 metre wide landscape area along the edge of a site where parking areas, drive lanes or stacking lanes are adjacent to a public street. Use trees, shrubs and low walls to screen cars from view while allowing eye level visibility into the site.**

A 3m buffer is provided between the parking lot and the corner side yard lot line abutting Moses Tenisco.



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