



**SITE PLAN CONTROL APPROVAL APPLICATION  
DELEGATED AUTHORITY REPORT  
MANAGER, DEVELOPMENT REVIEW**

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Site Location: 245 Squadron Crescent, 1400 Hemlock Road and 775 Mikinak Road

File No.: D07-12-17-0111

Date of Application: August 16, 2017

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This SITE PLAN CONTROL application submitted by Jillian Normand of Mattamy (Rockcliffe) Inc., is APPROVED as shown on the following plan(s):

**Block 15**

1. **Block 15 Site Plan**, A1, prepared by Korsiak Urban Planning, original plan dated July 28, 2017, revision dated June 19, 2018
2. **Landscape Plan Block 15**, L-03, prepared by NAK design strategies, July 2017, revision 6 dated July 11, 2018
3. **Planting Plan Block 15**, P-03, prepared by NAK design strategies, July 2017, revision 6 dated July 11, 2018
4. **Existing Conditions Plan, Wateridge – Block 15**, sheet number 1 of 6, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, revision 9 dated July 19, 2018.
5. **Grading Plan, Wateridge – Block 15**, sheet number 2 of 6, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, revision 9 dated July 19, 2018.
6. **Site Servicing Plan, Wateridge – Block 15**, sheet number 3 of 6, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, revision 9 dated July 19, 2018
7. **Erosion Control Plan, Wateridge – Block 15**, sheet number 4 of 6, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, revision 9 dated July 19, 2018.

8. **Details and Notes, Wateridge – Block 15**, sheet number 5 of 6, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, revision 9 dated July 19, 2018.
9. **Details and Notes, Wateridge – Block 15**, sheet number 6 of 6, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, revision 9 dated July 19, 2018
10. **Stormwater Management Plan, Wateridge – Block 15**, sheet number 1 of 2, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, revision 9 dated July 19, 2018
11. **Sanitary Drainage Plan, Wateridge – Block 15**, sheet number 2 of 2, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, revision 9 dated July 19, 2018

#### **Block 22**

12. **Block 22 Site Plan, A2**, prepared by Korsiak Urban Planning, original plan dated July 28, 2017, revision dated June 19, 2018
13. **Landscape Plan Block 22, L-01**, prepared by NAK design strategies, July 2017, revision 6 dated July 11, 2018
14. **Planting Plan Block 22, P-01**, prepared by NAK design strategies, July 2017, revision 6 dated July 11, 2018
15. **Existing Conditions Plan, Wateridge – Block 22**, sheet number 1 of 6, prepared by David Schafer Engineering Ltd., project # 17-948, dated August 2017, revision 9 dated July 19, 2018
16. **Grading Plan, Wateridge – Block 22**, sheet number 2 of 6, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, revision 9 dated July 19, 2018
17. **Site Servicing Plan, Wateridge – Block 22**, sheet number 3 of 6, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, revision 9 dated July 19, 2018
18. **Erosion Control Plan, Wateridge – Block 22**, sheet number 4 of 5, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017 revision 9 dated July 19, 2018

19. **Details, Wateridge – Block 22**, sheet number 5 of 6, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, revision 9 dated July 19, 2018
20. **Details, Wateridge – Block 22**, sheet number 6 of 6, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, revision 9 dated July 19, 2018
21. **Stormwater Management Plan, Wateridge – Block 22**, sheet number 1 of 2, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, revision 9 dated July 19, 2018.
22. **Sanitary Drainage Plan, Wateridge – Block 22**, sheet number 2 of 2, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, revision 9 dated July 19, 2018

#### **Block 24**

23. **Block 24 Site Plan**, A3, prepared by Korsiak Urban Planning, original plan dated July 28, 2017, revision dated June 19, 2018
24. **Landscape Plan Block 24**, L-02, prepared by NAK design strategies, July 2017, revision 6 dated July 11, 2018
25. **Planting Plan Block 24**, P-02, prepared by NAK design strategies, July 2017, revision 6 dated July 11, 2018
26. **Existing Conditions Plan, Wateridge – Block 24**, sheet number 1 of 6, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, revision 12 dated July 19, 2018.
27. **Grading Plan, Wateridge – Block 24**, sheet number 2 of 6, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, revision 12 dated July 19, 2018.
28. **Site Servicing Plan, Wateridge – Block 24**, sheet number 3 of 6, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, revision 12 dated July 19, 2018.
29. **Erosion Control Plan, Wateridge – Block 24**, sheet number 4 of 6, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, revision 12 dated July 19, 2018.

30. **Details, Wateridge – Block 24**, sheet number 5 of 6, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, revision 12 dated July 19, 2018.
31. **Details, Wateridge – Block 24**, sheet number 6 of 6, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, revision 12 dated July 19, 2018.
32. **Stormwater Management Plan, Wateridge – Block 24**, sheet number 1 of 2, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, revision 12 dated July 19, 2018.
33. **Sanitary Drainage Plan, Wateridge – Block 24**, sheet number 2 of 2, prepared by David Schafer Engineering Ltd., project # 17-946, revision 12 dated July 19, 2018.
34. **Rear Lane Town Contemporary Front Elevation, A1**, prepared by Q4A Architects, project 16051, dated March 19, 2018
35. **Rear Lane Town Contemporary Side Elevation, A2**, prepared by Q4A Architects, project 16051, dated March 19, 2018
36. **Rear Lane Town Contemporary Rear Elevation, A3**, prepared by Q4A Architects, project 16051, dated March 19, 2018
37. **Rear Lane Town Military Front Elevation, A4**, prepared by Q4A Architects, project 16051, dated March 19, 2018
38. **Rear Lane Town Military Side Elevation, A5**, prepared by Q4A Architects, project 16051, dated March 19, 2018
39. **Rear Lane Town Military Rear Elevation, A6**, prepared by Q4A Architects, project 16051, dated March 19, 2018
40. **Rear Lane Town Urban Heritage Front Elevation, A7**, prepared by Q4A Architects, project 16051, dated March 19, 2018
41. **Rear Lane Town Urban Heritage Side Elevation, A8**, prepared by Q4A Architects, project 16051, dated March 19, 2018
42. **Rear Lane Town Urban Heritage Rear Elevation, A9**, prepared by Q4A Architects, project 16051, dated March 19, 2018
43. **Stacked Units, Military, Front Elevation, A10**, prepared by Q4A Architects, project 16051, dated March 19, 2018

44. **Stacked Units, Military, Side Elevation, A11**, prepared by Q4A Architects, project 16051, dated March 19, 2018
45. **Stacked Units, Military, Rear Elevation, A12**, prepared by Q4A Architects, project 16051, dated March 19, 2018
46. **Block 22 and 24, Elevation Distribution, A13**, prepared by Q4A Architects, project 16051, dated March 19, 2018, Revision 1 dated July 10, 2018
47. **Block 15, Elevation Distribution, A14**, prepared by Q4A Architects, project 16051, dated March 19, 2018, Revision 1 dated July 10, 2018
48. **Details, D-03**, prepared by NAK design strategies, July 2017, revision 6 dated July 11, 2018
49. **Details, D-04**, prepared by NAK design strategies, July 2017, revision 6 dated July 11, 2018
50. **Gateway and Wayfinding Features, D-05**, prepared by NAK design strategies, July 2017, revision 6 dated July 11, 2018

And as detailed in the following report(s):

1. **Geotechnical Investigation**, prepared by Paterson Group Inc., report # PG4064-2, dated Aug 8, 2017.
2. **Transportation Noise Assessment, Wateridge Village – Phase 1B, Blocks 15, 22 and 24**, prepared by Valcoustics Canada Ltd., File # 117-0363, dated Aug 11, 2017.
3. **Functional Servicing and Stormwater Management Report for Mattamy Homes Wateridge Village Block 15**, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, Revision 3 dated March 2018.
4. **Functional Servicing and Stormwater Management Report for Mattamy Homes Wateridge Village Block 22**, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, Revision 3 dated March 2018.
5. **Functional Servicing and Stormwater Management Report for Mattamy Homes Wateridge Village Block 24**, prepared by David Schafer Engineering Ltd., project # 17-946, dated August 2017, Revision 3 dated March 2018.

And subject to the following Standard and Special Conditions:

**Standard Conditions**

**1. Agreement**

The Owner shall enter into a standard site development agreement consisting of the following conditions. In the event the Owner fails to enter into such agreement within one year, this approval shall lapse.

**2. Permits**

The Owner shall obtain such permits as may be required from Municipal or Provincial authorities and shall file copies thereof with the General Manager, Planning, Infrastructure and Economic Development Department.

**3. Extend Internal Walkways**

The Owner shall extend internal walkways beyond the limits of the subject lands to connect to existing or proposed public sidewalks, at the sole expense of the Owner, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department

**4. Barrier Curbs**

The Owner acknowledges and agrees that the parking areas and entrances shall have barrier curbs and shall be constructed in accordance with the approved drawings of a design professional, such drawings to be approved by the General Manager, Planning, Infrastructure and Economic Development Department

**5. Water Supply for Fire Fighting**

The Owner shall provide adequate water supply for fire fighting for every building. Water supplies may be provided from a public water works system, automatic fire pumps, pressure tanks or gravity tanks

**6. Joint Use and Maintenance Agreement**

The Owner acknowledges and agrees that should the site be severed in the future, that it shall ensure that the future Owner of the freehold units shall enter into a Joint Use and Maintenance Agreement which shall be binding upon the owners and all subsequent purchasers to deal with the joint use, maintenance and liability of the common elements, including but not limited to the private roadway and concrete sidewalks; common grass areas; common party walls, exterior walls; common structural elements such as the roof, foundations; common parking areas; and watermains for the mutual benefit and joint use of the owners; and any other elements located in the common property; and the private Agreement shall be filed with the General Manager, Planning, Infrastructure and Economic Development Department.

The Owner shall file with the General Manager, Planning, Infrastructure and Economic Development Department, an opinion from a solicitor authorized to

practice law in the Province of Ontario that the private Agreement is binding upon the owners of the land and all subsequent purchasers to deal with the matters referred to in Paragraph (a).

The Joint Use, Maintenance and Liability Private Agreement shall be registered on the Owner's land at no cost to the City, and a copy shall be provided to the City

**7. Construction Fencing**

The Owner acknowledges and agrees to install construction fencing, at its expense, in such a location as may be determined by the General Manager, Planning, Infrastructure and Economic Development Department

**8. Completion of Works**

The Owner acknowledges and agrees that no building shall be occupied on the lands, nor will the Owner convey title to any building until all requirements with respect to completion of the Works as identified in this Agreement have been carried out and received Approval by the General Manager, Planning, Infrastructure and Economic Development Department, including the installation of municipal numbering provided in a permanent location visible during both day and night and the installation of any street name sign on relevant streets. Notwithstanding the non-completion of the foregoing Works, conveyance and/or occupancy of a lot or structure may otherwise be permitted, if in the sole opinion of the General Manager, Planning, Infrastructure and Economic Development Department, the aforesaid Works are proceeding satisfactorily toward completion. The Owner shall obtain the prior consent of the General Manager, Planning, Infrastructure and Economic Development Department for such conveyance and/or occupancy in writing

**9. On-Site Parking**

The following provision shall be included in any lease, rental agreement, sublet agreement, condominium agreement and/or Agreement of Purchase and Sale governing all or part of the building:

*"The purchaser, tenant or sublessee acknowledges the unit being rented/sold may not be provided with any on-site parking. Should a tenant/purchaser have a vehicle for which they wish to have parking, that alternative and lawful arrangements may need to be made to accommodate their parking need at an alternative location. The Purchaser/Tenant/Sublessee acknowledges that the availability and regulations governing on-street parking vary; that access to on-street parking, including through residential on-street parking permits issued by the City cannot be guaranteed now or in the future; and that a purchaser, tenant or sublessee intending to rely on on-street parking for their vehicle or vehicles does so at their own risk."*

## **Special Conditions**

### **10. Maintenance and Liability Agreement**

The Owner acknowledges and agrees it shall be required to enter into a Maintenance and Liability Agreement for all plant and landscaping material (except municipal trees), decorative paving and street furnishings placed in the City's right-of-way along Hemlock Road, Michael Stoqua Street, Moses Tennisco Street, Mikinak Road and Squadron Crescent in accordance with City Specifications, and the Maintenance and Liability Agreement shall be registered on title, at the Owner's expense, immediately after the registration of this Agreement. The Owner shall assume all maintenance and replacement responsibilities in perpetuity.

### **11. Geotechnical Investigation**

The Owner acknowledges and agrees that it shall retain the services of a geotechnical engineer, licensed in the Province of Ontario, to ensure that the recommendations of the Geotechnical Investigation Report (the "Report"), referenced in Schedule "B" herein, are fully implemented. The Owner further acknowledges and agrees that it shall provide the General Manager, Planning, Infrastructure and Economic Development Department with confirmation issued by the geotechnical engineer that the Owner has complied with all recommendations and provisions of the Report, prior to construction of the foundation and at the completion of the Works, which confirmation shall be to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

### **12. Street Name and Signs**

The Owner acknowledges and agrees it shall provide for, install and maintain, at its own expense, all regulatory traffic signage, in accordance with the City's Municipal Addressing By-law 2014-78, as amended, for any private road within the area controlled by this Agreement and as shown on the approved Site Plan, referenced in Schedule "E" herein.

The Owner acknowledges and agrees it shall provide for, install and maintain, at its own expense, all temporary street name signs, in accordance with the City's Municipal Addressing By-law 2014-78, as amended, for any private road within the area controlled by this Agreement and the approved Site Plan, referenced in Schedule "E" herein.

### **13. Installation of Signs on Private Property**

The Owner acknowledges and agrees it shall obtain approval from the Chief Building Official, Building Code Services prior to installation of any signs on the subject lands. The Owner further acknowledges and agrees that any such signs shall be installed in a location to the satisfaction of the Chief Building Official, Building Code Services and the General Manager, Planning, Infrastructure and



Economic Development Department, and in accordance with the City's Permanent Signs on Private Property By-law No. 2005-439, as amended.

**14. Public Access Easement**

The Owner shall grant to the City, within six months of the signing of this agreement, at no cost to the City, an unencumbered public access easement along pedestrian mews, as shown on the approved Site Plans Plan referenced in Schedule "E" herein, to the satisfaction of the City. The Owner shall provide a Reference Plan for registration, indicating the public access easement, to the City Surveyor for review and approval prior to its deposit in the Land Registry Office. Such reference plan must be tied to the Horizontal Control Network in accordance with the municipal requirements and guidelines for referencing legal surveys. The Owner acknowledges and agrees to provide an electronic copy of the Transfer and a copy of the deposited reference plan to the City Clerk and Solicitor prior to registration of the easement. All costs shall be borne by the Owner.

**15. Waste and Recycling Collection**

**Residential Units**

The Owner acknowledges and agrees that the City will provide waste collection and cart (and/or container) recycling collection for the residential units. The Owner shall provide an adequate storage room or space for waste containers and recycling carts (and/or containers). The Owner acknowledges and agrees that it is recommended that the containers and carts be placed on a concrete floor. The Owner shall provide an adequate constructed road access to the waste/recycling storage room or area suitable for waste/recycling vehicles as direct access to the containers and carts is required. The Owner acknowledges and agrees that any additional services (i.e. winching of containers) may result in extra charges.

**16. Elevations**

The Owner acknowledges and agrees to construct the proposed building in accordance with the approved Elevations Plans, referenced in Schedule "E" herein. The Owner further acknowledges and agrees that any subsequent proposed changes to the approved Elevations Plans shall be filed with the General Manager, Planning, Infrastructure and Economic Development Department and agreed to by both the Owner and the City prior to the implementation of such changes. No amendment to this Agreement shall be required.

**17. Tree Permit**

The Owner acknowledges and agrees it shall comply with the provisions set out in the City's Urban Tree Conservation By-law, being By-law No. 2009-200, as amended.

**18. Snow Storage (Special Condition)**

In addition to the requirements of Clause 17 of Schedule "C" of this Agreement, the Owner acknowledges and agrees that any portion of the subject lands which is intended to be used for snow storage shall not interfere with the servicing of the subject lands.

**19. Noise Control Attenuation Measures**

The Owner acknowledges and agrees to implement the noise control attenuation measures recommended in the approved Transportation Noise Assessment, referenced in Schedule "E" of this Agreement, as follows:

| Location                  | Air Conditioning                   | Ext Wall and Window            | Warning Clause <sup>(1)</sup> |
|---------------------------|------------------------------------|--------------------------------|-------------------------------|
| Block 15                  |                                    |                                |                               |
| Townhouse Blocks 1 to 3   | Mandatory                          | Upgrade Window const. expected | A + C + E                     |
| Townhouse Block 4         | Mandatory                          | Upgrade Window const. expected | A + C + D + E                 |
| Townhouse Blocks 13 to 17 | Provision for adding               | Upgrade const. may be required | A + B + E                     |
| All Other Locations       | No Special Acoustical requirements |                                | E                             |

|                          |                      |                                |           |
|--------------------------|----------------------|--------------------------------|-----------|
| Block 22                 |                      |                                |           |
| Townhouse Blocks 1 and 2 | Provision for adding | Upgrade Window const. expected | A + C + E |
| Townhouse Block 3 and 4  | Provision for adding | Upgrade const. may be required | A + B + E |

|                                  |                                    |                                |               |
|----------------------------------|------------------------------------|--------------------------------|---------------|
| Block 24                         |                                    |                                |               |
| Townhouse Blocks 1, 2, 12 and 13 | Mandatory                          | Upgrade Window const. expected | A + C + E     |
| Townhouse Blocks 3 and 14        | Mandatory                          | Upgrade Window const. expected | A + C + D + E |
| Townhouse Blocks 4 and 5         | Provision for adding               | Upgrade const. may be required | A + B + E     |
| Townhouse Blocks 10 and 11       | Provision for adding               | Upgrade const. may be required | A + B + D + E |
| All Other Locations              | No Special Acoustical requirements |                                | E             |

(1) See Condition 20 below.

- a) the location and installation of any outdoor air conditioning device(s) shall comply with the noise criteria of the Ministry of the Environment and Climate Change's Publication NPC-216 entitled *Environmental Noise Guidelines for Installation of Residential Air Conditioning Devices*, dated September 1994, as amended, in order to minimize the noise impacts both on and off the immediate vicinity of the subject lands.
- b) prior to the issuance of a building permit, a review of building components (windows, walls, doors) is required and must be designed to achieve indoor sound levels within the City's and the Ministry of the Environment and Climate Change's noise criteria;

Notice respecting noise shall be registered against the lands, at no cost to the City, and a warning clause shall be included in all agreements of purchase and sale or lease agreements, as detailed in the condition below.

## **20. Notice on Title – Noise Control Attenuation Measures**

The Owner, or any subsequent owner of the whole or any part of the subject lands, acknowledges and agrees that all agreements of purchase and sale or lease agreements shall contain the following clauses, which shall be covenants running with the subject lands:

### **Warning Clauses**

- A. "The Transferee, for himself, his heirs, executors, administrators, successors and assigns acknowledge being advised that despite the inclusion of noise control features in the development and/or within the building unit sound levels due to increasing road traffic may occasionally interfere with some indoor and/or outdoor activities of the dwelling occupants as the sound levels may at times exceed the sound level limits of the City of Ottawa and the Ministry of the Environment and Climate Change noise criteria."

"This development includes a number of measures to help reduce noise impacts, listed below. To ensure that provincial and municipal sound level limits are not exceeded and/or to keep sound levels as low as possible it is important to maintain the sound attenuation features provided."

"This development includes building and street orientation to help increase setback distances to major noise sources and shield some rear yards from excessive noise levels."

- B. "This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant will allow windows and exterior doors to remain closed,

thereby ensuring that the indoor sound levels are within the sound level limits of the City and the Ministry of the Environment and Climate Control."

"The building components of this dwelling unit (walls, windows and exterior doors) have been designed to provide acoustic insulation so that, when windows and exterior doors are closed, the indoor sound levels are within the sound level limits of the City of Ottawa and the Ministry of Environment and Climate Change. The details of this building component design are available by contacting the builder of this unit."

- C. "This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the City and the Ministry of the Environment and Climate Control."

"The building components of this dwelling unit (walls, windows and exterior doors) have been designed to provide acoustic insulation so that, when windows and exterior doors are closed, the indoor sound levels are within the sound level limits of the City of Ottawa and the Ministry of Environment and Climate Change. The details of this building component design are available by contacting the builder of this unit."

- D. "The Transferee, for himself, his heirs, executors, administrators, successors and assigns acknowledge being additionally advised that due to the proximity of the adjacent school, sound levels from the school may at times be audible"

- E. "The Transferee, for himself, his heirs, executors, administrators, successors and assigns acknowledge being additionally advised that due to the proximity of the Rockcliffe Airport, sound levels from the airport may at times be audible"

August 3, 2018

Date



Douglas James  
Manager, Development Review  
Development Review, Central  
Planning, Infrastructure and Economic Development  
Department

Enclosure: Site Plan Control Application approval – Supporting Information



## **SITE PLAN CONTROL APPROVAL APPLICATION SUPPORTING INFORMATION**

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**File Number: D07-12-17-0111**

### **SITE LOCATION**

The site is located at 245 Squadron Crescent, 1400 Hemlock Road and 775 Mikinak, and as shown on Document 1. The site is located on the site of the former Canadian Forces Base (CFB) Rockcliffe, now known as Wateridge Village.

### **SYNOPSIS OF APPLICATION**

The 40,258.34 square metres site consists of three blocks in the Wateridge Phase 1B development. The Site Plan Control application has been submitted to accommodate the development of a variety of housing types. Block 15 includes a total of 125 townhouses. Blocks 22 and 24 include a total of 51 and 125 townhouses and stacked townhouses respectfully. The site is currently vacant, while the surrounding road network as part of the Plan of Subdivision is under construction.

Vehicular access is provided through a series of rear laneways. Pedestrian access through the blocks will be provided through public access easements. Centrally located mews run mid-block through Blocks 15 and 24 and accommodate pedestrian pathways, landscaped swales, landscaping and central gathering spaces adjacent to private yards. Townhomes will have municipal curb side waste collection, while for stacked townhouses waste will also be municipally collected and stored through semi-underground waste bins supplied by EnviroWirx.

The proposed buildings incorporate different elevations including contemporary, military and urban heritage styles and incorporates materials such as brick and stone and Hardie panel. A variety of townhouse blocks and styles is incorporated into each overall neighbourhood block.

### **DECISION AND RATIONALE**

This application is approved for the following reasons:

- The site is designated as General Urban Area in the Official Plan, which permits the development of a full range and choice of housing types

- The Former CFB Rockcliffe Secondary Plan speaks to permitting the development of a wide range of housing types in order to accommodate the needs for diversity of future residents and households and these blocks acting as a transition between existing lot-density residential neighbourhoods and the future higher density residential and mixed-use neighbourhoods
- The former CFB Rockcliffe Community Design Plan (CDP) outlines how future development in this 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 includes a range of building heights and densities in order to create a vibrant and dynamic urban community
- The Urban Design Guidelines for Greenfield Neighbourhoods speak to creating a walkable neighbourhood, laying out street pattern with easily walkable blocks, using rear lane parking areas, and designing buildings to windows and doors are prominent features, all of which is achieved through the proposed development
- The proposal is in conformity with the Zoning By-law. A By-law Amendment referencing specific performance standards related to the concept (By-law 2018-124) was approved by Council on April 25, 2018, with all opportunities for appeals exhausted
- This site plan application includes rear lane vehicular access, publically accessible mews, a variety of architecture and connectivity. This will enable the appropriate continued development of a contemporary mixed-use community consistent with the existing policy context and as such, it represents good planning

## **URBAN DESIGN REVIEW PANEL**

The Site Plan Control application was subject to the Urban Design Review Panel process. A formal review meeting was held on October 5, 2017.

The panel's recommendations from the formal review meeting are:

### **General Comments**

- The Panel is excited by this rare opportunity for the development of a new urban community within relatively close proximity to the downtown core. Overall, the Panel looks favourably on the comprehensive landscape approach to the larger development proposal, and the extensive considerations for the implementation of robust sustainability measures, including utilizing low impact design techniques. The introduction of a meandering bio-swale reflective of the site's natural heritage, in addition to place-making considerations, which connect the development to both the rich Algonquin and military heritage of the site, are recognized by the Panel as particularly innovative elements.

- Addressing issues relating to the winter maintenance of the buildings and the public and private street network will be necessary in order for the project to succeed.
- Implementation of the Panel's recommendations regarding wayfinding, circulation, landscaping and architectural detailing, will ensure a high quality development that will help to auspiciously weave the former Rockcliffe Air Force Base into the existing urban landscape.

### **Wayfinding and Circulation**

- The Panel recommends that through block connectivity, particularly with the goal of linking residents to parks, can be improved. This is of particular importance as the parkland is a major amenity within the emerging community.
- Where mews and streets cross, the Panel suggests that it is essential that there are clear delineations in order to provide driver awareness and pedestrian safety. This could be achieved through strategically located planters, bollards, appropriate lighting schemes, and by extended sidewalks whereby requiring drivers to continue over the sidewalk to access the lane.
- Further enhancement of pedestrian and cycling safety can be achieved by ensuring that the streets are as narrow as possible, and speeds are kept low through speed bumps and pedestrian friendly paving treatment.
- The Panel suggests the laneway width not exceed 7.5 metres, in order to ensure cars do not park along these routes.
- The Panel suggests developing a plan, which clearly identifies the hierarchy of streets, the wayfinding initiatives, and the neighbourhood pedestrian and cycling connections.
- To further enhance wayfinding, the Panel supports the introduction of public art elements throughout the development.

### **Landscaping and Maintenance**

- The Panel advises careful consideration of the potential to create microclimates due to shadowing through an unsustainable ratio between building heights and mew width. Prolonged shadowing could hinder the ability of planted areas to survive and thrive along the proposed mews. An appropriate ratio for a width of 17 metres, building face to face, is about 13 to 14 metres in building height. Particular study of shadow impacts would be beneficial.
- Snow clearing will pose a problem, and a revised landscape plan that accommodates for heavy snowfall customary in Ottawa is necessary. The Panel is of the opinion that off-site snow removal may be required given the existing lane configurations.

### **Architectural Expression**

- The Panel is generally pleased with the variety of modern styles, corner windows, colour, and the use of planters. However, less complexity in the material palette is advised, and the Panel strongly discourages the use of stucco,

given the inability of this material to withstand the city's harsh climate. Consider using metal panels in its place.

- It is the opinion of the Panel that the core area of the development would benefit from a consistent architectural theme, while the diversity of architectural expressions could be introduced going outward from the core, as to help ensure that the individuality of the architecture is not lost by the variety.
- The Panel suggests that façades be simplified and that materials and architectural elements which are currently articulated for two or three storeys, be continued all the way up the buildings.
- It is advised that the freeze-thaw cycle is considered and that material usage and horizontal ledges are carefully thought out as to avoid water and ice accumulation.
- The Panel is appreciative of attempts to accommodate for changes and urban evolution, by allowing for some customization of private spaces, particularly with respect to balconies and rooftops facing the rear lanes.

The panel was successful in aiding in the implementation of the following:

- Simplification of the elevation styles.
- Wayfinding elements including a variety of paver materials.
- Improved circulation between the site, local parks and the surrounding community.
- The rear lanes have been kept as narrow as possible, while still meeting requirements for waste and snow removal and emergency vehicle access.
- Snow storage areas have been identified and off-site snow removal will be reflected in conditions as part of the Site Plan Control process.
- Building heights have been reduced to comply with the existing zoning restrictions.

## **CONSULTATION DETAILS**

Councillor Tobi Nussbaum has concurred with the proposed conditions of approval.



## Public Comments

### Summary of Comments - Public

Two residents submitted comments, and three others requested to be notified.

**Comment:**

Currently there is heavy traffic on Hemlock/Beechwood. Traffic is speeding and has a high volume of illegal trucks. Concern about adding traffic to existing problems.

**Response:**

The approved Community Design Plan and Secondary Plan include minimum density targets of 5,200 residential units that must be achieved. Redevelopment will add cars to existing roads. The approved CDP and the Community Transportation Study (CTS) include plans for enhanced public transit and active transportation opportunities to mitigate future automobile traffic impacts. Conditions associated with the Plan of Subdivision process include traffic monitoring and effect of traffic from the subject site on the neighbouring local street network following the completion of each Phase.

**Comment:**

What impact, if any does these new amendments have on the building heights as previously agreed upon by the city.

**Response:**

The initial submission for Zoning By-law amendment included an amendment for height. That has since been revised and so no amendment to existing zoning heights is being sought.

**Comment:**

I believe 1b was initially to have retail on main level and residential above. If so why is this change being proposed.

**Response:**

These particular blocks within Phase 1b are designated and zoned for residential development, so no changes are being proposed. Other blocks in the phase do permit mixed-use buildings.

**Comment:**

Is retail still being proposed on main level of Phase 2?

**Response:**

Every block within Wateridge has varying zoning. Some do permit mixed-use buildings.

**Comment:**

I was last told that public consultation would occur for the large (Main) park bounding Codd's. Do you have a date for this?

Response:

Consultation related to public parks in Wateridge is ongoing as part of the Parks Process.

### **Community Organization Comments and Responses**

The application was circulated to the Wateridge Advisory Group and the Fairhaven Co-operative Community Incorporated. The following comments were submitted by the Wateridge Advisory Group:

1. A zoning amendment is mentioned but the site plan seem to lack specific information and justification for the proposed change. Is it possible to get detailed clarification on the changes?

Response: Requested amendments to the zoning have been detailed as part of the Zoning Amendment application, approved by Council.

2. The Planning Rationale document states that all public and private streets will be lined with street trees, yet there is no ROW planting plans for this site plan showing where the street trees are to be located. The TCR also mentions seven trees designated for protection but it is unclear if they will be “potentially” protected or “actually” protected and where they are located in relation to the Mattamy blocks. The plans related to trees are quite haphazard in their detail. For phase 1A, only four of nine trees initially identified for protection are still standing. The tree protection by-law was woefully ignored during Phase 1A. Tree preservation expectations are not being met and hopefully this can be highlighted in the annual tree permit report to planning committee by the city forester. It is very difficult to see how the natural environment will be enhanced as mentioned in the Planning Rationale Report for Phase 1B. It is also not clear where the 240 trees mentioned in the supporting documents will be located in the Mattamy site plan final design. It is also assumed that all the trees and plants will be native and non-invasive as discussed with Mark Richardson related to Phase 1A. We trust this has been addressed for Phase 1B as the TCR indicates that no existing trees will remain on Mattamy blocks and only new trees are to be planted.

Response: The landscaping for public streets has been previously approved through the plan of subdivision process. The applicant has clarified that due to the location of the existing trees within the block, it is not possible to retain the develop around them. Forestry services reviews landscaping as part of the Site Plan Control process including proposed tree species.

3. The newly planted trees and plants for the site plan landscape design do not appear to be able to receive any runoff groundwater. The LID plan should address this issue with bio-swales, and water retention areas, but the whole area seems to have an impermeable surface. Some plan views are provided, but the stormwater

plans do not clearly show how water will enter the ground to ensure the proposed vegetation internal to the site plan will survive. There is also no indication in the geotechnical report how the water table will be affected by construction therefore affecting the root systems of any preserved trees or street trees.

Response: The applicant has advised that the landscape and civil engineering plans include Low Impact Development initiatives such as bioswales, rain gardens, underground LID structures such as infiltration tanks and stormwater harvesting tanks.

4. The density plan indicates units/hectare but it doesn't indicate the projected average population/hectare. This information will be important to adjacent residents due to the traffic impacts. We would also like to confirm that the proposed access/egress to/from Phase 1B of the development will be provided via Codd's Road and Wanaki Road only, and that no site access will be proposed via Hemlock Road for Phase 1B, including construction vehicles.

Response: There are minimum density requirements that have to be met for the project in accordance with the Secondary Plan. The Transportation Overview submitted as part of this subject development has concluded that site generated traffic was included in overall traffic estimates as part of the original Transportation Studies for the entire Wateridge development.

5. There is also the issue of maximum automobile parking density which has not been addressed including requirements for visitor parking. There is the possibility of street parking in winter interfering with snow ploughing and emergency vehicles. This issue has not been addressed in the plans. This could have a negative impact on the development. Some people store trailers, recreational vehicles, boats, etc. in their driveways requiring them to permanently park their one or two cars on the narrow streets and lanes. Are there bylaws or parking signs to address this situation so that emergency vehicles and snow clearing vehicles will not be impeded? There was mention of off-site parking but there was no indication where it was located.

Response: A reduction to visitor parking requirements was approved by Council on April 25, 2018. On-street parking is part of public roads, which were approved through the plan of subdivision process. There will not be room for trailers, recreational vehicles, or boats in the driveways of rear lane townhouses, so this is not an option. Parking will not be permitted on private lanes. Conditions associated with the parking situation including notices on title advising potential purchasers of parking restrictions form part of this Site Plan Control process.

6. The pedestrian/bicycle pathways have not been identified between Squadron Crescent and Montreal Road that would maximize pedestrian transit connections.

Response: This is outside of the scope of this subject development.

7. The maximum zoning height requirements, including superstructure for elevators or potential antennas, are not clearly identified in any of the plans. Building heights are a concern and they need to be clearly addressed in term of mean sea level (MSL) or above ground level (AGL) given that there is an airport nearby.

Response: Proposed building heights comply with the existing zoning provisions.

8. The proposal does not describe the location of "conveniently located retail areas" for this development which should be within walking distance. Can this be clarified?

Response: Supportive neighbourhood services include a variety of commercial and retail establishments including two major grocery stores within 2 kilometres of the site on Montreal Road. Eight existing parks, four elementary and one high school are located within 2 kilometres of the site. The St. Laurent Community Centre and Complex and the Richelieu-Vanier Community Centre are both located approximately 1.2 kilometres from the site. The blocks are within walking distance of three potential new Elementary Schools, 10 City parks, and a mixed-use development centre within Wateridge Village as it continues to evolve.

9. There is no indication of any roof top gardens, solar collector considerations or other mechanisms that show progressive design considerations for the future. How are "innovative" or "green design" guidelines given consideration during this review? Are there any new building design or energy saving concepts being used by this builder that can be highlighted for the public?

Response: See the description of Low Impact Development features above.

## **Technical Agency/Public Body Comments**

### Summary of Comments –Technical

N/A

## **Advisory Committee Comments**

### Summary of Comments – Advisory Committees

N/A

## **APPLICATION PROCESS TIMELINE STATUS**

This Site Plan application was processed by the On Time Decision Date established for the processing of an application that has Manager Delegated Authority.

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Document 1 – Location Map

