

**Planning Rationale for Site Plan
Amendment - Wateridge Village
Phase 1B, Block 15**



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1.0 INTRODUCTION

This rationale has been prepared in support of a revised application for Site Plan Control for Block 15 in Wateridge Village Phase 1B. The previous Site Plan application is under file number D07-12-0111. The main change to the Site Plan for Block 15 is the increase in units from 125 to 192 units and the reconfiguration of block and parking layouts. The increase in units is the result of changing from rear lane townhouses to a mix of 124 stacked townhouses and 68 back-to-back townhouses. The change was necessitated by changing market demand for the proposed type and size of units. A plan of condominium application has also been submitted to address the common elements of the development such as the laneways, drive aisles, communal amenity areas and standard condominium for the stacked units and parking lot.

2.0 SITE LOCATION, SITE CONTEXT AND DEVELOPMENT PROPOSAL

2.1 SITE LOCATION

The former Canadian Forces Base (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, townhomes, stacked units, and back-to-back 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; enhance the existing natural environment; prioritization of non-vehicular movement; respect the heritage and legacy of the Algonquin peoples; commemorate 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. Low impact development (LID) techniques will be the hallmark of the Wateridge community.

Block 15 is located in Phase 1B of the Wateridge Village. Mattamy also owns Blocks 19, 22, and 24, all either under construction or undergoing concept development. Blocks 19, 22 and 24 are north of Mikinak Road. Block 19 forms part of the community core and will comprise mid-rise mixed-use development in the future. The northern portion of Block 22 is located north of the proposed Veterans House, to be built by Ottawa's Multi-Faith Housing Initiative and is located east of Block 19. Block 24 is located to the west of the proposed French public elementary school site and east

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of Block 22. Block 15 is south of Mikinak Road, adjacent to the future park to the west and proposed English elementary school site to the east and Block 24 to the north (see Figure 1).



Figure 1 – Location Map.

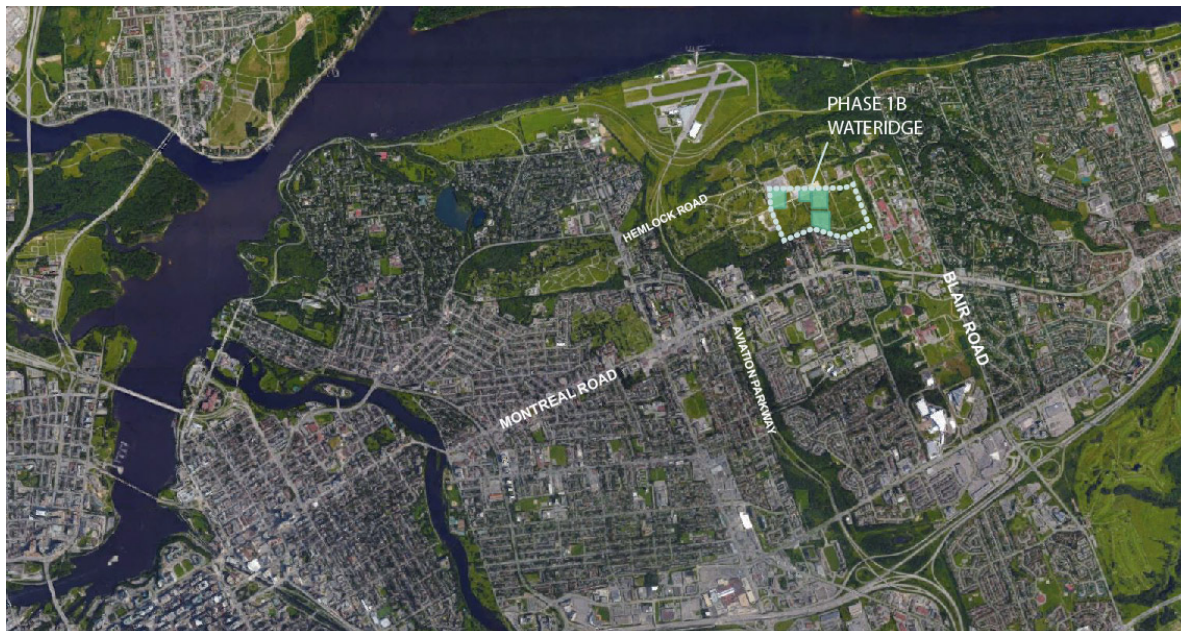


Figure 2 – Location Context.

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Phase 1B is located within walking distance to existing employment, retail, transit, and greenspace. As the site is one of the last undeveloped piece of land inside Ottawa's Greenbelt, 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 Sir George Etienne and Aviation Parkways, the Montfort 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.

2.2.1 Community Context

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. The tree conservation report identified a Burr Oak tree over 100 years old in the western portion of the subdivision. 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.



Figure 3 – Site Context.

2.3 DEVELOPMENT PROPOSAL

This revised application for Site Plan Control replaces 125 townhomes on private lanes with a combination of 124 stacked townhomes and 68 back-to-back townhomes (total of 192 units). The total number of units on the site is 192, an increase of 67 units from the previous application. Parking will be accommodated by a series of internal surface parking areas.

Block 15 is located south of Mikinak Road, a proposed collector road through the Wateridge development (Figure 4). Squadron Crescent is a proposed local road which bounds the property to the west, south and east. There is a total of three (3) interior private lanes; these lanes serve as access points to residential garages, surface parking spots, waste management services, and can accommodate emergency vehicles. The lanes are 6.0 metres wide. Multiple pedestrian connections and two vehicular entry points are proposed throughout the blocks to provide access and permeability to the block, community park and adjacent residential areas. These two interior lane connections are located on the west and south side of Squadron Crescent so as to not disturb future residential units opposite of Squadron Crescent (east).

Block 15 has a total of fourteen (14) residential townhome blocks, seven (7) blocks comprised of stacked townhouses and seven (7) blocks of back-to-back townhouses. Blocks range from 8 to 20 units. The total gross floor area for the proposed units is 22,746 m². Parking is provided for stacked towns through surface parking lots whereas back-to-back towns provide parking in private driveways and garages. The total number of parking spaces for the back-to-back townhouses is 68 and 124 for the stacked townhouses. Two electric vehicle charging stations are provided, also serving as short-term visitor parking. Additional visitor parking is proposed along Squadron Crescent and an on-street parking strategy demonstrates on-street parking capacity (Figure 5). Garbage disposal is located centrally near the stacked units at the north end of the surface parking lot, it is accessible by the private lanes for garbage removal. Garbage removal for the back-to-back townhouses will be done through curbside pick-up.

Additional mid-block pathway connections are proposed throughout the site to improve permeability, connections and safety. Several new pedestrian connections are proposed from Mikinak Road, connecting to the internal sidewalks around the central stacked townhouses, an east-west connection is located centrally that aligns with the community park pathways. Three pathways that cross a road surface are raised and marked to enhance visibility and safety, requiring vehicles to slow down throughout the site.

A series of landscape spaces and trees are proposed as part of the low-impact development initiative. Medium to large deciduous trees are provided through silva cells to accommodate compact development, stormwater run-off to infiltrate the roots of the trees, as well as provide for the ease of snow removal and pedestrian movement. Additional low-impact development through the stormwater management design features include raingardens located throughout the site – most notably adjacent to surface parking near the northern stacked townhouses and south of blocks 5 and 7, where rainfall runoff will be drained to the gardens from the road and pathways surfaces into the gardens before gathering on the road surface. The raingardens will

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also serve as snow storage area in winter. Main pedestrian entry points to the site are signified by increased landscape plantings using native species, wayfinding signage and/or public art. Bicycle parking is located near these entry points and in proximity to each of the stacked townhouse blocks, the amount of spaces exceeds the 0.5/unit for the stacked townhouses (140 for stacked townhouses, back-to-back townhouses will use garages). Many of the site features use elements of the Algonquin culture and Air Force to enhance the connectivity throughout Wateridge; the theme for this block is 'transportation', the Algonquins transportation symbolism will be used throughout the site as a connection to the history of the site and a wayfinding measure such as through public art and stamped concrete. Through the use of paver material, pavers will distinguish primary and secondary routes, and private entrances.

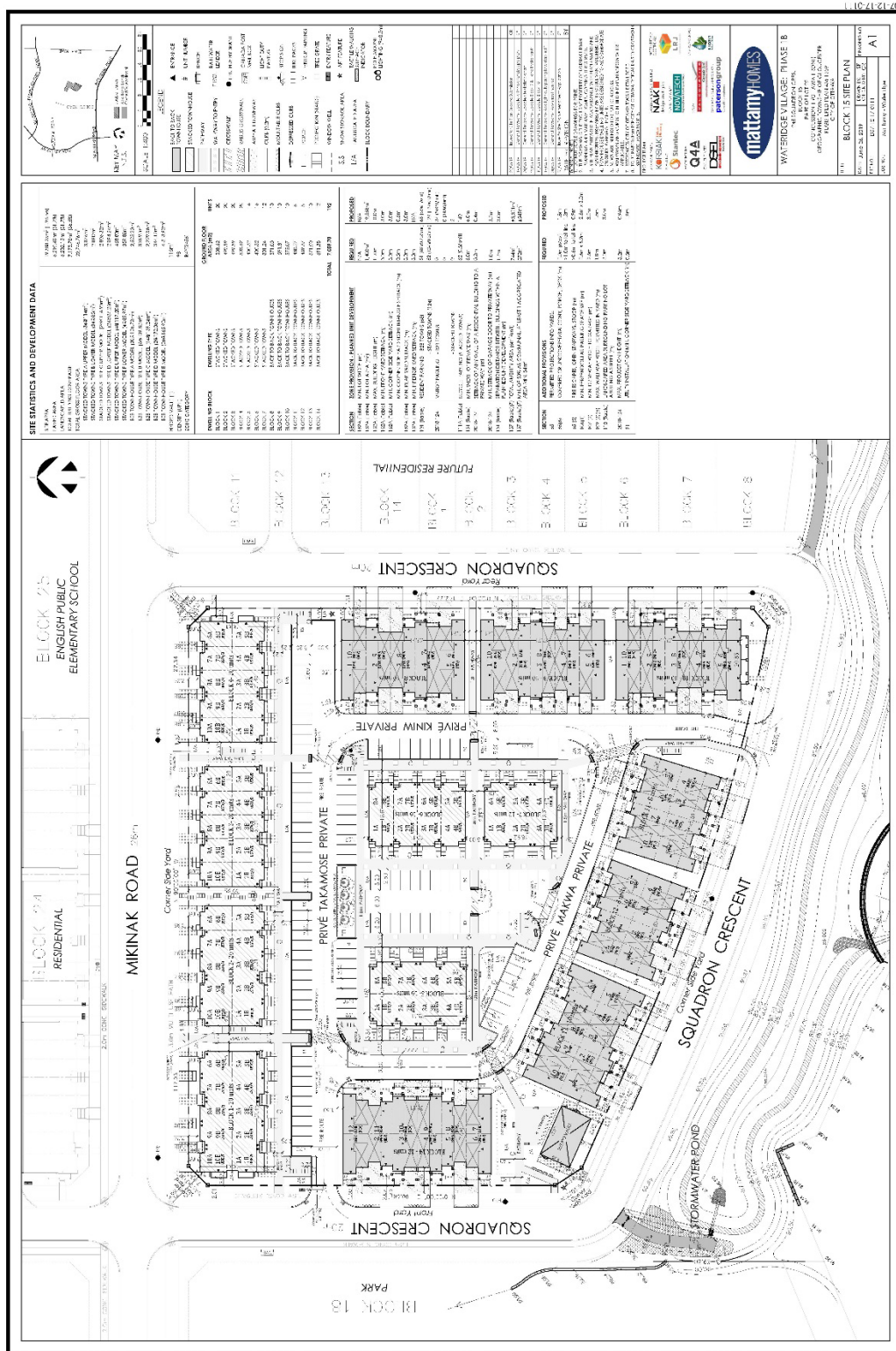
Amenity space as defined in the Zoning By-law states:

"means the total passive or active recreational area provided on a lot for the personal, shared or communal use of the residents of a building or buildings, and includes balconies, patios, rooftop gardens and other similar features, but does not include indoor laundry or locker facilities."

As per the City's definition, amenity space for the stacked townhouses is provided through exclusive use of rooftop terraces, balconies, exclusive use of front yards and communal amenity space. The communal amenity space is located at the south-west corner of the block near the pedestrian pathway connection to the park and small passive amenity spaces are also provided south of blocks 5 and 7. This area includes extensive planting, benches, bicycle parking, and widened pathways. Amenity space for the back-to-back townhouses is provided through exclusive use of the front yard and terraces.

The total density for Block 15 is 98 uph and the landscaped area covers 31.7% of the development. A multi-use pathway is located along Mikinak Road and is 3.6m wide, sidewalks line Squadron Crescent with an adjacent bike path and is street-tree lined. Depressed curbs are proposed along all access points to the roadways and laneways to increase accessibility.

Figure 4 – Site Plan Block 15.





Wateridge
June 21, 2019

Block 15 - Parking Plan
57 on street parking spots

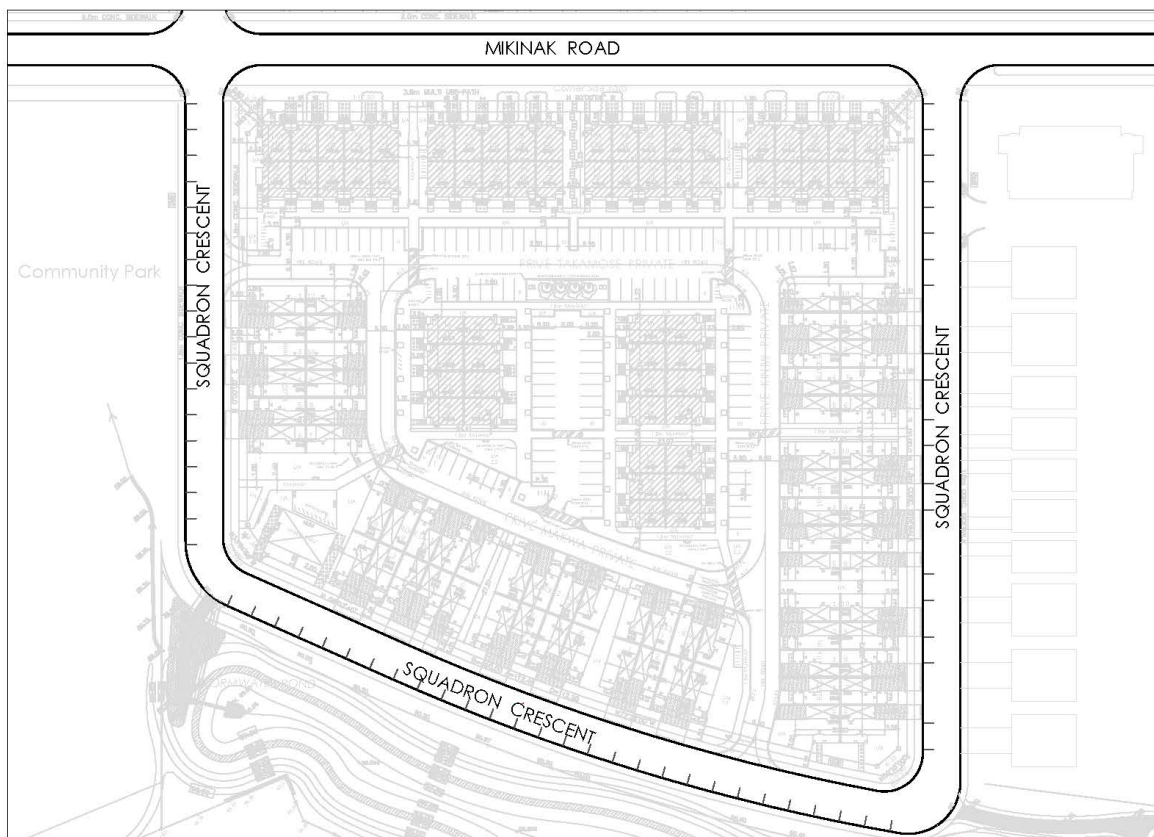


Figure 5 – On-Street Visitor Parking Strategy.

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. 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:

- Accommodating a range and mix of land uses;
- Promoting cost-effective development;
- Establish phasing policies for the orderly progression of development;
- Promote efficient use of water and stormwater management best practices; and
- Promoting healthy communities and active modes of transportation.

The proposed plan provides a range of residential dwelling types in a dense, compact, efficient design. This plan is a part of the larger Wateridge Village plan that will be developed incrementally and phased, to promote efficient use of land with active modes of transportation. These policies are integral to the planning process that was used to develop the Community Design Plan, Secondary Plan, Plan of Subdivision and site-specific zoning.

3.2 CITY OF OTTAWA OFFICIAL PLAN

Schedule B – Urban Policy Plan of the Official Plan designates the site as “General Urban Area”, which 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 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 have been 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, recognizes the opportunity to create a complete, sustainable community within a development pattern that prioritizes walking, cycling and transit over the private automobile.

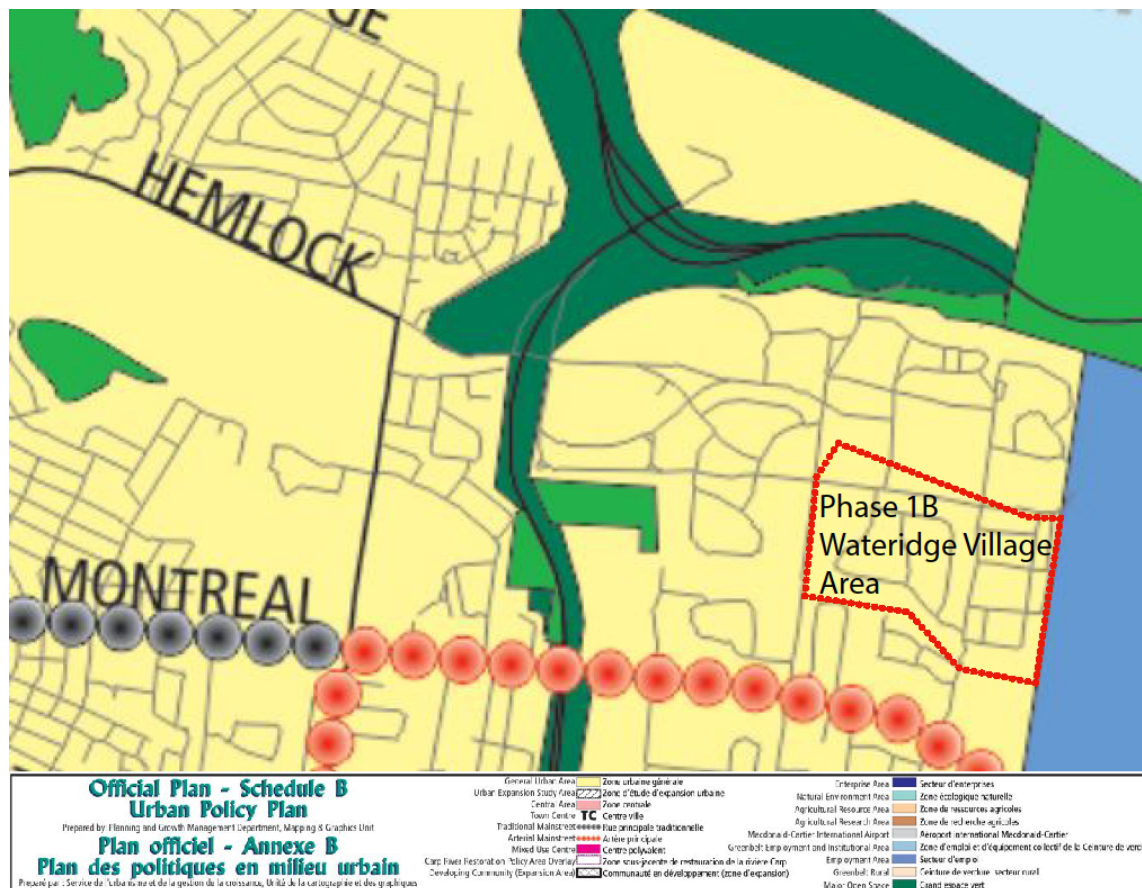


Figure 6 – General Urban Area.

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

Policies:

13. The City will require, where feasible, that all new development or redevelopment provide cycling facilities in accordance with the policies of Section 4.3. Bicycle parking spaces will be located in highly visible and lighted areas, sheltered from weather if possible.

The subject development proposes cycling infrastructure consistent with the Official Plan and Community Design Plan objectives. The proposed cycling infrastructure along Mikinak Road will be connected to Block 15 through the proposed walkways and along Squadron Crescent.

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.

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The proposed development provides reasonable distances between the residential buildings and transit stops. As such, transit stops are proposed to be in walking distance of approximately 200m. 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 currently servicing portions of the neighbourhood and, as development continues, public transportation routes will infiltrate further into developed areas. The current bus routes (route 17 and route 27) connect Wateridge to transit stations – St. Laurent and Rideau Stations on Ottawa's Confederation Line. As future development completes the Wateridge community, there will be an express route from Wateridge to Blair LRT Station.

46. *the City maintains the following strategic objectives related to parking:*

a. To produce short-term parking that supports the needs of local businesses, residents and institutions and tourism destinations;

b. To limit the supply of long-term parking in a matter that balances transit ridership objectives with the needs of automobile users;

c. To support intensification and minimize the amount of land devoted to parking through measures such as parking structures and arrangements to share parking among land users;

The proposed development aims to meet but not exceed the parking requirements for the proposed use. All blocks meet the objectives for resident parking needs, often surpassing the City requirements. Addressing the City's objectives for a sustainable, active neighbourhood, additional visitor surface parking spots are not proposed for Block 15; these parking needs can be met through on-street parking, which will be accommodated along Moses Tennisco Street, Michael Stoqua Street and Squadron Crescent.

Cycling and public transit infrastructure are proposed throughout the Wateridge community in connection to the greater urban area. Parking control restrictions can be proposed along public streets to limit on-street parking and encourage alternative modes of transportation. Further explanations and recommendations to deal with reduced visitor parking can be found in the transportation impact report.

Section 4.2.1 – Design Brief

Section 2.5.1 provides guidance on matters that will mitigate differences between existing and proposed development.

- 1. To enhance the sense of community by creating and maintaining places with their own distinct identity.*

The proposal and surrounding development are part of the larger Wateridge Village Community Design Plan. The CDP has arranged land uses into self-sufficient, but interconnected,

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neighbourhoods, each with its own combination of residential, institutional, open space and commercial uses. Buildings have been oriented with private amenity areas facing the public or private streets to allow passive surveillance and facilitate informal social interaction between neighbours. A communal amenity area at the core of the development will provide a venue for planned and informal social gatherings.

2. To define quality public and private spaces through development.

A communal amenity area of 317 m² is located at the south-east end of the development. The total communal amenity area is 549 m². Private amenity areas, in the form of balconies or porches, are proposed for each unit. The community park is directly west of the site and pocket parks are located within a short distance.

3. To create places that are safe, accessible and easy to get to, and move through.

Vehicular entrances from Squadron Crescent provide access to private driveways and parking areas distributed across the site. A network of sidewalks with raised pedestrian crossings within the site connect the parking areas, communal amenity areas and units. Buildings and their entrances face towards public streets, private streets and parking areas to provide passive surveillance of the surrounding area. Sidewalks, parking and entrances will be appropriately lighted. Building footprints and landscaping have been designed to conceal areas or entrapment points to ensure the safe movement and accessibility to and throughout the site.

4. To ensure that new development respects the character of existing areas.

The site is surrounded by a variety of residential building types including detached (to the west and east), townhomes (to the north and east) and stacked townhomes (to the north). The proposed development will have a similar massing and height as recently approved townhomes on Block 24. Architectural finishes will respect the developing character of the Wateridge Urban Design Guidelines and Architectural Controls intent of the CDP using colour palettes.

5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

The proposed development will introduce two new forms of higher density residential development (back-to-back townhomes and stacked townhomes) to the neighbourhood. These units are often marketed to first-time home buyers due to their approachable prices and unit sizes, which can accommodate residents from a wide range of demographics and life stages.

6. To understand and respect natural processes and features in development design.

There are no significant natural features on the site that require protection or preservation. Stormwater runoff is released in a controlled manner as the LID's are intended to mitigate stormwater going into the City's stormwater management system, as not to cause damage to

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downstream areas. Design efforts have been made through raingardens, landscaping and silva cells to reduce the amount of stormwater runoff the site produces.

7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

Generally, higher density developments require less energy and resources to construct and operate than lower density forms of housing, such as detached dwellings. Locating higher density uses in proximity to future transit stops, on Minkinak Road, and within walking distance of a future rapid transit corridor provides residents with the opportunity to use low-carbon transportation modes, such as walking, biking and bus or rail.

The proposed development aims to promote sustainable communities by providing accessibility to public transportation, cycling routes, pedestrian infrastructure and proximity to future employment and retail areas. In addition, the electrical vehicle spots are also proposed to support the use of electric vehicles. It is expected that a proportional number of residents will use alternative modes of transportation other than personal automobiles based on the proximity to existing services and employment areas. As such, the need for additional visitor parking spaces can be met through anticipated on-street parking.

As well, to improve permeability, raingardens are proposed throughout the site to reduce stormwater runoff. These raingardens are located along the north edge of the surface parking for the north stacked townhouse units. As well as located along the central blocks of stacks and communal amenity space. These raingardens also serve as additional snow storage. Silva cells are proposed throughout the site to increase permeability, reduce stormwater runoff, and provide tree canopy coverage.

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

Policies:

1. The road network in new plans of subdivision will provide the opportunity for direct transit routes through the community and for all buildings to be within 400 metres walking distance of a transit stop.

Bus stops will be constructed at the Minkak Road, Squadron Crescent and Moses Tennisco Street intersection, within 200m. These bus stops serve as an extension of OC Transpo Route 129 along Codd's Road. Potential future bus stops will also be constructed along Codd's Road, Wanaki and Hemlock Road as Wateridge further develops.

4. The City may reduce parking requirements for uses located within 600 metres of a rapid-transit station and for uses where the need for on-site parking can be balanced with efforts to reduce reliance on the automobile.

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Policies within the Official Plan and Community Design Plan aim to reduce the reliance on the automobile and with resident parking needs provided, visitor parking needs can be met through alternative modes of transportation or on-street parking. As well, the site is not within 600m of rapid transit station and therefore not subject to maximum parking requirements.

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. These connections are provided through north-south and east-west pedestrian connections running throughout the site. Where these pathways cross private streets, raised crosswalks are proposed to enhance visibility and safety.

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 Secondary Plan provides guidance regarding building frontages for high-traffic land uses such as mixed-use (predominantly regarding retail uses), high-rise office, schools and parking garages above grade. The intent of the policies concerning building frontages is to have active entrances, balconies and windows facing the street to animate the public realm. The Secondary Plan's policies on building frontages are warranted for high-traffic and highly visible areas. However, nowhere in the Secondary Plan does it state that driveways are not permitted along Squadron Crescent, merely that it is identified as a 'Building Frontage' on Schedule E. The proposed architecture of all building frontages meets the intent of an active building frontage. The village homes have large windows and balconies overlooking the street. the stacks have large windows, balconies and rooftop terraces overlooking the streets and laneways.

The Plan provides in Section 6.2 3 that each residential and mixed-use land use has a minimum density requirement. Master Concept Plans prepared with the Site Plan Control application submitted by Mattamy will illustrate how the required minimum density will be achieved (Figure 7). 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. Through previous submissions with the City, it was pressed on the importance of meeting the overall density

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target for Wateridge. The proposed development plans meet the overall average density for the area covered in the Master Concept Plan.



Figure 7 – Density Targets CFB Rockcliffe Community Design Plan.

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.

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The proposed development is located in the East neighbourhood (Figure 9), 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.

As per the CDP Section 5.6, *"In certain areas of the new community, predominately in areas of high pedestrian circulation, it will be important for buildings to face and front onto the public realm in order to animate the street. Along these frontages, there will be no parking between buildings and the street."* The driveways to the back-to-back townhouses along the west side of Squadron Crescent have been designed with enhanced front yard landscaping, through pavers and shrubs to soften the appearance of the driveway access adjacent to the access of the community park. The driveways will be composed of high-quality pavers and design and to enhance and to add character to the public realm. These units create a consistent street edge facing the park and provide 'eyes on the street' through large windows and balconies. The design of the community park directly across from these units is to be a 'meadow', the highly programmed areas of the park to the west are not directly across from the units; such as, these driveways will not impact the pedestrian crossing at Mikinak Road and Squadron Crescent.

The revised Site Plan has made significant efforts to improve mid-block connections, wayfinding and prioritizing the safety of internal crossings. An east-west mid-block connection has been provided between building Block 8 and 9. This connects to the proposed pathway located in the park. To provide this crossing through the site, surface parking spots were adjusted. Mattamy has prepared a pedestrian connections map to illustrate the connections through and surrounding the site (Figure 8).

All primary pedestrian crossings located in Block 15 that cross roadways are raised. The raised crossings require vehicles to slow down and prioritize the pedestrian. The internal connections through the site are prioritized by reducing the length of crossing through a surface parking lot or roadway as well as using a variety of pavers or borders as accents to help identify pedestrian routes. The pathways also follow the most logical pedestrian pathway as to not include unnecessary routes, as shown in the pedestrian connections map (Figure 8), the site is well connected to the surrounding area and the proposed pathways internal to the site prioritize the pedestrian.

To prioritize pedestrian movement and reduce negative impacts on the adjacent blocks on the east side of Squadron Crescent (such as Block 13), the vehicular driveway on the east side of the block has been removed. The removal of the driveway allows the back-to-back townhouse blocks to be shifted north so they no longer impact the corner side yard setback. As well, Mattamy was able to include the above-mentioned mid-block connection between Blocks 9 and 8. By removing the vehicular driveway, an enhanced vegetative buffer can be included adjacent the public sidewalk.

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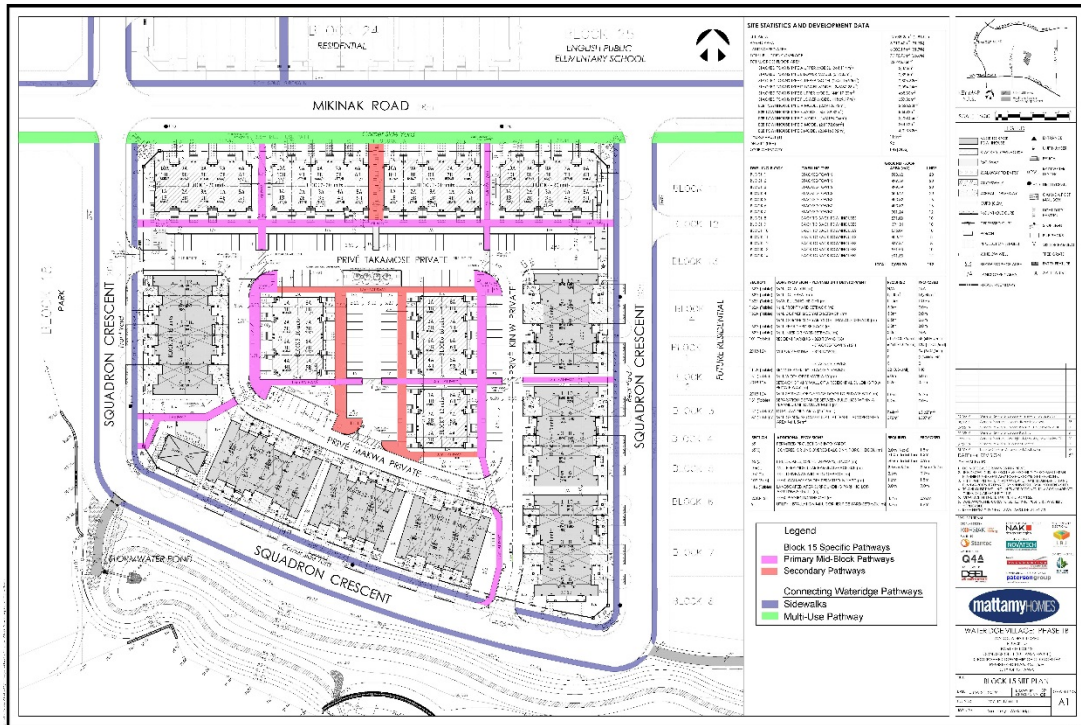


Figure 8 – Pedestrian Plan.

In addition to the pedestrian crossings, pathways and wayfinding throughout the site, to commemorate the history of the Wateridge community (Air Force and Algonquins) connections have been made to the Algonquins different theme's throughout Wateridge. The theme for this block is transportation, the Algonquins and Air Force transportation symbolism will be used throughout the site as a connection to the history of the site and a wayfinding measure such as through public art and stamped concrete.

Parking for the stacked townhouses is provided at a rate of 1.0 spaces/unit. Village back-to-back townhomes will have a single car garage and the village homes within the interior of the site have sufficient driveway space to accommodate an additional vehicle or visitor parking. The village back-to-back townhouses along the block exterior have been pulled as to not encourage parking in the driveway. The surface parking is located in the interior of the site and into smaller areas, as to not detract from the surrounding uses as well as minimizing vehicular driveways into the site. The surface parking internal to the site is buffered from the street and will have trees in silva cells around the parking, along with raingardens to soften the area between parking, pathways and dwelling units. Front yards will also provide additional separation between the pathway and buildings.



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
- 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 1 – Urban Design Guidelines & Architectural Control Applicable Guidelines

<u>Townhouse Guidelines</u>	
<i>Townhouse block sizes may range from 3 to 8 units and should be no longer than 40 metres.</i>	Townhouse and stacked towns are no longer than 40 metres per block size. Townhouse blocks also do not exceed more than 8 units in a row.
<i>Individual blocks should be separated by public streets or mid-block connections.</i>	Mid-block connections are provided in the form of pathways or private laneways.
<i>Townhouse buildings will typically take the form of lane townhouses (with garages accessed from a public rear laneway) or back-to-back townhouses (with shared below-grade parking between units).</i>	Back-to-back townhouses have garage access in the front of units. Stacked townhouses propose surface parking. The garages for the back-to-back townhouses will be recessed from the front façade.

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<i>Dwellings should be fully attached above grade.</i>	All townhouses and stacked towns are attached above grade.
<i>Enliven façades and the roofs of buildings with decks and private outdoor amenity areas for residents to inhabit.</i>	Rooftop terraces are provided for stacked townhouses, decks are provided for back-to-back townhouses.
<u>Architectural Style</u>	
<i>For low and mid-rise residential buildings that are less than 20 metres in height, incorporate some type of articulation to create a transition between the upper and lower storeys.</i>	Architectural details delineate a transition between windows, doors, storeys, and entranceways.
<u>Entry Features</u>	
<i>Entry features should be articulated through detailing or variation of materials.</i>	Entranceways are emphasized through architectural details and landscaping leading to the doorway.
<u>Fencing and Landscaping</u>	
<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>	Surface parking lots are screened using landscaping, bioswales and located centrally.
<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.
<u>Green Streets</u>	
<i>Where possible, the principles of low impact development (LID) shall be implemented as directed by the City of Ottawa and/or CLC to control stormwater on-site and minimize discharge to the City's sewer system.</i>	Principles of Low Impact Development are incorporated throughout the proposed development (such as bioswales, raingardens, silva cells, compact development, residential density, and underground infiltration chambers) to reduce impact on the City's sewer system. The development meets the LID requirements.
<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.
<u>Sidewalks and Crosswalks</u>	

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<i>Continuous sidewalks should be provided on both sides of all streets.</i>	Continuous sidewalks are provided along block exterior lot lines and internally throughout the site. Raised crosswalks are provided to maintain continuation between sidewalks throughout the site.
<i>Sidewalks should be at least 1.8 metres wide.</i>	All sidewalks are at least 1.8 metres wide.
<u>Active Street Frontages</u>	
<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 interior of blocks. For the units on the west side of Squadron Crescent, efforts have been made to reduce the visual impact of a driveway access on the public realm through the use of enhanced pavers and landscaping.
<i>Buildings should front and face onto the public realm in order to animate the street.</i>	Buildings are situated to face the public realm and animate the street.
<u>Private Streets</u>	
<i>Private streets should be designed as public rights-of-way with adequate paving for emergency vehicles, landscaping, and appropriate building setbacks.</i>	All private streets are designed to accommodate for emergency vehicles, waste management and snow removal services.
<u>Surface Parking</u>	
<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>	Surface parking is located in the interior of the block, access for the back-to-back townhouses is available at the front of each unit.
<i>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.</i>	Landscaping and planting strips define roadways, pedestrian corridors, and improve edge conditions. Greenspace around roadways and surface parking is defined either by grass, plantings or trees.
<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 back-to-back townhouses, stacked townhouses or surface parking lots is kept at a minimum. Access is reduced to two connection

points, one on either side of a row of residential homes.

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 include 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 2 – Applicable Guidelines for Low-Rise Infill Housing

Guideline 2.1 - <i>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.</i>	The development application proposes residential entrances slightly above ground level. Architectural style has been selected to emphasize the entrance way and windows.
Guideline 2.2 - <i>Reflect the desirable aspects of the established streetscape character.</i>	All public and private streets will be lined with street trees where appropriate. Along the public streets, uses for bikes, pedestrians and cars will be separated by street trees and landscape buffers. Pathways on site are proposed to connect to the street.

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Guideline 2.3 - Expand the network of public sidewalks, pathways and crosswalks, to enhance pedestrian safety.	Connections to the existing pathways, sidewalks and bike pathways will be made where feasible. Crosswalks are proposed across the private lanes. Primary pedestrian crossings throughout the site across road surfaces are raised and delineated to prioritize pedestrian safety and visibility.
Guideline 2.7 - Ensure that new streets, if private, look, feel, function and provide similar amenities as do public streets, including sidewalks and street trees.	Private laneways will provide enhanced amenities, which include sidewalks, landscaping, street trees, lighting and maintenance.
Guideline 3.4 - Provide street trees in continuous planting pits or in clusters to support healthy growth.	Many of the street trees internal to the site will be planted in continuous planting pits (silva cells) to support healthy growth.
Guideline 3.6 - Support sustainability and improve environmental performance by creating landscaped green roofs that are functional and have aesthetic value.	Sustainability is a major focus for the development in the form of Low-Impact Development (LID). This includes compact residential development, raingardens, silva cells, landscape plantings, and the inclusion of electric vehicle charging stations.
Guideline 4.1.1 - Ensure new infill faces and animates the public streets.	Buildings are oriented to face the development outwards towards the public street and private laneway.
Guideline 4.1.2 - 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.	Proposed development is meeting the desired neighbourhood pattern identified in the Community Design Plan and Architectural Controls and Guidelines. Low-rise development with consistent yard encroachments, setbacks, building height, elevation and entrance locations are proposed.
Guideline 4.1.6 - Contribute to the amenity, safety and enjoyment of open spaces by offering living spaces that face them.	Living spaces and outdoor amenity areas face private-public spaces that feature pathways and landscaping.
Guideline 4.1.7 - Avoid the arrangement of units where the front of one dwelling faces the back of another, unless the units in the back row have	All façades of the development have rich detail, recessed garages and landscaping to be aesthetically pleasing.

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façades rich in detail, recessed garages and extensive landscaping.

Guideline 4.2.1 - 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.

Proposed residential dwellings are designed in a manner to provide a variety of architectural styles but at similar building height. Articulation of windows, balconies, and materials on the facades will vary in height and detail to provide interest. Corner units will also be articulated to engage both street frontages, providing an interesting street edge.

Guideline 4.2.4 - Locate roof projections, which provide access to decks and patios, so that height impacts are reduced.

Roof-top terraces are proposed, setback at staggered setbacks to provide for a comfortable outdoor amenity space.

Guideline 4.3.1 - Design all sides of a building that face public streets and open spaces to a similar level of quality and detail.

Residential dwellings will be designed with a high-manner of detail, consistent throughout the outside of the dwelling. Details on corner units will be designed to face both streets.

Guideline 5.1 - Limit the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front and rear yard.

Parking spaces and driveways are concentrated to reduce multiple access points that can negate from the pedestrian experience. Two access points are proposed for vehicular access into the site to limit impacts on adjacent uses but to also allow for emergency vehicle access. Front yards are provided in front of each dwelling unit to provide separation between the street and the building.

Guideline 5.8 - Limit the number and width of access depressions (curb cuts), and share driveways in order to maintain as much on-street parking as possible.

Shared driveways and access points to parking spaces are in places wherever possible to reduce curb cuts.

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. Exaggerated walkways are intended to provide separation between vehicles and pedestrians; crosswalks are proposed to encourage safety on site.

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 3 – Applicable Guidelines for Greenfield Neighbourhoods

Guideline 1 - 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. LID practices are in place (raingardens, Silva cells, compact development, meeting density targets) to ensure the area isn't over capacity.
Guideline 10 - Create a walkable neighbourhood with pathways, trails and sidewalks that are accessible year-	On all blocks, pedestrian sidewalks will be provided and serve as a connection to the

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round and connect destinations such as transit stops, commercial areas, schools, community facilities and parks.	remainder of the site and surrounding area. Mid-block, raised pathway connections are integrated into Block 15 to increase pedestrian connectivity.
Guideline 11 - 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.
Guideline 13 - Layout local street patterns so that development blocks are easily walkable – between 150 and 250 metres in length.	Proposed blocks are highly walkable, with each block with pedestrian connection being no more than 130m in length.
Guideline 23 - Include a landscaped buffer between the arterial right-of-way and the local right-of-way for single-loaded streets fronting onto arterial roads.	While Mikinak is a collector road, the development proposes several public realm enhancements to provide a pleasing pedestrian experience. A tree-lined vegetative buffer is located between the roadway, pedestrian pathway, parking lots, dwellings and cyclist routes. Front yards with terraces are proposed along the frontages to encourage individual owners to landscape along street frontages.
Guideline 24 - 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.	All stacked units and townhouses have rear lanes to provide active street frontages on collector roads or pedestrian pathways.
Guideline 27 - 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.
Guideline 32 - 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 block-to-block across the public ROW and are not disjointed. Communal amenity space and a primary pathways are located adjacent to the community park to encourage interaction and community connections.

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Guideline 34 - 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 (3m) to the property line with special care taken to incorporate architectural details. Setbacks are proposed to allow for terrace and landscaping along the street frontages.
Guideline 37 - 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 special attention paid to the front entrances and windows.
Guideline 42 - 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.	Parking lots are screened from view through the use of rear lanes or landscaping.
Guideline 43 - Provide a landscape buffer along the edges of multi-unit residential parking areas, in situations where they are along a public street. Provide breaks in the buffers to connect the sidewalk to walkways on the site.	Landscaping visually and physically separates the parking areas from public use sidewalks.
Guideline 44 - Design residential buildings so that garages do not dominate the width of the front façade and do not project past the front wall. Design driveways so that they are not wider than the garage.	Garages are recessed and designed in a manner so as to not detract from the overall architectural style. The back-to-back units on the west side of Squadron will be landscaped, where possible.
Guideline 46 - Incorporate mid-block walkways to make walking more direct and convenient where long blocks cannot be avoided. Ensure that landscaping, fencing, and facing windows support a safe and attractive environment.	Mid-block pedestrian pathways are provided and are designed to provide a safe, attractive environment.

4.0 ZONING BY-LAW

Consistent with the guiding vision established for the former CFB Rockcliffe through the Community Design Plan, the Site Plan for Block 15 fulfills the vision intent for Wateridge Village. The proposed zoning is provided below for Block 15.



Figure 11 – Zoning for proposed development.

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Table 4 – Zoning Provisions Block 15, Zone R4Y[2311]

<i>Principle Dwelling Type</i>	<i>Zone Provision – Table 162A</i>	<i>Required – As Approved by Council</i>	<i>Proposed</i>
Planned Unit Development	Minimum Lot Width (m)	N/A	N/A
	Minimum Lot Area (m ²)	1,400	19,588
	Maximum Building Height (m)	11	10.0
	Minimum Front Yard Setback (m)	3.00	3.0
	Minimum Corner Side Yard Setback (m)	3.00	3.0
	Minimum Corner Side Yard Sight Triangle Setback (m)	0.5	0.6
	Minimum Rear Yard Setback (m)	3.00	3.0
	Minimum Interior Side Yard Setback (m)	1.2	N/A
	Total Landscaped Area (m ²)	30%	31.7%
	Zone Provision - Table 101, 102, 131, 111A	Required – As Approved by Council	Proposed
Planned Unit Development	Resident Parking		
	B2B Towns (68)	51 (0.75 x 68)	68
	Stacked Towns (124)	62 (0.5 x 124)	124
	B2B Towns	0	34

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Additional Provisions	Visitor Stacked Towns Parking	0	2
	Bicycle Parking	62 (0.5/unit)	140
	Minimum width of private way (m)	6.0	6.0
	Setback of any wall of a residential building to a private way (m)	0.2	0.4
	Minimum setback of a garage door to private way (m)	1.0	5.2
	Minimum separation distance between buildings within a planned unit development (m)	1.2	3.0
	Total amenity area (6m ² /unit)	744m ²	3,321m ²
	Minimum of 50% as communal, at least 1 aggregated area min. of 54m ²	372m ²	549m ²
	Zone Provision – Table 55, 64, 65, 107, 109, 131 Special Exception 2311	Required – As Approved by Council	Proposed
	Permitted projections into yards: covered or uncovered balcony, porch, deck (m)	2m but no closer than 1m to a property line	1.8 1.2
	Open stairways (m)	0.61	0.9
	Min. perpendicular parking space size (m)	2.6 x 5.2	2.6 x 5.2

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Min. driveway width to garage (m)	2.6	3.2
Max. walkway width permitted in yard (m)	1.8	1.8
Landscaped area surrounding parking lot abutting a street (m)	3.0	3.0
Max. permitted projections above height limit (m)	3.2	0.96
Utility installation min. corner side yard setback (m)	0.5	1.9

As per Minimum Visitor Parking Rates Section 102 (4) of the Zoning By-law, “in the case of a townhouse dwelling or stacked dwelling, where each dwelling unit has a driveway accessing a garage or carport located on the same lot as that dwelling unit and in the case of a planned unit development, where a dwelling unit has a driveway accessing its own garage or carport; no visitor parking is required for that dwelling unit”. The zoning does not require the site to have visitor parking, however, a visitor parking strategy has been prepared anticipating that some visitors will arrive in vehicles (Figure 5). Since the back-to-back townhouses have individual garages, the visitor parking strategy will be primarily for the stacked units. On-street parking along Squadron Crescent will be utilized as well as the two visitor parking spaces located in the site.

Section 111 of the Zoning By-law provides policy direction for bicycle parking:

“(12) Where the number of bicycle parking spaces required for a single office or residential building exceeds fifty 50 spaces, a minimum of 25% of that required total must be located within:

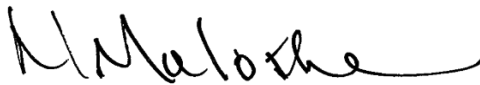
1. a building or structure;
2. a secure area such as a supervised parking lot or enclosure with secure entrance; or
3. bicycle lockers.”

For the proposed development, no single residential building exceeds 50 spaces, therefore a building/enclosed parking location is not required.

5.0 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 R4 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 this land particularly in locations close to the City's rapid transit system. 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.



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