

**Second Submission - Planning
Rationale for Site Plan Control
Wateridge Village Phase 1B
Block 19**



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SECOND SUBMISSION - PLANNING RATIONALE FOR SITE PLAN CONTROL WATERIDGE VILLAGE PHASE 1B BLOCK 19

1.0 INTRODUCTION

This report has been prepared in support of a revised application for Site Plan Control for Block 19 in the Wateridge Village Phase 1B. The previous Site Plan Control application is filed under number D07-12-18-0086. Changes to the Site Plan include revised building setbacks and step-backs above the fourth storey, revised landscape plan, parking plan and active entrance locations.

A Minor Variance application has been filed concurrent to this application to seek relief for the construction of the first building (Building A). The application is required due to the lot's dimensions and nature of the proposed development, thus seeking relief from certain provisions of the General Mixed Use – GM31 zone to ensure consistency with the Former CFB Rockcliffe Secondary Plan and Former CFB Rockcliffe Community Design Plan. The application is filed under number D08-02-19/A-00280.

2.0 SITE LOCATION, SITE CONTEXT AND DEVELOPMENT PROPOSAL

2.1 SITE LOCATION

The subject block is located in Phase 1B of the Wateridge Village. Block 19 is centrally located in Wateridge Village and will be at the corner of Hemlock Road, Codd's Road, and Mikinak Road. Block 19 is the furthest east parcel of Wateridge Village Phase 1B and forms part of the community core and will comprise of mid-rise mixed-use uses (see **Figure 1**).



Figure 1 – Location Map.

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Figure 2 – Location Context.

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

2.2 SITE CONTEXT

The site is located in an area surrounded by greenspace systems along the Sir George Etienne (Rockcliffe 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.

The site benefits significantly from its proximity to the Ottawa River which provides for spectacular views. The land is sloped down towards the north and the site elevation ranges from approximately 70 to 100 metres above sea level. The location of the site offers unobstructed vantage points with views to the River and surrounding area. The area when developed as a military base, was graded to level the land and since that time, vegetation and tree regeneration has produced a mixture of deciduous and coniferous trees. 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.

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The plan for the CFB Rockcliffe area seeks to maximize pathway and transit connections to the surrounding area.

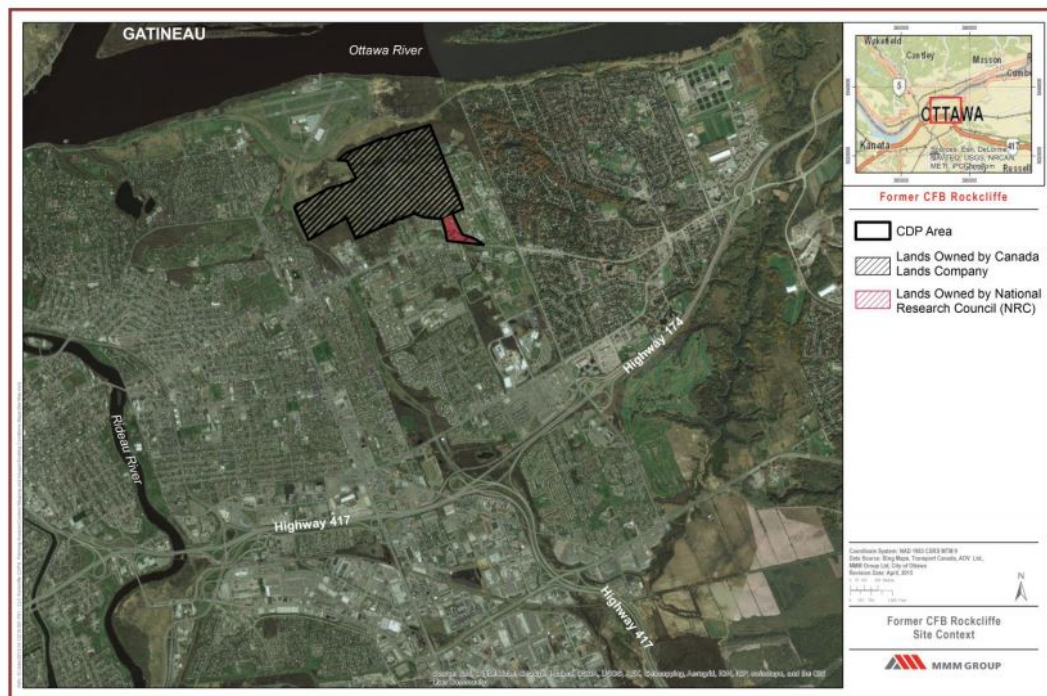


Figure 3 – Site Context.

2.3 DEVELOPMENT PROPOSAL

2.3.1 Revised Proposed Development Block 19

This revised application proposes the same lot configuration and orientation as the previous application (**Figure 4**). The revisions reflect comments from the Urban Design Review Panel meeting in 2018 and evolving market conditions. The revisions made on the updated Block 19 Site Plan dated October 15, 2019 include:

The proposed buildings are arranged in a pinwheel orientation. The buildings do not wrap around the corners to allow for access and improved site circulation. The layout of the block intends to allow pedestrian flow towards the town square to the north (Block 20) and towards the community park to the south, reflecting future pedestrian desire lines. This is achieved by opening key corners locating the amenity areas near the commercial units to the northwest and amenity area near the southeast corner.

The buildings are setback above the 4th storey to meet zoning and the Community Design Plan intent. The main residential entrances face towards the street and the retail unit entrances on

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Building A and D are orientated towards the street and amenity areas. These changes result in 50% glazing of retail units and active entrances oriented towards the street to meet the CDP and zoning provisions.

General building subtleties have been included to ensure the pedestrian and public realm conform to the Community Design Plan and intent of the Core in the Wateridge Village community. This is achieved through varied building articulation, setbacks, materiality and fenestration. This is shown in more detail in the architectural and landscape plans.

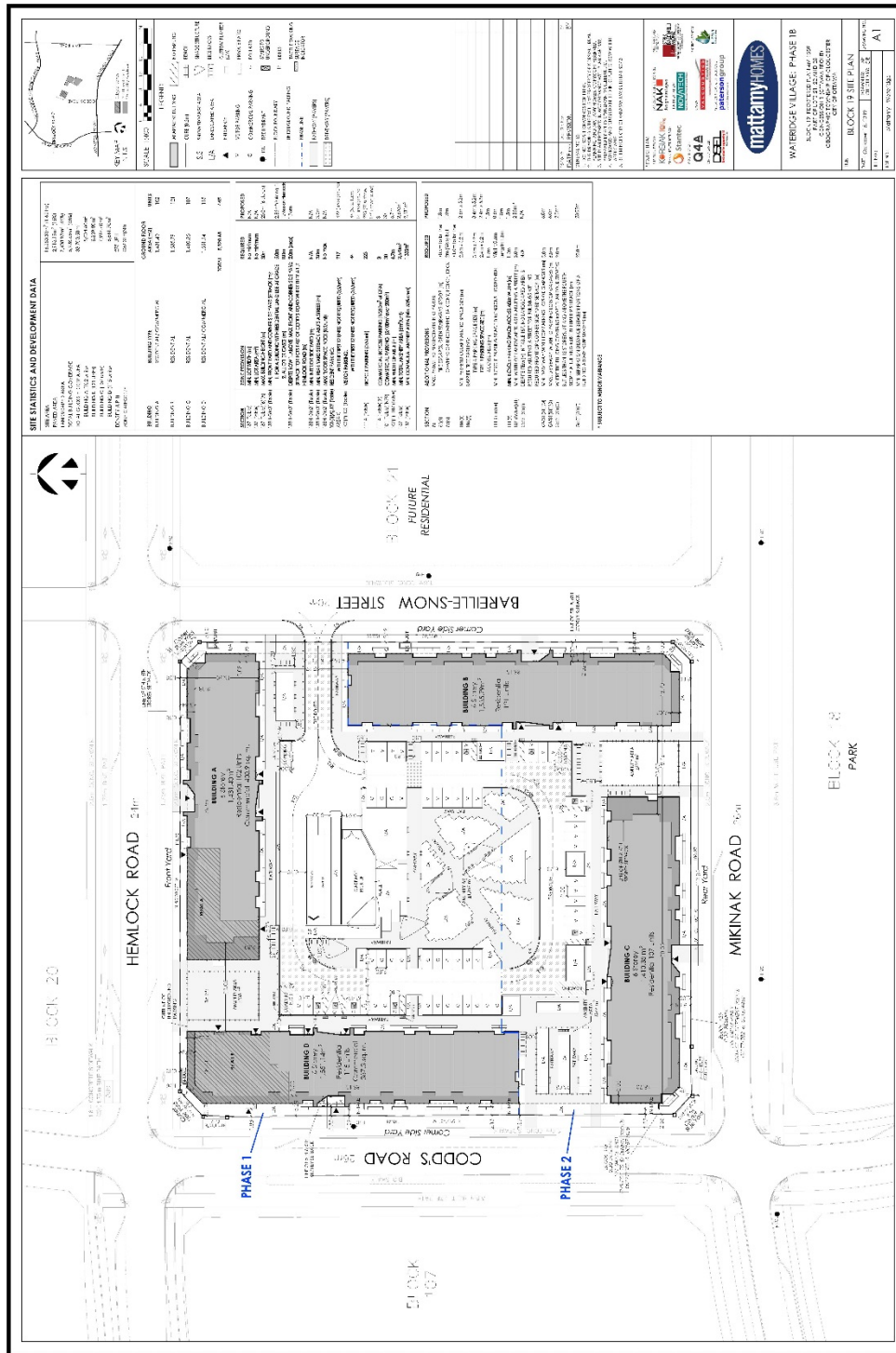
There are a total of 445 residential units proposed for the site. Building A will have 102 units, Building B will have 121 units, Building C will have 107 units and Building D will have 115 units. A total of 422 resident parking spaces are provided in the underground parking facility with access from the parking ramp. A total of 223 resident bicycle parking spaces are provided; 78 through surface parking, 145 in the secure underground parking facility, and 3 commercial bicycle parking spaces near the commercial units. The visitor and commercial parking is provided through a combination of surface parking spaces along the one-way inner ring-road and in the underground parking facility. A total of 44 visitor (30 surface, 14 underground) and 30 commercial (all surface) spaces are provided.

Two retail spaces are located at the northwest corner in Buildings A and D. These retail spaces have a total area of 791.2 m². The ground floor of these retail spaces will consist of 50% glazing and entrances are oriented towards the street and amenity space between Buildings A and D.

Additional amenity areas and improved landscape design are proposed throughout the site. Four outdoor amenity areas are proposed that reflect the cultural history and relationship of the site. These outdoor amenity and landscape areas maintain a connection from Mikinak Road to the future town square north of the site. The amenity areas are located to maintain pedestrian desire lines and connectivity between the block and surrounding community, featuring pedestrian pathway connections from the north, east, south and west. This is done by locating the amenity spaces at the north, south, and west edges of the site with a large landscaped amenity space in the centre of the block with seating and pathway connections.

Each of the landscape amenity areas represent the historical past through historic plant species, materials and symbolism, and is further elaborated upon in the Landscape Plan. The landscape amenity areas along the edges of the site are intended for public use while the central landscape amenity area is intended for residents as a community gathering space, incorporating landscape features that serve as seating areas and informal play.

Figure 4 – Concept Plan.



3.0 POLICY AND REGULATORY FRAMEWORK

3.1 PROVINCIAL POLICY STATEMENT 2014

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

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

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;

These policies are integral to the planning process that was used to develop the subject plans for development.

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 range of residential uses proposed for the development are permitted under the General Urban Area designation.

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

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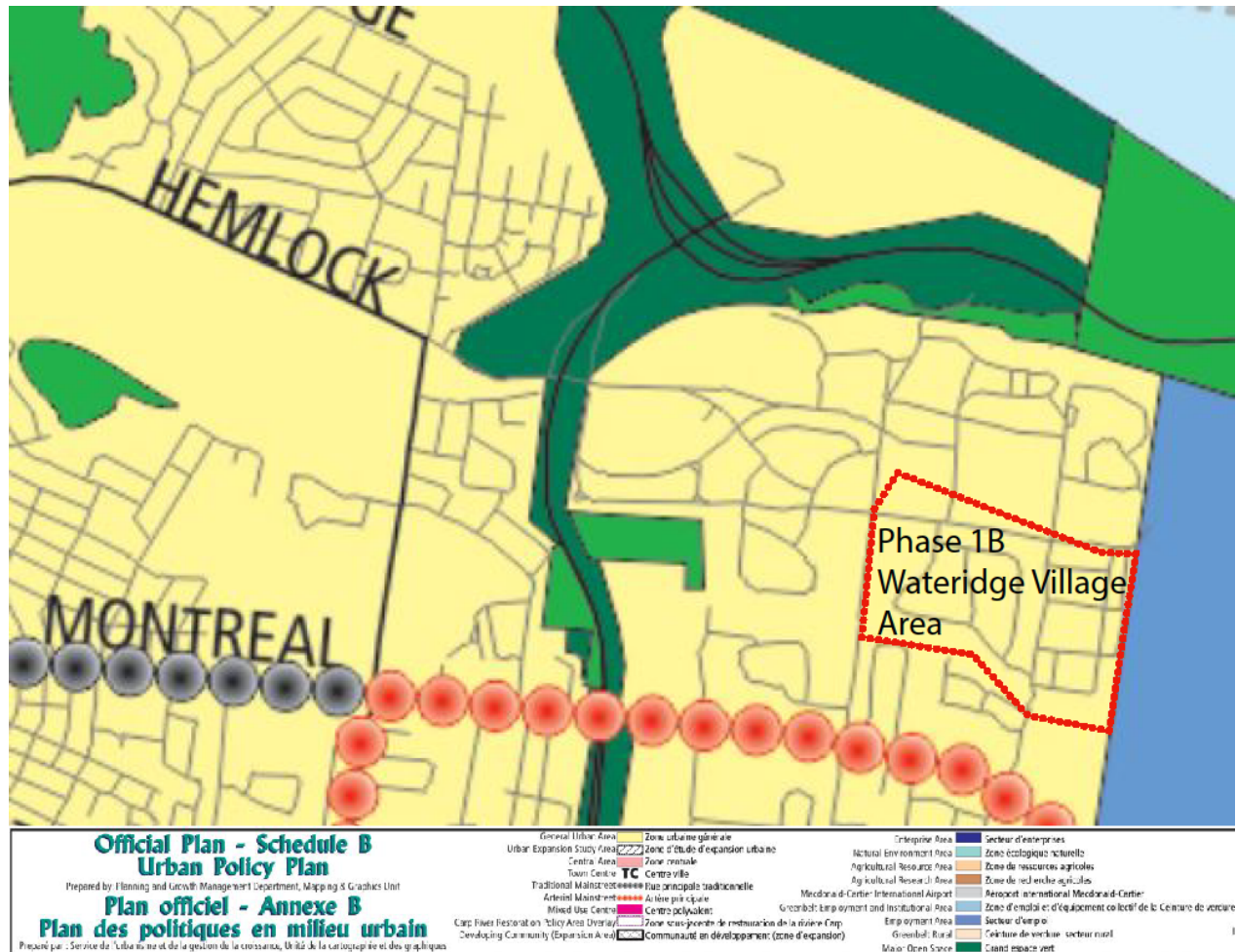


Figure 5 – General Urban Area.

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 development proposes 223 bicycle parking spaces and cycling routes along Hemlock Road.

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

The proposed development provides reasonable distances between the mixed-use buildings and transit stops will be located directly along Codd's Road. 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 further development continues, public transportation routes will infiltrate further into developed areas. The current bus routes (route 17 and route 27) go from Wateridge to major transit stations – St. Laurent Shopping Mall and the Rideau Centre. As future development completes the Wateridge community, there will be an express route from Wateridge to Blair LRT station.

In **Section 2.5.1** – Urban Design and Compatibility, design objectives provide policy direction for energy efficiency and sustainability. Design Objective 7 – To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the building environment.

Principles:

Design should:

- Maximize opportunities for sustainable transportation modes (walking, cycling, transit facilities and connections);
- Reduce hard surfaces and maximize landscaping and site permeability on site;
- Consider use of innovative green spaces such as green roofs, and measures that will reduce the urban heat island effect.

The proposed development aims to promote sustainable communities by providing accessibility to public transportation, cycling routes, pedestrian infrastructure, natural environmental spaces and proximity to future employment and retail areas. With these goals in mind, the development does not propose a surplus of surface parking spaces and proposes the majority of required parking spaces in the underground parking facility. 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.

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

Policies:

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, any additional parking needs can be met through alternative modes of transportation or on-street parking.

- 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.

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.

Section 2.2 Mixed-Use provides the intent of the Mixed-Use areas in the Secondary Plan. Section 2.2 states the following policies:

- Hemlock Core Street will be developed as the core of the community and should be framed by active, street-level pedestrian-friendly uses such as retail and other street oriented commercial uses, and street relate entrances to residential and mixed-use buildings.
- With the exception of Block 22 on Schedule A Land Use, the minimum building height is two (2) fully functional storeys.
- In Block 29 on either side of Hemlock Core Street, non-residential active retail type uses are required at grade.
- Where the main/primary building façade(s) is required to face the public realm, as shown on Schedule E Building Frontages, the ground level will be developed to have active retail type frontages with clear windows and functional entrances across the majority of the building façade.

Section 2.2.2 Mid-Rise Mixed-Use states the area permits development of mid-rise mixed-use buildings that allow for higher heights and greater densities in the core area, and that offer a wide

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variety of non-residential uses, with neighbourhood-serving convenience and retail type uses located on the ground floor. Mixed-use buildings and stand-alone residential uses in an apartment form are permitted, stacked townhouses are not permitted.

The proposed development meets the objectives of the Secondary Plan through the use of building orientation, massing and proposed building use.

The Master Density Concept Plan in Section 6.2.3 illustrates that each residential and mixed-use block 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 between all blocks (Block 15, 19, 22, and 24). 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 (**Figure 6**). The proposed development plan in conjunction with the recently submitted site plan for Blocks 15, 22 and 24, meets the overall average density for the area covered in the Master Concept Plan.



Figure 6 – 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.

The proposed development is located in the Core neighbourhood (**Figure 7**), which extends from the Codd's Road to Michael Stoqua Street. The Core neighbourhood is characterized by mid-rise mixed-use buildings.

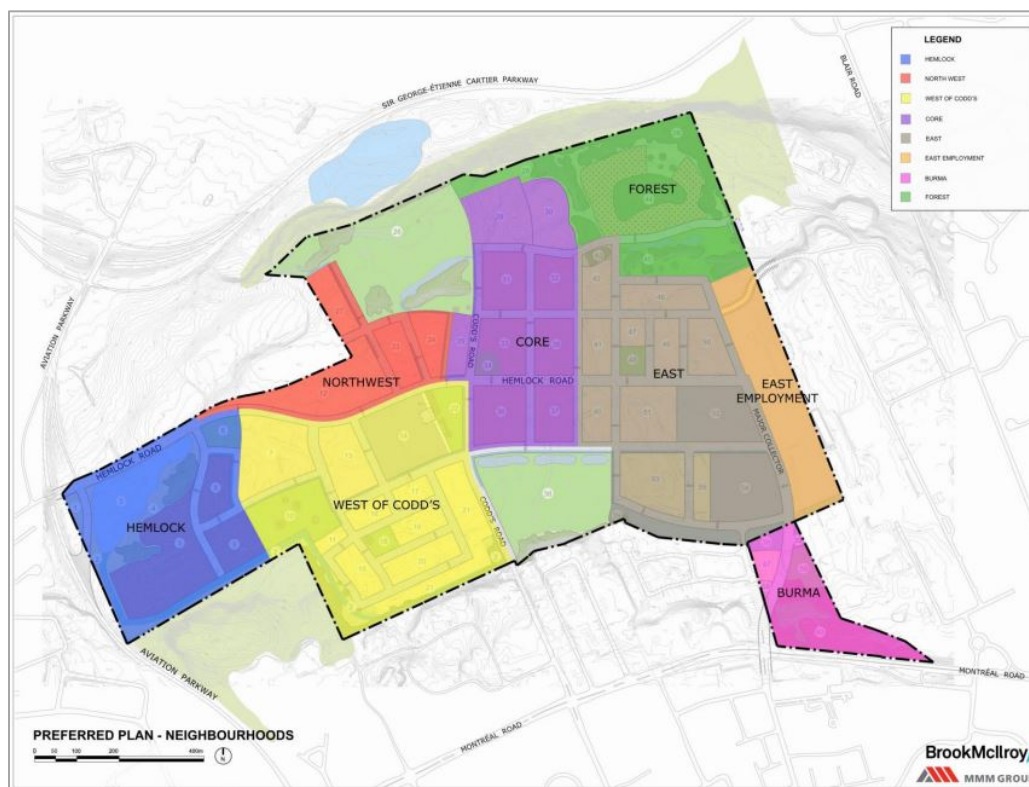


Figure 7 – CFB Community Design Plan Preferred Neighbourhoods.

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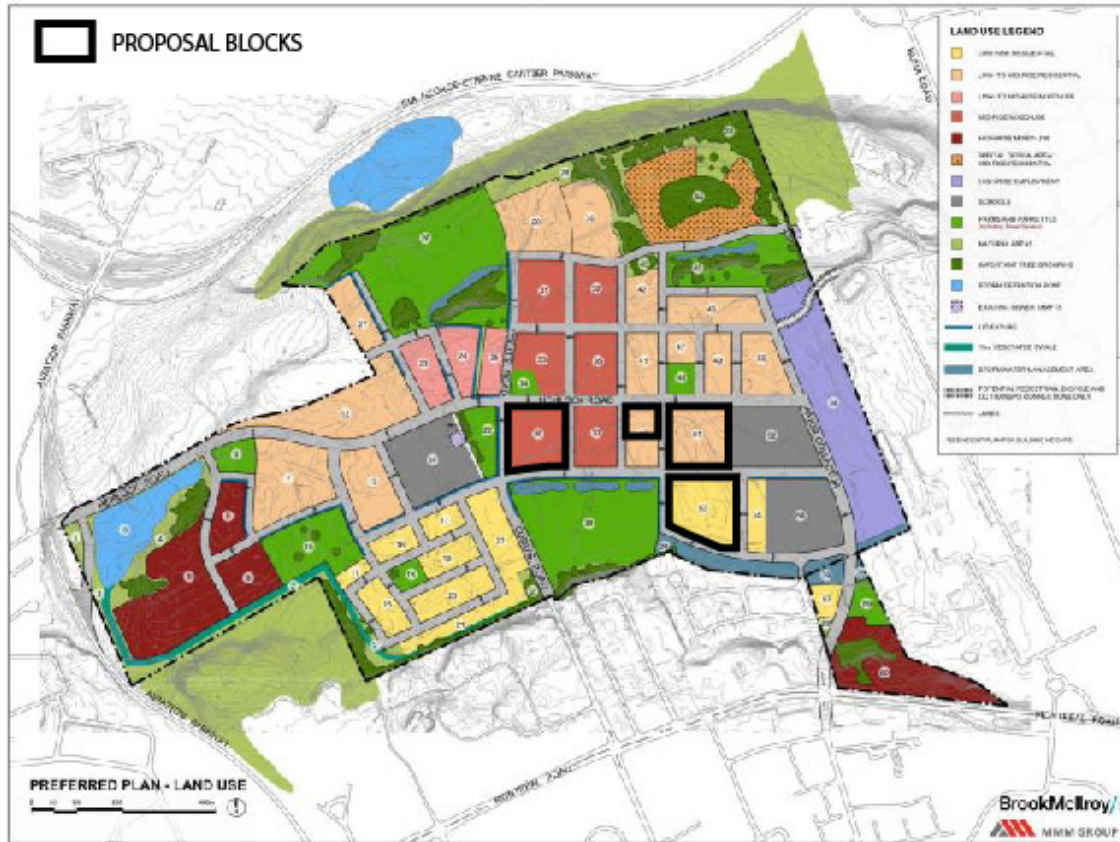


Figure 8 – Block Location on CFB Rockcliffe Community Design Plan.

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

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

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

- Complete Mixed-Use Community

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

The proposal for Block 19 features a mix of building typologies, urban design and landscape design 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

General Mixed-Use Guidelines	
<i>Slight variation in setbacks is encouraged to create a varied streetscape</i>	The building design incorporates varied building setbacks to create a varied streetscape.
<i>Vertical window orientation and architectural expression elements to relate to neighbouring buildings and engage the pedestrian realm</i>	Building design uses vertical window orientation and architectural expression elements, creating a precedent for the neighbourhood.
<i>Facades should be broken up by a series of vertical architectural elements and projections</i>	Facades are broken up through architectural detailing and projections.
<i>Create continuous horizontal articulations on neighbouring buildings</i>	All buildings in Block 19 are the same height (six stories) creating a continuous horizontal front.
Mid-Rise Mixed-Use Buildings	
<i>Ground floor heights should be a minimum of 4.5 metres to accommodate retail uses and provide sufficient clearance for loading areas</i>	First floor heights in all four buildings are 4.5m to accommodate for retail uses and loading areas.
<i>For commercial frontages, 75% of wall surface on the ground floor should be occupied by windows</i>	Windows cover a large percentage of the ground floor frontage.
<i>Ground levels should be free of any significant grade changes to promote barrier-free access and retail activity</i>	The ground floor grade does not currently present any significant grade changes that could pose a problem for accessibility.

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<i>Buildings on Block 19 and 21 in the Core neighbourhood should contain enhanced ground floor animation, particularly buildings on Block 19</i>	Special attention has been made to the building design to enhance ground floor animation and design.
<i>Include active frontages with street-related, publicly accessible shops, services and amenities adjacent to areas of high pedestrian circulation</i>	Commercial and retail uses are proposed at the northwest corner of Codd's Road and Hemlock Road.
Parks, Squares and Open Space	
<i>Public squares and plazas should be designed to accommodate a variety of activities throughout all four seasons, with minimum maintenance</i>	The multiple landscaped amenity areas will allow for a variety of all-season use activities.
Entry Features	
<i>Entry features should be articulated through detailing or variation of materials.</i>	Detailing through architectural materials is used throughout the four buildings to provide interest.
Fencing and Landscaping	
<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>	Street trees are proposed along all public streets as well as landscape areas providing a buffer between on-street parking and the pedestrian pathway. The central green space located in the internal ring road will be landscaped to also serve as a resident amenity space.
<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.
<i>Semi-private open spaces should be directly accessible from public sidewalks</i>	The central amenity space is accessible from pedestrian pathways from all adjacent streets.
Green Streets	
<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.
Sidewalks and Crosswalks	
<i>Continuous sidewalks should be provided on both sides of all streets.</i>	Continuous sidewalks are provided along all four sides of the block.

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<i>Sidewalks should be at least 1.8 metres wide.</i>	All sidewalks are at least 1.8 metres wide.
Active Street Frontages	
<i>Will not locate parking between the street and the front façade.</i>	Surface parking is not located between the street and front façade. On-street parking is located adjacent to Mikinak Road, Codd's Road and Hemlock Road and parking is located in the interior of the block and underground.
<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 the interior of the block to both animate the street and interior courtyard.
Private Streets	
<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.
Surface Parking	
<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>	Visitor and commercial parking is located along the interior ring road and resident parking is underground.
<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, vegetative 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>	Vehicular access is only granted off of Bareille-Snow Street.

3.6 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 modes of transportation together. Complete streets incorporate the physical elements of a street to offer safety, comfort, and mobility for all users, regardless of age, ability, or mode of transportation.

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

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

3.7 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 provide guidance on 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 - <i>Plan and build new communities based on the inherent capacity of the natural landscape to sustain the community over time.</i>	The development takes into consideration the natural capacity in the area.
Guideline 9 – <i>Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways.</i>	Block 19 is located in the Core neighbourhood which permits mid-rise mixed-use to concentrate densities and activities in the Core. The development is located near community and pocket parks, transit stops and other community uses.

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Guideline 10 - <i>Create a walkable neighbourhood with pathways, trails and sidewalks that are accessible year-round and connect destinations such as transit stops, commercial areas, schools, community facilities and parks.</i>	Pedestrian sidewalks will be provided and serve as a connection to the remainder of the site and surrounding area. Mid-block north, east, south and west pathway connections are integrated to increase pedestrian connectivity.
Guideline 11 - <i>Connect new streets to existing streets in adjacent developments and plan for future connections to land that has yet to be developed.</i>	Connections are made to existing and proposed street networks adjacent to the site.
Guideline 13 - <i>Layout local street patterns so that development blocks are easily walkable – between 150 and 250 metres in length.</i>	The proposed block is highly walkable, with a pedestrian connection proposed along the centre line.
Guideline 20 - <i>Locate parks so that they front onto at least two streets or have the longest edge front onto the street. Located parks at 'T'-intersections to terminate streetscape views.</i>	The proposed amenity spaces are accessible from public streets on one side and the inner ring road from the interior of the site.
Guideline 23 - <i>Include a landscaped buffer between the arterial right-of-way and the local right-of-way for single-loaded streets fronting onto arterial roads.</i>	A tree-lined vegetative buffer is located along the roadway and pedestrian pathway of Bareille-Snow Street.
Guideline 26 - <i>Select the correct road right-of-way standard to allow for sufficient space for sidewalks and streetscape elements.</i>	The proposed right-of-way design allows for an enhanced pedestrian experience. Proposed vegetative and tree buffering is located along Bareille-Snow Street and vegetative and tree buffering as well as cycling lanes are located along Mikinak Road, Codd's Road and Hemlock Road.
Guideline 27 - <i>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.</i>	Street trees will be planted in a consistent manner in coordination with the location of services and utilities.
Guideline 31 - <i>Create a cycling-supportive neighbourhood with bicycle routes that serve local destinations, and that are linked to the citywide network of bicycle routes. Route include wide shared-use curb</i>	Bicycle lanes are proposed along three major roads along the development, these cycle lanes are a part of the greater cycle network

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<i>lanes, designated on-road bicycle lanes or multi-use pathways.</i>	for the Wateridge Community and the City of Ottawa.
Guideline 32 - <i>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.</i>	Pedestrian pathways are designed to connect from block-to-block across the public ROW and are not disjointed.
Guideline 33 - <i>Construct streets, sidewalks, crosswalks, and access to buildings that are universally accessible to a wide range of residents and abilities.</i>	The physical layout and design of the block and buildings takes into account universal accessibility and does not propose major barriers throughout the site.
Guideline 46 - <i>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.</i>	Mid-block pedestrian pathways are provided and are designed to provide a safe, attractive environment.
Guideline 47 - <i>Located community buildings and other non-residential buildings close to the street edge, with their primary face oriented to the street, and the front door directly accessible from the public sidewalk.</i>	The front doors orientation is facing the public streets as well as the interior courtyard. The buildings are broken up by architectural details to provide interest and breaks along the building façade. The buildings are located close to the street edge.
Guideline 48 - <i>Locate on-site surface parking areas to the side or rear and not between the public right-of-way and the front of the building.</i>	The bulk of the parking for the development is located in the underground parking facility, with proposed access from the centre of the courtyard. Street parking is proposed along Mikinak Road, Codd's Road and Hemlock Road.
Guideline 53 - <i>Provide pathways between residential areas and non-residential sites that directly and clearly connect these areas.</i>	A mid-block pathway connection is proposed east to west and north to south, connected by the central courtyard.

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4.0 ZONING BY-LAW

The subject development is consistent with the guiding vision established for the former CFB Rockcliffe through the Community Design Plan and the City of Ottawa's comprehensive Zoning By-law 2008-250. In our opinion the proposed development will achieve a building form which is consistent with the vision for Wateridge Village and is lively and compact.

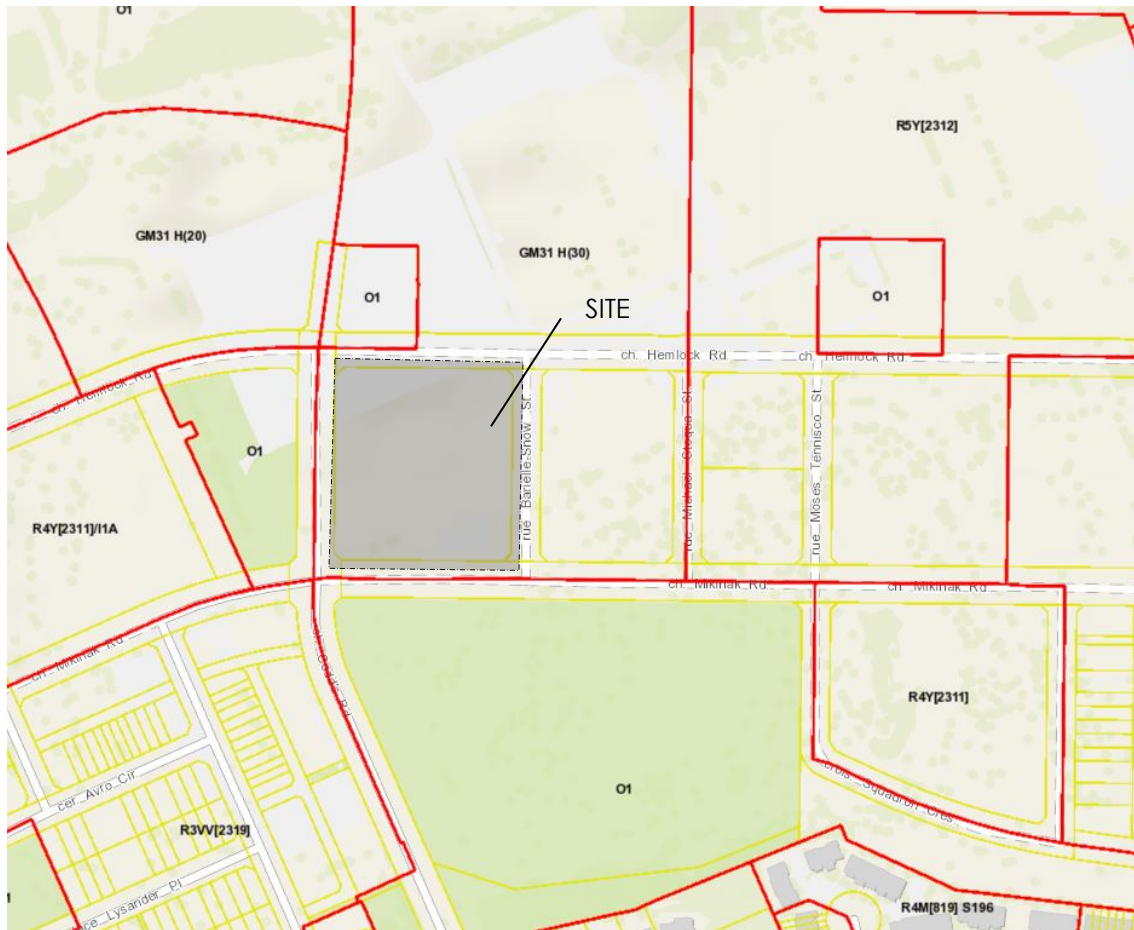


Figure 9 – Zoning for proposed development.

**SECOND SUBMISSION - PLANNING RATIONALE FOR SITE PLAN CONTROL WATERIDGE VILLAGE
PHASE 1B BLOCK 19**

Table 4 – Zoning Provisions Block 19, zone GM31 H(30)

Site plan dated October 8th, 2019

Zone Provision – Table 187, 188, 188H		Required	Proposed	Compliance	Notes
Minimum Lot Area		No minimum	N/A	✓	
Minimum Lot Width		No minimum	N/A	✓	
Maximum Building Height (m)		30	20.0	✓	
Minimum Front and Corner Side Yard Setback (m)		5	2.85	✗	1
Maximum setback (m)	Lots east of Codd's road where they abut Hemlock Road	2	1.76 on Hemlock	✓	
Minimum Interior Side Yard Setback (m)		N/A	N/A	✓	
Minimum Rear Yard Setback (m)		3	3	✓	
Maximum Floor Space Index		No maximum	N/A	✓	
Total amenity area (m²)		6m ² /unit = 2,670	2,870	✓	
Minimum of 50% as communal, at least 1 aggregated area min. of 54m² (m²)		1,335	2,581	✓	
Minimum separation distance between portions of a building above four storeys (m)		23	23.03	✓	

**SECOND SUBMISSION - PLANNING RATIONALE FOR SITE PLAN CONTROL WATERIDGE VILLAGE
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Residential parking mid-high-rise apartment	With the first 12 units not required	0.5/unit = 210.5	422	✓	
Visitor parking	With the first 12 units not required	0.1/unit = 32.5	44 (30 surface, 14 underground)	✓	
Bicycle parking		0.5/unit = 222.5	223 (78 surface, 145 underground)	✓	
Commercial parking		5/100m ² over 200m ²	30	✓	
Commercial bicycle parking		3	3	✓	
Maximum driveway width for parking lots with 20 or more spaces (m)		6	6.7	✗	
Maximum driveway width for parking garages with 20 or more spaces (m)		6	6	✓	
Minimum driveway width for parking garages (m)		3	6	✓	
Minimum width of a landscape buffer around a parking lot (m)		1.5 – not abutting a street	1.5	✓	
Permitted projections into yards: covered or uncovered balcony, porch, deck (m)		2m but no closer than 1m to a property line	1.8	✓	
Where a building contains more than four storeys but less than 13 storeys, at and above the fourth		2	2	✓	

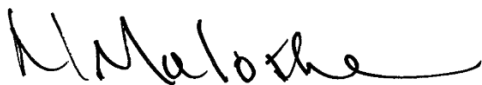
**SECOND SUBMISSION - PLANNING RATIONALE FOR SITE PLAN CONTROL WATERIDGE VILLAGE
PHASE 1B BLOCK 19**

storey a building must be further setback (m)				
Minimum bicycle parking aisle width (m)	1.5	1.5	✓	
Minimum perpendicular parking space size (m)	2.6x5.2	2.6 x 5.2	✓	
Minimum bicycle parking space dimensions, horizontal (m)	0.6 width, 1.8 length	0.6 x 1.8	✓	
Notes				
1	A Minor Variance has been submitted regarding these variances.			

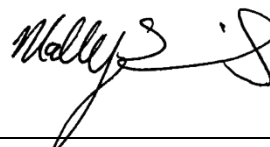
5.0 CONCLUSION

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 GM 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 proximity 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 form of mixed-use while achieving an improved public realm for the area.



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