

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



Prepared for:  
Mattamy Homes Limited

Prepared by:  
Stantec Consulting Ltd.

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# THIRD 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, surface and underground parking plan.

A Minor Variance application was submitted September 13<sup>th</sup>, 2019 to seek relief for the construction of the first building (Building A). This application is filed under number D08-02-19/A-00280. The application was rejected from the Committee, deeming it pre-mature. A second Minor Variance application will be made, it 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. This application will be made in May 2020.

## 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.



**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.

Currently, development is underway in Wateridge Village. Several blocks in the Village are under construction. West of the site, single-detached dwellings have been constructed and are currently occupied. The community park to the south is under construction, and east of the site, several of Mattamy's blocks of stacked and rear-lane townhouses are under construction.



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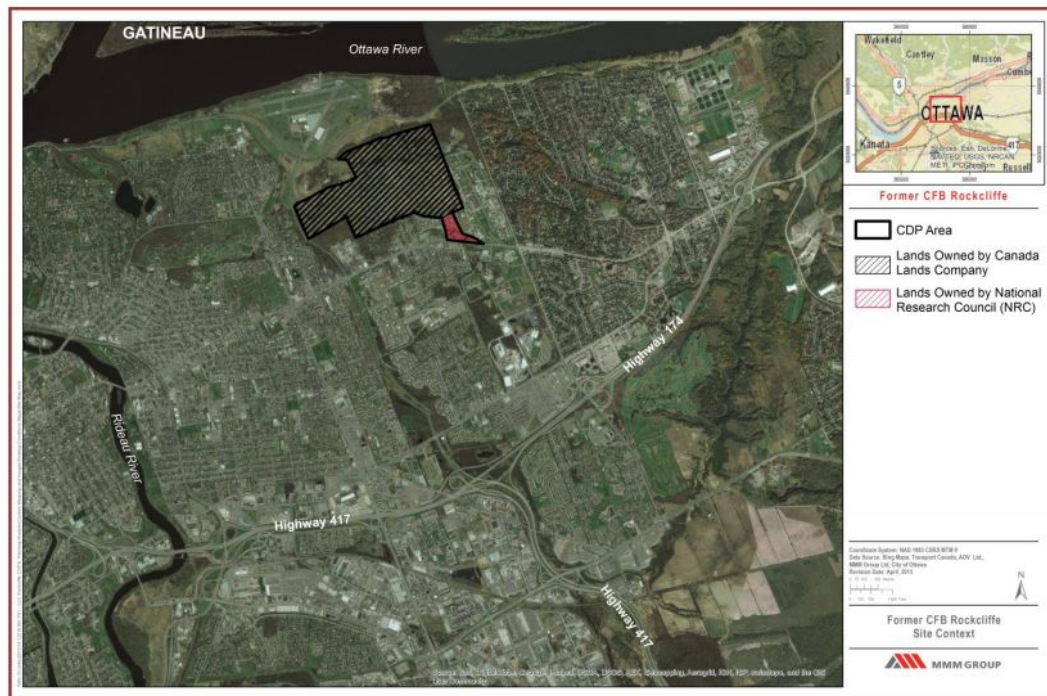


Figure 3 – Site Context.

## 2.3 DEVELOPMENT PROPOSAL

The initial Site Plan Control application was submitted in October 2019 (City File No.: D07-12-18-0086). Since that time there have been revisions to the development proposal in order to address City comments as well as accommodate refinements to the project's design to improve affordability and market appeal. Mattamy's proposal continues to include four mid-rise mixed-use buildings (residential with at-grade commercial) with a single level of underground vehicle parking, and central courtyard.

### 2.3.1 Revisions to Development Proposal

The revised Site Plan for Block 19 (dated March 24, 2020) (**Figure 4**) maintains the building massing, orientation, and vehicular circulation patterns of the original proposal. The following list summarizes relevant adjustments to the Site Plan:

- The 5<sup>th</sup> and 6<sup>th</sup> floors of all four buildings have been stepped back from the lower façade along all exterior lot lines; this is consistent with the intent of the Zoning By-law and Community Design Plan.
- Residential entrances on all buildings are oriented towards the flanking public street, with secondary entrances facing inwards toward the courtyard. Residential units facing Hemlock

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Road will have private amenity areas (terraces and balconies) between the façade and right-of-way. Entrances to at-grade commercial units in Buildings A and D have been oriented towards Hemlock and Codd's Road and the developments northwest amenity area. These changes, alongside adjustments to the elevations, changes result in 50% glazing of retail units and active entrances either from residential or retail units, oriented towards the street to meet the CDP and zoning provisions.

- The revised Site Plan proposes 421 residential units divided between the four buildings: Building A will have 101 units; Building B will have 115 units; Building C will have 101 units; and Building D will have 104 units.
- Resident vehicle parking will be accommodated below-grade by 411 parking spaces. Resident bicycle parking will be accommodated by 517 horizontal and vertical spaces- 55 through surface parking (horizontal spaces) and 462 in the secure underground parking facility (horizontal and vertical spaces as well as storage lockers). Bicycle racks in the underground parking garage are located near elevators and stairwells for convenience.
- Visitor and commercial vehicle parking are provided by the surface parking areas within the courtyard. A total of 41 visitor and 21 commercial (all surface) spaces are provided. Three bicycle parking spaces are located in the northwest amenity area for the commercial uses.
- The surface parking located near three of the four buildings (Buildings D, C and B) serves as parking for visitors, the commercial units, accessible spaces, and drop-off areas. Loading and drop-off spaces are provided near Buildings A and C. These parking areas have been softened with landscaping and stormwater management initiatives such as rain gardens. The remainder of the resident parking is located underground.
- The revised Site Plan significantly increases the amount of bicycle parking. A total of 517 spaces are proposed- well in excess of the requirements of the Zoning By-law.
- Adjustments to the courtyard have significantly increased the amount of communal amenity area and landscaped areas. This has been accomplished by reducing drive aisle widths (making vehicle circulation one-directional) to emphasize the pedestrian walkability in the site. The buildings have entrances that face the interior of the lot and generous walkways and landscaping are proposed between each building.
- Four outdoor amenity areas are distributed across the site and have been designed to reflect the cultural history of the site. Three smaller amenity areas are located at the north, west, and south edges of the site and are intended for public use. The amenity areas have been arranged and designed to facilitate pedestrian movement to and through the site- 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. The central

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amenity space will provide outdoor seating and cooking areas to foster a community gathering space. Each of the amenity areas represent the site's historic context through plant selection, materials, and symbolism further outlined by the Landscape Plan.

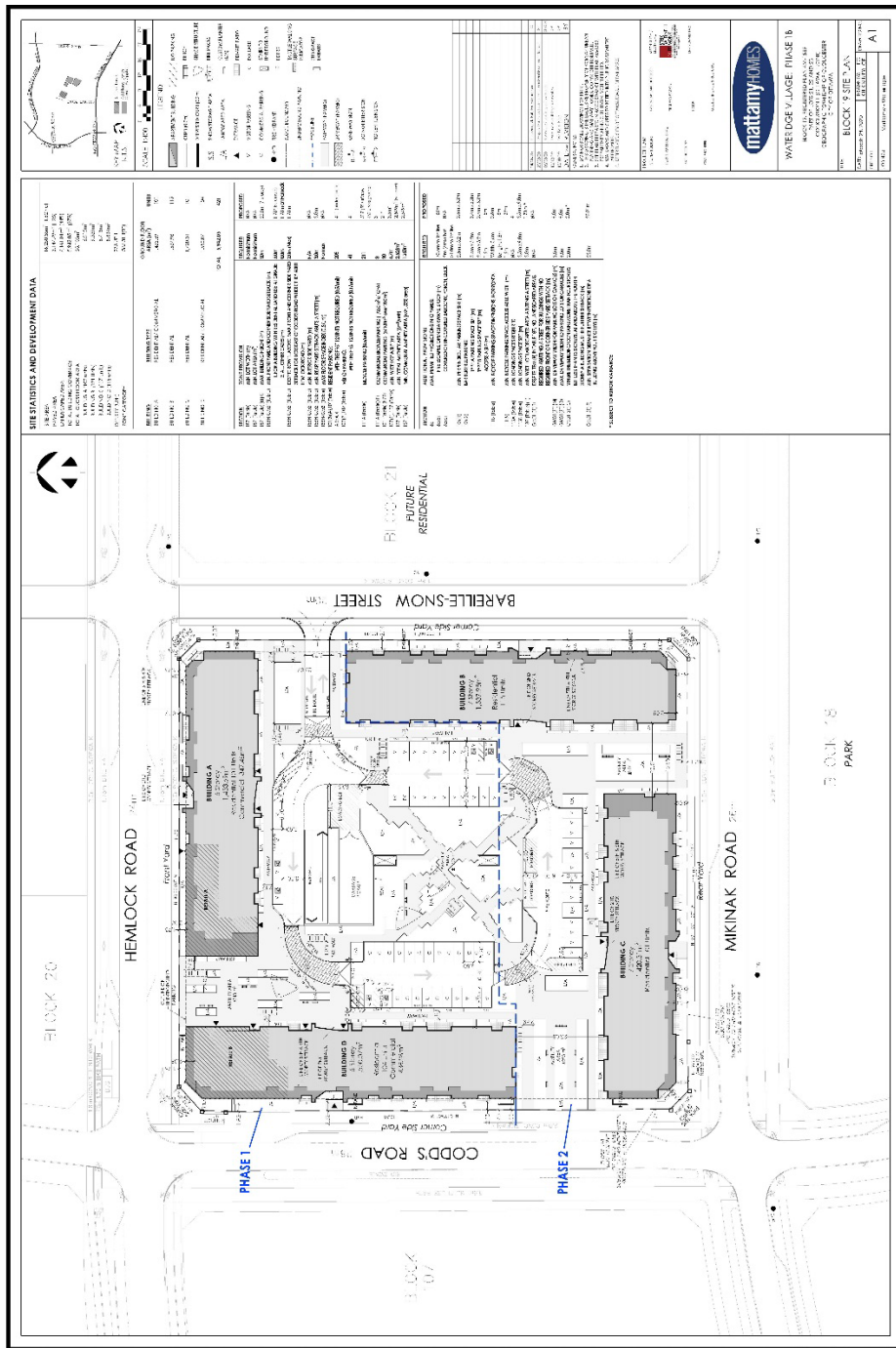


Figure 4 – Concept Plan, March 24<sup>th</sup>, 2020.

## 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.

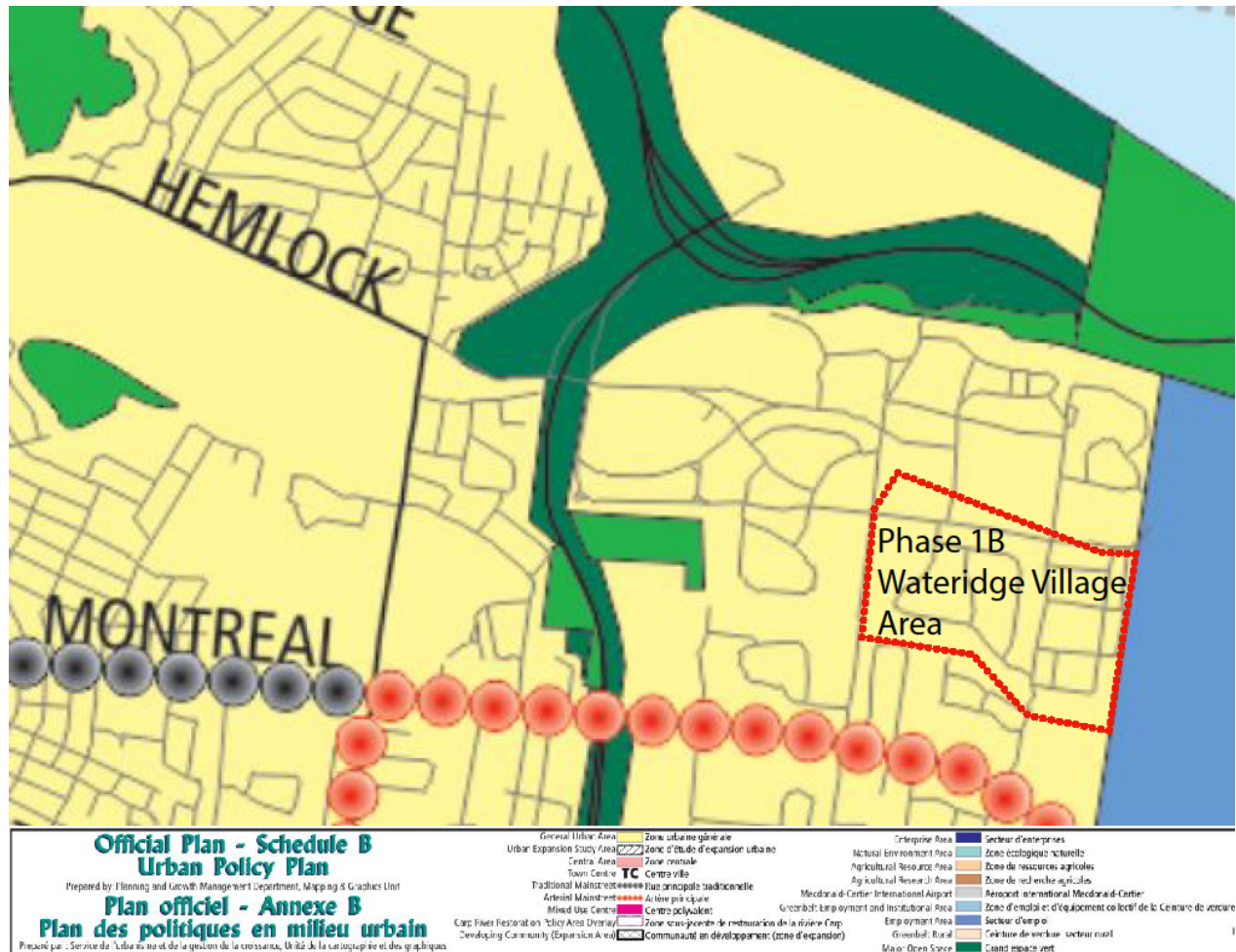
### 3.2 CITY OF OTTAWA OFFICIAL PLAN

**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. The proposed plan meets the policy direction in Section 2.3.1 in the following ways:

- The subject development proposes cycling infrastructure consistent with the Official Plan and Community Design Plan objectives. The development proposes 517 bicycle parking spaces and cycling routes along Hemlock Road.
- 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

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Centre. As future development completes the Wateridge community, there will be an express route from Wateridge to Blair LRT station.

- The internal pathway connections across the internal lane are raised, intended to reduce vehicle speed and prioritize pedestrian safety.

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 proposed plan meets the policy direction to support active and sustainable transportation.

- 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. A total of 517 bicycle parking spaces are provided. These spaces are a mix of surface stalls, underground parking and storage lockers.
- 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 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, active frontages and proposed building use.

Hemlock, Mikinak and Codd's Road are framed by active frontages. Active frontages do not require retail or commercial space. The ground floor is activated by having increased glazing and the buildings are brought toward the property line to activate the streetscape. Balconies and terraces will also activate the building frontage along Building A, C and D.

These buildings incorporate residential units along the ground floor with terraces and balconies. The buildings are articulated to have variation in building step-backs and setbacks to provide

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variation and interest. The balconies and terraces will provide an 'eyes on the street' effect, along with main building entrances located both on the public street and interior block

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.

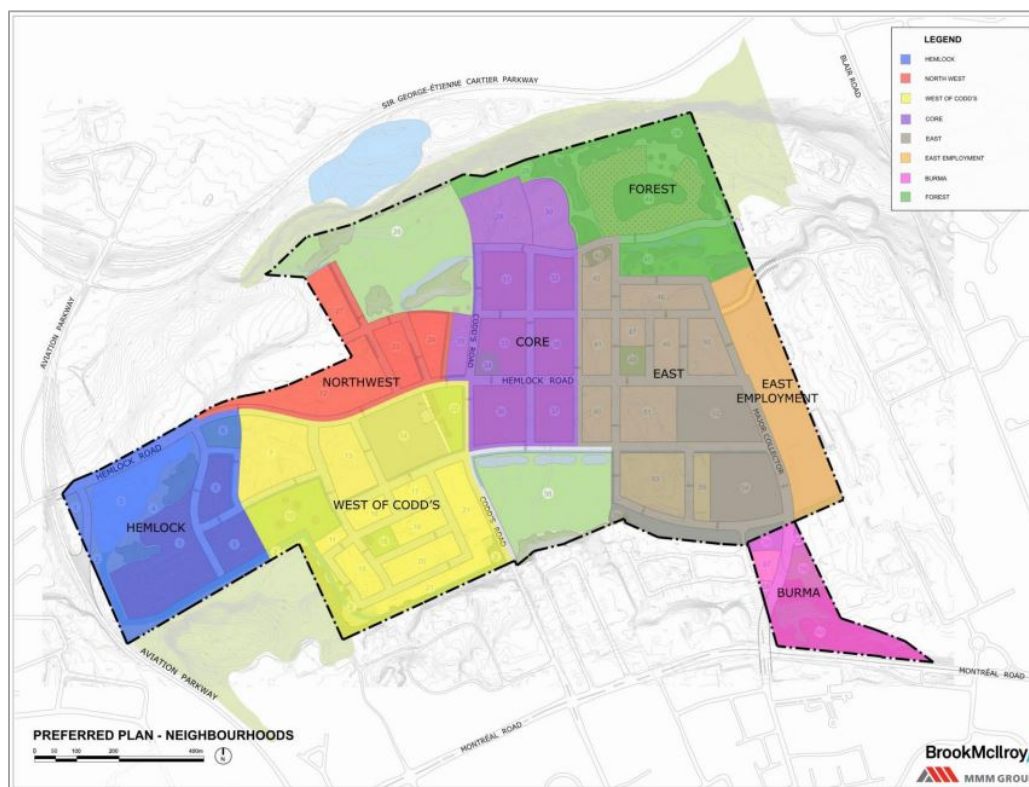
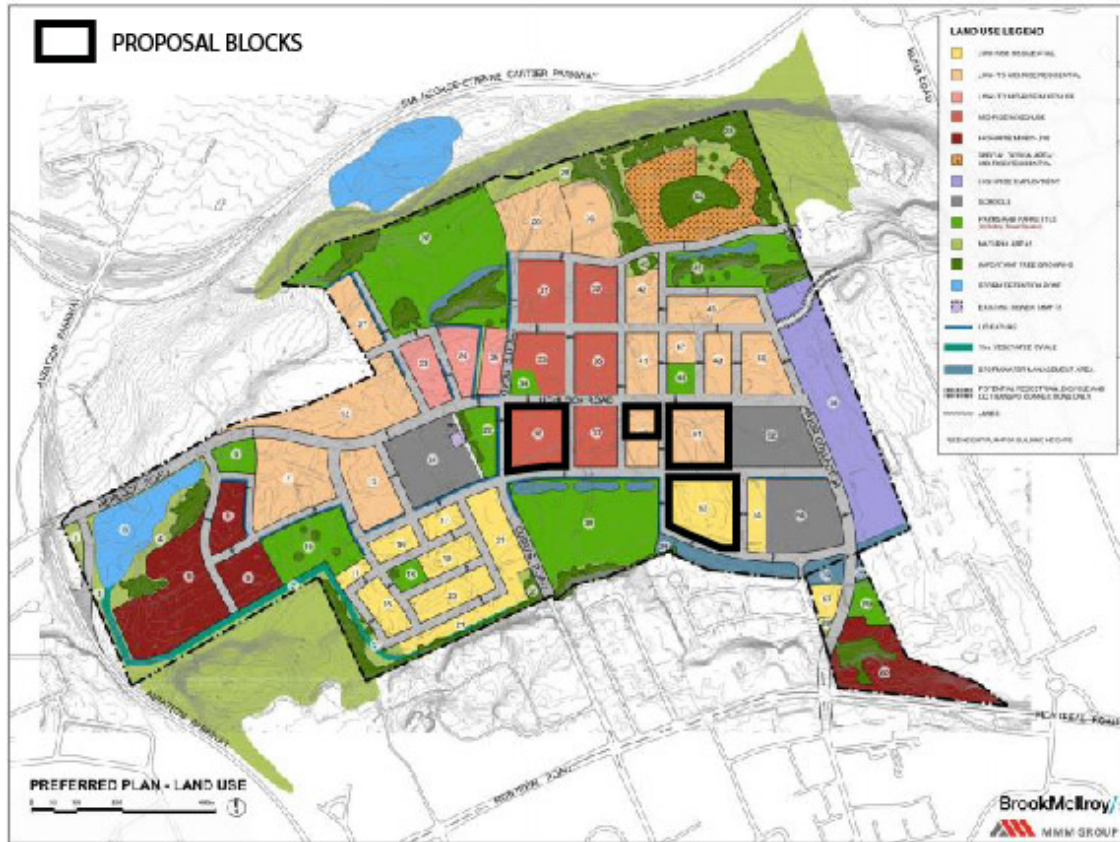


Figure 7 – CFB Community Design Plan Preferred Neighbourhoods.



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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**

<b>General Mixed-Use Guidelines</b>	
<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.
<b>Mid-Rise Mixed-Use Buildings</b>	
<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.
<b>Parks, Squares and Open Space</b>	
<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.
<b>Entry Features</b>	
<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.
<b>Fencing and Landscaping</b>	
<i>Landscaping will be used to enhance the visual appeal of streets and open spaces, frame view corridors, compliment building features, screen unsightly views such as parking, and provide shade for pedestrians and privacy for building occupants.</i>	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.
<b>Green Streets</b>	
<i>All streets should include enhanced landscape design through tree planting and landscaping in the public and private right-of-way.</i>	All landscaping in the public and private right-of-way will be of enhanced design.
<b>Sidewalks and Crosswalks</b>	
<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.
<b>Active Street Frontages</b>	
<i>Will not locate parking between the street and the front façade.</i>	Surface parking is not located between the street and front façade. 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.
<b>Private Streets</b>	
<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.
<b>Surface Parking</b>	
<i>Surface parking should be located at the rear of buildings. If the lot is not deep enough, the parking should be located at the side of the building.</i>	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 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**

<b>Guideline 1</b> - <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.
<b>Guideline 9</b> – <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.
<b>Guideline 10</b> - <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. The internal pathway connections across the internal lane are raised, intended to reduce vehicle speed and prioritize pedestrian safety.
<b>Guideline 11</b> - <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.
<b>Guideline 13</b> - <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.



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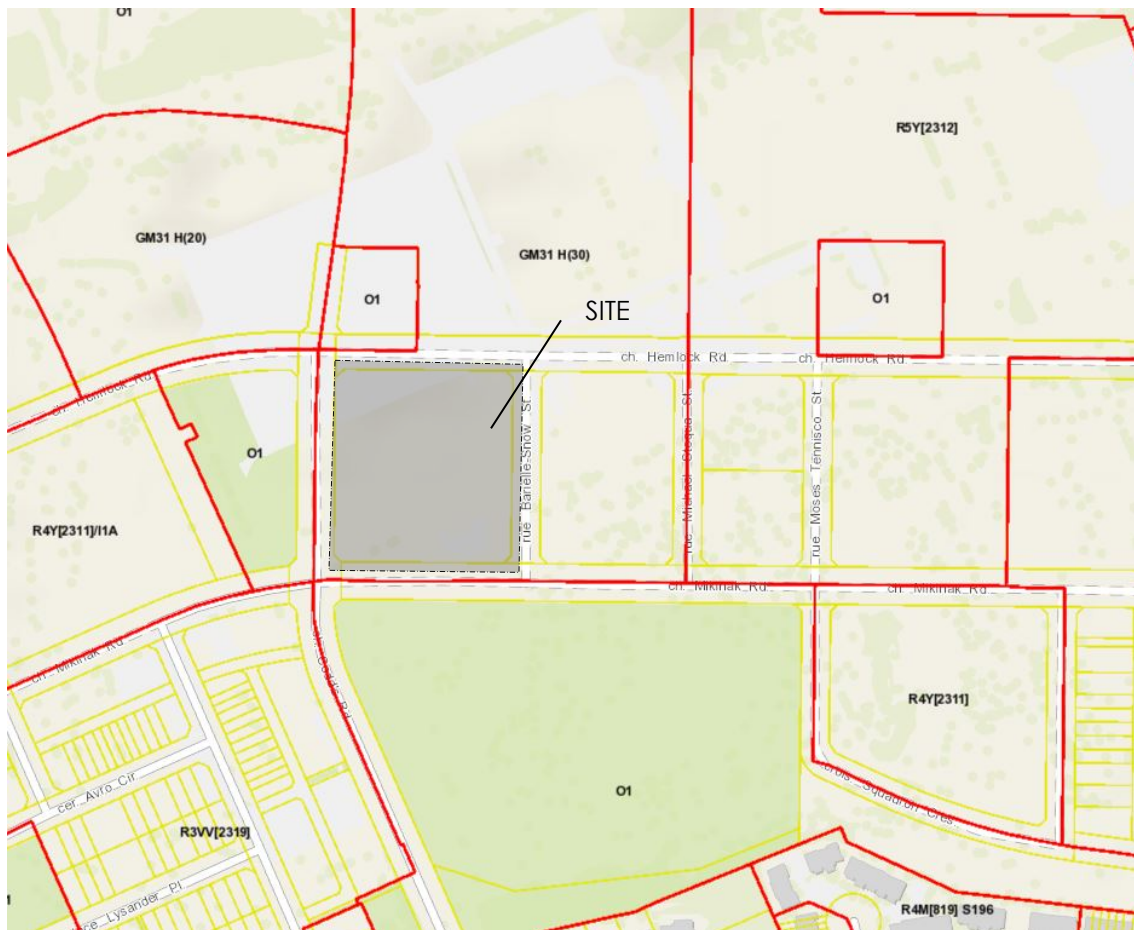
<b>Guideline 20</b> – <i>Locate parks so that they front onto at least two streets or have the longest edge front onto the street. Located parks at 'T'-intersections to terminate streetscape views.</i>	The proposed amenity spaces are accessible from public streets on one side and the inner ring road from the interior of the site.
<b>Guideline 23</b> - <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.
<b>Guideline 26</b> – <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.
<b>Guideline 27</b> - <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.
<b>Guideline 31</b> – <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 lanes, designated on-road bicycle lanes or multi-use pathways.</i>	Bicycle lanes are proposed along three major roads along the development, these cycle lanes are a part of the greater cycle network for the Wateridge Community and the City of Ottawa.
<b>Guideline 32</b> - <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.
<b>Guideline 33</b> – <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. The internal pathway connections across the internal lane are raised, intended to reduce vehicle speed and prioritize pedestrian safety.

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<b>Guideline 46</b> - <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>	<p>Mid-block pedestrian pathways are provided and are designed to provide a safe, attractive environment.</p> <p>The internal pathway connections across the internal lane are raised, intended to reduce vehicle speed and prioritize pedestrian safety.</p>
<b>Guideline 47</b> – <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>	<p>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.</p>
<b>Guideline 48</b> – <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>	<p>The bulk of the parking for the development is located in the underground parking facility. Street parking is proposed along Mikinak Road, Codd's Road and Hemlock Road.</p>
<b>Guideline 53</b> – <i>Provide pathways between residential areas and non-residential sites that directly and clearly connect these areas.</i>	<p>Mid-block pathway connections are proposed east to west and north to south, connected by the central courtyard.</p>

## **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.**

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

Site plan dated March 24<sup>th</sup>, 2020.

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

Zone Provision		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	1.73	✗	1
Maximum setback (m)	Lots east of Codd's road where they abut Hemlock Road	2	1.73 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 (m <sup>2</sup> )		6m <sup>2</sup> /unit = 2,526	2,549	✓	
Minimum of 50% as communal, at least 1 aggregated area min. of 54m <sup>2</sup> (m <sup>2</sup> )		1,263	2,549	✓	
Minimum separation distance between portions of a building above four storeys (m)		23	23.01	✓	
Residential parking mid-high-rise apartment	With the first 12 units not required	0.5/unit = 205	411	✓	
Visitor parking	With the first 12 units not required	0.1/unit = 41	41 (all surface)	✓	
Bicycle parking		0.5/unit = 211	517 (55 surface, 462 underground)	✓	
Commercial parking		5/100m <sup>2</sup> over 200m <sup>2</sup>	21	✗	1
Commercial bicycle parking		3	3	✓	
Maximum driveway width for parking garages with 20 or more spaces (m)		6	6	✓	
Minimum driveway width for parking garages (m)		3	6	✓	
Minimum required width of an aisle (m)		6.7	3.5	✗	1

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

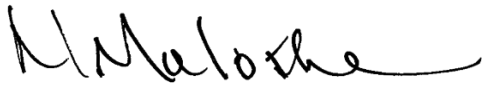
<b>Minimum width of landscaped area abutting a street (m)</b>	3	1.73	✗	1
<b>Maximum permitted projections into yards: fire escapes, open stairways, stoop (m)</b>	2m but no closer than 1m to a property line	1.83	✓	
<b>Maximum permitted projections into yards: covered or uncovered balcony, porch, deck (m)</b>	>1m to lot line	N/A	✓	
<b>Where a building contains more than four storeys but less than 13 storeys, at and above the fourth storey a building must be further setback (m)</b>	2	2	✓	
<b>Minimum bicycle parking aisle width (m)</b>	1.5	1.39	✗	1
<b>Minimum perpendicular parking space size (m)</b>	2.6x5.2	2.6 x 5.2	✓	
<b>Minimum bicycle parking space dimensions, horizontal (m)</b>	0.6 width, 1.8 length	0.6 x 1.8	✓	
<b>Minimum bicycle parking space dimensions, vertical (m)</b>	0.5 width, 1.5 length	0.5 width (0.0 for spaces associated with an adjacent vehicular space), 1.5 length	✗	1
<b>Maximum 50% of bicycle parking spaces may be vertical spaces</b>	105	105 (of required bicycle spaces, 254 in total)	✓	
<b>Minimum loading spaces required</b>	N/A	4	✓	
<b>Minimum loading space size (m)</b>	3.5 x 9.0	3.5 x 9.0	✓	
<b>Notes</b>				
<b>1</b>	A Minor Variance will be submitted regarding these variances.			



## **5.0 CONCLUSION**

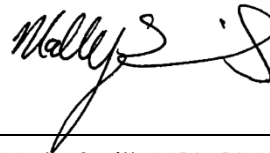
The proposed development is consistent with the Provincial Policy Statement 2014, meets the general intent of the City of Ottawa Official Plan, the former CFB Rockcliffe Secondary Plan, the former CFB Rockcliffe Community Design Plan, the various City and CLC Urban Design Guidelines and Architectural 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.



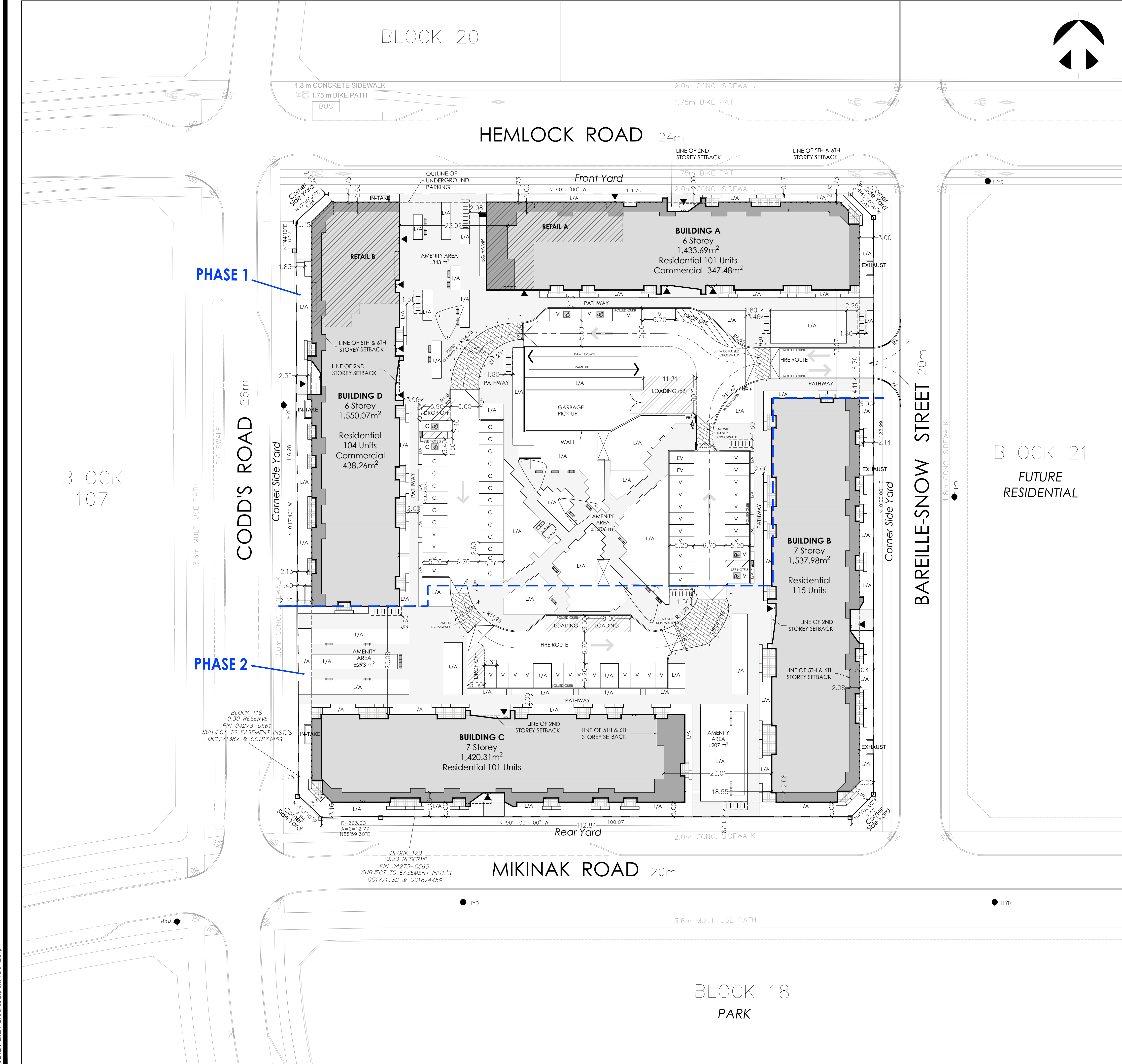
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Nancy Meloshe, MCIP, RPP  
Principal, Community Development  
Phone: (613) 724-4096  
Fax: (613) 722-2799  
Nancy.Meloshe@stantec.com



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Molly Smith MPL, BLA  
Planner  
Phone: (613) 725-5550  
Fax: (613) 722-2799  
Molly.Smith@stantec.com



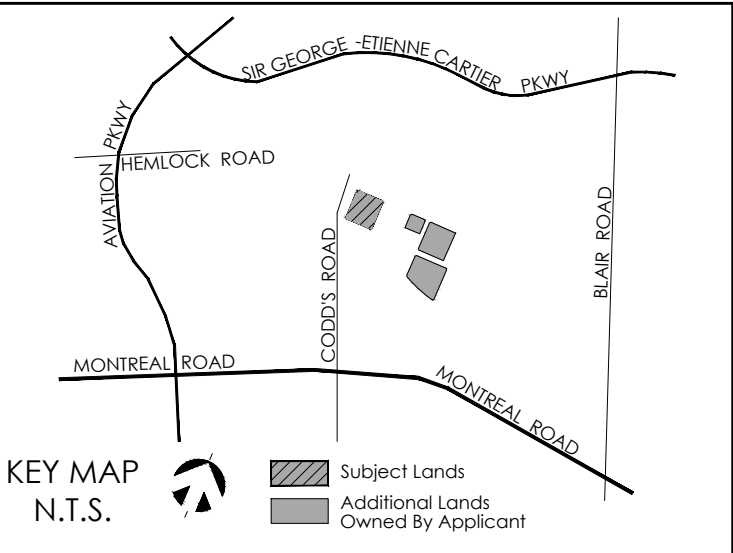
SITE STATISTICS AND DEVELOPMENT DATA			
SITE AREA	16,250.85m <sup>2</sup> (1.62 ha)		
PAVED AREA	3,147.79m <sup>2</sup> (19%)		
LANDSCAPED AREA	7,161.01m <sup>2</sup> (44%)		
TOTAL BUILDING COVERAGE	5,942.05m <sup>2</sup> (37%)		
TOTAL GROSS FLOOR AREA	35,103m <sup>2</sup>		
BUILDING A (102 units)	8,015m <sup>2</sup>		
BUILDING B (121 units)	9,539m <sup>2</sup>		
BUILDING C (107 units)	8,715m <sup>2</sup>		
BUILDING D (115 units)	8,834m <sup>2</sup>		
DENSITY (UPH)	275 UPH		
ZONE CATEGORY	GM 31H(30)		

BUILDING	BUILDING TYPE	GROUND FLOOR AREA (m <sup>2</sup> )	UNITS
BUILDING A	RESIDENTIAL / COMMERCIAL	1,433.69	101
BUILDING B	RESIDENTIAL	1,537.98	115
BUILDING C	RESIDENTIAL	1,420.31	101
BUILDING D	RESIDENTIAL / COMMERCIAL	1,550.07	104
TOTAL		5,942.05	421

SECTION	ZONE PROVISION	REQUIRED	PROPOSED
187 (Table)	MIN. LOT WIDTH (m)	No minimum	N/A
187 (Table)	MIN. LOT AREA (m <sup>2</sup> )	No minimum	N/A
187 (Table)(6)(A)	MAX. BUILDING HEIGHT (m)	30m	20.0m (7 storey)
188H-GM31 (Table)	MIN. FRONT YARD AND CORNER SIDE YARD SETBACK (m): 1. FOR A BUILDING WITH RESIDENTIAL LAND USE AT GRADE 2. ALL OTHER CASES (m)	5.0m 0.0m 2.0m (Max)	1.73m (Building A) 1.73m on Hemlock 1.73m
188H-GM31 (Table)	MIN. REAR YARD SETBACK (m)	N/A	N/A
188H-GM31 (Table)	MIN. REAR YARD SETBACK ABUTS A STREET (m)	3.0m	3.0m
188H-GM31 (Table)	MAX. FLOOR SPACE INDEX (0.5/unit)	No max	N/A
101 (3)(A), (10) (Table)	RESIDENT PARKING:		
102(2), (102) (Table)	WITH THE FIRST 12 UNITS NOT REQUIRED (0.5/unit)	205	411 (underground)
111A (Table)	VISITOR PARKING:	41	41
111A (Table)(E)	WITH THE FIRST 12 UNITS NOT REQUIRED (0.1/unit)		
101 (Table)(N79)	BICYCLE PARKING (0.5/unit)	211	517 (55 surface, 462 underground)
107(1), (107) (Table)	COMMERCIAL BICYCLE PARKING (1/250m <sup>2</sup> of GFA)	3	21*
137 (Table)	COMMERCIAL PARKING (5/100m <sup>2</sup> over 200m <sup>2</sup> )	30	3.5m*
137 (Table)	MIN. WIDTH OF AISLE (m)	6.7m	2,549m <sup>2</sup> (communal)
137 (Table)	MIN. TOTAL AMENITY AREA (6m <sup>2</sup> /unit)	2,526m <sup>2</sup>	2,549m <sup>2</sup>
137 (Table)	MIN. COMMUNAL AMENITY AREA (Min. 50% area)	1,263m <sup>2</sup>	

SECTION	ADDITIONAL PROVISIONS	REQUIRED	PROPOSED
65	MAX. PERMITTED PROJECTIONS INTO YARDS:		
65(5)	FIRE ESCAPES, OPEN STAIRWAYS, STOOP (m)	>0.6m to lot line	1.83m
65(6)	COVERED OR UNCOVERED BALCONY, PORCH, DECK	2m (Max) but >1.0m to lot line	N/A
106(1)	MIN. PERPENDICULAR PARKING SPACE SIZE (m)	2.6m x 5.2m	2.6m x 5.2m
106(2)	BARRIER FREE PARKING:		
	TYPE A PARKING SPACE SIZE (m)	3.4m x 5.2m	3.4m x 5.2m
	TYPE B PARKING SPACE SIZE (m)	2.4m x 5.2m	2.4m x 5.2m
	ACCESS AISLE (m)	1.5m	1.5m
111B (Table)	MIN. BICYCLE PARKING SPACE DIMENSIONS, HORIZONTAL	Width: 0.6m Length: 1.8m	0.6m 1.8m
111(9)	MIN. BICYCLE PARKING SPACE ACCESS AISLE WIDTH (m)	1.5m	1.39m
113A (Table)	MIN. LOADING SPACES REQUIRED	N/A	4
113B (Table)	MIN. LOADING SPACE SIZE (m)	3.5m x 9.0m	3.5m x 9.0m
187 (Table)(H)	MIN. WIDTH OF LANDSCAPED AREA ABUTTING A STREET (m)	3.0m	1.73m *
GM31(31)(I)	DESPITE ITEM (H) IN TABLE 187, NO LANDSCAPED AREA IS REQUIRED ABUTTING A STREET FOR BUILDINGS WITH NO REQUIRED FRONT OR CORNER SIDE YARD SETBACK (m)	N/A	N/A
GM31(31)(J)	MIN. DRIVEWAY WIDTH FOR PARKING LOTS OR GARAGES (m)	3.0m	6.0m
GM31(31)(O)	MAX. DRIVEWAY WIDTH TO PARKING LOTS OR GARAGES (m)	6.0m	6.0m
GM31(31)(C)	WHERE THE BUILDING CONTAINS MORE THAN FOUR STOREYS BUT LESS THAN 13 STOREYS, AT AND ABOVE THE FOURTH STOREY A BUILDING MUST BE FURTHER SETBACK (m)	2.0m	2.0m *
GM31(31)(F)	MIN. SEPARATION DISTANCE BETWEEN PORTIONS OF A BUILDING ABOVE FOUR STOREYS (m)	23.0m	23.01m

\* SUBJECT TO MINOR VARIANCE



LEGEND	
APARTMENT BUILDING	NO PARKING
CURB (0.2m)	BENCH
DEPRESSED CURB (0.2m)	SHADE STRUCTURE
S.S. SNOW STORAGE AREA	BIKE RACKS
L/A LANDSCAPED AREA	CUSTOM PLANTER (L/A)
ENTRANCE	PRIVATE PATIO
V VISITOR PARKING	BOULEVARD
C COMMERCIAL PARKING	STAIRS TO UNDERGROUND
HYD FIRE HYDRANT	R RISERS
BLOCK BOUNDARY	TACTILE WALKING SURFACE INDICATOR
UNDERGROUND PARKING	SUB-GRADE EXHAUST
PHASE LINE	
PATHWAY (PAVERS)	
DRIVEWAY (PAVERS)	
ONE-WAY SIGN	
DO NOT ENTER SIGN	
NO LEFT TURN SIGN	

DATE	REVISION	BY
24/03/20	Finalizing details for submission	EC
20/02/20	Drop off area adjustments based on Novatek sketch	SP
06/02/20	Road and parking adjustments	SP/CR
18/12/19	Insert new building templates	SP
15/10/19	Draft Site Plan	SP

GENERAL NOTES  
1. DO NOT SCALE DRAWINGS FOR PRINT.  
2. THIS DRAWING IS THE EXCLUSIVE PROPERTY OF KORSIAK URBAN PLANNING AND MATTHEW HOMES. COPYRIGHT RESERVED.  
3. SITE PLAN PREPARED IN ACCORDANCE WITH PLAN 4M-1559, PREPARED BY ANNIS O'SULLIVAN, VOLLEBERG LTD.  
4. WALKWAYS AND CURBS TO BE TIED INTO PUBLIC ROW WHERE APPLICABLE.  
5. REFERENCES CITY OF OTTAWA T.W.S.I. DETAIL SC7.3

PROJECT TEAM	LANDSCAPE ARCHITECTURE:	MECHANICAL/ELECTRICAL:
SITE PLAN DESIGN:	TRANSPORTATION:	
PLANNING/STRUCTURAL:		
ARCHITECTURE:		
CIVIL ENGINEER:		

WATERIDGE VILLAGE: PHASE 1B

BLOCK 19, REGISTERED PLAN 4M-1559  
PART OF LOTS 21, 22 AND 23  
CONCESSION 1 (OTTAWA FRONT)  
GEOGRAPHIC TOWNSHIP OF GLOUCESTER  
CITY OF OTTAWA

TITLE: BLOCK 19 SITE PLAN

DATE: March 24, 2020  
DRAWN BY: EC  
CHECKED BY: CR

FILE NO.:  
JOB NO.: Mattamy - Wateridge

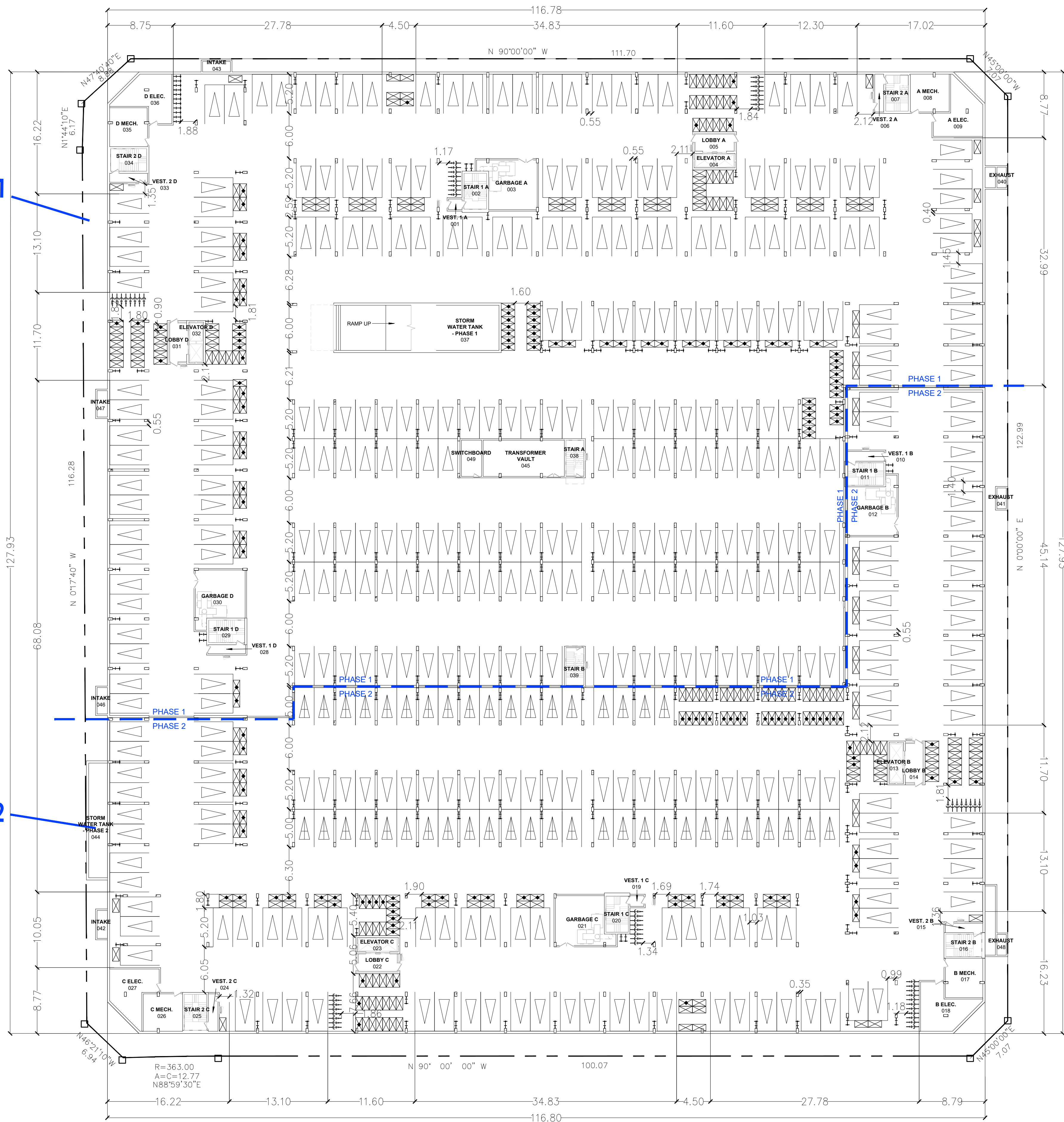
DRAWING NO. A1



\\mattamy\block - (P)Block 19 site plan underground parking 2020\Mar 24\_drawing

PHASE 1

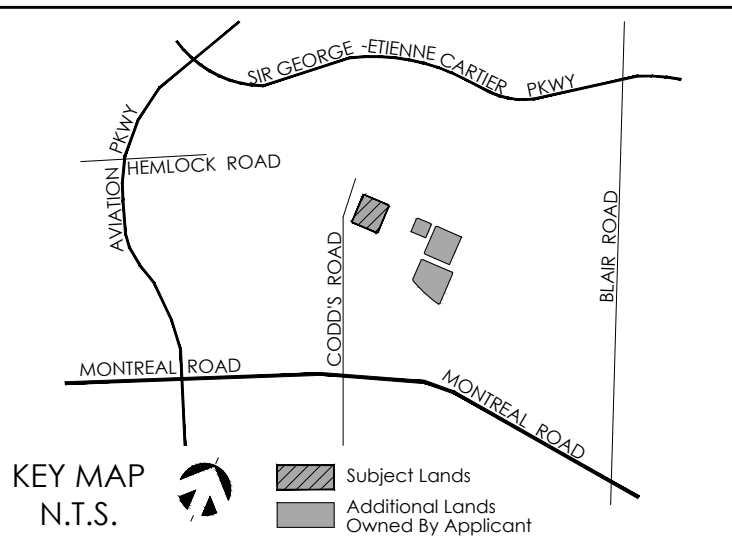
PHASE 2



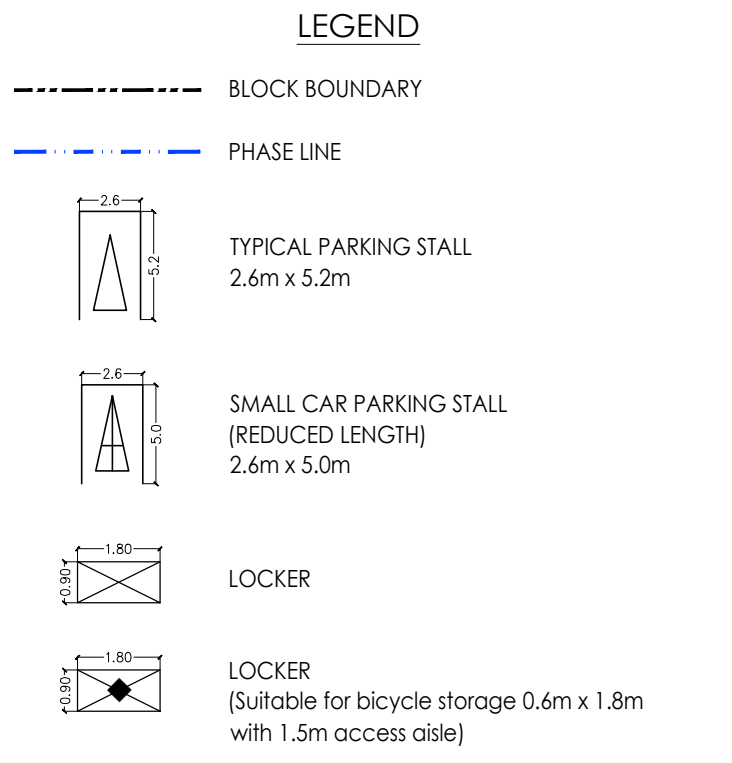
### UNDERGROUND PARKING

UNDERGROUND AREA (Sq. m.)	
SITE AREA PHASE 1	8,901.55 m <sup>2</sup>
SITE AREA PHASE 2	5,987.24 m <sup>2</sup>
PARKING SPACES	
PHASE 1	249
PHASE 2	162
BICYCLE PARKING SPACES	
HORIZONTAL	
PHASE 1	24
PHASE 2	35
VERTICAL	
PHASE 1	150
PHASE 2	104
IN STORAGE LOCKER	
PHASE 1	75
PHASE 2	74

SECTION	ZONE PROVISION	REQUIRED	PROPOSED
101(3)(A), 101(Table) AREA X	RESIDENT PARKING: WITH THE FIRST 12 UNITS NOT REQUIRED (0.5/unit) STANDARD PARKING SMALL CAR PARKING	205	411 (underground) 367 44
106(1)	MIN. PERPENDICULAR PARKING SPACE SIZE (m)	2.6m x 5.2m	2.6m x 5.2m
106(3)(A)	MIN. REDUCED PARKING SPACE SIZE (m)	2.4m x 4.6m	2.6m x 5.0m
107(1)(A) ii	MIN. ASLE/ DRIVEWAY WIDTH FOR PARKING GARAGES (m)	6.0m	6.0m
111A (Table)	BICYCLE PARKING (0.5/unit)	211	517 (55 surface, 462 underground)
111B (Table)	MIN. BICYCLE PARKING SPACE DIMENSIONS, HORIZONTAL (m)	Width: 0.6m Length: 1.8m	0.6m 1.8m
	MIN. BICYCLE PARKING SPACE DIMENSIONS, VERTICAL (m)	Width: 0.5m	0.5m, 0.0m for spaces associated with an adjacent vehicular space
111(9)	MIN. BICYCLE PARKING SPACE ACCESS AISLE WIDTH (m)	Length: 1.5m 1.5m	1.5m 1.5m, 0.0m for vertical spaces associated with an adjacent vehicular space
111(11)	MAX. 50% OF BICYCLE PARKING SPACES MAY BE VERTICAL SPACES	105	254 vertical, 263 horizontal
GM31(31)(M) GM31(31)(O)	MIN. DRIVEWAY WIDTH TO PARKING LOTS OR GARAGES (m) MAX. DRIVEWAY WIDTH TO PARKING LOTS OR GARAGES (m)	3.0m 6.0m	6.0m 6.0m



SCALE 1:300



DATE	REVISION	BY
24/03/20	General revisions	KC
27/02/20	General revisions	SP
18/12/19	General revisions	SP
15/10/19	Draft underground plan	SP

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PROJECT TEAM		
SITE PLAN DESIGN:	LANDSCAPE ARCHITECTURE:	MECHANICAL/ELECTRICAL:
PLANNING/STRUCTURAL:	TRANSPORTATION:	
ARCHITECTURE:	NOISE:	ENVIRONMENTAL:
CIVIL ENGINEER:	GEOTECHNICAL & STRUCTURAL:	

**WATERIDGE VILLAGE: PHASE 1B**  
BLOCK 19, REGISTERED PLAN 4M-1559  
PART OF LOTS 21, 22 AND 23  
CONCESSION 1 (OTTAWA FRONT)  
GEOGRAPHIC TOWNSHIP OF GLOUCESTER  
CITY OF OTTAWA

**TITLE:** BLOCK 19  
**UNDERGROUND PARKING PLAN**

**DATE:** March 24, 2020  
**DRAWN BY:** KC  
**CHECKED BY:** CR  
**DRAWING NO.** A1

**FILE NO.:**  
**JOB NO.:** Mattamy - Wateridge