

6 | DESIGN GUIDELINES & POLICIES

6 DESIGN GUIDELINES & POLICIES

6.1 OVERVIEW

This chapter of the Community Design Plan provides the principal land use, urban design and infrastructure directions for the development of the former CFB Rockcliffe site.

These design guidelines and policies must be read in tandem with the City's Zoning Bylaw and the City's applicable city-wide urban design guidelines. Applicable guidelines will be used to review and assess future development applications (i.e.,

plans of subdivision, and site plan applications).

Canada Lands Company has a strong commitment to design excellence. Many of its projects are award winning examples of exemplary community design. Canada Lands Company and its development partners for the former CFB Rockcliffe site will use these guidelines to shape their site-specific development proposals. In addition to the guidelines in this chapter, Canada Lands Company will develop a set of urban design and architectural controls, for its own use, to address certain design parameters that go beyond the municipal

planning review process for portions of the site that need enhanced design outcomes.

The City of Ottawa has a number of approved Urban Design Guidelines and policies. The following is an abbreviated list of the key guidelines. At the time of implementation, designers should refer to the most current versions of the policies in effect:

- Urban Design Guidelines for Low-Rise Infill Housing;
- Urban Design Guidelines for High-Rise Housing;
- Urban Design Guidelines for Greenfield Neighbourhoods;

- Road Corridor Planning & Design Guidelines;
- Right-of-Way Lighting Policy.

The built form and architectural character within the new community site will distinguish it from surrounding communities. Since the site is intended to be developed at a higher density to meet City objectives for intensification, the built form guidelines in this section are intended to supplement the above mentioned City guidelines but will also go beyond them to inform the character of streetscapes, and accomplish the desired outcomes described in the Guiding Vision and Principles in Chapter 1.

The guidelines and policies that follow, cover: land uses; height, bulk and massing; setbacks; architectural design; parking; loading and servicing; mobility and circulation; the public realm; infrastructure; sustainable design; and the Forest Special Design Area.

Each policy/guideline category is organized into two sections, general design policies and guidelines that apply across the site, and where applicable, site specific policies and guidelines. Where general and site specific policies overlap or conflict, site specific policies shall take precedence.

The Forest neighbourhood is a unique area which requires a specific set of site-specific guidelines and policies. These are presented in the Forest Special Design Area section at the end of this Chapter.

6.2 LAND USES

6.2.1 Low-Rise and Low- to Mid-Rise Residential and Low- to Mid-Rise Mixed-Use

The following general land use policies and guidelines apply within low-rise residential, low- to mid-rise residential and low- to mid-rise mixed-use areas:

- Permitted residential uses in low-rise residential areas will include single-detached, semi-detached, duplex, townhouse, stacked townhouse and low-rise apartment dwelling units.
- Permitted residential uses in low- to mid-rise residential areas will include duplex, townhouse, stacked townhouse and low-rise and mid-rise apartment dwelling units.
- Permitted residential uses in low- to mid-rise mixed-use areas will include stacked townhouse and low-rise and mid-rise apartment dwelling units.
- Live/work units and day cares will be permitted in all low-rise and low- to mid-rise residential and mixed use areas.
- Small-scale retail stores; personal service uses; business, medical and professional offices will be permitted in low- to mid-rise mixed-use areas.

- Drive through facilities will not be permitted.

Mid-rise Residential development will also be found in the Forest Special Design Area in block 44. Specific policies pertaining to the Forest Special Design Area can be found in Section 6.13.

6.2.2 Mid-Rise and High-Rise Mixed-Use

Permitted uses within mid-rise and high-rise mixed-use areas include:

- Commercial and service uses such as: retail stores; food stores; restaurants; personal service uses; financial institutions; business, medical and professional offices; private clinics; laboratories; and entertainment and recreation uses;
- Civic uses such as health care facilities, clinics, community centres; gyms; offices of a government agency; and libraries; and
- Residential uses such as apartments.

- Drive through facilities will not be permitted.

6.2.3 East Employment Area

A range of commercial and service uses will be permitted within the East Employment Area including:

- Financial institutions, business, and medical and professional offices.
- Retail stores, food stores, restaurants, and personal service uses will be permitted as accessory uses.

Uses that will not be permitted include:

- Automobile-related uses, such as gas stations or drive-through uses;
- Large floorplate standalone retail stores; and
- Residential uses.

6.2.4 School Sites

The following land use policies and guidelines apply within the School Site designation:

- Only schools and their associated uses, such as day care facilities or parks will be permitted in this land use category.
- School site requirements will be finalized during the subdivision approval process.
- Where a school board has confirmed that it does not have an interest in a site that has been identified for it within the CDP, the lands may be developed as per the Low-Rise Residential designations shown on the Secondary Plan.
- Special parking policies apply for School Sites. See Section 6.6 for specific policies.

6.2.5 Parks and Parkettes

Permitted uses in the Parks and Parkettes designation include:

- Trails, community centres, washroom and change facilities, and parking facilities in support of the primary park function.

Stormwater features serving development areas in or adjacent to parks or parkettes are not counted as parkland dedication.

- Stormwater features in parks must be located in areas where they will not impede the design and function of the park. The location of these facilities will be reviewed by Parks planners through the development review process.

6.3 HEIGHT, BULK AND MASSING

Maximum building heights for each block are shown in Figure 5.4 in Chapter 5. While the height of individual storeys can vary, the total height of all buildings cannot exceed the maximum permitted height, not including mechanical systems and rooftop protrusions. The following general design policies and guidelines apply:

- High-rise buildings should generally feature a podium and point tower arrangement to

ensure that adequate light, sky exposure and public views are maintained.

- Buildings six to 12 storeys in height will incorporate a minimum two metre step back at or below the fourth storey. Buildings taller than 12 storeys will incorporate a minimum two metre step back at or below the sixth storey.
- In the high-rise residential portion of a mixed-use building, above 30 metres, floor plates will not exceed 750m² in floor area.
- A minimum tower separation distance of 30 metres will be provided to minimize shadowing impacts, ensure livability, and protect views and privacy.
- Buildings, where practical, should be oriented north-south to minimize shadow impacts throughout the day and to enhance efficiency through passive solar energy capture.

- The design of low-rise and mid-rise buildings should avoid straight continuous frontages longer than 40 metres. For longer frontages, buildings should be designed to appear as if they are composed of smaller parts using step backs or vertical breaks.
- Townhouse blocks should be no longer than 40 metres (i.e. 6 units) and should be separated by public streets or mid-block connections.

The following site-specific guidelines shall apply.

- Although the maximum building height in mid-rise mixed-use sections of the Core (blocks 31-33, 35-37) is 30 metres, at least half of the total land area of each of these blocks will have a maximum building height of 20 metres.
- As the Core transitions to the north, buildings on residential blocks 29 and 30 should step down to lower-density uses,

including freehold and stacked townhouses which will be located on the north half of blocks 29 and 30.

- On block 5 in the Hemlock neighbourhood, building heights on the western half can be a maximum of 50 metres and a maximum of 70 metres on the eastern half.
- Dwellings on blocks 12 and 27 in the Northwest neighbourhood should be separated to allow visual permeability through these blocks to the north, and to the future national cultural institution.

6.4 SETBACKS

The following general setbacks shall apply across the site:

- To create an appropriate transition between public and private space in low-rise, low-to mid-rise and mid-rise residential areas, buildings will be set back a minimum of three

metres from the street edge and a maximum of six metres.

- In mixed-use areas, including the Core, minimum front and corner yard setbacks will be three metres where a building abuts a park or where residential units are present at grade, and 0 metres in all other cases in order to create visual interest, a sense of enclosure and to reinforce the street.
- Where setbacks in mixed-use areas are meant to include useable amenity space (i.e. patios, outside seating areas, etc.) they will be a minimum of three metres.
- In low-rise and mid-rise areas, a slight variation in setbacks is encouraged to create a varied streetscape. In all areas, side-yard setbacks on end units will be a minimum of 1.5 metres to create a total width of three metres for mid-block connections.

6.5 ARCHITECTURAL DESIGN AND BUILT FORM

Most of the design parameters for buildings in the development will be specified in architectural controls developed and enforced by Canada Lands Company. These include requirements for the appearance and material quality of more prominent buildings, such as high-rise, landmark or corner buildings which should be given additional consideration due to their visibility. Building materials used for development within the community should be context-specific and should reflect the character of surrounding neighbourhoods. Materials should be selected primarily for their longevity. They should be high-quality, durable, low-maintenance and able to withstand local seasonal extremes in temperature. The materials used throughout the site should be selected to define streetscape appearance. The architectural controls will address building

design and façade treatment which should be varied across the site to create diversity and visual interest. This includes providing a multiplicity of building heights and shapes, materials and colours, rooflines, window and door styles and sizes, and ornamentation.

6.5.1 Low-Rise Residential Buildings

General guidelines and policies related to low-rise residential buildings, which include single-detached, semi-detached, townhomes and stacked townhomes, are provided below.

- A diversity of unit types on any block is preferred for visual interest. This can be achieved by having at least two building types (e.g., single-detached and semi-detached) within each street block, varying lot widths, and using a variety of roof styles, or a combination thereof.
- Every exterior façade on a building must have a high

standard of design, not just the primary façade, to ensure that buildings are visually appealing from all angles and perspectives.

- Long frontages should be varied through the use of windows, different materials, variable façade setbacks, colours, or architectural features such as bays or porches.
- Private amenity space should be incorporated into front yards, such as verandas, porches or at grade landscaped areas.
- Large windows and upper storey balconies are encouraged in units facing parks to promote casual surveillance.
- To ensure that residential units achieve adequate privacy, the first floor may be raised slightly above street level. Landscape features such as low hedges, low walls and transparent fences can be used to

delineate public and private open spaces.

- Flat garage roofs are discouraged unless they form a balcony or green roof.

The following site-specific guidelines apply to the architectural design of low-rise residential buildings.

- On the parts of blocks 24, 25 and 29 adjacent to the North Park or the northern ridge area, residential units should face the open space. Residential units should not back onto either of these areas.
- Buildings on blocks 12 and 27 in the Northwest neighbourhood should have windows, openings and articulation on the rear facades, comparable to what is required by the City's urban design guidelines for frontages on the street since they will be facing a future national cultural institution.

6.5.2 Low- to Mid-Rise Residential and Mixed-Use, and Mid-Rise Mixed-Use Buildings

All mixed-use blocks will be subject to review by the City of Ottawa Urban Design Review Panel. General guidelines and policies related to low- and mid-rise mixed-use and mid-rise residential buildings are provided below.

- Street level units should be narrow so that frequent entrances are provided along the street in order to articulate building façades and to generate street level activity. All entrances must be clearly visible from the street.
- Buildings should create a fine-grained streetscape, with individual units and entrances expressed within modulated, articulated building façades. Numerous doors and windows should be provided along the primary façade to increase access and transparency.
- No building should have any length greater than 40 metres without some form of articulation that achieves a break in the visual appearance.
- Awnings, ground-floor setbacks, and recessed entrances, should be included in building design to provide weather protected storefronts and entrances.
- Large windows and upper storey balconies are encouraged in units facing parks to promote casual surveillance.
- Corners should be emphasized with elements such as bay windows, turrets or wrap around porches, distinct architectural elements, special materials, and where appropriate, setbacks for plaza spaces.
- Two to three exterior materials per building should be used to introduce texture and visual diversity to building surfaces.
- Every exterior façade on a building must have a high standard of design, not just the primary façade, to ensure that buildings are visually appealing from all angles, and perspectives.
- Mixed-use development must include active frontages with street-related, publicly accessible shops, services and amenities adjacent to areas of high pedestrian circulation.
- The façade of buildings that are less than 20 metres in height should incorporate some form of articulation such as using different building materials to create a transition between upper and lower storeys. This transition should be placed at an elevation that compliments adjacent buildings and helps create a cohesive visual pattern along the street frontage.
- Where appropriate, transit shelters or similar features should be integrated with mid-

rise residential and mixed-use buildings.

- HVAC equipment, elevator rooms, exhaust fans and other roof top protrusions should be incorporated into the overall building design and screened from direct view using architectural elements.

The following site-specific guidelines apply to the architectural design of residential, low- and mid-rise mixed-use buildings.

- On the parts of block 29 adjacent to the North Park or the northern ridge area, residential units should face the open space. Residential units will not back onto either of these areas.
- Buildings on block 31 in the Core should have prominent entrances facing Codd's Road.
- Buildings on blocks 33 and 36 in the Core should have prominent entrances on both

Codd's Road and Hemlock Core Street.

- Buildings on blocks 35 and 37 in the Core should have prominent entrances facing Hemlock Core Street.
- Buildings on blocks 23, 24, and 25 in the Core and North West neighbourhoods should contain enhanced ground floor animation, particularly buildings on block 25, which fronts onto Codd's Road.
- Orientation and design of buildings in the Core should be sensitive to views and should allow natural light to penetrate from south to north.

6.5.3 High-Rise Mixed-Use Buildings

All mixed-use blocks will be subject to review by the City of Ottawa Urban Design Review Panel. General guidelines and policies related to high-rise mixed-use buildings are provided below.

- View-plane studies and a landscape character

assessment will be required in order to determine the impact of built form on significant views from the adjacent Sir George-Étienne Cartier and Aviation parkways. Measures will be taken to preserve these views, of importance to the National Capital Commission, such as stepping back the upper stories of a high-rise building.

- Buildings on corner sites should be located close to the corner to reinforce the street edge. Alternatively, a landscaped area or forecourt may be used to define the street edge.
- Every exterior façade on a building must have a high standard of design, not just the primary façade, to ensure that buildings are visually appealing from all angles and perspectives.
- Street level units should be narrow so that frequent entrances are provided along the street in order to articulate

- building façades and to generate street level activity. All entrances must be clearly visible from the street.
- Buildings should create a fine-grained streetscape, with individual units and entrances expressed within modulated, articulated building façades. Numerous doors and windows should be provided along the primary façade to increase access and transparency.
- No building should have any length greater than 40 metres without some form of articulation that achieves a break in the visual appearance.
- Awnings, ground-floor setbacks, and recessed entrances, should be included in building design to provide weather protected storefronts and entrances.
- Where appropriate, transit shelters or similar features should be integrated with high-rise residential and mixed-use buildings.

- HVAC equipment, elevator rooms, exhaust fans and other protrusions on building roof profiles should be incorporated into the overall building design and screened from direct view using architectural elements.

6.5.4 Employment Buildings

All employment blocks will be subject to review by the City of Ottawa Urban Design Review Panel. The following general guidelines apply to employment buildings which will be located in mixed-use areas and the East Employment area.

- Office buildings with façades longer than 40 metres should be articulated with multiple unit entrances and architectural detailing such as step-backs, projections, and windows.
- Blank walls will not be permitted and must be broken up through a change in façade articulation and the inclusion of windows / glazing.

- Every exterior façade on a building must have a high standard of design, not just the primary façade, to ensure that buildings are visually appealing from all angles, and perspectives.
- Uses which generate activity, such as lobbies or commercial establishments, should be provided at street level to help create a more vibrant public realm.
- Where appropriate, grade level uses should incorporate a high proportion of transparent glass that allows activity within to be seen from the street.
- Ground floors should have a high floor to ceiling measurement (e.g. 4.5 metres) to allow for a range of uses, and should incorporate direct entrances from the street and high transparency and glazing.
- Building units should be sited to overlook public streets and open spaces.

- Where appropriate, transit shelters or similar features should be integrated with employment buildings.
- Unique building character and signage should be considered to help tenants distinguish their business.
- Where possible, courtyards, plazas and other public amenity space should be provided for employee use.

The following site-specific guidelines shall apply to buildings used exclusively for employment uses.

- In the East Employment area, at least 70% of the block length along the north-south major collector must be occupied by buildings.
- The façade on every side of a building must have some glazing. Blank walls will not be permitted in the East Employment area.

6.6 PARKING

In general, parking across the entire site should conform to the following guidelines:

- The reduction of minimum and maximum parking requirements will be encouraged where practical.
- On-street parallel parking will be permitted on collector roads throughout the site except at awkward curves, in front of schools, in proximity to intersections, or where bus stops are required.
- With the exception of visitor or service parking, mid- and high-rise buildings should provide for parking underground. All parking for mid- and high-rise buildings should incorporate measures to provide appropriate screening and integration with the built form of the block.
- Blank walls along parking structures will not be permitted and should include publicly

accessible active uses at the ground floor.

- In residential areas, garages will not project beyond the front wall of a house fronting onto a street. Portions of the building can protrude over the garage entry to help conceal it.
- Driveways for single-detached and semi-detached units and townhomes should be designed to minimize the impact on the pedestrian environment and should be limited in width. Where possible, driveways should be located at the property line where they can be paired with adjacent driveways to minimize curb cuts.
- Garages will not front onto any collector roads. In these instances, all parking must be provided via rear laneways.

The following site-specific parking guidelines shall apply:

- Generally, where parking is required in the Core, it should

- be located underground within larger mixed-use buildings and supplemented by on-street parking.
- Limited amounts of surface parking may be accommodated within the Core, either in a small number of surface parking spaces in the interior of blocks or associated with short stay parking for businesses and residential visitors and demonstrate high urban design standards for screening, interior and exterior landscaping, and utilize permeable pavements for groundwater recharge.
- Above grade parking may only be permitted within high-rise blocks in the Hemlock and Burma neighbourhoods provided that:
 - The parking structure is located in the rear of the site, and is concealed by the podia of buildings facing the street.
- The height of the parking structure cannot exceed the height of the podia.
- Screening of the parking structure with vegetation or artistic treatments, such as murals and unique cladding treatments is required.
- Surface parking is not permitted in the front yard.
- Separate or paired driveways for individual or pairs of residential units will not be permitted along collector roads.
- Parking on blocks 12 and 27 in the Northwest neighbourhood which border the future national cultural institution site should be out of view. Techniques to hide parking include:
 - Underground parking;
 - Partially underground parking; or
 - Parking that is within the building envelope that is recessed behind the front façade of the building.
- Parking in the East Employment area on block 56 must be underground, or at the rear of the block out of view from the street.
- All three school sites have been situated with frontage on both local and collector roads. School bus lay-by areas will be considered in the right-of-way of all streets that front onto a school site. Where possible, it is recommended that school bus parking be accommodated on site; otherwise on-street school bus lay-by areas should be situated on local streets and not on the collector roads.
- No on-street parking will be permitted on any street frontage associated with the front of a school.
- Parking on school sites should either be located at the rear or screened so that it is not visible from the street.

6.7 LOADING AND SERVICING

Loading and servicing is an important requirement for all development on the site. For multi-unit buildings:

- Loading, service and waste management areas, transformers, utility meters, heating, ventilation and air conditioning equipment should be located in non-prominent locations that do not detract from the aesthetic appeal of the street.
- Loading areas and garbage enclosures should be screened from view from the front property line with a screening material that is complimentary to the primary building exterior materials.

The following site-specific guidelines apply for loading and servicing requirements.

- Loading areas on blocks 33 and 36 in the Core should be

off of the local road to the east or by private laneways if other access is unavailable.

- Loading areas on blocks 35 and 37 should be off of the north-south local road to the west or by private laneways if other access is unavailable.
- Loading areas will not be permitted on the Codd's Road frontage on block 31.

6.8 MOBILITY AND CIRCULATION

The following guidelines and policies are intended to enhance the transportation network that was described and illustrated in Chapter 5. The focus of these guidelines is to provide an efficient pedestrian and cycling network with vehicle movements considered a secondary focus. For specifications related to the design of roadway cross-section elements, refer to the cross section diagrams included in Chapter 5. For specifications related to the design of pathways and other pedestrian routes, the

Ottawa Park and Pathway Development Manual, and the Province's Integrated Accessibility Standards should be consulted.

- Wider sidewalks will be provided on collector roads to accommodate a larger volume of pedestrians than on local roads.
- All formal pedestrian crossings at major intersections will be clearly marked using changes in pavement materials, texture, and/or colour.
- In the vicinity of bus stops, additional treatment will be given to cycle tracks, such as pavement markings and posted signs informing cyclists to yield to crossing pedestrians.
- All blocks containing stacked townhouse, apartment, mixed-use or employment development will include publicly accessible connections within and through the blocks to provide pedestrian access to the community-wide system of sidewalks, multi-use pathways,

cycle tracks and trails. Such connections within and through blocks must be wide enough to accommodate easements for utilities where required.

- Amenities including wayfinding elements, seating, and drinking water fountains should be provided along pedestrian routes throughout the site.
- All new multi-unit dwellings, mixed-use buildings, and office buildings should provide enclosed and covered bicycle parking facilities within clearly visible areas either in the building or no greater than 15 metres from the building and must include bicycle ramps on exterior staircases. The quantity of bicycle parking provided should reflect the density of the building.
- Outdoor bicycle parking should be located in easily accessible locations that offer natural surveillance and are protected from weather.
- Bicycle parking facilities should be accessible in a manner that

minimizes negative interaction with primary pedestrian routes. This includes the provision of landscaping and separated walkways where necessary.

6.9 PUBLIC REALM

The public realm is intended to be a vibrant, active environment where people want to gather, and interact with others. To achieve this vision, the following guidelines provide direction on the design of all public realm elements including: commemoration features; parks, squares and open spaces; street furniture; landscaping; and lighting.

6.9.1 Commemoration Opportunities

6.9.1.1 Algonquins of Ontario

Recognition of the Algonquin culture and historical relationship to the land at Rockcliffe is integral to the development of a successful public realm for the new community. The 2010 Algonquins of Ontario – Canada Lands Company Participation Agreement

provides a framework for an ongoing relationship and the realization of mutual benefits as the former CFB Rockcliffe site is developed. One of the key commitments in the Participation Agreement is that Canada Lands Company will consult with the Algonquins of Ontario (AOO) to identify ways in which the Algonquin presence and heritage can be reflected on the site. The intent is that the history and connection of the Algonquin People with the Rockcliffe lands may be recognized through the installation of commemorative elements, the design of park spaces or the naming of streets. Early consultations with the Algonquin Negotiation Representatives (ANRs) and Elders have indicated the two main purposes of the Algonquin commemoration:

- The provision of space with cultural and/or spiritual value to the Algonquin People, to which all people may have access; and

- Education of the general public about the meaning of this land to the Algonquin People, with reference to the Algonquin language, culture and relationship with nature.

The importance of including elements that are aligned with traditional Algonquin culture, and in particular, associating the site with the Ottawa River, traditionally called Kitchissippi, has been identified in early AOO-Canada Lands Company discussions. Some locations may be sacred spaces, and some may have a strong cultural affinity to Algonquin traditional uses. Some ideas for commemoration that have come forward to date include:

- Using the four traditional Algonquin colours associated with the four directions: black, white, red and yellow.
- Using concentric circles in design layouts and details.
- Referencing the Seven Fires prophecy which teaches that

different cultures will come together in a relationship of respect.

- Incorporating trees and shrub species of significance to the Algonquin way of life and spirituality in the planting design in a way that helps to educate about their culture.

The Participation Agreement specifically recognizes that a commemorative opportunity on parkland overlooking the Ottawa River is of particular significance and interest to the AOO. Although this CDP does not identify any particular portion of the site for this purpose, the plan does set aside significant parks and open spaces overlooking the Ottawa River, where a commemorative site or sites can be located. Canada Lands Company and the AOO will continue to collaborate on the establishment of the Ottawa River outlook and other commemorative elements within the new community. The City of Ottawa is also interested in participating in

the development of Algonquin commemoration elements within city parks, for which appropriate ideas and corresponding locations could be worked out through the detailed design process.

Canada Lands Company and the City of Ottawa will collaborate with the Algonquins of Ontario to name a number of streets using Algonquin words, and to name certain parks along and Algonquin theme. This commemoration may also include public art. Wherever possible and appropriate, the use of the Algonquin theme will be accompanied by interpretive signage.

Wherever any of these elements are used, Canada Lands Company is committed to ongoing consultation with the AOO in accordance with the Participation Agreement.

6.9.1.2 Military

A number of features will be incorporated into the development as part of the commemoration of

the military heritage of the site. This will include the following:

- Canada Lands Company and the City of Ottawa will collaborate with Canadian Veterans to name a number of streets to commemorate or celebrate the site's military and aviation heritage. This commemoration may also include public art. Wherever possible and appropriate, references to military and aviation heritage will be accompanied by interpretive signage.
- The public realm will include signage to commemorate the history of the former CFB Rockcliffe, with particular emphasis on communicating its role in the British Commonwealth Air Training Plan.
- One of the parks will include a public art installation and commemorative signage that blends the site's military history with the present. The

installation will commemorate the role of the site in aviation history, namely being one of the first six original air fields opened in Canada in 1920 and the site of the first jet aircraft demonstration in Canada.

6.9.2 Parks, Squares and Open Spaces

Two large Community Parks, two Neighbourhood Parks, five Parkettes, and a Town Square will be built on the site, and other natural areas will be maintained to provide passive open spaces. To enhance these areas the following policies and guidelines are recommended.

- Access points to designated park spaces should be well connected to surrounding transportation networks such as sidewalks, pedestrian pathways and cycling routes.
- Access points to designated park spaces should be prominent and highly visible from surrounding transportation networks such as sidewalks,

pedestrian pathways and cycling routes and should incorporate signage, public art or ornamentation to assist with wayfinding.

- Public squares and plazas should be designed to accommodate a variety of activities throughout all four seasons, with minimum maintenance.
- To make park spaces inviting and comfortable, themed public amenities should be provided such as public art, benches, lighting, paving techniques, banners, low walls or landscaping.
- To provide shade coverage in the summer, and wind breaks in the winter, shade trees and greenery should be coordinated with lighting, public art, and required utilities.
- Park spaces will be designed to accommodate an aging population and people with disabilities. Accessible seating, appropriate access points,

shade and wayfinding elements must be provided.

A number of significant trees and tree groupings will be preserved and carefully integrated into the design of parks, open spaces and other compatible land uses.

- Development will comply with the City of Ottawa's Trees and Natural Areas Protection By-law.
- Where feasible, space will be retained around protected tree groupings for passive recreation to create a network of greenspace linkages throughout the community.
- Accessible trails, or substantial and durable boardwalks with a minimum width of three metres should be provided, where feasible, around protected tree groupings and stormwater detention areas.

6.9.3 Street Furniture

Street furniture will be provided primarily in the mixed use areas of

the site, the Core and at major transit stops. Street furniture will include benches, bicycle racks, bus shelters and waste/recycling receptacles. Street furniture will be provided in a manner consistent with City of Ottawa policies on street furniture. Canada Lands Company may work with the City of Ottawa to develop enhanced street furniture at the Town Square or in the parks and parkettes as part of the commemoration strategies described in previous sections.

6.9.4 Landscaping

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. The road cross sections shown in Chapter 5 illustrate where landscaping will be provided in the public rights-of-way.

The following policies and guidelines shall apply to the design and planning of landscape treatments throughout the site:

- Fencing, trellises, decorative paving, and planters should be provided on development sites for shade, visual interest and to create a more comfortable and aesthetically pleasing environment for pedestrians.
- Privately landscaped areas should be provided in transitional spaces to create an attractive transition between the public and private realm.
- Lightly coloured or reflective paving is encouraged for as much of the site's hardscape area as possible to reduce the urban heat island effect.
- Low impact development (LID) strategies for stormwater management will be implemented on individual lots and within road rights-of-way through phased pilot projects to be undertaken jointly by

Canada Lands Company and the City of Ottawa.

- LID strategies will also be implemented by builders at the block, site and building levels. Some examples of proposed LID strategies include green roofs, vegetated landscape buffers, permeable pavement and streetscape bioswales. Specific guidelines pertaining to LID strategies are provided in Section 6.11.
- New planting in the area should be designed to limit the visual impact of the project along Aviation Parkway and continue to maintain the Parkway's unique character and experience.
- Along the Aviation Parkway, incorporate a 30 metre vegetation buffer from the property line of Canada Lands Company and the buildings. Tree selection should include: 70% conifers, species diversity, native species, salt tolerance and consideration of

appropriate local growing conditions.

The following guidelines pertain to the planting of new trees in the public realm.

- A continuous tree canopy along the street frontage of all single detached and townhouse lots should be provided.
- Large canopy street trees, approximately seven to 10 metres apart, on any frontages of stacked townhouses, apartments, schools, offices and mixed-use buildings should be provided.
- Substantial portions of the landscaped yards and amenity areas should be covered in tree canopy at maturity.
- Private lanes and roads should have trees at a frequency that is the same as a local road, provided that there are no conflicts with utilities.

A large part of the successful growth of new trees on site will

depend on the specifications and details for tree planting, installation and soil preparation. Standard tree planting and soil preparation specifications will be provided to the City with the Plan of Subdivision application. These specifications and details should exemplify the following guidelines:

- Irrigation to all street trees planted in hard landscaping conditions must be provided.
- A minimum soil depth of 0.8 metres to a maximum soil depth of 1.2 metres will be provided for planting of all street trees.
- Structural soil cells will be required under paved areas where limited open surface areas are available to adjacent trees.
- A minimum tree opening of 1.3 metres by 1.3 metres must be provided to allow for healthy root development at the base of the tree trunk.
- Permanent fences or curbs around planting zones in high



traffic areas should be used to elevate and separate planting areas from foot traffic and potential compaction/root damage as well as to prevent unwanted items from being fastened directly to tree trunks.

- Continuous soil trenches should be used where feasible and where they will be most effective for sustaining rows of street trees.
- Engineered solutions to drainage or infiltration problems, such as sub-drainage or perforated pipes, should be implemented to sustain long-term health of street trees.

The selection of tree species used is important and will be finalized at the development application stage by the applicant's landscape architect. Selected species should exemplify the following guidelines:

- Hardwood, long-lived street trees should be selected that

have a medium to large canopy size at maturity.

- Street trees that are hardy to Ottawa's climate, adaptive to urban conditions and tolerant of the site's soil should be selected.
- Tree species should be alternated regularly throughout the site to protect tree communities from diseases that attack certain species.
- Local species should be included from the Urban Natural Feature 170 "NRC Woods North" inventory for tree selection in the North-East corner "Forest" development.
- Species of significance to the Algonquin culture should be selected for the Algonquin commemoration features. Canada Lands Company will coordinate species selection with the City and AOO.

The following site specific landscaping policy, which pertains to the significant tree stands at the

northern boundary of the site, shall apply.

The significant tree stands at the northern boundary of the site, identified in the Parks and Open Spaces diagram in Chapter 5, will require careful design attention. Consultation with the National Capital Commission should be conducted including a detailed forestry review with a professional arborist to identify appropriate tree management strategies as well as to identify opportunities and constraints with respect to the enhancement and retention of one or more existing views from this area to the Ottawa River. Development in this area will also require the completion of an Environmental Impact Statement.

6.9.5 Lighting

In deploying lighting, the following guidelines shall apply:

- The lighting for all public rights-of-way will follow the City's Right-of-Way Lighting Policy.
- Decorative lighting will be considered for the frontages shown on Figure 5.8 in section 5.9.3.
- Lighting in public parks and pathways will be as per the City's Parks and Pathway Development Manual.
- Highly visible buildings in the Core, commemoration features and public art should have specialized lighting.

6.10 UTILITIES & INFRASTRUCTURE

All utilities and infrastructure on site will be new or upgraded, as the existing systems do not have the capacity to support the full build-out. The following guidelines shall apply to the implementation of all utilities and infrastructure systems on site.

All utilities infrastructure, including electricity, gas, telecom and cable will be rebuilt below grade. The following guidelines related to the implementation of new utilities shall apply.

- Consideration will be given to the location of utilities within the public rights-of-way as well as on private property.
- All blocks containing stacked townhouse, apartment, mixed-use or employment development will include publicly accessible connections within and through the blocks. Such publicly accessible connections must be wide enough to accommodate easements for utilities where required.
- Utilities should be clustered or grouped where possible to minimize visual impact.
- Utility providers will be encouraged to consider innovative methods of containing utility services such as placing them on or within

streetscape features (i.e. lamp posts) clustering them, or reducing their visual impact by applying visually interesting designs to the exterior of utility boxes.

6.11 BIRD & WILDLIFE FRIENDLY DESIGN

The site is located in the vicinity of natural wildlife habitat. To help protect species that may pass through the new community, the following guidelines should apply:

- Building facades should incorporate visual markers, such as patterned glass, decorative grilles or decals, in order to be more visible to birds and wildlife;
- Where glass is applied on a building façade, the reflection should be muted using strategies such as angling the glass or internal screening;
- The amount of artificial light emitted from and around buildings should be reduced and/or controlled, for example,

through the angle of light fixtures, to avoid light spillover beyond areas that need to be lit for safety; and

- Building lobbies that include a lot of greenery should not be brightly lit at night, as these features are attractive to birds.

6.12 LOW IMPACT DEVELOPMENT

The City of Ottawa and Canada Lands Company have agreed to pursue a phased stormwater management demonstration project for the Former CFB Rockcliffe site using Low Impact Development (LID) Best Management Practices (BMPs). This demonstration will be integrated with conventional piped stormwater infrastructure and stormwater management ponds.

LID is an innovative, state-of-the-art approach to managing stormwater by treating runoff (precipitation) at its source, as a resource to be managed and protected rather than a waste. LID

design approaches are intended to mimic natural watershed systems as rainwater is infiltrated, evaporated and reused with the goal of protecting aquatic and terrestrial systems, habitats and functions through the preservation of the site's natural hydrology. LID measures implemented on individual lots and within road rights-of-way will encourage infiltration and reduce the quantity of runoff reaching local drainage features. LID techniques will be employed to provide additional environmental and water quality benefits on and downstream of the site, as part of the site's overall stormwater management strategy. This will include the implementation of features such as green roofs, permeable pavement, soakaway pits, vegetated and enhanced swales, bioswales, and perforated pipe systems.

The LID Pilot Project Study is intended to permit the implementation, monitoring, and evaluation of alternative

stormwater management systems based upon the principles of Low Impact Development. A detailed description of the Low Impact Development features, process and phasing can be found in Former CFB Rockcliffe Redevelopment Stormwater Management Existing Conditions & LID Demonstration Project Scoping Document by Aquafor Beech.

6.13 SUSTAINABLE DESIGN GUIDELINES

Development of the former CFB Rockcliffe site will support the City's Official Plan goal of promoting environmental, economic and social sustainability. Canada Lands Company will:

- Promote the sustainable design techniques that are encouraged by the City of Ottawa;
- Require that multi-unit residential buildings, mixed-use and office buildings be designed on the basis of

sustainability rating systems;
and

- Encourage additional sustainability measures.

The sustainable design techniques that are specifically encouraged by the City include:

- Using access to natural daylight to reduce energy costs and to improve occupant health and productivity;
- Using natural ventilation strategies to reduce mechanical costs;
- Using landscaping and plants to shield buildings from wind and sun, thereby reducing heating and cooling costs;
- Harvesting rainwater or recycling greywater to irrigate planting areas and flush toilets;
- Reducing stormwater runoff through the use of green roofs, permeable paving surfaces, and on-site stormwater management such as naturalized dry swales;

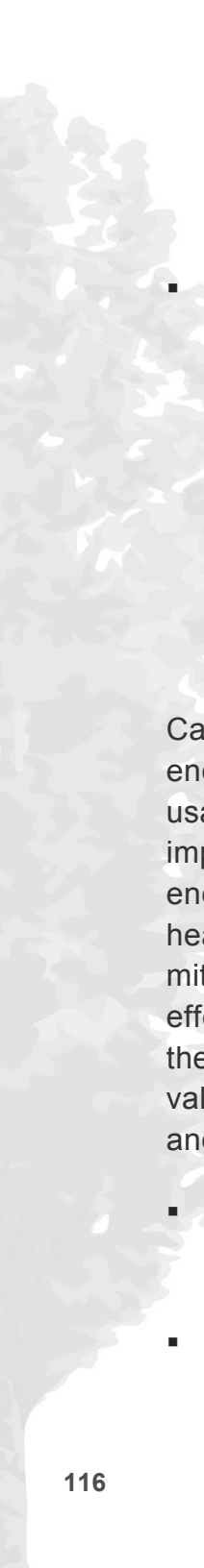
- Reducing the urban heat island effect through high-SRI (Solar Reflectance Index) paving materials and roofing materials, or green roofs;
- Incorporating passive solar technology such as solar walls and green roofs to reduce energy use; and
- Using renewable energy technologies including solar hot water and geothermal heating and cooling.

In addition, the following guidelines for mixed-use or multi-unit buildings will be encouraged:

- New buildings should be constructed from renewable and local materials where possible. Materials should be selected based on their longevity.
- New buildings and developments should provide flexibility in the building floor plate, building envelope and building façade design to accommodate a range of uses

and unit sizes over their lifespans.

- Buildings, where practical, should be oriented north-south to take advantage of daylighting and passive solar gain, in order to reduce the need for artificial lighting. Buildings should also be oriented to capitalize on natural ventilation for passive heating and cooling.
- Larger mixed-use and office buildings should consider the use of light wells to bring natural daylight into the building.
- Interior temperatures can be further controlled through façade elements such as active shutters or louvres, roof overhangs, light shelves, high performance glazing and through the placement of landscaping.
- Renewable energy technologies such as photovoltaic cells or wind power systems, and low-impact technologies such as low-flow



water fixtures will be encouraged.

- Plant species should be adaptive to the area to reduce ongoing replacement, maintenance and irrigation requirements. Adaptive species that are also native should be incorporated into varied planting plans with a wide variety of species of complementary interest.

Canada Lands Company will encourage green roofs that offer usable outdoor space, help improve a building's level of energy consumption, reduce its heating and cooling needs, mitigate the urban heat island effect, enhance biodiversity within the study area, and add aesthetic value through additional colour and texture.

- Green roofs should provide garden or amenity space for building occupants.
- Plant species used on green roofs should be native,

drought-tolerant, able to thrive in shallow soils, and be adaptive to the local climate.

- A diversity of species should be planted for colour, texture and visual interest.
- Planting beds should be mulched and planting soils amended with compost to increase stormwater absorption and reduce the need for irrigation.
- Hard landscaped surfaces that are part of a green roof should be made of reflective or lightly coloured materials, to reduce the urban heat island effect.

6.14 FOREST SPECIAL DESIGN AREA

The Forest Special Design Area (FSDA) is located within the Forest neighbourhood identified in Chapter 5. The FSDA is located in the northeastern corner of the site on block 44, which borders the NRC Woods. Development in the FSDA will surround significant tree groupings at the centre of the neighbourhood. Development here

must be supported by a master concept plan that examines the water drainage regime supporting the existing tree stands, assesses the impacts of development (particularly to existing trees and important tree groupings), and recommends mitigation measures in building design. Canada Lands Company will encourage implementation of the following:

- Permitted uses will include low-rise and mid-rise residential apartments; live work units; and day cares.
- Building heights on the south side of the block cannot exceed 30 metres, and building heights on the north half cannot exceed 20 metres.
- It is anticipated that the servicing approach will incorporate LID measures refined through the outcome of pilot projects.
- Surface parking is discouraged, except where it is used to avoid deep excavations that may have an adverse

- impact on tree roots or their supportive drainage system.
- Where surface parking areas are necessary, they should be broken into a series of smaller 'parking courts' through significant landscaping.
- The selection of surface parking materials should be informed by the outcome of LID pilot projects.
- In order to minimize the impact on groundwater and root systems, the maximum floor plate of any building should not exceed 1,000 m² and the floor plate of buildings between 16 and 30 metres in height should not exceed 750 m².
- Setbacks from all tree stands should be established through a site-specific ecological study that considers the natural drainage pattern and proposes appropriate ecological transitions between uses.
- Rooftop rainwater collection and reuse should be incorporated in all buildings.
- Development will not be permitted in the area shown as a significant tree stand in the centre of the block.
- Sidewalks should be provided into the site on at least one side of each private road, set back from the drainage swales.
- To ensure the area remains highly accessible to the public, a continuous network of pathways should provide links to the Park to the south as well as a direct link to the large North Park.
- Access to this neighbourhood should be limited to narrow, paved private roads, with public access easements, that have surface drainage swales and without curbs. Location of housing in proximity to these roads should be placed in a manner that reduces safety access route lengths throughout the neighbourhood to the greatest extent possible.
- Undeveloped areas should be landscaped with native species that are found in the

surrounding landscape as per Urban Natural Feature assessments prepared by the City of Ottawa.



7 | MAKING IT HAPPEN

7 MAKING IT HAPPEN

The Rockcliffe CDP is an action-oriented plan that should be easy to understand and implement. Making the plan happen will involve infrastructure improvements, investment in master planning elements, investment in capital projects, and partnerships. The following sections provide clear implementation direction throughout the development process to make the plan a reality.

7.1 SECONDARY PLAN, ZONING, AND SUBDIVISION

The CDP will be a City Council approved document. It is expected to be adopted in tandem with an Official Plan Amendment, Secondary Plan, Zoning By-law Amendment and a Plan of Subdivision.

An Official Plan Amendment is required to remove the “Developing Community” designation from the lands as shown on Schedule B Urban Policy Plan and instead designate the lands as “General Urban Area”.

The City will adopt a Secondary Plan to give statutory force and effect to the vision, land use, design principles, and density targets established in this CDP.

The CDP recommends an amendment to the Comprehensive Zoning By-law to accommodate specific provisions for land use, built form, and parking. The zoning by-law amendment report will detail the technical provisions and conditions.

7.2 DEVELOPMENT APPLICATIONS (DRAFT PLAN OF SUBDIVISION, SITE PLAN)

Canada Lands Company will file an application for approval of a draft plan of subdivision and will phase development according to market conditions and servicing requirements.

After the Plan of Subdivision has received draft approval, a Stage 3 Archaeological Assessment must be completed for one area of the site between the former parade square and the northern ridge. This will be a condition of draft approval.

Further development approvals will be required for development on individual sites. Site Plan Control approval is required for commercial developments and for residential projects such as townhouse complexes and apartment buildings.

An Environmental Impact Statement will be required for

development within 30 metres of the NRC Woods, the Airbase Woods and the Montfort Hospital Woods, which are Urban Natural Features bordering the northeastern and southwestern corners of the site, respectively.

7.3 CAPITAL PROJECTS, FINANCING AND PRIORITIES

There are a number of infrastructure and road construction projects which will be undertaken by Canada Lands Company following the adoption of the CDP and Plan of Subdivision. These projects will provide the master plan structuring elements to the community. It is expected that Canada Lands Company will construct the primary pipe services, collector roads, storm detention ponds and naturalized dry swales. The South Park and Centre Park may also be constructed by Canada Lands Company as part of the first phase of development.

7.4 THE ROLE OF THE DEVELOPMENT COMMUNITY

The development community will play a key role in the development of the Former CFB Rockcliffe lands and will be partners with Canada Lands Company in the creation of a truly dynamic community. Canada Lands Company will sell serviced blocks to multiple developers who will construct dwelling units, mixed-use, retail and office buildings according to design requirements established by Canada Lands Company.

Builders will have to follow architectural guidelines developed by Canada Lands Company so that the land use and design vision, outlined in this CDP, is realized. Canada Lands Company will be responsible for monitoring these guidelines as opposed to the City of Ottawa.

7.5 NATIONAL CAPITAL COMMISSION – DESIGN REVIEW

Pursuant to a prior agreement between Canada Lands Company and the National Capital Commission (NCC) related to the federal land transfer of the former CFB Rockcliffe, this CDP was presented to the NCC's Advisory Committee on Planning, Design and Realty.

At the request of the NCC, a landscape character assessment will be required for the new off-ramp from Aviation Parkway.

7.6 CHANGES TO THE CDP

Some flexibility in interpretation is permitted by those carrying out the development of the site, provided the general intent of the policies and principles of this plan are maintained. If necessary, minor revisions to the street alignments and block layout shown in the CDP may be made at the discretion of the General Manager

of Planning and Growth Management. These revisions will be addressed through the Plan of Subdivision and or Site Plan approval process. Subdivision and/or Site Plan Approval by the City reflecting these changes constitutes approval of the change to the CDP. Where more significant changes are proposed, the City will determine if an Official Plan Amendment and/or other planning approvals are required.





GLOSSARY

Active Street Frontage: In addition to the “building frontage” provisions, a street frontage that allows for a direct physical and visual contact between the street and the interior of a building. Active Street Frontages will require a minimum of 50 percent of the ground floor facade facing the street to be composed of windows, active entrances facing the street for each use, and a minimum height of 4.5 metres for the ground floor storey for non-residential buildings.

Active transportation: Any form of human-powered transportation, such as walking, cycling, using a wheelchair or skateboarding.

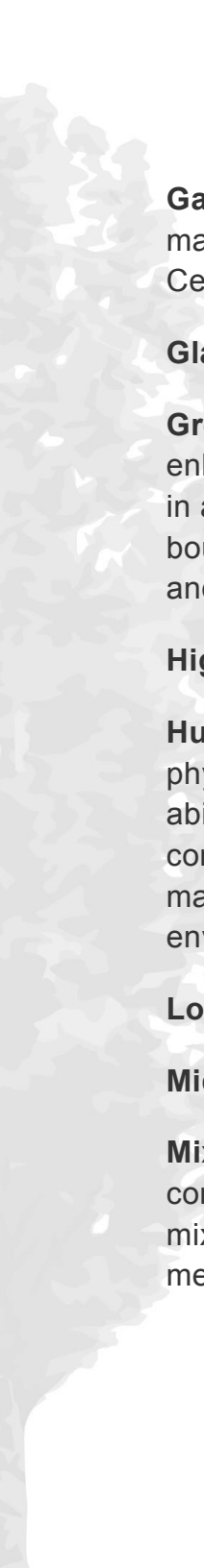
Building frontage: Locations where buildings must face and front onto the street, and where parking between the building and street is not permitted.

Building mass: The combined effect of the shape and bulk of a building or group of buildings, including height, width, and depth.

Cycling-supportive: Development that supports cycling as a prominent means of travel through the provision of cycling infrastructure that makes cycling comfortable, efficient and safe.

Environmental Impact Statement: An assessment of the potential environmental impacts of a proposed project which documents the existing natural features on and around the proposed project site, identifies the potential environmental impacts of the project, recommends ways to avoid and reduce the negative impacts, and proposes ways to enhance natural features and functions.

Façade: The principal face of a building (also referred to as the front wall).



Gateway: An important road or path which serves as a major entry into the city, into a district (including the Central Area) or into a local area.

Glazing: Clear or lightly tinted glass windows.

Green streets: Streets that include many enhancements designed to support walking and cycling in an attractive, open space environment such as wider boulevards, sidewalks, multi-use pathways, street trees and other landscaping, and roadway features.

High-rise: Ten or more storeys.

Human scale: the proportional relationship of the physical environment to human dimensions and abilities, acceptable to public perception and comprehension in terms of the size, height, bulk, and massing of buildings or other features of the built environment.

Low-rise: Up to four storeys.

Mid-rise: Five to nine storeys.

Mixed-use: A form of development in which a building contains both residential and non-residential uses and mixed-use development has the same corresponding meaning.

Modal Share: The ratio of the number of trips by a specific travel mode to the total number of trips by all modes, usually expressed as a percentage.

Multi-use pathway: A pathway that accommodates pedestrians, cyclists and other forms of non-vehicular travel.

Naturalized dry swale: A vegetated open-channel drainage way that conveys stormwater or rainwater runoff designed to reduce velocity and filter pollutants.

On-road cycle tracks: A bike lane within a road corridor that is physically separated from motor vehicle traffic and distinct from the sidewalk.

Raingarden: A planted depression designed to receive stormwater and rainwater runoff so that it can be absorbed into the ground as opposed to flowing into storm drains and surface waters to reduce the occurrence of flooding, water pollution and erosion.

Rapid transit network: The rapid-transit network consists of an interconnecting system of existing and planned rights-of-way and corridors in which a rapid-transit facility (transitway, O-train, LRT, streetcar, etc.) may be located.

Segregated cycling facilities: See on-road cycle tracks.

Shared use lanes / sharrows: A lane which is intended to be shared between vehicles and cyclists, delineated by pavement markings which show a bicycle with an arrow above it. Shared use lanes provide no reserved or separated spaces for bicycles.

Transit-oriented: Development where all elements support transit ridership. Densities are high enough to make efficient use of transit and the area is designed to make it attractive and convenient to use. This means that people can easily walk or cycle to transit and that these connections are direct, safe and appealing.

Transit priority bus service: Bus service that incorporates strategies to increase transit operating speeds and transit travel time reliability in mixed traffic relative to car travel, such as traffic signal priority or queue jumps.

Transit priority corridor: Corridors equipped with a set of coordinated priority measures that give transit vehicles preferential treatment over other vehicles. These priority measures may include peak-period transit only lanes, short dedicated lane segments, queue-jumps and traffic signal priority.

Urban Natural Feature: Lands designated on Schedule B of the Official Plan which are part of the Urban Natural System. Urban Natural Features are natural landscapes and may include woodlands, wetlands, watercourses and ravines.

Walkable: Development that prioritizes walking as a prominent means of travel through design mechanisms aimed at making walking comfortable, efficient and safe.



Appendix A

PARKS

MASTER PLAN

FORMER CFB ROCKCLIFFE REDEVELOPMENT



COMMUNITY

CONNECT

NATURAL

GREEN

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1.0 Introduction

The purpose of this Parks Master Plan is to outline a vision for the new parks to be constructed in the former Canadian Forces Base (CFB) Rockcliffe community.

This report outlines the proposed parks as illustrated in **Figure 1** (page over). Proposed park locations represent a well-connected and diversified hierarchy of public park spaces.

The proposed community will have ten (10) new parks:

- **Two (2) Community Parks** will be focal points for community wide active and passive recreation;
- **Two (2) Neighborhood Parks** will serve the needs of local residents, and;
- **Six (6) Parkettes**, including a Town Square, will supplement the larger parks by ensuring park access to all residents by providing easy walking distance and access. The Town Square will provide a focus for the core neighbourhood and will create a dynamic multi-purpose gathering space.

The combined area of dedicated parkland is twenty-three (23.03) hectares.

General policies and site considerations are provided herein as well as descriptions of each proposed concept park diagram - including total park size, overview of existing site characteristics, geographical context, and proposed amenities and facilities.

The facility fit plans (proposed park concept diagrams) are intended for demonstration purposes only and are not to be used to direct the ultimate parks design.

Refer to **Section 3.0** for Concept Diagrams of each park.

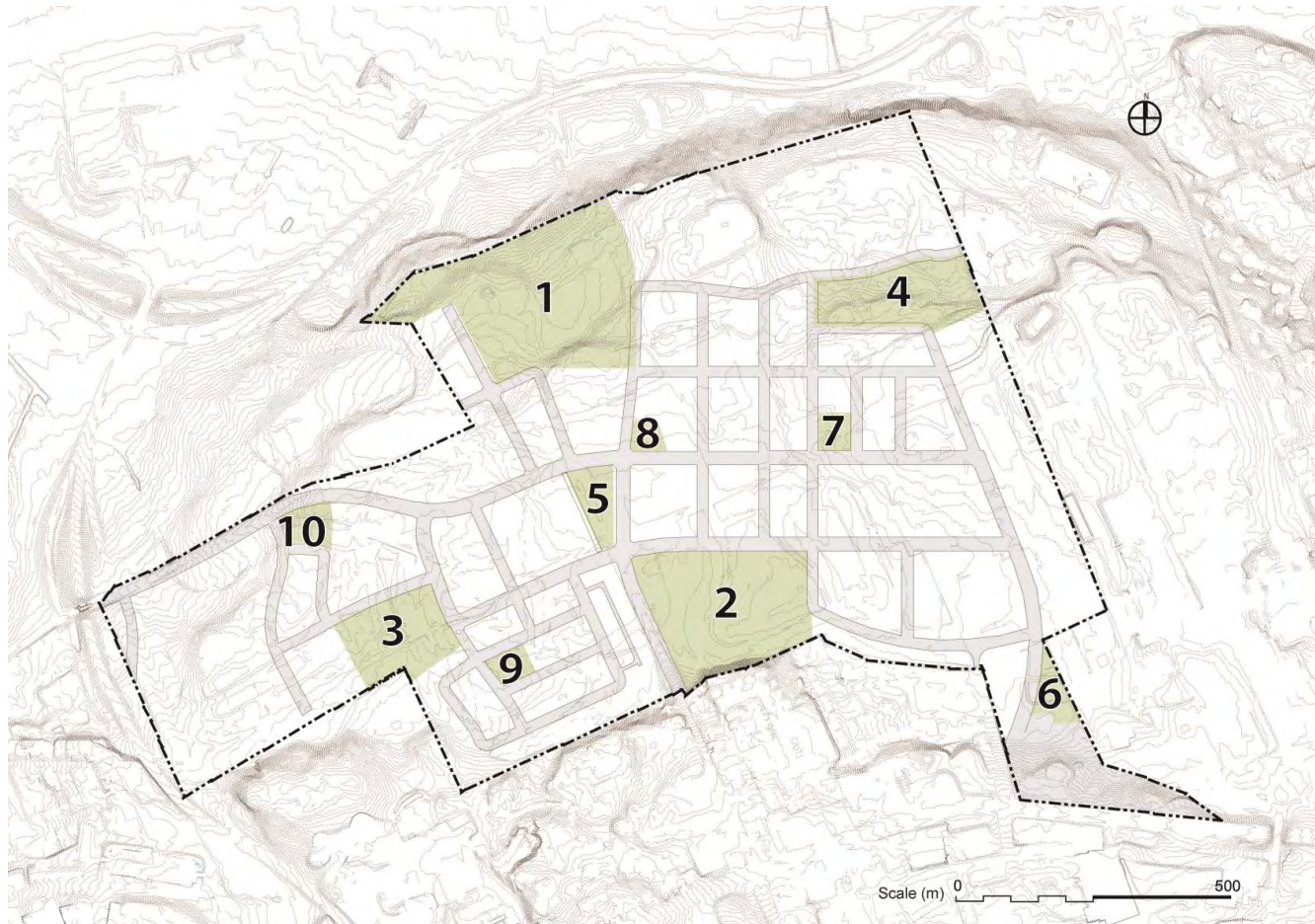


Figure 1: Context of Proposed Park Locations

- | | | | |
|---|-------------------------|----|----------------------|
| 1 | North Community Park | 6 | Southeast Parkette |
| 2 | South Community Park | 7 | East Parkette |
| 3 | West Neighbourhood Park | 8 | Town Square Parkette |
| 4 | East Neighbourhood Park | 9 | Southwest Parkette |
| 5 | Centre Parkette | 10 | West Parkette |

2.0 General Policies

The following general policies and guidelines apply to the design of parks in the community:

1. Parks and Parkettes will comply with design and 'facility fit' criteria and guidelines for Community and Neighbourhood Parks and Parkettes as per the *City of Ottawa Park and Pathway Development Manual* and per the proposed (pending) *New Business Process for Parks*.
2. All prevailing City policies, standards, guidelines and safety measures will be incorporated into the design of every park.
3. Park signs denoting the name of the park will be provided at the primary park entrance of every park and supplemented at secondary entrances as required.
4. Street trees will be provided in the right-of-way (ROW) fronting every park as per the recommendations of the Community Design Plan (CDP), additional to plantings as part of the Parks Master Plan.
5. Large canopy, native, deciduous shade trees, tolerant of urban conditions that provide seasonal interest will be selected for the ROW, spaced approximately 10 metres apart, along park frontages.
6. Where sidewalks are not provided around the frontage, a multi-use pathway or an internal pathway will be provided along the perimeter of the park (and as depicted on the concept park diagrams included as Appendix). Where a sidewalk or pathway does not exist within the proposed right-of-way, but a 'secondary pathway' is proposed within the park adjacent the right-of-way, the subject pathway shall be included within the costing and implementation of right-of-way street works and are to be considered exclusive of Parks budgeting.

-
7. All parks will be designed in accordance with the principles of Crime Prevention Through Environmental Design (CPTED) and through the principles of Universal Design.
 8. Significant trees and tree groupings have been identified for preservation as identified in the Park Concept Plans (1 through 10) and the Parks and Open Spaces diagram in Chapter 5 of the Community Design Plan (CDP). For a detailed assessment of trees to be retained refer to the CFB Rockcliffe Vegetation Survey (Baker, 2013). During construction and as part of detailed design of the parks Best Management Practices (BMPs) for the protection and preservation of trees shall be undertaken as per the ISA (International Society of Arboriculture) and relevant City of Ottawa Standards.
 9. In addition to the existing significant trees and tree groupings that will be retained in certain parks, a mix of new coniferous and deciduous native trees species.
 10. The goal of the grading design and the implied functional design of each park concept is to create viable park amenities and programmable features – i.e. facilities such as sports fields are proposed with areas of relatively ‘flat’ existing plateaus.
 11. The grading and functional design of each park shall preserve and protect trees and critical root zones during and post construction and as per best management practices outlined by the International Society of Arboriculture (ISA). *Refer also to General Policy 8.*
 12. Site grading at each park shall maintain existing grades where feasible and use existing topography as an integrated design feature. To conform to accepted best management practices, relevant City of Ottawa standards, or specific facility grading requirements (e.g. sports fields), existing grades shall be altered in certain locations without adverse impact to vegetation proposed to remain.

-
13. The overall grading intent and detailed design for each park, and as shown on the concept plan diagrams, shall: protect existing significant trees and vegetation; accommodate the principles of Universal Design; and where feasible, maintain existing surface flow directions as per the Master Servicing Study. Construction and design efforts shall minimize site disturbance.
 14. The effects of solar radiation and the benefits of shadow corridors should be considered in the design of each park. To reduce adverse urban heat island effects, trees should be considered for their potential to create shaded environments in relation to proposed park facilities.
 15. A number of significantly vegetated areas, identified separately from significant trees, have high potential for preservation and should be protected.
 16. All parks will remain the responsibility of Canada Lands Company for maintenance and safety during the warranty period and until accepted by the City of Ottawa.
 17. View sheds and corridors, existing trees/woodlands, and spatial relationships to proposed streetscapes, intersections, and land uses should be protected and enhanced as applicable and identified on the proposed park concept diagrams.
 18. The design of each park will be subject to a formal parks design *process* in accordance with the City of Ottawa requirements.
 19. Stormwater management (SWM) facility *areas* are considered additional to park *area* designations. Refer also to the CDP – there areas are *excluded* as parkland dedication.

3.0 Proposed Parks

Park 1: North Community Park

Area: 10.34 hectares

Location: The North Community Park will be located along the northern border of the community on Block 26 and will overlook the NRC Woods and the Ottawa River.

Topography: The site generally slopes downward from south to north and is tiered. There are two steep ridges, one along the northern boundary and the other in the southern portion of the site. In the middle, the terrain slopes gently from west to east and levels near the centre of the site.

Site Description: Geographically, this is the largest proposed park in the community. The site is largely comprised of open terrain with some significant tree and vegetation groupings along the northern escarpment edge and southern portion of the site.

A minimum of twenty percent (20%) of the total area of the park will be naturalized. A deciduous canopy cover of at least thirty percent (30%) will be provided in addition to coniferous tree plantings.

Park Facilities and Proposed Activities: This park will serve as the primary passive-recreational park for the community and is envisioned to be a significant gathering space for community events and leisure activities. The park will partially front onto Codd's Road along the eastern boundary and along local roads on its southern and western boundaries. Important tree groupings will be preserved along the southern and northern boundaries of the park.

The primary entrance will be located in the southwestern corner at the intersection of two (2) local roads. There will be a secondary entrance along the western boundary which will provide direct access to a parking lot. There will be secondary entrances along the southern boundary at the termination of a local road, at the southeastern corner at the intersection of Codd's Road and a local road, and along the eastern boundary at the termination of a local road. These entrances will

enhance the interface between the park and the bordering streetscape. The streetscape will provide sidewalks around the park perimeter.

A multi-use pathway system will be provided around the interior perimeter of the park to connect all entrances. There will be three (3) connection points where the multi-use pathway will link to the greater community-wide multi-use pathway system. These points will be near the northwestern, southeastern, and northeastern corners of the park. A secondary pathway system will be provided within the interior of the park which to allow direct access to all of the park amenities. The secondary pathway system will originate at the primary park node next to the parking lot near the western perimeter. Regularly spaced seating and integrated adult fitness areas will be provided along select segments of the pathway. Nature trails with interpretive signage will be provided with connection to the multi-use and secondary pathway networks.

As the primary passive-recreational park for the community, a number of amenities will be provided including:

- A community gathering area that will provide several seating options and opportunities for casual games and informal recreation;
- A splash pad and playground for children of all ages south of the community gathering area;
- An open space free play / seasonal amenity area with the potential to accommodate a mini sports field ('half' field) and space for a potential puddle rink on grass with a heated storage bunker and standpipe to the east of the playground and splash pad;
- A toboggan hill / seasonal amenity area in the central portion of the park which will take advantage of the natural sloping topography at this location, and;
- A potential 3,000 square foot community building to be designed and constructed by the Parks and Recreation Department.

To take advantage of the elevated and symbolic position of this park in relation to the Ottawa River, views to the river will be optimized. A proposed look-out area and a prominent water feature is proposed along the northern boundary, including the potential for an outdoor amphitheatre. Due to the historical significance of this location, the proposed look-out area is viewed as a significant commemoration opportunity.

A number of stormwater management facilities will be incorporated into the design of the park. In the southeastern corner, immediately north of a significant tree grouping, there will be an integrated stormwater management feature. A naturalized swale (creek) will connect to the prominent water feature to the north. Crossings of the naturalized swale will be provided along the secondary pathways. As per the General Policies outlined in Section 1.0, trees at the base of the steep slopes adjacent to the proposed stormwater management facility in the southeast corner shall be evaluated and coordinated with the design of the stormwater pond to ensure no adverse impacts to the health of the trees and their critical root zones (CRZ). Refer to the Master Services Study (MSS) and Figure 6.22 for detail of proposed stormwater infrastructure in this area.

Refer to the MSS for detail of the proposed naturalized swale through the park (north-south, east of the proposed community building). The swale is anticipated to be in the range of 6 (six) metres wide and to a maximum of 1 (one) metre deep, with gentle, vegetated side slopes. A number of crossings may be required to ensure proper pedestrian and maintenance vehicular access – these crossing types may include drainage culverts and/or pedestrian (pre-engineered) bridges. The width of crossings should accommodate the potential for service vehicle access and be designed as per City Standards for pathway widths and per the principles of Universal Design.



MMM GROUP | PREPARED FOR CANADA LANDS COMPANY | APRIL 2015



LEGEND:

- 82.3 EXISTING GRADE
- EL. 84.08 PROPOSED PARK GRADE
- EL. 84.08 PROPOSED ROAD GRADE AS PER MSS

NOTES:

1. CONTOURS SHOWN ARE EXISTING (1/2 METRE INTERVAL).
2. ALL PARK GRADES PROPOSED ARE APPROXIMATE
3. MSS - MASTER SERVICES STUDY.
4. REFER TO MSS FOR ANY BELOW GRADE UTILITIES.

FORMER CFB ROCKCLIFFE
North Community Park
 Concept - Parks Master Plan
 Scale (m) 0 50 100

Park 2: South Community Park

Area: 4.95 hectares

Location: The South Community Park will be located along the southern border of the community, on the east side of Codd's Road on Block 38.

Topography: The site is relatively flat with a steep upward slope from north to south along the southern boundary.

Site Description: Geographically, this is the second largest proposed park in the community. The site has some low density vegetation and scattered trees. There is a significant tree grouping along the southern ridge that will be retained. As the South Community Park is envisioned to be largely active, the 'flat' topography and open areas are conducive for the recreational spaces and program planned for the park.

A minimum of ten percent (10%) of the total area of the park will be naturalized. A deciduous canopy cover of at least thirty percent (30%) will be provided in addition to coniferous tree plantings.

Park Facilities and Proposed Activities: The South Community Park will be the primary active-recreational park for the community. The park will front onto Codd's Road on the western boundary, an east-west collector road on the northern boundary, and a local road on the eastern boundary. As Codd's Road is an important north-south corridor for the community, enhanced urban design features and standards of construction should be incorporated along this frontage. A forested ridge will border the park along the southern perimeter.

The primary pedestrian entrance will be located at the northwestern corner at the intersection of Codd's Road and a local east-west road. Enhanced features for this entrance should be considered such as decorative plantings and the provision of site furniture and lighting. Secondary entrances will be provided along the northern, eastern and western boundaries. These entrances will enhance the

interface between the park and the bordering streetscape. The streetscape will provide sidewalks around the park perimeter to enhance external circulation. The vehicular entrance along the northern boundary, directly north of the primary park node, will provide access to a centrally located parking lot.

There will be a large integrated stormwater management area (flood control only) along the northern perimeter with cut through points at the two (2) secondary entrances. A 3,000 square foot community building to be designed and constructed by the Parks and Recreation Department is proposed near the western boundary of the park, immediately west of the parking lot. In the northwestern corner there will be a large community gathering area for all ages that will contain several seating options and a prominent shade structure. This area will provide an opportunity for casual games and informal recreation.

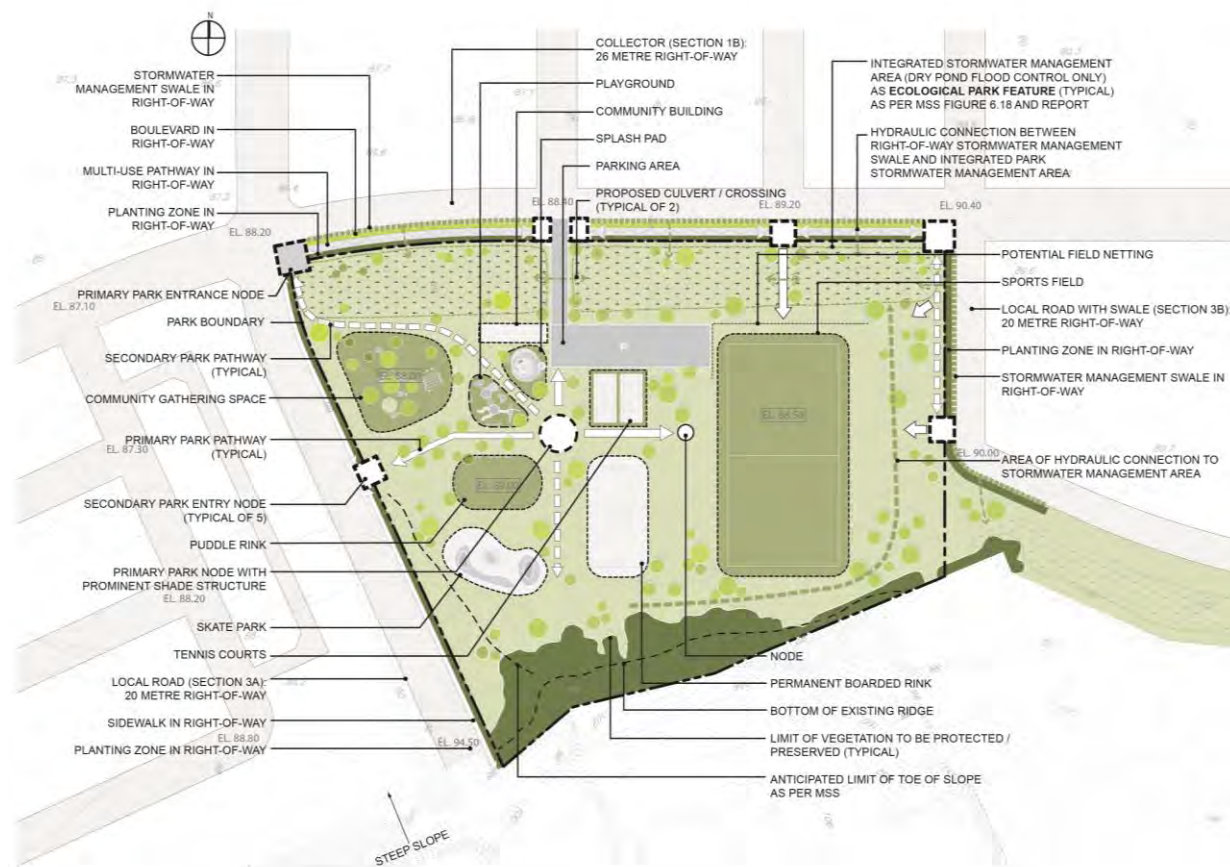
The final design and geometry of the stormwater facility shall ensure no adverse impact to the proposed sports field. Although the area of stormwater management (SWM) will be dry for the vast majority of time, final design may consider items such as field netting to prevent arrant balls from entering the area or streetscape. Figure 6.18 of the MSS depicts the conceptual limits of the stormwater area. The final design of this SWM feature will consider the potential for non-structured elements (no retaining walls where/as permissible) and be designed to ensure its perception as an **ecological park feature**. The width and quantity of crossings through the proposed SWM area shall ensure convenient and intuitive flow of pedestrians and park users as well as maintenance access.

A multi-use pathway will be provided along the northern perimeter between the street and the integrated stormwater management area. A series of primary and secondary pathways will originate at various entrances, connecting to a primary park node in the central-western portion of the park. The multi-use pathway will feature regularly spaced seating and integrated adult fitness areas along select segments.

The primary node will be central to various active-recreational spaces in the park's western half including:

-
- Two (2) tennis courts with fencing and potential for lighting; a permanent boarded rink with lights on a hard multi-surfaced court;
 - Spatial provision for a 'Puddle Rink' on grass with one light and a heated storage bunker;
 - A large playground for children of all ages;
 - A skate park that will be sufficiently challenging for teens and younger age groups (beginner and intermediate level).

A standpipe will be provided close to the rinks. The main attraction of the park will be a multi-programmable sports field in the eastern half of the site. The field is proposed to be oriented on a perfect north-south axis to maximize playability.



LEGEND:

- EL. 87.10 EXISTING GRADE
- EL. 84.08 PROPOSED PARK GRADE
- EL. 84.08 PROPOSED ROAD GRADE AS PER MSS

NOTES:

1. CONTOURS SHOWN ARE EXISTING (1/2 METRE INTERVAL).
2. ALL PARK GRADES PROPOSED ARE APPROXIMATE.
3. MSS - MASTER SERVICES STUDY.
4. REFER TO MSS FOR ANY BELOW GRADE UTILITIES.

Park 3: West Neighbourhood Park

Area: 2.01 hectares

Location: The West Neighbourhood Park will be located on Block 10 in the West of Codd's neighbourhood directly adjacent to the Montfort Hospital Woods.

Topography: The site is relatively flat with a gentle downward slope from the southeast to the northwest.

Site Description: The site is moderately vegetated and contains a few significant tree specimens that will be retained including a Bur Oak that is estimated to be over 200 years old.

A minimum of ten percent (10%) of the total area of the park will be naturalized. A deciduous canopy cover of at least thirty percent (30%) will be provided in addition to coniferous tree plantings.

Park Facilities and Proposed Activities: The West Neighbourhood Park will front onto a north-south collector road at the eastern boundary and a local road at the northern boundary. Within the right-of-ways for these roads there will be a vegetated stormwater swale. The primary park entrance will be located along the eastern boundary with secondary entrances at the southeastern, northeastern, and northwestern corners. The primary park entrance will be situated at the termination of an east-west collector road.

A circular pathway loop with regularly spaced seating and integrated fitness areas will be provided to enhance access to all amenities and maximize circulation. The pathway system will be comprised of three (3) pathways: a multi-use pathway will originate at the primary entrance extending west through the park and connect to the community-wide multi-use pathway system; a secondary pathway will travel along the northern perimeter of the park connecting the primary entrance to the entrance in the northwestern corner; and another secondary pathway will be provided along the western edge of the

park between a free-play area and large central community gathering area that will contain a variety of seating options and opportunities for passive recreation.

The community gathering area will be the focal point of the park, providing users with a passive-recreational area in a natural setting enhanced by four (4) significant specimen trees.

The park will function as a passive-recreational space for residents of the West of Codd's neighbourhood and will contain:

- A playground for children of all ages, and a shade structure in the northwestern corner, between two secondary pathways; and
- A free-play area with space for a puddle rink in the northeastern corner between a secondary pathway and community gathering area and will include a heated storage bunker and a standpipe.



LEGEND:

- EXISTING GRADE
- PROPOSED PARK GRADE
- PROPOSED ROAD GRADE AS PER MSS

NOTES:

1. CONTOURS SHOWN ARE EXISTING (1/2 METRE INTERVAL).
2. ALL PARK GRADES PROPOSED ARE APPROXIMATE.
3. MSS - MASTER SERVICES STUDY.
4. REFER TO MSS FOR ANY BELOW GRADE UTILITIES.

Park 4: East Neighbourhood Park

Area: 2.58 hectares

Location: The East Neighbourhood Park will be located in the south end of the Forest Neighbourhood on Block 45 in the northeast corner of the community.

Topography: The site has many undulations with few flat areas. There is a ridge which extends from the southwest to the southeast, bisecting the southern and northern halves of the site. The northeast portion of the site is the flattest, sloped gently from the south to the north.

Site Description: The site is largely vegetated with three (3) significant tree groupings along the ridge. Several select significant trees in the southwestern portion are proposed to be retained.

A minimum of thirty percent (30%) of the total area of the park will be naturalized. A deciduous canopy cover of at least forty percent (40%) will be provided in addition to coniferous tree plantings.

Park Facilities and Proposed Activities: The East Neighbourhood Park will front onto local roads on the southern, western and northern boundaries. The primary park entrance will be located at the southwestern corner with secondary entrances at the three (3) other corners of the site and along the southern boundary at the elbow of a proposed local road.

Along the western, southern and eastern site perimeters there will be a multi-use pathway that will connect to all of the park entrances. The pathway will feature regularly spaced seating and integrated adult fitness areas along select segments.

Proposed amenities will be placed in natural open spaces between the important tree groupings and will include:

-
- A playground for children of all ages in the southwestern corner;
 - A free play area in the central area; and
 - A community gathering area with several seating options and opportunities for casual games and informal recreation in the eastern portion of the park.

A series of interconnected secondary pathways will meander through the park between the important tree groupings, providing direct access from the entrances to the amenities. A large stormwater management feature will be located along the northern boundary of the park.



KEY MAP

NOT TO SCALE

EXISTING GRADE
EL. 84.08 PROPOSED PARK GRADE
EL. 84.08 PROPOSED ROAD GRADE AS
PER MSS

1. CONTOURS SHOWN ARE EXISTING (1/2 METRE INTERVAL).
2. ALL PARK GRADES PROPOSED ARE APPROXIMATE.
3. MSS - MASTER SERVICES STUDY.
4. REFER TO MSS FOR ANY BELOW GRADE UTILITIES.

Park 5: Centre Parkette

Area: 0.90 hectares

Location: The Centre Parkette will be located in the West of Codd's Neighbourhood on Block 22.

Topography: The site is relatively flat with no significant changes in grade.

Site Description: The site contains a row of significant trees along the western boundary which will be protected and retained. The rest of the site is open with very little existing vegetation.

A minimum of ten percent (10%) of the total area of the park will be naturalized. A deciduous canopy cover of at least thirty percent (30%) will be provided in addition to coniferous tree plantings.

Park Facilities and Proposed Activities: The Centre Parkette will be located immediately adjacent to a school site to the east and will front onto Codd's Road along the eastern boundary, Main Street along the northern boundary, and a local road along the southern boundary. Because of the frontages onto Main Street and Codd's Road, the park should incorporate enhanced urban design features and standards of construction.

The Codd's Road frontage will contain a multi-use pathway and a vegetated swale. There will also be a multi-use pathway along the southern and northern perimeters which will feature regularly spaced seating and integrated adult fitness areas. The primary park entrance will be located in the southeastern corner at the intersection of Codd's Road and an east-west collector road. The northern boundary will front onto a major east-west collector road and will contain three secondary entrances. These entrances will enhance the interface between the park and the bordering streetscape. The streetscape will provide sidewalks around the perimeter that together, with the multi-use pathways, will serve as the primary circulation system.

The park will function as a passive-recreational space for local residents and will contain:

- A community gathering area in the north;
- A playground for children of all ages and a shade structure in the central portion; and
- A free play area in the southern end of the park near the primary entrance.



LEGEND:

- EXISTING GRADE
- PROPOSED PARK GRADE
- PROPOSED ROAD GRADE AS PER MSS

NOTES:

1. CONTOURS SHOWN ARE EXISTING (1/2 METRE INTERVAL).
2. ALL PARK GRADES PROPOSED ARE APPROXIMATE.
3. MSS - MASTER SERVICES STUDY.
4. REFER TO MSS FOR ANY BELOW GRADE UTILITIES.

Park 6: Southeast Parkette

Area: 0.55 hectares

Location: The Southeast Parkette will be located in the Burma neighbourhood on Block 59 in the southeast corner of the community.

Topography: The site is relatively flat with minor undulation and two (2) drainage channels that bisect the northern and southern halves of the site.

Site Description: The site is relatively open and contains little existing vegetation.

A minimum of ten percent (10%) of the total area of the park will be naturalized. A deciduous canopy cover of at least thirty percent (30%) will be provided in addition to coniferous tree plantings.

Park Facilities and Proposed Activities: The Southeast Parkette will front onto a major north-south collector road along the western boundary. The primary park entrance will be located along this boundary and there will be a secondary entrance at the southwestern corner.

A circular secondary pathway which will feature regularly spaced seating and integrated adult fitness areas will be provided around the perimeter of the park and will connect the two entrances. Within the pathway loop the following amenities will be provided:

- A playground for children of all ages;
- A community gathering area with seating and opportunities for casual games and informal recreation;
- A shade structure; and
- A free-play area.

There will be two (2) east-west hydraulic connections for stormwater conveyance in the central portion of the park between the amenity areas. Crossings will be provided along the secondary pathway along the eastern edge. A vegetated buffer will be provided along the eastern boundary in the north end of the park to provide privacy for the residential area to the east.



KEY MAP

NOT TO SCALE

LEGEND:

- EXISTING GRADE
- PROPOSED PARK GRADE
- PROPOSED ROAD GRADE AS PER MSS

NOTES:

- CONTOURS SHOWN ARE EXISTING (1/2 METRE INTERVAL).
- ALL PARK GRADES PROPOSED ARE APPROXIMATE.
- MSS - MASTER SERVICES STUDY.
- REFER TO MSS FOR ANY BELOW GRADE UTILITIES.
- REFER TO MSS FOR DETAILS OF HYDRAULIC CONNECTION TO EXISTING DRAINAGE EAST OF PROPOSED PARK BLOCK.

Park 7: East Parkette

Area: 0.40 hectares

Location: The East Parkette will be located in the East neighbourhood on Block 48.

Topography: The site is relatively flat with no significant changes in grade.

Site Description: The site is relatively open and contains little existing vegetation.

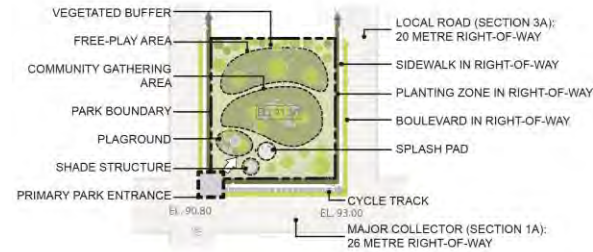
A minimum of ten percent (10%) of the total area of the park will be naturalized. A deciduous canopy cover of at least thirty percent (30%) will be provided in addition to coniferous tree plantings.

Park Facilities and Proposed Activities: The East Parkette will front onto a major east-west collector road on the southern boundary and local roads on the western and eastern boundaries. There will be one primary park entrance which will be located at the southwestern corner.

The streetscape around the perimeter of the park will provide sidewalks which will serve as the primary circulation system. The park will function as a passive-recreational space for local residents and will contain:

- A shade structure, splash pad, and playground for toddlers in the southern portion of the park;
- A community gathering area in the central portion; and
- A free play area in the north end of the park.

A vegetated buffer will be provided along the northern boundary to provide privacy for the residential area to the north.



LEGEND:

- EXISTING GRADE
- EL. 84.08 PROPOSED PARK GRADE
- EL. 84.08 PROPOSED ROAD GRADE AS PER MSS

NOTES:

1. CONTOURS SHOWN ARE EXISTING (1/2 METRE INTERVAL).
2. ALL PARK GRADES PROPOSED ARE APPROXIMATE.
3. MSS - MASTER SERVICES STUDY.
4. REFER TO MSS FOR ANY BELOW GRADE UTILITIES.

Park 8: Town Square (Parkette)

Area: 0.32 hectares

Location: The Town Square will be located in the core neighbourhood on Block 34.

Topography: The entire site is relatively flat with little-no change in elevation.

Site Description: The site is open and contains very little existing vegetation.

Park Facilities and Proposed Activities: The location of the Town Square will make it the focal point of the community, situated at the northeastern corner of Main Street and Codd's Road. The primary entrance will be located at the southwestern corner with access in the northeastern corner to the privately-owned publicly-accessible spaces in the centre of the block.

The Town Square is envisioned to be a prominent gathering place in the new community, equipped to host festivals and large public events. Through the provision of amenities, the Town Square will be programmed to be multi-functional and adaptable for multi-seasonal use.

The focal point of the Town Square will be a multi-functional community gathering space that will feature urban site furnishings and a large central water/ice/architectural feature. This feature will accommodate a skating rink in the winter and a water play area in the summer. The Town Square will feature a mix of hard and soft landscaping and will incorporate enhanced urban design features and standards of construction. Decorative/site lighting will be provided.



LEGEND:

- EXISTING GRADE
- PROPOSED PARK GRADE
- PROPOSED ROAD GRADE AS PER MSS

NOTES:

1. CONTOURS SHOWN ARE EXISTING (1/2 METRE INTERVAL).
2. ALL PARK GRADES PROPOSED ARE APPROXIMATE.
3. MSS - MASTER SERVICES STUDY.
4. REFER TO MSS FOR ANY BELOW GRADE UTILITIES.

Park 9: Southwest Parkette

Area: 0.39 hectares

Location: The Southwest Parkette will be located in the West of Codd's neighbourhood on Block 18.

Topography: The site is relatively flat with no significant changes in grade.

Site Description: The site is relatively open with little existing vegetation. There is one (1) tree in the northwestern corner of the site that will be protected and retained.

A minimum of ten percent (10%) of the total area of the park will be naturalized. The developer will provide an effective maintenance strategy for this area. A deciduous canopy cover of at least thirty percent (30%) will be provided in addition to coniferous tree plantings.

Park Facilities and Proposed Activities: The Southwest Parkette will front onto local roads on the northern, western and southern boundaries. The primary park entrance will be located along the southern boundary with secondary entrances at the northwestern corner and along the northern boundary. These entrances will enhance the interface between the park and the bordering streetscape. The streetscape will provide sidewalks around the perimeter which will serve as the primary circulation system.

The park will function as a passive-recreational space for local residents and will contain:

- A community gathering area for all ages with seating and opportunities for casual games and informal recreation;
- A free play area, a playground for toddlers, a splash pad, and a shade structure.

An existing tree in the northwestern corner will be retained which will border the free-play area and act as an important source of shade.



LEGEND:

- EXIST. J EXISTING GRADE
- EL. 84.08 PROPOSED PARK GRADE
- EL. 84.08 PROPOSED ROAD GRADE AS PER MSS

NOTES:

1. CONTOURS SHOWN ARE EXISTING (1/2 METRE INTERVAL).
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3. MSS - MASTER SERVICES STUDY.
4. REFER TO MSS FOR ANY BELOW GRADE UTILITIES.

Park 10: West Parkette

Area: 0.59 hectares

Location: The West Parkette will be located in the Hemlock neighbourhood on Block 6 and will front Hemlock Road.

Topography: The site slopes downwards from the southeastern corner to the northwestern corner forming a slight ridge which bisects the site.

Site Description: The site is relatively open with moderate levels of existing vegetation. There is an existing tree in the southwestern portion of the site which will be protected and retained.

A minimum of ten percent (10%) of the total area of the park will be naturalized. A deciduous canopy cover of at least thirty percent (30%) will be provided in addition to coniferous tree plantings.

Park Facilities and Proposed Activities: The West Parkette will front onto a major east-west collector road on the northern boundary and local roads on the western and southern boundaries. The primary entrance will be located along the northern boundary near the northeastern corner of the major collector, with secondary entrances at the other three (3) corners. These entrances will enhance the interface between the park and the bordering streetscape. The streetscape will provide sidewalks around the perimeter which will serve as the primary circulation system.

A vegetated buffer will be provided along the eastern boundary to provide privacy for the residential area to the east. The park will function as a passive-recreational space for local residents and will contain:

- A community gathering area for all ages with seating and opportunities for casual games and informal recreation;
- A free-play area with space for a puddle rink on grass with a heated storage bunker and a nearby standpipe, a playground for children of all ages, and a shade structure.

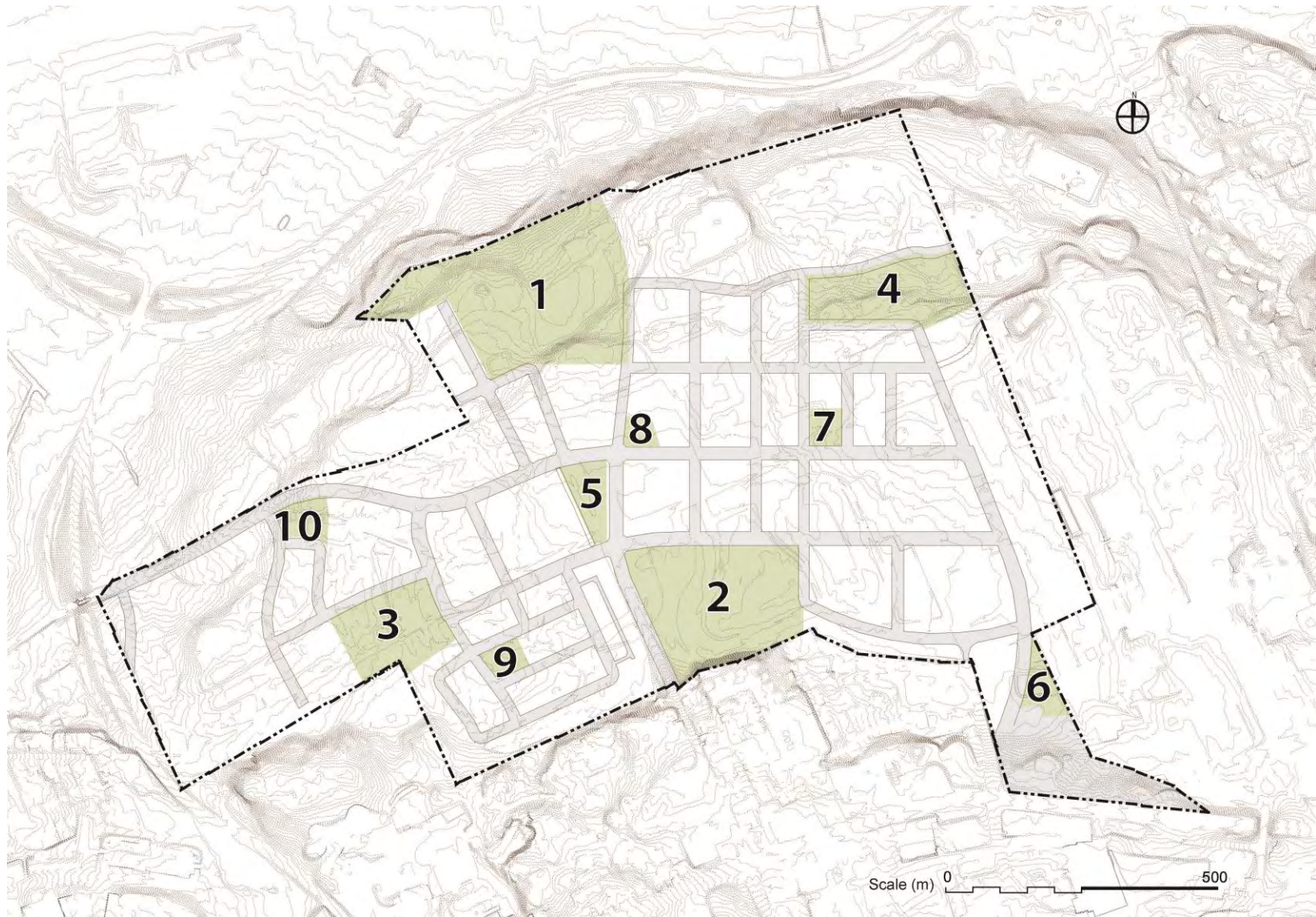


LEGEND:

- EL. 82.5 EXISTING GRADE
- EL. 84.00 PROPOSED PARK GRADE
- EL. 84.00 PROPOSED ROAD GRADE AS PER MSS

NOTES:

1. CONTOURS SHOWN ARE EXISTING (1/2 METRE INTERVAL).
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3. MSS - MASTER SERVICES STUDY.
4. REFER TO MSS FOR ANY BELOW GRADE UTILITIES.





PREPARED FOR CANADA LANDS COMPANY
AUGUST 2015