



# **FORMER CANADIAN FORCES BASE (CFB) ROCKCLIFFE**

---

Official Plan Amendment XX to the  
Official Plan for the  
City of Ottawa

---

## INDEX

---

### THE STATEMENT OF COMPONENTS

<u>PART A – THE PREAMBLE</u>	PAGE
Purpose .....	3
Location .....	3
Basis .....	4
 <u>PART B – THE AMENDMENT</u>	
Introduction .....	5
Details of the Amendment .....	5
Implementation and Interpretation .....	5

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment XX to the Official Plan for the City of Ottawa.

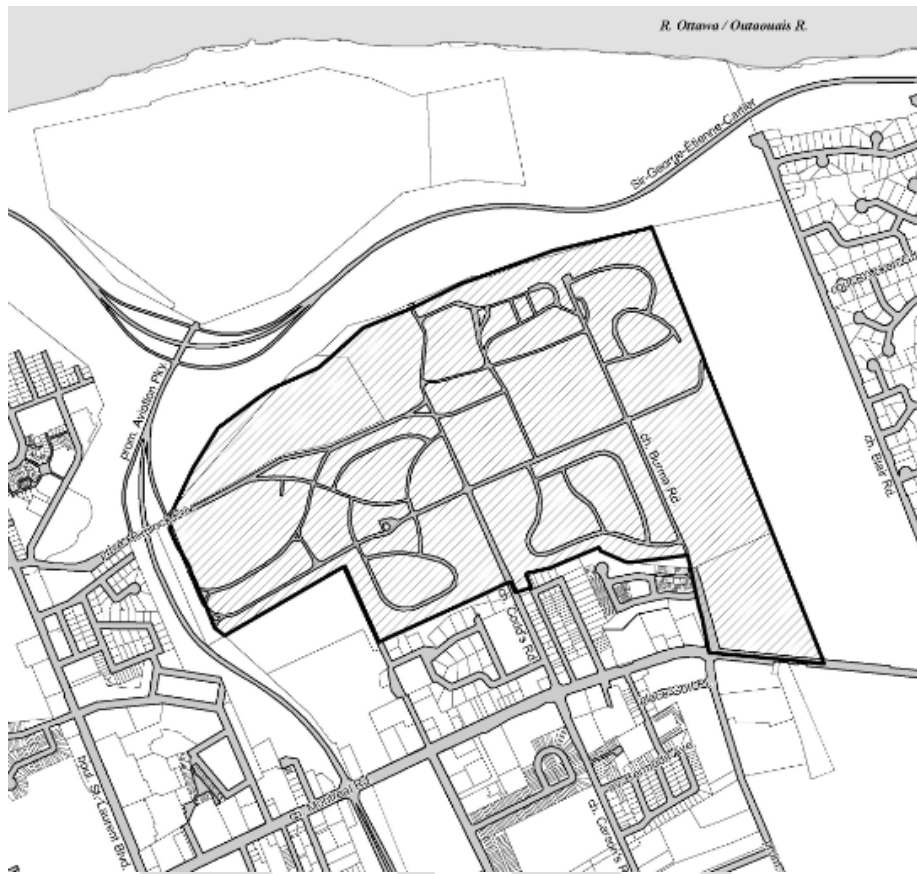
## PART A – THE PREAMBLE

### **Purpose**

The purpose of this Official Plan Amendment is to establish Official Plan Policy for the land use and urban design components of the Former CFB Rockcliffe Community Design Plan (CDP) by adding a Secondary Plan to Volume 2A of the Official Plan. This Secondary Plan will provide guidance on the future of development in the area. This amendment also removes the Developing Communities overlay from Schedule B and adds new cycling routes to Schedule C of Volume 1 of the Official Plan.

### **Location**

This Official Plan Amendment affects the lands in the area as shown on the figure below.



### 1) Basis

The Former CFB Rockcliffe CDP was undertaken to develop policies and guidelines to:

- Direct the future redevelopment of the former base to ensure that the new community contributes to the enhancement of the local area as well as the larger city;
- Identify appropriate land uses, as well as residential and employment targets to support the policies of the Official Plan;
- Ensure that redevelopment can be properly supported by transportation and servicing infrastructure;
- Provide for the open space, parks and recreation needs of the new community and surrounding area; and

- Institute the CDP's direction on building heights and densities as Official Plan policy for the Former CFB Rockcliffe CDP area.

DRAFT

## **PART B – THE AMENDMENT**

### **2) Introduction**

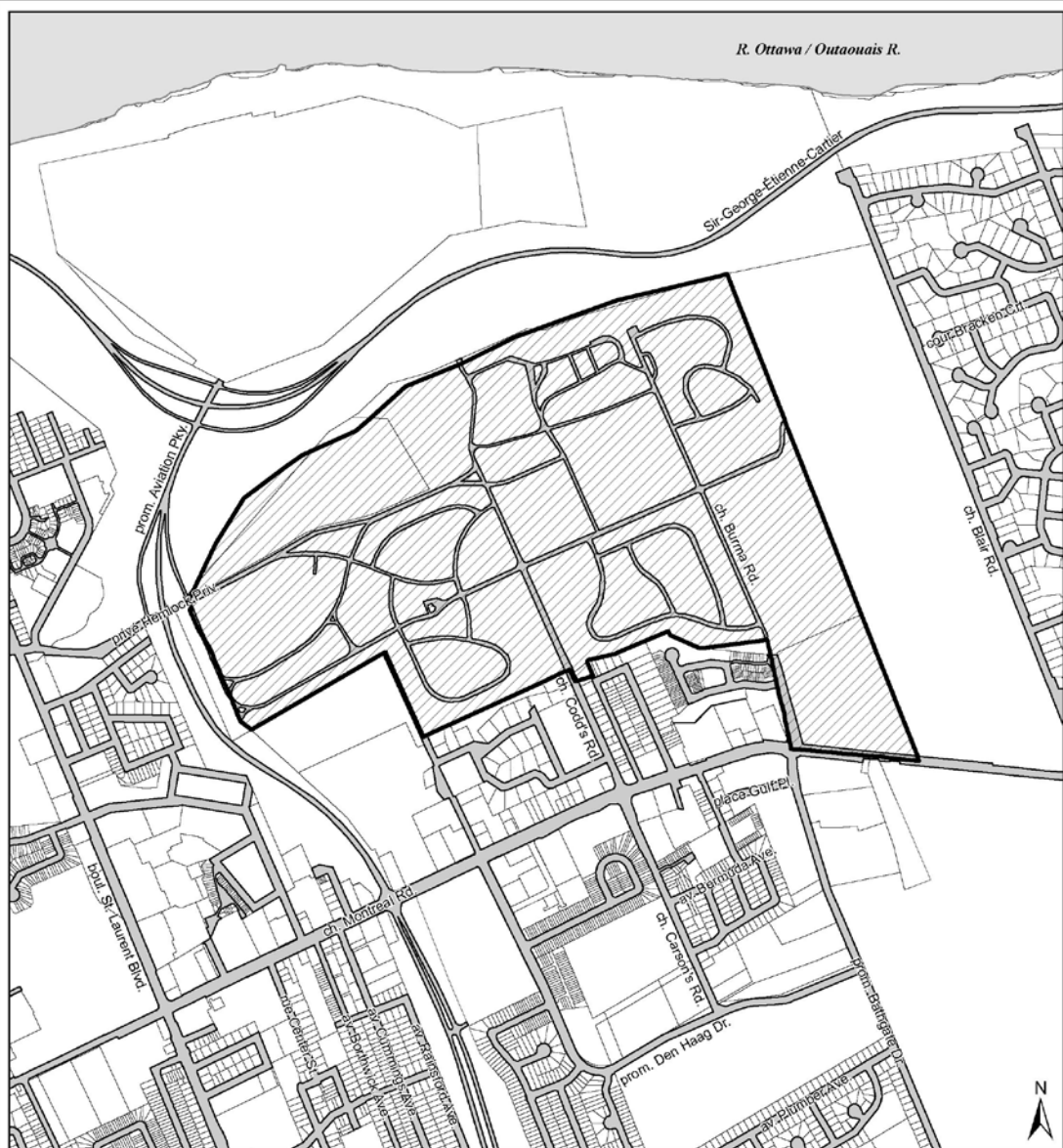
All of this part of this document entitled Part B – The Amendment consisting of the following text, and the Former Canadian Forces Base (CFB) Rockcliffe Secondary Plan attached as Appendix A, with Schedules A – F, constitute Amendment No. XX, to the Official Plan for the City of Ottawa.

### **3) Details**

- a) The Official Plan for the City of Ottawa is hereby amended in the following ways:
  - i) By amending Schedule B – Urban Policy Plan to remove the “Developing Community” overlay from the lands identified by a heavy boarder and cross hatching on Schedule 1 to this Amendment.
  - ii) By amending Schedule C – Primary Urban Cycling Network by making changes to the On-Road Cycling Route as shown on Schedule 2 to this Amendment.
- b) The Official Plan, Volume 2A – Secondary Plans is hereby amended by adding a new chapter being the “Former Canadian Forces Base (CFB) Rockcliffe Secondary Plan”, which is attached as Appendix A to this Amendment, and including reference to this new chapter and Secondary Plan in the index with the appropriate chapter numbering.

### **4) Implementation and Interpretation**

Implementation and interpretation of this amendment shall be in accordance with the policies of the Official Plan.



Prepared by: Planning and Growth Management Department,  
Mapping & Graphics Unit



Préparé par: Service de l'urbanisme et de la gestion de la croissance,  
Unité de la cartographie et des graphiques

D01-01-15-0001

15-0477-A

I:\AAStaff\Sheila\OPAs\2013\OPA CFB Rockcliffe1

Revision: Update

Rev #:

© Planets data is owned by Services Électroniques Inc. and its suppliers.  
All rights reserved. Map may be reproduced without permission.  
Planets data appartient à Services Électroniques Inc. et à ses fournisseurs.  
Tous droits réservés. Ne peut être reproduit sans autorisation.

Scale - N.T.S. / Échelle N.A.E.

# **SCHEDULE 1 to AMENDMENT NO.**

to the OFFICIAL PLAN  
for the CITY OF OTTAWA

**Amending Schedule B**  
Urban Policy Plan



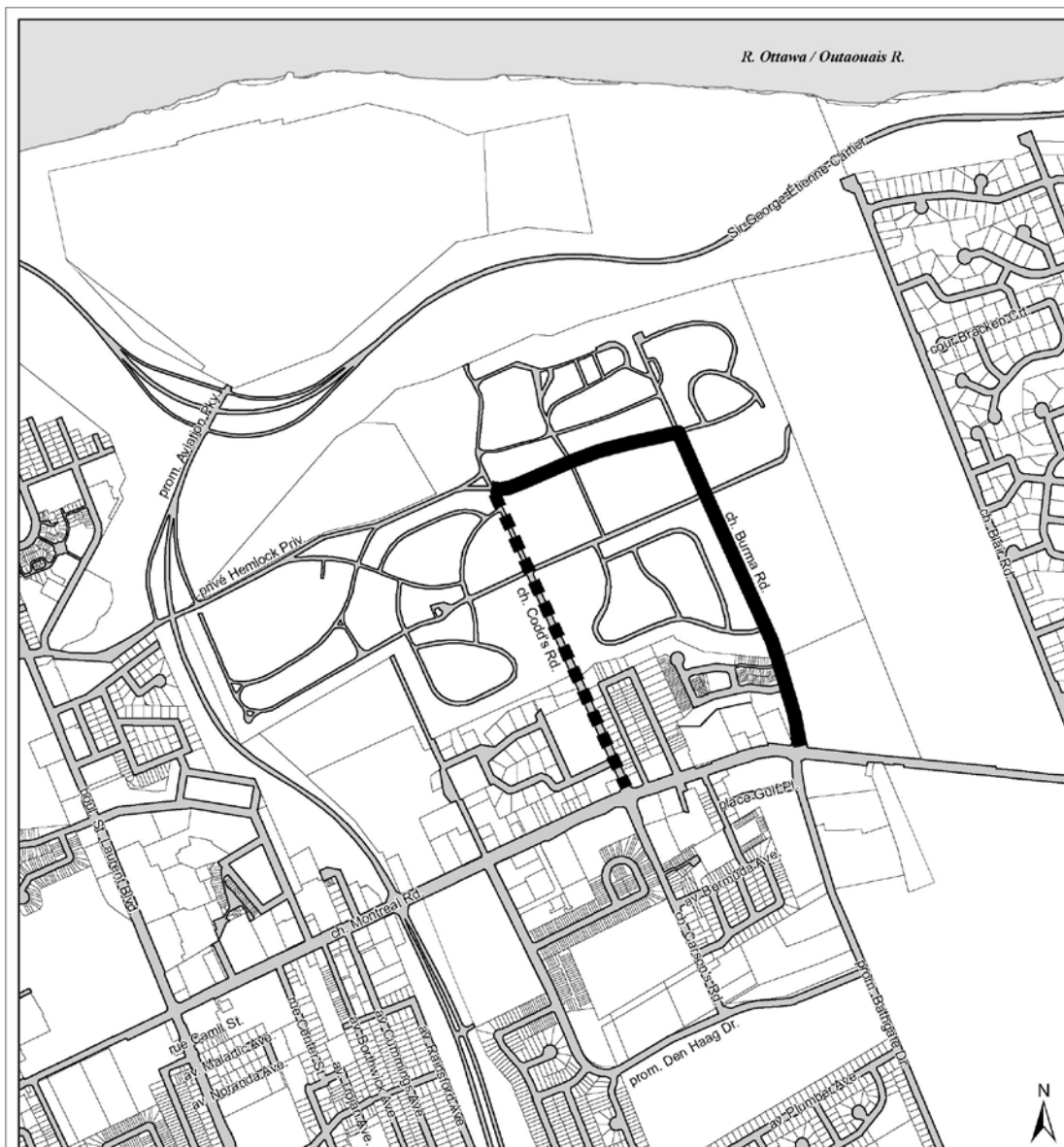
LANDS FROM WHICH "DEVELOPING COMMUNITY OVERLAY" IS TO BE REMOVED

PROPRIÉTÉ DONT LA DÉSIGNATION « COLLECTIVITÉ EN DÉVELOPPEMENT » DOIT ÊTRE RETIRÉE

# **ANNEXE 1 de L' AMENDEMENT No**

au PLAN OFFICIEL  
de la VILLE D'OTTAWA

**Modifiant l'Annexe B**  
Plan des politiques en milieu urbain



Prepared by: Planning and Growth Management Department,  
Mapping & Graphics Unit



Préparé par: Service de l'urbanisme et de la gestion de la croissance,  
Unité de la cartographie et des graphiques

D01-01-15-0001

15-0477-A

\\VAStaff\Sheila\OPAs\2013\OPA CFB Rockcliffe2

Revision: Update

Rev #:

© Parcel data is owned by Services Électroniques Inc. and its suppliers.  
All rights reserved. Map may be reproduced without permission.  
Parcel data appartient à Services Électroniques Inc. et à ses fournisseurs.  
Tous droits réservés. Ne peut être reproduit sans autorisation.

Scale - N.T.S. / Échelle N.A.E.

## SCHEDULE 2 to AMENDMENT NO.

to the OFFICIAL PLAN  
for the CITY OF OTTAWA

### Amending Schedule C

Primary Urban Urban Cycling Network

## ANNEXE 2 de L' AMENDMENT No

au PLAN OFFICIEL  
de la VILLE D'OTTAWA

### Modifiant l'Annexe C

Plan du réseau urbain de pistes cyclables principales

■ ■ ■ ADD "ON-ROAD CYCLING ROUTES" / AJOUTER DES « VOIES CYCLABLES SUR RUE »

■ ■ ■ REMOVE "ON-ROAD CYCLING ROUTES" / SUPPRIMER DES « VOIES CYCLABLES SUR RUE »



# **FORMER CANADIAN FORCES BASE (CFB) ROCKCLIFFE SECONDARY PLAN**

---

## TABLE OF CONTENTS

---

	PAGE
Introduction .....	3
Land Use and Key Urban Design Direction.....	4
Design Direction for Parking and Driveways.....	9
Mobility.....	9
Water Supply, Wastewater Infrastructure and Stormwater Management.....	10
Implementation.....	11
Interpretation.....	13
Schedules.....	13

## **1. Introduction**

The purpose of this Secondary Plan (“the Plan”) is to guide future growth and development on the Former CFB Rockcliffe lands. The Plan provides the policy direction on land use, densities, building heights, open space and mobility.

The Plan is City Council's policy direction for municipal actions, particularly in the review of Subdivision, Zoning and Site Plan Applications, applications to the Committee of Adjustment and the undertaking of public works.

The Plan is based on the Former CFB Rockcliffe Community Design Plan (CDP) and translates the key aspects of the CDP into statutory policy. The CDP includes detailed land use descriptions and design guidelines that must be referred to in the review of development applications.

The Plan contains the following schedules that must be read in conjunction with the policy direction:

- 1) Schedule A - Land Use. This identifies the land use designations.
- 2) Schedule B - Building Heights. This identifies permitted building heights.
- 3) Schedule C – Minimum Residential Density. This identifies the minimum residential density per net hectare.
- 4) Schedule D – Mobility Network. This identifies the location of cycle tracks and multi-use pathways.
- 5) Schedule E - Building Frontages. This identifies the public road frontages where the main façade(s) of buildings are required to face and front the public realm and applies to all land uses.
- 6) Schedule F – Public Rights-of-Way. This identifies the locations and widths of public rights-of-way.

The vision for the development area is of a contemporary mixed-use community that is walkable, cycling-supportive, transit-oriented and built at a human scale. The site development will connect to the history of the Algonquin people, celebrate its military heritage and demonstrate urban design and landscape excellence.

## **2. Land Use and Key Urban Design Direction**

The Plan includes a range of land uses that together will enable the creation of a complete community. While a wide range of uses are to be permitted, there are certain uses that are not in accord with the overall direction and vision for the new community for the Rockcliffe Base lands. These uses are: car oriented uses such as drive-through businesses, gas bars, automobile repair garages and rental establishments, car washes, or dealerships, as well as individual retail tenants with ground floor space over 3000 square metres. To ensure that the community will develop as a compact mixed use complete community that is focused on high quality urban design with an emphasis on pedestrian and cycling movement within the community, uses such as those noted above will not be permitted.

Sections 2.1 – 2.5 identify permitted uses and specific land use policies.

### **2.1 Residential**

Lands designated residential will permit the development of a wide range of housing types in order to accommodate the needs of a diversity of future residents and households.

#### **2.1.1 Low-Rise to Mid-Rise Residential**

The intent of the Low-Rise to Mid-Rise Residential designation is to permit a limited area of lower density residential development and a larger area of medium density residential development. The designation also acts as a transition between existing adjacent low-density residential neighbourhoods and the future higher density residential and mixed-use neighbourhoods.

- 1) All types of residential uses are permitted, with the exception of high-rise apartments.

#### **2.1.2 Special Design Area Mid-Rise Residential**

The area around and defined by the Special Design Area Mid-Rise Residential designation has a significant number of mature trees. The intent for this area is to allow for residential development that aims to protect and assure the long-term health of these existing trees.

- 1) Low-rise and mid-rise residential uses are permitted.

## Appendix A

- 2) The Special Design Area Mid-Rise Residential will be zoned with the “-h” holding symbol. The symbol will not be removed until the development applicant meets the following conditions:
  - a. Provision of a Master Concept Plan covering the entire land area of the “-h” zoned lands;
  - b. Provision of a detailed site study that examines the water drainage regime supporting the surrounding individual trees and tree stands, assesses the impacts of development on these trees and recommends mitigation measures in building design;
  - c. Provision of a site-specific ecological study that considers the natural drainage patterns, proposes appropriate ecological transitions between uses and establishes development setbacks from all individual trees and tree stands;
  - d. Provision of a tree preservation and protection plan which includes measures to protect trees during site preparation and all phases of the construction process; and
  - e. Subdivision and/or Site Plan approval is given that includes conditions that reflect and achieve implementation of the Master Concept Plan.

### **2.2 Mixed-Use**

The intent of the Mixed-Use designation is to allow for the complementary development of a variety of residential, commercial and employment uses, at a range of medium to high densities to establish a vibrant, compact and pedestrian focussed urban environment. The following policies apply to all of the Mixed-Use designations:

- 1) Hemlock Core Street will be developed as the core of the community and should be framed by active, street-level pedestrian-friendly uses such as retail and other street oriented commercial uses, and street related entrances to residential and mixed-use buildings.
- 2) With the exception of block 22 on Schedule A Land Use, the minimum building height is two (2) fully functional storeys.
- 3) In blocks 20 – 22 and blocks 27, 29, 32 and 33 on either side of Hemlock Core Street, non-residential active retail type uses are required at grade.

## Appendix A

- 4) Where the main / primary building façade(s) is required to face the public realm, as shown on Schedule E Building Frontages, the ground floor level will be developed to have active retail type frontages with clear windows and functional entrances across the majority of the building façade.

### 2.2.1 Low- to Mid-Rise Mixed-Use

The intent of the Low- to Mid-Rise Mixed-Use area is to permit the development of low- and mid-rise mixed-use buildings that offer the opportunity for a variety of uses, with neighbourhood-serving convenience and retail type uses located at grade.

- 1) Mixed-use buildings and stand alone residential uses in an apartment form are permitted. Stacked townhouses will not be permitted.

### 2.2.2 Mid-Rise Mixed-Use

The intent of the Mid-Rise Mixed-Use area is to permit the development of mid-rise mixed-use buildings that allow for higher heights and greater residential densities in the core area, and that offer a wide variety of non-residential uses, with neighbourhood-serving convenience and retail type uses located at grade.

- 1) Mixed-use buildings and stand alone residential uses in an apartment form are permitted. Stacked townhouses will not be permitted.

### 2.2.3 High-Rise Mixed-Use

The intent of the High-Rise Mixed-Use area is to permit the development of high-rise apartment buildings, which accommodate significant residential density, in defined locations within the CDP area. As the High-Rise Mixed-Use areas are located in close proximity to adjacent existing uses, a wide variety of non-residential uses that serve both the CDP area and the surrounding communities are encouraged.

- 1) Mixed-use buildings and stand alone residential uses in an apartment form are permitted. Stacked townhouses will not be permitted.
- 2) Stand-alone retail is not permitted. Retail employment uses are only permitted once 2,500 square metres of non-retail employment has been developed.
- 3) A separation distance of 23m between the tower portion of buildings is to be provided.

- 4) Smaller floor plates are encouraged, with the typical floor area of a residential tower being generally no greater than 750 square metres and the typical floor area of an office tower being generally less than 2,000 square metres.

### **2.3 High-Rise Office**

The intent of the High-Rise Office designation is to allow for a variety of employment uses that are compatible with both the existing uses on the National Research Council (NRC) site and the residential and mixed-use neighbourhoods in the CDP area.

- 1) Residential uses are not permitted.
- 2) Stand-alone retail is not permitted. Retail employment uses are only permitted once 8,000 square metres of non-retail employment has been developed.
- 3) Uses in the High-Rise Office designation are to be integrated into the fabric of the new community; buildings are to be located close to the street with main entrance doors facing onto and linking to the public sidewalk and street network. Main facades are to have significant amounts of clear glazing in order to create a visual link between interior uses and the public realm. First floor commercial, retail and institutional uses that cater to the general public are encouraged.
- 4) The minimum building height is two (2) fully functional storeys.
- 5) Where the main / primary building façade(s) are required to face the public realm, as shown on Schedule E Building Frontages, the ground floor level will be designed to have active frontages with clear windows and functional entrances across the majority of the building façade.
- 6) Surface parking areas may not be located between the building front and the public right-of-way.
- 7) Above-grade parking structures located adjacent to Burma Road, must be fronted with office or commercial uses.
- 8) Uses may not be enclosed by security fences and/or separated with security gates.

### **2.4 Schools**

The intent of the School designation is to define the land area and location of future public schools which have been conceptually shown on Schedule A. These school

blocks can accommodate schools and community facilities as determined at the time of subdivision application.

If within the seven-year period following the date of subdivision registration, a school board has confirmed that it will not exercise its right to purchase a school block, then the land identified as a school block can be developed as Low-Rise Residential without amendment to Schedule A Land Use. In such cases, the building height will be 16m and the required density will be 91 units/net ha. Development of the land is required to follow the policies of this Plan and residential building frontages are required to follow the pattern shown on Schedule E – Building Frontages.

## **2.5 Public Parks and Town Squares**

The network of public parks and open spaces in the area serves to link neighbourhoods and land uses together, provides focal areas for gathering and helps to preserve areas of existing mature vegetation.

The new community will provide a range of public parks consistent with the classifications set out in the City of Ottawa's Suburban Park and Pathway Development Manual. The locations for these public parks are conceptually shown on Schedule A and will be secured through the subdivision approval process. The parks to be provided include two (2) Community Parks, two (2) Neighbourhood Parks, five (5) Parkettes and a Town Square.

The following policies apply to all Community Parks, Neighbourhood Parks, Parkettes and the Town Square:

- 1) Public parks and community facilities are permitted for the Park Blocks shown on Schedule A.
- 2) The Town Square will be not less than 0.3 hectares in size and will have a minimum of two public frontages.
- 3) All parks will be developed in accordance with the CDP's Parks Master Plan and with regard to the City of Ottawa's Suburban Park and Pathway Development Manual.
- 4) The following land will not be accepted as satisfying required parkland dedication:



## Appendix A

- a. Lands utilized for stormwater management facilities such as, but not limited to: storm detention ponds, infiltration ponds, vegetated swales, streams and naturalized wet treatment areas;
- b. Driveways and access ways to utility installations;
- c. Utility installations; and
- d. Mid-block connections.

### **3. Design Directions for Parking and Driveways**

To ensure that the overall community will provide for a high quality public realm that is focused on ensuring pedestrian and cycling friendly streets, the following design directions specific to parking and driveways will be advanced through the development review and approvals process:

- 1) Private driveways that serve single or pairs of residential units are not permitted where the driveways would cross a cycle-track, a multi-use pathway, a surface drainage swale, or would access onto streets with a ROW of 24 metres or greater.
- 2) Surface parking areas are to be located within the interior of development blocks and separated on a minimum of three sides from public rights-of-way, parks and open spaces with built form.
- 3) Entrances to above and below grade parking garages are to be directed to minor roads or private driveways, wherever feasible, to foster a pedestrian-oriented streetscape environment.
- 4) Above grade parking garages or parking structures are not permitted along active frontages as identified in Schedule E Building Frontages.
- 5) The walls of above grade parking garages are to be screened and integrated with the built form of the block; blank walls are not permitted. Active uses at grade are encouraged.

### **4. Mobility**

The mobility network is to be organized around a regular grid of blocks that facilitates convenient pedestrian and cyclist connectivity within the area and to surrounding neighbourhoods.

## Appendix A

### 4.1 Street Network

- 1) Schedule F Public Rights-of-Way identifies the network of collector and local streets and the conceptual location of streets to be provided through the subdivision approval process. Minor adjustments to the locations and alignments for streets shown on Schedule F will not require an amendment to the Secondary Plan.
- 2) Public streets will be constructed in accordance with approved City of Ottawa standards.
- 3) Public street ROW cross-sections will be designed in accordance with the cross-sections identified in the CDP or with approved City cross-sections.
- 4) The development area does not include public lanes. Private lanes will be privately owned, managed, operated and maintained.

### 4.2 Cycling and Walking

- 1) Schedule D Mobility Network identifies the network of cycle tracks and pathways.
- 2) The City will implement the development of the pedestrian network with guidance from the Former CFB Rockcliffe CDP and in accordance with the City of Ottawa Pedestrian Plan.

### 4.3 Public Transportation

- 1) The City will establish public transit service through the CDP area. During the early stages of development, the City will seek to establish “Early Service Agreements” with community developers to ensure transit service is provided in advance of when service would typically meet City financial performance levels.
- 2) Transit facilities, such as shelters and benches, may be requested through the Site Plan or Plan of Subdivision approval processes.

## 5. **Water Supply, Wastewater Infrastructure and Stormwater Management**

- 1) All development will be undertaken in accordance with the City of Ottawa's Infrastructure Master Plan, the Former CFB Rockcliffe Master Servicing Study and City of Ottawa standards for wastewater and water supply servicing.
- 2) Through the Plan of Subdivision process the City of Ottawa will protect a sub-surface easement for the Interceptor Outfall Sewer (IOS). The City will also

establish the necessary sub-surface easements to protect for the possibility of a second tunnel running under the development area. These easements will not prevent above-grade development in accordance with the policies of the CDP and this Plan.

- 3) The design of the stormwater drainage system must satisfy the City, in consultation with the Conservation Authority, the Ministry of Natural Resources and the Ministry of the Environment and Energy, as required.

## **6. Implementation**

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa. At such time that the amendment is in full force and effect, Annex 6 of the Official Plan will be updated to reflect the boundaries of the Secondary Plan areas.

The policies of this Chapter, along with the CDP, provide the framework to guide future development in the area. This section, reinforces and augments the implementation policies contained in Volume 1 of the Official Plan that provides for the use of some or all of the following, as provided for under the *Planning Act*.

- a. enactment of zoning by-laws;
- b. use of site plan control;
- c. execution of Letter of Undertaking and/or registration of site plan agreements;
- d. use of the Holding Symbol “-h”;
- e. use of development agreements registered on title;
- f. use of sub-agreements; and
- g. dedication of parkland.

In addition to the forgoing, the following describes the principal tools and actions that will apply for implementation of the Rockcliffe Air Base CDP and this Plan.

### **6.1 Development Approvals**

- 1) The proponent will submit a Plan of Subdivision for the entire Former CFB Rockcliffe CDP area. The Plan of Subdivision will establish all of the public streets, blocks, areas for stormwater management infrastructure, public parkland and open

space areas generally in accordance with the road, block and open space configuration depicted in the schedules that are part of this Secondary Plan. Public streets and park and open space areas will be dedicated to the City as a condition of the subdivision approval. Following the Plan of Subdivision, development of the land will occur in phases as the serviced blocks are sold to builders and developers. Proponents will be required to submit and obtain approvals through Part-lot Control, Site Plan, or further Plans of Subdivision Applications for development of the individual blocks to be created.

- 2) The following types of development applications, when located in Mixed-use and High-Rise Office designations (as shown on Schedule A – Land Use), are subject to review by the City’s Urban Design Review Panel: Zoning By-law amendments where there is a request for a change in density or height, Site Plan Control, and Plan of Subdivision applications. The initial Plan of Subdivision and Zoning applications for the entire CDP area are not subject to Urban Design Review Panel review.

## 6.2 Master Concept Plan

- 1) With the exception of the initial Plan of Subdivision for the entire CDP area and the school and park blocks numbered 2, 6, 13, 16, 19, 23, 28, 30, 38, 41, 46, 48, and 51 as shown on Schedule A Land Use, provision of a Master Concept Plan is required for all other numbered blocks being brought forward for development shown on Schedule A.
- 2) Master Concept Plans must be submitted with any Part-lot Control, Site Plan, or Plans of Subdivision Applications. The Master Concept Plan must reflect the direction of the CDP and Secondary Plan. Any changes in the direction from the Secondary Plan will require an Official Plan Amendment. Master Concept Plans shall show all building footprints, pedestrian and vehicular circulation networks, parking arrangements, building heights, residential and/or employment density of the block, separation distances between buildings, and the locations of trees and groups of trees to be protected.
- 3) Each residential and mixed-use land use has a minimum density requirement. Master Concept Plans will illustrate how the required minimum density will be achieved. Within the area described by the Master Concept Plan, certain individual buildings may have densities lower than the minimum required, however, the

## Appendix A

overall average density for the area covered by the Master Concept Plan must meet the minimums identified in this Plan.

- 4) Job yields will apply on a designation base and will be assessed on the basis of the equivalent floor-space for the type of employment use identified. The job equivalent floor-space indexes will be set out in the implementing Zoning By-law.
- 5) Any agreements related to Plan of Subdivision and Site Plan Control approvals will include conditions to reflect and achieve the implementation of Master Concept Plans.

### 6.3 Other Implementation Requirements

- 1) Through the development review process, the City may secure public access easements over internal circulation networks.
- 2) Site alternations, grade changes, temporary or permanent storage of materials, construction staging and development are not permitted within the Critical Root Zone, as defined within the Urban Tree Conservation Bylaw (2009-200 as amended), of all trees and groups of trees planned for retention in any Environmental, Open Space and Leisure zones.
- 3) An Environmental Impact Statement must be completed for any development on land within 30 metres of the NRC Woods, Airbase Woods and Montfort Hospital Woods.
- 4) Despite the areas shown on Schedule A Land Use, additional open space and parkland may be identified and secured through the Site Plan Control process, either as public parkland or publicly accessible private land.

#### 6.4.1 Amendments to the Secondary Plan

- 1) Minor adjustments to the locations of roads and to block sizes are possible through the Plan of Subdivision process and an Official Plan Amendment is not required.
- 2) Any modifications to land uses, minimum densities and maximum heights, as noted in this Plan and shown on Schedules A - C, will require an Official Plan Amendment.

## 7. Interpretation

- 1) The land use boundaries shown on Schedule A Land Use – are intended to illustrate certain aspects of the plan, such as road locations and block dimensions, and shall be considered as approximate rather than absolute.

## Appendix A

- 2) Where the policies of this Plan conflict with those of Volume 1 of the Official Plan with respect to Building Height and Density, the policies of this Plan shall prevail.

### **8. Schedules**

Schedule A Land Use

Schedule B Maximum Building Heights

Schedule C Minimum Residential Densities

Schedule D Mobility Network

Schedule E Building Frontages

Schedule F Public Rights-of-way

