

## **APPENDIX 5 - Guiding Design Vision and Principles**

### **Former Rockcliffe Airbase Community Design Plan**

#### Guiding Design Vision and Principles

December 4, 2013

#### Vision Statement

“The redevelopment of the former Canadian Forces Base Rockcliffe will be a contemporary mixed-use community. It will be walkable, cycling-supportive, transit-oriented and built at a human scale. These principles will be realized through improved connectivity to the surrounding neighbourhoods, and by providing access to open space for everyone. The site will connect to the history of the Algonquin people. It will celebrate its military heritage. Redevelopment of the former CFB Rockcliffe will demonstrate urban design and landscape excellence, innovation in sustainability, cultural/social dynamism, and a high quality of life. It will be forward-looking in its development approach by integrating the site’s natural ecological functions into the design.”



**Principle #1: The Rockcliffe Community (name to be changed) will be designed to be a compact and complete mixed-use community accommodating its future population in a range of housing types.**

**Design Objectives:**

The community will provide a mix of uses to support a complete community that allows people of all ages to live, work and play at Rockcliffe.

The community will include mixed use areas, residential areas, employment areas, a comprehensive open space system and local schools. The employment uses will be primarily office uses with a limited amount of commercial on the site in proportion to the size of the overall community. Commercial and retail in the new community could serve the general area (including residents outside the new community) but will not compete directly with established business along Montreal Road? I think we should be able to develop certain commercial, retail, or service uses that may be lacking in the general area (e.g., grocery supermarkets, restaurants, small specialty retail) and which could attract patrons from surrounding communities.

Housing will be provided in a number of different forms ranging from single-family dwellings to row housing, walk-ups, lane-oriented housing and apartments. The overall site will provide a range of unit sizes to provide for a reasonable proportion of affordable units.

The plan will concentrate the highest densities along Burma Road, and adjacent to the parade square. Generally transition density down from this central location within the site.

**Key Assumptions/Targets:**

CLC will target to achieve approximately 5,000 to 6,000 residential units on the site, and devote up to 20% of the net developable land area to employment uses. The overall goal is to achieve between 100 and 120 persons plus jobs per net hectare (net of protected greenspaces).

CLC will target to have no more than 10% of the units on the site as single-family dwellings.

A minimum of 20% of the units on the site will be in apartment form. Depending on height restrictions from the Rockcliffe Airport, they may be in low, medium or high rise forms. The remaining units will be multiple attached dwellings other than apartments.

Housing types will be dispersed throughout the development, provided they can comply with height regulations related to the Rockcliffe airport.

CLC will provide a maximum of two school sites of approximately 6 acres each. The sites will have dual zoning so that should they not be used for schools in the future, the alternative use will be predetermined.



**Principle #2: The Rockcliffe Community will be designed to re-connect the site with the surrounding city fabric, with appropriate land use transitions from adjacent land uses and open spaces**

**Design Objectives:**

CLC will seek to create as many road and pathway connections to the surrounding primary road network as are feasible. This includes new or enhanced connections to the Rockcliffe and Aviation Parkways and connections to the surrounding city streets on Hemlock, Codd's and Burma Roads. These roads will be extended to connect with each other in the centre of the site.

Low density residential development will be situated at the southern edge of the site where adjacent low density residential uses exist. From that point, intensity of development will increase towards the core of the community.

CLC will provide two employment precincts on the site. One employment precinct will be on the eastern boundary of the site in order to provide an appropriate transition from the National Research Council site. A second, more intensive and urban form of employment precinct will be situated on the western side of the site. The second cluster may be designated as a mixed use area. The plan will also provide for employment uses in mixed use developments around the central community core or along the major transportation routes.

Since the site is an infill location that was previously serviced, the new community can be serviced by linking to the existing municipal water and wastewater infrastructure, but with a full replacement of buried local services as each phase of redevelopment is constructed.

**Key Assumptions/Targets:**

CLC will seek approval to improve the interchange between the Aviation Parkway and Hemlock Road by providing ramps for both northbound and southbound traffic.

CLC is seeking a new collector road which would link Montreal Road (at Burma Road) to the Rockcliffe Parkway at the intersection that currently provides eastern access to the airport site.

CLC will realign the northerly extension of Burma Road to curve eastward away from the existing residential development located on the southern boundary of the site.



**Principle #3: The community will be designed around an integrated greenspace strategy that protects key natural features, and where the open space is part of a functioning ecological and natural framework**

**Design Objectives:**

The plan will protect significant trees and vegetation of high and moderate significance.

The plan will capitalize on the unique topographic characteristics of the site. Retain existing grades and maintain and enhance significant views (i.e. Ottawa River, Codd's, Burma, and Hemlock Roads

The plan will work as much as possible with the existing terrain and natural drainage patterns to avoid major cut and fill requirements.

The plan will create an interconnected network of urban public space that functions both privately and publicly.

The community design will provide visual and physical connections to the Montfort woodlot.

The plan will provide for active recreation areas, passive greenspace, protected natural areas, and a vibrant network of green fingers penetrating development areas coordinated with the natural drainage strategy.

**Key Assumptions/Targets:**

The City has asked CLC to provide one hectare of usable park space for every 300 units in the development. CLC will continue to discuss this target with the City, taking into account the amount of significant greenspace in the immediate area and the fact that this target could undermine achieving the overall site population targets. Regardless of the target, CLC is committed to providing a variety of greenspaces that add to the character and the quality of the community.



**Principle #4: The community will be designed to prioritize mobility by pedestrians, cycling and transit over private vehicle use.**

**Design Objectives:**

The community will be connected to the fabric of the City by a series of collector roads that provide appropriate space for cycling in segregated facilities, walking and efficient transit service that has priority at intersections.

The plan will have pedestrian scale neighbourhoods based on a five-minute walking distance, with particular emphasis given to short walking distances to local school sites and convenience retail.

The community design will include multi-use pathway connections to the existing NCC pathway systems on the Rockcliffe and Aviation Parkways. It will also connect to the neighbourhoods to the east.

The plan will be designed to prevent automobile cut-through traffic through the National Research Council lands.

**Key Assumptions/Targets:**

The overall population density target for the site is 100 to 120 persons + jobs/ha in order to support high quality bus transit service through the site. The bus priority system will originate at Blair Station on the Confederation Line, and enter the site from the south-east. It will traverse the site and exit the site at Hemlock Road on the western side for further connection to the Downtown core.

The objective is to support Transit Priority bus service.

CLC is exploring the use of the existing ramp system from Montreal Road to the NRC lands as a means of entering the site. This will facilitate taking bus service through the NRC site before it enters the Rockcliffe site.

CLC will seek a transit-only connection through the NRC site, and work with the NRC to provide a multi-use pathway connection at the northern end of the site to Blair Road.

NRC tentatively supports a bus connection through their site, but they do not support directing local automobile traffic through their lands.

CLC and the City will need additional consultation on the cross-section design of local roads and collectors. CLC has decided that local road rights-of-way will be no less than 18m. The right-of-way of the collectors will depend on factors such as the configuration of segregated cycling facilities, turning lanes, landscaping on the sides and in any medians, and on-street parking.



**Principle #5: The community will be a vibrant hub of activity with dynamic and attractive urban spaces, in an aesthetically and sustainably designed contemporary set of urban neighbourhoods.**

**Design Objectives:**

In addition to naturally-oriented open spaces, the community will include a number of active urban public spaces such as squares.

The City and CLC will use the Urban Design Guidelines of the Community Design Plan to ensure the implementation of a high standard of architectural and open space design. Furthermore, CLC will use its own architectural guidelines to ensure any development partners achieve excellence in built form design.

Provided they are permitted under Transport Canada regulations related to height near airports, any tall building elements will be located in locations that are sensitive to view corridors to the Ottawa River, and at key gateways.

CLC will set sustainable development performance requirements for the implementation of built form and infrastructure on the site. CLC will work with the City and RVCA to develop a pilot project to promote innovative practices on the management of storm water on the site. CLC will also promote innovative practices in the energy design for the site.

The community will be designed with key gateways (at Hemlock and Montreal Road) which will have aesthetic distinctiveness.

The community design will protect for connections to a future cultural institution on the NCC site to the north.

**Key Assumptions/Targets:**

For initial consideration, CLC will target 25% of the open space dedication for use as public urban squares, pocket parks and activity areas.

The former Parade Square, or a new park located in the general vicinity of the former Parade Square will be the principal and central urban public space on the site.

The future federal cultural institution will remain undefined during the period of the Community Design Plan, but the plan will nevertheless consider connectivity to that site when it gets developed in a future undetermined time period.

CLC will explore the feasibility of district energy, co-generation and geothermal energy options in consultation with the National Research Council and the Montfort Hospital. CLC will adapt a sustainability framework with priorities, objectives, indicators, targets, monitoring, and evaluation systems that best reflect the context of the site, the city, the region, and CLC.



**Principle #6: The community will reflect and respect the heritage and legacy of the Algonquin peoples and serve to connect cultures.**

**Design Objectives:**

The community design and participation in the development will provide a meaningful connection to the history of the Algonquin people.

Subject to consultation with the Algonquins of Ontario, a site will be set aside on the ridge area at the northern boundary of the site overlooking the river for an appropriate use. That use may be commemorative, or it may be designed to provide education on aspects of Algonquin culture. This is subject to further discussions with the AOO.

Subject to consultation with the Algonquins of Ontario, CLC will use street naming, public art and commemorative signage to celebrate the association of the site and the region with the Algonquin peoples.

CLC will continue its ongoing consultation with the AOO, both during preparation of the CDP and during subsequent municipal approval and development processes.

**Key Assumptions/Targets:**

Any final decisions on these design objectives require further consultation with the Algonquins of Ontario.

**Principle #7: The community will commemorate the military heritage of the site and the contributions made by service people to Canada.**

**Design Objectives:**

- CLC will use street and park naming, public art and commemorative signage to celebrate the past military heritage of the site

**Key Assumptions/Targets:**

- The key aspects of the military heritage that should be represented are the associations with aviation, the Commonwealth Air Training programme and the generations of service families who lived on the site.

