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# Provence Orleans 2128 Trim Road (Block 126) Ottawa, Ontario Planning Rationale & Design Brief

**2128 TRIM ROAD (BLOCK 126)  
OTTAWA, ONTARIO**

**PLANNING RATIONALE & DESIGN BRIEF  
IN SUPPORT OF AN APPLICATION FOR  
SITE PLAN CONTROL**

Prepared For:

Provence Orleans Realty Investments Inc. (c/o Regional Group of Companies)



Prepared By:



Suite 200, 240 Michael Cowpland Drive  
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September 25, 2020

Novatech File: 120057  
Revision 02  
Ref: R-2020-116

September 25, 2020

City of Ottawa  
Planning, Infrastructure, and Economic Development Department  
110 Laurier Ave. West, 4<sup>th</sup> Floor  
Ottawa, Ontario  
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**Attention: Julie Lebrun, Planner II**

**Reference: Application for Site Plan Control  
Provence Orleans  
2128 Trim Road (Block 126)  
Our File No.: 120057**

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Novatech has been retained by Provence Orleans Realty Investments Inc. (c/o The Regional Group of Companies) to prepare this revised Planning Rationale and Design Brief in support of an application for *Site Plan Control* for its property municipally known as 2128 Trim Road (Block 126 as shown on the preliminary 4M Plan) in Ward 19 – Cumberland, Ottawa, Ontario. The herein will be referred to as the 'Subject Site'.

The applicant is proposing to develop a total of forty (40) residential townhouse dwellings on two newly created private streets which will be built off the future Ventoux Avenue as part of a Planned Unit Development (PUD). The Subject Site is a vacant parcel of land identified as Block 126 on the preliminary 4M Plan prepared by Annis O'Sullivan Vollebakk Ltd. A separate *Minor Variance* application will be submitted in support of the proposed development to permit parking within the required and provided front yard. This will be done concurrently with the motion from Ottawa City Council to lift the 2-year moratorium on minor variances following site-specific rezoning.

This proposed application for *Site Plan Control* ensues applications for a five hundred thirty-five (535) residential subdivision development formally known as "Provence Orleans Subdivision at 2128 Trim Road Phases 1-5", *Plan of Subdivision #D07-16-18-0021* and *Zoning By-law Amendment #D02-02-18-0067*. The application for *Draft Plan of Subdivision* received draft approval by the City of Ottawa on July 5, 2019.

This Planning Rationale and Design Brief will demonstrate that the proposed development is consistent with the *Provincial Policy Statement (PPS)*, conforms to the *City of Ottawa's Official Plan*, generally complies with the provisions of the *Zoning By-Law 2008-250* and respects the applicable urban design guidelines found in the *Official Plan*.

Yours truly,

**NOVATECH**



Robert Tran, M.PL.  
Planner, Planning & Development

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## 1.0 INTRODUCTION AND PROPOSED DETAILS

Novatech has been retained by Provence Orleans Realty Investments Inc. (c/o The Regional Group of Companies) to prepare this revised Planning Rationale and Design Brief in support of an application for *Site Plan Control* for its property municipally known as 2128 Trim Road (Block 126 as shown on the preliminary 4M Plan) in Ward 19 – Cumberland, Ottawa, Ontario. The herein will be referred to as the ‘Subject Site’.

The applicant is proposing to develop a total of forty (40) residential townhouse dwellings on two newly created private streets which will be built off the future Ventoux Avenue as part of a Planned Unit Development (PUD). The Subject Site is a vacant parcel of land identified as Block 126 on the preliminary 4M Plan prepared by Annis O’Sullivan Vollebek Ltd. A separate *Minor Variance* application will be submitted in support of the proposed development to permit parking within the required and provided front yard. This will be done concurrently with the motion from Ottawa City Council to lift the 2-year moratorium on minor variances following site-specific rezoning.

This application for *Site Plan Control* ensues applications for a five hundred thirty-five (535) residential subdivision development formally known as “Provence Orleans Subdivision at 2128 Trim Road Phases 1-5”, *Plan of Subdivision #D07-16-18-0021* and *Zoning By-law Amendment #D02-02-18-0067*. At the time the *Plan of Subdivision* and *Zoning By-law Amendment* applications were filed with the City of Ottawa, it was always intended that this block would be developed with multi-residential development as part of a Planned Unit Development. The application for *Draft Plan of Subdivision* received draft approval by the City of Ottawa on July 5, 2019.

This Planning Rationale and Design Brief should be read in conjunction with the initial Planning Rationale, Design Brief, and Integrated Environmental Review Statement prepared by Novatech dated November 9, 2018 for Provence Orleans Phases 1-5. This report will demonstrate that the proposed development is consistent with the *Provincial Policy Statement (PPS)*, conforms to the *City of Ottawa’s Official Plan*, generally complies with the provisions of the *Zoning By-Law 2008-250* and respects the applicable urban design guidelines found in the *Official Plan*.

### 1.1 Site Description and Surrounding Uses

The Subject Site is situated at the southwest corner of the future Ventoux Avenue and Trim Road as shown on **Figure 1**. The Subject Site has an irregular shape, due to the surrounding land uses, and has approximately 76.91 metres of frontage on Ventoux Avenue and a total area of approximately 0.98 ha. The Subject Site is a vacant parcel of land identified as Block 126 on the preliminary 4M Plan prepared by Annis O’Sullivan Vollebek Ltd.

Based on a review of historical aerial mapping from GeoOttawa, the Subject Site has been tilled and used for agricultural related purposes with no known structures or buildings having been developed.



Figure 1: Subject site and surrounding uses.

The following describes the land uses adjacent to the Subject Site as shown on **Figure 1**:

**North:** Future residential development as part of the Draft Approved Provence Orleans Subdivision Phases 2-5 is situated north of the Subject Site.

**East:** An existing single detached dwelling, vacant parcel of land, and Trim Road abut the Subject Site to the east. Immediately opposite of Trim Road are the Millennium Sports Park and OC Transpo Millennium Park and Ride.

**South:** The existing Trans-Orléans multi-use pathway (MUP) and the future Bus Rapid Transitway corridor abuts the Subject Site to the south. An existing residential subdivision development is situated on the south side of the future Bus Rapid Transitway.

**West:** Future residential development as part of the Draft Approved Provence Orleans Subdivision Phases 2-5 is situated west of the Subject Site.

The Subject Site is currently legally described as follows:

*PART OF LOT 2 CONCESSION 9 CUMBERLAND SUBJECT TO AN EASEMENT IN GROSS OVER PT 1 PL 4R30976 AS IN OC1995433 CITY OF OTTAWA*



### 1.2 Proposed Development

Provence Orleans Realty Investments Inc. (c/o The Regional Group of Companies) is proposing to develop a total of forty (40) residential townhouse dwellings on two newly created private streets as part of a Planned Unit Development (PUD) as shown on **Figure 2**. The townhouse dwellings as well as private balconies will be oriented towards the street to provide for an active and animated street frontage.

Two pedestrian pathways will be provided to provide greater connection to the existing multi-use pathway (MUP) south of the Subject Site and the existing pedestrian network on Trim Road. The proposed development will feature twelve (12) added parking spaces located at the north and southeast corner on the Subject Site. The Subject Site is a vacant parcel of land identified as Block 126 on the preliminary 4M Plan prepared by Annis O'Sullivan Vollebakk Ltd. As previously discussed, a separate *Minor Variance* application will be submitted in support of the proposed development to permit parking within the required and provided front yard. This will be done concurrently with the motion from Ottawa City Council to lift the 2-year moratorium on minor variances following site-specific rezoning. The details of the *Minor Variance* application will be submitted under a separate letter.

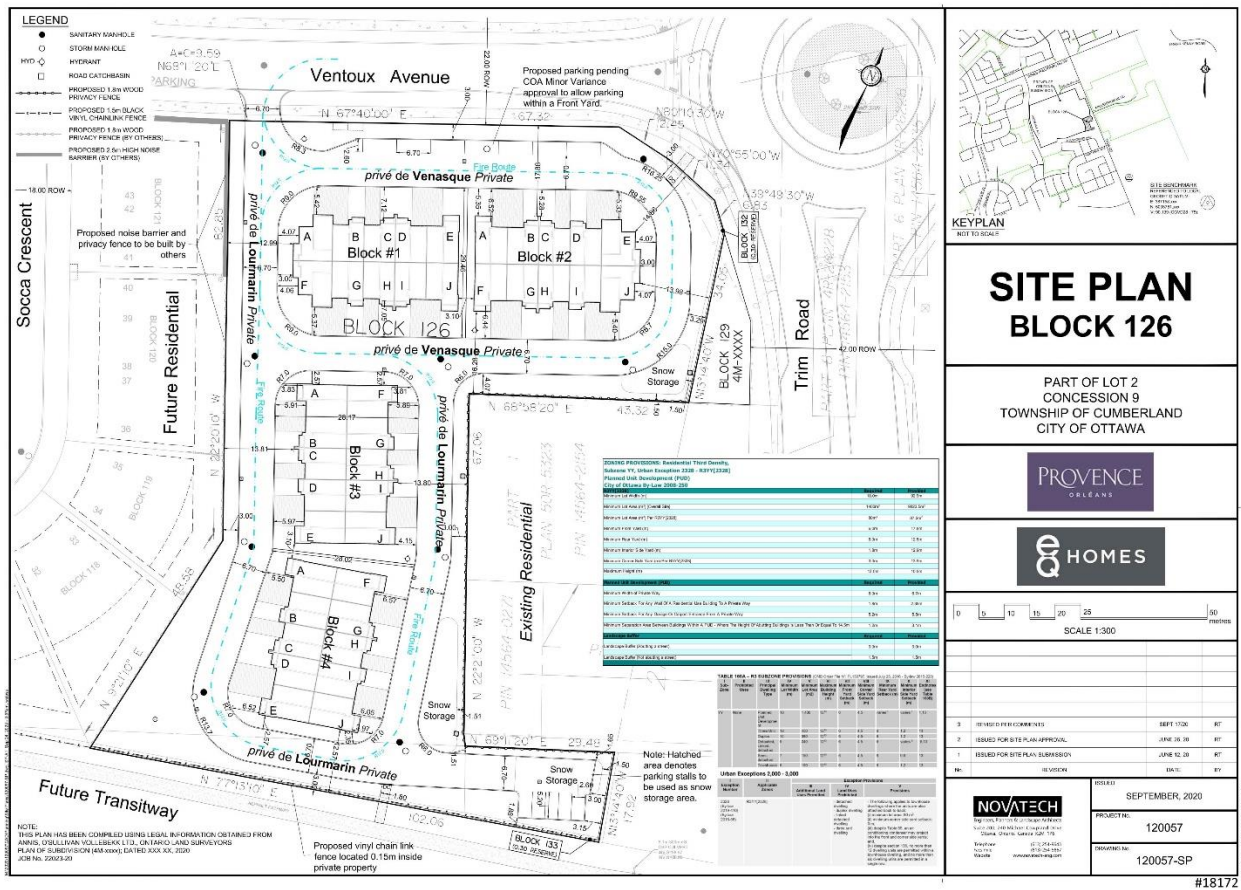


Figure 2: Site Plan REV 3 prepared by Novatech dated September 17, 2020.



## 2.0 ADDITIONAL REPORTS

This report should be read in conjunction with the following reports and plans prepared by Novatech and Paterson Group in support of the proposed development:

- Site Plan, Drawing 120057-SP, REV 3, prepared by Novatech, dated September 17, 2020.
- Geotechnical Investigation, Report: PG4278-3, prepared by Paterson Group, dated June 4, 2020.
- Landscape Plan and Tree Conservation Plan, Drawing 120057-L, REV 3, prepared by Novatech, dated September 25, 2020.
- Site Servicing and Stormwater Management Report, Ref: R-2020-088, prepared by Novatech, dated September 24, 2020.
- Noise Impact Assessment, Ref: R-2020-086, prepared by Novatech, dated June 26, 2020.

It should be noted that although a Phase 1 Environmental Site Assessments (ESA) and Archaeological Resource Assessment were identified as required reports to be completed as part of this *Site Plan Control* application, these reports were already completed as part of the "Provence Orleans Subdivision at 2128 Trim Road Phases 1-5". The reports which capture the Subject Site were approved as part of Draft Plan Approval on July 5, 2019.

## 3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

### 3.1 Provincial Policy Statement (PPS)

The *Provincial Policy Statement (PPS)* provides policy direction on land use planning and development matters of provincial interest by setting the policy foundation for regulating the development and use of land as set out in Section 2 of the *Planning Act*. The decisions that affect all planning matters "shall be consistent with" relevant policy statements under the authority of Section 3 of the *Planning Act*. The following is an overall review of the PPS:

#### ***Building Strong Healthy Communities***

Section 1.1 of the PPS speaks to managing and directing land use to achieve efficient and resilient development and land use patterns.

Policy 1.1.1 states that healthy, liveable, and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective*

- development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs; and*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.*

- The proposed development will achieve a development pattern which efficiently utilizes lands intended for development within the City's settlement area. The proposed development will be served by the future expansion of municipal infrastructure including water, stormwater, and sanitary services. Various community amenities and schools are located within walking and cycling distance such as école secondaire publique Gisèle Lalonde and Millennium Sports Park.

Section 1.1.3 speaks to settlement areas which are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities.

Policy 1.1.3.1 requires that *settlement areas* shall be the focus of growth and development.

Policy 1.1.3.2 notes that land use patterns within *settlement areas* shall be based on densities and a mix of land uses which:

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and*
- e) *support active transportation.*

Policy 1.1.3.6 states that new development taking place in *designated growth areas* should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public service facilities*.

- The proposed development will achieve a compact built form at a medium density which efficiently utilizes the land resources for the area. As previously discussed, various local community amenities and schools are located within walking and cycling distance which promotes active forms of transportation while reducing the dependency on automobiles.
- The Subject Site is situated on the edge of the settlement area and in a community experiencing significant growth and development. The future Bus Rapid Transitway abuts the Subject Site to the south and will provide future residents with access to more frequent transit services.

Policy 1.4.3 requires that planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected market-based and affordable housing needs of current and future residents of the *regional market area* by:

- b) *permitting and facilitating:*
  1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities;*

c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

- The proposed development will contribute to providing a greater range of housing types in the overall community to meet the various socio-economic needs of individuals and families.
- As previously discussed, the proposed development will be served by the future expansion municipal water, stormwater, and sanitary services and existing road network.

Section 1.6.6 addresses sewage, water, and stormwater services.

Policy 1.6.6.2 notes that *municipal sewage services* and *municipal water services* are the preferred form of servicing for *settlement areas* to support protection of the environment and minimize potential risks to human health and safety. Within *settlement areas* with existing *municipal sewage services* and *municipal water services*, *intensification* and *redevelopment* shall be promoted wherever feasible to optimize the use of the services.

- The Subject Site is situated in a settlement area with the future expansion of municipal water, stormwater, and sanitary services that will serve the proposed development.

### ***Wise Use and Management of Resources***

Section 2.0 of the PPS speaks to conserving biodiversity and protecting the health of Great Lakes, natural heritage, water, agriculture, mineral aggregate, petroleum, cultural heritage and archaeological resources for the long-term prosperity, environmental health, and social well-being of Ontario.

Policy 2.1.1 requires that natural features and areas shall be protected for the long term.

Policy 2.1.2 notes that the diversity and connectivity of natural features in an area, and the long-term *ecological function* and biodiversity of *natural heritage systems*, should be maintained, restored or, where possible, improved, recognizing linkages between and among *natural heritage features and areas*, *surface water features* and *ground water features*.

Policy 2.3.1 states that *prime agricultural areas* shall be protected for long-term use for agriculture. *Prime agricultural areas* are areas where *prime agricultural lands* predominate. *Specialty crop areas* shall be given the highest priority for protection, followed by Canada Land Inventory Class 1, 2, and 3 lands, and any associated Class 4 through 7 lands within the *prime agricultural area*, in this order of priority.

- The proposed development will respect the Subject Site's surrounding natural and environmental features. The Subject Site is not identified as a prime agricultural area as per the City of Ottawa's Land Evaluation and Area Review (LEAR) mapping.
- An Environmental Impact Statement (EIS) was previously prepared by Muncaster Environmental Planning dated September 10, 2018 for the Provence Orleans Phase 1-5 Subdivision which included the Subject Site. The EIS was approved as part of Draft Plan Approval for the Provence Orleans Phase 1-5 Subdivision on July 5, 2019.

### **Protecting Public Health and Safety**

Section 3.0 considers the Province's long-term prosperity, environmental health and social well-being which are dependent on reducing the potential for public cost or risk to Ontario's residents from natural or human-made hazards. Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health, safety, property damage and not create new or aggravate existing hazards.

- A Geotechnical Investigation was prepared by Paterson Group dated June 4, 2020 to determine the subsoil and groundwater conditions at this site by means of boreholes and relevant test holes completed as part of the previous geotechnical investigation. The objective also included geotechnical recommendations for the design of the proposed development based on the results of the boreholes and other soil information available. These recommendations include permissible grade raises, long term settlements and other construction considerations which may affect its design. Detailed information and findings can be found in the Geotechnical Investigation prepared by Paterson Group dated June 4, 2020.
- A Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group dated January 20, 2018. The purpose of the Phase I ESA was to research the past and current use of the site and study area to identify any environmental concerns with the potential to have impacted the subject property. A Phase II ESA was not required for the Subject Site. Detailed information and findings can be found in the Phase I ESA which will accompany the *Site Plan Control* application.
- Based on the information provided in the reports, there are no concerns regarding natural or human made hazards.

### **3.2 City of Ottawa Official Plan**

The Subject Site is designated as General Urban Area on the *City of Ottawa Official Plan Schedule B – Urban Policy* as shown on **Figure 3**. As per Section 3.6.1 of the *Official Plan*, General Urban Area designation “permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses”. The General Urban Area designation includes a range of uses such as ground-oriented single-purpose buildings to mid-rise buildings with a mix of uses along Mainstreets or Transit Priority Corridors; from a dwelling or corner store to a shopping centre or office.

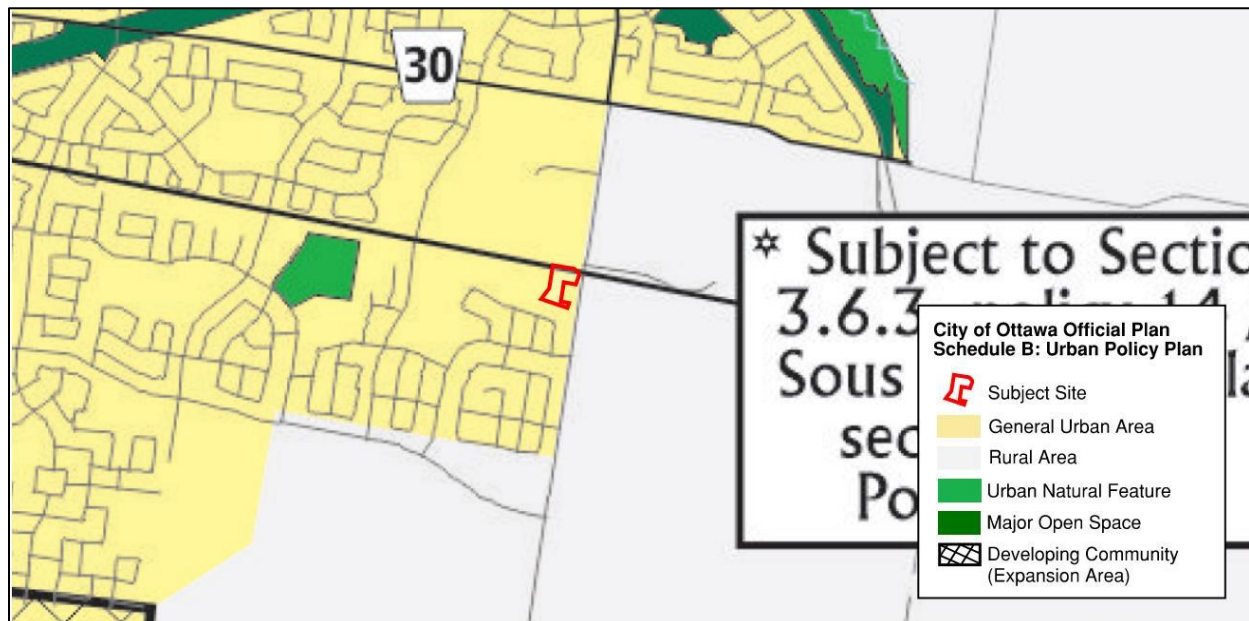


Figure 3: Excerpt from City of Official Plan Schedule B.

The applicable policies under Section 3.6.1 are listed below with key sections highlighted for emphasis. A description of how the proposal responds to the policies then follows:

1. *General Urban Area areas are designated on Schedule B. The General Urban Area **designation permits many types and densities of housing**, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses. [Amendment #150, October 19, 2018]*
  2. *The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.*
  3. **Building height in the General Urban Area will continue to be predominantly Low-Rise.** *Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four Storeys will remain in effect.*
  5. *The City supports intensification in the General Urban Area where it **will complement the existing pattern and scale of development and planned function of the area**. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:*
    - a) **Assess the compatibility of new development as it relates to existing community character** so that it enhances and builds upon desirable established patterns of built form and open spaces;
    - b) Consider its contribution to the maintenance and achievement of a **balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles** throughout the General Urban Area; [Amendment #150, LPAT July 18, 2019]
- The proposed development consists of a residential built form, height, and density that is compatible with existing residential and future planned residential for the community.

- The proposed development will feature back-to-back townhouse dwellings which contributes to a greater range of housing types in the overall community to meet the various socio-economic needs of individuals and families.

Section 4 – Review of Development Applications of the *Official Plan* “outlines the policies the City of Ottawa uses to review development applications in order to meet the objectives contain this [Official] Plan. The extent to which these requirements apply varies depending on the location, land-use designation and nature of the application. The appropriate policies and studies will be identified through pre-consultation at the beginning of the design and review process”.

- The studies that were required to be completed as part of the Provence Orleans Phase 1-5 Subdivision included an Environmental Impact Statement (EIS), Archaeological Resource Assessments, and Phase I Environmental Site Assessments (ESA). These studies captured the Subject Site and were approved as part of Draft Plan Approval on July 5, 2019. The studies are referenced in the Planning Rationale, Design Brief, and Integrated Environmental Review Statement prepared by Novatech dated November 9, 2018.
- The required studies that were identified to be completed as part of this *Site Plan Control* application included a Geotechnical Report, Noise Study, and Site Servicing and Stormwater Management Brief.

Section 4.3 of the *Official Plan – Walking, Cycling, Transit, Roads and Parking Lots* speaks to land use in conjunction with transportation networks. The City will review development applications to assess the adequacy of the transportation network(s) to meet the needs of the proposed development. Following the submission of the Transportation Impact Assessment (TIA) screening form, it was confirmed by City staff in the pre-consultation notes in an email dated April 29, 2020 that a TIA was not required. Individual building sites, subdivisions and plans for large areas must be easy to get to and travel through on foot, by bicycle and transit, and by automobile. Supporting walking, cycling and transit means more than the simple provision of sidewalks and pathways. A logical network must be created, connecting origins and destinations along direct and well-marked routes.

The applicable policies under Section 4.3 are listed below with key sections highlighted. A description of how the proposal responds to the policies then follows:

1. *The road network in new plans of subdivision will provide the opportunity for direct transit routes through the community and for all **buildings to be within 400 metres walking distance of a transit stop.** [OMB decision #2649, September 21, 2006]*
2. *The road network in new plans of subdivisions, particularly in Villages, will be designed to **accommodate the potential future extension of the road system** to adjacent properties, including those lands beyond an existing urban or village boundary. [Amendment #76, August 04, 2010]*
3. *The City encourages proponents of new development or redevelopment in close proximity to existing and proposed future transit stations to take into consideration and to demonstrate how the City’s Transit Oriented Development Guidelines have been addressed. To **promote increased transit usage**, private and/or public proponents of any development or redevelopment within 600 metres of a transit station or major transit stop along the rapid transit network shown on Schedule D will: [Amendment #76, OMB File #PL100206, August 18, 2011]*
  - a) *Ensure that convenient and direct access between the proposed development and the transit station is provided or maintained; rapid-transit stations and where possible, transit*

stops are integrated into the development; and that in such cases, extended hours of public access through the buildings and quality linkages from stations and building entrances to sidewalks on nearby streets are provided;

d) Minimize walking distances from buildings to stations/major transit stops;

9. The City will require that **parking areas for motorized vehicles be screened from the street with low shrubs, trees, landscaped berms, decorative walls and fences.**

- The Subject Site is situated within 400 metres walking distance of the existing Millennium transit stop with the future Bus Rapid Transitway located south of the Subject Site as shown on **Figure 4**. The future Ventoux Avenue will function as a transit route as part of the greater Provence Orleans subdivision and has been designed to accommodate transit service.
- As previously discussed, the proposed development will feature two newly created private streets which will have one main ingress and egress off the future Ventoux Avenue.

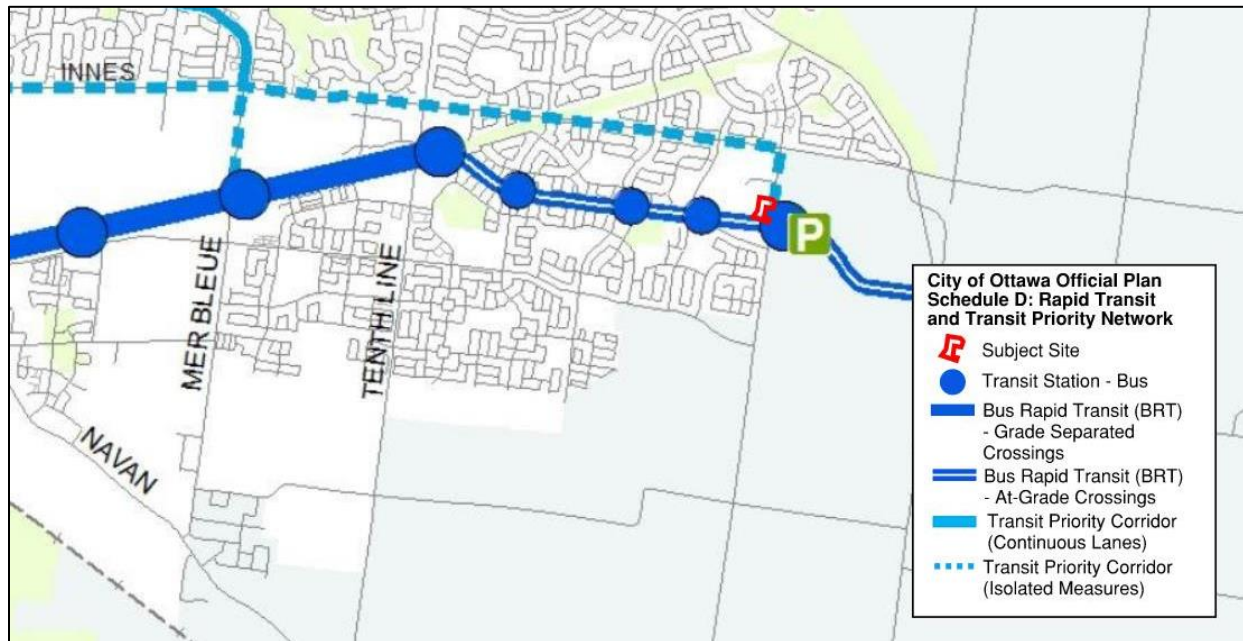


Figure 4: Excerpt from City of Ottawa Official Plan Schedule D.

Section 2.5.1 of the *Official Plan – Designing Ottawa* is concerned with how buildings, landscapes, and public spaces look as well as function together. Design elements should work together to complement and enhance the unique aspects of a community’s history, landscape, and its culture. Further, it is noted that “encouraging good urban design and quality as well as innovative architecture can also stimulate the creation of lively community places with unique and distinct character while attracting people and investment to the City”. Compatible development speaks to enhancing the features of an established community and coexisting with existing development without causing undue adverse impacts on surrounding properties. Section 4.11 which also speaks Urban Design and Compatibility will be reviewed in conjunction with Section 2.5.1.

The following is a review of the design objectives and summary of how the proposed development is consistent with these objectives:



1. *To enhance the sense of community by creating and maintaining places with their own distinct identity.*
  - The proposed development will enhance the sense of community by contributing to a greater range of housing types in the overall community to meet the various socio-economic needs of individuals and families. The proposed development creates a distinct identity by offering an architectural design and housing type consisting of a medium density at a prominent location and entrance into the community. The Subject Site was planned and zoned for multi-residential development as part of the Provence Orleans Phase 1-5 Subdivision.
2. *To define quality public and private spaces through development.*
  - Future residents of the proposed development will have access to private balcony spaces.
3. *To create places that are safe, accessible and are easy to get to, and move through.*
  - The layout of the proposed development provides for good linear visibility and 'eyes on the street' with connectivity to the greater surrounding development and transitway. The proposed 6.7 m private streets will ensure that sufficient space is provided for vehicle ingress and egress while allowing for pedestrians and cyclists to safely travel and move throughout the site. Two pedestrian pathways will be provided to provide greater connection to the existing multi-use pathway (MUP) south of the Subject Site and the existing pedestrian network on Trim Road.
4. *To ensure that new development respects the character of existing areas.*
  - The proposed development will consist of a building height and character that is similar to the future planned residential subdivision by Provence Orleans Realty Investments Inc. The massing of the proposed development is intentionally different in recognition of the Subject Site's location on a prominent corner and close to an existing arterial road and future transitway. Nonetheless, this will still ensure a cohesive design throughout the future neighbourhood which will allow the development to fit in appropriately with the streetscape character for the area. Soft and hard landscaping elements will be provided where possible to appropriately screen parking areas from the streetscape in conformity with *Official Plan Section 4.3(9)*.
5. *To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.*
  - The Subject Site is situated on the edge of the General Urban Area designation in an area of the City of Ottawa that is experiencing significant growth and development. The proposed back-to-back townhouses provides for a greater range in housing types to meet the various socio-economic needs of individuals and families.
6. *To understand and respect natural processes and features in development design.*

- The proposed development will respect the Subject Site's surrounding natural and environmental features. As previously discussed, an Environmental Impact Statement (EIS) was previously prepared by Muncaster Environmental Planning dated September 10, 2018 for the Provence Orleans Phase 1-5 Subdivision which included the Subject Site. The EIS was approved as part of Draft Plan Approval for the Provence Orleans Phase 1-5 Subdivision on July 5, 2019.
7. *To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy-use, and carbon footprint of the built environment.*
- The proposed development will feature large windows which allows for the passing through of natural light and reduces the need for resource consumption. The proximity of neighbourhood facilities such as the Millennium Sports Park and access to the future Bus Rapid Transitway within walking and cycling distance will encourage future residents to reduce their overall carbon footprint.

Section 4.11 of the *Official Plan* also refers to Urban Design and Compatibility and works in conjunction with the policies found in Section 2.5.1 as previously reviewed. The policies within this section focus on urban design and compatibility at a more localized scale for neighbourhoods and individual properties. Although it is important to consider all policies in the design aspects, the policies that are relevant to the proposed development are reviewed below.

## Views

*“Depending on its location, the mass or height of new development may enhance or impact the views visible from public viewpoints, such as public monuments, bridges, civic spaces, landforms, and other valued spaces. View corridors and view planes can be established to guide and regulate the height and mass of development within a defined area, so as to protect the public view”.*

- The proposed development will not impact the views of any public monuments, bridges, civic spaces, landforms, and other valued spaces.

## Building Design

*“Good building design contributes to successful neighbourhood integration and the compatibility of new development with the existing or planned character of its surroundings. The façades of buildings influence the feel and function of public spaces and define the edges of the pedestrian environment. Good building design is required throughout the city. In the City's design priority areas and areas subject to the design priority policies, building design is intended to support the image of Ottawa as a Capital city and contribute to a positive experience for residents and visitors”.*

- The proposed development will feature architectural design elements and façade colours that will complement existing and future planned residential development in the community as shown in **Figure 5**. The proposed development offers an architectural design and housing type consisting of a medium density at a prominent location and entrance into the community.
- A combination of varying façade materials accentuates key architectural elements and features while providing for an overall modern and contemporary design.

- As previously discussed, the townhouse dwellings and private balconies will be oriented towards the private streets to provide for an active and animated street frontage. Some townhouse unit entrances will be located on the side which contributes to an enhanced streetscape design and provides for greater ‘eyes on the street’ as shown in **Figure 6**.
- The design of the back-to-back townhouses are similar to the back-to-back townhouses that were approved in another project by Regional Group on Robert Grant Avenue in the Fernbank Community.



Figure 5: Conceptual townhouse colour and materials selection sheet prepared by Rosaline J. Hill Architect Inc., dated February 2019.



Figure 6: Conceptual townhouse rendering prepared by Rosaline J. Hill Architect Inc.

## Massing and Scale

“Complementary to building design, the massing and scale of new development also contributes to successful neighbourhood integration and the compatibility of new development with the character of the surrounding community. Massing and scale describe the form of the building, how tall it is, how much of the lot it occupies and how it is positioned in relation to the street and surrounding buildings”.

- The proposed development will feature massing that is intentionally different in recognition of the Subject Site’s location on a prominent corner and close to an existing arterial road and future transitway as shown on **Figures 7, 8, and 9**. Nonetheless, this will still ensure a cohesive design throughout the future neighbourhood which will allow the development to fit in appropriately with the streetscape character for the area
- Townhouse dwellings will be three-storeys in height with entrances and private balconies oriented towards the newly created streets.
- The townhouse dwellings will be appropriately setback from the existing residential dwelling at 2170 Trim Road as well as the future planned residential townhouse dwellings as part of the Provence Orleans Subdivision Phase 2.



Figure 7: Front townhouse elevation.



Figure 8: Side townhouse elevation with entrance.

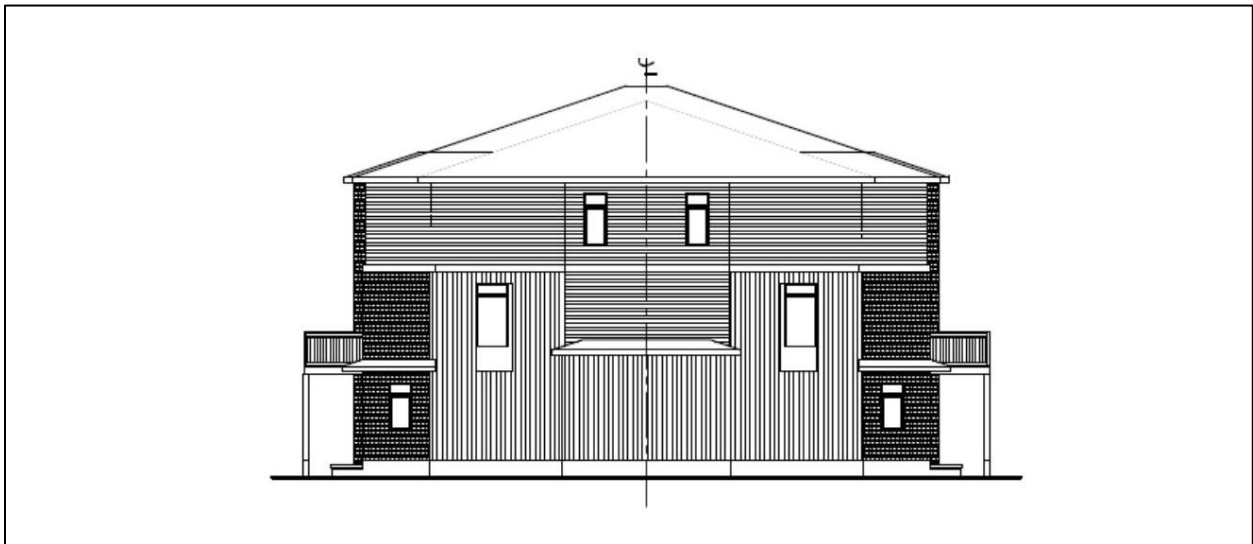


Figure 9: Side townhouse elevation without entrance.

Section 5.6.2 of the *Official Plan* outlines additional studies and reports that may be required to accompany application submissions. The Design Brief illustrates how the development is designed to work with its existing and planned context, to improve its surroundings and also demonstrate how the proposal supports the overall goals of the *Official Plan*, relevant secondary plans, Council approved plans and design guidelines.

- The requirements listed within the Design Brief have been addressed throughout this report in previous sections such as existing Subject Site context and surrounding land uses, conformity with *Official Plan* policies, massing and scale, building design, and sustainability.
- The Subject Site is not situated within a Design Priority Area or conditioned to any secondary plans.

### 3.3 Zoning By-law 2008-250

The majority of the Subject Site is zoned as Residential Third Density, Subzone YY, Urban Exception 2328 – R3YY[2328] and Residential Third Density, Subzone YY, Urban Exception 2582 – R3YY[2582] towards the southwestern corner as shown on **Figure 10**. As previously discussed, the proposed development is considered as a Planned Unit Development (PUD) which is a permitted use in both zones. The zoning provisions for R3YY[2328], R3YY[2582], and Planned Unit Developments are provided further below in this section.

Section 33 of the *Zoning By-law 2008-250* states, “*where a lot is divided into more than one zone, each portion of the lot must be used in accordance with the provisions of the applicable zone; however, the zone boundary is not to be treated as a lot line. Where two or more regulations are equally applicable to a lot, Section 18 applies*”. Planned Unit Developments (PUD) are permitted uses in both zones with only the newly created private street that will cross the zone boundaries of R3YY[2328] and R3YY[2582]. No townhouse dwellings will be built to cross the zone boundaries. There are numerous examples of properties throughout the City of Ottawa that cross multiple zone boundaries. As such, there is no requirement or obligation to adjust to the zone boundary to adhere to the Subject Site boundary.

The purpose of the R3 – Residential Third Density Zone is to:

1. *allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan; (By-law 2012-334)*
  2. *allow a number of other residential uses to provide additional housing choices within the third density residential areas;*
  3. *allow ancillary uses to the principal residential use to allow residents to work at home;*
  4. *regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and*
  5. *permit different development standards, identified in the Z subzone, primarily for areas designated as **Developing Communities**, which promote efficient land use and compact form while showcasing newer design approaches.*
- The proposed development to construct townhouse dwellings as part of a Planned Unit Development are a permitted use within the Residential Third Density Zone.





Figure 10: Excerpt from City of Ottawa Zoning By-law 2008-250.

I Exception Number	II Applicable Zones	Exception Provisions		
		III Additional Land Uses Permitted	IV Land Uses Prohibited	V Provisions
2328 (By-law 2019-410) (By-law 2016-58)	R3YY[2328]		<ul style="list-style-type: none"> <li>- detached dwelling</li> <li>- duplex dwelling</li> <li>- linked detached dwelling</li> <li>- three unit dwelling</li> </ul>	<p>- The following applies to townhouse dwellings where the units are also attached back-to-back:</p> <ul style="list-style-type: none"> <li>(i) minimum lot area: 80 m<sup>2</sup>;</li> <li>(ii) minimum corner side yard setback: 3 m;</li> <li>(iii) despite Table 65, an air conditioning condenser may project into the front and corner side yards; and,</li> <li>(iv) despite section 136, no more than 12 dwelling units are permitted within a townhouse dwelling, and no more than six dwelling units are permitted in a single row.</li> </ul>

Figure 11: Excerpt from City of Ottawa Zoning By-law 2008-250, Urban Exception 2328.



I Exception Number	II Applicable Zones	Exception Provisions		
		III Additional Land Uses Permitted	IV Land Uses Prohibited	V Provisions
2582 (By-law 2019-301)	R3YY[2582]			<p>For a detached dwelling or townhouse dwelling:</p> <ul style="list-style-type: none"> <li>- Despite Section 65, no part of a foundation for a permitted projection is permitted in a front yard, however the projection of porches up to 1.5 metres into the front and corner side yards is permitted.</li> </ul> <p>For a townhouse dwelling:</p> <ul style="list-style-type: none"> <li>- Where a corner lot contains a townhouse dwelling with a front door facing one street and a parking space is accessed from a driveway that passes through the front yard on the other street, a maximum of 65 percent of the area of the front yard, or the required width of one parking space, whichever is the greater, may be used for a driveway, and the remainder of the front yard, except for areas occupied by projections permitted under Section 65 or as otherwise noted in this exception, or a walkway, must be landscaped with soft landscaping.</li> </ul>

Figure 12: Excerpt from City of Ottawa Zoning By-law 2008-250, Urban Exception 2582.

I ZONING MECHANISM		II PROVISION
(1) Minimum width of private way		6 metres
(2) Minimum setback for any wall of a residential use building to a private way		Notwithstanding any front yard setback requirement associated with any zone or subzone, the minimum setback for any wall of a residential use building to a private way is 1.8 metres
(3) Minimum setback for any garage or carport entrance from a private way (By-law 2012-33)		5.2 metres
(4) Minimum separation area between buildings within a planned unit development	(a) where the height of abutting buildings within the PUD is less than or equal to 14.5 metres	1.2 metres
	(b) all other cases	3 metres

<p>(5) Parking</p>	<p>(a) In addition to providing parking pursuant to Section 100 of this by-law, parking within a planned unit development may be located anywhere within the development, whether or not the development parcels within the planned unit development are severed. (By-law 2013-224)</p> <p>(b) Required visitor parking may be provided as parallel parking on a private way, provided the private way has a minimum width of 8.5 metres. (By-law 2013-224)</p>
<p>(6) Landscaping and Parking</p>	<p>(a) In the case of a planned unit development consisting of detached, linked-detached, semi-detached, three-unit or townhouse dwellings, or any combination thereof, all lands located between the dwelling unit or oversize dwelling unit, the extension of the main wall of the dwelling unit or oversize dwelling unit, and the private way are to be landscaped with soft landscaping, other than the area used for a driveway leading to the dwelling unit's associated parking space, garage or carport. (By-law 2018-206)</p> <p>(b) In no case may any dwelling unit or oversize dwelling unit located within a planned unit development that has its own driveway leading to its associated parking space, garage or carport have a driveway that is wider than the associated parking space, garage, or carport. Furthermore, the remaining area between the dwelling unit or oversize dwelling unit and the private way must be landscaped with soft landscaping, with the exception of a walkway of no more than 1.25 metres in width. (By-law 2013-224) (By-law 2015-190) (By-law 2018-206)</p>

Figure 13: Excerpt from City of Ottawa Zoning By-law 2008-250, Planned Unit Development.

As demonstrated above in **Figures 11** and **12**, the Subject Site is also conditioned to the site specific provisions for back-to-back townhouse dwellings. As previously discussed, only the newly created private street will cross the zone boundaries of R3YY[2328] and R3YY[2582] with no townhouse dwellings built to cross the zone boundaries. The *Zoning By-law Amendment* application #D02-02-18-0067 was adopted by Ottawa City Council on September 11, 2019 as part of the “Provence Orleans Subdivision at 2128 Trim Road Phases 1-5”.

A separate *Minor Variance* application will be submitted in support of the proposed development to permit parking within the required and provided front yard. This will be done concurrently with the motion from Ottawa City Council to lift the 2-year moratorium on minor variances following site-specific rezoning. The details of the *Minor Variance* application will be submitted under a separate letter.

#### 4.0 CONCLUSION

It is our assessment that the proposed development is consistent with the *Provincial Policy Statement*, conforms with to the *City of Ottawa Official Plan*, and generally complies with *Zoning By-Law 2008-250*. This Planning Rationale and Design Brief, along with the associated technical studies, supports the development of the forty (40) residential townhouse dwellings on two newly created private streets as part of a Planned Unit Development.

The proposed development is an appropriate and desirable addition to the Provence Orleans community and represents good planning.

Yours truly,

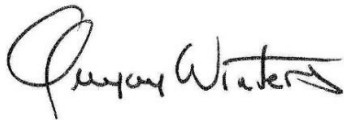
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**Site Plan, Drawing 120057-SP, REV 3  
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Dated September 17, 2020**



