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# Ashcroft Homes Trim Road Development Planning Rationale



Proposed Site Plan & Zoning Amendment Applications

File No: D02-02-17-0129 & D07-12-17-0175

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# Planning Rationale

## Trim Road Redevelopment

### Introduction

Ashcroft Homes has prepared this planning rationale in support of a Zoning By-Law Amendment application for lands located at Part of Lot A, Concession 9, and Part of the Road Allowance in between Concessions 8 & 9, Geographic Township of Cumberland, City of Ottawa (formerly County of Russell). The purpose of this rationale is to evaluate the proposed development on this property, which includes a mix of townhouses, stacked townhouses, and condo units.

### Background & Proposed Development

In 2003 Ashcroft Homes was granted subdivision approval (plan 4M-1211, registered August 8, 2003) for residential development. Upon approval of this plan, the roads Blue Thistle Place and Mondavi Street were left open ended for the possibility of future development. Ashcroft retained ownership of the property abutting Mondavi Street for this purpose. This property currently sits vacant and is currently zoned 'Development Reserve' (DR) which is put in place in order to recognize lands intended for future urban development. Ashcroft seeks to rezone this property to an R4 zoning, and proposes a mix of buildings, which is to include townhouses and condo buildings. This design will integrate well with the current fabric of the neighbourhood.

Currently this lot sits vacant and unused. It is surrounded by mixed residential units that are majority single family residential, however with some townhouse and condo units in the vicinity. The property has been owned by Ashcroft for many years, as they had previously developed the neighbouring properties. There is currently no direct access to Trim Road from this property. It is accessible only from Breezewood Street (via Mondavi Street).



Ashcroft Homes proposes to construct a new 62 residential units on the project site. The proposed development would include 48 flats (condo units) and 14 townhouses, surface parking for 69 vehicles, and 30 interior bicycle parking spaces. The buildings are designed and located on the project site so as to compliment the original Ashcroft development located to the north-east, while



addressing the public realm on Trim Road through fencing and landscaping. The maximum building height being designed is 4 storeys (flats), while the townhouses will be 3 storeys. The request for additional height is being addressed through a concurrent zoning amendment application.

The 14 townhouse units will be located at the east end of the site, backing on to the back yards of the houses located on Breezewood Street. There will be two buildings of 8 units each, with sides facing to Trim Road. Entry to these buildings will be internal, located on the north and south of the buildings, respectively. As well as the two largest buildings (flats) located in the centre of the site; entry to these buildings will be on both east and west of the buildings. There will be one accessory building, its function will be for garbage and recycling, as well as bicycle parking. Fencing will be installed, along with landscaped trees, shrubs and grasses along Trim Road.

This site plan application focuses on the property currently owned by Ashcroft Homes. The neighbouring property located at 1869 Trim Road, is not included in this application, however, has been labeled as Phase 2 or Future Development, as Ashcroft is currently in land purchasing negotiations, and would like it to be clear of its intentions for a cohesive design for both properties. This statement is true for the zoning application as well.

## Community Context

The property is located in the Cardinal Creek Neighbourhood of Orléans, with direct frontage on to Trim Road. Its closest major intersection is at Trim Road and Innes Road to the south. It is also located approximately 3 kilometers from Highway 174 (the Queensway). There is also a bike lane located on the south side Trim Road, as well as a multi-use pathway adjacent to the site. This bike lane continues until Trim Road intersects with Highway 174. The current uses that surround the site are all residential. Located approximately 800 meters to the south of the site (the intersection of Innes and Trim Roads) there is some mixed commercial that includes a grocery store, liquor store, a



bank, and restaurants. Also located near to this intersection is the École secondaire catholique Béatrice-Desloges and Maple Ridge Elementary school. There are several city parks within a one

kilometre radius, including Cardinal Creek Community Park, Glendriel Park, and the Cumberland Millennium Sports Park.

## Description of Subject Property

There is no municipal address for this property. The neighbouring property is addressed 1869 Trim Road, and currently there is a single residence there. The subject property also abuts the municipally registered road way of Mondavi Street. The total lot area is 12300m<sup>2</sup>.

## Community Amenities

The subject property is located close to several amenities including:

- City of Ottawa Parks:
  - Cardinal Creek Community Park
  - Gladriel Park
  - Cardinal Creek Karst
- Schools:
  - École secondaire publique Gisèle-Lalonde
  - École secondaire catholique Béatrice-Desloges
  - Maple Ridge Elementary School
- Millennium Park Plaza
  - Sobeys
  - LCBO
  - Tim Hortons
  - Pet Store
  - Pharmacy

## Transportation Network

The subject property is very well situated for multiple different modes of transportation. There is a wide multi-use pathway on Trim Road, as well as a bike lane on both sides of Trim Road; this bike lane continues all the way to the nearest highway. There are also dedicated bike lanes on several surrounding roads, including Innes Road, and Portobello Avenue. There are pathways (for walking and biking) that connect the Cardinal Creek Community Park and the Cardinal Creek Karst (Cardinal Creek Karst Path).

Though there are no bus stops directly on Trim Road, although there are two routes (22, and 122) that stop at Trim Road and Valin Road. Both these routes provide access to different Park & Ride locations, and Route 22 provides direct access to downtown Ottawa. Route 122 will terminate at Place d'Orleans, which is the location of the future LRT stop for the Confederation Line East. The planned LRT station will be part of the Confederation Line. The eastern extension of the Confederation line scheduled to open in 2022 and will run east-west across the city.

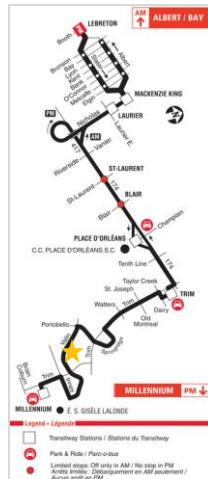


Figure 3. Bus Route 22



Figure 4. Bus Route

The site is located 3km south of the Queensway (Highway 416/174).

## Policy and Regulatory Framework

### Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since April 30, 2014, provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that municipal decisions affecting planning matters “shall be consistent with” policy statements under the Act.

The PPS emphasizes intensification of built-up areas in order to promote the efficient use of land, existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment (Policy 1.1.3.3).

The proposed development meets the policies of the PPS, including:

- Promotes efficient development and land use patterns which sustain the financial wellbeing of the Province and municipalities over the long term (Policy 1.1.1a);
- Accommodating an appropriate range and mix of residential (including second units, 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; (Policy 1.1.1b);

The proposed development is consistent with the policies of the 2014 PPS by:

- **Providing a range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area (1.4.3)** through the mix of both townhouses and condo units
- **Providing land use compatibility (1.2.6)** by taking into account the surrounding design context and conforming to the surrounding zoning.
- **It shall not pass undue strain on the current public services, including surrounding infrastructure (1.1.6.4.c);** the proposal takes advantage of the existing services and

infrastructure, thereby sustaining the efficient use of those services; this shall be confirmed through the extensive studies required for this application.

### City of Ottawa Official Plan & Amendment 150

The subject property is located in the General Urban Area in the City of Ottawa Official Plan. This designation permits the development of a full range of uses including employment, retail, service, cultural, leisure, entertainment and institutional uses to support the surrounding residential.

Section 2.5.1 *Urban Design and Compatibility* lists several design principles that development in the General Urban Area should follow such as:

- **Achieve compatibility of form and function.** The proposed development of 62 new units is completely compatible with the surrounding neighbourhood. Currently this neighbourhood consists mainly of single family houses, duplexes, townhouses and apartment buildings. This proposal will be consistent with design, but add increased density and variety in dwelling type.
- **To create places that are safe, accessible, and are easy to get to and move through** By placing the sides of the buildings along Trim Road, it reduces the need for noise walls, and allows any passing pedestrian to feel safe and seen by the surrounding residences.
- **Define quality public and private spaces through development.** The quality of the proposed design for the subject property will enhance the visual character of the surrounding public realm and community. It encourages a transparent interface with the pedestrian along Trim Road. The pedestrian will not see noise walls and backs of buildings, but will be able to see the open flow and movement within the site.

#### *Official Plan Amendment 150*

In 2013, the City of Ottawa reviewed its Official Plan, resulting in numerous changes to policy references and land use designations. The Ministry of Municipal Affairs and Housing issued approval of Official Plan Amendment (OPA) 150 in April 2014, but the Amendment is currently under appeal before the Ontario Municipal Board (OMB). Until the OMB renders its decision, the current policies of the City of Ottawa Official Plan (2003, consolidated May 2013) remain in full force and effect.

#### *Secondary Plan*

There is no secondary plan or design guideline for this area within Orléans, however the city has produced a document titled *Building Better and Smarter Suburbs: Strategic Directions and Action Plan*. This document states that principles of good urbanism should apply to the suburbs as they do to any other part of the city and though this document does not regulate the design and growth in suburban neighbourhoods; it is meant to provide guidance for future developments.

As highlighted in Section 4.11 of the Official Plan, the City generally supports infill and development within the General Urban Area. There are several criteria by which the proposed design will be evaluated upon 4.11 Policy 2;

- **Traffic**
- **Vehicular Access**
- **Parking Requirements**
- **Outdoor Amenity Area**
- **Loading Areas**
- **Lighting**
- **Noise and Air Quality**

- **Sunlight**
- **Microclimate; and**
- **Supporting Neighbourhood Services**

There is no Secondary Plan to confirm compatibility, however, Section 4.11.14 of the Official Plan highlights that for infill sites in established low-rise residential neighbourhoods, any proposal submitted will be evaluated on:

- a) Building height, massing and scale permitted by the zoning of adjacent residential properties as well as the prevailing patterns established in the immediate area;
  - *Currently within 500m of the subject property there are multiple developments of similar size and scale, which include a mix of townhouses, stacked townhouses, and apartment buildings.*
- b) Prevailing patterns of rear and side yard setbacks and landscaped open space permitted by the zoning of adjacent residential properties as well as the prevailing patterns established in the immediate area;
  - *The majority of the surrounding area has backs-of-houses facing along Trim Road. We aim to update this pattern by placing sides of buildings along Trim Road, to provide for a more permeable streetscape.*
- c) The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this Section;
  - *Site design and landscaping will integrate this development with the surrounding residential development.*

## Regulatory Framework

### *Site Zoning*

The subject property is Development Reserve (DR), in the City of Ottawa Comprehensive Zoning By-law 2008-250. Currently, this zoning allows for one single residential unit, along with varying other non-residential uses. The proposed development on this site will request that the zoning be changed to Residential Fourth Density (R4). This allows for low-rise apartment buildings, as well as townhouses and stacked townhouses; at a maximum height of 12m. The proposed development meets those requirements.

## Supporting Studies

In support of this application, the following studies and plans have been completed for the subject property and proposed development:

- Landscape Plan & Tree Conservation Report
- Topographical Plan of Survey
- Transportation Impact Assessment
- Servicing/Stormwater Management Report
- Geotechnical Study
- Noise Study
- Building Elevations
- Building Renderings
- Phase 1 ESA
- Archeological Resource Assessment Report
- Composite Utility Plan
- Erosion and Sediment Control Plan

- Grade Control and Drainage Plan

## Conclusion

The proposed development for the 62 dwelling units comprised of townhouses and condominium apartments is consistent with the PPS by accommodating a range of building types and promoting density within the General Urban Area (as outlined by the Ottawa Official Plan). The proposed design encourages permeability along the Trim Road streetscape, and offers a safe and comfortable pedestrian environment. The proposed plan is compatible and complementary to the surrounding neighbourhoods, which primarily contains single family residential and duplex buildings. To support this application for a zoning by-law amendment, numerous studies have been completed that can confirm the proposed development is practical and well suited to the context of the community.