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Provence Orléans Subdivision Phase 5A 2128 Trim Road Ottawa, Ontario

Planning Rationale, Public Consultation Strategy,
and Urban Design Brief

Prepared for: Provence Orleans Realty Investments Inc.

**PROVENCE ORLÉANS SUBDIVISION PHASE 5A
2128 TRIM ROAD
OTTAWA, ONTARIO**

**PLANNING RATIONALE, PUBLIC CONSULTATION STRATEGY,
AND URBAN DESIGN BRIEF
IN SUPPORT OF AN APPLICATION FOR
ZONING BY-LAW AMENDMENT**

Prepared For:



Prepared By:



Engineers, Planners & Landscape Architects

Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

July 29, 2024

Novatech File: 117155
Ref: R-2024-088

July 29, 2024

City of Ottawa
Planning, Development, and Building Services Department
110 Laurier Avenue West, 4th Floor
Ottawa, Ontario
K1P 1J1

Attention: Jerrica Gilbert, MCIP, RPP – Planner II

**Reference: 2128 Trim Road
Provence Orléans Subdivision Phase 5A
Planning Rationale, Public Consultation Strategy, and Urban Design Brief in
Support of an Application for Zoning By-law Amendment
Approved City File No.: D07-16-22-0005 and D02-02-18-0067
Our File No.: 117155**

Novatech has been retained by Provence Orleans Realty Investments Inc. c/o Regional Group to prepare this Planning Rationale, Public Consultation Strategy, and Urban Design Brief in support of a *Zoning By-law Amendment* application for Phase 5A of their Provence Orléans subdivision located at 2128 Trim Road in Ward 19 – Orléans-South Navan. The herein will be referred to as the 'Subject Site'.

The *Plan of Subdivision (City File No.: D07-16-18-0021)* application received Draft Plan Approval on July 5, 2019 with a subsequent *Plan of Subdivision (City File No.: D07-16-22-0005)* application filed to extend Draft Plan Approval to July 5, 2025. The *Zoning By-law Amendment (City File No.: D02-02-18-0067)* application was approved on September 11, 2019 by Ottawa City Council and enacted as *By-law 2019-301*.

Provence Orleans Realty Investments Inc. is proposing to rezone the Subject Site to amend provisions of *Zoning By-law 2008-250* to facilitate the construction of a new detached dwelling design. The rezoning will only apply to **four (4) lots** within Phase 5A of the Provence Orléans Subdivision and not any of the previously approved phases. No changes are being proposed to the layout or roadway configuration of the approved Draft Plan of Subdivision as part of this application.

Following the pre-consultation meeting with City of Ottawa staff to discuss the suggested zoning, it was confirmed that a Planning Rationale, Public Consultation Strategy, and Urban Design Brief would be required. This report will demonstrate how the proposal is consistent with the *Provincial Policy Statement (2020)*, conforms with the *City of Ottawa Official Plan (2022)*, and complies with the provisions of *Zoning By-law 2008-250*. This report shall be read in conjunction with the approved Planning Rationale, Urban Design Brief, and Integrated Environmental Review



Statement (IERS) prepared by Novatech dated November 9, 2018 and all previously approved reports for the Provence Orléans subdivision.

Yours truly,

NOVATECH

Robert Tran, M.Pl.
Project Planner, Planning & Development

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1.0 INTRODUCTION AND PROPOSED DETAILS

Novatech has been retained by Provence Orléans Realty Investments Inc. c/o Regional Group to prepare this Planning Rationale, Public Consultation Strategy, and Urban Design Brief in support of a *Zoning By-law Amendment* application for Phase 5A of their Provence Orléans subdivision located at 2128 Trim Road in Ward 19 – Orléans-South Navan. The herein will be referred to as the ‘Subject Site’.

The *Plan of Subdivision (City File No.: D07-16-18-0021)* application received Draft Plan Approval on July 5, 2019 with a subsequent *Plan of Subdivision (City File No.: D07-16-22-0005)* application filed to extend Draft Plan Approval to July 5, 2025. The *Zoning By-law Amendment (City File No.: D02-02-18-0067)* application was approved on September 11, 2019 by Ottawa City Council and enacted as *By-law 2019-301*.

Provence Orleans Realty Investments Inc. is proposing to rezone the Subject Site to amend provisions of *Zoning By-law 2008-250* to facilitate the construction of a new detached dwelling design. The rezoning will only apply to **four (4) lots** within the Phase 5A of the Provence Orléans Subdivision and not any of the previously approved phases. No changes are being proposed to the layout or roadway configuration of the approved Draft Plan of Subdivision as part of this application as shown in **Appendix A**. A copy of the preliminary 4M-Plan for the Subject Site is provided in **Appendix B**.

Following the pre-consultation meeting with City of Ottawa staff to discuss the suggested zoning, it was confirmed that a Planning Rationale, Public Consultation Strategy, and Urban Design Brief would be required. This report will demonstrate how the proposal is consistent with the *Provincial Policy Statement (2020)*, conforms with the *City of Ottawa Official Plan (2022)*, and complies with the provisions of *Zoning By-law 2008-250*. This report shall be read in conjunction with the approved Planning Rationale, Urban Design Brief, and Integrated Environmental Review Statement (IERS) prepared by Novatech dated November 9, 2018 and all previously approved reports for the Provence Orléans subdivision.

1.1 Site Description and Surrounding Uses

The Subject Site is situated east of Provence Boulevard and south of Béatrice-Desloges Catholic Secondary School and is one of the remaining phases of the Provence Orléans subdivision as shown on **Figure 1**. The previous phases of the development are at various stages including fully built out and occupied and currently under construction.



Figure 1: Subject Site and surrounding uses.

The following describes the land uses adjacent to the Subject Site as shown in **Figure 1**.

North: The Béatrice-Desloges Catholic Secondary School abuts the Subject Site to the north. Existing residential on Salzburg Drive are situated northeast of the Subject Site.

East: Phases 4A and 4B abut the Subject Site to the east with Phase 2 located to the southeast. Further east of the Subject Site are Trim Road, the Cumberland Millennium Sports Park, and OC Transpo Millennium Park and Ride.

South: Phase 3 abuts the Subject Site to the south with Phase 2 located further southeast. The future Bus Rapid Transitway (BRT) is located further south of the Subject Site.

West: Future development lands and Provence Avenue butts the Subject Site to the west. The Discovery Catholic Elementary School and Rancourt Park are located west of the Subject Site on the opposite side of Provence Avenue.

1.2 Proposed Development

As previously discussed, Provence Orleans Realty Investments Inc. is proposing to rezone the Subject Site to amend provisions of *Zoning By-law 2008-250* to facilitate the construction of a new detached dwelling design. The rezoning will only apply to **four (4) lots** within Phase 5A of the Provence Orléans subdivision and not any of the previously approved phases. No changes are being proposed to the layout or roadway configuration of the approved Draft Plan of Subdivision as part of this application.

The suggested zoning was revised by Provence Orleans Realty Investments Inc. following pre-consultation meetings with City staff where feedback was provided regarding tree planting, streetscape and urban design, and stormwater runoff. The suggested rezoning includes a reduction to the minimum lot width from 9.0 metres to 8.3 metres and permitting a maximum driveway area of 55% for lots that are less than 9.0 metres wide. No new land uses are being proposed as part of this application.

The reduction to the lot width achieves a more efficient use of land resources as the full 9.0 metre lot width is not required based on the new detached dwelling design. As such, the suggested zoning amendment to the minimum lot width has been tailored to reflect this. The reduced minimum lot width will enable a more attainable housing option and diversify the residential dwelling types in terms of the subdivision design. The driveway area is a standardized size designed for detached dwellings and results from the reduction to the minimum lot width.

The reduction to the minimum lot widths and standard driveway areas result in negligible changes to the imperviousness of the development area. The stormwater management for the development will continue to function as intended in the draft plan approval and the previously approved phases of the development. A Site Servicing and Stormwater Management Brief prepared by Novatech dated July 23, 2024 has been submitted as part of the detailed design review by the City of Ottawa which confirms that the stormwater management criteria for the development can be achieved with the suggested zoning.

Accompanying Conceptual Site Plan and Landscape Plan have been prepared by Novatech in support of the *Zoning By-law Amendment* application to illustrate the suggested zoning amendments as shown in **Appendix C**. The Conceptual Landscape Plan demonstrates that the suggested zoning amendments will not impact soil volume requirements or streetscape tree planting required as part of the proposed development while acknowledging limitations due to servicing and utility conflicts. A Phase 5A Landscape Plan Drawing 117155-L5A REV 1 prepared by Novatech dated July 23, 2024 has been submitted as part of the detailed design review by the City of Ottawa and included in **Appendix C** as well.

A total of forty-two (42) residential dwelling units are proposed for the Subject Site and include twenty (20) detached dwelling units and twenty-two (22) townhouse dwelling units. The rezoning will only apply to **four (4) lots** within Phase 5A.

2.0 PLANNING POLICY AND REGULATORY FRAMEWORK

2.1 Provincial Policy Statement (PPS) 2020

The *Provincial Policy Statement (PPS) 2020* 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 suggested zoning has been reviewed in conjunction with the PPS and remains consistent with the applicable policies pertaining to building strong healthy**

communities, the wise use and management of resources, and protecting public health and safety.

- The suggested rezoning to reduce the minimum lot width will achieve a more efficient development and land use pattern by maximizing the Subject Site’s land resources for residential development while contributing to additional density within the settlement area.
- The reduction to the minimum lot widths and standard driveway areas result in negligible changes to the imperviousness of the development area. The stormwater management for the development will continue to function as intended in the draft plan approval and the previously approved phases of the development. A Site Servicing and Stormwater Management Brief prepared by Novatech dated July 23, 2024 has been submitted as part of the detailed design review by the City of Ottawa which confirms that the stormwater management criteria for the development can be achieved with the suggested zoning.

2.2 City of Ottawa Official Plan

The Subject Site is designated as *Neighbourhood* with an *Evolving Neighbourhood Overlay* as per the *City of Ottawa Official Plan Schedule B8 – Suburban (East) Transect* as shown in **Figure 1**. The applicable policies under the relevant sections of the *Official Plan* are listed below. A description of how the proposal responds to the policies then follows.

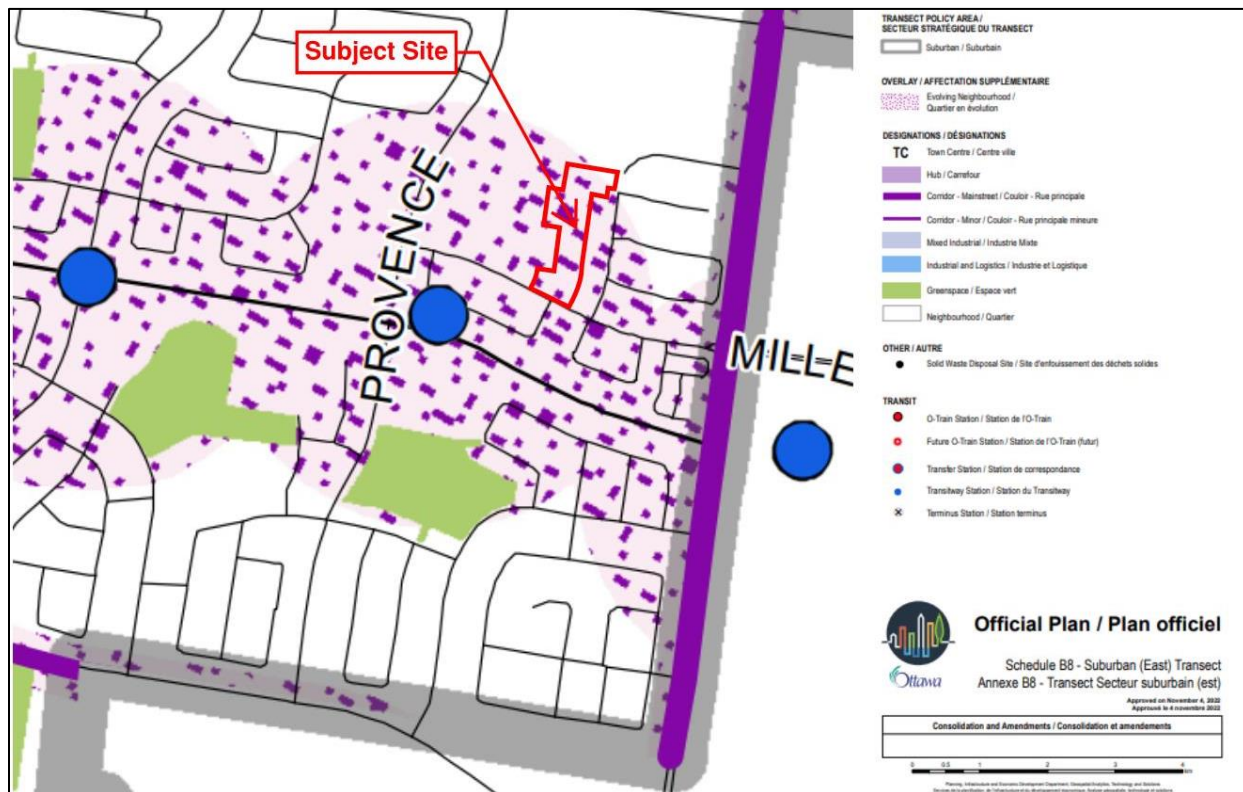


Figure 2: Excerpt from City of Ottawa Official Plan Schedule B8 – Suburban (East) Transect with Subject Site added by Novatech.

Section 4.1 – *Mobility* speaks to the connectivity between land use and transportation with objectives such as providing mobility options to navigate the city, promoting healthy 15-minute neighbourhoods, supporting growth management and greener and resilient city, shift towards sustainable modes of transportation, ensuring new mobility solutions allow seamless multi-modal travel, guiding the movement of people and goods, and protecting and investing in rights of way. *Policy 4.1.2* speaks to the promotion of healthy 15-minute neighbourhoods.

- 3) *The improvement of pedestrian and cycling networks shall be based on the TMP and associated plans, Multi-Modal Level of Service Guidelines (MMLoS), the Safe Systems Approach and all the following:*
 - a) *All new and reconstructed streets in the Urban area and Villages shall include pedestrian and cycling facilities appropriate for their context, as specified in the TMP and associated plans; and*
 - b) *Safe, direct and convenient pedestrian and cycling networks and crossings; including along desire lines where needed and appropriate; and*
 - c) *Pedestrian and cycling networks and shortcut public access through private properties may be required at the time of development approval, where appropriate or identified in this Plan and the TMP and associated plans; and*
 - d) *New and reconstructed local residential streets shall be designed to low operating speed; and*
 - e) *Winter maintenance standards shall support the priority of active transportation networks and the achievement of active transportation mode share targets set out in the TMP and associated plans and will prioritize areas identified with an Evolving Neighborhood overlay.*

- **The suggested zoning will not result in any revisions to the approved layout or roadway configuration of the approved Draft Plan of Subdivision including proposed pedestrian sidewalks.**
- **An 18.0 m right-of-way cross-section proposed for the future Dick Brown Street will include a pedestrian sidewalk to enable safe, direct, and convenient movement throughout the Provence Orléans subdivision and greater community. The pedestrian sidewalk was always envisioned as part of the proposed development and will be constructed in accordance with the City of Ottawa’s standard cross-section to support a healthy 15-minute neighbourhood.**
- **As the suggested zoning will apply to only four (4) lots within Phase 5A, on-street parking is not anticipated to be impacted along the future Dick Brown Street. A Geometric Road Design memo has been prepared by Novatech dated July 23, 2024 and submitted as part of the detailed design review. The Geometric Road Design Drawing (GRDD) includes curb bulb outs at the intersections north and south of the four (4) lots to be rezoned which will provide fixed road narrowing as a means of traffic calming as part of the proposed development.**

Section 4.6 – *Urban Design* addresses the “*design of both the built form and the public realm*”. The objectives include promoting design excellence in Design Priority Areas, protecting views and enhancing Scenic Routes including those associated with national symbols, encouraging innovative design practices and technologies in site planning and building design, and enable integration of new development of low-, mid-, and high-rise buildings to meet intensification targets while considering liveability for all.

Policy 4.6.5 addresses ensuring effective site planning that supports the objectives of *Corridors, Hubs, Neighbourhoods*, and the character of villages and rural landscapes.

1) *Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.*

- **The suggested zoning will not result in any revisions to the approved layout or roadway configuration of the approved Draft Plan of Subdivision.**
- **The suggested zoning amendments will facilitate the construction of a new detached dwelling design that is compatible with existing and planned residential development within the Provence Orléans subdivision.**
- **Please refer to the approved Planning Rationale, Urban Design Brief, and Integrated Environmental Review Statement (IERS) prepared by Novatech dated November 9, 2018 for a detailed review of the City of Ottawa's *Urban Design Guidelines for Greenfield Neighbourhoods (2007)* and *Building Better and Smarter Suburbs (2015)*. The approved report discusses the applicable urban design guidelines pertaining to the layout and configuration of the approved subdivision design.**

Policy 4.6.6 speaks to enabling sensitive integration of new development to ensure the municipality meets its intensification targets while considering liveability.

6) *Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.*

- **No amendments for building heights greater than low-rise or 4-storeys are proposed as part of this *Zoning By-law Amendment* application.**
- **The new detached dwelling design will be low-rise and include areas for soft landscaping with main entrances at grade.**

Section 5.4 – *Suburban Transect* states that this transect is comprised of neighbourhoods situated within the urban boundary but located outside the Greenbelt. The objectives of the *Suburban Transect* as per Section 5.4 of the *Official Plan* include an evolution towards 15-minute neighbourhoods, enhancing mobility options and street connectivity, and provide direction for new development.

Policy 5.4.1 – *Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods:*

2) *Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:*

a) *Low-rise within Neighbourhoods;*

3) *In the Suburban Transect, this Plan shall support:*

a) *A range of dwelling unit sizes in:*

i. *Multi-unit dwellings in Hubs and on Corridors; and*

ii. *Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes;*

Policy 5.4.4 – Provide direction for new development in the Suburban Transect.

- 2) *Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:*
 - a) *A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;*
 - b) *A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces. All streets shall be access streets. Rear lanes shall be encouraged where appropriate to improve urban design and minimize curb cuts across sidewalks in order to support safer and more comfortable pedestrian environments;*
- **The suggested zoning will not result in any revisions to the approved layout or roadway configuration of the approved Draft Plan of Subdivision.**
 - **The suggested zoning amendments will facilitate the construction of a new detached dwelling design that is compatible with existing and planned residential development within the Provence Orléans subdivision.**
 - **No amendments for building heights greater than low-rise or 4-storeys are proposed as part of this *Zoning By-law Amendment* application.**
 - **Please refer to the approved Planning Rationale, Urban Design Brief, and Integrated Environmental Review Statement (IERS) prepared by Novatech dated November 9, 2018 for a detailed review of the City of Ottawa’s *Urban Design Guidelines for Greenfield Neighbourhoods (2007)* and *Building Better and Smarter Suburbs (2015)*. The approved report discusses the applicable urban design guidelines pertaining to the layout and configuration of the approved subdivision design.**

Policy 5.4.5 – Provide direction to Neighbourhoods located within the Suburban Transect.

- 1) *Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1 – Built Form Overlays, as applicable and that:*
 - a) *Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;*
 - b) *Generally provides for up to 3 storey height permission, and where appropriate 4 storey height permissions to allow for higher-density Low-rise residential development;*
- **The suggested rezoning will contribute to a greater market-based range and mix of residential types within the Provence Orléans community.**
 - **No amendments for building heights greater than low-rise or 4-storeys are proposed as part of this *Zoning By-law Amendment* application.**

Section 5.6 – *Overlays* notes that the overlays are intended to provide further policy direction to permit certain types of activities and provide built form guidance in evolving areas which are not included in the designation sections.

Policy 5.6.1 notes that the *Evolving Neighbourhood Overlay* applies to areas of the *Neighbourhood Designation* in close proximity to *Hubs* and *Corridors* to signal a gradual change from suburban to urban character to enable new built forms and greater diversity of land uses.

- 1) *The Evolving Neighbourhood Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:*
 - a) *Guidance for a gradual change in character based on proximity to Hubs and Corridors,*
 - b) *Allowance for new building forms and typologies, such as missing middle housing;*
 - c) *Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and*
 - d) *Direction to govern the evaluation of development.*
 - 2) *Where an Evolving Neighbourhood Overlay is applied:*
 - a) *The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and*
 - b) *The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.*
- **The suggested rezoning will achieve an efficient development and land use pattern by efficiently utilizing the Subject Site’s land resources for residential development while contributing to additional density within the *Suburban Transect*.**
 - **The amendments as part of the suggested zoning will maintain a built form and buildable envelopment that is compatible with the previously approved phases of the Provence Orléans subdivision.**

Section 6.3 – *Neighbourhood* designation applies to “contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities”. The objectives of the *Neighbourhood* designation include defining neighbourhoods and setting the stage for their function and change, guiding neighbourhoods towards 15-minute neighbourhoods, and ensuring neighbourhoods form the cornerstone of liveability.

Policy 6.3.1 – *Define neighbourhoods and set the stage for their function and change over the life of this Plan.*

- 1) *Neighbourhoods are designated on the B-series of schedules.*
- 2) *Permitted building heights in Neighbourhoods shall be Low-rise, except:*

- a) *Where existing zoning or secondary plans allow for greater building heights; or*
 - b) *In areas already characterized by taller buildings.*
 - 4) *The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:*
 - a) *Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;*
- **The suggested zoning will contribute to a greater market-based range and mix of residential types within the Provence Orléans community. Specifically, the 27' detached dwelling design will seek to provide for a more attainable housing option for future homeowners.**
 - **No amendments for building heights greater than low-rise or 4-storeys are proposed as part of this *Zoning By-law Amendment* application.**

2.3 Zoning By-law 2008-250

2.3.1 Existing Zoning

The Subject Site is currently zoned as *Residential Third Density, Subzone YY, Urban Exception 2582 – R3YY[2582]* under the *City of Ottawa's Zoning By-law 2008-250* as shown in **Figure 3**.

- **To facilitate the new detached dwelling design for Phase 5A of the Provence Orléans subdivision, a *Zoning By-law Amendment* application will be required to change the existing zoning for four (4) lots.**
- **No changes are proposed to the future park located in Phase 5B which is already zoned as *Parks and Open Space – O1*. The zoning boundary of the future park follows the centreline of the roadway in accordance with *Section 32(1)* of the *City of Ottawa's Zoning By-law 2008-250* which forms part of the Subject Site.**



Figure 3: Excerpt of the Subject Site's existing zoning from GeoOttawa.

2.3.2 Suggested Zoning

It is suggested to rezone the Subject Site from *Residential Third Density, Subzone YY, Urban Exception 2582 – R3YY[2582]* to *Residential Third Density, Subzone YY, Urban Exception XXXX – R3YY[XXXX]* to permit the new detached dwelling type as shown in **Figure 4**.

The purpose of the *Residential Third Density – R3* 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;
 - 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 suggested zoning will maintain the purpose of the underlying *Residential Third Density – R3* zone currently in force and effect for the Subject Site. It is suggested that a new zoning exception be created to recognize the suggested amendments to facilitate the construction of the new detached dwelling design.

- The suggested rezoning will achieve an efficient development and land use pattern by maximizing the Subject Site's land resources for residential development while contributing to additional density within the *Suburban Transect*.

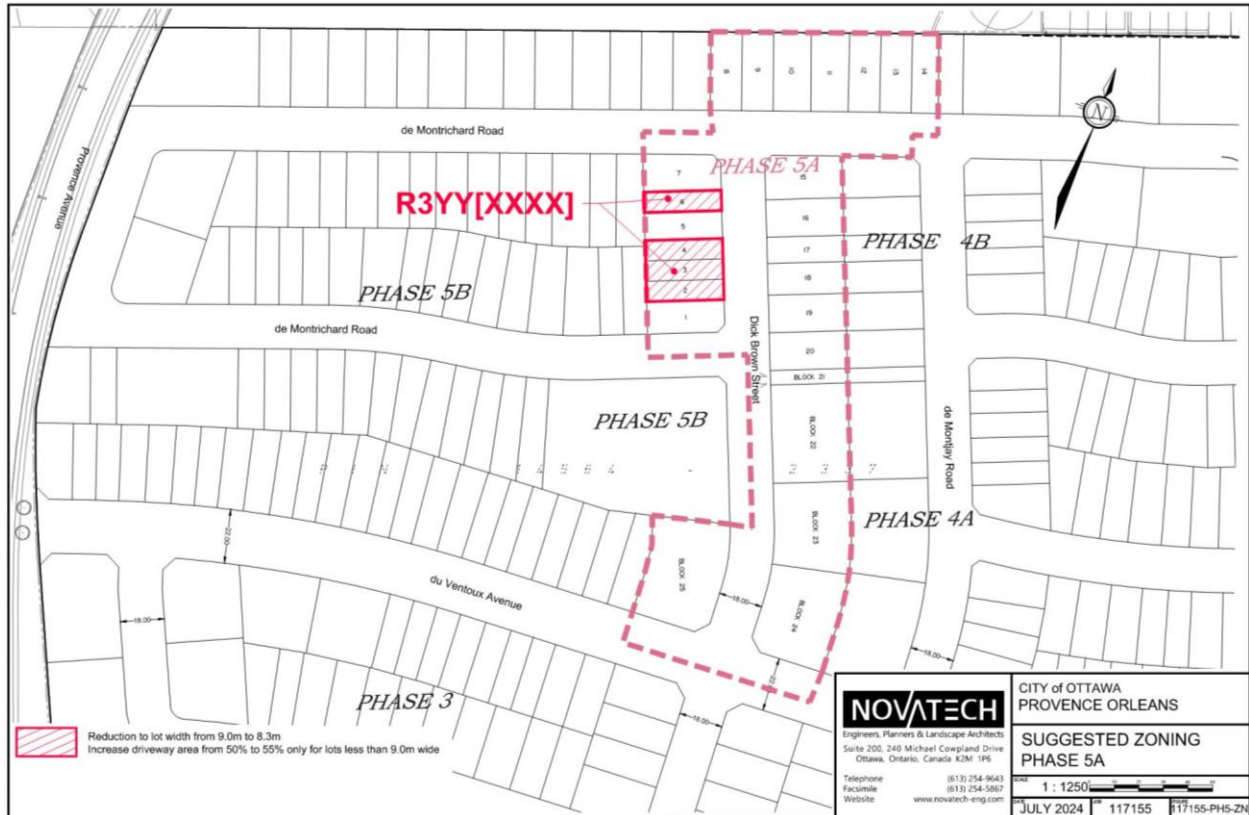


Figure 4: Excerpt from Suggested Zoning Key Plan prepared by Novatech.

3.0 PUBLIC CONSULTATION STRATEGY

- The City will be posting signage on the Subject Site which provides members of the public with details of the proposed development and means of contacting the file lead to provide comments and/or questions.
- Digital copies of all required supporting studies and plans will be made available for public viewing through the City of Ottawa's Development Applications webpage (<https://devapps.ottawa.ca/en/>).
- Community organization(s) will be notified of the details of the proposed development through a 'heads up' by City of Ottawa staff.

4.0 CONCLUSION

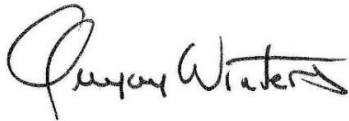
It is our assessment that the proposal to rezone the Subject Site is consistent with the *Provincial Policy Statement (2020)*, conforms to the *City of Ottawa Official Plan* and complies with the provisions of *Zoning By-law 2008-250*.

This Planning Rationale, Public Consultation Strategy, and Urban Design Brief along with all updated and previously approved associated technical studies support the proposal to rezone the Subject Site.

NOVATECH

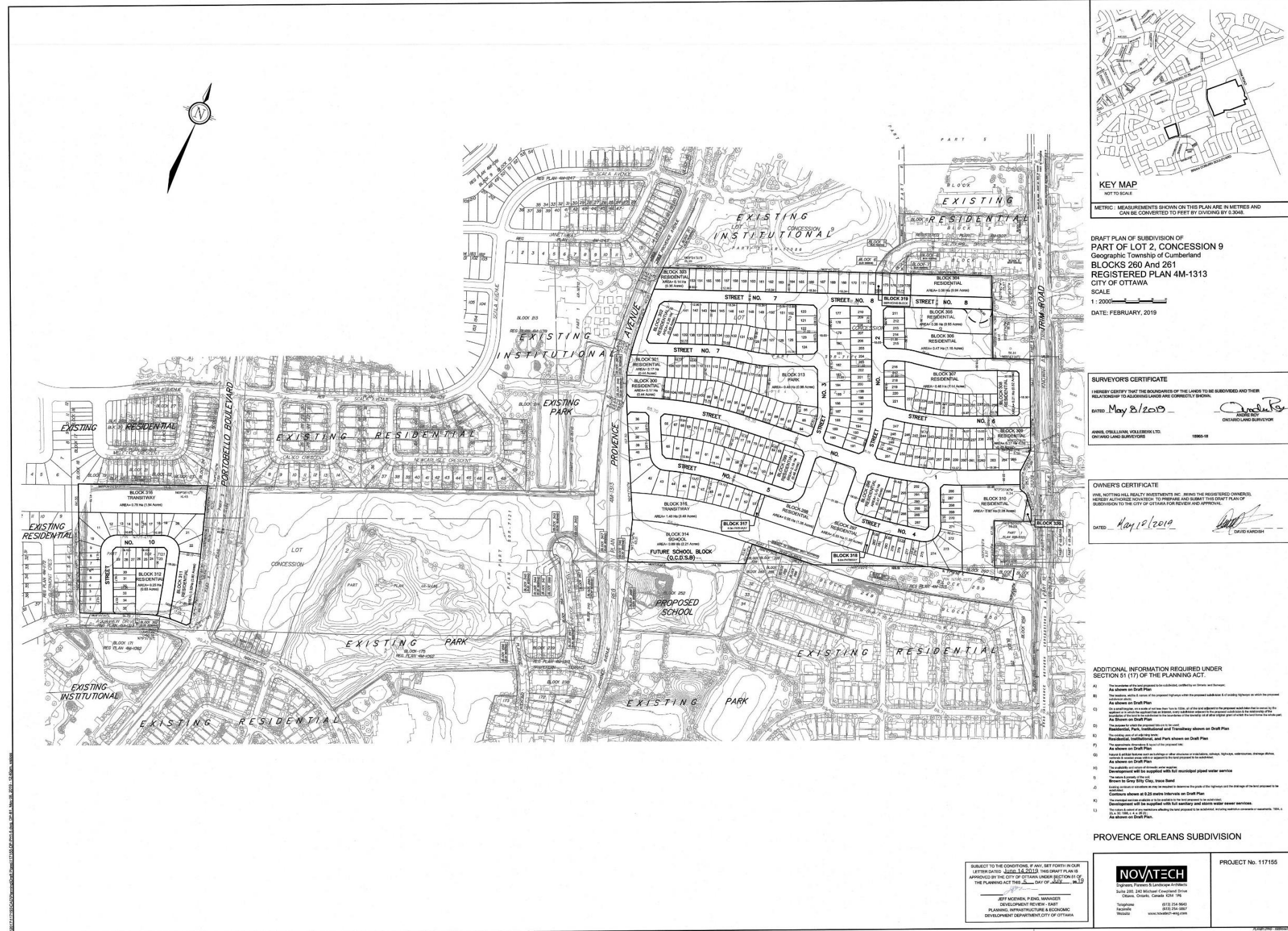


Robert Tran, M.Pl.
Project Planner, Planning & Development

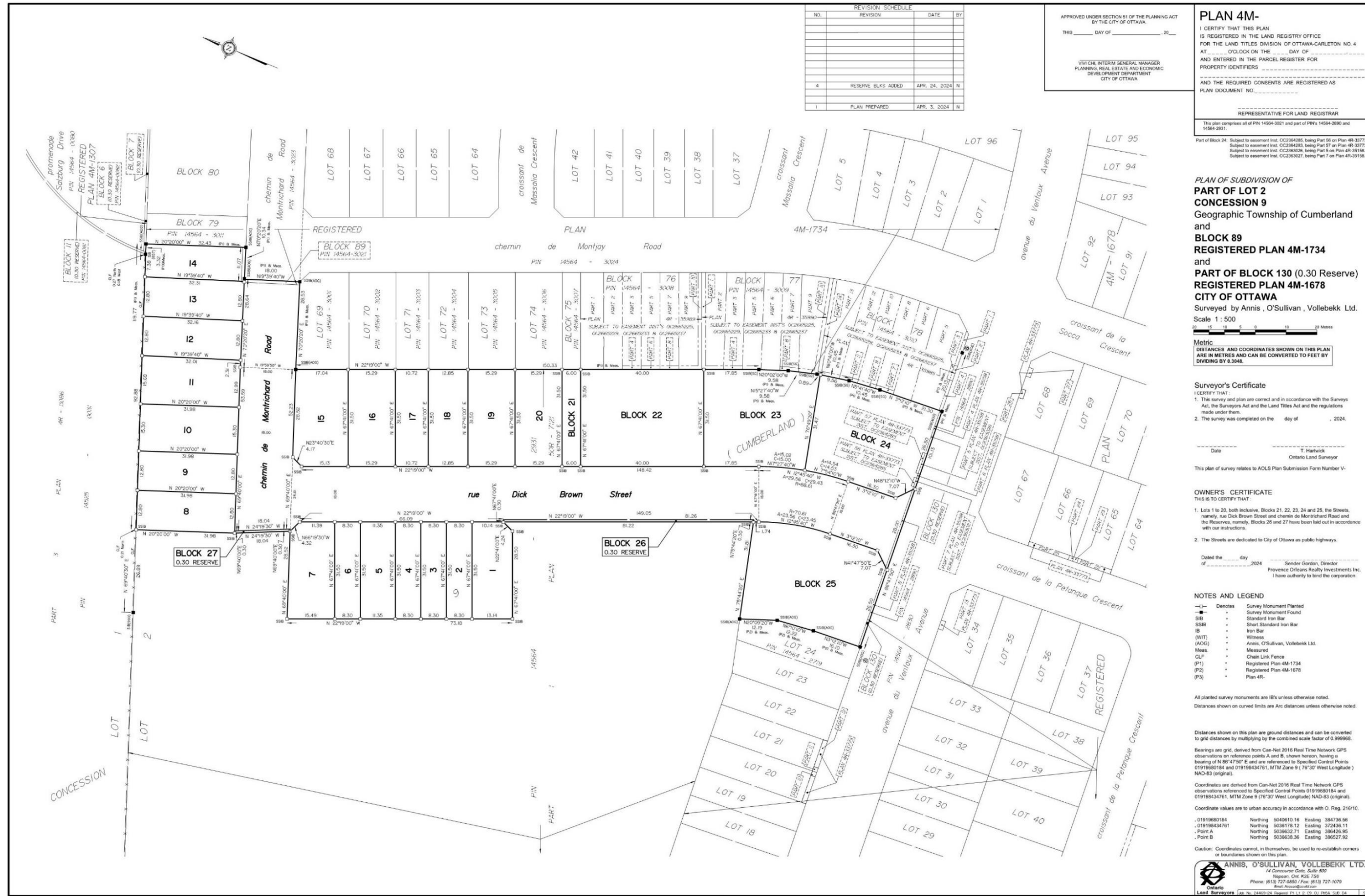


Greg Winters, MCIP, RPP
Director, Planning & Development

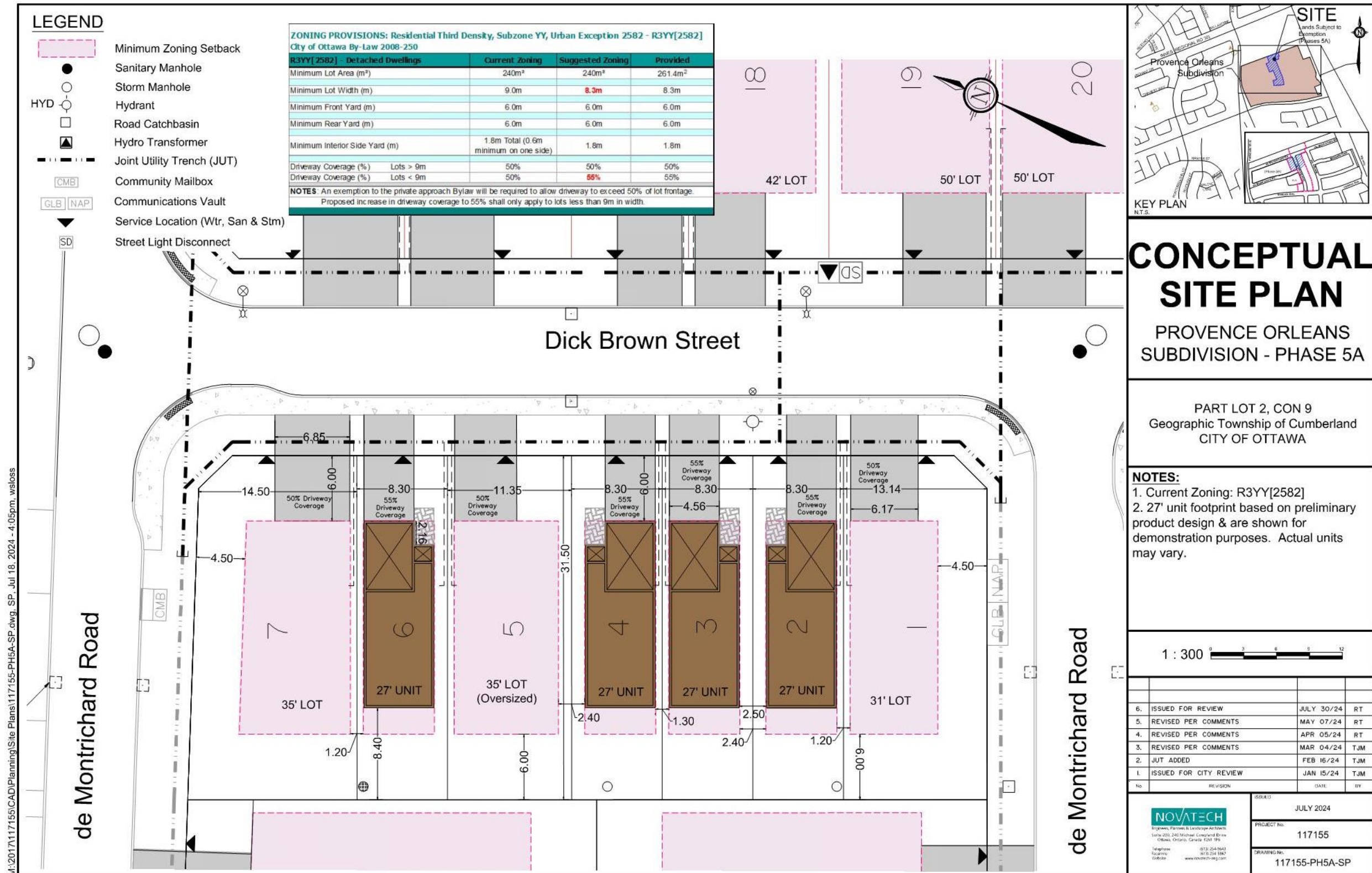
**Appendix A
Approved Draft Plan of Subdivision
Dated July 5, 2019**

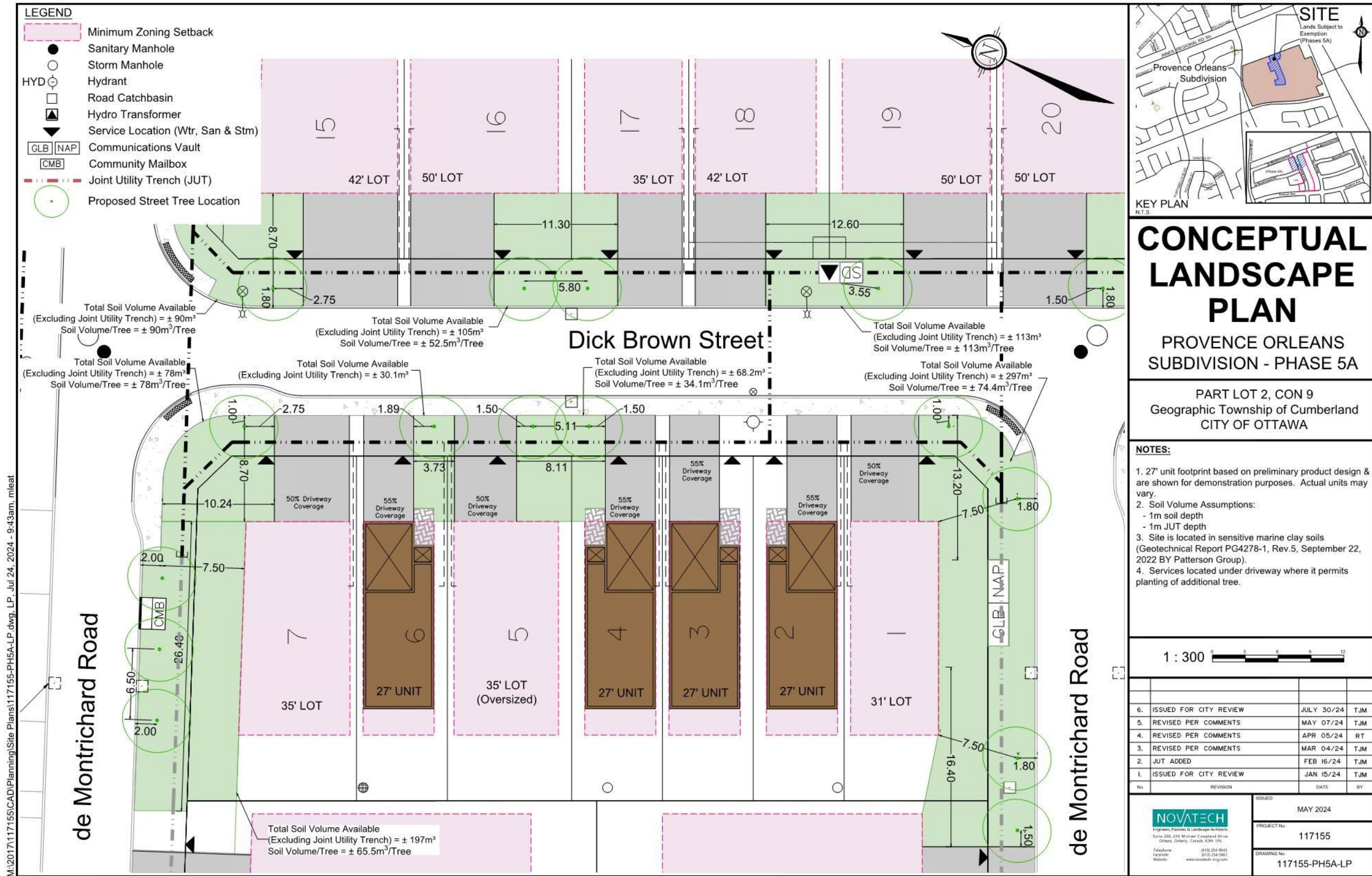


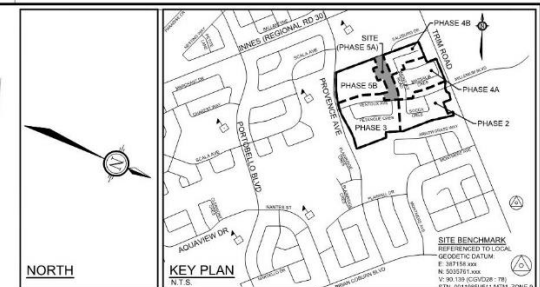
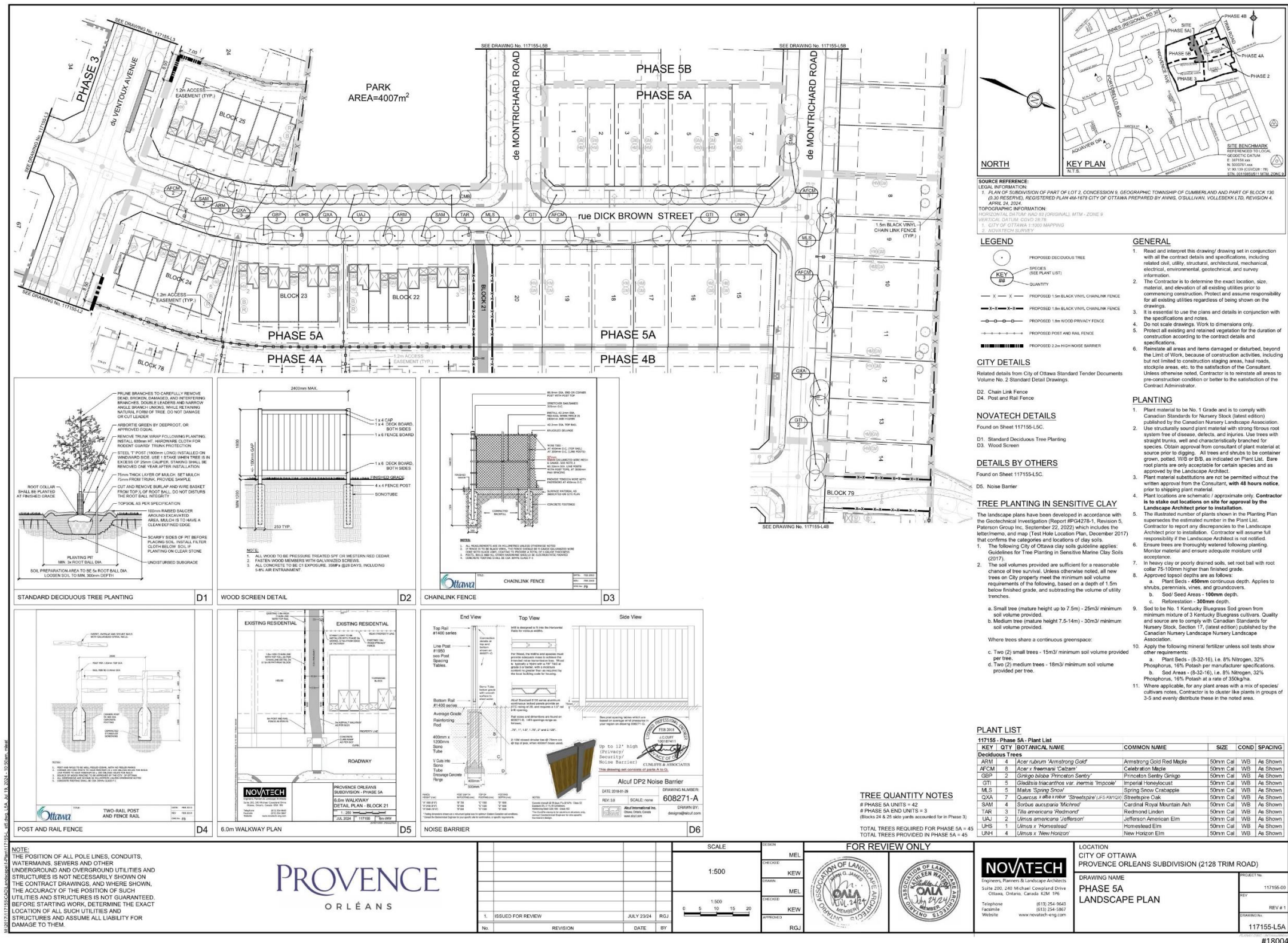
Appendix B
Preliminary 4M-Plan
Prepared by Annis O’Sullivan Vollebek
Dated April 24, 2024



Appendix C
Conceptual Site Plan and Landscape Plan
Prepared by Novatech
Dated July 30, 2024







SOURCE REFERENCE
 LEGAL INFORMATION
 1. PLAN OF SUBDIVISION OF PART OF LOT 2, CONCESSION 6, GEORGIC TOWNSHIP OF GUMBERLAND AND PART OF BLOCK 130 (3.30 RESERVE), REGISTERED PLAN 44-1674 CITY OF OTTAWA PREPARED BY ANNS, O'SULLIVAN, VOLLEBECK LTD. REVISION 4 APRIL 24, 2022
 TOPOGRAPHIC INFORMATION
 HORIZONTAL DATUM: NAD 83 ORIGINAL, MTM - ZONE 9
 VERTICAL DATUM: CGVD 85
 1. CITY OF OTTAWA 1:5000 MAPPING
 2. QUANTAS SURVEY

LEGEND

- PROPOSED DECIDUOUS TREE (SEE PLANT LIST)
- QUANTITY
- PROPOSED 1.5m BLACK VINYL CHAINLINK FENCE
- PROPOSED 1.5m BLACK VINYL CHAINLINK FENCE
- PROPOSED 1.8m WOOD PRIVACY FENCE
- PROPOSED POST AND RAIL FENCE
- PROPOSED 2.0m HIGH NOISE BARRIER

CITY DETAILS
 Related details from City of Ottawa Standard Tender Documents Volume No. 2 Standard Detail Drawings:
 D2. Chain Link Fence
 D4. Post and Rail Fence

NOVATECH DETAILS
 D1. Standard Deciduous Tree Planting
 D3. Wood Screen
 D5. Noise Barrier

DETAILS BY OTHERS
 D3. Chainlink Fence
 D5. Noise Barrier

TREE PLANTING IN SENSITIVE CLAY
 The landscape plans have been developed in accordance with the Geotechnical Investigation (Report #G4275-1, Revision 5, Paterson Group Inc. September 22, 2022) which includes the settlements and map (Test Hole Location Plan, December 2017) that confirms the categories and locations of clay soils.

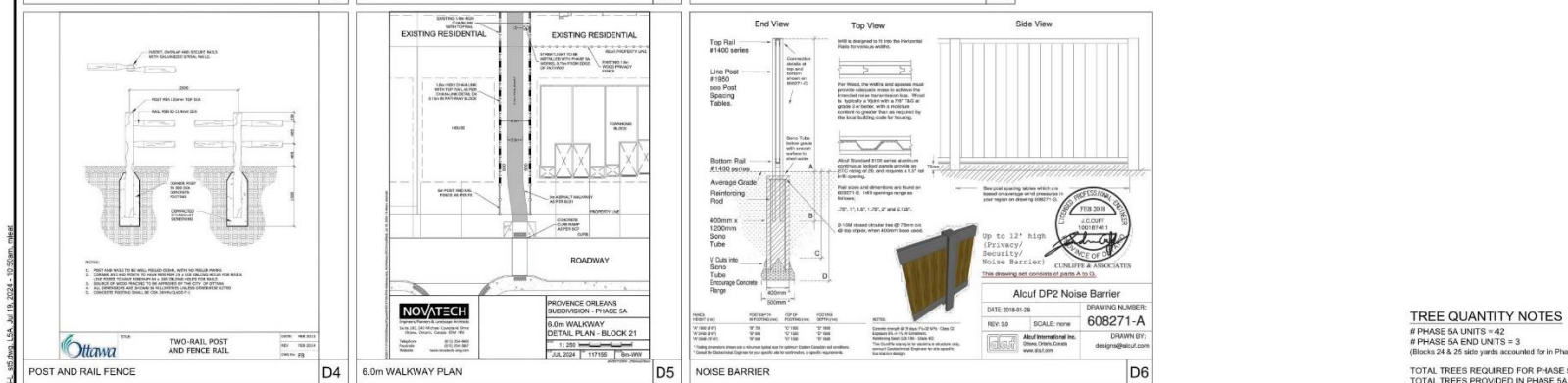
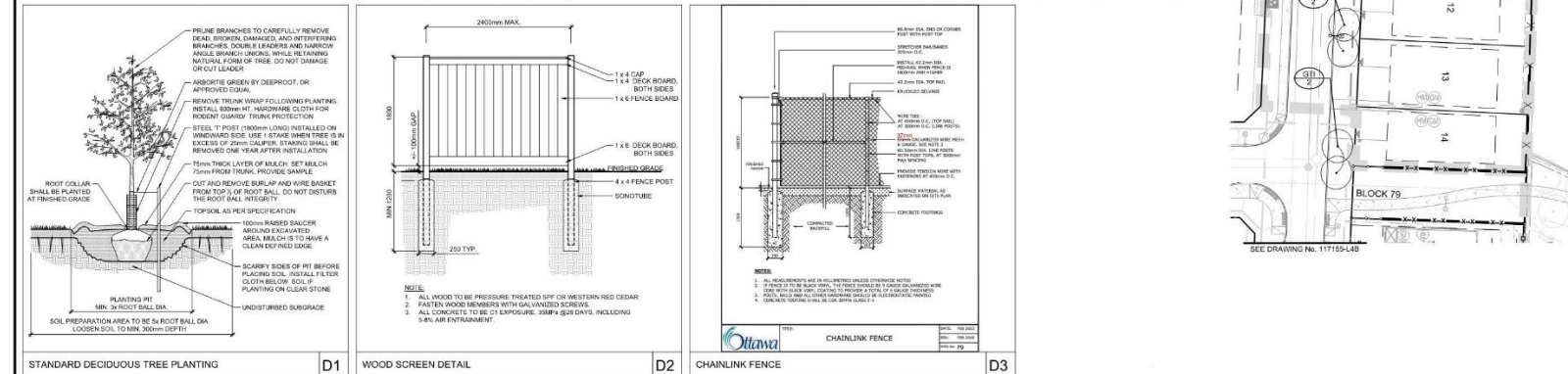
- The following City of Ottawa clay soils guideline applies: Guidelines for Tree Planting in Sensitive Marine Clay Soils (2017).
- The soil volumes provided are sufficient for a reasonable chance of tree survival. Unless otherwise noted, all new trees on City property meet the minimum soil volume requirements of the following, based on a depth of 1.5m below finished grade, and straddling the volume of utility trenches.
 - a. Small tree (mature height up to 7.5m) - 25m³ minimum soil volume provided.
 - b. Medium tree (mature height 7.5-14m) - 30m³ minimum soil volume provided.
- Where trees share a continuous greenspace:
 - c. Two (2) small trees - 15m³ minimum soil volume provided per tree.
 - c. Two (2) medium trees - 18m³ minimum soil volume provided per tree.
- Apply the following mineral fertilizer unless soil tests show other requirements:
 - a. Plant Beds - (8-32-16), i.e. 8% Nitrogen, 32% Phosphorus, 16% Potash per manufacturer specifications.
 - b. Soil Areas - (8-32-16), i.e. 8% Nitrogen, 32% Phosphorus, 16% Potash at a rate of 350kg/ha.
- Where applicable, for any plant areas with a mix of species/cultivar notes, Contractor is to cluster like plants in groups of 3-5 and evenly distribute these in the noted area.

PLANT LIST

117155 - Phase 5A - Plant List

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	COND	SPACING
Deciduous Trees						
ARM	4	Acer rubrum 'Armstrong Gled'	Armstrong Gold Red Maple	50mm Cal	WB	As Shown
AFCM	8	Acer x fraxinifera 'Cedra'	Cedra Maple	50mm Cal	WB	As Shown
GSP	2	Girgigo lobata 'Princeton Sentry'	Princeton Sentry Girgigo	50mm Cal	WB	As Shown
GTT	5	Quercus macrocarpa var. 'nemus' 'Impose'	Impose Honeylocust	50mm Cal	WB	As Shown
M.S	5	Malus 'Spring Snow'	Spring Snow Crabapple	50mm Cal	WB	As Shown
QXA	7	Quercus x alba x rubra 'Streetwise' (L.S. HAYDOCK)	Streetwise Oak	50mm Cal	WB	As Shown
SAM	4	Sorbus aucuparia 'McIntosh'	Cardinal Royal Mountain Ash	50mm Cal	WB	As Shown
TAR	3	Tilia americana 'Redmond'	Redmond Linden	50mm Cal	WB	As Shown
UAJ	2	Ulmus americana 'Jefferson'	Jefferson American Elm	50mm Cal	WB	As Shown
UHS	1	Ulmus x 'Homestead'	Homestead Elm	50mm Cal	WB	As Shown
UHL	4	Ulmus x 'New Horizon'	New Horizon Elm	50mm Cal	WB	As Shown

TREE QUANTITY NOTES
 # PHASE 5A UNITS = 42
 # PHASE 5A END UNITS = 3
 (Blocks 24 & 25 also yields accounted for in Phase 3)
 TOTAL TREES REQUIRED FOR PHASE 5A = 45
 TOTAL TREES PROVIDED IN PHASE 5A = 45



NOTE: THE POSITION OF ALL POLE LINES, CONDUITS, WATERMANS, SEWERS AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, DETERMINE THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.

PROVENCE ORLÉANS

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FOR REVIEW ONLY

ASSOCIATION OF LANDSCAPE ARCHITECTS OF ONTARIO
 ASSOCIATION OF LANDSCAPE ARCHITECTS OF QUEBEC

LOCATION
 CITY OF OTTAWA
 PROVENCE ORLÉANS SUBDIVISION (2128 TRIM ROAD)

DRAWING NAME
 PHASE 5A
 LANDSCAPE PLAN

PROJECT NO. 117155-00
REV # 1 117155-L5A
DATE 2024-07-16

117155-L5A

D07-16-18-0021

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