



298 Axis Way, Ottawa

Planning Rationale
Zoning By-law Amendment + Site Plan Control
March 31, 2025



Prepared for Minto Communities Inc.

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March 2025

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Minto Communities Inc. (the “Owner”) to prepare this Planning Rationale in support of Zoning By-law Amendment and Site Plan Control applications for the site at 298 Axis Way, legally described as Part 2 of 4R-35191, Block 139 and Block 140 of Plan 4M-1544 in the City of Ottawa (‘subject site’).

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community.

1.1 Application History

298 Axis Way is within the East Urban Community Phase 3 Area, to which Community Design and Secondary Plans of the same name were approved by Council in February 2021 to guide the development of the primarily greenfield lands. A pre-consultation meeting was held with City staff on October 16, 2024.

1.2 Purpose of the Applications

The purpose of the applications is to permit a medium-density, low-rise residential community consisting of back-to-back (‘Avenue Towns’) and stacked dwellings (‘Metro Towns’). In order to permit this development, the following are required:

- / To rezone the subject site to Residential Fifth Density Zone, Subzone E – R5E with a height suffix of 13.5 metres and an urban exception to permit back-to-back townhouses, a reduced parking rate, and a reduced interior side yard setback, from the Development Reserve Zone – DR.
- / Site Plan Approval, in accordance with the enclosed plans and studies.

1.3 Executive Summary

The proposed development permitted by the enclosed Zoning By-law Amendment and Site Plan Control applications is supportable from a planning perspective. It provides density near a planned high-order transit station and supports transit use through a reduced parking rate. The proposed Zoning By-law Amendment is in accordance with policies of the Official Plan for Corridors in proximity to transit in the Suburban Transect and of the East Urban Community Phase 3 Secondary Plan. The proposed development requires a site-specific exception to the base R5E Zone, many variances of which were proposed by staff during pre-consultation, and others are supportable from a planning perspective. These applications are also supported by technical studies which have informed the attached landscape and engineering plans.

Subject Site and Surrounding Context



Figure 1: Subject site viewed from the northern corner of the property, at the intersection of Brian Coburn Boulevard and Fern Casey Street. (October 2024, Fotenn)

2.1 Subject Site

The subject site is a 26,746 square metre parcel legally described as Block 139 and Part of Block 140, Registered Plan 4M-1544 in the City of Ottawa. It has 26 metres of frontage on the north side of Axis Way, and is bound to the north by Brian Coburn Boulevard, to the east by Fern Casey Street, and to the west by a vacant lot. The site is currently an unimproved, vacant parcel of land with relatively level grading.

2.2 Surrounding Context

The subject site is in Ward 19 – Orléans South / Navan in the east end of Ottawa. Axis Way is classified as local road, while Brian Coburn Boulevard is an arterial road and Fern Casey Street is a local road identified as a future Major Collector per the City of Ottawa Official Plan Schedule C4. The site is primarily surrounded by a medium density suburban built form consisting of a mix of detached, semi-detached, townhouse, and stacked dwellings on lots as small as 100 square metres or less. Other lands surrounding the site are to be developed for a predominantly residential mix of uses as per the East Urban Community Secondary Plan.



Figure 2: Subject site within neighbourhood context with future Cumberland Transitway.

The following identifies the land uses that surround the site:

North

The northern lot line of the subject site abuts Brian Coburn Boulevard, an arterial road with a broad 40-metre right-of-way protection currently consisting of a two-lane road with on-street bike lane and separated multi-use pathway, and planned for the inclusion of a central median, sidewalks, and protected bicycle lanes. Across Brian Coburn Boulevard from the site are lands reserved for the Cumberland Transitway BRT right of way, and a large electricity infrastructure corridor, contributing to a total width of approximately 170 metres. Beyond this lie large undeveloped lots destined to become residential subdivisions as per the Secondary Plan, as well as Innes Park Woods, a city-owned significant woodlot designated as an Urban Natural Feature. Further north is the Innes Road Commercial Corridor, characterized by large-scale parking-oriented retail uses, marking the boundary between Orléans and South Orléans.



Figure 3: Brian Coburn Boulevard, forming the northern edge of the subject site. (July 2024, Fotenn)

Brian Coburn Boulevard is single-loaded between Navan Road, 1.2 kilometres west of the subject site, and approximately 500 metres east of the subject site due to the Hydro corridor. Most existing residential development along the corridor faces Brian Coburn Boulevard with either window streets or side yards. The policy intent is that future development on the lands between Compass Street and Mer Bleue Road can create more active frontages along the arterial road.



Figure 4: Fern Casey Street along the eastern edge of the subject site, including adjacent development. (October 2024, Fotenn)

East

Across Fern Casey Street from the Subject Site lies a Planned Unit Development of Stacked Dwellings recently built by Richcraft. East of this lie more lands to be developed as lower-density residential subdivisions. The northeast quadrant of the intersection of Brian Coburn Boulevard and Mer Bleue Road is occupied by the new Orléans Health Hub, while lands in the other three quadrants are to be developed for mixed use and commercial purposes. Residential subdivisions (including Trails Edge East and Avalon), with interspersed park spaces and institutional uses reach eastward along Brian Coburn Boulevard until land use transitions to a rural character near the terminus of the arterial at Trim Road.



Figure 5: Streetscape of Axis Way, south of the subject site. (October 2024, Fotenn)

South

The southern boundary of the subject site abuts the rear yards of 2-storey townhouses which front on Axis Way. Across the street from these dwellings lies a large vacant lot owned by the Ottawa Carleton District School Board surrounded by a mix of low-rise residential uses. A number of parks and green spaces, including a designated Urban Natural Feature punctuate the residential subdivisions further south. These subdivisions extend past Navan Road, until reaching the NCC-owned Greenbelt on the other side of the Prescott-Russell Trail Link, a converted railway.

West

Abutting the western lot line is a roughly 1-hectare vacant lot with frontage on Compass Street, across which lies a dense subdivision of regular and back-to-back townhouses. Compass Street turns to Rainrock Crescent, a window street parallel to Brian Coburn Boulevard. The suburban residential neighbourhood of Chapel Hill and Chapel Hill South Park and Ride are located adjacent to the intersection of Brian Coburn Boulevard and Navan Road. The Greenbelt marks the western boundary of Orléans.



Figure 6: Streetscape of Compass Street west of the vacant lot abutting the west side of the subject property. (July 2024, Fotenn)



Figure 7: View along Rainrock Crescent, a window street adjacent to Brian Coburn Boulevard 120 metres west of the subject site. (July 2024, Fotenn)

2.3 Road Network

The subject site is well serviced with respect to the existing road network. As per Official Plan Schedule C4, Brian Coburn is classified as an arterial road, Fern Casey Street is a major collector, and Axis Way is a local road. The subject site is approximately 4 kilometres south of Municipal Highway 174, reached by Jeanne D'Arc Boulevard, the northern extension of Mer Bleue Road. Provincial Highway 417 is approximately 8 kilometres west of the site, reached via Innes Road.

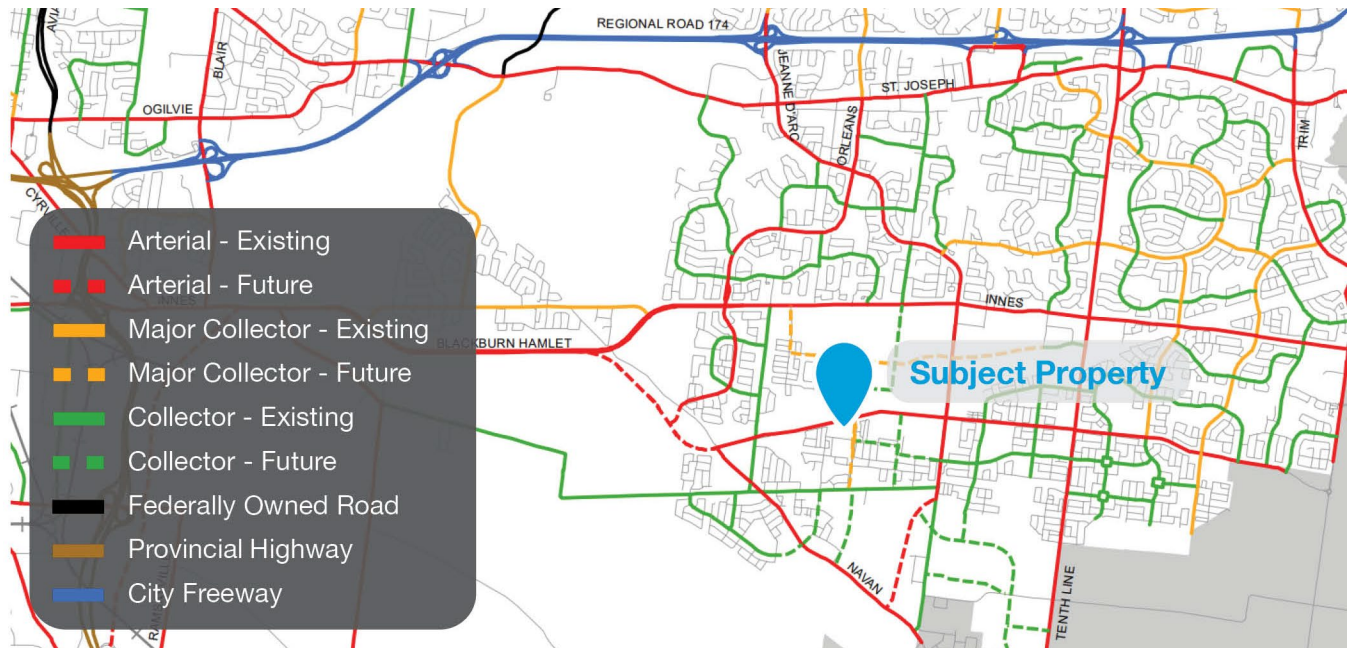


Figure 8: Subject site within the City of Ottawa's road network. (OP Schedule C4)

2.4 Transit Network

The subject site is located within approximately 100 metres of the future Fern Casey Station on the Cumberland Transitway extension, which will provide rapid transit service running parallel to Brian Coburn. This line is planned to reach from Trim Road to Blair LRT Station, where it connects to O-Train line 1. Currently, the site is only served by OC Transpo bus route 32, the closest stop for which is at the intersection of Fern Casey Street and Axis Way, adjacent to the southeast corner of the site.

2.5 Active Transportation Network

The neighbourhood surrounding the subject site is well served by active transportation facilities. Brian Coburn Boulevard and Axis Way are lined with multi-use paths, nearby collector and arterial roads (including Mer Bleue Road, Fern Casey Street, Innes Road, and Navan Road) have on-street bike lanes, and the Prescott-Russell Trail Link is less than 2 kilometres south of the subject site. Surrounding streets are predominantly lined with sidewalks, and pedestrian shortcuts and connections through parks are often present.

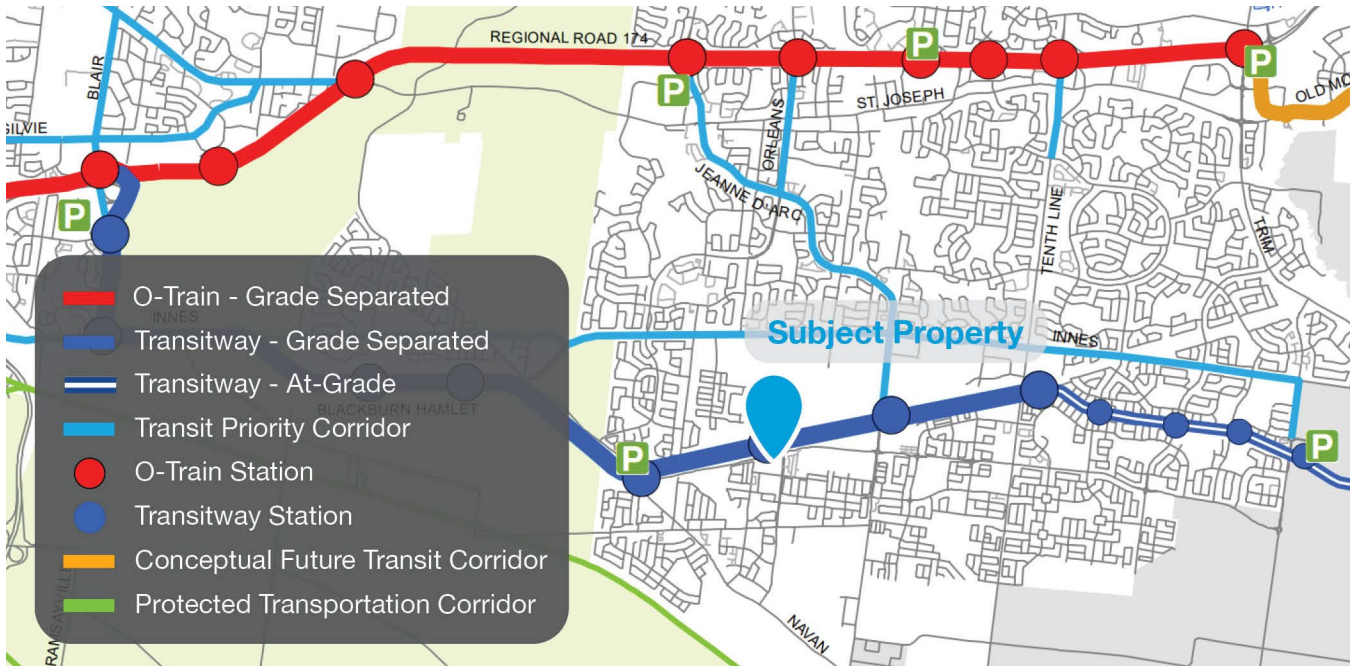


Figure 9: Subject site within the Transit Network. (OP Schedule C2)

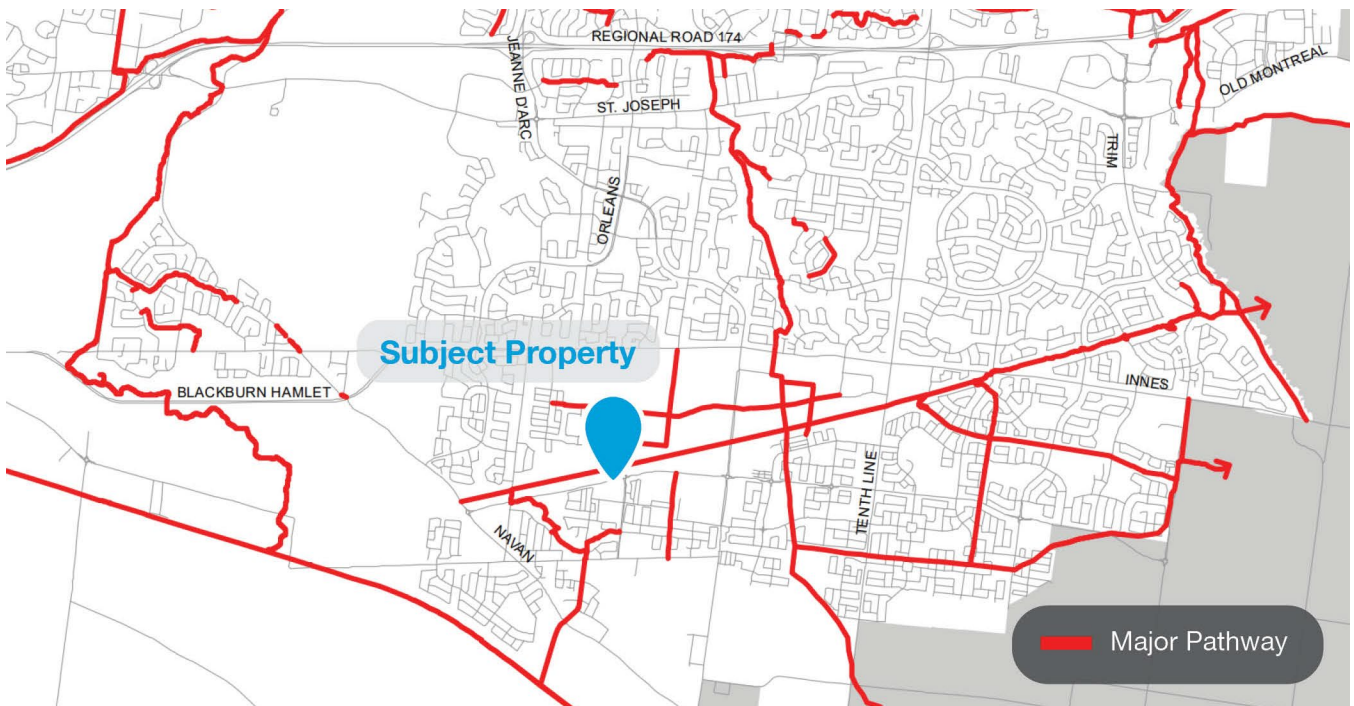


Figure 10: Subject site within the City of Ottawa's active transportation network. (OP Schedule C3)

3.0

Proposed Development

Minto Communities is proposing to develop the subject site as a Planned Unit Development consisting of four blocks of “Avenue Towns”, totalling 40 back-to-back townhouse dwellings with attached garages, and 8 blocks of “Metro Towns”, totalling 160 stacked dwellings. A total of 176 parking spaces (including 2 accessible spaces and 16 visitor spaces) are proposed, as well as 80 outdoor bicycle parking spaces. Ground-level stacked units have a 19.9 square metre private amenity area in the form of a patio while upper-level stacked units are provided a 6.8 square metre balcony (for a total of 2,137.3 square metres), and there is a communal amenity area measuring 635.9 square metres consisting of well-treed lawn and gathering area.

The proposed products used throughout the development are blocks of back-to-back stacked and back-to-back townhouse dwellings. Similar models have been recently constructed in Minto’s Parkside at Arcadia neighbourhood along Campean Drive in Kanata, and the Anthem neighbourhood at Champman Mills Drive and Longfields Drive in Barrhaven. Certain end and corner units of both housing typologies have alternative layouts with larger floor areas. End and corner townhouse units provide three bedrooms while other floorplans provide two bedrooms.



Figure 11: Rendered elevation of ‘Metro Town’ back-to-back stacked dwellings by Minto Communities, similar to the “Arcadia” development in Kanata and “Anthem” development in Barrhaven.



Figure 12: Renderings of the façades of Minto’s back-to-back Avenue Towns in Kanata, showing an elevation similar to the proposed development.

The development is oriented around a central amenity and parking area, framed by active frontages. Pedestrian circulation throughout the site is provided by a series of pathways that provide connections from the sidewalks along Brian Coburn Boulevard and Fern Casey Street through the site. Connection to the adjacent vacant lot to the west of the site is not possible as there is no publicly available development application.

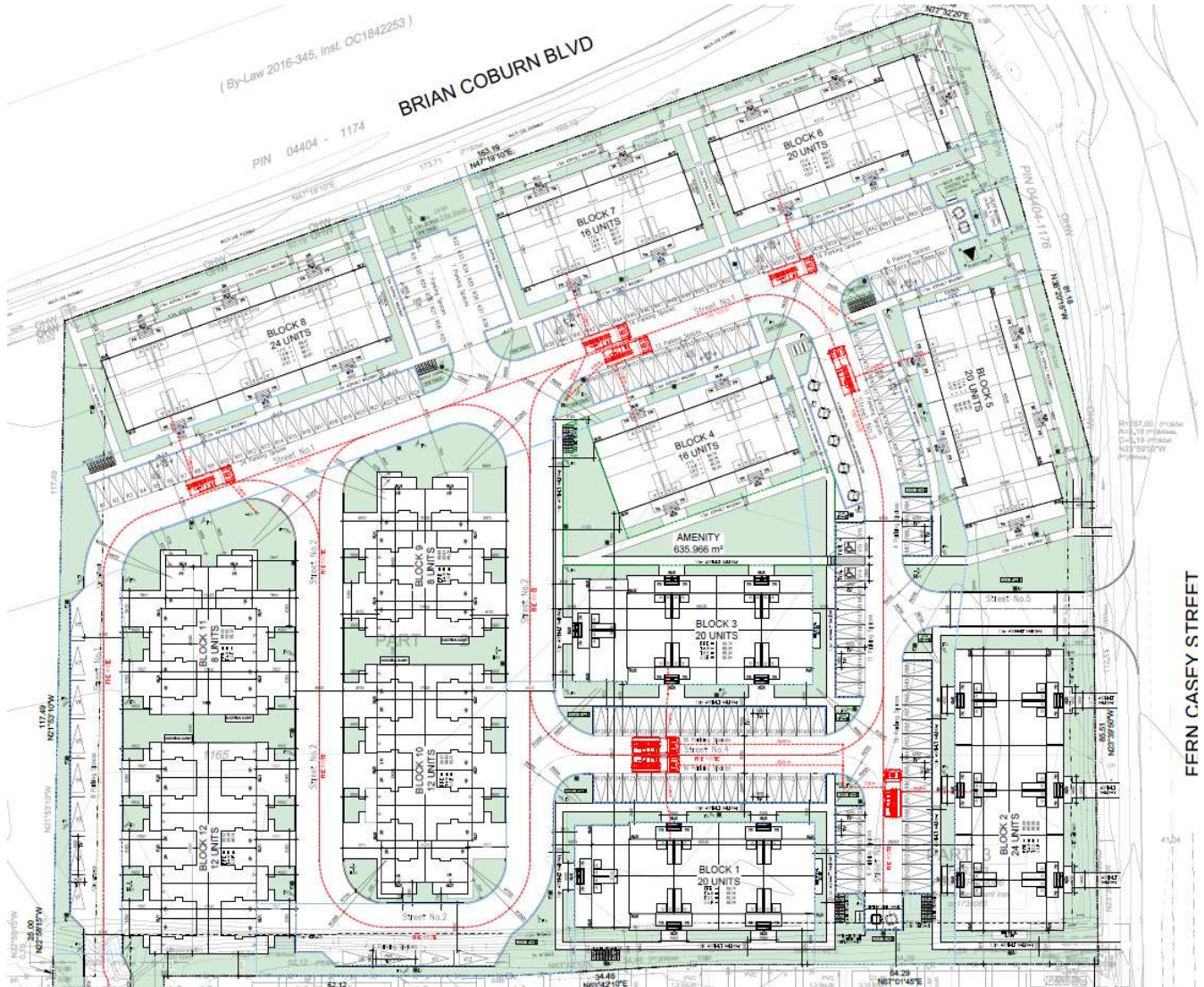


Figure 13: Excerpt from Site Plan

The proposed communal amenity space will be programmed as a gathering space with benches and a variety of medium-sized deciduous trees and a Colorado Spruce tree. Additional small and medium trees and shrubs, the majority of which are native species, will be planted throughout the site where soil volumes permit. Large tree plantings along Brian Coburn Boulevard and Fern Casey Street are limited by the presence of power lines and servicing infrastructure, but the front yards of all dwellings are planted with a mix of perennials, ornamental grasses, and shrubs.

A more detailed description of the design features of the proposed development, including design evolution, site circulation, active frontages, provision of communal amenity area and landscaping approach, is addressed in the enclosed Urban Design Brief.

Policy and Regulatory Framework

4.1 Provincial Planning Statement (2024)

Coming into effect on October 20, 2024, the Provincial Planning Statement (PPS) is a policy document which replaces the 2020 Provincial Policy Statement in providing direction on matters of provincial interest related to land use planning and development. These issues include housing, land availability, economic development, infrastructure, the environment, resources, and the protection of people, property, and resources from hazards. As per section 3 of the *Planning Act*, all decisions on planning matters “shall be consistent with” the PPS.

Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”. Municipal policy has yet to be updated to match this latest edition of the PPS. The changes from the PPS 2020 as relates to the subject site and proposed development are relatively minor, and therefore issues of consistency of the Official Plan with the PPS 2024 are not a concern for the proposed development. The policies with which the proposed development is consistent include:

2.1.6 Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
- 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 additional needs housing and needs arising from demographic changes and employment opportunities; and
 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

2.3.1.1 Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;

- c) support active transportation;
- d) are transit-supportive, as appropriate; and
- e) are freight-supportive

2.3.1.5 Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

2.3.1.6 Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.

2.4.1.1 Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.

2.4.1.2 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- a) to accommodate significant population and employment growth;
- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
- d) to support affordable, accessible, and equitable housing.

2.4.1.3 Planning authorities should:

- a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;
- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;

3.3.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.

3.3.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.

3.9.1 Healthy, active, and inclusive communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

The proposed development will contribute to an efficient, transit-oriented development pattern in Orléans South, an area strategically identified by the City for growth. The proposed development, with a density of 75 units per net hectare, exceeds the density targets set out in the Official Plan and Secondary Plan and is consistent with the PPS 2024. The proposed stacked dwelling typology is an efficient, compact development form that will add diversity to the housing options available in the Suburban-East transect of Ottawa. Strategically located adjacent to a future transit station, the proposed reduction to the required parking rate will support transit use.

4.2 City of Ottawa Official Plan

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan sets forth specific goals and policy directions to manage growth within the City until 2046, when population is expected to surpass 1.4 million people. The primary strategic directions of this plan are referred to as “Big Policy Moves”, including:

- / Achieve, by the end of the planning period, more growth by intensification than by greenfield development.
- / By 2046, the majority of trips in the city will be made by sustainable transportation.
- / Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales.
- / Embed environmental, climate and health resiliency and energy into the framework of our planning policies.
- / Embed economic development into the framework of our planning policies.

4.2.1 Cross-Cutting Issues

The OP also recognizes the interconnectedness of the measures required to attain these policy goals, referring to them as cross cutting issues. The proposed development supports the following subsections:

2.2.1 Intensification and Diversifying Housing Options, which aims to:

- / direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods; and
- / provide housing options for larger households.

2.2.3 Energy and Climate Change, which aims to:

- / Plan a compact and connected city; and
- / Prioritize a shift to energy efficient transportation modes.

2.2.4 Healthy and Inclusive Communities, which aims to:

- / Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities

The proposed development provides a dense block of family-scale ground-oriented dwelling units within the city’s urban boundary. Given the site’s proximity to transit ample bicycle parking and mid-block pedestrian connections are provided and a reduction to the parking rate as required by the Zoning By-law is requested.

4.2.2 Growth Management Framework

Section 3 of the OP identifies the City’s Growth Management Framework. This discusses forecasted population growth and demand for housing, as well as the location of this growth and demand. Policy 3.1.4 allocates 46% of this growth to greenfield development within the urban area – the condition which applies to the proposed development.

The policies of Subsection 3.3 relate specifically to the density of new greenfield development. Policy 3.3.1 requires the planning of residential growth within greenfield portions of the urban area to be planned as 15-minute neighbourhoods, while Policy 3.3.5 states that new neighbourhoods shall be designed around the notion of easy pedestrian access to transit.

4.2.3 Housing

Section 4.2 of the OP, City-Wide Policies for Housing, discusses the importance of increasing supply of a broad range of housing typologies throughout the city. The following policies apply to the proposed development:

- 4.2.1 Enable greater flexibility and an adequate supply and diversity of housing options throughout the city
1. A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:
 - b. Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
 - c. Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure; and
 - d. Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability.
 2. The City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:
 - a. Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law.
 - b. Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and
 - c. In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

4.2.4 Urban Design

Subsection 4.6.6 provides city-wide direction for the sensitive integration of low-, mid-, and high-rise buildings to ensure liveability is considered while meeting intensification targets. Relevant policies include:

- 4.6.6.1 To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines.
- 4.6.6.4 Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions.
- 4.6.6.6 Low-rise buildings shall be design 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.

The proposed development provides a mix of missing middle built forms in a compact layout with a reduced parking rate near a planned high-frequency transit station, contributing to the 15-minute neighbourhood characteristics supported by the Official Plan. Taller, higher-density stacked dwellings address the corridor, while back-to-back townhouses provide transition to the standard townhouses south of the subject site. Amenity area is provided in

excess of what is required by the Zoning By-law, and built form characteristics of the proposed development are predominantly urban in nature.

4.2.5 Transect and Designation

The Official Plan identifies policy areas by transect, from Downtown Core to Suburban, and by designation, including Hubs, Neighbourhoods, and Corridors. The subject site is located along a Minor Corridor in the Suburban Transect. The Minor Corridor designation includes lands abutting the corridor up to 120 metres from the centreline of the street, as per Policy 6.2.1.1, or as identified in a Secondary Plan. The portion of the lot over 120 metres from the centreline of Brian Coburn Boulevard is within the Neighbourhood designation and the Evolving Neighbourhood Overlay, as it is within a 400-metre radius of a rapid transit station and the lot abuts a Minor Corridor.

Section 5.4 describes policies that apply to the Suburban Transect – an area characterized by conventional suburban development including separated land uses, detached low-rise buildings, and generous setbacks. This section notes that the suburban transect is expected to address 46 percent of the growth needed within the next 25 years. There is a recognition of established suburban patterns of built form, as well as support for an evolution toward 15-minute neighbourhoods in suburban parts of the City. This includes development at densities that support transit and the function of hubs and corridors, the diversification of the housing stock, and an evolution to a more “urban” pattern of design.

Policy 5.4.1.2 states that development along Minor Corridors in the Suburban Transect shall be low-rise, though up to 7 storeys may be considered through rezoning without amendment to the OP, and taller heights may be permitted through a secondary plan. Policy 5.4.1.3 states that, in the Suburban Transect, the Plan shall support a range of dwelling unit sizes in multi-unit dwellings on Corridors. Policy 5.4.2.1 states that the City shall take opportunities to support the rapid transit system and introduce urban environments through overlay policies by supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations.



Figure 14: Subject site within the Suburban Transect (Schedule A)

Policy 5.4.4.2 states that net residential densities shall strive to approach the densities of the Inner Urban Transect over time, but residential development within the Urban Greenfield Area, within which the subject property is located, shall plan for a minimum density of 36 units per net hectare and permit density increases through intensification and accessory dwelling units. For reference, the minimum intensification density target for Neighbourhoods and Minor Corridors in the Suburban Transect is 40 to 60 dwellings per net hectare, and for the Inner Urban Transect is 60 to 80.

Corridors are referred to in Section 6.2, where they are recognized as unique contexts suitable for increased density. Notably for this site, Policy 6.2.1.2 states that development within the corridor designation shall establish maximum permitted heights and densities close to the corridor, provide mid-block pedestrian connections, and provide an enhanced circulation network prioritizing the needs of pedestrians, cyclists, and transit users. As the subject site has frontage on both a Corridor and side street, it is subject to Policy 6.2.1.4 which states that development shall address the Corridor and vehicular access shall generally be provided from the side street. Additionally, Policy 6.2.2.2.a states that development in the Minor Corridor designation may include residential-only buildings, although limited commercial uses are also to be permitted.

Subject to the policies of Section 6.3, Neighbourhoods are described as contiguous urban areas that constitute the heart of communities, permitting a mix of building forms and densities. Policies under 6.3.1 state that, within the Neighbourhood designation, building heights shall be low rise, a full range of predominantly missing middle housing options to meet or exceed growth management goals shall be permitted, higher densities and heights may be permitted in strategic locations near amenities and rapid transit corridors, and the Zoning By-law will provide for transition between permitted densities. Particularly relevant to the back-to-back dwelling typologies proposed, but not referenced in the Zoning By-law, Policy 6.3.2.2 states that regulation shall be form-based, having regard for local context and character, interface with public realm, and transition measures to abutting designations. Policy 6.3.2.3 states that characteristics of built form in areas covered by the Evolving Neighbourhood Overlay shall be urban in nature.

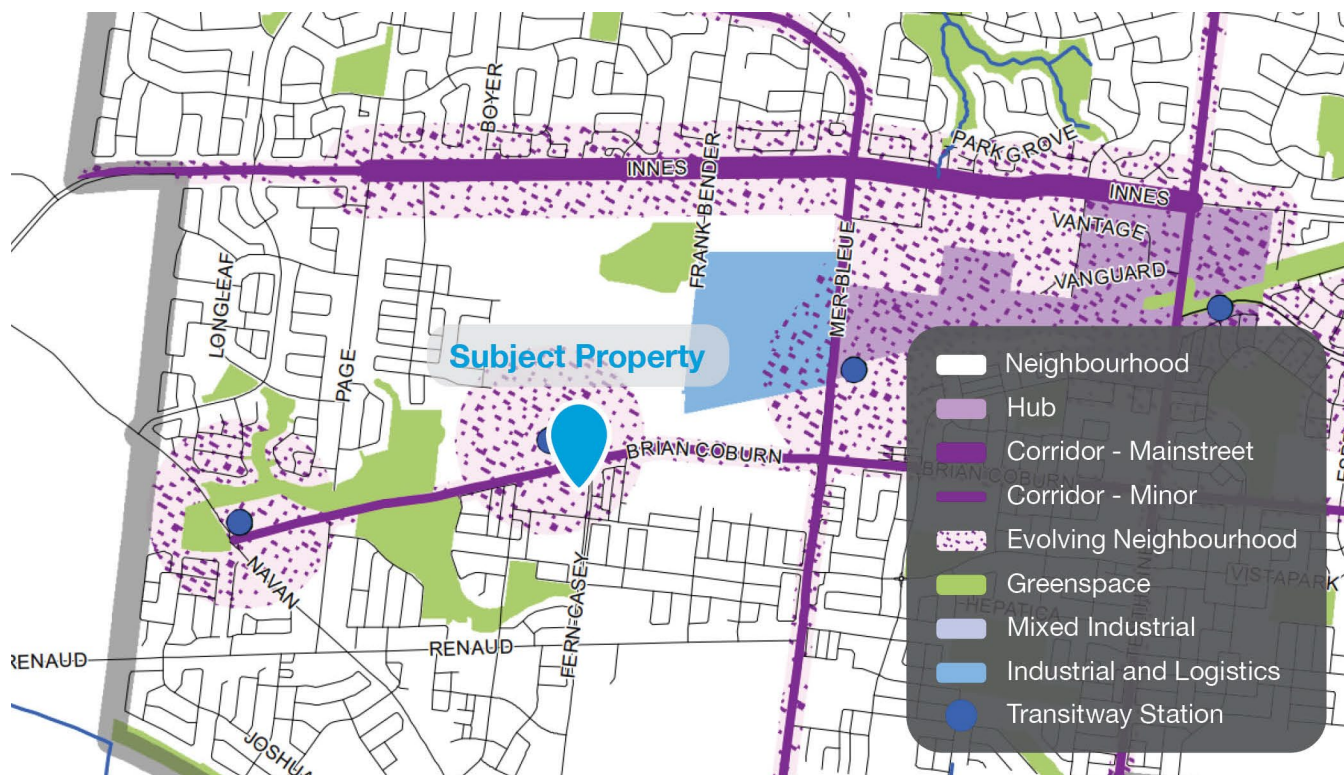


Figure 15: Subject site within the Neighbourhood Designation (Schedule B8)

The proposed development provides a mix of low-rise neighbourhood-appropriate missing middle residential uses, with the highest density (stacked dwellings) located closest to the Brian Coburn Boulevard Minor Corridor and lower-density (back-to-back townhouse dwellings) providing transition to nearby existing townhouses. Proposed density is in line with City goals for the Suburban Transect. Dwellings adjacent to the corridor address it directly, while the internal parking area is accessed via a side street and screened by buildings and landscaping.

4.3 East Urban Community Phase 3 Secondary Plan

The East Urban Community Phase 3 Secondary Plan is a statutory policy based on the Community Design Plan (CDP) of the same name. It is a transit-supportive secondary plan for lands adjacent to the future Cumberland Transitway line in South Orleans. It is intended to promote transit ridership through strategically located high-density and mixed-use designations, as well as employment areas and greenspace. As per City directive, the secondary plan is closely linked to the CDP and the two documents should be read in conjunction to assist with the interpretation and implementation of the secondary plan's policies.

General policies of this plan limit residential development to no more than 55% detached dwelling units, and at least 10% apartment dwelling units throughout the entire plan area. A minimum overall density of 34 units per net hectare is also set out in the plan. The subject site is within Highest-Density Neighbourhood designation of the plan. The Secondary Plan does not contain designation-specific policies, but Section 4.1 requires that a mix of housing forms and unit types shall be provided throughout the planning area, to create housing options and a diversity in housing stock. Further guidance on interpretation of these policies is found in the CDP, which has specific guidelines for the designation.

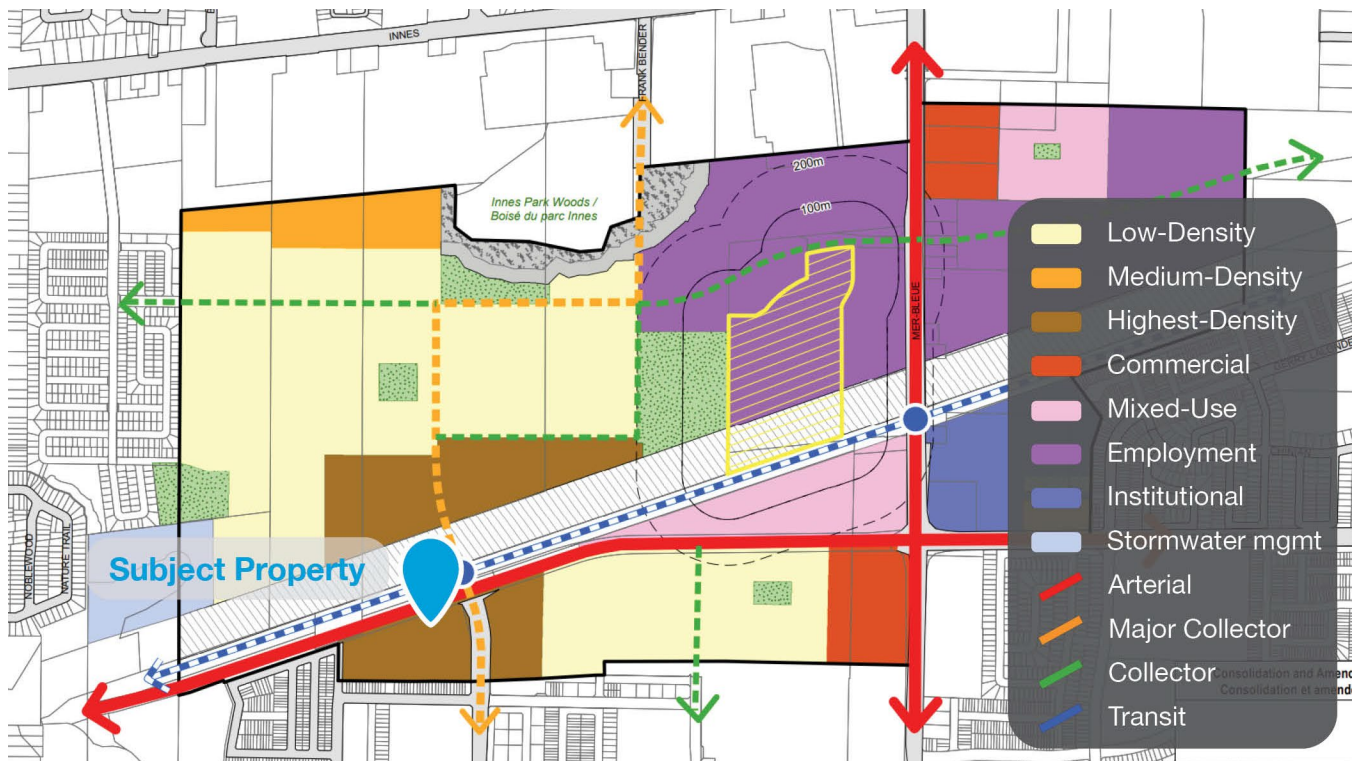


Figure 16: Subject site within the East Urban Community Phase 3 Secondary Plan (Schedule A)

In terms of design requirements applicable to the site, the Secondary Plan puts forth policies to support on-street parking, the screening of surface parking areas, a pedestrian-oriented street pattern, and enhanced tree planting. Specifically for this proposed development, Policy 4.3.18.f states that there will be no rear yards abutting collector streets, and Policy

4.3.18.g states that building frontages along public streets will be active. In the Official Plan, frontages are deemed active by the implementation of main front doors which can be used to gain access at all hours, and the inclusion of architectural features to enhance the pedestrian experience.

A density of 75 units per hectare is proposed through this development, exceeding the minimum required by the plan, and appropriate for a greenfield development within the suburban transect. A mix of dwellings are proposed to offer housing options. Dwellings along the eastern lot line front on Fern Casey Street, a future Major Collector, satisfying Policy 4.3.18.f. As Brian Coburn Boulevard is an Arterial, this policy does not apply, but dwellings abutting the road fulfill the requirement to provide an active frontage put forth by Policy 4.3.18.g. Additionally, a reduction to the minimum parking rate set by the Zoning By-law is requested and the internal parking areas are screened from the public right-of-way, in conformity with the policy framework.

4.4 East Urban Community Phase 3 Area Community Design Plan (2020)

While Community Design Plans are non-statutory documents, the East Urban Community Phase 3 Area CDP is tightly linked to the Secondary Plan and is intended to be read alongside. It contains more detailed guidelines regarding projected densities, urban design, and preferred housing typologies per designation.

The Highest Density Residential designation, which applies to the subject property, is intended to create a neighbourhood context based on public transit and active transportation. The designation is to be characterized by stacked back-to-back townhomes, and low- and mid-rise apartments. The maximum height permitted for stacked dwellings is to be 4 storeys. Detached, semi-detached, linked-detached, and townhome dwellings are not permitted in this designation. However, Policy 5.2.1.3 states that back-to-back townhomes may be permitted where appropriate. This section of the CDP also states that consideration should be given to the provision of convenient, safe, navigable, and barrier-free active transportation connections to the future Fern Casey BRT station near the site.

Streetscape policies and guidelines, described under Section 6.1, require sufficient soil volume be provided in or adjacent to the right-of-way to support the growth of street trees to maturity.

Also relating to this proposal, Policy 6.3.1.2 states that the front entrances of residential buildings should face and be visible from the street. Additionally, Policy 6.3.2.1 states that residential dwellings should be located close to the street to reinforce a strong edge, and Policy 6.3.4.1 states that residential apartments in the Highest Density Residential designation should be located close to a public street with a principal façade and entry facing a street or public open space, while buildings interior to the site should have main entrances oriented toward interior driveways and amenity areas.

All proposed dwelling blocks have multiple active facades, allowing them to face the public street and the private way. Both these facades feature direct entrances to units, enhanced materiality, and ample glazing, fulfilling the aesthetic and functional qualities of an active frontage. The public-facing facades are further animated by the generously-sized balconies and patios. Therefore, this dwelling design fulfills the general intent of policies 6.3.1.2 and 6.3.4.1.

Setbacks from public streets are provided near the minimum required per the proposed zoning, as dictated by the minimum possible to accommodate site-specific tree planting requirements determined by the presence of marine clay soils as well as servicing constraints, fulfilling the general intent of Policy 6.3.2.1 to the extent possible within the context. Additionally, active transportation policies of the CDP are responded to by the implementation of a thorough pedestrian network, connected in multiple locations to adjacent public active transportation facilities.

4.5 City of Ottawa Zoning By-law (2008-250)

The City of Ottawa Zoning By-law contains specific provisions relating to built form throughout different areas of the city. The subject site is currently within the Development Reserve – DR Zone, intended to reserve lands for future growth by temporarily limiting uses to low-scale and low-intensity. To support this development, a rezoning to the Residential Fifth Density – R5 Zone, subzone E, is proposed with site-specific exception and height suffix of 13.5 metres. This zone permits high-density residential building forms, from stacked dwellings to high rise apartment dwellings and planned unit developments. As such, an exception to permit back-to-back townhouse dwellings is required.

As the proposed stacked dwellings exceed the proposed height by 0.11 metres and height above low-rise would not be appropriate for the surrounding context, a height suffix of 13.5 metres is proposed per feedback from City staff during pre-consultation. The proposed subzone was also recommended by City staff during pre-consultation, despite it requiring a site-specific exception to permit back-to-back townhouses. Reductions to interior side yard setback and parking rates for both residents and visitors are also required to permit the proposed development. Given the “flag” shape of the lot, the front lot line per the Zoning By-law definition is Axis Way.



Figure 17: Subject site within the local zoning context. Note the predominance of Subzone Z – intended to promote efficient built forms.

The provisions of the R5E Zone for the proposed planned unit development are as follows:

Mechanism	Provision	Proposed	Complies
Minimum lot width	15 m	20 m	Yes
Minimum lot area	1,400 m ²	27,315 m ²	Yes
Maximum building height	11 m	Stacked: 11.11 m	No
		Townhouse: 10.34 m	Yes

Mechanism		Provision		Proposed	Complies
Minimum front yard setback		6 m		Axis Way: 32.02 m	Yes
Minimum rear yard setback		6 m (through lot, s.135)		Brian Coburn Blvd: 6.58 m	Yes
Minimum corner side yard setback		4.5 m		5.68 m	Yes
Minimum interior side yard setback		2.5 m, 6 m, 7.5 m (see site plan)		4 m (south), 6.69 m (west)	No
Minimum landscaped area		30 %		45.5 %	Yes
Minimum amenity area	Total	6 m ² per dwelling unit	160 x 6 m ² = 960 m ²	2,773.3 m ²	Yes
	Communal	50% of total	480 m ²	635.9 m ²	Yes
Minimum parking rates (Area C on Schedule 1A)	Resident (stacked dwellings)	1.2 per dwelling unit	192 spaces	160 spaces (1 per unit)	No
	Resident (townhouses)	1 per dwelling unit	40 spaces	40 spaces	Yes
	Visitor	0.2 per dwelling unit	32 spaces	16 spaces (0.1 per unit)	No
	Bicycle	0.5 per dwelling unit	80 spaces	80 spaces	Yes

As the proposed is a planned unit development, the provisions of Section 131 apply:

Mechanism		Provision	Plan	Complies
Minimum width of private way		6 m	6 m	Yes
Minimum separation between buildings		1.2 m	5.1 m	Yes
Minimum separation between buildings and private way		Residential use: 1.8 m	3.12 m	Yes
		Garage entrance: 5.2 m	5.95 m	Yes
Accessory building	Maximum height	3.6 m	3.25 m	Yes
	Maximum area	55 m ²	32.48 m ²	Yes

The proposed development complies with the proposed R5E Subzone with site-specific exception permitting back-to-back townhouses, reduced parking rate, reduced interior side yard setback, and limiting height. Provided setbacks abutting streets exceed required minimums in order to accommodate servicing constraints (as described in the attached servicing brief), power lines, and sufficient soil volumes for tree plantings in the marine clay soils of the area. A restrictive height suffix of 13.5 metres is also proposed to ensure compatibility with the surrounding low-rise neighbourhood character, per comments received from City staff during pre-consultation. The R5E Subzone is consistent with the Secondary Plan designation, resulting in a development suitable for the planned and existing context. The reduced parking rate supports the City's goals for modal split and transit-oriented development and is supported by the enclosed transportation study prepared by Arcadis.

4.5.1 Draft New Comprehensive Zoning By-law (2024)

Released for public feedback in May 2024, the first draft of the updated draft zoning by-law may be considered indicative of the City's general policy direction in terms of density and built form. Most notably, the new Zoning By-law

does not differentiate between residential dwelling typologies; they are all referred to simply as “dwelling”. While the subject site’s Development Reserve Zone is carried forward to the new By-law, similar sites within the existing R5 zone have been updated to N5C or N6C zoning, which generally have provisions that are similar or slightly more permissive than the existing by-law. Relevant provisions relating to planned unit developments are carried forward, though it is stipulated that 25% of the lot must be provided as soft landscaped area, a reduction from the current requirement for this site. Additionally, minimum parking rates for residential uses have been eliminated with the exception of visitor parking spaces, which have been reduced to a rate of 0.1 per dwelling unit beyond the first twelve, city-wide. These provisions have been carried forward to the second draft, released March 20th, 2025.

While the New Comprehensive Zoning By-law is still a draft document, direction regarding parking policy is supportive of the reduced parking rate sought by this application. Should the visitor parking provision of the draft By-law be carried forward, the proposed parking rate will be in excess of the minimum required, as the draft policy proposes no visitor parking requirement for the first twelve units. Additionally, the exception to permit back-to-back townhouse dwellings would not be required under the draft By-law, as it does not differentiate dwelling typologies are no longer differentiated.

4.6 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

The Urban Design Guidelines for Greenfield Neighbourhoods provide guidance for development of large lots within the City of Ottawa’s urban area. This document is intended to complement the design considerations of the CDP and Secondary Plan. Its objectives include the protection of environmental features, the creation of attractive and comfortable streetscapes, and the encouragement of transit-oriented development. The following guidelines relate to, and are addressed by, the proposed development:

Guideline 9: Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks, and multi-use pathways.

Guideline 10: Create a walkable neighbourhood with pathways, trails, and sidewalks that are accessible year round and that connect destinations such as transit stops, commercial areas, schools, community facilities, and parks.

Guideline 21: Select the most suitable zoning setback and road right-of-way width for the land use context and the road function. Provide sufficient space for the various elements in the front yard, the boulevard, and the road including trees, sidewalks, utilities, cycling facilities, parking and travel lanes.

Guideline 22: Orient rear yard amenity areas away from arterial and collector roads to avoid the requirement for sound attenuation walls. Use single loaded streets, crescents, or rear access streets to access these residential properties.

Guideline 27: Plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Base selection and location of trees on soil conditions, bearing capacity, and urban forestry principles.

Guideline 34: Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections.

Guideline 35: Mix various types of housing on each street while considering the relationship between each other and to existing houses.

Guideline 37: Design building façades so that windows and doors are prominent features that address the streets they front.

Guideline 38: Site and design residential buildings on corner lots so that both the front and the side of the building are oriented to the public street and are detailed with similar quality and style

Guideline 42: Locate surface parking areas of multi-unit residential buildings away from public view and not between the public street and the building. Design and landscape parking areas so they do not detract from any rear yard amenity space.

Guideline 46: incorporate mid-block walkways to make walking more direct and convenient where long blocks cannot be avoided. Ensure that landscaping, fencing, and facing windows support a safe and attractive environment.

The proposed development's response to design guidelines is described in further depth in the attached Urban Design Brief.

4.7 Transit Oriented Development Guidelines (2007)

The appropriate development of land within proximity of rapid transit stations is crucial to achieving the City of Ottawa's sustainability goals and maximizing transit use. The Transit Oriented Development Guidelines apply to developments within 600 metres of existing or planned rapid transit stations and stops, intended to ensure a mix of moderate to high-density transit-supportive land uses are located within an easy walking distance. These guidelines are to be used to provide direction to the design and review processes for site plan control and rezoning applications, among other purposes. The proposed development responds to the following guidelines:

Guideline 1 directs that transit-supportive land uses, including developments that establish high residential densities and which provide extended hours of activity, throughout the day or week, should be established within 600 metres walking distance of transit. The proposed compact, higher-density residential typologies proposed meets this guideline.

Guideline 2 discourages non transit-supportive, automobile-oriented land uses including low-density residential developments from locating within 600 metres of a rapid transit stop or station.

Guideline 4 recommends laying out new streets, laneways, and pedestrian connections in a connected network of short block lengths. The proposed site plan is broken into several smaller blocks with ample pedestrian connections throughout, offering multiple route choices to access the nearby transit station.

Guideline 6 suggests that pedestrian and cycling "short cuts" that lead more directly to transit be integrated close to transit. The proposed pathway network provides multiple route options for residents to travel to, from, and across the site between dwelling blocks.

Guideline 7 directs buildings close to each other along street frontage to encourage walking to transit. The proposed development frames and activates the street with residential façades animated by active entrances and balconies located as close to each other and to the street as possible while considering soil volumes for tree plantings and servicing constraints.

Guideline 9 states that transition between higher density near the transit station and adjacent lower-density communities should be accommodated. The proposed development locates higher-density stacked back-to-back dwellings in the northeast corner of the site, nearer to the future transit station, and lower-density back-to-back townhouses nearer to the standard townhouses fronting on Axis Way.

Guideline 32 directs that development shall provide no more parking than required by the Zoning By-law. The proposed Zoning By-law Amendment seeks a reduction to the required parking rate.

Guideline 35 states that parking lots shall be located to the rear of lots. The proposed development locates parking to the interior, where it is screened from the public realm by buildings and landscaping.

Guidelines 54 and 55 recommend enclosing or screening unsightly utility equipment to keep it out of public view. The proposed development includes an architecturally designed utility building and electrical closets. Proposed waste containers are in-ground EarthBins screened with soft landscaping, as required per the Zoning By-law.

4.8 Building Better and Smarter Suburbs (2013)

The City launched the Building Better and Smarter Suburbs (BBSS) initiative in the fall of 2013. The intent of the study is to identify challenges associated with new, dense suburban communities and to develop solutions to resolve these issues and conflicts. Some of the completed BBSS initiatives include the following relevant guidelines:

- / Traffic Calming and Pedestrian Priority Measures: The proposed development facilitates active transportation through provision of sidewalks and neighbourhood connections.
- / Tree Planting in Sensitive Marine Clay Soils: The guidelines are currently being reviewed by the City of Ottawa, a draft version of the 2020 guidelines is not available. As such, the 2017 guidelines have been used for this development.
- / Designing Neighbourhood Collector Streets (2019)

The Vision for the BBSS initiative is “the principles of good urbanism should apply to the suburbs as they do to other parts of the City.” This Vision is supported by four principles which speak to Ottawa’s suburbs being: land efficient and integrated; easy to walk, bike, bus, or drive; well designed; and financially sustainable.

The policy directions identified in the document are to be primarily implemented through Community Design Plans and Secondary Plans. The following list identifies the BBSS Strategic Directions that are met in the proposed development:

- 1.9 Avoid reverse frontage lots (rear yards abutting public streets) within a community.
- 7.1 Determine locations where rear lanes or development with rear-access parking are appropriate.
- 8.2 Implement tree planting strategies identified in the Street Tree Manual for Greenfield Neighbourhoods.
- 9.1 Favour design solutions that make all utilities and infrastructure as invisible as possible.
- 9.4 Ensure utility placement and network design can accommodate increasing densities without compromising service quality and safety standards.

4.9 Parkland Dedication By-law (2022-280)

City of Ottawa Parkland Dedication By-law 2022-280 requires the conveyance of parkland or cash-in-lieu as a condition of the development or redevelopment of land. The subject property is within the Trailsedge West subdivision. Parkland dedication for the subdivision, including the subject property, was provided at the time of subdivision. No further dedication of lands is required as part of the current application.

5.0 Supporting Studies

5.1 Phase I Environmental Site Assessment

An update to the Phase I Environmental Site Assessment conducted in 2015 for the East Urban Community was provided by Paterson Group on February 27th, 2025. As the original report was for a much broader area, the update pertains more specifically to Block 140, the subject site.

Updated findings include a gravel pad of no concern at the southwest corner of the property, a minor natural gas leak that occurred in 2017 250 metres from the subject site, and no signs of contamination on the subject site. It was determined that a Phase II Environmental Site Assessment is not required.

5.2 Geotechnical Investigation

Paterson Group conducted a soils review in general accordance with the City of Ottawa Tree Planting in Sensitive Marine Clay Soils (2017 Guidelines). The geotechnical report offers grade-raise recommendations and provides subsurface information that informs the detailed design of municipal infrastructure and grading within the specified development. The two main objectives of the study were to determine the subsoil and groundwater conditions by means of test holes and to provide geotechnical recommendations pertaining to the design of the proposed development.

The site is relatively flat with a slight downslope towards the west portion of the site. The subsurface profile encountered at the test hole locations consisted of topsoil and/or fill material, underlain by a silty clay deposit. From a geotechnical perspective, the subject site is considered suitable for the proposed development. The proposed buildings may be founded on conventional shallow foundations placed on an undisturbed, very stiff to stiff silty clay or engineered fill bearing surface. Due to the presence of the silty clay deposit, the subject site is subject to grade raise restrictions.

The investigations found that the soils on the subject site are primarily categorized as low to medium sensitivity silty clay areas with a recommended minimum tree planting setback of 4.5 metres. The right-of-way area across Block 139, extending from Axis Way to the southern edge of Block 11 is classified as high sensitivity silty clay area with a recommended minimum tree planting setback of 7.5 metres.

The following setbacks were recommended:

- / Large trees to be set back a distance equal to the full mature height of the tree.
- / A 4.5-metre setback for small and medium-size trees across most of the site, subject to additional considerations regarding soil volumes and foundation design.
- / A 7.5-metre setback for small and medium-size trees where high sensitivity silty clay soils are present, predominantly in the southwest corner of the site, subject to additional considerations regarding soil volumes and foundation design.

5.3 Noise Control Study

Prepared by Gradient Wind and dated December 5, 2024, the Noise Control Study for this development identified noise levels ranging between 52 and 70 dBA during the daytime period and 43 and 61 dBA during the nighttime period. These findings were determined using theoretical noise prediction methods in conformity with the requirements of the City of Ottawa and the Ministry of the Environment, Conservation, and Parks, alongside future vehicular traffic volumes and the proposed site plan. No noise concerns from surrounding low-rise residential uses were identified, and no stationary noise sources are expected due to a lack of major mechanical equipment.

In comparison to noise level criteria specified by the City's Environmental Noise Control Guidelines, future noise level predictions were determined to be slightly elevated for blocks with the most exposure to Brian Coburn Boulevard. As such, building components upgraded beyond the basic level required by the Ontario Building Code will be required on select façades of Blocks 2, 5, 6, 7, and 8. Additionally, all blocks will require central air conditioning allowing windows to be kept closed while maintaining a comfortable environment, and the inclusion of a Type D warning clause will be required for all lease, purchase, and sale agreements.

5.4 Site Servicing Study and Grading and Drainage Plan

ATREL Engineering Ltd. prepared a Servicing and Stormwater Management Report dated December 2024 for the proposed development.

The site currently drains towards Fern Casey Street. Stormwater management was implemented within the proposed development to align with the criteria set in the Trails Edge Subdivision and the stormwater will drain into the existing storm sewer on Axis Way before reaching Mud Creek and the stormwater management pond. Inlet control devices will restrict inflow rates to the storm sewers to that of the 5-year runoff for the subject site. Quantity and quality control of stormwater runoff will be provided at the downstream EUC Pond 1. The total storage volume was calculated at 361 square metres within the roads and parking areas, which aligns with the previously approved reports and studies. The stormwater design is in compliance with the requirements outlined in the background documents, fire-fighting requirements, the City of Ottawa Sewer Design Guidelines and the Ontario Ministry of the Environment, Conservation and Parks (MECP) Stormwater Management Planning and Design Manual.

The following best management practices were recommended to minimize the impact of the development to the watercourse:

- / Plan No 240801-ESC1 titled "erosion and sediment control plan" shall be implemented during the construction;
- / A sump of at least 600mm will be provided in all catch basins in order to minimize the amount of suspended solids from entering the sewer system;
- / Each inlet catch basin will be controlled by an inlet control device, which will reduce the runoff rate;
- / During construction, filter cloth will be placed under all catch basin and manhole frame and covers, siltation curtains and straw bales will be placed wherever water runoff can carry excessive sediments into the sewer system;
- / To prevent the event where water runoff would get into the storm sewer during construction, one temporary construction ICD will be installed at the outlet of the proposed development; and,
- / To prevent the event where water runoff would get into the sanitary sewer during construction, one temporary construction ICD would need to be installed ahead of any construction of the proposed development.

5.5 Transportation Brief

Arcadis was retained to prepare a Transportation Brief assessing the transportation context of the subject area and the impacts of the development on vehicular and pedestrian activity. A full Transportation Impact Assessment was not required for this proposed development as the overall traffic generation is not expected to significantly impact the operation of the adjacent high-capacity roundabout at Brian Coburn Boulevard and Fern Casey Street.

The proposed development is expected to generate up to 52 two-way vehicle trips during the weekday afternoon peak hours and 45 during the morning peak hours. This additional capacity was determined to be appropriately accommodated within the existing infrastructure. Further, the intersection capacity analysis was completed for the intersections of Brian Coburn Boulevard and Fern Casey Street, as well as Fern Casey Street and Axis Way and Couloir Road. The analysis results indicate that both intersections are currently operating with capacity limitations.

A swept path analysis has been completed to confirm the functionality of the site. The results of the analysis indicate that fire trucks, waste collection vehicles and moving trucks will be able to circulate within the site.

Given the proximity of the proposed development to existing bus stops and a future Cumberland Transitway station, it is anticipated that low personal vehicular usage is reasonable. The layout of the site has been designed to encourage the use of non-auto modes of travel by locating buildings close to the street, providing a comprehensive on-site pedestrian network, providing numerous pedestrian connections to Brian Coburn Boulevard and Fern Casey Street, and providing bicycle parking per the Zoning By-law requirements.

The brief assessed the corner clearances, throat lengths, and driveway and drive aisle widths. No compliance issues with the municipal by-laws or safety concerns were identified.

The proposed parking supply does not meet the requirements of the current Zoning By-law (2008-250), however, the new draft Zoning By-law is expected to eliminate minimum resident parking requirements and reduce visitor parking requirements. Under the new draft Zoning By-law, the proposed parking supply will meet the minimum requirements. Considering the site's proximity to the future Cumberland Transitway, it is expected that many residents will travel by transit, generating a peak parking demand of 162 vehicles, 14 less than proposed. Given the alternate transportation opportunities, Arcadis's professional opinion is that the proposed parking supply will be sufficient. A site-specific zoning exception is being sought to reduce the minimum parking requirements to one resident parking space and 0.1 visitor parking spaces per stacked townhouse unit, in line with the proposed parking amount.

5.6 Impact Assessment Study (Waste Disposal Site)

An Impact Assessment Study – Waste Disposal site was identified as a required supporting study for the subject staff, based on City of Ottawa Official Plan policy 10.1.7 (5). The subject site is located approximately 1.3 kilometres north of the Navan Landfill.

Upon review of Official Plan policy, Waste Disposal Site Impact Assessment Terms of Reference, and Provincial Guideline D-4, it is Fotenn's opinion that completing a full IAS is unlikely to furnish relevant, actionable information regarding the impact of the waste disposal site on the proposed development, especially given the volume of other residential development that has happened in the area between the subject site and the waste disposal site.

OP Section 10.1.7 states:

- / (4) Land within three kilometres of an operating Solid Waste Disposal Site boundary is considered to be within the influence area of the site. New lot creation within this zone will require a notice on title to ensure the impacts of the operating Solid Waste Disposal Site (i.e. noise, dust, odours and haul route) are provided.
- / (5) Development within the influence area of an operating Solid Waste Disposal Site shall demonstrate that the Solid Waste Disposal Site shall not have any unacceptable adverse effects on the proposed development and will not pose any risks to human health and safety.

The Terms of Reference refer to Provincial Guideline D-4. However, Section 5.3 of the Provincial Guidelines recommends that a radius of **500 metres** be generally used as the study area for land use proposals, although actual influence areas may be greater or lesser.

Section 5.4 of the Guideline states that for land use beyond 500 metres of a fill, "where significant impacts are encountered at or beyond 500 metres, the study area within which an assessment for any change in land use is recommended, shall be extended beyond the 500-metre area set out in Section 5.3. Historical evidence in Ontario has shown that the maximum distance within which adverse effects could be experienced while a landfill is operating is up to 3 kilometres."

Per correspondence with City staff, we understand that no evidence of significant adverse impacts beyond 500 metres of the Navan Landfill. Therefore, the Provincial D-4 guidelines do not indicate the need for further study.

As the site is located 1.3 kilometres north of the landfill and extensive residential development has been undertaken in the area between, this study would add time, effort, and expense to the development process, ultimately slowing the supply of housing without yielding public health benefit.

5.7 Landscape Plan and Tree Conservation Report

A landscape Plan, dated March 31, 2025, was prepared by Urbantypology for the proposed development. Eight small trees are currently growing adjacent to the subject site in the Public right-of-way at the intersection of Brian Coburn Boulevard and Fern Casey Street, and three more are located along the subject site's eastern boundary in the Fern Casey Street Right-of-Way. There are no trees currently growing on the subject property.

The landscape plan proposes to vegetate the site with predominantly native species. The existing trees in the Fern Casey Street right-of-way will be complemented by plantings of small and columnar trees, including serviceberry, crabapple, Japanese lilac, columnar oak, and red maple. Shrub arrangements consisting of spirea, mugo pine, ninebark, and rose bushes along with ornamental grasses and perennial flowers frame dwelling entrances facing onto Brian Coburn Boulevard and Fern Casey Street, as well as the dwelling entrances facing the private way. The yards in front of townhouse dwellings are also well-covered with shrubs arrangements in order to minimize grass. Soil conditions and overhead hydro lines preclude the planting of larger trees along the right-of-way.

Areas with soil volumes determined to be appropriate for medium-sized trees by the Geotechnical Investigation, will be planted with medium deciduous trees including hackberry, hophornbeam, and aspen. Screening from the adjacent townhouse dwellings is provided by existing fencing, and will be complemented by a mix of small, medium, and coniferous trees.

Soil volume requirements have been met, as indicated on L1.2 alongside soil characteristics, while canopy projections and tree protection specifications are listed on L1.0. Planting and hardscape details, and furnishing specifications are provided on L2.1 and L2.2 respectively.

Conclusions

It is our professional planning opinion that the proposed development, as permitted by the enclosed Zoning By-law Amendment and Site Plan Control applications, is appropriate and represents good development for the following reasons:

- / The proposed development increases residential density near transit, consistent with the PPS (2024);
- / The proposal complies with the growth management and land use designation policies of the Official Plan and the EUC Phase 3 Area CDP;
- / The proposed development represents high-quality urban design and will contribute to an integrated community;
- / The proposed R5E [xxxx] Zoning Amendment complies with the intent of the Zoning By-law, Official Plan Designation, and Secondary Plan Designation and will facilitate appropriate development; and
- / The proposal is supported by technical plans and studies.

Should you have any questions related to the contents of this letter or the application, please do not hesitate to contact the undersigned.

Sincerely,



Kenneth Blouin, M.PL.
Planner



Paul Black, MCIP RPP
Principal