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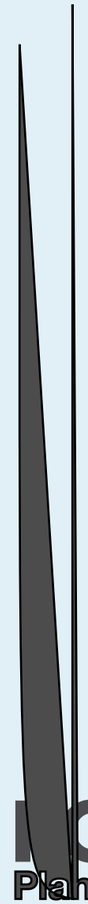


PLOTENN
Plan Design

PROJECT DESCRIPTION

01

Project Description

The proposed development at 298 Axis Way is driven by the need for increased residential density in a transit-adjacent suburban context. The mix of back-to-back townhouse and stacked dwelling typologies contributes to a healthy housing mix in this area, providing two to three bedrooms in a ground-oriented built form suitable for small families, but at a density well above that of a detached, semi-detached, or townhouse dwelling development.

These dwellings have entrances and enhanced elevations on two to three sides, providing both active frontages on public streets and convenient access to amenity and parking areas internal to the site. End and corner units are more spacious, offering options for different households.

As access to the future Fern Casey Transitway Station is within 100 metres walking distance of the nearest planned dwelling, active transportation is promoted by providing parking below the minimum rate required by the Zoning By-law, bicycle parking across the site, and an internal sidewalks and pathway layout connected to the surrounding network in many places.

Massing and Scale

The proposed back-to-back townhouse dwellings have a height of 10.43 metres while stacked dwellings have a height of 11.73 metres. Roofs are of a complex cross-gable and hip design, allowing for stacked dwelling blocks to accommodate two two-storey units in a 3.5-storey built form. Townhouse dwellings are grouped into blocks of 8 or 12 units, measuring approximately 17 metres deep by 26 or 38 metres wide, respectively, similar in scale to other back-to-back townhouse dwellings in the vicinity. Stacked dwellings are grouped into blocks of 16 to 24 units, measuring approximately 13 metres deep by 34 to 50 metres wide.

Public Realm

Stacked dwellings are proposed to address the public realm with articulated façades featuring patios, balconies, and primary entrances. Materiality is mixed to provide interest, featuring stone veneer, brick veneer, and vinyl siding in a range of earth tones. Windows are generously sized, and low plantings are provided along all building frontages to appropriately integrate the development into its environment and screen the parking areas.

End units adjacent to the public right-of-way, on blocks 5 and 6 in particular, are turned 90 degrees to provide an active façade,

Project Statistics

Proposed Zoning By-law Amendment

It is proposed to rezone the subject site from Development Reserve (DR) to Residential Fifth Density, Subzone Y (R5Y). The intent of this zone is to:

(1) allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre, or Central Area in the Official Plan;
(2) allow a number of other residential uses to provide additional housing choices within the fifth density residential areas; and
(5) regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced;

The R5Y zone is appropriate for the proposed development type and surrounding context. The vast majority of nearby properties are zoned R3Z or R4Z, whereas an R5 Zone with the addition of a restrictive height suffix was recommended by City Staff during pre-consultation to ensure adequate setbacks to support tree plantings in marine clay soil present in the area. The implementation of an R5Y Zone will ensure continuity with respect to built form standards while supporting transit-supportive density directly adjacent to the planned Fern Casey rapid transitway station, consistent with the policies of the Official Plan and Secondary Plan for the subject site.

In addition to rezoning, a reduction to the required parking rate is also proposed. Variance is sought to provide parking at a rate of 1 per stacked dwelling unit and 0.1 visitor parking spaces per dwelling unit. This is in line with municipal policies and design guidelines for transit-oriented development, as well as policy direction demonstrated through the Draft new Zoning By-law first published for public feedback in May 2024.

DESIGN DIRECTION

02

City of Ottawa Official Plan (2022)

Designation Policies

The section of the lot within 120 metres of the centreline of Brian Coburn Boulevard is subject to the policies affecting Minor Corridors, as defined in Subsection 6.2.1, while the remainder is deemed to be within the Neighbourhood Designation under the Evolving Neighbourhood Overlay, as per Subsections 6.3.1 and 5.6.1 respectively.

Corridors are recognized as unique contexts suitable for increased density, but not to the same extent as hubs. Notably for the subject site, it is stated that development shall ensure transition in height, land use, design, and character to abutting designations, mid-block pedestrian connections may be required, development shall address the corridor, and vehicular access shall be provided from parallel or side streets. Policy 6.2.2.2.a states that development in the Minor Corridor designation may include residential-only buildings.

Heights of buildings within the Neighbourhood designation are to be low-rise, though a mix of building forms and densities are to be permitted. Policy 6.3.2.2 states that regulation shall be form-based, rather than use-based, having regard for context and interface with the public realm. Built form characteristics within the Evolving Neighbourhood Overlay are to be urban in nature.

The proposed height and design are intended to provide gentle transition to the existing townhouses fronting on Axis Way, with shorter back-to-back townhouse dwellings located in the southwest corner of the site. Dwellings address Brian Coburn Boulevard with setbacks provided at the minimum required to accommodate servicing trenches, powerlines, and tree plantings in marine clay soils. The proposed development of an urban built form, providing principal entrances at grade, over two functional storeys, minimal setbacks, concealed parking at a rate below that required by the Zoning By-law, and small areas of formal landscaping.

Urban Design Policies

Subsection 5.4.4 describes direction for the evolution toward 15-minute neighbourhoods through greenfield development in the Suburban Transect. Notably:

East Urban Community Phase 3 Area CDP

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 townhomes is to be 4 storeys. Lower-density typologies are not permitted. The Plan 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.

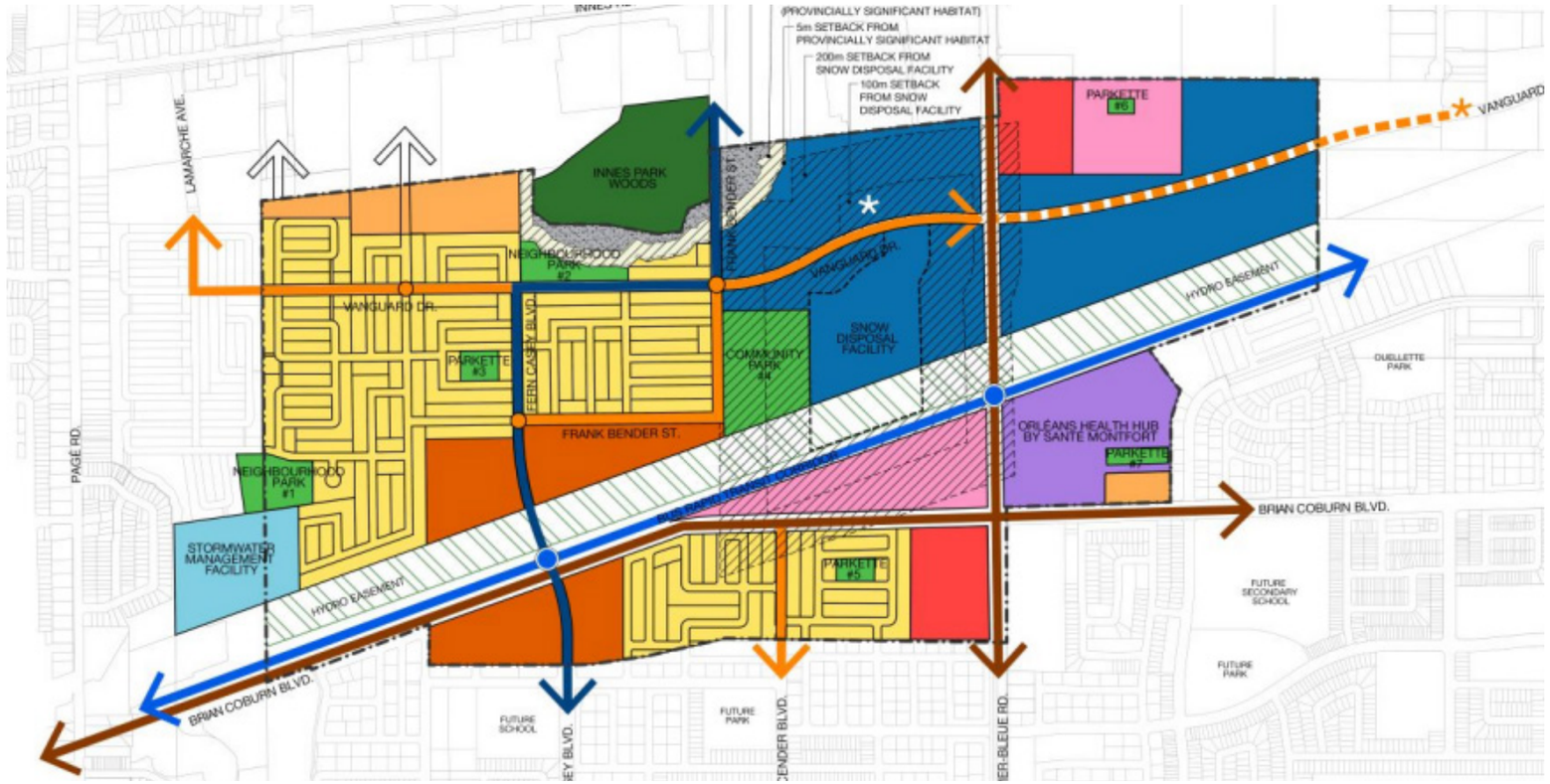
- Policy 6.3.1.1 states that a variety of housing densities and designs will be provided to enhance the streetscape.
  The development provides innovative missing middle housing typologies, contributing to diversity in built form in the area.

- Policy 6.3.1.2 states that the front entrances of residential buildings should face and be visible from the street.
  The proposed development uses a dual-facade typology with active residential entrances facing the two public streets as well as the internal private street and amenity area.

- Policy 6.3.2.1 states that residential dwellings should be located close to the street to reinforce a strong edge.
  Buildings are located as close to the street as possible while accommodating servicing constraints and providing adequate soil volumes for tree plantings in marine clay soils.

- 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.
  The proposed back-to-back dwelling typologies allow them to face both the public realm and the internal amenity area.

- Policy 6.3.4.2 states that surface parking should be located primarily to the side or rear of buildings
  Parking is located entirely to the interior of the development.



The City of Ottawa provides general direction for the development of large lots within the urban area through policy guidelines intended to complement the design considerations of Community Design Plans and Secondary Plans. The following guidelines relate to 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.
  The proposed development's mix of back-to-back townhouse and stacked dwelling typology is well-suited to the transit-adjacent context of the subject site, as it provides a density of 75 units per hectare.

- 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
  Pathways through the proposed development provide convenient connections to the surrounding pedestrian network.

- 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.
  Proposed dwellings have frontages with entrances and amenity areas on two sides. The communal amenity area is internal to the subject site, using buildings to attenuate the sound from the abutting Arterial Road, Brian Coburn Boulevard.

- 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.
  Trees proposed to line public and private streets abutting and through the site are planted in an orderly manner, enhancing the public realm and screening utilities. Their selection and placement have been planned by an accredited landscape architect.

Transit Oriented Development Guidelines

The City of Ottawa provides guidance to developments within 600 metres of existing or planned rapid transit stations and stops in the Council-approved Transit Oriented Development Guidelines. 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 typology 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.
  The proposed compact, higher-density residential typology proposed meets this guideline.

- 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 options for residents to access the street network and transit.

- 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 facades animated by active entrances and balconies.

- 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.

Response to Pre-Consultation Comments

The following is a response to pre-application consultation comments received on October 25, 2024.

a. Re-organize the site to enhance active frontage along Brian Coburn Boulevard and to consolidate outdoor amenity area.
The proposed reorganization of the site resulted in a reduced parking rate that would significantly impact the viability of the project. See design evolution to see how amenity area was consolidated following this comment.

b. Staff require dimensions between the buildings along Brian Coburn Boulevard - endeavor to increase to provide landscaped pathways to the street.
Site plan was updated to show dimensions and pathways to the street have been landscaped.

c. Please demonstrate that individual walkways and tree plantings can be provided at each unit - including internally to the site.
Walkways have been included on the site plan and trees have been included on the landscape plan.

d. Please demonstrate where utilities (gas meters, air conditioners, etc) will be provided.
Utilities are primarily located within the utility building or electrical closet on the end of each block, while other elements have been added to the site plan.

e. Waste and utility areas should be heavily screened.
Screening details have been included on the site plan.

f. Look for ways to incorporate green infrastructure into parking areas.
Plantings within parking areas have been enhanced and the proposed plan exceeds the proportion of landscaped area within a parking lot as required by Zoning By-law Section 110.

Excerpt from Proposed Site Plan

SITE CONTEXT AND ANALYISIS

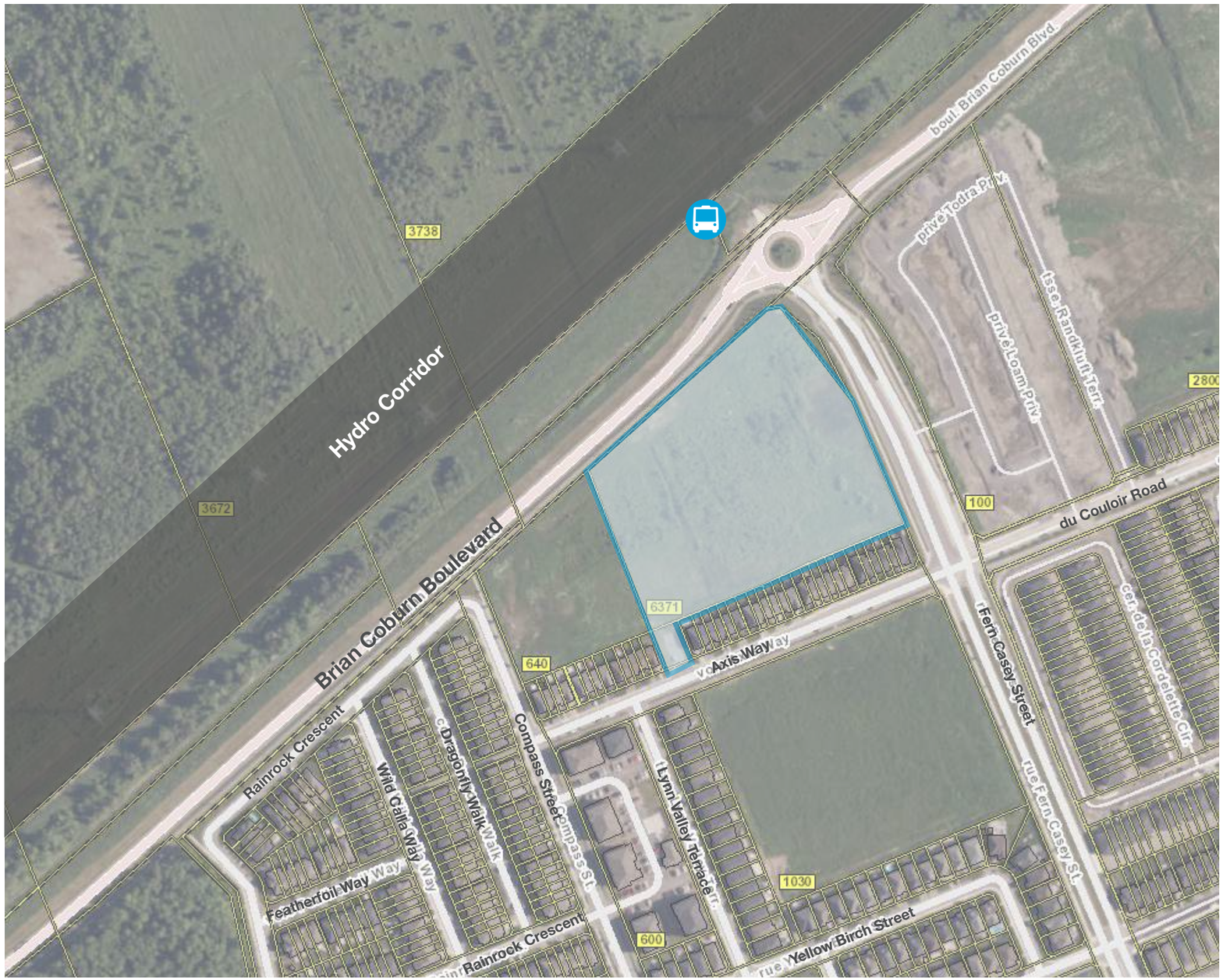
03

Site Context

Subject Site

The subject site is a 26,746 square metre flag-shaped parcel legally described as Block 139 and part of Block 140 on 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 large vacant lot separating the site from Compass Street. The site is currently an unimproved, vacant parcel of land with relatively level grading

Site Context



Site and Context Photos

Site Analysis

Nearby Development Proposals

Abutting the subject site to the west is a 0.96-hectare lot owned by Richcraft. There are no active development applications for the lands, though it is likely to be developed for medium-density low-rise residential uses in accordance with the Secondary Plan.

Development of vacant lands to the north of the transit and Hydro corridor is to be primarily low-density residential, with higher-density typologies located near the transit station as per the Secondary Plan and pending Plan of Subdivision and Zoning By-law Amendment applications D07-16-21-0015 and D02-02-21-0046 for Trailsedge Phase 5.

The low-density residential area will consist of 983 dwellings units in a mix of detached, townhouse, and back-to-back townhouse typologies, while 2.5 hectares of medium-density and 8.6 hectares of high-density residential may yield approximately 155 and 688 dwelling units respectively if CDP density targets are met. Development for the latter will be actioned through a future Site Plan Control application. The area of this application includes a 4.6-hectare community park approximately 700 metres northeast of the site, and 19.3 hectares of employment lands adjacent to said park.

Similar applications, D07-16-21-0006 and D02-21-0023, have been put forward for Trailsedge Phase 4 – the lands between Fern Casey Street and Mer Bleue Road, south of the Transit and Hydro corridor, and north of Couloir Road. However, this application includes a 4.25-hectare commercial block in the southwest quadrant of the intersection of Brian Coburn Boulevard and Mer Bleue Road and two mixed-use blocks totalling 7-hectares in the northwest quadrant of said intersection, near the future Mer Bleue Transitway Station. Residential areas will consist of a mix of detached, townhouse, and back-to-back townhouses, providing a total of 425 dwelling units.

The large vacant lot abutting the southern side of Axis Way at the intersection with Fern Casey Street is owned by the Ottawa Carleton District School Board and planned for development as a school, but no development proposals exist for this parcel.

Site Analysis

Planned Function of Adjacent Properties

The Subject Site is primarily surrounded by residential uses and supportive or complementary uses. The latter includes schools, parks, natural areas, and stormwater management areas. A mixed

Site Analysis

Transit Network

The Cumberland Transitway Extension will serve Fern Casey Station, located near the intersection of Fern Casey Street and Brian Coburn Boulevard, at the northeast corner of the subject site. This grade-separated Bus Rapid Transit system will consist of a separated right-of-way to ensure rapid, consistent transit even during peak hours as the neighbourhood of South Orleans grows and transportation demand follows. From the subject site, the station is most conveniently accessed by a multi-use pathway lining the south side of Brian Coburn Boulevard.

The existing Chapel Hill Park and Ride Station is approximately one kilometre west of the site, easily accessed by bicycle within approximately 5 minutes via the same multi-use pathway. There are bus stops located on Fern Casey Street at Axis Way, served by route 32 which currently connects the Chapel Hill Park and Ride to Blair LRT Station via Jeanne d'Arc Boulevard. A new route connecting the site more directly to the amenities of Innes Road may be expected once Fern Casey Street is extended north of the transit corridor.

Site Analysis

Active Transportation

A multi-use pathway is also planned for the north side of the transit corridor, as are bike lanes along collector roads planned for the area. An on-road, unprotected westbound bike lane is located on the north side of Brian Coburn Boulevard, as are north-south lanes along Mer-Bleue Road. Bike lanes along Fern Casey Street reach their southern terminus at Axis Way, though separated multi-use paths run along Axis Way, Couloir Road, and Compass Street south of the subject site, connecting it to the pathways of Mud Creek Stormwater Management Area and adjacent parks and woodlots. A connection to the Prescott-Russell Trail Link, a regional trail 1.8 kilometres south of the subject site, is proposed on Official Plan Schedule C3 to follow Markinch Road and extend across the lands between the Navan Landfill and the rear yards of dwellings fronting on Knotridge Street.

Site Analysis

Urban Road Network

Brian Coburn Boulevard, abutting the site's north lot line, is classified as an Arterial Road with a 40-metre-wide right-of-way and a speed limit of 70 kilometres an hour abutting the subject site. It currently consists of a single vehicle lane for each direction, a westbound on-street bike lane on the north side of the road, and a bidirectional multi-use pathway with landscaped buffer on the south side, but improvements are planned.

Fern Casey Street, the street upon which the eastern side of the subject site fronts, is classified as a future Major Collector in Official Plan Schedule C4. It is provided a 24-metre-wide right-of-way protection by Schedule C16, but the actual width abutting the site is approximately 41 metres. In this location, it consists of four lanes; one in the northern direction and one in the southern direction with turn lanes for Axis Way and Couloir Road. It is divided by a median, limiting the proposed access lane to a right-in/right-out configuration. There are no individual driveways fronting directly on Fern Casey Street, just local roads and access lanes for planned unit developments.

Axis Way, upon which lies the primary vehicular access point for the site, is a local street with a 24-metre right-of-way accommodating a multi-use pathway along the south side. Many driveways serving townhouses front on the street.

The subject site is approximately 4 kilometres south of Municipal Highway 174, reached most directly 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.

Site Analysis

Key Uses, Destinations, and Elements

The future Fern Casey Station is planned to be located directly across Brian Coburn Boulevard from the site, along the future Cumberland Transitway Extension, while the existing Chapel Hill South station and park and ride is one kilometre west of the site along Brian Coburn Boulevard.

Innes Road is an arterial mainstreet hosting a variety of large scale commercial uses including grocery stores, big box retailers, restaurants, gyms, car dealerships, healthcare providers, specialty retailers, and a theatre. Supplementary commercial uses are located in nodes like The Shops of Tenth Line at the intersection of Tenth Line Road and Brian Coburn Boulevard. Another commercial node is planned for the easternmost section of Trails Edge Phase 4 at the intersection of Mer Bleue Road and Brian Coburn Boulevard, approximately 800 metres east of the subject site. The Aline-Chrétien Health Hub, an extension of the Montfort Hospital offering a range of specialized and community healthcare services since 2021, is located in the northeast quadrant of this intersection.

There are numerous schools in the area, including Collège Catholique Mer Bleue (at the intersection of Fern Casey Street and Renaud Road, approximately 350 metres south of the site) and Notre-Dame-des-Champs French Catholic Elementary School (at the intersection of Compass Street and Renaud Road, 600 metres south of the site). A French Public Elementary School is planned for 2405 Mer Bleue Road, approximately 1.2 kilometres east of the site, and a 2.9-hectare parcel across Axis Way from the site is owned by the Ottawa Carleton District School Board, but no development application is currently available for the lands.

The nearest public park is Patrick Dugas Park, located approximately 220 metres south of the subject site's access point on Axis Way. It contains a playground, tennis courts, splash pad, and outdoor rink. South of this lies protected greenspace animated as a natural linear park following Mud Creek and terminating near Pagé Road. Eden Park, a 2.2-hectare neighbourhood park lies 320 metres east of the subject site at the intersection of Couloir Road and Ascender Avenue.

Eden Park

The Shops of Tenth Line

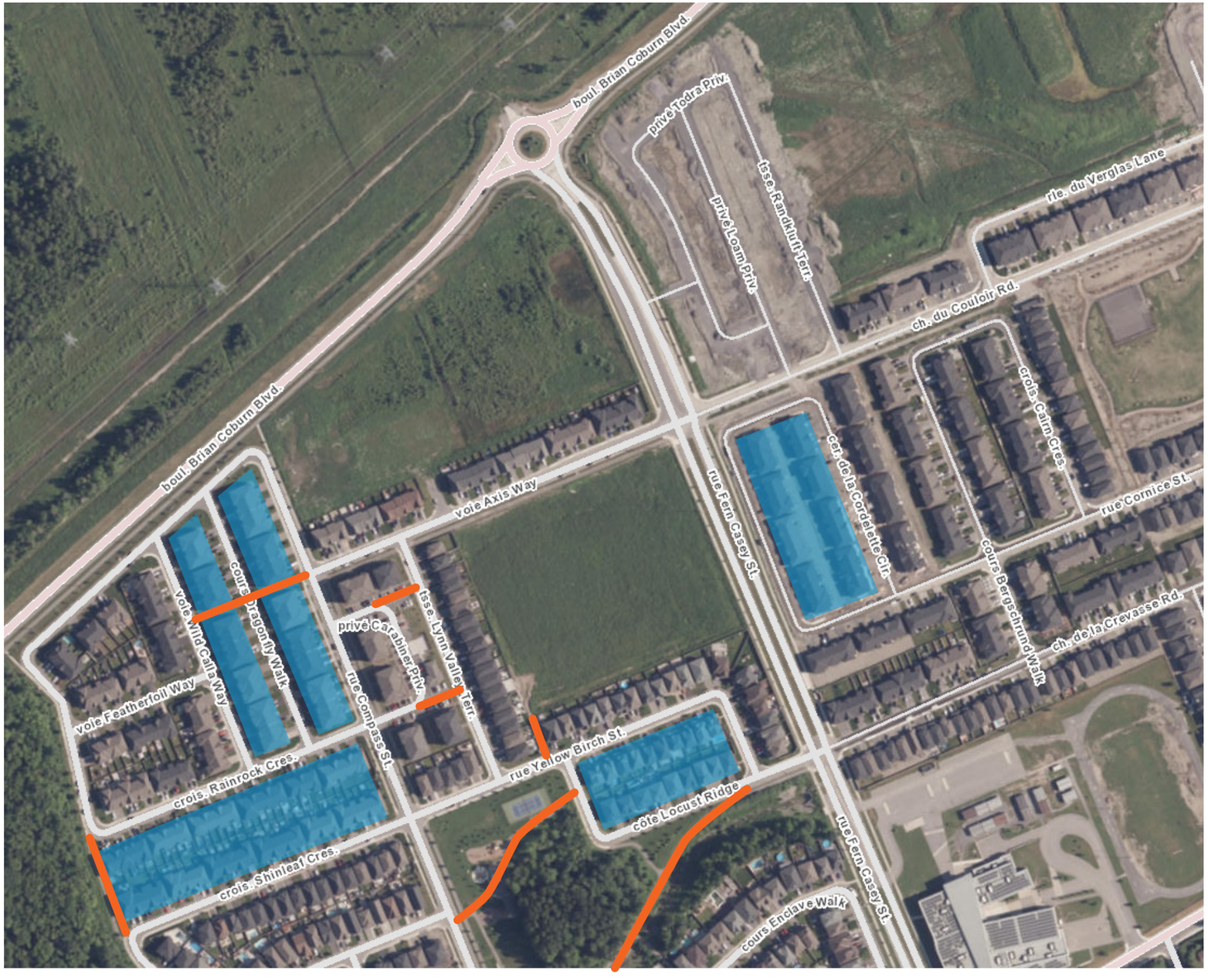
Aline-Chrétien Health Hub

Site Analysis

Urban Pattern

South Orléans, the neighbourhood surrounding the subject site, is developed as a contemporary suburban subdivision, characterized by a relatively fine-grained modified grid street network. The modified grid utilizes crescents and window streets to manage vehicle flow by directing traffic to certain streets and maintaining a hierarchy. Crescents, larger blocks, and parks feature pedestrian shortcuts to allow for varied route options, encouraging active transportation and transit use.

The proposed block pattern is slightly more compact due to reduced right-of-way widths and yard setbacks permitted on private land within a planned unit development. Connections to the surrounding sidewalk network are provided to create a permeable grid for pedestrians and support sustainability goals, while maintaining a street network designed to reduce the likelihood of vehicles cutting through the site.



Site Analysis

Character and Public Realm

Brian Coburn Boulevard has 40-metre-wide right-of-way. It currently consists of a single vehicle lane for each direction, a westbound on-street bike lane on the north side of the road, and a bidirectional multi-use pathway with landscaped buffer on the south side.

Directly north the boulevard is a hydro corridor and lands intended for a future bus rapid transit corridor, the Cumberland Transitway extension. The total width of approximately 170 metres effectively makes this corridor single-loaded.

There are hydro poles in the landscaped buffer between the multi-use pathway and the subject site, and signage located between the multi-use pathway and the roadway, but the only trees located in the right-of-way near the subject site are along the traffic circle at the intersection with Fern Casey Street.

Fern Casey Street is a Future Major Collector with a 41-metre right of way where it abuts the subject site. It is lined with bike lanes and medium street trees. 3-storey stacked dwellings are located across from the subject site, but the right of way and setbacks required to provide street trees in marine clay soils limit the building-separation-to-height ratio to 5:1. Cordelette Circle, a window street south of Couloir Road, also prevents the adequate framing of the right of way.

Axis Way has a 24-metre right-of-way, wide enough for on-street parking, an un-buffered sidewalk, and a buffered multi-use path. There are small trees (10 to 14 centimetres in diameter) in the front yards of townhouse dwellings on the north side of the street, and ornamental streetlamps along the south side. Across the street from the subject site lies the vacant lot to be developed as a school, likely to provide amenities and significantly increase activity in the area.

Streets southwest of the subject site are primarily lined with 2.5-storey traditional or back-to-back townhomes with joined driveways, front-facing single-car garages, and balconies or verandahs. These streets are typcally framed to a ratio of

Brian Coburn Boulevard near the Subject Site

Patrick Dugas Park and adjacent natural area

Typical local road streetscape

DESIGN

04

Design Evolution

Previous to the pre-application consultation held on October 16, 2024, Minto shared a concept plan for the proposed development with consultants, excerpted to the right.

The original site plan proposed the communal amenity space in four smaller parcels, one of which was near Brian Coburn Boulevard. In this plan, some parking areas were more visible from the public realm. Additionally, access to the site from Fern Casey Street was located further south, closer to the corner of Axis Way, to provide more active frontages on Fern Casey Street. Buildings and private roads were shifted to accommodate more dwellings and amenity space instead of parking.

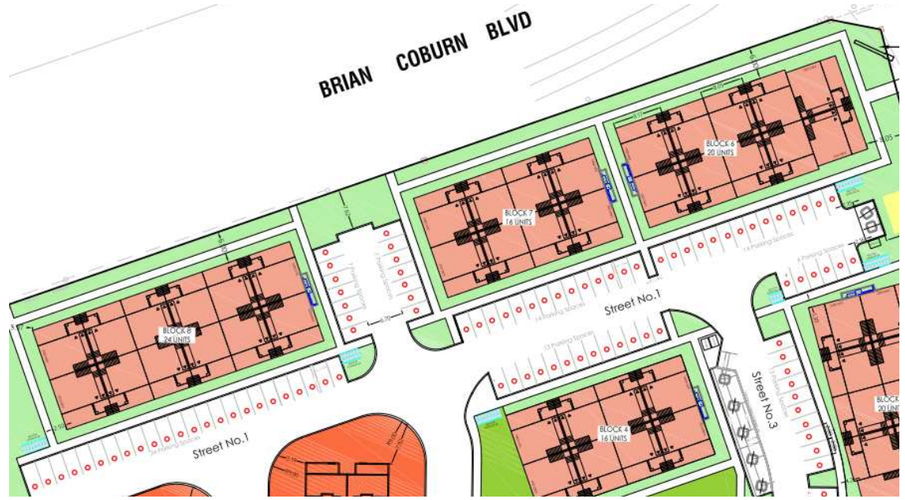
Feedback received during pre-consultation for this updated design reflected policies for the agglomeration of amenity area as well as the screening of parking from the public realm. The matter of ensuring adequate soil volumes for tree plantings in marine clay soils were also mentioned. It was suggested to shift some dwelling units from the central island (blocks 3 & 4) to the area along Brian Coburn Boulevard to increase active frontages facing the public realm. However, this resulted in a unit count and parking ratio impacting the financial viability of the project.

To accommodate comments by City planning and design staff, the plan was adjusted, further narrowing aisles, reducing the size of the parking lot abutting Brian Coburn Boulevard and shifting it away from the intersection with Fern Casey Street, adding details regarding bicycle parking, and combining the communal amenity space into a single agglomerated area.

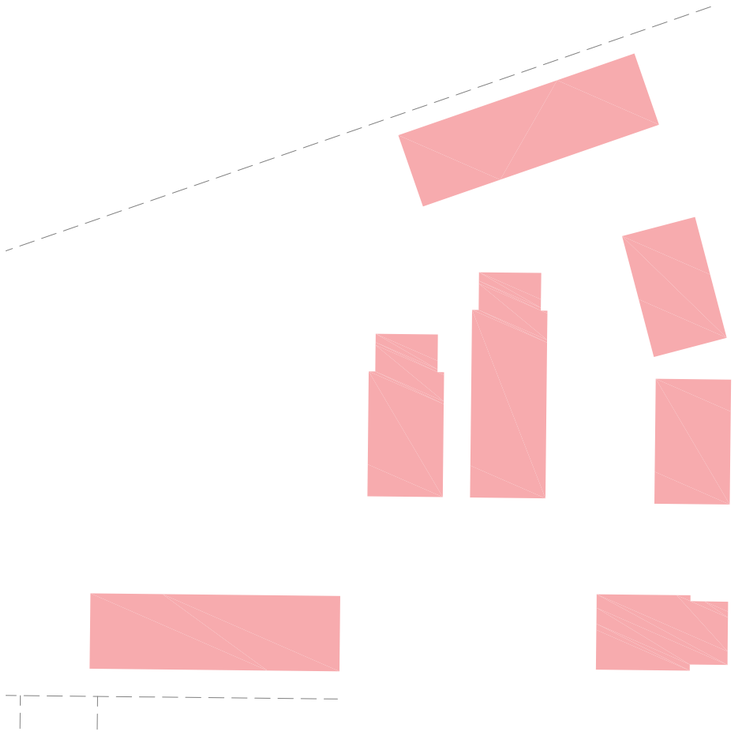
Original plan developed prior to Pre-Application Consultation

Plan proposed in Pre-Application Consultation

Alternate layout proposed by City staff



Improved building layout along north of the site following pre-consultation



Excerpt from first site plan prior to pre-consultation

Response to Abutting Public Realm Conditions

The proposed development enhances the public realm through high-quality, well-articulated frontages that include active entrances. The public realm is further enhanced by the inclusion of balconies, terraces, and active frontages facing public streets. Where end units of dwelling blocks face the public realm, they've been rotated 90 degrees to provide an enhanced frontage, as demonstrated below.

The front-facing garages and associated driveways of the existing back-to-back townhouses fronting on nearby streets like Axis Way and Compass Street lead to a car-dominated streetscape where there are numerous curb cuts and front yard parking. The proposed stacked dwellings with parking located in the interior yard, screened from the public realm, represent an improvement in this regard. Proposed back-to-back townhouses are located interior to the site, and their driveways do not cross any sidewalks.

Front yard setbacks of nearby dwellings are moderate and replicated along the subject site's road frontages to the extent possible, creating consistency and allowing for enhanced tree planting along the right-of-way.

Soil conditions and servicing constraints have restricted the potential for the inclusion of large canopy on the site. However, numerous medium deciduous trees are planned for areas along access lanes, in the amenity area, and in the northwest corner abutting Brian Coburn Boulevard.

Pathway connections are provided between the public sidewalks and MUP, building entrances, and the internal pathway network.

Materiality of the proposed dwellings is of contemporary style, similar to nearby buildings, with a mix of earthtones reflected in stone and brick veneer, and vinyl siding. Utilities are concealed in architecturally-design enclosures on the ends of blocks, as well as in an accessory building.

Rendering of proposed back-to-back townhouse dwellings fronting

Elevation of proposed back-to-back stacked dwelling corner units facing public realm.

6 TRAILS EDGE ELEV 'A' (STD)
INTERIOR END CONDITION
UNIT 20-L & 19-U

7 TRAILS EDGE ELEV 'A' (REV)
INTERIOR CONDITION (TH-1)
UNIT 18-U & 17-L

8 TRAILS EDGE ELEV 'A' (STD)
INTERIOR CONDITION (TH-1)
UNIT 16-L & 15-U

9 TRAILS EDGE ELEV 'A' (REV)
INTERIOR CONDITION (TH-1)
UNIT 14-U & 13-L

10 TRAILS EDGE ELEV 'A' (STD)
CORNER CONDITION
UNIT 12-L & 11-U

Landscape Plan