

640 Compass Street

Urban Design Brief
November 2024

Prepared for Richcraft

Prepared by Fotenn Planning + Design
396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7
613.730.5709
fotenn.com

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PROJECT DESCRIPTION

01

Project Description

The proposed development at 640 Compass Street is driven by the need for increased residential density in a transit-adjacent suburban context. The stacked dwelling typology contributes to a healthy housing mix in this area, providing two 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 both sides, providing both active frontages on public streets and convenient access to amenity and parking areas internal to the site.

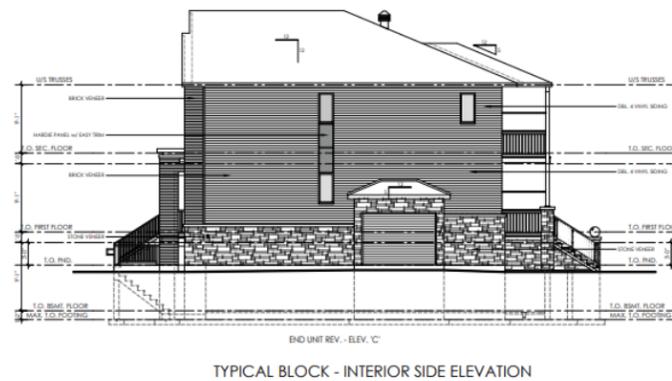
As access to the future Fern Casey Transitway Station is within 220 metres walking distance of the nearest planned dwelling, active transportation is promoted by providing parking at the minimum rate required by the zoning by-law, providing bicycle parking above the minimum, and connecting internal sidewalks and pathways connect to the existing pedestrian network in many places.

Massing and Scale

The proposed housing typology has a height of 9.5 metres with a complex cross-gable and hip roof, allowing for two single-storey units above a basement which projects approximately one metre above grade. The dwellings are grouped into blocks of 6 or 12 units, measuring approximately 13 metres deep by 16 or 33 metres wide, respectively, similar in scale to other townhouse dwellings in the vicinity, as seen on the site plan.

Public Realm

Frontages of the proposed dwellings are articulated with verandahs and balconies, and enhanced with stone veneer for the lower level and vinyl siding in a range of colours, varying by block, above. Windows are generously sized, and plantings are provided along the public-facing frontage to appropriately integrate the development into its environment and screen the parking areas. Side façades clearly visible from the public right-of-way, on blocks 2, 5, and 6 in particular, are enhanced to include an additional roof gable and windows, providing aesthetic and functional benefit to the public realm through additional “eyes on the street”. Compass Street is addressed by a building-separation-to-height ratio of



Interior- and Exterior-Facing Elevations of Proposed Dwelling Blocks

approximately 3:1, appropriate for the suburban neighbourhood context, while the framing of Brian Coburn Boulevard is limited by its very wide right-of-way.

The amenity building which houses indoor bicycle storage and garbage facilities has a height of 4 metres and a footprint of 77.5 square metres. It is designed to be architecturally coherent with the proposed dwellings by replicating their materiality and roof pitch. By including garbage facilities, impact on the public realm inside the development or on dwellings is reduced.

Amenity area is provided in excess of double of what is required by the Zoning By-law. A single agglomerated landscaped area of 500 square metres located centrally to the site is provided for communal use. It is screened from the noise of Brian Coburn Boulevard by townhouse blocks 5 and 6, and is large enough to accommodate several large trees, and a few medium trees. There are other locations throughout the site with large enough soil volumes to sustain trees, supporting the City’s tree canopy initiatives.

Project Statistics

Provision		Proposal
Site Area		9,559.35 m ²
Floor Area	Total	6,927.5 m ²
	Dwellings - GFA	6,850 m ²
	Accessory Building	77.5 m ²
Unit Count		66
Residential Density		69 units per hectare
Floor Space Index		0.72
Building Height	Dwellings	9.5 m
	Accessory Building	4.02 m
Amenity Area	Total	929 m ²
	Private Amenity Area	6.5 m ² per unit = 429 m ²
	Communal Amenity Area	500 m ²
Parking	Total	94 spaces
	Resident	80 spaces
	Visitor	14 spaces
	Accessible	3 spaces
	Charging Stations	4 spaces
Bicycle Parking	Indoor	30 spaces
	Outdoor	8 spaces
Lot Coverage		2,259 m ² = 24 %
Landscaped Area		5197.7 m ² = 45.6 %

Proposed Zoning By-law Amendment

It is proposed to rezone the subject site from Development Reserve (DR) to Residential Fourth Density, Subzone Z (R4Z). The intent of this zone is to:

- (1) allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys [...];
- (4) 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; and
- (5) permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

The R4Z zone is appropriate for the proposed development type and surrounding context. The vast majority of nearby properties are zoned R3Z or R4Z - this implementing zone will ensure continuity with respect to built form standards. Notwithstanding that the policies of the Official Plan and Secondary Plan permit greater heights and a mix of uses, the R4Z zone permits densities and a mix of unit typologies that is consistent with the Secondary Plan, and is therefore a suitable implementing zone.

DESIGN DIRECTION

02

City of Ottawa Official Plan (2022)

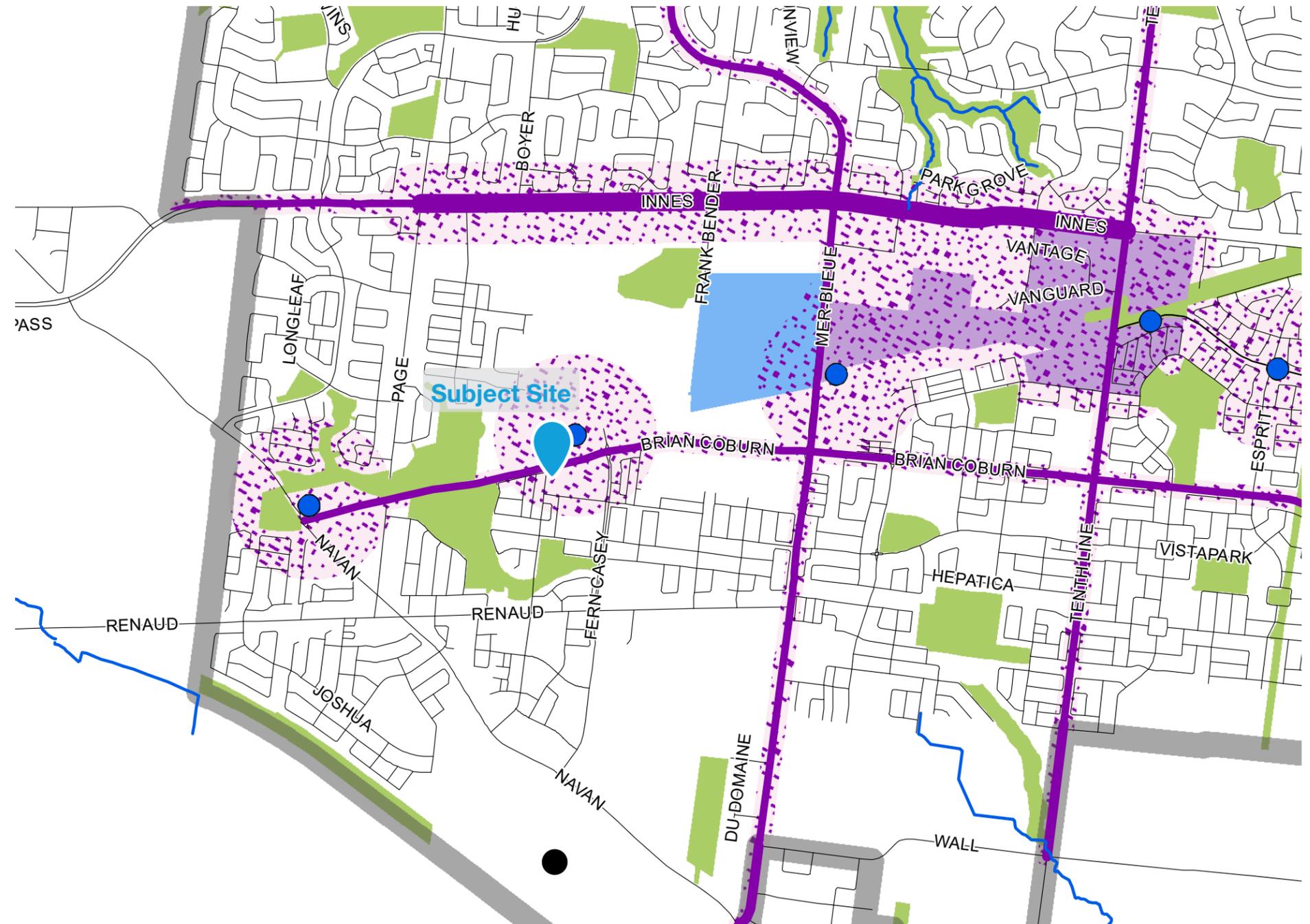
The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for development in the City until 2046, when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the City will accommodate this growth over time and sets out the policies to guide the development and growth of the City.

As per Schedule A and B8 of the Official Plan, the subject site is located in the Minor Corridor Designation of the Suburban Transect.

Transect Policies

Section 5.4 describes policies that apply to the Suburban Transect – an area characterized by conventional suburban development including separated land uses, automobile-oriented land use patterns with some integration of other transportation modes, detached low-rise buildings, prominent private automobile parking, and generous setbacks focused on soft landscaping and separation. There is a recognition of established suburban patterns of built form, as well as support for an evolution toward 15-minute neighbourhoods to slow urban sprawl and promote transit use through strategically increased density and pedestrian-oriented public realm improvements.

The proposed dwelling typology provides considerably higher density than the typical suburban detached built form while respecting appropriate heights and landscaping provisions to ensure aesthetic cohesion. Pedestrian shortcuts are provided to encourage transit use, as per Policy 5.4.2.1.



- Neighbourhood
- Hub
- Corridor - Mainstreet
- Corridor - Minor
- Evolving Neighbourhood
- Greenspace
- Mixed Industrial
- Industrial and Logistics

- O-Train Station
- O-Train Station
- Transfer Station
- Transitway Station

Schedule B8 Suburban East Transect

Designation Policies

As the subject property is fully within 120 metres of the centreline of Brian Coburn Boulevard, it is subject to the policies affecting Minor Corridors, as defined in Subsection 6.2.1. These areas 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.

The proposed development maximizes potential density provided under the site-appropriate R4Z zone, which represents reasonable intensification for the context. Height and design are not considerably different from existing townhouses abutting the southern lot line, though ample setbacks are provided for transition. Blocks 5 and 6, which abut Brian Coburn Boulevard, include active frontages facing the Corridor. Public pedestrian connections are provided through the site to the multi-use pathway along Brian Coburn Boulevard, and vehicular access is provided via Compass Street, an adjacent Local Road.

Urban Design Policies

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

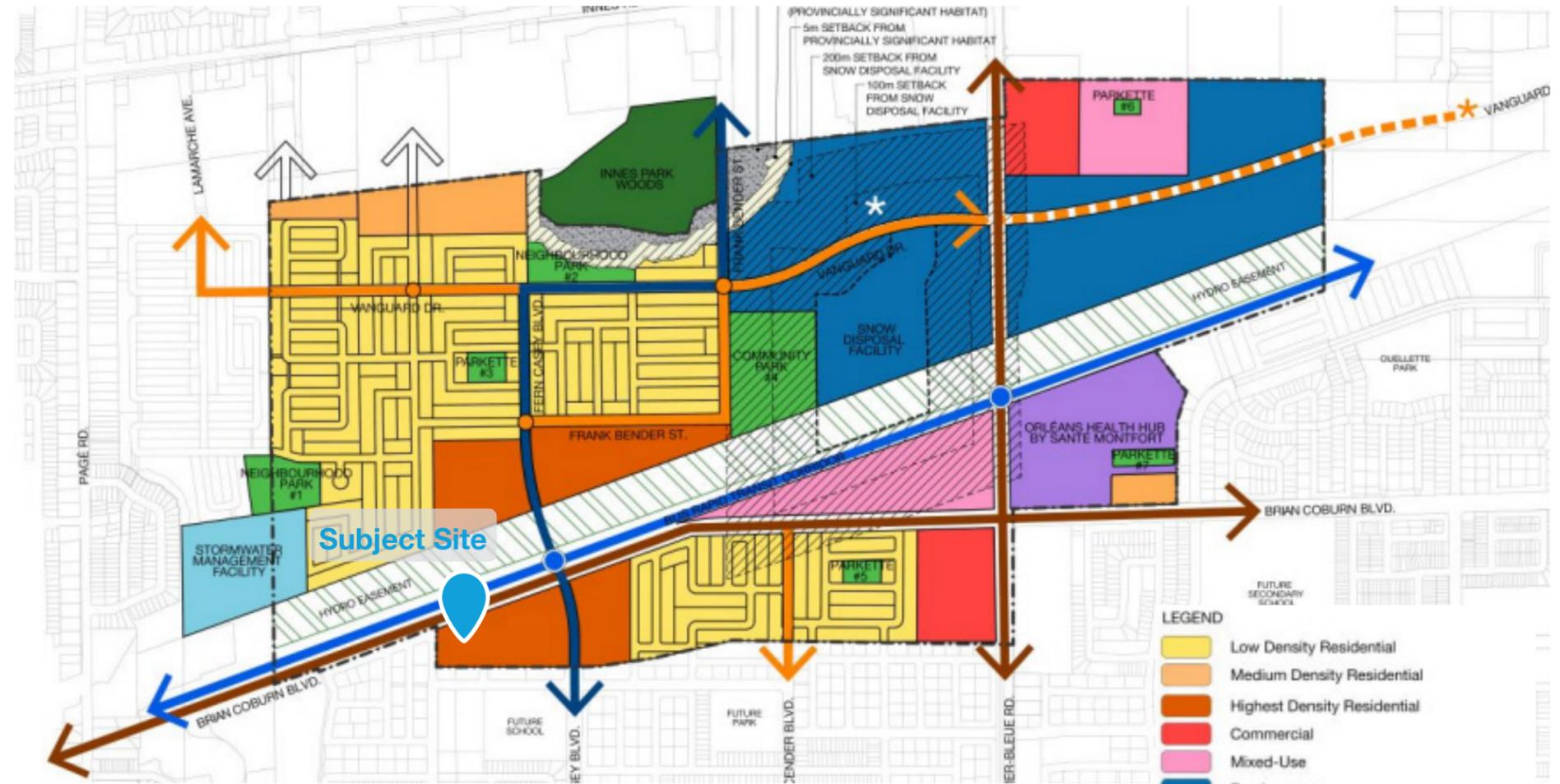
- / A high-quality public realm is to be created by incorporating land-use planning which encourages a sense of place, *Buildings are oriented to the street with consistent frontages, side elevations visible from the public realm are enhanced with additional windows and articulation, cladding materials are high-quality, and tree plantings are generous*
- / Connectivity is to be encouraged through a fine-grained street grid, while permitting rear lanes and minimizing curb cuts, *A single vehicular access to the internal circulation network is provided via Compass Street so as to not impact Brian Coburn Boulevard. No access is provided to the adjacent vacant lot, as it is a private site.*
- / Traffic flow may be permitted if it minimizes negative impacts on public realm and prioritizes sustainable modes of transportation, *This proposal does not allow for additional traffic flow and proposes no access to Brian Coburn Boulevard, therefore causing no disruption to the adjacent multi-use pathway.*
- / Active transportation linkages are to safely and efficiently connect residential areas and amenities, *Pedestrian connections are provided through the site to access the nearby rapid transit station and multi-use pathways.*
- / Treed corridors are to be lined with building typologies including medium-density residential uses, *Trees are proposed along the perimeter of the site, in addition to those planned by the City, to enhance the greening of the public realm. A medium-density residential use is proposed.*
- / Avoid rear lotting on higher traffic streets by providing rear lane access for properties along collectors, *All proposed dwellings abutting a public street provide an active frontage with parking located in an interior yard and accessed via private circulation network, similar to a rear lane.*

- / Screen parking lots, mitigating their visual impact on the public realm by setbacks, landscaping, and location *Parking areas are primarily located behind buildings. The one location where parking spaces are adjacent to roads, south of block 1, it is a single row of spaces facing away from the right-of-way which is screened by a gateway feature and enhanced landscaping.*

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 will increase the variety of housing typologies along Compass Street and Brian Coburn Boulevard.
- / 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.
In response to staff comments, the design has been revised so that buildings are located to frame the street.
- / 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 dual facade approach allows the Terrace Flats 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 and Policy 6.3.3.4 states that parking areas should be screened from the public streets through landscaping.
Parking is located entirely to the interior of the development.



Excerpt from Demonstration Plan in CDP

- / Policy 6.3.4.3 states that architectural design on all elevations should be consistent.
The public-facing elevations, including side elevations, are enhanced.
- / Policy 6.3.4.6 states that bicycle parking for residents and visitors should be provided.
Bicycle parking is located in excess of the minimum requirement, with 30 long-term parking spaces located within the accessory building, and eight short-term/visitor spaces distributed throughout the site.

Urban Design Guidelines for Greenfield Neighbourhoods

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 stacked dwelling typology is well-suited to the transit-adjacent context of the subject site, as it provides a density of 69 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 dual frontages, with amenity areas facing outward. The communal amenity area is internal to the subject site, using buildings to attenuate the sound from the abutting Arterial Road, Brian Coburn Boulevard.
- / **Guidelines 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.

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.

Building frontages abutting public streets are located as close as possible while ensuring consistency with adjacent planned development and space for balcony and verandah projections and tree plantings.

- / **Guideline 35:** Mix various types of housing on each street while considering the relationship between each other and to existing houses.
The proposed stacked dwelling typology provides variation from the existing townhouses fronting on Compass Street, while retaining similar height and setbacks.
- / **Guideline 37:** Design building façades so that windows and doors are prominent features that address the streets they front.
Frontages of proposed dwellings on public streets are enhanced with varied materials and window sizes, active entrances, balconies, and verandahs.
- / **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
The side elevations visible from Brian Coburn Boulevard are proposed to be enhanced with an additional roof gable and more windows.
- / **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.
Parking for the proposed development is located in the interior yard of the subject site. Where it is near the public realm, it's screened by enhanced landscaping and a gateway feature

/ **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 includes a pedestrian network allowing for connectivity through the block, enabling ease of movement toward nearby transit and amenities.

/ **Guideline 64:** Locate above-grade utilities away from key public view lines such as intersections, day lighting triangles, and parking lot entrances. Screen the utilities through design or landscaping.
Utilities are located on the end of the dwelling blocks, concealed in architecturally cohesive enclosures, as seen in the attached building elevations.



TYPICAL BLOCK - STREET SIDE ELEVATION

Excerpt from Elevations showing enhance street-facing elevation.

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.

- / 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 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 32 directs that development shall provide no more parking than required by the Zoning By-law. The proposed development follows this guideline.
- / 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.

Response to Pre-Consultation Comments

The following is a response to pre-application consultation comments received on May 16, 2024.

**a. Please re-organize the site so that units front out onto Brian Coburn Boulevard and that parking is screened entirely from the public realm.
The requested change has been made for this proposal.**

b. Front entrances should face out onto Compass Street and Brian Coburn Boulevard.
A dual-entry housing typology is proposed, characterized by entrances and enhanced elevations on both principal facades.

c. The backs of the buildings facing Block 139 need to be articulated in the event that a public ROW is extended through the adjacent site.
Allowing a portion of land for a hypothetical right-of-way imposes significant limitations in terms of landscaped area, residential density, parking, and design of the site, and cannot be accommodated when there is no publicly available plan for the abutting lot.

d. Please ensure that there are clear pedestrian routes through the property.
Pedestrian routes have been demonstrated on the site plan below.

e. Please ensure that there is the potential for street trees along Compass Street and Brian Coburn Boulevard.
Areas for tree plantings along Compass Street and Brian Coburn Boulevard have been demonstrated on the attached landscape plan. One tree (11 cm in diameter) is planned to be removed to accommodate an access lane placement recommendation received during pre-consultation regarding site layout. A similar tree is planned to be located on the subject property, just south of the access lane.



Street-Facing Elevation

SITE CONTEXT AND ANALYSIS

03

Site Context

Subject Site

The subject site is a 9,559 square metre parcel legally described as Block 140 on Registered Plan 4M-1544 in the City of Ottawa. It has 83.3 metres of frontage on the east side of Compass Street and is bound to the north by Brian Coburn Boulevard, to the south by lots fronting on Axis Way, and to the east by a large vacant lot separating the site from Fern Casey Boulevard. The site is currently an unimproved, vacant parcel of land without significant deviations in grading.

Site Context

The following identifies the land uses that surround the site:

North

The northern lot line of the subject site abuts Brian Coburn Boulevard, 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.

East

More lands to be developed as residential subdivisions lie east of the site, with the highest proposed densities surrounding the future transit station located at the intersection of Brian Coburn Boulevard and Fern Casey Street.

South

The southern boundary of the subject site abuts the rear yards of 2.5-storey townhouses which front on Axis Way. Across the street from these dwellings, at the intersection of Fern Casey Street, lies a large vacant lot owned by the Ottawa Carleton District School Board surrounded by a mix of residential typologies.

West

Across Compass Street from the site lies a subdivision of regular and back-to-back townhouses. Compass Street turns to Rainrock Crescent, a window street parallel to Brian Coburn Boulevard.



Site Analysis

Nearby Development Proposals

Abutting the subject site to the east is a 2.67-hectare lot owned by Minto. 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 Street 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

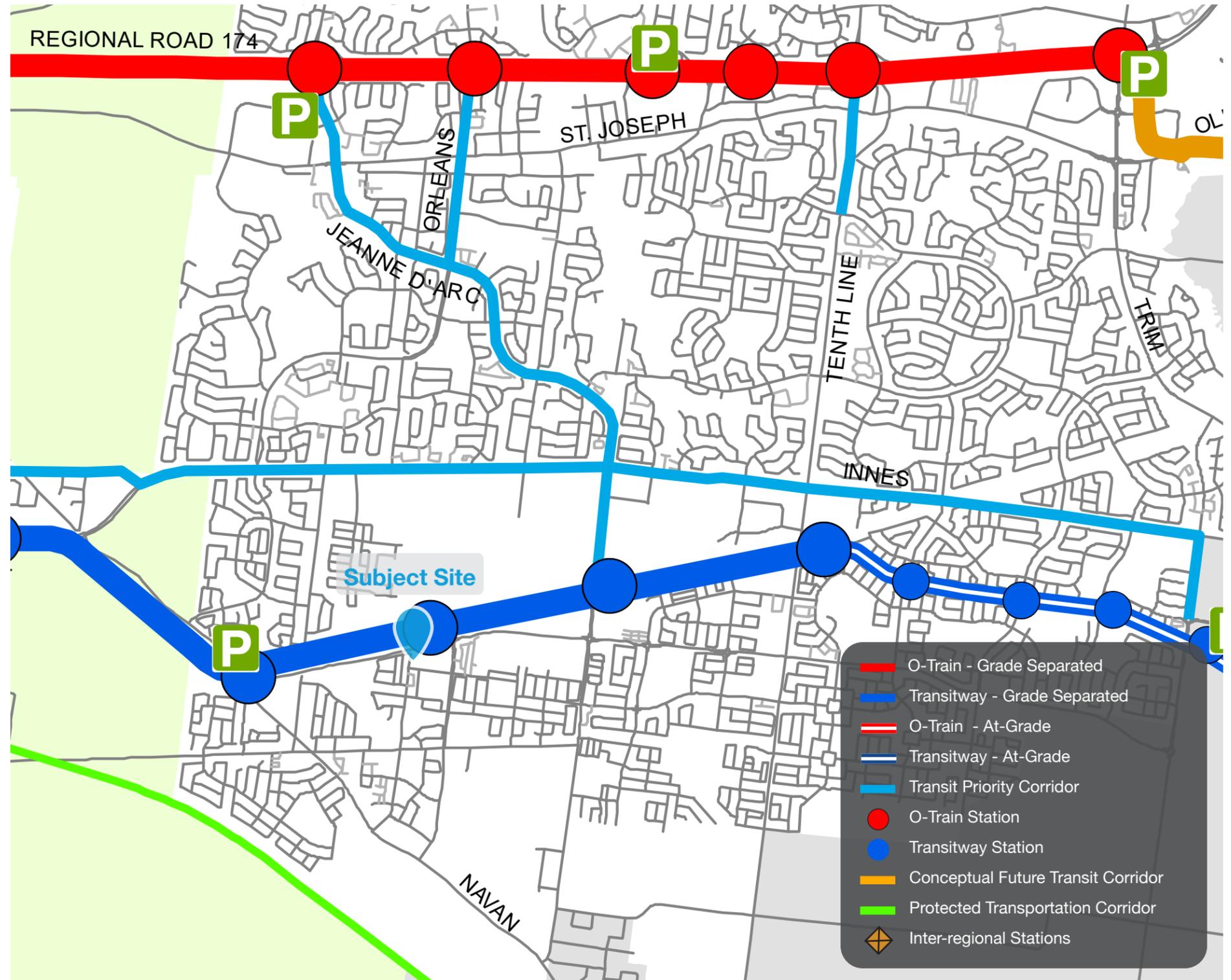


Site Analysis

Transit Network

The Cumberland Transitway Extension will serve Fern Casey Station, located near the intersection of Fern Casey Street and Brian Coburn Boulevard, approximately 220 metres walking distance northeast 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 950 metres 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 Road 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.



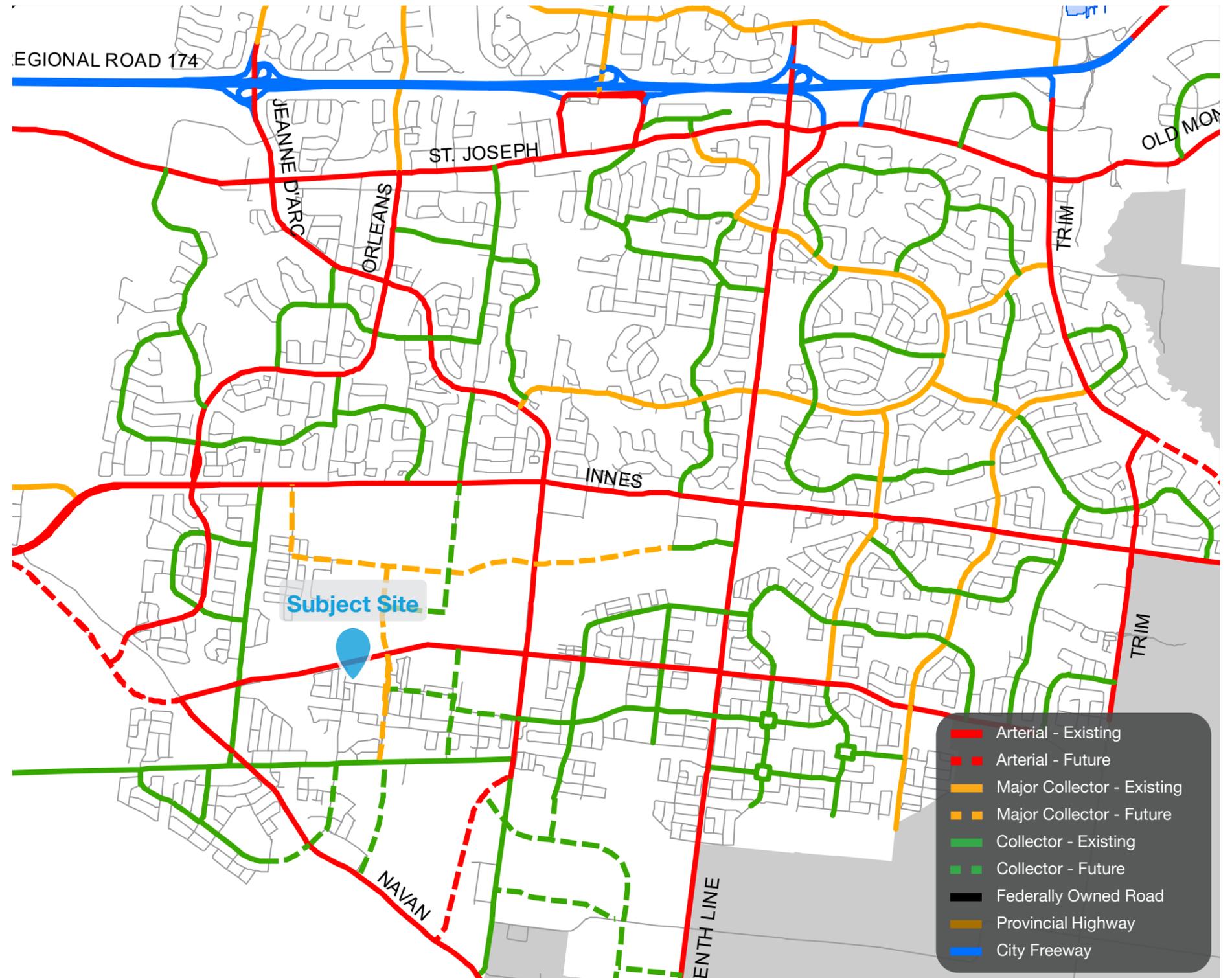
Site Analysis

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.

Compass Street, the eastern frontage of the subsite site, is classified as a Local Road with an 18-metre right-of-way,

Compass Street turns to Rainrock Crescent, a window street parallel to Brian Coburn Boulevard, at its northern terminus. It is a local street with an 18-metre right-of-way with no sidewalks.



Site Analysis

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 development bus rapid transit corridor, the Cumberland Transitway extension. The total width of approximately 170 metres and effectively making 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 no trees or street furniture located in the right-of-way near the subject site.

Compass Street has a 18-metre right-of-way, wide enough for on-street parking, and un-buffered sidewalks lining both sides. There are small trees (10 to 14 centimetres in diameter) in the Right of Way along both sides of the street, and ornamental streetlamps along the west side. Across the street from the subject site are 2.5-storey back-to-back townhomes with joined driveways, front-facing single-car garages, and balconies. South of the subject site, a community mailbox sits in front of a privacy fence for the side and rear yard of a townhouse dwelling fronting on Axis Way. The sidewalk along Compass Street connects with the Brian Coburn Boulevard multi-use path.

Compass Street turns to Rainrock Crescent, a window street parallel to Brian Coburn Boulevard, at its northern terminus. It is a local street with an 18-metre right-of-way with no sidewalks. Ornamental street lamps are provided along the south side of Rainrock Crescent, which is also lined by the front doors of back-to-back townhouse end units whose garages face the side streets Wild Calla Way and Dragonfly Walk.

The closest public park is Patrick Dugas Park, approximately 250 metres south of the subject site along Compas Street.



DESIGN

04

Design Evolution

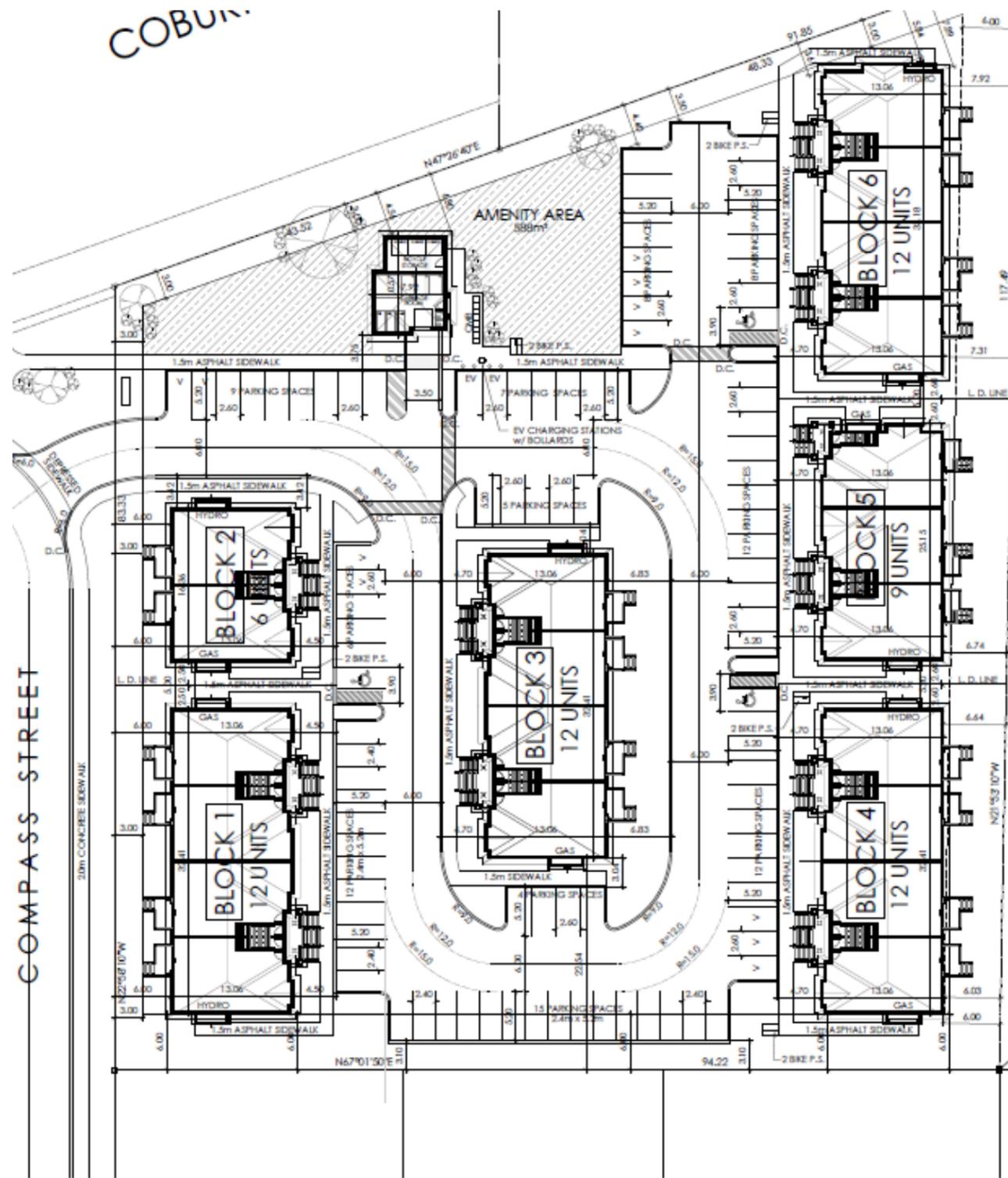
At the pre-application consultation held on May 7, 2024, Richcraft presented a plan for the proposed development, excerpted to the left.

The original site plan proposed the amenity space and associated building to abut Brian Coburn Boulevard. In this plan, single-frontage stacked townhouses faced the interior parking area, with enhanced rear elevations including balconies facing Compass Street. Additionally, access to the site from Compass Street was located further north, closer to the corner of Rainrock Crescent.

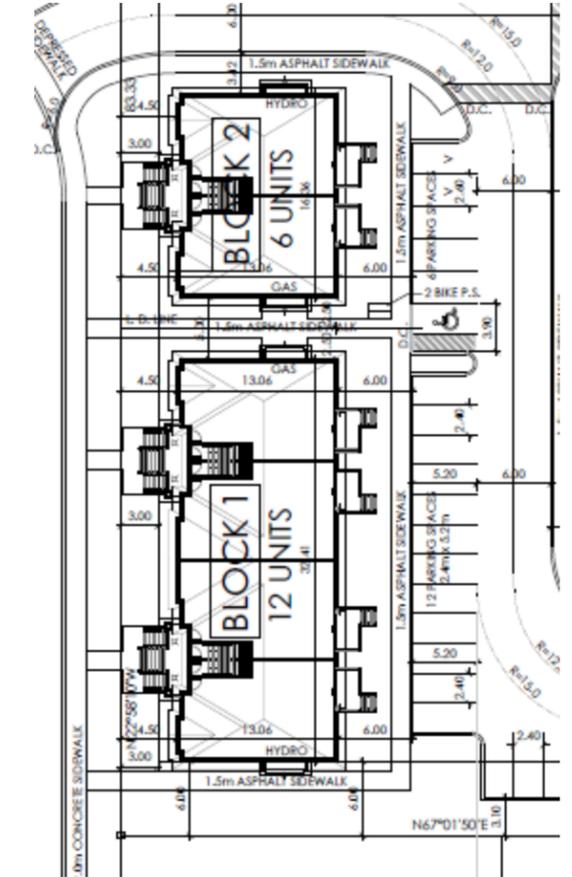
This design had the advantage of proposing an active, outdoor use adjacent to the public right of way, minimizing impact on adjacent rear yard amenity areas, and making efficient use of an irregular lot. This design also located accesses to the units from the internal private way, based on their recent experience with residents at the development at the corner of Fern Casey and Brian Coburn.

Staff expressed concerns that the facades facing Compass Street did not meet the requirement for active entrances, and that the proposed amenity space facing Brian Coburn would be less effective at animating the public street than continuous building frontage. In response to these concerns, Richcraft revised the design, included on the following page, with the following changes:

- / The site layout was revised to locate buildings along the Brian Coburn frontage, with the amenity area relocated to the middle of the development.
- / The street-facing elevations of proposed dwellings were enhanced and modified to include active entrances, to ensure they meet the requirement for active frontages.
- / Pathways, and landscaping facing the public street were further enhanced, with direct access to the adjacent active transportation network.



Original Plan Proposed at Pre-Application Consultation



Alternate orientation for blocks 1&2 proposed at pre-consultation

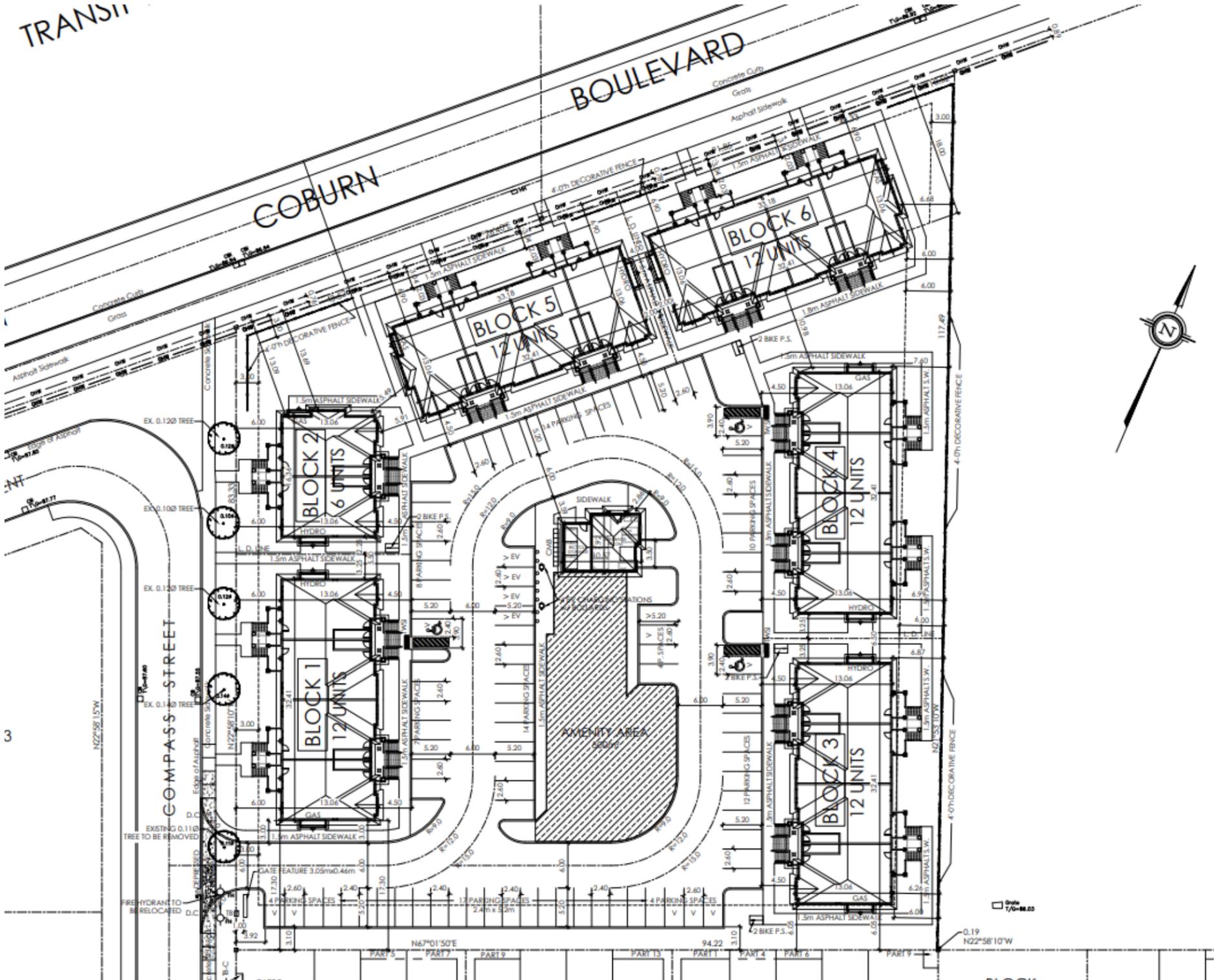
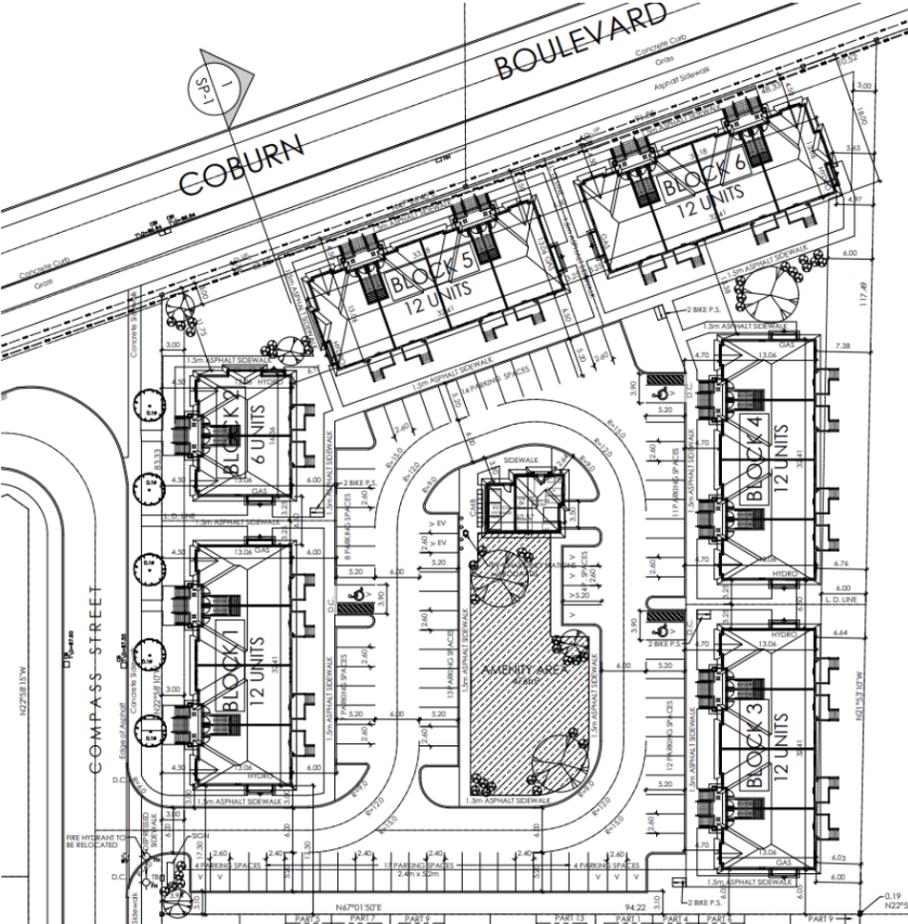
Design Evolution

Following the development of a block layout relocating the amenity area, further minor adjustments were made to improve the functionality of the site, including:

- / Yard setbacks were increased by approximately 1.5 metres to allow for tree plantings appropriate for marine clay soils.
- / The pedestrian network was re-arranged slightly to increase the communal amenity area to 500 square metres and better connect to the multi-use pathway on Brian Coburn Boulevard.
- / Parking was re-arranged to add two charging stations and a larger projection to break up the eastern parking bank while retaining the same number of spaces.

Final proposed site plan (Right)

Revised site plan following pre-consultation (Below): featuring active frontages and central amenity area



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 and terraces facing the public streets.

The front-facing garages and associated driveways of the existing back-to-back townhouses fronting on Compass Street and Axis Way lead to a car-dominated streetscape where there are numerous curb cuts. The proposed stacked dwellings with parking located in the interior yard, screened from the public realm, represents an improvement in this regard.

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

At either end of the site facing Brian Coburn Boulevard, larger landscaped areas will support larger canopy trees.

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

The private space will be delineated by ornamental fencing with a high degree of visual permeability.

Materiality of the proposed dwellings is of contemporary style, similar to nearby buildings, with a mix of earthtones reflected in stone and brick veneer, vinyl siding, and hardie panels.



Amenity Area

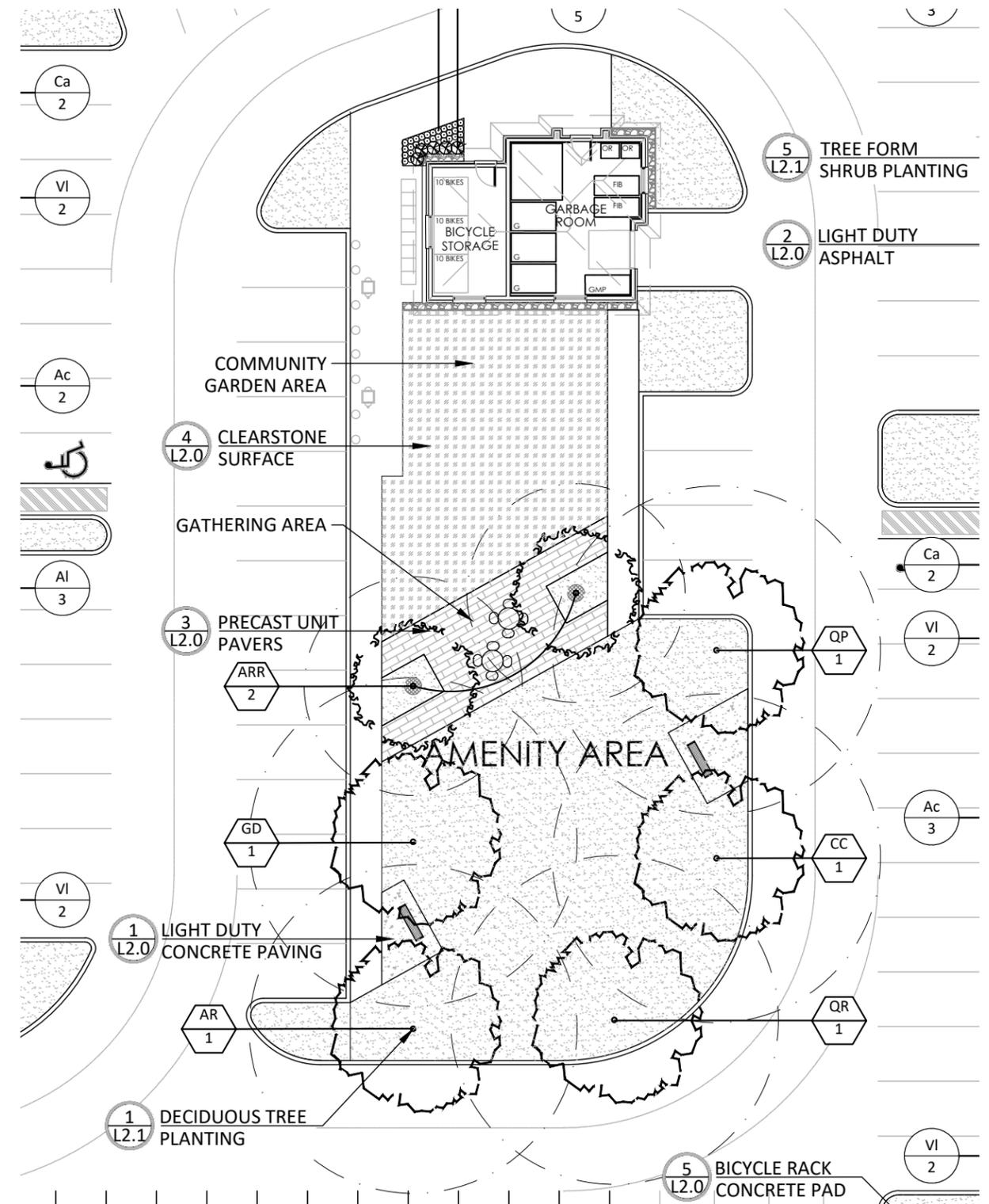
In response to comments by City staff, the communal amenity area was relocated to the interior of the subject site. The amenity area consists of a community garden area, a heavily treed lawn area, and a gathering area located between the two.

The community garden will be supported by a small accessory building which also includes protected bicycle parking for residents as well as waste management.

The amenity area is larger in area than that required by the zoning, and provides a balance of active, engaging uses with areas for rest and relaxation.

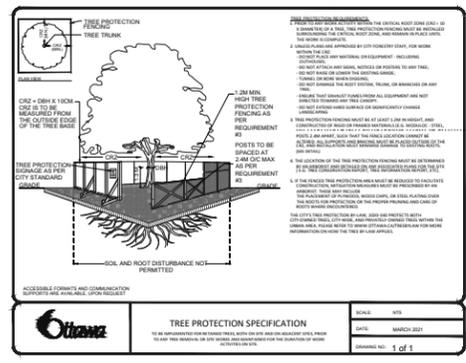
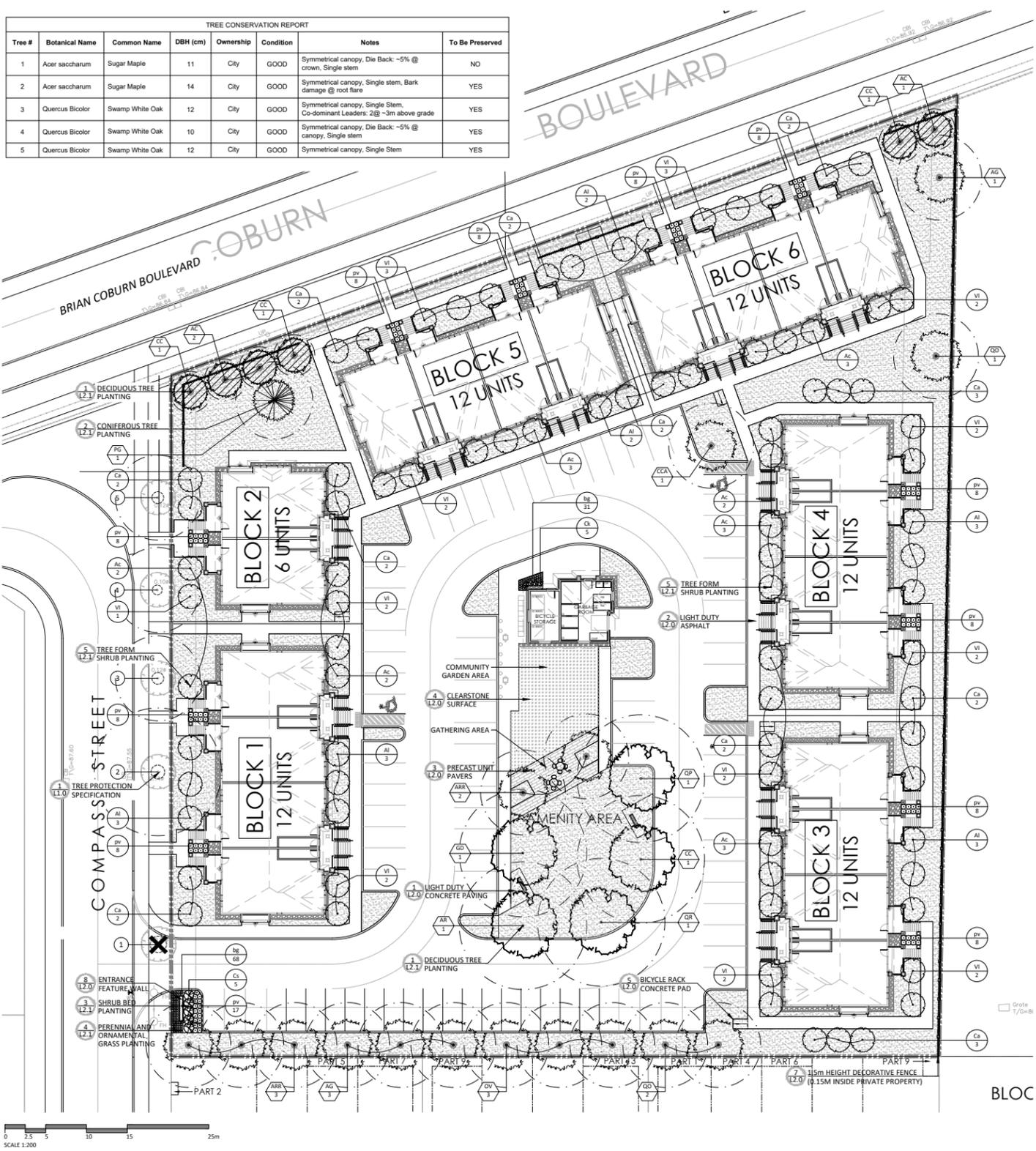


Top and bottom left: Elevation of the accessory building at Casey Court, similar to the proposed development
Right: extract from landscape plan showing central communal amenity area



Landscape Plan

TREE CONSERVATION REPORT							
Tree #	Botanical Name	Common Name	DBH (cm)	Ownership	Condition	Notes	To Be Preserved
1	Acer saccharum	Sugar Maple	11	City	GOOD	Symmetrical canopy, Die Back -5% @ crown, Single stem	NO
2	Acer saccharum	Sugar Maple	14	City	GOOD	Symmetrical canopy, Single stem, Bark damage @ root flare	YES
3	Quercus bicolor	Swamp White Oak	12	City	GOOD	Symmetrical canopy, Single Stem, Co-dominant leaders: 2@ ~3m above grade	YES
4	Quercus bicolor	Swamp White Oak	10	City	GOOD	Symmetrical canopy, Die Back -5% @ canopy, Single stem	YES
5	Quercus bicolor	Swamp White Oak	12	City	GOOD	Symmetrical canopy, Single Stem	YES



TREE TYPE/SIZE	SINGLE TREE SOIL VOLUME		MULTIPLE TREE SOIL VOLUME (m ³ /TREE)		SOIL VOLUME FOR MARINE CLAY AREAS (SINGLE TREE)
	SMALL	MEDIUM/CONIFER	SMALL	MEDIUM	
ORNAMENTAL	15	9	9	9	9
COLUMNAR	15	9	9	9	9
SMALL	20	12	12	12	25
MEDIUM	25	15	15	15	30
LARGE	30	18	18	18	30
CONIFER	25	15	15	15	30

*SOIL VOLUME CALCULATION BASED ON 1.0m DEPTH

PROPOSED TREE CANOPY PROJECTIONS			
TREE TYPE/SIZE	CROWN AREA PER TREE STANDARD RANGE (m ²)	CROWN AREA PER TREE USED FOR CALC. (m ²)	SITE CANOPY COVER
LARGE (5)	135-250*	192	CANOPY (W. OVERLAP): 1,633m ²
MEDIUM (16)	35-135*	85	
SMALL (6)	5-35*	20	
CONIFER (1)	45-96*	70	

EXISTING STREET TREE PROJECTED CANOPY
EXISTING STREET TREE CANOPY (BY OTHERS), m² CALCULATION BASED ON EXISTING TREE SPECIES PROJECTIONS: 147m²
CANOPY (W. OVERLAP): 147m²
SITE: 9,560m²
TOTAL PERCENT:

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	NATIVE
DECIDUOUS TREES - LARGE (15-30M HEIGHT)						
AR	1	ACER RUBRUM	RED MAPLE	70mm	B&B	Y
CC	1	CARYA CORDIFORMIS	BITTERNUT HICKORY	70mm	B&B	Y
GD	1	GYMNOCADLUS DIOICUS	KENTUCKY COFFEE TREE	70mm	B&B	Y
QP	1	QUERCUS PALUSTRIS	PIN OAK	70mm	B&B	Y
QR	1	QUERCUS RUBRA	RED OAK	70mm	B&B	Y
DECIDUOUS TREES - MEDIUM (8-14M HEIGHT)						
AG	4	AESCULUS GLABRA	OHIO BUCKEYE	70mm	B&B	Y
ARR	5	ACER RUBRUM 'REDPOINTE'	REDPOINTE RED MAPLE	70mm	B&B	Y
CCA	1	CARPINUS CAROLINIANA	BLUE BEECH	50mm	B&B	Y
OV	3	OSTRYA VIRGINIANA	IRONWOOD	50mm	B&B	Y
QO	3	QUERCUS PRINUS	CHESNUT OAK	50mm	B&B	Y
DECIDUOUS TREES - SMALL (6-8M HEIGHT)						
AC	3	AMELANCHIER CANADENSIS	SERVICEBERRY	50mm	B&B, TREE FORM	Y
CCI	3	CRATAEGUS CRUGALI 'INERMIS'	THORNLESS HAWTHORN	250cm 15 gal	PT, TREE FORM	Y
CONIFEROUS TREES						
PG	1	PICEA GLAUCA	WHITE SPRUCE	200cm	B&B	Y
MULTISTEM SHRUBS						
Ac	18	AMELANCHIER CANADENSIS	SERVICEBERRY	125cm HT	PT, CLUMP	Y
Al	16	AMELANCHIER LAEVIS	ALLEGHENY SERVICEBERRY	125cm HT	PT, CLUMP	Y
Ca	24	CORNUS ALTERNIFOLIA	PAGODA DOGWOOD	125cm HT	PT, CLUMP	Y
Vi	25	VIBURNUM LENTAGO	NANNYBERRY	125cm HT	PT, CLUMP	Y
DECIDUOUS SHRUBS						
Cs	5	CORNUS SERICEA 'FARROW'	ARCTIC FIRE WOOD	50CM 3 GAL	POTTED	Y
Ck	5	CORNUS SERICEA 'KELSEY'	KELSEY DWARD DOGWOOD	50CM 3 GAL	POTTED	Y
GRASSES/PERENNIALS						
bg	99	BOUTELOUA GRACILIS	SIDE OATS GRAMA	1 GAL	POTTED	Y
pv	113	PANICUM VIRGATUM	SWITCHGRASS	1 GAL	POTTED	Y

Contractor shall check all dimensions on the work and report any discrepancy to the Landscape Architect before proceeding. All drawings and specifications are the property of the Landscape Architect and must be returned at the completion of the work. This drawing is not to be used for construction until signed by the Landscape Architect.

Key Plan

LEGEND

- PROPERTY LINE
- FENCING
- DECORATIVE FENCE
- PLANTING
- LARGE DECIDUOUS TREE
- MEDIUM DECIDUOUS TREE
- SMALL DECIDUOUS TREE
- CONIFEROUS TREE
- TREE FORM SHRUB
- DECIDUOUS/CONIFEROUS SHRUB
- GRASSES/PERENNIALS
- SODDING
- PRECAST EDGER
- PAVING
- LIGHT DUTY ASPHALT WALKWAYS
- PRECAST UNIT PAVERS
- RIVERSTONE PAVING
- CRUSHED GRANITE
- PLANTING KEY
- TREE SPECIES QUANTITY
- SHRUB/PERENNIAL SPECIES QUANTITY
- DETAIL KEY
- DETAIL NO.
- SHEET NO.
- TREE CONSERVATION REPORT
- CRITICAL ROOT ZONE
- TREE IDENTIFICATION NUMBER
- TREE TO BE REMOVED

Revision

No.	Description	Date
2	Issued for First Submission	24-11-04
1	Issued for Client Review	24-10-25

Property Information
BLOCK 140 REGISTERED PLAN 4M-15144

ASSOCIATION OF LANDSCAPE ARCHITECTS
MEMBER

NAK design strategies
1285 WELLINGTON STREET, OTTAWA, ON K1J 3A8 CANADA
T 613.237.2345 HAKDESIGNSTRATEGIES.COM

640 COMPASS STREET
OTTAWA, ON

LANDSCAPE SITE PLAN

Date: 2024-10-07 Sheet: L1.0
Scale: 1:250
Drawn: MK
Checked: MK
Job No.: 24-089

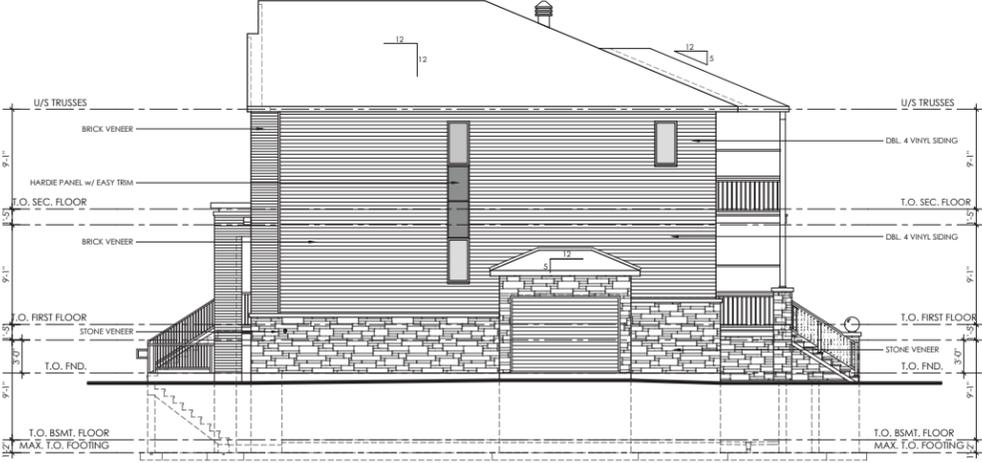
Elevations



STREET END UNIT - ELEV. 'C'
TYPICAL BLOCK - STREET SIDE ELEVATION



STREET END UNIT - ELEV. 'C' MID UNIT REV. - ELEV. 'C' MID UNIT - ELEV. 'C' END UNIT REV. - ELEV. 'C'
TYPICAL BLOCK - PRIVATE STREET ELEVATION



END UNIT REV. - ELEV. 'C'
TYPICAL BLOCK - INTERIOR SIDE ELEVATION



END UNIT REV. - ELEV. 'C' MID UNIT - ELEV. 'C' MID UNIT REV. - ELEV. 'C' STREET END UNIT - ELEV. 'C'
TYPICAL BLOCK - PUBLIC STREET ELEVATION

