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298 Axis Way

Urban Design Brief
November 2024

FOTENN
Planning + Design

Prepared for Minto Communities

Prepared by Fotenn Planning + Design
420 O'Connor Street
Ottawa, ON K2P 0P4
613.730.5709
fotenn.com

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PROJECT DESCRIPTION

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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.

Elevations of Proposed Back to Back Townhouse and Stacked Dwelling Blocks

Rendering of Proposed Back-to-Back Townhouse Corner Units.

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, yielding aesthetic and functional benefit to the public realm through additional “eyes on the street”. A building-separation-to-height ratio of approximately 5:1 is provided along Fern Casey Street, limited by the wide right-of-way and generous setbacks required for servicing and tree plantings in marine clay soils.

While back-to-back townhouse dwellings are located away from adjacent public rights-of-way, they are still designed to a high architectural standard to ensure cohesion within the planned unit development.

Amenity area is provided in excess of double of what is required by the Zoning By-law. A single agglomerated landscaped area of 486.7 square metres located centrally to the site is provided for communal use. It is screened from the noise of adjacent high-capacity roads by buildings, and includes a variety of medium-sized trees.

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.

Project Statistics

Provision		Proposal
Site Area		27,315.28 m^2
Floor Area	Total	20,653.2 m^2
	Dwellings	20,620.7 m^2
	Accessory Building	32.5 m^2
Unit Count	Total	200
	Back-to-back Townhouses	40
	Back-to-back Stacked Dwellings	160
Residential Density		75 units per hectare
Floor Space Index		0.76
Building Height	Back-to-back Townhouses	10.4 m
	Back-to-back Stacked Dwellings	11.7 m
	Accessory Building	3.25 m
Amenity Area	Total	2624.1 m^2
	Private Amenity Area	~13 m^2 per unit = 2137.4 m^2
	Communal Amenity Area	486.7 m^2
Parking	Total	256 spaces
	Back-to-back Townhouses	Garage + driveway per unit
	Stacked Dwellings (Resident)	160 spaces
	Stacked Dwellings (Visitor)	16 spaces
	Accessible	2 spaces
Bicycle Parking		80 spaces
Lot Coverage		6884.4 m^2 = 25 %
Landscaped Area		12405.0 m^2 = 45 %

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)

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.

Schedule B8 Suburban East Transect

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:

- 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 end units, cladding materials are high-quality, and tree plantings are generous where possible.

- Connectivity is to be encouraged through a fine-grained street grid, while permitting rear lanes and minimizing curb cuts,
  Primary vehicular access to the internal circulation network is provided via Axis Way, while a right-in/right-out limited access lane is provided on Fern Casey 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 discourages through-traffic and proposes no access to Brian Coburn Boulevard.

- 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 to the extent possible considering servicing and soil conditions, 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 a road, between Blocks 7 and 8, it is a small lot of 12 spaces setback further than the buildings and screened by tree plantings and enhanced landscaping.

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:

- Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.
  Higher-density stacked dwellings are located along the Corridor, while back-to-back townhouses are located in the corner furthest from the corridor and future transit station.

- Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines, serving all age groups, considering all seasons, and considering future climate conditions.
  Total amenity area far exceeds required amount, with at least 6.8 square metres of private space provided for each stacked dwelling in addition to an accessible communal space of 486.7 square metres.

- Low-rise buildings shall be designed to respond to context and transect area policies, and shall include areas for soft landscaping, main entrances at grade, and front porches or balconies while architecturally complementing the context.
  Setbacks are provided in excess of the minimum required in order to accommodate tree plantings as requested by City staff during pre-consultation. Main entrances for both dwelling typologies are provided at grade, as are balconies and patios.

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.

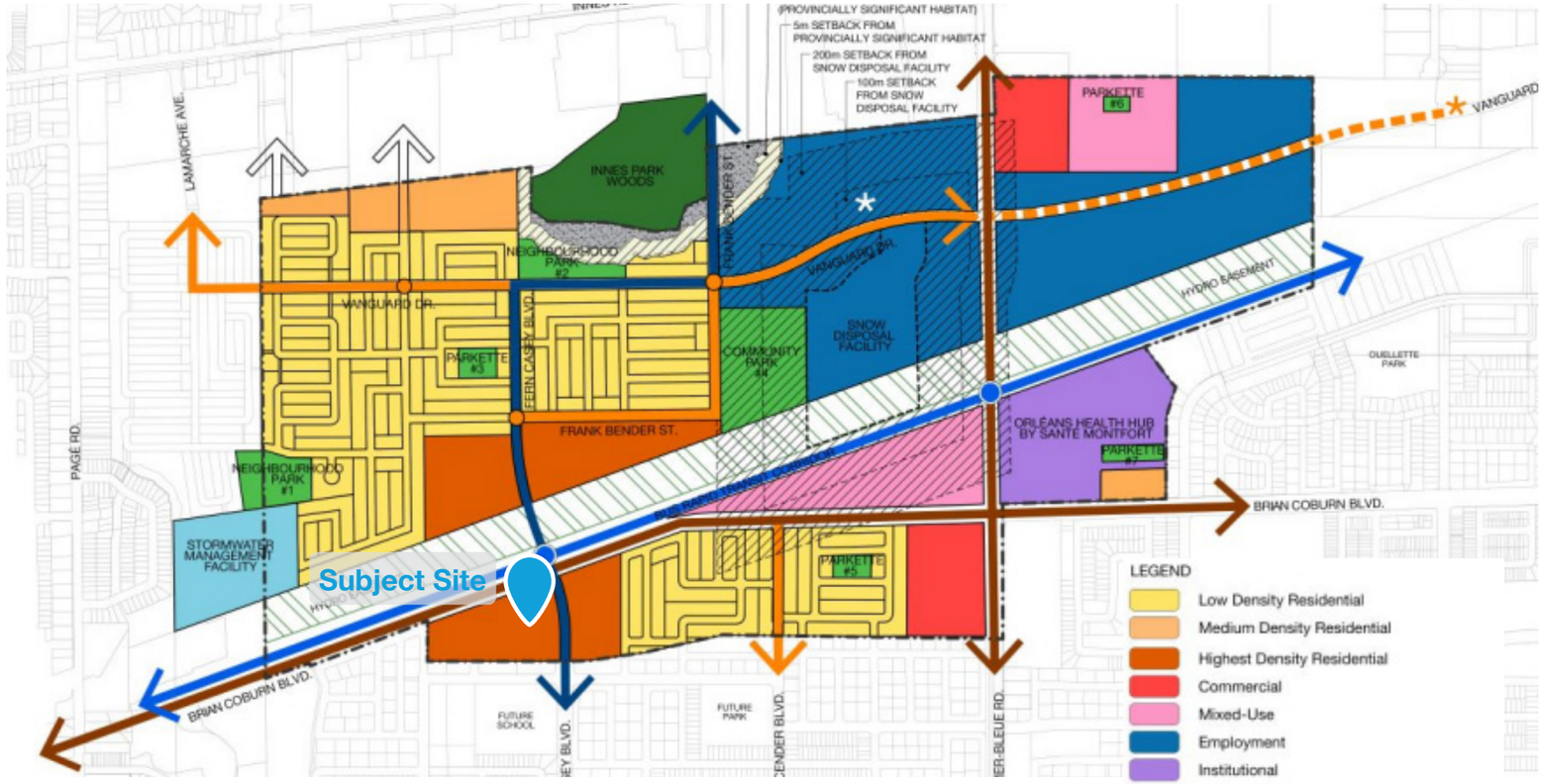
- Policy 6.3.1.1 states that a variety of housing densities and designs will be provided to enhance the streetscape.
  The development provides innovative missing middle housing typologies, contributing to diversity in built form in the area.

- 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.



Excerpt from Demonstration Plan in CDP

- Policy 6.3.3.4 states that parking areas should be screened from the public streets through landscaping.
  Parking areas are screened from the public realm by buildings, landscaping, and trees

- Policy 6.3.4.3 states that architectural design on all elevations should be consistent.
  All building elevations are of a high-quality architectural design.

- Policy 6.3.4.6 states that bicycle parking for residents and visitors should be provided.
  Eighty bicycle parking spaces are provided, in compliance with Section 111 of the Zoning By-law.

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 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.

/ 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 within the constraints of tree plantings in marine clay soils and servicing constraints. Façades are enhanced with balcony and verandah projections.

/ 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 typologies provide variation from the existing townhouses fronting on Axis Way, 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
Block 6, among others, strategically features corner units providing entrances, balconies, and enhanced elevations to face the public realm.

/ 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 trees.

/ 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 well as in a dedicated, well-designed utility building, as seen in the attached building elevations.

Rendering of back-to-back stacked dwelling typology in Minto's Parkside at Arcadia neighbourhood

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.
  The proposed Zoning By-law Amendment includes 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.

- 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.

The proposed development provides a transit-supportive residential density of 75 dwelling units per hectare, along with a reduction to the amount of parking required by the Zoning By-law, and a well-connected pedestrian network. Parking lots and utility equipment are screened from the public realm, and all dwellings abutting streets face the public realm with an active frontage

GeoOttawa mapping showing proximity of the subject site to the future Belcourt/Fern Casey Transitway Station

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.

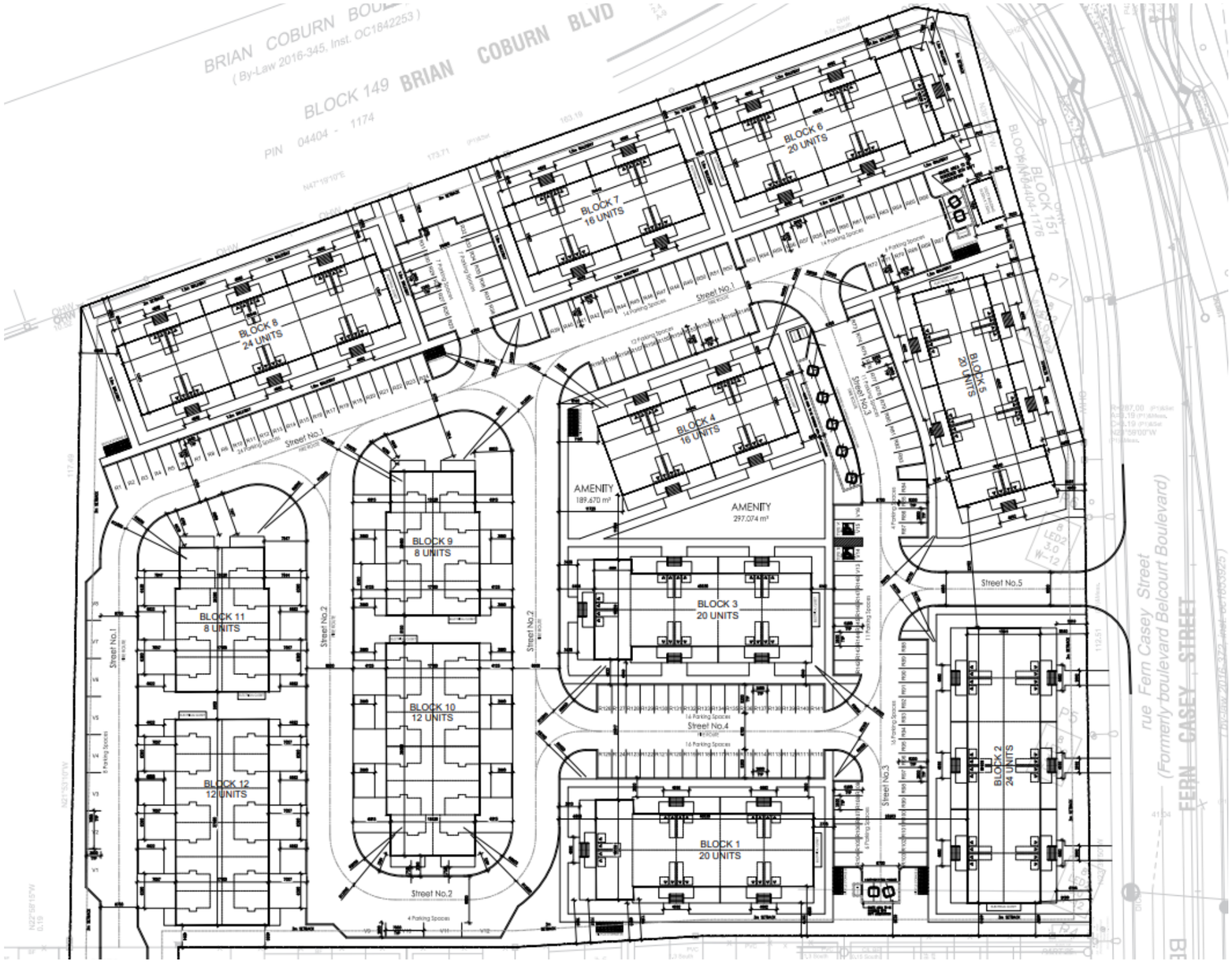
b. Staff require dimensions between the buildings along Brian Coburn Boulevard - endeavor to increase to provide landscaped pathways to the street.
Site plan was updated to show dimensions and pathways to the street have been landscaped.

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

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
A large lot newly developed for stacked dwellings lies east of Fern Casey Street, beyond which are lands intended for low-density residential uses reaching to the mixed use centre surrounding the the intersection of Brian Coburn Boulevard and Mer Bleue Road.

South
The southern boundary of the subject site abuts the rear yards of 2.5-storey townhouses fronting 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 residential typologies.

West
Across the large vacant lot west of the subject site lies Compass Street, along which lies a number of back-to-back townhouses. Compass Street turns to Rainrock Crescent, a window street parallel to Brian Coburn Boulevard, leading to traditional townhouses.

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 use centre is planned in the East Urban Community Phase 3 Area Community Design Plan to be located approximately 250 metres east of the subject site. According to the Trails Edge Phase 4 development proposal, it is anticipated to provide 352 apartment dwellings and 296 jobs at a mix of 70% office and 30% commercial.

The subject site is within the highest density residential designation of the East Urban Community Phase 3 Area Secondary Plan. This limits dwelling typologies to those providing more density than traditional townhouses.

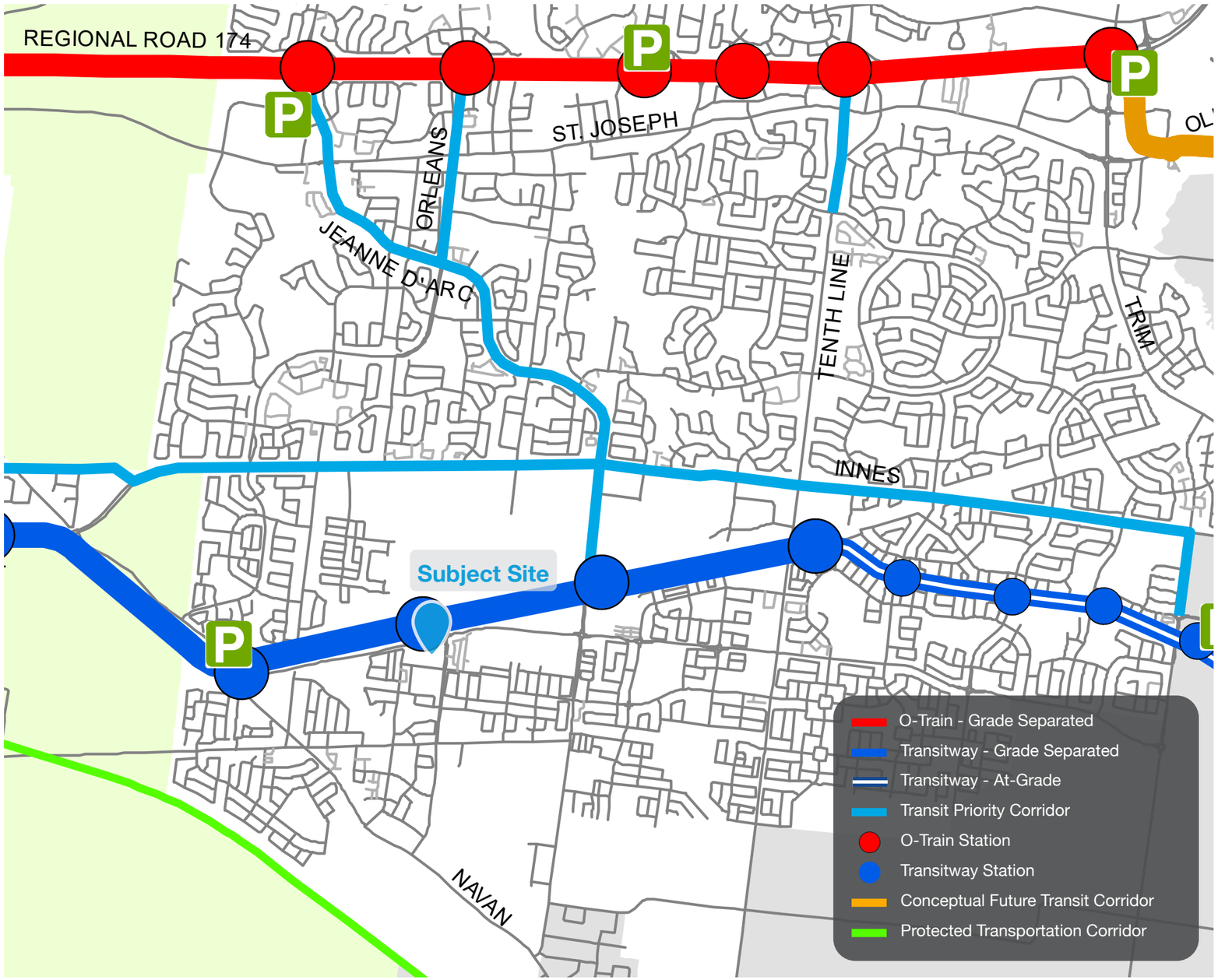
Although the East Urban Community is centred around a future transit line, existing development provides ample parking to support transportation needs in the interim. Parking rates provided by future development are not known at this time, though it is likely to be in line with the Zoning By-law requirement for the Suburban Sector.

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

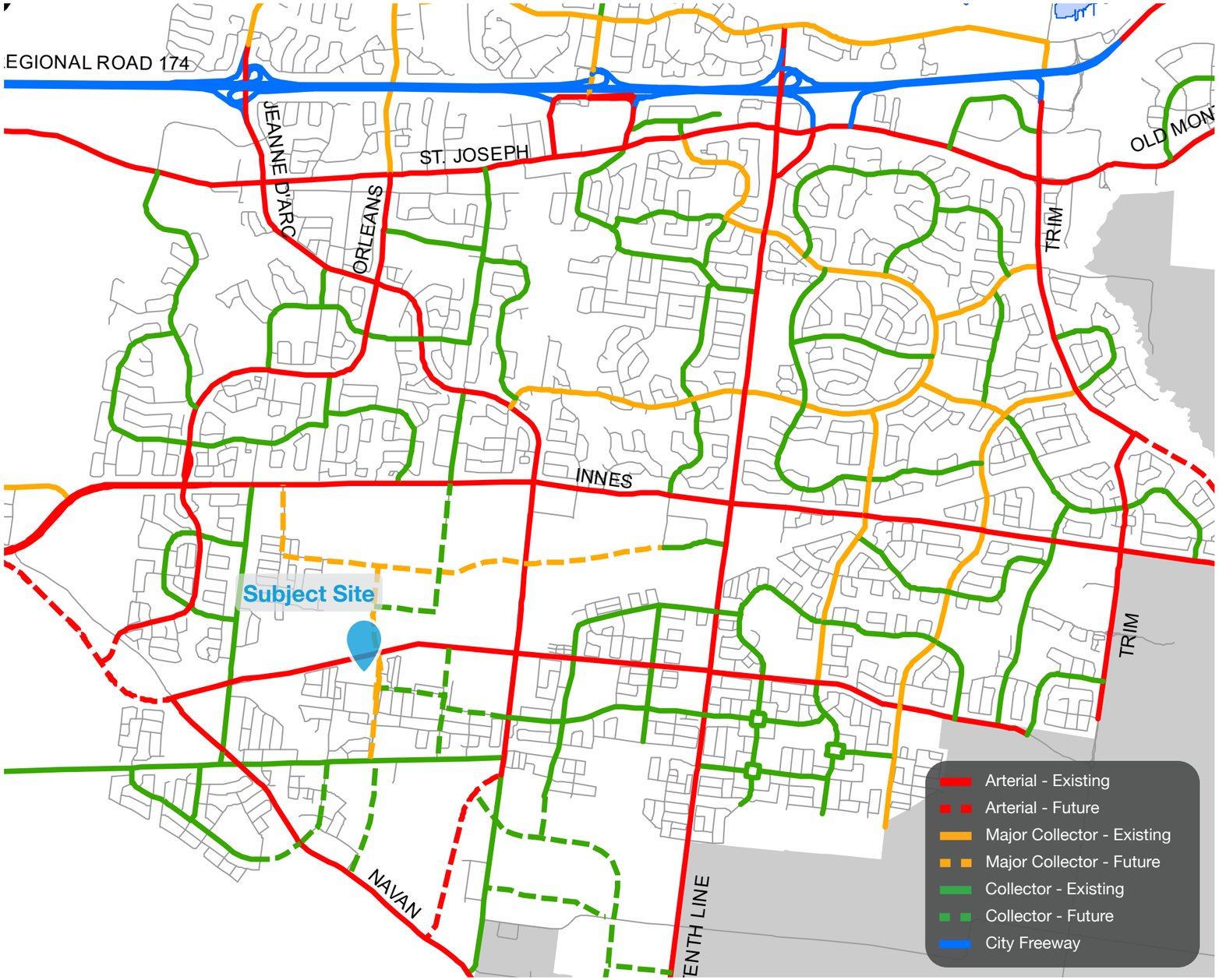
Urban Road Network

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.

Victor Cyr Woods, located approximately 750 metres north of the subject site, is currently only accessible from Innes Road, but proposed to be connected to the East Urban Community by the northern extension of Fern Casey Street. It is surrounded by a rock barren identified as a significant wildlife habitat, which is proposed to be lined with a Neighbourhood Park in the East Urban Community Phase 3 Community Design Plan.

The 7-hectare snow disposal facility accessed via Mer Bleue Road between Innes Road and Brian Coburn Boulevard is provided with a 200-metre buffer zone to manage potential noise issues that could impact sensitive uses. The Navan Landfill is located 1.3 kilometres south of the proposed development. Impacts from waste disposal facilities are to be studied in accordance with Provincial Guideline D-4 which recommends a radius of 500 metres be used to identify potential public health effects. This is addressed in the planning rationale attached to this application.

Eden Park

The Shops of Tenth Line

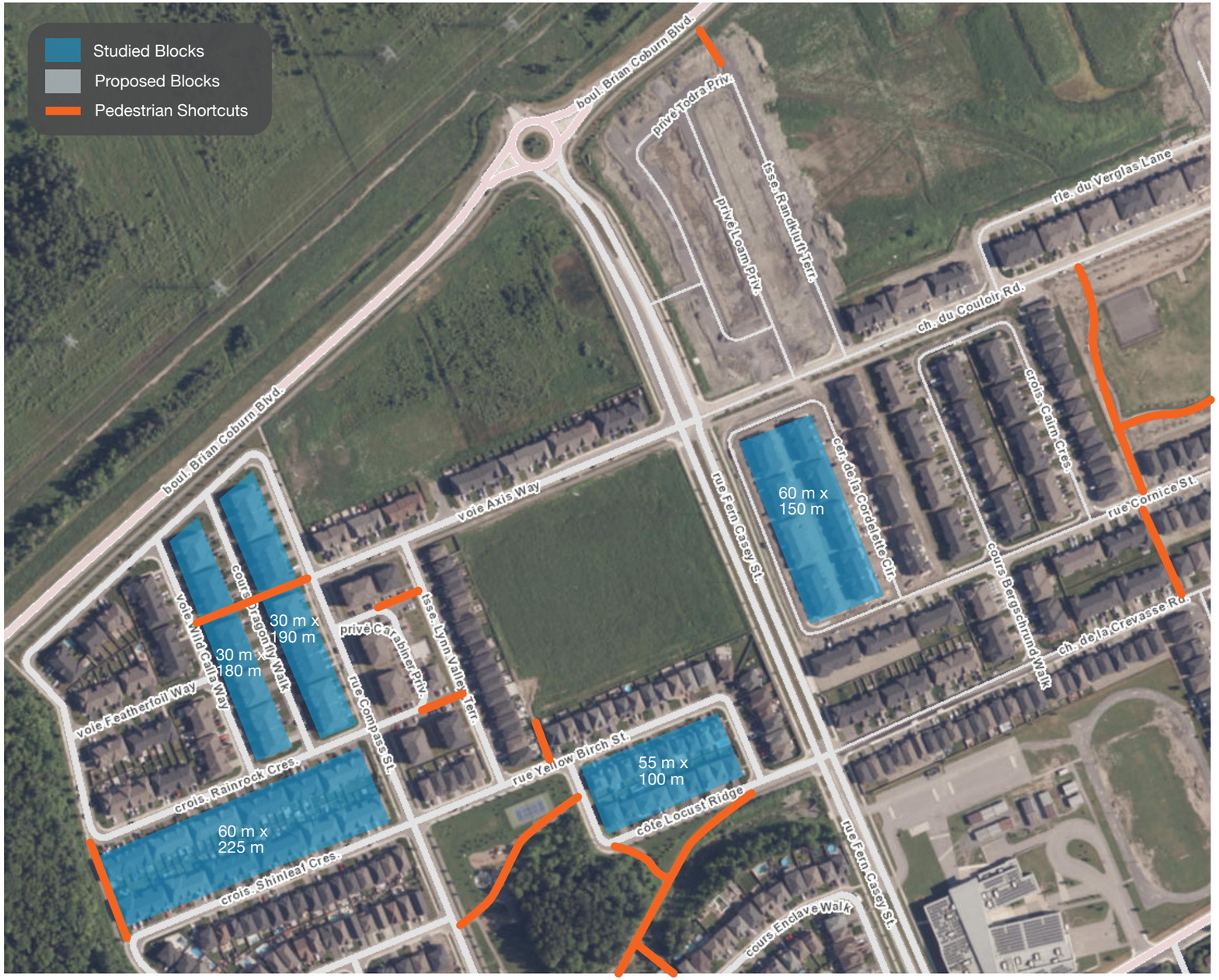
Aline-Chrétien Health Hub

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 approximately 3:1. A pedestrian shortcut is provided at the western terminus of Axis Way to break up the long blocks and improve accessibility.

Most local streets are lined with at least one sidewalk and a row of ornamental street lamps, although some with narrow 18-metre rights-of-way such as Dragonfly Walk and Featherfoil Way do not include sidewalks.

Patrick Dugas Park is accessible from the subject site via Lynn Valley Terrace within a 5 minute walk. It is a small neighbourhood park animated by a number of installations including a tennis court, splash pad, playground, and skating rink. It is adjacent to densely-treed natural area as well as the naturalized linear park following Mud Creek.

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.

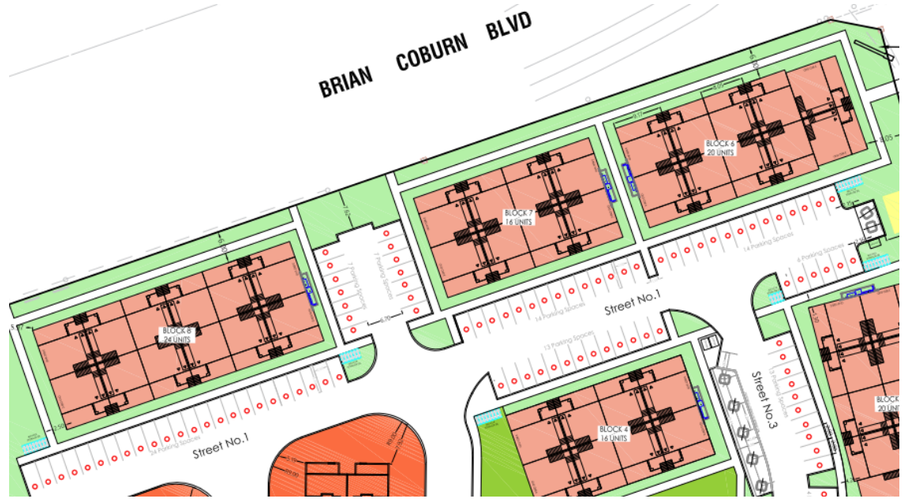
Feedback received during pre-consultation for this updated design reflected policies for the agglomeration of amenity area as well as the screening of parking from the public realm. The matter of ensuring adequate soil volumes for tree plantings in marine clay soils were also mentioned. It was suggested 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

Alternate Site Plan Options

In addition to the concept plan options developed through the pre-consultation process, a previous concept plan featuring a vastly different layout including a window street and an amenity area abutting Brian Coburn Boulevard was developed but abandoned due to its compliance issues regarding various policies. The proposed site plan, excerpted from the right, has been refined to be in compliance with policies described in this document and the attached planning rationale, and presents a marked improvement in terms of liveability and impact on surrounding properties.

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 on the amenity area of Minto's Parkside at Arcadia neighbourhood.

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

PLANT LIST

SYM.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	REMARKS
	MEDIUM DECIDUOUS TREES				
CO	CELTIS OCCIDENTALIS	COMMON HACKBERRY	29	40mm CAL.	B&B / W.B.
OV	OSTRYA VIRGINIANA	HOP HORNBEAM	11	40mm CAL.	B&B / W.B.
PT	POPULUS TREMULOIDES	TREMBLING ASPEN	28	40mm CAL.	B&B / W.B.
	SMALL TREES				
AC	AMELANCHIER CANADENSIS	SHADBLOW SERVICEBERRY	4	40mm CAL.	B&B / W.B.
MR	MALUS ROYALTY	ROYALTY CRABAPPLE	5	40mm CAL.	B&B / W.B.
SR	SYRINGA RETICULATA	JAPANESE LILAC	7	40mm CAL.	B&B / W.B.
	COLUMNAR TREES				
AR	ACER RUBRUM ' RED ROCKET'	MAPLE RED ROCKET	6	50mm CAL.	B&B / W.B.
QO	QUERCUS ROBUR 'FASTIGIATA'	COLUMMNAR OAK	7	50mm CAL.	B&B / W.B.
	CONIFEROUS TREES				
PP	PICEA PUNGENS	COLORADO SPRUCE	3	1800mm HT.	B&B / W.B.
PS	PINUS STROBUS	WHITE PINE	2	1800mm HT.	B&B / W.B.
	SHRUBS				
RR	ROSA RUGOSA	RUGOSA ROSE	--	500mm HT.	POT. 600mm O.C.
PO	PHYSOCARPUS OPULIFOLIUS 'DIABOLO'	DIABOLO NINEBARK	--	800mm HT.	POT. 1200mm O.C.
PM	PINUS MUGO	MUGO PINE	--	600mm SPR.	POT. 900mm O.C.
SB	SPIREA X BUMALDA 'GOLDFLAME'	GOLDFLAME SPIREA	--	500mm HT.	POT. 600mm O.C.
SS	SORBARIA SORBIFOLIA	FALSE SPIREA	--	500mm HT.	POT. 900mm O.C.
	ORNAMENTAL GRASS				
CA	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	FOREST REED GRASS	--	600mm HT.	POT. 600mm O.C.
	PERENNIALS				
HS	HEMEROCALLIS 'SPECIES'	MIXED DAYLILIES	--	1 GAL. POT	POT. 400mm O.C.
NF	NEPETA FAASSENII	CAT MINT 'CAT'S MEOW'	--	1 GAL. POT	POT. 400mm O.C.
RF	RUDBEKIA FULDGIDA 'GOLDSTRUM'	BLACK EYED SUSAN	--	1 GAL. POT	POT. 450mm O.C.

minto

ONTARIO ASSOCIATION OF LANDSCAPE ARCHITECTS
SCOTT W. MASON
OALA
MEMBER

Urbantypology

UNIT 10-163 STERLING ROAD
TORONTO, ON, CANADA, M6R 2B2
PH: 437 . 700 . 5446

499 PRESTON STREET
OTTAWA, ON, CANADA, K1S 4N7
PH: 613 .867 .3042 / 613 .897 .1237

LEGEND:

- SITE BOUNDARY
- 4.5m FOUNDATION SETBACK
- PRIVACY SCREEN (3/L2.2)
- CHAIN LINK FENCE
- SINGLE BIKE RACK
- SEATING (1/L2.2) ON CONCRETE PAD (2/L2.2)
- LARGE DECIDUOUS TREE
- MEDIUM DECIDUOUS TREE
- COLUMNAR/SMALL TREE
- CONIFEROUS TREE
- DECIDUOUS SHRUB
- CONIFEROUS SHURB
- PERENNIALS & ORNAMENTAL GRASS

NO.:	REVISION:	DATE:
1	ISSUED FOR SITE PLAN CONTROL	05 DEC., 2024

ALL MEASUREMENTS ARE IN MILLIMETERS UNLESS SPECIFIED OTHERWISE. DO NOT SCALE THE DRAWING(S). ALL DRAWINGS TO BE READ IN CONJUNCTION WITH CONTRACT SPECIFICATIONS.

THIS DRAWING SHALL ONLY BE USED FOR CONSTRUCTION WHEN FIXED WITH A PROFESSIONAL SEAL AND SIGNATURE BY THE LANDSCAPE ARCHITECT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO:

- VERIFY ALL DIMENSIONS AND CONDITIONS ON SITE;
- REPORT ALL ERRORS AND/OR OMISSIONS TO THE CONTRACT ADMINISTRATOR;
- COMPLY WITH ALL PERTINENT CODES, BY-LAWS AND LAWS;
- VERIFY LOCATION OF ALL UNDERGROUND SERVICES AND UTILITIES WITH RESPECTIVE AUTHORITIES PRIOR TO COMMENCEMENT OF WORK.

PROJECT:
TRAILS EDGE - BLOCK 140

LOCATION:
298 AXIS WAY
OTTAWA, ON

DRAWN: **SS**
CHECKED: **SM**
START DATE: **11 NOV, 2024**

DRAWING:
LANDSCAPE PLAN

SCALE: **1:400**
PAGE SIZE: **24X36**
PROJECT NUMBER: **24.45**
NORTH:
SHEET NO.: **L1.1**

XXX-XX-XX-XXXX