



640 Compass Street

Planning Rationale
Zoning By-law Amendment + Site Plan Control
Revision 1 – January 6, 2025



Prepared for Richcraft

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Executive Summary

This Planning Rationale supports a Zoning By-law Amendment and Site Plan Control Application to permit the proposed development of the lands at 640 Compass Street. The subject site is a vacant, 0.96-hectare parcel located near a future Transitway station in Ward 19 – Orléans South / Navan. The proposed development consists of:

- / Six blocks of stacked dwellings, totalling 66 units, for a net density of approximately 69 units per hectare;
- / Ninety-four parking spaces, including 3 accessible spaces and 14 visitor spaces;
- / Thirty-eight bicycle parking spaces; and
- / A communal amenity area measuring 500 m².

The proposed development is appropriate and represents good development for the following reasons:

- / The proposed development increases residential density near transit, consistent with the PPS (2024);
- / The proposal complies with the growth management and land use designation policies of the Official Plan and the East Urban Community Phase 3 Area CDP;
- / The proposed development represents high-quality urban design that is respectful of its context and will contribute to an integrated community;
- / The R4Z Zoning Amendment complies with the intent of the Zoning By-law and will facilitate appropriate development; and
- / The proposal is supported by technical plans and studies.

2.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Richcraft Homes (the “Owner”) to prepare this Planning Rationale in support of Zoning By-law Amendment and Site Plan Control applications for the site at 640 Compass Street, legally described as Part 1 of 4R-35191, Block 140 of Plan 4M-1544 in the City of Ottawa (‘subject site’).

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

2.1 Application History

Block 140 is part of Phase 2 of Richcraft’s Trailsedge East subdivision. It is also within the East Urban Community Phase 3 Area, to which a Secondary Plan and a Community Design Plan of the same name apply. The latter was approved by Council in February 2021.

Parkland dedication for the subject site was satisfied at the time of registration of Phase 3 of the Trailsedge subdivision.

2.2 Purpose of the Applications

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

- / To rezone the subject site to Residential Fourth Density Zone, Subzone Z – R4Z from the Development Reserve Zone – DR.
- / Site Plan Approval, in accordance with the enclosed plans and studies.

3.0 Subject Site and Surrounding Context

3.1 Subject Site

The subject site is a 9,559 square metre parcel legally described as Part of Block 140, 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 with relatively level grading.



Figure 1: Subject site viewed from the northwestern corner of the property, along Brian Coburn Boulevard. (July 2024)

3.2 Surrounding Context

The subject site is located in Ward 19 – Orléans South / Navan in the east end of Ottawa. Compass Street and Axis Way are classified as local roads, while Brian Coburn Boulevard is an arterial road. The site is primarily surrounded by a medium density suburban built form consisting of a mix of detached, semi-detached, townhouse, and stacked dwellings on lots as small as 100m² or less. Other lands surrounding the site are to be developed for a predominantly residential mix of uses as per the East Urban Community Secondary Plan.



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

The following identifies the land uses that surround the site:

North

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

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

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. Lands surrounding the intersection of Brian Coburn Boulevard and Mer Bleue Road are to be developed for mixed use and commercial purposes while the northeast corner is currently occupied by the new Orléans Health Hub. Residential subdivisions (including Trailsedge East and Avalon), with interspersed park spaces and institutional uses reach eastward along Brian Coburn Boulevard until land use transitions to a rural character near the terminus of Brian Coburn at Trim Road.

South

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

West

Across Compass Street from the site lies a dense subdivision of regular and back-to-back townhouses. Compass Street turns to Rainrock Crescent, a window street parallel to Brian Coburn Boulevard. The Chapel Hill neighbourhood of Orléans lies beyond Brian Coburn Boulevard and is bordered to the west by the Greenbelt.



Figure 3: Streetscape of Compass Street abutting the western boundary of the subject property. (July 2024)



Figure 4: View southwest from the site, along Rainrock Crescent, a window street adjacent to Brian Coburn Boulevard. (July 2024)

3.3 Road Network

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

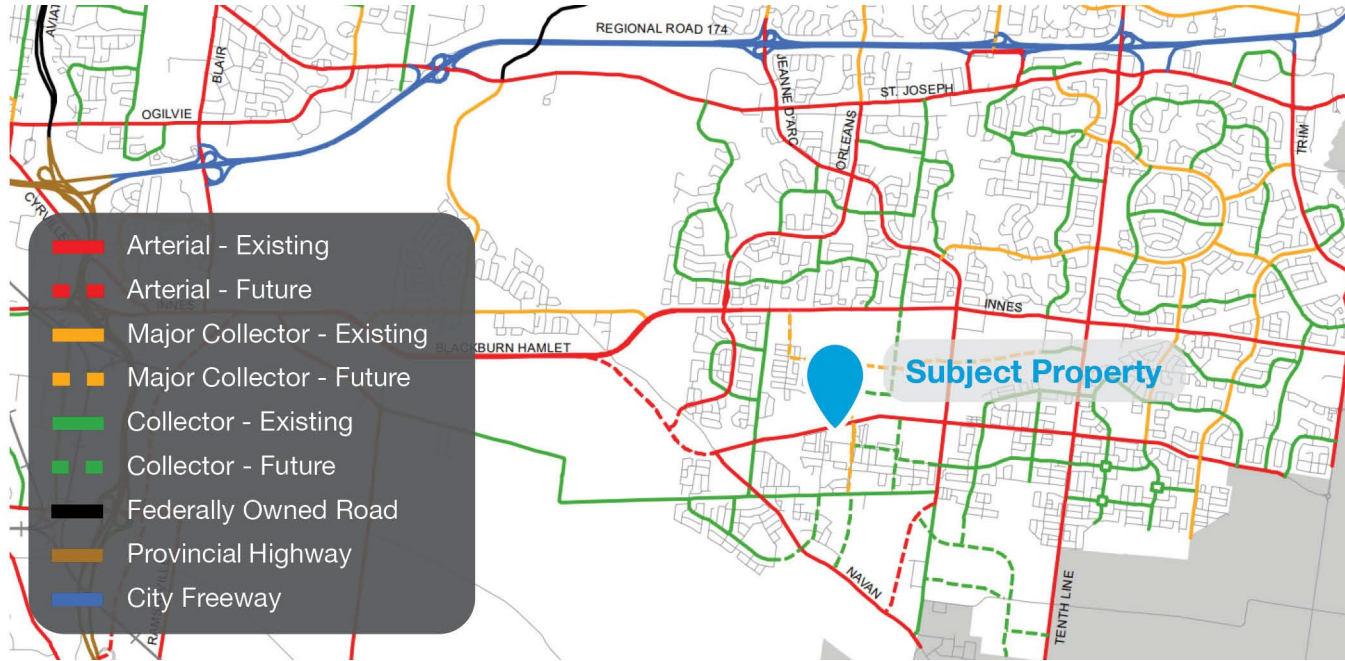


Figure 5: Subject site within the City of Ottawa's road network (OP Schedule C4)

3.4 Transit Network

The subject site is located within approximately 200 metres of the future Belcourt Station on the Cumberland Transitway extension, which will provide rapid transit service running parallel to Brian Coburn. This line is planned to reach from Trim Road to Blair LRT Station, where it connects to O-Train line 1. Currently, the site is only served by OC Transpo bus route 32, the closest stop for which is at the intersection of Fern Casey Street and Axis Way, approximately 200 metres to the east.

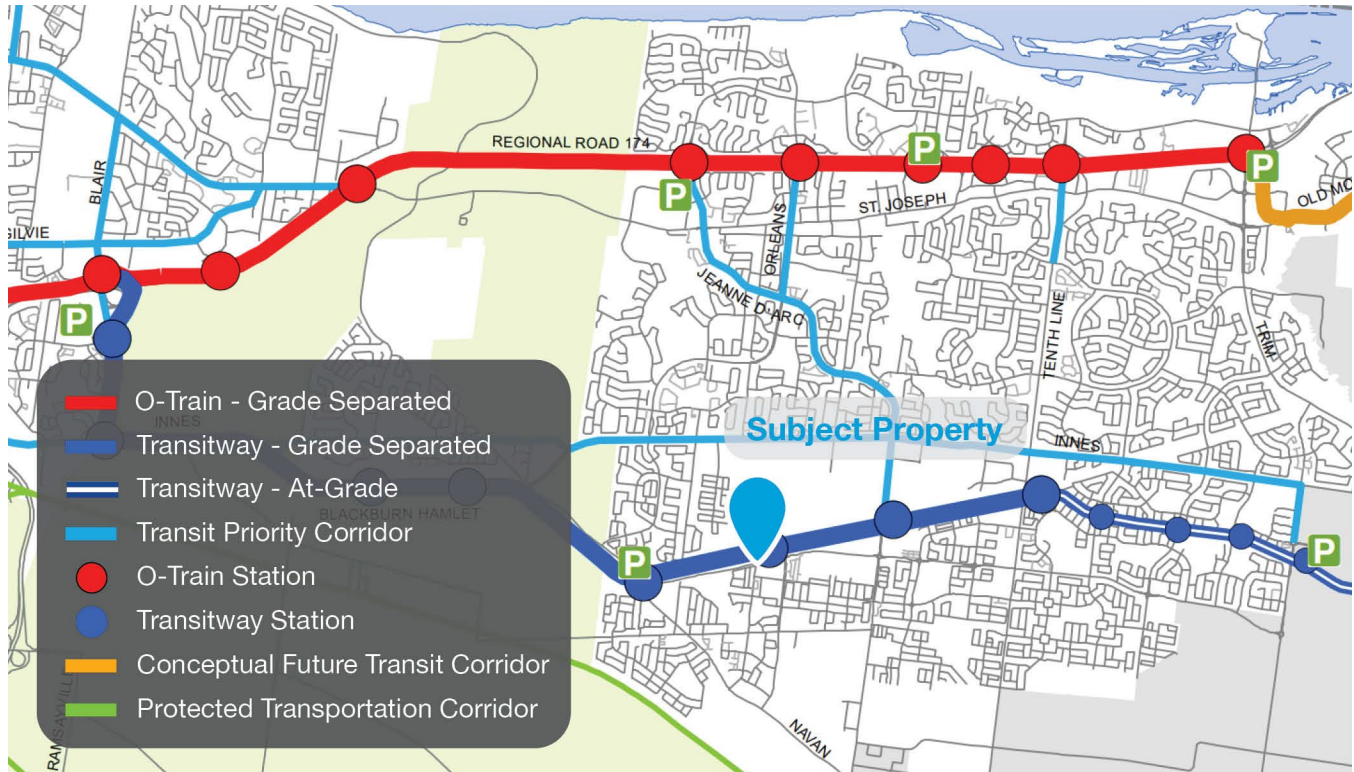


Figure 6: Subject site within the Transit Network (OP Schedule C2)

3.5 Active Transportation Network

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

4.0 Proposed Development

Richcraft Homes is proposing to develop the subject site as a Planned Unit Development consisting of six blocks of “Terrace Flats”, totalling 66 stacked dwellings of two bedrooms each. A total of 94 parking spaces (including 3 accessible spaces and 14 visitors spaces) are proposed, as well as 38 bicycle parking spaces (most located in an accessory building, with some short-term/visitor bicycle parking located outdoors). Each unit has a 6.5 m² private amenity area in the form of a balcony or patio (for a total of 429 m²), and there is a communal amenity area measuring 500 m² consisting of well-treed lawn, gathering area, and community garden.

The proposed product used throughout the development is a stacked dwelling block. A similar model has been recently constructed in Richcraft’s Casey Court neighbourhood, in the southeast quadrant of the intersection of Fern Casey Street and Brian Coburn Boulevard, approximately 250 metres east of the site.



Figure 7: Frontage of stacked dwellings by Richcraft Properties on Fern Casey Street at Brian Coburn Boulevard (October 2024)



Figure 8: Rendering of the front of Richcraft Homes' Terrace Flats in Kanata, showing an elevation similar to the proposed development

The development is oriented around a central amenity and parking area, with active frontages framing both the public streets and the internal area of the community. The dwelling units feature two active frontages, characterized by usable entrances and architectural details. In this plan, buildings are oriented so that the primary façade with balconies front on Compass Street and Brian Coburn Boulevard, while the other primary façade faces the amenity space.

Pedestrian circulation throughout the site is provided by a series of pathways that provide connections from the sidewalks along Brian Coburn Boulevard and Compass Street through the site. Connections to the adjacent private developments along the rear and interior side lot line are not possible.

The proposed communal amenity space will be animated by a community garden. A shaded area next to the community garden will be created by planting large-canopy trees. Additional trees and tree-form shrubs, the majority of which are native species, will be planted along both primary facades of the buildings. At the two corners of the site fronting on Brian Coburn Boulevard, larger landscaped areas allow for the planting of medium and small-sized trees.

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



Figure 9: Elevation of the accessory building for garbage facilities and bike storage at Casey Court, similar to the proposed development.

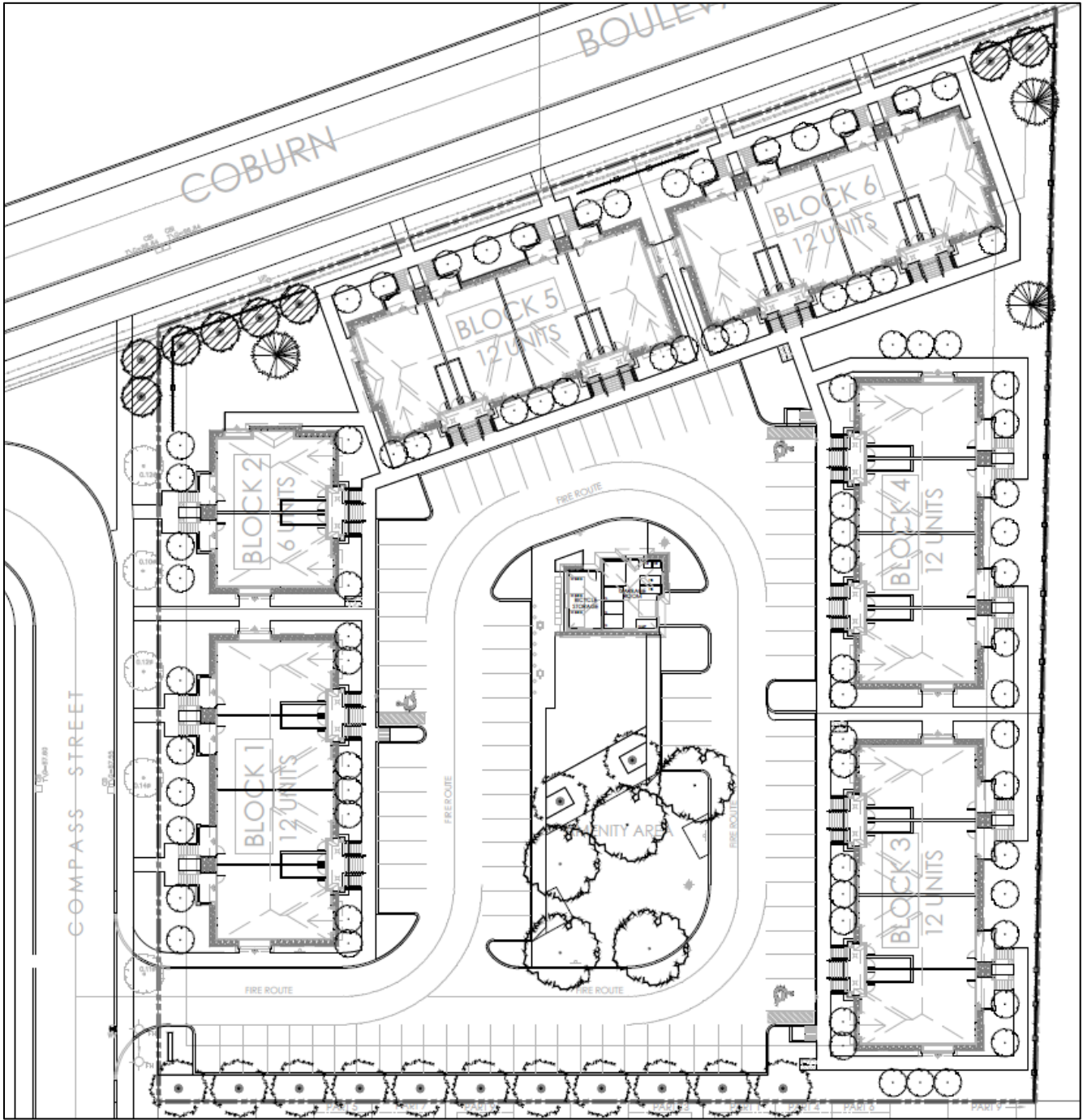


Figure 10: Extract from Landscape Plan showing site layout

5.0 Policy and Regulatory Framework

5.1 Provincial Policy Statement

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2.4.1.3 Planning authorities should:

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

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

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

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

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

The proposed development will contribute to an efficient, transit-oriented development pattern in Orléans South, an area strategically identified by the City for growth. The proposed development, with a density of 69 units per net hectare, exceeds the density targets set out in the Official Plan and Secondary Plan and is consistent with the PPS 2024. The proposed stacked dwelling typology is an efficient, compact development form that will add diversity to the housing options available in the Suburban-East transect of Ottawa.

5.2 City of Ottawa Official Plan (2022)

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

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

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

2.2.1 Intensification and Diversifying Housing Options, which aims to:

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

2.2.3 Energy and Climate Change, which aims to:

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

2.2.4 Healthy and Inclusive Communities, which aims to:

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

The proposed development provides a dense block of family-scale ground-oriented dwelling units within the city’s urban boundary. It capitalizes on the site’s proximity to transit by providing the minimum amount of parking as required by the Zoning By-law and providing ample bicycle parking and mid-block pedestrian connections.

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

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

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

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

The proposed development provides a missing middle building form in a compact layout near a planned high-frequency transit station, contributing to the 15-minute neighbourhood characteristics supported by the Official Plan.

The Official Plan identifies policy areas by transect, from Downtown Core to Suburban, and by designation, including Hubs, Neighbourhoods, and Corridors. The subject site is located along a **Minor Corridor** in the **Suburban Transect**. The Minor Corridor designation includes lands abutting the corridor up to 120 metres from the centreline of the street, as per Policy 6.2.1.1, or as identified in a Secondary Plan.

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

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

Policy 5.4.4.2 states that net residential densities shall strive to approach the densities of the Inner Urban Transect over time, but residential development within the Urban Greenfield Area, within which the subject property is located, shall plan for a minimum density of 36 units per net hectare and permit density increases through intensification and accessory

dwelling units. For reference, the minimum intensification density target for Neighbourhoods and Minor Corridors in the Suburban Transect is 40 to 60 dwellings per net hectare, and for the Inner Urban Transect is 60 to 80.



Figure 11: Subject site within the Suburban Transect (Schedule A)

Corridors are referred to in **Section 6.2**, where they are recognized as unique contexts suitable for increased density.



Figure 12: Subject site within the Neighbourhood Designation (Schedule B8)

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

5.3 East Urban Community Phase 3 Secondary Plan

The East Urban Community Phase 3 Secondary Plan is a statutory policy based on the Community Design Plan (CDP) of the same name. It is a transit-supportive secondary plan for lands adjacent to the future Cumberland Transitway line in South Orleans. It is intended to promote transit ridership through strategically located high-density and mixed-use designations, as well as employment areas and greenspace.

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

A density of 69 units per hectare is proposed through this development, well above the minimum stated in the plan, and appropriate for a greenfield development within the suburban transect.

In terms of design requirements applicable to the site, the Secondary Plan puts forth policies to support on-street parking, the screening of surface parking areas, a pedestrian-oriented street pattern, and enhanced tree planting. Specifically for this proposed development, **Policy 4.3.18.f** states that there will be no rear yards abutting collector streets, and **Policy 4.3.18.g** states that building frontages along public streets will be active. In the Official Plan, frontages are deemed active by the implementation of main front doors which can be used to gain access at all hours, and the inclusion of architectural features to enhance the pedestrian experience.

As per City directive, the secondary plan is closely linked to the CDP and the two documents should be read in conjunction to assist with the interpretation and implementation of the secondary plan's policies.

Brian Coburn Boulevard is an arterial road and Compass Street is a local road, and therefore Policy 4.3.18.f does not apply. The dwelling façades fronting on these two streets are active, in that they include direct entrances to dwelling units, are designed to be visually and functionally similar to the other primary façade which faces the interior of the site, and their architectural details address the public right-of-way, enhancing the pedestrian experience. The proposed design fulfills the requirement put forth by Policy 4.3.18.g. Additionally, parking is provided at the minimum rate set by the Zoning By-law and is screened from the public right-of-way, in conformity with the policy framework.

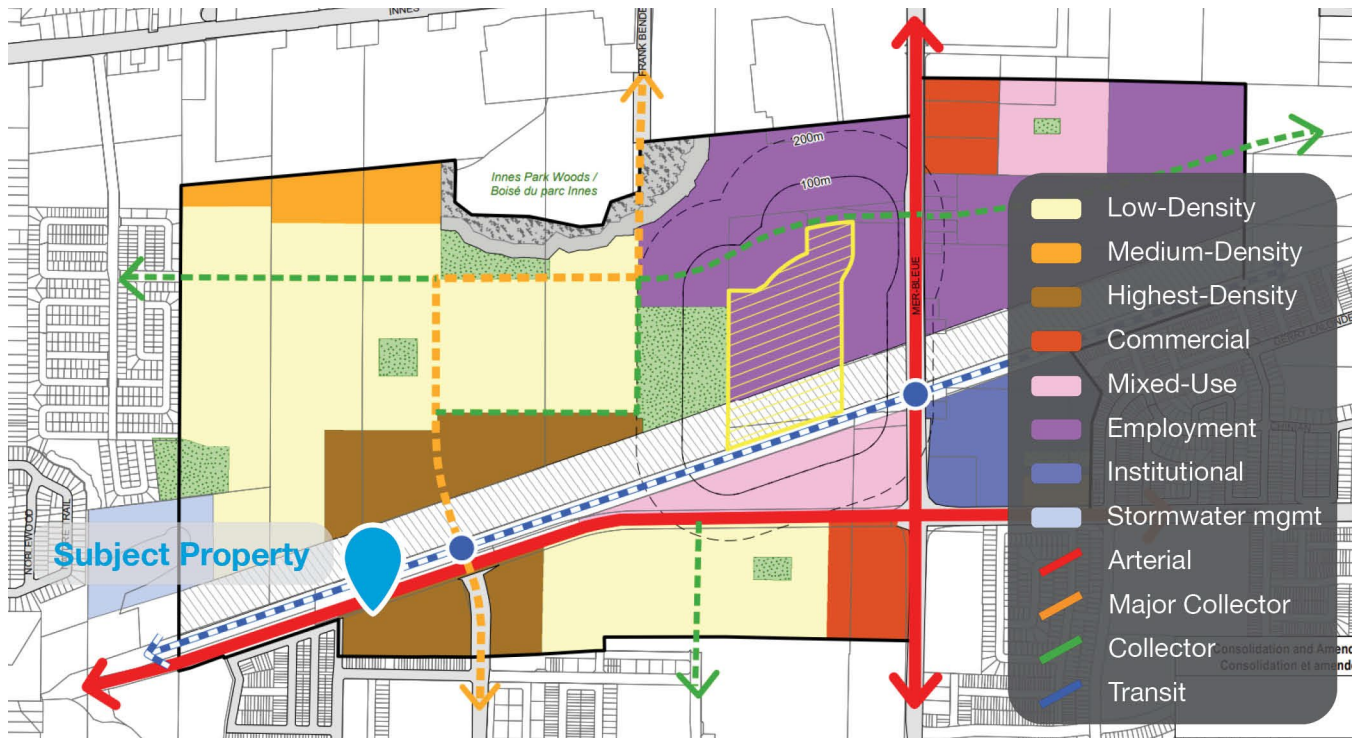


Figure 13: Subject site within the East Urban Community Phase 3 Secondary Plan (Schedule A)

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

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

The Highest Density Residential designation, which applies to the subject property, is intended to create a neighbourhood context based on public transit and active transportation. The designation is to be characterized by stacked back-to-back townhomes, and low- and mid-rise apartments. The maximum height permitted for stacked townhomes is to be 4 storeys. Detached, semi-detached, linked-detached, and townhome dwellings are not permitted in this designation.

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.

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

The stacked dwellings have been designed to have two active facades, one of which faces the public street, and the other which faces the private way. Both these facades feature direct entrances to units, enhanced materiality, and ample glazing, fulfilling the aesthetic and functional qualities of an active frontage. The public-facing facades are further animated by the generously-sized balconies and patios. Therefore, this dwelling design fulfills the general intent of policies 6.3.1.2 and 6.3.4.1.

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

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

The City of Ottawa Zoning By-law contains specific provisions relating to built form throughout different areas of the city. The subject site is currently within the Development Reserve – DR Zone, intended to reserve lands for future growth by temporarily limiting uses to low-scale and low-intensity.



Figure 14: Subject site within the local zoning context. Note the nearby lots within R4Z zoning.

To support this development, a rezoning to the Residential Fourth Density – R4 Zone, subzone Z, is proposed. This zone permits a wide mix of residential building forms, ranging from detached to low-rise apartment dwellings at heights of up to four storeys. Intended primarily for areas designated as Developing Communities, the subzone promotes efficient land use, compact form, and newer design approaches.

The provisions of the R4Z Zone for stacked dwellings in a planned unit development are as follows:

Mechanism	Provision	Proposed	Complies
Minimum lot width	18 metres (PUD)	83.3 metres	Yes
Minimum lot area	1,400 square metres (PUD)	9,559 square metres	Yes

Maximum building height		15 metres		9.5 metres	Yes
Minimum front yard setback		3 metres		6 metres	Yes
Minimum rear yard setback		6 metres		Varies - minimum 6 metres	Yes
Minimum corner side yard setback		3 metres		6.9 metres	Yes
Minimum interior side yard setback		6 metres		6.05 metres	Yes
Minimum landscaped area		30 %		45.6 %	Yes
Minimum amenity area	Total	6 m ² per dwelling unit	66 x 6 m ² = 396 m ²	929 square metres	Yes
	Communal	50% of total	198 m ²	500 square metres	Yes
Minimum parking rates (Area C on Schedule 1A)	Standard	1.2 per dwelling unit	79 spaces	80 spaces	Yes
	Visitor	0.2 per dwelling unit	13 spaces	14 spaces	Yes
	Bicycle	0.5 per dwelling unit	33 spaces	38 spaces	Yes

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

Mechanism		Provision	Plan	Complies
Minimum width of private way		6 metres	6 metres	Yes
Minimum separation between buildings		1.2 metres	4.0 metres	Yes
Minimum separation between buildings and private way		1.8 metres	3.0 metres	Yes
Accessory building	Maximum height	4.5 metres	4.02 metres	Yes
	Maximum area	200 square metres	77.5 square metres	Yes

The proposed development complies with the proposed R4Z Subzone without need for site-specific exception; however, we understand that City staff may recommend site-specific provisions to set required setbacks closer to the provided setbacks, and to prohibit low-density housing typologies. Provided setbacks abutting streets exceed required minimums in order to provide sufficient soil volumes for tree plantings given the challenges presented by marine clay soils of the area. The R4Z Subzone is suitable to implement the Secondary Plan designation, resulting in a development that fits well in the surrounding context.

5.6 Draft New Zoning By-law (2024)

Released for public feedback in May 2024, the first draft of the updated draft zoning by-law may be considered indicative of the City's general policy direction in terms of density and built form. While the subject site's Development Reserve Zone is carried forward to the new Zoning By-law, nearby sites within the existing R4Z zone have been updated to N3B or N4B zoning, which generally have provisions that are similar or slightly more permissive than the existing by-law. Relevant provisions relating to planned unit developments are carried forward, though it is stipulated that 25% of the lot must be provided as soft landscaped area, a reduction from the current requirement for this site.

5.7 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

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

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

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

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

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

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

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.

5.8 Building Better and Smarter Suburbs (2013)

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

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

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

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

- 1.9** Avoid reverse frontage lots (rear yards abutting public streets) within a community.

- 7.1 Determine locations where rear lanes or development with rear-access parking are appropriate.
- 8.2 Implement tree planting strategies identified in the Street Tree Manual for Greenfield Neighbourhoods.
- 9.1 Favour design solutions that make all utilities and infrastructure as invisible as possible.
- 9.3 Minimize the numbers of utilities crossing soil trenches for trees.
- 9.4 Ensure utility placement and network design can accommodate increasing densities without compromising service quality and safety standards.

5.9 City of Ottawa Parkland Dedication By-law (2022-280)

The City of Ottawa Parkland Dedication By-law requires the conveyance of land for public recreational use or cash-in-lieu as a condition of development or redevelopment of land. The specific amount is to be determined by the General Manager in accordance with Section 4 of the By-law. The rate for the calculation of parkland conveyance is based on the dwelling typology and number of units, to a maximum of 10% of the gross land area for cash-in-lieu payment for developments of stacked dwellings. Payment of cash-in-lieu of parkland was provided upon the registration of the Trailsedge Phase 3 subdivision, including the subject site, and will not be required for this application.

6.0 Supporting Studies

6.1 Phase I Environmental Site Assessment

A Phase I Environmental Assessment was conducted by Paterson Group for the subject site, dated September 7, 2022. This Phase I ESA did not identify any Potentially Contaminating Activities within the either the subject site or within the Phase I Study area, and therefore no Phase II ESA was recommended.

As more than 18 months have elapsed since the original investigation, Paterson Group issued an update to the Phase I ESA on October 17, 2024. This included re-review of aerial photographs, submission to the Ministry of the Environment Conservation and Parks and new site reconnaissance. Based on this additional recent investigation, it is Paterson Group's conclusion that the original 2022 Phase I ESA remains valid.

6.2 Geotechnical Investigation

Paterson Group conducted a Geotechnical Investigation, including a field investigation, for the subject site. The report is dated October 10, 2024. The subject site is generally level with an approximate geodetic elevation of 87 to 88 metres. The soil profile at test hole locations consisted of topsoil and/or fill over silty clay. The upper layer of the silty clay was found to extend to depths of three to four metres. Available geological mapping indicates that the overburden thickness is 25 to 50 metres in this area.

Based on the findings of the desktop and field investigations, Paterson Group found that the site is suitable for the proposed development. It is recommended that the development be supported on conventional spread footings. The Geotechnical Investigation report includes recommendations on stripping depth, fill placement, foundation design, permissible grade raise, pavement structure, seismic design, and construction precautions. The soils underlying the subject site are not susceptible to liquefaction.

Paterson Group conducted a soils review in general accordance with the City of Ottawa Tree Planting in Sensitive Marine Clay Soils (2017 Guidelines). The following setbacks were recommended:

- / Large trees to be set back a distance equal to the full mature height of the tree.
- / A 7.5 metre setback for small and medium-size trees, subject to additional considerations regarding soil volumes and foundation design.

6.3 Noise Study

A Transportation Noise Assessment, dated November 5, 2024, was prepared for the proposed development by Gradient Wind Engineers and Scientists. The analysis indicated that noise levels will reach as high as 71 dBA during the daytime period and 63 dBA during the nighttime period, exceeding recommended ENCG guidelines for indoor noise limits. Mitigation measures required to address noise level exceedances include:

- / Upgraded building components on specific facades on Blocks 2, 5 and 6
- / The provision of central air conditioning (or similar mechanical system) in Blocks 2, 5 and 6, and forced air heating with provision for air conditioning in Blocks 1, 3 and 4.

Richcraft intends on providing air conditioning in all units and as such, a Type D warning clause will be required on all Lease, Purchase, and Sale Agreements. The proposed development is not anticipated to generate significant stationary noise, nor are significant sources of stationary noise present in the immediate environs.

6.4 Site Servicing Study

A Servicing and Stormwater Management Report, dated November 4, 2024, was prepared by Stantec for the proposed development.

The proposed development is planned to be serviced with a 200 mm diameter watermain that connects to the existing 200 mm diameter watermain in Compass Street at two locations. Analysis by Stantec finds that the proposed design can achieve the required demand and pressure under average day, peak hour, and maximum day flow plus fire flow.

The sanitary servicing design consists of 200 mm diameter gravity-flow sanitary sewers that connect to the existing 200 mm sanitary service in Compass Street, aligned with the vehicular entrance to the development. The existing residual capacity in the sewer is sufficient to accommodate the increased peak flows.

The site currently drains towards Fern Casey Street. The proposed stormwater management plan will direct the majority of flows to Compass Street, except for a small uncontrolled area which will continue to drain to Brian Coburn Boulevard. Inlet control devices will restrict inflow rates to the storm sewers to that of the 5-year runoff for the subject site. Quantity and quality control of stormwater runoff will be provided at the downstream EUC Pond 1. The stormwater design is in compliance with the requirements outlined in the background documents, the City of Ottawa Sewer Design Guidelines and the Ontario Ministry of the Environment, Conservation and Parks (MECP) Stormwater Management Planning and Design Manual.

6.5 Impact Assessment Study – Waste Disposal Site

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

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

OP Section 10.1.7 states:

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

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

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

Per correspondence with City staff, we understand that no evidence of significant adverse impacts beyond 500 metres of the Navan Landfill. Therefore, the Provincial D-4 guidelines do not indicate the need for further study. As the site is located 1.3 kilometres north of the landfill and extensive residential development has been undertaken in the area between, this study would add time, effort, and expense to the development process, ultimately slowing the supply of housing without yielding public health benefit.

6.6 Landscape Plan and Tree Conservation Report

A landscape Plan, dated November 4, 2024, revision 4 dated January 2, 2025, was prepared by NAK design strategies for the proposed development. Drawing L1.0 includes the tree conservation report. A total of five existing trees are currently growing in the Compass Street right-of-way, adjacent to the subject site, and no trees are growing on the subject property. All but one of these existing trees will be retained, with tree protection measures as per City specifications. The one tree to be removed, a 11-cm DBH sugar maple, conflicts with the proposed driveway entrance location.

The landscape plan proposes to vegetate the site with all native species. The existing trees in the Compass Street right-of-way will be complemented by plantings of multi-stem native shrubs with high aesthetic interest, including viburnum, serviceberry, and dogwood. Similar shrub arrangements frame the entrances facing onto Brian Coburn Boulevard, as well as the dwelling entrances facing the private way.

The subject site will be screened from the existing rear yard amenity spaces to the south by a continuous row of medium-height deciduous trees, including red maple, ironwood, chestnut oak, and Ohio buckeyes. The only location where sufficient setbacks in accordance with the Geotechnical Investigation for large trees can be met is within the communal amenity area, where five large native trees are proposed.

Projected canopy cover for the site has been calculated per the City's guidelines to be 18.2 percent, soil planting volume requirements have been met, as indicated on L1.0, and planting details provided on L2.1.

7.0 Conclusions

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

- / The proposed development increases residential density near transit, consistent with the PPS (2024);
- / The proposal complies with the growth management and land use designation policies of the Official Plan and the EUC Phase 3 Area CDP;
- / The proposed development represents high-quality urban design and will contribute to an integrated community;
- / The R4Z Zoning Amendment complies with the intent of the Zoning By-law and will facilitate appropriate development; and
- / The proposal is supported by technical plans and studies.

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

Sincerely,



Kenneth Blouin, M.PL.
Planner



Bria Aird, MCIP RPP
Senior Planner