May 12, 2021

Mr. Michael Boughton
Senior Planner
Development Review – East
Planning, Infrastructure and Economic Development
City of Ottawa
110 Laurier Avenue West,
Ottawa, ON K1P 1J1

RE: Trailsedge Rental Blocks
Site Plan Control (D07-12-20-0184) Applications
Addendum to Planning Rationale + Design Brief

Dear Mr. Boughton,

Further to technical circulation comments received on March 9, 2021, please see the enclosed addendum to Fotenn's original Planning Rationale (December 18, 2020), which more fully addresses the requirements of a Design Brief.

Sincerely,

Bria Aird, RPP MCIP
Planner

Julie Carrara, RPP MCIP
Senior Planner

Ottawa
396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7
613.730.5709

Kingston
The Woolen Mill
4 Cataraqui Street, Suite 315
Kingston, ON K7K 1Z7
613.542.5454

Toronto
174 Spadina Avenue, Suite 304
Toronto, ON M5T 2C2
416.789.4530

fotenn.com

FOTENN

1.0
Design Brief

The proposed development at the northwestern end of 6429 Renaud Road ("subject site") is a higher-density, low-rise community that integrates into the larger Trailsedge community, providing transit-supportive densities in proximity to a Bus Rapid Transit (BRT) corridor that is planned to the north of Brian Coburn Boulevard. The subject site has been planned to support good multi-modal site circulation, ample green landscaping, and an architectural style that reflects the surrounding community.

1.1 Design Evolution

Figure 1, below, illustrates the concept site plan that was presented at the pre-application consultation meeting with City Staff on May 21, 2020. Two low-rise residential typologies are proposed: back-to-back townhouse dwellings along the Future Street 23 (Randkluft Terrace) and the internal driveway, and stacked dwellings, also referred to as Terrace Flats, along the subject site's Brian Coburn Boulevard, Fern Casey Street, and Couloir Road frontages. The general layout of internal private ways, which are arranged in a modified grid pattern, allows for an efficient layout of dwelling units, while providing good circulation across the subject site.

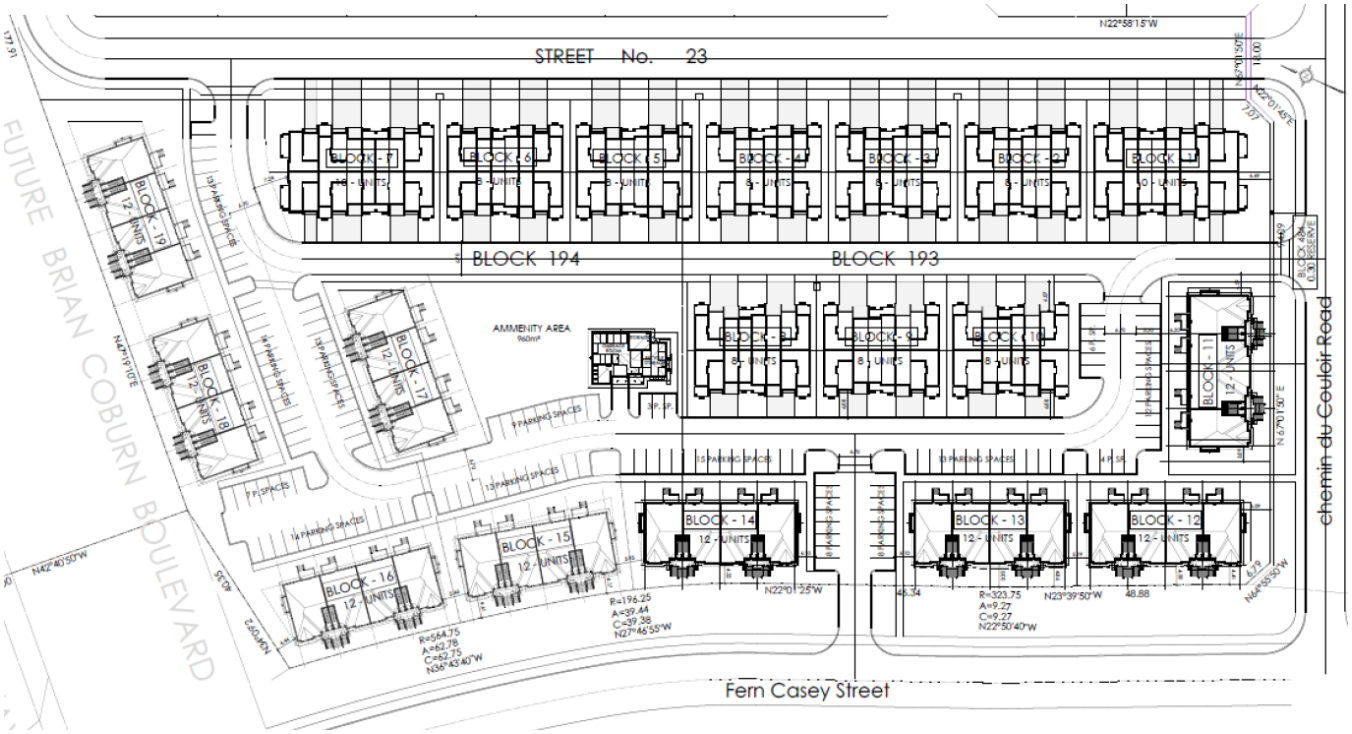

Figure 1: Conceptual Site Plan Shared at Pre-Application Consultation (2020)

In response to feedback from the pre-application consultation, as well as in response to first round technical circulation comments, a number of changes were made to the Site Plan, including:

- The communal amenity area was re-located west, and now has frontage on three of the internal private ways.
- A more generous landscaped area has been located at the corner of Brian Coburn Boulevard and Fern Casey Street (northwest corner of the subject site).
- Parking has been relocated to allow for a longer throat length from Fern Casey Street and to not encroach into the provided front yard along Brian Coburn Boulevard, nor any provided street-facing yard.

- The design of the internal network of asphalt sidewalks has been further refined to address the grading challenges on the subject site (which requires the use of risers along the property line) and to provide better pedestrian connections within the subject site, as well as to existing pedestrian facilities in the abutting municipal streets. More specifically:
  - Pathways now run parallel to the front of the stacked townhouse buildings and these pathways are now connected to the Multi-Use Pathway (MUP) along the south side of Brian Coburn Boulevard and the MUP and sidewalk along the east side of Fern Casey Street through new perpendicular pathways.
  - Further, two internal pathways were extended north to connect to the MUP along the south side of Brian Coburn Boulevard (northwest and northeast corners of the subject site).
  - Finally, pathways were added in between Blocks 13 and 14, 15 and 16, and 16 and 17, as well as along the northern edge of Block 17,
- TWISs are now proposed at the vehicular entrances off Fern Casey Street, Couloir Road, and Future Street 23 (Randkluft Terrace).

The above noted changes are visible on the latest Site Plan (Revision 19, dated April 14, 2021) (Figure 2) and are addressed in more detail in the following sections of this Design Brief.

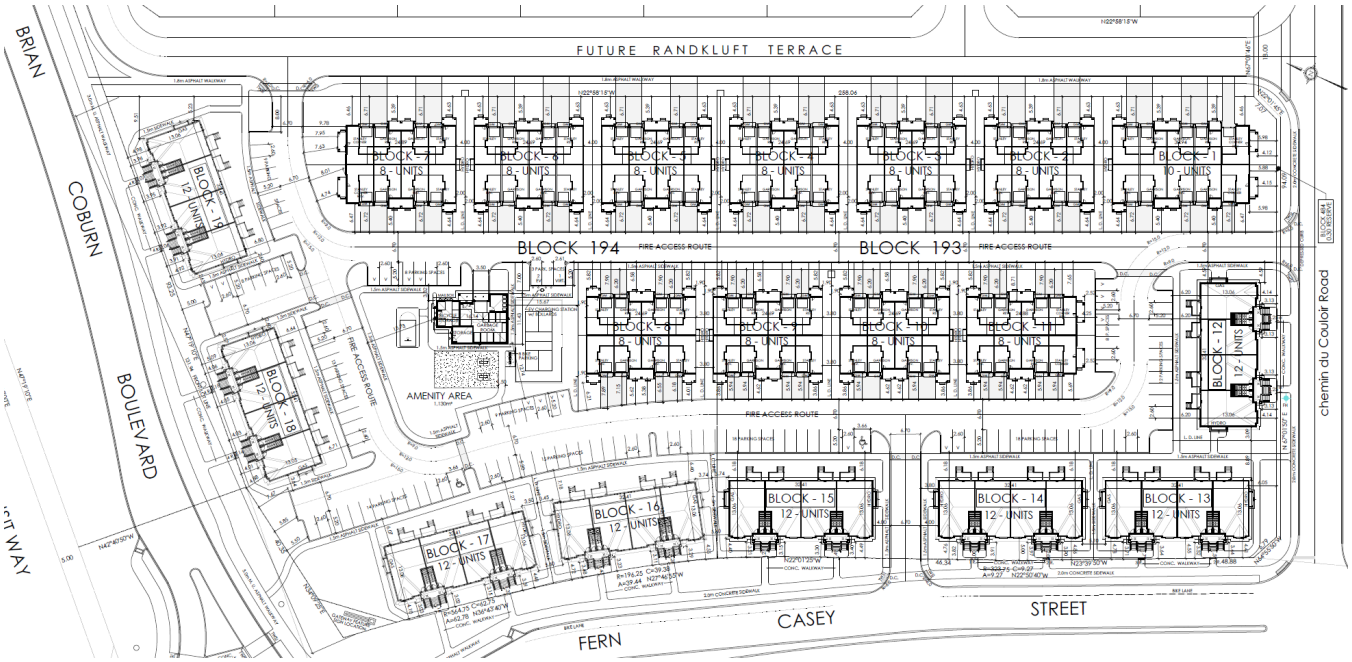

Figure 2: Latest Site Plan (Revision 19, dated April 14, 2021)

1.2 Internal Circulation

The Site Plan has been laid out to provide efficient pedestrian routes through the subject site, in addition to safe vehicular access (Figure 3). In terms of pedestrian routes, two 1.5 metre-wide asphalt sidewalks are proposed to cross the subject site in a north-south direction (from Brian Coburn Boulevard to Couloir Road) and one east-west route is proposed to cross the northern end of the subject site (from Street 23/Future Randkluft Terrace to Fern Casey Street). These routes supplement the public sidewalks and MUPs which are provided along the adjacent municipal streets.

Despite grading challenges, which require the use of risers in front of Blocks 12, 13, 14, 18 and 19, each stacked dwelling unit has a shared direct entrance to the adjacent public sidewalk or MUP, and pathways between each stacked dwelling unit block are provided for use of the residents.

Cyclists are anticipated to share the internal private ways with pedestrians to access the on-street cycle lanes on Fern Casey Street and on the north side of Brian Cobourn Boulevard, as well as the multi-use pathway on the south side of Brian Coburn Boulevard. Bicycle parking will be accommodated in the private garage of each of the back-to-back townhouse dwellings and in a communal bicycle room in the central accessory building for the stacked dwellings. Visitor bicycle parking is provided outdoors adjacent to the communal amenity area.

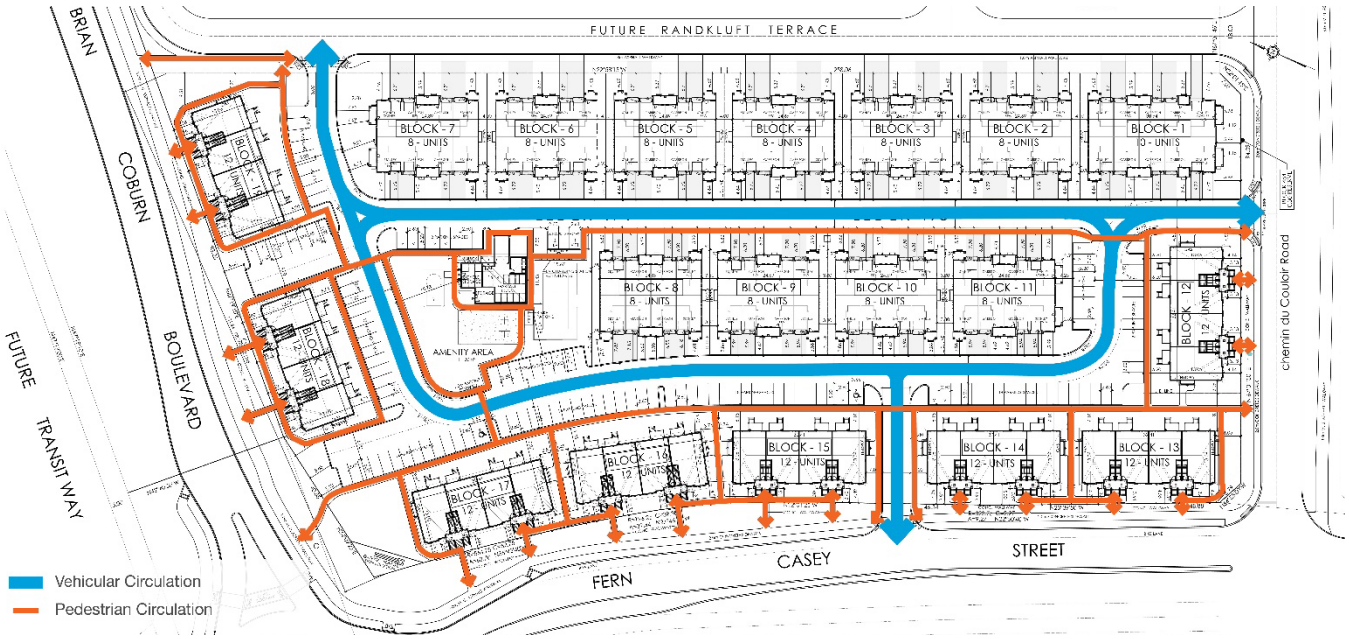

Figure 3: Site Circulation Routes

1.3 Landscape and Amenity

The proposed site design allows for 45.4% of the subject site to be landscaped (Figure 4). In keeping with the recommended tree planting soil volumes for sensitive marine clay soils, medium-sized street trees are proposed along Street 23/Future Randkluft Terrace and Couloir Road, as well as where existing street trees on Fern Casey Street are required to be relocated. Smaller shrubs, with an attractive tree form, are proposed to line the internal driveways and to supplement the street-facing plantings. Medium-sized trees, which have a mature height of 7.5 to 14 metres, are also proposed for the communal amenity area, where larger soil volumes are available at the ends of blocks, and to provide an attractive visual feature at the intersection of Brian Coburn Boulevard and Fern Casey Street (Figure 5).

Figure 4: Concept Plan

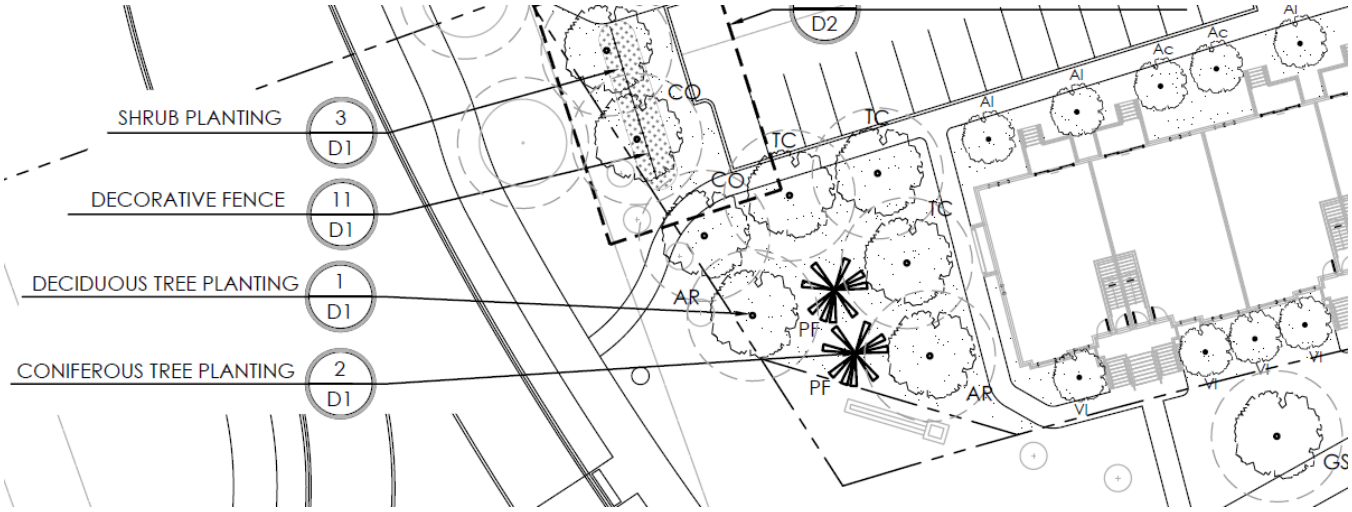

Figure 5: Landscape Plantings at Corner of Brian Coburn Boulevard and Fern Casey Street

A number of the tree and shrub species have a pyramidal shape at maturity, which will help create a consistent visual palette while providing for ecological and aesthetic diversity. The proposed plantings are generally native species, closely related to native species, or are anticipated to thrive in climactic conditions anticipated in Ottawa due to climate change. A number of the proposed species, including hackberry, serviceberry species, and nannyberries, have edible fruits which can support local wildlife and may even be enjoyed by human residents.

Pillar entrance features are proposed for each of the three vehicular entrances to the subject site, to help establish a community identity (Figure 6).

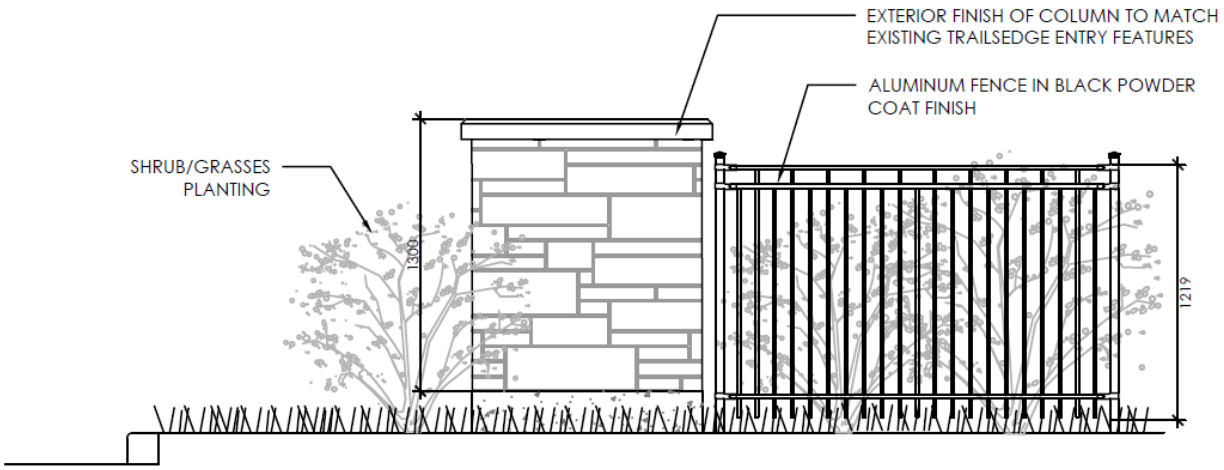

Figure 6: Gateway Column Feature Proposed at Three Vehicular Entrances

As shown in Figure 7, medium deciduous trees are proposed to shade the amenity area. Deciduous trees are preferable as they provide shade and cooling in the hottest part of the year, while allowing more sun access in the colder seasons, supporting year-round useability. The proposed tree species, as labelled in Figure 7, are red maple (AR), Northern Catalpa (CS), hackberry (CO), Turkish hazel (CC), Ginko (GB) and littleleaf linden (TC).

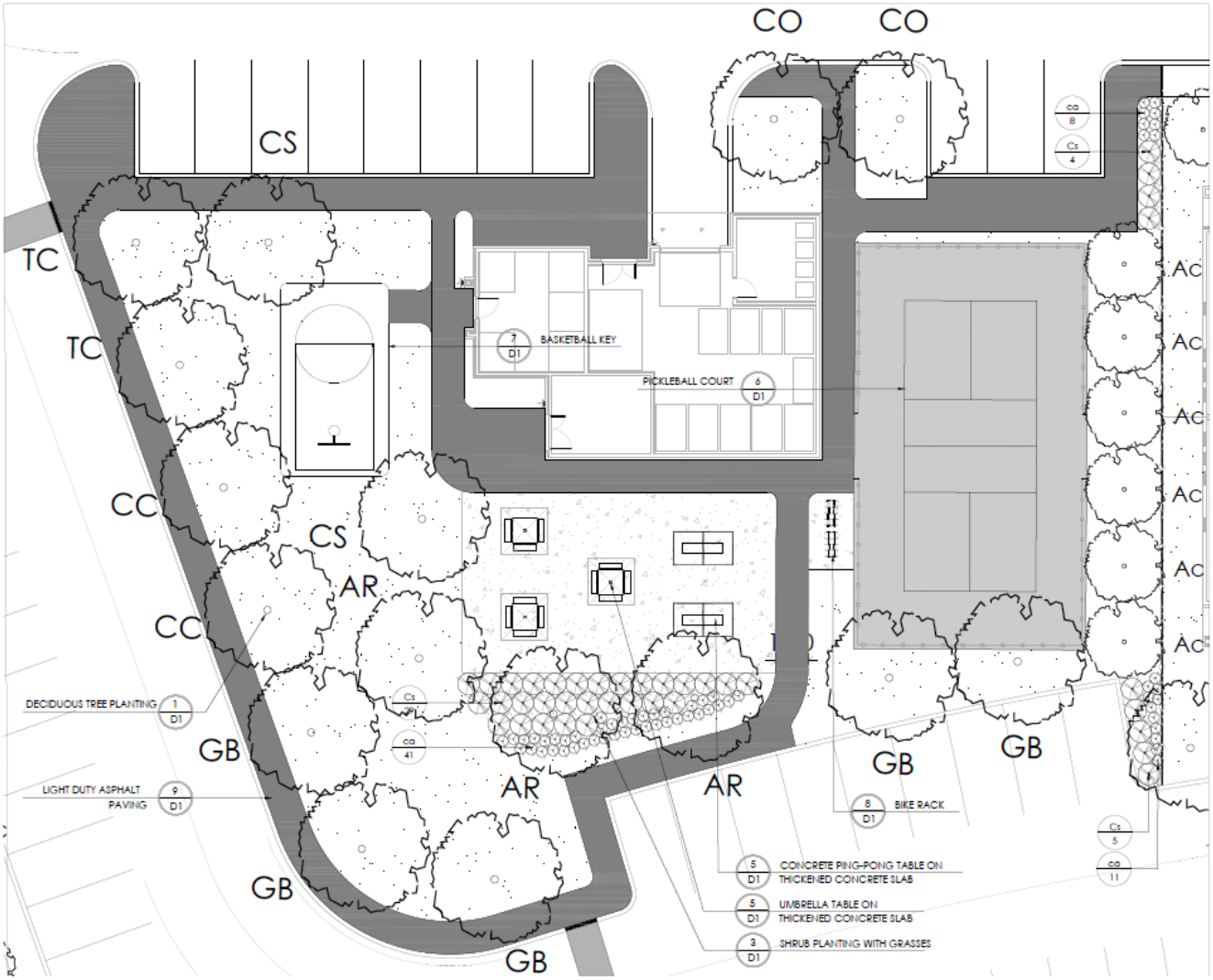

Figure 7: Extract from Landscape Plan Detail (D3) Showing Central Communal Amenity Area

Three active recreational facilities are proposed: a basketball key, two ping-pong tables, and a pickleball court. This range of amenities will support active recreation for a broad range of ages and physical abilities. Passive recreation opportunities, in the form of umbrella tables and a small lawn space, are also provided.

1.4 Architectural Style

The proposed building massing and façade details are intended to evoke traditional residential styles. As shown in Figure 8 (back-to-back townhouses) and Figure 9 (stacked townhouses), the use of brick, façade step-backs, and covered balconies helps to relate the proposed development to existing/approved development in the immediate vicinity. An example of existing back-to-back townhouses in the Trailsedge community is shown in Figure 10.

Figure 8: Rendering of Typical Back-to-Back Townhouse Units (Fronting Street 23/Future Randkluft Terrace and Internal Private Ways)

Figure 9: Rendering of Typical Stacked Dwellings/Terrace Flats (Fronting Brian Coburn Boulevard, Fern Casey Street, and Couloir Road)

Figure 10: Existing Back-to-back Townhouses along Dragonfly Walk, West of the Proposed Development (Trailsedge Phase Two)

1.5 Relationship to Public Streets

As part of the initial submission package, typical cross-sections showing the building massing, front yard landscaping and streetscape were prepared for each of the four abutting and future public streets. As shown in the following figures, the proposed development will have a typical, desirable urban relationship of building to street. With the exception of Street 23/Future Randkluft Terrace, where buildings are setback further to accommodate sufficient room for a parking space in between the garage and the sidewalk, the proposed buildings will have a four to five metre setback from the lot line, which is sufficient to provide for landscaping and tree planting, while still framing the street. Each of the eight stacked dwellings has two shared landings providing direct access from each unit to the street.

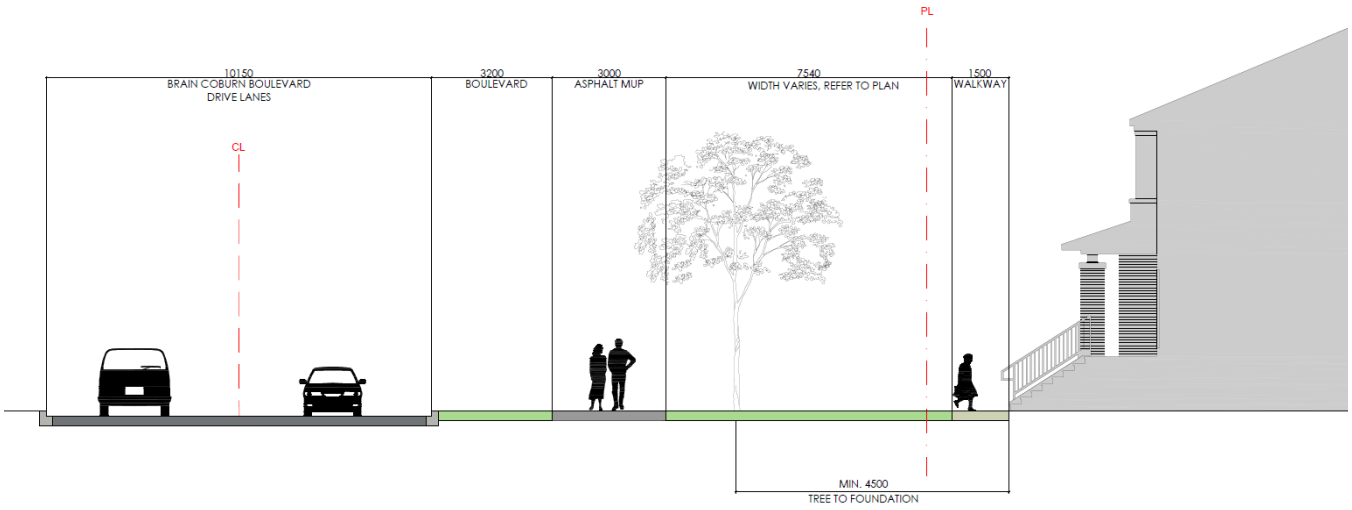

Figure 11: Brian Coburn Boulevard Cross Section

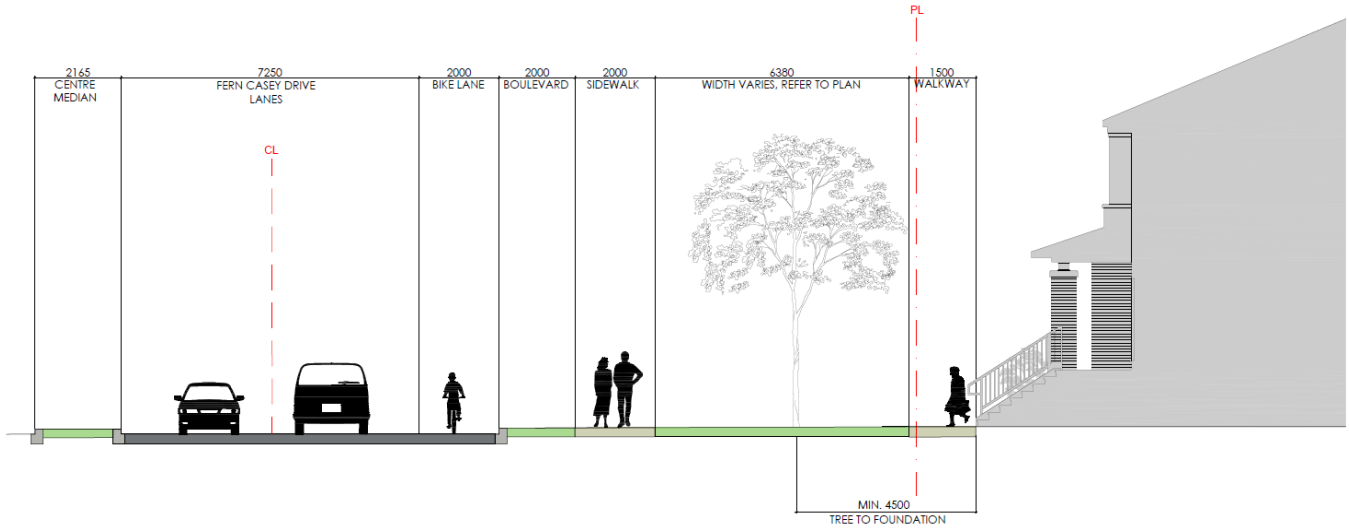

Figure 12: Fern Casey Street Cross Section

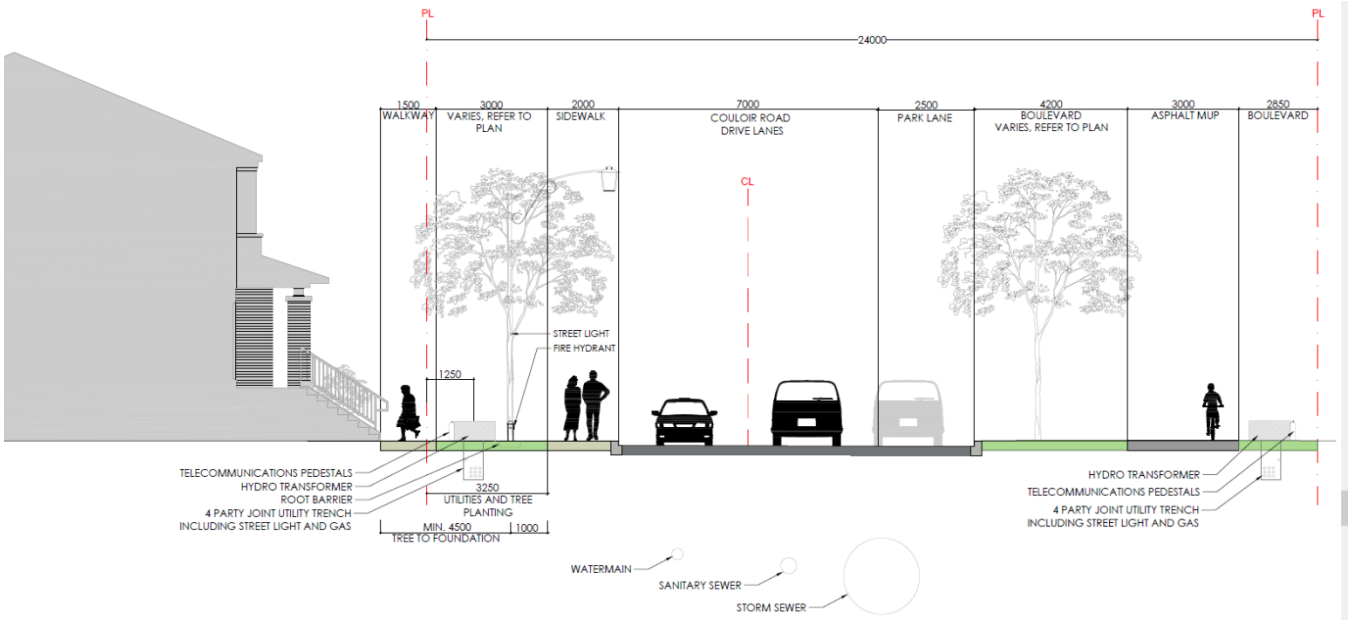

Figure 13: Couloir Road Cross-Section

Along Street 23/Future Randkluft Terrace, as shown in Figure 14, the street cross-section will be slightly more suburban in character, with greater building setbacks, shared driveways, and front-facing garage entrances. Porches will project past the garage entrances, to visually emphasize the front door.

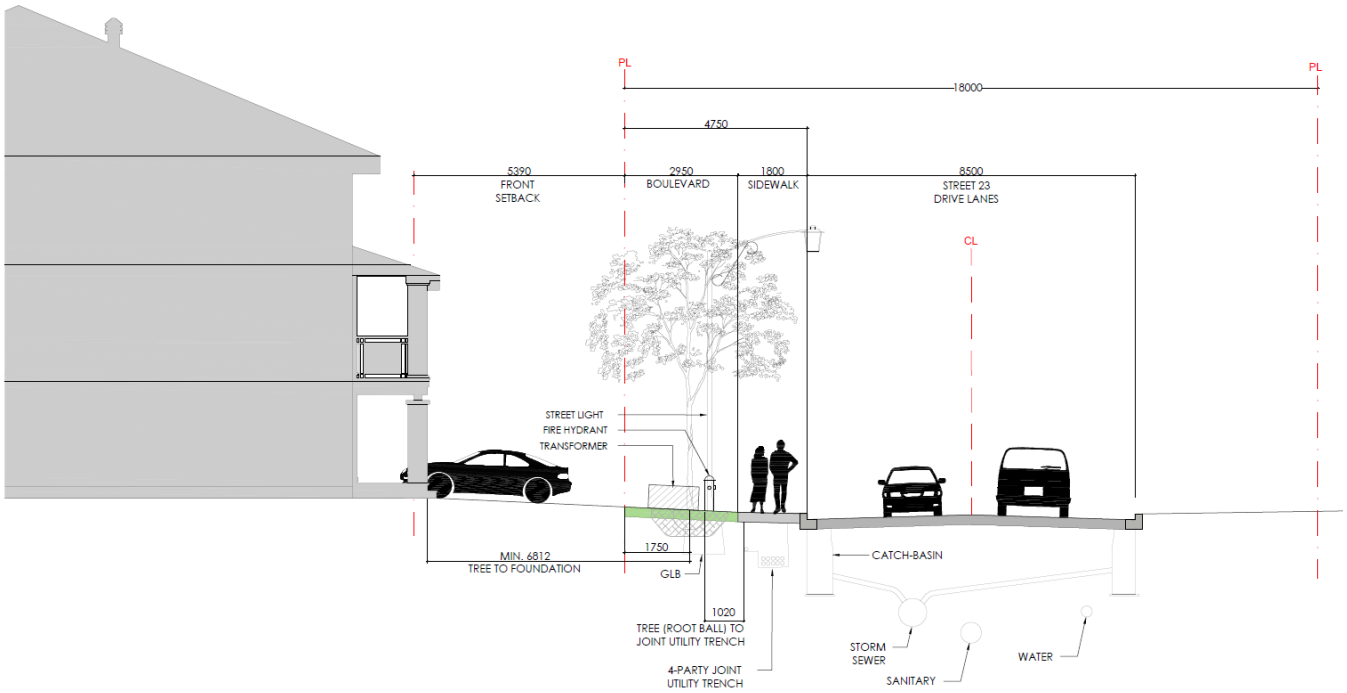

Figure 14: Street 23 (Future Randkluft Terrace) Cross-Section

1.6 Design Rationale

The proposed design is intended to create a higher-density development that integrates well with the surrounding existing and planned residential community. The design efficiently locates multiple-attached dwelling units on the subject site and provides for good multi-modal site circulation. The buildings have been located to frame the street and the internal driveways, while allowing for significant landscaping. The architectural style is appropriate for the intended use and reflects the design language used in adjacent and nearby developments. In conclusion, the proposed design supports a functional, attractive development that accommodates transit-supportive densities.