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Design Brief | 3493 -3499 Innes Road

The subject property is located on the north side of Innes Road and includes the land parcels located at 3493 -3499 Innes Road. The proposed development will include the demolition and removal of all existing building structures.

The site is situated in the Chapel Hill North neighbourhood of Orleans and along the Innes Road corridor, which has evolved throughout the 2000's to become one of Orleans' busiest arterials, as well as a major employment and commercial corridor comprising of large and small retail uses, restaurants, personal business services, offices, light industrial uses and other non-residential uses. Much of the non-residential uses are concentrated on the south side of Innes Road. Although the north side of Innes Road largely consists of long-established low-rise residential dwellings, it is notable that many do not front Innes Road and instead front local streets to the north. The limited amount of lots that front the north side of Innes Road largely consist of small-scale commercial uses, including restaurants, convenience stores and medical offices, and old residential dwellings which are increasingly being repurposed or redeveloped to accommodate commercial uses. Additionally, it is worth noting that the Innes Road corridor has increasingly seen development and proposals for medium and high density residential and mixed-use buildings over recent years. Figure 1 below provides additional details of the community context.

Partners

Barry J. Hobin
OAA, FRAIC, Hon. Fellow AIA

Wendy Brawley
OAA, MRAIC, Associate AIA

Douglas Brooks
Senior Arch. Tech.

Marc Thivierge
OAA, MRAIC

Reinhard Vogel
Senior Arch. Tech.

Gordon Lorimer
FRAIC, Partner Emeritus

William A. Davis
MRAIC, Partner Emeritus

Directors

Dan Henhoeffter
Senior Arch. Tech

Melanie Lamontagne
OAA, MRAIC

Patrick Bisson, OAA, MRAIC

Rheal Labelle
Intern Architect (OAA)

Associates

Bryan Bonell, OAA, MRAIC

Alison Michelin
Lic. Tech. OAA

Hobin Architecture Incorporated

63 Pamilla Street
Ottawa, Ontario
Canada K1S 3K7

t 613-238-7200

f 613-235-2005

hobinarc.com



Figure 1: Community Context Map.



The subject property is located within the Suburban Transect Policy Area of the City of Ottawa's 2022 Official Plan's, as identified on Schedule A, as well as designated Corridor – Mainstreet, as indicated on Schedule B8. The Corridor designation generally supports residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment, and which establish active frontages along streetscapes.

The proposed new development will include 2 single storey detached retail buildings. (Retail A and Retail B) with a total gross floor area of 8,837 sq.ft for each building. Both retail buildings are designed with tall floor to ceiling heights that offers a 2-storey building scale along Innes Road. The building heights are proposed to be 7-8m in height including parapets.

Retail A includes a single tenant while 2 tenants are proposed for Retail B (Retail B1 and B2). Both buildings are designed with a front door and retail spaces fronting on Innes Road. Retail A will offer back of house storage with shipping and receiving rooms located at the rear of the buildings. Loading spaces are strategically located along the back of each building to minimize impact on main street.

On site waste management will be serviced by a 3rd party company with earth bins located towards the rear of the site and accessed from either drive isles for pickup. The size and number of bins are intended to be designed to meet or exceed waste management guidelines.

The exterior design concepts for both buildings are intended to be of a contemporary style. While the footprints and floor areas of each building are the same, the exterior designs for Retail A and Retail B buildings will vary slightly with landscape and architectural features such as signage, front yard terraces, windows, canopies, and awnings that are intended respond to interior and exterior program spaces as well as articulate and animate the retail streetscape character along Innes Road.

The exterior materials proposed for the building include aluminum windows and doors framed with a natural palette of cladding materials including wood and aluminum siding. Feature landscape stone walls with way-finding signage elements and landscape lighting are proposed to create entrance features to the site and delineate front yard outdoor terrace areas and walkways.

Architectural exterior lighting is proposed for the buildings and are intended to be strategically positioned to light the entrances, terrace areas, walkways, signage and canopies. Exterior lighting for the parking and loading areas will also be incorporated using full cut-off features to minimize impacts on the surrounding properties.