

**DESIGN BRIEF**

Submitted to:

**Development Review, Suburban Services, East  
Planning, Infrastructure and Economic  
Development Department  
City of Ottawa**

In Consideration for Project:

**97 Units in 3 phased low-rise apartment buildings**

**April, 2021**

**P<sup>2</sup>concepts**



**DESIGN BRIEF**

3717-3843 Innes Road

3 Phased low-rise apartment buildings

**Section 1**

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**The application Submission:**

Type of application – Site Plan application (standard non rural application) and Minor Variance application.

**Legal description**

**Municipal address** 3817-3843 Innes road, Orleans

Purpose to the application – To facilitate the redevelopment of the property for a three phased low-rise apartment development. 97 apartment units in three low-rise apartment buildings with off street parking 121 parking spaces combined between interior and exterior facilities. Low rise apartment buildings main facades face Innes Road which are separated by an internal private roadway/drive with three independent (ie unconnected) underground parking garages supplemented by exterior surface parking.

Vision statement and goals for the project – The redevelopment of this property is an excellent opportunity for a rental infill apartment development in close proximity to existing public transportation and commercial infrastructure in an established neighbourhood. The proposed streetscape that will result will improve this block on Innes Road and provide a sensitively designed new development that will be built in harmony with nearby properties.

**Response to City Comments:**

Official Plan – The property is in a General Urban designation which permits this scale of development. The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. This will facilitate the development of complete and sustainable communities. The scale of this development is in conformity with the General Urban designation guidelines.

Key policies within the General Urban Area designation that are applicable to this infill development is contained in Sections 2.5.1 (Designing Ottawa) and 3.6.1 of the Official Plan and are:

2.5.1 The Design Objectives of this section are as follows with our response in brackets

**Design Objectives**

The Design Objectives of this Plan listed below are qualitative statements of how the City wants to influence the built environment as the city matures and evolves. These Design Objectives are broadly applicable, to plans and development in all land use designations, and from a citywide to a site-specific basis.

1. To enhance the sense of community by creating and maintaining places with their own distinct identity. (The proposed development with its phased development while being part of the overall development through its architectural treatment and its location, will have its own distinct identity.)
2. Alternative building massing. (The building development mass has been adjusted to show a conscious effort to relate to the surrounding neighbourhood, The three and five storey low rise design proposal is compatibly massed in rising from the neighbours into a slightly high form in the centre. The slightly higher five storey building mass has been pulled forward from the north property line, creating a more court like space and greater distance adjacent to the neighbours.
3. To define quality public and private spaces through development. (We have developed a quality public area facing Innes Road with private areas along the access to the amenity areas in the rear of the site and the area around the parking which are private accesses)
4. To create places that are safe, accessible and are easy to get to, and move through. (Access is provided directly from the street to each of the buildings and two access points for cars are provided to serve the development, as far away from the intersection and adjoining commercial usage as practically possible.)
5. To ensure that new development respects the character of existing areas. (The scale, density and height of the development is in character with the surrounding neighbourhood with the highest mass, five storeys, contained between the perimeter three storey buildings and to the front of the site.)
5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice. (Apartment units within the buildings development could be combined to merge units and to provide flexibility into different bedroom mixes.)

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3.6.1.1 General Urban Area areas are designated on Schedule B. The General Urban Area designation permits all types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.

(The density of housing proposed is permitted in this designation.)

3.6.1.3 When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;

(The proposed 3 & 5 storey plus basement residential apartment buildings are in general conformity with existing residential development and recent infill projects and location on an arterial route with access to commercial and transit. It is an appropriate land use in the community with the density of development that is being proposed.)

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**Context Plan:**



The immediate streetscape is one of low density, mainly one and two storey dwellings with commercial adjacent to the site. The architecture of existing and new interventions is characterized by elements such as porte cochere porticos, balconies, both sloped and flat roofs, punched windows, and varying cladding materials including stucco, masonry, and siding.

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**South side of Innes Road opposite to the subject property**



**South side of Innes Road opposite to the subject property**



**Looking South West from the Subject property  
To the South side of Innes Road**



**Looking East along North side of Innes road  
subject property on the left**

**P.H Robinson Consulting,**  
100 Palomino Dr.,  
Ottawa, ON K2M 1N3  
613-599-9216

**P-Squared Concepts Inc.**  
739 Ridgewood Ave, Unit 201  
Ottawa, ON K1V 6M8  
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**Looking West along North side of Innes road.  
Subject property on the right**

# DESIGN BRIEF

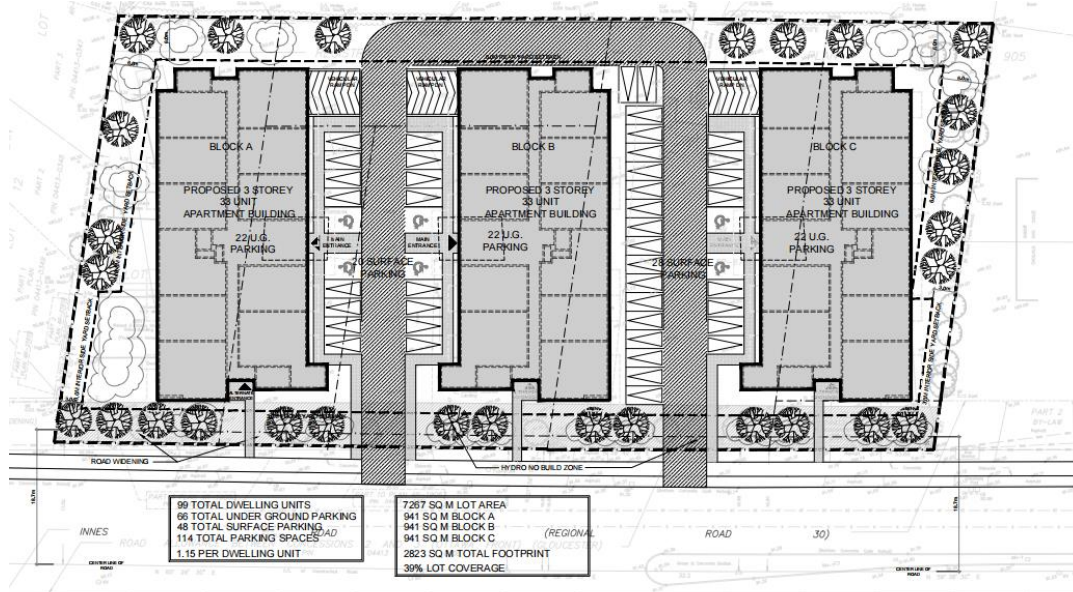
3717-3843 Innes Road  
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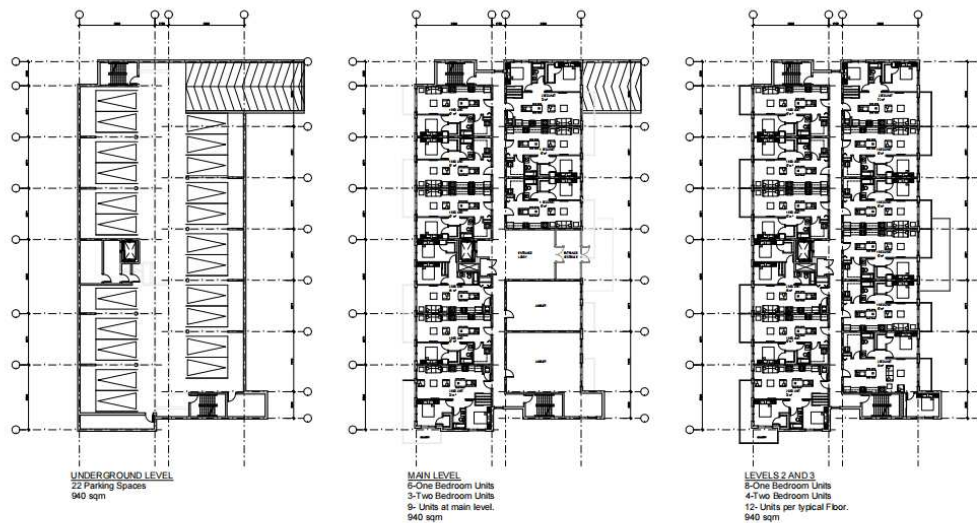
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## Section 11 – Design Proposal:

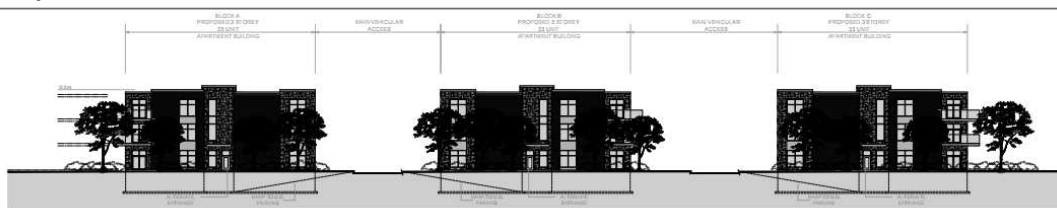
### Preliminary Schematic Site Plan Option 1:



### Preliminary Schematic Floor Plans



### Preliminary Schematic Elevations





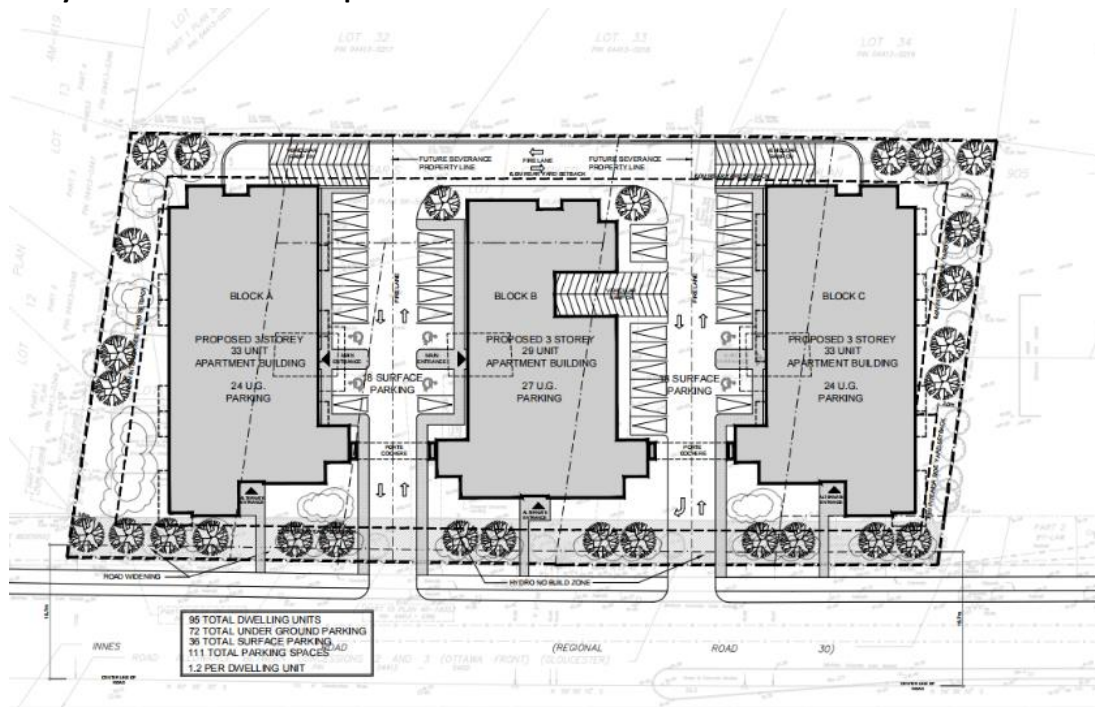
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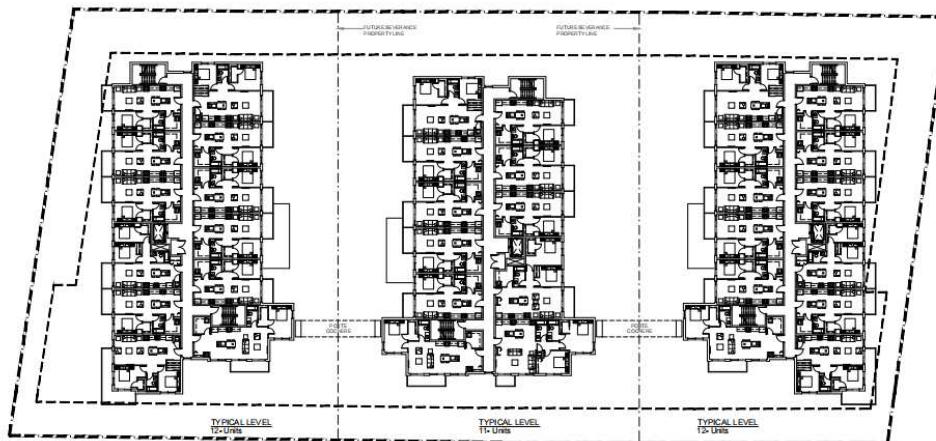
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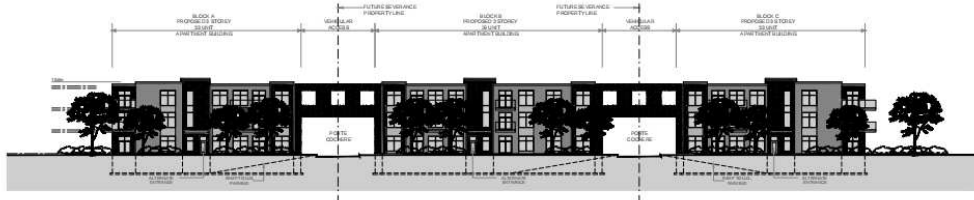
**Preliminary Schematic Site Plan Option 2:**



**Preliminary Schematic Floor Plans**



**Preliminary Schematic Elevations**



Option two had a porte cochere added to the design to tie all the buildings together from the front façade. Fewer units were included in this option. It went from 99 units to 95 units. Entry ramp was relocated in building two.

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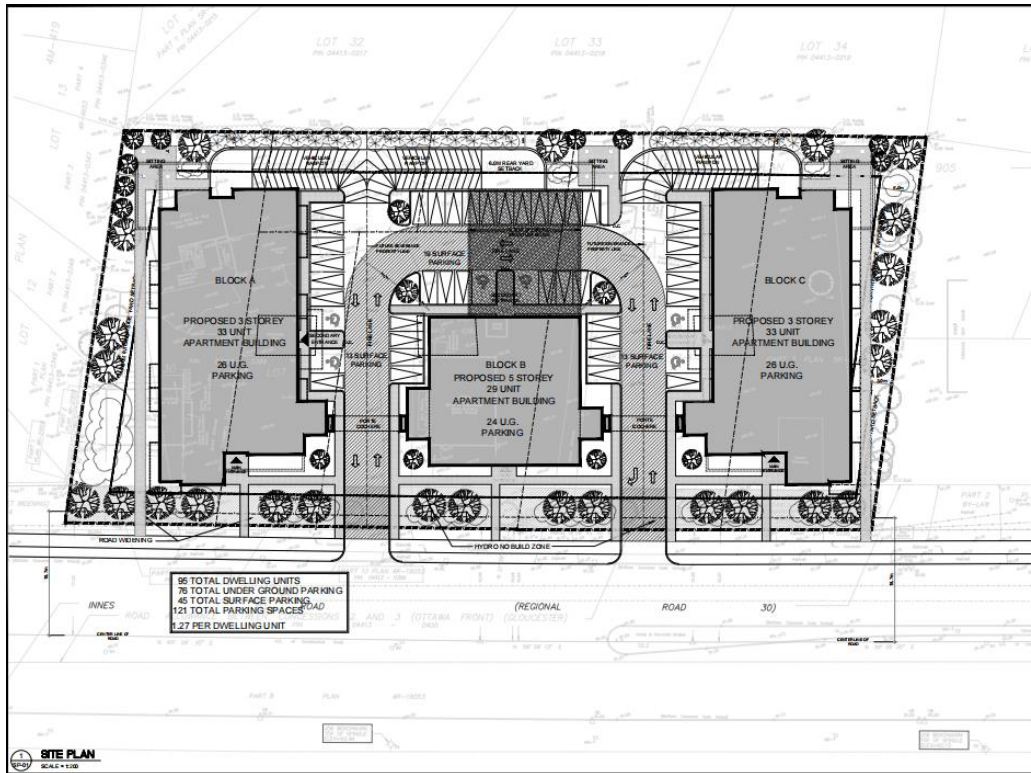
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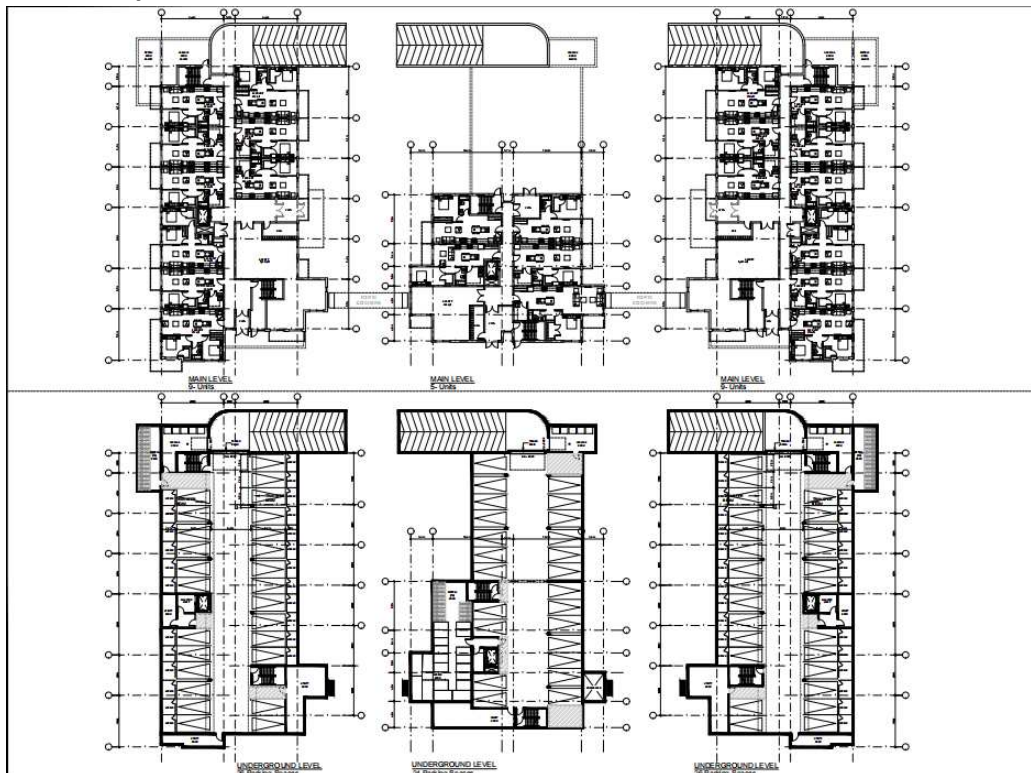
**Preliminary Schematic Site Plan Option 3:**

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**Preliminary Schematic Floor Plans**



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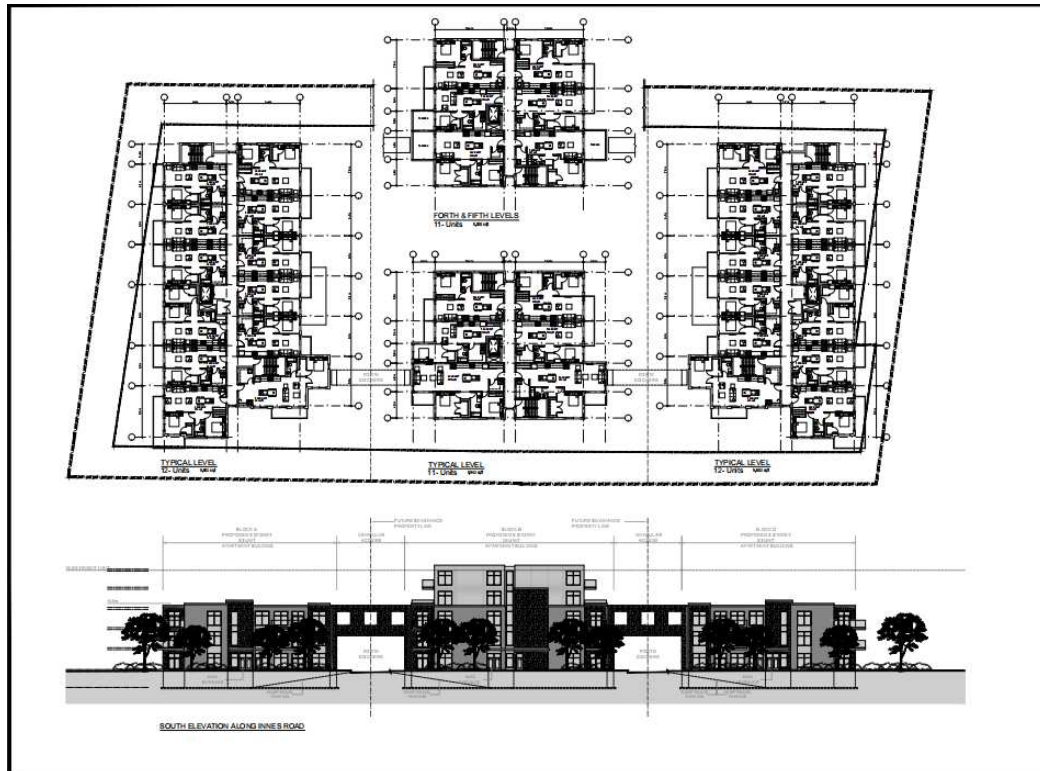
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3 Phased low-rise apartment buildings

### Preliminary Schematic Upper Floor Plans & Elevations

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Option three kept the porte cochere to tie all the buildings together from the front façade. In this option Building two was reduced in footprint from a three-storey building that extended to the rear of the property to a five-storey building that is reduced to about half the size. The units remained the same. By pulling the building towards the front, it gives provides a larger feel to the neighbours behind. There is now more landscaping between the properties as well. The parking was able to be increased from 111 parking spaces to 121 parking spaces.

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Massing and Scale – Views:

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View from Innes road looking West



View from Innes road looking East



View from Innes road looking North

The property borders sites with residential building to the west and north (generally 2 storey), a commercial gas station to the east and shopping centres development to the south. The three and five storey low rise design proposal is compatibly massed in rising slightly from its neighbours into this relatively more dynamic and slightly higher form in the centre and pulled forward from the rear property line.

The buildings design is characterized by balconies, extensive glazing and main entrances with porte cochere facing Innes Road, which offer a residential feel and human scale to the streetscape.

**Building Design:**

The proposed three low rise apartment buildings seek to offer a residential aesthetic addition and enhance the visual image to the existing frontage on Innes Road.

The massing maintains a low profile adjacent to the neighbours.

The three separate low-rise apartment buildings are visually linked through the porte-cochere unifying a physical connection to the complete development while maintaining a separate identity to each building.

High-quality landscape integration along Innes Road and perimeter of site including amenity areas at the north side of the site contribute to the overall desired character. The porte cochere also offer a human-scale element and sense of identity to each building fronting on an arterial route.

**Landscape Design:**

The new landscape at 3817-3843 Innes Road will be developed around the three separate apartment buildings and designed primarily above the garage podium. Paved pathways will provide pedestrian access throughout the site, connecting the public sidewalk along Innes Road with all building entrances, interior parking facilities, as well as the shared amenity spaces located at the rear yard. Front entrance landscape features will be presented with ornamental plantings, high quality pavers, seating and bike parking facilities to complement the buildings' façade treatment. Apartment units at ground level will include individual paved patio spaces and wood screens for better privacy. Tenants will also have the opportunity to enjoy the shared patio amenities along the rear yard for relaxation and social gatherings. These patio spaces will utilize high quality pavers, site furniture and surrounded by a variety of plantings that reflect seasonal changes throughout the year. New tree plantings will be established along the street front to maintain continuity with the City's streetscape plantings along Innes Road. The size of street trees will be respectful of overhead hydro restrictions and setbacks. Planting materials will also consist of drought tolerant coniferous and deciduous trees and shrubs. Sod will be planted along all open spaces surrounding the buildings and a new 1.8m high perimeter wood fence will be developed to provide privacy and define the boundaries of the development.

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**Sustainability:**

The proposal offers a compact building footprint with a high density of dwelling units within proximity with public transit and to local retail establishments consistent with the City's infill priorities and which reduces dependency on personal vehicles.

The size and diversity of unit options (both 1 and 2-bedrooms) also supports social sustainability by offering good-quality, small unit rental options to the public. Optional combination of units could provide flexibility for large units if required.

Other areas of sustainability that we are looking at are L.E.D. lighting for the interior and exterior lighting. Possible provisions for a future EV charger(s). Bike racks to allow and encourage for other modes of transit or exercise. Low flow toilets will help reduce water usage throughout the building.

By complying to SB-10, it will help increase the thickness of the roof insulation. We are also contemplating using a non-black roof membrane. Again, following SB-10, air tightness and wall insulation will be a focus to help reduce the energy required to operate the buildings. By using higher performing mechanical equipment will again help reduce the amount of energy usage throughout the building.

It is being reviewed to use more motion sensors which would allow for less contract tracing especially in the time we are in today.

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Coloured site plan

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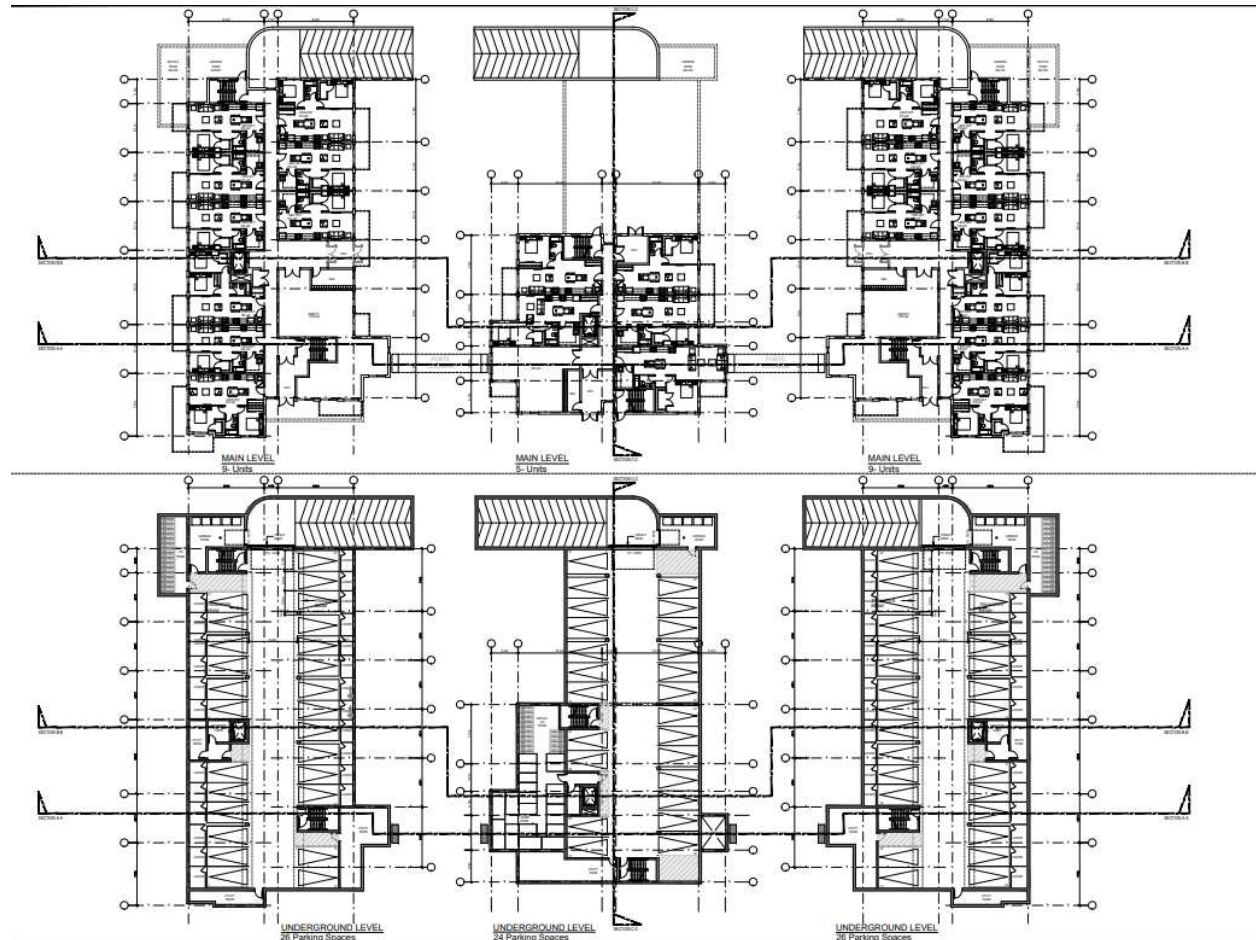
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Ground floor level of the final option



Parking level of the final option



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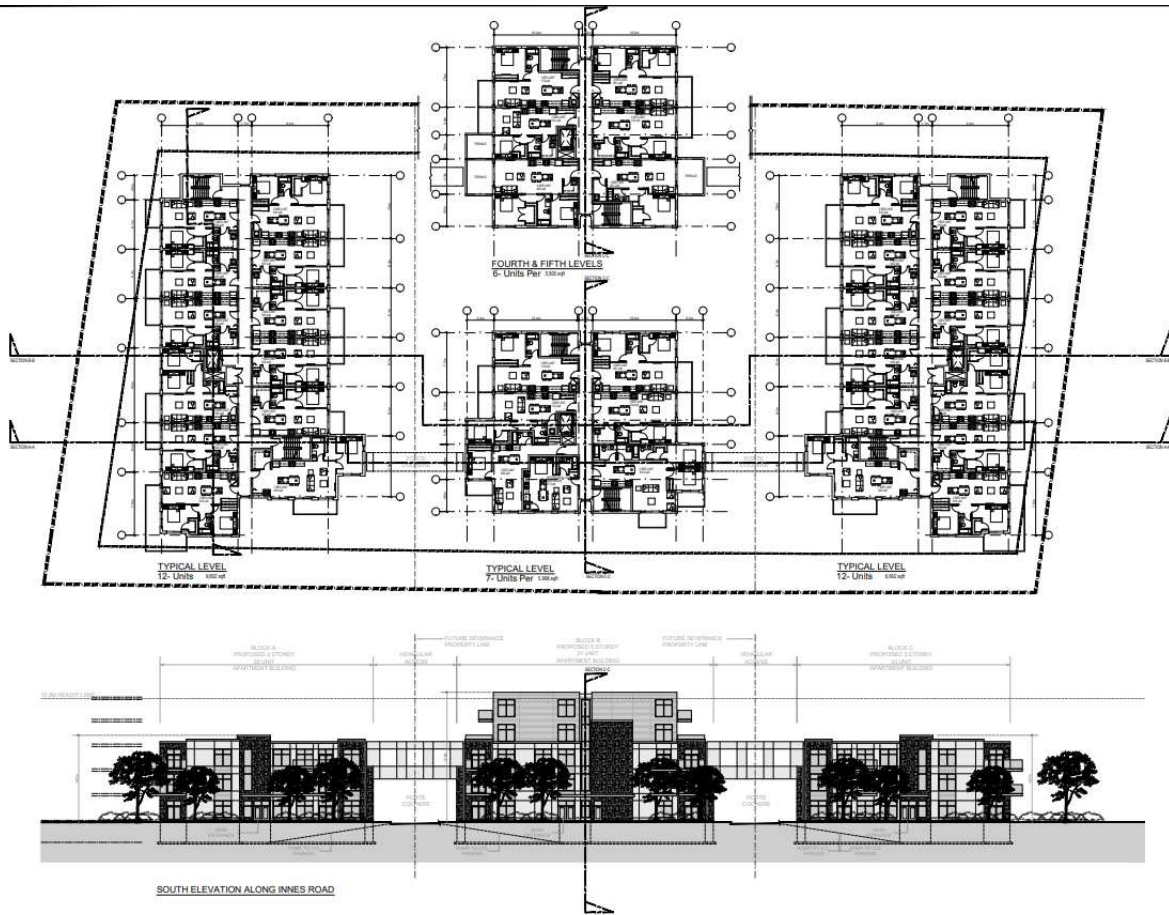
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Typical levels of the final option



Street view from Innes road



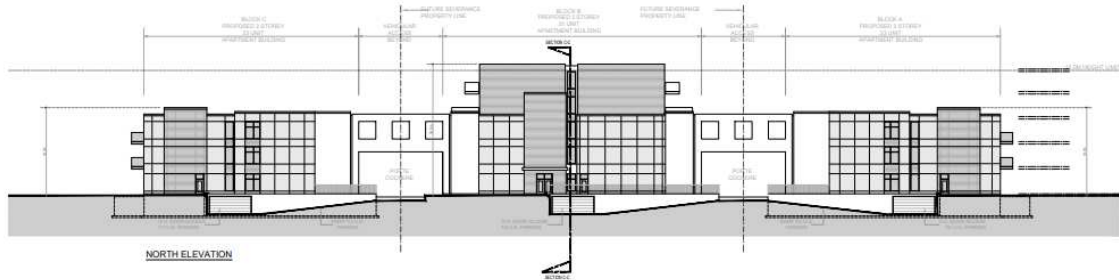
East elevation

**DESIGN BRIEF**

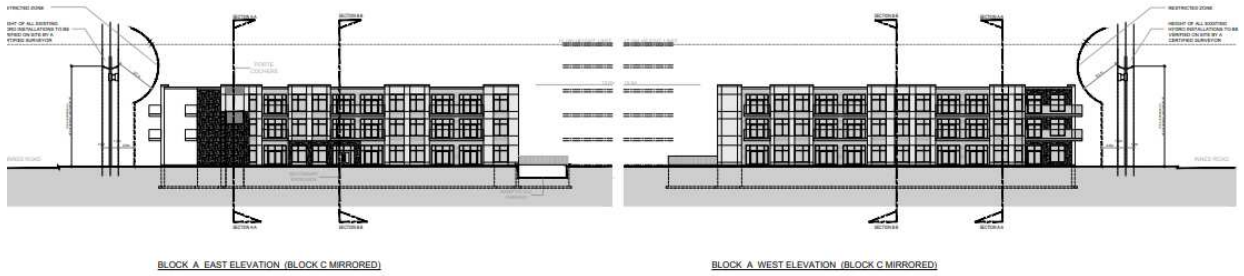
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View from Innes road on the final version



East and West elevations of Block A and Block B



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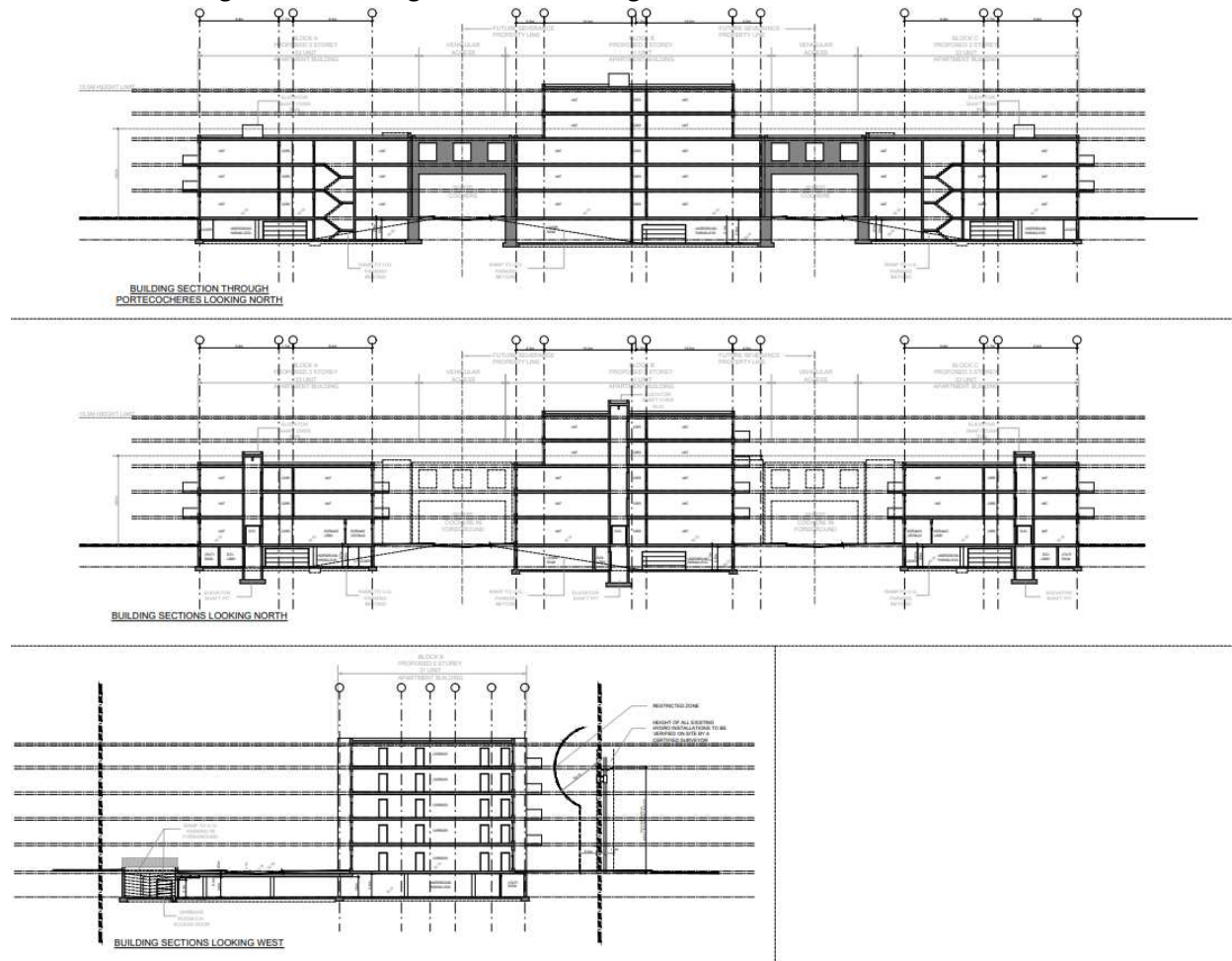
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Schematic building sections through all three buildings



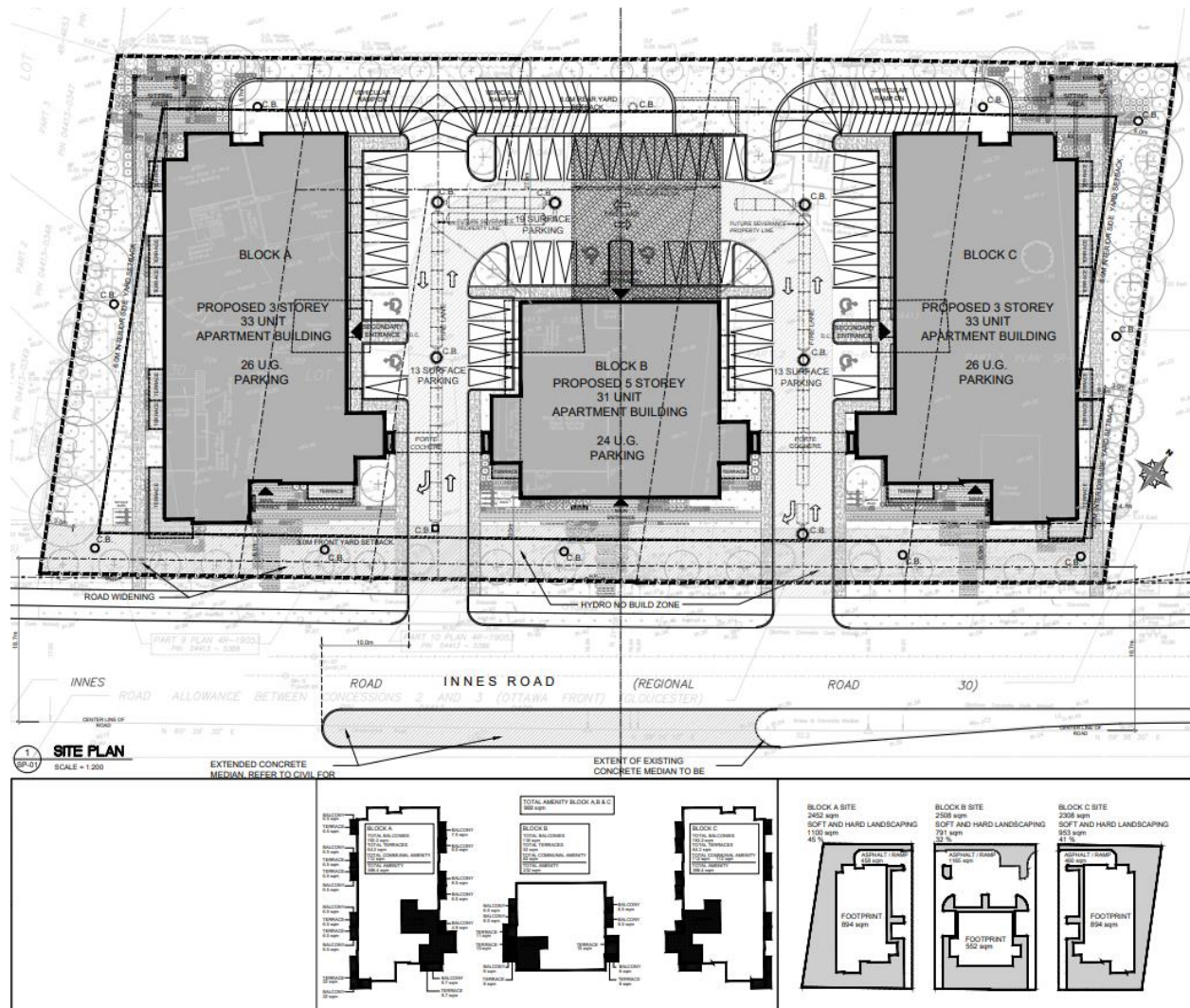
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Site plan of the final version.



Amenity space and landscape key plans

**SIGNATURES**

Signature of Planning Representative,  
P H Robinson Consulting:

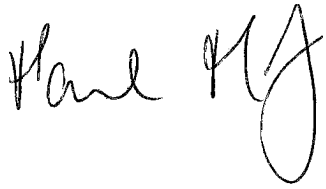
Signature of Architect representative  
Patrick England.:

15/04/2021

Date

15/04/2021

Date



Paul Robinson, RPP



Patrick England

**DESIGN BRIEF**

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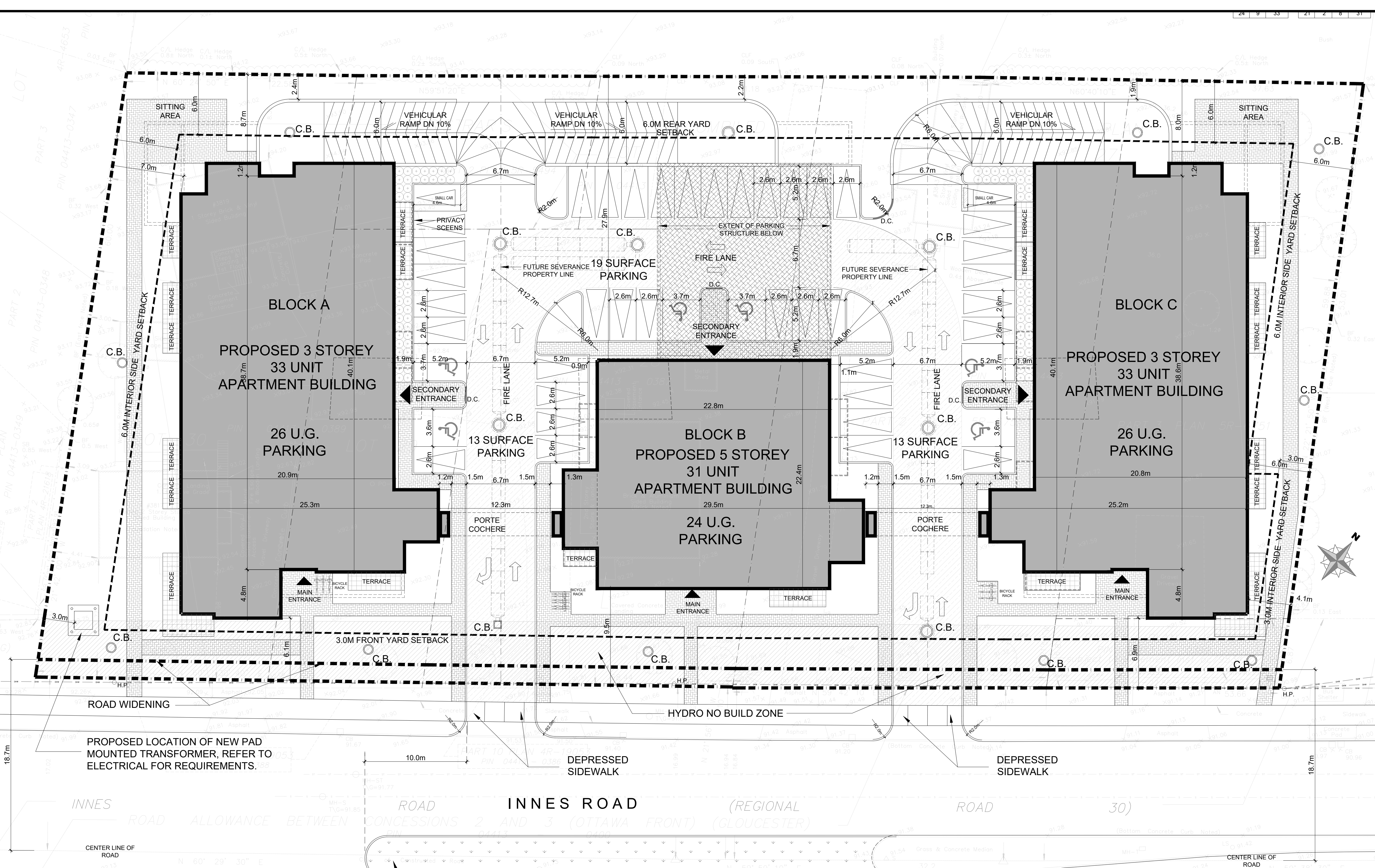
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Appendix A

Large format images shown under section 2, as well as others, follow and include:

1. Site plan
2. Landscape plan
3. Floor plans of all levels
4. Building elevations



**SITE STATISTICS**

ZONING: R4Z

SITE AREA:  
 BLOCK A: 2452 M<sup>2</sup>  
 BLOCK B: 2508 M<sup>2</sup>  
 BLOCK C: 2308 M<sup>2</sup>  
 TOTAL: 7268 M<sup>2</sup>

SETBACK REQUIREMENTS:  
 FRONT YARD SETBACK: 3.00 M  
 PROVIDED: 3.00 M  
 BLOCK A: 6.10 M  
 BLOCK B: 9.50 M  
 BLOCK C: 6.90 M  
 INTERIOR SIDE SETBACK (ABUTTING R2N ZONE): 6.00 M  
 PROVIDED: 6.00 M  
 BLOCK A: 7.00 M  
 INTERIOR SIDE SETBACK (ABUTTING LC6 ZONE): 3.00 M  
 REQUIRED: 3.00 M  
 PROVIDED: 4.10 M  
 REQUIRED: BEYOND 21.0M: 6.00 M  
 PROVIDED: 6.00 M  
 REAR YARD SETBACK: 6.00 M  
 PROVIDED: 6.00 M  
 BLOCK A: 8.70 M  
 BLOCK B: 27.90 M  
 BLOCK C: 8.00 M

HEIGHT LIMITATIONS:  
 REQUIRED: 15.0 M  
 PROVIDED: 10.7 M  
 BLOCK A: 10.7 M  
 BLOCK B: 16.0 M  
 BLOCK C: 10.7 M

BUILDING FOOTPRINT:  
 BLOCK A: 894 M<sup>2</sup>  
 BLOCK B: 552 M<sup>2</sup>  
 BLOCK C: 894 M<sup>2</sup>  
 TOTAL: 2340 M<sup>2</sup>

BUILDING GFA:  
 BLOCK A: 2682 M<sup>2</sup>  
 BLOCK B: 2740 M<sup>2</sup>  
 BLOCK C: 2682 M<sup>2</sup>  
 TOTAL: 8124 M<sup>2</sup>

LANDSCAPE:  
 BLOCK A: 1100 M<sup>2</sup> (45%)  
 BLOCK B: 791 M<sup>2</sup> (32%)  
 BLOCK C: 953 M<sup>2</sup> (41%)  
 TOTAL: 2844 M<sup>2</sup> (39%)

RESIDENTIAL UNIT COUNT:  
 BLOCK A: 33  
 BLOCK B: 31  
 BLOCK C: 33  
 TOTAL: 97

ASPHALT AREA AND RAMPS:  
 BLOCK A: 458 M<sup>2</sup>  
 BLOCK B: 1165 M<sup>2</sup>  
 BLOCK C: 460 M<sup>2</sup>  
 TOTAL: 2083 M<sup>2</sup>

AMENITY AREA:  
 REQUIRED: 6.0sqm per unit  
 97 units x 6.0 = 582 sqm

BLOCK A:  
 TOTAL BALCONIES: 192.2 sqm  
 TOTAL TERRACES: 64.2 sqm  
 TOTAL COMMUNAL AMENITY: 112 sqm  
 TOTAL AMENITY: 368.4 sqm

BLOCK B:  
 TOTAL BALCONIES: 116 sqm  
 TOTAL TERRACES: 53 sqm  
 TOTAL COMMUNAL AMENITY: 63 sqm  
 TOTAL AMENITY: 232 sqm

BLOCK C:  
 TOTAL BALCONIES: 192.2 sqm  
 TOTAL TERRACES: 64.2 sqm  
 TOTAL COMMUNAL AMENITY: 112 sqm  
 TOTAL AMENITY: 368.4 sqm

TOTAL AMENITY BLOCK A,B & C: 968 sqm

PARKING STATISTICS:  
 BLOCK A:  
 REQUIRED: 1.2 PER UNIT + 0.2 VISITOR PER UNIT  
 33 UNITS X 1.4 = 46 PARKING SPACES  
 PROVIDED:  
 SURFACE: 9 SPACES  
 UNDERGROUND: 26 SPACES  
 TOTAL: 35 SPACES

BLOCK B:  
 REQUIRED: 1.2 PER UNIT + 0.2 VISITOR PER UNIT  
 31 UNITS X 1.4 = 43 PARKING SPACES  
 PROVIDED:  
 SURFACE: 27 SPACES  
 UNDERGROUND: 24 SPACES  
 TOTAL: 51 SPACES

BLOCK C:  
 REQUIRED: 1.2 PER UNIT + 0.2 VISITOR PER UNIT  
 33 UNITS X 1.4 = 46 PARKING SPACES  
 PROVIDED:  
 SURFACE: 9 SPACES  
 UNDERGROUND: 26 SPACES  
 TOTAL: 35 SPACES

TOTAL REQUIRED:  
 97 UNITS X 1.4 = 136 PARKING SPACES  
 PROVIDED:  
 SURFACE: 45 SPACES  
 UNDERGROUND: 76 SPACES  
 TOTAL: 121 SPACES (1.25 PER UNIT)  
 (6 HANDICAP PARKING SPACES INCLUDED)

**1 SITE PLAN**  
 SP-01 SCALE = 1:200

EXTENDED GRASS AND CONCRETE MEDIAN, REFER TO CIVIL FOR REQUIREMENTS.

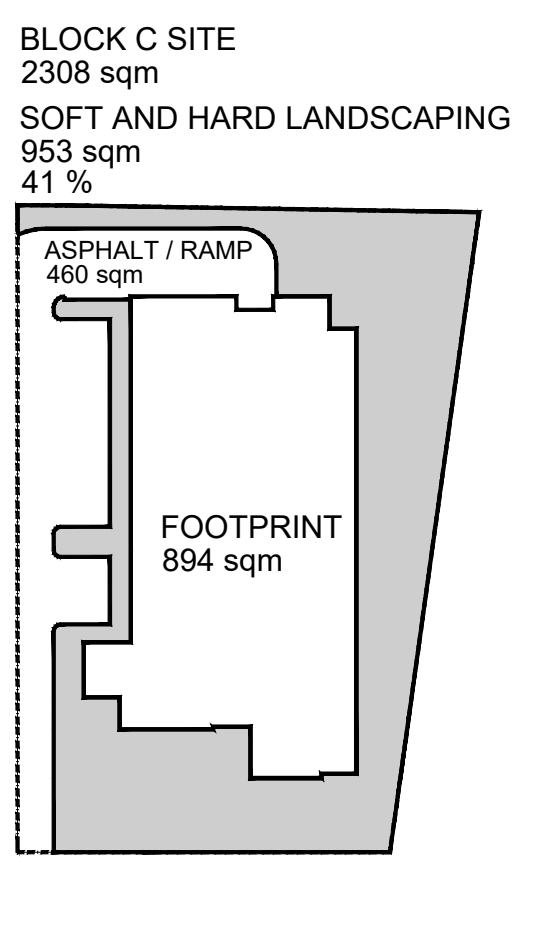
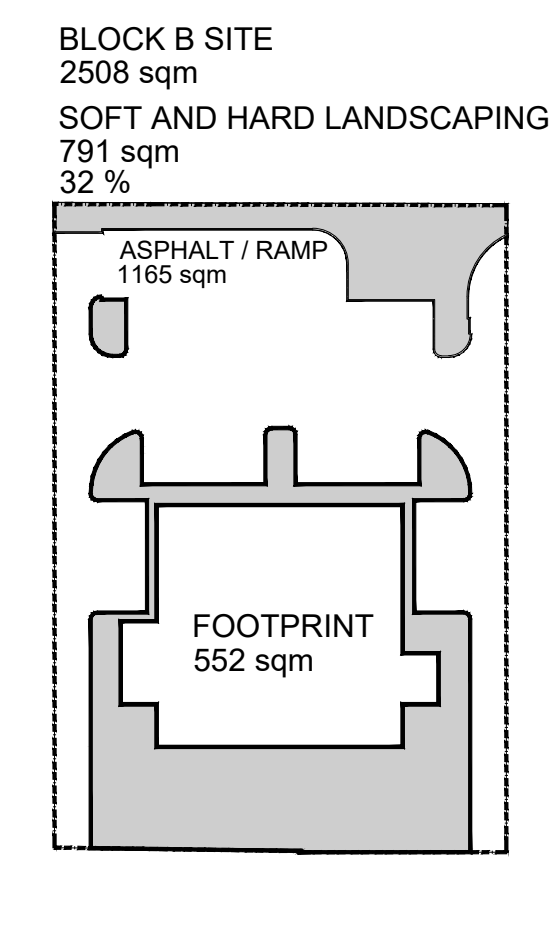
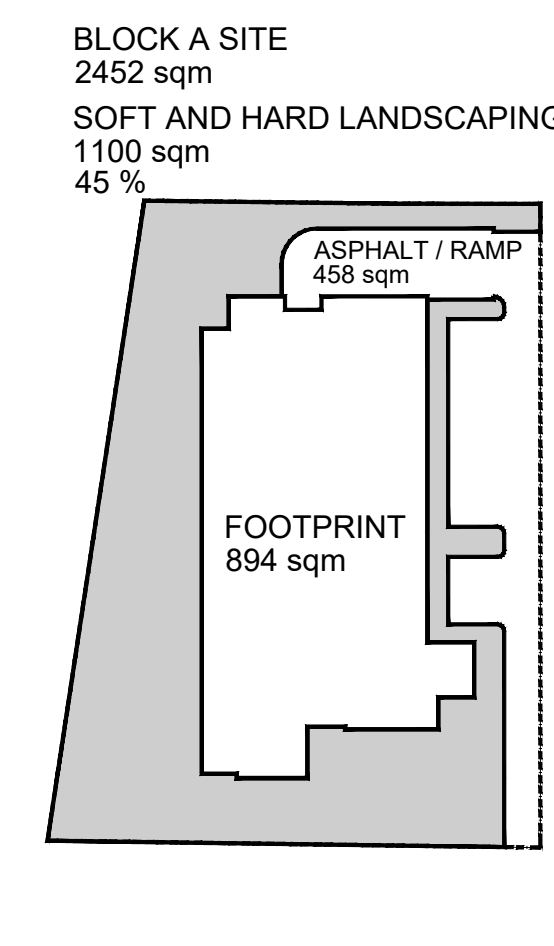
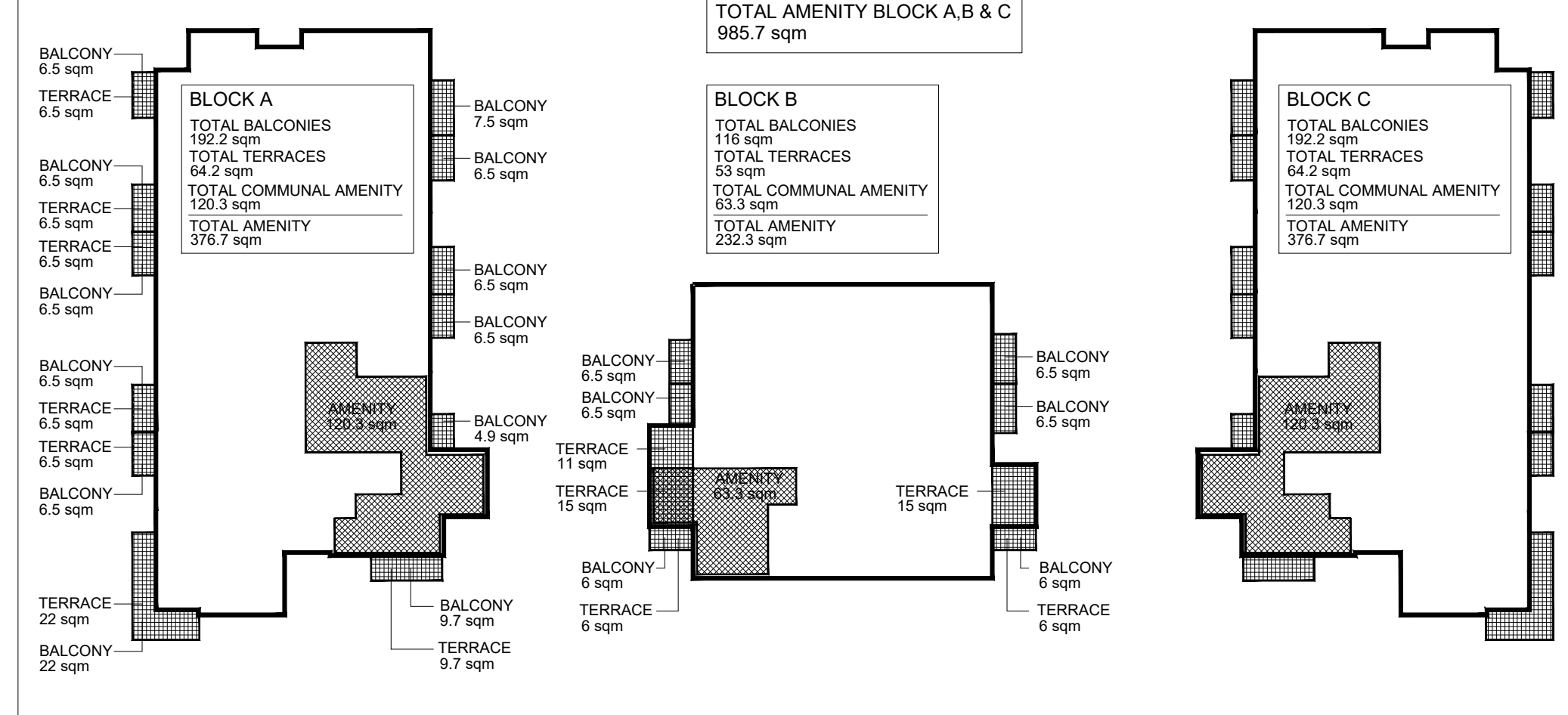
EXTENT OF EXISTING CONCRETE MEDIAN TO BE ALTERED, REFER TO CIVIL FOR REQUIREMENTS.

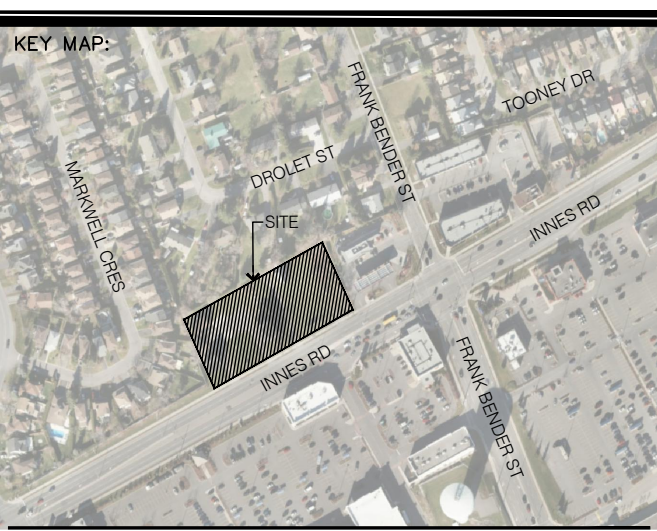
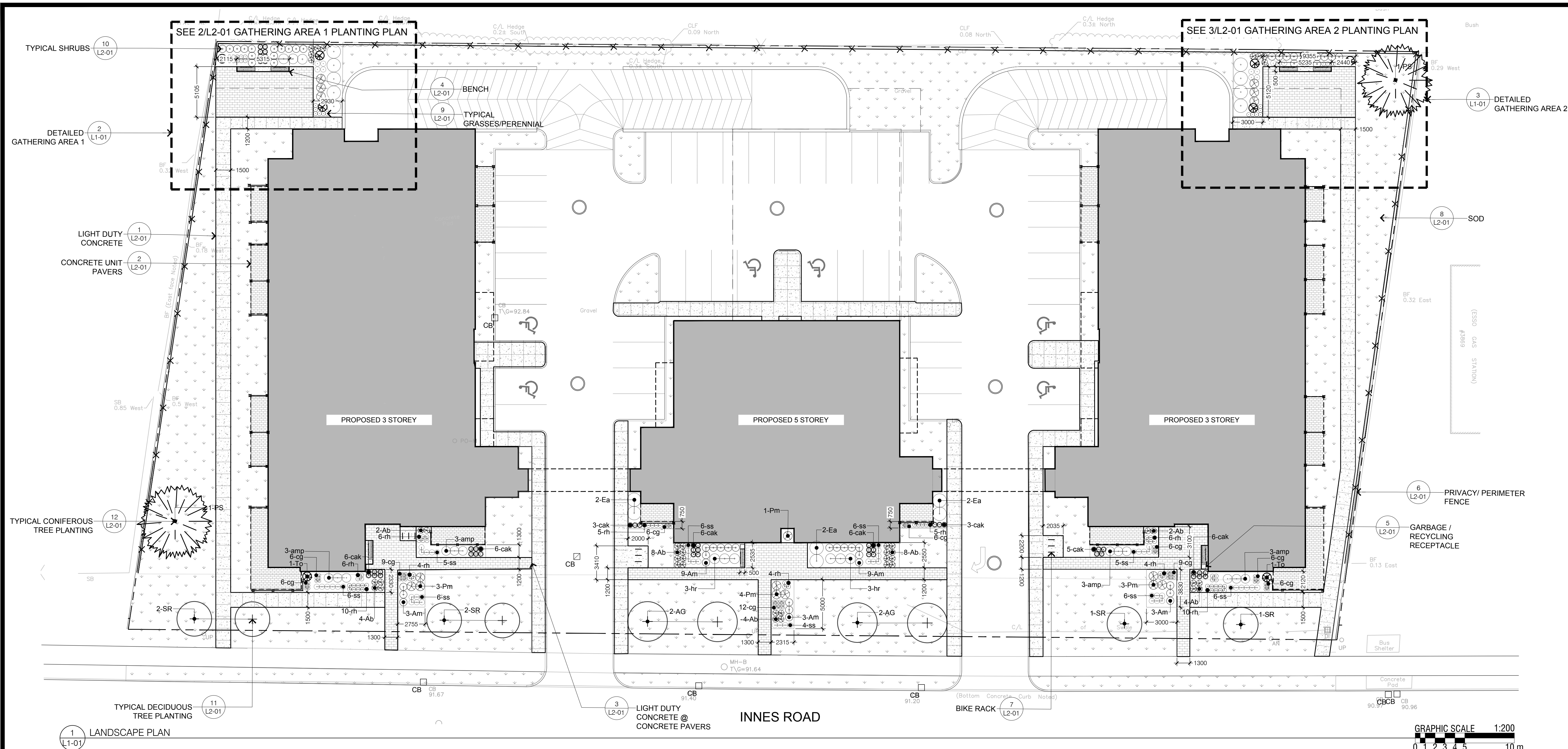
SITE INFORMATION DERIVED FROM SURVEY TITLED, TOPOGRAPHICAL PLAN OF LOT 27 AND PART OF LOTS 28, 29 AND 30 REGISTRAR'S COMPILED PLAN 905 CITY OF OTTAWA

Prepared by ANNIS, O'SULLIVAN, VOLLEBEKK LTD.

SCHEDULE			
PART	LOT	PLAN	PIN
1	PART OF LOT 27		ALL OF 04413-0212
2	PART OF 27 & 28		ALL OF 04413-0387
3	PART OF 28		ALL OF 04413-0387
4	PART OF 28		ALL OF 04413-0387
5	PART OF LOTS 29 AND 30		ALL OF 04413-0389
6	PART OF LOTS 29 AND 30		ALL OF 04413-0389
7	PART OF LOT 27		ALL OF 04413-0399
8	PART OF LOT 27		ALL OF 04413-0399

ELEVATION NOTE:  
 1. ELEVATIONS ARE GEODETIC  
 2. IT IS THE RESPONSIBILITY OF THE USER OF THIS INFORMATION TO VERIFY THAT THE JOB BENCHMARK HAS NOT BEEN ALTERED OR DISTURBED AND THAT ITS RELATIVE ELEVATION AND DESCRIPTION AGREES WITH THE INFORMATION SHOWN THE ABOVE REFERENCED SURVEY.



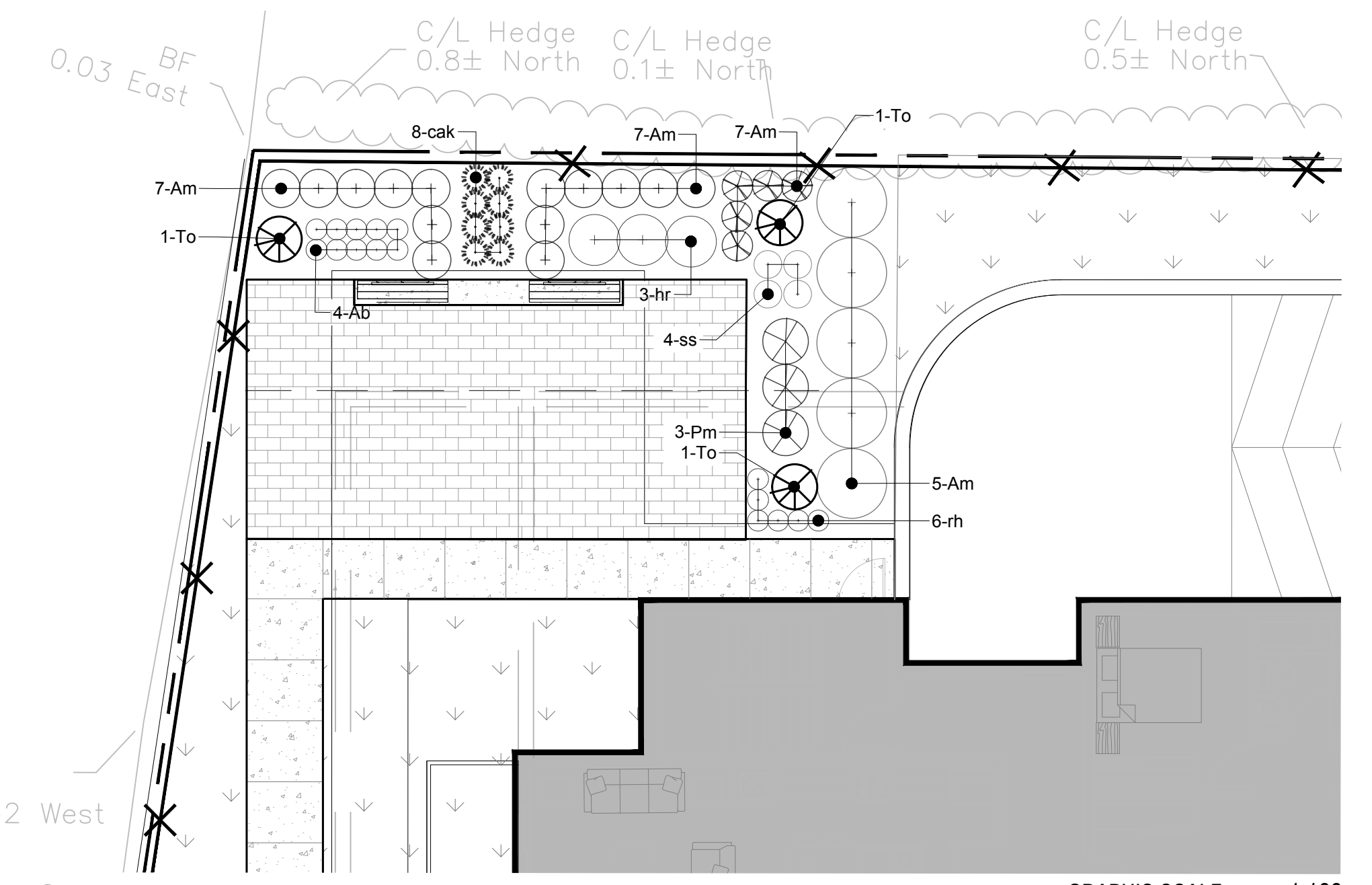
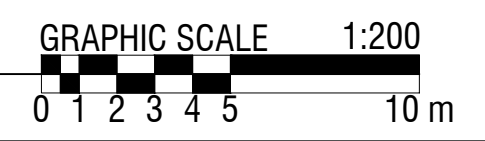


**GENERAL NOTES**  
 CONTRACTOR MUST CHECK & VERIFY ALL DIMENSIONS ON THE JOB.  
 DO NOT SCALE DRAWINGS.  
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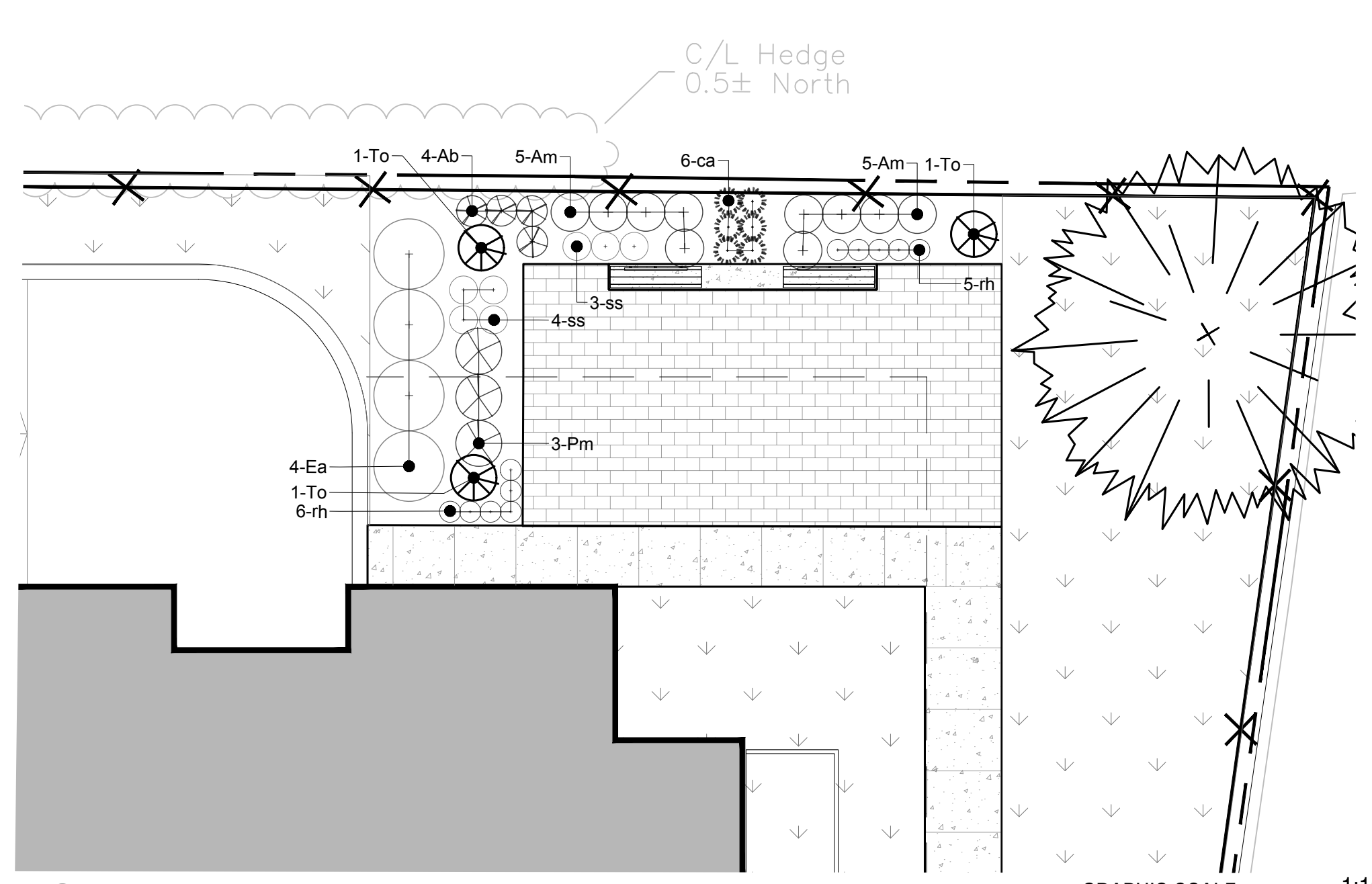
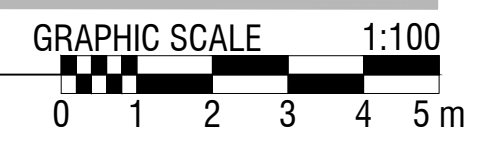
**LEGEND:**

- PROPERTY LINE
- FENCE
- PRIVACY FENCE
- STORM WATER (NIC)
- STORM WATER (NIC)
- WATER (NIC)
- SANITARY (NIC)
- PERFORATED SUBDRIAN (NIC)
- CONCRETE
- UNIT PAVER
- SOD
- DECIDUOUS TREE
- CONIFEROUS TREE
- SHRUBS
- GRASSES/ PERENNIALS
- BENCH
- GARBAGE/ RECYCLING
- PLANT KEY
- CATCH BASIN (NIC)
- MANHOLE (NIC)
- BIKE RACK

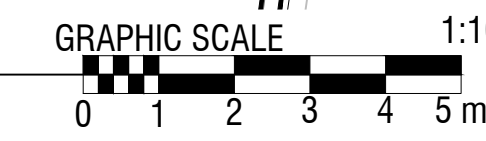
1 LANDSCAPE PLAN



2 DETAILED GATHERING AREA 1



3 DETAILED GATHERING AREA 2



KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS
<b>CONIFEROUS TREES</b>					
PS	2	<i>Pinus strobus</i>	Eastern White Pine	150cm	W.B.
AG	4	<i>Acer ginnale 'Ruby Slippers'</i>	Ruby Slippers Amur Maple	50mm CAL	W.B.
SR	6	<i>Syringa reticulata</i>	Japanese Tree Lilac	175 cm (CLUMP)	W.B.
<b>CONIFEROUS SHRUBS</b>					
Ab	41	<i>Abies balsamea 'Nana'</i>	Dwarf Balsam Fir	2 GAL	POTTED
Pm	17	<i>Pinus mugo 'Slowmound'</i>	Slowmound Mugo Pine	1 GAL	POTTED
To	8	<i>Thuja occidentalis 'Emerald'</i>	Emerald Cedar	15 GAL	POTTED
<b>DECIDUOUS SHRUBS</b>					
Am	47	<i>Aronia melanocarpa</i>	Black Chokeberry	2 GAL	POTTED
Ea	15	<i>Euonymus alatus 'Compactus'</i>	Dwarf Burning Bush	2 GAL	POTTED
<b>GRASSES</b>					
cak	55	<i>Calamagrostis acutiflora 'Karl Foerster'</i>	Feather Reed Grass	1GAL	POTTED
<b>PERENNIALS</b>					
amp	12	<i>Achillea millefolium 'Paprika'</i>	Yarrow	1GAL	POTTED
cg	72	<i>Coreopsis grandiflora 'Early Sunrise'</i>	Tickseed	1GAL	POTTED
hr	9	<i>Hosta 'Royal Standard'</i>	Plantain Lily	1GAL	POTTED
rh	89	<i>rudbeckia hirta</i>	Gloriosa Daisy	1GAL	POTTED
ss	61	<i>Sedum spectabile 'Autumn Fire'</i>	Showy Stonecrop	1GAL	POTTED

No.	REVISIONS	DATE
05	ISSUED FOR REVIEW	04/08/2021
04	RE-ISSUED FOR SPA	03/16/2021
03	ISSUED FOR SPA	12/11/2020
02	ISSUED FOR COORDINATION	11/12/2020
01	ISSUED FOR COORDINATION	10/23/2020

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SIGNED FOR SITE PLAN APPLICATION ONLY

DESIGNED BY: E.L. DRAWN BY: E.L. APPROVED BY: D.L.

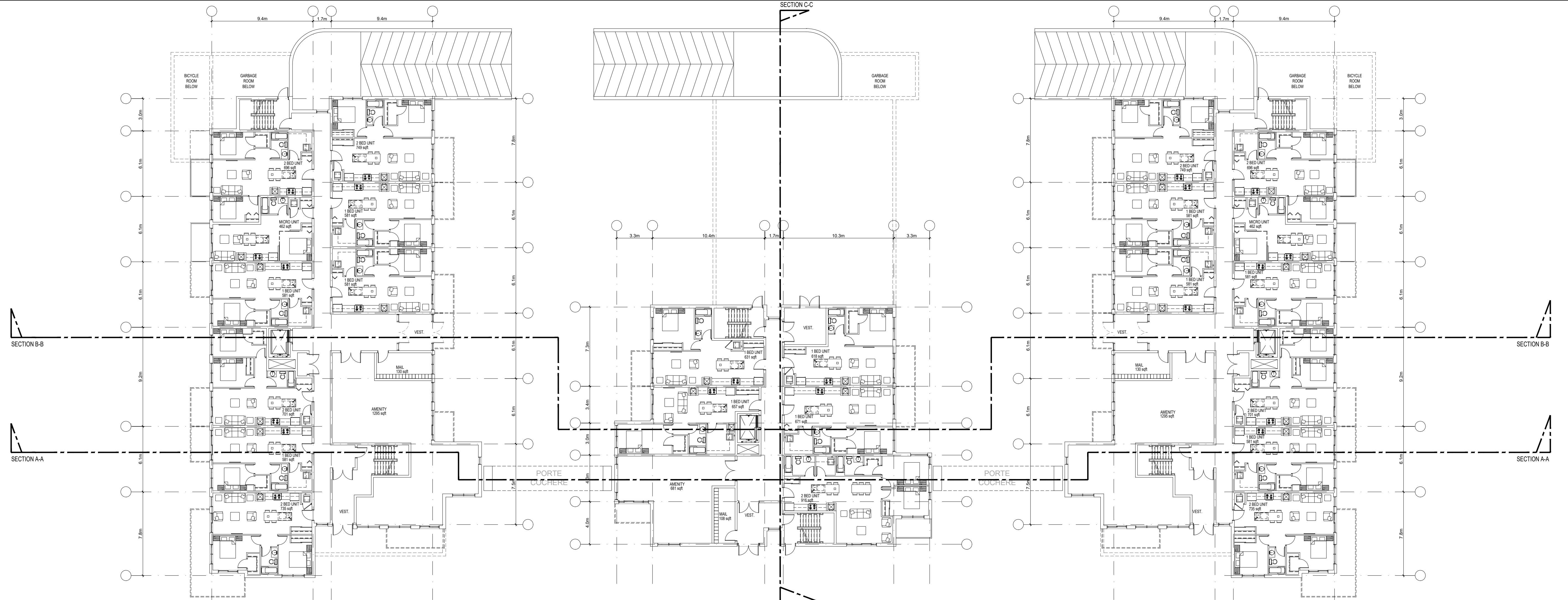
PROJECT  
 3817-3843 INNES ROAD  
 ORLEANS, OTTAWA

DRAWING TITLE  
 LANDSCAPE PLAN

PROJECT NO.  
 20778-1  
 DATE  
 04.08. 2021

**L1-01**

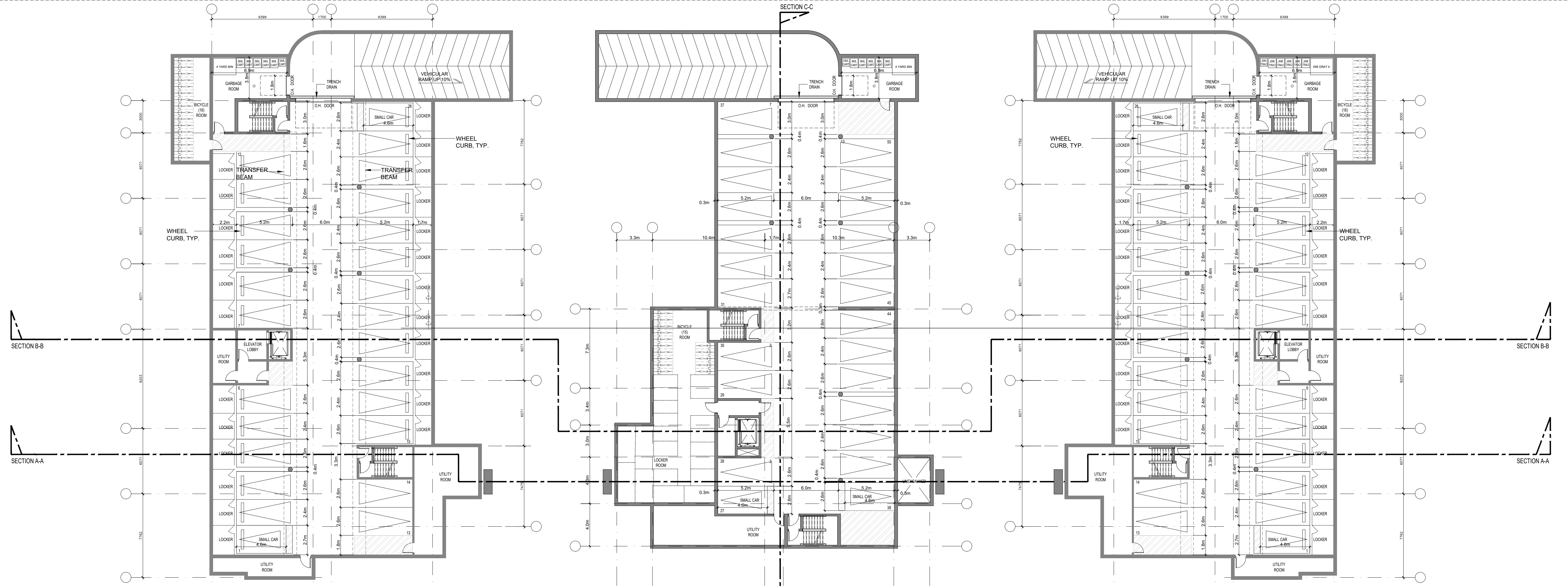




MAIN LEVEL  
9- Units

MAIN LEVEL  
5- Units

MAIN LEVEL  
9- Units



UNDERGROUND LEVEL  
26 Parking Spaces

UNDERGROUND LEVEL  
24 Parking Spaces

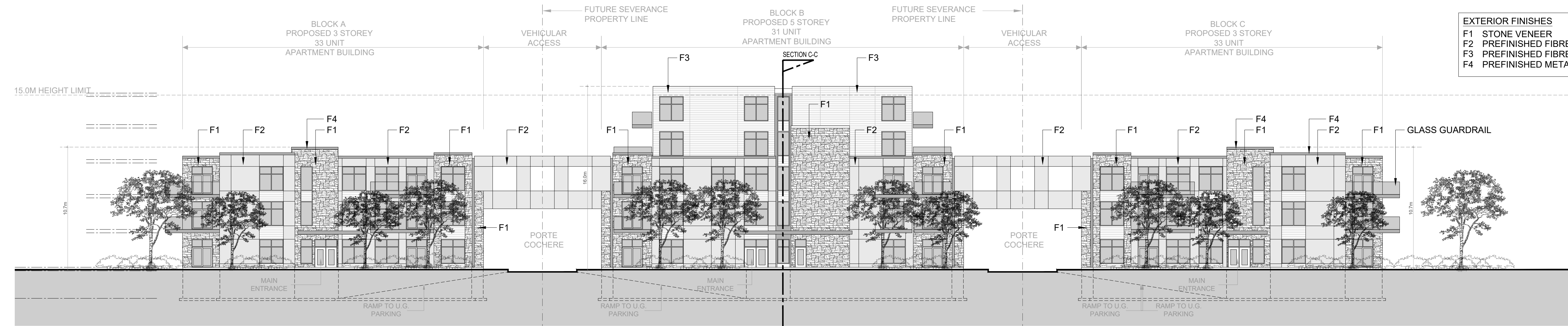
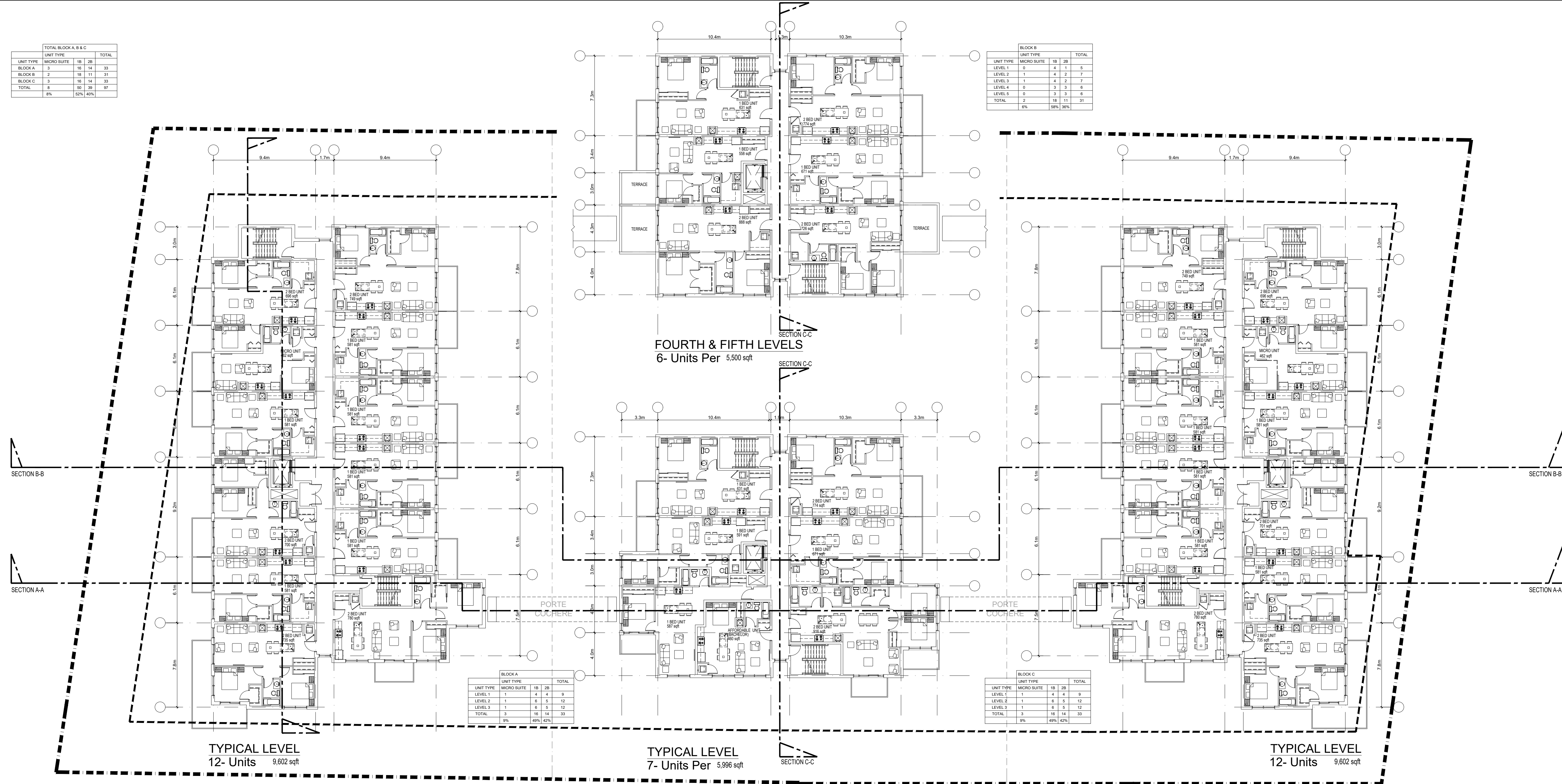
UNDERGROUND LEVEL  
26 Parking Spaces

TOTAL BLOCK A, B & C			
UNIT TYPE	MICRO SUITE	1B	2B
BLOCK A	2	18	14
BLOCK B	2	18	11
BLOCK C	3	18	14
TOTAL	7	54	39
	8%	52%	40%

BLOCK B			
UNIT TYPE	MICRO SUITE	1B	2B
LEVEL 1	0	4	1
LEVEL 2	1	4	2
LEVEL 3	1	4	2
LEVEL 4	0	3	3
LEVEL 5	0	3	3
TOTAL	2	18	11
	8%	52%	40%

BLOCK A			
UNIT TYPE	MICRO SUITE	1B	2B
LEVEL 1	1	4	4
LEVEL 2	1	6	5
LEVEL 3	1	6	5
TOTAL	3	16	14
	8%	49%	43%

BLOCK C			
UNIT TYPE	MICRO SUITE	1B	2B
LEVEL 1	1	4	4
LEVEL 2	1	6	5
LEVEL 3	1	6	5
TOTAL	3	16	14
	8%	49%	43%



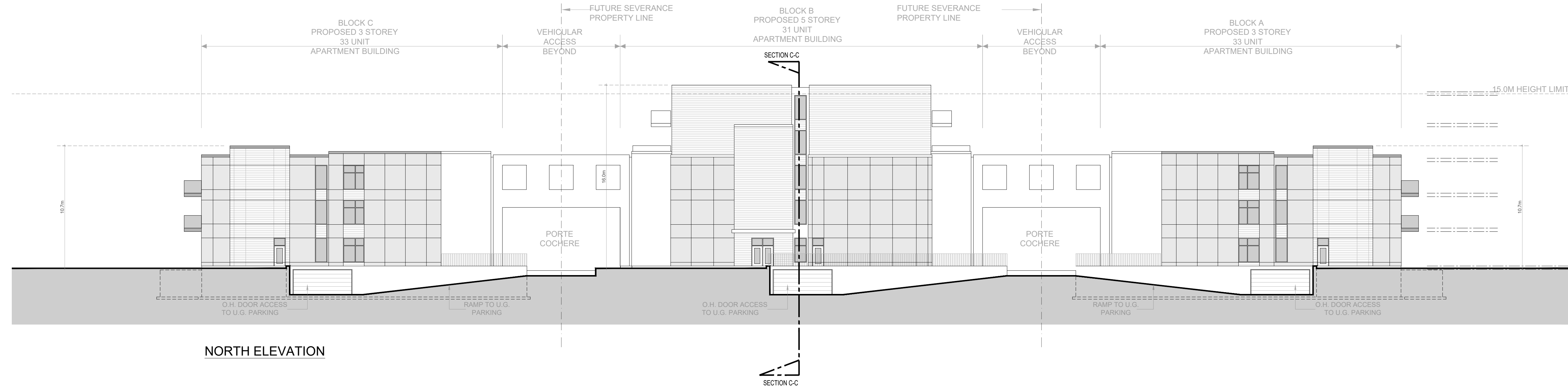
- EXTERIOR FINISHES**
- F1 STONE VENEER
  - F2 PREFINISHED FIBRE CEMENT BOARD
  - F3 PREFINISHED FIBRE CEMENT PLANKS
  - F4 PREFINISHED METAL FLASHING

SOUTH ELEVATION ALONG INNES ROAD

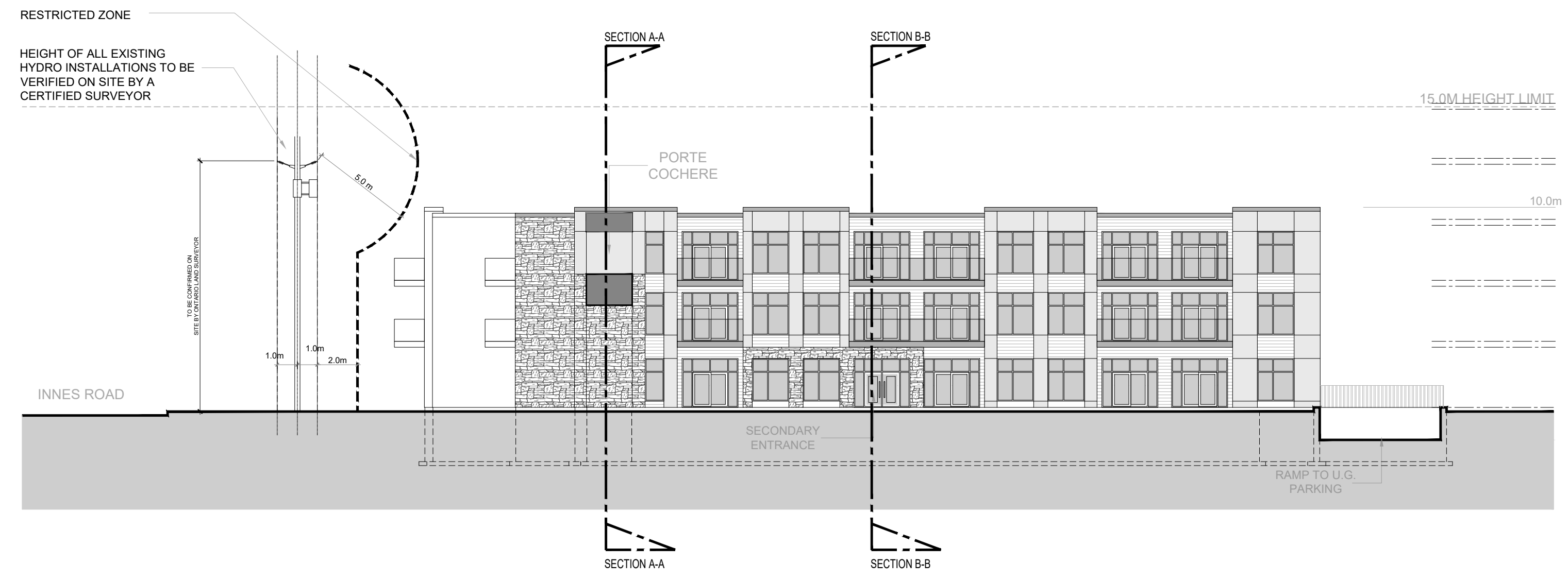
SECTION C-C



BLOCK B EAST ELEVATION



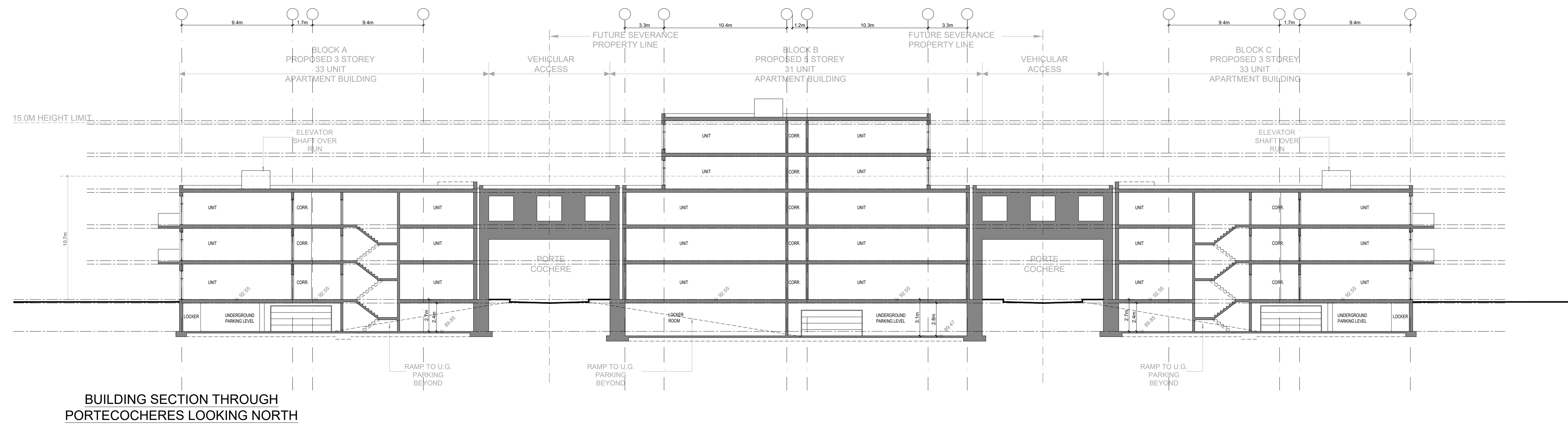
NORTH ELEVATION



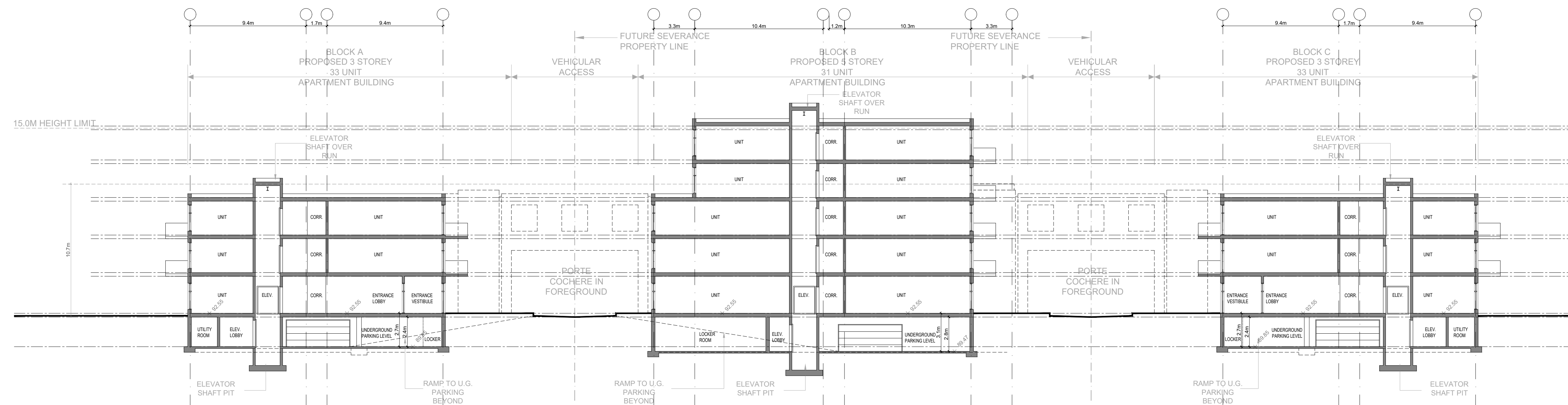
BLOCK A EAST ELEVATION (BLOCK C MIRRORED)



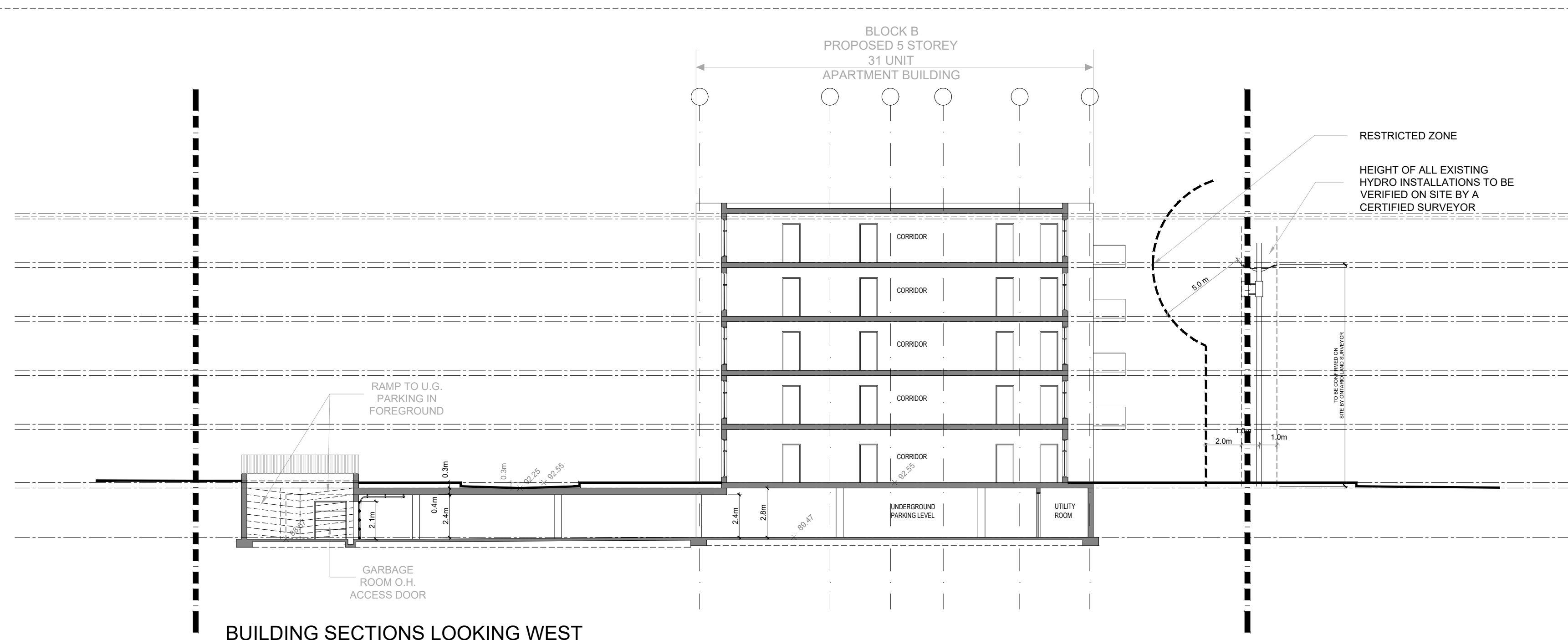
BLOCK A WEST ELEVATION (BLOCK C MIRRORED)



BUILDING SECTION THROUGH PORTECOCHERES LOOKING NORTH



BUILDING SECTIONS LOOKING NORTH



BUILDING SECTIONS LOOKING WEST