

DESIGN BRIEF

Submitted to:

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

In Consideration for Project:

**1592 Tenth Line Rd., Ottawa
30 -unit Stacked Townhomes**

April ,2021



Section 1

The application Submission:

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

Legal description

Municipal address 1592 Tenth Line Road, Orleans

Purpose to the application – To facilitate the redevelopment of the property for a 30 unit stacked townhouse development with 31 parking spaces that are accessed via Tenth line Road. The property fronts on to both Tenth Line Road and Phoenix Crescent with 12 of the 30 units facing Tenth Line Road and 18 units facing Phoenix Crescent.

Vision statement and goals for the project – The redevelopment of this property is an excellent opportunity for a small scale rental infill housing development in close proximity to existing public transportation infrastructure in an established neighbourhood. The proposed streetscape that will result will improve this block on Tenth Line 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 and the existing arterial official development plan.

Key policies within the General Urban Area designation that are applicable to this infill development are 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 city wide 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 while being part of the overall development through its architectural treatment and massing will have its own distinct identity. In addition, there are not any nearby stacked townhouse development which will add to its identity in the overall neighbourhood)
2. To define quality public and private spaces through development. (we have developed a quality combination of private and public areas facing the streets with a landscaped interior court area which connects to the city park on the north side of the site.)
3. 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 units and one access point for cars is provided.)
4. To ensure that new development respects the character of existing areas. (The scale, density and low rise height of the development is in character with the surrounding neighbourhood.)
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. (Stacked units could be combined to merge units into a different mix, to provide flexibility into the number of bedrooms available.)

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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, cultural, leisure, greenspace, entertainment, and institutional uses.

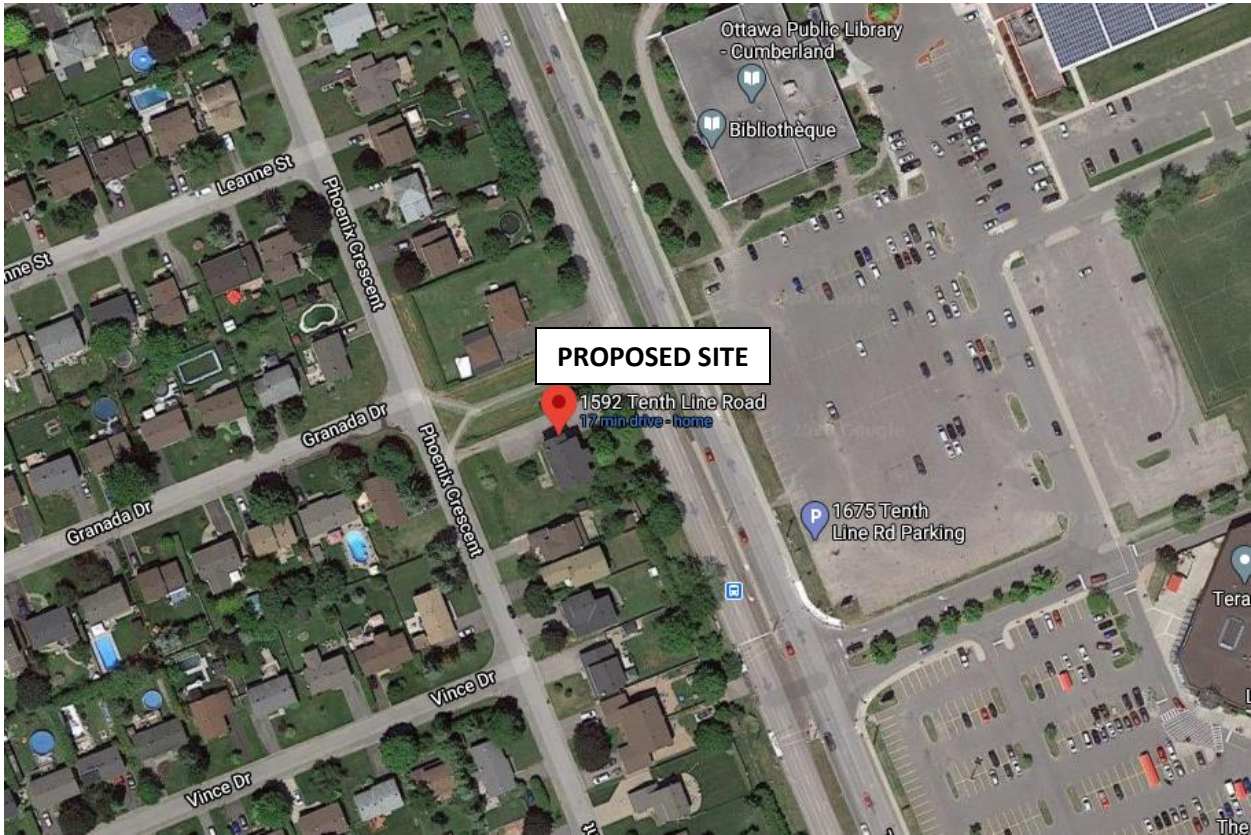
(The density of housing proposed is permitted in this designation.)

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 storey residential building complex c/w underground parking is in general conformity with the existing residential development and recent infill projects in the neighbourhood. It is an appropriate land use in the community with the density of development that is being proposed.)

Context Plan:



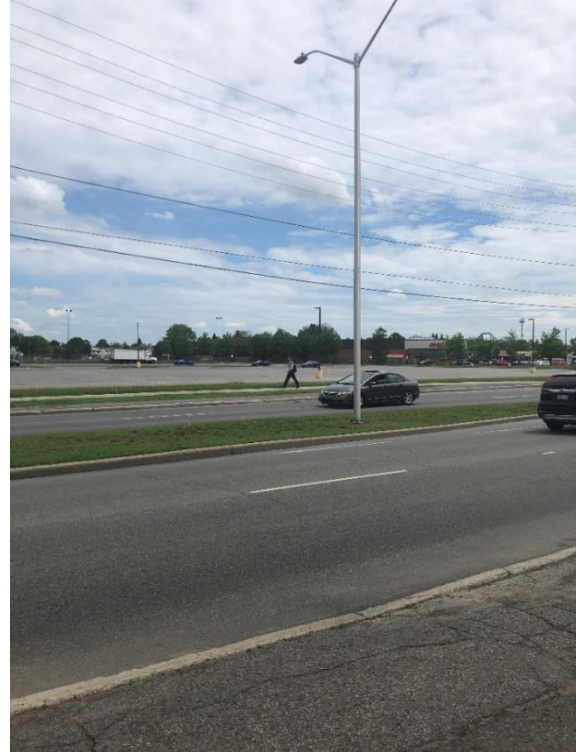
The immediate streetscape is one of low density, mainly one and two storey dwellings and commercial with large parking areas on the other side (east) of Tenth Line Road. The architecture of existing and new interventions is characterized by elements such as porticos, balconies, both sloped and flat roofs, punched windows, and varying cladding materials including stucco, masonry, and siding.

Key destinations are closely located in relation to the property. The proposed site is also within proximity to newly built retail stores and personal service businesses.

(The typology and physical scale of the proposed residential development mesh well in context with the general character of the neighbourhood.)



East side of 10th line opposite to the subject property. Parking for Ray Friel Centre



East side of 10th line opposite to the subject property. Parking for Ray Friel Centre



East side of 10th line opposite to the subject property. Parking for Ray Friel Centre



Front of Subject property along 10th line



Front yard of subject property



Front yard of subject property



**Looking North along West side of 10th Line
From subject property**

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



**Rear yard of subject property along North
property line**

P-Squared Concepts Inc.
739 Ridgewood Ave, Unit 201
Ottawa, ON K1V 6M8
613-695-0195

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**Rear yard of subject property along North Phoenix Crescent
From subject property**



View along Phoenix Crescent looking to the South



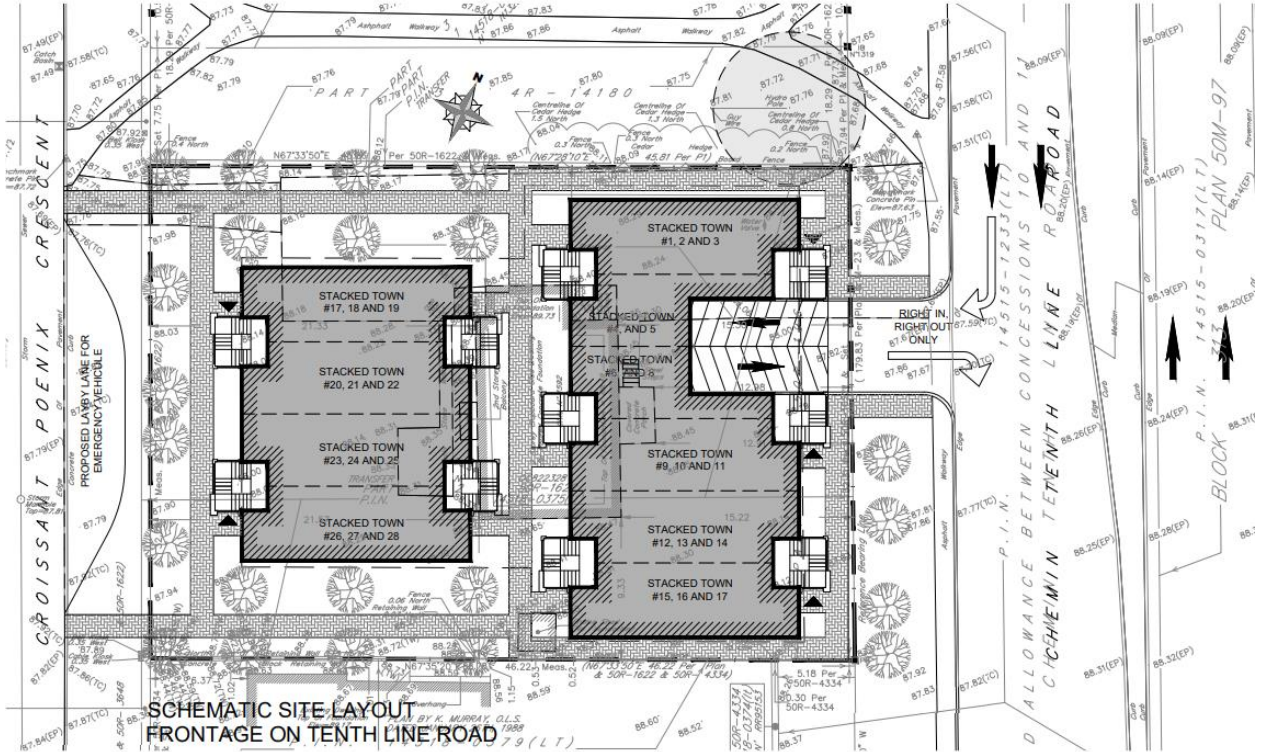
**Property across the road from the subject
Property on Phoenix Crescent**

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
613-695-0195

Section 11 – Design Proposal:

Preliminary Schematic Site Plan Option 1:



Option one had a proposed layby lane for emergency vehicles. We also had the site entry located under units 4-8 at the North side of the property along Tenth line. The majority of the units were located along Tenth Line Road.

Preliminary Schematic Blocking Model

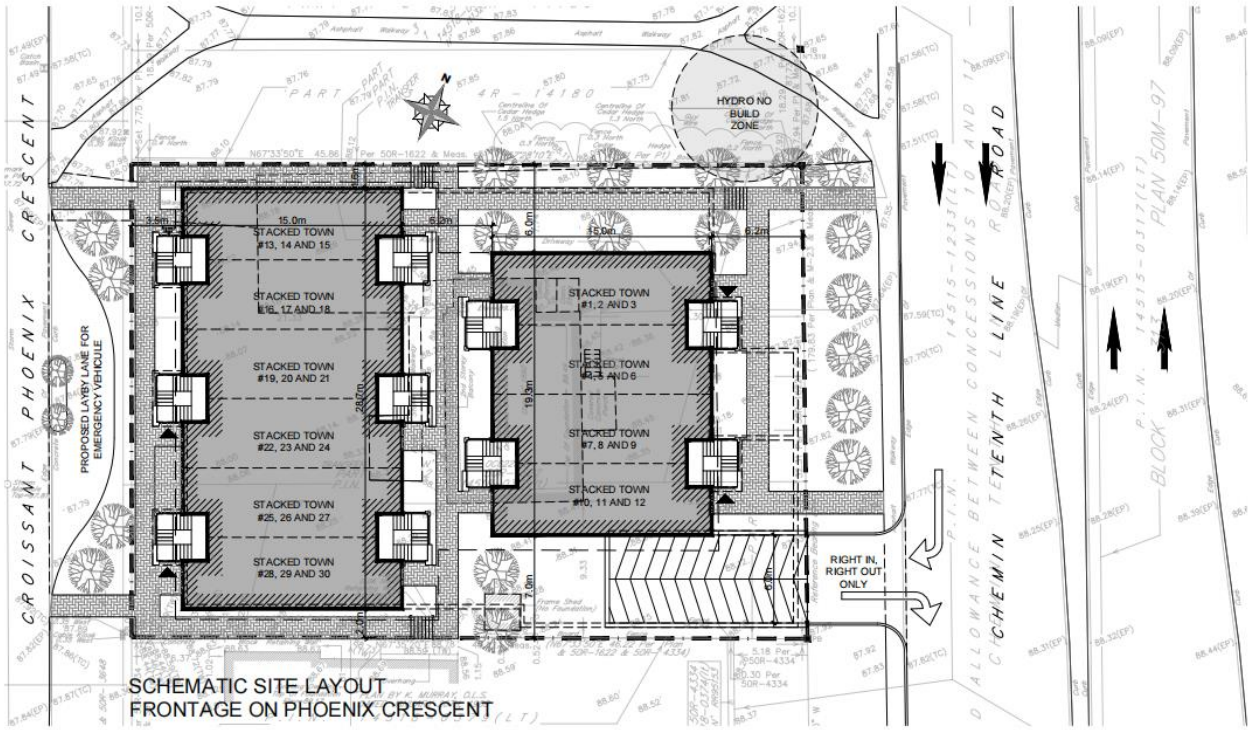


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Preliminary Schematic Site Plan Option 2:



Option two had a proposed layby lane for emergency vehicles. We also located the site entry to the South side of the property along Tenth Line Road. We flipped the buildings to have the majority of the units along Phoenix Crescent. The site entry to be located beside units 10-12 rather than underneath the units.

The final option three was created after the preconsult meeting. Reviewing the comments, the following changes were made; The buildings were pulled apart giving extra room between the two. The proposed emergency layby for emergency vehicles was removed. The garbage room was relocated from the parking garage to the main level of the building along Phoenix Crescent. Some additional exterior bicycle parking. See below for the final version.

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Massing and Scale – Views:



View of the new building from Phoenix Crescent



View of the new building from Phoenix Crescent looking North East



View of the new building from Phoenix Crescent looking South East.



View of the new building from the adjacent city open space connection looking South East



View of the new building from 10th Line road looking South West



View of the new building from 10th Line road looking North West

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View of the new building from 10th Line road looking West

The property borders sites with residential buildings and the city open space connection to the north. The three storey proposal is compatibly massed in rising slightly from its neighbours into this relatively more dynamic and slightly higher form. By extension, it continues a visual transition to even lower homes on the buildings fronting streets.

The buildings expression is characterized by balconies and entrances on each fronting street offering a residential feel and human scale to the streetscape. These elements also continue the natural rhythm of building entrances exhibited in this vicinity.

Building Design:

The proposed 30 unit stacked townhome development seeks to achieve a residential aesthetic which builds upon the existing low-rise context while augmenting the level of materiality and finish quality. This is manifested through the use of large, punched windows, vernacular cladding choices including masonry, siding and cement panel.

High quality landscape integration exhibited in the use of concrete entrance steps, walkways and masonry building base contributes to the desired character, the porticos also offer a human-scale and greater privacy for each dwelling and pull from neighbourhood examples.

Despite the necessity of a relatively compact floor plate, interest is developed in the massing via the stepping in and out of entrances and unit glazing fronting both streets, but also in the playful integration of materials and layering across the faces.

The massing maintains a low profile articulated to integrate within the adjacent neighbourhood.

Landscape:

The landscape design for the stacked townhouse development on 1592 Tenth Line Road has added native and adaptable trees to contribute to the urban forest canopy of the area. Three (3) street trees are proposed along Phoenix Crescent to the west and on Tenth Line Road to the east. We are protecting the existing Manitoba Maple and White Cedar hedgerow at the Northeast corner of the property in order to provide screening from the existing through block connection that connects Phoenix Crescent with Tenth Line Road. We are also providing a pedestrian access from the proposed development to the through block connection. A bicycle rack has been added at a convenient location on the south end of the property to promote sustainability and satisfy the requirements of zoning. All disturbed landscaped areas on the ground plane will be sodded and made "clean, green and well drained" and available for personalization. Personalization may include areas for exercise or flower, vegetable, or perennial gardens.

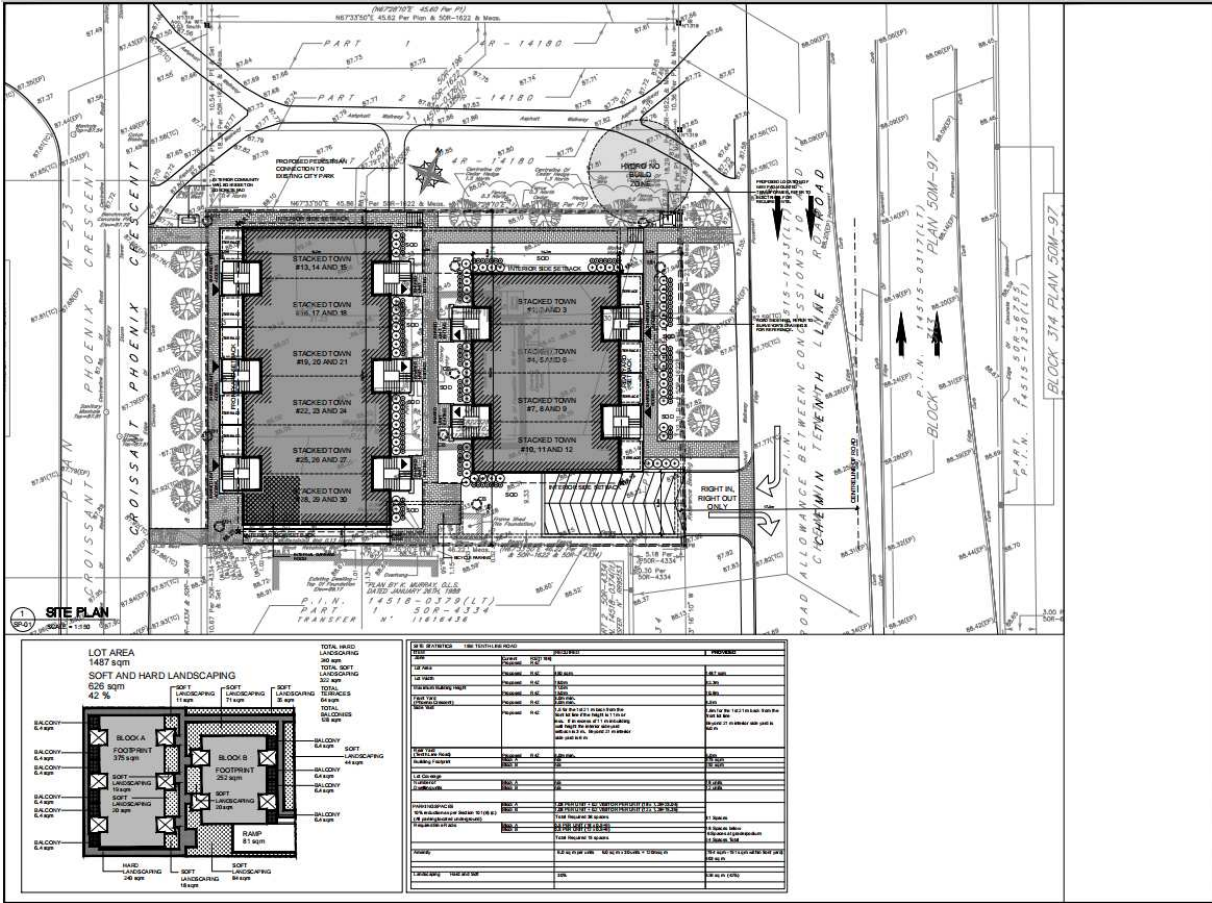
Sustainability:

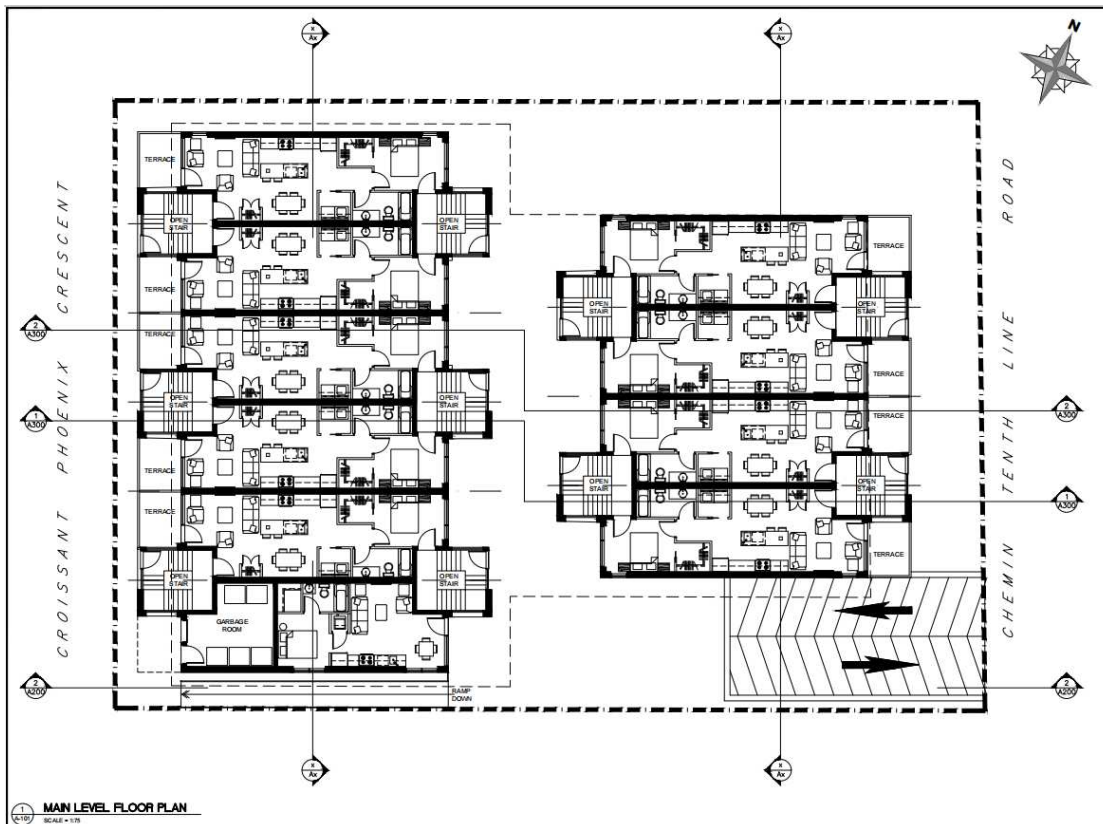
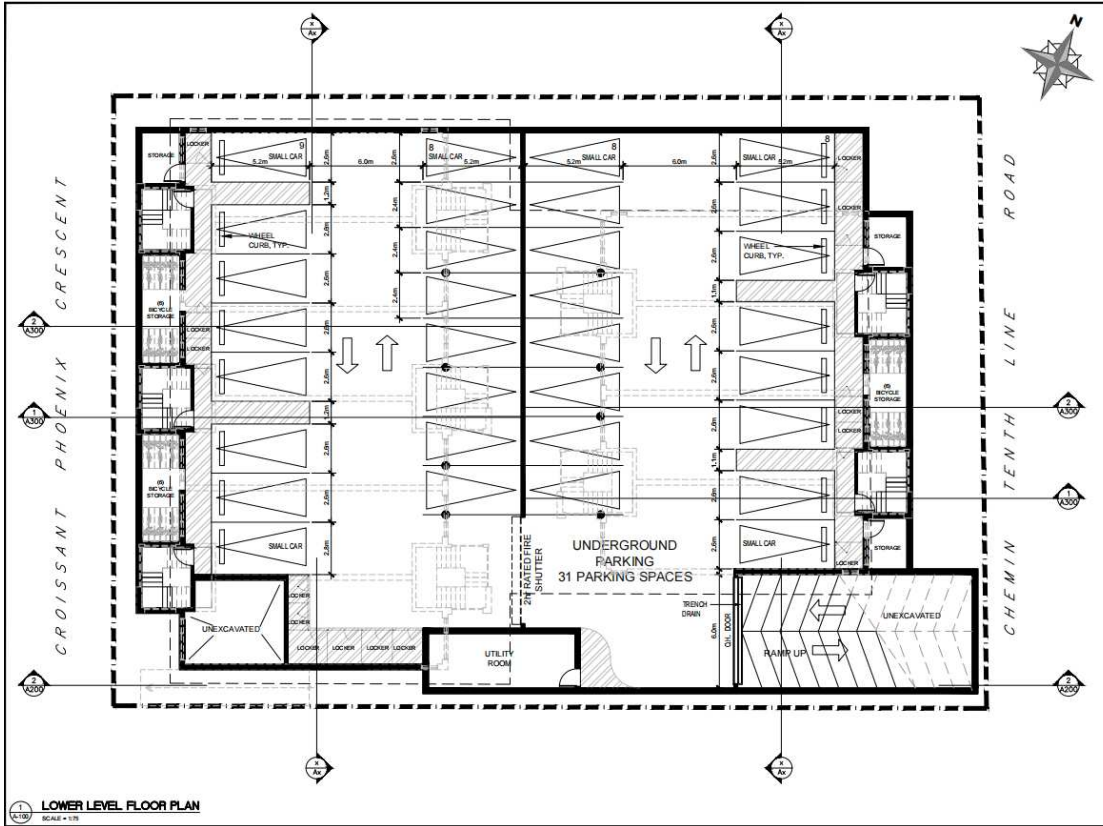
The proposal offers a compact building footprint with a high density of dwelling units as compared with the building it replaces within proximity with public transit and to local retail establishments consistent with the City's infill priorities, main street character area, and which reduces dependency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

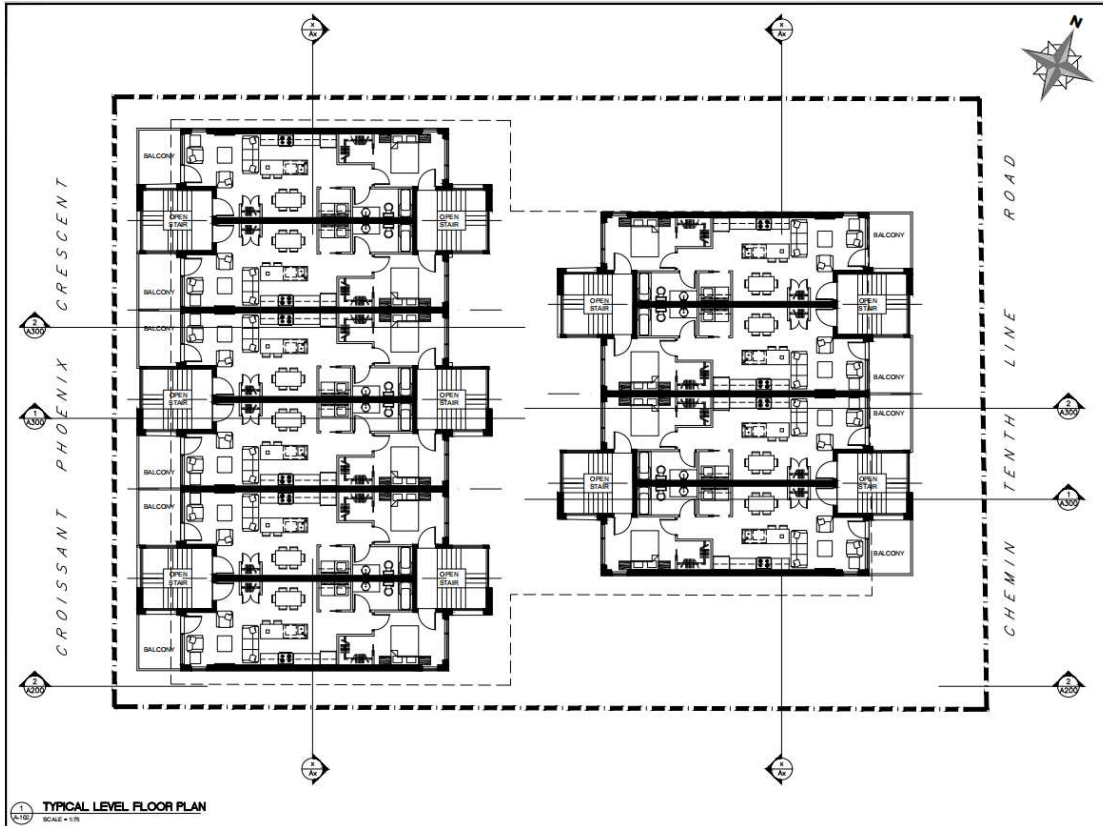
The building typology by virtue of its compactness and shared walls (minimization of exterior walls) will have improved energy performance over a less compact form.

Coloured site plan



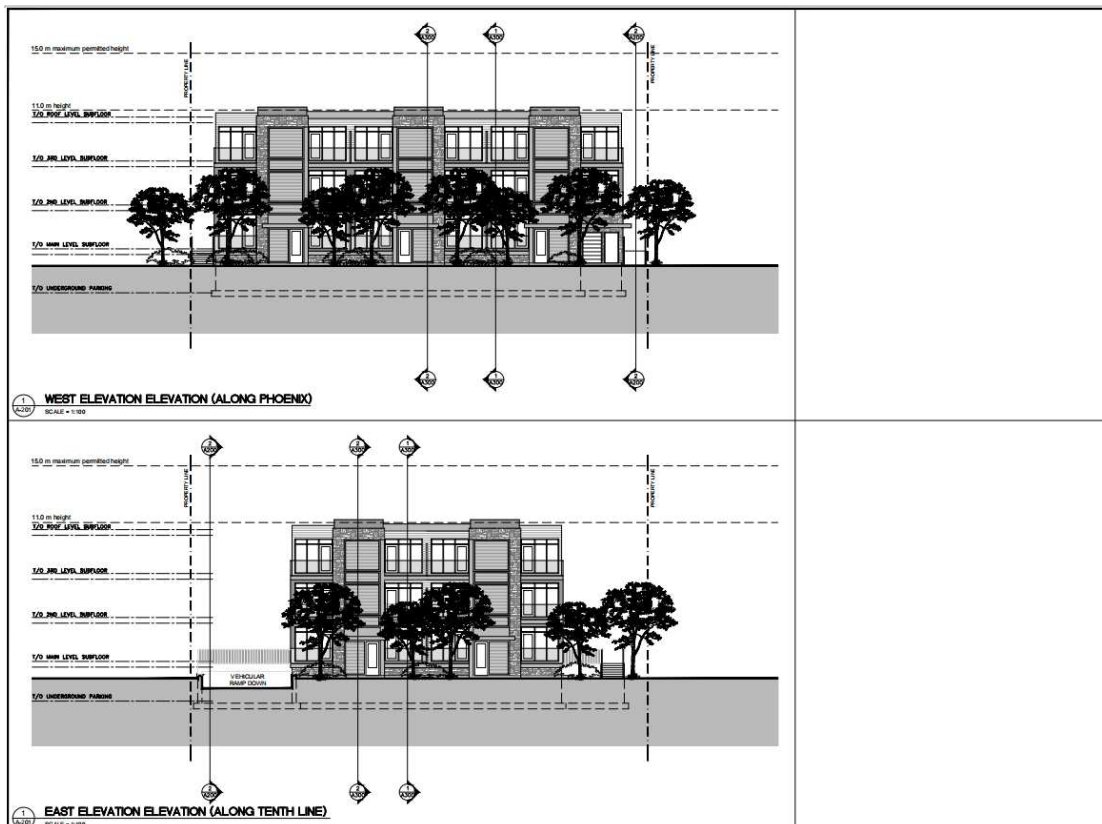
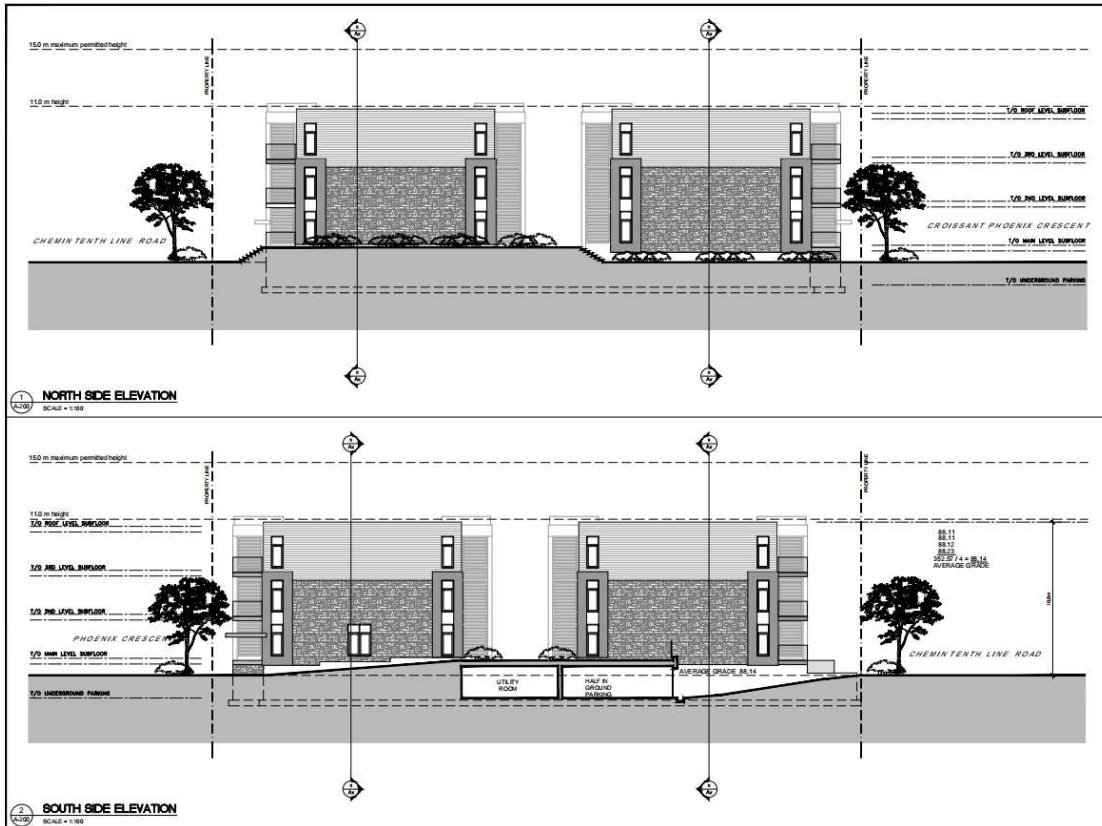






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SIGNATURES

Signature of Planning Representative,
P H Robinson Consulting:

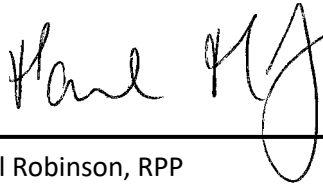
Signature of Architect representative
Patrick England.:

April 14th, 2021

Date

April 14th, 2021

Date



A handwritten signature in black ink, appearing to read "Paul Robinson", written over a horizontal line.

Paul Robinson, RPP



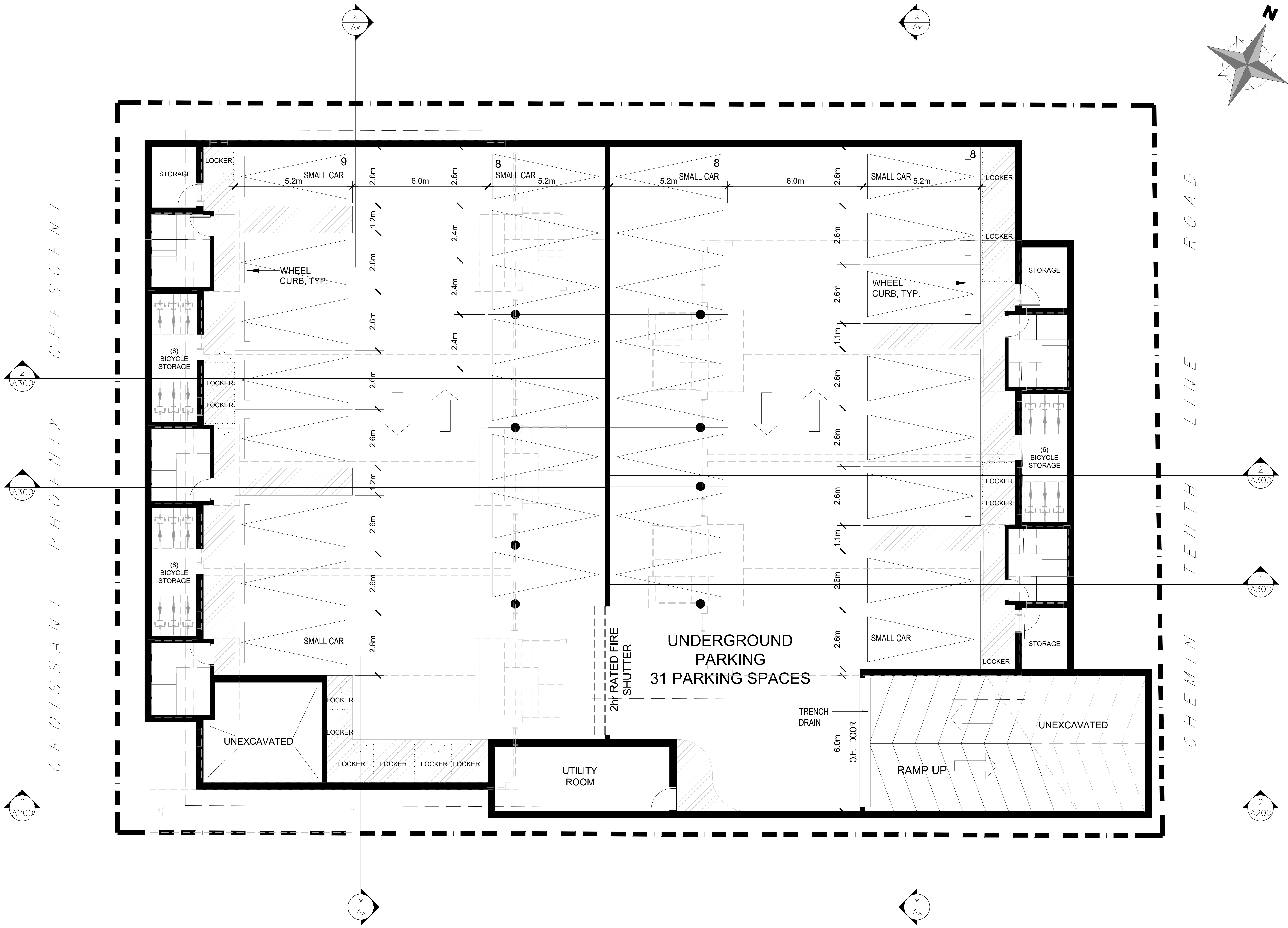
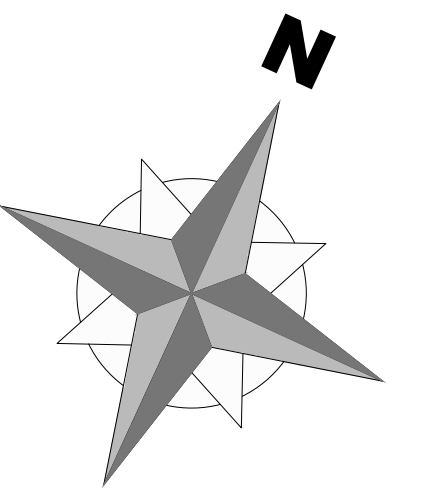
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Patrick England

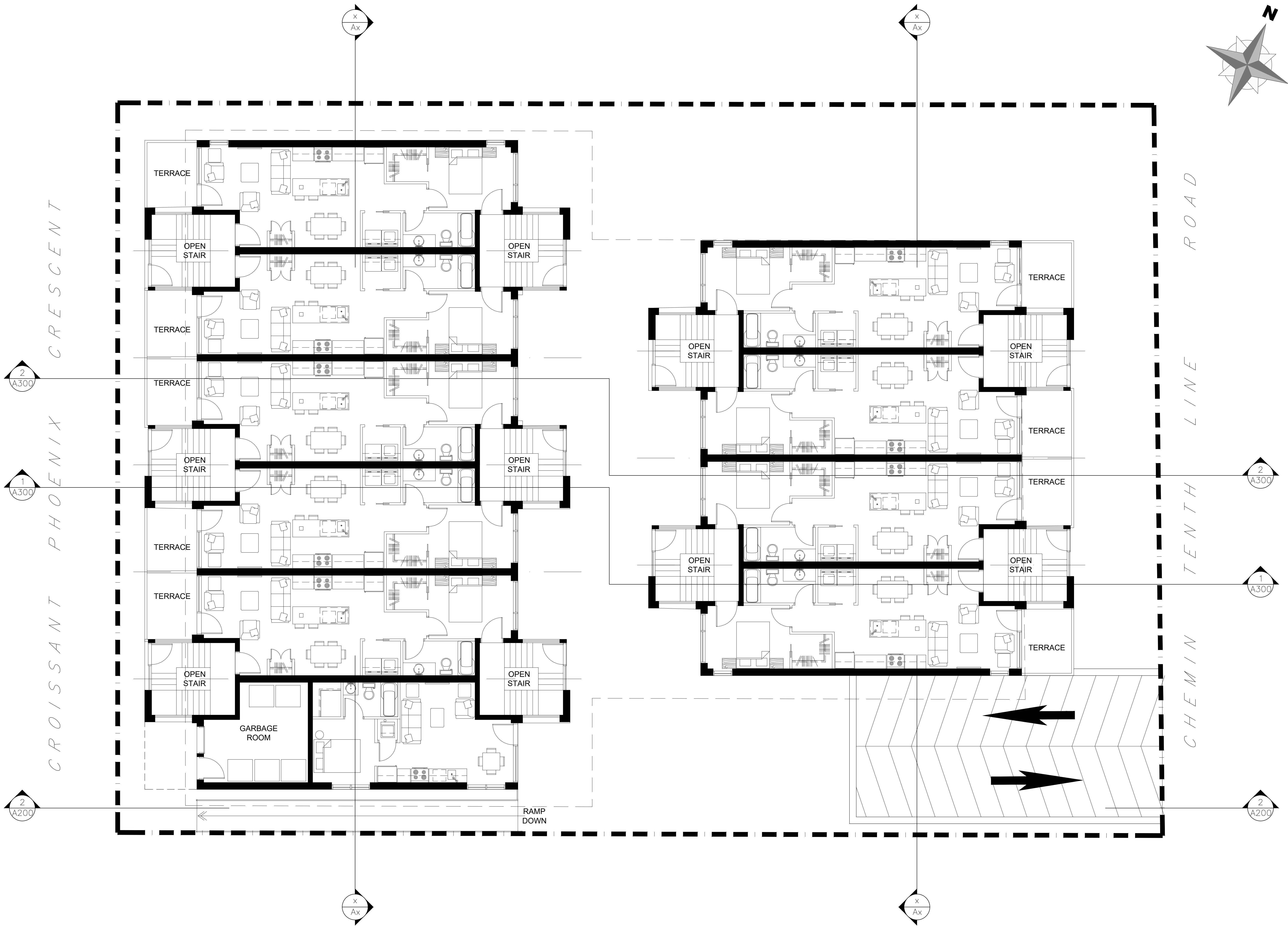
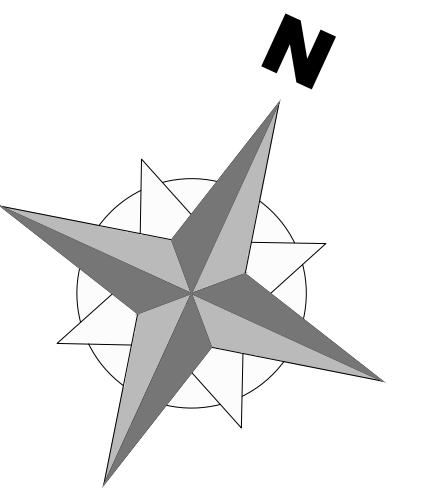
Appendix A

Large format images of the submission documents:

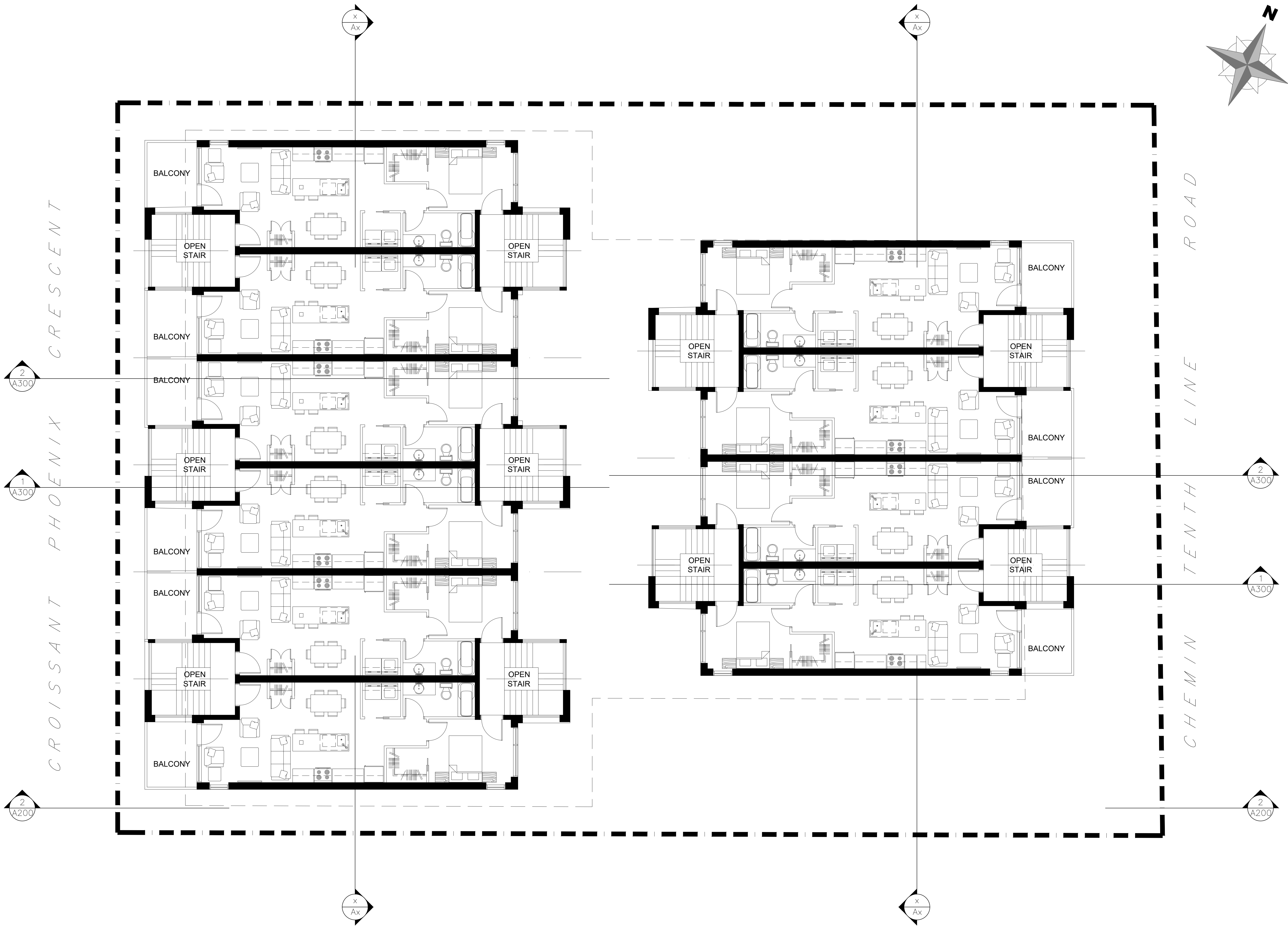
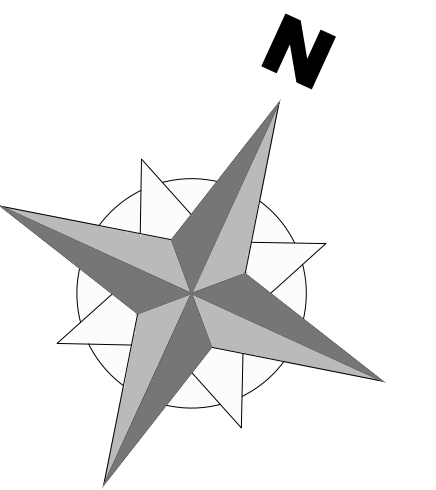
1. Site plan
2. Landscape plan
3. Floor plans of all levels
4. Building elevations



1 LOWER LEVEL FLOOR PLAN
A-100 SCALE = 1:75



1 MAIN LEVEL FLOOR PLAN
A-101 SCALE = 1:75



1 TYPICAL LEVEL FLOOR PLAN
A-102 SCALE = 1:75

15.0 m maximum permitted height

11.0 m height

CHEMIN TENTH LINE ROAD

CROISSANT PHOENIX CRESCENT

T/O ROOF LEVEL SUBFLOOR

T/O 3RD LEVEL SUBFLOOR

T/O 2ND LEVEL SUBFLOOR

T/O MAIN LEVEL SUBFLOOR

T/O UNDERGROUND PARKING

PROPERTY LINE

PROPERTY LINE

1 NORTH SIDE ELEVATION

A-200 SCALE = 1:100

15.0 m maximum permitted height

11.0 m height

PHOENIX CRESCENT

88.11
88.11
88.12
88.23
352.57 / 4 = 88.14
AVERAGE GRADE

10.8m

CHEMIN TENTH LINE ROAD

T/O ROOF LEVEL SUBFLOOR

T/O 3RD LEVEL SUBFLOOR

T/O 2ND LEVEL SUBFLOOR

T/O MAIN LEVEL SUBFLOOR

T/O UNDERGROUND PARKING

PROPERTY LINE

PROPERTY LINE

UTILITY ROOM

HALF IN GROUND PARKING

AVERAGE GRADE 88.14

2 SOUTH SIDE ELEVATION

A-200 SCALE = 1:100



1 WEST ELEVATION ELEVATION (ALONG PHOENIX)
 A-201 SCALE = 1:100



1 EAST ELEVATION ELEVATION (ALONG TENTH LINE)
 A-201 SCALE = 1:100