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1003 Prince of Wales Drive

Design and Planning Rationale

Context

The context for this project shapes each of the design initiatives and is foundational to the design of the residential units from an internal perspective as well as how the project fits into its environment.

The land for this project is located on a busy commuter road, Prince of Wales Drive. It's unique quality is derived from it's proximity to the city core and more importantly the immediate adjacency of the Central Experimental Farm and the Rideau Canal. The parcel is 80 ft wide and close to 300 ft deep creating a long exposing northern flank to the open fields of the farm. A cultural and heritage impact statement is being prepared by Mark Brandt to accompany this rationale.

The property borders have been overgrown with some established vegetation which will be retained wherever possible. In particular the border along Prince of Wales will retain as much vegetation as possible and vegetation will be added to increase the buffer to a busy roadway.

The canal right of way is quite wide and there is no visual connection to the actual canal waterway. This exposure is primarily overgrown land that has been a habitat for animals and birds. Extensive pathways have developed over the years from pedestrians and dog walkers.

The southern flank of the property faces established development of an historic farm house and a group building project of small singles that was created 30 plus years ago.

The R3A zoning for the subject land allows for a variety of low rise uses: single, semidetached, row houses, duplexes, three unit buildings and a planned unit development.

Design Strategy

The design approach is linked to the ultimate marketing of the house type. Given that this is a unique site close to many amenities, the concept was to create the fewest number of units possible allowing each unit to have a view with a maximum of spatial separation. The decision was to design 7 urban singles as opposed to 12 row house units or a series of 3 unit buildings.

The singles are arranged to break up the massing along the long property line into a group of four facing north south and three units facing east west. The primary views within each house and the outdoor private areas are focused on the undeveloped lands to the north and to the east. The positioning of the units along the canal right of way mimics the established development to the south.

A key determinate in the decision to develop the fewest units possible was to reduce the impact of parking for visitors and the ultimate owners. While the zoning only requires one parking space per dwelling, each unit has been designed to accommodate indoor parking and outdoor parking in front of the garage with a total of four parking spaces per unit. There is in addition a small area for extra visitor parking on the property.

Each of the units has a discreet private outdoor amenity space that will be screened for privacy. The outdoor amenity areas have been designed to integrate with the indoor space.

Each of the units has been designed with a distinct private entrance, doorway and walkway that would be commensurate with an urban single home. There are two distinct unit types which are varied from each other with subtle changes in finish and colouration. This will create a unique pocket development that will benefit from a unified design with enough variety to create an individual identity for each home.

The exterior will have a strong natural palette reflecting it's rural/ farm context. Stone and natural wood siding will be the prominent exterior materials. The wood siding will have stain colours that echo the coloration of farm buildings with a more contemporary approach to form and expression.

A certain amount of vegetation will be removed to allow development and a substantial quantity of trees are in poor shape from a lack of care over the last 50 years. A detailed tree survey has been established. Once the building is complete, new landscaping will reinvent the site for the next 50 years

