Urban Design Brief

155 Dun Skipper Drive | Ottawa

Alexander Wilson Architect Inc.
103-20 GORE STREET, KINGSTON ONTARIO, K7L 2L1

March 7, 2025

Project Description

Design Intent

Design intent is to create rental apartment accommodation tailored to active seniors in the Gloucester area of south Ottawa. Amenities adding value to the development include landscaped terraces, indoor recreational facilities, library, resto/pub, pet grooming facilities and ground floor commercial catering to personal health and fitness needs of the tenants and the neighbourhood.

Building B Project Statistics

Site Statistics	
Gross Floor Area	15,080 sqm
Building Footprint	1,900 sqm
Building Height	30.9m
Height to top of penthouse parapet.	35m
Number of Storeys	9
Lot Area	6,010 sqm
Lot Coverage	31.6%

Unit Count	
1 Bedroom	87 [62%]
2 Bedroom	54 [38%]
Total	**141**

Parking	
(Retail 3.6 per 100sqm, Visitor 0.2 per Unit, Resident 1 per Unit)	
Resident Underground Parking	
Small [min. 2.4x4.6m]	18
Standard [2.6x5.2]	85
At Grade	
Resident [2.6x5.2]	38
Retail & Visitor [2.6x5.2]	53
Retail & Visitor Spaces to be shared, refer to DM DD & INF. 6.1.3	
Barrier-Free [3.4x5.2]	3
Barrier-Free [2.4x5.2]	3
Total (Building B)	**171**

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Unit Mix	Area	Count
1 BEDROOM A3	670 ft^2	16
1 BEDROOM A1	690 ft^2	16
1 BEDROOM A5	710 ft^2	8
1 BEDROOM A2	750 ft^2	16
1 BEDROOM A4	750 ft^2	16
1 BEDROOM A6	750 ft^2	2
1 BEDROOM A6	760 ft^2	2
1 BEDROOM A4	790 ft^2	8
1 BEDROOM A4	840 ft^2	3
2 BEDROOM B3	990 ft^2	4
2 BEDROOM B2	1050 ft^2	8
2 BEDROOM B1	1080 ft^2	7
2 BEDROOM B4	1080 ft^2	3
2 BEDROOM B1	1090 ft^2	7
2 BEDROOM + DEN C2	1100 ft^2	4
2 BEDROOM B1	1100 ft^2	7
2 BEDROOM B1	1110 ft^2	7
2 BEDROOM +DEN C1	1410 ft^2	7
	16720 ft^2	**141**

Bicycle Parking (0.5/unit = 70)	
At Grade (>50%)	40
Underground, secured	36
Resident Underground Parking	
Small [min. 2.4x4.6m]	18
Standard [2.6x5.2]	85

Floor Area Breakdown	*sqm*
Dwelling Units	10 310
Gym	118
Library	33
Lounge	70
Golf Simulator	14
Pet Wash	14
Lounge/Bistro/Bar	169
Dining Room	144
Kitchen	131
Offices	85
Commercial Retail	878
Tenant Storage	200
Maintenance/Service	381

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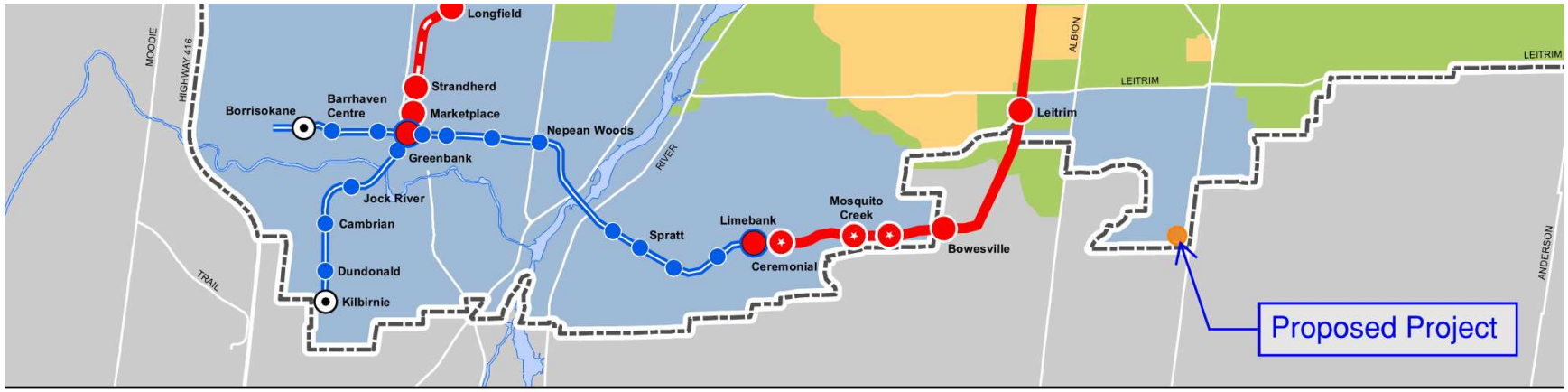
Design Directives

The proposed project is located at 155 Dun Skipper Drive, at the southern edge of the urban boundary, in a Transect Policy Area designated as Suburban.



TRANSECT POLICY AREAS / SECTEURS STRATÉGIQUES DU TRANSECT

- Downtown Core / Centre-ville
- Inner Urban / Urbain intérieur
- Outer Urban / Urbain extérieur
- Greenbelt / Ceinture de verdure
- Suburban / Suburbain
- Rural / Rural

TRANSIT

- O-Train and Station / O-Train et station
- Future O-Train / O-Train et station (futur)
- Transitway – grade separated / Transitway en site propre
- Transitway – at grade / Transitway – Voie à niveau
- Transfer Station / Station de correspondance
- Terminus Station / Station terminus
- Gatineau RapiBus - grade-separated / Rapibus de Gatineau en site propre

Note: The transit network on this Schedule is provided for reference purposes only. For transit network policy, please refer to Schedule C2. / Remarque : Les renseignements relatifs au réseau de transport en commun qui sont présentés dans cette annexe sont fournis à titre de référence. Pour consulter les politiques du réseau de transport, veuillez vous référer à l'annexe C2.

- Urban Boundary / Périmètre d'urbanisation

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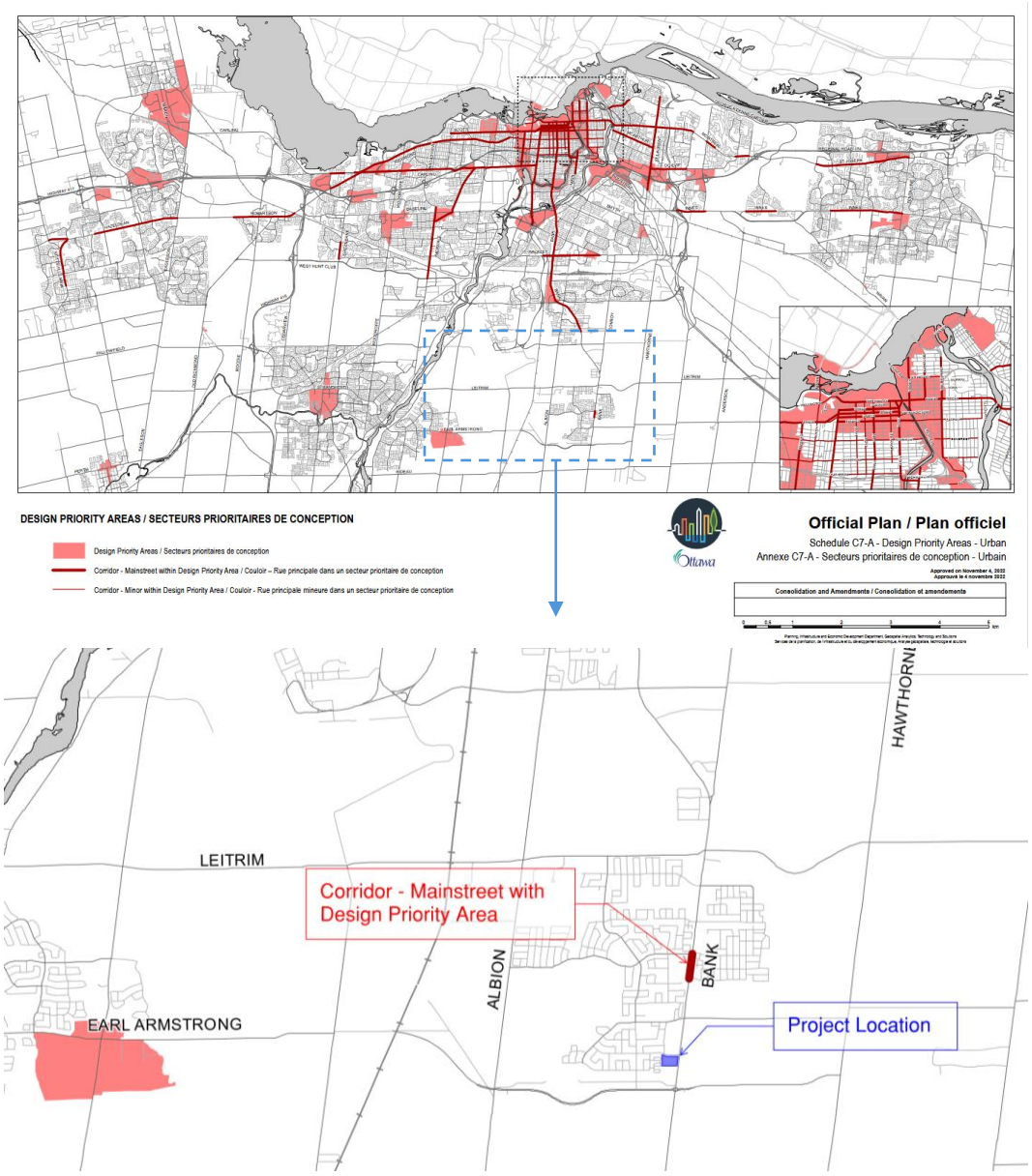
The project is located just south of a Mainstreet Corridor Design Priority Area where Bank Street meets Findlay Creek drive. However, the project itself is not within a design priority area.



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City-Wide Policies

The Six Urban Design outlined in Section 4.6 of the City-Wide Policies of the Official Plan are:

1. *Protection of Views and Enhancement of Scenic Routes*
   This project has no effect on the views of the Parliament Buildings however it does serve as a gateway structure signposting the southern gateway to Ottawa.

2. *Ensure Capital Investments enhance the City's Streets, Sidewalks and other Public Spaces Supporting a Healthy Lifestyle*
   The City of Ottawa is currently investing substantially in the improvement of this section of Bank Street including road widening, signalization and sidewalk improvements. This goes hand-in-hand with the new residential neighbourhood of Findlay Creek to the immediate west of the site with its well-planned network of parks, trails and community facilities. This project will help to define the eastern edge of this neighbourhood and presents a positive image of modern, healthy apartment living in close proximity to existing neighbourhood amenities.

3. *Encourage Innovative Design Practices and Technologies in Site Planning and Building Design*
   This building presents an active, transparent, pedestrian-scaled commercial façade along Bank Street and Dun Skipper Drive as well as a quieter façade at the main building entrance on the interior of the site. The building has been programmed to provide a number of amenities not usually found in apartment buildings including a restaurant, club and hobby rooms, a dog wash facility, golf practice facility and landscaped terraces. Innovative technologies in building design include photovoltaic cladding panels, rooftop stormwater management and a number of energy-saving initiatives.

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4. *Ensure Effective Site Planning that Supports the Objectives of Corridors, Hubs and Neighbourhoods*

   The development frames the adjacent streets and provides clearly visible main entrances from public sidewalks. Conflict between pedestrians and vehicles is minimized by internalizing all servicing and loading areas and by accommodating the majority of vehicular. Surface parking has been generously landscaped. The development will demonstrate universal accessibility in accordance with the City's Accessibility Design Standards.

5. *Enable the Sensitive Integration of New Developments of Low-rise, Mid-rise and High-rise Buildings to ensure Ottawa meets its Intensification Targets while Considering Liveability for All*

   The modest nine-storey height of this project as well as the four-storey height of the new Regional Group apartment buildings to the immediate north of the site are appropriate massings in this Gateway Corridor. They commence the transition in height to the three-storey townhouses and eventually the two-storey single family homes in the Findley Creek development to the west.

6. *A response to urban design directions provided at the various pre-consultation meetings with City staff.*

   Urban Design review comments provided by Randolph Wand dated April 55, 2024:

   5. *Urban design is pleased to see the inclusion of commercial uses at grade. We generally have no concern on the minor increase of building height*

      Noted

   7. *Here are a few recommendations:*

      a. *Locate commercial in the new building along Bank Street to support the City's vision.*

         Commercial relocated along Bank Street

      b. *Clearly delineate (commercial)/private (residential) and the associated parking.*

         Delineated as much as possible given the tight constraints of the site. Majority of residential parking located in expanded two-storey underground parking garage.

c. Locate parking ramp as close as possible to the residential building for better way finding.

Parking ramp relocated as close to the residential building as possible.

d. Normalized the (on site) intersection and modify the parking around the intersection.

Done.

e. Consider drop-off functions in front of residential entrance.

Drop-off lay-by aisle located at main building entrance

f. Improve pedestrian connections throughout the site.

Public sidewalk system extended around building to allow pedestrian access from Dun Skipper Drive and Bank Street.

g. Align building with streets.

Done

h. Potentially reduce building footprint on Dun Skipper and increase building footprint on Bank.

Building footprint on Bank Street maximized in relation to future development parcel immediately south of development.

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Site, Context, And Analysis

Image 1 below shows the subject site at the southwest corner of intersection of Dun Skipper Drive and Bank Street. Forested greenbelt lands are to the south and east. The southern boundary of the Findlay Creek residential area is to the west and north. (Google Earth Image 2024)

Photographs of existing site conditions and surrounding area.

Image 2: Southwest corner of intersection showing subject site with Home Hardware store in the background. Note change of elevation from back to front of property necessitating ramping of pedestrian walkway at this location in the new development. (Google Earth Image 2024)

Image 3: Northwest corner of intersection showing undeveloped site. Developer's signs indicate possible development of additional multi-unit residential or retail including a supermarket. The site continues to be undeveloped in December 2024. (Google Earth Image 2024)

Image 4: Northeast corner of intersection showing Greenbelt area as well as municipal pedestrian and bicycle path improvements. Widening and improvement of Bank Street to the north of this intersection is currently underway showing the City's intent to improve traffic infrastructure in this neighbourhood. (Google Earth Image 2024)

Image 5: Hindu Temple at the southeast corner of the intersection with simple lawns in front and natural Greenbelt second growth forest in the rear. (Google Earth image 2024)

Image 5: View looking south on Bank Street showing the Greenbelt forest. Since this photo was taken Regional Group has built three four-storey rental apartment buildings between the subject site and the forest. Google Earth image 2024)

Microclimate conditions of the site.

This is a fairly typical landscape for the Ottawa region with second growth forests and active as well as fallow farmland. The shape, height and location of the subject development is not expected to have a significant effect on the microclimate of the neighbourhood including wind patterns.

Key uses, destinations, and spatial elements in the surrounding area

The Findlay Creek neighbourhood is a suburban destination for homeowners, commuters, Hindus, gamblers at the Rideau Casino and customers wanting great deals at the Home Hardware store.

This project is located adjacent to the terminus of the 294 bus route, and two single day bus routes, 93 and 304. The future widening of Bank Street will bring off-street asphalt bicycle tracks to this property.

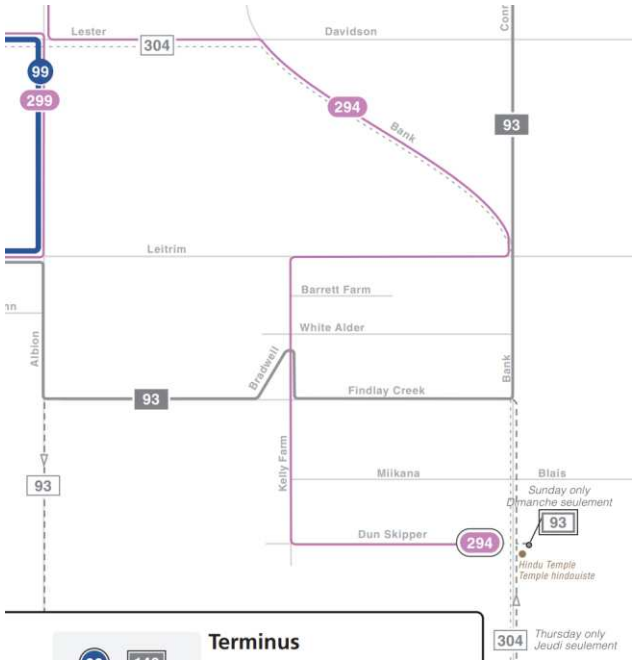

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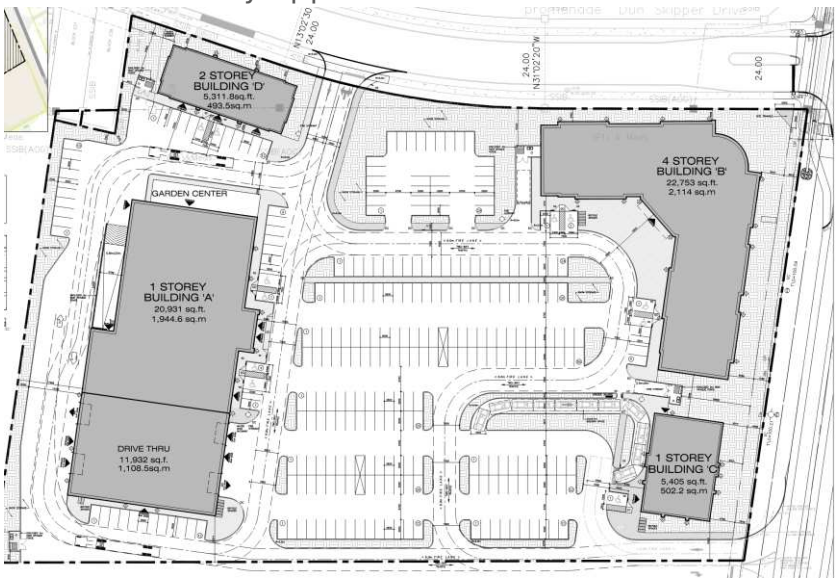
Image 6: View of the Findlay Park neighbourhood looking south along Bank Street. The subject property is at the intersection of Bank Street and Dun Skipper Drive directly opposite the Muslim Temple. This also shows the three new Regional Group apartment buildings just to the north of the Home Hardware. This appears to be fairly conventional subdivision design with a hierarchy of road types to suit local conditions. Cars are still the predominant mode of transportation in this suburban setting although commendable consideration has been given to landscaped boulevards along the pedestrian sidewalks on the feeder routes. Access to the hiking trails in the Greenbelt are evident as well as a network of pedestrian pathways and park allotments between the residential blocks.

Design Research

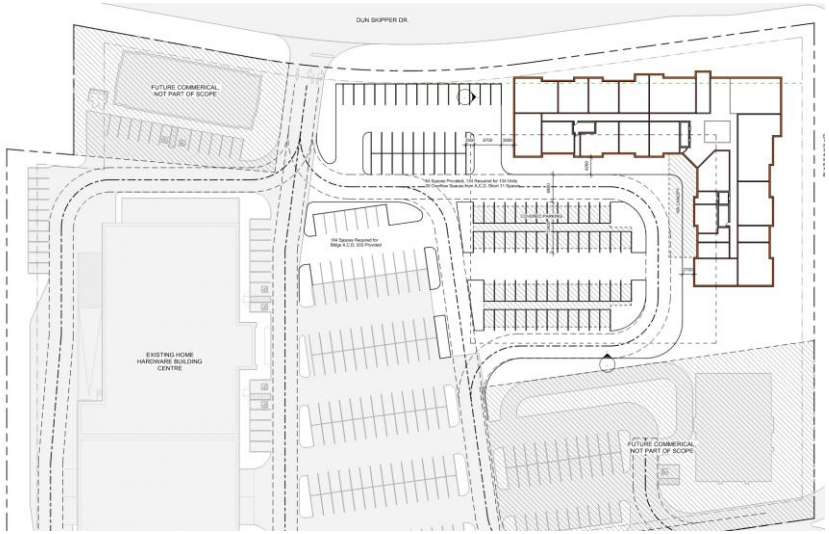
Site Plan Evolution and Alternative Options Explored.

The following thumbnails show the evolution of the site from the previously approved site plan to the present design.

2020: Previously Approved Site Plan



Sept 2023: Initial 8 Storey Seniors Apartments Concept with at grade parking



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Sept 2023: Refined 8 Storey Seniors Apartments Concept with below grade parking

Nov 2023: Exploration of Alternative Footprints

Dec 2023: Smaller Footprint, increase to 9 Storeys

Feb 2024: Parking Lot and Ramp Adjustments, Submitted for ZBA.

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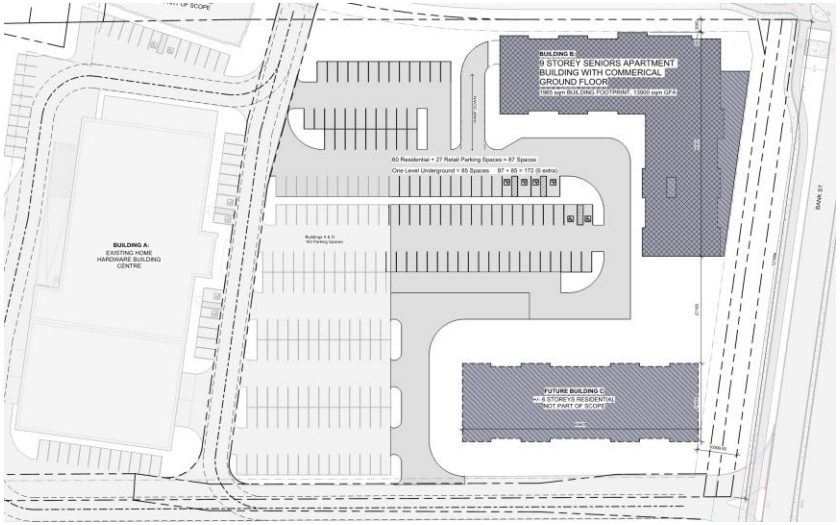
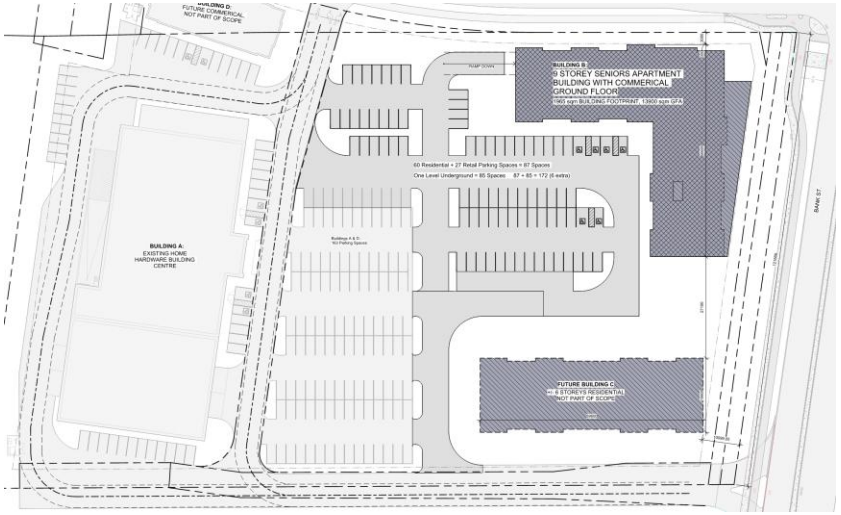
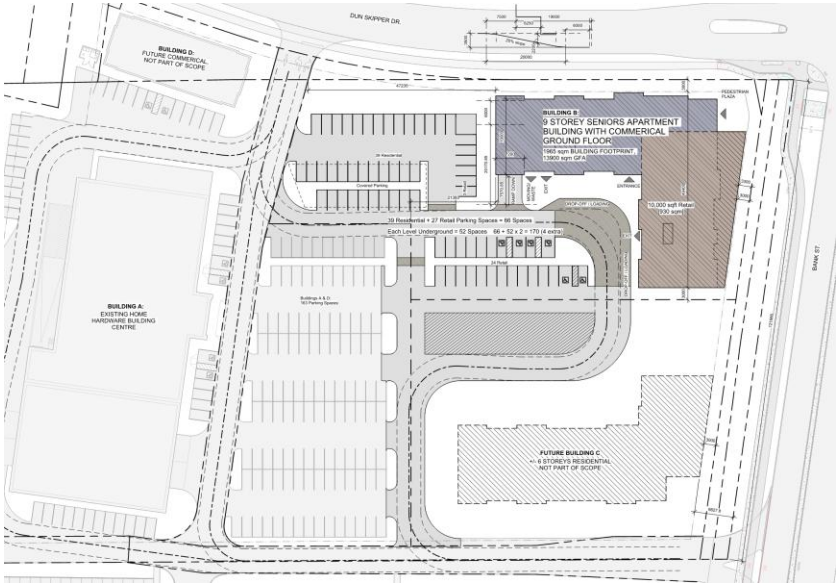
June 2024: Rotated Building, Parking Lot Opt. 1



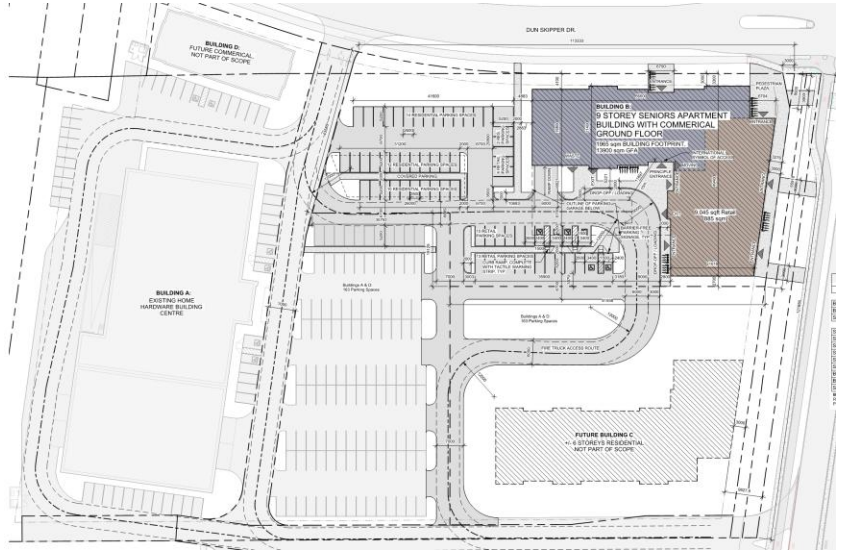
June 2024: Rotated Building, Parking Lot Opt. 2



June 2024: Parking Lot and Building Refinement



July 2024: Further Site Plan Refinement



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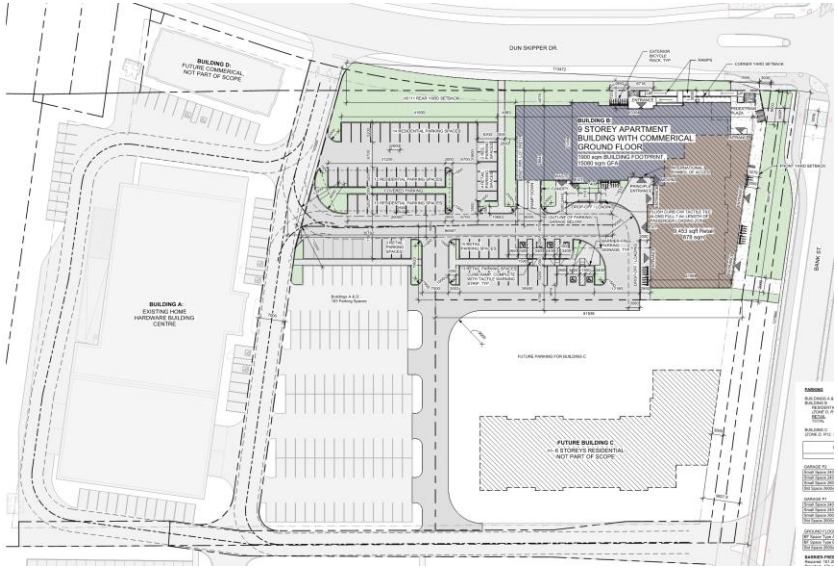
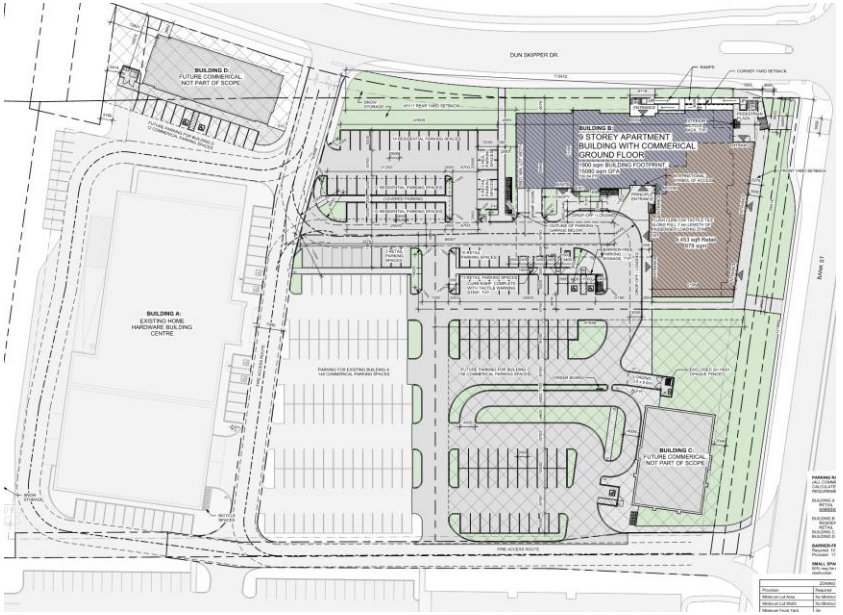
Oct 2024: Incorporated Stairs & Ramps for Grading



Nov 2024: Current Site Plan



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Design evolution

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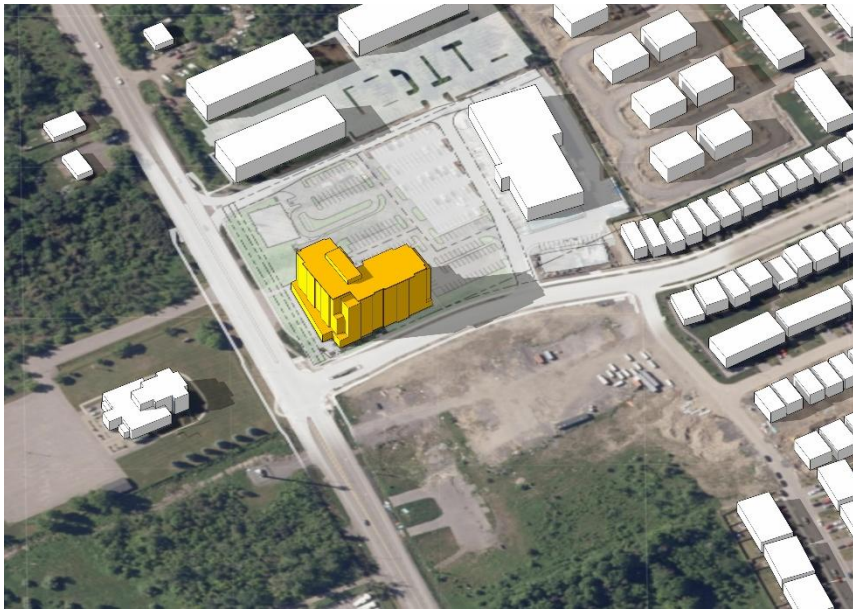
Massing of the Proposed Development in the Existing and Proposed Context



Existing Context

Planned Context as per Current Zoning

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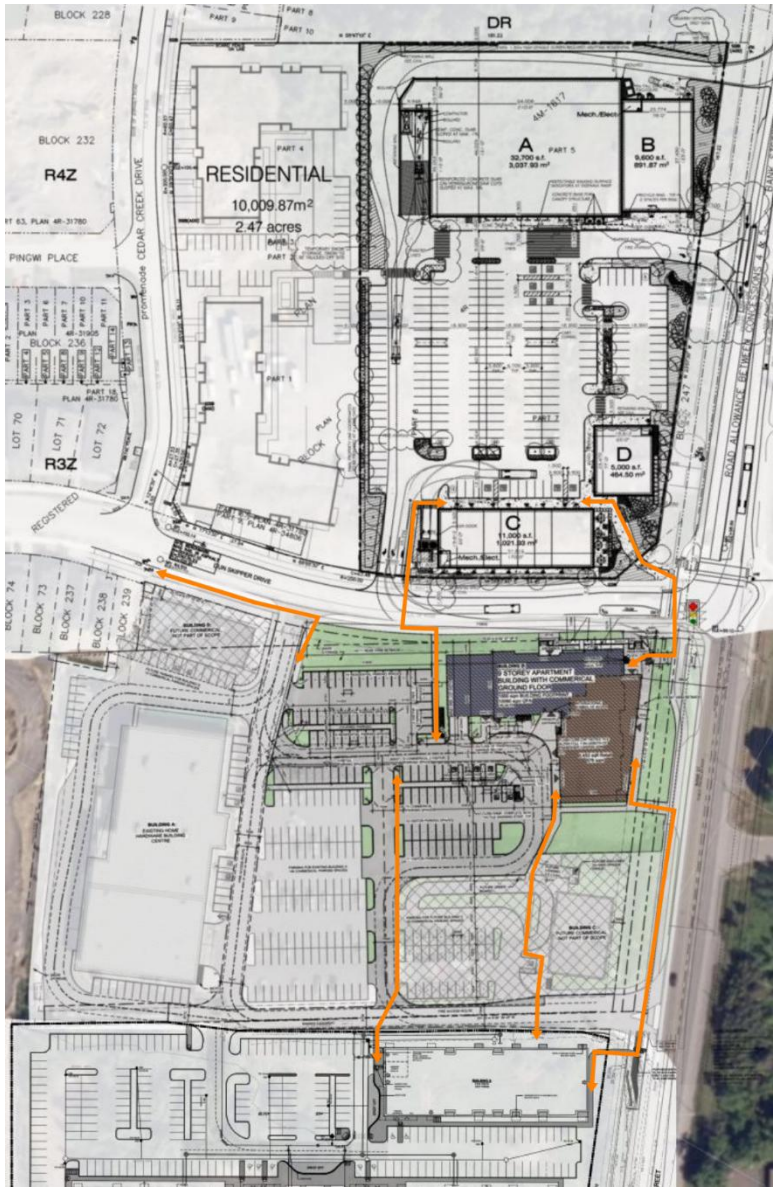

Connections to Adjacent Developments

As shown in the diagram to the left, which has the proposed and in development site plans of the properties to the north and south of this property, the proposed site plan includes north-south connections, shown in orange, to these adjacent properties and developments. The future construction of Building C will further strengthen these connections.

Relationship with Public Realm

The development is on a prominent corner of Bank Street at Dun Skipper Drive. Its massing complements the massing of the Hindu Temple across Bank Street forming an important southern gateway to Ottawa. The Bank Street commercial ground floor has been hinged to parallel the main Bank Street thoroughfare in order to acknowledge the unique geometry of the intersection.

Sustainable Design

Apartment buildings, by their very nature, are one of the most sustainable types of dwellings. Unlike the neighbouring detached single-family homes adjacent to this development, an apartment dwelling typically only has one, occasionally two or three exterior wall faces subject to heat loss, instead of a typical home's five exterior faces through which it loses heat. Also, as an OBC Part 3 building, it also requires about 25% more insulation than an OBC Part 9 building, among other energy efficiency requirements. Finally, this project contains 141 dwelling units within 1.8 acres of land, or about 80 dwelling units per acre. Compared to a dense subdivision with a density of 10-20 dwelling units per acre, this project allows for an 80-90% reduction of forest or farmland from being bulldozed for housing development.

This mix-used project also includes a kitchen, dining room, and retail on the ground floor, reducing the amount of travel required by residents to leave the site to purchase food and goods. This project is also located adjacent to a Home Hardware retail store and is a 15-minute walk, 3-minute bike ride to a nearby plaza and grocery store, which in the future will be accessible by a protected off-street cycle track.

The HVAC system will be designed to meet or exceed the requirements of the Ontario Building Code.

Energy saving features will include:

- Centralized heat recovery from all exhaust air
- Use of photovoltaic cladding panels
- Rooftop storm water retention with controlled flow roof drains
- Individual unit thermostatic controls
- Low flow toilets
- LED light fixtures
- Corridor and stairwell lighting controlled by motion detection devices

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Bird-safe Design

The building is designed as a predominantly masonry-clad building with punched window openings. Large expanses of glass including curtain wall elements have been avoided. Bird-safe design features will include:

- Differentiation of material, texture, colour and opacity to fragment glass reflections
- Glass adjacent to rooftop gardens and terraces will be treated with anti-reflection measures to the height of the adjacent mature vegetation
- The design does not incorporate bird traps such as interior courtyards or open-topped atria
- Glass railings will be treated with ceramic frit to make them bird-safe
- The design does not incorporate tall structures such as exterior antennae
- Landscaping will avoid plant species known to attract birds in locations that could result in harmful collisions
- Exterior lighting will avoid up-lighting and light fixtures will be Dark Sky compliant to reduce light trespass
- Windows in residential units will be equipped with curtains or blinds to avoid light trespass from occupied areas between sunset and sunrise
- The Bird Safe Design Guidelines require that 90% of all glazing below 16m in height must be given some form of mitigation treatment. Elevation drawings will indicate which glazing will be receiving treatment. It is noted that Designer preference will be towards the largest expanses of glass.

END OF DOCUMENT

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