2026 SCOTT STREET

DESIGN BRIEF

REISSUED FOR SPC 24.03.01

23.03.27

1. PROJECT HISTORY

A Zoning By-Law Amendment Application was submitted on April 25, 2022 for the properties, 2006, 2020 & 2026 Scott Street, and 314 & 318 Athlone Avenue.

Previously, properties 2006, 2020 Scott Street, and 314 Athlone Avenue were zoned Traditional Mainstreet, Exception 102 - TM[102], while 2026 Scott Street was zoned as Community Leisure Facility Zone - L1, and 318 Athlone Avenue was zoned R4 UB.

The subject sites, 2006, 2020 & 2026 Scott Street, and 314 & 318 Athlone Avenue were approved to be rezoned to TM[2829] S465-h during a Planning Committee Meeting on October 27, 2022. Please see section “Updates Since ZBA Approval” (Page 18) for more information regarding the changes made to the proposed design since October 27, 2022.

2. CONTEXT

2026 Scott Street is located in Ottawa’s Westboro community. The site’s close proximity to a future LRT transit station will result in the future development becoming an active residential and commercial node within the city (Figure 2.0).

The site, situated between residential neighbourhoods, Richmond Avenue’s arterial shopping, and a transit corridor to the North allows for a variation of uses and demographics to reside, visit, and utilize the proposed development. This valued location sits in close proximity to nature via walking and cycling trails along the Ottawa River (Figure 1.0). Simultaneously, 2026 Scott Street’s adjacent infrastructure provide urban living essentials.

Figure 1.0 - City of Ottawa site context map.

Figure 2.0 - Westboro neighbourhood site context aerial image.

The Westboro neighbourhood consists of a hybrid of small scale homes, and multi-unit residential dwellings of various scales. The urban fabric of the neighourhood therefore varies from brick clad two-storey homes to metal panelized towers. This range in typology therefore results in an ever-evolving neighbourhood, where density, demographics, and the experience of space create a vibrant atmosphere.

Figure 3.0 - Existing Granite Curling Club, 2026 Scott Street.

Figure 4.0 - Existing Granite Curling Club, 2026 Scott Street.

Figure 5.0 & 6.0 - Current use, Granite Curling Club.

The property is currently divided into five parcels, occupied by the Granite Curling Club, a few commercial businesses, and surface parking (Figures 3.0-6.0). The North edge of the site meets the public along one of Ottawa's busiest thoroughfares (Figure 7.0-9.0). Towards the West, the site is met by Athlone Avenue, a residential street (Figure 10.0). Along the South edge, a large park services the community. This park, historically and currently, acts as bridge between community oriented infrastructures such as a Gymnastic Club, and Curling Club, flanking its South and North edges. Therefore, the redevelopment of this site seeks to maintain this community space, while further enhancing the experience of the site, it's contextual fabric, and the connections it will provide to the future LRT transit station.

Figure 7.0 - Existing Site Conditions, View East along Scott Street.

Figure 8.0 - Existing Site Conditions, View West along Scott Street.

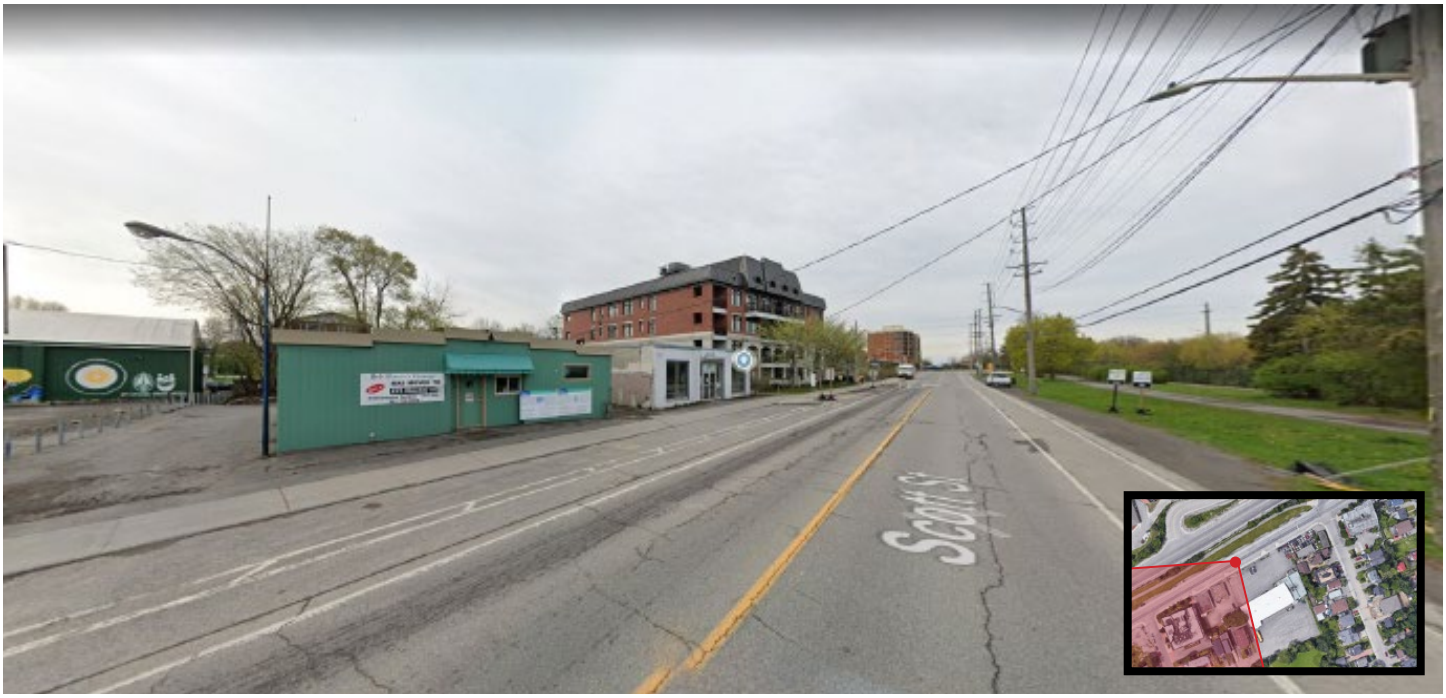


Figure 9.0 - Existing Site Conditions, View West along Scott Street.

Figure 10.0 - Existing Site Conditions, View South along Athlone Avenue.

3. PROPOSED DEVELOPMENT

The proposed redevelopment, consisting of two high-rise buildings and a pedestrian plaza and thoroughfare intends to become a busting urban hub, drawing users into the site and activating the streetscapes and adjacent Lion's Park. This development aims to provide residential and commercial/ retail units in close proximity to the future LRT station. The two-building site will require the demolition of the existing Granite Curling Club, commercial units, and their adjacent surface parking lots (Figure11.0).

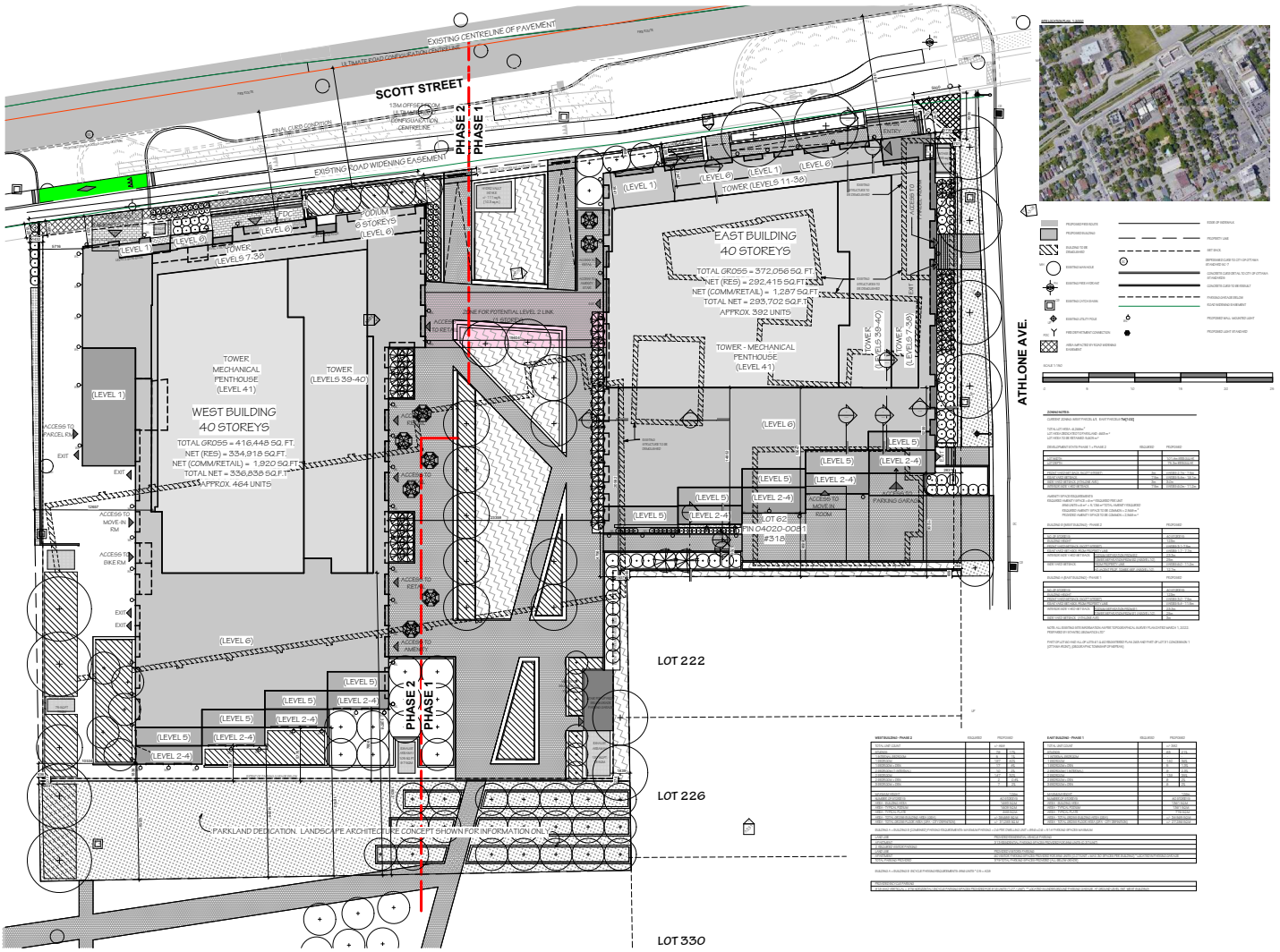


Figure 11.0 - Proposed Site Plan.

4. Built Form and Urban Fabric

The proposed buildings are strategically situated on the site to provide greater relief from the abutting neighbourhood, allow direct access to Lion's Park from the future LRT station, and create multiple wide pedestrian thoroughfares from all corners of the site. The two proposed buildings are situated along the Scott Street axis, maintaining the street edge (Figure 12.0). The building's tower forms are situated closer to Scott Street as a means of creating a further stepback from the low-rise neighbourhood to the South. The two buildings, separated by approximately 23 meters at grade, creates a wide North-South pedestrian thoroughfare. This landscaped plaza draws people into the site, funneling users along a series of retail/commercial units, and eventually to the existing and expansive Lion's park. This public plaza, widening at the South end of the site prior to reaching the park, further unifies the relationship between Lion's park and the existing site. The site is also accessed along Athlone Avenue, where a pedestrian thoroughfare connects the site from East to West. This circulation axis widens at the central node of the site and jogs to meet Lion's Park. Additionally, the site has a service access point at the West edge of the property boundary along Scott Street. The site has a perimeter consisting of landscaping and sidewalk, further connecting the two proposed buildings to the existing urban fabric.

Figure 12.0 - View of proposed towers from the North side of Scott Street.

Figure 13.0 - View of proposed towers from the North side of Scott Street.

5. The Base/Podium

The proposed towers, each comprised of 40 storeys, encompass six storey podiums (Figure 13.0). The various uses at grade activate the ground plane. Commercial/retail units and amenity spaces, primarily glazed, line the interior plaza space and create lively façades along Scott Street. The South façade of the West building encompasses amenity space fronting Lion's Park. Bicycle storage and a pet wash stations are also located at grade for ease of access and additional pedestrian and cyclist traffic flow, encouraging interactions at grade. Each building's "back-of-house" services, such as move-in rooms will be accessed via a Scott Street vehicular entrance point, and off of Athlone Avenue. Waste and recycling, located at parking level P1, will be accessed via the parking garage ramps. Opaque materiality and architectural screens where these services are located aids in the distinction between user's lively amenity spaces and service areas.

The porosity of the buildings, and the site as a whole, is further emphasized as the buildings relate to each other at grade. Access to commercial/retail and amenity spaces within the interior plaza space opposing each other intend on creating a lively duality. This interior plaza space aims to become an interactive space for residents of each building and the greater public. The building materiality also emphasizes this notion of duality as the buildings reflect each other as sisters but are not viewed as identical twins. Landscape features paralleling the architectural intent of this space result in a vivid and lush common gathering space (Figure 14.0).

6. Building Transition

The podiums share a consistent datum along Scott Street. The six storey massing is segmented into bays, as inset balconies and changes in materiality separate elements of the façade. The segmented bays also aim to create a repetitive, yet distinctive pattern at the pedestrian level. For users walking along Athlone Avenue, Scott Street, or through the interior plaza space, the scale of the building is minimized by the rhythmic use of masonry clad piers (Figure 15.0). The podiums wrap around the East and West facades individually and step down to meet the residential neighbourhood abutting the site.

Figure 14.0 - View of the pedestrian plaza linking Scott Street and Lion's Park.

Figure 15.0 - View of West building from the central public plaza space.

The terraces creating these stepped forms front Lion's Park, animating the buildings at various levels (Figure 16.0). The fine grain masonry materials and continuation of segmented bays on all facades of the podiums aim to reflect the existing context. Many low-rise residential homes along Athlone Avenue and Ashton Avenue are clad in masonry, and require the proposed development to mimic the scale, variable materiality, and textural quality of the neighbourhood (Figure 17.0).

Please refer to attached approved zoning envelope schedule for further information regarding building height and transition measures (Figure 64.0).

Figure 16.0 - View of the pedestrian entrance off of Scott Street

Figure 17.0 - View looking North-West, West building podium terraces.

Figure 18.0 - View of podium looking West along Scott Street.

7. The Middle

The two-storey glazed volumes from levels seven through eight creates a visual break between the masonry podiums and pre-cast clad towers. The transitional elements highlight the change in materiality while physically signifying a vertical gap between each building's podium and tower components.

8. The Tower and the Top

The tower portion of each building aims to provide an sleek and elegant component to the composition. Pre-cast panels frame triple grid windows, emphasizing the verticality of the towers. The uniformity of the pre-cast panels and windows is countered by the glazed corners, further elongating the form (Figure 20.0). The top, setback from the body of the tower, houses some residential units and additional amenity space. The architectural language is extended to encompass the mechanical penthouses and create a crown, visible from afar and impacting the Ottawa skyline (Figure 21.0).

The 40 storey towers provide density to the neighbourhood as they contain a total of 856 units. These units will consist of a variety of unit typologies. These unit's views benefit from the varied landscape

Figure 19.0 - View of both towers and podiums from the abutting neighbourhood to the South.

and typography of the city. To the south, units will have an unobstructed view of the park, while along the North facades, residents will see the Ottawa River, and beyond, the Gatineau hills. To the North-East, residents will view the city's downtown core (Figure 19.0).

Figure 20.0 - Proposed pre-cast panels on the tower portion of both the East and West buildings.

Figure 21.0 - View of tower crowns looking South-East.

9. Sustainability

The proposed development is exploring various sustainability strategies and components which may be suitable to the site. The proposed development aims to contributed to all three pillars of sustainability: social, economic and environmental. Various options are being explored, including CMHC MLI Select which targets affordability, energy efficiency, greenhouse gas reductions, and accessibility. Social sustainability initiatives such as additional bike parking, ample exterior amenity spaces for residents, and proximity to the future transit station encourage a healthy lifestyle.

10. Landscape, Public Realm and Site Access

The site's proposed landscaping intends to create a clear connection between the future LRT station, and the existing park, by creating places for users to rest, play, and experience the development, while meandering from one destination to another. The site's previous use as a curling club, and the adjacent park and gymnastics club, indicate the desire for a place of leisure. The proposed landscaping concept replicates this notion and provides various settings for this to occur. A seating area East of the West building creates a place of relaxation, while the meandering pedestrian path provides a space for bustling activity. The segments of lawn allow for playful interaction between users, and bridges the dynamic activities of the park and those of the proposed development.

Ease of access to the site is further reinforced by the siting of the two towers, and the landscaping at grade (Figure 22.0). The site is serviced by OC Transpo bus routes and is within close walking distance of the future OC Transpo LRT Transit Station. Additionally, the site is accessed by vehicular traffic, pedestrians, and cyclists. The precise location of both towers and landscaping features aid in funneling

users on foot into and through the site, towards entrances, and outdoor amenity spaces. Additionally, landscaping elements such as mature trees, planting walls containing vegetation, and shrubbery, helps to buffer traffic, noise, and wind, while creating safe and enjoyable designated zones for residents and users (Figure 23.0-24.0). For users travelling by vehicle, the development will be completed with three and a half levels of underground vehicular parking at a ratio of 0.37 spaces per unit plus 60 visitor parking spaces for a total of +/- 379 parking spaces. The parking garage will have two access points. One access will be located at the West edge of the site along Scott Street, while the other will be located towards the South property boundary, just off of Athlone Avenue.

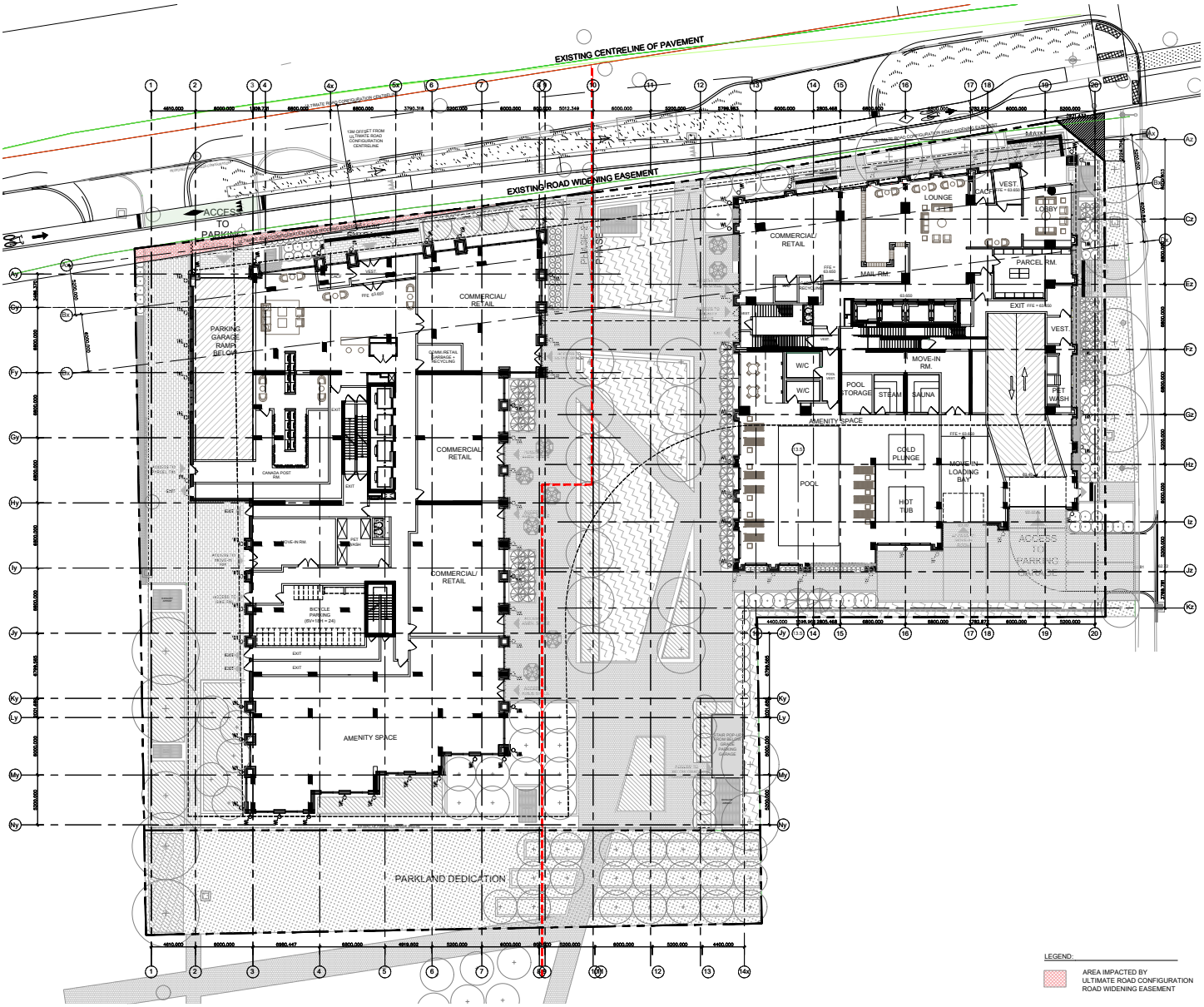


Figure 22.0 - Composite Ground/Landscape Plan.

Figure 23.0 - View of the proposed pedestrian plaza linking Scott Street and Lion's Park.

Figure 24.0 - View North from Lion's Park.

Figure 25.0 - View looking North-West from within the central pedestrian plaza space.

The site landscape strategy not only addresses site access, pedestrian flow, user comfort, and building functionality, but also delivers integrated solutions to various grade changes. The landscape design incorporates ramped entrances to each building and the public plaza along Scott Street, Athlone Avenue, as well as from Lion's Park. The site is strategically segmented to have hardscaped zones for pedestrians and cyclists, as well as commercial/retail and amenity terraces. These hardscape zones are

Figure 26.0 - Landscape concept images.

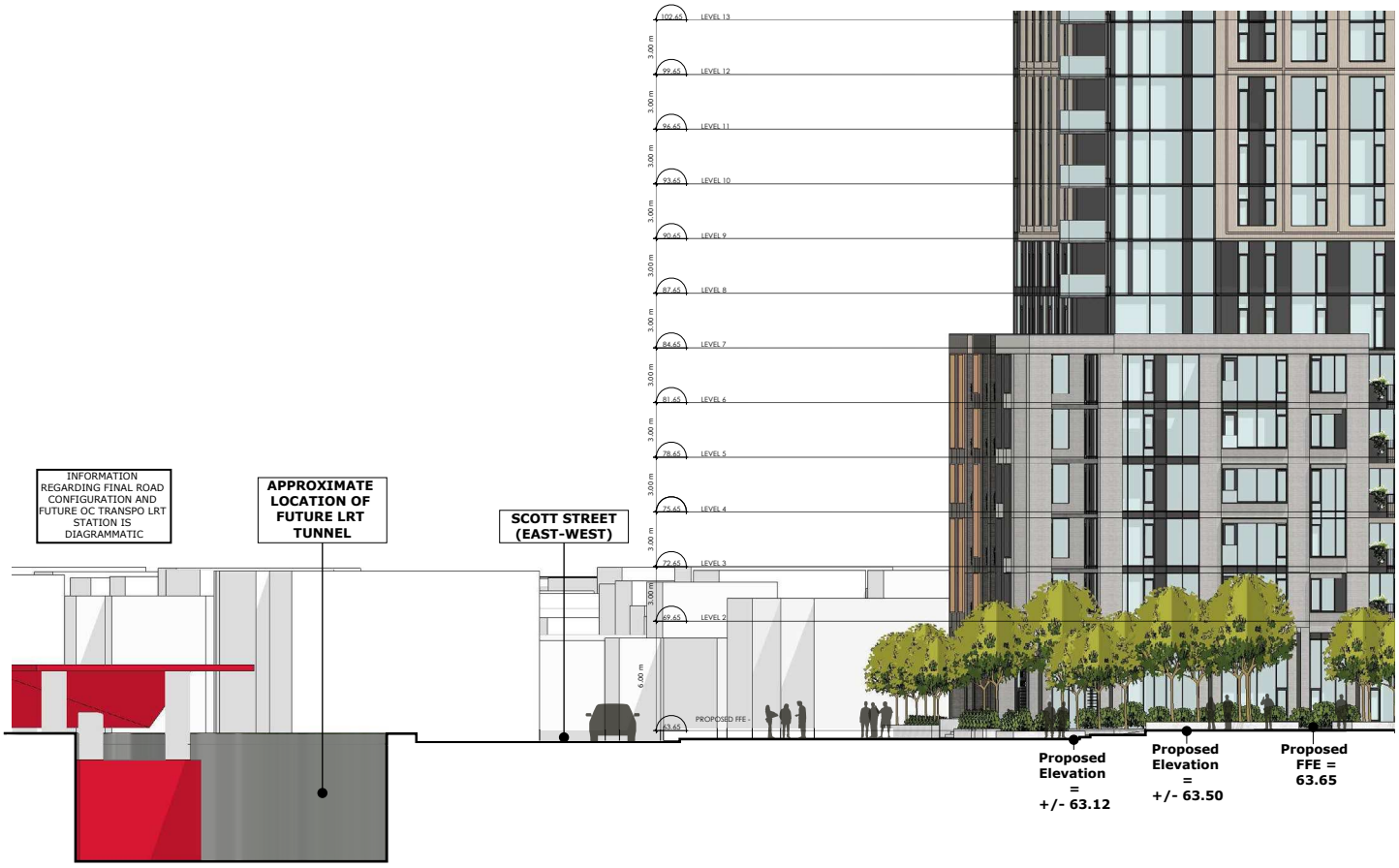
further differentiated by paving materiality and planters, angular in nature to reflect the development's desire to funnel users throughout the site. These zones, along with vegetative planters and grassed areas, create comfortable spaces for users to sit, relax, and enjoy (Figures 25.0-26.0).

11. Streetscape Cross Sections

The following site sections reflect the manner in which the proposed development aims to reinvent the streetscape of Scott Street and Athlone Avenue, and connect to Lion's Park. The Scott Street site section's final proposed street condition and details regarding the future OC Transpo LRT Transit station are diagrammatic. It is intended that the Scott Street and Athlone Avenue intersection is to become an urban node within the city, flanked by the LRT station and the proposed development (Figures 27.0-31.0).

12. Alternative Massing Studies

The massing studies (Figures 32.0-49.0) were not selected for various reasons relating to building orientation, transition, sun shadow impacts, site porosity, and the incorporation of public space. A number of three-tower massing strategies were explored. In particular, a three-tower scheme consisting of a 20-storey, 36-storey, and 40-storey scheme evolved as a means of carving out the As-of-Right massing, and reallocating the density into tower form to create a public plaza (Figure 50.0). This strategy divided



1 A4.00 SCOTT STREET SITE SECTION
Scale: 1: 100

Figure 27.0 - Scott Street Site Section.

1 A4.01 ATHLONE AVENUE SITE SECTION
Scale: 1: 100

Figure 28.0 - Athlone Avenue Site Section.

1 A4.02 LION'S PARK SITE SECTION
Scale: 1: 100

Figure 29.0 - Lion’s Park Site Section.

1 EAST-WEST SITE SECTION
A4.03 Scale: 1: 150

Figure 30.0 - East-West Jogged Site Section.

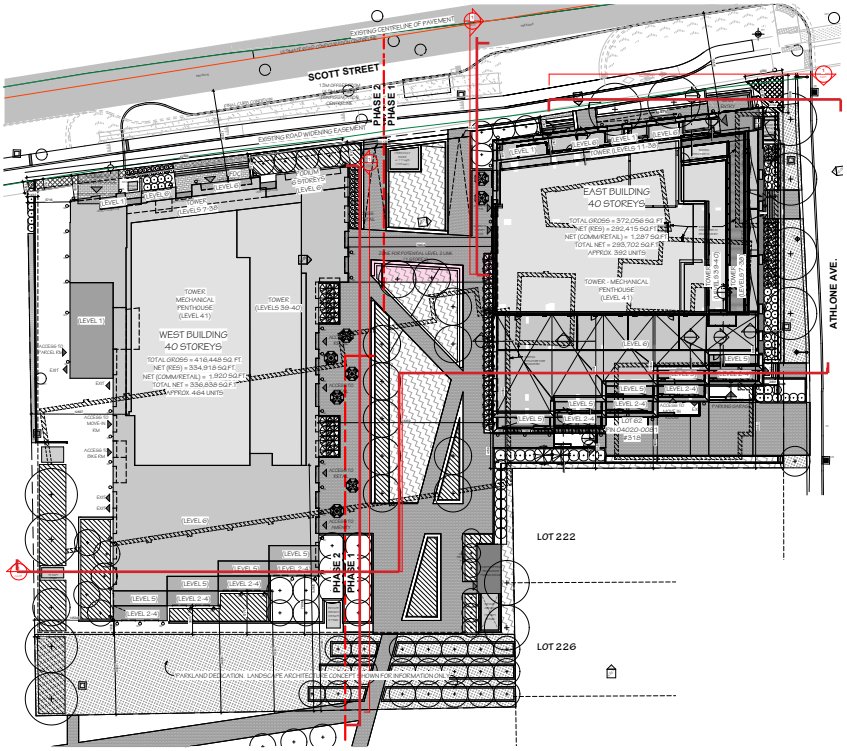


Figure 31.0 - Site Sections Keyplan.

12. ALTERNATE BUILDING MASSING STUDIES

Fig. 32.0
Alternative Massing Study.

Fig. 33.0
Alternative Massing Study.

Fig. 34.0
Alternative Massing Study.

Fig. 35.0
Alternative Massing Study.

Fig. 36.0
Alternative Massing Study.

Fig. 37.0
Alternative Massing Study.

Fig. 38.0
Alternative Massing Study.

Fig. 39.0
Alternative Massing Study.

Fig. 40.0
Alternative Massing Study.

Fig. 41.0
Alternative Massing Study.

Fig. 42.0
Alternative Massing Study.

Fig. 43.0
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Fig. 44.0
Alternative Massing Study.

Fig. 45.0
Alternative Massing Study.

Fig. 46.0
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Fig. 48.0
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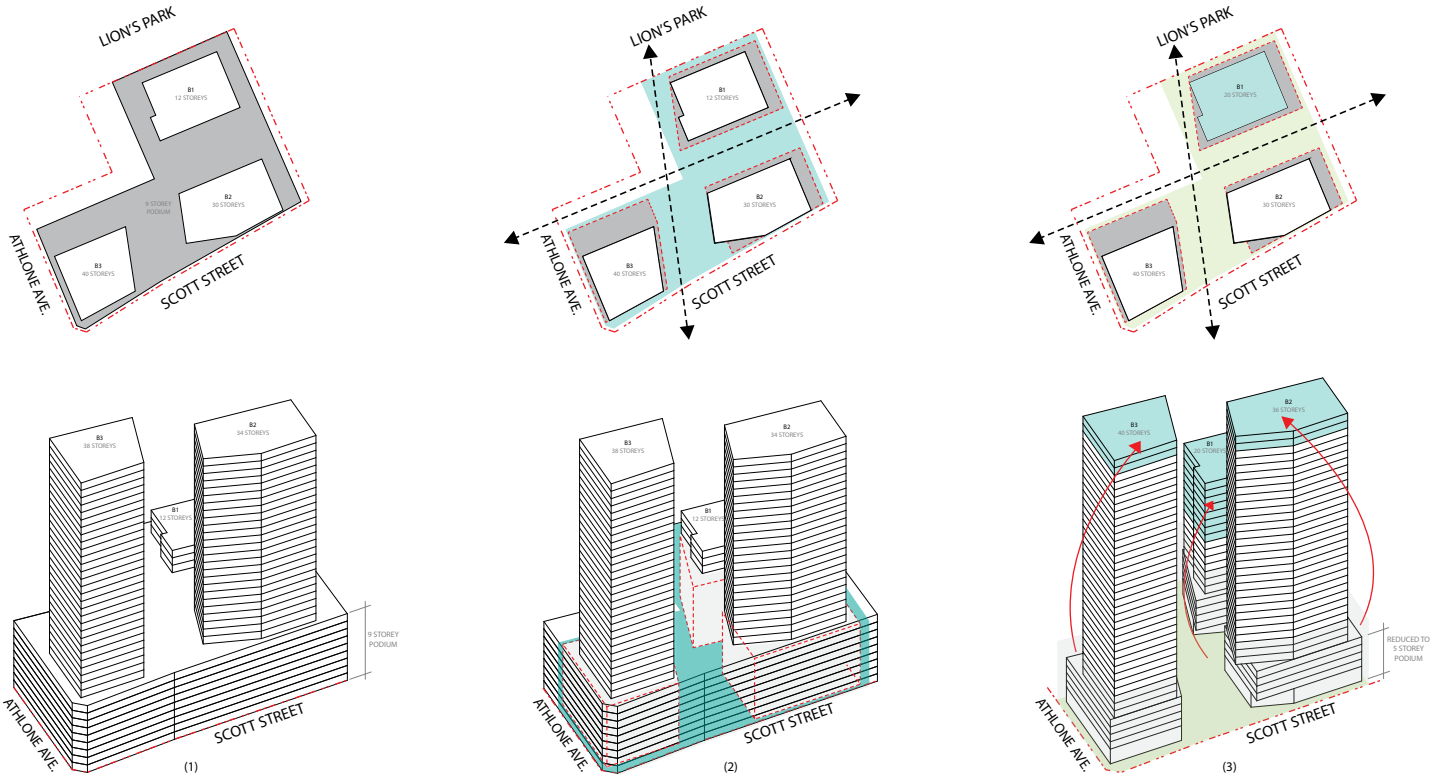
Fig. 49.0
Alternative Massing Study.



9 STOREY PODIUM

CARVE OUT PUBLIC PLAZA FROM 9 STOREY PODIUM TO CREATE PUBLICALLY ACCESSBILE PARK SPACE

REALLOCATE AREA FROM 9 STOREY PODIUM TO BUILDING 1, 2 & 3 TO ALLOW THE PUBLIC TO UTILIZE THE PROPOSED PARK SPACE

Figure 50.0 - Alternative three tower massing scheme diagram.

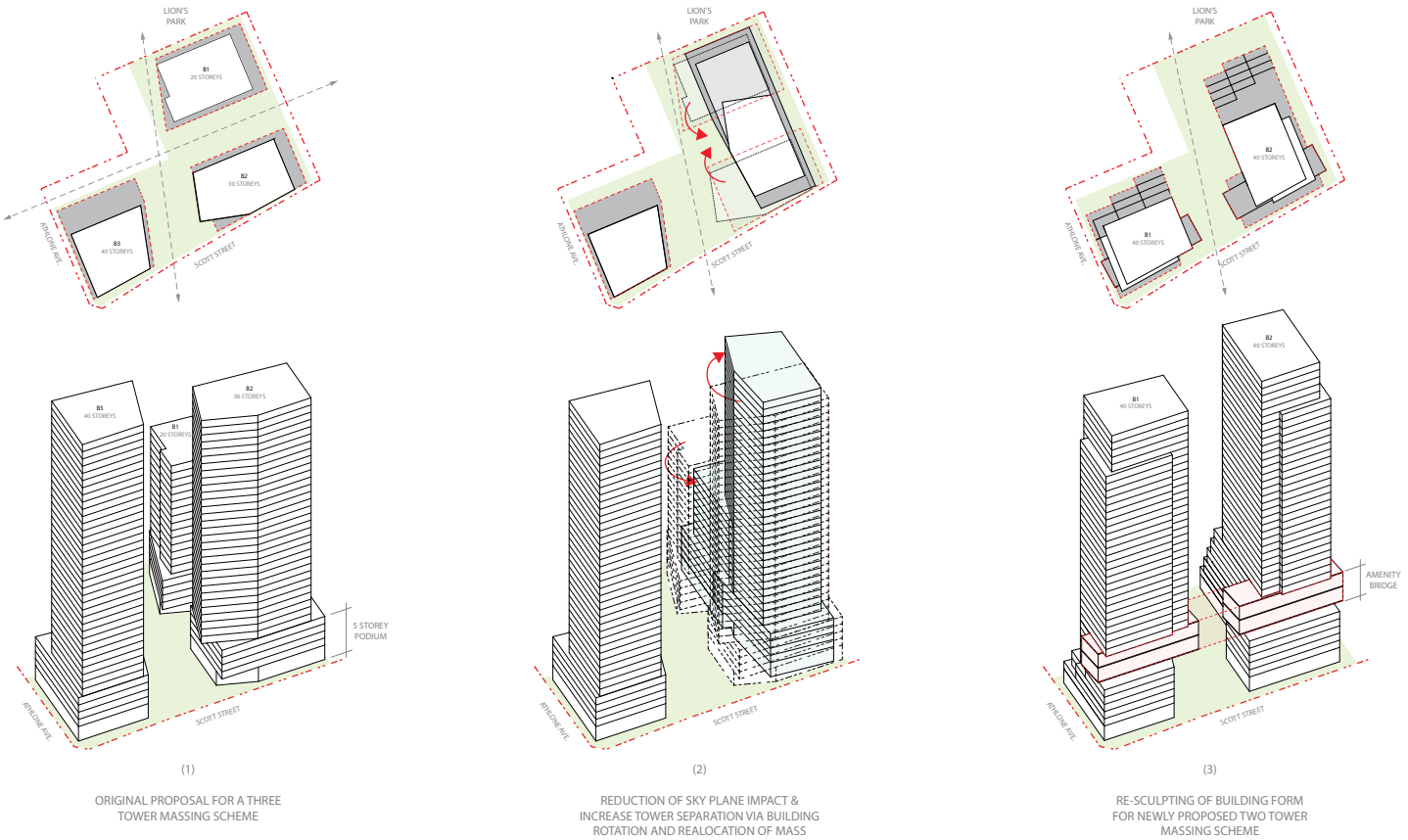


Figure 51.0 - Proposed design massing diagram.

the site with a North-South axis, creating a public thoroughfare from the future LRT station through to Lion's Park. However, this strategy did not provide as great of relief to the adjacent neighbourhood as the current proposal.

The current proposal evolved from this three-tower iteration. The two most Western towers were rotated, merged, and shifted to reduce the skyline impact and provide greater relief to the South (Figure 51.0). This scheme results in greater building separation and more usable public space. The buildings were further sculpted to create a stepped form towards the abutting neighbourhood and further emphasize primary uses at grade. The proposed massing also maintains the through site connection from the future LRT station to Lion's park. The proposed massing strategy results in a maximized exterior amenity space, increased pedestrian flow throughout the site, greater building separation, and improved transition to the adjacent neighbourhood.

14. Summary of the Urban Design Review Panel Comments:

(September 9, 2022 UDRP): The UDRP was in support of the two-tower approach based on a number of criteria. The Panel was appreciative of the stepped form towards the south, but wished for additional studies as to how this terraced massing could be developed further. The UDRP supported the notion of a bridge, however, the Panel had concerns over the bridge's height and relationship to the street. The UDRP also recommended the towers be of varying heights. The Panel recommended this site be mixed-use, given it's proximity to the future LRT station. The Panel also encouraged further considerations of building transition and façade treatment along Athlone Avenue due to its proximity to low-rise residences.

(July 7, 2023 UDRP): The UDRP indicated that they appreciate the proposal and how it has developed. The Panel had concerns regarding what was previously the bridge volume, how the soffits would be treated at this location, and the aggressiveness of a proposed art installation bridging the two towers. We have separated the two buildings, eliminated the art installation at this location, and will continue to develop the soffits for the cantilevered volumes. The Panel also encouraged consideration of the site's relationship with the neighbouring properties. Visibility, porosity, and animation regarding the development's interaction and alignment with Lion's Park was also recommended.

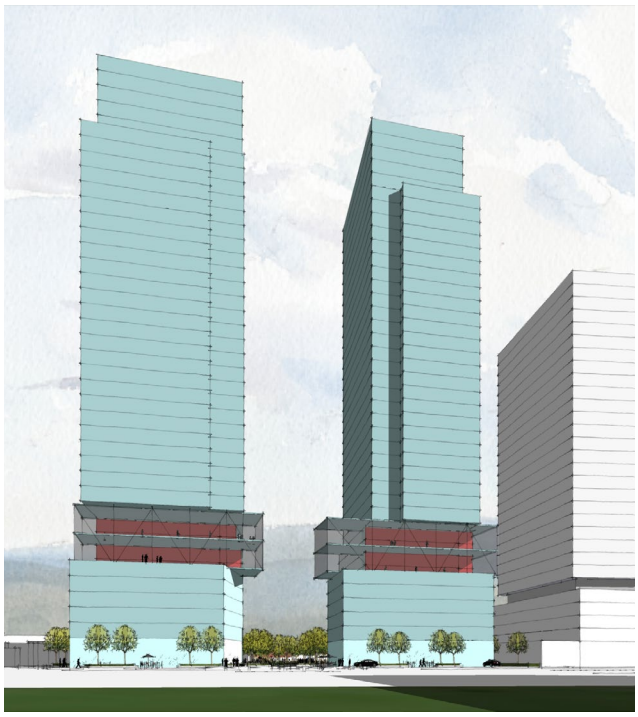


Figure 52.0 - Previously proposed massing.

Figure 53.0 - Currently proposed towers.

15. Updates Since ZBA Approval

On October 27, 2022, a motion was carried at a Planning Committee Meeting to approve the subject sites, 2006, 2020 & 2026 Scott Street, and 314 & 318 Athlone Avenue to be rezoned to TM[2829] S465-h.

Since attending the Urban Design Review Panel (UDRP) on September 9, 2022, and the Planning Committee meeting on October 27, 2022, the proposed design has continued to evolve.

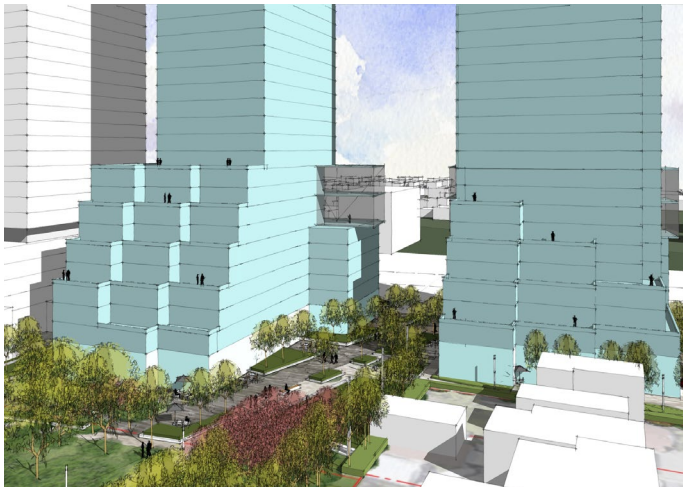


Figure 54.0 - Previously proposed stepped massing.

Figure 55.0 - Currently proposed stepped podium.

Updates Made Prior to Site Plan Approval Resubmission in October 2023:

The two-tower scheme presented to the Planning Committee remained similar in form and scale. The overall building massing was not been significantly altered. The tower forms for both the West and East buildings were both 40 storeys in height, as presented to the Planning Committee (Figure 52.0-53.0). City Staff and the Planning Committee encouraged the proposed development to not exceed 40 storeys. Therefore, in order to maintain density, the building heights were not reduced or increased. The podium form was further developed in between presenting to the UDRP in 2022 and presenting to the Planning Committee. The alterations included smaller stepped terraces along the South facades. Additionally, the scheme presented to the UDRP in 2022 had continual stepping to the South façade of the tower portion of each building. The proposed scheme terminated the stepping further south from the towers, providing a greater setback from the abutting neighbourhood. This additional relief, along with the narrower stepped terraces, created a more delicate approach to the overall massing (Figure 54.0-55.0).

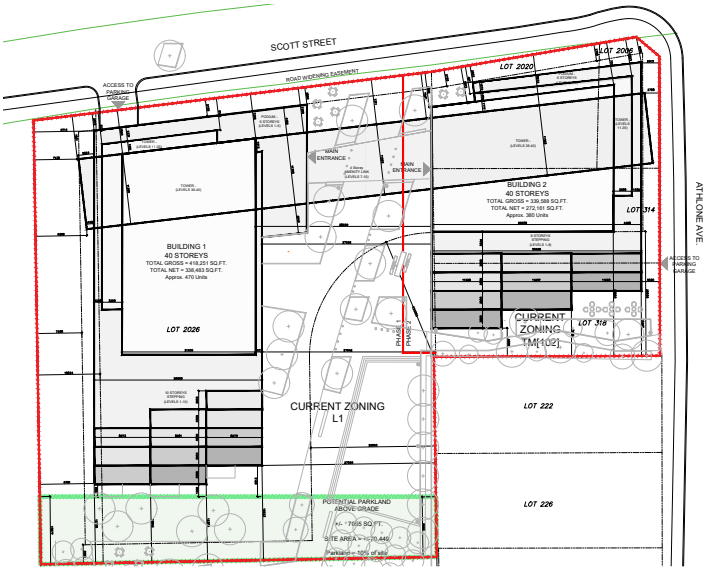


Figure 56.0 - Previously proposed site plan.

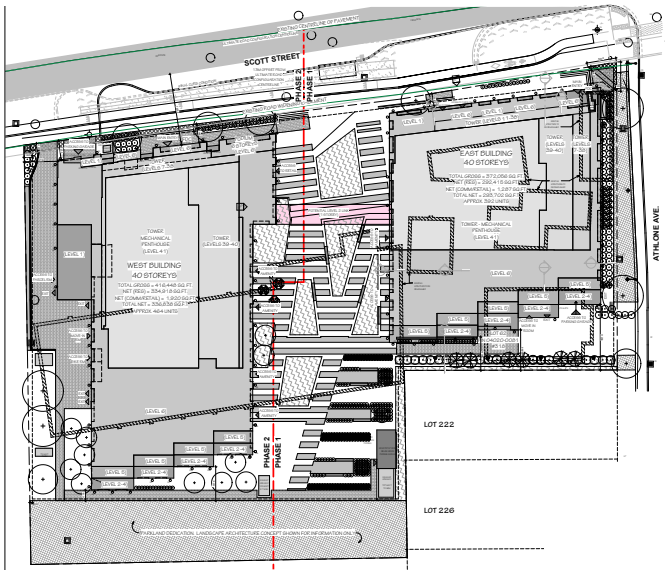


Figure 57.0 - October 2023 proposed site plan.

The location and building footprints of both the East and West towers remained similar to that proposed to the UDRP in 2022 and Planning Committee (56.0-57.0). The October 2023 Site Plan Approval Resubmission included cantilevered volumes from levels 7-10. These volumes, previously the bridge element, maintained a visual and physical break between the towers and podiums of each building. These overhanging volumes were to be visible from grade as you approach the site, as well as from afar, providing a unique element to passersby, as well as for users experiencing the spaces from within.

The architectural language was further developed, as the design proposed to the Planning Committee was presented as massing with architectural intent. Materiality, porosity, scale, and texture were explored as a means of defining the proposed buildings' language. The updated podium consisted of varying masonry materials, punctuated by glazing where porosity is essential. The varied masonry aims to break up the facades and provide visual intent of the programmatic uses. The masonry clad stepped terraces along the South edge of the podiums aim to reflect the low-rise residential scale and quality. The towers, clad in pre-cast panels framing triple height windows elongate the form and provide a rhythmic grid to all facades. The landscape proposal has evolved parallel to the architecture, as the buildings' architectural language, programmatic functions, and formal elements have been further developed (Figure 58.0-59.0).

Updates Made Prior to Site Plan Approval Resubmission in March 2024:

Since the Site Plan Resubmission in October of 2023, the design has been further developed. The cantilevered volumes, previously the bridge component, were removed, simplifying the intersection of the podium and tower components. The tower floorplate, now beginning at level seven (previously level 11), results in the removal of additional stepping and height at level seven (East Building) and from levels seven through nine (West Building). This alteration results in both buildings maintaining a consistent podium height of six storeys on all facades. To distinguish the “base” and “tower” and maintain a “middle”, levels seven and eight are differentiated through materiality. These two levels, primarily glazed, oppose the heavier masonry of the podium, and the pre-cast clad tower. The removal of these cantilevered elements results in a traditional base, middle, tower, top formation.

Figure 58.0 - Previously proposed development.

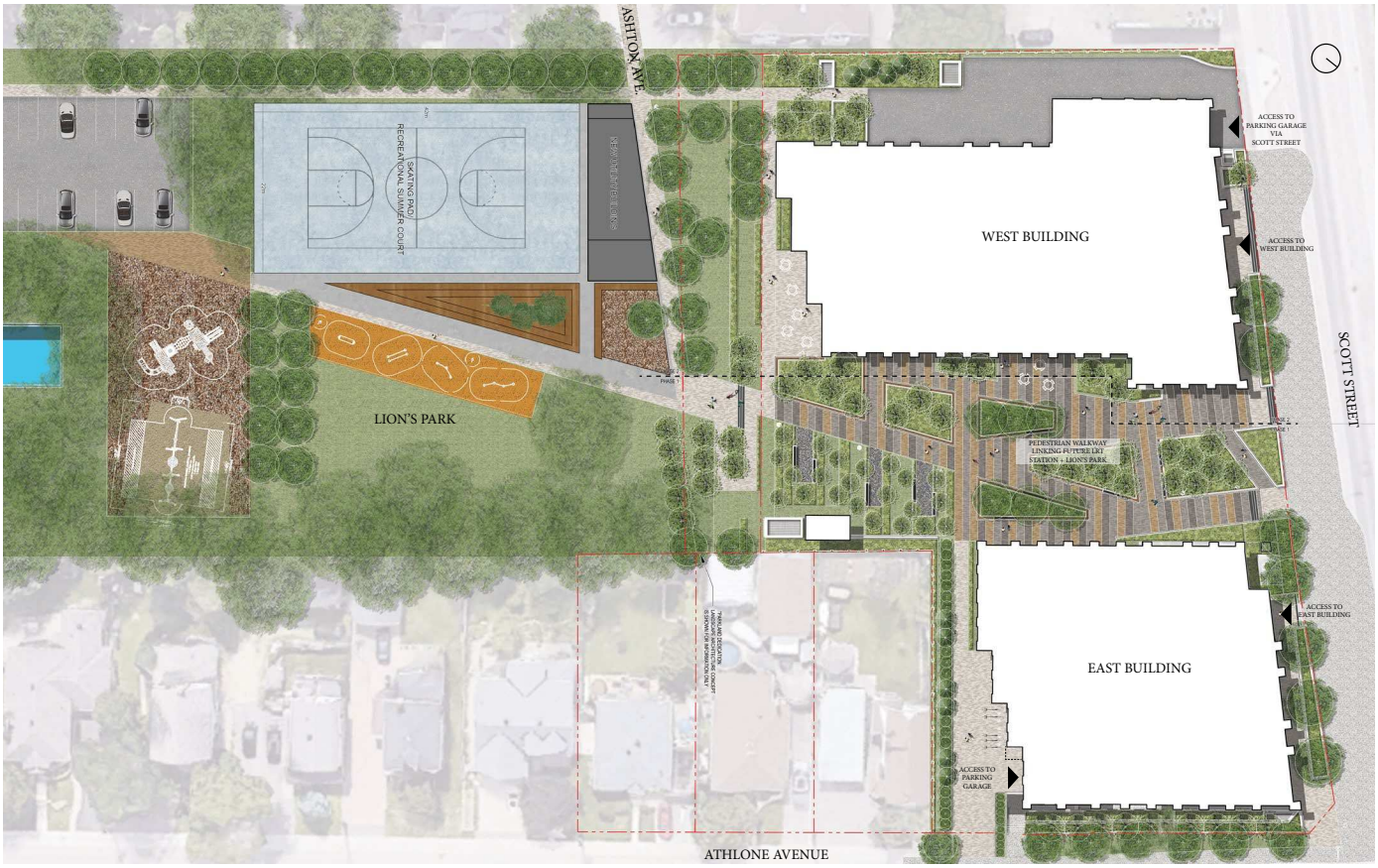


Figure 59.0 - Proposed development.

16. Elevations

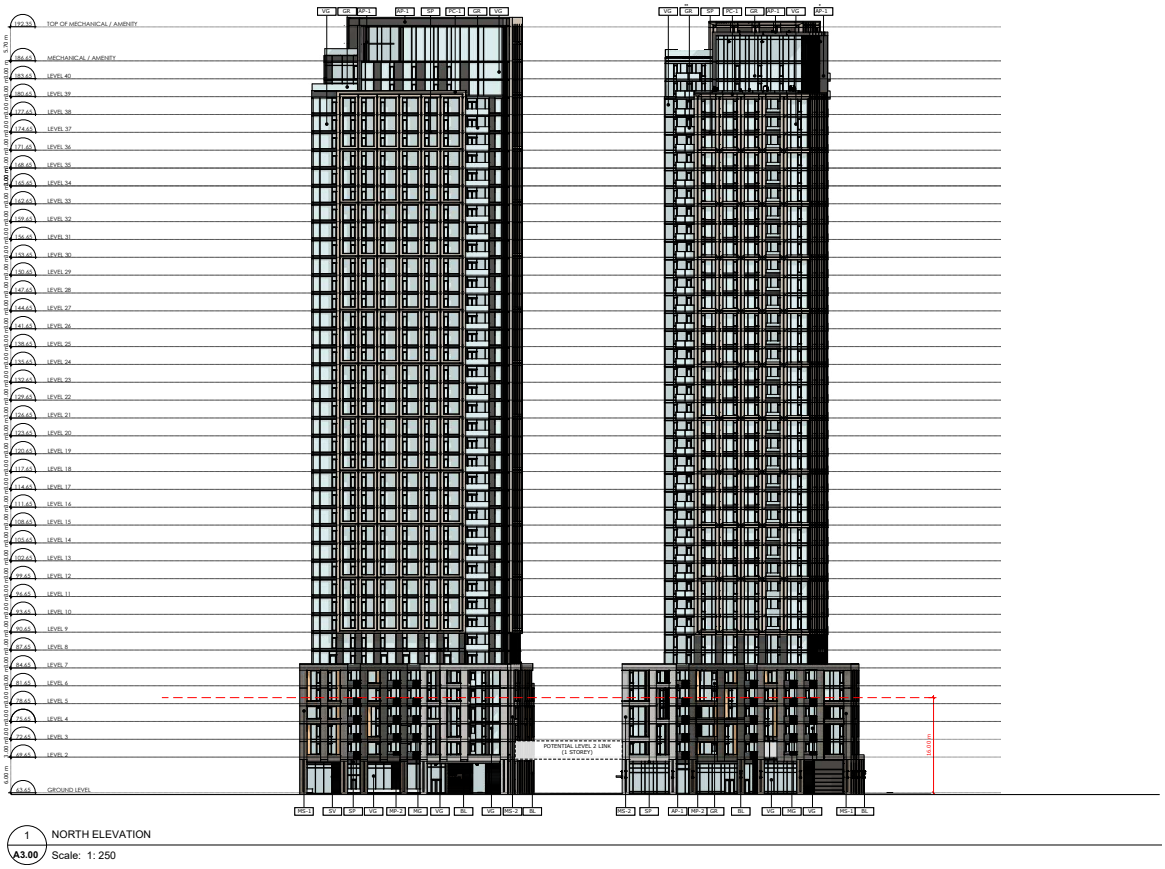


Figure 60.0 - Building 1 + 2 North Elevations

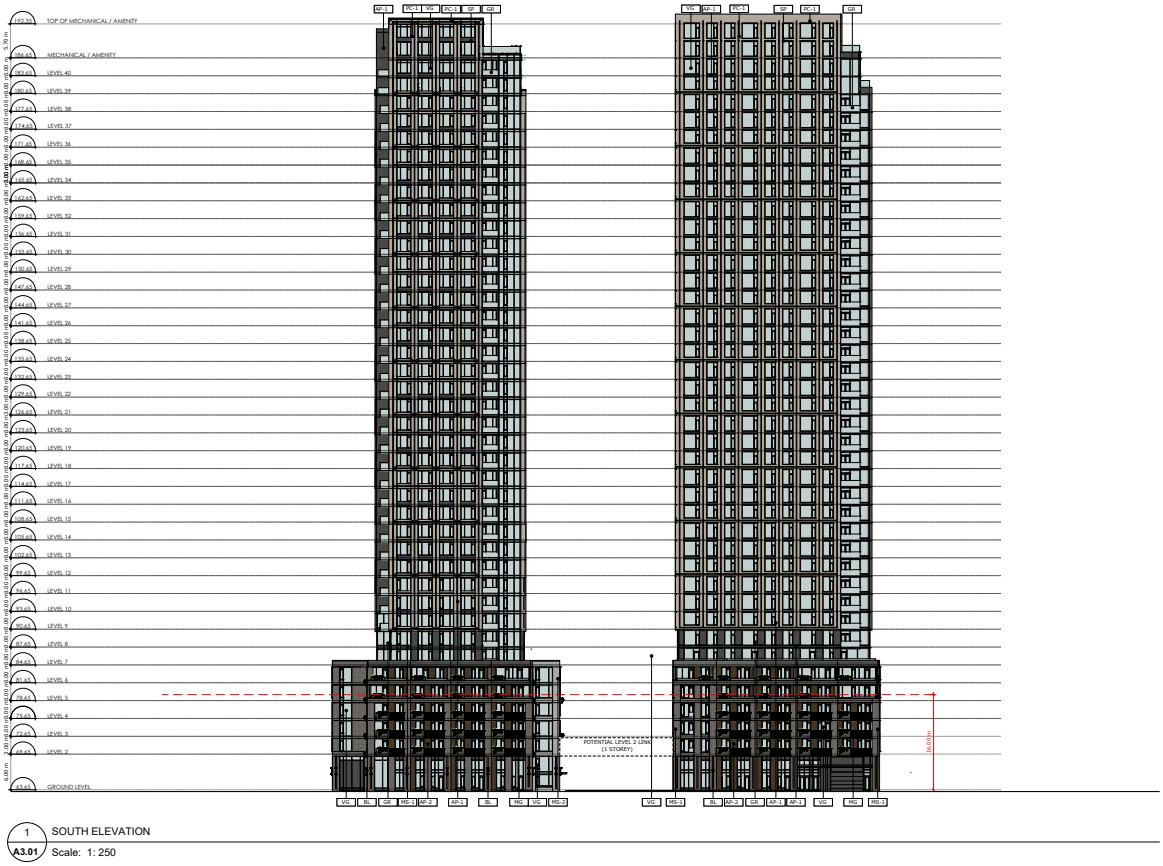


Figure 61.0 - Building 1 + 2 South Elevations

16. Elevations

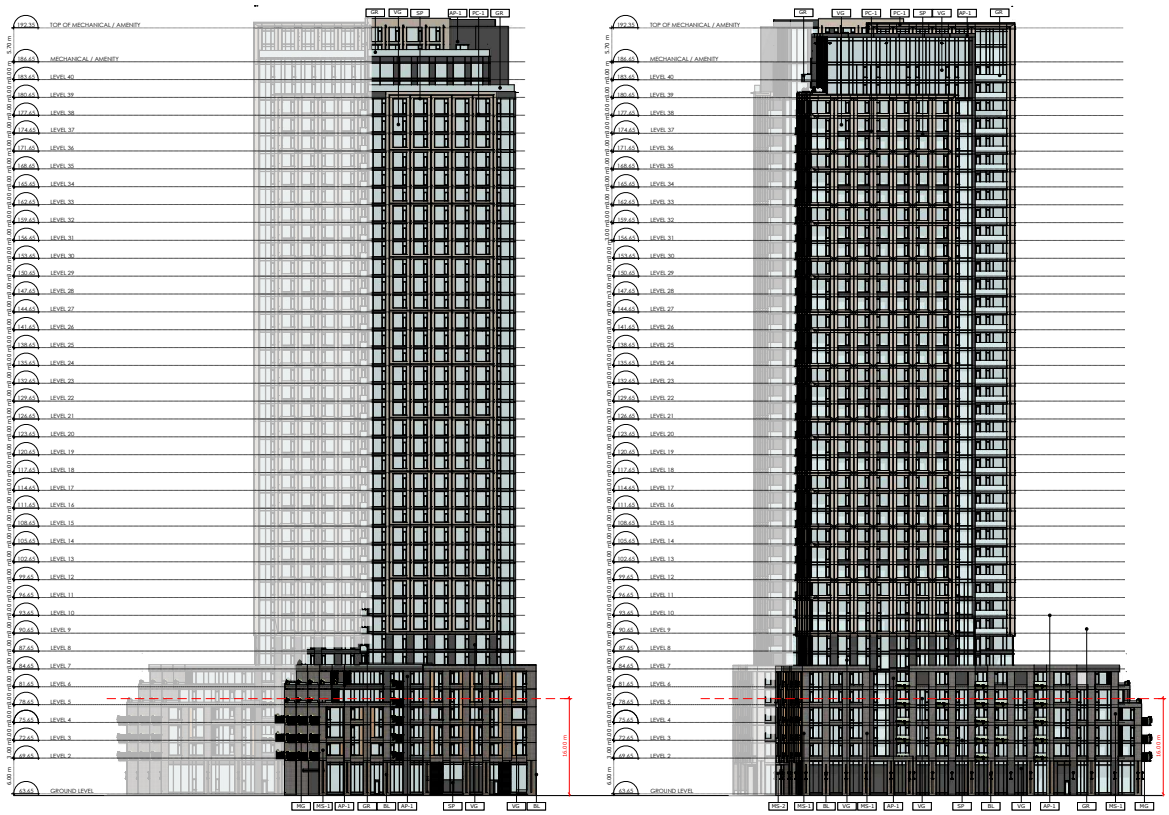


Figure 62.0 - East Building East Elevation + West Building West Elevation.

Figure 63.0 - East Building West Elevation + West Building East Elevation

17. Zoning Envelope Schedule

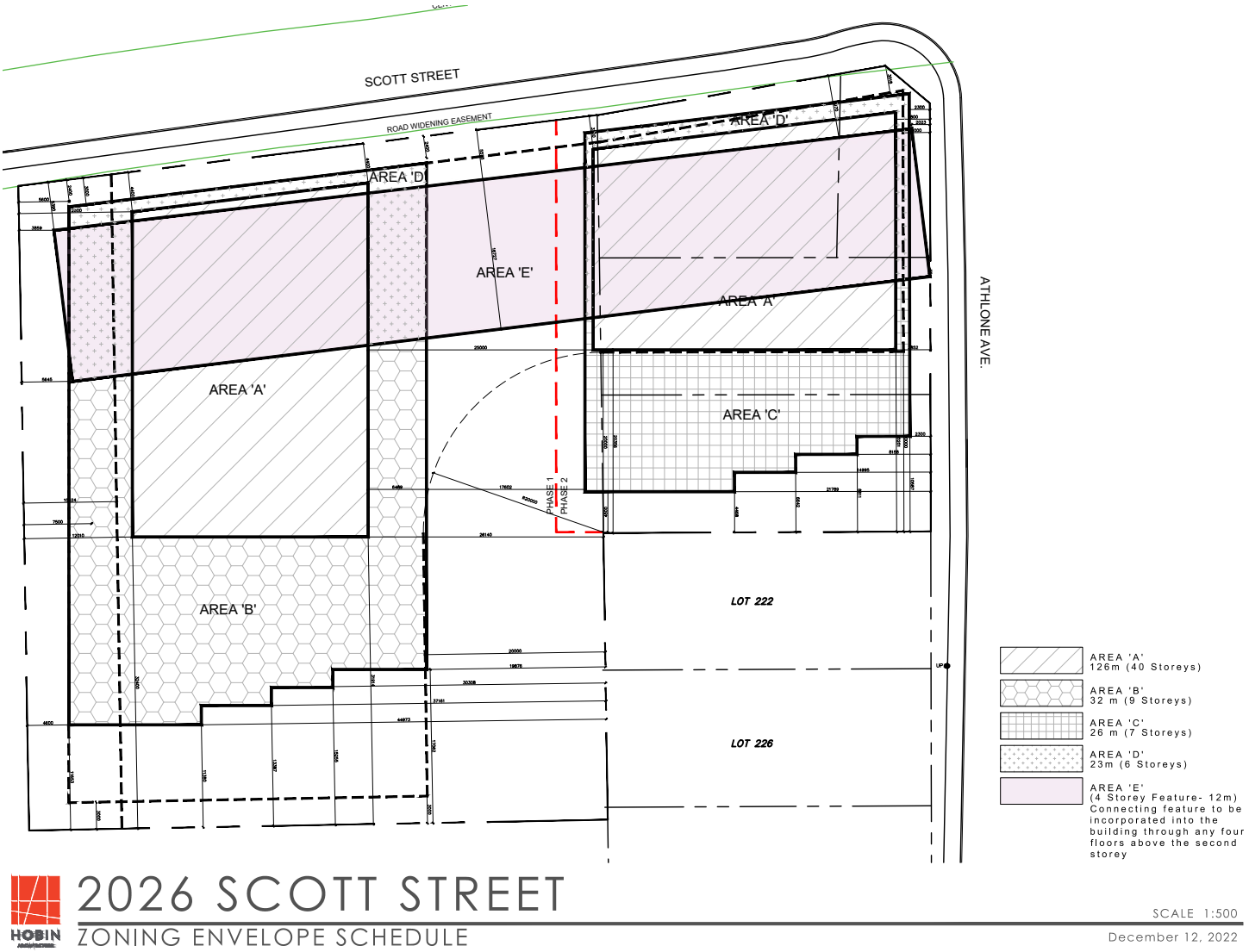


Figure 64.0 - Approved Zoning Envelope Schedule

2026 SCOTT STREET PROPOSED DEVELOPMENT

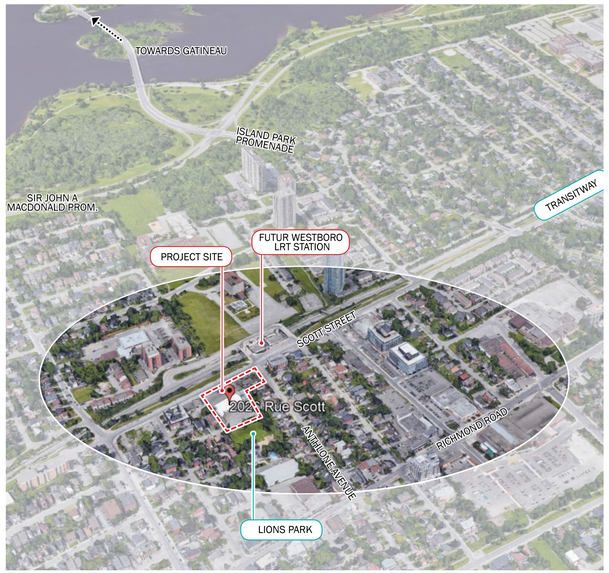
Potential Link Connecting the East and West Buildings at Level Two

The proposed development, consisting of two high-rise buildings and a pedestrian plaza and thoroughfare intends to become a busting urban hub, drawing users into the site and activating the streetscapes and adjacent Lion's Park. This development aims to provide residential and commercial/retail units in close proximity to the future LRT station.

The proposed buildings are strategically situated on the site to provide greater relief from the abutting neighbourhood, allow direct access to Lion's Park from the future LRT station, and create multiple pedestrian thoroughfares from all corners of the site. The two proposed buildings are situated along the Scott Street axis, maintaining the street edge. The building's tower forms are situated closer to Scott Street as a means of creating a further stepback from the low-rise neighbourhood to the South. The two buildings, separated by approximately 23 meters at grade, creates a wide North-South pedestrian thoroughfare. This landscaped plaza draws people into the site, funneling users along a series of commercial/retail units and amenity spaces and eventually to the existing and expansive Lion's park. This public plaza, widening at the South end of the site prior to reaching the park, further unifies the relationship between Lion's park and the existing site. The site is also accessed along Athlone Avenue, where a pedestrian thoroughfare connects the site from East to West. This circulation axis widens at the central node of the site and jogs to meet Lion's Park. Additionally, the site connects to Asthon Avenue through Lion's park.

The proposed towers, each comprised of 40 storeys, encompass six storey podiums. The various commercial and amenity uses at grade, primarily glazed, line the interior plaza, create lively façades, and activate the ground plane. The South façades of both buildings encompass amenity spaces with terrace access fronting Lion's Park, further emphasizing the porosity of the buildings and the site as a whole. This thoroughfare aims to become an interactive space for residents of each building and the greater public, as users travel through, pause, and enjoy the plaza. Landscape features paralleling the architectural intent of this space result in a vivid and lush common gathering space.

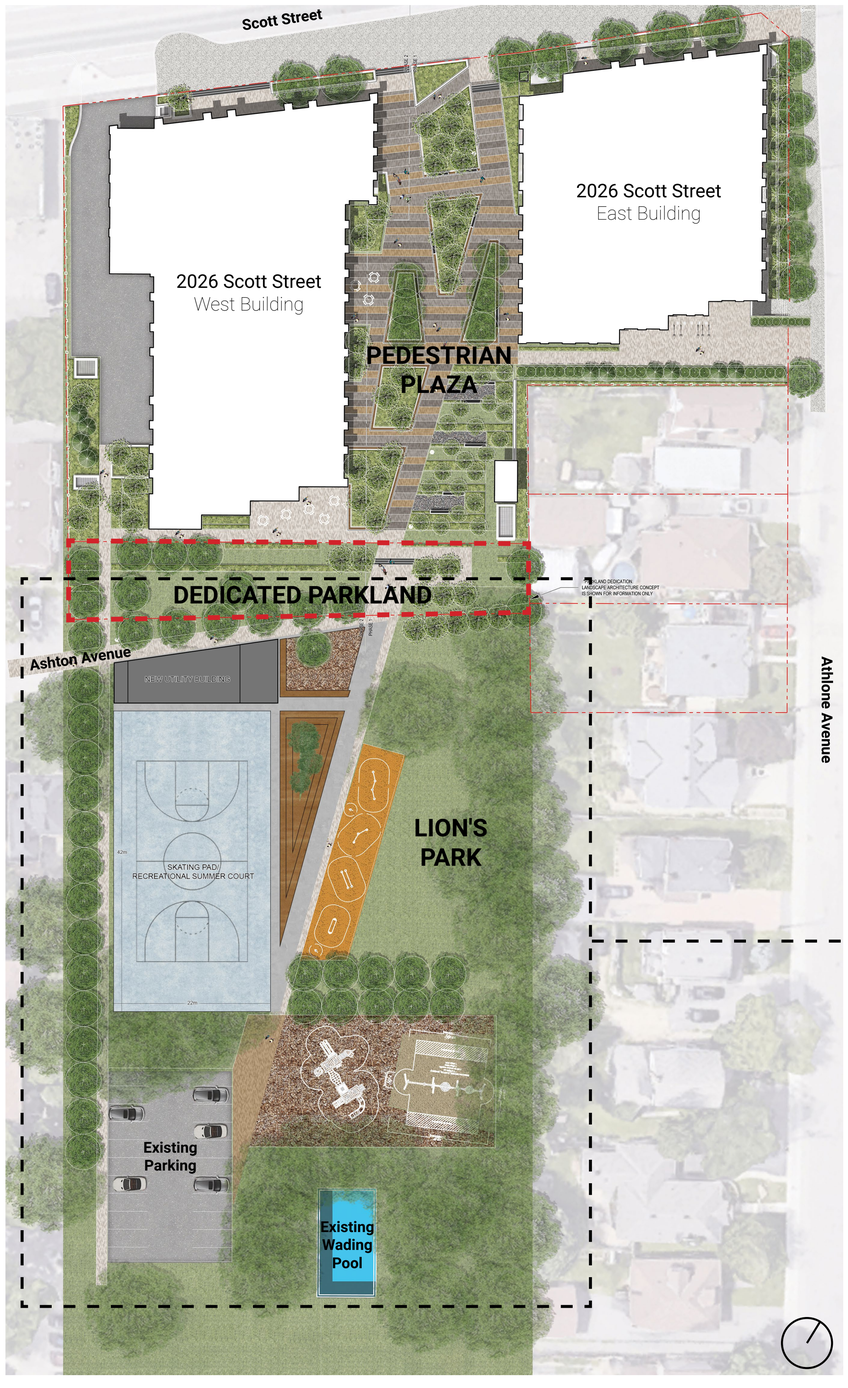
LION'S PARK PRELIMINARY CONCEPT



Future LRT Station

Lion's Park

The proposed preliminary concept for Lion's Park includes the development of a recreational pad to be utilized as an outdoor skating rink in the winter months, and a basketball court with alternate uses such as a market space, a hopscotch zone, skate board park, etc. in the summer months. This recreational pad will be bordered by a tiered seating area for users to put on their skates and for spectators to view the various activities taking place within the park. Additonally, a small building will conceal mechanical equipment relating to the skating rink and provide a facility for ancillary uses. The proposed concept maintains the existing parking lot, outdoor pool, and ample green space. The formal design of the preliminary concept aims to draw users into Lion's Park from the LRT station, and through the Scott Street development. Pathways proposed from the existing parking lot and Ashton Avenue are oriented to further establish a connection between the existing neighbourhood and Lion's Park.



LION'S PARK PRELIMINARY CONCEPT

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