

1950 SCOTT STREET

DESIGN BRIEF

ISSUED FOR SITE PLAN CONTROL

24.11.01

APPLICATION SUMMARY

Application Type: Zoning By-Law Amendment

Legal Description: LOTS 24 AND 25 AND PART OF LOTS 45, 46, 47 AND 48 REGISTERED PLAN 369 CITY OF OTTAWA

Municipal Address: 1950 Scott Street

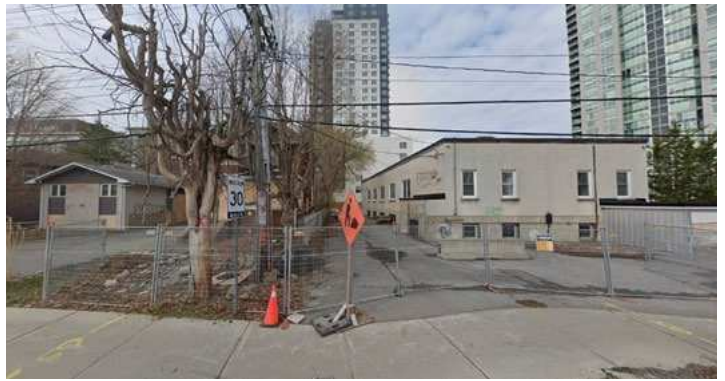
The proposed tower at 1950 Scott Street aims to provide a mixed-use, high density residential tower in the heart of the established neighbourhood of Westboro. Situated in close proximity to services, shopping, restaurants, and transit, the future development will contribute to the continually growing success of the community. The one-building site will provide a prominent street edge condition along Scott Street, a residential, pedestrian scale along Clifton Road, and adequate green space for residents. The intentional arrangement of the site, circulation, and access points aims to foster public relationships reflective of the existing context while further activating the ground plane.

PROJECT HISTORY

On October 15, 2018, a Zoning By-Law Amendment Application for 1950 Scott Street, 312 Clifton, and 314 Clifton Road was submitted. Within this design brief, these three addresses are referenced as “1950 Scott Street”. An addendum to the Planning Rationale submitted for the Zoning By-Law Amendment Application was submitted to the City of Ottawa on February 21, 2019. The addendum clarified and elaborated on the Section 37 calculations, an analysis of the proposal against current urban design guidelines, and revised details for the requested Zoning By-law Amendment.



Figure 1.0 - City of Ottawa Site Context Map.



Figures 2.0-4.0 - Existing Conditions, 1950 Scott Street, 312 & 314 Clifton Road.

The subject site includes one mixed-use tower, vehicular access to a below grade parking garage, and landscaping associated with the building program.

This Design Brief, submitted as part of the Site Plan Application, focuses on the mixed-use high-rise tower's program, form, location, orientation, public realm, materials and design as experienced from the street and from afar.

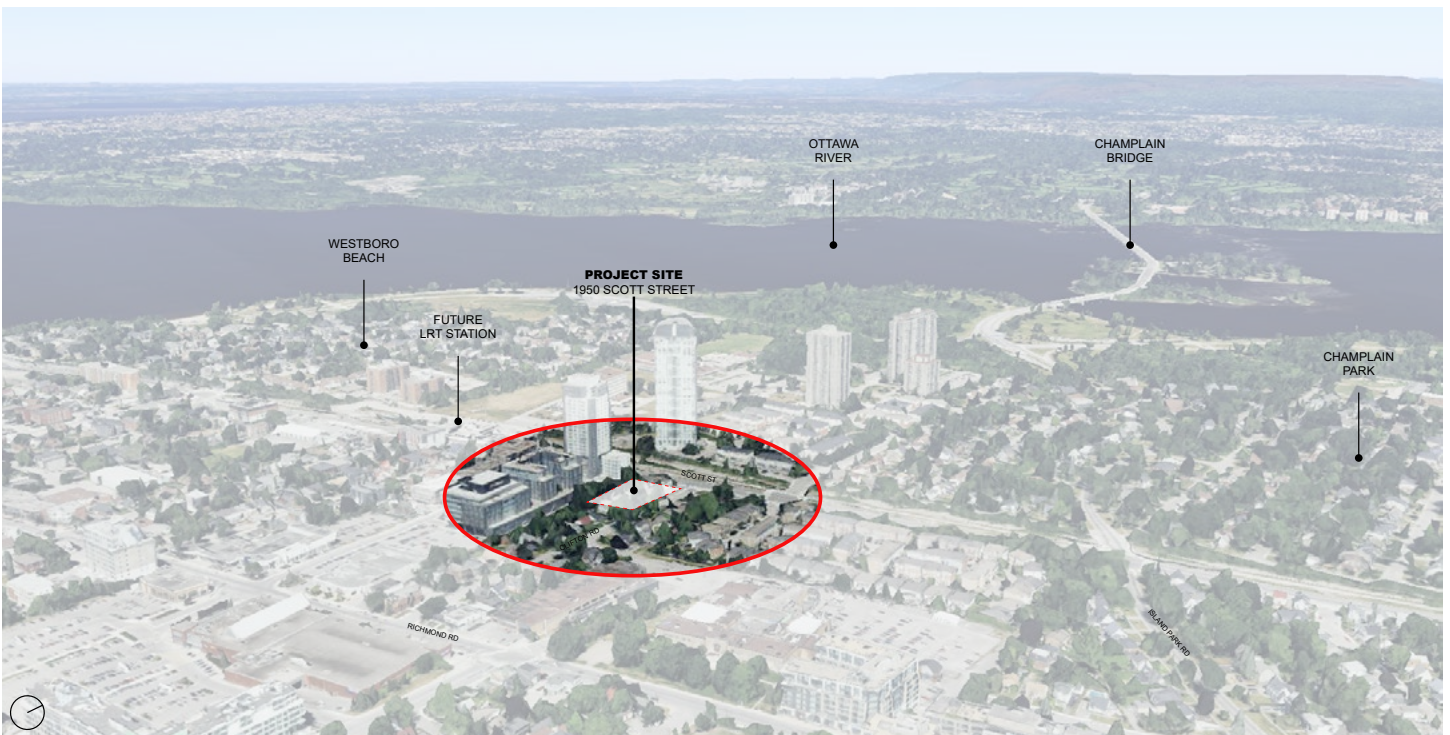


Figure 5.0 - Westboro Neighbourhood Site Context Aerial Image.



Figure 6.0 - Existing Site Conditions, View East Along Scott Street



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



Figure 8.0 - Existing Site Conditions, View North along Clifton Road



Figure 9.0 - Existing Site Conditions, View South along Clifton Road

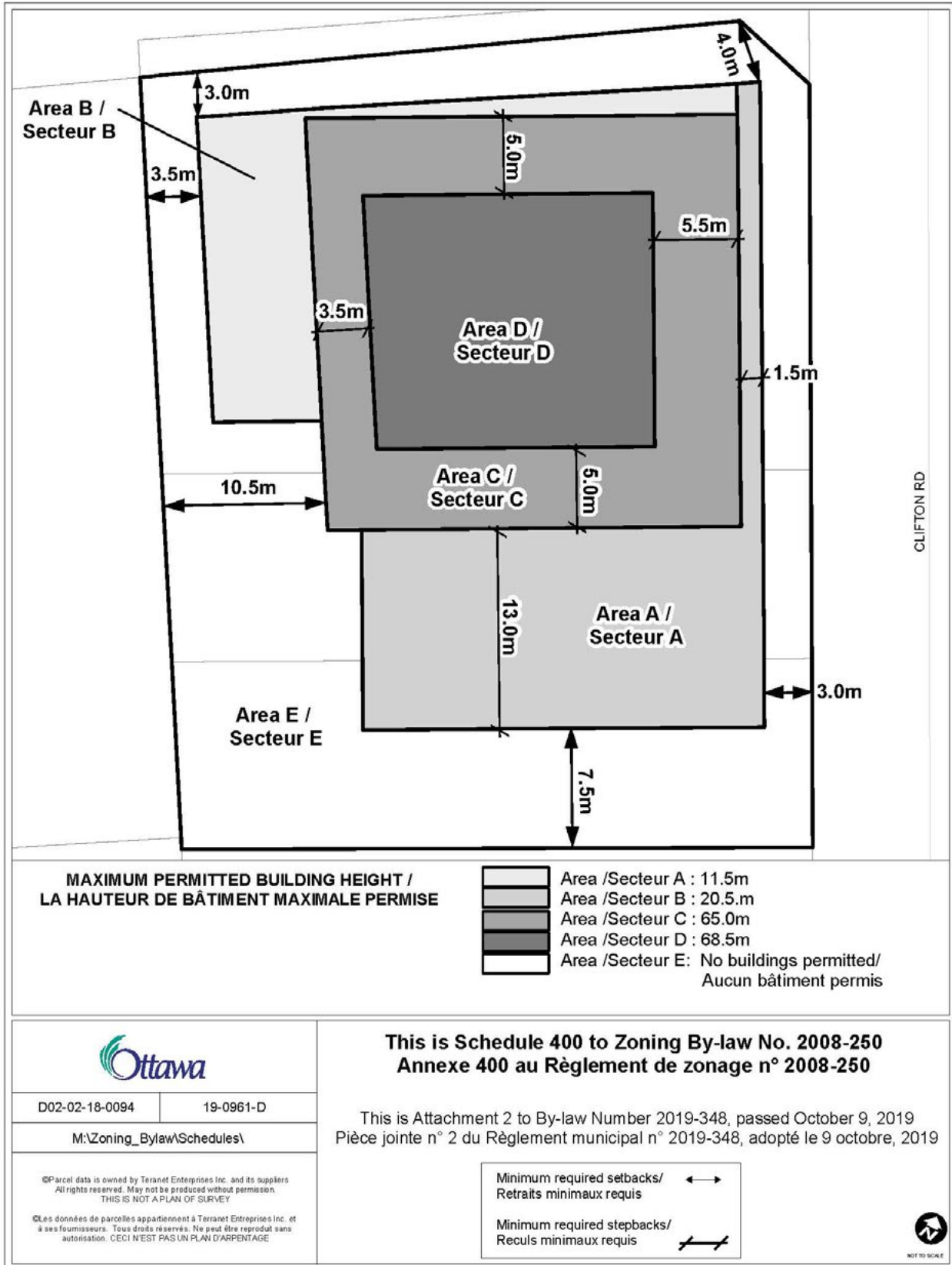


Figure 11.0 - Current Zoning Envelope Schedule

HISTORICAL CONTEXT

A one-storey building has been located on the 1950 Scott Street parcel of land (Lots 45, 46, 47, 48) since prior to 1950 (Figure 1.0). Two single-family homes and a variety of ancillary buildings such as sheds and garages have been located at 312 and 314 Clifton Road (Lots 25 and 24 respectively) since the 1930s. While some of the ancillary buildings have fluctuated over the years, the two single family homes remain.

The one-storey building at 1950 Scott street, previously utilized as the International Buddhist Progress Society of Ottawa, is currently unoccupied. Similarly, the single-family home, shed and garage located at 312 Clifton Road and the single-family home, shed and garage located at 314 Clifton Road are also currently unoccupied (Figures 2.0-4.0).

The site is located within the heart of Ottawa's well established Westboro neighbourhood (Figure 5.0). In the late nineteenth century, the area was known as cottage country. The region became part of Ottawa in 1949 and was developed further over the subsequent decades. Today, the neighbourhood



Figure 12.0 - View of proposed tower from the North-East corner along Scott Street.



Figure 13.0 - Connectivity Diagram

is known for its local, independent specialty shops and restaurants along Richmond Road, abundance of services, grocery stores, schools, amenities, and proximity to the Ottawa River. The area is well connected to the greater City of Ottawa via existing and future transportation networks including cycling trails, bus routes, and LRT. While Westboro used to be characterized by low-rise single-family homes, the region has experienced significant development in recent years, supporting the local shops and services. The proposed tower at 1950 Scott Street aims to provide additional residential density to the already well-served neighbourhood.

CURRENT CONTEXT

To the North, the site is bordered by Scott Street, the LRT corridor, and further, a 31-storey residential tower, three-storey town homes, and a residential neighbourhood. To the East, 1950 Scott Street is bounded by Clifton Road, a residential street comprised of primarily two-storey single-family homes. To the South, the site abuts unoccupied single-family homes to be demolished for future development. To the West and directly adjacent to 1950 Scott Street is a 25-storey mixed-use tower containing at-grade commercial services (Figures 6.0-9.0).

The existing context includes residential dwellings of various scales and materiality. The single-family homes along Clifton Road are primarily clad in brick of varying shades, masonry veneer, and/or siding. The homes directly south, unoccupied and slated for future development will likely provide further variation on the materiality, scale, and experience of the street. The tower at 1960 Scott Street, abutting the future development is clad in masonry and brick, while the tower across Scott Street to the North is comprised of curtain wall and pre-cast panels. The development further West along Scott Street consists of aluminum panel. The townhomes to the North are clad in brick and stucco.



Figure 14.0 - View of proposed podium from the North-East corner along Scott Street.

The site's proximity to various uses encourages a multitude of demographics to reside, visit and utilize the proposed development. Grocery stores, coffee shops, medical services, shops, fitness studios, and more are located within blocks of the site, allowing residents to walk to most destinations. A MUP running parallel to Scott Street ties into various pockets within the neighbourhood and beyond. For further destinations, the site is located less than 200m from the Westboro OC Transport LRT Station providing East-West transit. Additionally, within a 0.5km radius, 27 bus stops are available (Figure 13.0). Vehicular access to the 417 Queensway highway is provided close by, at the end of Kirkwood Avenue. Schools, a senior citizens' centre, community centres, places of worship, public parks and dog parks located nearby also promote a variety of demographics to reside at 1950 Scott Street. The development aims to tie into the existing and future infrastructure to encourage users to commute in an efficient manner.

DESIGN PROPOSAL

The proposed development consists of one mixed-use tower. The building, proposed at 22 storeys, encompasses residential units, a commercial unit at grade along Scott Street, and resident amenity spaces (Figure 10.0). The building contains a total of 244 units of various typologies ranging from studios to two-bedroom plus dens. The proposed development provides 91 parking spaces within a two-storey below-grade parking garage (0.37 parking ratio). 25 spaces will be dedicated to visitors for a ratio of 0.1, while the remaining 66 spaces will be utilized by residents (0.27 ratio). 245 bicycle parking stalls (1.00 ratio) are located within the parking garage and within a bike room at grade. The provided bicycle storage and convenient storage location options encourage residents to choose cycling as an active mode of transportation.

PROPOSED DESIGN PROJECT STATISTICS

Total Gross Building Area	+/- 194,923 sq.ft.	(18,109 sq.m.)	
Total GFA (City Definition)	+/- 154,707 sq.ft.	(14,373 sq.m.)	
Residential GFA (City Definition)	+/- 152,609 sq.ft.	(14,178 sq.m.)	
Commercial/Retail GFA (City Definition)	+/- 2,098 sq.ft.	(195 sq.m.)	
Total No. of Units	+/- 244		
	<i>No.</i>	<i>Percentage</i>	
Studios	57	23%	
1 Bed	60	25%	
1 Bed - Internal	3	1%	
1 Bed + Den Internal	3	1%	
1 Bed + Den	52	21%	
2 Beds - 1 Internal	20	8%	
2 Beds	39	16%	
2 Beds + Den	10	4%	
Total No. of Parking	91 (0.37 Ratio)		
Visitor Parking	25 (0.1 Ratio)		
Residential Parking	66 (0.27 Ratio)		
Total No. of Bicycle Parking	245 (1.00 Ratio)		
Vertical Bicycle Parking	55		
Horizontal Bicycle Parking	190		
Building Height	68.5m		
Lot Area	23,427 sq.ft.	(2,176 sq.m.)	
Lot Coverage	13,456 sq.ft.	(1250 sq.m.)	57%
Total Amenity Area	21,357 sq.ft.	(1,968 sq.m.)	
Private Amenity Space	12,761 sq.ft.	(1,186 sq.m.)	
Common Amenity Space	8,596 sq.ft.	(799 sq.m.)	

SUSTAINABILITY

1950 Scott Street aims to provide an economically, socially, and environmentally sustainable development for future residents to live, work, and play. In addition to the site's proximity to the future LRT station and various bus stations encouraging sustainable methods of transit, 1950 Scott Street is exploring design and construction methods to conserve energy, reduce greenhouse gas emissions, provide affordable housing, and safe and inviting environments for all users. The development is considering LEED Gold Standard Certification and CMHC Tier 2.

AFFORDABILITY

The Client is considering the allocation of some bachelor and one-bedroom units as affordable housing units. However, final proportions are yet to be determined.

URBAN FABRIC

As the subject site is located in an ever-evolving neighbourhood, the urban fabric at 1950 Scott Street requires consideration of the existing and future relationships between forms, building elements, materials and scale. Given the site is bordered by a site slated for future development, a recent development, and historical context, 1950 Scott Street has the opportunity to situate itself as a unique representation of the future of Scott Street and Westboro at large (Figure 12.0).



Figure 15.0 - View of primary entrance at the corner of Scott Street and Clifton Road.



Figure 16.0 - View looking North along Clifton Road.

The development of 1950 Scott Street aims to further promote the already existing ground level connections and push the pedestrian experience to activate the street edge. As Richmond Road within Westboro already exudes a sense of community through its ground-oriented commercial and retail uses, Scott Street has the potential to become a high-traffic version of similar caliber given its proximity to the LRT and residential development. Materiality, rhythm and scale are therefore critical in defining the uses of 1950 Scott Street to highlight the tower as a destination. The various ground level uses fronting Scott Street must be active and contribute positively to the ground level edge conditions. The appropriate scale of building elements must be selected to both highlight the building from afar and complement the pedestrian experience. Using colour and materiality in a rhythmic pattern will provide a sense of human scale while marking the development a desirable hub for residential and commercial activity. These various elements will work together to bring a unique presence to the area (Figure 14.0).



Figure 17.0 - View along Clifton Road.

BUILT FORM

Considering the high-rise design guidelines, the proposed tower has been designed to address the three distinct building elements: the ground level edge condition and podium, the main body of the tower, and the articulation of the top. As the design evolves, the building design will continue to develop its own identity while adhering to these underlying foundational principles (Figure 16.0).

Ground level

Ground level uses along this North edge include a commercial-retail unit at the North-West corner, the primary building entrance at the North-East corner, and lobby/lounge spaces in between. The main entrance is defined by a glazed corner volume extending four storeys in height. The entrance is further demarcated by a canopy and highlighted by red aluminum fins (Figure 15.0). These aluminum fins continue at a consistent spacing at the first storey along Scott Street, framing the lobby/lounge spaces and the commercial unit entrance.

Along Clifton road, five residential units are intentionally oriented to the street edge. These residential units are further defined by their at-grade location by private terraces and individual access from Clifton Road (Figure 17.0). The residential interior use is further reflected through materiality and scale along the East façade. The private terraces define the rhythm of the street edge and introduce a much more delicate nature to the design. The building form steps and fluctuates to avoid a flat façade, increase the greenspace buffer between building and sidewalk, provide privacy to the inset balconies, and improve the overall pedestrian experience. Materially unique to the remainder of the building, the East podium expresses warmer tones and small, red coloured masonry units reflective of a more personal, human scale, further contributing to the pedestrian experience for both residents and passersby. The more finite detailing of the metal guards, punched windows, and masonry detailing is conducive to the existing street edge conditions and smaller scale dwellings along Clifton Road.

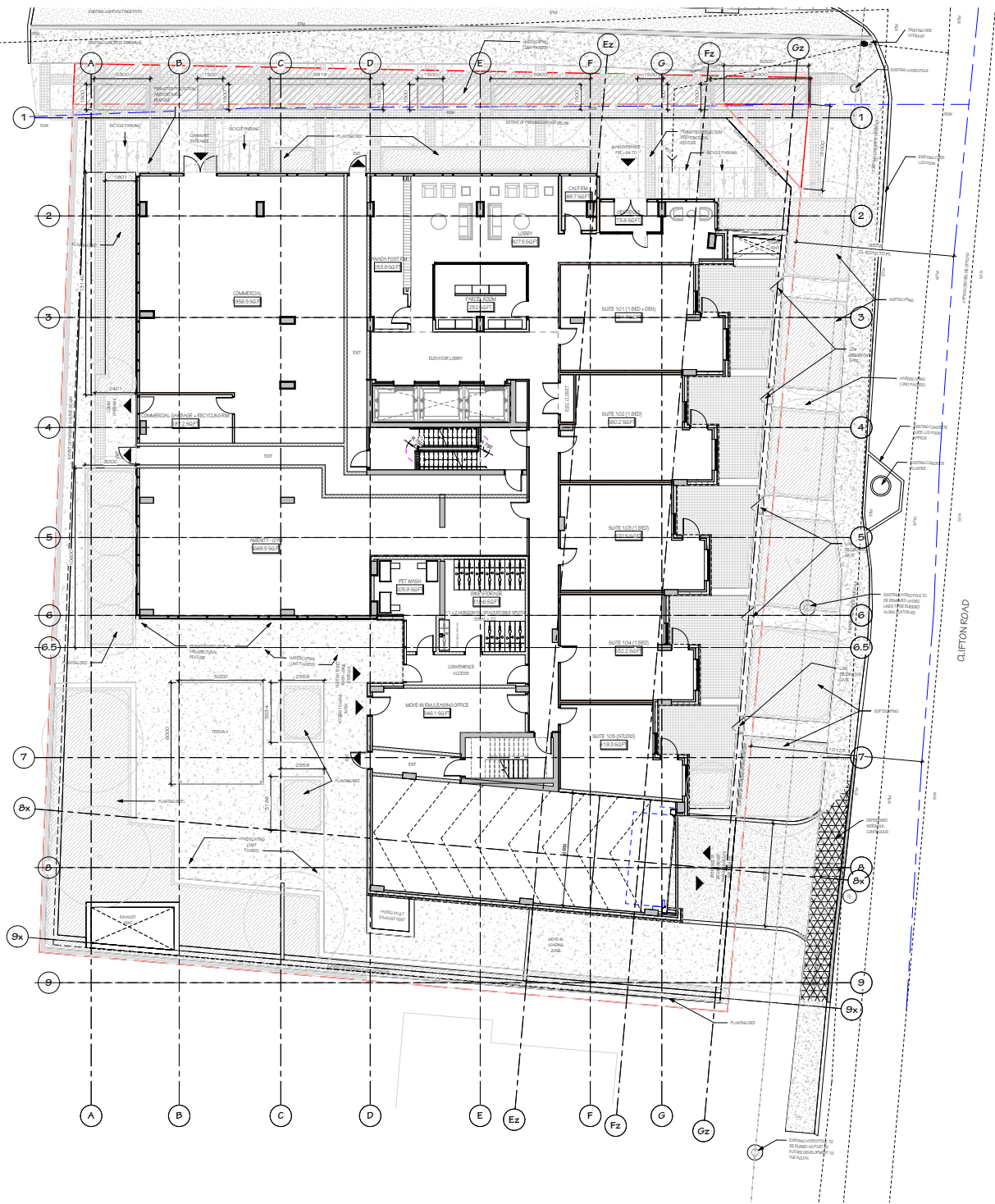


Figure 18.0 - Composite Ground/Landscape Plan.

The internal South and West façades are lined with amenity spaces such as a fitness center spilling into the exterior amenity area, an at-grade bike room, a pet wash, and a temporary move-in room/future leasing office (Figure 18.0). A curtain wall along the South façade promotes the activation of ground level uses and the desired relationship between the interior and exterior amenity spaces. The back-of-house uses are concealed by opaque materiality defined by rhythmic bays in keeping with those along Clifton Road.

Podium

The podium, proposed at four storeys at the North-East corner along Clifton Road and to the South, merges with a six-storey volume at the North-West corner. The four storey portion provides appropriate transition to the two and three storey homes to the South, while the six storey datum aligns with that of the abutting 1960 Scott Street tower. The entirety of the podium consists of residential units, resulting in consistent rhythmic bays. Materially, the podium's east façade is a continuation of the ground level conditions, further promoting a human-scaled pedestrian experience. The North-East corner, glazed with red aluminum fins, highlights the primary entrance below.

The six-storey podium portion is established by a white aluminum frame, further punctuating the beginning of residential units above the ground plane. The frame creates a canopy or the appearance of a recessed ground plane at the entrance to the commercial unit. The white frame, angled inwards to appear thinner, is contrasted by red aluminum panels and tinted red balcony guards within. Punctuated openings create a standardized rhythm within the frame. The aluminum frame extends south, providing a similarly framed façade along the South interior edge (Figure 19.0).

At the North-East corner and along Clifton Road, a primarily glazed fifth storey, set back from the podium, acts as a transition to the aluminum panel tower.

Tower

The tower, 22 storeys in height, is primarily clad in aluminum panel and window wall. While the tower plate's proportions are relatively equal on all sides, the façade aims to break up the horizontality through the perceived elongation of the form. The high contrast in colour and materiality between the aluminum



Figure 19.0 - View looking North-East, exterior amenity space.

panels and window wall draws the eye upwards and slims the East and South facades. The aluminum panels, angled slightly, allow a sliver of red to appear from select angles. These hints of red aluminum panels are mimicked at the North-East corner where the red fins from the primary entrance corner extend upwards, further unifying the podium and tower components.

Linear balconies along Scott Street provide a horizontal expression to the tower, while providing residents of North-facing units with views of the Ottawa River and Gatineau Hills beyond. The uniformed tone and materiality along the North and West façades are balanced by the white and red aluminum frame at the podium levels, dominating these elevations (Figure 20.0).

Top
 Level 22, comprised of both residential units and amenity spaces, differentiates itself from the remainder of the tower plates as it steps back to provide an exterior amenity terrace. The mechanical penthouse located above, is encapsulated into the architectural language of the tower to conceal undesirable equipment and create a crown, visible from afar and impacting the Ottawa skyline.

BIRD-SAFE DESIGN GUIDELINES

In the current context of aiming to achieve CMHC targets and implement affordable housing, the economic viability of incorporating bird safe measures to mitigate bird strikes and provide a bird-friendly building will be explored throughout detailed design.

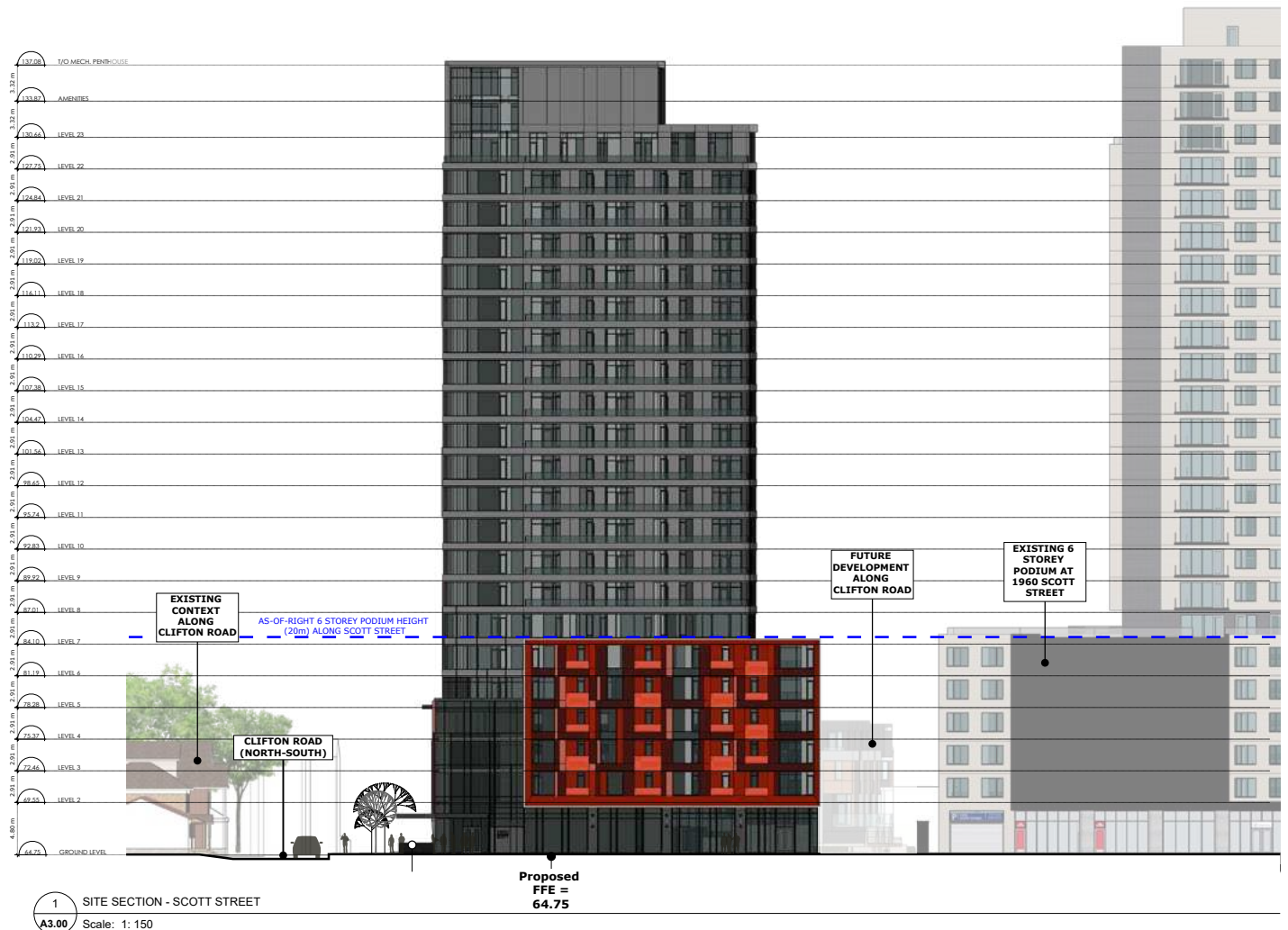


Figure 20.0 - Scott Street East-West Site Section.

PUBLIC REALM

Establishing a framework to achieve a quality public realm is foundational to the development of this site. The following themes are inherent to proper functioning of the public realm and have been carefully considered in order to establish a quality urban fabric where people will want to live, work and play.

Pedestrian Experience

Creating and maintaining a strong pedestrian experience is critical for this site as it is well connected to bus routes and LRT, and well-served by nearby grocery stores and amenities. Weekend or weekday, it is anticipated that pedestrians will regularly visit the site, therefore making the appropriately scaled edge conditions and complementary programming a priority. Reflecting the various uses at-grade along Scott Street and Clifton Road will also contribute to the overall pedestrian experience and street animation.

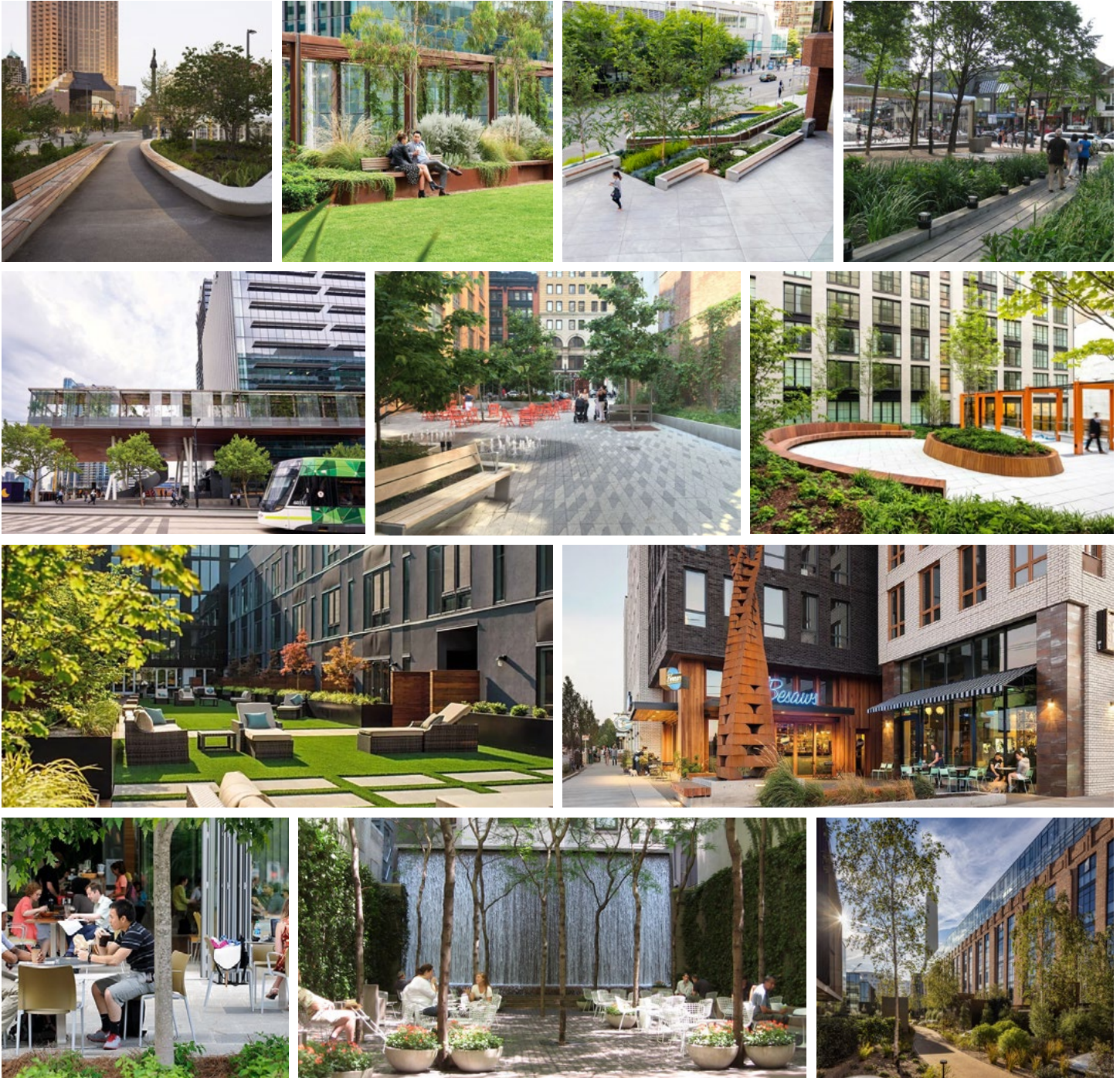


Figure 21.0 - Landscape Concept Images.

Street Animation

Carefully curating the mixed-uses on this site will be critical to this project. Seeking synergy between various uses is imperative in creating and maintaining a vibrant urban experience for both the existing community and the proposed development. Landscape treatments along these streets provide spaces where people can rest and interact, further contributing to the liveliness of the street. Additional efforts have been made to ensure that any non-animated uses do not abut Scott Street or Clifton Road, adversely impacting the pedestrian experience (Figure 22.0).

Retail Visibility

The visibility of commercial or retail uses is fundamental to the viability of the business as well as the activation of the site. Ensuring that retailers are highly visible and functionally supported by their logistical requirements is also critical in attracting key tenants. Creating a balance of residential, commercial, and retail uses is important when considering the synergy of the development with the existing context. The commercial unit at 1950, located at-grade at the North-West corner will be visible and accessible from the busy thoroughfare of Scott Street. The high-traffic street condition will provide exposure, while the sidewalk connecting the site East-West will increase pedestrian flow, funneling users in. Additionally, commercial/retail units are located along the North edge of the development at 1960 Scott Street. Therefore the commercial/retail unit at 1950 will result in a continuation of the existing condition.

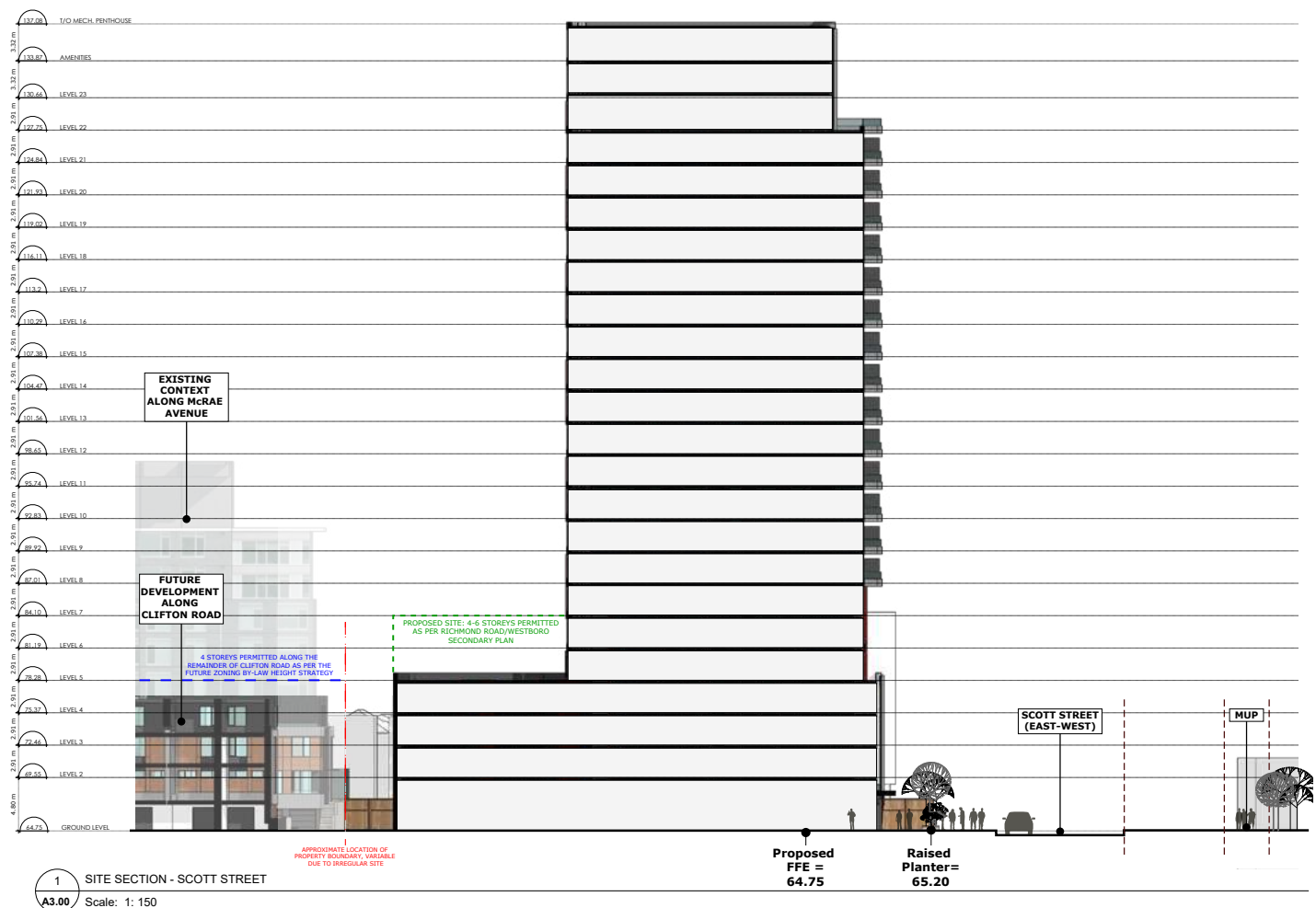


Figure 22.0 - Clifton Road North-South Site Section.

Site Configuration, Access & Circulation

The building form has been located at the North-East corner of the site to ensure street presence along Scott Street and Clifton Road and allow for a significant pocket of exterior amenity space to be located at the South-West corner of the property. While the building's L-shaped form creates a strong edge condition, the mass is intentionally set back enough to provide an adequate landscape buffer between the sidewalks and façades. The L-shaped form, less porous to the street edge, intentionally funnels pedestrian and vehicular traffic to specific access points.

The site's vehicular access is located at the South end of the property, off Clifton Road. The short driveway leads to the below-grade parking garage, eliminating an abundance of paved area unusable for other purposes. The opaque façade at the South portion of the site therefore maintains privacy for the abutting development. A move-in loading bay, located along the South property boundary allows all loading functions to occur on site, mitigating traffic disruptions along Scott Street and Clifton Road. For pedestrians, the site is connected in both the East-West and North-South directions by sidewalks.

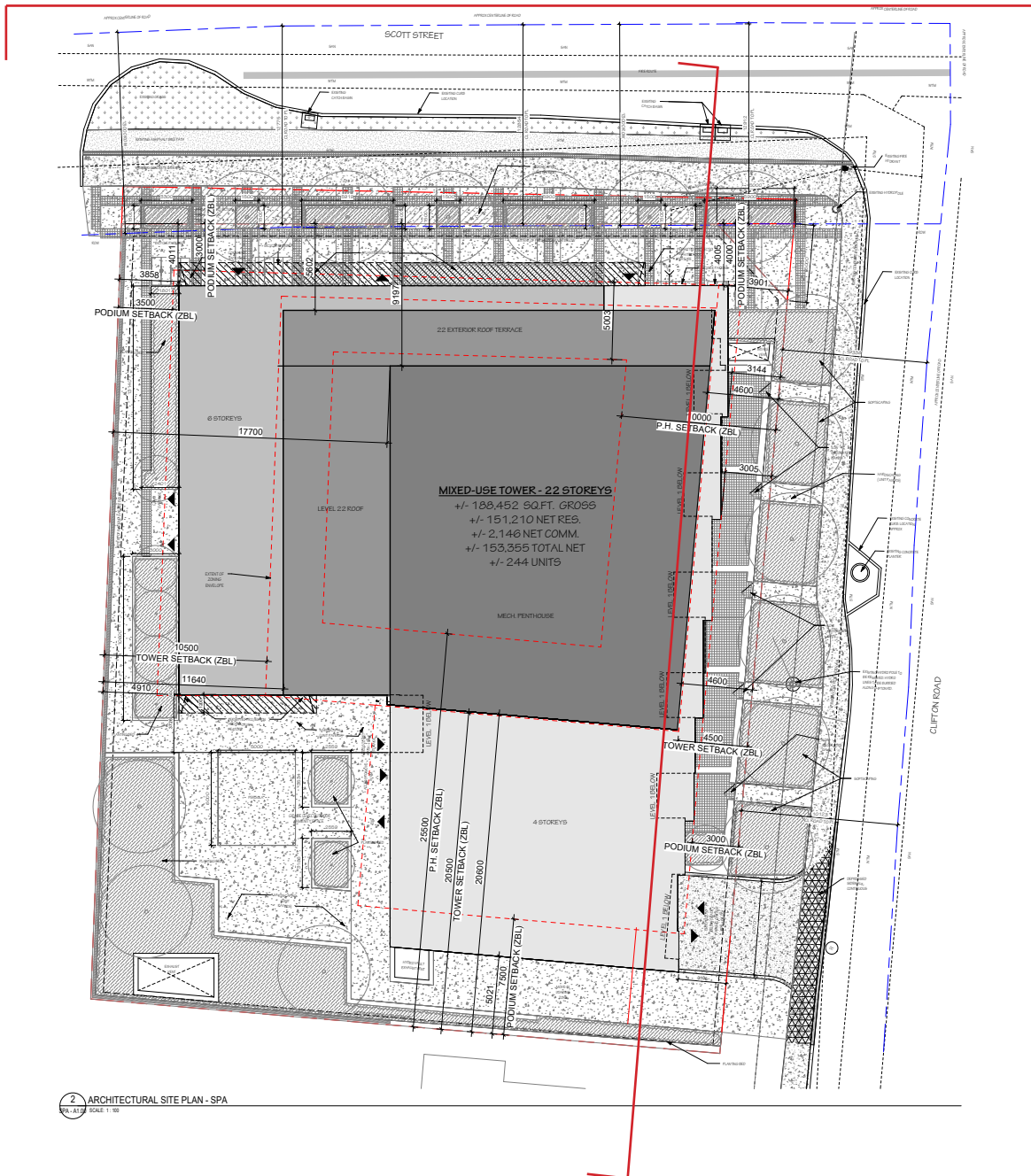


Figure 23.0 - Site Sections Keyplan.

The primary entrance at the North-East corner is deliberately located at the intersection of these two sidewalks, collecting pedestrian traffic from all portions of the neighbourhood. This junction creates a small plaza space symbolically and physically highlighting the entrance. At the North-West corner, a sidewalk extends southward, connecting the pocket of exterior amenity space at the South-West corner of the site with Scott Street.

As the residential units at-grade along Clifton Road have private terraces, direct access to these suites is provided via individual pathways perpendicular to the Clifton sidewalk.

Proper site access and pedestrian thoroughfares surrounding the edges of the development aim to encourage a safe, pedestrian-friendly environment, reducing vehicular traffic and promoting a dynamic and vibrant at-grade experience.

Internal Loading

The site, while urban in nature and quite tight in its configuration, does propose a dedicated internal loading zone. The loading zone provides an dedicated area for move-in trucks to park while residents unload. This convenience allows traffic to flow without interruption along both Clifton Road and Scott Street.



Figure 24.0 - View of podium from the North-West corner along Scott Street.

Landscaping

The proposed development includes a significant portion of landscaped area at grade. Approximately 40% of the site's ground cover consists of landscaped material. At the North-East corner, the entrance plaza demarcates the intended place of arrival. Lush vegetation buffers the sidewalks and building façades. Raised planters are located along Scott Street and are utilized to provide adequately sized shade granting trees with enough soil depth. These planters also include integrated bench seating for users to sit, read, wait for a taxi or bus, eat lunch, or gather (Figure 21.0). The consistent pattern of shrubbery and trees wraps around the West façade, providing a pedestrian thoroughfare lined with greenery to access the exterior amenity space. This access point, a wide swath of varied paving materials, also provides cyclists with a clear path to wheel their bikes to the "back-of-house" entrance where at-grade bike storage is located. Additionally, for residents with pets, this pathway guides residents to the "back-of-house" entrance and pet wash without travelling through the lobby (Figure 24.0).

The primary exterior gathering space is located at the South-West corner of the site. This area, a combination of hardscaping and softscaping, is intended to act as an extension of the interior amenity uses at grade. Abutting the exterior space to the North is a fitness center, promoting the use of the exterior space for yoga or workouts. The exterior area has been purposefully designed with flexibility in mind so that residents may also use the space for social gatherings or relaxing.

Along Clifton Road, the private terraces create space for a welcoming landscape buffer between the sidewalk and façade. Grass abutting each terrace and the individual paths provide a sense of a "front yard" for each unit. The terraces themselves allow for potted plants, outdoor furniture, and human activity creating a colourful, populated, and dynamic ground plane.

In conclusion, the proposed development plans to provide a highly functional, vibrant, and unique place for residents and visitors alike. Formally and programmatically, 1950 Scott Street intends to complement the current context while setting precedent for future mixed-use development within the greater community of Westboro.



Figure 25.0 - View of proposed tower from the North-East corner along Scott Street.



Figure 26.0 - North and East Building Elevations

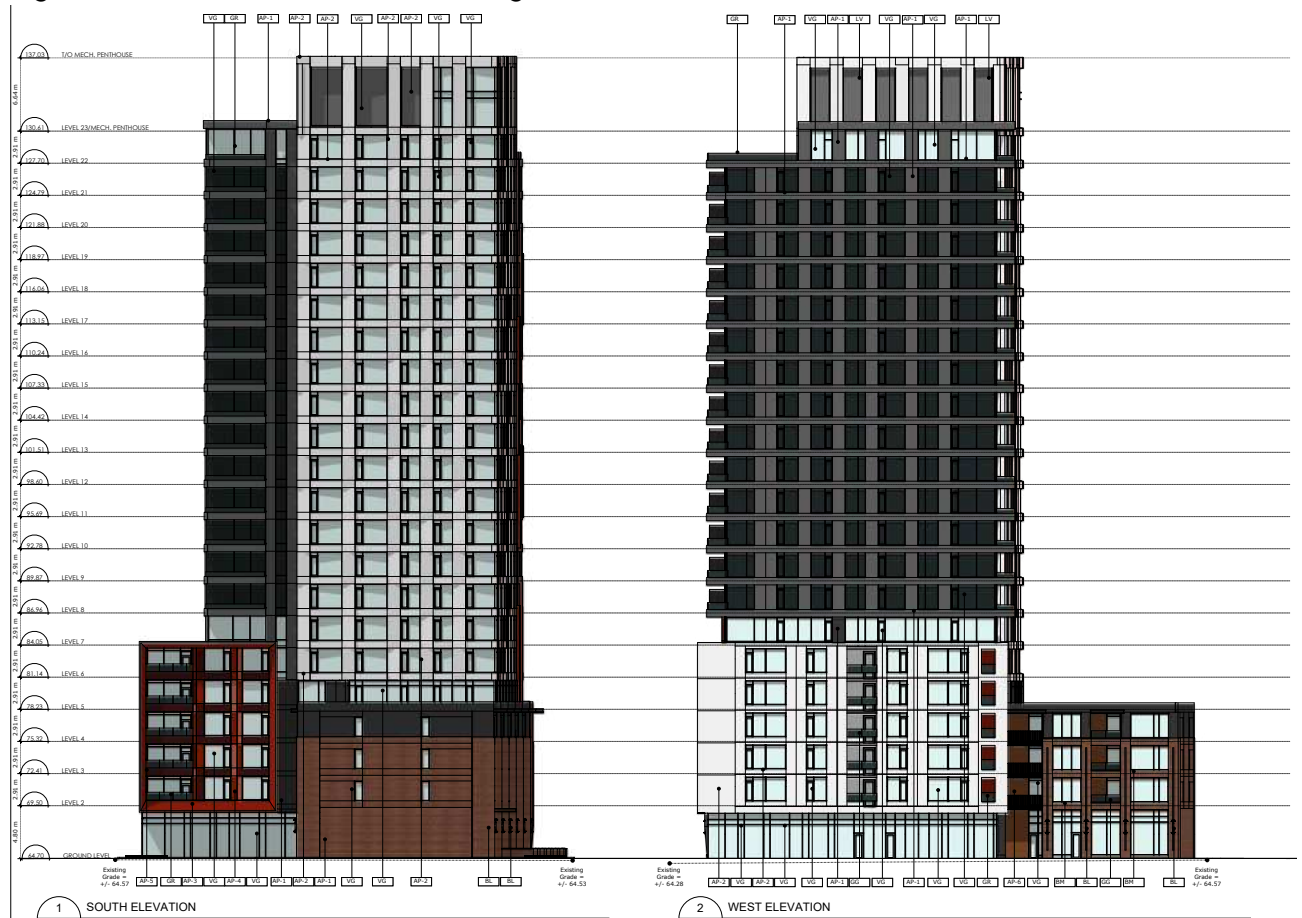


Figure 27.0 - South and West Building Elevations

Summary and Response to the Applicable City's Design Policies, OP, and Urban Design Guidelines

Please refer to the Planning Rationale provided by Fotenn, dated September 24, 2024 for a response to the Applicable City's Design Policies, OP and Urban Design Guidelines.

Response to Urban Design Direction from Various Pre-Consultation Meetings with Staff

The proposed design aims to respond to the pre-consultation comments received on March 14, 2024, from the Zoning By-Law Amendment and Site Plan Control Pre-Consultation meeting held on March 6, 2024.

It was noted that the six-storey podium facing Scott Street and the large outdoor amenity space in the rear yard are appreciated. These elements remain in the current design proposal.

Items of concern included:

- a. Exposed ramp.
- b. Six-storey podium extending toward the south (transition to the south).
- c. Need to understand the ground floor and the choice for location of the main entrance.
- d. Plantings on the concrete deck.
- e. Providing grade related units along Clifton Street.

In the currently proposed design:

- a. The ramp has been encapsulated within the architectural language of the podium.
- b. The six-storey podium transitions to four storeys towards the south.
- c. A ground floor plan has been developed, highlighting key access points such as the main entrance and commercial/retail entrance. The main entrance has been located at the intersection of Scott Street and Clifton Road so as not to interrupt the rhythm of the fine grain and residential quality along Clifton Road. The commercial/retail entrance has been located at the opposing corner as a continuation of commercial/retail spaces along Scott Street to the West.
- d. Plantings are to be located within planters or within soil cells to provide adequate soil volume.
- e. Units have been incorporated along the East portion of the building at grade. Accompanying terraces and landscaping for each individual unit provides a residential experience along Clifton Road.

The recommendations received were reflective of the concerns noted above. In summary, the parking ramp has been enclosed within the architectural language, a transition from the six-storey podium towards the south has been provided, grade related units along Clifton Road have been incorporated, and adequate soil volume will be provided for plantings and trees located above the parking garage.

Design Evolution of the Proposal

The original design was prepared by Neuf Architects during the initial rezoning application stage. UDRP recommendations from the original design included: emphasizing the integration of the building to the streetscape, eliminating retail spaces along the front facade, providing adequate tower separation to 1960 Scott Street, rotating the tower plate to be more square and shifting it closer to Clifton Road, and relating the podium datum to 1960 Scott Street. Neuf's proposal evolved to accommodate many of these changes.

As the zoning envelope schedule was produced based on the original design, the schedule informed many decisions in the design evolution of the project. Additionally, the current design aims to maintain the revisions prompted by the UDRP's original recommendations.

The most prominent alterations to the design include:

1. Increasing the podium height to four storeys along Clifton Road to reflect the new Official Plan.
2. Enclosing the parking garage access ramp within the architectural language of the podium.
3. Providing ground level, street oriented units with accompanying terraces and landscaping along Clifton Road.
4. Adjusting the proportion of the podium to accommodate a more square exterior amenity space in the South-West corner of the site.
5. Increasing the percentage of landscaped area on the site.
6. Adjusting the level 22 plate to eliminate a stepped effect along all facades at the rooftop level.
7. Increasing the provided bicycle parking stalls.
8. Decreasing the number of floors of below grade parking and number of parking stalls.
9. Increasing the number of residential units.
10. Providing a commercial/retail unit along Scott Street.

As a result of these revisions, the overall design has morphed into its current state. The changes implemented have not only been in response to feedback received from the original design's UDRP package and the Pre-consultation with the City on March 6, 2024, but also stem from the desire to improve upon the ground level conditions, differentiate the Scott Street and Clifton Road streetscapes, create a strong pedestrian experience, and highlight the integration of the built fabric and urban form within the neighbourhood.

Sincerely,



Patrick Bisson
Hobin Architecture Inc.

