



2070 SCOTT STREET OTTAWA

Formal UDRP
FEBRUARY 7, 2020

1.0 SITE CONTEXT

Planning Framework

1.1 Official Plan:

The City of Ottawa Official Plan designates this property as Traditional Mainstreet.

This designation is intended for main streets that were generally developed pre-1945 and are set within a tightly knit urban fabric. Development patterns, mix of uses, contiguous storefronts and density create an interesting pedestrian environment and support the use of transit.

Redevelopment and infill are encouraged on Traditional and Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.

The proposed development at 2070 Scott Street conforms to the intent of the Traditional Mainstreet designation in the Official Plan by intensifying a vacant corner lot. The prop osed development provides active street frontages and defines the street edge and is within 600m of a Transit Station.

1.2 Richmond Road / Westboro Secondary Plan

The Secondary Plan directs intensification on Scott Street and next to Transitway stations. Redevelopment and infill are encouraged on Scott Street in order to optimize the use of land through increased building height and density. The Secondary Plan generally supports building heights in the range of four to six storeys, with greater building heights to be considered in any of the following circumstances:

- The proposed building height conforms with prevailing building heights or provides a transition between existing buildings.
- The development fosters the creation of a community focus where the proposal is on a corner lot, or at a gateway location of at a location where there are opportunities to support transit at a transit stop or station.



The proposed development achieves several of the policies to permit an increase in height from six to 26 storeys. The proposal of 26 storeys conforms with the trend of building heights along Scott Street. Developments along Scott Street are in the 20-28 storey range with varying distances to transit stations. Transition to the neighbourhood is achieved through building step-backs and focusing the bulk of the height near the north property line.

The proposal includes opportunities along Churchill Avenue for community focus through commercial uses and adjacent patio space. The building is set back to provide this community space as Churchill Avenue transitions into the heart of Westboro along Richmond Road.

The development will support transit use by introducing residential units within 600m of a transit station. New residents will have easy access to several multi-use pathways, bus routes and the rapid transit line.



1.3 Richmond Road / Westboro Community Design

The CDP envisions the south side of Scott Street to evolve from an industrial auto-oriented, pedestrian-unfriendly landscape to a mixed-use environment where people can both live and work. New infill development will need to ensure that an appropriate transition is provided with the adjacent residential community. Due to the proximity to the transit station, there is opportunity to include ground floor commercial, which can include employment uses.

The proposal includes a mixed-use development with ground floor commercial uses. Significant efforts have been made to provide an appropriate transition to the adjacent residential buildings. This includes a 19m separation distance between the tower and south property line.

Planning Framework

The Churchill Avenue area seeks to redevelop the stretch of Churchill from Scott Street to Richmond Road as a mixed-use street, including employment/ office uses to link Westboro Village, Scott Street and the Transitway station. Appropriate transition will need to be provided for the existing residential community to the south.

Significant efforts have been made to provide an appropriate transition to the south neighbourhood. A 19m separation distance is provided between the tower and south property line, in addition to the 15m separation distance between the six storey podium and property line.

Four townhouse units orient towards Winona Avenue to continue the residential character, and the parking garage entrance mirrors the condo development east of the site.



Figure 10 – Richmond Road / Westboro Community Design Plan
Sector 7 and 9

1.4 Traditional Mainstreet

The zoning of the site is TM, Traditional Mainstreet. This zone permits a wide range of non-residential and residential uses, including mixed-use buildings. The development will promote compact, mixed-use, pedestrian-oriented development that provides access by foot, cycle, transit and automobile.

Design Guidelines - Traditional Mainstreet:

The proposed development will enhance the emerging scale and character of Scott Street. Since the development of light-rail transit stations and direction from the Official Plan to concentrate density and height near transit stations, Scott Street is undergoing change. High-rise developments along Scott Street to support these initiatives have been approved. The development will complement and is compatible with its surroundings. The density and height is not uncharacteristic of Scott Street and the use of building materials will complement the area. The use of brick along the podium will give a sense of character and the tower will artfully blend into the skyline. The building will achieve high-quality form and continuity along Scott Street. The proposal replaces a vacant corner lot bound by two prominent streets – Scott Street and Churchill Avenue. The thoughtful design will positively contribute to the key gateway location.

Design Guidelines High-Rise Buildings:

The proposed building responds to the existing and planned context of the area through building stepbacks, setbacks, height, materiality and scale. Scott Street is a newly emerging high-density street in response to the transit stations directly north. The design of the building creates a distinct sense of place by providing a strong podium (experience) and a slender tower (expression). The podium responds to the pedestrian experience through building stepbacks at the Churchill Avenue corner and incorporating townhouse units facing towards Winona Avenue. The tower design enriches the urban fabric and skyline through the use of high-quality and durable materials that provide a variety of texture and visual interest. The development will provide quality public spaces by animating them with commercial entrances. Efforts have been made to provide quality pedestrian and public spaces through the use of building materiality, stepbacks, and landscaping. The building orientation and massing ensures that the corner of Churchill and Scott facilitates pedestrian movement with a supplemental mid-block connection along the rear of the site connecting Churchill and Winona.



Transit Oriented Development:

The proposed development provides an appropriate combination of land uses that will have a direct relationship to the efficiency of transit. The development is in close proximity to a transit station and through the reduction of parking (as per Zoning), could attract a high percentage of transit riders. The layout of the site facilitates pedestrian movement and transit ridership. The site is at the corner of Churchill Avenue and Scott Street – a signalized intersection, there is a bus stop is on the west side of the site and the Westboro Transit Station is approximately 600m from the site. A mid-block connection is provided along the rear of the property to allow for pedestrian and cyclist movement between Churchill and Winona. Underground parking is provided for the site but at a reduced rate, as per the Zoning By-law. This is to reduce the negative impacts that can be associated with high-density developments and to promote transit ridership. As directed by the City, the parking garage entrance is located on Winona to reduce impacts on Churchill Avenue and Scott Street.

Urban Design and Compatibility

1.1 Views to and from the site:

The Design Brief will demonstrate how the proposed development will fit with the existing skyline. The site is not within the view cones in Annexes 8A through 8D and will not impact views to and from the parliamentary precinct.

Scott Street is currently in transition from low-rise infill dwellings and automobile-oriented uses to mixed-use high-rise developments. These changes are a response to the area’s proximity to the Westboro Transit Station, future LRT station, Westboro Village and the commercial and retail hub along Richmond Road. High-rise developments that have been approved, developed or are in the planning process include 1960 Scott Street, 1950 Scott Street, 315 Tweedsmuir Avenue, 320 McRae Avenue and 1976 Scott Street. The proposal at 2070 Scott Street will contribute positively to a neighbourhood in transition and will contribute to the emerging skyline along Scott Street. The proposed building will have a high degree of amenity for its inhabitants with uninterrupted views over established low-rise neighbourhoods and towards the Ottawa river from the amenity area at the top of the building.



Figure 10 – Richmond Road / Westboro Community Design Plan Sector 7 and 9

1.2 Building Design

Massing and Scale/Transition/Stepbacks/ Setbacks:

A 23-storey mixed-use building is proposed with 243 residential units and 434 sm of at grade retail uses. The tower portion of the building is sited on the most northern edge of the site while providing a step-backs to the adjacent neighbourhood as follows: step back in elevation at the top of the ground floor a distance of 7.5m and at the top of the 5 storey podium a distance of 10m to provide transition to the adjacent residential neighbourhood on the East side of the south elevation. The building also sets back 4.8m at the South East corner to align with the existing predominant setbacks present along Winona Avenue.

On the west side where the site abuts a commercial mixed-use zone, the building podium steps and follows Churchill Street creating a lively commercial street wall condition.

Note that building is set back at grade resulting in generous pedestrian clearway dimensions of : between 8.4 and 9.1m on Scott Street, 8.8 and 7.4m on Winona Avenue and 14.7 and 8.9m on Churchill. In addition to conforming to prevailing building heights, the transition into the adjacent residential neighbourhood to the south has been considered carefully; the building provides significant setbacks at the second and sixth storey to appropriately transition

into the neighbourhood. As well, three townhouse units are located along the podium on Winona Avenue, complementing the street’s ground-oriented character. The proposed ramp into the underground parking facility has been located in line with the development opposite the site for consistency and minimal impact to traffic. The tower portion of the building has been located as far north towards Scott Street as possible to reduce potential impacts on the adjacent residential neighbourhood.

Ground Floor Planning:

The Churchill/Scott corner will act as a gateway along Churchill Ave to the retail shopping district along Richmond Rd.

The open space on the ground floor at the corner of Churchill Avenue and Scott Street allows for a plaza related to the retail uses. This corner plaza will provide a strong design statement at grade. Landscaping is proposed along Churchill Avenue, Scott Street and Winona Avenue to provide natural drainage and animate the pedestrian experience.

Active entrances will be located on all three street facing sides of the building. Retail entrances along Churchill Avenue enhance the street’s mixed-use character, with one retail entrance off Scott Street. The main residential entrance/lobby is from Scott Street and will have visible signage to indicate the entrance/lobby. The three townhouse units will have individual entrances to each unit from Winona Avenue.

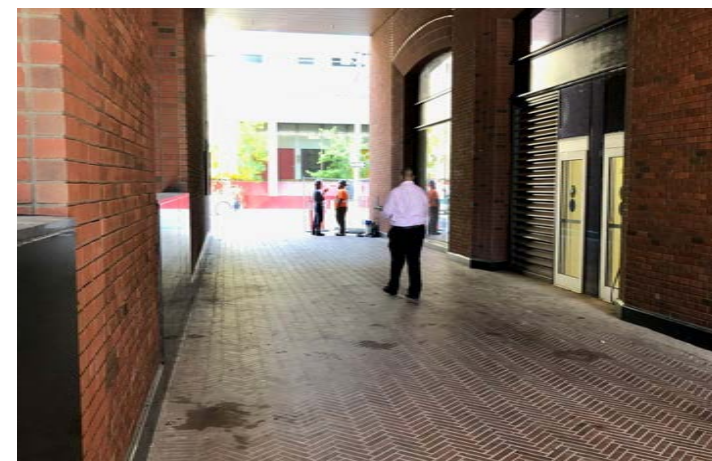
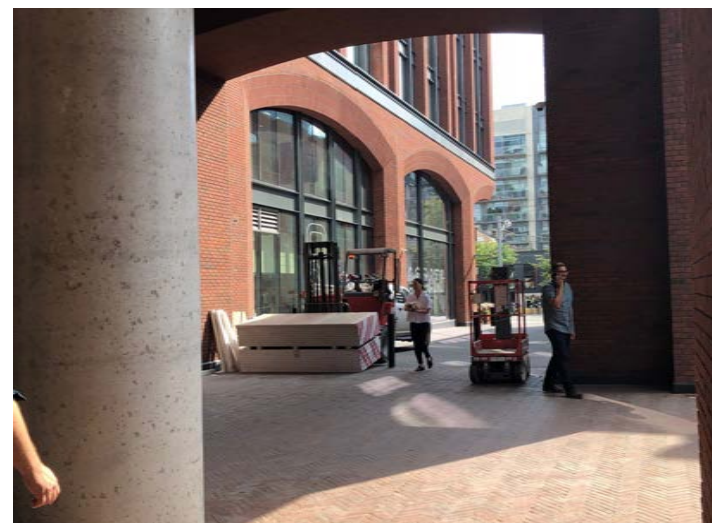
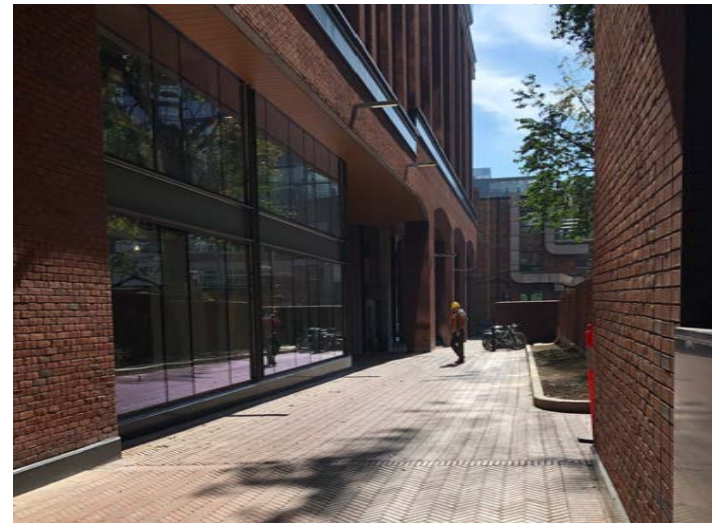
Landscaping:

The proposed site design includes various building step-backs, landscape plantings, interior rooftop amenity area and an exterior amenity area that will clearly define and connect the public and private spaces. New trees and landscape features are proposed, achieving an improved pedestrian-focused public realm.

The design respects the existing trees on adjacent properties through building setbacks along the rear, adjacent to the low-rise neighbourhood to the south.

The landscape design for the development seeks to increase the natural stormwater permeation into the ground through tree planting, planting beds and pavers. The Landscape Plan makes use of native species trees to increase urban forest and mitigate urban heat island effect.

An accessible, pedestrian, through-block connection has been provided along the full length of the southern edge of the site. This access widens at the mid-point with an outdoor greenspace as well as entrance to visitor bike parking. This proposed connectivity responds to and continues the emerging open space proposals continuing along Scott Street to the West.

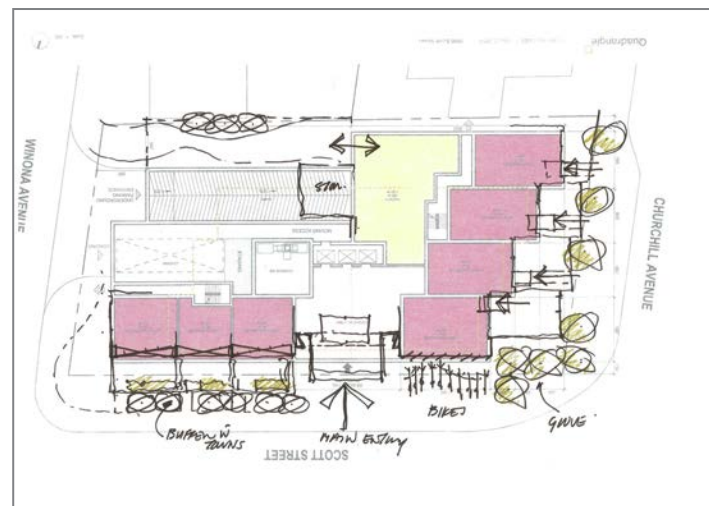


Examples of accessible, pedestrian, through-block connection

Façade, Roofline and Architectural Elements:

Colours and Materials:

The design response for the podium is inspired by the existing context. A 5 storey red-brown brick podium is scaled down through the articulation of smaller bays on the sides that are facing streets. The brick expression is “grounded” with slender pilasters and columns which extend to grade from above. Large amounts of storefront glazing are proposed at grade to create a high degree of pedestrian animation. The roof line of the podium is made more robust by introducing an angled brick soffit together with deep recesses for the lower residential suites of the building. In deliberate contrast, the tower portion of the building is rendered lighter in colour. Shaped, precast fins undulate, creating a pattern of light and shadow. All four sides of the residential tower will have the same architectural expression as it is intended that the building be seen in the round and from a distance. The overall intent and vision of the architectural expression aims for a quiet, fabric building that contributes positively to the community. The variety of setbacks, degree of transparency and east-west porosity will knit the proposal into the existing context.



Sketches of Facade Design Intent



Facade Precedent Images

1.3 High-Rise Buildings:

The design of the building will prioritize pedestrian comfort, safety and usability as it is a prominent corner with high pedestrian traffic and is in close proximity to Westboro Station. The views to and from the parliament buildings will not be impacted, as the development is not within one of the view cones as indicated in Annexes’ 8A through 8D. The building transition to the adjacent south neighbourhood has been designed to reduce impacts on privacy. The building massing has been shifted as far north as possible to reduce impacts on adjacent properties and to focus the height of the building towards the intersection of Churchill Avenue and Scott Street. Balconies are provided for podium level units facing south, balconies are not provided through floors 7 to 23.

The proposed building contains a podium and tower; the context, design and character are elaborated in the review of the Urban Design Guidelines for High-Rise Buildings later in this report. The tower portion of the building steps back from the south property line to provide adequate transition into the adjacent residential neighbourhood. Additionally, the tower steps-back above the 6th floor base to allow for generous private and amenity terraces around the building and to reduce impacts on the public realm.

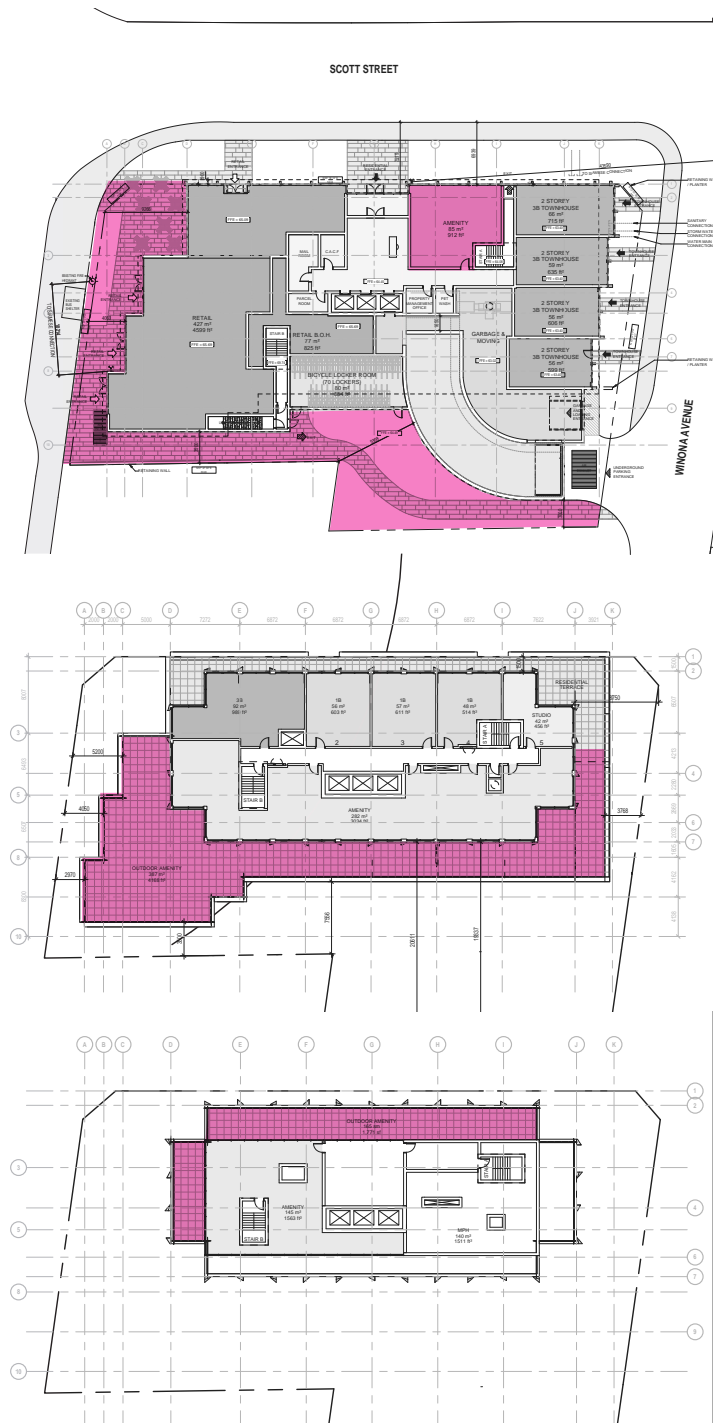
1.4 Outdoor Amenity Areas:

A proposed mix of outdoor private amenity space and retail amenity space is provided through building at key corners and on the rooftops of building taking advantage of the building step-backs. The design provides for a total of 1,447 sm of amenity space for the development. The open space on the ground floor at the corner of Churchill Avenue and Scott Street allows for a plaza related to the retail uses. 85sm of grade related amenity space is provided at the ground floor.

There is communal exterior ‘rooftop’ amenity area (238sm) located on the sixth floor with direct access from the interior communal amenity space (190sm). Additional interior (156 sm) and exterior amenity (311 sm) are provided at top floor on the uppermost rooftop.

1.5 Design Priority Areas:

The site is located within the Scott Street Traditional Mainstreet Design Priority Area the guidelines for intensification have been used to inform the proposed design.



Development adjacent to major greenspaces and waterways

Scott Street is identified as an on-road cycling route. There are many cycling and multi-use pathways available in close proximity to the site with a multi-use pathway system on the north side of Scott Street. This pathway connects directly to the Trans Canada Trail (approx. 300m from the site) which winds along the Ottawa River connecting all of the neighbourhoods along the rivers South side. The site is located within a 8-10 min walk to large greenspaces to the West such as Rochester Field and Westboro Beach proper.

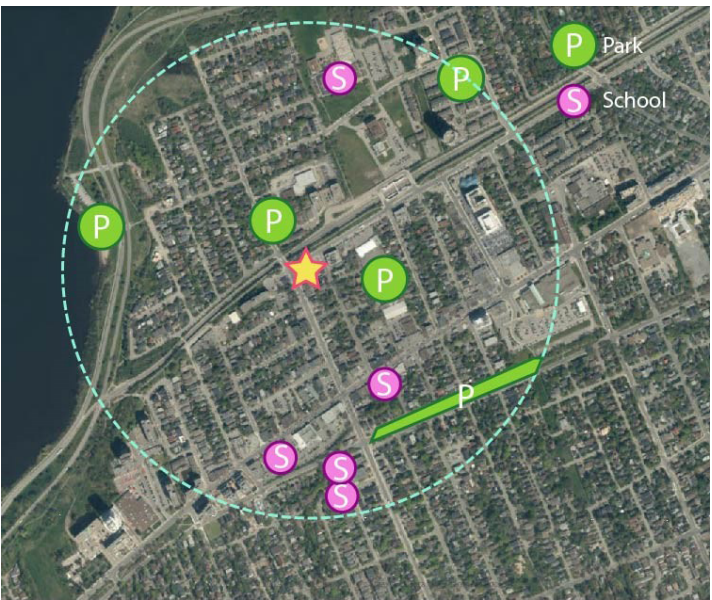


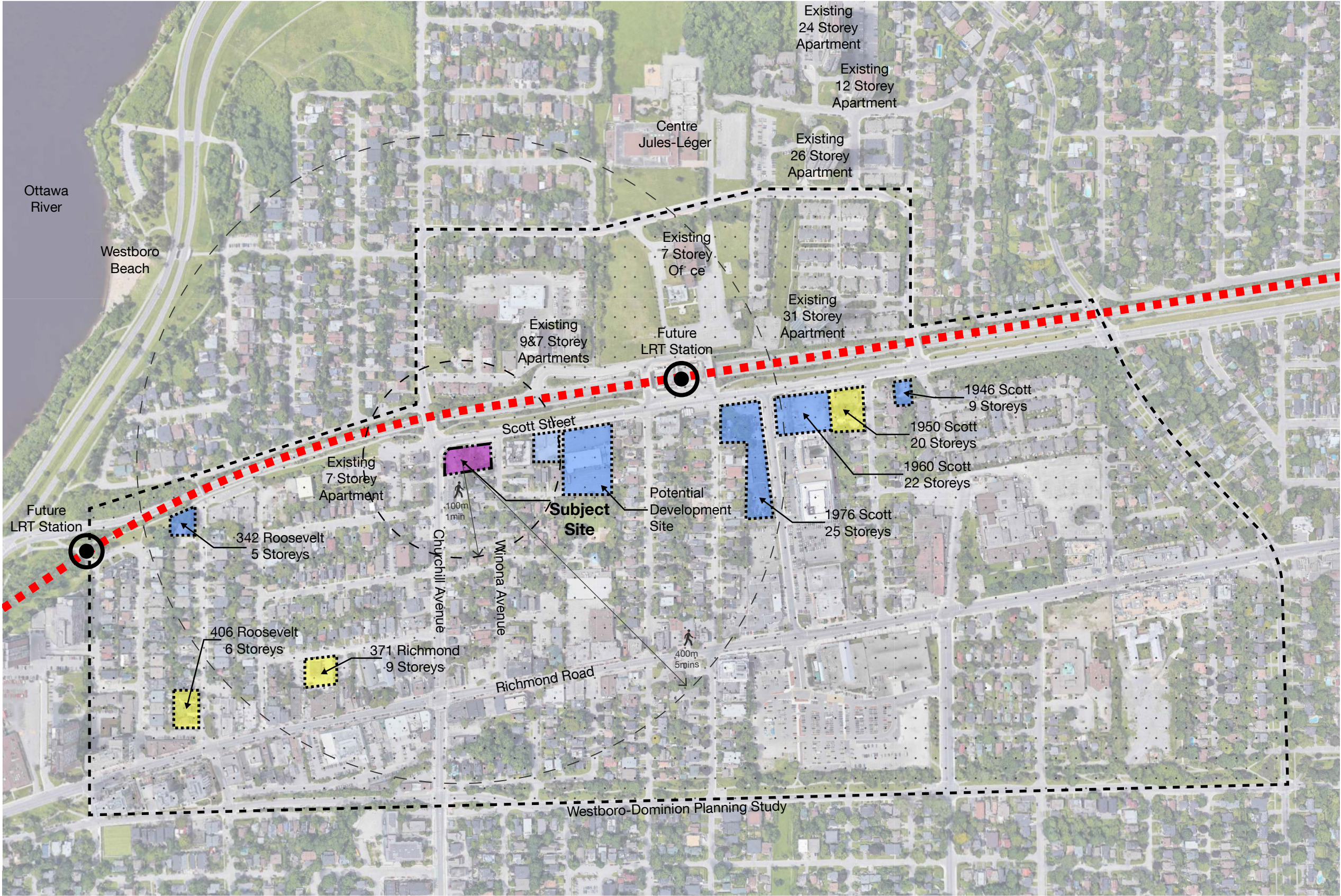
Figure 2 – Community Amenities within 600 metres of the Site.



Figure 4 – Schedule C Primary Urban Cycling Network.

Legend

- Subject Site
- Future LRT
- Future LRT Station
- Contextual Development (Approved | Under Construction)
- Contextual Development (Proposed)



Westboro Secondary Plan
Mixed Use - 6 Storey Maximum

Legend

Subject Site

Approximate Lot Area

Subject Site:
+/- 20,037 sf (1,861 sm)

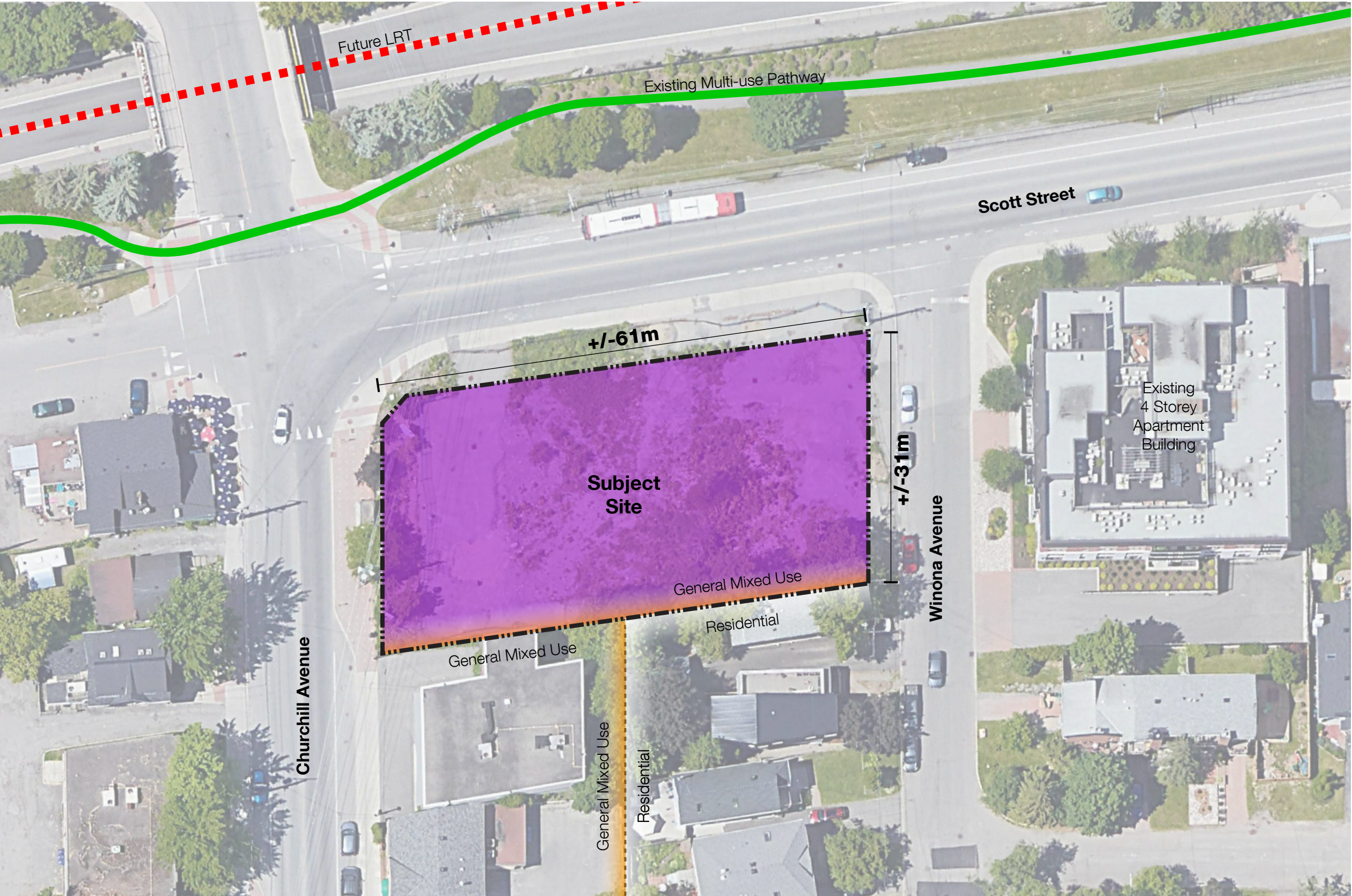
Zoning Summary

Zoning By-law 2010-40
C9
Commercial

Official Plan Summary

Located in the Richmond Road /
Westboro Secondary Plan
- Maximum 6 storey height
- General Mixed Use permissions

General Disclaimer for Site Analysis:
For the purpose of this preliminary study,
the property lines shown are approximate.



Legend

Subject Site

Approximate Lot Area

Subject Site:
+/- 22,655 sf (2,104 sm)

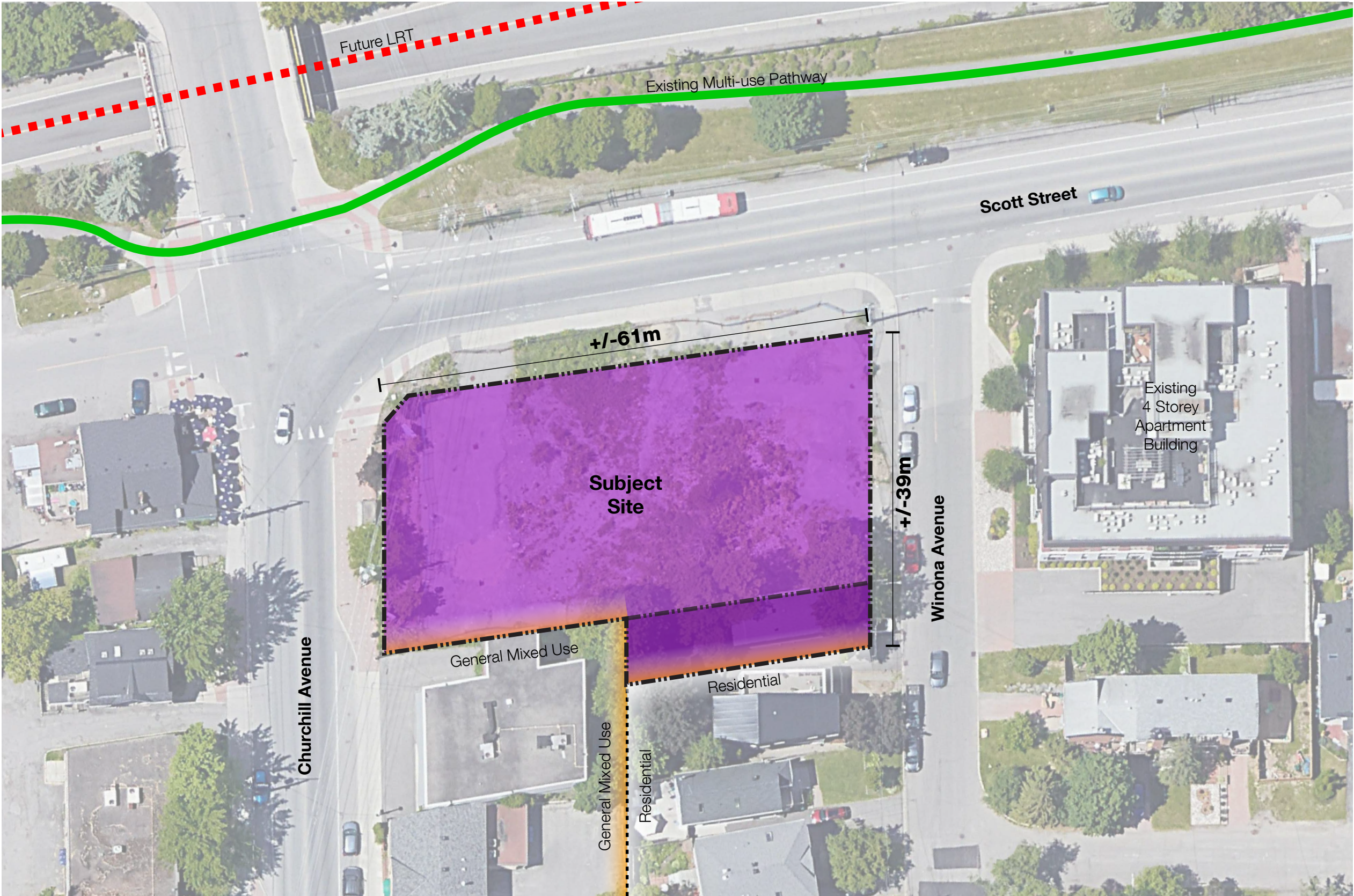
Zoning Summary

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Commercial

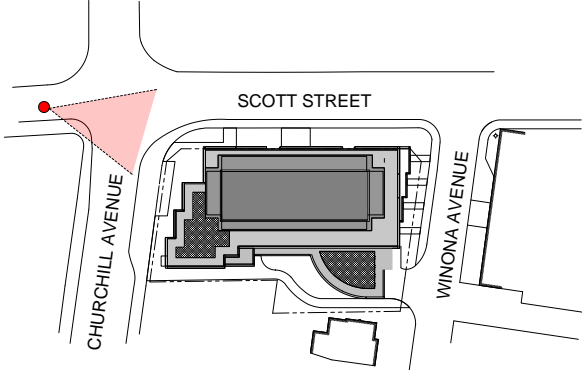
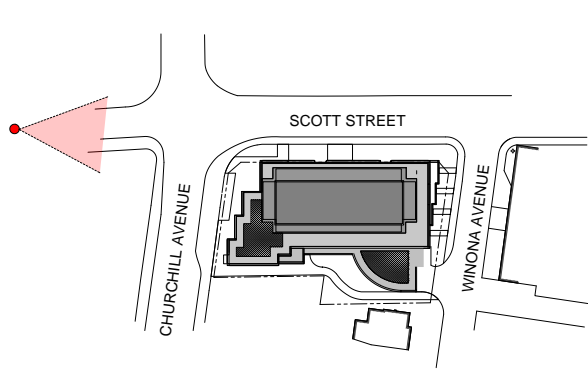
Official Plan Summary

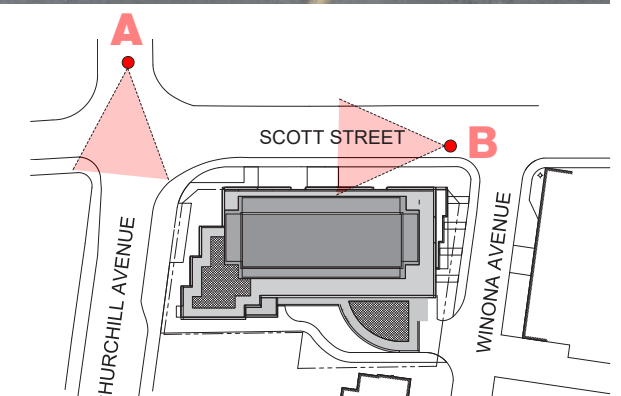
Located in the Richmond Road /
Westboro Secondary Plan
- Maximum 6 storey height
- General Mixed Use permissions

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2.0 APPROACH TO MASSING



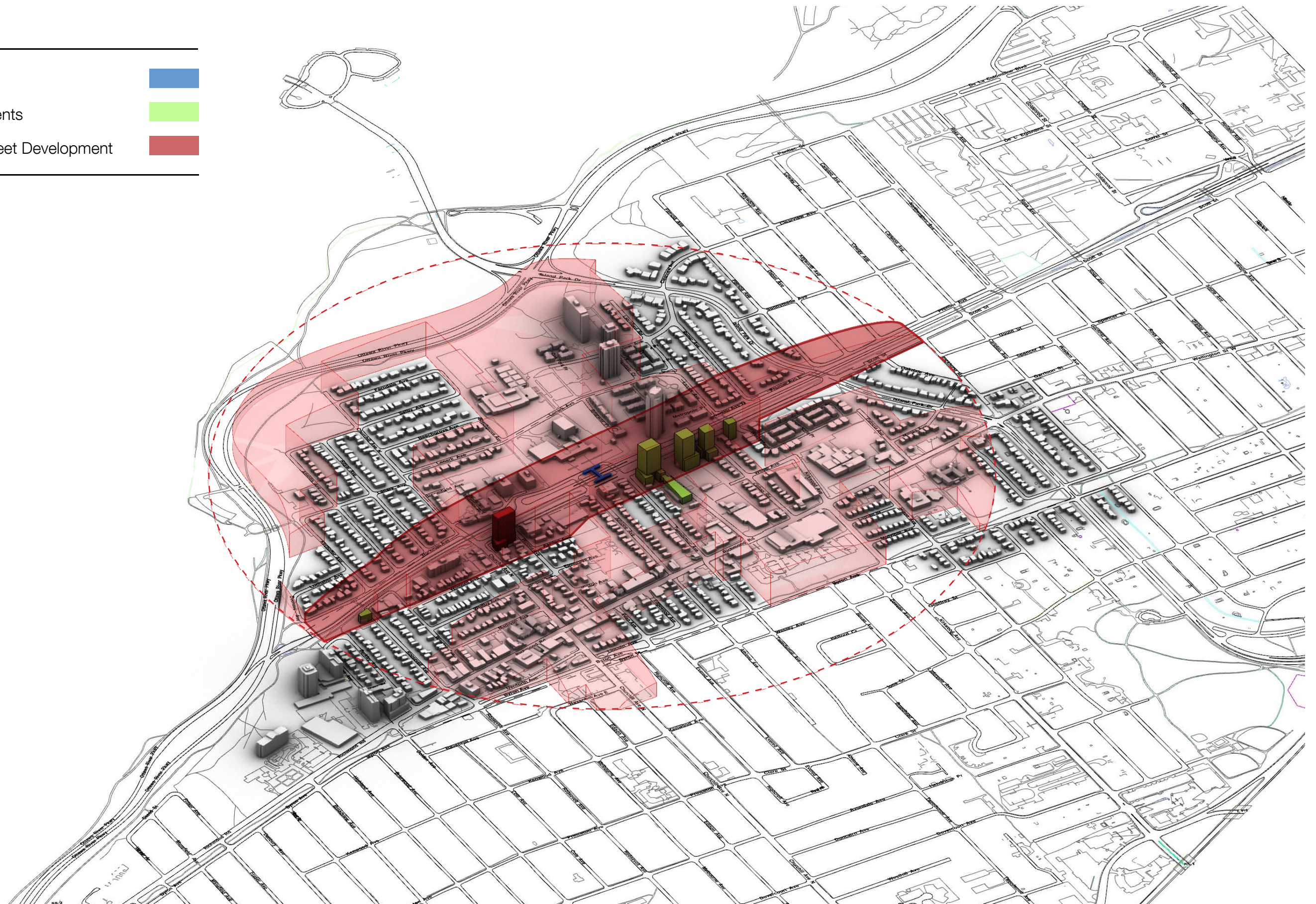


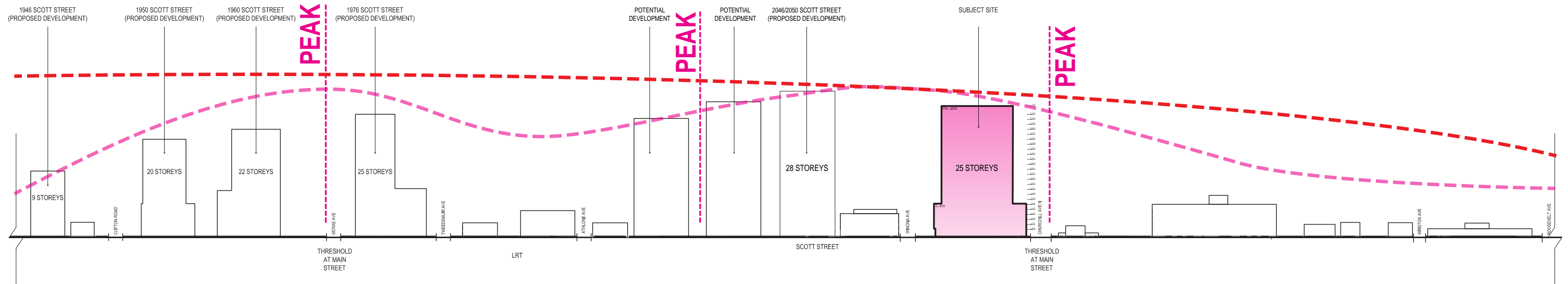
Legend

LRT Station

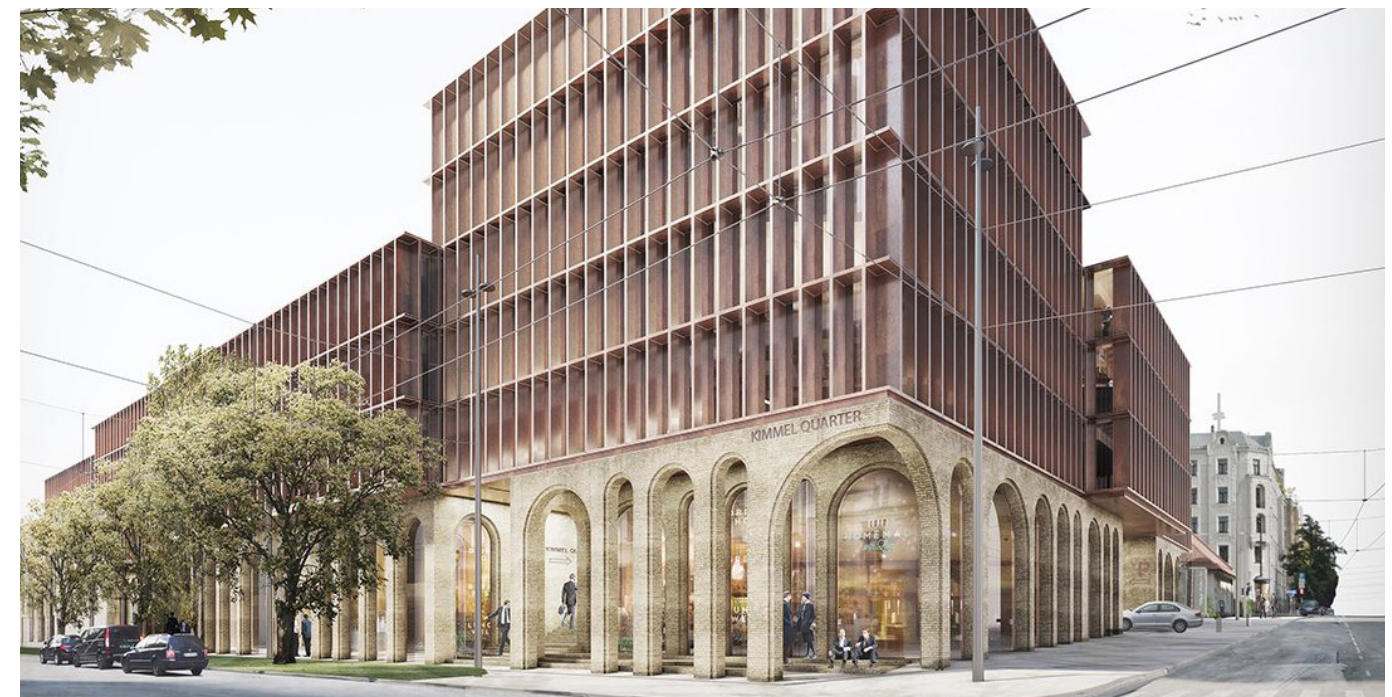
Adjacent New Developments

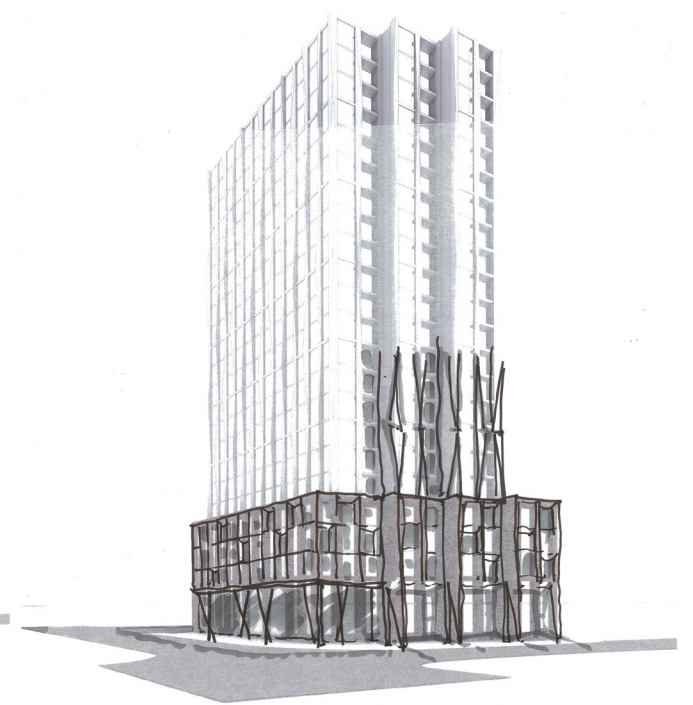
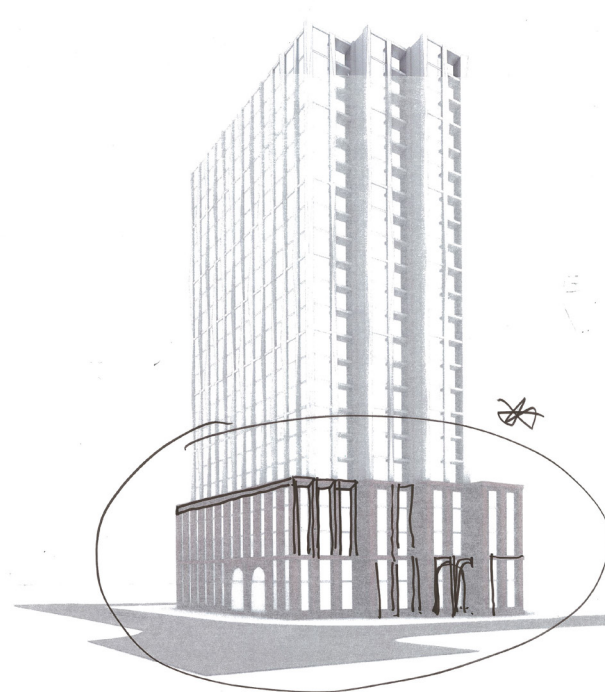
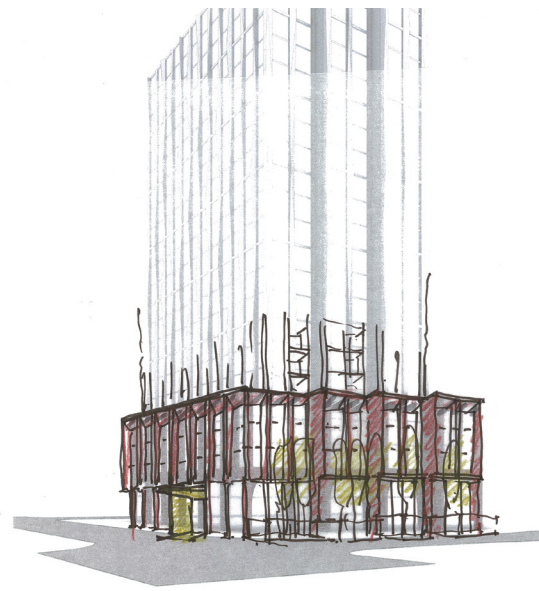
Proposed 2070 Scott Street Development





3.0 UDRP INFORMAL REVIEW - NOVEMBER 1, 2019





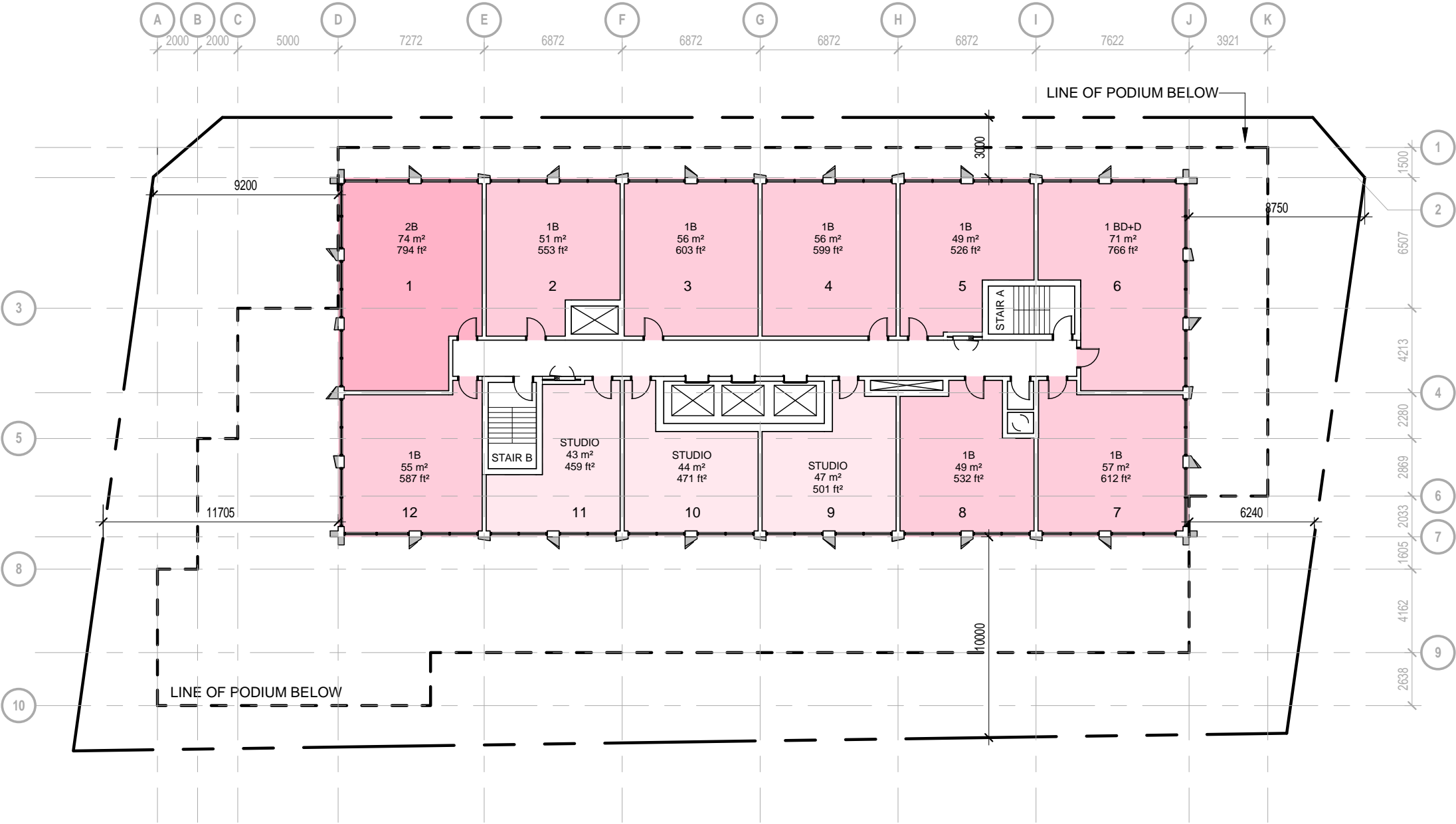
Lower Tower Typical (Level 7-15)
Statistics

GBA/Floor: 757 sm / 8,148 sf
Total GBA: 6,813 sm / 73,335 sf

GFA/Floor: 658 sm / 7,079 sf
Total GFA Res: 5,919 sm / 63,710 sf

Suite count per floor: 12

Studio:	3
1 B (1B+Den):	8
2 B (2B+Den):	1
3 B:	0



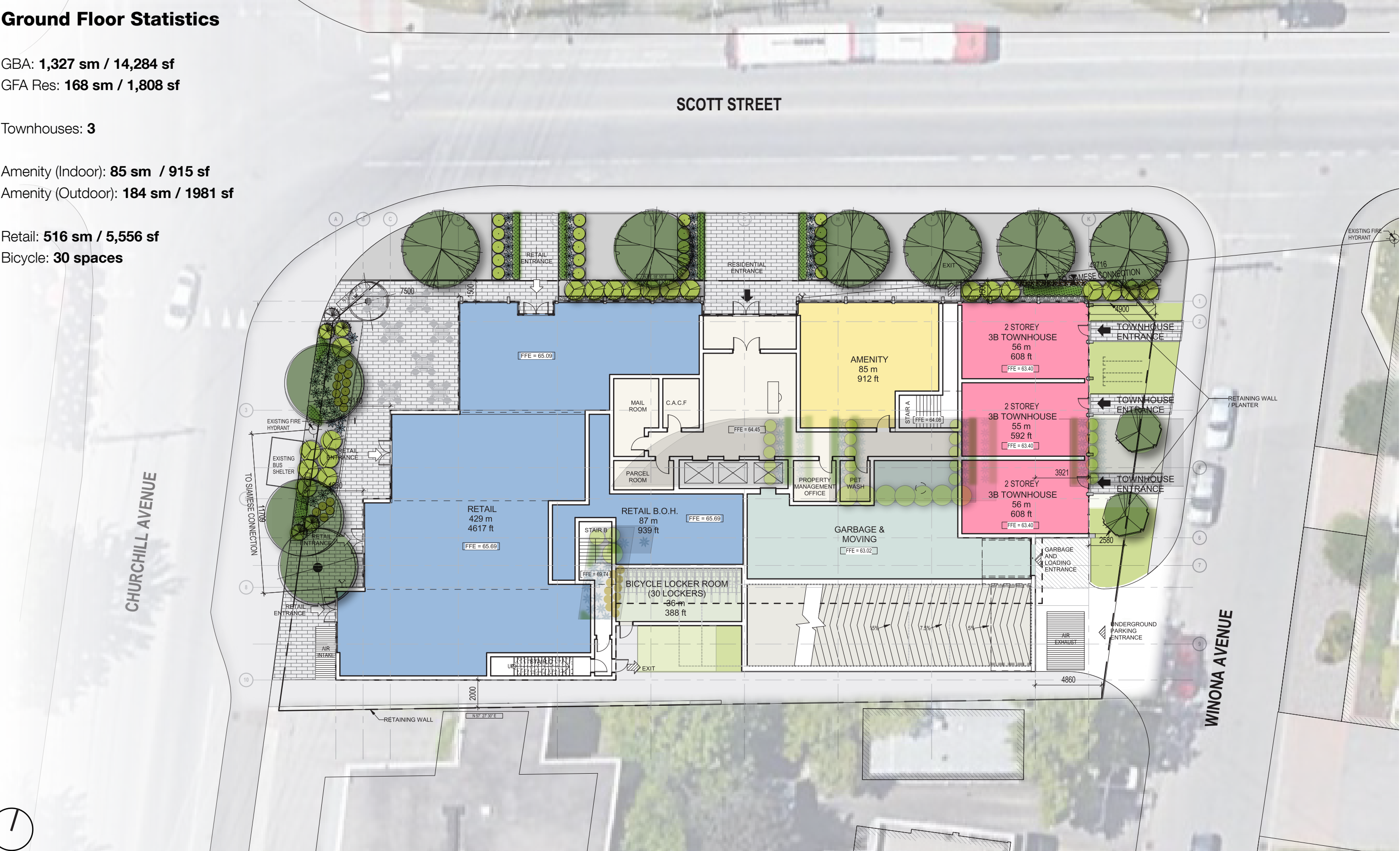
Ground Floor Statistics

GBA: 1,327 sm / 14,284 sf
GFA Res: 168 sm / 1,808 sf

Townhouses: 3

Amenity (Indoor): 85 sm / 915 sf
Amenity (Outdoor): 184 sm / 1981 sf

Retail: 516 sm / 5,556 sf
Bicycle: 30 spaces



4.0 UPDATE / REVISED OPTION - DECEMBER 2019

UDRP INFORMAL REVIEW COMMENTS

- Lot consolidation may allow for the potential consideration for a tall building

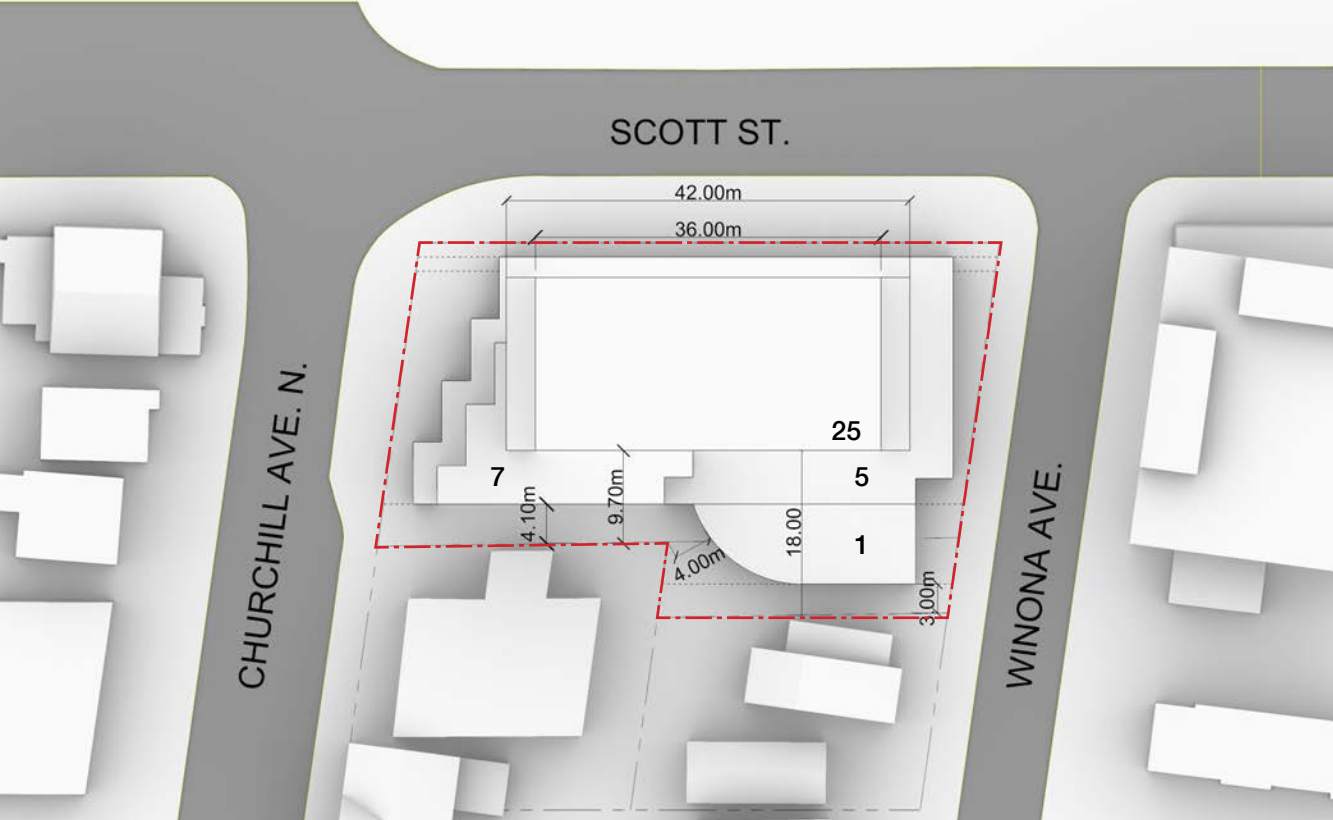
CITY COMMENTS

- Further articulation is required for the tower component to achieve a ‘more slender’ appearance
- A ‘finer grain’ response should be considered along Winona to relate to the scale of single family residential datum

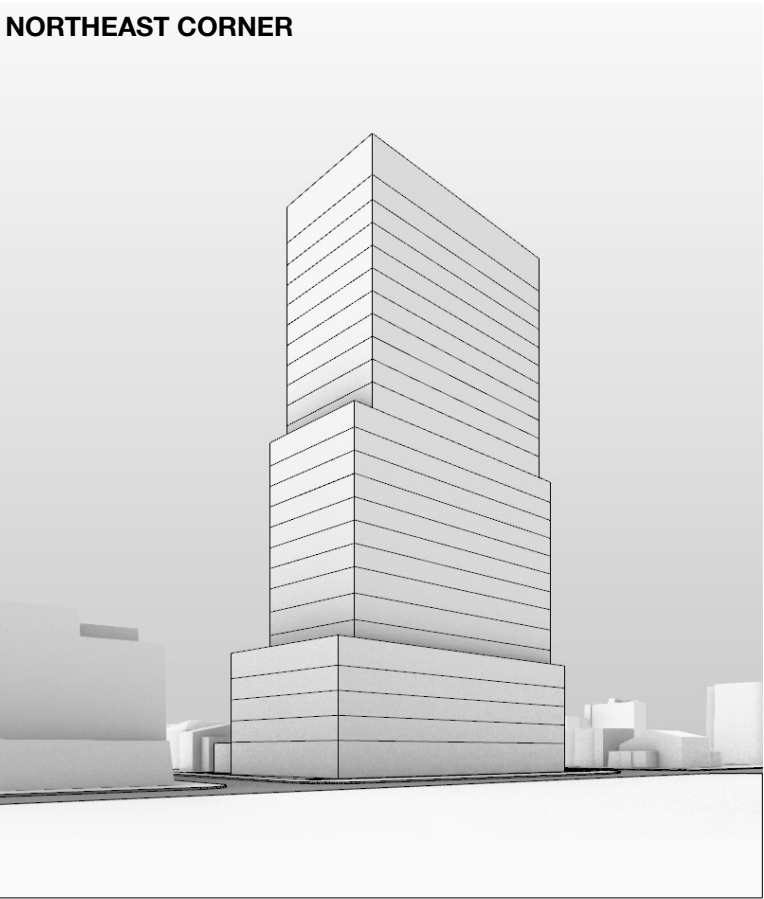
PROJECT GOALS / INITIATIVE

- A 20 metre tower separation and built form transition between areas of different scale is required
- There is a desire for enhancement to the “thru-block” connection at the southern property line. Can some of the ground floor interior programming also be revised in this regard?

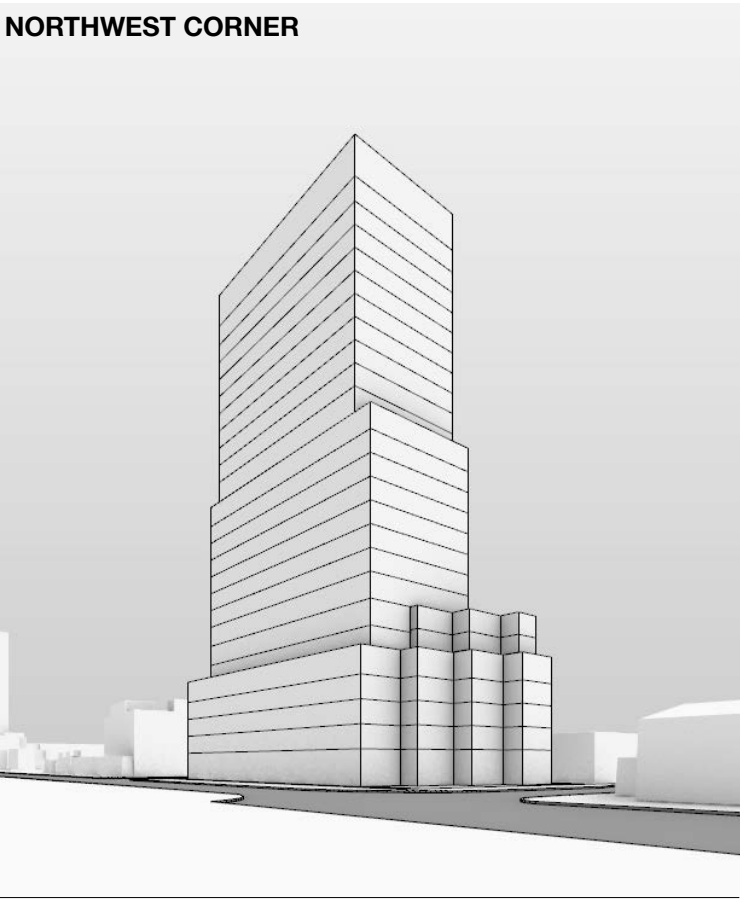
SITE PLAN



NORTHEAST CORNER



NORTHWEST CORNER



Massing Statistics

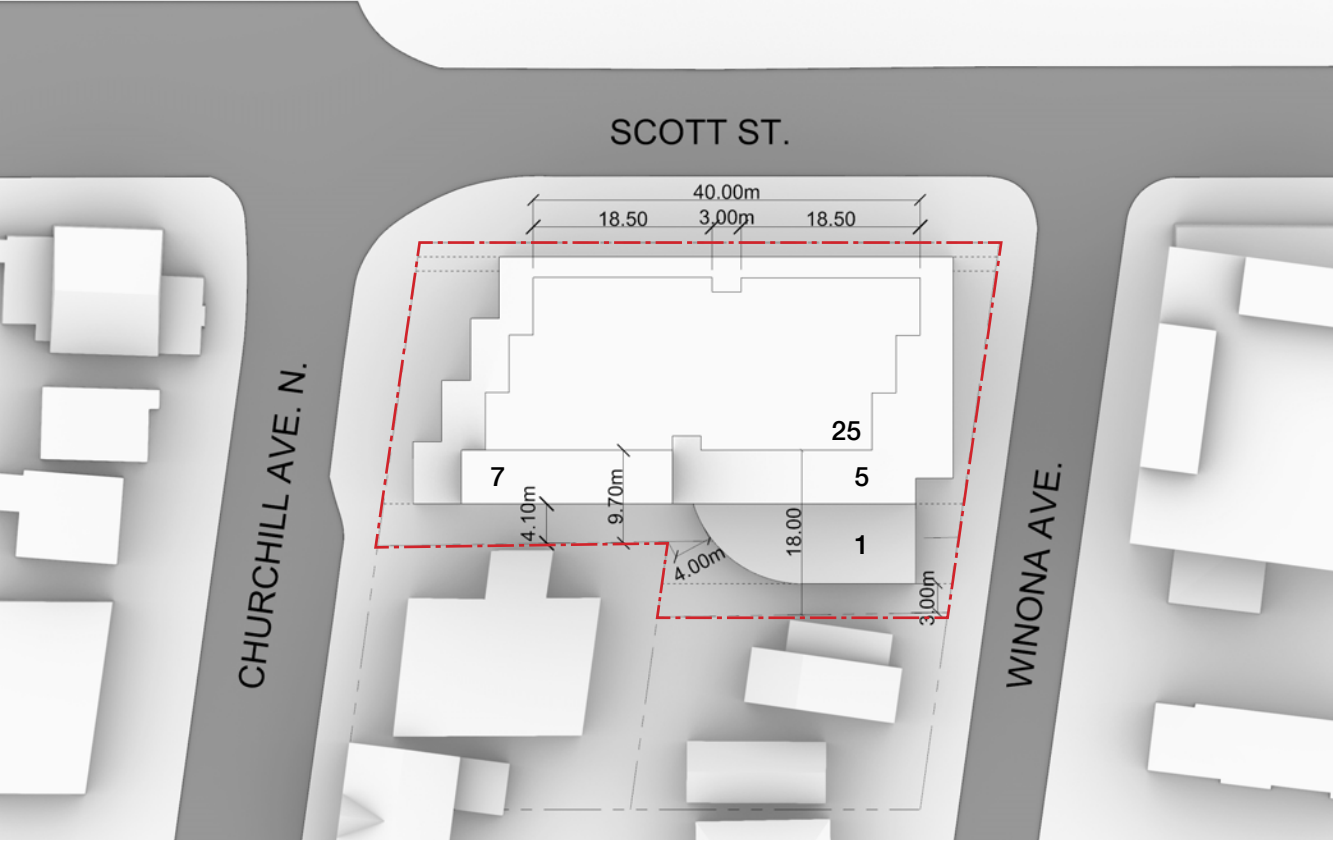
Typ. Upper Floor Plate | 648 sm
Typ. Upper Floor Plate | 757 sm

Tower (FL 08-25) | 13,184 sm / 141,911 sf
Podium (FL GF-07) | 8,763 sm / 94,324 sf

TOTAL AREA = 21,947 sm / 236,235 sf



SITE PLAN



NORTHEAST CORNER



NORTHWEST CORNER

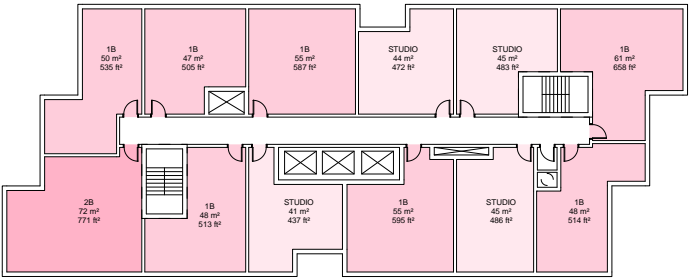


Massing Statistics

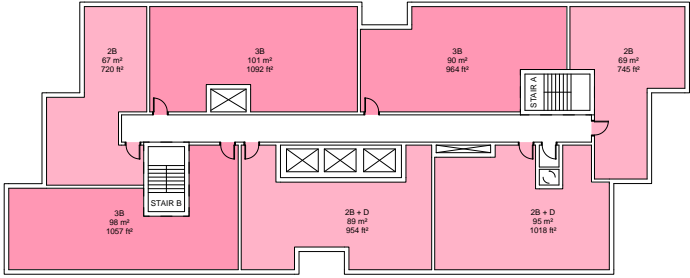
Typ. Floor Plate | 717 sm

Tower (FL 08-25) | 12,906 sm / 138,919 sf
Podium (FL GF-07) | 8,619 sm / 92,774 sf

TOTAL AREA = 21,525 sm / 231,693 sf



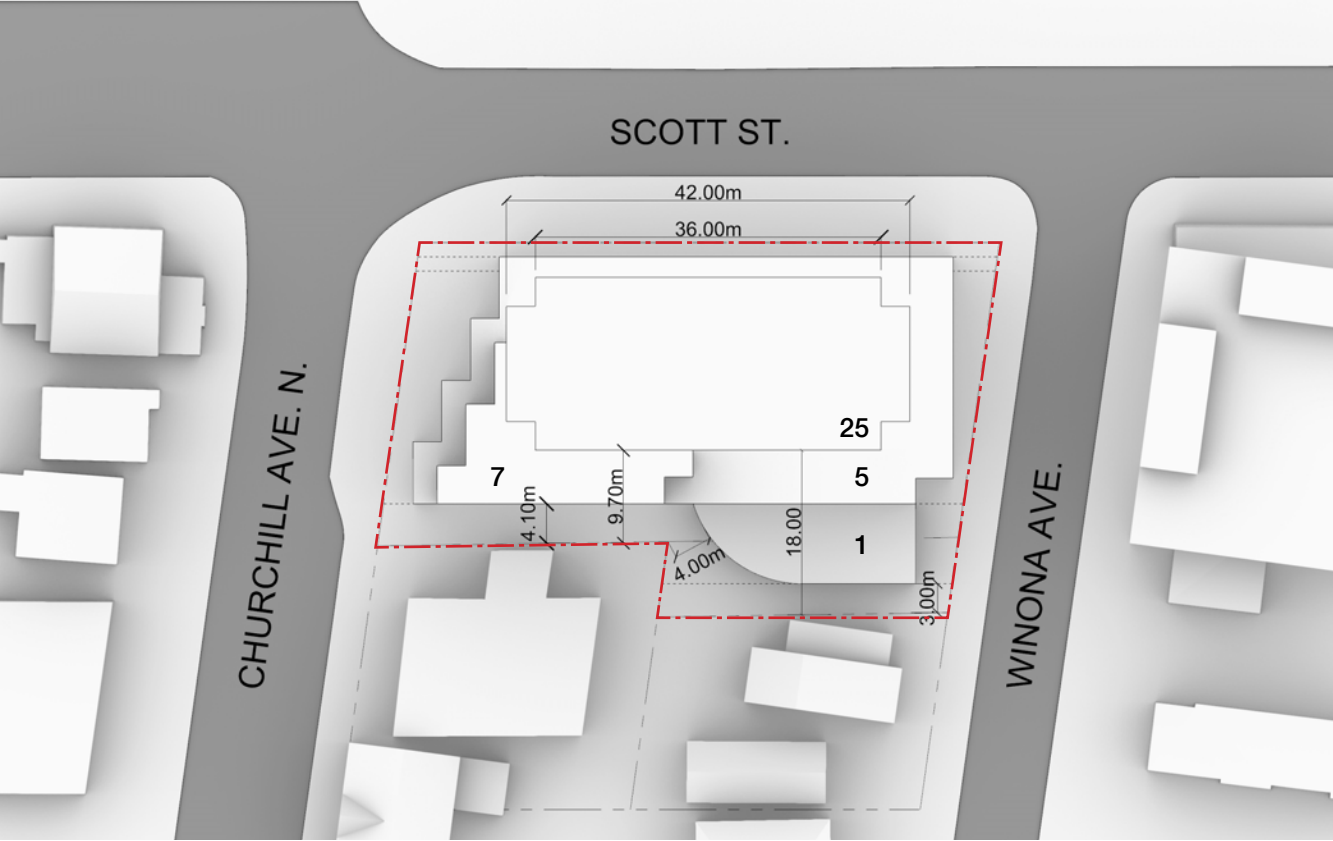
Lower Typical Floor Plan



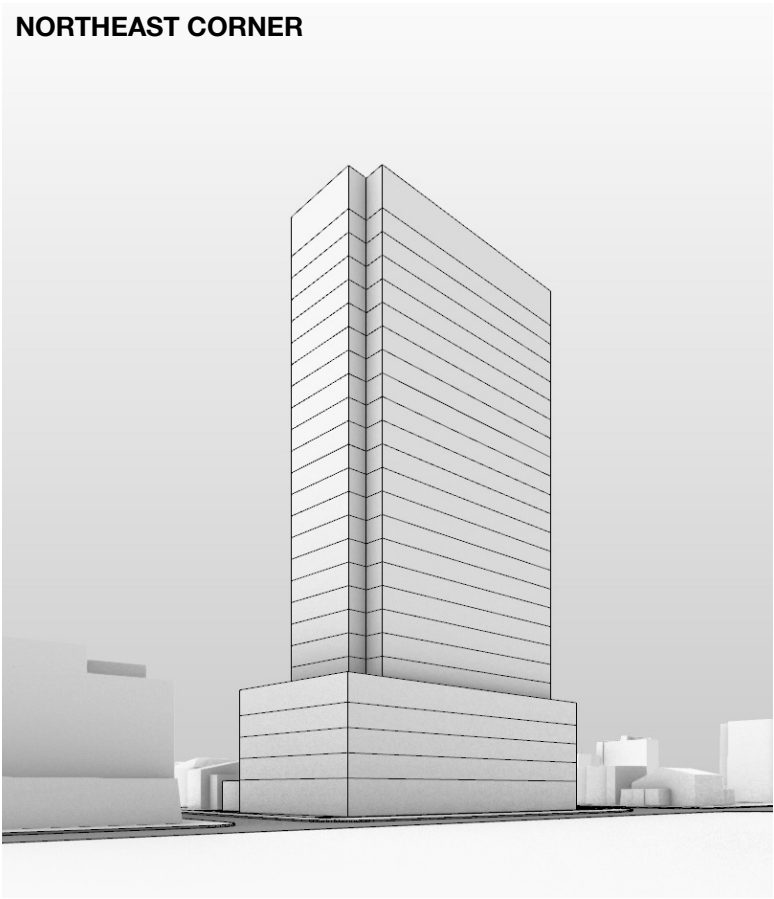
Upper Typical Floor Plan



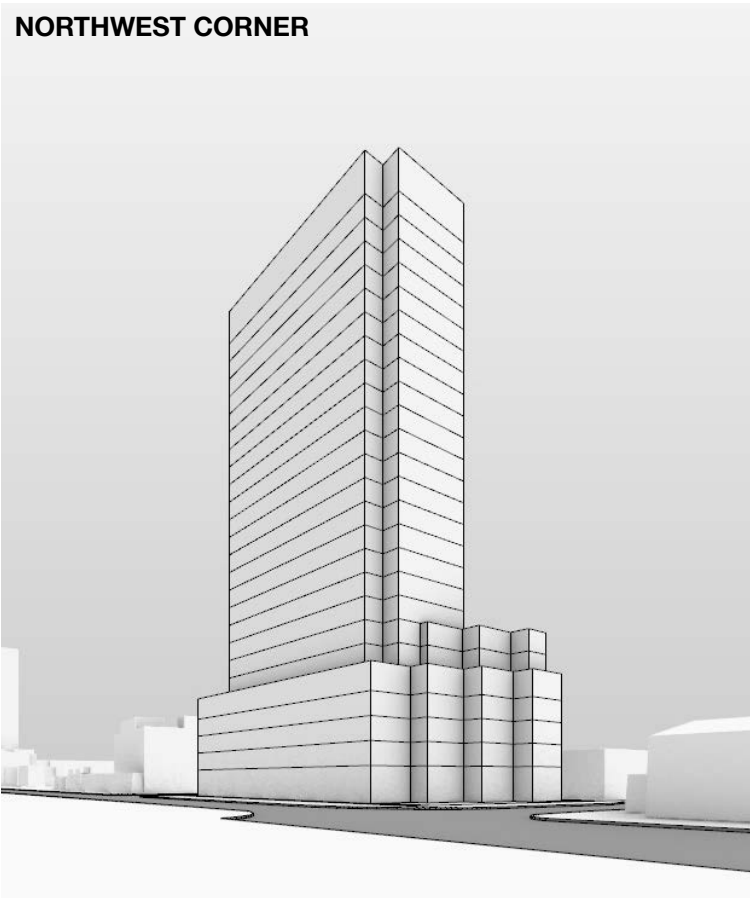
SITE PLAN



NORTHEAST CORNER



NORTHWEST CORNER

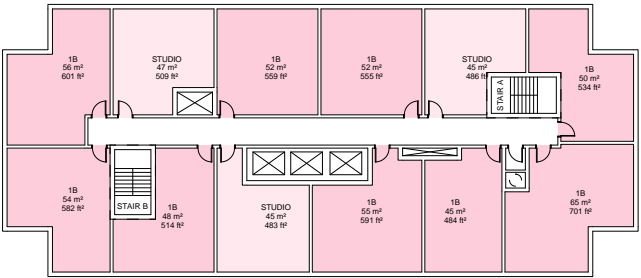


Massing Statistics

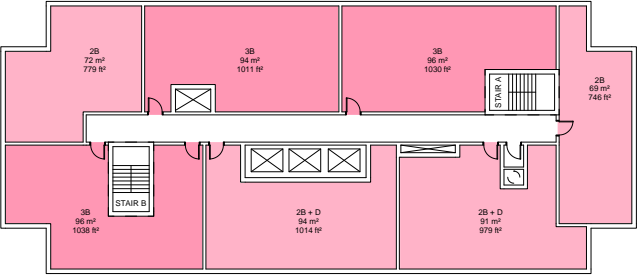
Typ. Floor Plate | 720 sm

Tower (FL 08-25) | 12,960 sm / 139,500 sf
Podium (FL GF-07) | 8,709 sm / 93,743 sf

TOTAL AREA = 21,669 sm / 239,243 sf



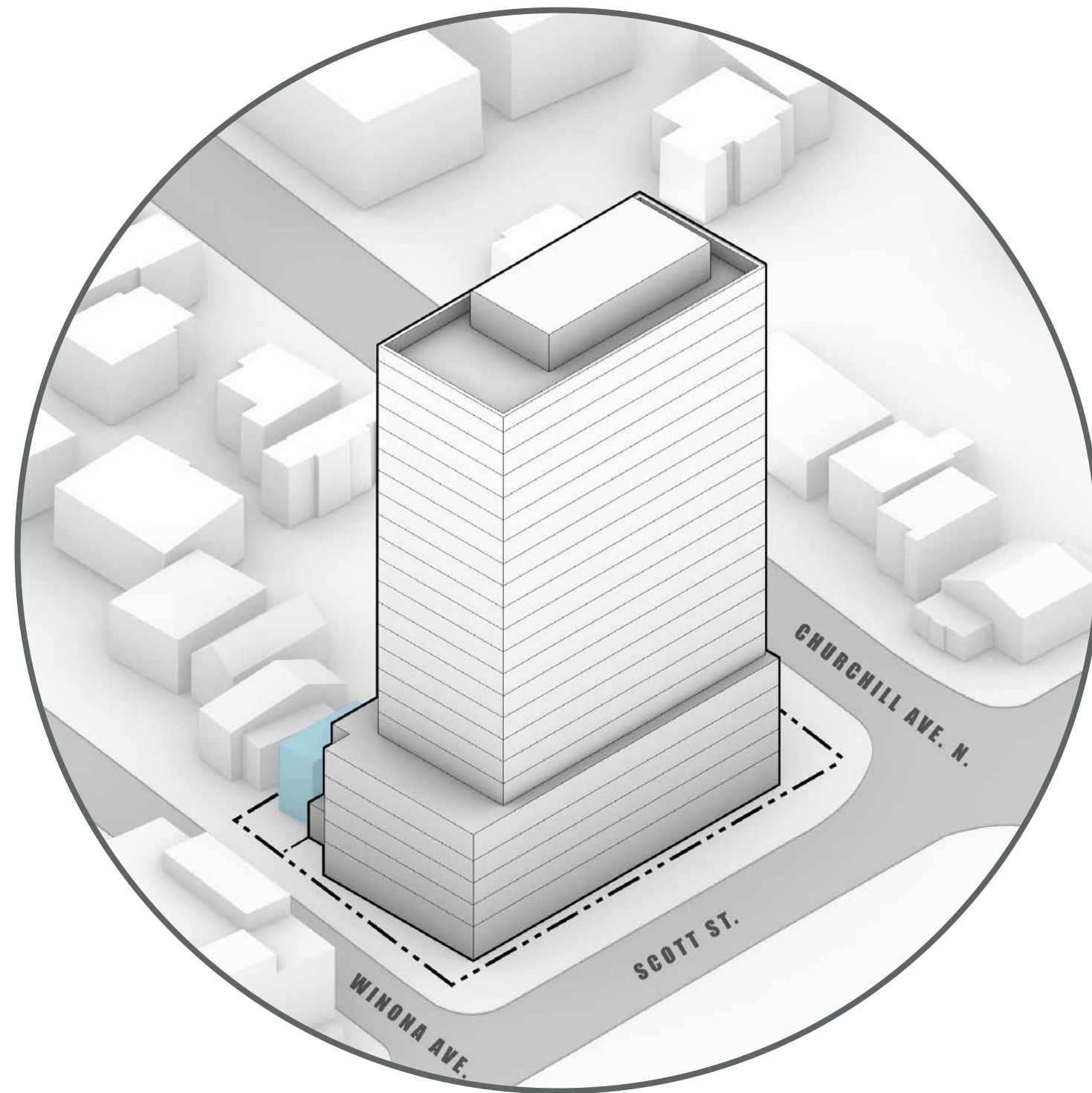
Lower Typical Floor Plan

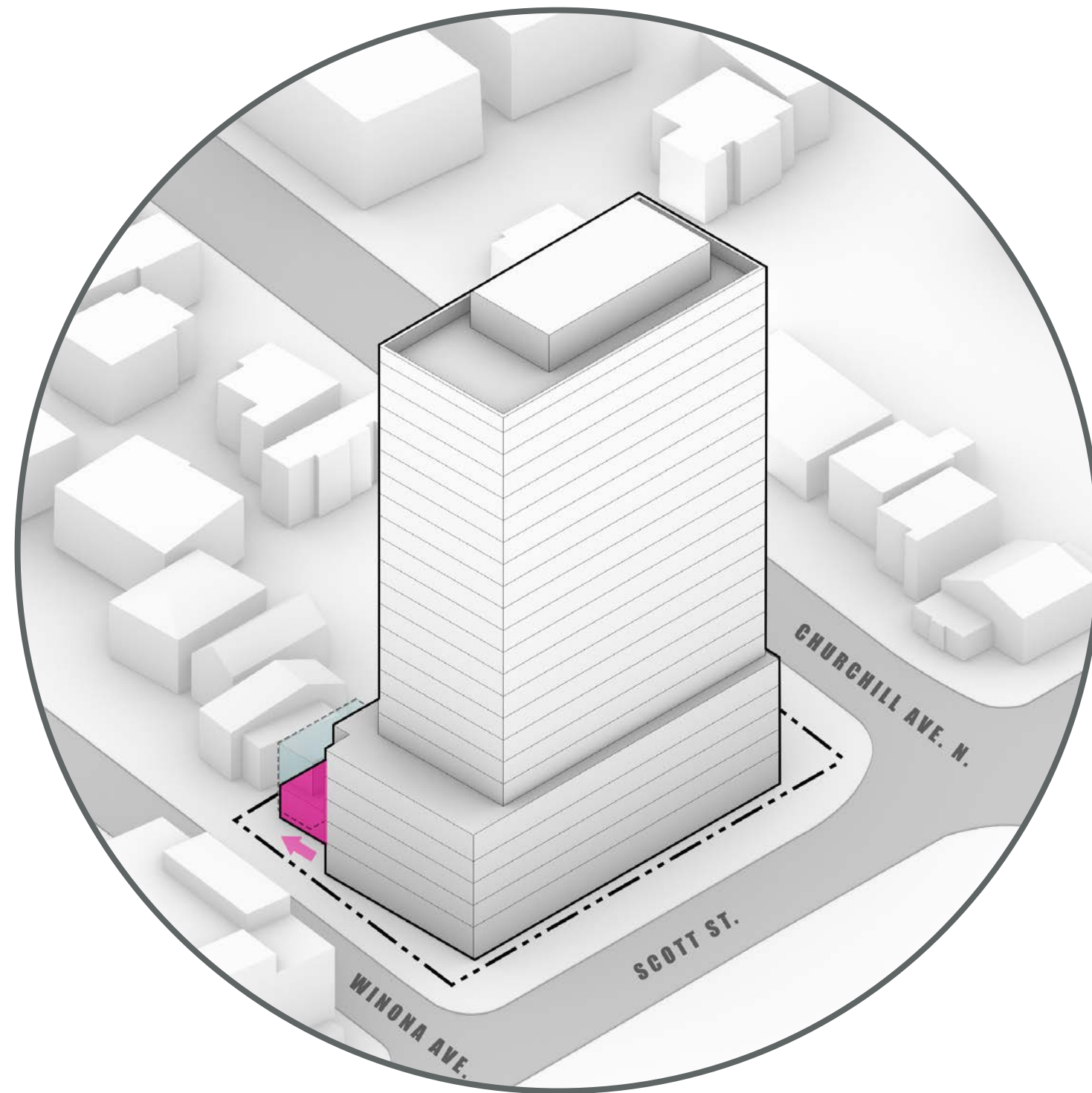


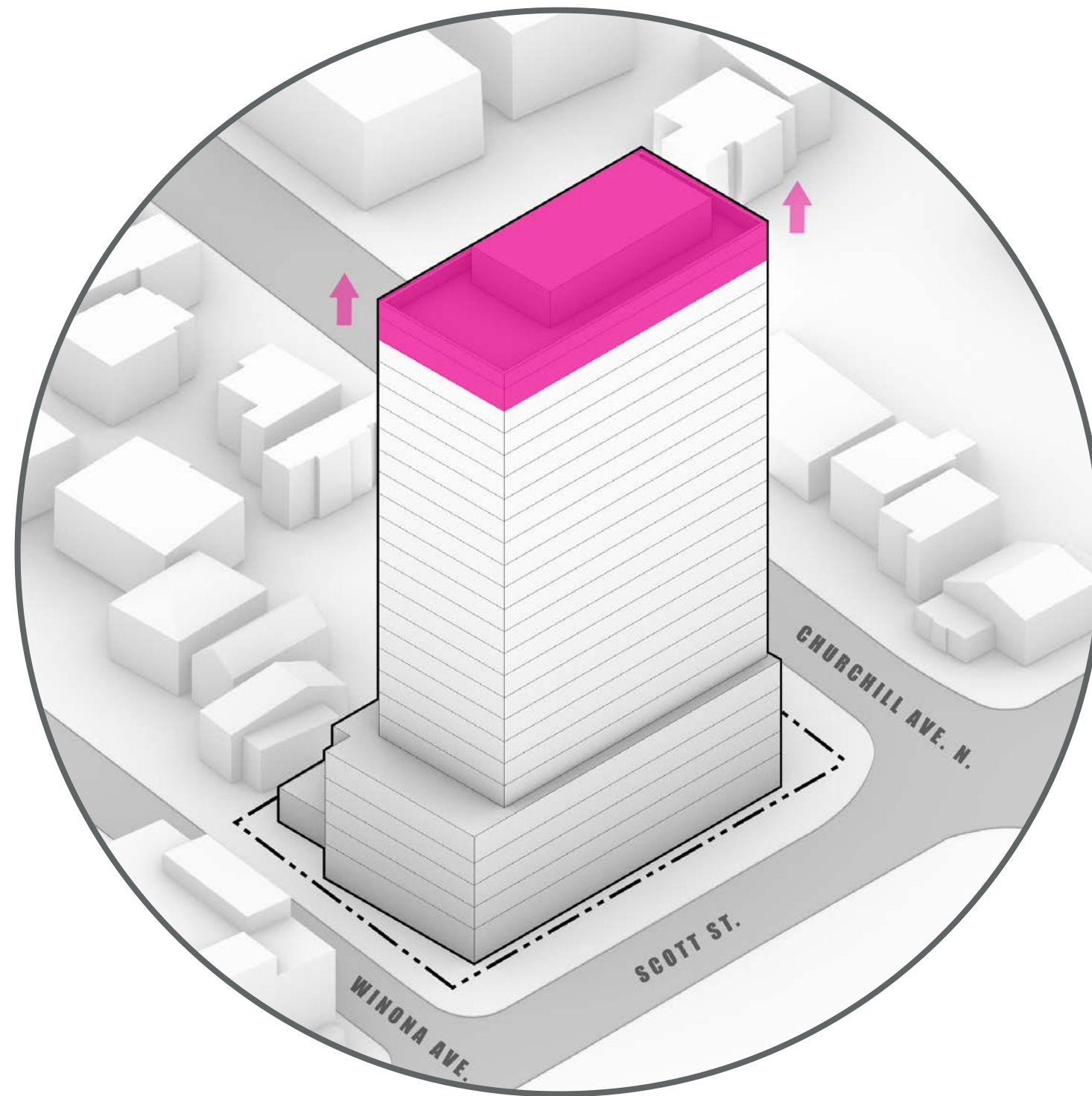
Upper Typical Floor Plan

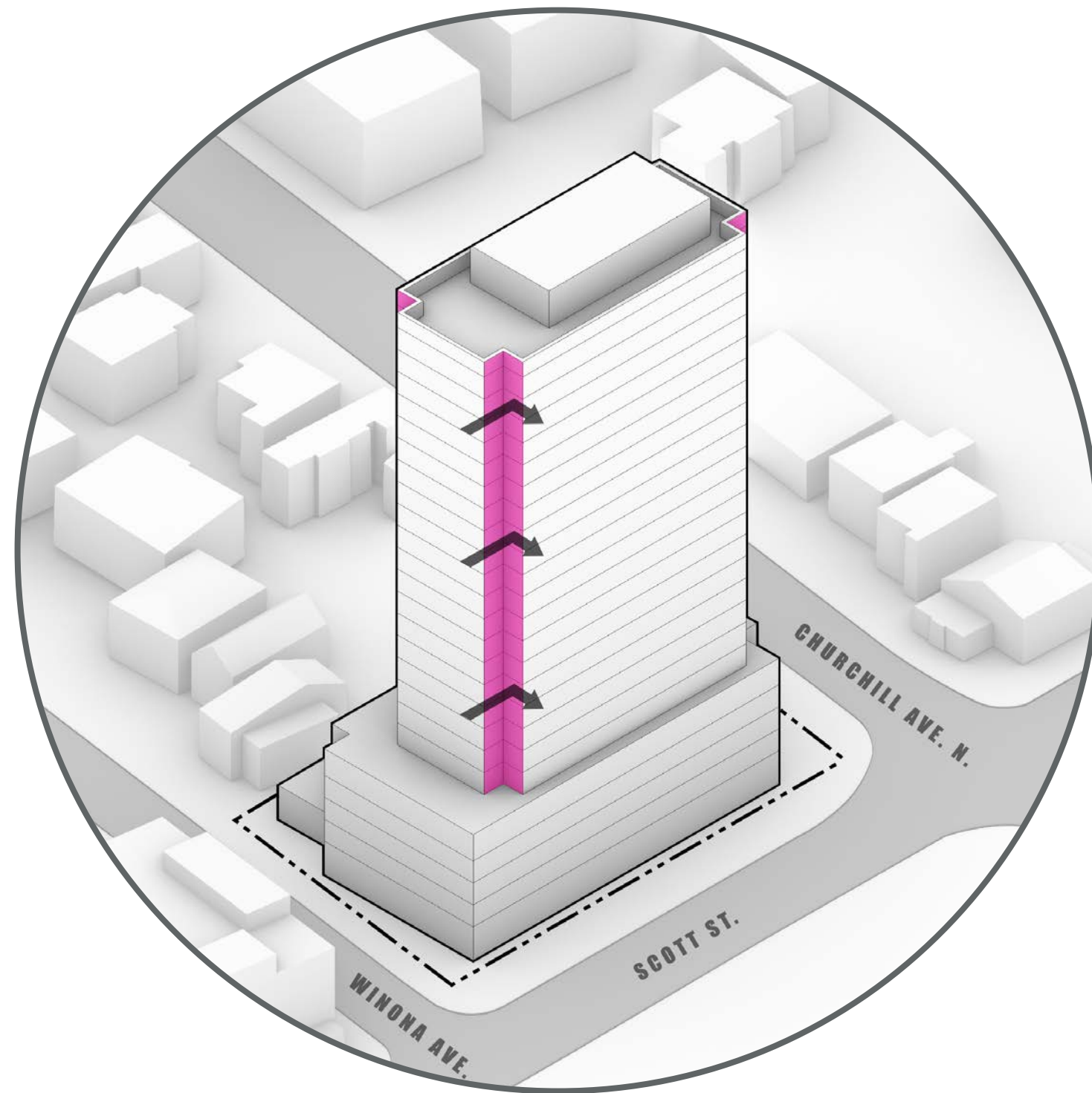


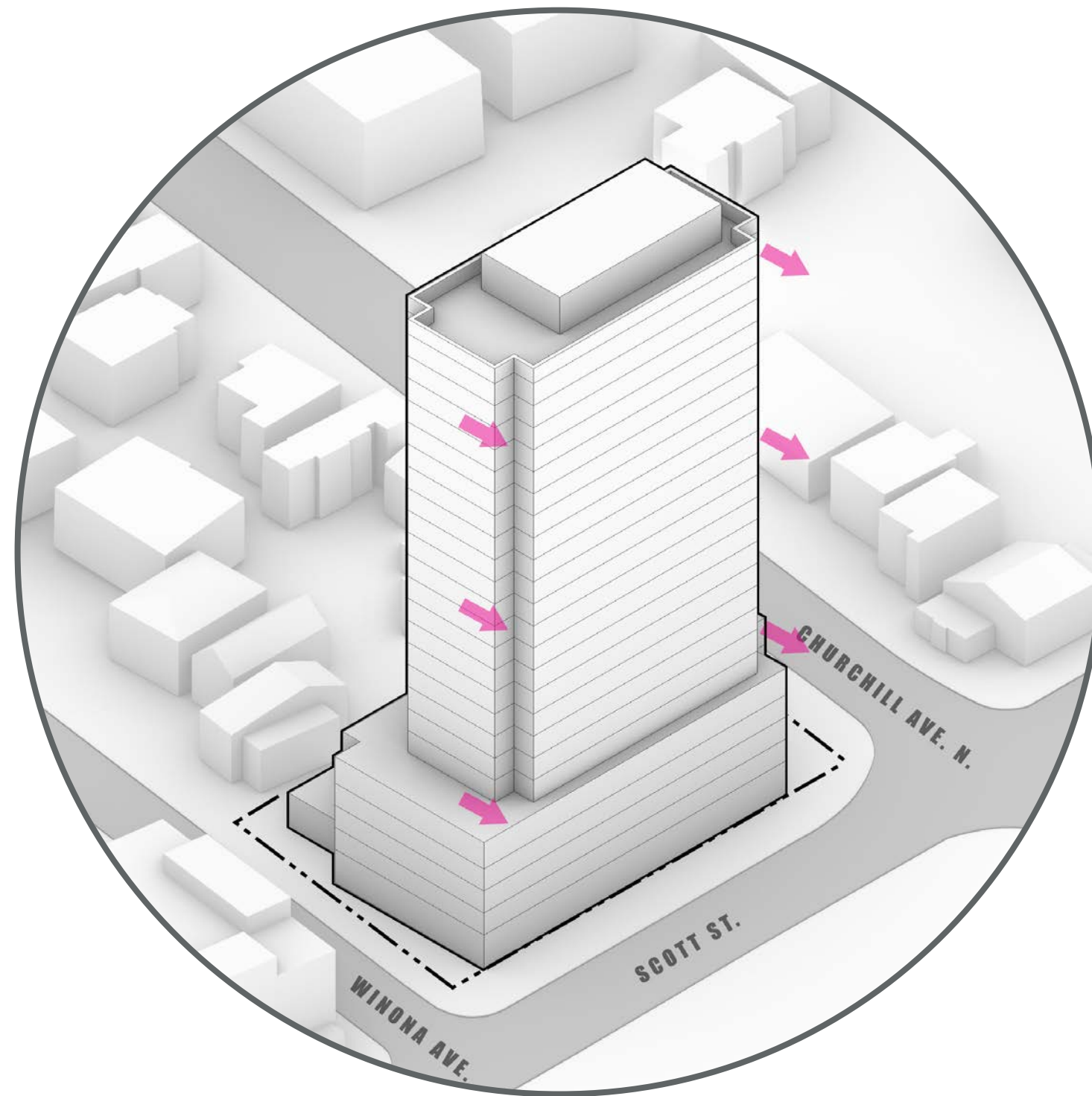
5.0 RESPONSE / PREFERRED OPTION - JANUARY 2020

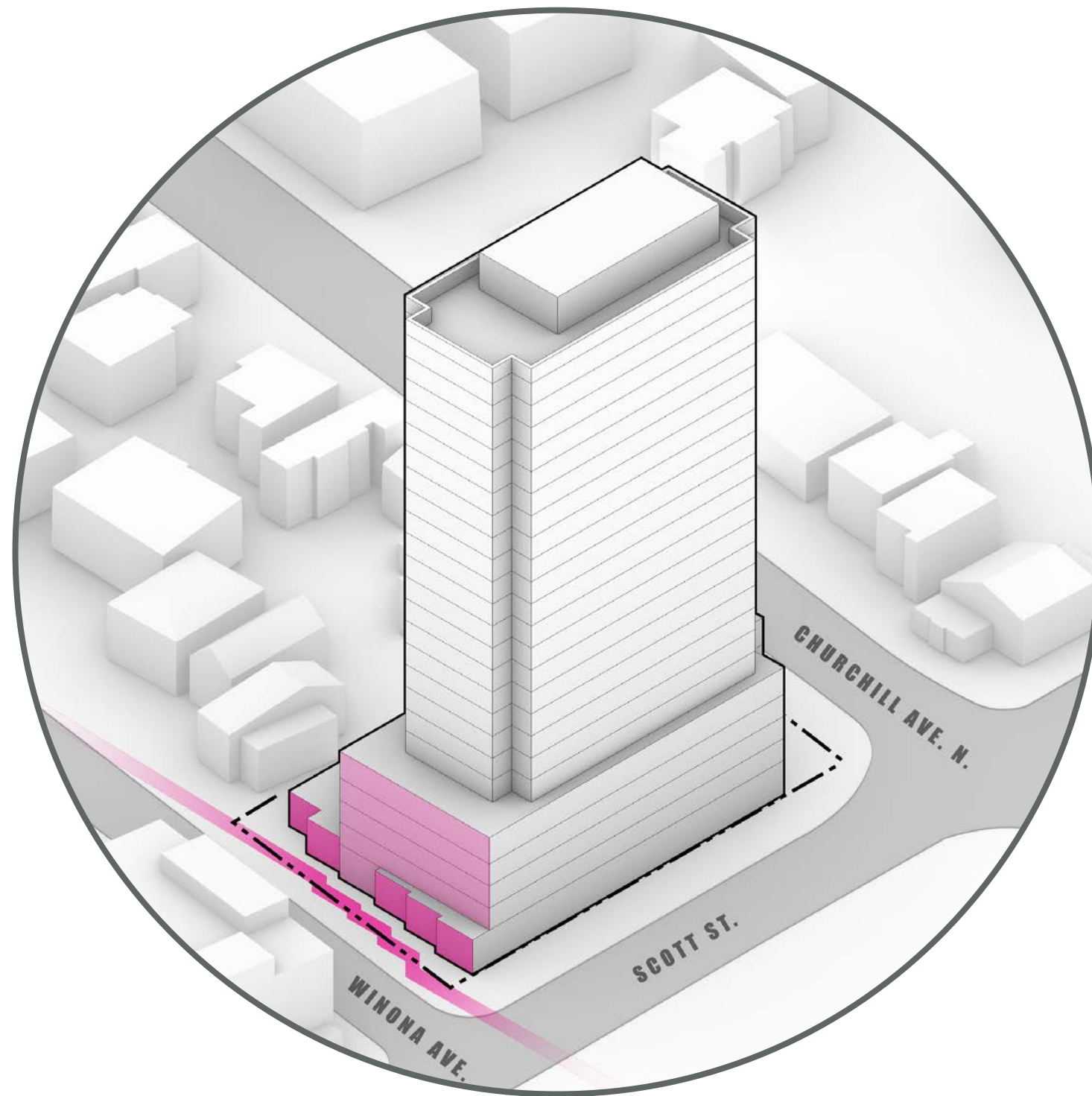


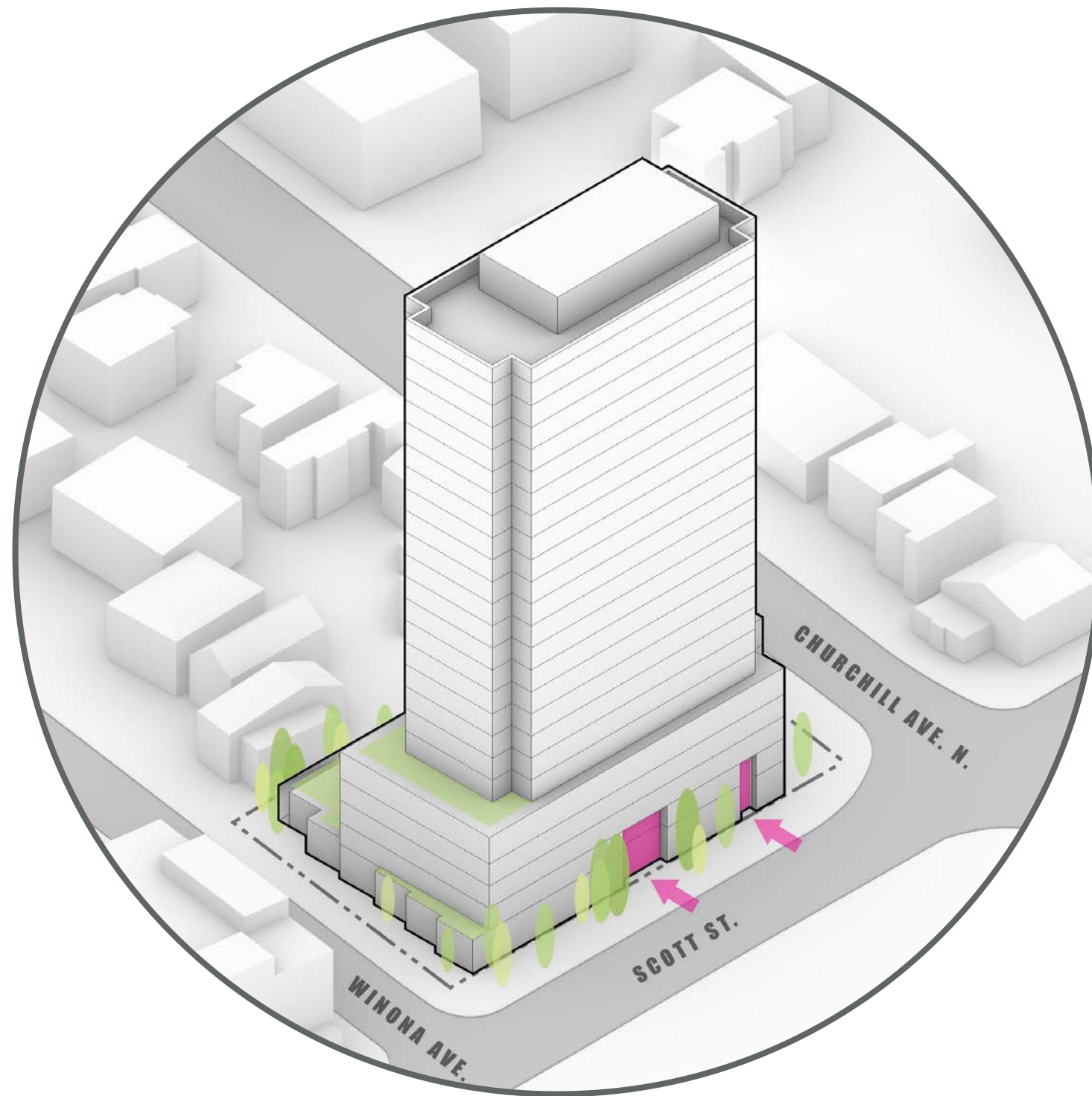


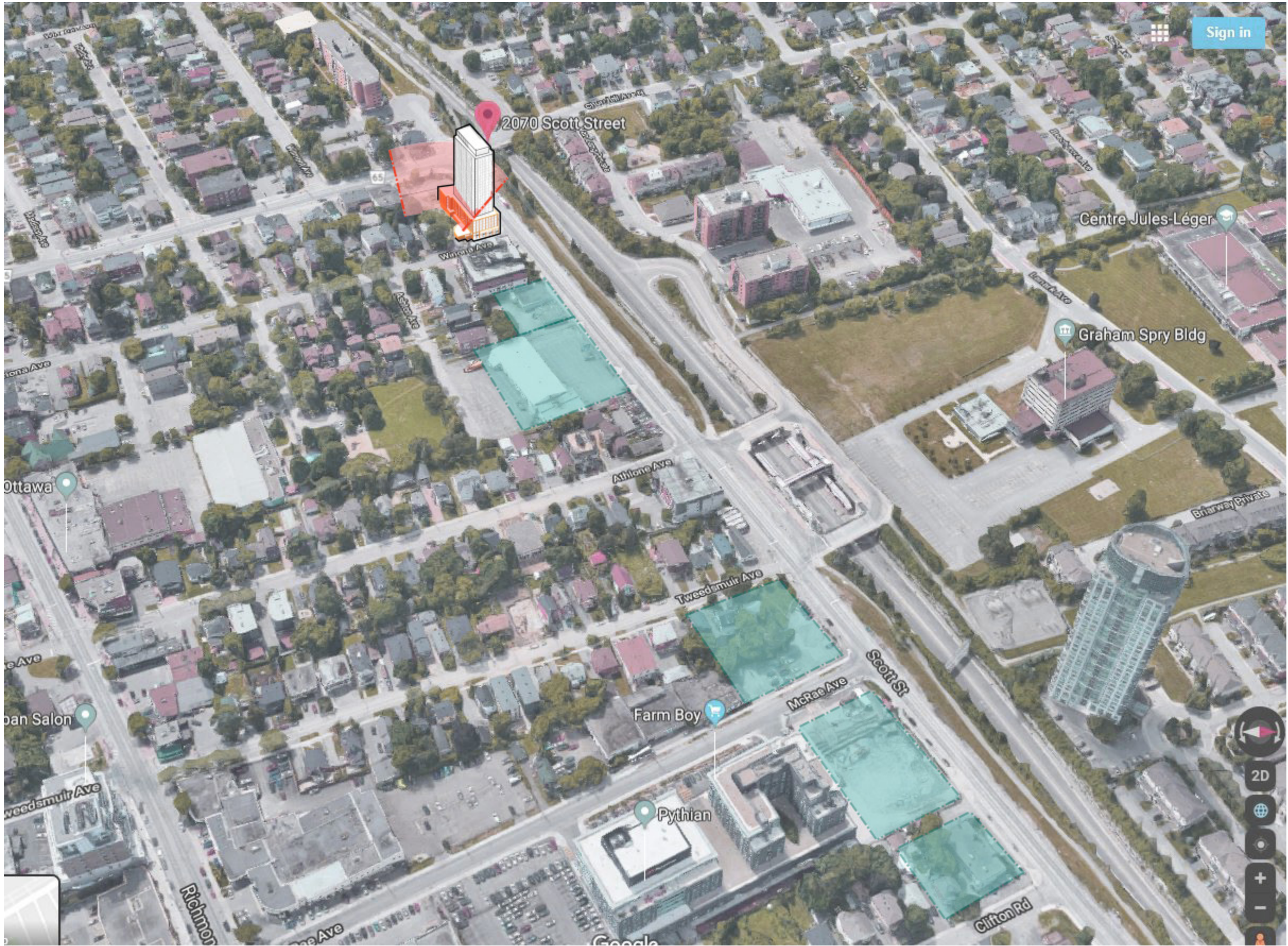


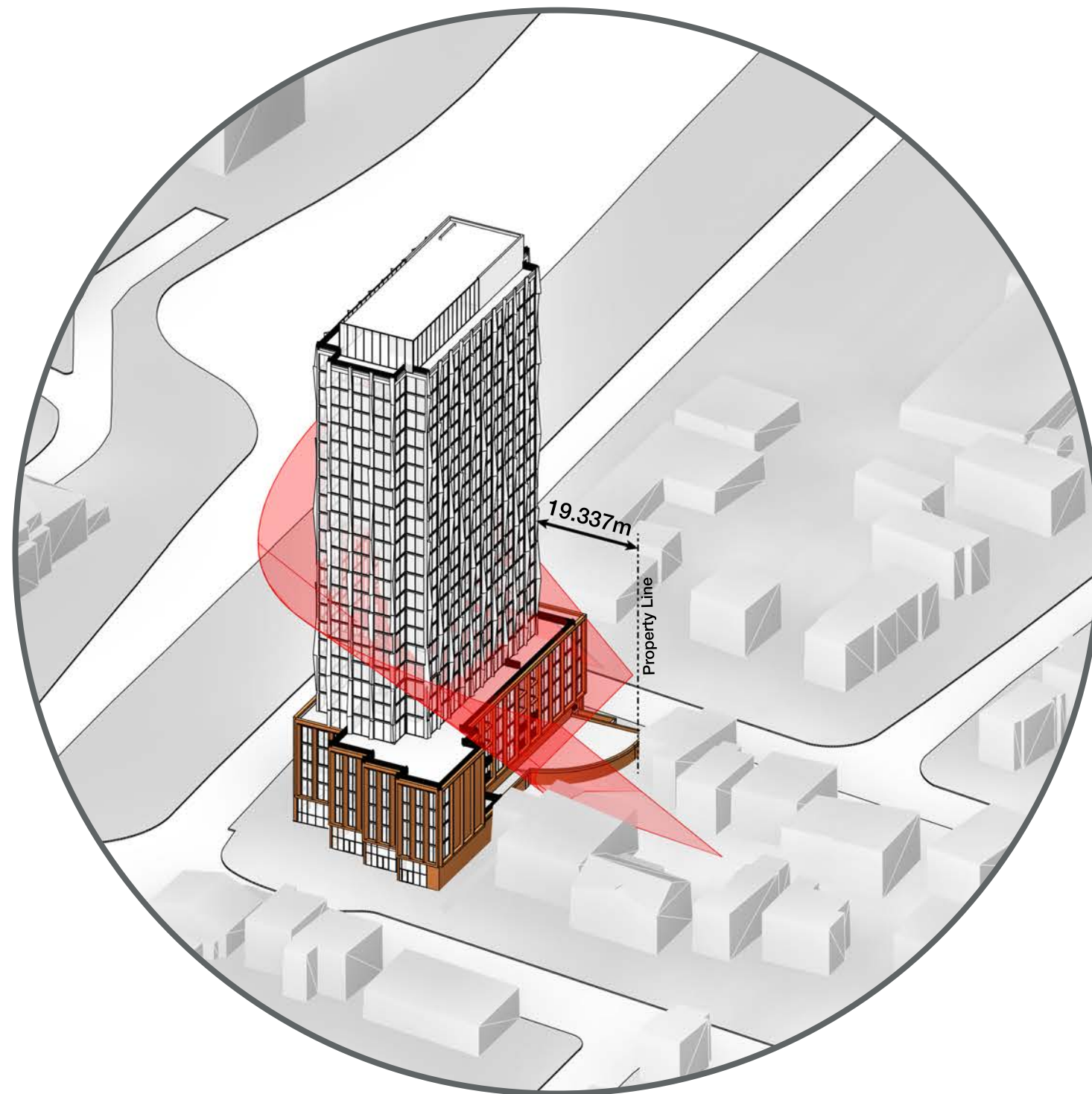
















Site Plan Legend

—

PROPERTY LINE

LINE OF UNDER GROUND GARAGE BELOW

←

MAIN BUILDING ENTRANCE

↖

RETAIL ENTRANCE

↗

EXIT

↕

VEHICLE ENTRANCE / EXIT

FIRE HYDRANT

SIAMESE CONNECTION

MANHOLE COVER

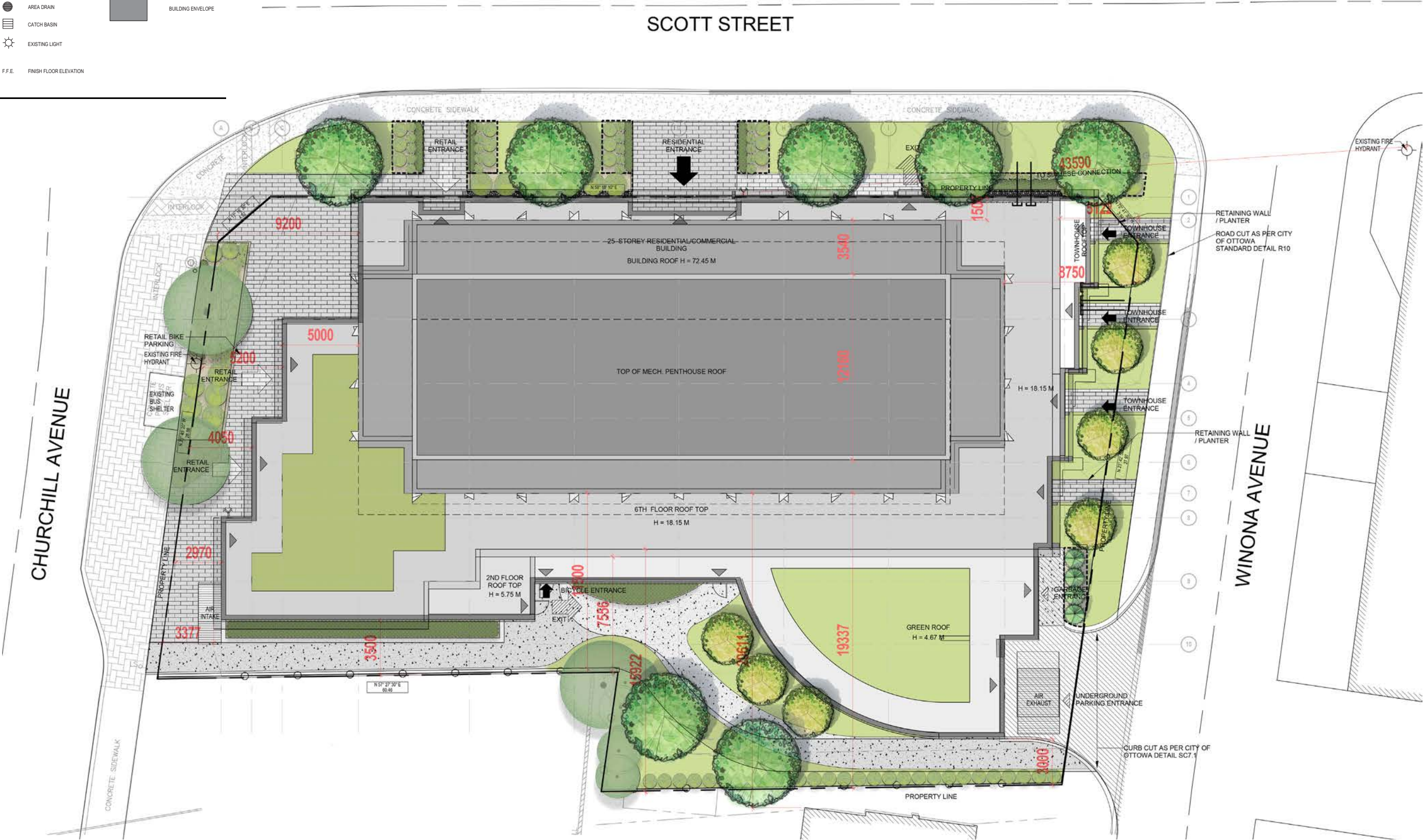
AREA DRAIN

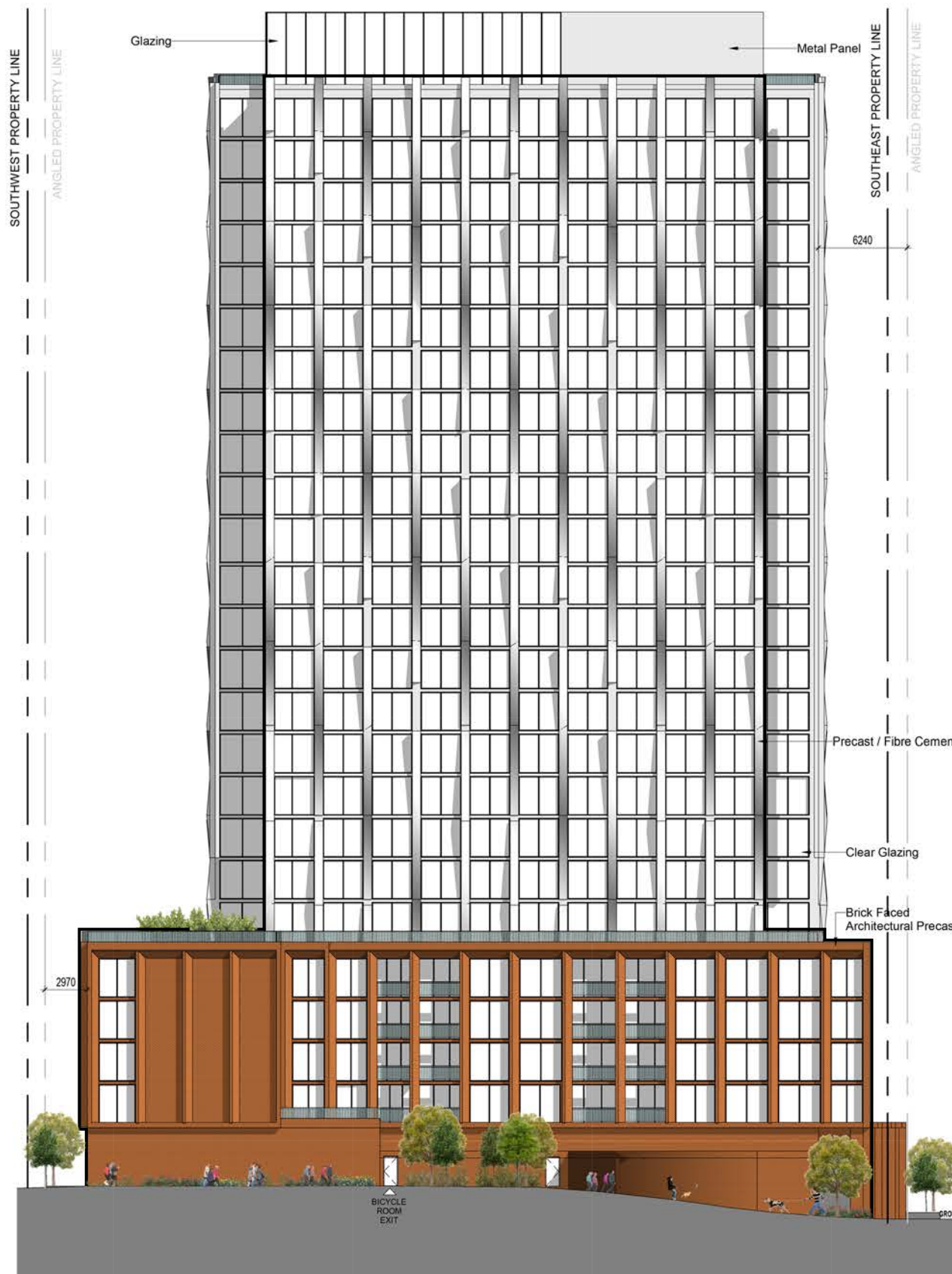
CATCH BASIN

EXISTING LIGHT

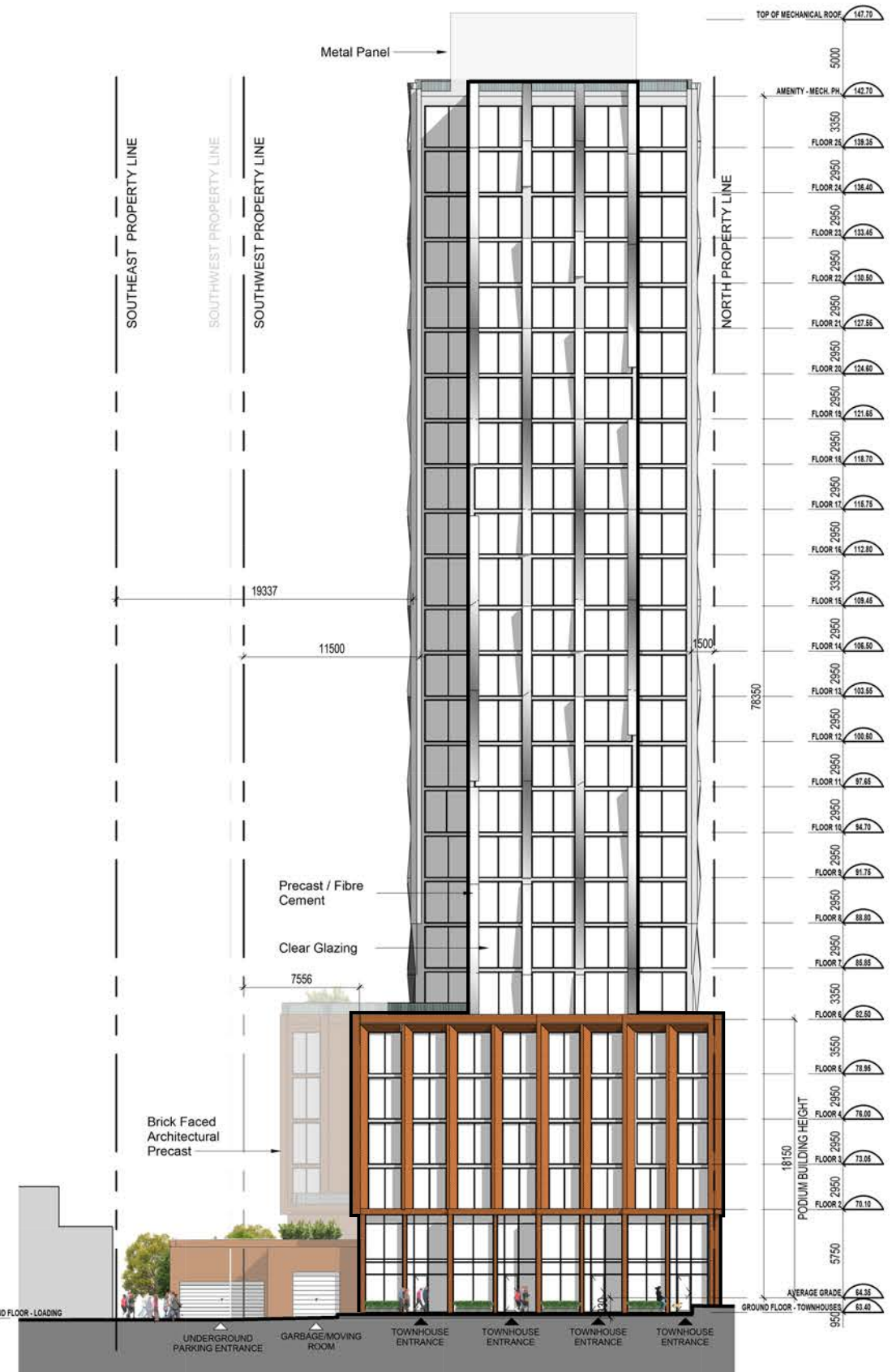
F.F.E.

FINISH FLOOR ELEVATION

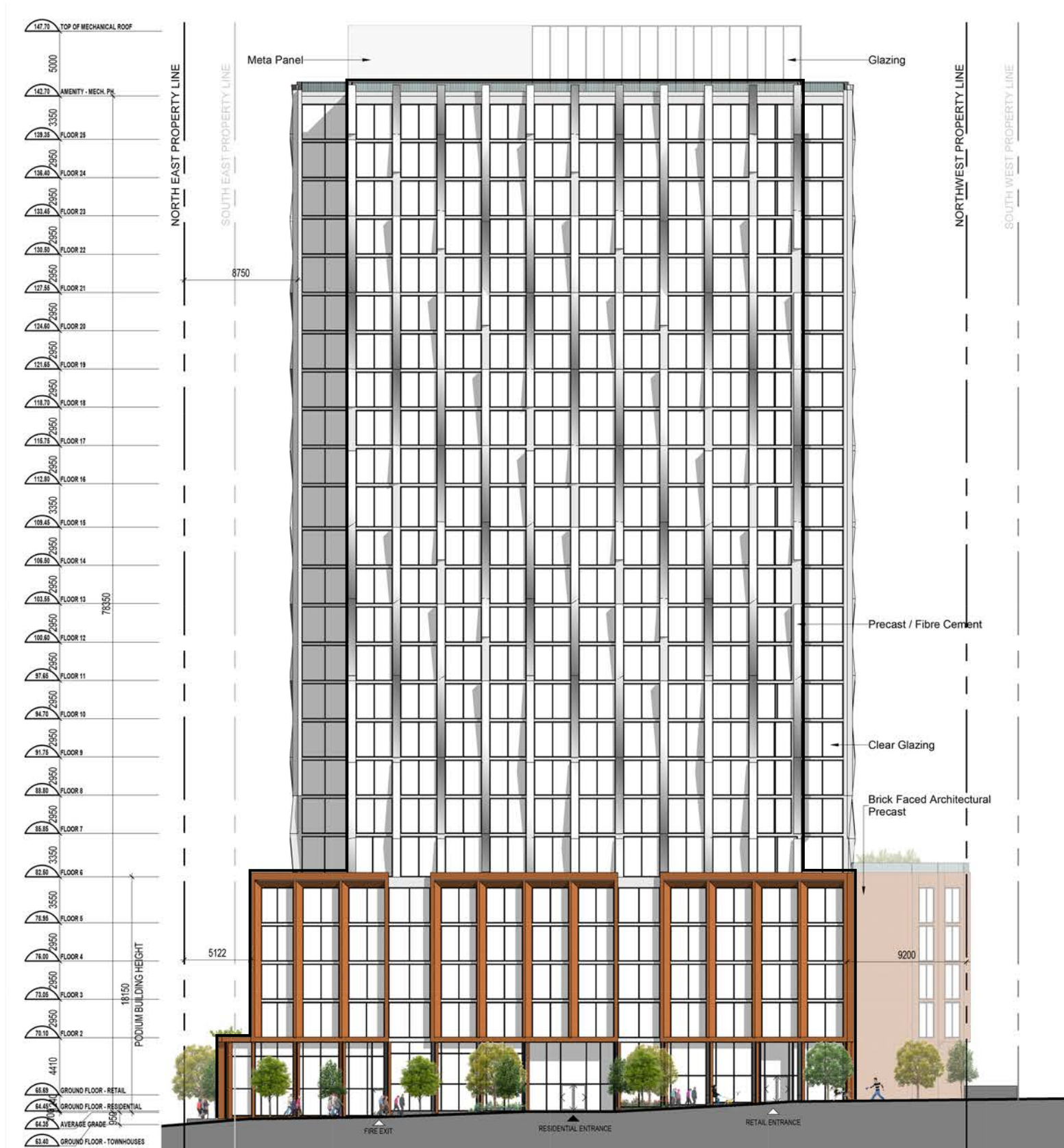
EXISTING ELEVATIONPROPOSED ELEVATIONTOP OF ROOFBUILDING ENVELOPE



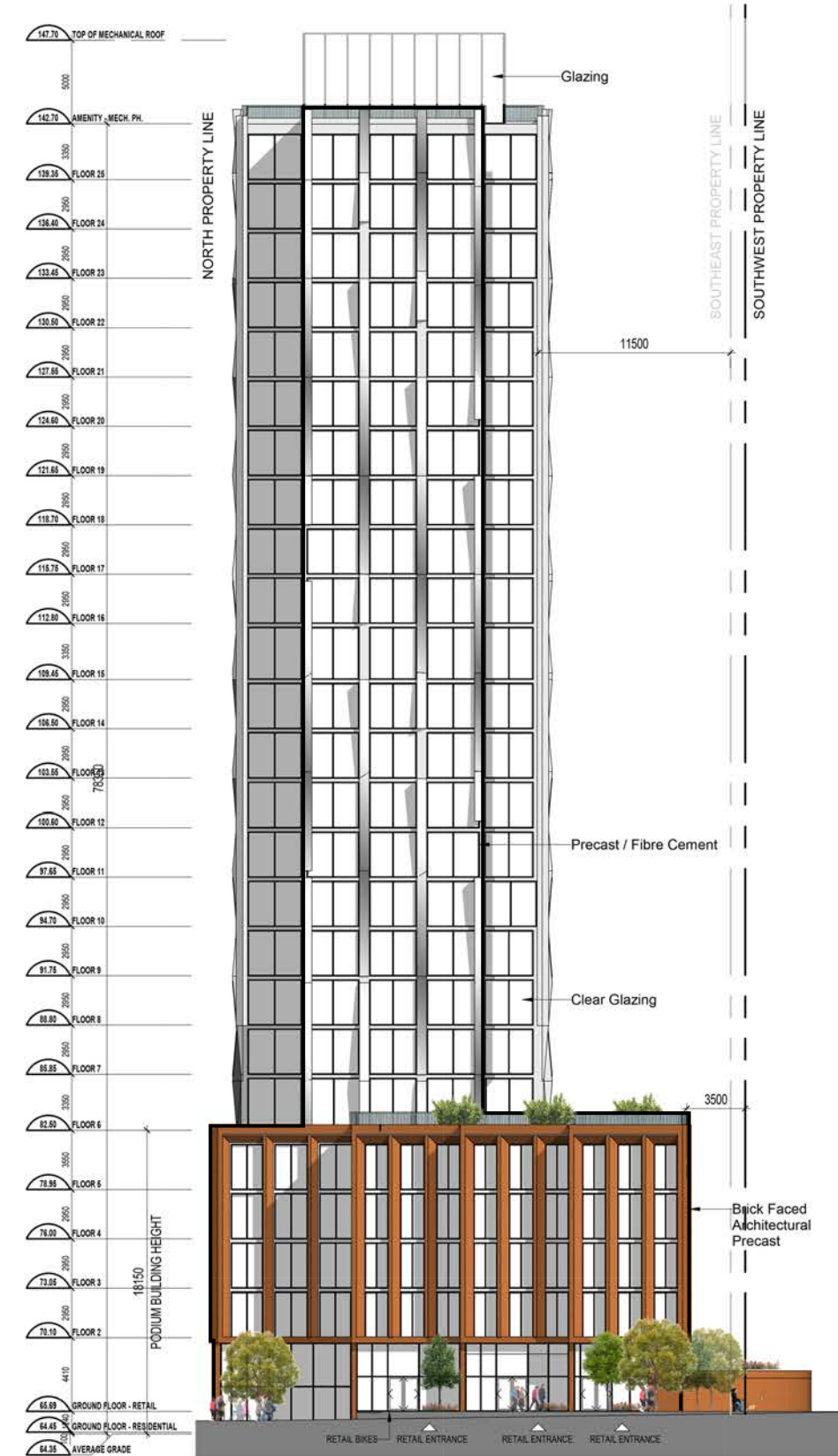
SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION

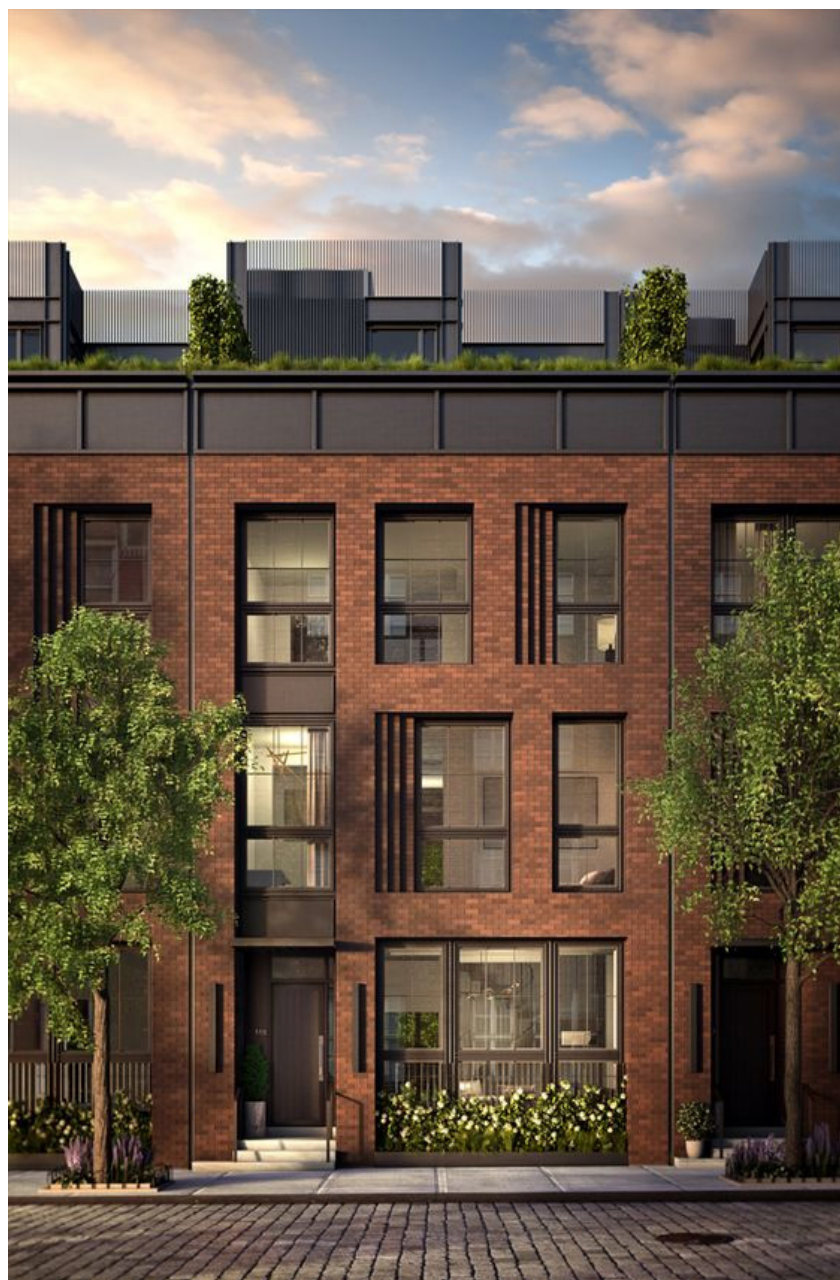


WEST ELEVATION

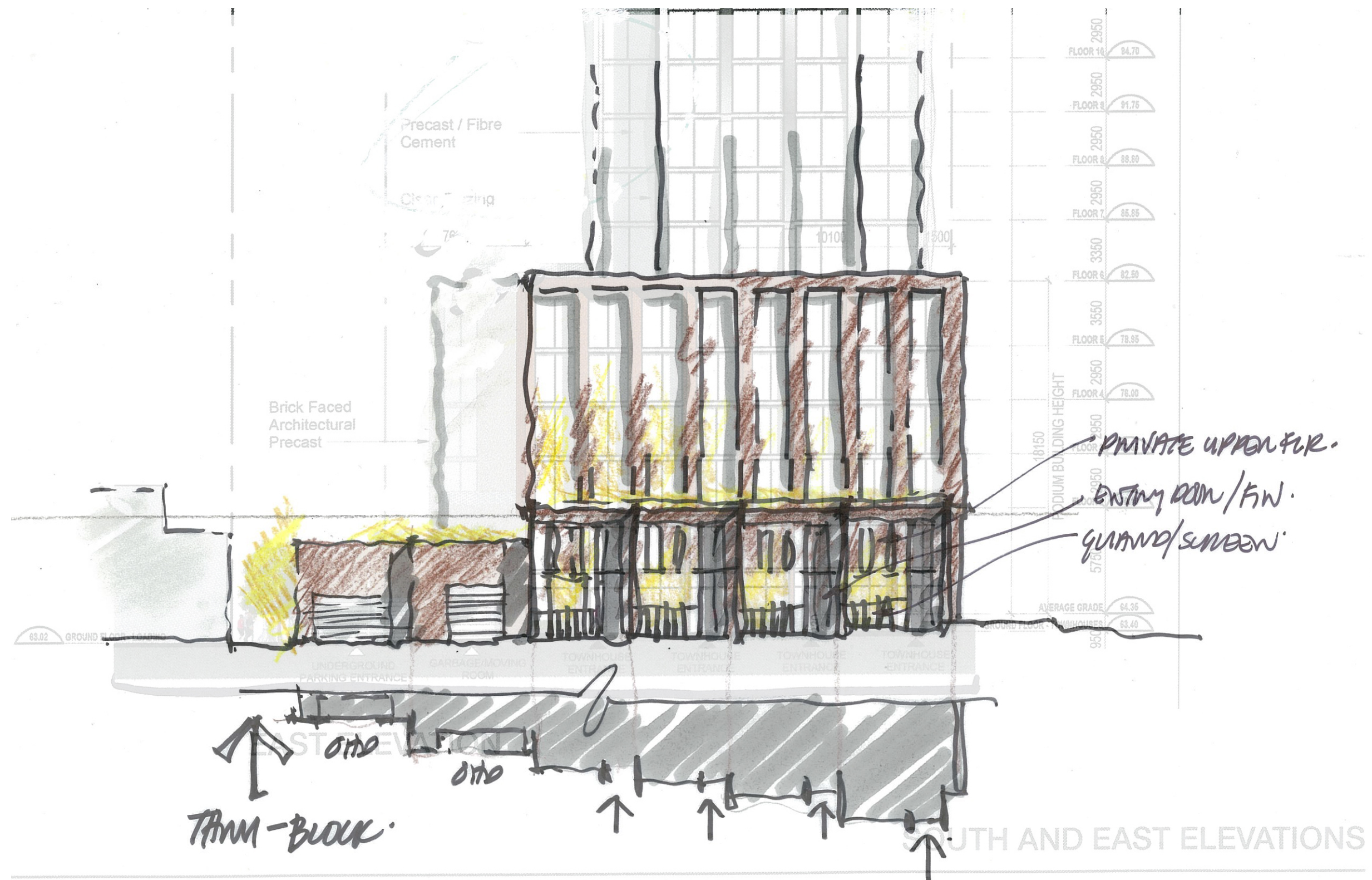






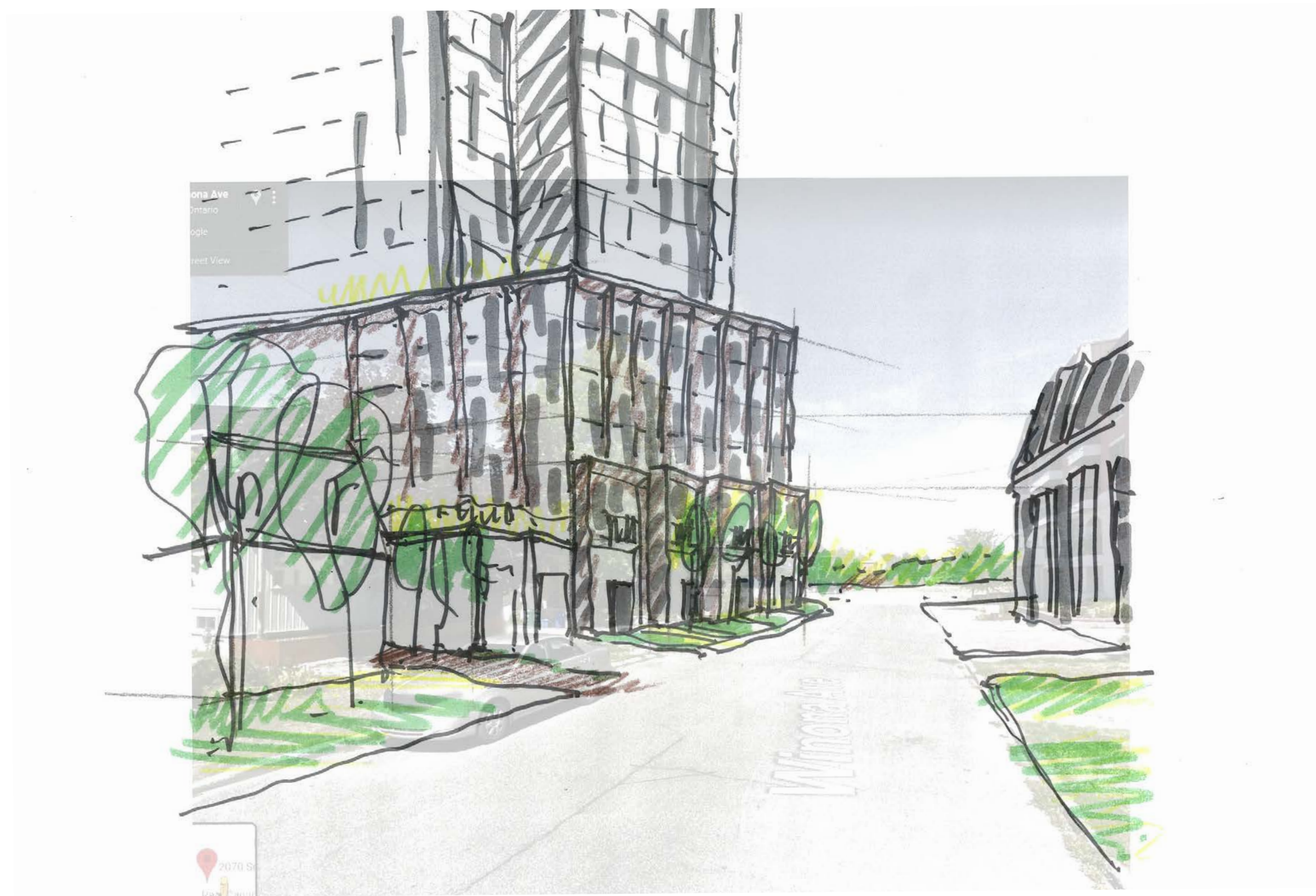














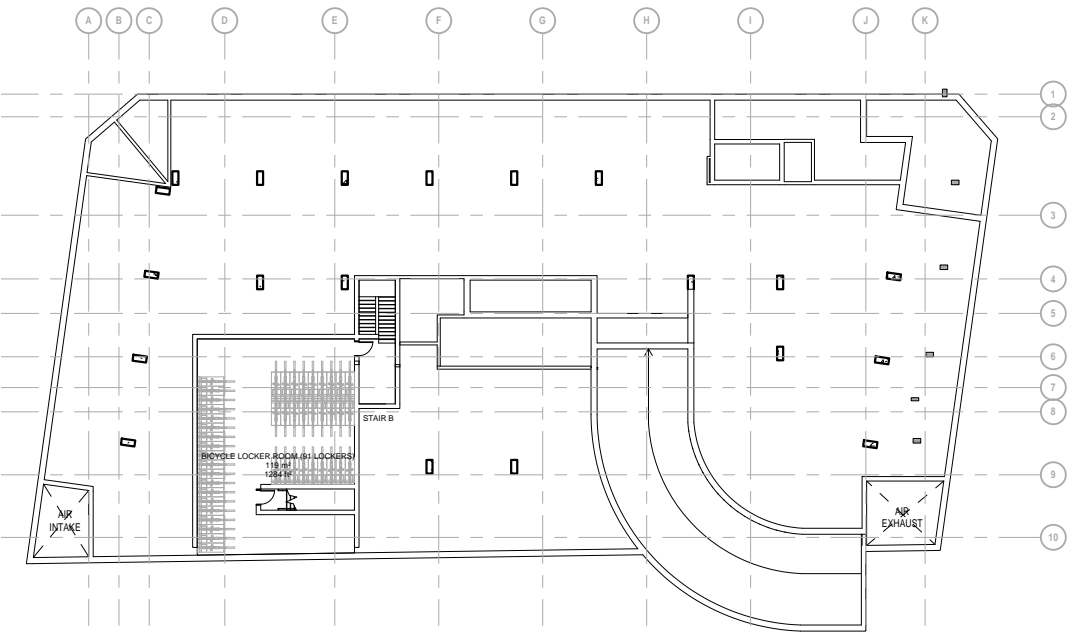




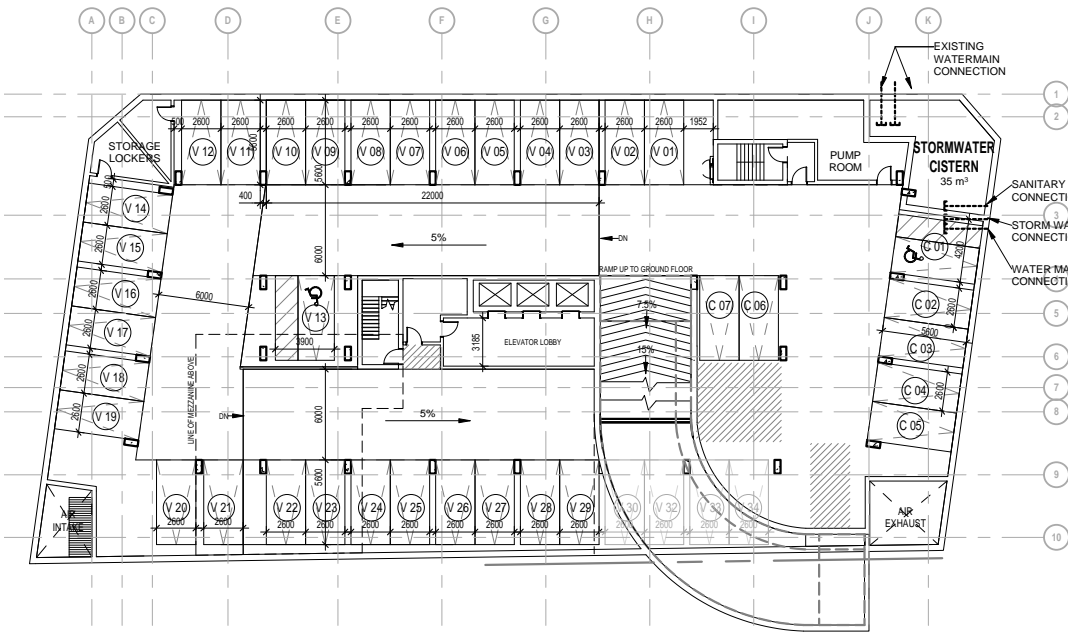
Underground Parking

Total Parking Spaces: 160

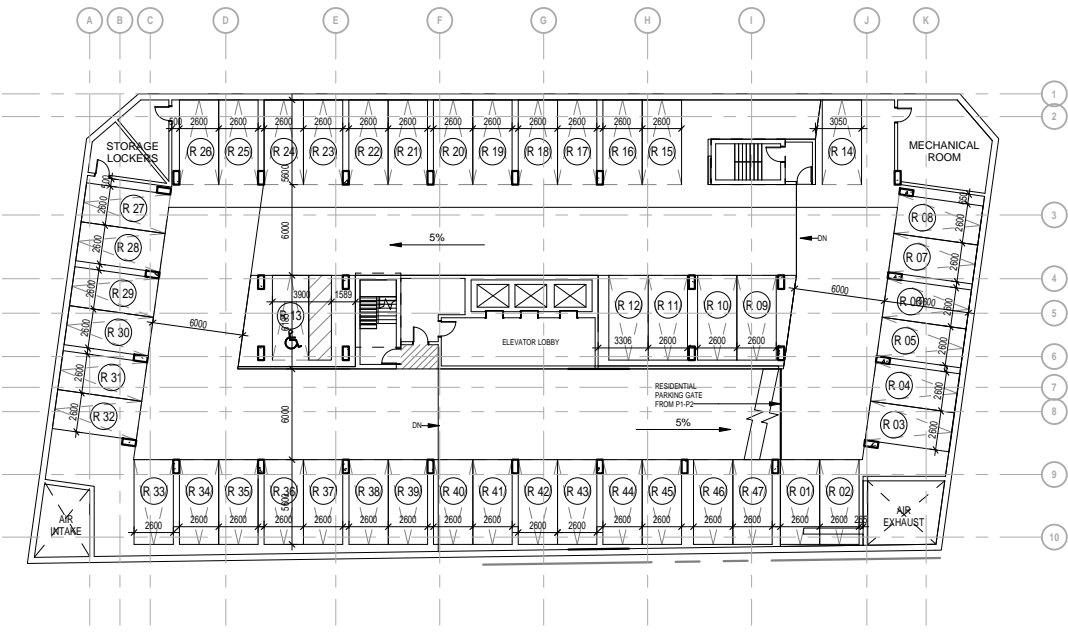
Bicycle: 91 spaces



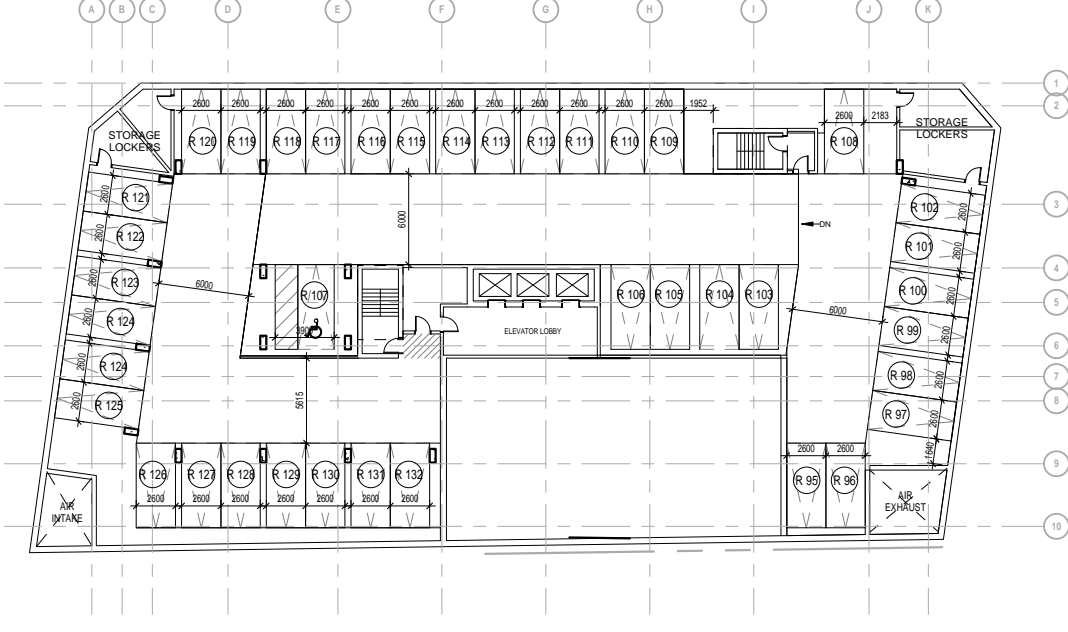
MEZZANINE



P1 PARKING



P2 - P3 PARKING



P4 PARKING



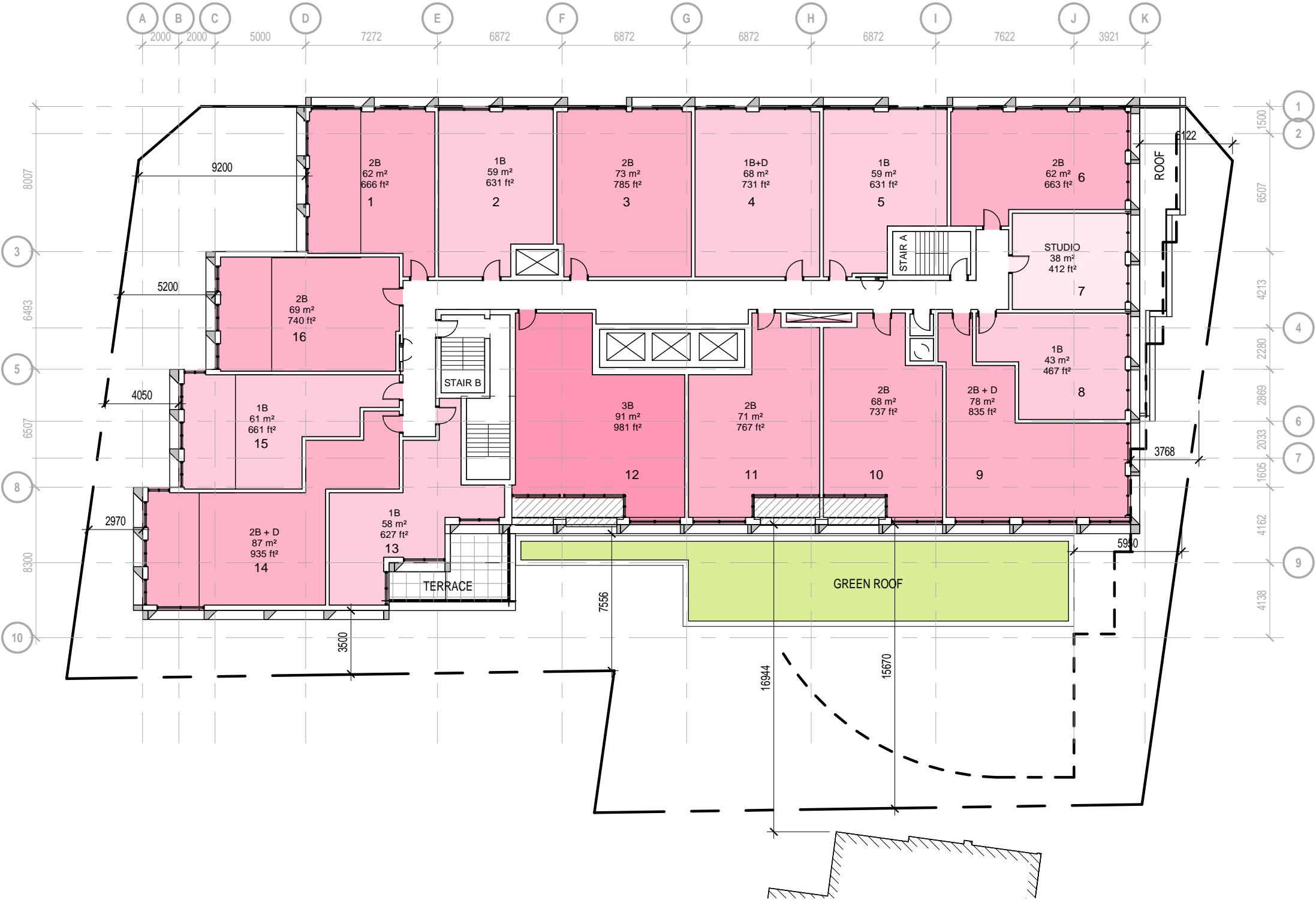
Level 2 Statistics

GBA: 1,219 sm / 13,121 sf

GFA Res: 1,086 sm / 11,690 sf

Amenity (Outdoor): 42 sm / 450 sf

Studio:	1
1 B (1B+Den):	6
2 B (2B+Den):	8
3 B:	1
Total Suite Count: 16	



Typical Podium Statistics (Level 3-5)

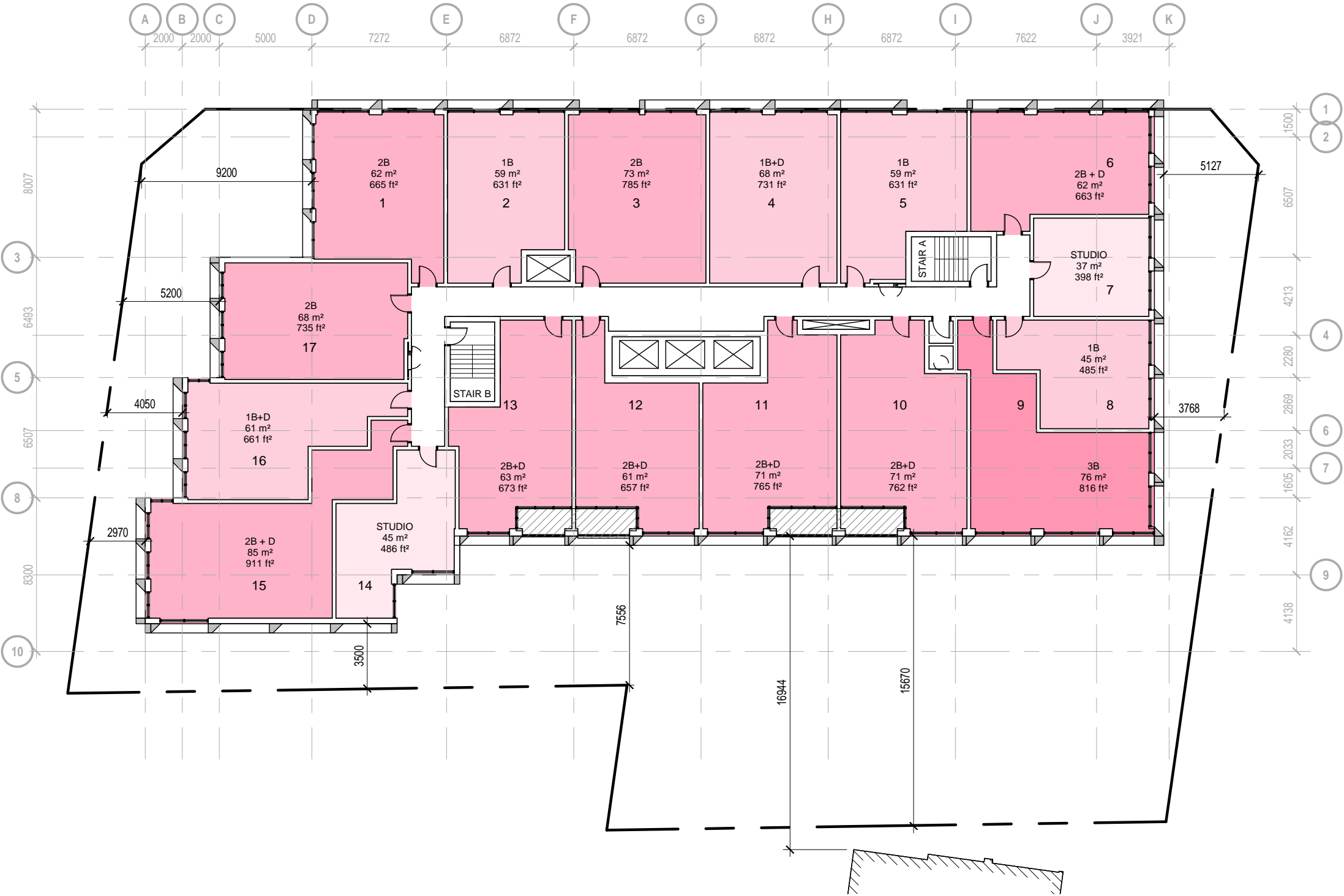
GBA/Floor: 1,219 sm / 13,121 sf
Total GBA: 3,657 sm / 39,364 sf

GFA/Floor: 1,096 sm / 11,808 sf
Total GFA Res: 3,291 sm / 35,424 sf

Suite count per floor: 17

Studio: 2
1 B (1B+Den): 5
2 B (2B+Den): 10
3 B: 0

Amenity (Outdoor): 77 sm / 827 sf



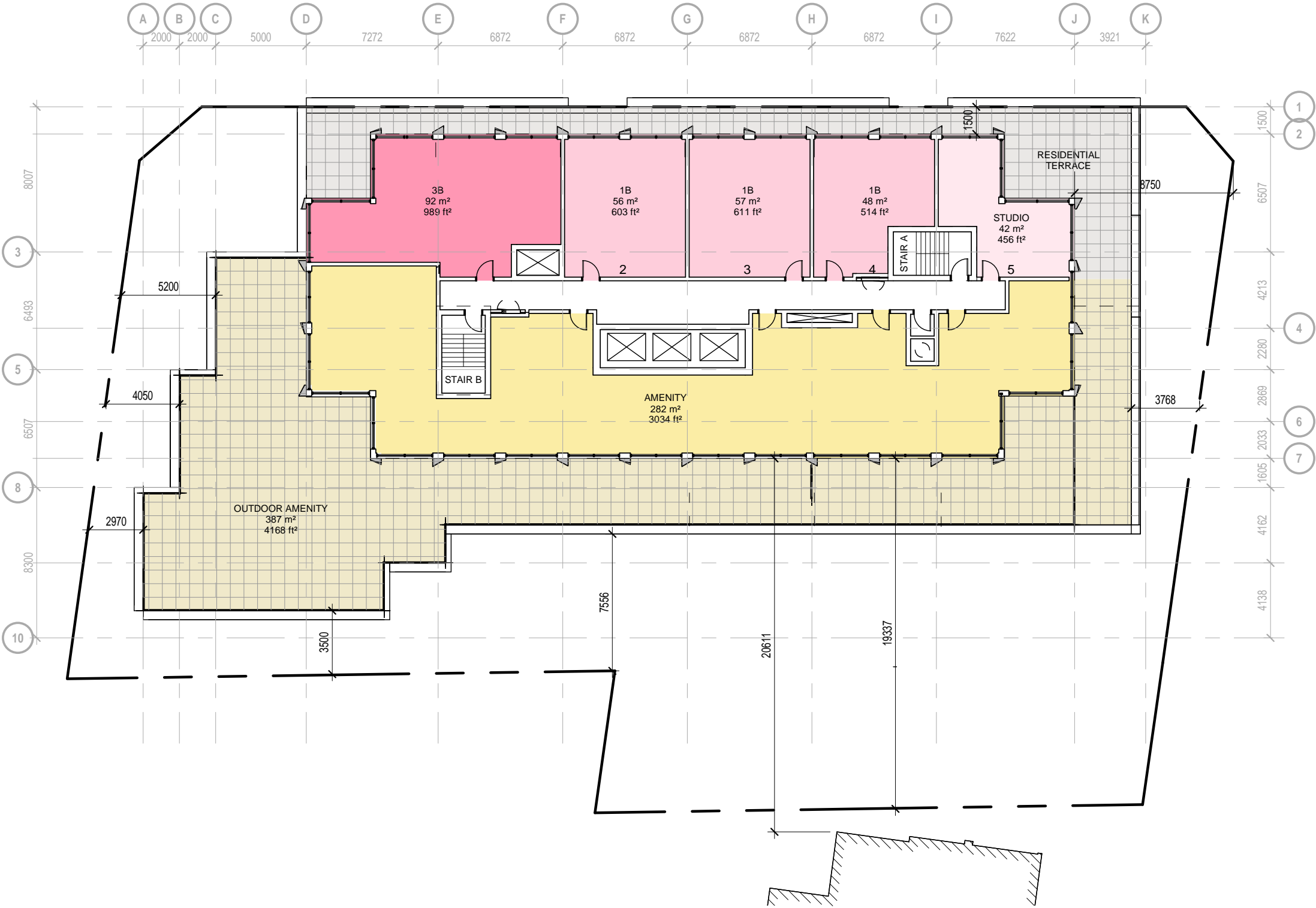
Level 6 Statistics

GBA: 707 sm / 7,610 sf
GFA Res: 435 sm / 4,693 sf

Amenity (Indoor): 282 sm / 3,035 sf
Amenity (Outdoor): 516 sm / 5,554 sf

Suite count: 5

Studio:	1
1 B (1B+Den):	3
2 B (2B+Den):	2
3 B:	1



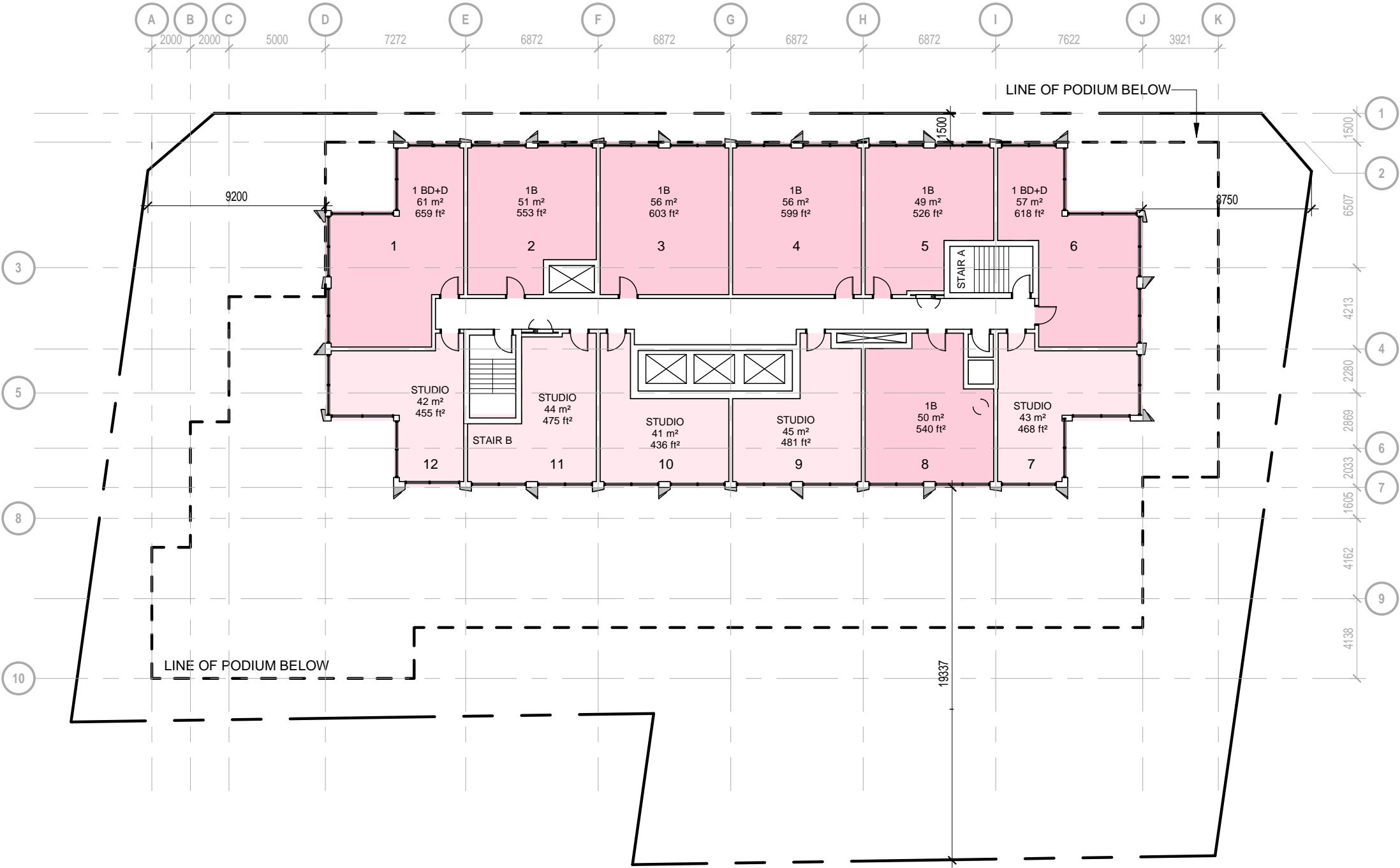
Lower Tower Typical (Level 7-17)
Statistics

GBA/Floor: 708 sm / 7,621 sf
Total GBA: 7,788 sm / 83,829 sf

GFA/Floor: 608 sm / 6,544 sf
Total GFA Res: 6,688sm / 71,989 sf

Suite count per floor: 12

Studio:	5
1 B (1B+Den):	7
2 B (2B+Den):	0
3 B:	0



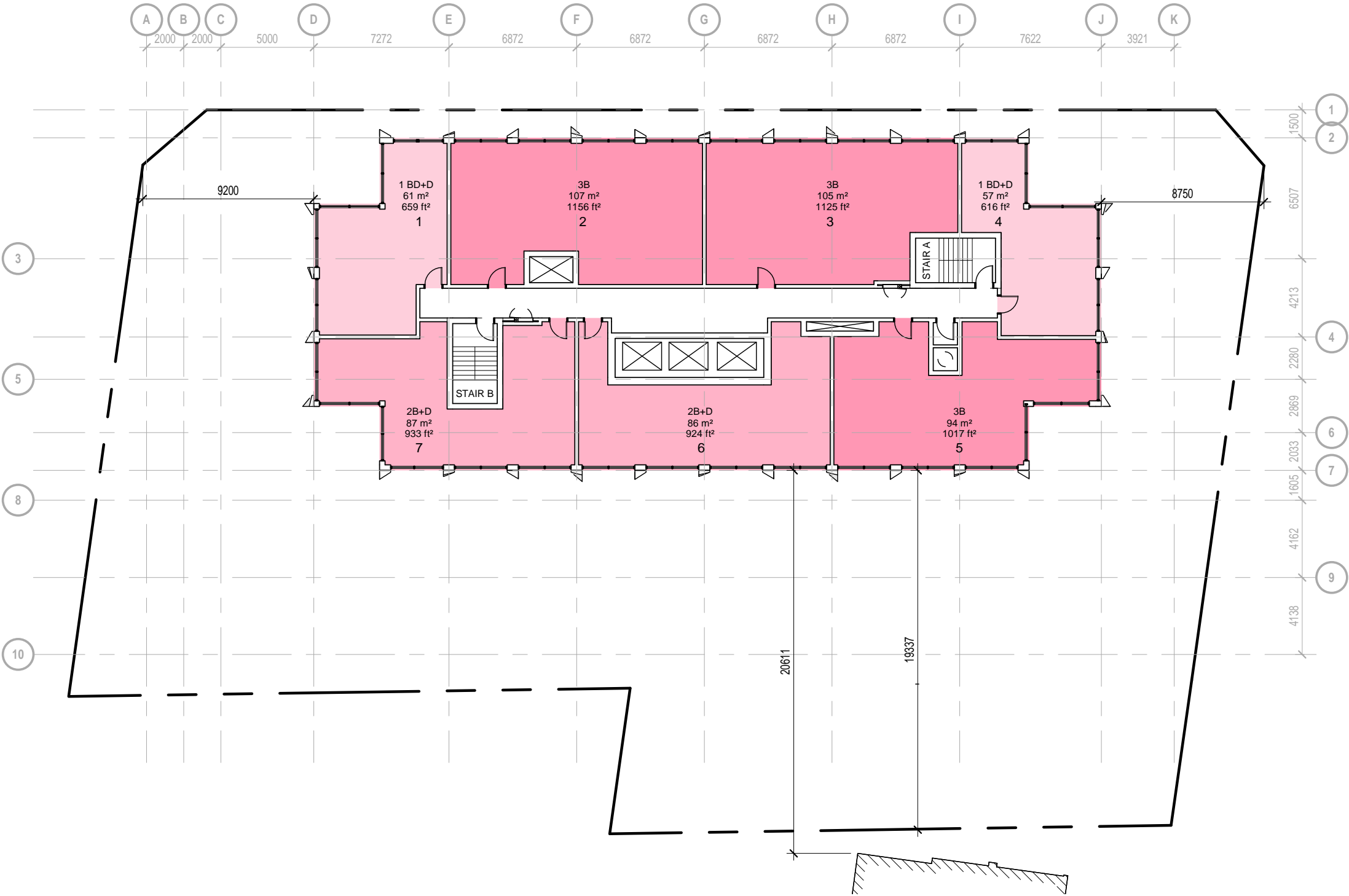
Upper Tower Typical (Level 18-25)
Statistics

GBA/Floor: 708 sm / 7,621 sf
Total GBA: 5,664 sm / 60,967 sf

GFA/Floor: 608 sm / 6,544 sf
Total GFA Res: 4,864sm / 52,356 sf

Suite count per floor: 7

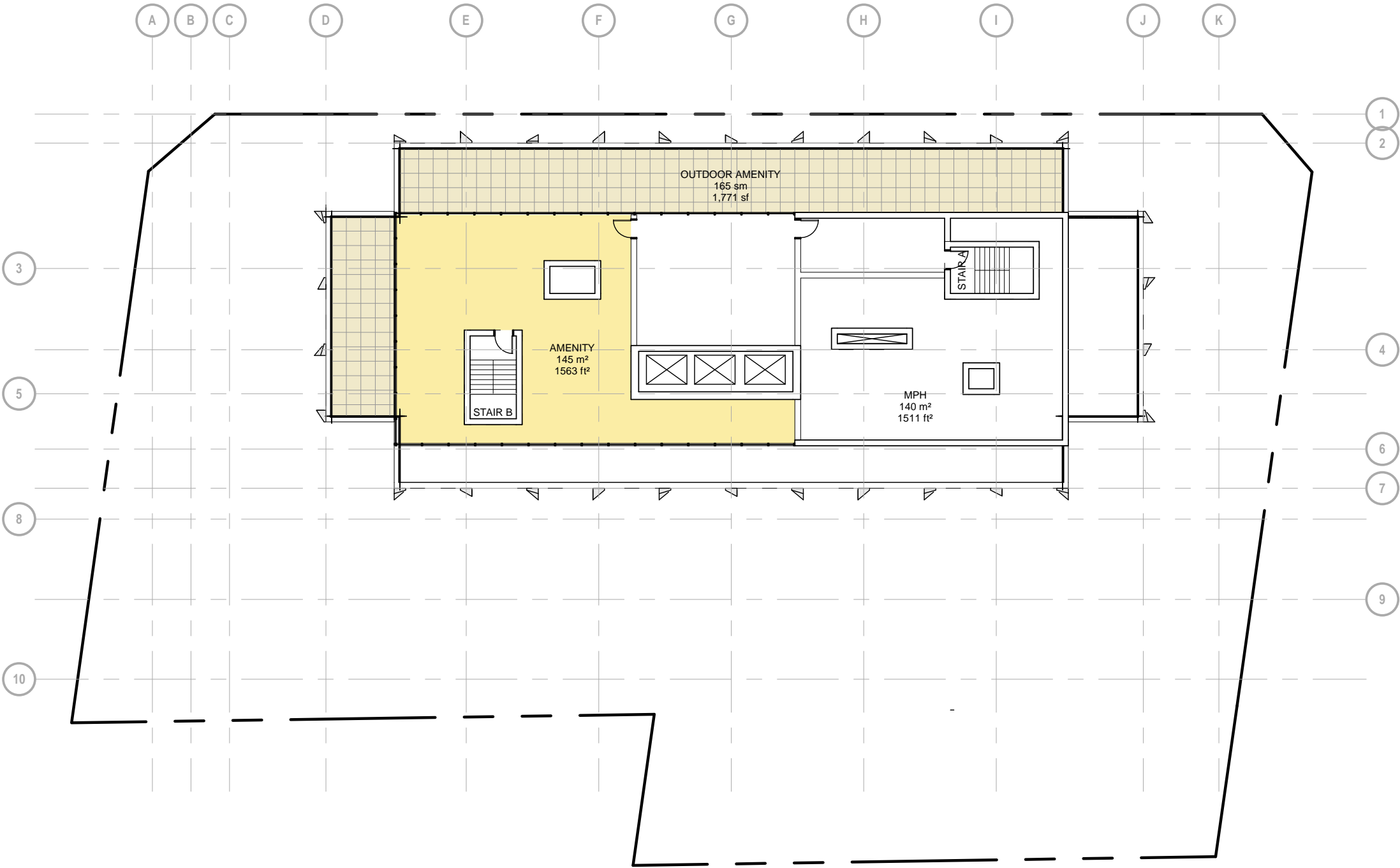
Studio:	0
1 B (1B+Den):	2
2 B (2B+Den):	2
3 B:	3



Amenity and Mech. Penthouse

GBA: 423 sm / 4,553 sf

Amenity (Indoor): 145 sm / 1,560 sf
Amenity (Outdoor): 165 sm / 1,771 sf



6.0 APPENDIX

PROJECT STATISTICS SUMMARY

Municipal address: 2070 Scott Street, Ottawa, Ontario

Lot Area: 2,104 sm

Zoning By-law 2008-326

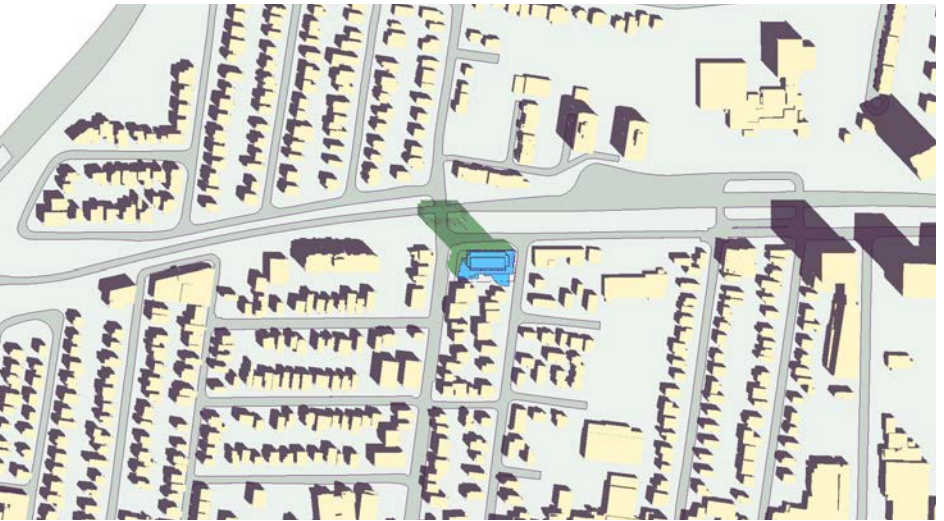
Building Height:	25 Storeys (excl. Mech Penthouse)
Total GBA:	21,181 sm / 227,990 sf
Total GFA Residential:	17,068 sm / 183,030 sf
Total GFA Retail:	516 sm / 5,554 sf
Floor Space Index (FSI):	8.3
Number of Residential Suites:	264
Total Residential Amenity Space Provided:	1,584 sm / 17,050 sf (6.0 sm / unit)
Total Residential Indoor Amenity Space Provided:	504 sm / 5,425 sf
Total Residential Outdoor Amenity Space Provided:	1,080 sm / 11,625 sf
Vehicular Parking Total Provided:	160 Spaces (Res: Min. 0.5 / unit; Min. Visitor 0.1 / unit; Retail: 1.25 - 3.6 / 100 sm)
Bicycle Parking Total Provided:	171 Spaces (Res: 0.5 / unit; Retail: 1/250 sm)



June 21 at 8am



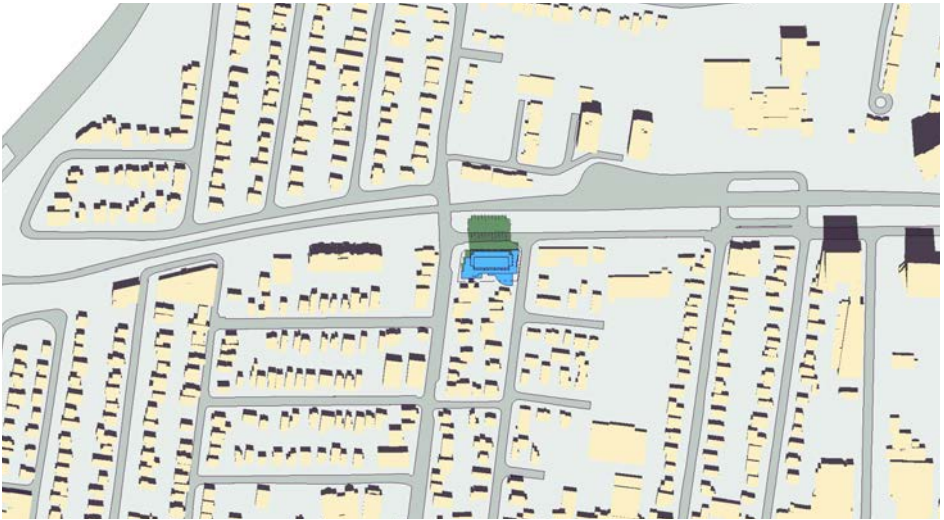
June 21 at 9am



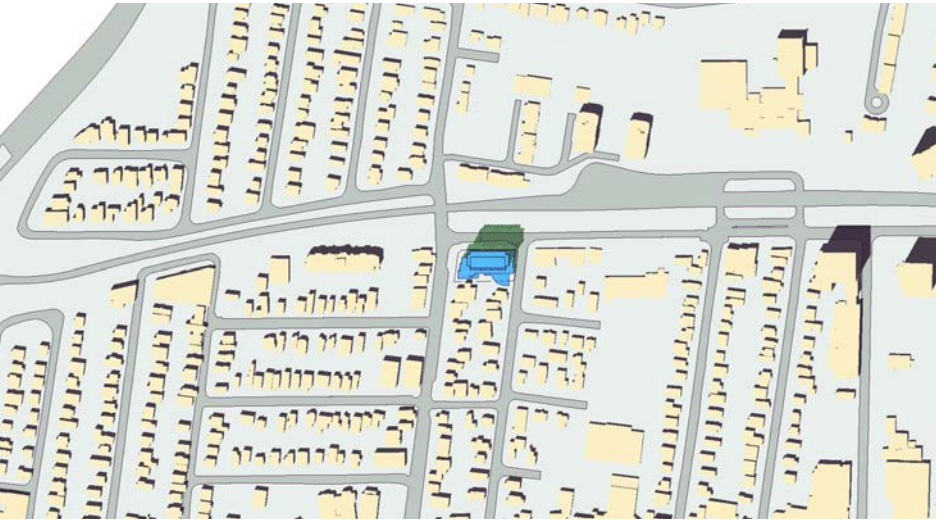
June 21 at 10am



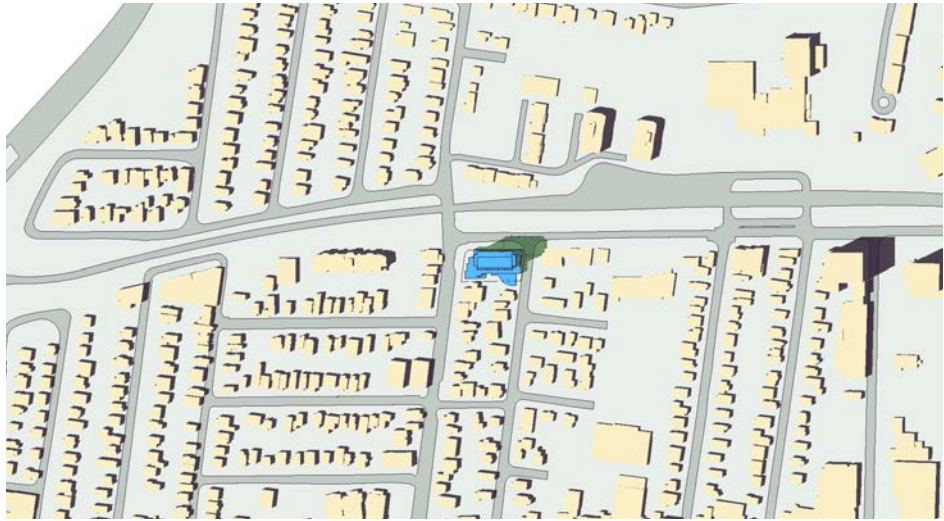
June 21 at 11am



June 21 at 12pm



June 21 at 1pm



June 21 at 2pm



June 21 at 3pm



June 21 at 4pm



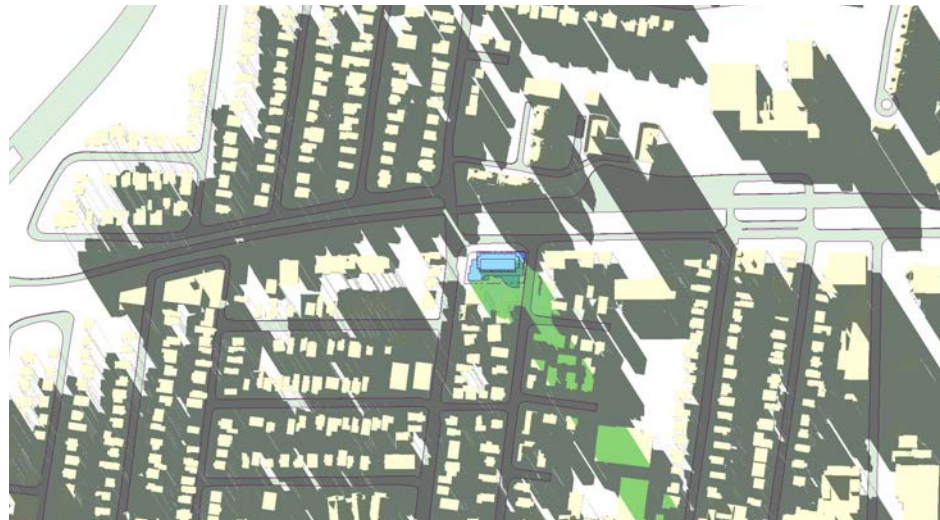
June 21 at 5pm



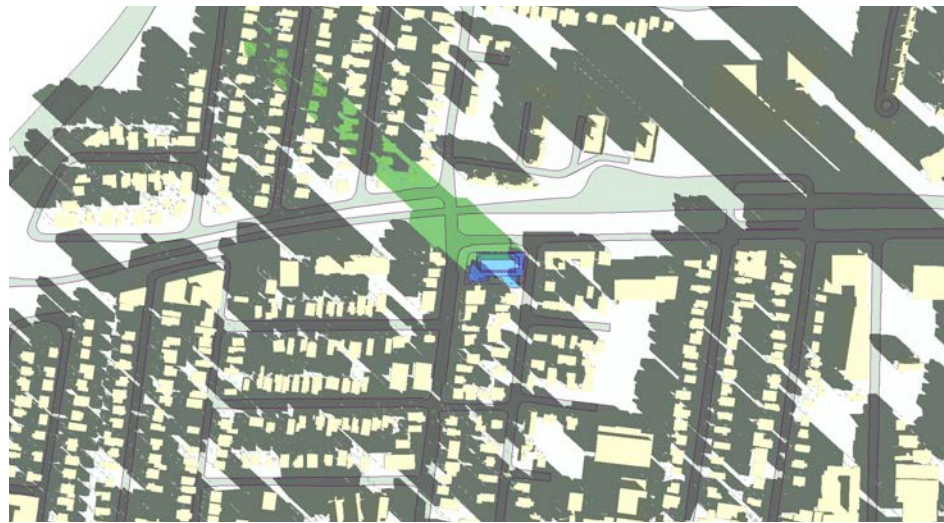
June 21 at 6pm



June 21 at 7pm



June 21 at 8pm



September 21 at 8am



September 21 at 9am



September 21 at 10am



September 21 at 11am



September 21 at 12pm



September 21 at 1pm



September 21 at 2pm



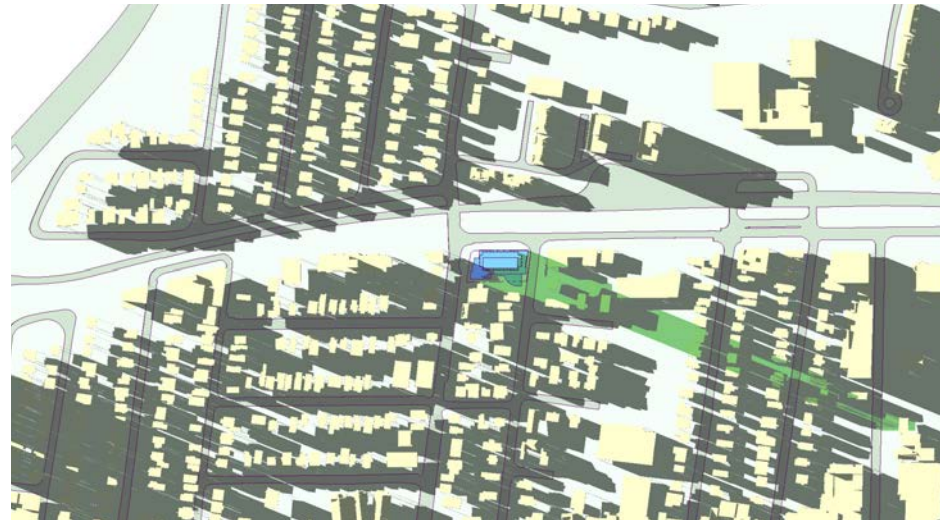
September 21 at 3pm



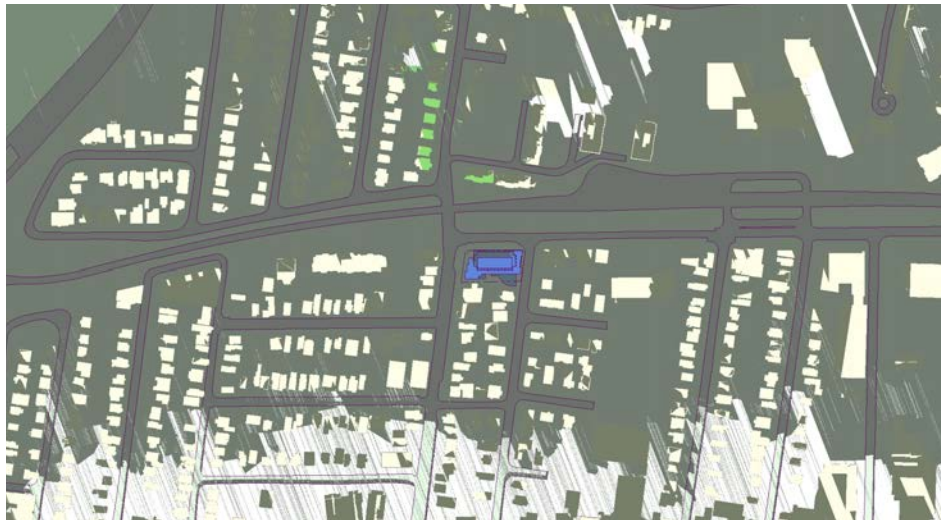
September 21 at 4pm



September 21 at 5pm



September 21 at 6pm



December 21 at 9am



December 21 at 10am



December 21 at 11am



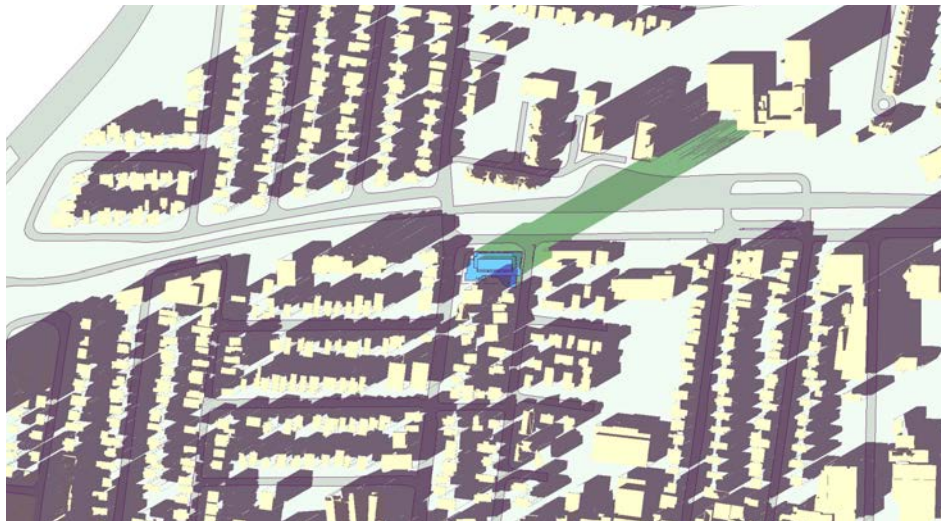
December 21 at 12pm



December 21 at 1pm



December 21 at 2pm



December 21 at 3pm



SCOTT STREET LOOKING WEST



SCOTT STREET LOOKING EAST