

# 2026 SCOTT

## DESIGN BRIEF

### Project Overview

The proposed redevelopment of 2026 Scott Street introduces a transit-oriented mixed-use community consisting of three residential buildings organized around a connected network of publicly accessible open spaces, landscaped pedestrian routes, and active ground floor uses. Located immediately adjacent to the future Kichi Zibī LRT Station and directly north of Lion's Park, the development represents a significant opportunity to transform an underutilized urban site into a complete community that supports housing, active transportation, and high-quality public realm.

The proposal builds upon the planning framework established through the approved Zoning By-law Amendment and refines the site organization, building massing, architectural expression, and landscape design through the Site Plan Control process. The development has evolved through ongoing coordination with City staff and the consultant team, responding to comments received through pre-consultation and subsequent application review.

The proposal aligns with the City's objectives for transit-oriented intensification by delivering new housing adjacent to rapid transit while creating a pedestrian-oriented environment that strengthens connections between Scott Street, Athlone Avenue, Lion's Park, and the surrounding Westboro neighbourhood.

### PROJECT HISTORY

A Zoning By-law Amendment application was originally submitted on April 25, 2022 for the properties municipally known as 2006, 2020 and 2026 Scott Street, together with 314 and 318 Athlone Avenue, to establish a planning framework for the redevelopment of the site into a mixed-use, transit-oriented community. The application was approved by City Council on November 9, 2022, rezoning the lands to



TM[2829] S465-h and establishing the planning framework for the future redevelopment of the site.

Following the zoning approval, a Site Plan Control application was advanced through detailed design and technical review until the summer of 2024, when work on the project was temporarily paused.

On January 29, 2026, a revised combined Site Plan Control and Minor Zoning By-law Amendment application was submitted to reflect updates to the proposed site plan and zoning framework. The current resubmission responds to comments received from the City's February 2026 review of the Site Plan Control and Zoning By-law Amendment applications and includes further refinements to the proposed development.

## **PLANNING AND URBAN DESIGN POLICY FRAMEWORK**

### **Urban Transect**

Schedule A of the Official Plan divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

As identified on Schedule A of the City of Ottawa Official Plan, the subject property is in the Inner Urban Transect, an area that immediately surrounds the Downtown Core. The built form and site design in this Transect includes both urban and suburban characteristics with the intended pattern being urban. The Official Plan anticipates the Inner Urban transect to continue to develop as a mixed-use environment, where a full range of services are located within a walking distance from home to support the growth of 15-minute neighborhoods.

### **Urban Designation**

Within each Transect, designations further articulate maximum building heights and minimum densities. The four residential designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighborhoods).

As identified on Schedule B2 of the City of Ottawa Official Plan, the subject property is designated Mainstreet Corridor. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. Further, the Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors. Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate.

### **Secondary Plan (Richmond / Westboro Secondary Plan)**

The Richmond Road/Westboro Secondary Plan is a guide to its long-term design and development, taking into consideration land use, urban design, zoning, transportation, existing streetscape conditions, compatibility of new development, and other issues of concern to the local communities. The Secondary Plan provides a framework for the overlying objectives and principles through the policy context for the specific sectoral strategies that focus on land use and building scale, as well as a greenspace network strategy. The Secondary Plan provides detailed background information on existing conditions and community issues as well as land use policy and zoning recommendations.

The policies for this subject property's Area Sector state that development will:

- Encourage the evolution of Scott Street to a mixed-use live / work environment, including ground floor employment / commercial uses, to take advantage of the proximity of the future Westboro and Kichì Sibi O-Train Stations;
- Ensure that new development is generally in the form of high low-rise and low midrise buildings, and is compatible with and provides an appropriate transition to the adjacent low-rise neighbourhood;
- Recognize the Granite Curling Club site as a future redevelopment opportunity for a mixed-use project, providing a transition in building scale to the low-rise neighbourhood



to the south.

Policy 4.2 of the Secondary Plan contemplates redevelopment and infill along Scott Street to optimize the use of land through increased building height and density. The Plan generally supports building height in the range of four to six storeys, however, greater building heights will be considered in any of the following circumstances without the need for an Official Plan Amendment:

- Specific building heights are permitted by the Zoning By-law based on the Richmond Road / Westboro Community Design Plan or other Council-approved studies;
- The proposed building height is compatible in scale with, or provides a transition between existing buildings;
- The development provides a cultural asset, and is located on a corner lot, at a transit stop or station, or is located at a prominent location, such as a major destination, an important public space, the termination of a vista or view, or a unique natural setting;
- The development incorporates facilities, amenities, or services that support the goals for Mainstreet Corridors as per the Official Plan including the provision of wider sidewalks or other public realm improvements consistent with Section 4.6.3; and
- Where the application of the provisions of Section 4.6 of the Official Plan determine that additional height is appropriate.

## **Transit Oriented Development Guidelines**

The City of Ottawa's Transit-Oriented Development Guidelines seek to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa.

These guidelines are to be applied to all development throughout the City within a 600-metre walking distance of a rapid transit stop or station to provide guidance to the proper development of these strategically located properties. Enhanced cycling facilities and cycling infrastructure should be considered within a 1,500-metre cycling distance. Areas served by high-quality transit (frequent service, numerous routes, extended hours of service) rather than rapid transit will also benefit from applying these guidelines.

Specific guidelines which are applicable to the proposed development include:

- Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station.
- Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street.
- Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences.
- Locate parking lots to the rear of buildings and not between the public right-of-way and



the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side.

## Urban Design Guidelines for Development Along Traditional Mainstreets

The Urban Design Guidelines for Development Along Traditional Mainstreets were approved by Council in 2006 to provide urban design guidance to assess, promote and achieve appropriate development along Traditional Mainstreets. These guidelines are to be applied throughout the city for all streets identified as a Traditional Mainstreet on Official Plan Schedule B (Urban Policy Plan).

The proposed development meets the intent and purpose of several of the City's Urban Design Guidelines for Development Along Traditional Mainstreets, including the following:

- Create attractive public and semi-public outdoor amenity spaces such as green spaces with trees, pocket parks, courtyards, outdoor cafés, seating and decorative pools or fountains
- Design quality buildings that are rich in architectural detail and respect the rhythm and pattern of the existing or planned, buildings on the street, through the alignment of elements such as windows, front doors, cornice lines, and fascias etc.

- Locate surface parking in the rear yard with vehicular access off side streets and laneways.
- Supplement street lighting where necessary with lighting affixed to the buildings in order to accentuate and animate buildings and spaces.
- Share service and utility areas between different users within a single building or among different buildings.

## Urban Design Guidelines for High-Rise Buildings

The City of Ottawa's Urban Design Guidelines for High-Rise Buildings are to be used during the review of development proposals to promote and achieve appropriate high-rise development. The design guidelines will be applied wherever high-rise residential and mixed-use buildings are proposed.

These guidelines seek to highlight ways to:

- Promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- Address compatibility and the relationship between high-rise buildings and their existing and planned context;
- Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and
- Promote development that responds to the physical environment and microclimate through design.
- The proposed development meets the intent and purpose of several of the City's Urban Design Guidelines for High-Rise Buildings, including the following:

The lot should be in regular shape to allow for a design that incorporates effective transition measures.

When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back.

Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS).

The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages.

Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening sky views.



## SITE CONTEXT

2026 Scott Street is located within Ottawa's Westboro neighbourhood along the Scott Street corridor, immediately adjacent to the future Kichi Zībī LRT Station and directly north of Lion's Park. Its location places the site at the intersection of several important urban conditions, including rapid transit, established residential neighbourhoods, community open space, and the Ottawa River corridor.

The surrounding context reflects the continued evolution of Westboro, where traditional low-rise residential neighbourhoods coexist alongside newer mid-rise and high-rise mixed-use development. Scott Street continues to intensify as a transit-supportive corridor while retaining strong connections to surrounding parks, schools, neighbourhood commercial services, and community amenities.

Key destinations surrounding the site include the future Kichi Zībī LRT Station, Lion's Park, the Ottawa River Pathway, Westboro Village, neighbourhood schools, and community facilities. These destinations contribute to a highly walkable urban environment where daily needs can be accessed through walking, cycling, or transit.

The site occupies an important transition between Scott Street's evolving urban character and the established residential fabric to the south and west. Its proximity to rapid transit and significant public open space presents a unique opportunity to create a development that contributes positively to both the neighbourhood and the broader city.

## EXISTING CONDITIONS

The existing site is currently occupied by the Granite Curling Club, commercial buildings, surface parking areas, and associated vehicular circulation. Although the property occupies a highly accessible location adjacent to future rapid transit, much of the site is characterized by expansive paved areas, fragmented pedestrian routes, and limited public realm amenities.

The existing development provides minimal landscape continuity and weak connections between Scott Street, Athlone Avenue, and Lion's Park. The proposed redevelopment replaces these underutilized conditions with an integrated mixed-use community that prioritizes pedestrians, landscape, and active transportation while significantly increasing residential density adjacent to rapid transit.

## DESIGN EVOLUTION

The proposed development has evolved considerably since the original Zoning By-law Amendment approval to respond to changing market conditions, the evolving planning context, and continued refinement through the Site Plan Control process.

The most significant change to the proposal was the transition from a two-tower development to a three-building scheme. This approach was developed in response to changing market demand and provides greater flexibility for the long-term implementation of the project by allowing the development to be constructed in smaller, more manageable phases. The revised phasing strategy enables each building to function independently while maintaining the overall vision for the site, allowing the project to respond more effectively to future market conditions and a longer build-out horizon.

Following the introduction of the three-building concept, the site plan was further refined in response to the evolving context surrounding the site, including the approved high-rise development immediately south at 322 Athlone Avenue. Building locations and tower massing were adjusted to improve tower separation distances between the two developments, resulting in enhanced access to daylight, views, and privacy while reinforcing an appropriate relationship with adjacent development.

The public realm and architectural strategies have also evolved through the design process. The podium elements previously proposed for Buildings 1 and 2 have been removed, creating a more open ground plane and reducing the perceived mass of the development at the pedestrian level. This refinement places greater emphasis on the landscape and publicly accessible open spaces, strengthening pedestrian connections between Scott Street, Athlone Avenue, and Lion's Park while creating a more cohesive and welcoming public realm.

Together, these refinements maintain the overall planning vision established through the approved zoning while improving the project's constructability, flexibility, relationship to its surrounding context, and overall pedestrian experience.

## PROPOSED DEVELOPMENT

The proposed development consists of a three-building mixed-use community organized around a network of publicly accessible open spaces and pedestrian connections. The site has been planned as a cohesive master-planned development that prioritizes walkability, landscape, and active transportation while supporting the City's vision for transit-oriented intensification.

The project will be constructed in three phases. Phase 1 includes Building 1, its associated underground parking structure, and the northern portion of the site's public realm and landscape improvements. Phase 2 introduces Building 2 together with additional site servicing and landscape improvements, while Phase

3 completes the development with Building 3 and the remainder of the landscape network.

Upon completion, the development will provide approximately 861 residential units together with commercial uses located along Scott Street and key pedestrian routes. Three levels of underground parking will be provided beneath the development, allowing the majority of the site at grade to be dedicated to landscape, pedestrian movement, and active building frontages.

## **BUILT FORM AND URBAN FABRIC**

The proposed development is organized around a connected network of landscaped public spaces that establish the primary structure of the site. Rather than functioning as three independent buildings, the development has been planned as a cohesive urban block where buildings frame a series of interconnected outdoor spaces that strengthen pedestrian movement and create meaningful connections between Scott Street, Athlone Avenue, and Lion's Park.

Buildings 1 and 2 reinforce the Scott Street frontage while framing a generous north-south pedestrian promenade that serves as the principal organizing element of the site. This landscaped corridor establishes a direct pedestrian connection between Scott Street and Lion's Park while accommodating seating, tree planting, commercial activity, and informal gathering spaces.

Building 3 completes the southern edge of the development while maintaining generous tower separation distances that provide access to daylight, improved views, and comfortable pedestrian-scaled open spaces. Together, the buildings establish a balanced composition that supports an active public realm while contributing positively to the evolving skyline of the Scott Street corridor.

## **ARCHITECTURAL EXPRESSION**

Building 1 has been designed as a contemporary residential tower that establishes a strong relationship with the public realm while presenting a refined and elegant profile within the skyline. Rather than adopting a conventional tower-and-podium composition, the building is conceived as a continuous tower volume whose architectural expression evolves from the pedestrian scale to the upper tower through changes in materiality, transparency, and façade articulation.

## **LOWER ARCHITECTURAL EXPRESSION**

The lower five storeys establish the building's architectural base through a rich composition of masonry, deeply recessed window openings, bronze-coloured metal surrounds, and generous areas of glazing. This lower expression reinforces the pedestrian scale of the building while creating a durable and textured street presence along Scott Street and the internal public spaces.

Large glazed storefronts and lobby spaces activate the ground floor and establish strong visual connections between interior uses and the surrounding landscape. The rhythm of the façade, combined with variations in depth and shadow, creates a comfortable human scale that contributes to an animated public realm.

## **TRANSITION**

Above the lower five-storey expression, the building transitions through a more transparent architectural layer that accommodates resident amenity spaces overlooking the public realm. Increased glazing and a lighter material palette create a visual separation between the masonry base and the tower above without requiring a physical setback. This transition establishes a clear hierarchy within the building while maintaining a consistent structural footprint.

## TOWER EXPRESSION

Above the transition level, the tower adopts a lighter architectural language defined by an expressed structural frame, vertically proportioned glazing, and recessed balconies integrated within the façade composition. The consistent rhythm of the tower frame emphasizes the building's slender proportions while creating depth through shadow and carefully articulated façade elements.

The restrained material palette and regular structural order allow the upper tower to read as elegant and refined while remaining visually connected to the architectural expression established at the lower levels. Together, these elements create a timeless architectural composition that contributes positively to the evolving Westboro skyline.

## BUILDING 2 AND 3

These will be developed in future phases and are intended to build upon the architectural language established by Building 1. While the detailed architectural design will be refined as each phase progresses, the buildings will share a common design vocabulary through a consistent material palette, elegant structural framing, and high-quality façade articulation, while incorporating subtle variations that respond to their individual locations within the master plan.

## MOBILITY AND CONNECTIVITY

The development prioritizes walking, cycling, and transit as the primary means of accessing the site. Located immediately adjacent to the future Kichì Sibi LRT Station, the proposal supports the City's transit-oriented development objectives by providing direct pedestrian connections between the station, Scott Street, Lion's Park, and the surrounding neighbourhood. The ongoing redevelopment of Scott Street will introduce high-quality, segregated cycling facilities directly adjacent to the site, strengthening connections to Ottawa's extensive cycling network, including the Ottawa River Pathway and other key east-west cycling routes. Together, these improvements establish the site as a highly accessible, multimodal destination that encourages active transportation and reduces reliance on private automobiles.

A hierarchy of pedestrian routes organizes movement throughout the site, with a primary north-south promenade linking Scott Street to Lion's Park and a secondary east-west connection extending from Athlone Avenue into the centre of the development. These publicly accessible routes improve neighbourhood connectivity while creating active and inviting public spaces.

The site's existing grade change between Scott Street and the interior of the development has been carefully integrated into the public realm design. Direct pedestrian access is provided by strategically located stair connections, while accessible routes are accommodated through generous, gently sloped walkways that are seamlessly integrated into the landscape. Decorative retaining walls, integrated planting, and landscape features work together to create comfortable transitions between grades, minimizing the visual impact of the elevation change while maintaining a fully accessible and intuitive pedestrian experience.

Vehicular access has been consolidated to minimize conflicts with pedestrians and maintain active building frontages. The open-air parking ramp has been integrated into the site design to efficiently serve the underground parking structure while reducing its visual prominence through landscape screening and architectural treatment. Secure bicycle parking and convenient cycling facilities further support active transportation and complement the site's exceptional access to Ottawa's transit and cycling infrastructure.

## LANDSCAPE, PUBLIC REALM AND SITE ACCESS

The landscape strategy establishes the public realm as the defining element of the overall development. Rather than functioning as residual space surrounding the buildings, the landscape forms a connected framework that organizes movement, establishes gathering spaces, and strengthens connections between the surrounding neighbourhood, future transit infrastructure, and Lion's Park.

The primary north-south pedestrian promenade serves as the central public space within the development. Framed by Buildings 1 and 2, this generous landscaped corridor accommodates tree planting, seating, pedestrian circulation, and opportunities for commercial spill-out while creating a welcoming sequence of spaces extending from Scott Street to the park beyond.

Intersecting the promenade is an east-west pedestrian route connecting Athlone Avenue with the interior of the site. Together, these circulation routes establish a central public gathering space that becomes the social focus of the development and creates intuitive pedestrian movement throughout each phase of construction.

Rather than a single plaza, the landscape has been organized as a series of interconnected outdoor rooms defined by planting, paving, seating, and tree canopy. These spaces support a variety of activities including informal gathering, outdoor dining, passive recreation, and everyday pedestrian movement while creating opportunities for future programming as the development is completed.

Site access has been carefully organized to prioritize pedestrians while accommodating servicing and vehicular circulation. Underground parking access has been consolidated to minimize interruptions along primary pedestrian routes, allowing the majority of the site frontage to remain active, landscaped, and publicly accessible.

As each phase of development is completed, the landscape framework will expand to create a continuous network of publicly accessible open spaces that unify the three buildings into a cohesive mixed-use community and strengthen connections between Scott Street, the future LRT station, and Lion's Park.

## MASSING AND TRANSITION

The proposed massing responds to both the existing and planned context of the Scott Street corridor. The development contributes to the City's long-term vision for transit-oriented intensification by concentrating density adjacent to rapid transit while organizing taller built form around generous public open spaces and significant tower separation distances.

The buildings frame Scott Street and establish a strong urban edge while stepping the perceived scale of the development through variations in architectural expression, landscape, and open space. Tower placement has been carefully considered to maximize sunlight penetration into publicly accessible spaces, preserve views between buildings, and maintain an appropriate relationship with surrounding development.

Landscape buffers, generous setbacks, and publicly accessible open spaces further contribute to a comfortable transition between the development and adjacent neighbourhoods while reinforcing connections to Lion's Park.

## SUSTAINABILITY

The proposed development has been planned to support environmental, social, and economic sustainability objectives through its location, site planning, and building design.



Situated immediately adjacent to rapid transit, the project encourages transit use, walking, and cycling while reducing dependence on private automobiles. Extensive bicycle parking, high-quality pedestrian infrastructure, generous landscape areas, and publicly accessible open spaces support healthy lifestyles and encourage year-round activity.

The project continues to explore sustainable building strategies consistent with CMHC MLI Select objectives related to energy efficiency, greenhouse gas reduction, accessibility, housing affordability, and long-term building performance. Landscape design also contributes to environmental performance through increased tree canopy, improved stormwater management, and reduced urban heat island effects.

## CONCLUSION

The redevelopment of 2026 Scott Street represents a significant opportunity to transform an underutilized site into a vibrant transit-oriented mixed-use community that strengthens the evolving character of Westboro.

Through a carefully considered master plan, generous public spaces, strong pedestrian connections, active ground-floor uses, and a refined architectural expression, the development establishes a high-quality urban environment that balances density with livability. The proposal responds to the City's planning and urban design objectives while creating a complete community that supports transit, enhances the public realm, and contributes positively to the continued evolution of the Scott Street corridor.

