466 Tremblay Rd and 1440 St. Laurent Blvd

Urban Design Brief
August 18, 2026

FOTENN
Planning + Design

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PROJECT DESCRIPTION

01

Project Description

The proposed development aims to optimize a currently underutilized site through the creation of two multi-unit residential buildings that will reinforce the residential character of the neighborhood. The shape of the lot is challenging, as it is a long and somewhat narrow rectangular form with limited frontage in the current context. The existing development on the site is a low-rise office building with an extensive surface parking lot. The proposed development would see the office building replaced by multi-unit residential buildings which are more in keeping with the nature of the surrounding context. In this capacity, the proposed project will serve as a 'bookend' to the neighborhood, offering a transition in both scale and building use as we move east towards lands that are planned to have significantly higher density.

The existing context and the narrowness of the site is a challenge that we have been mindful in addressing. We have positioned the mass of the buildings on the easternmost portion of the site, offering the greatest possible separation from the existing housing stock to the west and allowing for the creation of a 'street edge' should the planned infrastructure for the lands to the east move forward. At the front of the development, the building stretches west to create a presence along as much of the street frontage as possible. A similar extension has been created at the southern end of the project. While the project does include additional height, the massing for the project, including the projections towards the west property lines, have been carefully considered to ensure that they meet the angular plane requirements of the 2026 Zoning By-Law.

The project includes the removal of the surface parking lot and all of the resident parking will be provided below grade. While the project will be providing sufficient parking for the residents, it also promotes active modes of transportation. There will be a generous amount of bicycle parking, along with repair stations for the servicing of bikes. In addition, the project is well positioned for linking to existing cycling infrastructure. Perhaps more importantly, the project is located a short, 500 to 550-metre and six-minute walk to the St-Laurent LRT station offering quick and convenient access to public transit. A weather-protected path provides a connection to St-Laurent Station running underneath Highway 417. The entrance to the path is located immediately north of the site.

We feel that this project offers an important infusion of residential density in a neighborhood that will be undergoing significant transition in the coming years. It will offer a mix of unit types, it provides close access to public transit, it is in close proximity to amenities, and it promotes active modes of transportation. While the project is proposing to go up to nine stories, the approach to height has been mindful of context and the transition to the existing neighborhood to the west has been carefully considered.

As the project continues to evolve, further detailed refinement of the design will be undertaken.

Project Statistics

SITE STATISTICS	
Current Zoning Designation:	H2F[1993] H(20)
Lot Width:	37.4m
Total Lot Area:	8010.2m²
Average Existing Grade:	68.21m
Lot Coverage:	56.8%

Proposed Development - Two 9-Storey Mid-Rise Apartment Buildings

No. of units Building A (North) 278 units, Building B (South) 282 units, Total No, of units: 560

Zoning Mechanism	Required	Provided
Minimum Lot Width *902(b)*	No Minimum	37.4m
Minimum Lot Area *902(a)*	No Minimum	8010.2m²
Min. Front And Exterior Yard Setback *902(c)*	*Part of the building ≤ 15 m above grade:* No minimum *Part of the building > 15m above grade:* 1.5m *Part of the building > 30m above grade:* 3m	3m
Min. Interior Side Yard Setback *902(d)*	3m abutting N1-N6 zone (West) *[902(c)(i)]* Otherwise no minimum	3m 3m
Min. Rear Yard Setback *Table 902(e)(iii)*	No Minimum	3m
Maximum Building Height *Section 902-6(5)*	20m	27.4m
Minimum Storey Height of Ground Floor *Section 902(2)*	4m *for mid- and high-rise buildings*	3m
Minimum Glazing of Ground Floor Facade *Section 902(3)(c)*	*40% measured from the average grade up to a height of 4 m*	>40%
Parking Space Rates (Residents) *Section 602 (Sch. A3 - Area A)*	560 Spaces *Maximum 1 per dwelling unit*	193 Spaces
Minimum Visitor Parking Rates *Section 603 (Sch. A3 - Area A)*	0 Spaces *Section 603(2)*	14 Spaces
Bicycle Parking Rates (Residents) *Section 111(2) 2008-250 ZBL* *Section 613(24)&(14) 2026-50 ZBL*	280 Spaces *0.5/dwelling unit [Table111A(b)(i)]* Long-Term: 1 per unit: 560 long-term bicycle parking spaces Min. Horizontal Long-Term: 50% of required long-term spaces: 280 horizontal long-term spaces Short-Term: min. 2 spaces with an additional 1 space per 20 dwelling units: 29 short-term bicycle parking spaces Inclusive: min. 5% of required spaces must be inclusive: 30 inclusive bicycle parking spaces	298 Spaces Long-Term: 280 Of which Horizontal: 145 Short-Term: 18 Inclusive: 10
Total Amenity Area *Section 208(1)*	3360m² *6m² / unit for 560 units*	3518m²
Communal Amenity Area *Section 208(6)(a)*	1680m² *Min. 50% of Total Amenity Area*	1869m²
Min. Soft Landscape Buffer Abutting N-zones *902(6)*	3m, or 1m *where an opaque screen of min. 1.5m in height is provided Section [902(6)(a)]*	0.15m - 3m

UNIT COUNT BUILDING A - NORTH

NAME	LVL 01	LVL 02	LVL 03	LVL 04	LVL 05	LVL 06	LVL 07	LVL 08	LVL 09	TOTAL COUNT	PERCENTAGE
1-BED	1	5	4	4	4	5	5	6	6	40	14%
1-BED + DEN	5	4	6	6	6	6	6	4	4	47	17%
2-BED	6	7	8	8	8	7	7	7	7	65	23%
STUDIO	13	15	14	14	14	14	14	14	14	126	45%
TOTAL	25	31	32	32	32	32	32	31	31	278	100%

UNIT COUNT BUILDING B - SOUTH

NAME	LVL 01	LVL 02	LVL 03	LVL 04	LVL 05	LVL 06	LVL 07	LVL 08	LVL 09	TOTAL COUNT	PERCENTAGE
1-BED	1	4	4	4	4	5	5	6	6	39	14%
1-BED + DEN	8	6	6	6	6	6	6	4	4	52	18%
2-BED	6	8	8	8	8	7	7	7	7	66	23%
STUDIO	13	14	14	14	14	14	14	14	14	125	44%
TOTAL	28	32	32	32	32	32	32	31	31	282	100%

LEASABLE AREA (RESIDENTIAL)

LEVEL	AREA	AREA (SF)
BUILDING A		
LEVEL 01	1609.53 m²	17325 SF
LEVEL 02	1919.36 m²	20660 SF
LEVEL 03	2092.65 m²	22525 SF
LEVEL 04	2092.65 m²	22525 SF
LEVEL 05	2092.65 m²	22525 SF
LEVEL 06	2026.65 m²	21815 SF
LEVEL 07	2026.65 m²	21815 SF
LEVEL 08	1919.41 m²	20660 SF
LEVEL 09	1919.41 m²	20660 SF
	17698.98 m²	190510 SF
BUILDING B		
LEVEL 01	1852.29 m²	19938 SF
LEVEL 02	2092.65 m²	22525 SF
LEVEL 03	2092.65 m²	22525 SF
LEVEL 04	2092.65 m²	22525 SF
LEVEL 05	2092.65 m²	22525 SF
LEVEL 06	2026.65 m²	21815 SF
LEVEL 07	2026.65 m²	21815 SF
LEVEL 08	1919.41 m²	20660 SF
LEVEL 09	1919.41 m²	20660 SF
	18115.02 m²	194988 SF
TOTAL	35814.01 m²	385499 SF

GROSS FLOOR AREA (CITY OF OTTAWA)

LEVEL	AREA	AREA (SF)
BUILDING A		
LEVEL 01	598.32 m²	6440 SF
LEVEL 02	1839.24 m²	19797 SF
LEVEL 03	2001.48 m²	21544 SF
LEVEL 04	2001.48 m²	21544 SF
LEVEL 05	2001.48 m²	21544 SF
LEVEL 06	1937.58 m²	20856 SF
LEVEL 07	1937.58 m²	20856 SF
LEVEL 08	1839.52 m²	19800 SF
LEVEL 09	1839.52 m²	19800 SF
	15996.18 m²	172181 SF
BUILDING B		
LEVEL 01	1750.15 m²	18838 SF
LEVEL 02	2001.48 m²	21544 SF
LEVEL 03	2001.48 m²	21544 SF
LEVEL 04	2001.48 m²	21544 SF
LEVEL 05	2001.48 m²	21544 SF
LEVEL 06	1937.58 m²	20856 SF
LEVEL 07	1937.58 m²	20856 SF
LEVEL 08	1839.52 m²	19800 SF
LEVEL 09	1839.52 m²	19800 SF
	17310.24 m²	186326 SF
TOTAL	33306.42 m²	358507 SF

PARKING SCH. (BICYCLE)

TYPE	COUNT
LEVEL P1	
INCLUSIVE	10
STACKED	170
GRADE	
HORIZONTAL	18
LEVEL 01	
STACKED	100
TOTAL	298

PARKING SCH. (VEHICLE)

TYPE	COUNT
LEVEL P1	
RESIDENT	178
RESIDENT (R.W. REDUCED WIDTH)	8
TYPE A - ACCESSIBLE	3
TYPE B - ACCESSIBLE	4
	193
GRADE	
VISITOR	14
	14
TOTAL	207

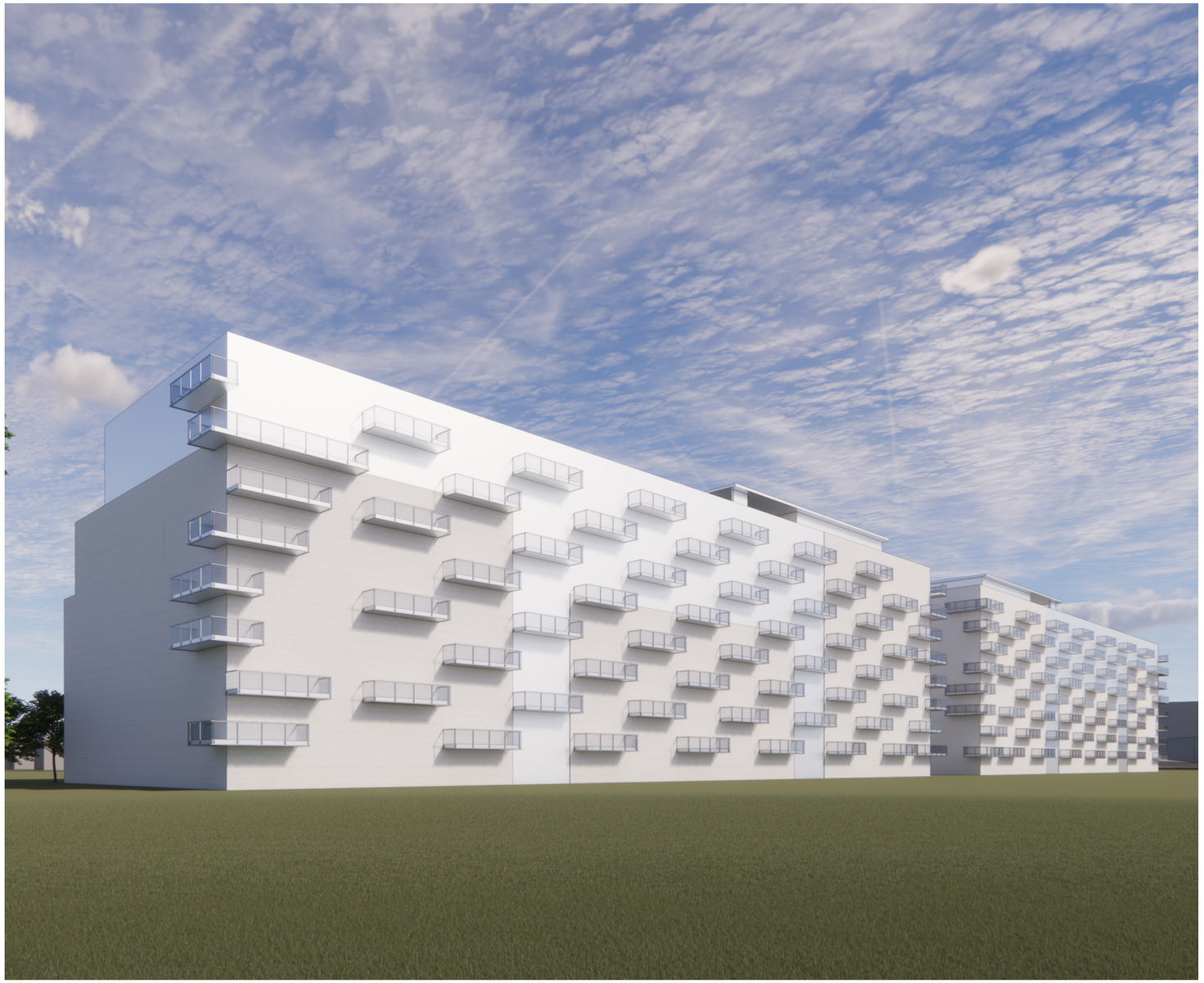
AMENITY SCH. (COMMUNAL)

LEVEL	NAME	AREA	AREA (SF)
PENTHOUSE	AMENITY LOUNGE	197.73 m²	2128 SF
PENTHOUSE	AMENITY LOUNGE	197.73 m²	2128 SF
PENTHOUSE	OUTDOOR AMENITY TERRACE	736.78 m²	7931 SF
PENTHOUSE	OUTDOOR AMENITY TERRACE	736.78 m²	7931 SF
TOTAL		1869.03 m²	20118 SF

AMENITY SCH. (PRIVATE)

LEVEL	NAME	AREA	AREA (SF)
LEVEL 02	PVT BALCONY	183.87 m²	1979 SF
LEVEL 03	PVT BALCONY	185.13 m²	1993 SF
LEVEL 04	PVT BALCONY	180.61 m²	1944 SF
LEVEL 05	PVT BALCONY	183.63 m²	1977 SF
LEVEL 06	PVT BALCONY	242.12 m²	2606 SF
LEVEL 07	PVT BALCONY	192.19 m²	2069 SF
LEVEL 08	PVT BALCONY	283.92 m²	3056 SF
LEVEL 09	PVT BALCONY	197.61 m²	2127 SF
TOTAL		1649.08 m²	17751 SF

Rendering



VIEW FROM SOUTH-EAST



VIEW FROM TREMBLAY ROAD



VIEW FROM TREMBLAY ROAD

August 2026

466 Tremblay Rd and 1440 St. Laurent Blvd
Urban Design Brief

DESIGN DIRECTIVES

02

Pre-Application Consultation Comments

A Pre-Application Consultation Meeting was held on December 19, 2025. As a result of this meeting, the following comments were received from the Urban Design team at the City of Ottawa. Responses to these comments are provided below.

No.	Comment	Response
Urban Design		
11	An Urban Design Brief is required. Please see attached the customized Terms of Reference to guide the preparation.	This Urban Design Brief has been prepared. Structure follows the Terms of Reference.
11(a)	The Urban Design Brief should be structured by generally following the headings highlighted under Section 3 – Contents of these Terms of Reference.	
12	The site is located within a Design Priority Area, as such, a visit to the Urban Design Review Panel (UDRP), and a UDRP Report is required as part of a complete submission.	Noted.
13	Additional drawings and studies are required as shown on the SPIL. Please follow the terms of references (Planning application submission information and materials | City of Ottawa) to prepare these drawings and studies. These include: a. Site Plan. b. Landscape Plan. c. Building Elevations (Conceptual). d. Shadow Study (Recommended).	Noted.
Preliminary Design Comments:		
14	Given the unique attributes of the site, the comments below have been structured based on two scenarios, one with the new public road on the Canada Lands property, and one without. Staff understand that there have been no formal discussions with Canada Lands to date and would encourage they take place, especially since the Applicant is working closely with them on other projects within the City. I am happy to review the request for UDRP once we have more information on the public road.	Noted,
15	With the new public road, as shown on the concept plan. Subject to registration of the approved Draft Plan of Subdivision or a formal commitment from Canada Lands, Urban Design staff: a. Are generally supportive of an increase in building height from 6 to 9 storeys. b. Would request the applicant explore a building stepback above the 6th level for building frontages along public roads. c. Would be looking for active frontage along public roads in the form of grade-related commercial, ground floor amenity, and/or ground floor residential units with individual entrances. d. Appreciate the increased setback to the stable low-rise residential neighborhood and support back of house functions occurring internal to the property.	As noted in the comment, Canada Lands has an Approved Draft Plan of of Subdivision for 599 Tremblay Road to the east, and includes a road immediately to the east. However, as this has not yet been registered, we will be proceeding under the assumption that this proposed road layout may or may not proceed as described. Therefore, we have responded more fully to comment #16, below.

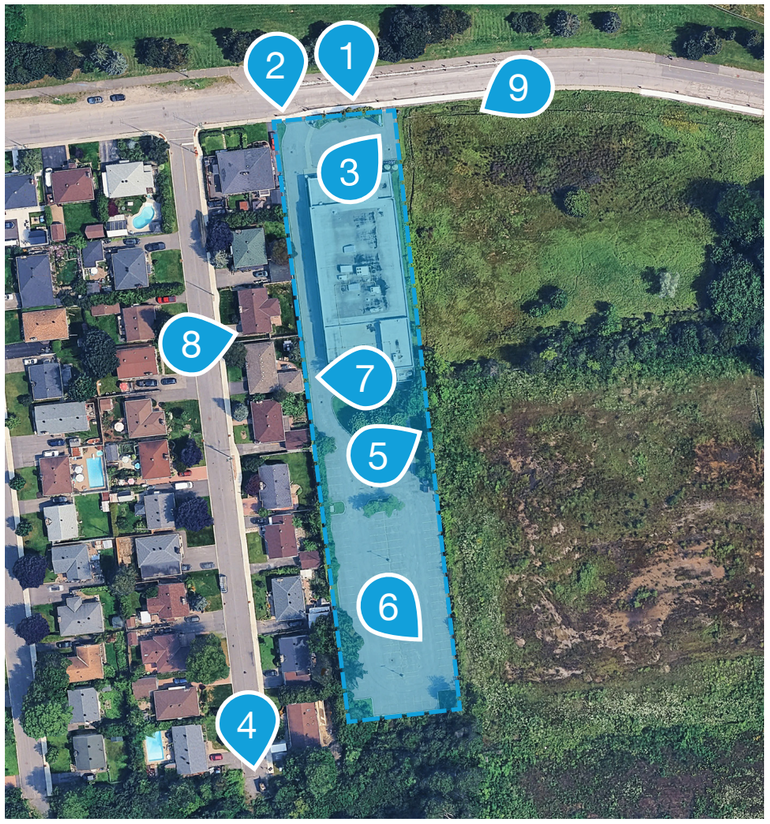
Pre-Application Consultation Comments

No.	Comment	Response
16	Without the new public road: a. The site has limited frontage along Tremblay Road which results in two very deep interior side yard conditions. The interior side yard setback along the eastern property line should be increased. b. The Applicant will need to provide a built form response that provides a reasonable transition to the stable low-rise community while still protecting for natural light for principle windows into units on critical building faces. Urban Design staff have concerns related to the proposed height increase relative to both these points. c. Staff may have additional comments once the concept plan has been updated.	a. The interior side yard on the west side respects angular plane requirements, whereas there is no required angular plane for the eastern property line. The proposed setbacks to the north and east exceed minimum requirements for the site's zone, Hub Zone 2 (H2). Front and exterior side yards require a 1.5-metre setback for a building between 15 and 30 metres and a 3-metre setback for a building taller than 30 metres. The minimum required interior side yard setback is 3 metres abutting a residential zone to the west and there is no minimum required for the east setback. As the subject site is proposed to be rezoned to permit a maximum height of 28.4 metres, the provided setbacks of 3 metres to the north and east property lines exceed the requirements for a front yard (1.5 metres), interior side yard (no minimum), and hypothetical exterior side yard (1.5 metres). b. Please see the massing studies that are included in the Urban Design Brief that demonstrates that the proposed building offers adequate transition to the west and meets the angular plane requirements. c. Noted.

SITE, CONTEXT, AND ANALYSIS

03

Photographs of Existing Site Conditions



Key Plan indicating location for photos. Aerial image source: Google Earth.



















Subject Site

The subject site, municipally known as 466 Tremblay Road and1440 St. Laurent Boulevard, is located in the City of Ottawa immediately south of Highway 417 and west of St. Laurent Boulevard. The site is characterized by its proximity to major transportation corridors, transit infrastructure, and surrounding commercial and employment areas, including the St. Laurent Shopping Centre and Trainyards district.

The subject site is occupied by a single-storey office building and two associated surface parking lots. The site has two curb cuts on Tremblay Road, with limited parking in the front yard and an extensive surface parking lot to the rear. The surrounding context includes low-rise residential neighbourhoods to the west and south, commercial and retail uses to the north, and employment and transportation and employment-related uses associated with the Belfast Yards and Highway 417 corridor.

Regional Context



Perspective from Google Earth

Regional Context

The subject site is located along the Tremblay Road corridor within Ottawa's east urban sector, immediately south of Highway 417 and in proximity to St. Laurent Boulevard and St-Laurent Station. The surrounding context is characterized by a mix of residential, commercial, employment, and institutional uses, including the St. Laurent Shopping Centre, Trainyards district, Belfast Yards, and nearby transit-supportive redevelopment areas.

The site benefits from strong regional connectivity through Highway 417, Tremblay Road, St. Laurent Boulevard, and the surrounding rapid transit network. The property is located within walking distance of St-Laurent Station and is well connected to existing east-west and north-south transit routes, supporting opportunities for transit-oriented intensification and reduced automobile dependency.

The surrounding neighbourhoods include a range of built forms and land use conditions. Low-rise residential areas associated with the Eastway Gardens community are located immediately west and south of the site, while commercial, employment, and institutional uses are concentrated along the major transportation corridors. The area surrounding the site is currently experiencing significant redevelopment activity, including the adjacent Canada Lands Company (CLC) redevelopment lands to the east, which are planned to accommodate a high-density mixed-use and transit-supportive community.

As identified through the City of Ottawa Official Plan and applicable Secondary Plan framework, the site is located within a strategic intensification area intended to support compact urban form, mixed-use development, and enhanced transit connectivity. The broader area continues to evolve as an important urban hub accommodating residential intensification, employment functions, active transportation infrastructure, and future transit-supportive redevelopment.

Perspective Images to and From the Site









Characteristics of Adjacent Streets

Tremblay Road

As per Schedule C4, Tremblay Road is designated as a Major Collector Road. Major Collector Roads function as important transportation corridors that support movement between neighbourhoods, transit infrastructure, employment areas, and regional destinations. The subject site fronts directly onto Tremblay Road and benefits from its proximity to the St-Laurent LRT Station, Highway 417, and surrounding transit-supportive redevelopment areas. The corridor is anticipated to continue evolving through nearby redevelopment initiatives, including the adjacent Canada Lands Company lands, which are planned to accommodate higher-density mixed-use development. Future redevelopment along Tremblay Road is expected to contribute to a more urban and pedestrian-oriented public realm while supporting transit-oriented intensification within walking distance of rapid transit infrastructure.

Belfast Road

As per Schedule C4, Belfast Road is designated as a Major Collector Road. Major Collector Roads support movement between arterial corridors, employment districts, industrial areas, and surrounding communities while accommodating a range of transportation modes. Belfast Road forms part of an evolving employment and mixed-use corridor characterized by industrial, commercial, transportation, and infrastructure-related uses. The corridor is closely associated with the VIA Rail corridor, the Belfast Yard, and the broader Trainyards district. Over time, redevelopment pressure and proximity to rapid transit infrastructure are anticipated to support the gradual evolution of the area toward a more connected and transit-supportive urban environment.



Highway 417

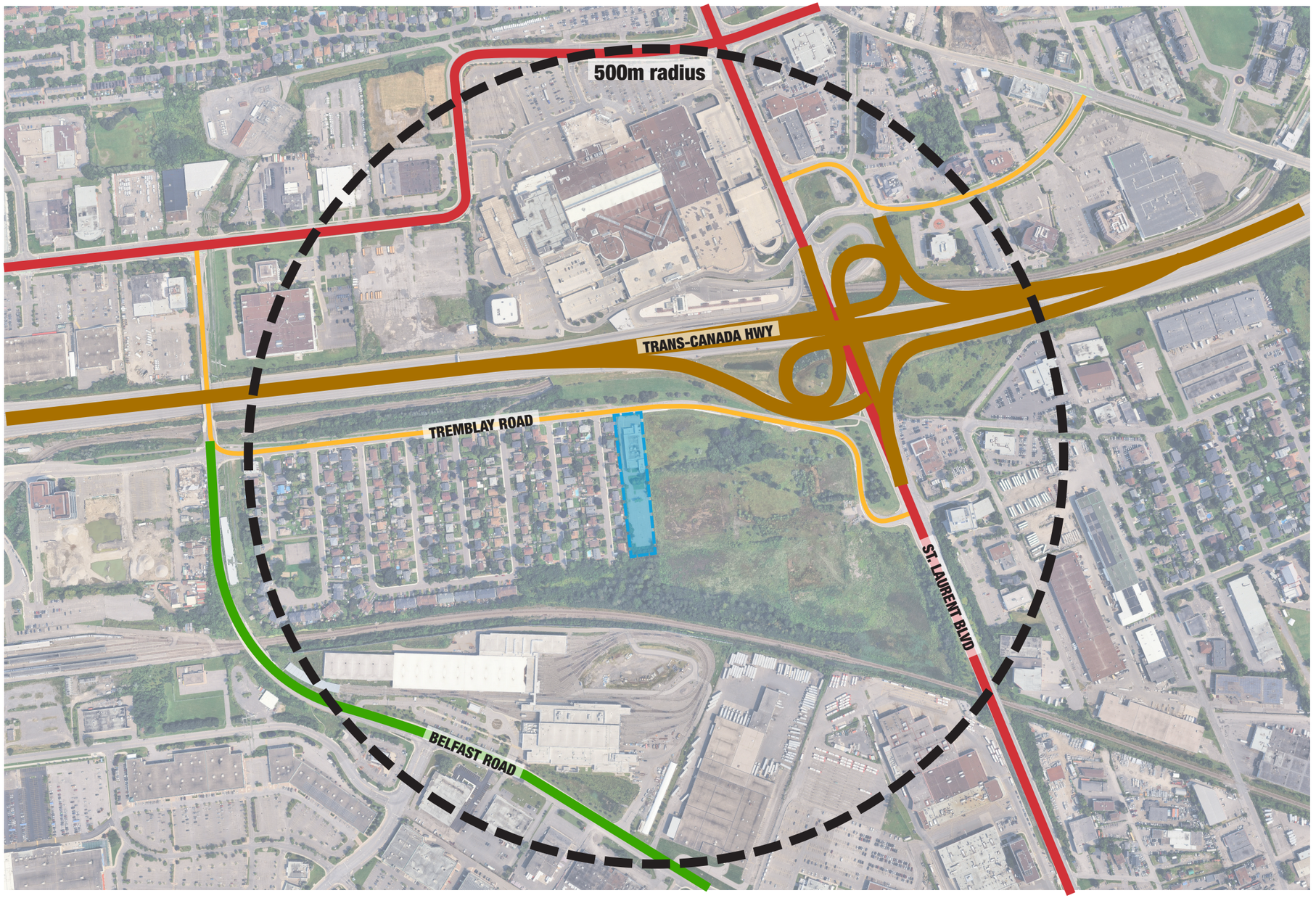
Trans-Canada Highway

As per Schedule C4, Highway 417 is designated as a Provincial Highway and functions as a major regional transportation corridor providing east-west connectivity across the City of Ottawa and the broader National Capital Region. The subject site benefits from strong regional visibility and convenient access to the surrounding transportation network through its proximity to Highway 417 and nearby arterial corridors. While primarily functioning as regional mobility infrastructure, the highway contributes to the strategic location of the site within an area identified for long-term transit-oriented intensification and redevelopment.

St. Laurent Boulevard

As per Schedule C4, St. Laurent Boulevard is designated as an Arterial Road. Arterial Roads function as major city-wide transportation corridors designed to accommodate high volumes of vehicular, transit, cycling, and pedestrian movement while connecting significant destinations across the City. St. Laurent Boulevard serves as an important north-south mobility corridor linking Highway 417, surrounding commercial areas, transit infrastructure, and established residential neighbourhoods. The subject site benefits from direct proximity to the St-Laurent LRT Station and surrounding transit-oriented redevelopment areas. Future redevelopment within the corridor is anticipated to support continued intensification, enhanced connectivity, and improvements to the public realm consistent with the City's transit-oriented development objectives.

Mobility Networks



Existing and Planned street network (Based on Ottawa Official Plan - Schedule C4)

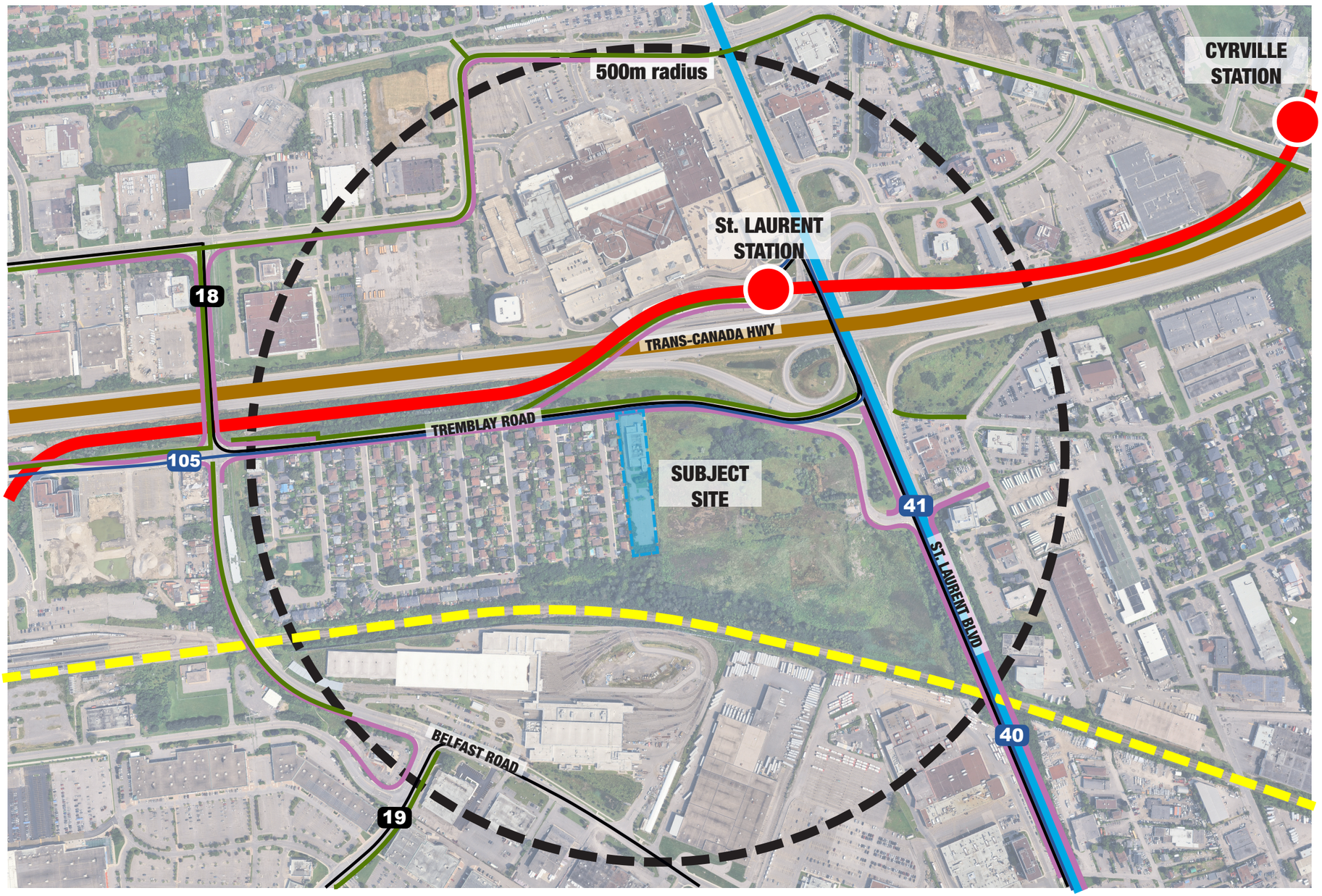
Road Network

The subject site is well connected to Ottawa's broader urban road network and benefits from direct access to key transportation corridors. As identified in Schedule C4 – Urban Road Network of the City of Ottawa Official Plan, the site fronts onto Tremblay Road, identified as a Major Collector Road, and is located in proximity to key arterial corridors including St. Laurent Boulevard and Highway 417. Additional surrounding collector roads, including Belfast Road, contribute to the overall connectivity of the area and support efficient movement throughout the surrounding community.

Arterial Roads are intended to function as major corridors that support the efficient movement of people and goods across the city and are planned to accommodate a full range of travel modes including public transit, motor vehicles, pedestrians, and cyclists. Collector Roads connect communities and distribute traffic between Arterial Roads and Local Roads while supporting access to adjacent neighbourhoods and destinations.

The subject site is also located in proximity to the St. Laurent LRT Station and major transit-supportive corridors, reinforcing its role within a transit-oriented and intensification-supportive context. The surrounding mobility framework supports continued urban intensification while maintaining strong connectivity to surrounding employment areas, commercial destinations, and transit infrastructure, and the broader city-wide transportation network.

Mobility Networks



Existing and Planned street network (Based on Ottawa Official Plan - Schedule C2 and GeoOttawa)

Transit Network

As identified on Schedule C2 – Transit Network of the Official Plan, the subject site is located in proximity to the St-Laurent O-Train Station and benefits from strong access to Ottawa's rapid transit network. The site is also situated near existing Transit Priority Corridors and Transportation and Infrastructure Corridors along Highway 417 and St. Laurent Boulevard, supporting efficient connectivity throughout the city.

The surrounding area is served by frequent transit routes and active transportation connections that provide access to nearby employment areas, commercial destinations, and transit infrastructure, including the St-Laurent Station and Trainyards district.

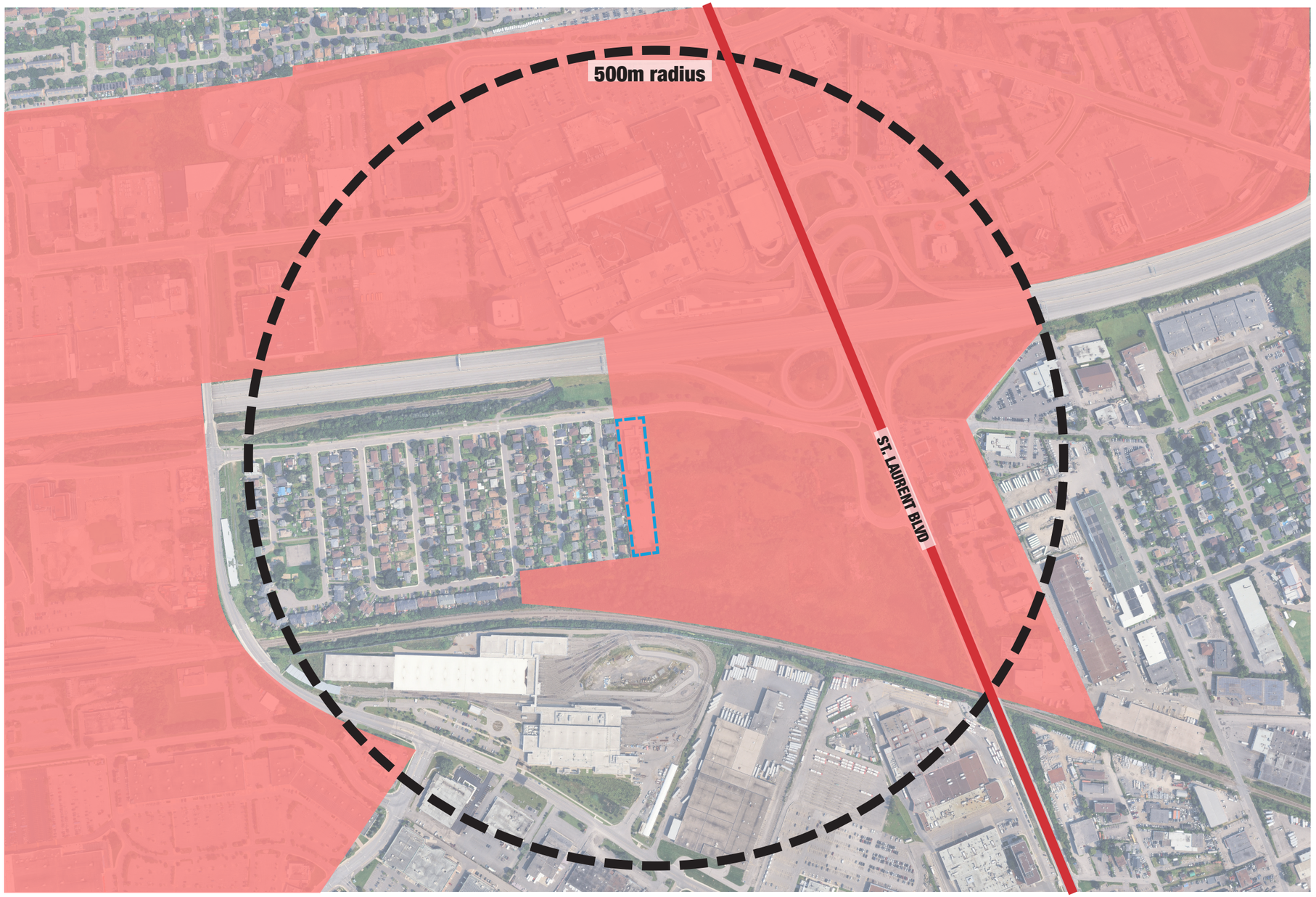
Active Transportation

The subject site is connected to the broader active transportation network through existing pedestrian and cycling infrastructure along Tremblay Road, St. Laurent Boulevard, and adjacent collector roads. Multi-use pathways and sidewalks in the surrounding area contribute to improved pedestrian connectivity between nearby residential neighbourhoods, transit stations, parks, and commercial destinations.

The site's proximity to the St-Laurent O-Train Station, Tremblay Road, St. Laurent Boulevard, and nearby community amenities supports active transportation opportunities and a more walkable urban environment consistent with transit-oriented development objectives.

- Subject Site
- Provincial Highway
- Transit Priority Corridor
- O-Train Corridor
- VIA Corridor
- Frequent Bus Route
- Local Bus Route
- Existing Pedestrian Facilities
- Existing Cycling Facilities

Design Priority Area



Design Priority Area (Based on Ottawa Official Plan - Schedule C7-A)

Design Priority Areas

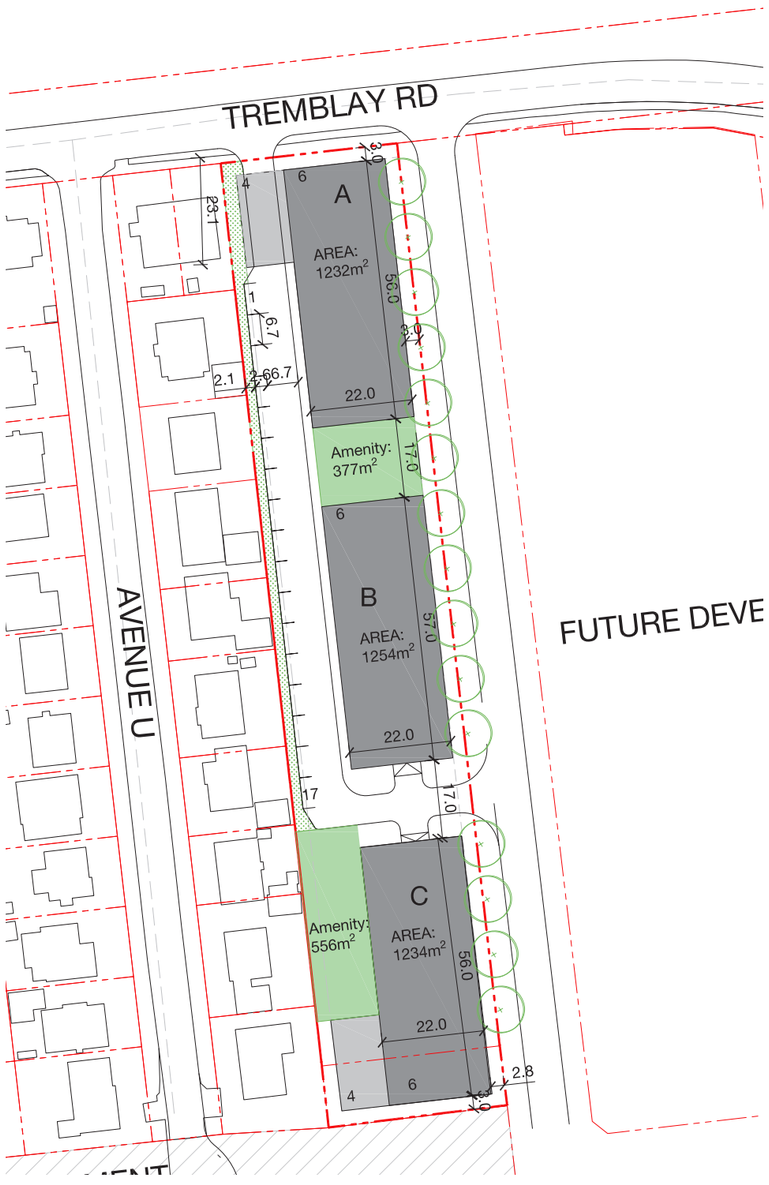
As per Schedule C7-A Design Priority Areas, the subject site is identified as being within a Design Priority Area.

Design Priority Areas are locations where a higher standard of urban design is required and where development is expected to make a strong, positive contribution to the city's image, streetscape, and sense of place. These areas include locations such as main streets, arterial roads, gateways, and areas adjacent to significant public spaces.

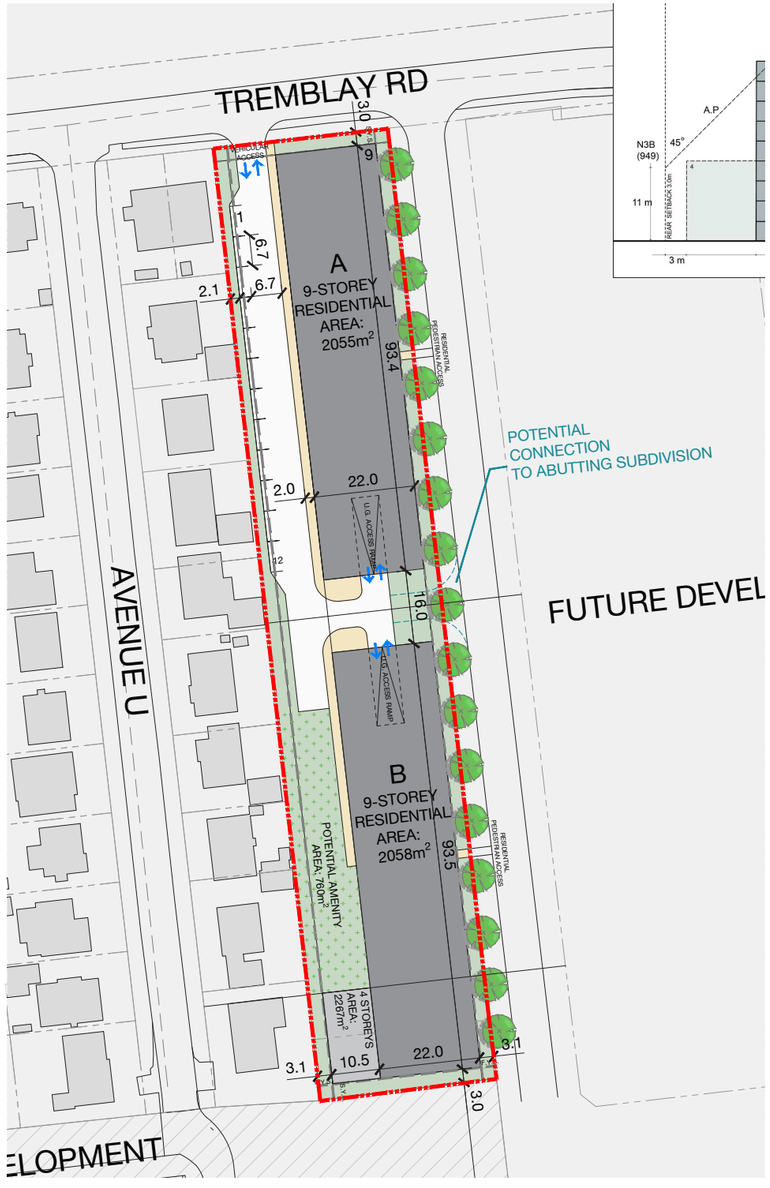
As a result, proposals in Design Priority Areas are typically subject to a more detailed design review, including attendance at the UDRP, and must more clearly demonstrate conformity with the Official Plan's urban design policies and guidelines.

Subject Site
Corridor - Mainstreet within Design Priority Area
Design Priority Area

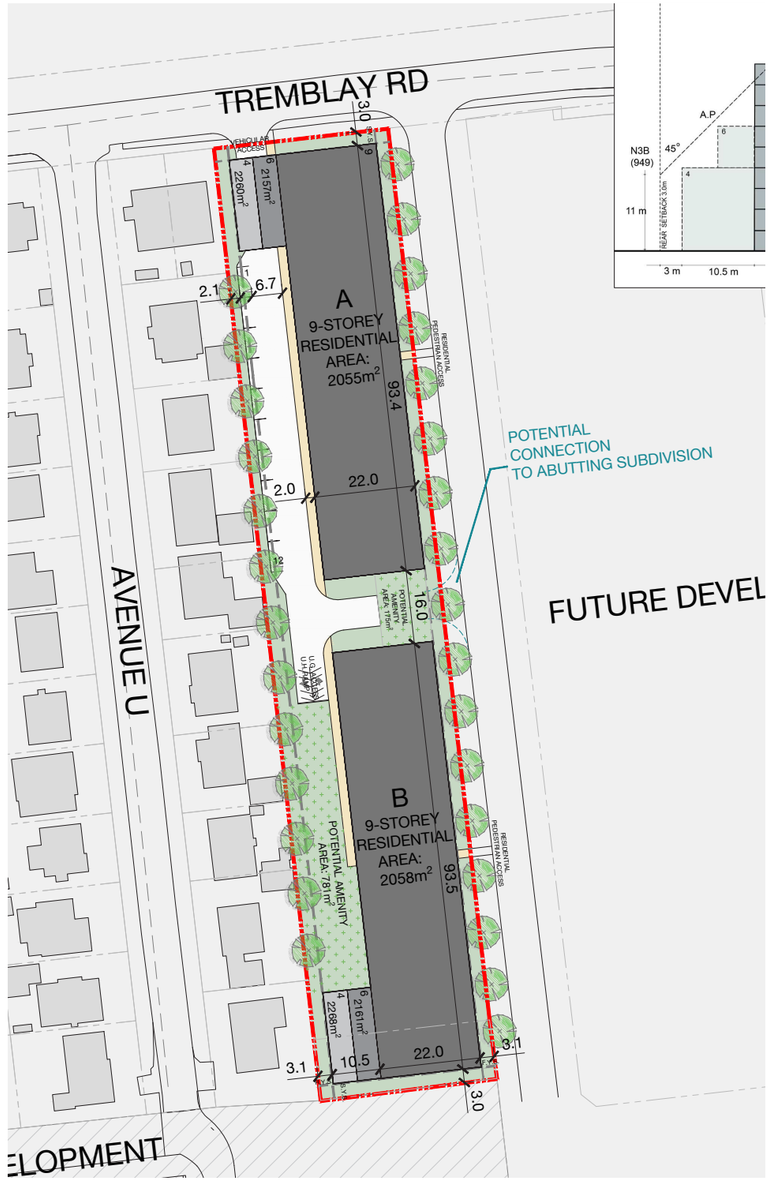
Alternative Site Plan Options



Option 1



Option 2



Preferred Option

Proposed Development in Existing Context



Proposed Development

Proposed Development in Existing Context

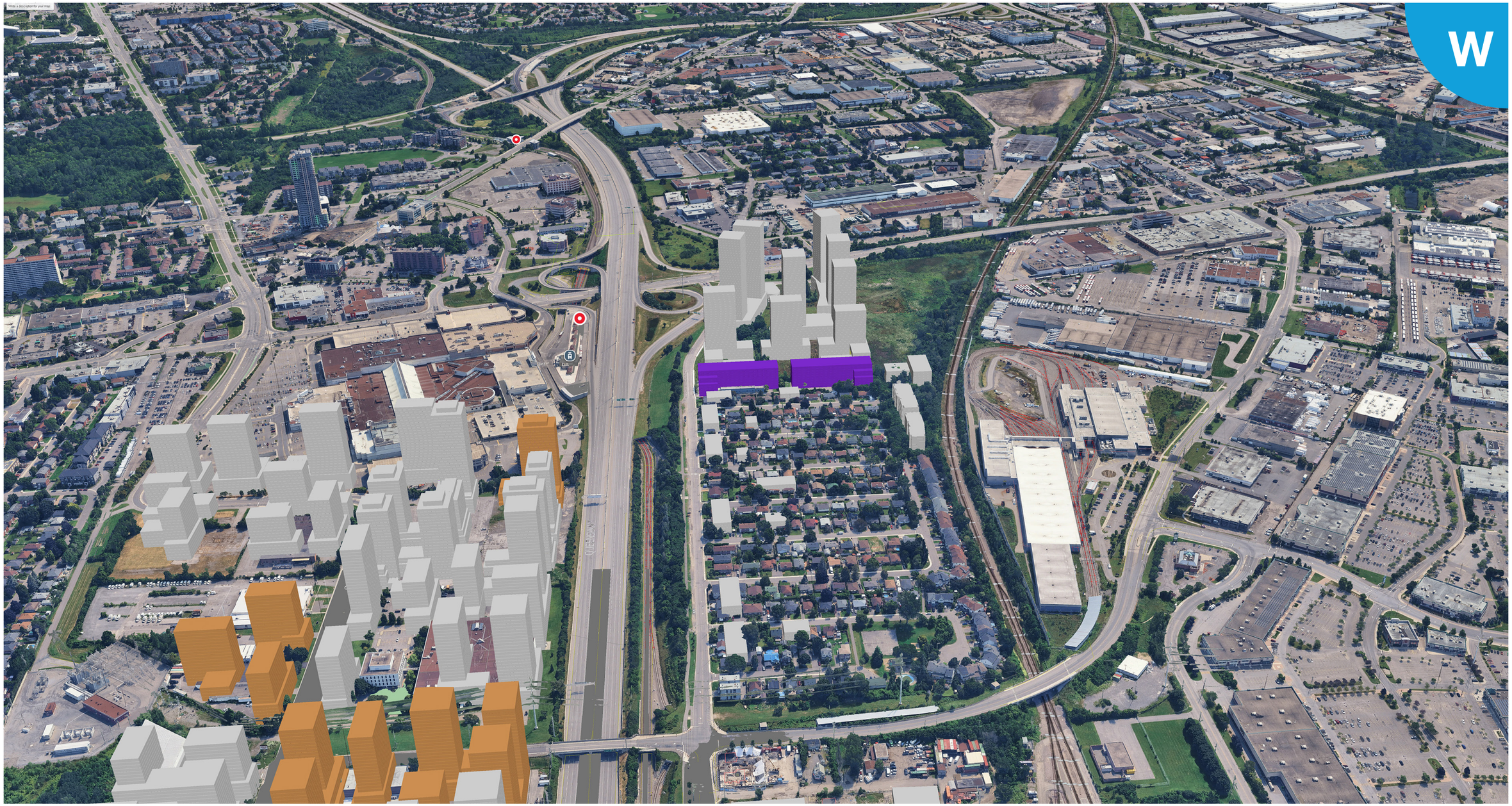
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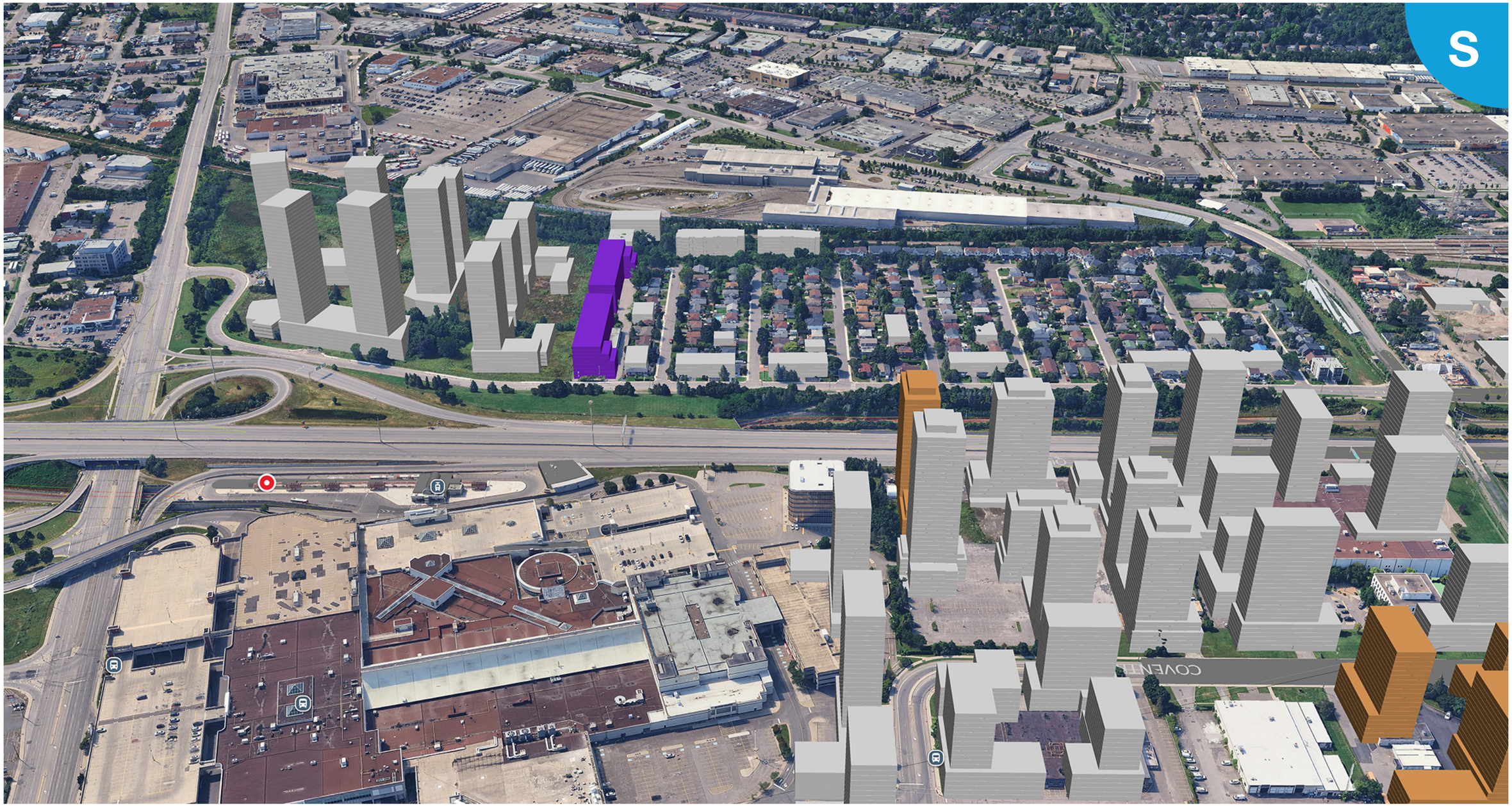
Proposed Development

August 2026

Proposed Development in Existing Context



Proposed Development in Existing Context



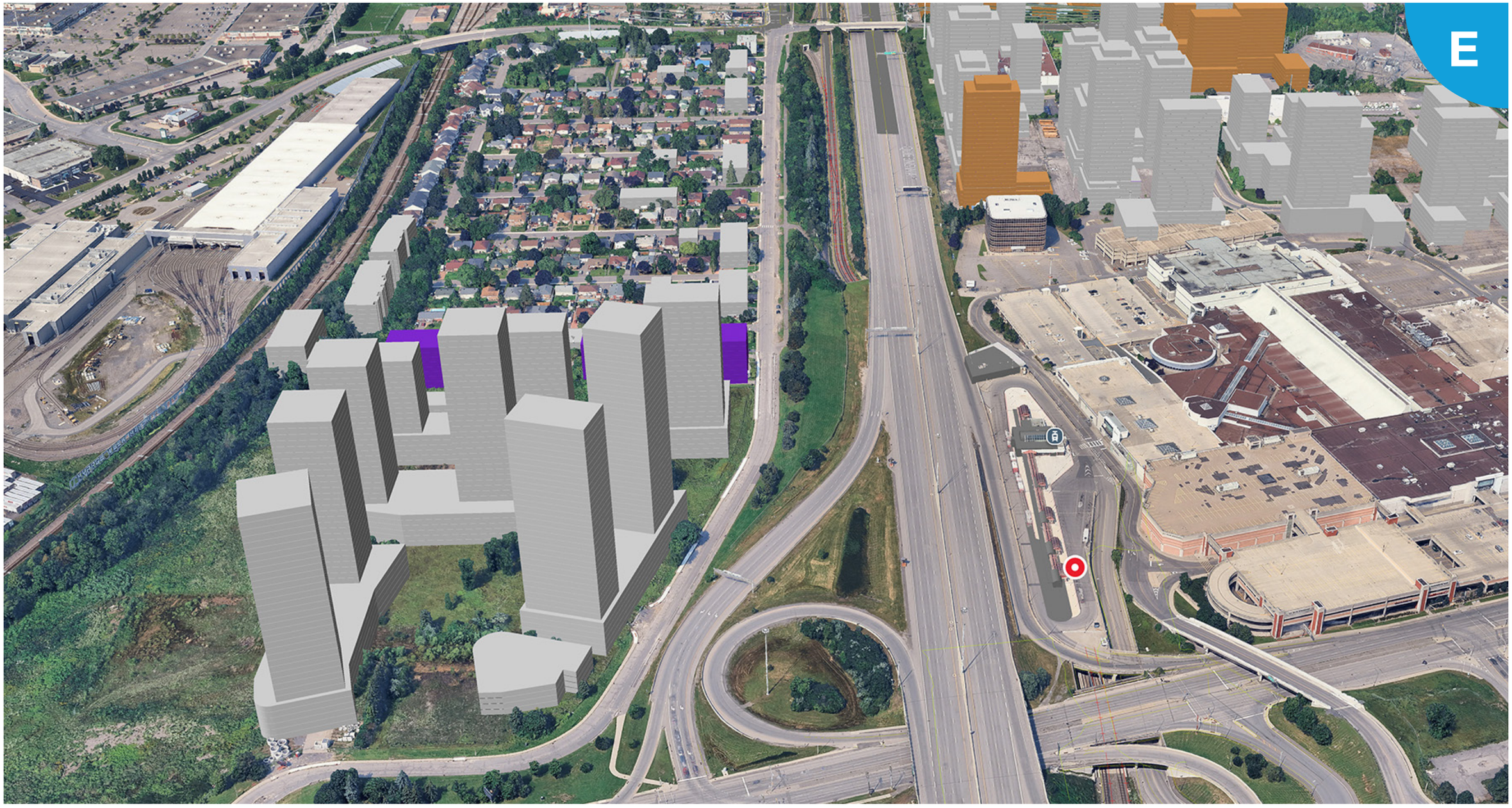
Proposed Development

Proposed Development in Planned Context



Proposed Development Planned Massing Context Development Applications Submitted to the City

Proposed Development in Planned Context



Proposed Development | Planned Massing Context | Development Applications Submitted to the City

Proposed Development in Planned Context



Proposed Development | Planned Massing Context | Development Applications Submitted to the City

Proposed Development in Planned Context



Proposed Development | Planned Massing Context | Development Applications Submitted to the City

Built Form Transition - Surrounding Area

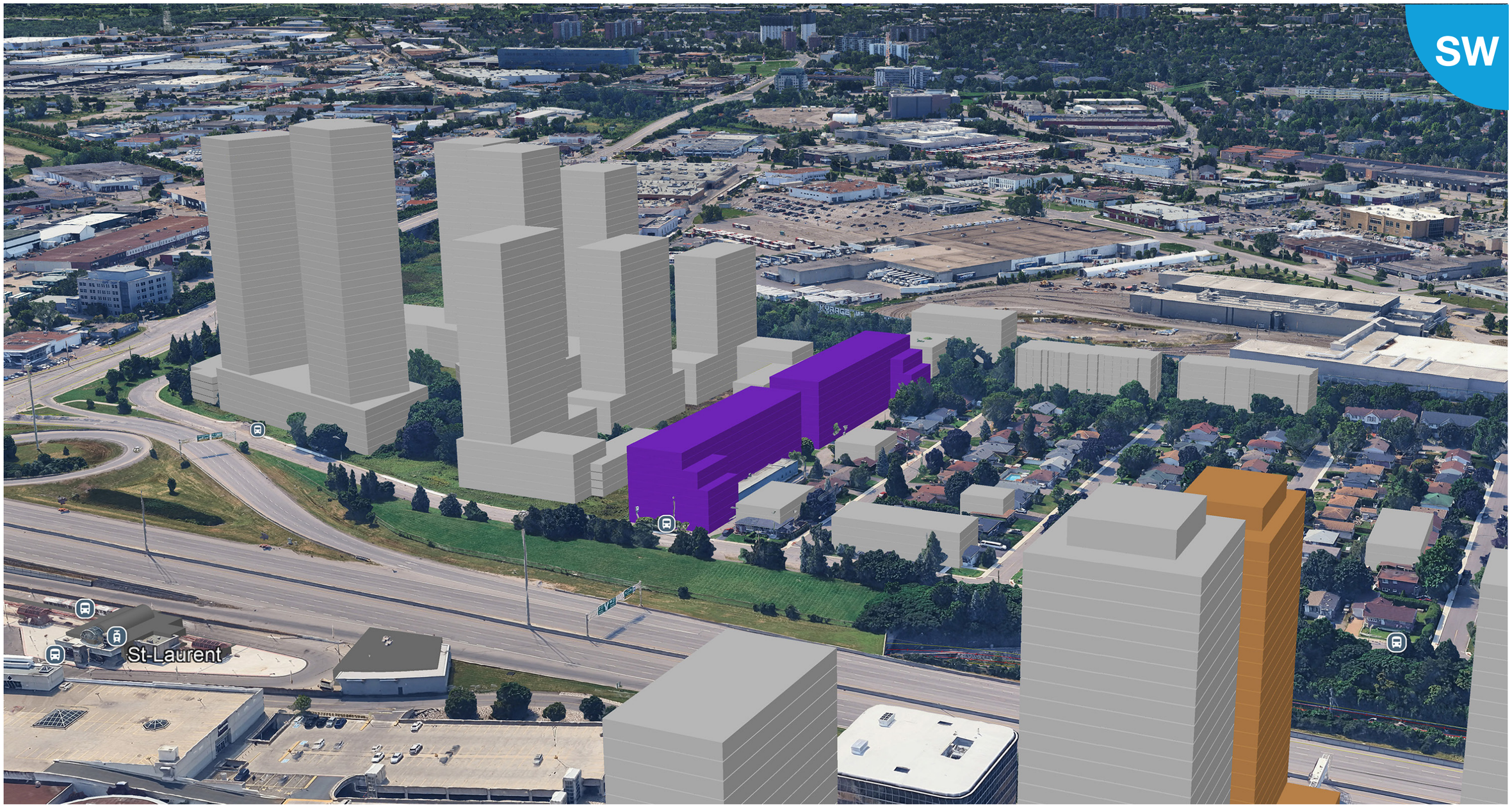


Proposed Development

Planned Massing Context

Development Applications Submitted to the City

Built Form Transition - Surrounding Area



Proposed Development Planned Massing Context Development Applications Submitted to the City

Built Form Transition - Surrounding Area

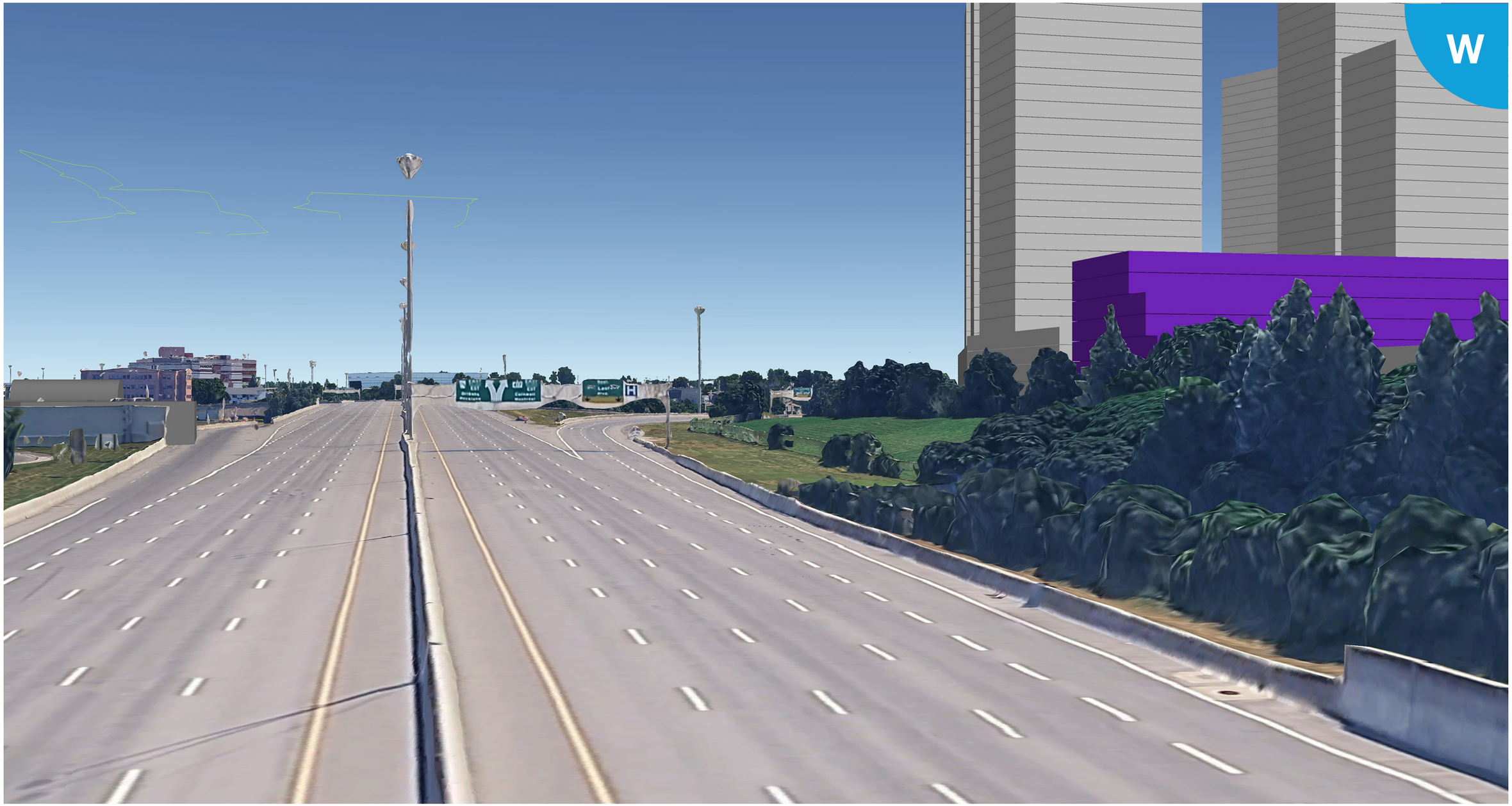


Proposed Development

Planned Massing Context

Development Applications Submitted to the City

Built Form Transition - Surrounding Area

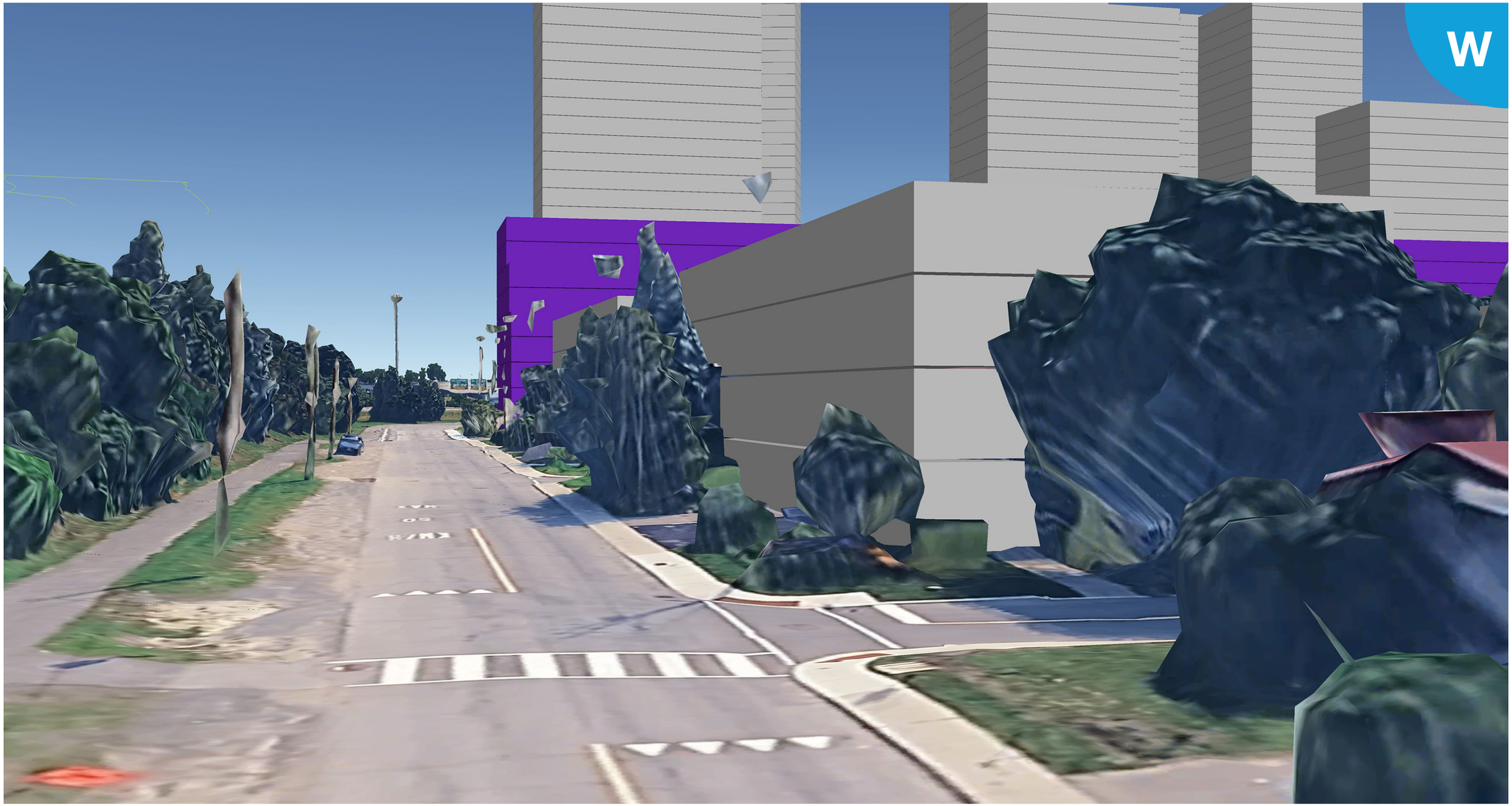


Proposed Development

Planned Massing Context

Development Applications Submitted to the City

Built Form Transition - Surrounding Area



Proposed Development

Planned Massing Context

Development Applications Submitted to the City

Built Form Transition - Surrounding Area



Proposed Development

CONCLUSION

04

CONCLUSION

I trust that this information is helpful. If you have any questions, please do not hesitate to contact the undersigned at nahal@fotenn.com.

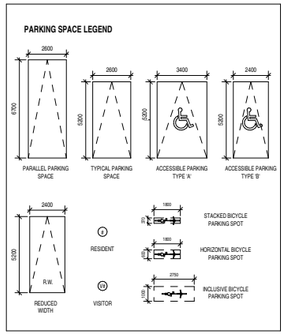


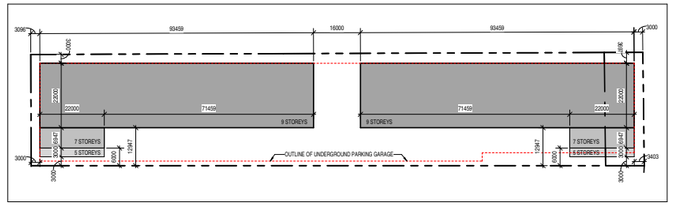
Tamara Nahal, MCIP RPP
Planner

ADDITIONAL MATERIALS

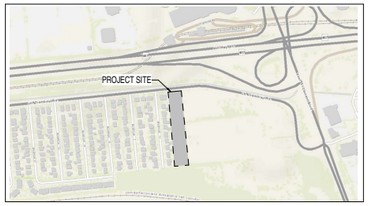
APPENDIX

05





3 SP-01 SETBACK PLAN
SCALE: 1 : 750



2 SP-01 LOCATION PLAN
SCALE: NTS

UNIT COUNT BUILDING A - NORTH

NAME	LVL 01	LVL 02	LVL 03	LVL 04	LVL 05	LVL 06	LVL 07	LVL 08	LVL 09	TOTAL COUNT	PERCENTAGE
1-BED	1	5	4	4	4	5	5	6	6	40	14%
1-BED + DEN	5	4	6	6	6	6	4	4	4	47	17%
2-BED	6	7	8	8	8	7	7	7	7	65	23%
STUDIO	13	15	14	14	14	14	14	14	14	126	45%
TOTAL	25	31	32	32	32	32	30	31	31	278	100%

UNIT COUNT BUILDING B - SOUTH

NAME	LVL 01	LVL 02	LVL 03	LVL 04	LVL 05	LVL 06	LVL 07	LVL 08	LVL 09	TOTAL COUNT	PERCENTAGE
1-BED	1	4	4	4	4	5	5	6	6	39	14%
1-BED + DEN	8	6	6	6	6	6	6	4	4	52	18%
2-BED	6	8	8	8	8	7	7	7	7	66	23%
STUDIO	13	14	14	14	14	14	14	14	14	125	44%
TOTAL	28	32	32	32	32	32	32	31	31	282	100%

LEASABLE AREA (RESIDENTIAL)

LEVEL	AREA	AREA (SF)
BUILDING A		
LEVEL 01	1608.53 m²	17305 SF
LEVEL 02	1919.38 m²	20660 SF
LEVEL 03	2092.65 m²	22525 SF
LEVEL 04	2092.65 m²	22525 SF
LEVEL 05	2092.65 m²	22525 SF
LEVEL 06	2026.65 m²	21815 SF
LEVEL 07	2026.65 m²	21815 SF
LEVEL 08	1919.41 m²	20660 SF
LEVEL 09	1919.41 m²	20660 SF
	17898.38 m²	192610 SF
BUILDING B		
LEVEL 01	1852.29 m²	19938 SF
LEVEL 02	2092.65 m²	22525 SF
LEVEL 03	2092.65 m²	22525 SF
LEVEL 04	2092.65 m²	22525 SF
LEVEL 05	2092.65 m²	22525 SF
LEVEL 06	2026.65 m²	21815 SF
LEVEL 07	2026.65 m²	21815 SF
LEVEL 08	1919.41 m²	20660 SF
LEVEL 09	1919.41 m²	20660 SF
	18115.02 m²	194898 SF
TOTAL	35814.01 m²	385409 SF

GROSS FLOOR AREA (CITY OF OTTAWA)

LEVEL	AREA	AREA (SF)
BUILDING A		
LEVEL 01	596.32 m²	6440 SF
LEVEL 02	1639.24 m²	19797 SF
LEVEL 03	2001.48 m²	21544 SF
LEVEL 04	2001.48 m²	21544 SF
LEVEL 05	2001.48 m²	21544 SF
LEVEL 06	1937.58 m²	20856 SF
LEVEL 07	1937.58 m²	20856 SF
LEVEL 08	1839.52 m²	19800 SF
LEVEL 09	1839.52 m²	19800 SF
	15996.18 m²	172181 SF
BUILDING B		
LEVEL 01	1753.15 m²	18838 SF
LEVEL 02	2001.48 m²	21544 SF
LEVEL 03	2001.48 m²	21544 SF
LEVEL 04	2001.48 m²	21544 SF
LEVEL 05	2001.48 m²	21544 SF
LEVEL 06	1937.58 m²	20856 SF
LEVEL 07	1937.58 m²	20856 SF
LEVEL 08	1839.52 m²	19800 SF
LEVEL 09	1839.52 m²	19800 SF
	17319.24 m²	186383 SF
TOTAL	33306.42 m²	358507 SF

PARKING SCH. (BICYCLE)

TYPE	COUNT
LEVEL P1	
INCLUSIVE	10
STACKED	170
GRADE	
HORIZONTAL	18
LEVEL 01	
STACKED	100
TOTAL	298

PARKING SCH. (VEHICLE)

TYPE	COUNT
LEVEL P1	
RESIDENT	178
RESIDENT (R.W. REDUCED WIDTH)	8
TYPE A - ACCESSIBLE	3
TYPE B - ACCESSIBLE	4
	193
GRADE	
VISITOR	14
	14
TOTAL	207

AMENITY SCH. (COMMUNAL)

LEVEL	NAME	AREA	AREA (SF)
PENTHOUSE	AMENITY LOUNGE	197.73 m²	2128 SF
PENTHOUSE	AMENITY LOUNGE	197.73 m²	2128 SF
PENTHOUSE	OUTDOOR AMENITY TERRACE	736.76 m²	7931 SF
PENTHOUSE	OUTDOOR AMENITY TERRACE	736.76 m²	7931 SF
TOTAL		1869.03 m²	20118 SF

AMENITY SCH. (PRIVATE)

LEVEL	NAME	AREA	AREA (SF)
LEVEL 02	PVT BALCONY	183.87 m²	1979 SF
LEVEL 03	PVT BALCONY	185.13 m²	1993 SF
LEVEL 04	PVT BALCONY	180.81 m²	1944 SF
LEVEL 05	PVT BALCONY	183.83 m²	1977 SF
LEVEL 06	PVT BALCONY	242.12 m²	2606 SF
LEVEL 07	PVT BALCONY	192.19 m²	2069 SF
LEVEL 08	PVT BALCONY	283.92 m²	3056 SF
LEVEL 09	PVT BALCONY	197.81 m²	2127 SF
TOTAL		1649.68 m²	17752 SF

SITE PLAN SYMBOLS LEGEND

- BUILDING ENTRANCE
- BUILDING EXIT
- INTERLOCKING STONE PAVERS
- UP — UTILITY POLE
- UP — UTILITY POLE TO BE REMOVED
- EXISTING FENCE TO BE REMOVED
- FDC — FIRE DEPARTMENT CONNECTION
- FH — FIRE HYDRANT
- PROPERTY LINE
- SETBACK LINE
- OHWW — OVERHEAD WIRE

SITE STATISTICS

Current Zoning Designation:	H(37)[1663] H(20)
Lot Width:	37.4m
Total Lot Area:	8010.2m²
Average Existing Grade:	69.21m
Lot Coverage:	56.8%

Proposed Development - Two 9-Storey Mid-Rise Apartment Buildings

No. of units Building A (North) 278 units, Building B (South) 282 units, Total No. of units: 560

Zoning Mechanism	Required	Provided
Minimum Lot Width *R3S[i]*	No Minimum	37.4m
Minimum Lot Area *R3S[a]*	No Minimum	8010.2m²
Min. Front And Exterior Yard Setback *R3S[c]*	*Part of the building ≤ 15 m above grade:* No minimum *Part of the building > 15m above grade:* 1.5m *Part of the building > 30m above grade:* 3m	3m
Min. Interior Side Yard Setback *R3S[d]*	3m abutting N1-N6 zone (West) (R3Z[c(ii)]) Otherwise no minimum	3m 3m
Min. Rear Yard Setback *Table 90[3a(iii)]*	No Minimum	3m
Maximum Building Height *Section 90[2-6S]*	20m	27.4m
Minimum Storey Height of Ground Floor *Section 90[S2]*	4m *for mid- and high-rise buildings*	3m
Minimum Glazing of Ground Floor Facade *Section 90[S3(c)]*	40% *measured from the average grade up to a height of 4 m*	>40%
Parking Space Rates (Residents) *Section 6S2 (Sch. A3 - Area A)*	560 Spaces *Maximum 1 per dwelling unit*	193 Spaces
Minimum Visitor Parking Rates *Section 6S5 (Sch. A3 - Area A)*	0 Spaces *Section 6S5(2)*	14 Spaces
Bicycle Parking Rates (Residents) *Section 111(2) 2008-293 ZBL* *Section 613(24)&(14) 2026-50 ZBL*	280 Spaces *0.5/dwelling unit [Table111A(b)(i)]* Long-Term: 1 per unit: 560 long-term bicycle parking spaces Min. Horizontal Long-Term: 50% of required long-term spaces: 280 horizontal long-term spaces Short-Term: min. 2 spaces with an additional 1 space per 20 dwelling units: 29 short-term bicycle parking spaces Inclusive: min. 5% of required spaces must be inclusive: 30 inclusive bicycle parking spaces	298 Spaces 298 Total Spaces Long-Term: 280 Of which Horizontal: 145 Short-Term: 18 Inclusive: 10
Total Amenity Area *Section 208(1)*	3360m² *6m² / unit for 560 units*	3518m²
Communal Amenity Area *Section 208(6)(a)*	1680m² *Min. 50% of Total Amenity Area*	1868m²
Min. Soft Landscape Buffer Abutting N-zones *W2[99]*	3m, or 1m where an opaque screen of min. 1.5m in height is provided *Section [S62(6)(a)]*	0.15m - 3m

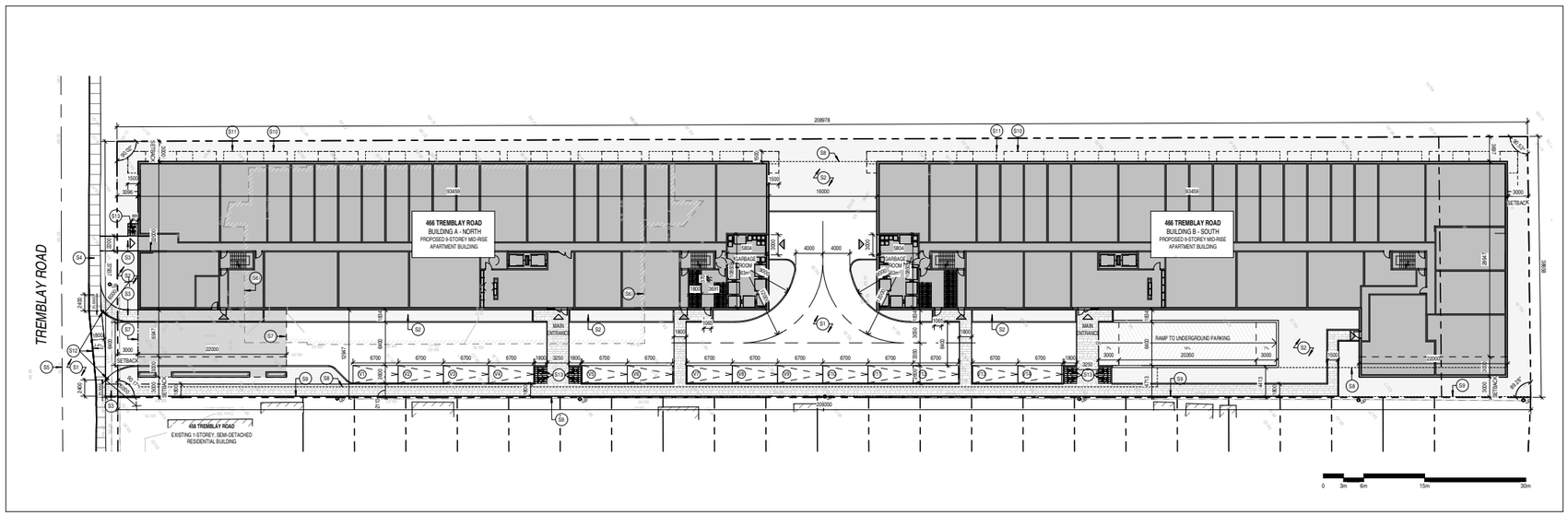
SITE PLAN NOTES

S1 ASPHALT
S2 SOFT LANDSCAPING
S3 INTERLOCKING PAVERS
S4 EXISTING CONCRETE SIDEWALK
S5 APPROXIMATE CROWN OF ROAD
S6 EXISTING STRUCTURE TO BE DEMOLISHED
S7 OUTLINE OF BUILDING ABOVE
S8 OUTLINE OF UNDERGROUND PARKING
S9 MIN. 1.5m TALL OPAQUE FENCE
S10 OUTLINE OF BALCONIES LEVELS 2-5 AND 8
S11 OUTLINE OF BALCONIES LEVELS 6-9 AND 9
S12 DEPRESSED CURB AND TRANSITIONS PER CITY STANDARD SC7.1
S13 2 BICYCLE BIKE RACK, MIN. CLEARANCE 600mm (TYP.)

TOPOGRAPHIC PLAN OF SURVEY OF
PART OF BLOCKS "K" AND "L",
PART OF TREMBLAY STREET
(Closed by Bylaw 257-61, Inst. OT453844)
AND PART OF ANGUS STREET
(Closed by Bylaw 257-61, Inst. OT453844)
REGISTERED PLAN 84
CITY OF OTTAWA

ANNIS, O'SULLIVAN & VOLLEBEKK LTD. 2026

SURVEY INFO
SCALE: NTS



1 SP-01 SITE PLAN
SCALE: 1 : 300

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8	ISSUED FOR OPA & ZBLA	2026-08-10
7	ISSUED FOR REVIEW	2026-08-05
6	ISSUED FOR COORDINATION	2026-07-16
5	ISSUED FOR COORDINATION	2026-06-30
4	ISSUED FOR CLIENT REVIEW	2026-05-25
3	ISSUED FOR COORDINATION	2026-05-22
2	ISSUED FOR UDRP	2026-05-20
1	ISSUED FOR COORDINATION	2026-05-19

ISSUE RECORD

ONTARIO ASSOCIATION OF ARCHITECTS
RYAN M. KOOLVINE
LICENCE
7210

project1 studio
Project1 Studio Incorporated
(613.884.3939 | mail@project1studio.ca

466 TREMBLAY & 1440 ST. LAURENT

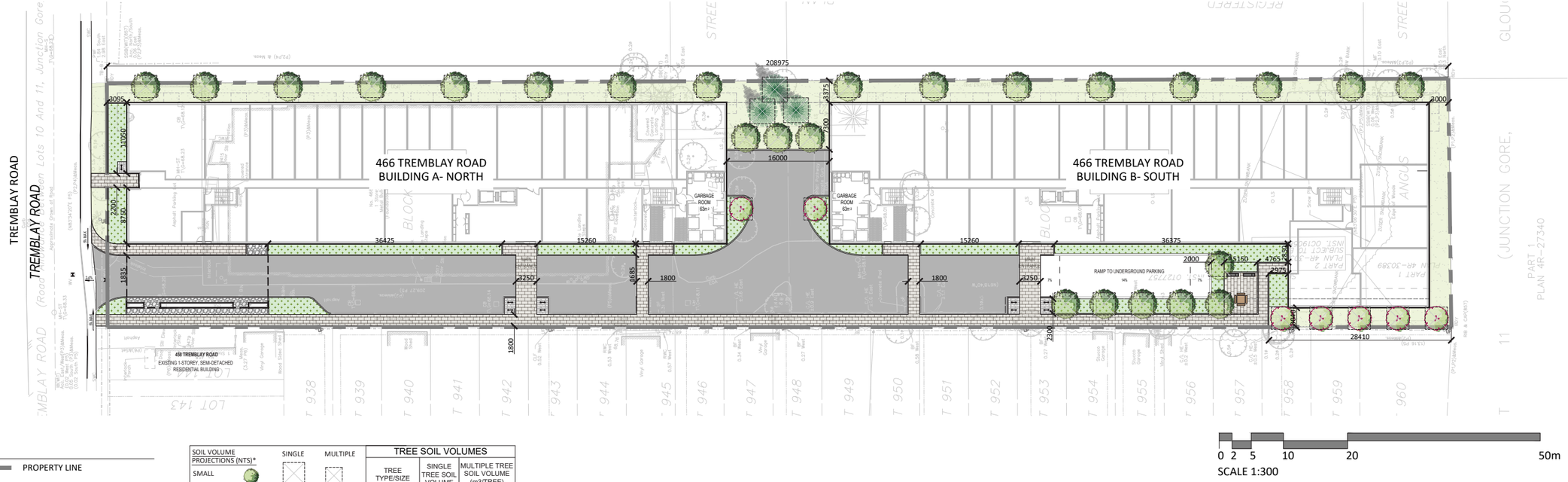
466 Tremblay Road 1440 St. Laurent Blvd
Ottawa, ON K1G 3R1 Ottawa, ON K1G 6B7

PROJ	SCALE	DRAWN	REVIEWED
2523	NOTED	NL	RMK

SITE PLAN

SP-01

Landscape Plan



LEGEND

- PROPERTY LINE

PLANTING

- SMALL MULTI-STEM DECIDUOUS TREE (TOTAL QUANTITY PROPOSED: 7*)
- SMALL DECIDUOUS TREE (TOTAL QUANTITY PROPOSED: 25*)
- CONIFEROUS TREE (TOTAL QUANTITY PROPOSED: 3*)
- TURF
- PLANTING BED

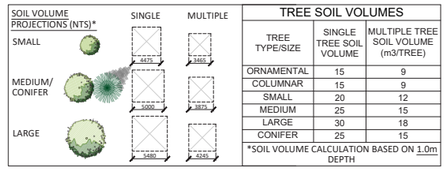
SURFACING

- ASPHALT PAVING
- C.I.P CONCRETE
- UNIT PAVING

FURNISHING

- PICNIC TABLE
- BENCH

*DISCLAIMER: WHILE EVERY EFFORT WILL BE MADE TO PROVIDE THE FEATURES/QUANTITIES SHOWN ON THIS PLAN, SOME REVISIONS MAY BE NECESSARY DURING DETAILED DESIGN, TENDERING AND CONSTRUCTION.



TREE SOIL VOLUMES		
TREE TYPE/SIZE	SINGLE TREE SOIL VOLUME	MULTIPLE TREE SOIL VOLUME (m3/TREE)
ORNAMENTAL	15	9
COLUMNAR	15	9
SMALL	20	12
MEDIUM	25	15
LARGE	30	18
CONIFER	25	15
*SOIL VOLUME CALCULATION BASED ON 1.0m DEPTH		

TOTAL AREA OF SOFTSCAPE PROVIDED: 1,430m2*
TOTAL SITE AREA: 8,010m2

Rohit™ Bold Goes Further

466 TREMBLAY ROAD

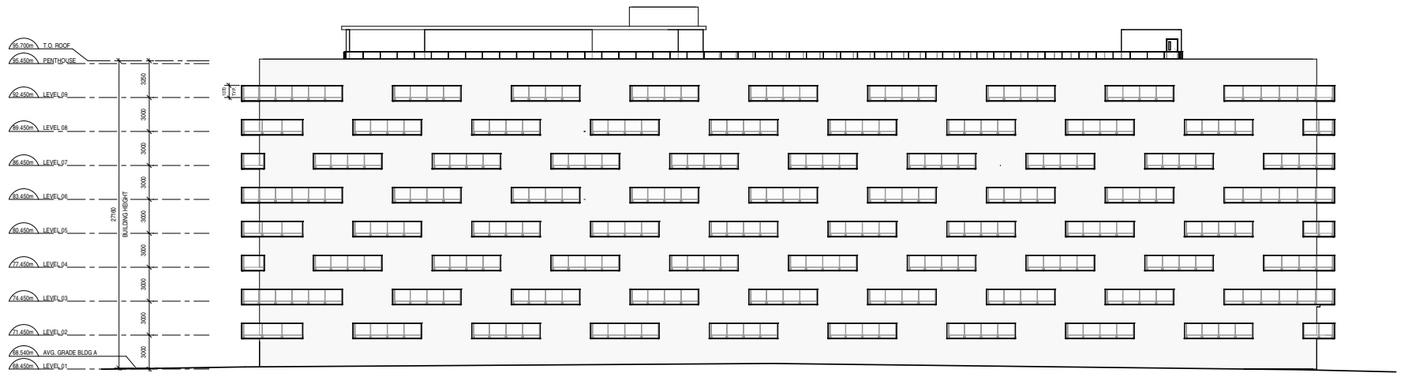
ROHIT GROUP

SCALE: 1:300
DATE: AUG 11, 2026
PROJECT: 26-027

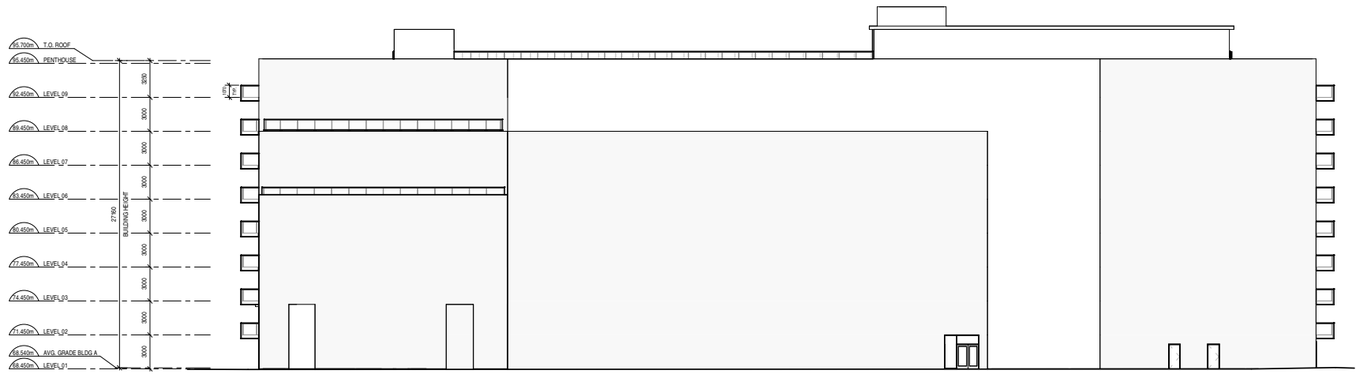
NAK design strategies

August 2026

Building Elevations



1 A200 EAST ELEVATION - BUILDING A
SCALE: 1 : 200



2 A200 WEST ELEVATION - BUILDING A
SCALE: 1 : 200

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2	ISSUED FOR UDRP	2026-05-20

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466 TREMBLAY & 1440 ST. LAURENT

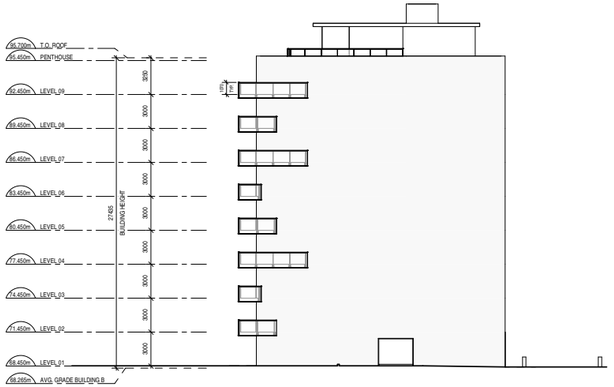
466 Tremblay Road 1440 St. Laurent Blvd
Ottawa, ON K1G 3R1 Ottawa, ON K1G 6B7

PROJ	SCALE	DRAWN	REVIEWED
2523	NOTED	NL	RMK

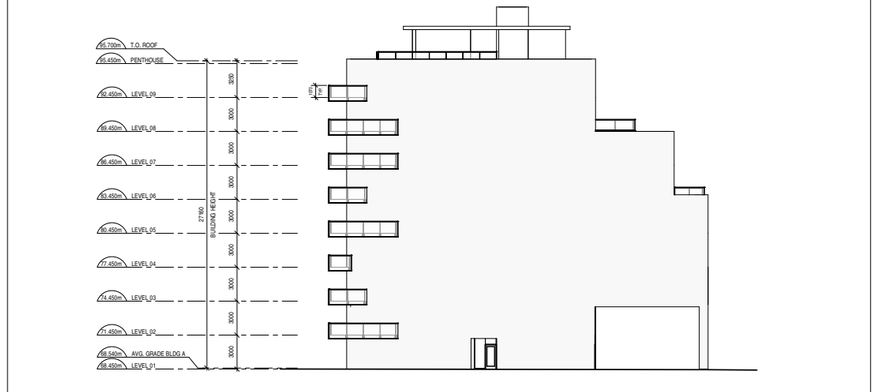
EAST AND WEST ELEVATIONS - BUILDING A

A200

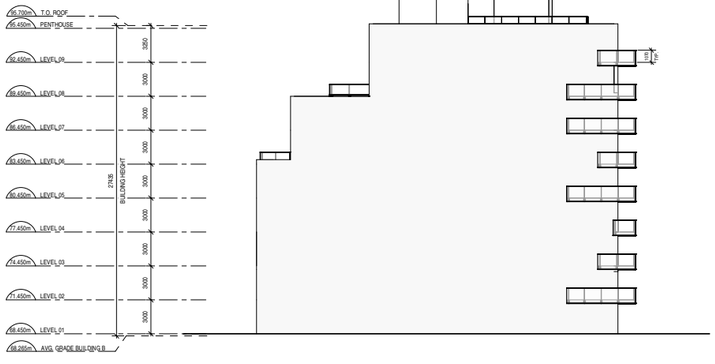
Building Elevations



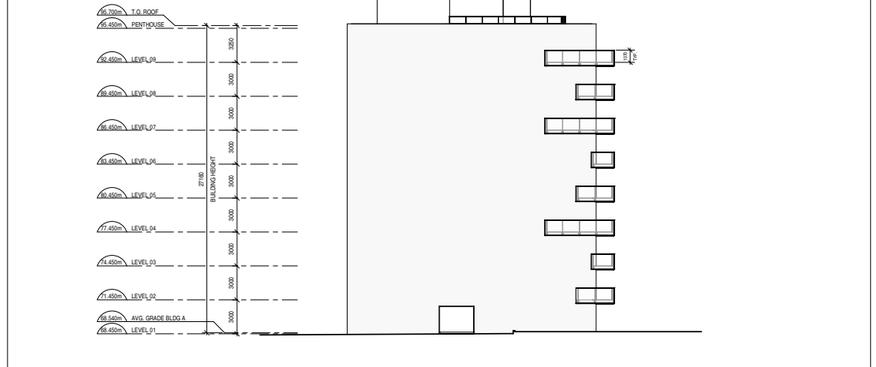
3 A201 NORTH ELEVATION - BUILDING B
SCALE: 1 : 200



1 A201 NORTH ELEVATION - BUILDING A
SCALE: 1 : 200



4 A201 SOUTH ELEVATION - BUILDING B
SCALE: 1 : 200



2 A201 SOUTH ELEVATION - BUILDING A
SCALE: 1 : 200

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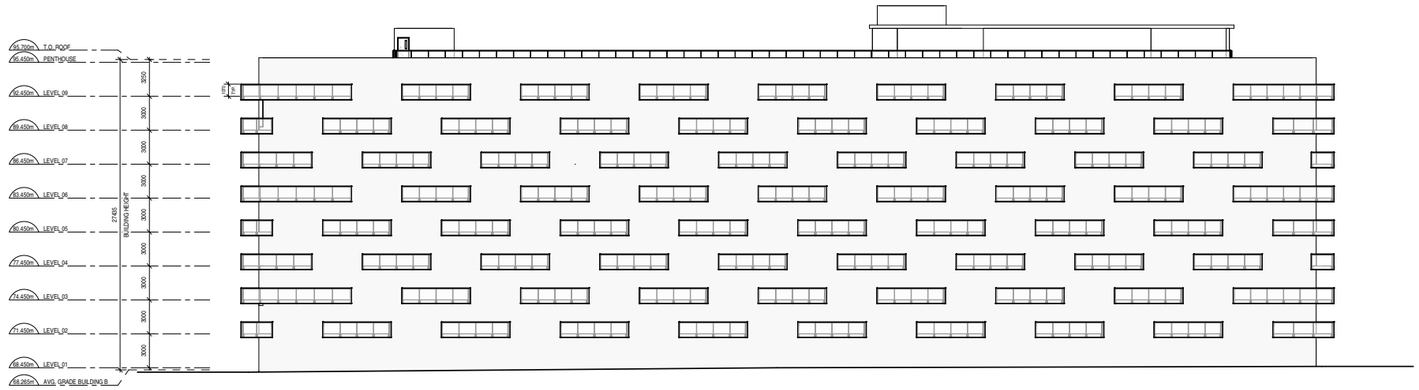
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PROJ	SCALE	DRAWN	REVIEWED
2523	NOTED	NL	RMK

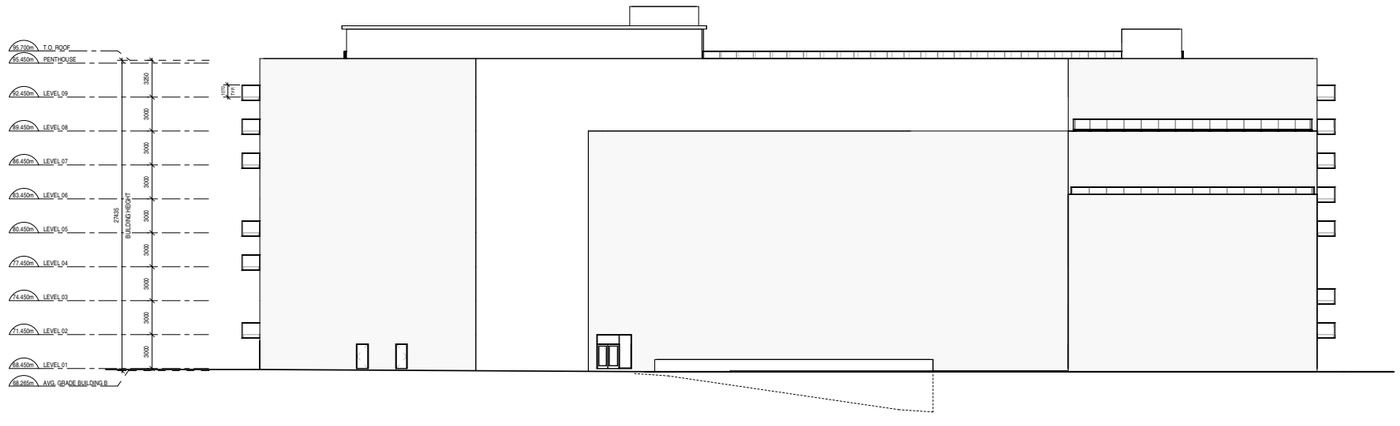
NORTH AND SOUTH ELEVATIONS

A201

Building Elevations



1 A202 EAST ELEVATION - BUILDING B
SCALE: 1 : 200



2 A202 WEST ELEVATION - BUILDING B
SCALE: 1 : 200

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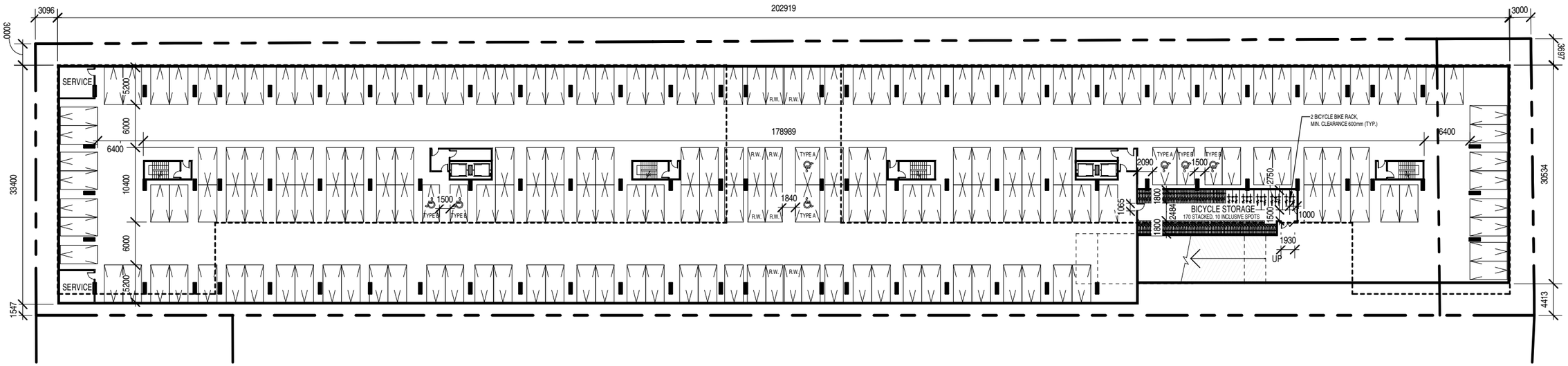
466 Tremblay Road 1440 St. Laurent Blvd
Ottawa, ON K1G 3R1 Ottawa, ON K1G 6B7

PROJ	SCALE	DRAWN	REVIEWED
2523	NOTED	NL	RMK

EAST AND WEST ELEVATIONS - BUILDING B

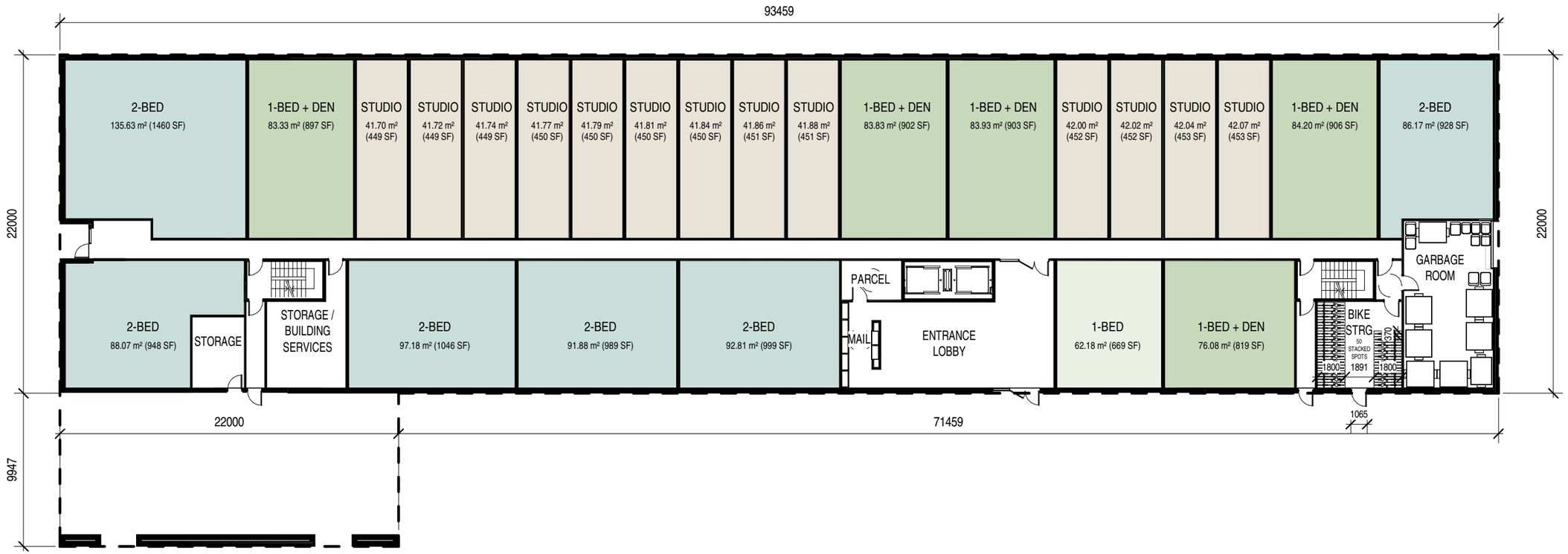
A202

Floor Plans



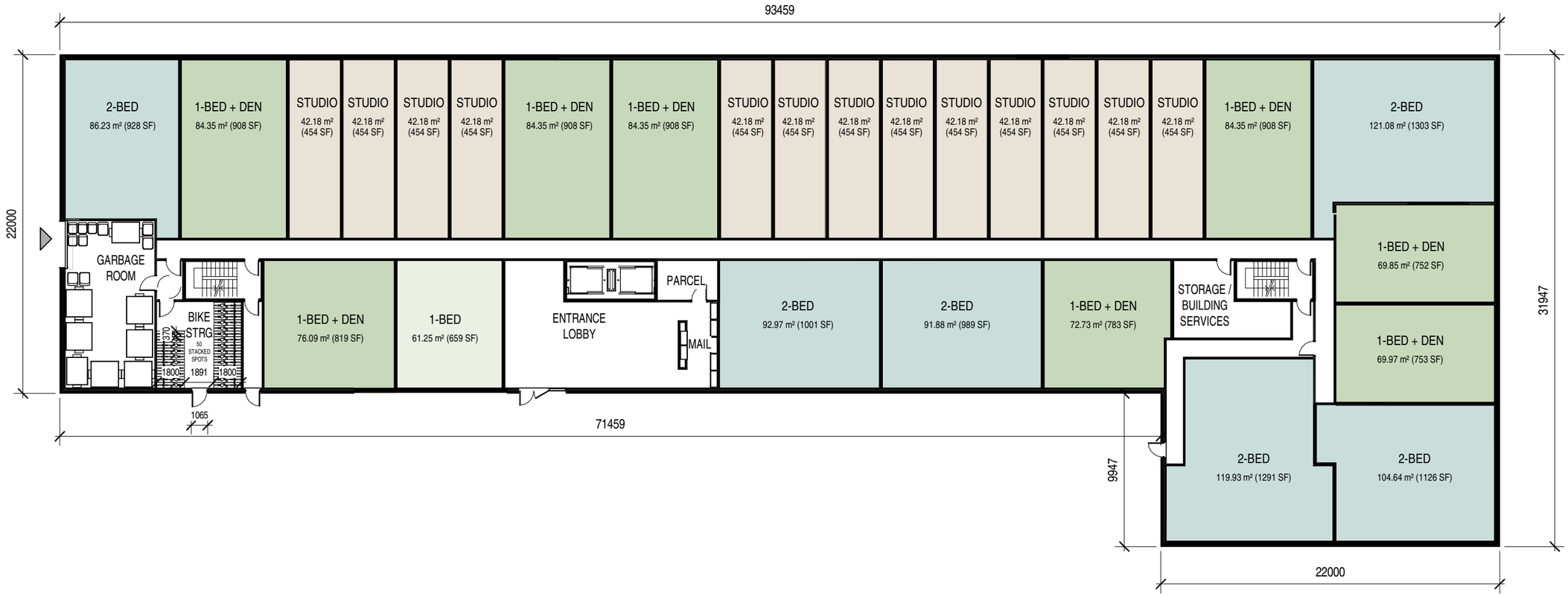
FLOOR PLAN - PARKING LEVEL P1

Floor Plans



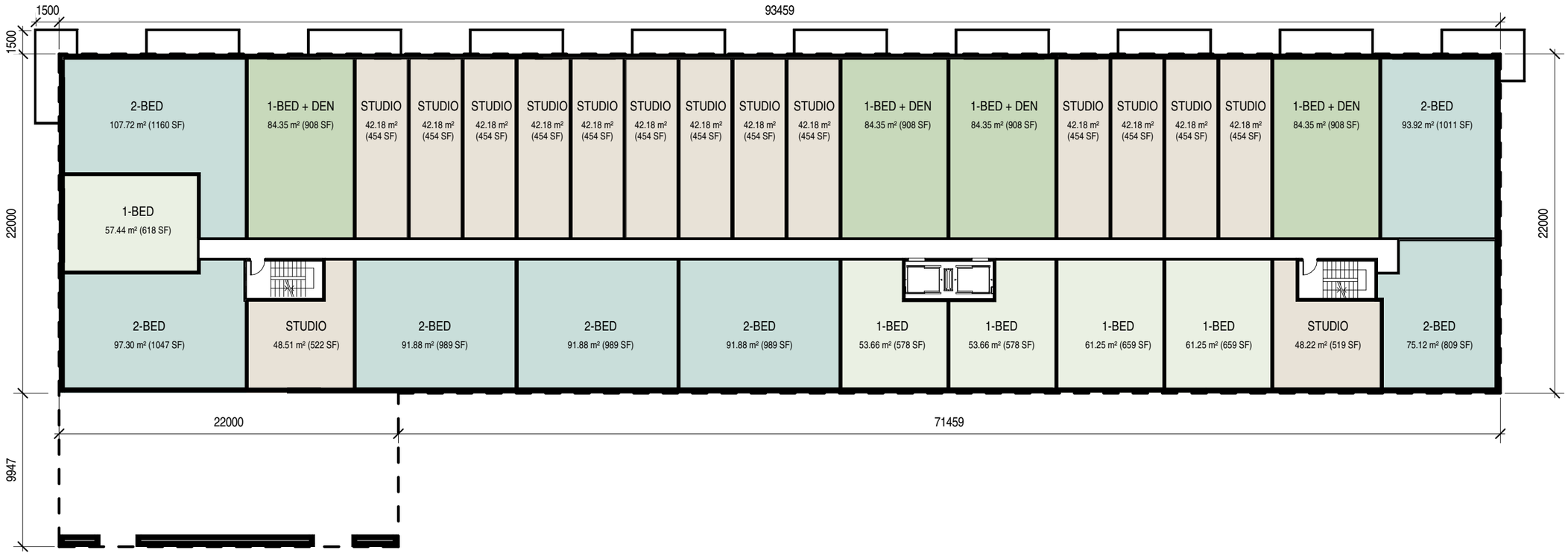
FLOOR PLAN - GROUND FLOOR BUILDING A (NORTH)

Floor Plans



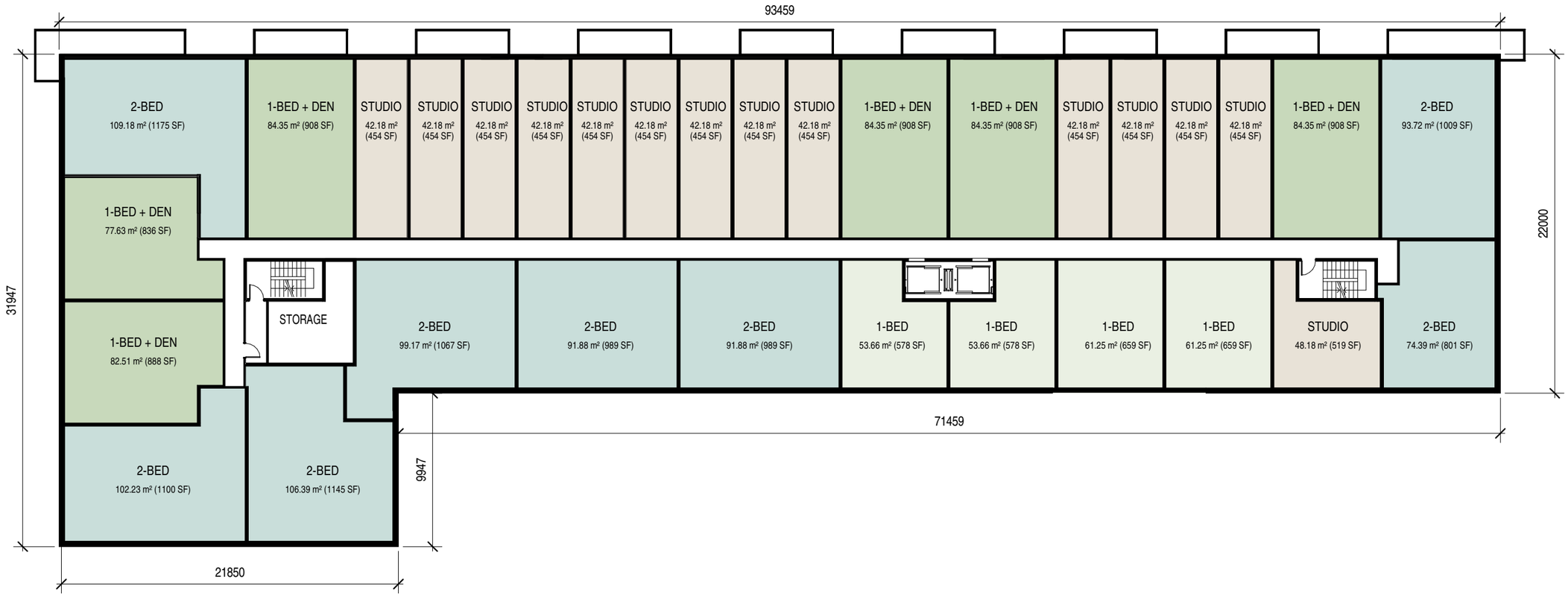
FLOOR PLAN - GROUND FLOOR BUILDING B (SOUTH)

Floor Plans

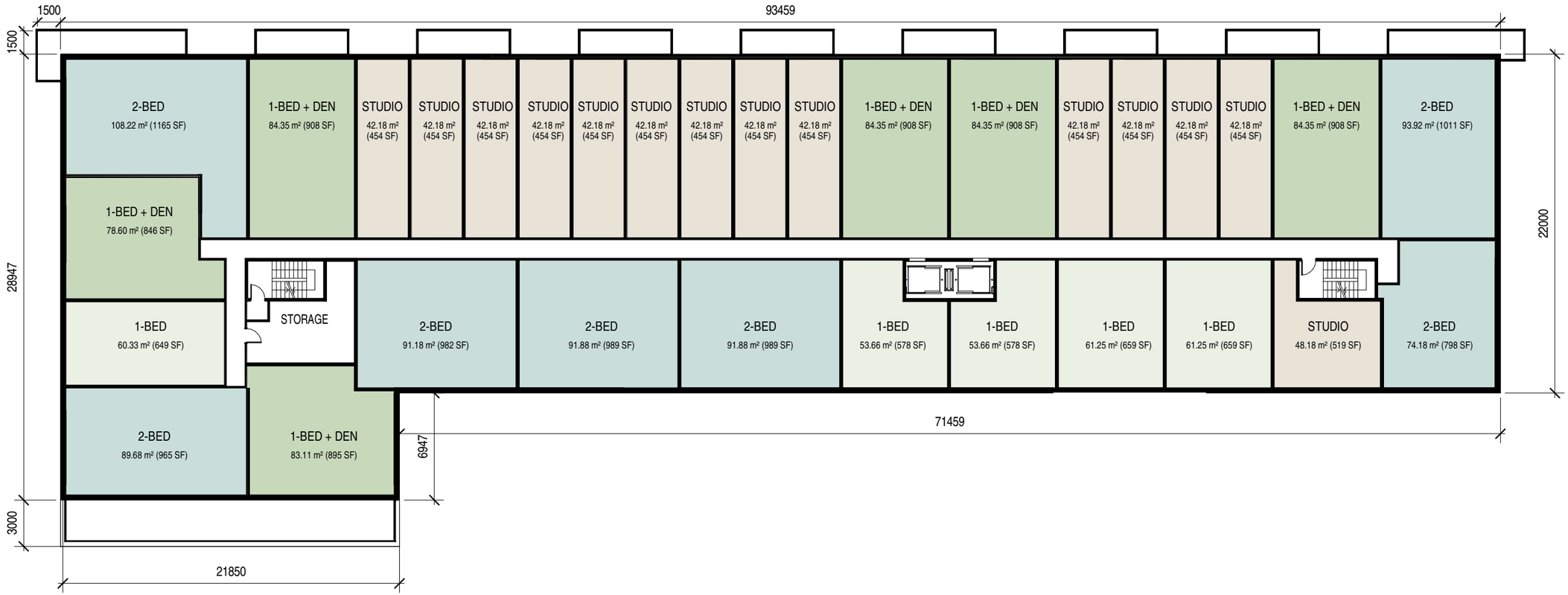


FLOOR PLAN - LEVEL 2 BUILDING A (NORTH)

Floor Plans

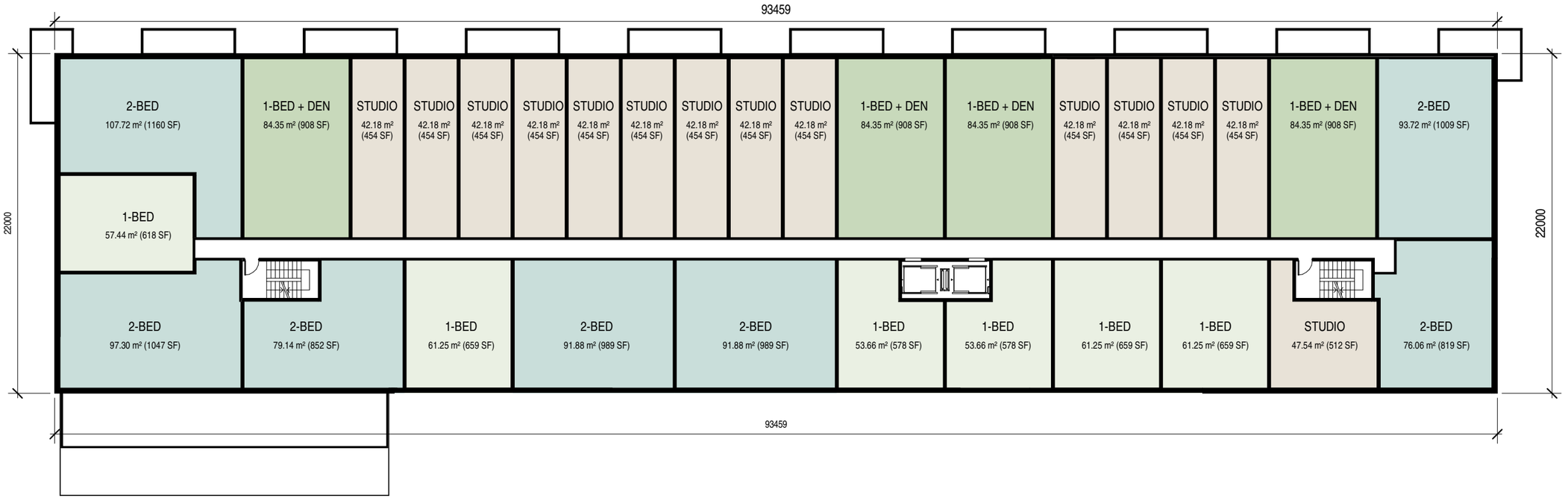


FLOOR PLAN - LEVELS 3-5 BUILDING (NORTH), LEVELS 2-5 MIRRORED BUILDING B (SOUTH)

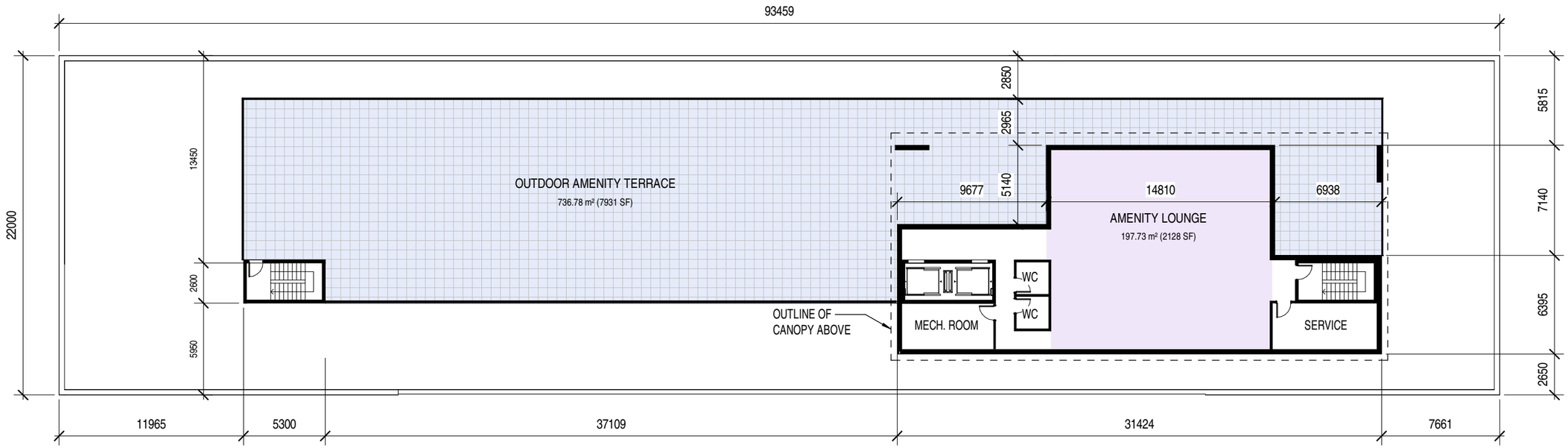


FLOOR PLAN - LEVELS 6-7 BUILDING A (NORTH), MIRRORED BUILDING B (SOUTH)

Floor Plans



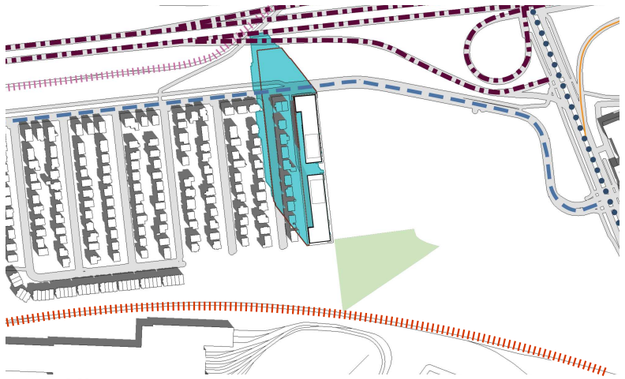
FLOOR PLAN - LEVELS 8- 9 BUILDING (NORTH), MIRRORED BUILDING B (SOUTH)



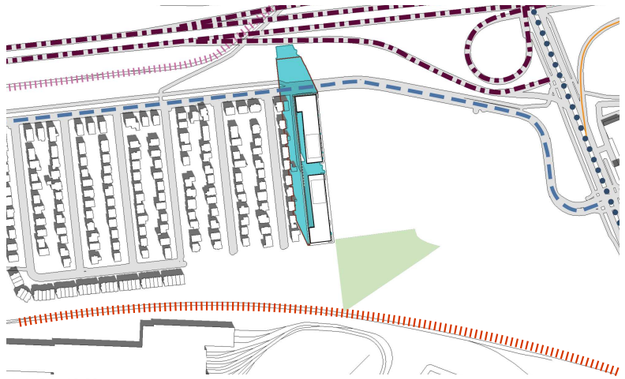
FLOOR PLAN - PENTHOUSE LEVEL BUILDING A (NORTH), MIRRORED BUILDING B (SOUTH)

Shadow Analysis - December

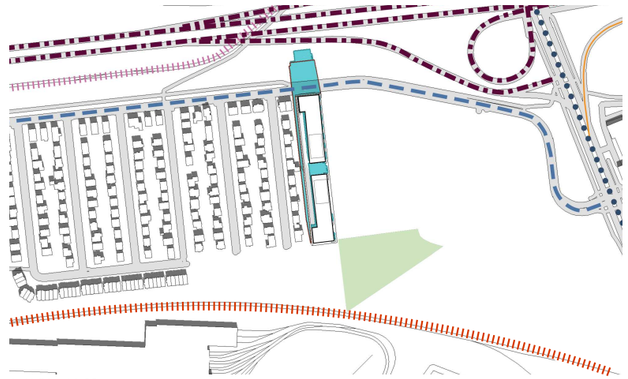
Urban Design Brief - 466 Tremblay Road



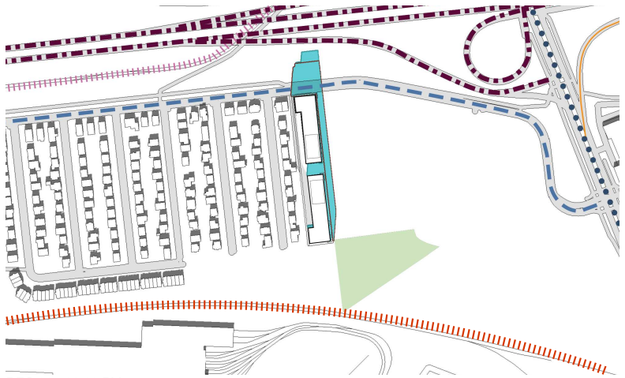
DEC 21 - 9:00 AM



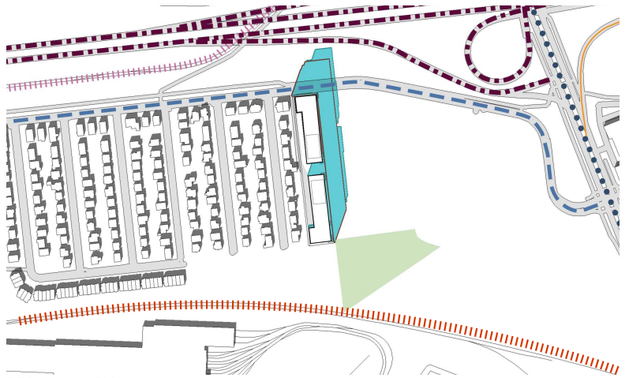
DEC 21 - 10:00 AM



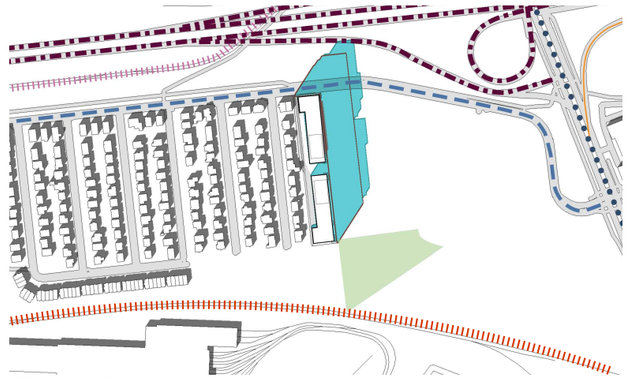
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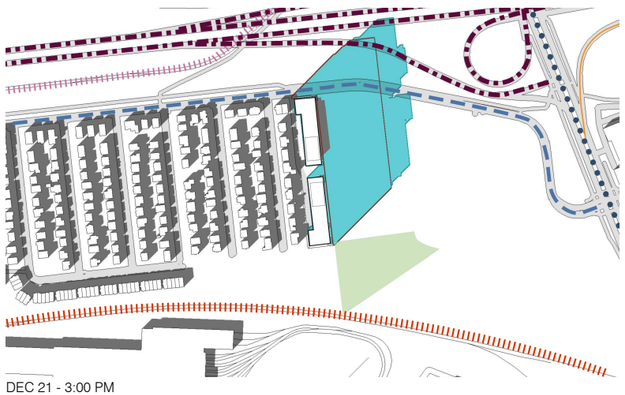
DEC 21 - 12:00 PM



DEC 21 - 1:00 PM



DEC 21 - 2:00 PM



DEC 21 - 3:00 PM

LEGEND

- As-of-Right Shadow Outline
- Proposed Project Shadow/Outline
- Green Zone
- Communal Area
- Transit
- O-Train
- Alexandria Rail Corridor
- Arterial Mainstreet
- Major Collector Road
- Provincial Highway

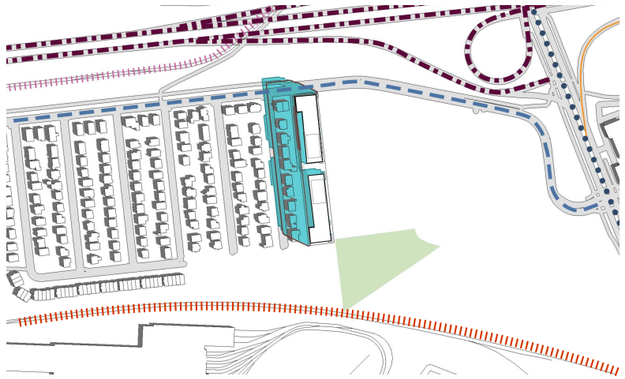


Shadow Analysis - September

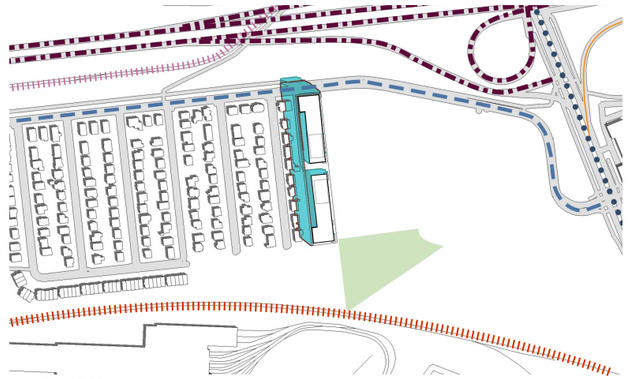
Urban Design Brief - 466 Tremblay Road



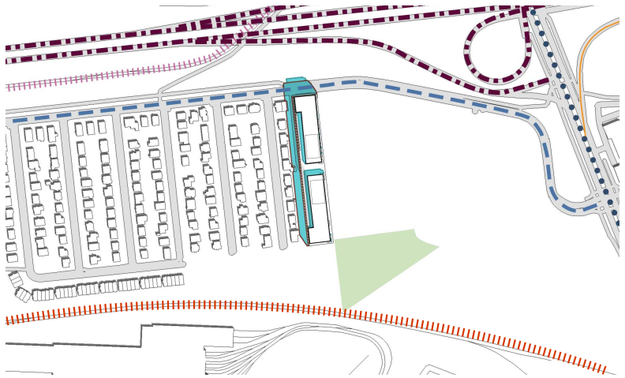
SEPT 21 - 8:00 AM



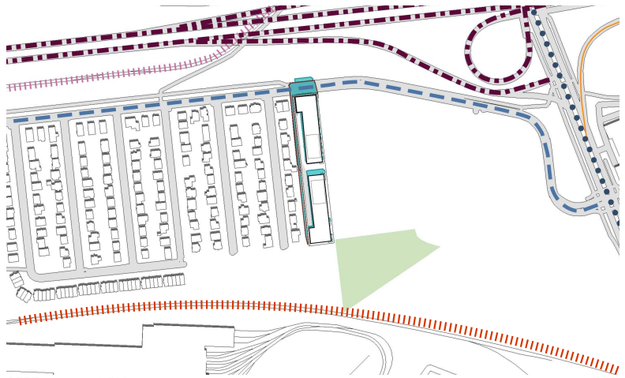
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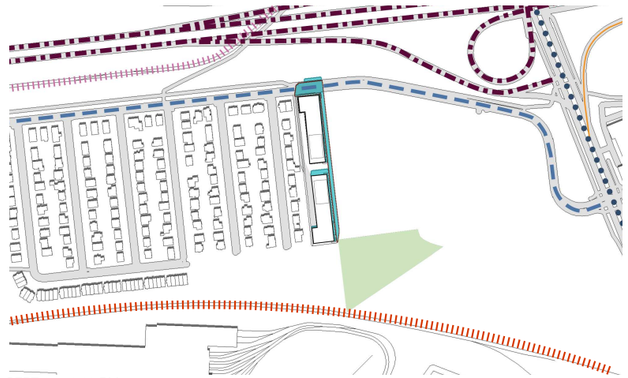
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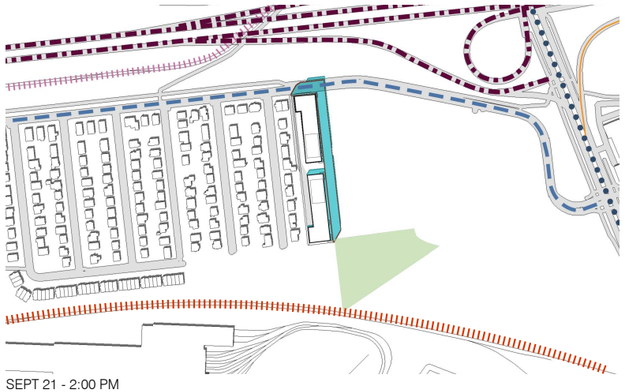
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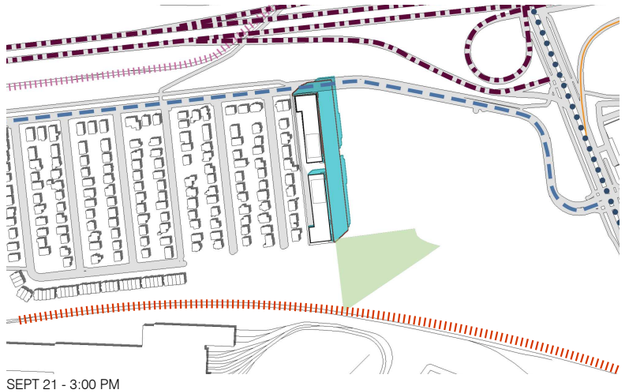
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SEPT 21 - 1:00 PM



SEPT 21 - 2:00 PM



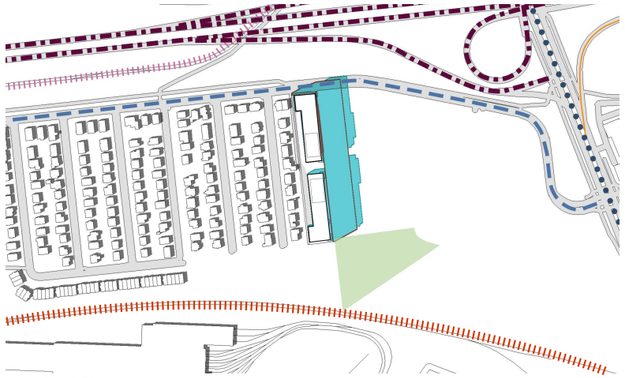
SEPT 21 - 3:00 PM

LEGEND

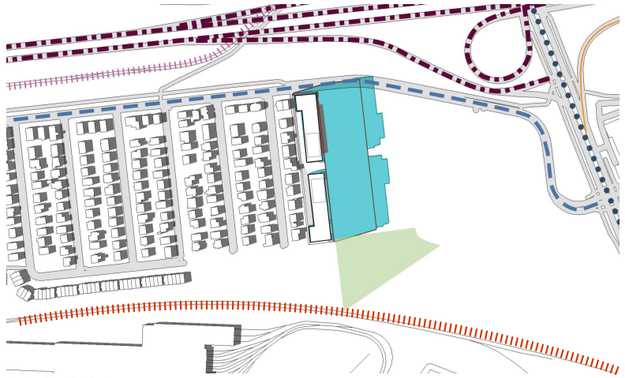
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- Provincial Highway

Shadow Analysis - September, June

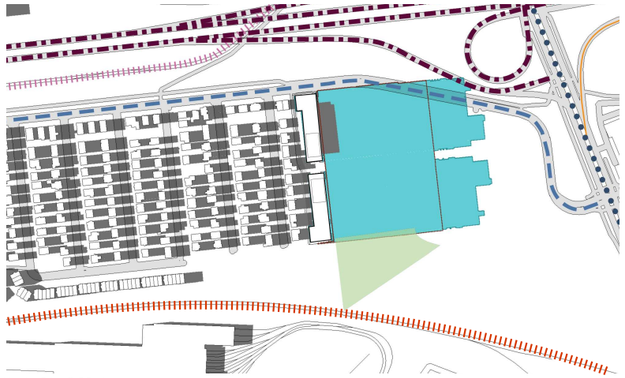
Urban Design Brief - 466 Tremblay Road



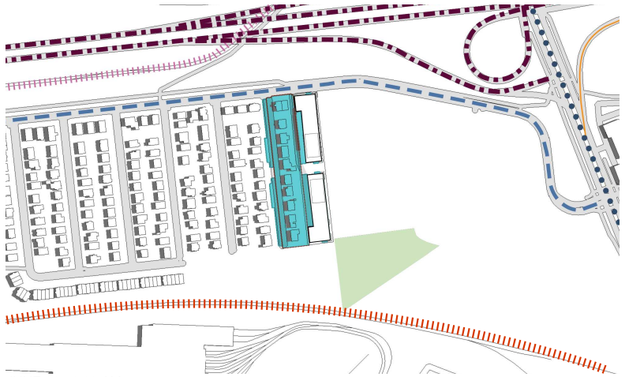
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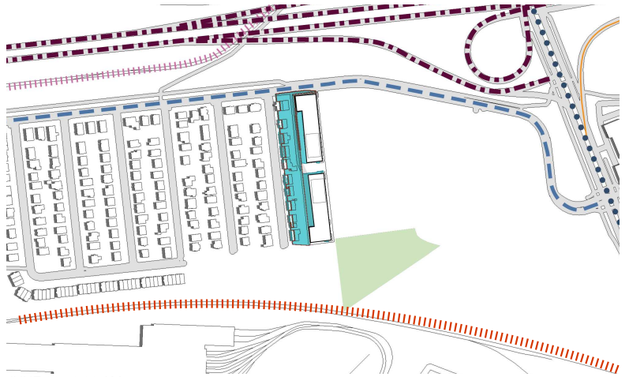
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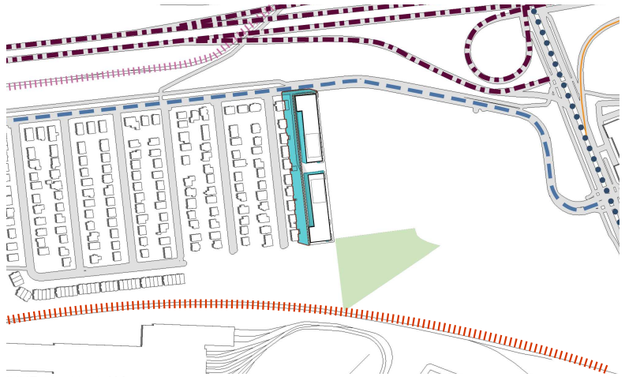
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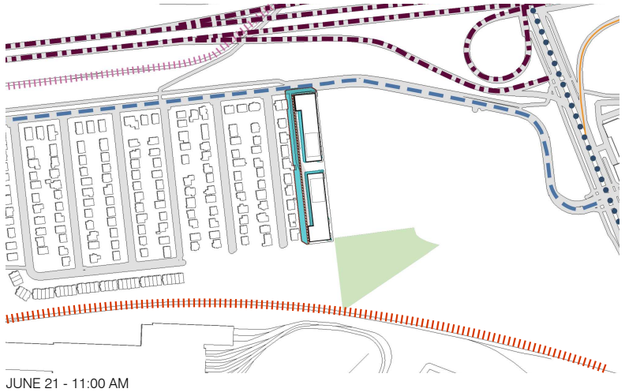
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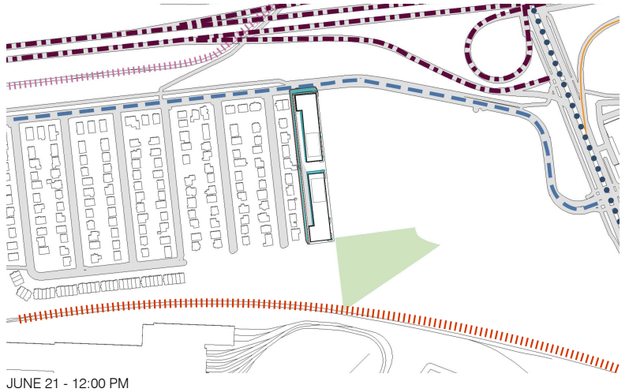
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JUNE 21 - 10:00 AM



JUNE 21 - 11:00 AM



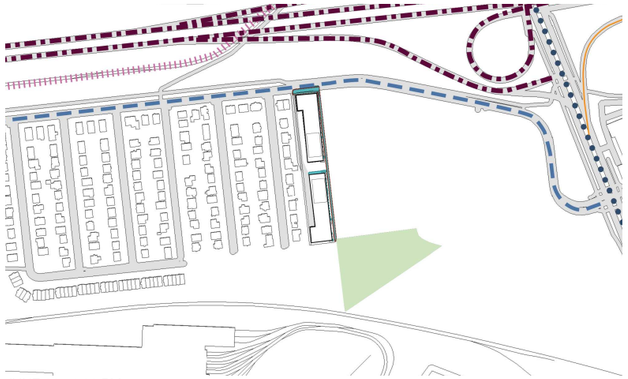
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LEGEND

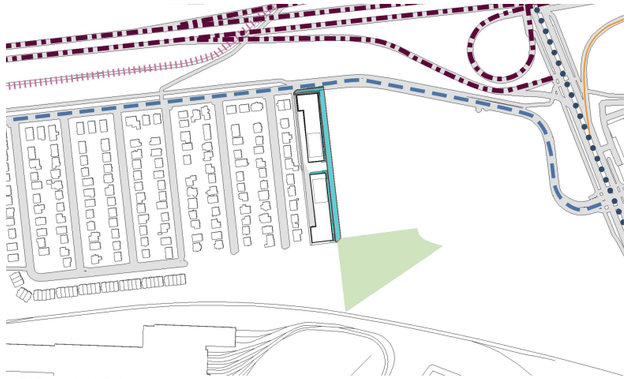
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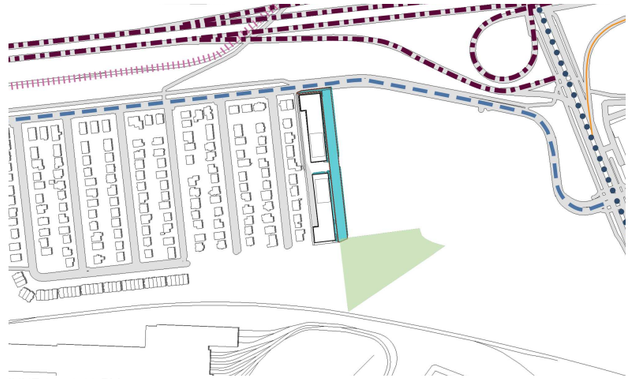
Shadow Analysis - June



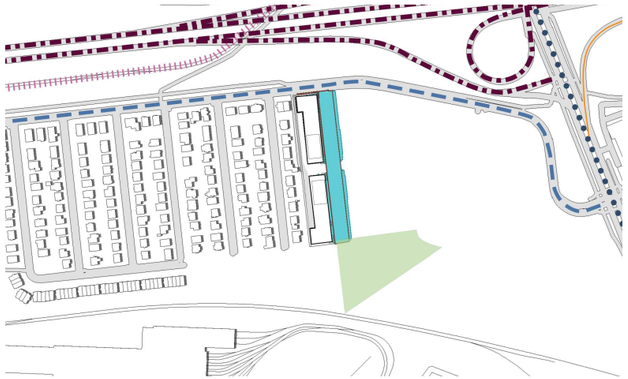
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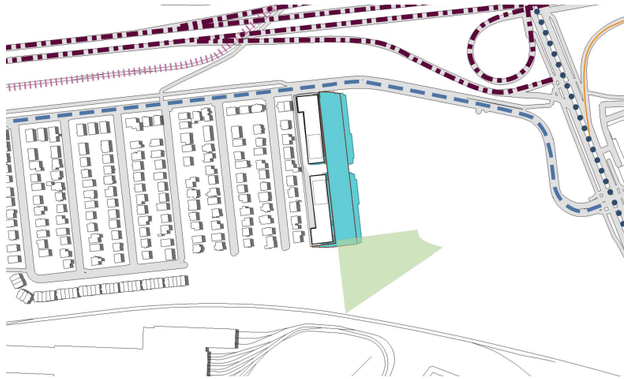
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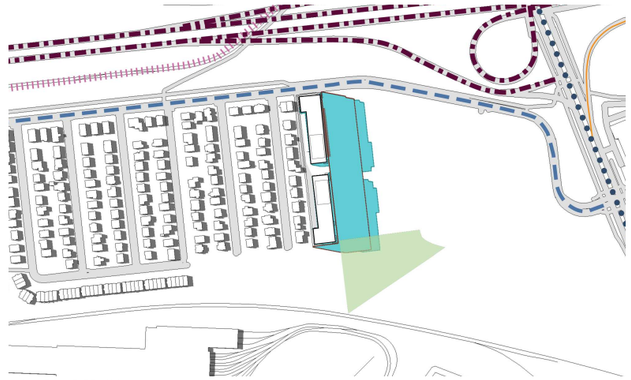
JUNE 21 - 3:00 PM



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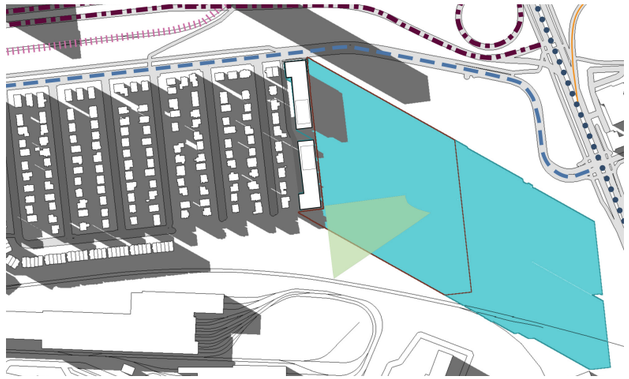
JUNE 21 - 5:00 PM



JUNE 21 - 6:00 PM



JUNE 21 - 7:00 PM



JUNE 21 - 8:00 PM

LEGEND

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