FOTENNN

1740-1760 St. Laurent Boulevard

Urban Design Review Panel (UDRP) Report **July 2, 2026**
UDRP Date: February 2, 2024

FOTENN

Prepared for 11421247 Canada Inc.

Prepared by Fotenn Planning + Design
420 O'Connor Street
Ottawa, ON K2P 1W4

April 2025

FOTENN

1.0
Responses to UDRP Comments

UDRP Date: February 2, 2024

No.	Comment	Response
Key Recommendations		
1	The Panel appreciates the proponent's thoroughness of the submission package for such a large and complex project.	Acknowledged.
2	The Panel strongly recommends adding a more pedestrian-focused layer to the site design, with a more robust tree planting approach and public realm spaces.	Landscape will be addressed at SPC. The site design has been enhanced to introduce a stronger pedestrian-oriented framework. Sidewalk widths have been increased to 2 metres to improve pedestrian comfort and circulation. Additional green areas have been incorporated throughout the site, including around all parking zones, to strengthen landscape continuity and improve the overall public experience.
3	The Panel has concerns with the amount of surface parking and servicing areas being proposed at-grade and recommends internalizing those elements entirely within the building envelopes and/or underground.	Acknowledged. Surface parking spaces are intended exclusively for commercial uses. All residential and visitor vehicle parking is provided underground. Commercial outdoor parking has been reduced to the minimum permitted by the applicable zoning bylaw. Any additional commercial parking spaces are located entirely within the building envelope, specifically within Tower 2.
4	The Panel appreciates and supports the evolution of the POPS space from the previous iteration of the design.	Acknowledged. The POPS space has been redesigned to be a 10% unencumbered parkland dedication. The location has been maintained in the design in the south-east portion of the site to permit future consolidation with the site to the south when it redevelops, per the request of City Staff.
5	The Panel recommends relocation the entrances of Tower 2 and Tower 4 to a more central point in the building, along Everest Private, with grade-related units to either side.	The recommendation to relocate the entrances of Towers 2 and 4 was considered. The current entrance locations provide direct access from the sidewalk along the Everest private street as recommended and reinforce the pedestrian-focused design of the development. The entrances are aligned with a series of internal walkways that create strong connections between the buildings, open spaces, and the public realm.

No.	Comment	Response
6	The Panel recommends more of a mid-rise typology for the western portion of the site (Towers 2 and 4), and a higher-density on the eastern portion along St. Laurent Boulevard.	The western portion of the site, which includes Towers 2 and 4, is characterized by building heights of 11 storeys. The height of Tower 2 has been reduced compared to earlier design iterations. In contrast, the eastern portion of the site includes Towers 1 and 3, which are taller (30 storeys) and reach a maximum height of 96.2 metres. It is also worth noting that according to section 6.2.1(1)(a)(i) of the City of Ottawa Official Plan, the Corridor designation applies up to 220 metres from the centreline of the Mainstreet Corridor. The Mainstreet Corridor designation permits up to 40 storeys in height and speaks to providing transitions in height. The transition in height from the proposed 30 to 11 and 13 storeys is appropriate in the context, as they provide a height transition to the 6- and 8-storey apartment buildings (Everest Heights development) to the west at 601 and 600 Mountaineer Private, respectively.
7	The Panel recommends reducing the size of the tower floorplates to abide by the City's design guidelines.	The recommendation to reduce the tower floorplates was carefully considered. In response, the floorplates of Towers 2 and 3 were reduced from the previous design iteration. This revised configuration enabled an expansion of the proposed parkland area, which represents approximately 10% of the total site area. The proposed development achieves the objectives of the City's High-Rise Design Guidelines through generous tower setbacks, substantial tower separation distances, and a significant amount of publicly visible and privately accessible landscaped open space throughout the site. In addition, the site design incorporates landscaped areas and a network of pedestrian connections that enhance the public realm and improve site permeability.
8	The Panel appreciates the brown brick base and recommends further establishing that element to read more like a podium.	Acknowledged. The brown brick and glass base has been further reinforced as a distinct podium element within the overall composition. Its architectural expression has been clarified through a stronger horizontal emphasis, a more defined base condition, and an overall reinforced street presence, ensuring a clear and intentional podium character within the building hierarchy. The proposed materials will be confirmed during SPC.

No.	Comment	Response
9	The Panel recommends simplifying and lightening the appearance of the towers above the brick podium, as they currently appear heavy and opaque.	Per the response to comment #2, landscape will be addressed at SPC.
9(a)	Consider forgoing the darker metal paneling and relying on more white, pop of coloured glass dividers, and balcony expression to inform the tower design above the brick podiums.	Acknowledged. Coloured glass balcony dividers have been incorporated into the design on the lower tower levels above the brick podium, which contains the commercial uses. The tower base is clad in white metal panels, while the upper tower levels transition to light grey tones. The proposed materials will be confirmed during SPC.
10	The Panel recommends foregoing the drive-thru component on Tower 1 and replacing it with on-street parking for restaurant pick-ups, in order to provide a more pedestrian-friendly site and 'Complete Streets'.	The recommendation to remove the drive-through component and replace it with on-street parking for restaurant pick-ups was carefully considered. The drive-through has been retained, as it is a key operational requirement of the proposed restaurant tenant and an important component of their business model. Additional short-term parking spaces have been incorporated to accommodate restaurant pick-up orders. This was achieved by increasing the setback of Tower 1 along the north side, allowing for the addition of three new on-street parking spaces. Furthermore, the private street between Towers 1 and 3 has been widened to provide additional parking opportunities serving the restaurant, the retail uses located within Tower 3, and the residential visitors.

No.	Comment	Response
11	The Panel recommends further exploring and developing a sustainability strategy. Focus should be on striving for better stormwater management, lowering heat island effects, and greening the site as much as possible.	Acknowledged. Green roofs and light-coloured roofing membranes are proposed to help mitigate heat absorption and reduce the urban heat island effect. In addition, the landscape plan has been enhanced with a significant number of trees, landscaped areas, and park spaces distributed throughout the site.These landscaped areas contribute to stormwater management by increasing permeable surfaces and promoting natural infiltration. Furthermore, the proposed parks (soft-surfaces) and tree canopy will help improve microclimatic conditions on the site by providing shade, and acting as a buffer to reduce noise generated by traffic along St-Laurent Boulevard. In the previous Civil Engineering reports prepared by EXP, most of the storm magagement is proposed on the roof.
Site Design & Public Realm		
12	The Panel has concerns with the amount of surface parking in the proposal, and recommends relocating all or most of the parking underground, in order to provide a greater community amenity and green spaces.	Resident parking rate has been reduced. In Submission 2, 498 resident parking spaces were proposed for 701 units at a rate of 0.71. In the present submission, 400 resident parking spaces are proposed for 913 units at a rate of 0.44.
13	The Panel recommends further refining the servicing and loading areas to be more functional.	Servicing and loading areas were reviewed. The loading aisle access exceeds the minimum required length to ensure safe and functional operations. The loading bay provides direct access into Tower 3, supporting efficient servicing while maintaining operational functionality.
14(a)	Consider garbage pick-up from enclosed areas within the building footprints, as well as move-in/ move-out areas.	The current design includes waste collection areas for each tower (4) at the first underground level, directly connected to the waste chutes on each floor. In addition, the plan provides two exterior waste staging areas, which are enclosed and screened with walls to ensure they are concealed from view.
14(b)	The Panel recommends grade-level areas should be nice courtyards and public spaces rather than servicing areas and surface parking	Per the response to comment #2, landscape will be addressed at SPC.
15	The Panel has concerns with the drive-thru around the north-east tower (Tower 1) detracting from an otherwise urban development, and recommends replacing the drive-thru with a limited number of street-parking spaces for the restaurant (Uber, Doordash, Skip, etc.) along Everest Private as a more sustainable option.	Please see the response to comment #10.

No.	Comment	Response
15(a)	The Panel recommends, beyond a few short-term parking spaces for the restaurant, all commercial and residential parking should be located underground.	Noted, surface parking rates were explored, but were not reduced; however, the amount of commercial parking was reduced to the minimum required - 136 required and 136 provided.
16	The Panel recommends the proponents ensure that Everest Private and St Laurent Boulevard be developed as 'Complete Streets' in collaboration with the City.	Acknowledged. "Complete Streets" are roadway environments designed to provide safe, comfortable, and barrier-free access for all users, accommodating multiple modes of travel including walking, cycling, transit, and vehicles. Everest Private has been designed with this approach in mind, incorporating generous landscaped areas and an organic street geometry intended to reduce vehicle speeds, and enhance safety for pedestrians and cyclists. Along St-Laurent Boulevard, sidewalks have been widened to improve pedestrian comfort and capacity. Additional green spaces and tree planting have also been introduced to strengthen the public realm, and support a more pedestrian-oriented streetscape.
17	The Panel appreciates the way the POPS has evolved and the integration with St-Laurent Boulevard.	Thank you. Please see also the response to comment #4.
17(a)	Consider how the POPS could further connect with Everest Private by relocating the surface parking underground.	As the POPS is now proposed to be conveyed to the city as a park, Parks Planning staff may prefer not to connect to a private road due to easement and liability considerations. The project team will collaborate with Parks Planning staff to explore this suggestion in the future.
18	The Panel recommends the site establish a more robust tree-lined character along the central access street (Everest Private), as well as a tree-lined pedestrian allée connecting Everest Private to St-Laurent Boulevard through the POPS park space, reducing the heat island effect and noise travel.	Landscape will be addressed at SPC. Continuous tree planting has been incorporated along the central access street and around outdoor parking areas, reinforcing a greener streetscape and improving overall pedestrian comfort and circulation. More soft surface were added to reduce the impact of heat-island effect. In addition, the design supports the creation of a more shaded and comfortable pedestrian environment, contributing to reduced heat island effects and improved buffering from adjacent uses.
18(a)	The Panel recommends pursuing more of a clustered tree approach in soil cells along St-Laurent Boulevard rather than single individually placed trees. Consider 2 or 3 clusters of 3 trees each.	The current design includes several clusters of 3 trees along the St-Laurent Boulevard.

No.	Comment	Response
19	The Panel recommends exploring the idea of a playground space as part of the POPS park space that can gather families in the community together.	The park programming and landscaping is to be determined by the site of Ottawa. Therefore, a playground space could be suggested but is not designed in the current site plan. The current concept allows for flexibility to accommodate future community-oriented amenities, including the potential integration of a playground. However, the intent to support family-oriented gathering spaces is reflected in the overall open-space framework. In addition, a paddle tennis court is proposed in the north-west portion of the site, providing an active recreational amenity that encourages community interactions.
Sustainability		
20	The Panel recommends implementing more natural and pervious treatments at grade level.	Acknowledged. The current site plan includes approximately 4,156 m^2 (44,700 ft^2) of green areas, representing a significant increase compared to previous iterations of the proposal.
20(a)	Consider reducing the use of concrete and asphalt at-grade in favour of pervious pavers and vegetation.	Green spaces have been integrated throughout the at-grade parking areas, helping to reduce the overall extent of asphalt and improve site permeability. This includes the introduction of landscaped islands and planted areas within parking zones, which contribute to stormwater management, urban cooling, and a more naturalized site appearance. The design continues to explore opportunities to further incorporate pervious materials and additional vegetation where feasible, in order to enhance environmental performance and reduce heat island effects.
Built Form & Architecture		
21	The Panel appreciates the brick podiums and the planting edge condition they are providing.	Thank you.

No.	Comment	Response
21(a)	The Panel recommends further building on and refining that “Frank Lloyd Wright” inspired podium expression, particularly along St-Laurent Boulevard.	Strong horizontal articulation, a human-scaled street interface, and large glazed openings have been integrated to better respond to the boulevard context. The differentiated material expression of the podium, for the commercial areas, further strengthens its architectural identity and legibility along St-Laurent Boulevard. Despite these refinements, the podium continues to maintain continuity with the overall design concept, ensuring a cohesive architectural language across the development.
21(b)	The Panel recommends ensuring the planting edge of the brick podiums is designed with adequate room and irrigation for a proper green edge to thrive.	Acknowledged, landscape will be further addressed at SPC.
22	The Panel recommends the podium expression along St-Laurent Boulevard be 2-storeys in height or more.	Acknowledged. The brick podium expression along St-Laurent Boulevard is currently designed as a 2-storey element, incorporating both levels of the restaurant program.
22(a)	The Panel suggests the north-east corner of Tower 3 should provide a visual anchor in its architectural expression as the clear entrance to the site.	Noted, Towers 1 and 3 have been designed to provide a strong visual anchor with the alternating framed design. See also the response to comment #23, below, on how the towers have been redesigned.
23	The Panel has concerns with how heavy the upper ‘tower’ portions of the buildings appear.	Acknowledged. The perception of heaviness in the upper tower portions has been addressed through a combination of façade refinement strategies aimed at increasing lightness and visual permeability. Glazing of the windows and the guardrails is introduced to enhance transparency and reduce the perceived mass of the upper volumes. In addition, selective recesses in the façade create moments of articulation and shadow, breaking down the overall bulk and introducing a sense of movement. These stepped setbacks and variations in plane help to reduce the visual impact of the towers when viewed from the street.
23(a)	Consider lightening up the architectural expression/massing of the buildings.	Glazing of the windows and the guardrails is introduced to enhance transparency and reduce the perceived mass of the upper volumes.

No.	Comment	Response
23(b)	Consider foregoing the grey metal siding in favour of another material/colouration.	Acknowledged. The design team has considered material and colour strategies across the building elevations. Introducing additional colour or other materials at theupper levels was evaluated. However, it was determined that maintaining lighter-toned materials at the upper floors is preferable in order to reduce perceived visual heaviness and reinforce a more refined, lighter tower expression.
24	The Panel has concerns with the proportions of the punch windows on all four buildings appearing very small, and recommends providing larger punch windows to help lighten the appearance of the elevations.	Acknowledged. The window proportions have been carefully developed to balance façade articulation, interior comfort, and environmental considerations. All residential units are designed with generous openings, including windows measuring approximately 1.8 m by 1.0 m, as well as larger patio doors reaching 2.5 m, ensuring ample access to natural daylight and views.
25	The Panel recommends internalizing stairwell shafts away from exterior walls wherever possible in order to reduce opaque exterior wall conditions on the elevations caused by the stairwells.	The stairwell shafts for the four towers are centrally located within the building footprint to minimize opaque façade areas along the perimeter. This configuration also maximizes natural light penetration into the residential units, enhancing overall daylight access and interior quality.
25(a)	In particular, the Panel has concerns with the stairwell along St-Laurent Boulevard in the North-East tower (Tower 1).	The stairwell shafts for the Tower 1 and all the other towers are located within the center of the building to minimize opaque façades on St-Laurent Boulevard.
25(b)	The Panel recommends further internalizing the stairwells away from the exterior walls would assist in lightening up both the appearance of the tower façades and the units by allowing for more window opportunities.	Please see the response to comments #25 and #25(a).
26	The Panel has concerns with how the bottom 1-2 storeys of the tower's architecture appears disconnected from the tower's upper portions	Acknowledged. The podium has been carefully developed to maintain continuity with the overall design concept, ensuring a cohesive architectural language across the project. Strong horizontal articulation, a human-scaled street interface, and large glazed openings have been integrated to better respond to the St-Laurent Boulevard context and enhance transparency at the street level. The differentiated material expression at the podium, particularly within the commercial areas, further strengthens its architectural identity and improves legibility along the street. Overall, these design strategies contribute to a more active and pedestrian-oriented frontage, intentionally distinct from the horizontal expression of the tower volumes above.

No.	Comment	Response
26(a)	The Panel recommends creating more of a relationship between the horizontal base architecture and the verticality of the tower expression above.	Acknowledged. The façade materials have been intentionally differentiated according to program, with the commercial frontage along St-Laurent Boulevard expressed as highly transparent glazed surfaces to activate the street edge. At the same time, a clear relationship has been established between the horizontal base and the vertical tower expression above. This is achieved through shared design elements, including the continuity of horizontal balcony lines and slab edges, which echo the strong horizontal articulation of the podium roofline. The material palette will be confirmed during SPC.
27	The Panel recommends adjusting the ground floor layout of towers 2 & 4 in order to have the main entrance more central to the building and relate better to the street along Everest Private, and relocating the grade-related units to either side of the entrance.	The ground floor layout was adjusted. Please see the response to comment #5.
27(a)	The Panel recommends foregoing the 1-storey notching of the brick that currently takes place over the two entrance areas (towers 2 & 4), in favour of a simpler articulation.	Acknowledged. The one-storey brick façade recess previously located above the tower entrances along St-Laurent Boulevard has been removed in response to the Panel's recommendation. The entrance design has been simplified and refined, resulting in a cleaner and more cohesive architectural expression that strengthens the overall podium composition.
28	The Panel appreciates what appears to be coloured glass balcony dividers, and recommends further pursuing this element of the architectural expression as an interesting device that provides flashes of colour in the towers	Acknowledged. Coloured glass balcony dividers have been incorporated into the design on the lower tower levels.

No.	Comment	Response
29	The Panel has concerns with how many materials are being used and layered into the tower designs, and recommends reducing the number of materials used in the façades.	Acknowledged. The number of façade materials has been reduced and rationalized to create a more cohesive architectural expression. The podium is primarily expressed in brick and glass, establishing a clear distinction between the commercial uses at grade and the residential components above. The tower façades have been simplified, with white metal panels used at the lower tower levels and light grey cladding at the upper levels to reinforce a lighter building expression. Coloured glass balcony dividers have been selectively incorporated on the lower levels to provide visual interest and enhance the residential character without introducing additional façade materials. A consistent treatment has also been applied to the glazing systems, with both windows and curtain walls utilizing black mullions to unify the façade composition and strengthen the overall architectural coherence.
30	The Panel recommends paying particular attention to how the façades are vented, as vents tend to have a prominent effect on the façade design.	Noted.
31	The Panel has concerns with the large floorplate sizes of the towers and complicated building envelopes	Please see response to comment #7.
31(a)	The Panel recommends going with taller and slimmer towers, and simpler floorplan designs, in order to build more efficient and economical towers.	Please see response to comment #7.
31(b)	The Panel recommends adhering to a maximum of 750 m2 floorplates, as per the City’s design guidelines for high-rise buildings.	Acknowledged. The recommendation regarding the maximum 750 m² floorplate size has been implemented. The tower portions of the buildings have been designed in accordance with the City's high-rise design guidelines, with floorplates limited to approximately 750 m², excluding balconies to avoid the canyon effect. While the podium and lower building levels exceed this area, these larger floorplates are associated with the base of the buildings and are necessary to accommodate the proposed mix of uses, including commercial spaces and building amenities. This approach allows the project to achieve its density objectives while maintaining appropriately scaled tower floorplates.

2.0
Conclusion

The responses to the comments issued by the Urban Design Review Panel are provided in the previous section. I trust that this information is helpful. If you have any questions, please do not hesitate to contact the undersigned at nahal@fotenn.com.

Sincerely,

Tamara Nahal, RPP MCIP
Planner

Jaime Posen, RPP MCIP
Principal

Appendix A
Submission Materials to UDRP

Applicant Project Summary Sheet

Urban Design Review Panel

Applicant Name	11421247 Canada Inc., PMA Architectes, and Fotenn Planning + Design
Panel meeting date	February 2, 2024
Project address	1740, 1754, 1760 St. Laurent Blvd
Date of panel pre-consult [if applicable]	September 3, 2020

Project Data

Application Type [e.g. Site Plan, Re-zoning]	ZBLA and SPC
Proposed use [e.g. Office, Residential]	Mixed Use (2 buildings) and Residential (2 buildings)

Policy and guideline documents examined in preparing proposal [please list specific guidelines examined]

Provincial Policy Statement
City of Ottawa Official Plan
City of Ottawa Zoning By-law
Urban Design Guidelines for Drive-Through Facilities
Urban Design Guidelines for High-Rise Buildings
Urban Design Guidelines for Development along Arterial Mainstreets
Bird-Safe Design Guidelines

Brief description of adjacent uses

- North: Commercial properties, including a mid-rise commercial building and a fire station, with other uses beyond Industrial Avenue/Innes Road.
- East: Commercial and institutional uses. These include the Canada Conservation Institute and the Canada Science and Technology Museum. Beyond the immediate commercial and institutional uses is the Innes Business Park; uses include: recycling facilities and auto part suppliers, among others. Note: the business park is accessible only from Innes Road, not directly from St. Laurent Boulevard.
- South: Mix of commercial uses with mainly residential uses beyond Smyth Road. The area to the south of Smyth Road includes a mix of detached housing, as well as townhouses, and multiple high-rise apartments along Russel Road. Further south is the Elmvale Acres Shopping Centre, which contains a bank, pharmacy, and grocery store.
- West: The Everest Heights development is located directly to the west of the site, which includes two eight (8) storey mid-rise residential buildings, currently under construction by Groupe Heafey. The area surrounding Russell Road is generally characterized by low-rise residential dwellings and the Perley & Rideau Veterans Health Centre.

Ottawa

Urban Design Review Panel

Existing zoning [with brief explanation]

Site is zoned Arterial Mainstreet subzone 10, exception 1658 (AM10[1658]) for the northern portion and Arterial Mainstreet subzone 10 (AM10) for the southern portion. The site is proposed to be rezoned in its entirety to Arterial Mainstreet subzone 10 with a new site-specific exception (AM10[XXXX]) to permit the additional building height.

Relief is required from the following provisions:

- In the AM10 zone, permit a maximum building height of 69 metres, whereas the maximum permitted building height is 30 metres.
- In the AM10[1658] subzone, permit a maximum building height of 69 metres, whereas the maximum permitted building height is 50 metres.

Zoning / Site Plan Details [complete relevant sections]

Permitted height and/or permitted density	**Proposed height and/or proposed density**
30 m (AM10) and 50 m (AM10[1658])	69 m

Permitted Setbacks	**Front yard**	50% of bldg wall within 3m of front lot line	**Proposed Setbacks**	**Front yard**	2 m
	Side yard	No minimum		**Side yard**	10 m
	Rear yard	7.5 m		**Rear yard**	7.5 m

Permitted parking [please provide ratio and total e.g. 0.5 spaces/unit = 60 spaces]	**Proposed parking** [please provide ratio and total e.g. 0.5 spaces/unit = 60 spaces]
Res: 0.5; Vis: 0.2	Res: 0.95/ unit = 666; Vis: 0.2/ unit = 130

If certain zoning provisions cannot be met, please explain why

Proposed building heights respond to Official Plan policies, but exceed zoning maximums.

ST. LAURENT DEVELOPMENT

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA

URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

ARCHITECTS | DEVELOPER | URBAN PLANNER

FEBUARY 1, 2024

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

CONTENTS

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ARCHITECTS | DEVELOPER | URBAN PLANNER

ST. LAURENT DEVELOPMENT

1. PROJECT DESCRIPTION

ARCHITECTS

DEVELOPER

URBAN PLANNER

PROJECT NUMBER : 20005

02

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

BRIEF DESCRIPTION

The primary objective of this architectural endeavor is to transform an underutilized city parcel, rich with mineral potential, into a vibrant and dynamic living environment that seamlessly connects with its surrounding neighborhoods. At the culmination of this transformative initiative, the project is poised to introduce just over 700 new rental units, characterized by diversity, complemented by commercial spaces and dining establishments.

In tandem with this redevelopment, a concurrent project is underway on the adjacent site, and our visionary approach seeks to establish a symbiotic link between the two sites through the creation of a private street. This thoroughfare, dividing the project horizontally, serves as an architectural thread, weaving together the fabric of our development and seamlessly connecting it to St. Laurent. The intricacies of this urban design strategy enhance the overall cohesion of the two projects.

Breaking down our site into four distinct parts, a central focal point emerges in the form of a expansive park. Positioned strategically to maximize solar exposure, the park becomes a sunlit oasis facing southward, offering a tranquil retreat for residents and visitors alike. This green heart of the development not only provides aesthetic appeal but also contributes to the overall well-being of the community.

The architectural composition unfolds with two rear buildings, adjacent to the ongoing development, thoughtfully designed to harmonize with their counterparts. Gradually ascending from nine to thirteen storeys, these structures adopt an “L” shape configuration, ingeniously creating two private inner courtyards. These intimate spaces are envisioned as communal hubs, fostering a sense of community and providing ample opportunities for family-oriented activities.

On the other hand, the two buildings facing St. Laurent Blvd embark on a distinctive journey. Commencing with a larger footprint and ascending to a height of nine storeys, they culminate in a more compact form at twenty storeys. This intentional design progression not only adds an aesthetic rhythm to the skyline but also caters to the varied urban context, ensuring a harmonious integration with the bustling St. Laurent Boulevard.

In essence, this ambitious architectural project stands as a testament to our commitment to redefining urban spaces, creating a living environment that is not only visually captivating but also fosters community engagement and connectivity. The strategic interplay of design elements, thoughtful consideration of solar orientation, and the integration of public spaces collectively contribute to the realization of a thriving, sustainable, and vibrant urban ecosystem.

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

GENERAL PROJECT STATS.

GROSS FLOOR AREA	
TYPE	**NUMBER**
TOWER 1	25,442 m2
TOWER 2	23,749 m2
TOWER 3	29,877 m2
TOWER 4	25, 183 m2
TOTAL	**104,251 m2**

FLOOR AREA	
TYPE	**NUMBER**
PARKING	33,210 m2
RESTAURANT	872 m2
RETAIL	2,026 m2
RESIDENTIAL	68,144 m2
TOTAL	**104,251 m2**

UNITS			
TYPE	**NUMBER**	**AV. AREA**	**DISTRIBUTION**
STUDIO	73	54 m2	10%
1 BED	203	63 m2	29%
1 BED + DEN	131	71 m2	19%
2 BED	261	99 m2	37%
2 BED + DEN	27	107 m2	4%
3 BED	6	118 m2	1%
TOTAL	**701**		

CAR PARKING	
TYPE	**NUMBER**
RESTAURANT	42
RETAIL	76
RESIDENTIAL	672
VISITOR	130
TOTAL	**920**
LOADING SPACE	1
DELIVERY	3

BIKE PARKING	
TYPE	**NUMBER**
RESIDENTIAL	362
COMMERCIAL	15
TOTAL	**377**

AMENITY SPACES	
TYPE	**NUMBER**
BALCONIES	11,417 m2
SHARED EXT	2,497 m2
SHARED INT	1,294 m2
TOTAL	**15,208 m2**
SQM/UNIT (PVT)	16.3
SQM/UNIT (SHD)	6

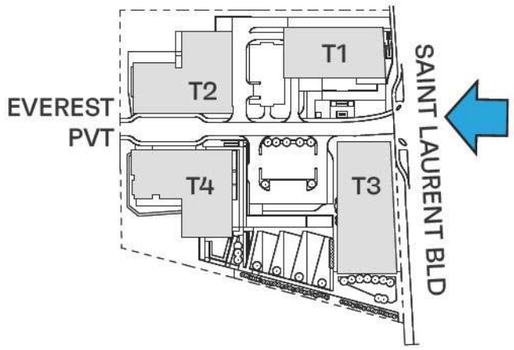
MISCELLANEOUS		
TYPE	**NUMBER**	
LOT AREA	18,186 m2	
LOT WIDTH	153 m2	
TOWER 1 & 3 HEIGHT	68.45 m	20 STOREY + MECH PH
TOWER 2 & 4 HEIGHT	46.21 m	13 STORY, NO MECH PH

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERING

East view of the development's main acces



PMA ARCHITECTES
LAPALME RHEAULT ARCHITECTES | +ASSOCIÉS
ARCHITECTS

Groupe Heafey Group
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEVELOPMENT

2. DESIGN DIRECTIVES

ARCHITECTS | DEVELOPER | URBAN PLANNER

PROJECT NUMBER : 20005

06

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

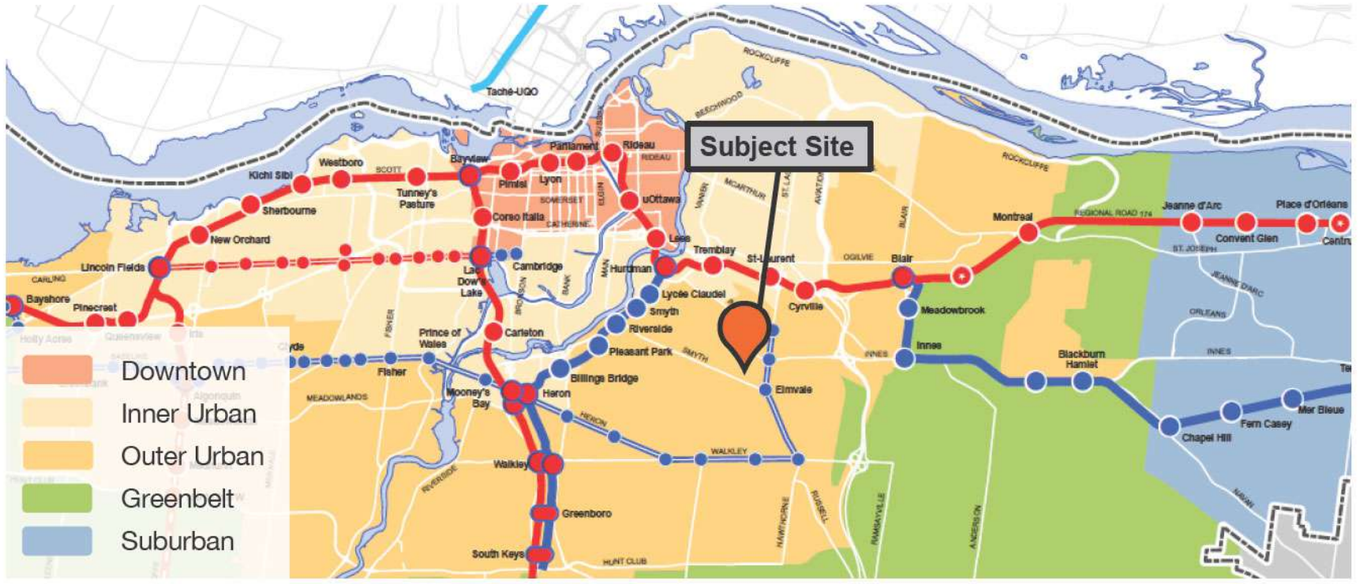
ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

Official Plan

Located in the **Outer Urban Transect**
Designated **Mainstreet Corridor**

- Minimum 2 storeys, maximum 40 storeys permitted
- Building heights are based on the width of the abutting mainstreet and subject to appropriate height transitions, stepbacks and angular planes
- Mixed-Use development encouraged close to rapid transit stations to establish an urban form



PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES + ASSOCIÉS — ARCHITECTS
Groupe Heafey — DEVELOPER
FOTENN — URBAN PLANNER

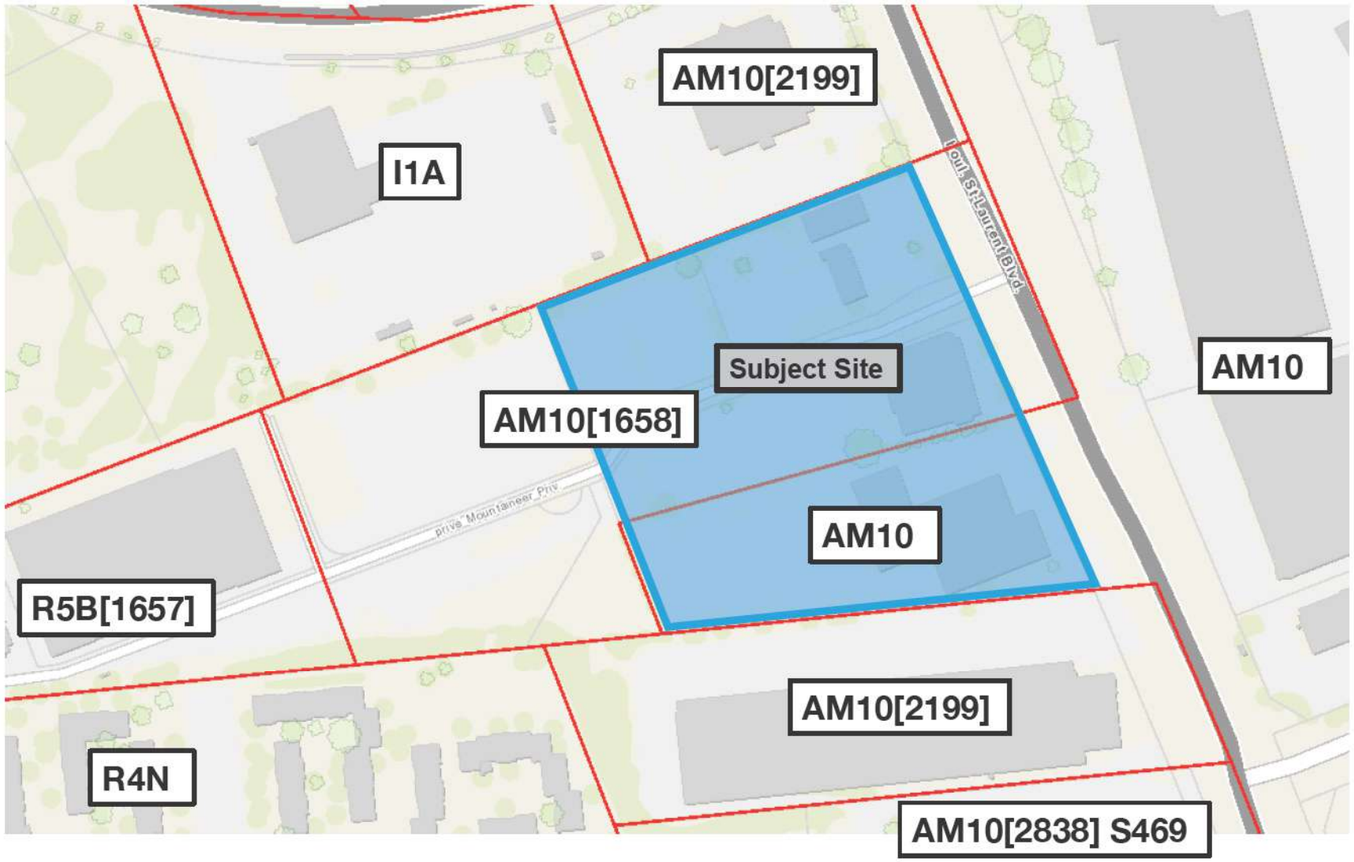
PROJECT NUMBER : 20005
DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

Zoning By-law

AM10 + AM10[1658]
The subject site is split-zoned **Arterial Mainstreet, Subzone 10 and Arterial Mainstreet, Subzone 10 with Exception 1658**

- The Arterial Mainstreet zone accommodates a broad range of uses including retail, service commercial, offices, mid- and low-rise apartment dwellings.
- Maximum permitted building heights:
  - AM10[1658]: 50 m
  - AM10: 30 m
- **Proposed ZBLA**: permit a maximum building height of 69 m



Design Guidelines

1: Locate new buildings along the public street edge.

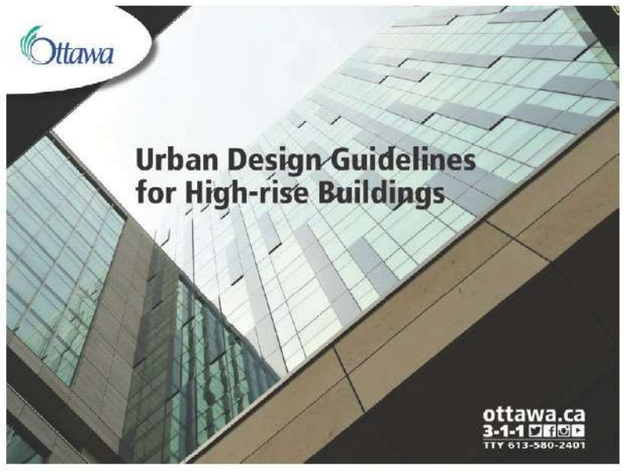
10: Base new development on an internal circulation pattern that allows logical movement throughout the site that will accommodate, and not preclude, intensification over time. Design the internal circulation pattern with direct connections to the surrounding streets

11: Create intensified, mixed-use development, incorporating public amenities such as bus stops and transit shelters, at nodes and gateways by concentrating height and mass at these locations

13: Ensure that buildings occupy the majority of the lot frontage. If the site is on a corner, situate the building at the lot line with the entrance at the corner.

14: Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact.

27: Locate surface parking spaces at the side or rear of buildings.



1.16: 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.

2.4: A high-rise bar building may be appropriate when:

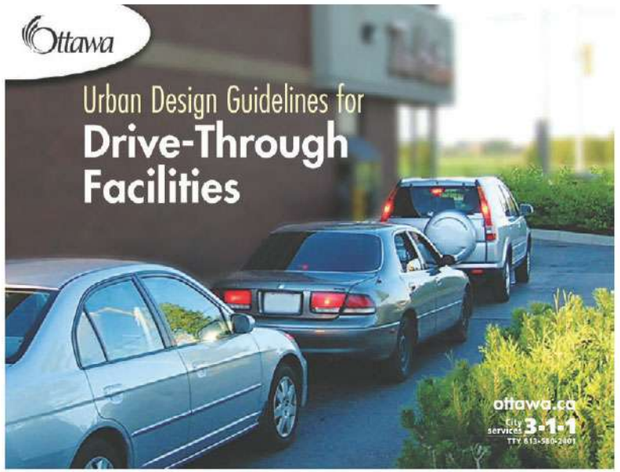
a. it is oriented along the north-south direction to provide greater opportunities to minimize shadow impacts and allow for better access to natural light;
b. it is placed to effectively frame streets and public open spaces; and
c. it is coordinated with point towers to create a balanced grouping of different high-rise types.

2.23: 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.

2.24: Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of skyviews, and allow for natural light into interior spaces:

a. the minimum separation between towers should be 23 metres.

Design Guidelines



1: Respond to the positive elements of the context through such means as building height, setbacks, building orientation and architectural styles

2: Locate buildings close to the street to help define the street edge.

5: Locate public amenities close to the building entrances

7: Make the majority of the pedestrian level facade facing the street highly transparent with clear glass windows and doors that animate public streets and maximize views in and out of the building.

9: Coordinate architectural detail and character within an overall design concept for all building sides and components

15: Use landscaping or similar means to delineate pedestrian walkways and pedestrian access to the buildings.

17: Locate surface parking areas and stacking lanes at the side or rear of buildings.

19: Locate vehicular access points to the sites as far away as possible from street intersections. Locate vehicle access points to corner sites on the secondary street

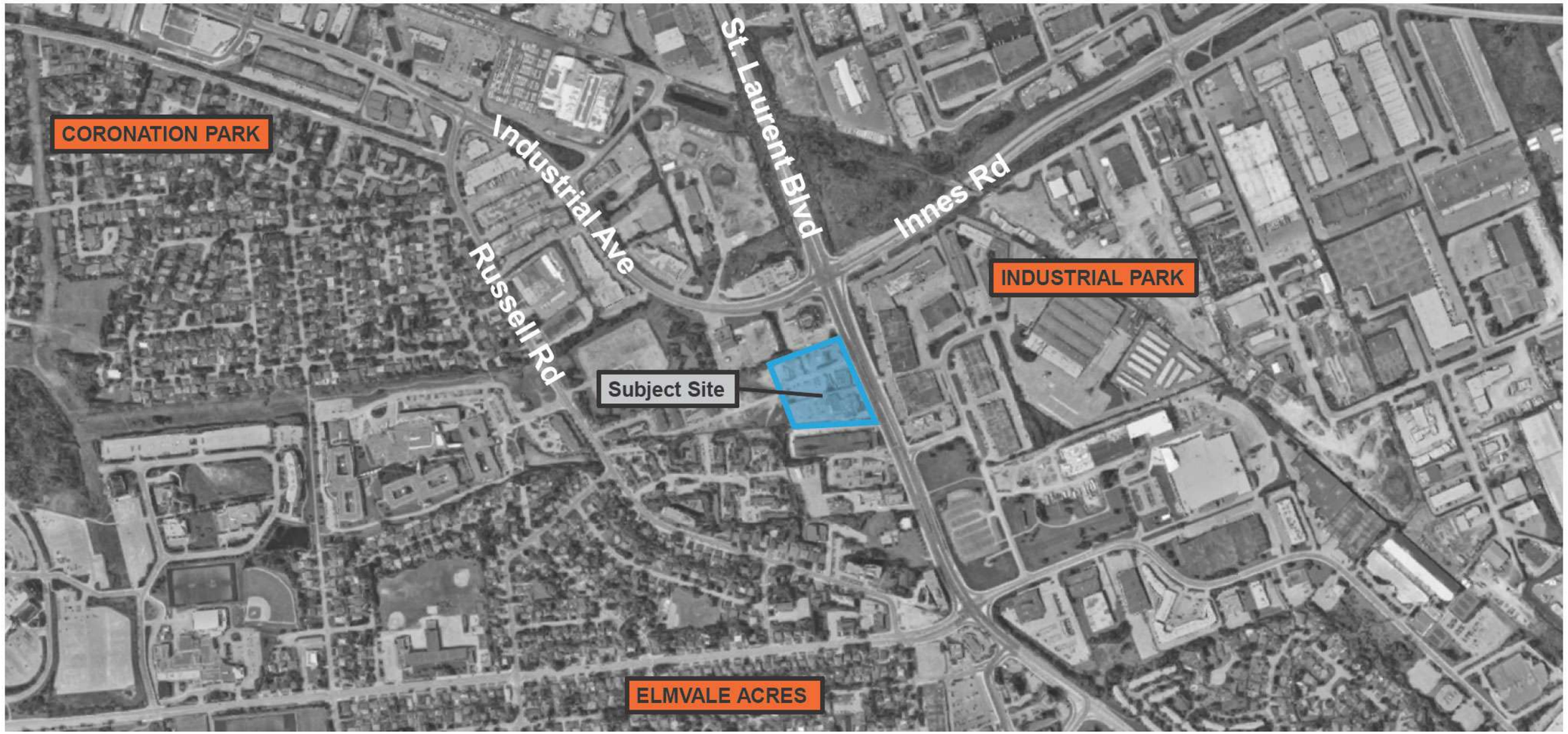
2: Minimize the transparency and reflectivity of glazing.

/ Will avoid monolithic, undistinguished expanses of glazing.
/ Incorporates visual interest or differentiation of material, texture, colour, opacity, or other features to fragment reflections.

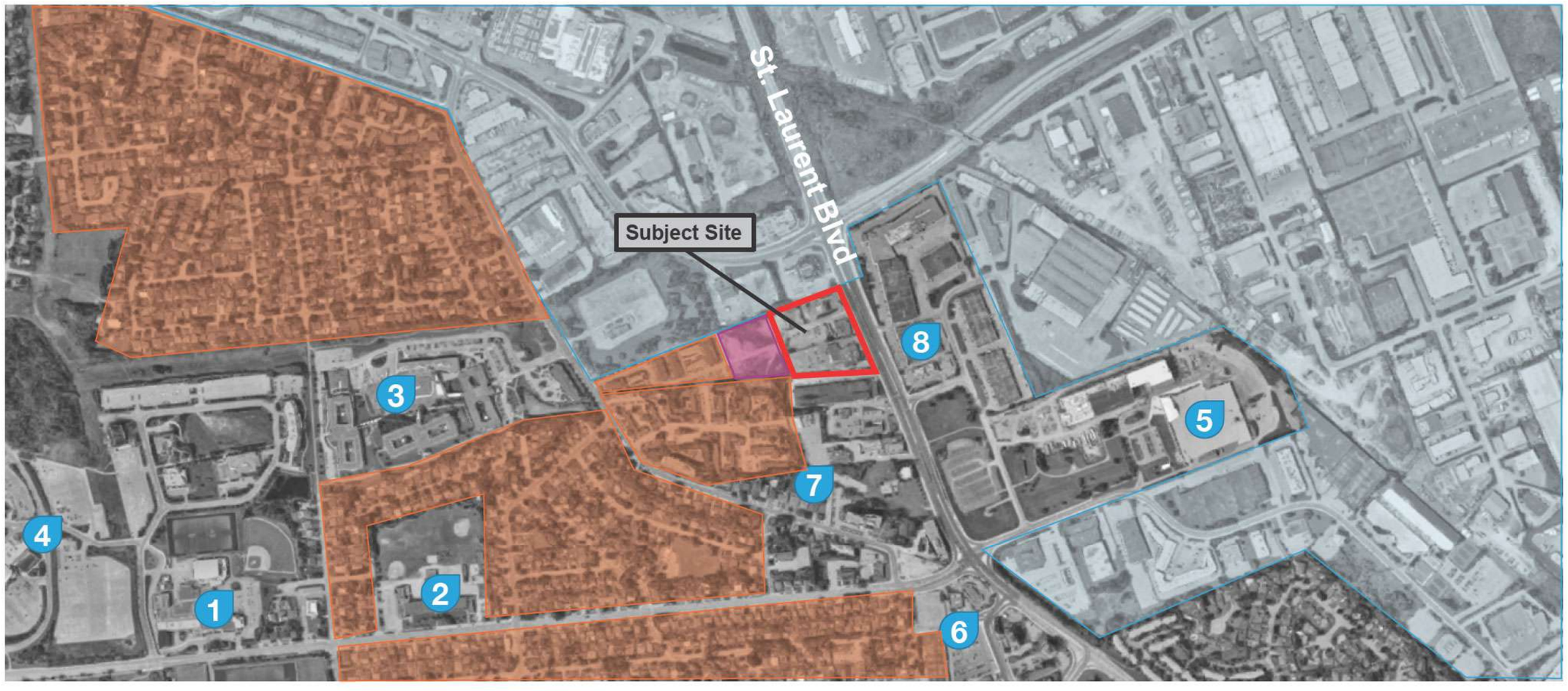
ST. LAURENT DEVELOPMENT

3. SITE, CONTEXT, AND ANALYSIS

Location Map



Site Context



1 Franco Cité SS
2 Vincent Massey PS
3 Perley & Rideau Veteran's Health Centre
4 Ottawa Hospital General Campus
5 Canadian Science & Technology Museum
6 Elmvale Acres Shopping Centre
7 Dempsey Community Centre
8 St. Laurent Metro Centre Retail/Commercial

Low-rise Residential Areas
Mid-rise Residential Areas
Industrial / Employment Lands

Site Context

Existing Site Conditions


1. 1760 St. Laurent Boulevard


2. 1740 St. Laurent Boulevard


3. 1740-1760 St. Laurent viewed from west property line


4. View from 1760 St. Laurent looking north.


5. View of site from St. Laurent looking north-west.

Existing Site Conditions


1. View looking south from St. Laurent / Bourassa.

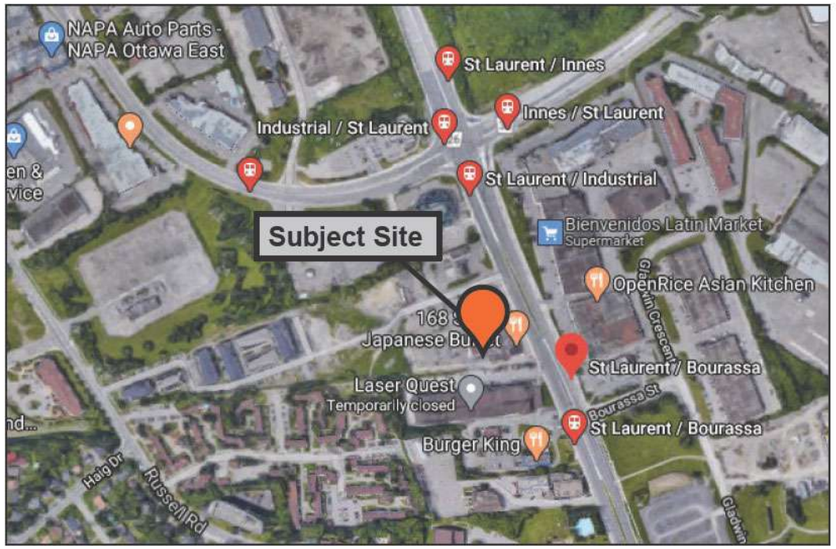

2. View looking north from St. Laurent / Innes.

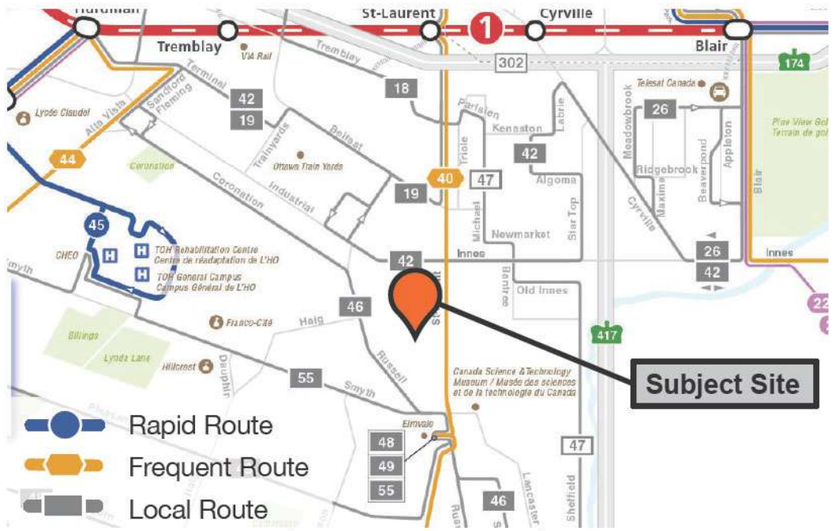

3. View looking west towards Everest Private.

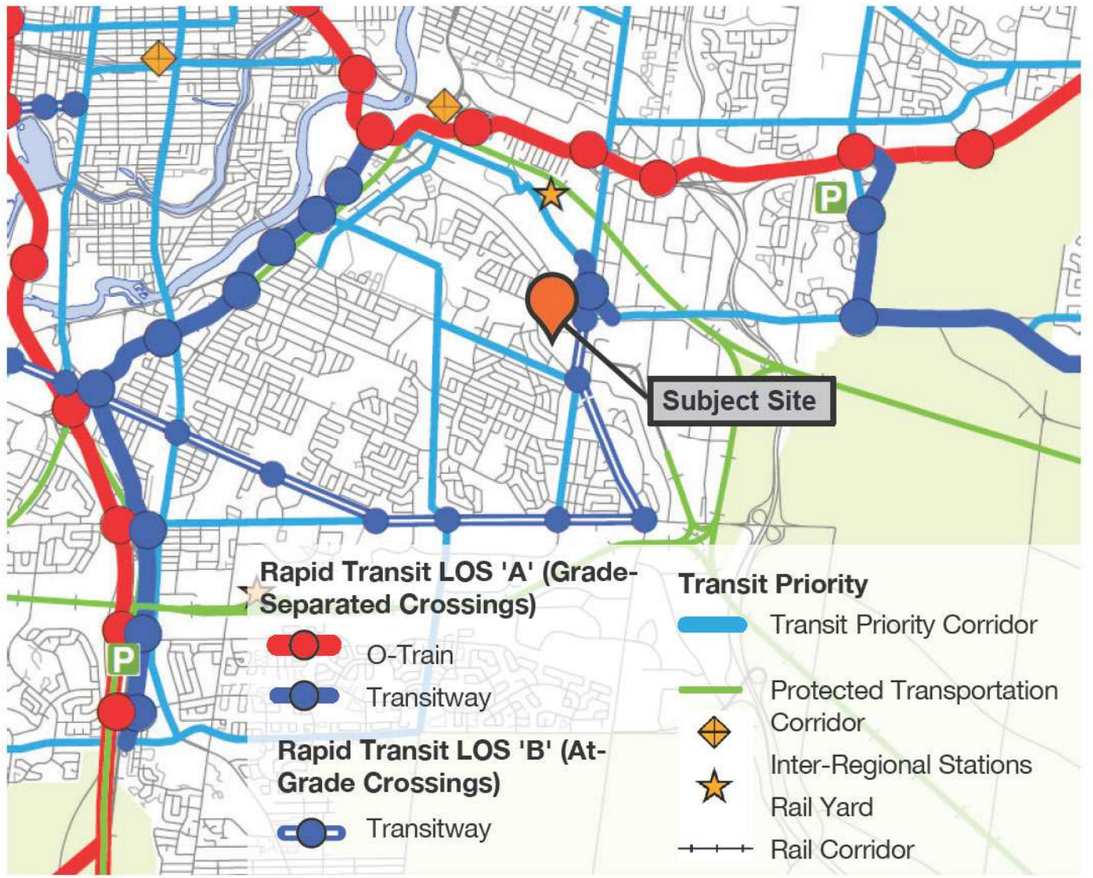
4. View of low-rise commercial across St. Laurent.


5. View looking north from centre of site.

Mobility Network







Existing Transit Network

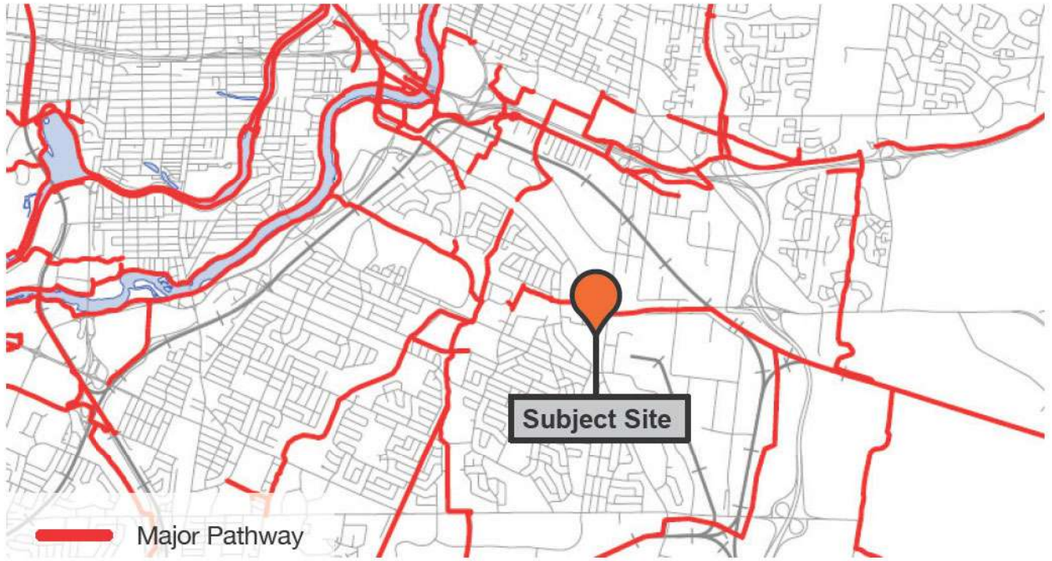
#40 connects to O-Train at St. Laurent Station (2 km north)
#46 and #42 connects to Hurdman Station (2.9 km northwest)

Future Transit Network

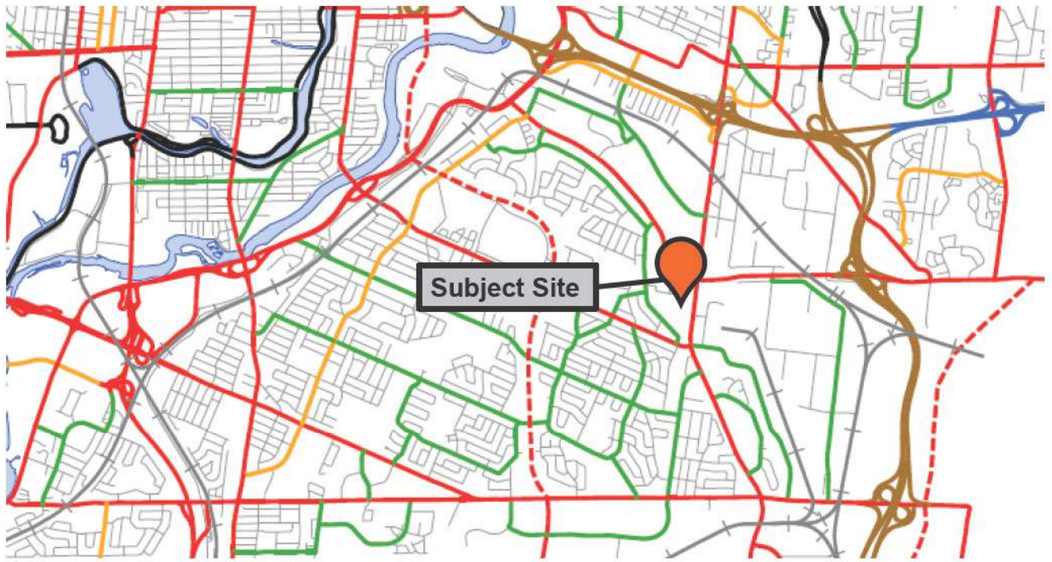
Bus Rapid Transit station proposed for St. Laurent Blvd and Innes Rd
Transitway and Transit Priority Corridor proposed on St. Laurent Blvd

Mobility Network

- Bike Lane
- Path
- Paved Shoulder
- Cycle Track
- Suggested Route



- Major Pathway



- Arterial
- Arterial - Future
- Major Collector
- Collector
- Provincial Highway
- City Freeway

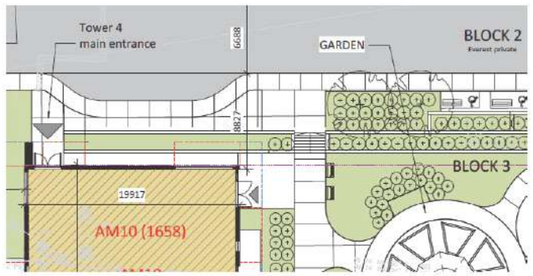
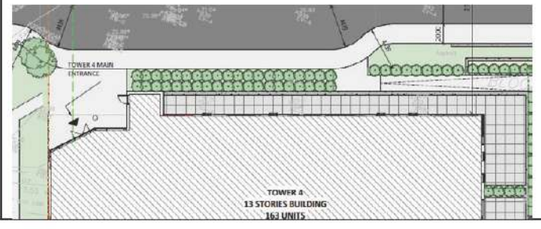
ST. LAURENT DEVELOPMENT

4. RESPONSES TO CITY COMMENTS

RESPONSES TO THE URBAN DESIGN DIRECTIONS/COMMENTS PROVIDED AT THE PRE-CONSULTATION MEETIN(S) WITH CITY STAFF

#	Comment	Response
Zoning By-Law Amendment Application		
1	The City has no concerns with the request to increase the height for part of the site from a maximum permitted height of 30 m to 48.5 m, provided the applicable comments in this letter are adequately addressed.	Acknowledged. Revisions to the overall design has resulted in a revised proposed height of 20 storeys (68.45 metres) and 13 storeys (42.70 metres) for the buildings, with the 20-storey buildings being located adjacent to St. Laurent Boulevard.
Site Plan		
2	Is the outdoor terraced area at tower 2 only for those residents?	The outdoor terraced area behind towers 2 and 4 will be accessible for residents of all four Towers.
3	Reduce tenant parking to the minimum required as per the bylaw. This is a transit-oriented development and should not be encouraging overuse of private vehicles.	Parking rates were reviewed as part of the development of the resubmission package. The proposed resident and visitor parking rates meet the required minimum in the Zoning By-law. At 0.96 per unit, the tenant parking rate generally reflects market demand, and providing parking for vehicles does not preclude regular or occasional use of public transit. Bicycle parking has been increased slightly, from 332 to 362 bicycle parking spaces (0.5 to 0.52 bicycle parking spaces per unit). Commercial bicycle parking has also increased slightly from 11 to 15.
7	Visitor and retail parking only should be located on the surface. All tenant parking should be u/g.	Surface parking spaces are intended for commercial uses only. All residents and visitor parking is provided underground. The laybys are provided adjacent to Tower 2 and 4 for convenience pickups, drop-offs, couriers, and deliveries. At-grade parking has also been redesigned since Submission 1. Whereas in Submission 1, the park and outdoor amenity spaces were adjacent to parking, in Submission 2 the amenity spaces are surrounded by towers 2 and 4 and separated from the parking areas. As well, sheltered indoor bicycle parking provides a visual barrier between the park and the parking between towers 3 and 4.
10	Is it possible to widen sidewalks to 2.0m width (from 1.5 m) for accessibility?	Sidewalk widths have been increased to 2 metres
11	Based on Policy 10 that permits additional height through a rezoning, what extra community amenity is being provided?	A POPS is proposed on the south-east portion of the site.

RESPONSES TO THE URBAN DESIGN DIRECTIONS/COMMENTS PROVIDED AT THE PRE-CONSULTATION MEETIN(S) WITH CITY STAFF

#	Comment	Response
14	Clarify if the Pedestrian wind-level recommendation has been accounted for in the design of the entrance of Tower 4 (recessed by min 2m or relocated).	The entrance to Tower 4 has been redesigned. Whereas the entrance was previously not recessed:  This has since been adjusted to be on an angled portion of the building: 
Elevation/ Urban Design		
2	We appreciate the efforts made to reduce surface parking and increase areas focused on the pedestrian/public realm, however, we have the following issues/recommendations raised that remain a concern/question and the project should prepare a design/written response to these when a return to the UDRP is scheduled: a. "There were some concerns with the bulkiness and arrangement of the towers, which requires further study." b. "Consider eliminating the return of the L-shaped building (the northern portion) keep it as a linear building fronting onto St. Laurent in a north-south dimension. This will open up the four towers so that all of them will have views of the open space." c. "Try to eliminate as much as possible the south wing of Tower 4 to increase the size of the garden."	a. The tower arrangement has been revised as part of this resubmission. b. Tower 2 and 4 are 'L' shaped, but the extent of the 'L' is reduced beginning at the 10th storey to reduce the bulk. c. The orientation of Tower 4 has been adjusted to provide an increased park footprint. The Design Brief provides further detail of the changes made.

RESPONSES TO THE URBAN DESIGN DIRECTIONS/COMMENTS PROVIDED AT THE PRE-CONSULTATION MEETIN(S) WITH CITY STAFF

#	Comment	Response
	Form of Parkland Dedication: a. Parks & Facilities Planning is requesting land conveyance for this proposal. b. Please note that the City has the right not to accept the conveyance of parkland that is considered not suitable including any land containing an easement, encumbrance or right-of use that limits or restricts the City's use of the land. 3. Characteristics & Requirements regarding the Park Block: c. The block should have a minimum of 50% street frontage. • Parks & Facilities Planning recognizes that achieving the goal of 50% right-of-way frontage may be difficult in this location. A lower percentage can be considered if other factors are favourable (ie: visibility into the site from the ROW; CPTED; etc.) d. A continuous sidewalk is required along all park street frontages. e. The parkland conveyance is to be dedicated as one, contiguous park block. f. The park block should be rectangular-based. g. The park block should be positioned at a safe and convenient location and easily connected for pedestrian access throughout the proposed neighbourhood. Parks & Facilities Planning requests the following location for the park block (so that a possible future development on the lands to the south can contribute to making an ultimately larger park block):  h. Park services are to be provided as per the standard park requirements and as per below: • 300 mm diameter storm sewer connection and CB/MH • 150 mm diameter sanitary sewer connection and MH • 120/240 volt, 200 amperes single phase hydro-electrical service • 50mm diameter water line.	a. A privately owned public park (POPS) is proposed as part of the development. As discussed with the File Planners previously, two major changes have been made: first, Tower 3's street frontage has been narrowed to provide a clearer view from the road to the park so that the park can be read as a 'public' park, and second, the client has committed to paying cash-in-lieu. The architect reviewed the parking garage layouts to determine whether the parkland could be delivered unencumbered, but ultimately, this was not feasible and therefore the parkland is provided as a POPS due to its encumbered nature. b. Understood. c. A public park has been provided on the site in the approximate location shown. Per conversations with Parks staff, we believe that the design in this resubmission balances both Parks goals (50% street frontage) with Arterial Mainstreet and Mainstreet Corridor goals, such as locating maximum building heights and density adjacent to the Corridor. The revised site plan locates the park in the middle of the site, with two (2) entry points from St. Laurent, including a wide entrance to the south and a cutout through the building. The multiple entry points also provide opportunities for interaction between the at-grade commercial/ retail land uses in Tower 3. The buildings will also help to block noise and pollution from the street to make a more enjoyable user experience. The right-in right-out entrance has been moved to the north of the site to reduce potential vehicle and pedestrian and cycling conflicts. The proposed design creates a consistent street wall condition to reduce the fragmented streetscape that defines the current context. Notably, there is also a large public park, Alda Burke Park, to the south of the site. d. A continuous sidewalk is provided along the frontages of the park adjacent to the street. e. The parkland will be conveyed as one contiguous park block. f. The park has been redesigned to be generally rectangular in shape. g. The park location has been carefully designed to be safe and convenient. Multiple pedestrian entrances have been provided from the southeast directly from the sidewalk, to the east through a walkway through Tower 3, to the west from Tower 4, and to the north, which is connected to the private street with a series of walkways. h. Understood.

ST. LAURENT DEVELOPMENT

5. SUSTAINABILITY STATEMENT

SUSTAINABILITY STATEMENT

The subject site is located in close proximity to a future Transitway Station, which is proposed at the corner of St. Laurent Boulevard and Industrial Avenue. The site also fronts onto the portion of St. Laurent Boulevard that was recently reconstructed with cycle tracks, which run from Industrial Road to Bourassa Street. The site is also located in an area with a mix of commercial businesses within walking distance, which assists in reducing car dependency and therefore reducing greenhouse gas emissions.

The proposed development supports the city's objectives of encouraging development within the built-up urban area on a Mainstreet Corridor. The buildings are located in an evolving area, which has an existing residential neighbourhood to the west, commercial lands along St. Laurent Boulevard, and industrial lands to the east. The proposed development will reinforce the local community, support local amenities, and increase housing options and opportunities for future tenants.

A privately owned public space (POPS)-type park is proposed on the site. The proposed park balances urban design, urban planning, and parks planning goals and objectives. The entrance to the park will read as public and will be easily accessed, while at the same time providing a consistent streetwall along St. Laurent to reinforce its at-grade commercial character. The park's location set back from St. Laurent Boulevard mitigates the noise and exhaust generated by the arterial road and also contributes to greening the site with plantings and areas for passive relaxation.

Indoor bicycle parking for future tenants as well as exterior outdoor bicycle parking is provided for visitors to the commercial spaces.
Green roofs have been implemented on the podiums and above the bike parking room. Light-coloured membranes will be provided on the rooves rather than black to reduce the amount of heat absorbed into the building, thereby reducing the energy costs associated with cooling the building during the summer months.

Bird safety has been considered in the following ways:

- Will avoid monolithic, undistinguished expanses of glazing; and
- A variety of materials, textures, and colours are proposed as part of the building design (see slide 70 of the slide deck for more information), which fragments reflection.

Bird-safe glass is presently being investigated. Further opportunities for refinement will be discussed during the detailed design stage. Finally, opportunities to adjust the glazing on Tower 3 will be investigated as the design is refined to ensure that this area does not create a design trap due to the reflectivity of the glazing.

ST. LAURENT DEVELOPMENT

6. UDRP'S COMMENTS REVIEW

ST. LAURENT DEV.

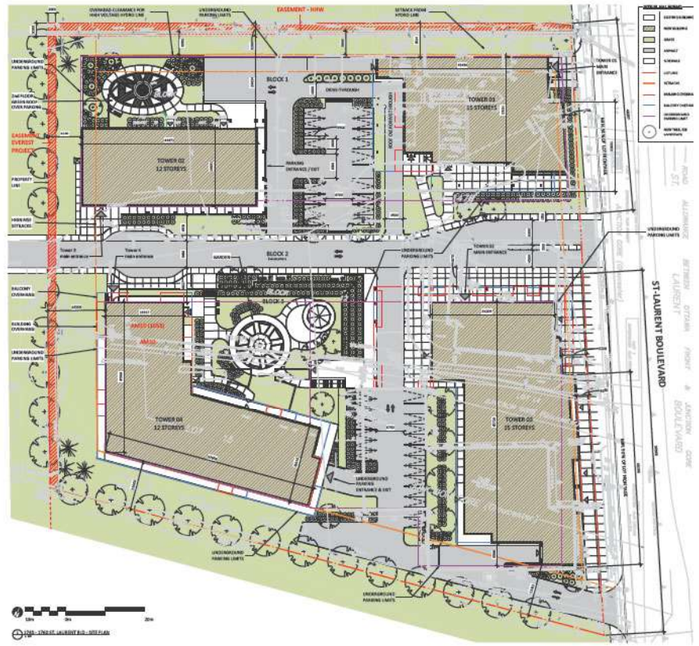
1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

POINT 01
SITE PLAN

SEPTEMBER 2020

Reduce the amount of surface parking where possible to free up space for landscaping and the garden space. Reduce the surface parking adjacent to Tower 2 to the greatest extent possible to increase the size of the Garden area and improve the relationship between the Tower and Garden

OCTOBER 2021



Solution: Surface parking has been substantially reduced between building 3 and 4 to the benefit of the courtyard. The roof of the covert parking North East of building 2 will be landscaped and accessible to the residents.

OCTOBER 2023

Surface parkings were centralized to give more place to the park and landscape area while still meeting the minimum requirements for all the commercial area.

ARCHITECTS: PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES + ASSOCIÉS
DEVELOPER: GROUPE Heafey GROUP
URBAN PLANNER: FOTENN

PROJECT NUMBER : 20005
DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

POINT 02 PERSPECTIVES

SEPTEMBER 2020

The design of the courtyard area, how the landscape design may knit this new neighbourhood together, and opportunities to reduce parking.

OCTOBER 2021

Solution: The courtyard is central to the project. It is designed to encourage people to meet in an urban landscape that offer the canvas to support different types and different sizes of gathering for the complex residents. the orientation of the park offers the opportunity for shady and sunny area. Vegetation will select accordingly.

OCTOBER 2023

The new proposed park was shifted south of the site to maximize accessibility and sunlight. It creates a large open space that enhences the natural elements of the site.

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ARCHITECTS
Groupe Heafey | DEVELOPER
FOTENN | URBAN PLANNER

PROJECT NUMBER : 20005
DATE: 2024-02-01

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

POINT 03
PERSPECTIVES

SEPTEMBER 2020

OCTOBER 2021

OCTOBER 2023

Consider including wider sidewalks along the private road and eliminating the drop-offs.

Solution: The drop-offs were kept more space for the sidewalk has been added on Everest private road.

More place were made for the pedestrian along the street to give them area to rest and more space to walk.

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

POINT 04 PERSPECTIVES

SEPTEMBER 2020

There was a suggestion to improve the St. Laurent edge with a continuous tree canopy.

OCTOBER 2021

Solution: More trees could be added. A final landscape design will include that.

OCTOBER 2023

Trees we added to celebrate the park entrance and all along the boulevard.

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

POINT 05
PERSPECTIVES

SEPTEMBER 2020

There were some concerns with the bulkiness and arrangement of the towers, which requires further study.

OCTOBER 2021

Solution: The proposed design has been simplified to celebrate more the verticality of the volumes. Also, the distinctive architecture of the buildings podiums offers a variety of interface and interactions a street level with the pedestrians.

OCTOBER 2023

The buildings' design were simplified to create some repetitive movement on the building. The footprints were also reduce to enhance the verticality.

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

POINT 06 PERSPECTIVES

SEPTEMBER 2020

Tower 3 could be extended to be longer along the north side.

OCTOBER 2021

Solution: the ground surface between building 1 and 2 has been left untouched because it is needed for larger vehicles servicing the restaurant and the complex. That's also the location of the drive trough for the restaurant.

OCTOBER 2023

The L shape of thower 3 was eleminated to create a clear opening in the centre of the project. the tower was kept as a straight nort-south building.

ST. LAURENT DEVELOPMENT

7. GENERAL PROJECT PLANS

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

SITE PLAN

This is the latest site plan issued on October 3, 2023.

PMA ARCHITECTES
LAPALME RHEAULT ARCHITECTES | +ASSOCIÉS
ARCHITECTS

GROUPE Heafey GROUP
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEVELOPMENT

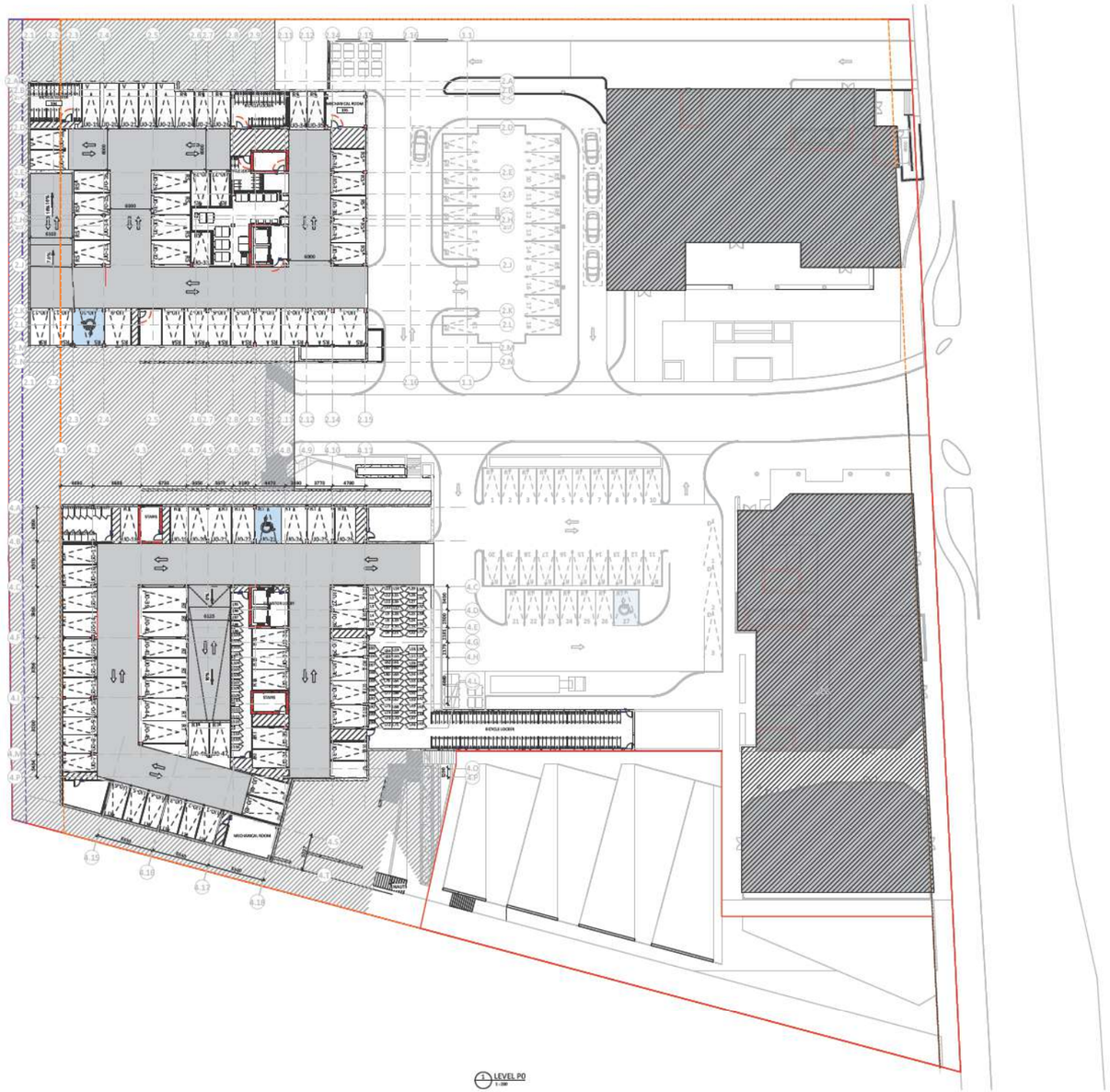
8. UNDERGROUND PARKINGS

ARCHITECTS | DEVELOPER | URBAN PLANNER

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

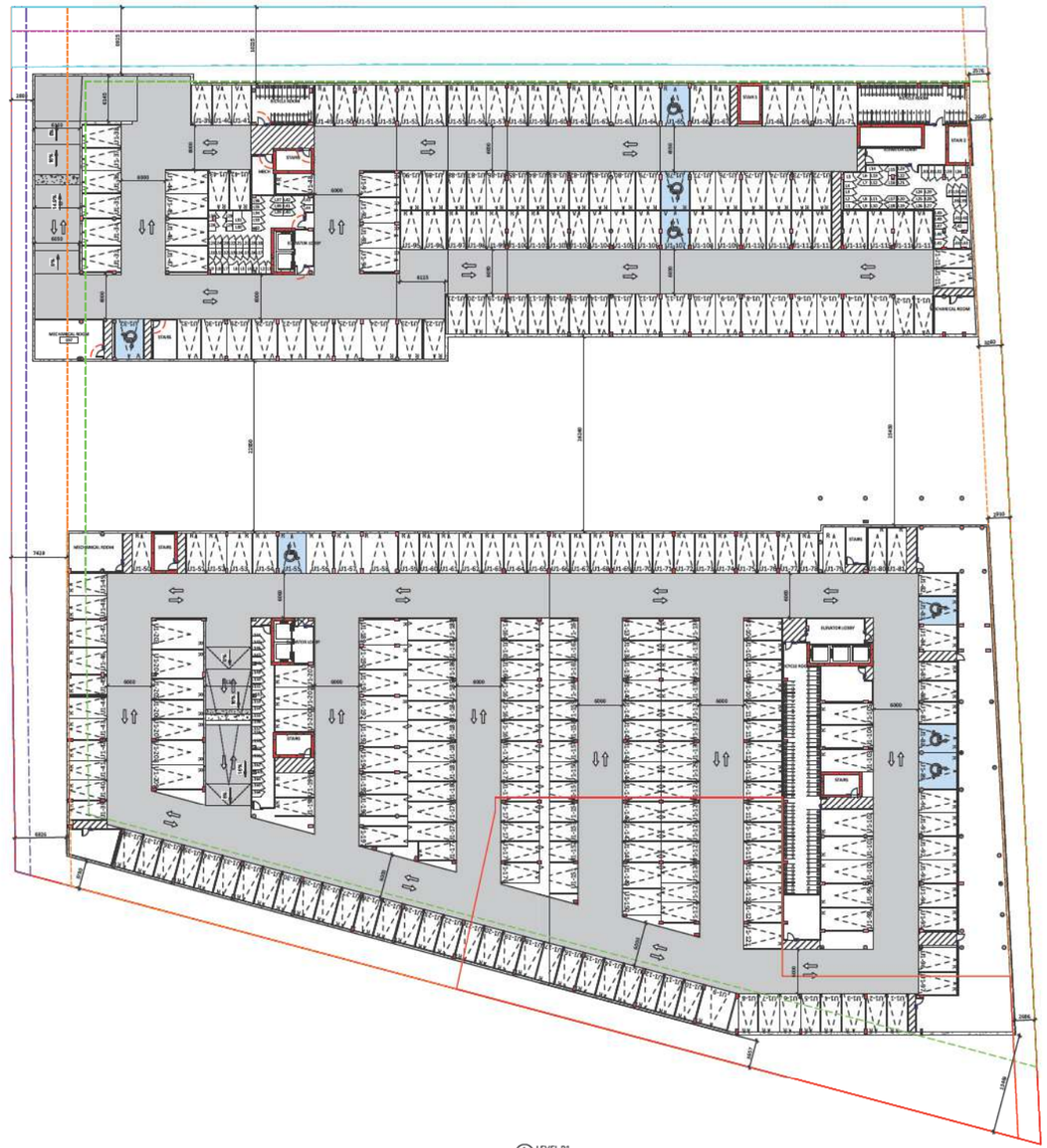
UNDERGROUND PARKING - GF



ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

UNDERGROUND PARKING - P1



LEVEL P1
1 : 200

ARCHITECTS: PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES + ASSOCIÉS
DEVELOPER: GROUPE Heafey GROUP
URBAN PLANNER: FOTENN

PROJECT NUMBER : 20005

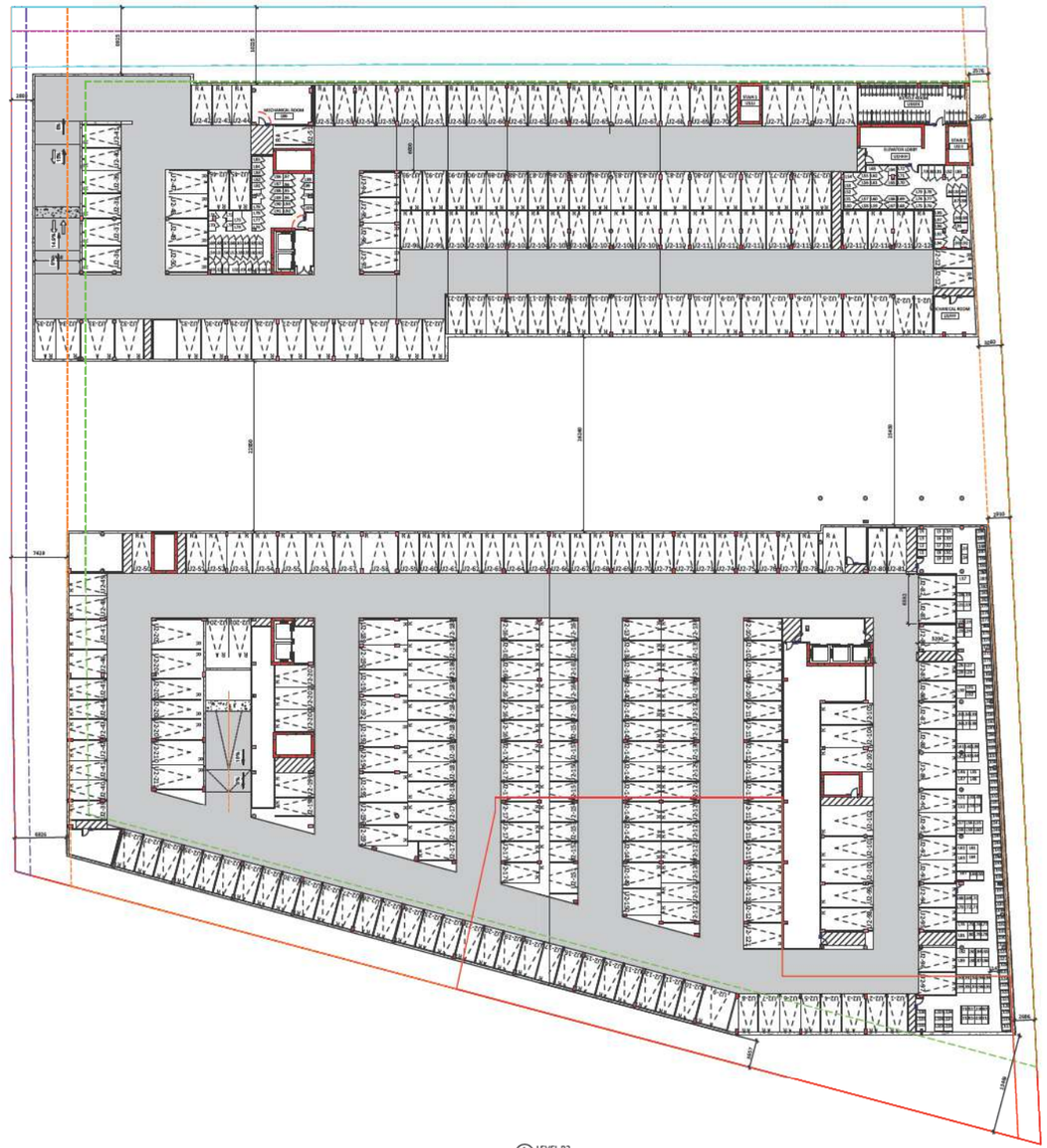
DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

UNDERGROUND PARKING - P2



LEVEL P2
1 : 200

PMA ARCHITECTES
LAPALME RHEAULT ARCHITECTES | +ASSOCIÉS
ARCHITECTS

GROUPE Heafey GROUP
DEVELOPER

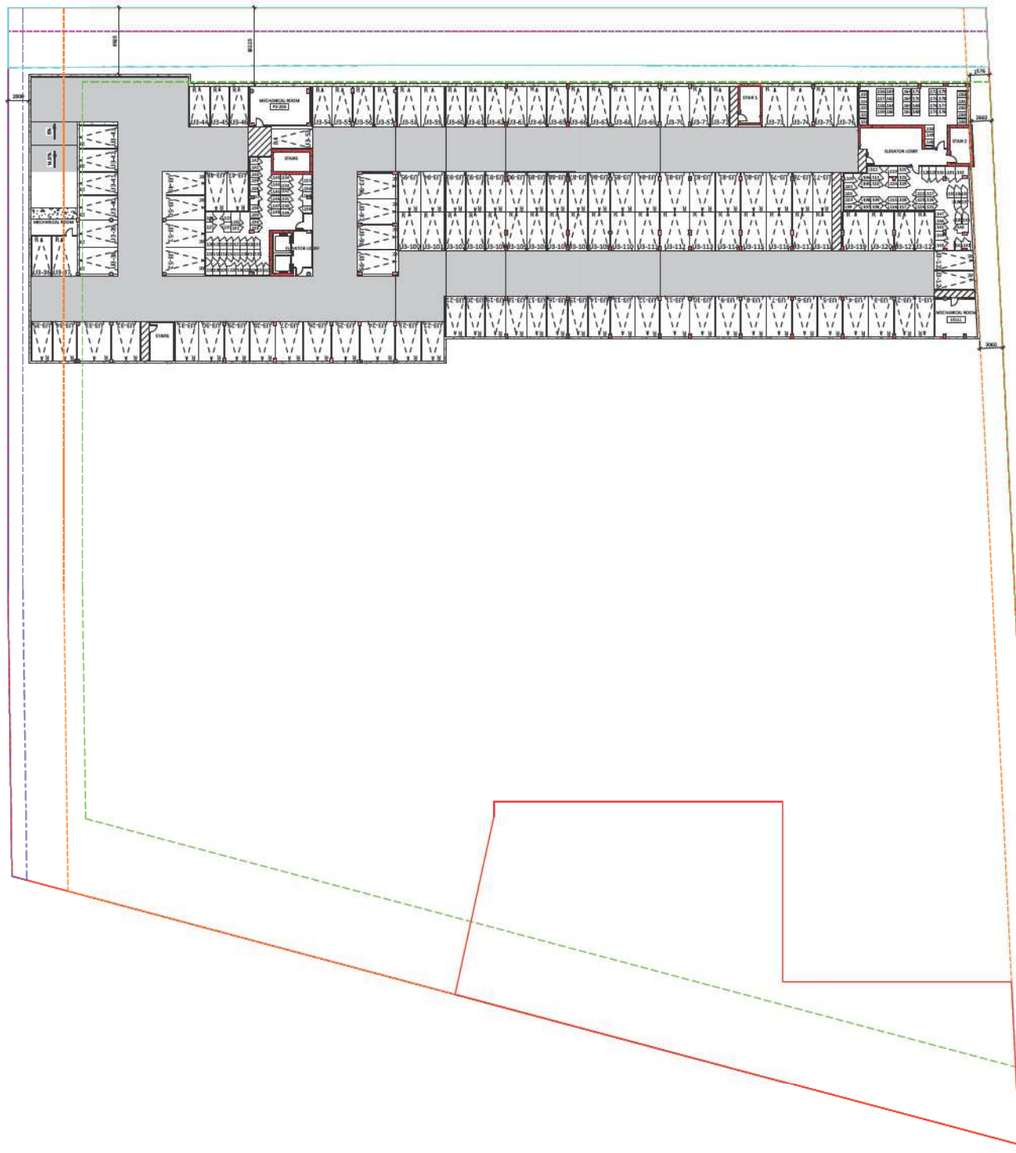
FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

UNDERGROUND PARKING - P3



LEVEL P3

ST. LAURENT DEVELOPMENT

9. TOWER 01

ARCHITECTS

DEVELOPER

URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

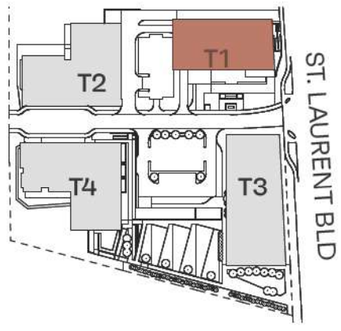
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

TOWER 01
LEVEL 01

	STUDIO:	-
	1 BDR:	-
	1 BDR + DEN:	-
	2 BDR:	-
	2 BDR + DEN:	-
	3 BDR:	
	COMMON SPACE	
	TOTAL UNITS:	-



5 0 5 10m
SCALE

NORTH

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ARCHITECTS
Groupe Heafey | DEVELOPER
FOTENN | URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

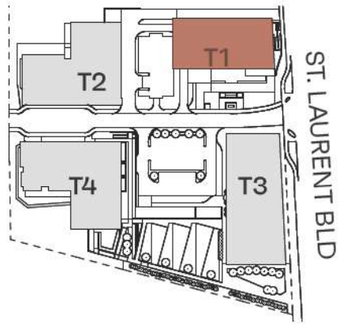
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

TOWER 01
LEVEL 02

	STUDIO:	1 UN
	1 BDR:	1 UN
	1 BDR + DEN:	1 UN
	2 BDR:	3 UN
	2 BDR + DEN:	-
	3 BDR:	-
	COMMON SPACE	
	TOTAL UNITS:	6 UN



SCALE 5 0 5 10m

NORTH

ARCHITECTS: PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ASSOCIÉS
DEVELOPER: Groupe Heafey
URBAN PLANNER: FOTENN

PROJECT NUMBER : 20005

DATE: 2024-02-01

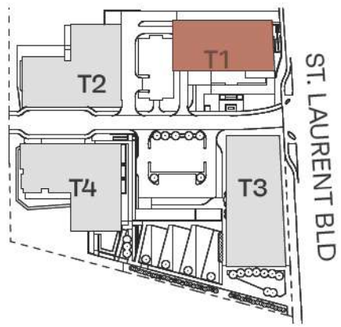
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

TOWER 01
LEVEL 03 TO 04

	STUDIO:	1 UN
	1 BDR:	4 UN
	1 BDR + DEN:	-
	2 BDR:	5 UN
	2 BDR + DEN:	-
	3 BDR:	-
	COMMON SPACE	
	TOTAL UNITS:	10 UN



5 0 5 10m
SCALE

NORTH

PMA ARCHITECTES
LAPALME RHEAULT ARCHITECTES | +ASSOCIÉS
ARCHITECTS

Groupe Heafey
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005
DATE: 2024-02-01

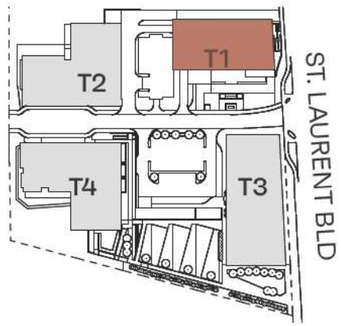
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

TOWER 01
LEVEL 05 TO 12

	STUDIO:	1 UN
	1 BDR:	4 UN
	1 BDR + DEN:	2 UN
	2 BDR:	4 UN
	2 BDR + DEN:	-
	3 BDR:	-
	COMMON SPACE	
	TOTAL UNITS:	11 UN



SCALE 5 0 5 10m

NORTH

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ASSOCIÉS — ARCHITECTS

GROUPE Heafey GROUP — DEVELOPER

FOTENN — URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

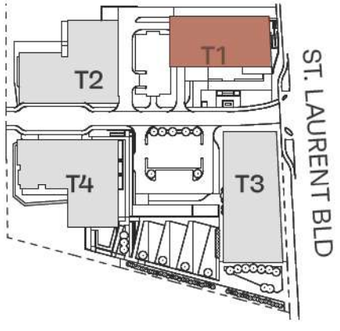
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

TOWER 01
LEVEL 13 TO 18

	STUDIO:	1 UN
	1 BDR:	2 UN
	1 BDR + DEN:	2 UN
	2 BDR:	3 UN
	2 BDR + DEN:	1 UN
	3 BDR:	-
	COMMON SPACE	
	TOTAL UNITS:	9 UN



5 0 5 10m
SCALE

NORTH

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES + ASSOCIÉS
ARCHITECTS

Groupe Heafey
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

TOWER 01
LEVEL 19 TO 20

	STUDIO:	1 UN
	1 BDR:	2 UN
	1 BDR + DEN:	2 UN
	2 BDR:	2 UN
	2 BDR + DEN:	-
	3 BDR:	1 UN
	COMMON SPACE	
	TOTAL UNITS:	8 UN

5 0 5 10m
SCALE

NORTH

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ARCHITECTS
Groupe Heafey | DEVELOPER
FOTENN | URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

TOWER 01
STATISTICS

GROSS FLOOR AREA

AREA TYPE	SQ M	SQ FT
PARKING	6,459	69,511
COMMERCIAL	872	9,383
COMMON	3,450	37,134
LOCATIVE	14,663	157,827
BALCONIES	2,888	31,080
SHARE INT	438	4,714
SHARE EXT	260	2800
TOTAL	**29,030**	**312,420**

PARKING RATES

TYPE	REQUIRED	PROVIDED
RESTAURANT	52	52
RESIDENTIAL	83	164
VISITOR	34	34
TOTAL	**169**	**250**

RESIDENTIAL: 0.5 / UNIT -10%

VISITOR: 0.2 / UNIT AFTER 12 MAX 60.

RETAIL STORE: 2.5 / 100 sq m GFA
RESTAURANT: 6 / 100 sq m GFA

BALCONIES AREA

LEVEL	AREA
LEVEL 01:	-
LEVEL 02:	68 sq m/6 units = 11.33 sq m
LEVEL 03:	221 sq m/10 units = 22.10 sq m
LEVEL 04:	169 sq m/10 units = 16.90 sq m
LEVEL 05:	147 sq m/11 units = 13.36 sq m
LEVEL 06:	144 sq m/11 units = 13.09 sq m
LEVEL 07:	146 sq m/11 units = 13.27 sq m
LEVEL 08:	144 sq m/11 units = 13.09 sq m
LEVEL 09:	147 sq m/11 units = 13.36 sq m
LEVEL 10:	144 sq m/11 units = 13.09 sq m
LEVEL 11:	147 sq m/11 units = 13.36 sq m
LEVEL 12:	144 sq m/11 units = 13.09 sq m
LEVEL 13:	309 sq m/9 units = 34.33 sq m
LEVEL 14:	129 sq m/9 units = 14.33 sq m
LEVEL 15:	121 sq m/9 units = 13.44 sq m
LEVEL 16:	129 sq m/9 units = 14.33 sq m
LEVEL 17:	121 sq m/9 units = 13.44 sq m
LEVEL18:	129 sq m/9 units = 14.33 sq m
LEVEL19:	172 sq m/8 units = 21.50 sq m
LEVEL 20:	157 sq m/8 units = 19.63 sq m
TOTAL AREA	**2,888 sq m/184 units = 15.69 sq m**

REQUIRED	PROVIDED
3 sq m / UNIT OF PRIVATE SPACE:	15.69 sq m / UNIT
3 sq m / UNIT OF SHARED SPACE:	3.79 sq m / UNIT

*6 sq m / UNIT WHERE 50% IS COMMUNIAL.

UNITS TYPOLOGY

UNIT TYPE	TOTAL COUNT	%
STUDIO	19	10
1 BDR	55	30
1 BDR + DEN	33	18
2 BDR	67	36
2 BDR + DEN	8	4
3 BDR	2	1
TOTAL	**184**	**100**

BICYCLE PARKING RATES

TYPE	REQUIRED	PROVIDED
COMMERCIAL	4	6
RESIDENTIAL	92	92
TOTAL	**96**	**98**

COMMERCIAL: 1 / 250 sq m OF GFA

RESIDENTIAL: 0.5 / UNIT

ST. LAURENT DEVELOPMENT

10. TOWER 02

ARCHITECTS

DEVELOPER

URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

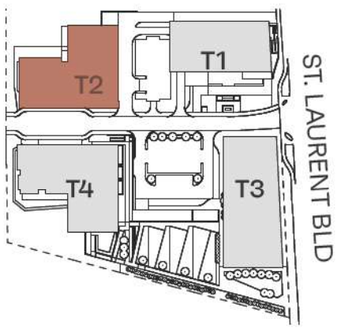
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

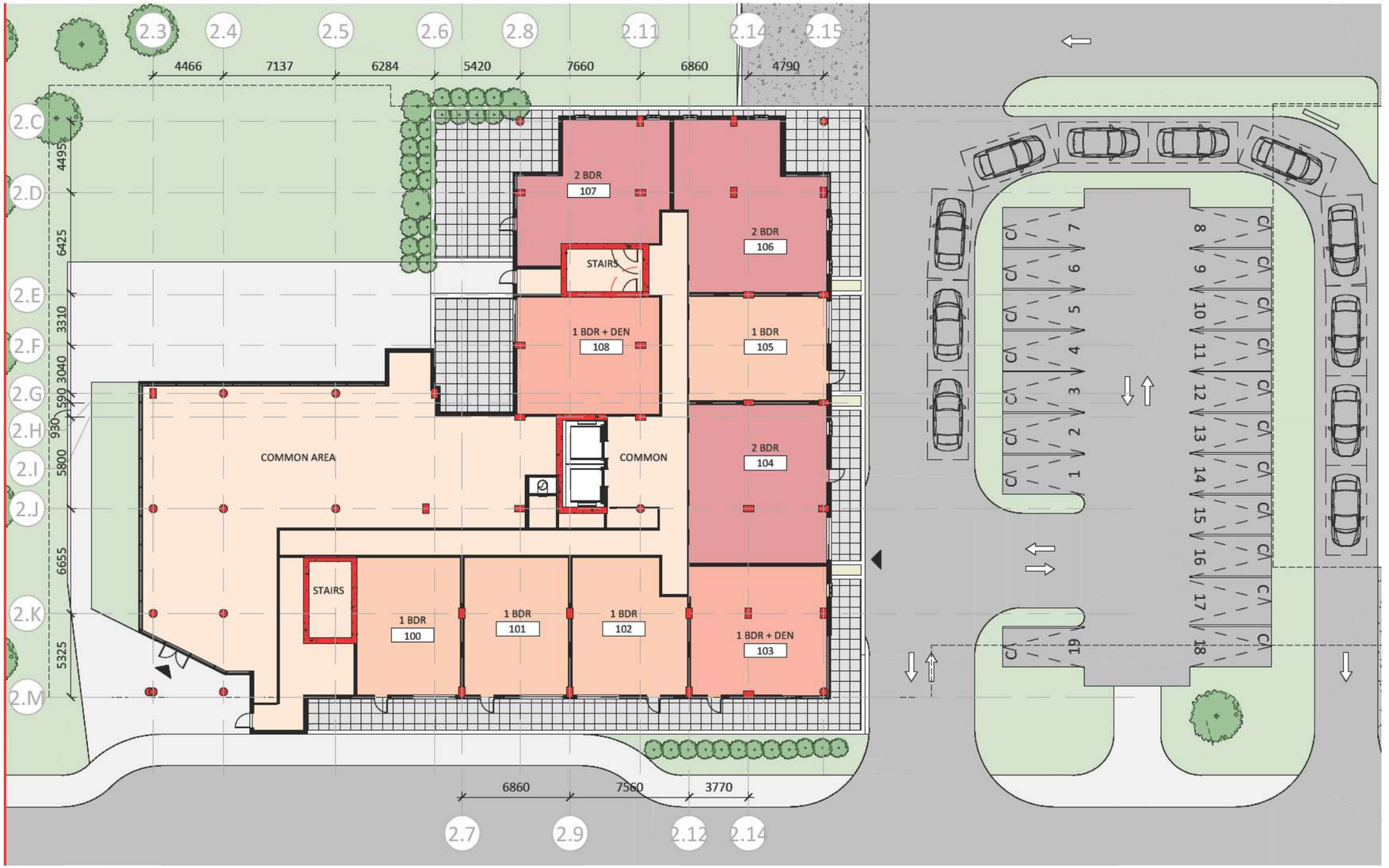
TOWER 02
LEVEL 01

	STUDIO:	-
	1 BDR:	4 UN
	1 BDR + DEN:	2 UN
	2 BDR:	3 UN
	2 BDR + DEN:	-
	3 BDR:	-
	COMMON SPACE	
	TOTAL UNITS:	9 UN



SCALE 5 0 5 10m

NORTH



ARCHITECTS: PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ASSOCIÉS

DEVELOPER: GROUPE Heafey GROUP

URBAN PLANNER: FOTENN

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

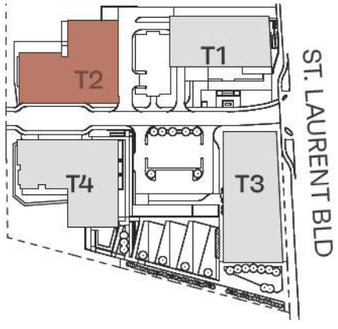
ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

TOWER 02
LEVEL 02 TO 03

	STUDIO:	1 UN
	1 BDR:	4 UN
	1 BDR + DEN:	2 UN
	2 BDR:	6 UN
	2 BDR + DEN:	-
	3 BDR:	-
	COMMON SPACE	

TOTAL UNITS: 13 UN



SCALE 5 0 5 10m

NORTH

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ASSOCIÉS — ARCHITECTS

Groupe Heafey Group — DEVELOPER

FOTENN — URBAN PLANNER

PROJECT NUMBER : 20005

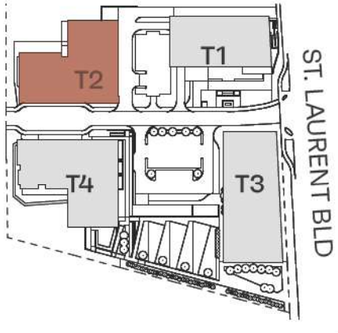
DATE: 2024-02-01

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

TOWER 02
LEVEL 04 TO 09

	STUDIO:	1 UN
	1 BDR:	4 UN
	1 BDR + DEN:	2 UN
	2 BDR:	6 UN
	2 BDR + DEN:	-
	3 BDR:	-
	COMMON SPACE	
	TOTAL UNITS:	13 UN



SCALE 5 0 5 10m

NORTH

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ARCHITECTS

Groupe Heafey | DEVELOPER

FOTENN | URBAN PLANNER

PROJECT NUMBER : 20005

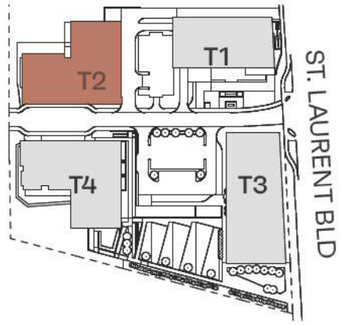
DATE: 2024-02-01

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

TOWER 02
LEVEL 10 TO 12

	STUDIO:	2 UN
	1 BDR:	4 UN
	1 BDR + DEN:	1 UN
	2 BDR:	4 UN
	2 BDR + DEN:	-
	3 BDR:	-
	COMMON SPACE	
	TOTAL UNITS:	11 UN



5 0 5 10m
SCALE

NORTH

ST. LAURENT BOULEVARD

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ARCHITECTS

Groupe Heafey | DEVELOPER

FOTENN | URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

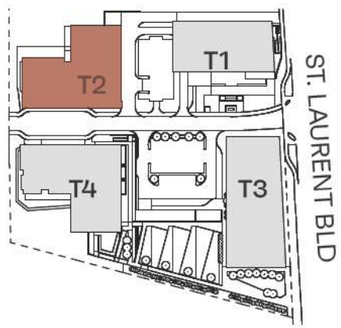
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

TOWER 02
LEVEL 13

	STUDIO:	2 UN
	1 BDR:	4 UN
	1 BDR + DEN:	1 UN
	2 BDR:	1 UN
	2 BDR + DEN:	-
	3 BDR:	1 UN
	COMMON SPACE	
	TOTAL UNITS:	8 UN



5 0 5 10m
SCALE

NORTH

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ARCHITECTS
Groupe Heafey | DEVELOPER
FOTENN | URBAN PLANNER

PROJECT NUMBER : 20005
DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

TOWER 02 STATISTICS

GROSS FLOOR AREA

AREA TYPE	SQ M	SQ FT
PARKING	9,132	98,278
COMMERCIAL	-	-
COMMON	2,661	28,637
LOCATIVE	11,956	128,670
BALCONIES	2,916	31,381
SHARE INT	315	3,390
SHARE EXT	878	9,449
TOTAL	**27,858**	**299,807**

PARKING RATES

TYPE	REQUIRED	PROVIDED
RESIDENTIAL	69	146
VISITOR	28	28
TOTAL	**97**	**174**

RESIDENTIAL: 0.5 / UNIT

VISITOR: 0.2 / UNIT AFTER 12 MAX 60.

RETAIL STORE: 2.5 / 100 sq m GFA
RESTAURANT: 6 / 100 sq m GFA

BALCONIES AREA

LEVEL	AREA
LEVEL 01:	275 sq m/9 units = 30.55 sq m
LEVEL 02:	306 sq m/13 units = 23.53 sq m
LEVEL 03:	218 sq m/13 units = 16.76 sq m
LEVEL 04:	210 sq m/13 units = 16.15 sq m
LEVEL 05:	223 sq m/13 units = 17.15 sq m
LEVEL 06:	204 sq m/13 units = 15.69 sq m
LEVEL 07:	223 sq m/13 units = 17.15 sq m
LEVEL 08:	204 sq m/13 units = 15.69 sq m
LEVEL 09:	223 sq m/13 units = 17.15 sq m
LEVEL 10:	191 sq m/11 units = 17.36 sq m
LEVEL 11:	171 sq m/11 units = 15.54 sq m
LEVEL 12:	171 sq m/11 units = 15.54 sq m
LEVEL 13:	298 sq m/9 units = 33.11 sq m
TOTAL AREA	**2,916 sq m/154 units = 18.93 sq m**

REQUIRED	PROVIDED
3* sq m / UNIT OF PRIVATE SPACE:	18.93 sq m / UNIT
3* sq m / UNIT OF SHARED SPACE:	7.74 sq m / UNIT

*6 sq m / UNIT WHERE 50% IS COMMUNIAL.

UNITS TYPOLOGY

UNIT TYPE	TOTAL COUNT	%
STUDIO	16	10
1 BDR	52	34
1 BDR + DEN	21	14
2 BDR	64	42
2 BDR + DEN	-	-
3 BDR	1	1
TOTAL	**154**	**100**

BICYCLE PARKING RATES

TYPE	REQUIRED	PROVIDED
RESIDENTIAL	77	77
TOTAL	**77**	**77**

COMMERCIAL: 1 / 250 sq m OF GFA

RESIDENTIAL: 0.5 / UNIT

ST. LAURENT DEVELOPMENT

11. TOWER 03

ARCHITECTS

DEVELOPER

URBAN PLANNER

PROJECT NUMBER : 20005

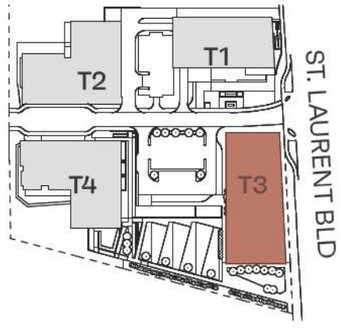
DATE: 2024-02-01

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

TOWER 03
LEVEL 01

STUDIO:	-
1 BDR:	-
1 BDR + DEN:	-
2 BDR:	-
2 BDR + DEN:	-
3 BDR:	
COMMON SPACE	
TOTAL UNITS:	-



5 0 5 10m
SCALE

NORTH

ST. LAURENT BOULEVARD

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | GROUPE Heafey GROUP | FOTENN

ARCHITECTS | DEVELOPER | URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

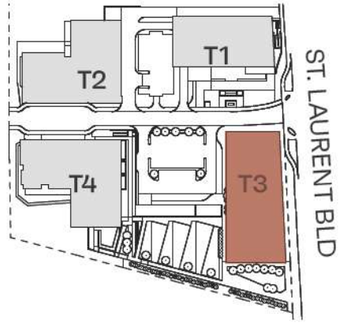
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

TOWER 03
LEVEL 02

STUDIO:	-
1 BDR:	-
1 BDR + DEN:	-
2 BDR:	-
2 BDR + DEN:	-
3 BDR:	-
COMMON SPACE	
TOTAL UNITS:	-



SCALE 5 0 5 10m

NORTH

ST. LAURENT BOULEVARD

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ARCHITECTS
Groupe Heafey | DEVELOPER
FOTENN | URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

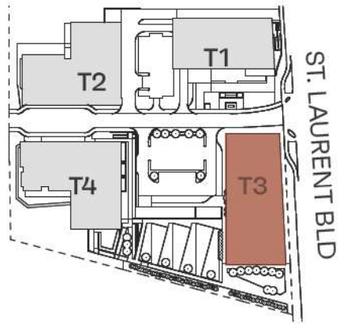
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

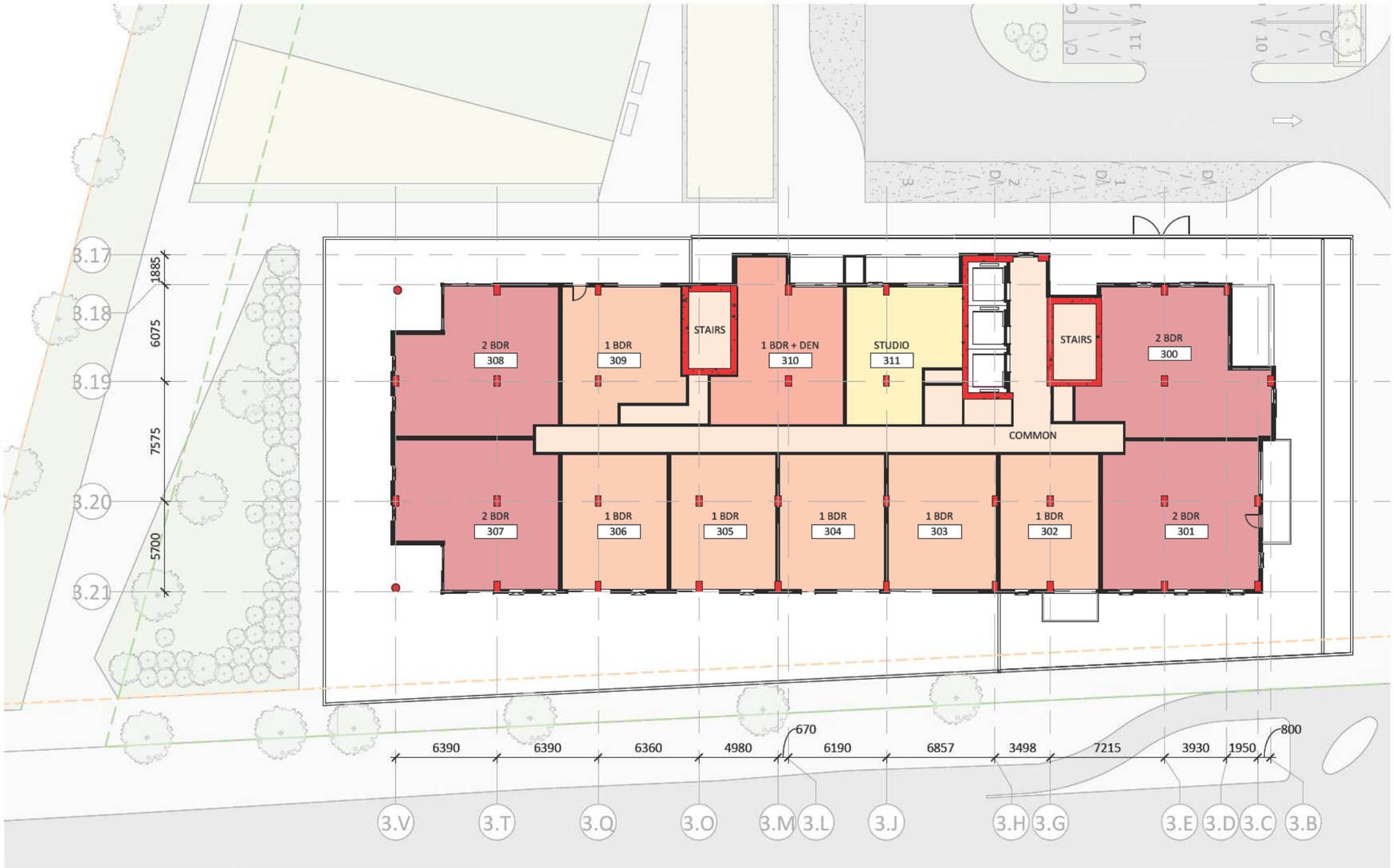
TOWER 03
LEVEL 03

	STUDIO:	1 UN
	1 BDR:	6 UN
	1 BDR + DEN:	1 UN
	2 BDR:	4 UN
	2 BDR + DEN:	-
	3 BDR:	-
	COMMON SPACE	
	TOTAL UNITS:	12 UN



SCALE 5 0 5 10m

NORTH



ST. LAURENT BOULEVARD

ARCHITECTS: PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES + ASSOCIÉS
DEVELOPER: GROUPE Heafey GROUP
URBAN PLANNER: FOTENN

PROJECT NUMBER : 20005

DATE: 2024-02-01

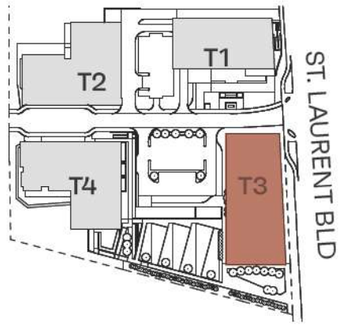
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

TOWER 03
LEVEL 04 TO 12

	STUDIO:	1 UN
	1 BDR:	4 UN
	1 BDR + DEN:	2 UN
	2 BDR:	5 UN
	2 BDR + DEN:	-
	3 BDR:	-
	COMMON SPACE	
	TOTAL UNITS:	12 UN



SCALE 5 0 5 10m

NORTH

ST. LAURENT BOULEVARD

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES + ASSOCIÉS — ARCHITECTS
Groupe Heafey — DEVELOPER
FOTENN — URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

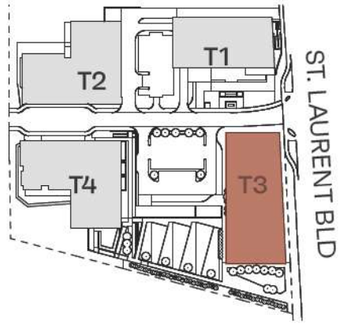
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

TOWER 03
LEVEL 13 TO 18

	STUDIO:	1 UN
	1 BDR:	2 UN
	1 BDR + DEN:	2 UN
	2 BDR:	4 UN
	2 BDR + DEN:	1 UN
	3 BDR:	-
	COMMON SPACE	
	TOTAL UNITS:	10 UN



SCALE 5 0 5 10m

NORTH

ST. LAURENT BOULEVARD

ARCHITECTS: PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ASSOCIÉS
DEVELOPER: GROUPE Heafey GROUP
URBAN PLANNER: FOTENN

PROJECT NUMBER : 20005
DATE: 2024-02-01

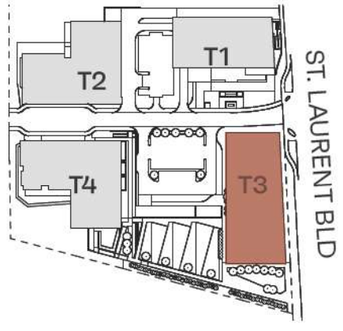
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

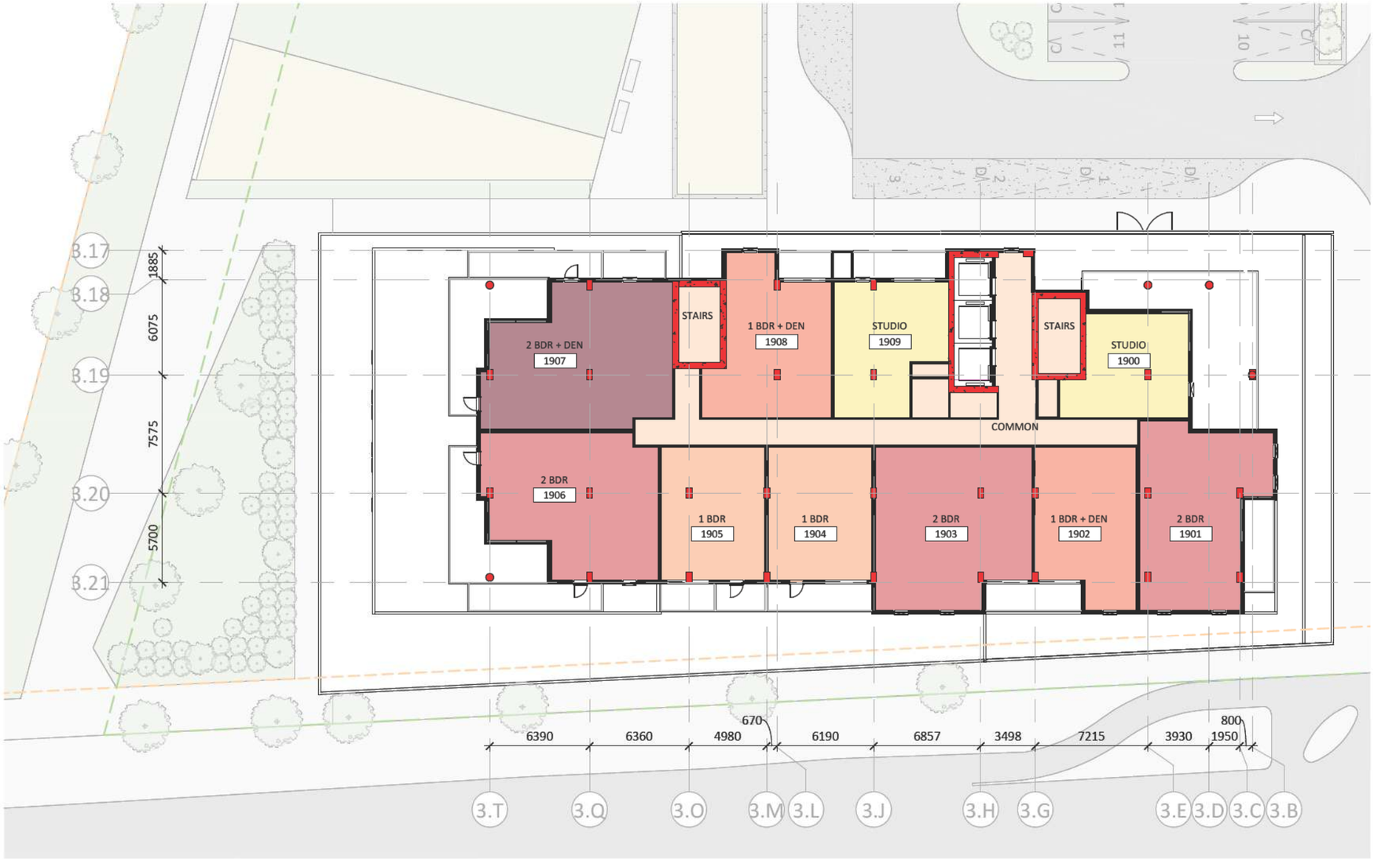
TOWER 03
LEVEL 19 TO 20

	STUDIO:	2 UN
	1 BDR:	2 UN
	1 BDR + DEN:	2 UN
	2 BDR:	3 UN
	2 BDR + DEN:	1 UN
	3 BDR:	-
	COMMON SPACE	
	TOTAL UNITS:	10 UN



SCALE 5 0 5 10m

NORTH



ST. LAURENT BOULEVARD

ARCHITECTS | DEVELOPER | URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

TOWER 03
STATISTICS

GROSS FLOOR AREA

AREA TYPE	SQ M	SQ FT
PARKING	8,335	89,701
COMMERCIAL	2,026	23,803
COMMON	3,741	40,260
LOCATIVE	15,775	169,770
BALCONIES	2,731	29,391
SHARE INT	125	1,345
SHARE EXT	482	5,187
TOTAL	**33,215**	**357,459**

PARKING RATES

TYPE	REQUIRED	PROVIDED
RETAIL	51	76
RESIDENTIAL	69	192
VISITOR	38	38
TOTAL	**158**	**309**

RESIDENTIAL: 0.5 / UNIT

VISITOR: 0.2 / UNIT AFTER 12 MAX 60.

RETAIL STORE: 2.5 / 100 sq m GFA
RESTAURANT: 6 / 100 sq m GFA

BALCONIES AREA

LEVEL	AREA
LEVEL 01:	-
LEVEL 02:	-
LEVEL 03:	217 sq m/12 units = 18.08 sq m
LEVEL 04:	128 sq m/12 units = 10.66 sq m
LEVEL 05:	156 sq m/12 units = 13.00 sq m
LEVEL 06:	153 sq m/12 units = 12.75 sq m
LEVEL 07:	153 sq m/12 units = 12.75 sq m
LEVEL 08:	153 sq m/12 units = 12.75 sq m
LEVEL 09:	153 sq m/12 units = 12.75 sq m
LEVEL 10:	153 sq m/12 units = 12.75 sq m
LEVEL 11:	153 sq m/12 units = 12.75 sq m
LEVEL 12:	171 sq m/10 units = 17.10 sq m
LEVEL 13:	135 sq m/10 units = 13.50 sq m
LEVEL 14:	130 sq m/10 units = 13.00 sq m
LEVEL 15:	135 sq m/10 units = 13.50 sq m
LEVEL 16:	130 sq m/10 units = 13.00 sq m
LEVEL 17:	135 sq m/10 units = 13.50 sq m
LEVEL 18:	176 sq m/10 units = 17.60 sq m
LEVEL 19:	148 sq m/10 units = 14.80 sq m
LEVEL 20:	
TOTAL AREA	**2,731 sq m/200 units = 13.65 sq m**

REQUIRED	PROVIDED
3 sq m / UNIT OF PRIVATE SPACE:	13.65 sq m / UNIT
3 sq m / UNIT OF SHARED SPACE:	3.04 sq m / UNIT

*6 sq m / UNIT WHERE 50% IS COMMUNIAL.

UNITS TYPOLOGY

UNIT TYPE	TOTAL COUNT	%
STUDIO	20	10
1 BDR	58	29
1 BDR + DEN	35	18
2 BDR	79	40
2 BDR + DEN	8	4
3 BDR	-	-
TOTAL	**200**	**100**

BICYCLE PARKING RATES

TYPE	REQUIRED	PROVIDED
RETAIL	9	9
RESIDENTIAL	100	101
TOTAL	**109**	**110**

COMMERCIAL: 1 / 250 sq m OF GFA

RESIDENTIAL: 0.5 / UNIT

ST. LAURENT DEVELOPMENT

12. TOWER 04

ARCHITECTS

DEVELOPER

URBAN PLANNER

PROJECT NUMBER : 20005

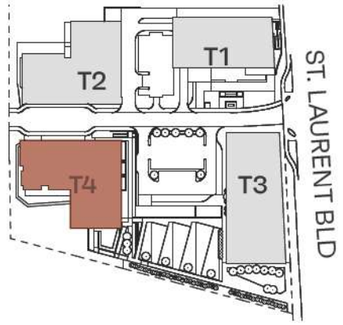
DATE: 2024-02-01

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

TOWER 04
LEVEL 01

STUDIO:	-
1 BDR:	4 UN
1 BDR + DEN:	2 UN
2 BDR:	1 UN
2 BDR + DEN:	-
3 BDR:	1 UN
COMMON SPACE	
TOTAL UNITS:	8 UN



5 0 5 10m
SCALE

NORTH

ST. LAURENT BOULEVARD

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ASSOCIÉS — ARCHITECTS
Groupe Heafey — DEVELOPER
FOTENN — URBAN PLANNER

PROJECT NUMBER : 20005
DATE: 2024-02-01

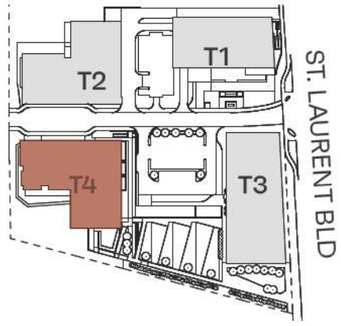
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

TOWER 04
LEVEL 02 TO 03

	STUDIO:	1 UN
	1 BDR:	4 UN
	1 BDR + DEN:	3 UN
	2 BDR:	5 UN
	2 BDR + DEN:	1 UN
	3 BDR:	-
	COMMON SPACE	
	TOTAL UNITS:	14 UN



SCALE 5 0 5 10m

NORTH

ST. LAURENT BOULEVARD

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ARCHITECTS
Groupe Heafey Group | DEVELOPER
FOTENN | URBAN PLANNER

PROJECT NUMBER : 20005
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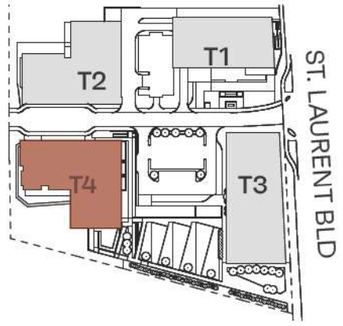
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

TOWER 04
LEVEL 04 TO 09

	STUDIO:	1 UN
	1 BDR:	3 UN
	1 BDR + DEN:	4 UN
	2 BDR:	5 UN
	2 BDR + DEN:	1 UN
	3 BDR:	-
	COMMON SPACE	
	TOTAL UNITS:	14 UN



SCALE 5 0 5 10m

NORTH

ST. LAURENT BOULEVARD

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ARCHITECTS
Groupe Heafey Group | DEVELOPER
FOTENN | URBAN PLANNER

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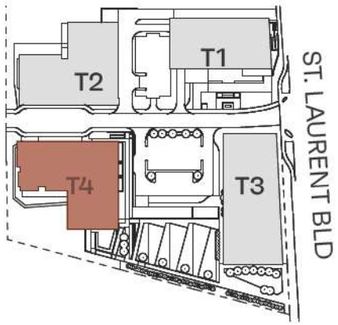
ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

TOWER 04
LEVEL 10 & 12

	STUDIO:	3 UN
	1 BDR:	2 UN
	1 BDR + DEN:	3 UN
	2 BDR:	3 UN
	2 BDR + DEN:	1 UN
	3 BDR:	-
	COMMON SPACE	
	TOTAL UNITS:	12 UN



5 0 5 10m
SCALE

NORTH

ST. LAURENT BOULEVARD

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ARCHITECTS
Groupe Heafey | DEVELOPER
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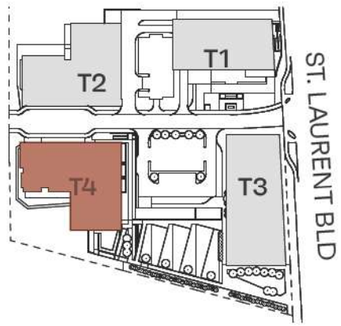
ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

TOWER 04
LEVEL 13

	STUDIO:	1 UN
	1 BDR:	2 UN
	1 BDR + DEN:	1 UN
	2 BDR:	1 UN
	2 BDR + DEN:	-
	3 BDR:	2 UN
	COMMON SPACE	
	TOTAL UNITS:	7 UN



5 0 5 10m
SCALE

NORTH

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ASSOCIÉS — ARCHITECTS
Groupe Heafey — DEVELOPER
FOTENN — URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

TOWER 04
STATISTICS

GROSS FLOOR AREA

AREA TYPE	SQ M	SQ FT
PARKING	9,285	99,925
COMMERCIAL	-	-
COMMON	2,965	31,909
LOCATIVE	12,933	139,184
BALCONIES	2,882	31,016
SHARE INT	416	4,476
SHARE EXT	877	9,438
TOTAL	**29,358**	**315,950**

PARKING RATES

TYPE	REQUIRED	PROVIDED
RESIDENTIAL	73	160
VISITOR	30	30
TOTAL	**103**	**190**

RESIDENTIAL: 0.5 / UNIT

VISITOR: 0.2 / UNIT AFTER 12 MAX 60.

RETAIL STORE: 2.5 / 100 sq m GFA
RESTAURANT: 6 / 100 sq m GFA

BALCONIES AREA

LEVEL	AREA
LEVEL 01:	264 sq m/8 units = 33.00 sq m
LEVEL 02:	271 sq m/14 units = 19.35 sq m
LEVEL 03:	220 sq m/14 units = 15.71 sq m
LEVEL 04:	210 sq m/14 units =15.00 sq m
LEVEL 05:	223 sq m/14 units = 15.92 sq m
LEVEL 06:	202 sq m/14 units = 14.42 sq m
LEVEL 07:	223 sq m/14 units = 15.92 sq m
LEVEL 08:	202 sq m/14 units = 14.42 sq m
LEVEL 09:	223 sq m/14 units = 15.92 sq m
LEVEL 10:	207 sq m/12 units = 17.25 sq m
LEVEL 11:	163 sq m/12 units = 13.58 sq m
LEVEL 12:	149 sq m/12 units = 12.41 sq m
LEVEL 13:	326 sq m/7 units = 46.57 sq m
TOTAL AREA	**2,882 sq m/163units = 17.68 sq m**

REQUIRED	PROVIDED
3 sq m / UNIT OF PRIVATE SPACE:	17.68 sq m / UNIT
3 sq m / UNIT OF SHARED SPACE:	7.93 sq m / UNIT

*6 sq m / UNIT WHERE 50% IS COMMUNIAL.

UNITS TYPOLOGY

UNIT TYPE	TOTAL COUNT	%
STUDIO	18	11
1 BDR	38	23
1 BDR + DEN	42	26
2 BDR	51	31
2 BDR + DEN	11	7
3 BDR	8	2
TOTAL	**163**	**100**

BICYCLE PARKING RATES

TYPE	REQUIRED	PROVIDED
RESIDENTIAL	82	92
TOTAL	**82**	**92**

COMMERCIAL: 1 / 250 sq m OF GFA

RESIDENTIAL: 0.5 / UNIT

ST. LAURENT DEVELOPMENT

13. BUILDING ELEVATIONS

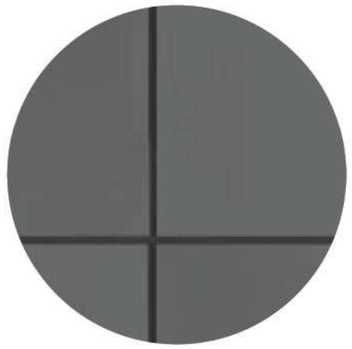
ST. LAURENT DEV.

ELEVATIONS MATERIALS

1. MASONRY BRICK

2. COVER STONE

3. LIGHT METAL SIDING



4. DARK METAL SIDING

5. SHINY METAL SIDING

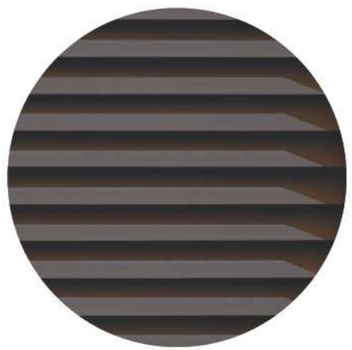
6. WOOD TEXTURED METAL

7. BALCONY METAL SIDING

8. DARK CONCRETE

9. COLOURED SANDED GLASS

10. CURTAIN WALL



11. METAL LOUVRES

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

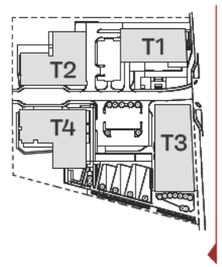
EAST ELEVATION
TW 01 & 03

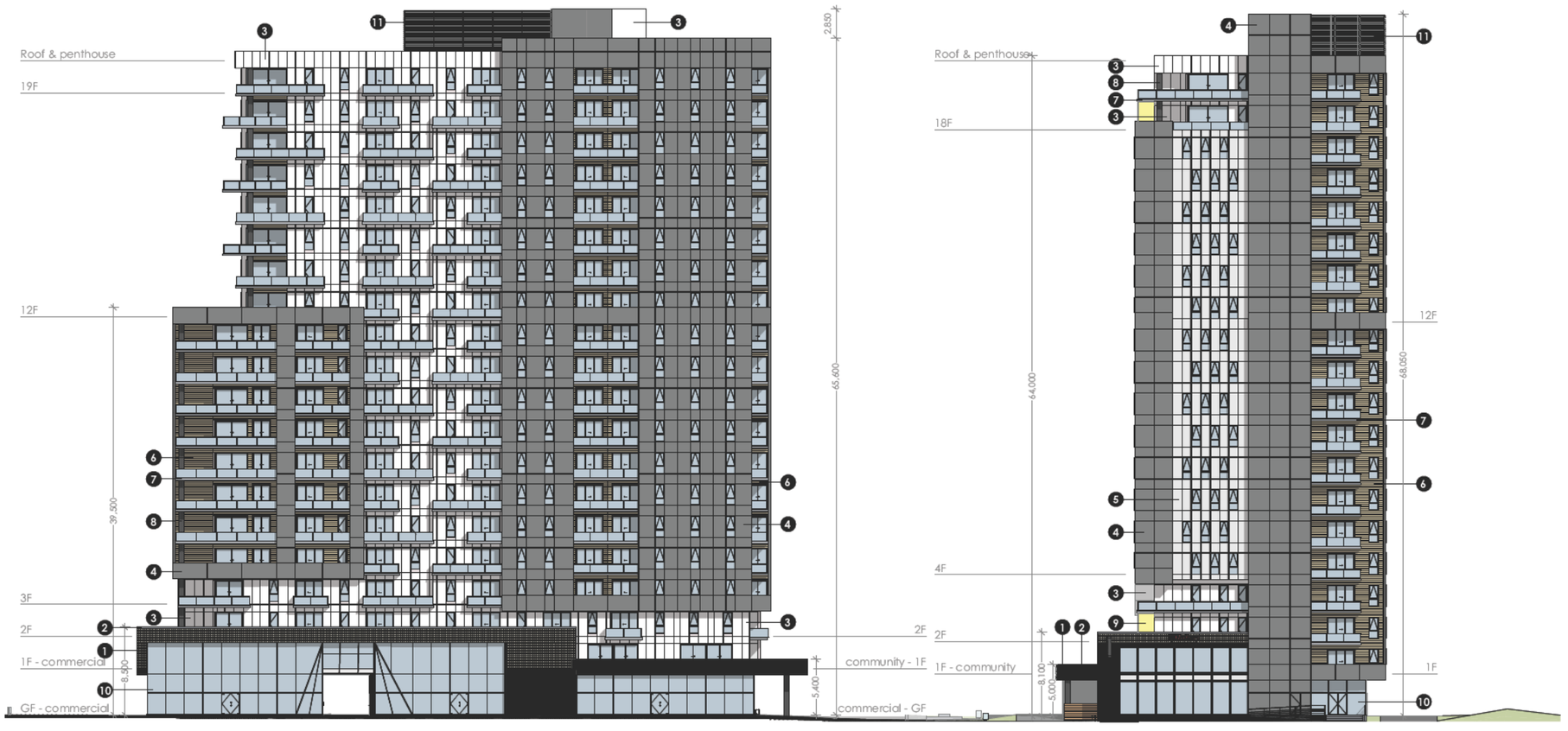
TOWER 03
WEST FACADE

Total surface		**3619 m²**	
Openings / curtain walls		1346 m²	37%
Solid surfaces		2273 m²	
Masonry - brick		148 m²	4%
Metal siding - light tone	695 m²		
Metal siding - dark tone	1049 m²		
Metal siding - shiny	4 m²	2125 m²	59%
Metal siding - wood texture	284 m²		
Metal siding - balcony side	94 m²		

TOWER 01
WEST FACADE

Total surface		**1606 m²**	
Openings / curtain walls		369 m²	23%
Solid surfaces		1237 m²	
Masonry - brick		52 m²	3%
Metal siding - light tone	72 m²		
Metal siding - dark tone	632 m²		
Metal siding - shiny	242 m²	1185 m²	74%
Metal siding - wood texture	218 m²		
Metal siding - balcony side	21 m²		





TOWER 03 TOWER 01

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES ET ASSOCIÉS — ARCHITECTS
Groupe Heafey — DEVELOPER
FOTENN — URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

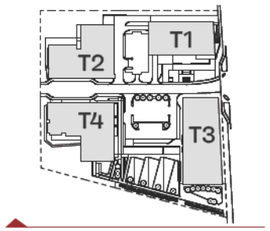
SOUTH ELEVATION
TOWER 04 & 03

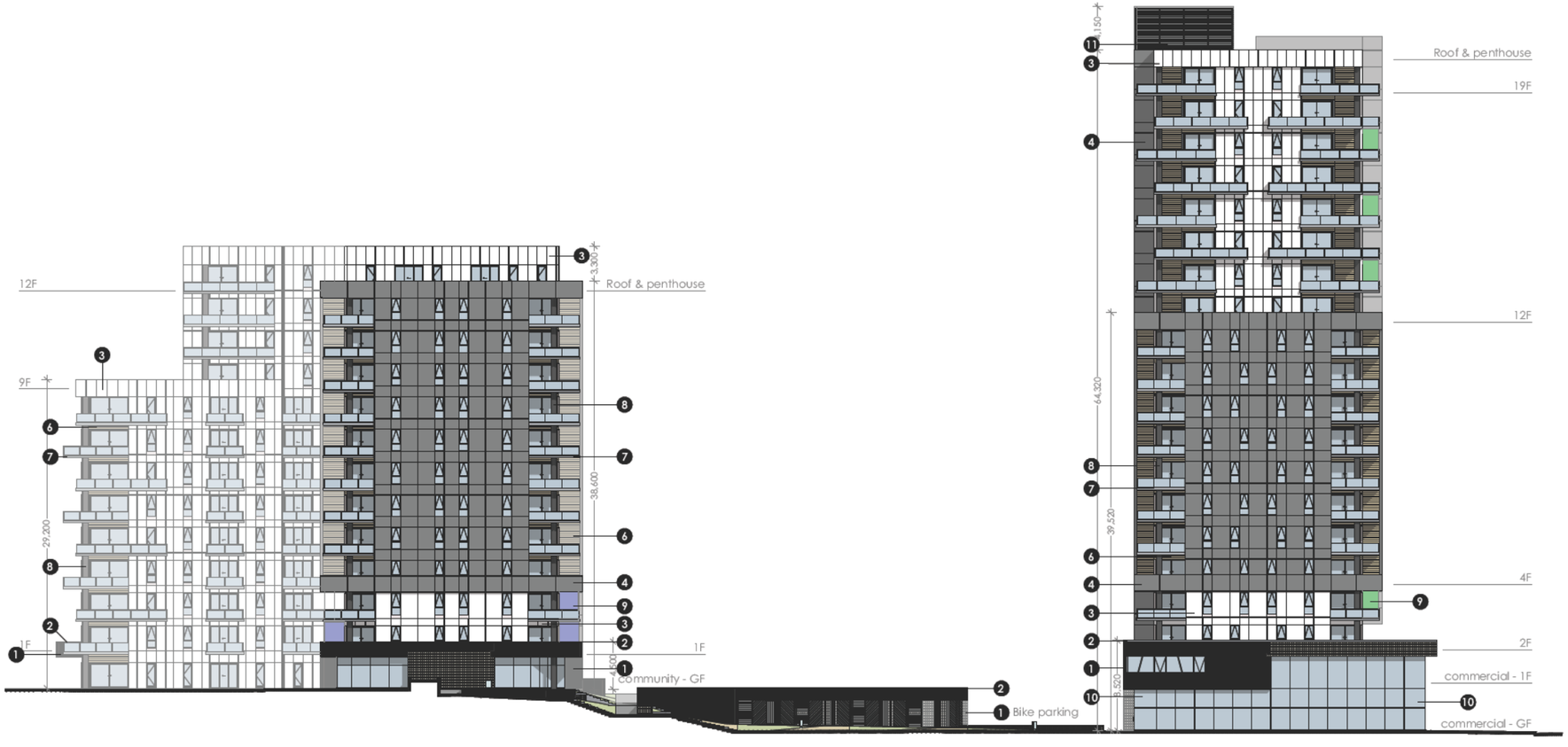
TOWER 04
SOUTH FACADE

Total surface		**1862 m²**	
Openings / curtain walls		580 m²	31%
Solid surfaces		1282 m²	
Masonry - brick		74 m²	4%
Metal siding - light tone	606 m²		
Metal siding - dark tone	418 m²		
Metal siding - shiny	0 m²	1207 m²	65%
Metal siding - wood texture	136 m²		
Metal siding - balcony side	46 m²		

TOWER 03
SOUTH FACADE

Total surface		**1603 m²**	
Openings / curtain walls		522 m²	33%
Solid surfaces		1082 m²	
Masonry - brick		79 m²	5%
Metal siding - light tone	250 m²		
Metal siding - dark tone	502 m²		
Metal siding - shiny	0 m²	1003 m²	63%
Metal siding - wood texture	213 m²		
Metal siding - balcony side	39 m²		





TOWER 04 TOWER 03

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

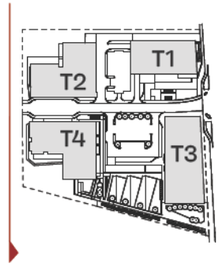
WEST ELEVATION
TW 02 & 04

TOWER 02
WEST FACADE

Total surface		**1633 m²**	
Openings / curtain walls		440 m²	27%
Solid surfaces		1193 m²	
Masonry - brick		53 m²	3%
Metal siding - light tone	568 m²		
Metal siding - dark tone	251 m²		
Metal siding - shiny	0 m²	1140 m²	70%
Metal siding - wood texture	268 m²		
Metal siding - balcony side	53 m²		

TOWER 04
WEST FACADE

Total surface		**1763 m²**	
Openings / curtain walls		529 m²	30%
Solid surfaces		1234 m²	
Masonry - brick		67 m²	4%
Metal siding - light tone	596 m²		
Metal siding - dark tone	245 m²		
Metal siding - shiny	0 m²	1167 m²	66%
Metal siding - wood texture	268 m²		
Metal siding - balcony side	58 m²		



TOWER 02

TOWER 04

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ARCHITECTS
Groupe Heafey | DEVELOPER
FOTENN | URBAN PLANNER

PROJECT NUMBER : 20005

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D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

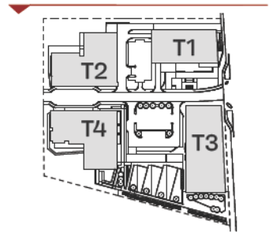
NORTH ELEVATION
TW 01 & 02

TOWER 01
NORTH FACADE

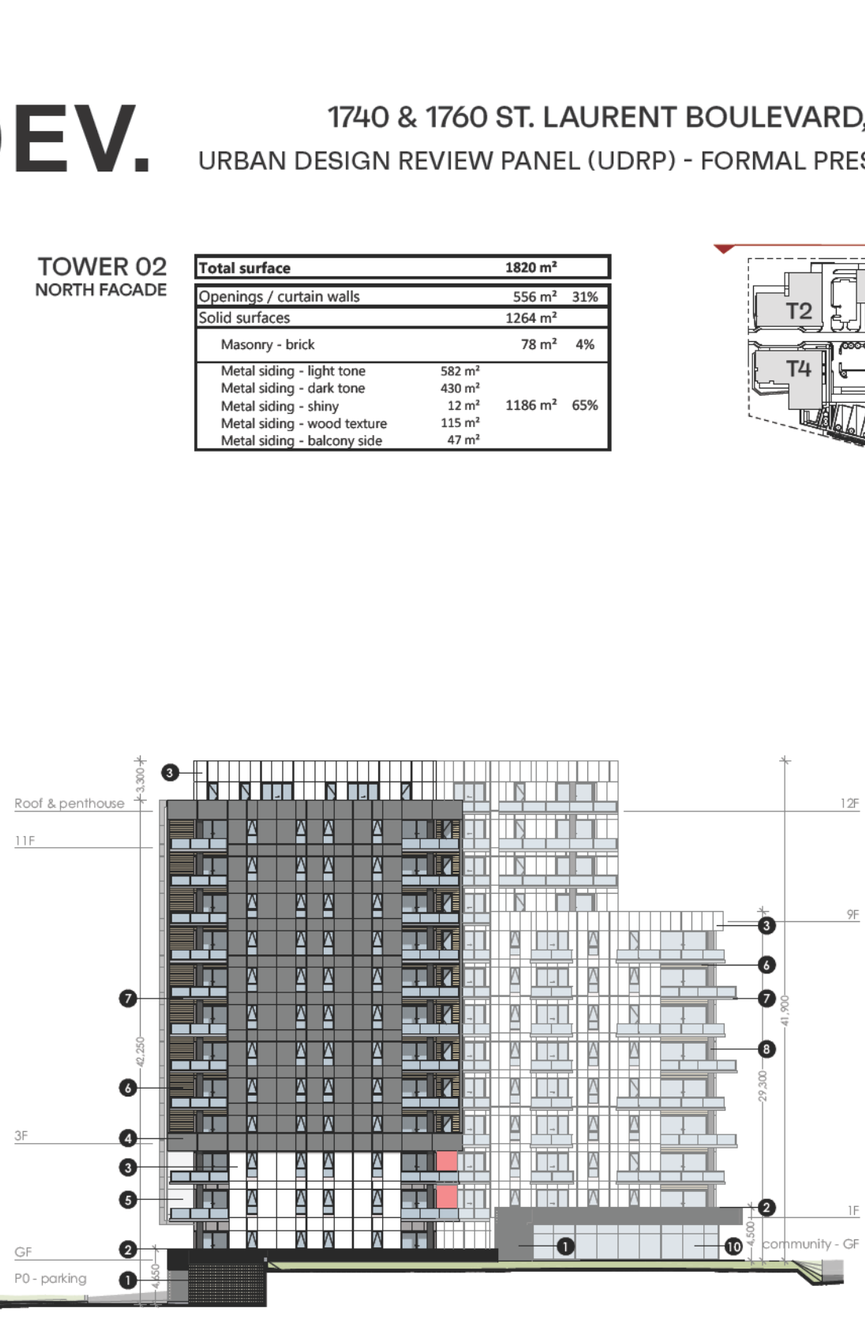
Total surface		3041 m²	
Openings / curtain walls		811 m²	27%
Solid surfaces		2230 m²	
Masonry - brick		34 m²	1%
Metal siding - light tone	551 m²		
Metal siding - dark tone	1054 m²		
Metal siding - shiny	0 m²	2196 m²	72%
Metal siding - wood texture	508 m²		
Metal siding - balcony side	84 m²		

TOWER 02
NORTH FACADE

Total surface		1820 m²	
Openings / curtain walls		556 m²	31%
Solid surfaces		1264 m²	
Masonry - brick		78 m²	4%
Metal siding - light tone	582 m²		
Metal siding - dark tone	430 m²		
Metal siding - shiny	12 m²	1186 m²	65%
Metal siding - wood texture	115 m²		
Metal siding - balcony side	47 m²		



TOWER 01



TOWER 02

PMA ARCHITECTES
LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
ARCHITECTS

GROUPE Heafey GROUP
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

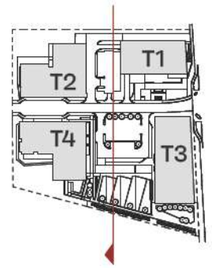
INNER EAST ELEVATION
TW 02 & 04

TOWER 04
EAST FACADE

Total surface		**1761 m²**	
Openings / curtain walls		629 m²	36%
Solid surfaces		1132 m²	
Masonry - brick		53 m²	3%
Metal siding - light tone	361 m²		
Metal siding - dark tone	427 m²		
Metal siding - shiny	0 m²	1079 m²	61%
Metal siding - wood texture	238 m²		
Metal siding - balcony side	52 m²		

TOWER 02
EAST FACADE

Total surface		**1789 m²**	
Openings / curtain walls		494 m²	28%
Solid surfaces		1295 m²	
Masonry - brick		133 m²	7%
Metal siding - light tone	542 m²		
Metal siding - dark tone	208 m²		
Metal siding - shiny	202 m²	1162 m²	65%
Metal siding - wood texture	167 m²		
Metal siding - balcony side	43 m²		



TOWER 04 TOWER 02

PMA ARCHITECTES
LAPALME RHEAULT ARCHITECTES ET ASSOCIÉS
ARCHITECTS

Groupe Heafey Group
DEVELOPER

FOTENN
URBAN PLANNER

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

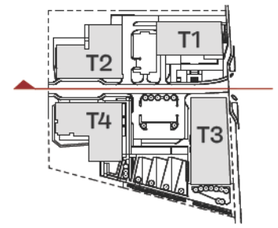
INNER SOUTH ELEVATION
TW 01 & 02

TOWER 02
SOUTH FACADE

Total surface		**1882 m²**	
Openings / curtain walls		561 m²	30%
Solid surfaces		1322 m²	
Masonry - brick		109 m²	6%
Metal siding - light tone	518 m²		
Metal siding - dark tone	356 m²		
Metal siding - shiny	0 m²	1212 m²	64%
Metal siding - wood texture	284 m²		
Metal siding - balcony side	54 m²		

TOWER 01
SOUTH FACADE

Total surface		**3063 m²**	
Openings / curtain walls		1067 m²	35%
Solid surfaces		1996 m²	
Masonry - brick		165 m²	5%
Metal siding - light tone	758 m²		
Metal siding - dark tone	640 m²		
Metal siding - shiny	0 m²	1831 m²	60%
Metal siding - wood texture	334 m²		
Metal siding - balcony side	100 m²		



TOWER 02

TOWER 01

PMA ARCHITECTES
LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
ARCHITECTS

Groupe Heafey
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

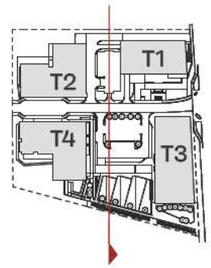
INNER WEST ELEVATION
TW 01 & 03

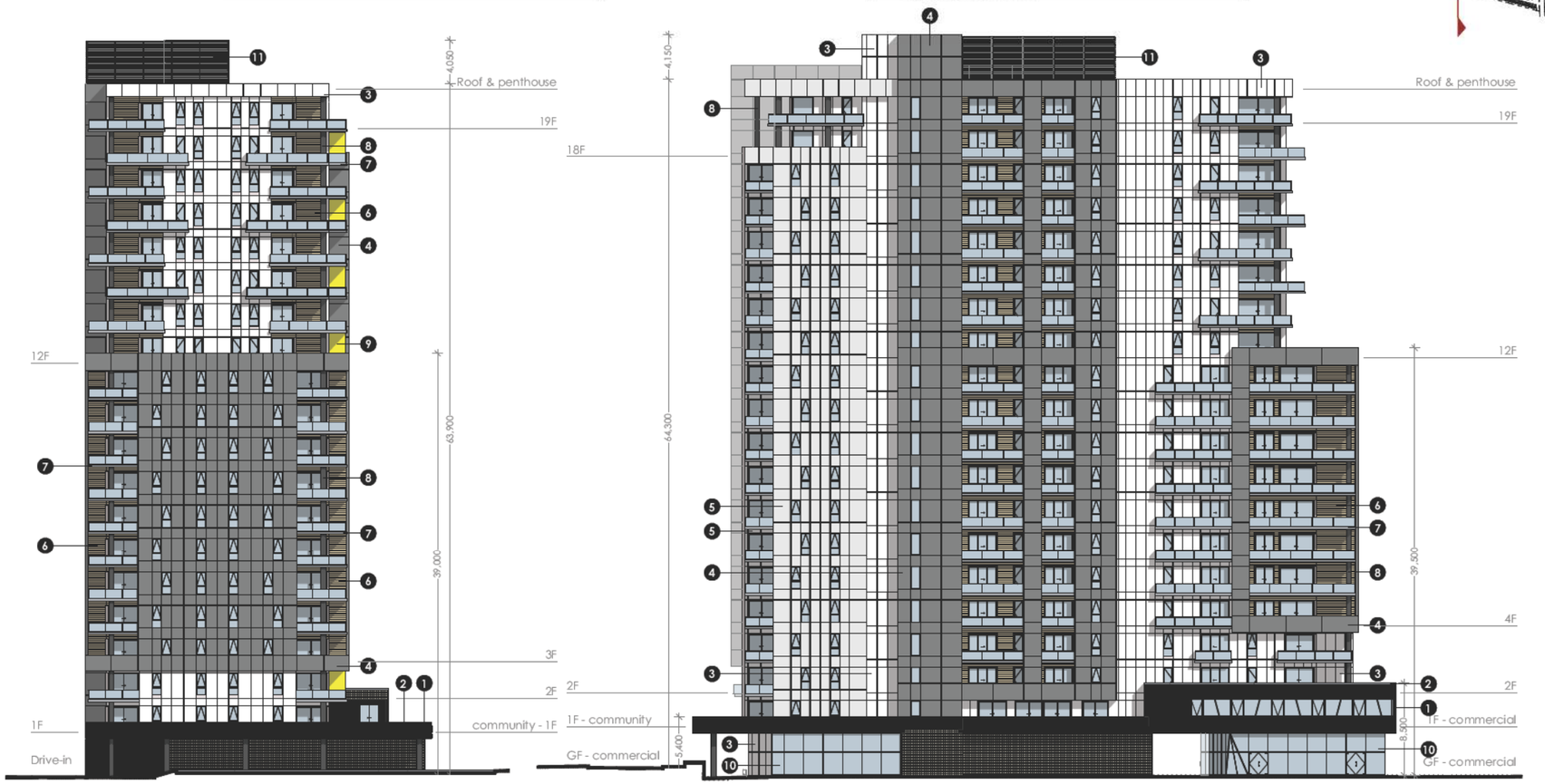
TOWER 01
WEST FACADE

Total surface		**1600 m²**	
Openings / curtain walls		381 m²	24%
Solid surfaces		1219 m²	
Masonry - brick		156 m²	10%
Metal siding - light tone	260 m²		
Metal siding - dark tone	518 m²		
Metal siding - shiny	0 m²	1063 m²	66%
Metal siding - wood texture	246 m²		
Metal siding - balcony side	38 m²		

TOWER 03
WEST FACADE

Total surface		**3622 m²**	
Openings / curtain walls		960 m²	26%
Solid surfaces		2663 m²	
Masonry - brick		228 m²	6%
Metal siding - light tone	745 m²		
Metal siding - dark tone	846 m²		
Metal siding - shiny	461 m²	2434 m²	67%
Metal siding - wood texture	306 m²		
Metal siding - balcony side	77 m²		





TOWER 01 TOWER 03

PMA ARCHITECTES
LAPALME RHEAULT ARCHITECTES ! ASSOCIÉS
ARCHITECTS

Heafey GROUPE GROUP
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005
DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

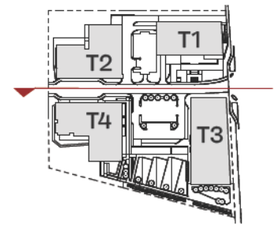
INNER NORTH ELEVATION
TW 03 & 04

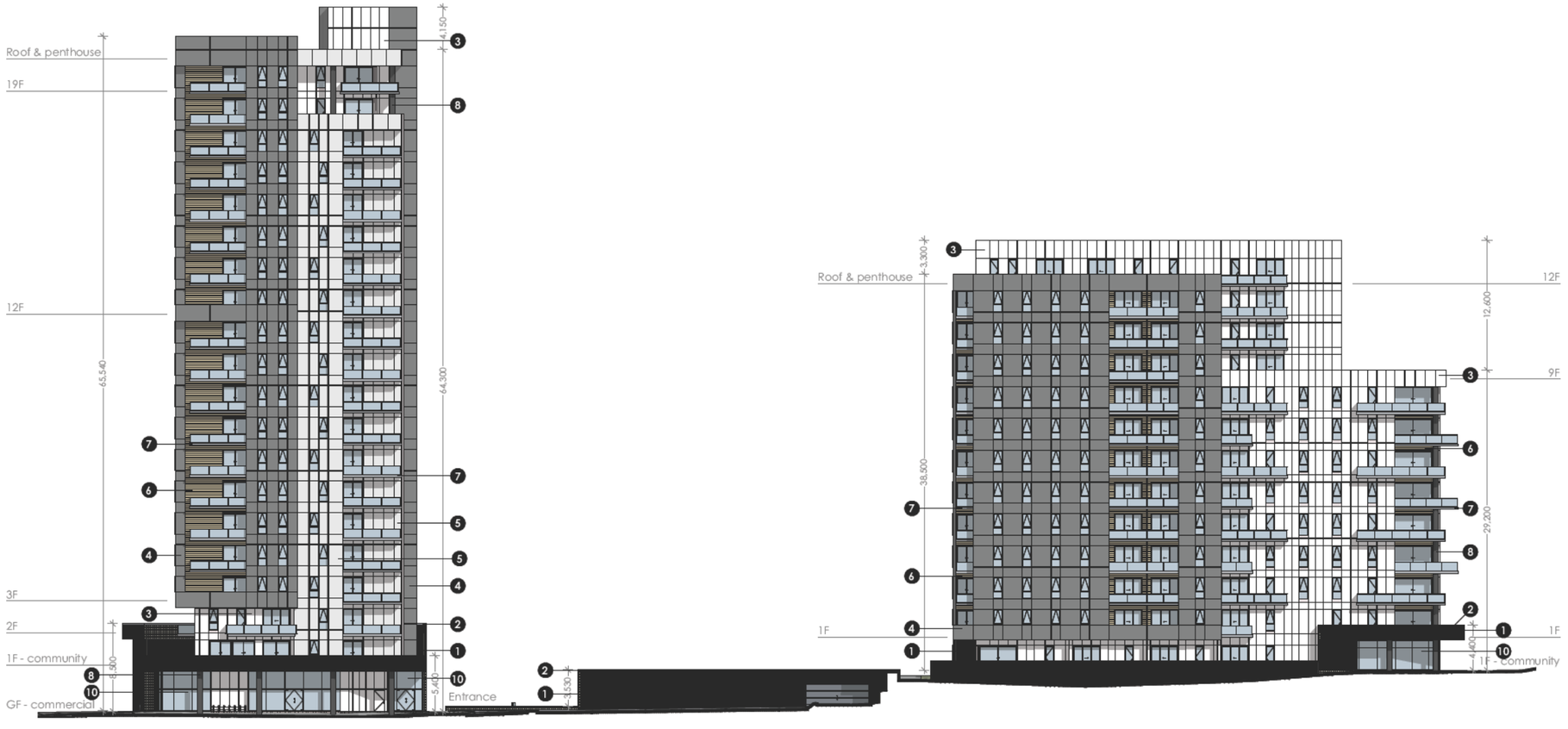
TOWER 03
NORTH FACADE

Total surface		**1590 m²**	
Openings / curtain walls		371 m²	23%
Solid surfaces		1219 m²	
Masonry - brick		63 m²	4%
Metal siding - light tone	71 m²		
Metal siding - dark tone	411 m²		
Metal siding - shiny	451 m²	1156 m²	73%
Metal siding - wood texture	186 m²		
Metal siding - balcony side	37 m²		

TOWER 04
NORTH FACADE

Total surface		**1878 m²**	
Openings / curtain walls		542 m²	29%
Solid surfaces		1336 m²	
Masonry - brick		112 m²	6%
Metal siding - light tone	544 m²		
Metal siding - dark tone	551 m²		
Metal siding - shiny	0 m²	1223 m²	65%
Metal siding - wood texture	89 m²		
Metal siding - balcony side	39 m²		





TOWER 03 TOWER 04

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES ET ASSOCIÉS — ARCHITECTS
Groupe Heafey — DEVELOPER
FOTENN — URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEVELOPMENT

14. BUILDING CROSS SECTIONS

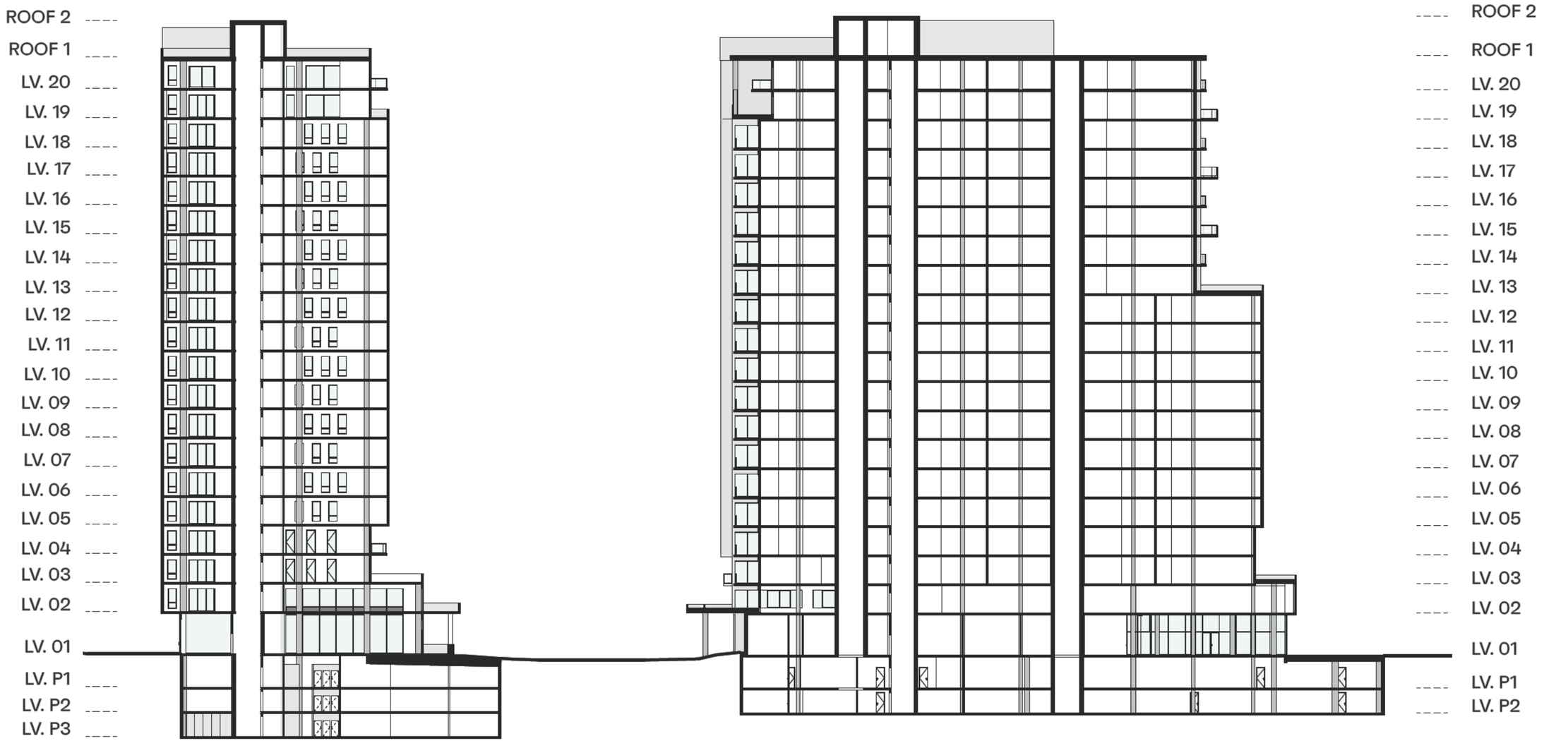
ARCHITECTS | DEVELOPER | URBAN PLANNER

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

SECTION AA



TOWER 01

TOWER 03

PMA ARCHITECTES
LAPALME RHEAULT ARCHITECTES | ASSOCIÉS
ARCHITECTS

Groupe Heafey
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

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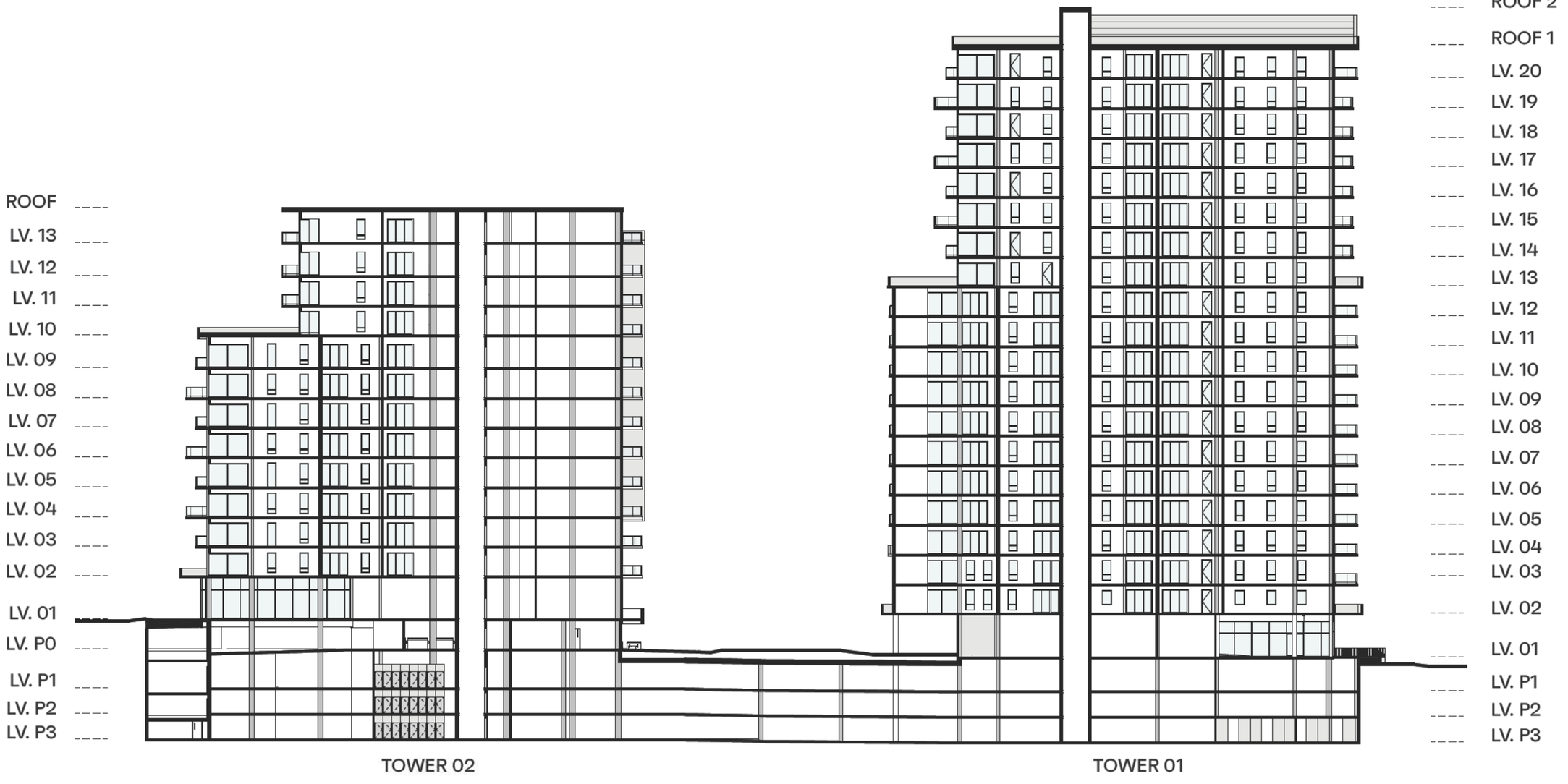
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

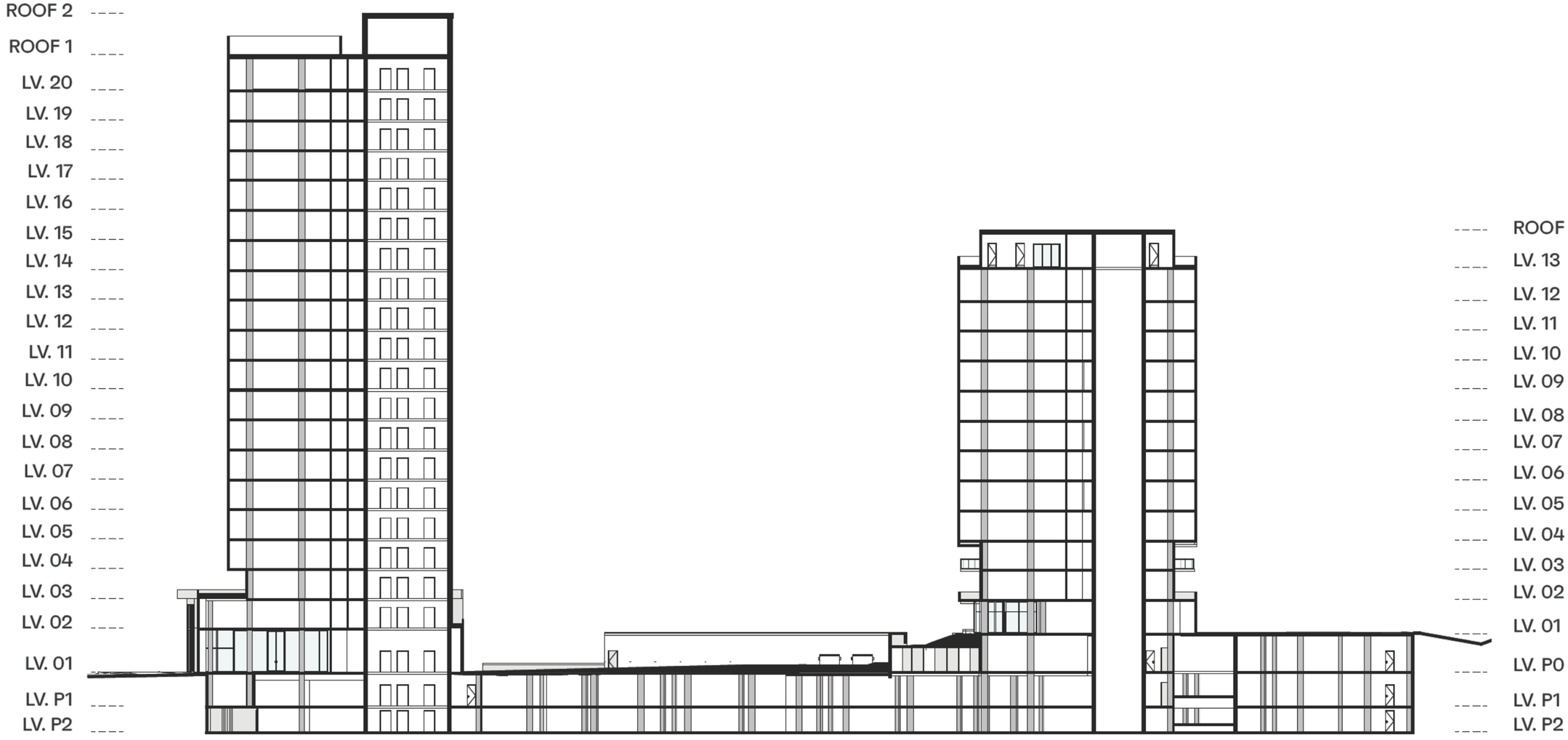
SECTION BB



ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

SECTION CC



ARCHITECTS | DEVELOPER | URBAN PLANNER

PROJECT NUMBER : 20005

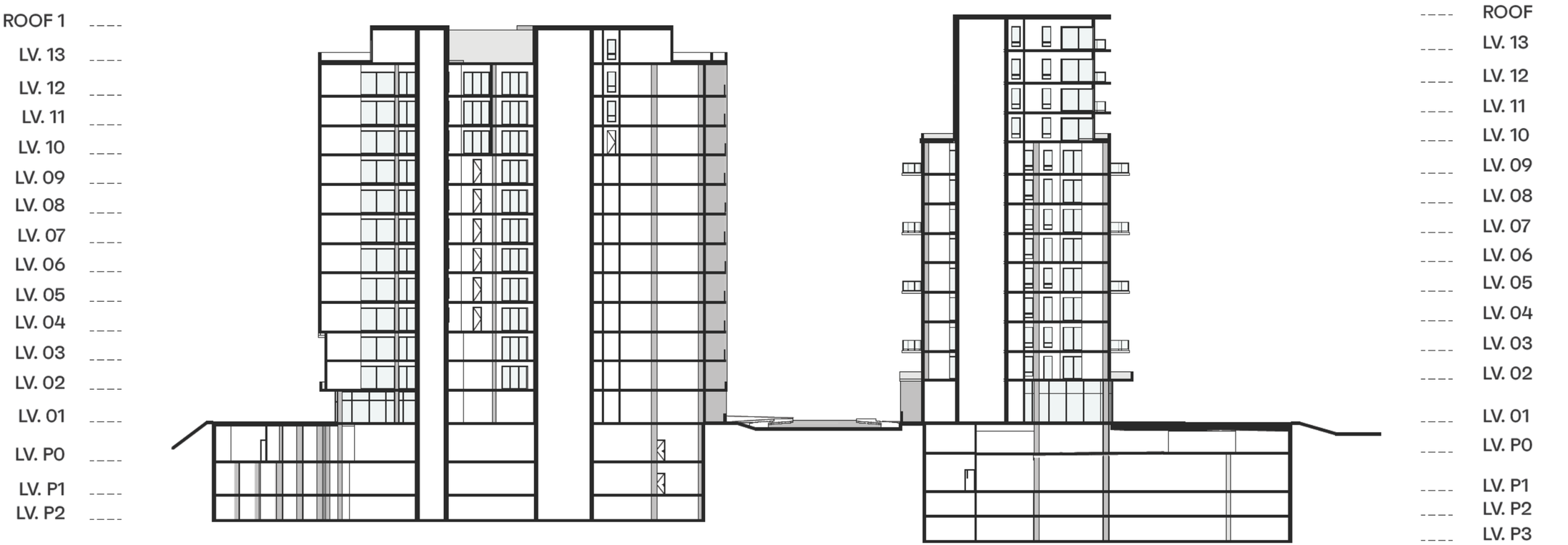
DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

SECTION DD



PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS — ARCHITECTS
Groupe Heafey — DEVELOPER
FOTENN — URBAN PLANNER

PROJECT NUMBER : 20005
DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEVELOPMENT

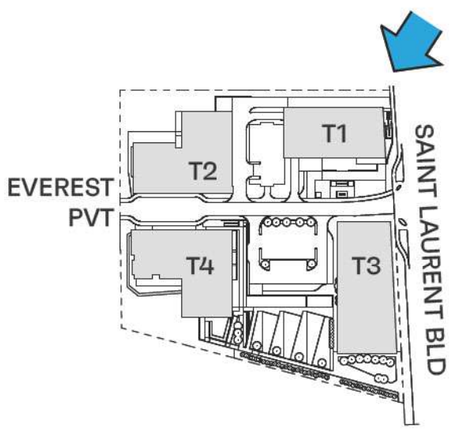
15. PROJECT RENDERINGS

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERINGS

Northeast view of tower 1



ARCHITECTS | DEVELOPER | URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

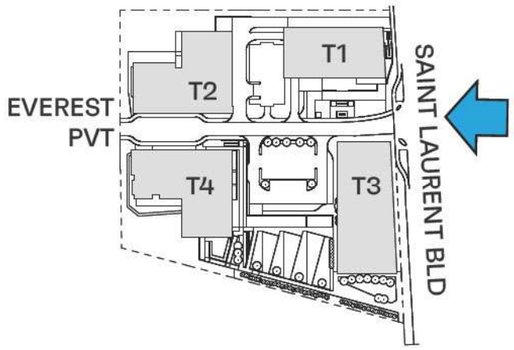
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERINGS

East view of the development's main acces



PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ARCHITECTS
Groupe Heafey | DEVELOPER
FOTENN | URBAN PLANNER

PROJECT NUMBER : 20005

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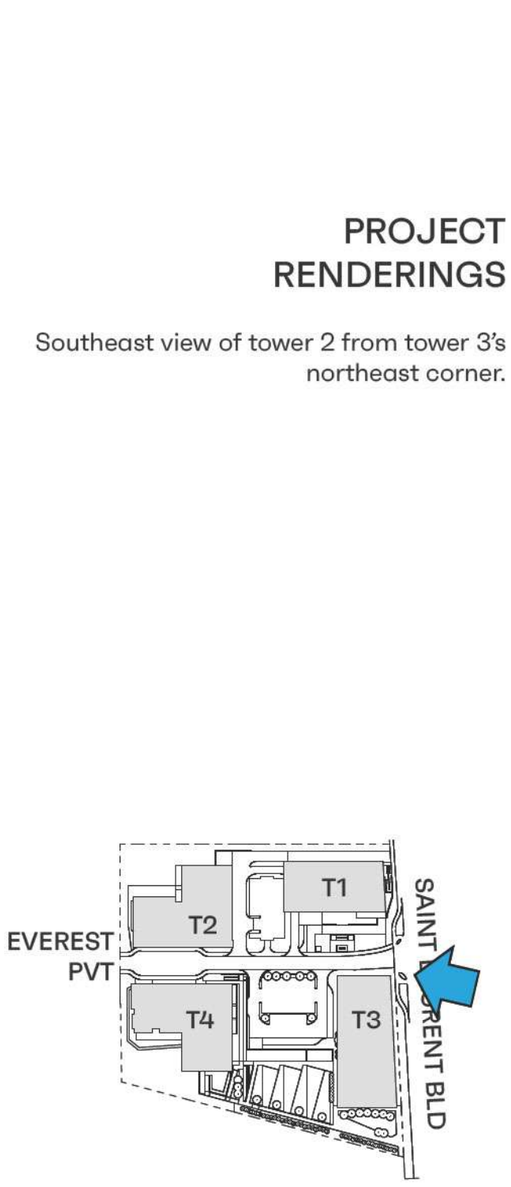
ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERINGS

Southeast view of tower 2 from tower 3's northeast corner.



PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES + ASSOCIÉS — ARCHITECTS
Groupe Heafey — DEVELOPER
FOTENN — URBAN PLANNER

PROJECT NUMBER : 20005

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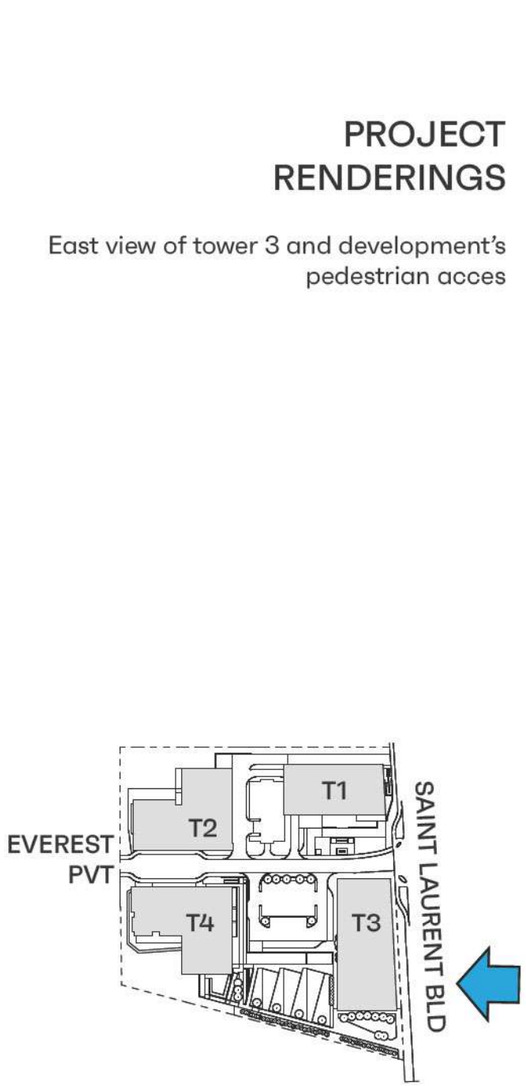
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERINGS

East view of tower 3 and development's pedestrian acces



PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ASSOCIÉS
ARCHITECTS

Groupe Heafey GROUP
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

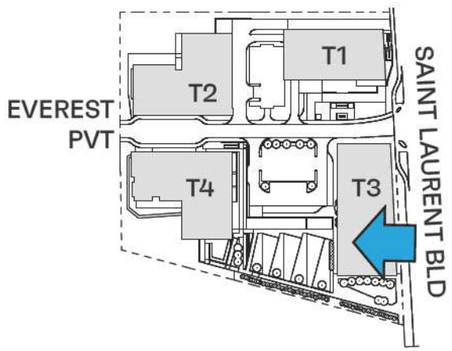
DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

PROJECT RENDERINGS

View from inside tower 3's pedestrian acces

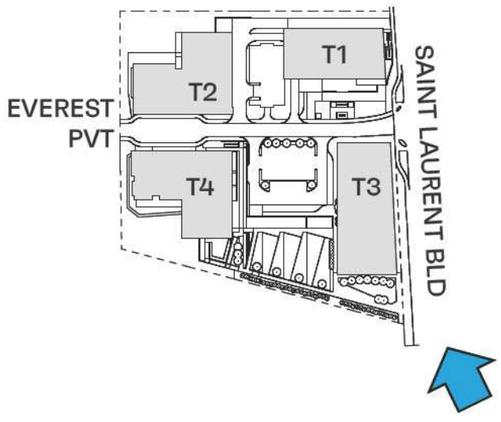


ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERINGS

Southeast view of both towers 3 and tower 1



PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ARCHITECTS
GROUPE Heafey GROUP | DEVELOPER
FOTENN | URBAN PLANNER

PROJECT NUMBER : 20005

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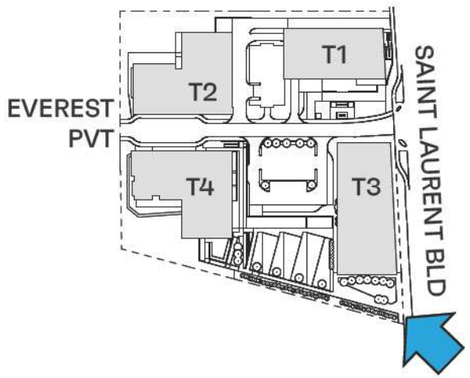
1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERINGS

Southeast view of tower 3 and acces to central garden



PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES + ASSOCIÉS — ARCHITECTS

Groupe Heafey Group — DEVELOPER

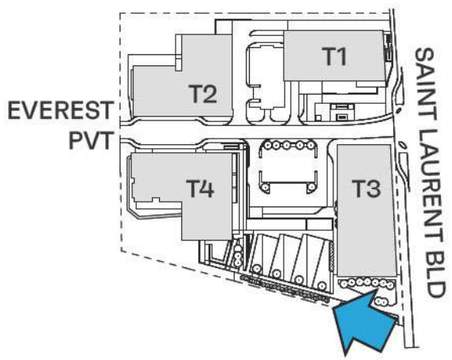
FOTENN — URBAN PLANNER

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERINGS

Southeast view of tower 4 from acces to central garden near tower 3



ARCHITECTS | DEVELOPER | URBAN PLANNER

PROJECT NUMBER : 20005

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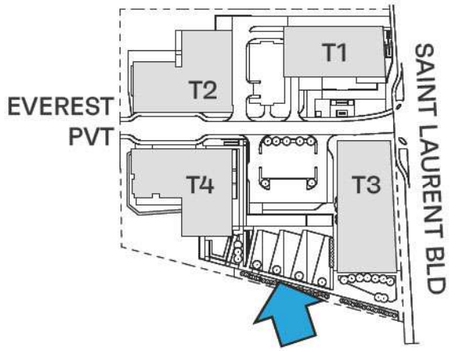
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERINGS

Southeast view of tower 4



ARCHITECTS | DEVELOPER | URBAN PLANNER

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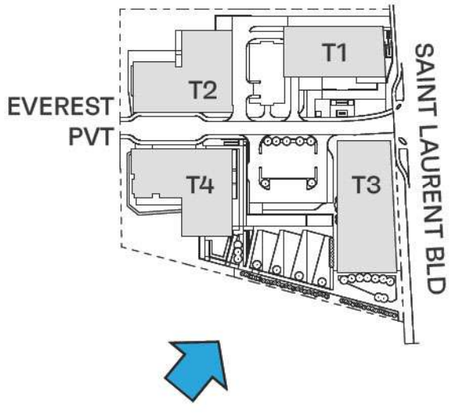
ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERINGS

Northwest view of tower 1 and 2 from neighboor's roof



PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ARCHITECTS
Groupe Heafey | DEVELOPER
FOTENN | URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

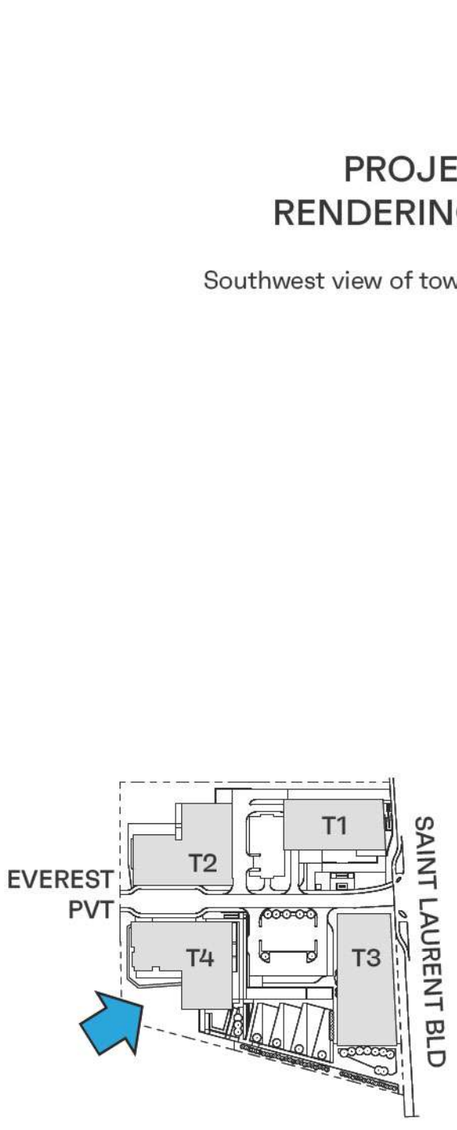
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERINGS

Southwest view of tower 4



ARCHITECTS | DEVELOPER | URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERINGS

West view of the development's main acces

PMA ARCHITECTES
LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS.
ARCHITECTS

Groupe Heafey
DEVELOPER

FOTENN
URBAN PLANNER

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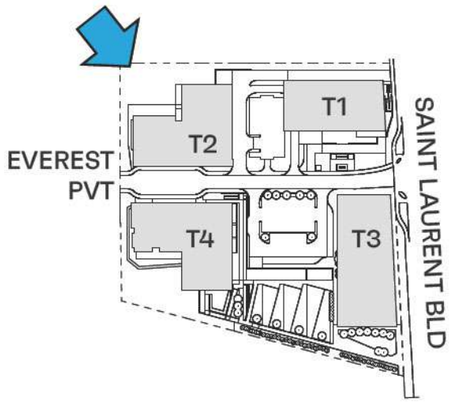
ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERINGS

Northwest view of tower 2.



PMA ARCHITECTES
LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
ARCHITECTS

Groupe Heafey Group
DEVELOPER

FOTENN
URBAN PLANNER

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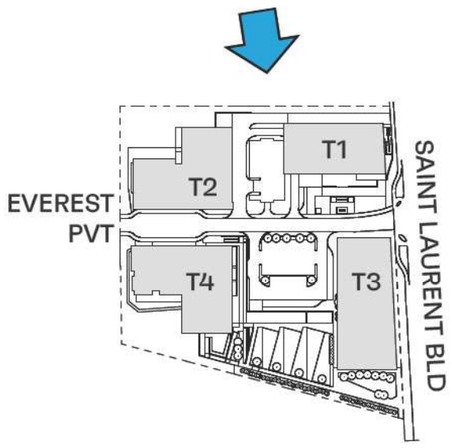
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERINGS

Bird's eye view of development project from south



PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ARCHITECTS
GROUPE Heafey GROUP | DEVELOPER
FOTENN | URBAN PLANNER

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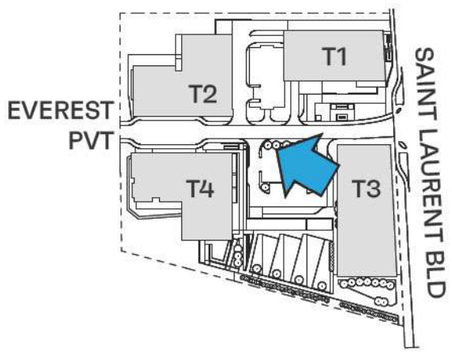
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERINGS

Southeast view of central garden and both tower 2 and 3



PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ASSOCIÉS — ARCHITECTS

GROUPE Heafey GROUP — DEVELOPER

FOTENN — URBAN PLANNER

PROJECT NUMBER : 20005

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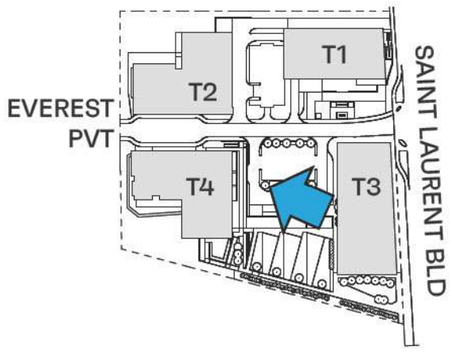
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERINGS

East view of central garden and tower 4
from tower 3's pedestrian acces



ARCHITECTS | DEVELOPER | URBAN PLANNER

PROJECT NUMBER : 20005

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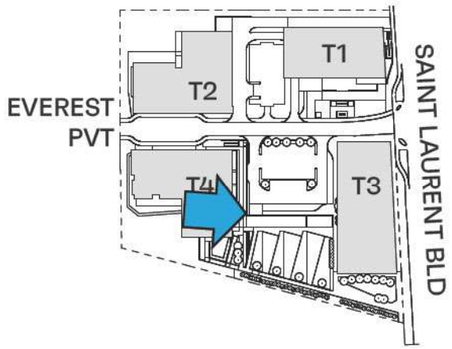
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERINGS

View of the central garden from tower 4.



PMA ARCHITECTES
LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
ARCHITECTS

Groupe Heafey Group
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

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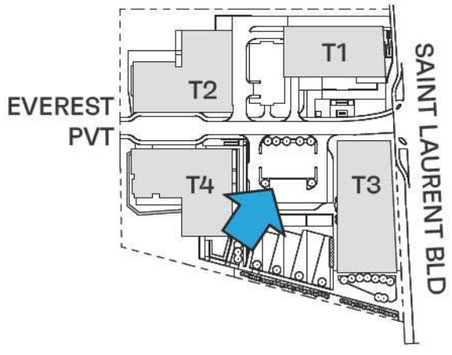
ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERINGS

West view of tower 3 and central garden from tower 4's terrace.



ARCHITECTS | DEVELOPER | URBAN PLANNER

PROJECT NUMBER : 20005

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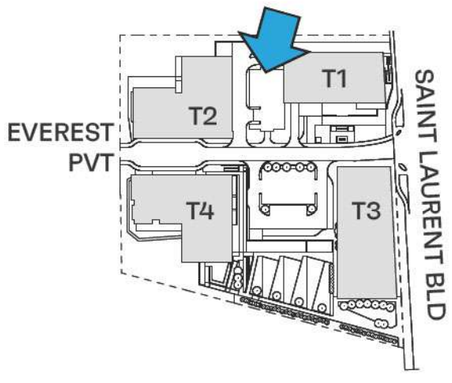
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERINGS

Northeast view of tower 4 and parking lot between tower 1 and 2.



PMA ARCHITECTES
LAPALME RHEAULT ARCHITECTES I ASSOCIÉS
ARCHITECTS

Groupe Heafey Group
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

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D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERINGS

View from tower 2's ninth floor toward tower 3.

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ARCHITECTS
Groupe Heafey | DEVELOPER
FOTENN | URBAN PLANNER

PROJECT NUMBER : 20005

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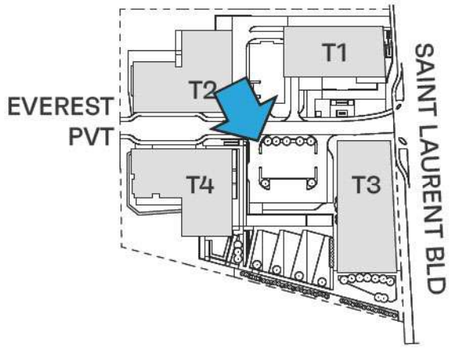
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERINGS

View from tower 2's ninth floor toward parking lot.



PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES + ASSOCIÉS
ARCHITECTS

GROUPE Heafey GROUP
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

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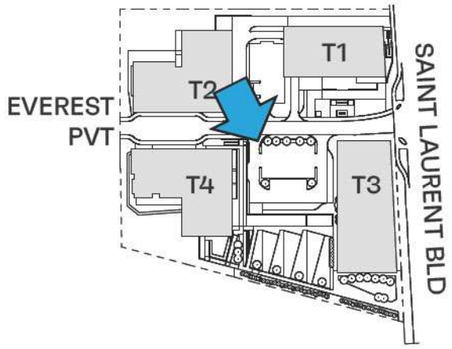
ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERINGS

View from tower 2's main entrance toward tower 4.



ARCHITECTS | DEVELOPER | URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

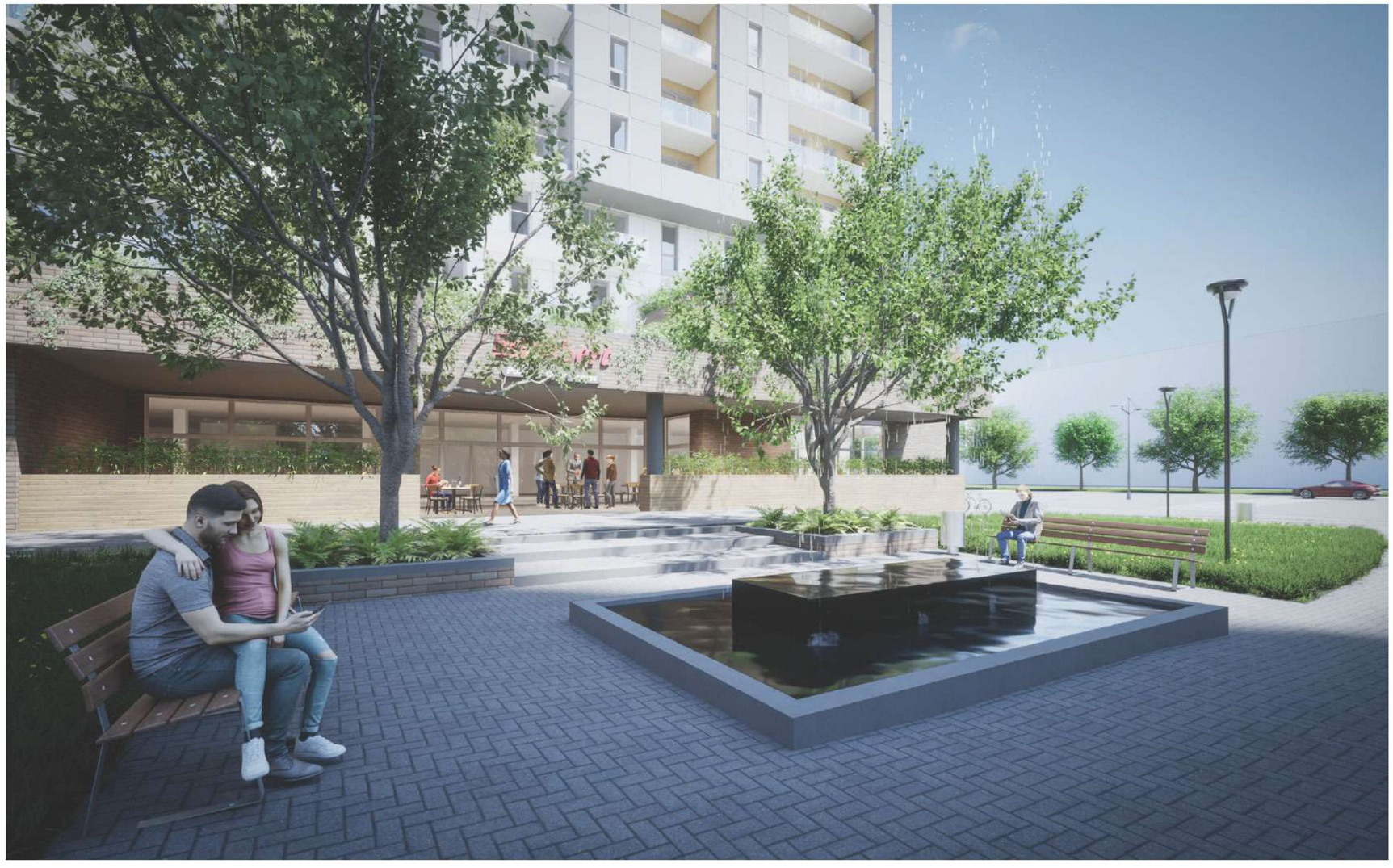
D02-21-0137 AND D07-12-21-0177

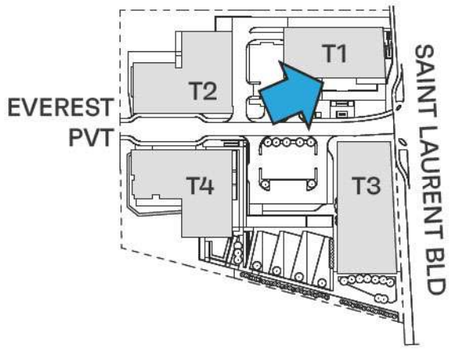
ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERINGS

View from development main acces toward tower 1's terrace





ARCHITECTS | DEVELOPER | URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

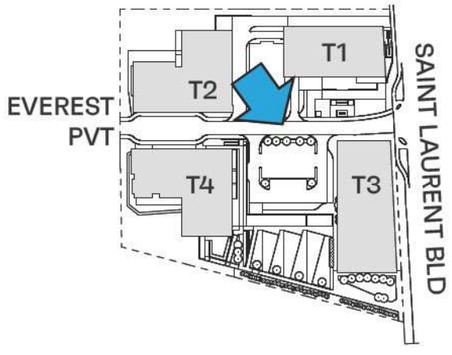
D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

PROJECT RENDERINGS

View from development's main acces toward tower 4



ARCHITECTS | DEVELOPER | URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEVELOPMENT

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA

URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

APPENDIX 01 - SHADOW STUDY

Shadow study prepared for the 1760-1740 St. Laurent boulevard in Ottawa.
The imagery standard used for the study are based on the City's guidelines.

Test dates and times:

Equinox : September 21, 8 a.m. to 6 p.m. EDT
Winter solstice: December 21, 9 a.m. to 3 pm. EST
Summer solstice: June 21, 8 am to 8 pm. EDT

All dates were displayed with an hourly increments.

PMA ARCHITECTES
LAPALME RHEAULT ARCHITECTES | +ASSOCIÉS
ARCHITECTS

GROUPE Heafey GROUP
DEVELOPER

FOTENN
URBAN PLANNER

FEBUARY 1, 2024

ST. LAURENT DEV.

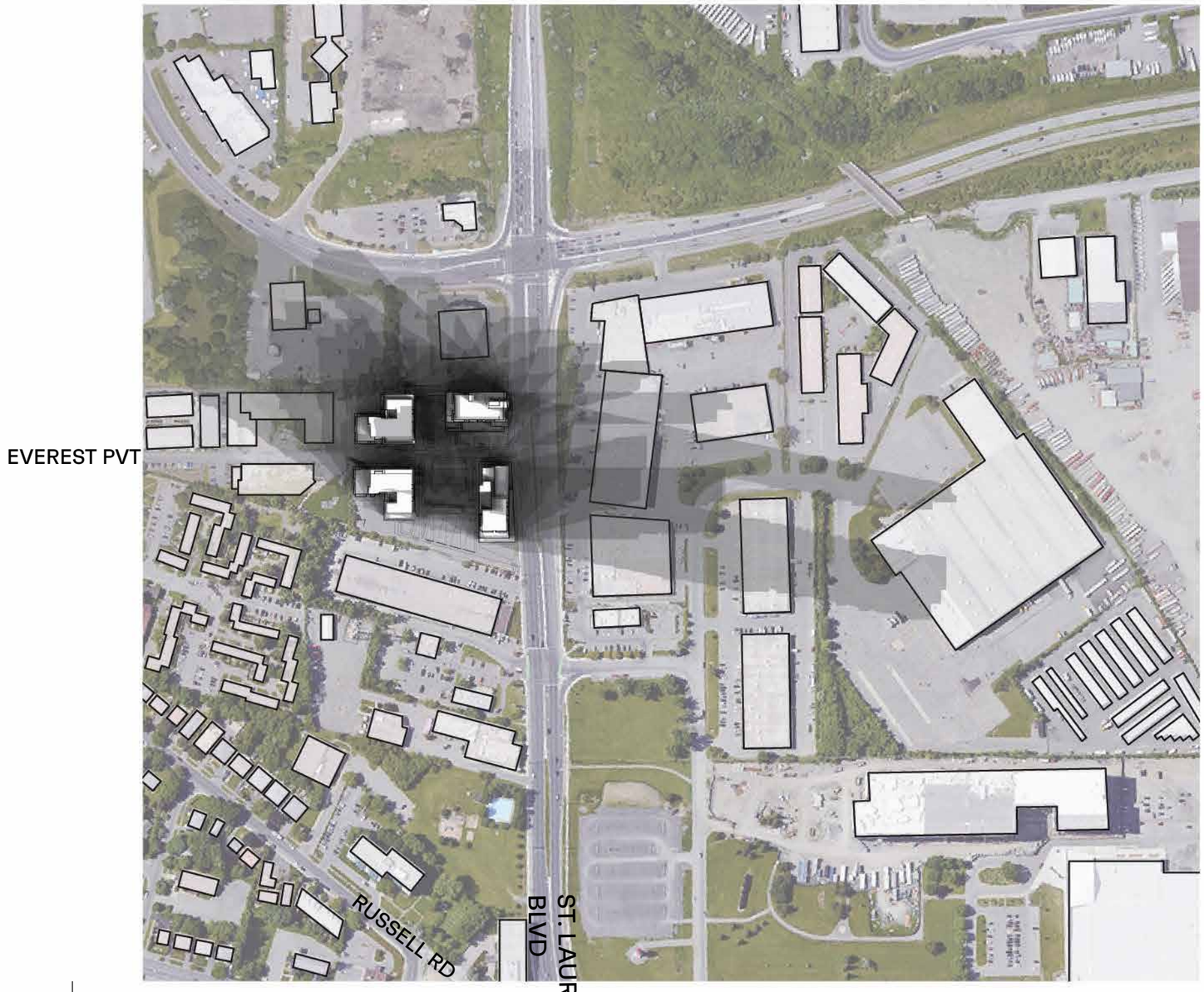
1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

FALL EQUINOX

TEST TIME: 8AM-6PM EDT
TEST DATE: SEPT. 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728



0 25 50 100 200m
SCALE

NORTH

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
ARCHITECTS

GROUPE Heafey GROUP
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

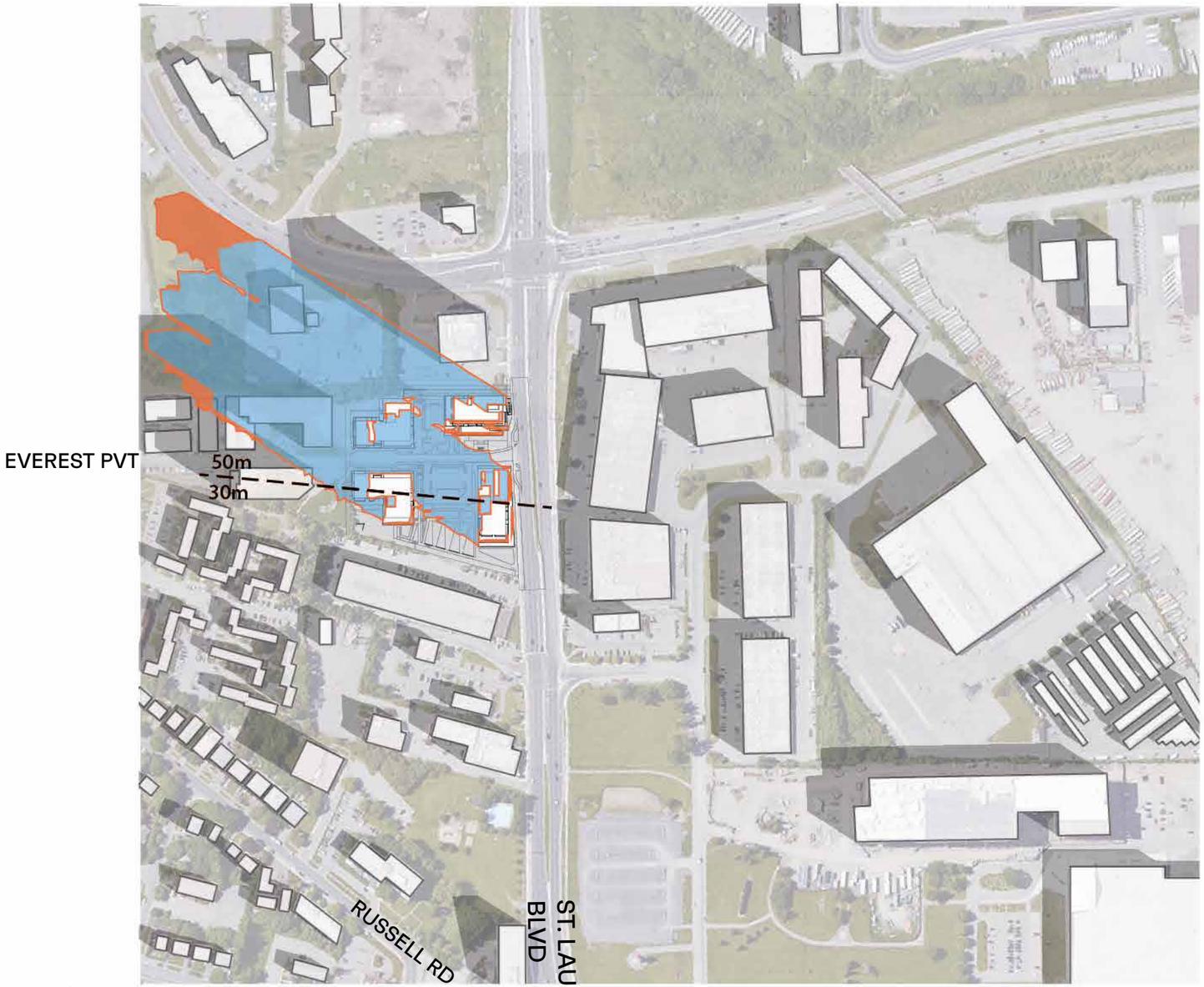
1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

FALL EQUINOX

TEST TIME: 8AM EDT
TEST DATE: SEPT. 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728



PROPOSED SHADOW

NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
ARCHITECTS

GROUPE Heafey GROUP
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

FALL EQUINOX

TEST TIME: 9AM EDT
TEST DATE: SEPT. 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH

PMA ARCHITECTES
LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
ARCHITECTS

GROUPE Heafey GROUP
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

FALL EQUINOX

TEST TIME: 10AM EDT
TEST DATE: SEPT. 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
ARCHITECTS

Groupe Heafey
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

FALL EQUINOX

TEST TIME: 11AM EDT
TEST DATE: SEPT. 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

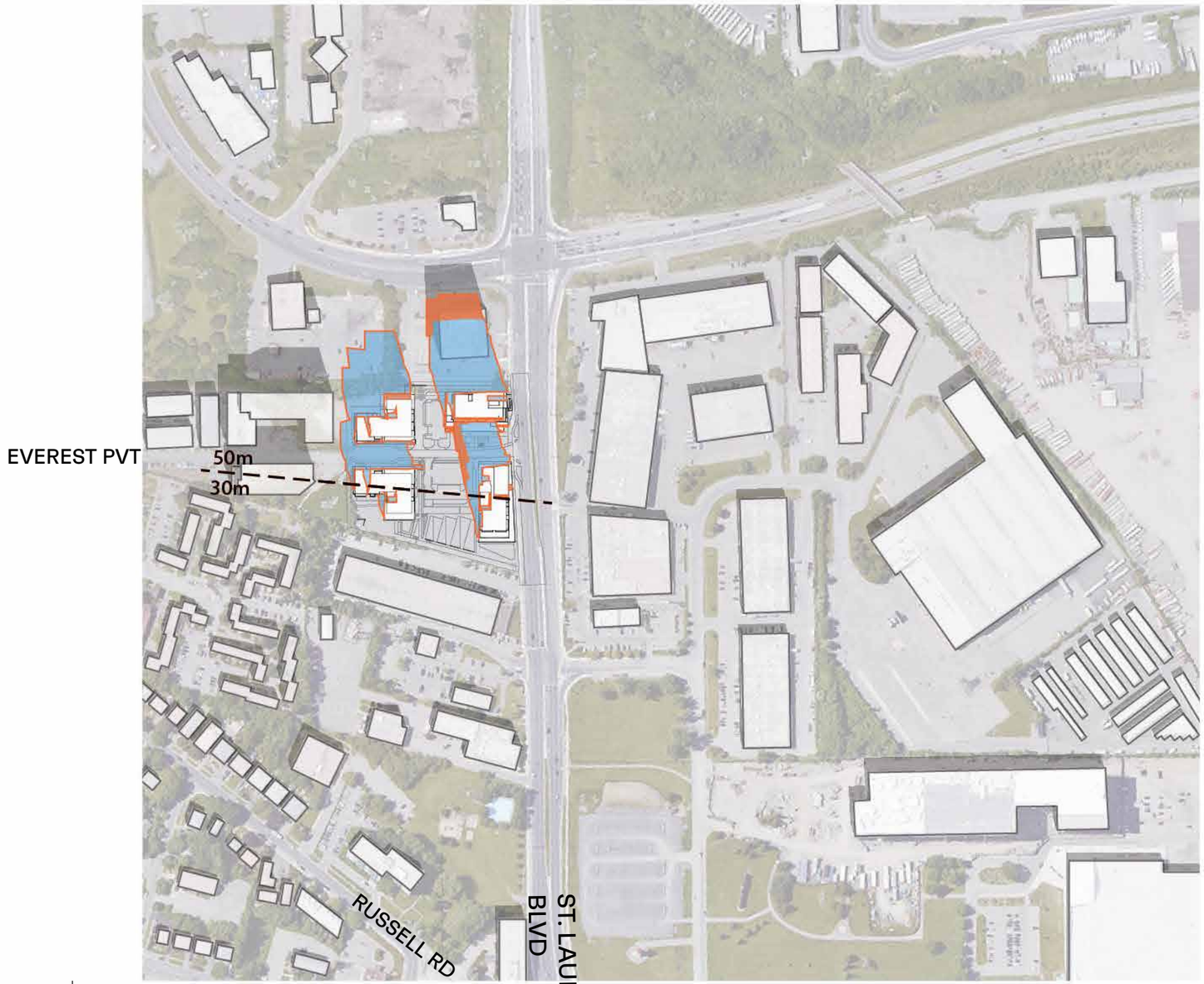
NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH



ARCHITECTS: PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
DEVELOPER: GROUPE Heafey GROUP
URBAN PLANNER: FOTENN

PROJECT NUMBER : 20005
DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

FALL EQUINOX

TEST TIME: 12PM EDT
TEST DATE: SEPT. 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

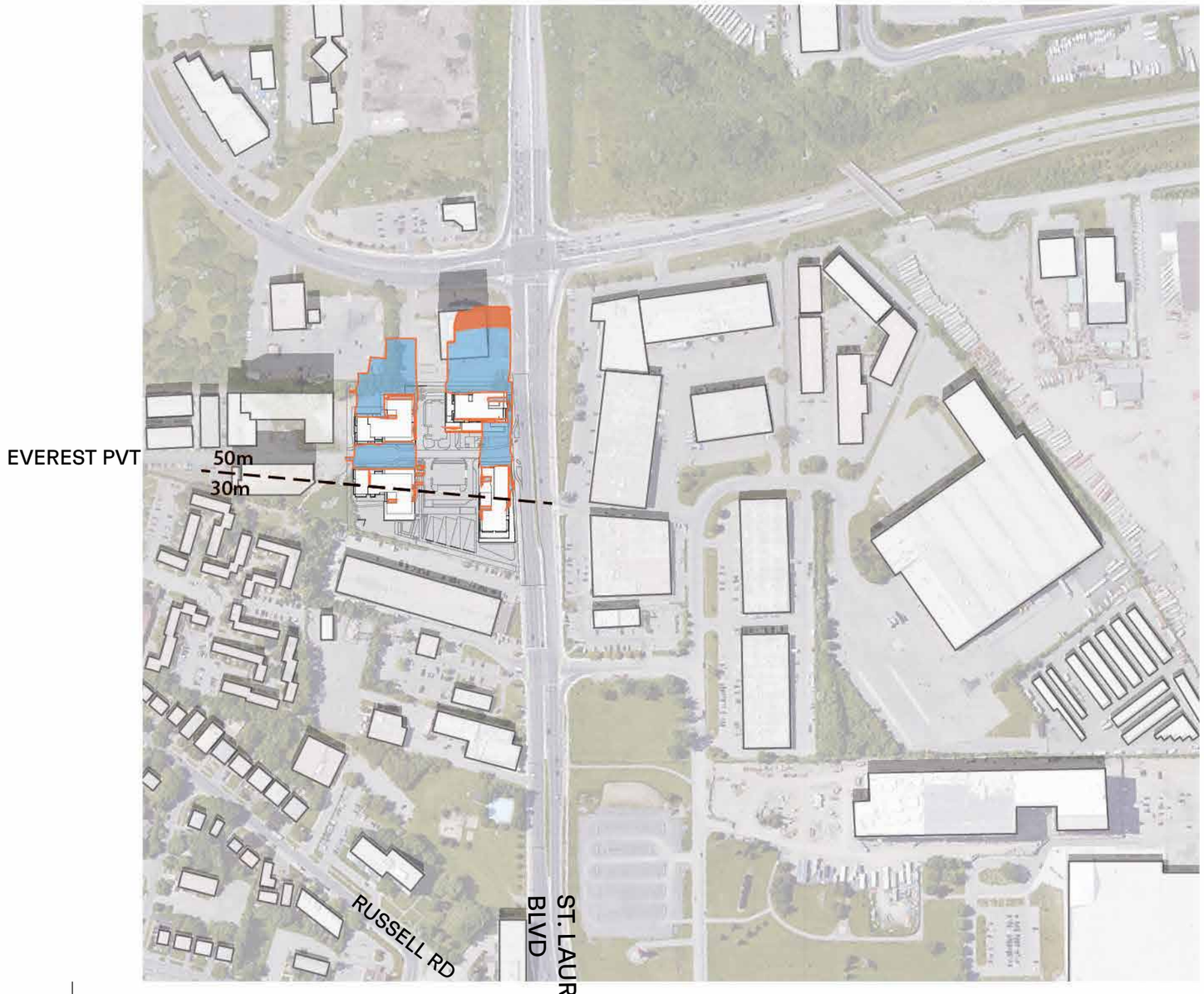
NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH



ARCHITECTS | DEVELOPER | URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

FALL EQUINOX

TEST TIME: 1PM EDT
TEST DATE: SEPT. 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

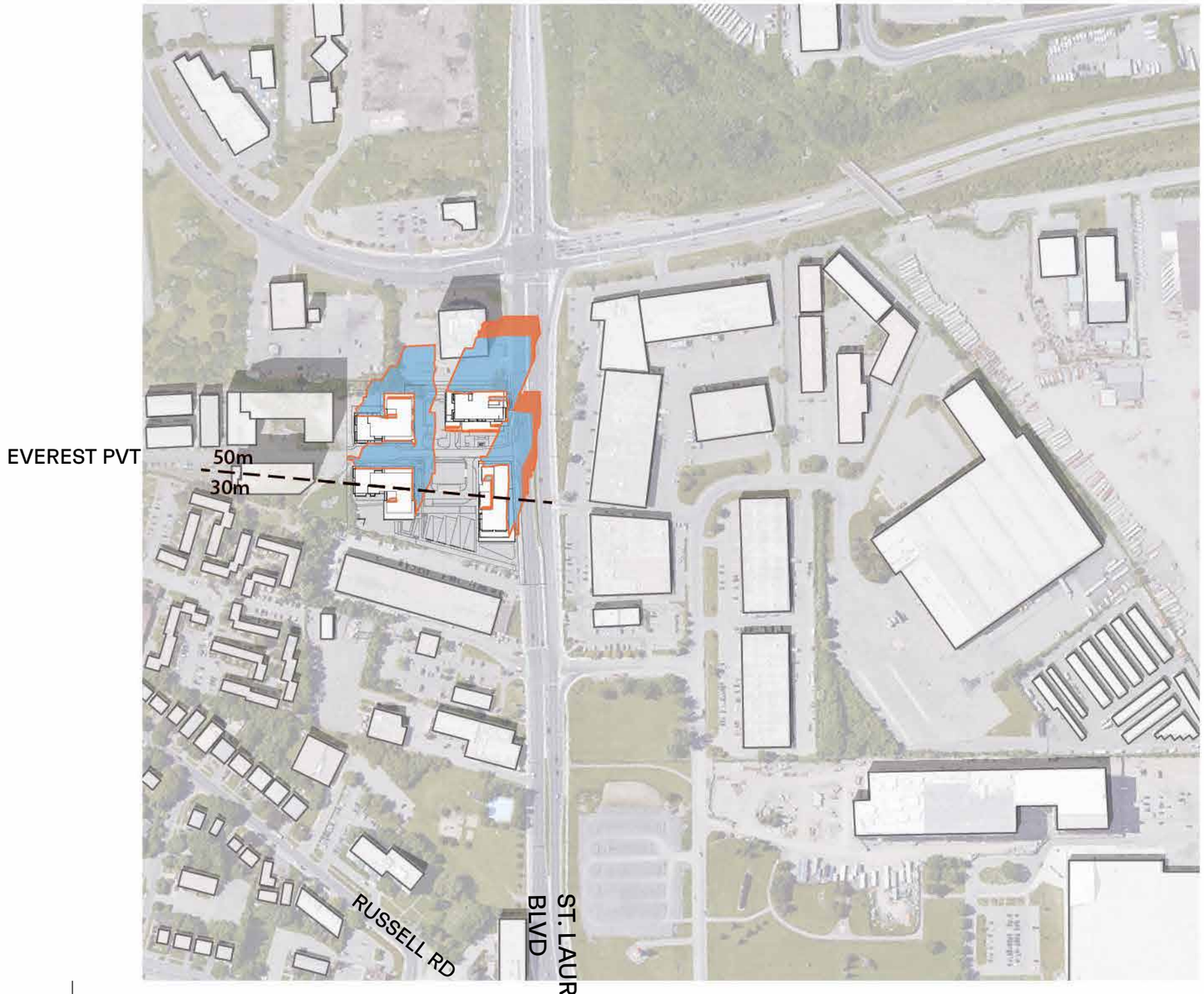
NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH



PMA ARCHITECTES
LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
ARCHITECTS

GROUPE Heafey GROUP
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

FALL EQUINOX

TEST TIME: 2PM EDT
TEST DATE: SEPT. 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

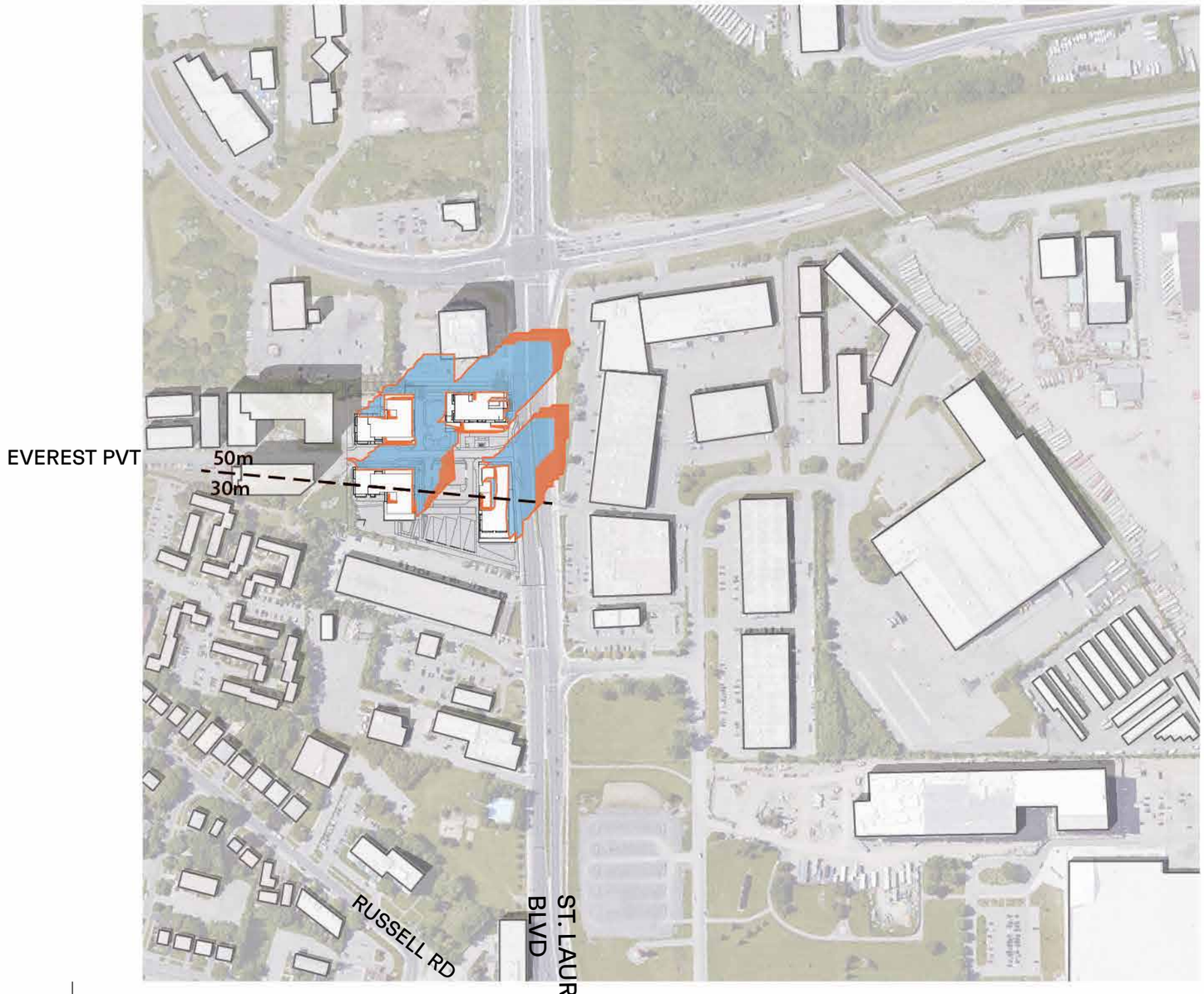
NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH



ARCHITECTS | DEVELOPER | URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

FALL EQUINOX

TEST TIME: 3PM EDT
TEST DATE: SEPT. 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

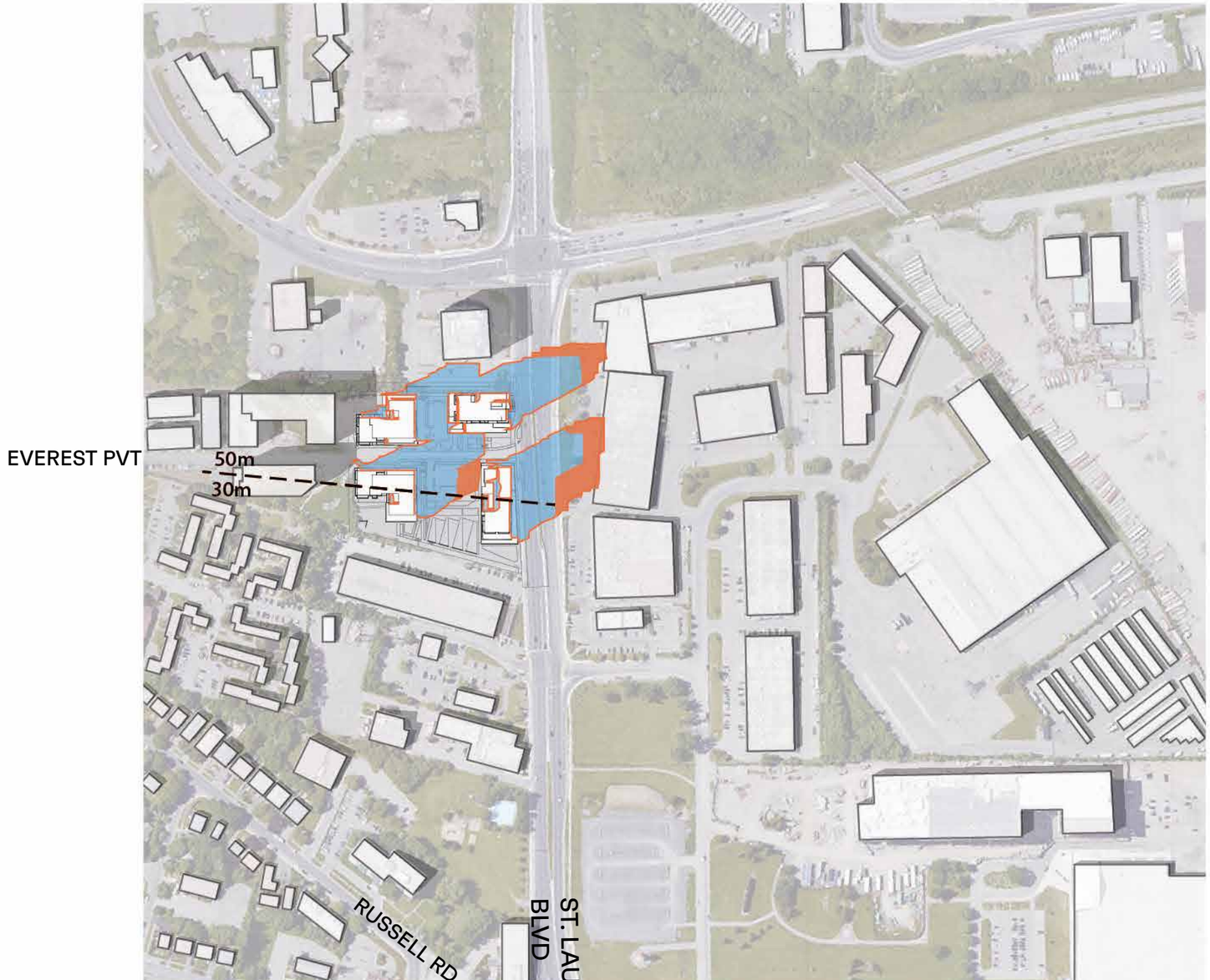
NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH



ARCHITECTS: PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
DEVELOPER: GROUPE Heafey GROUP
URBAN PLANNER: FOTENN

PROJECT NUMBER : 20005
DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

FALL EQUINOX

TEST TIME: 4PM EDT
TEST DATE: SEPT. 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

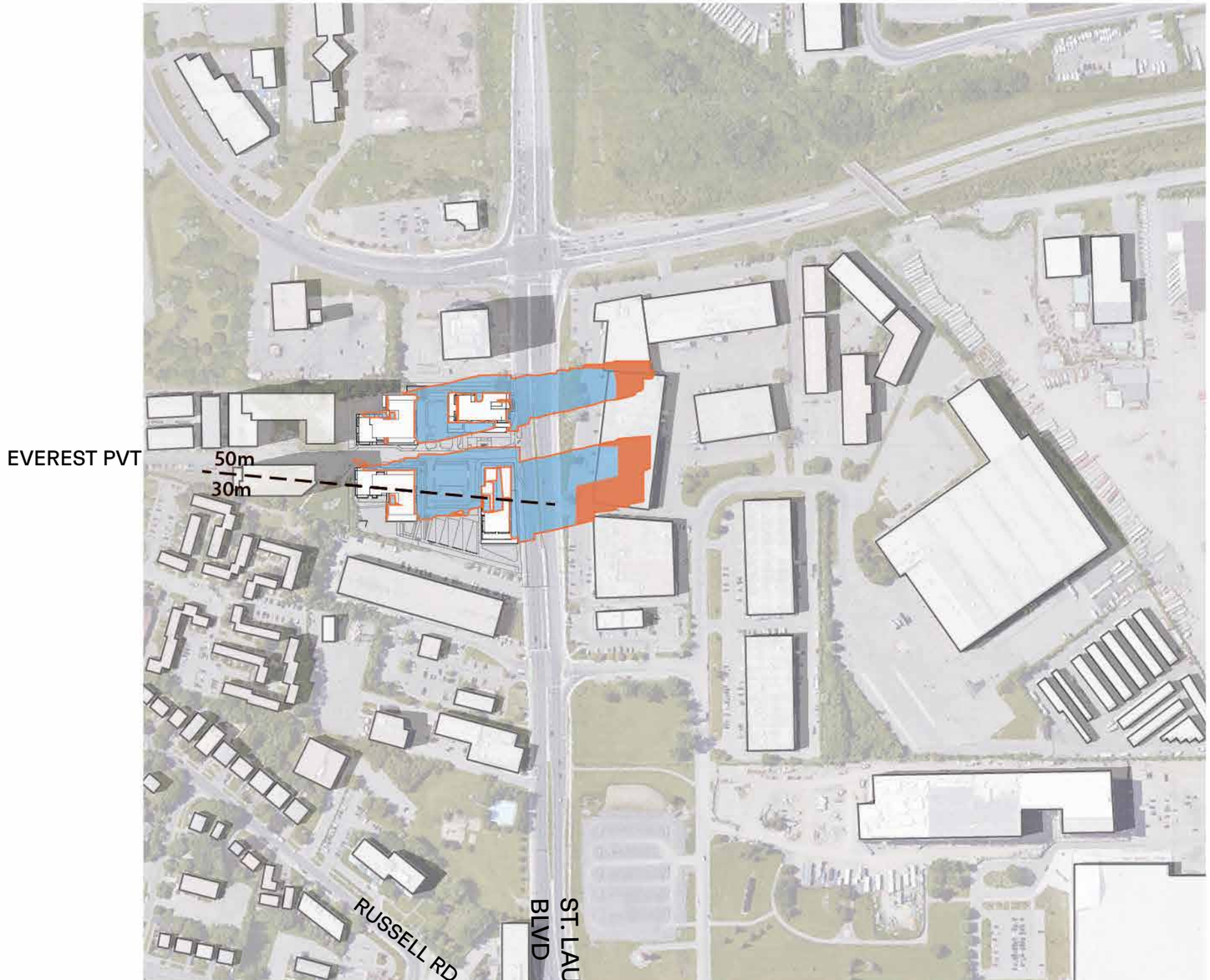
NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH



ARCHITECTS: PMA ARCHITECTES, LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
DEVELOPER: GROUPE Heafey GROUP
URBAN PLANNER: FOTENN

PROJECT NUMBER : 20005
DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

FALL EQUINOX

TEST TIME: 5PM EDT
TEST DATE: SEPT. 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
ARCHITECTS

GROUPE Heafey GROUP
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

FALL EQUINOX

TEST TIME: 6PM EDT
TEST DATE: SEPT. 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

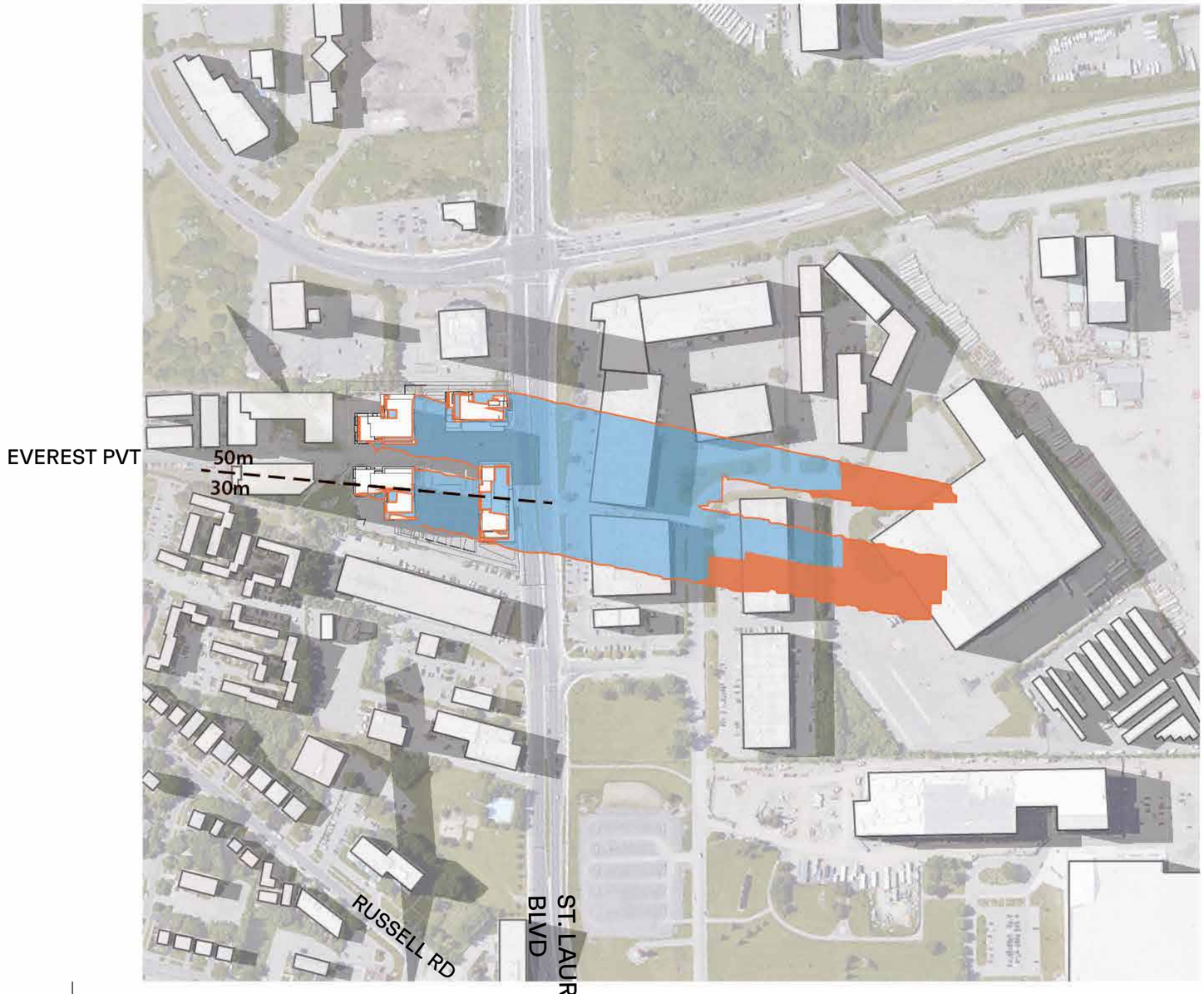
NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH



ARCHITECTS: PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
DEVELOPER: GROUPE Heafey GROUP
URBAN PLANNER: FOTENN

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

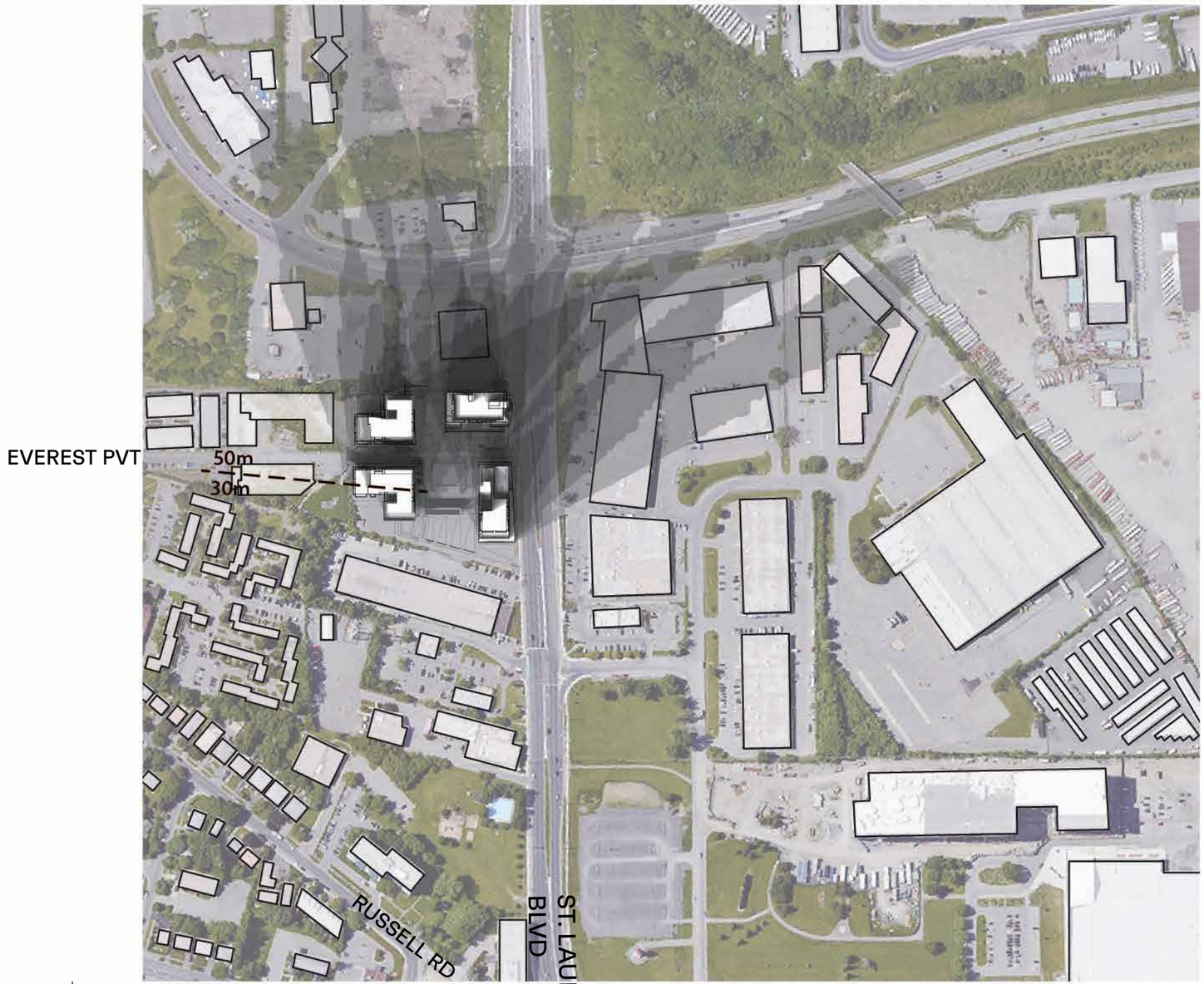
ST. LAURENT DEV.

WINTER SOLSTICE

TEST TIME: 9AM-3PM EST
TEST DATE: DEC. 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728



0 25 50 100 200m
SCALE

NORTH

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
ARCHITECTS

GROUPE Heafey GROUP
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

WINTER SOLSTICE

TEST TIME: 9AM EST
TEST DATE: DEC. 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

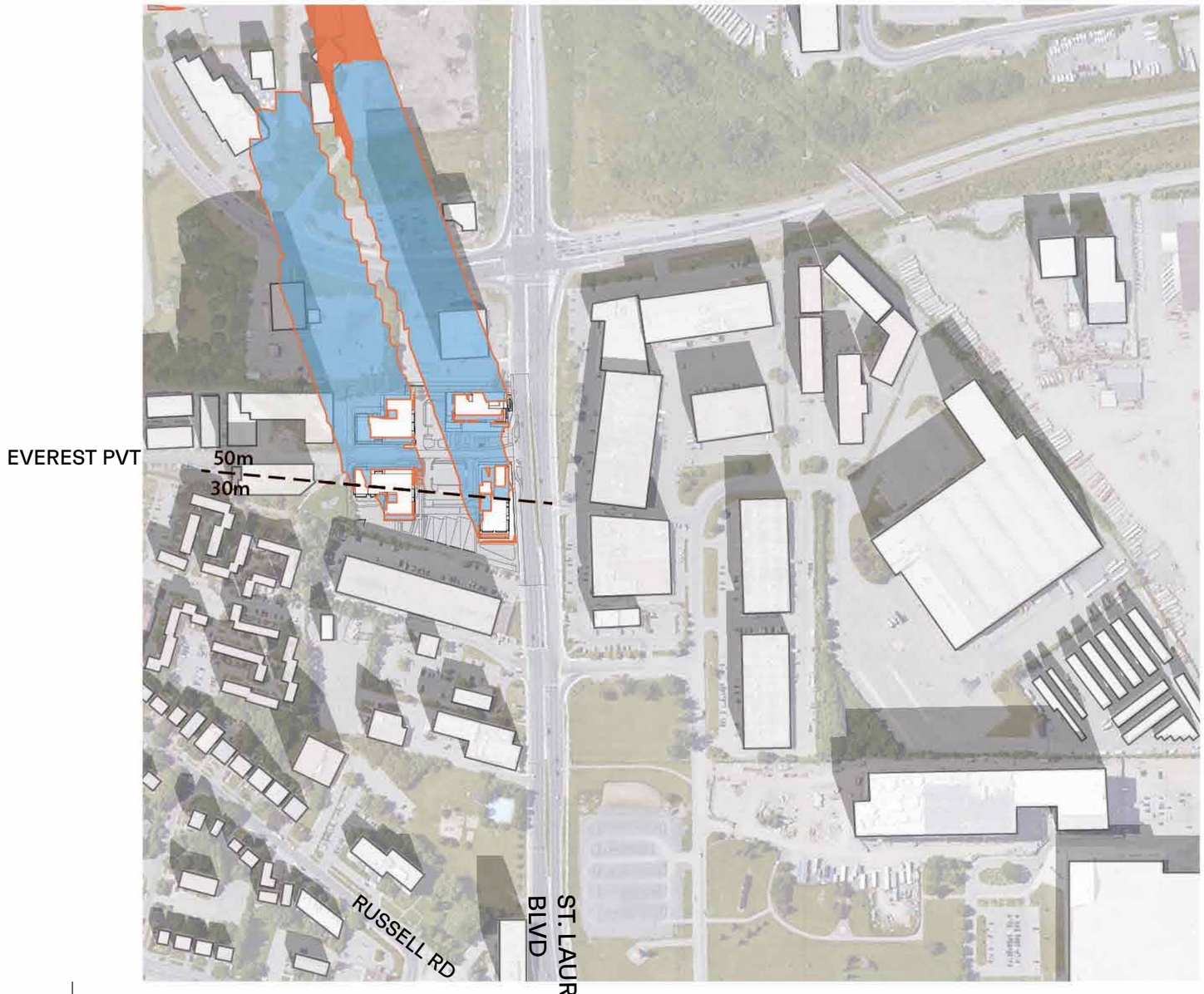
LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-ORIZED HEIGHT LIMITS



0 25 50 100 200m
SCALE

NORTH

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS — ARCHITECTS
Groupe Heafey — DEVELOPER
FOTENN — URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

WINTER SOLSTICE

TEST TIME: 10AM EST
TEST DATE: DEC. 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH

PMA ARCHITECTES
LAPALME RHEAULT ARCHITECTES I ASSOCIÉS
ARCHITECTS

GROUPE Heafey GROUP
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

16

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

WINTER SOLSTICE

TEST TIME: 11AM EST
TEST DATE: DEC. 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH

ARCHITECTS | DEVELOPER | URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

WINTER SOLSTICE

TEST TIME: 12PM EST
TEST DATE: DEC. 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

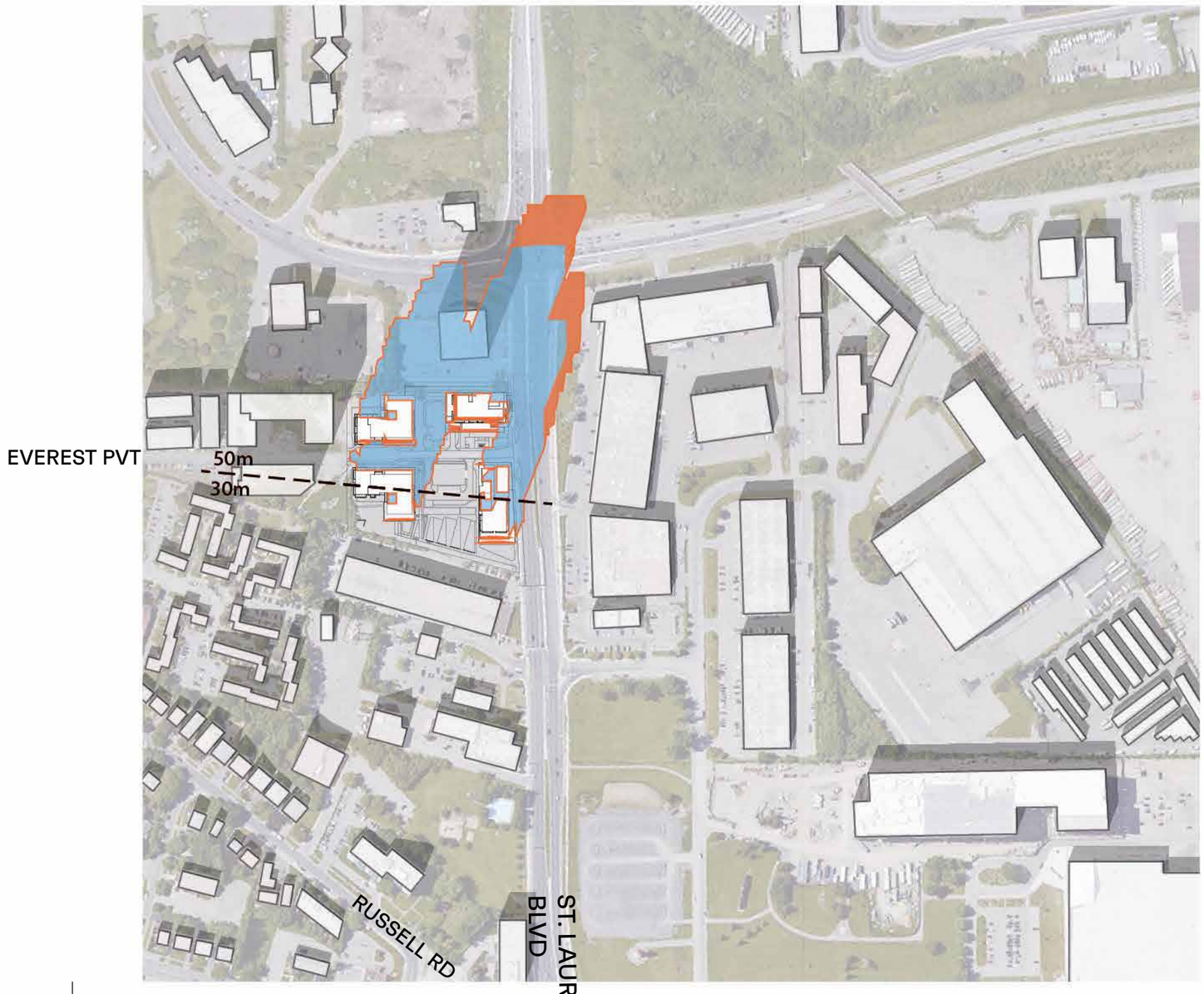
LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-ORIZED HEIGHT LIMITS



0 25 50 100 200m
SCALE

NORTH

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS — ARCHITECTS
Groupe Heafey — DEVELOPER
FOTENN — URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

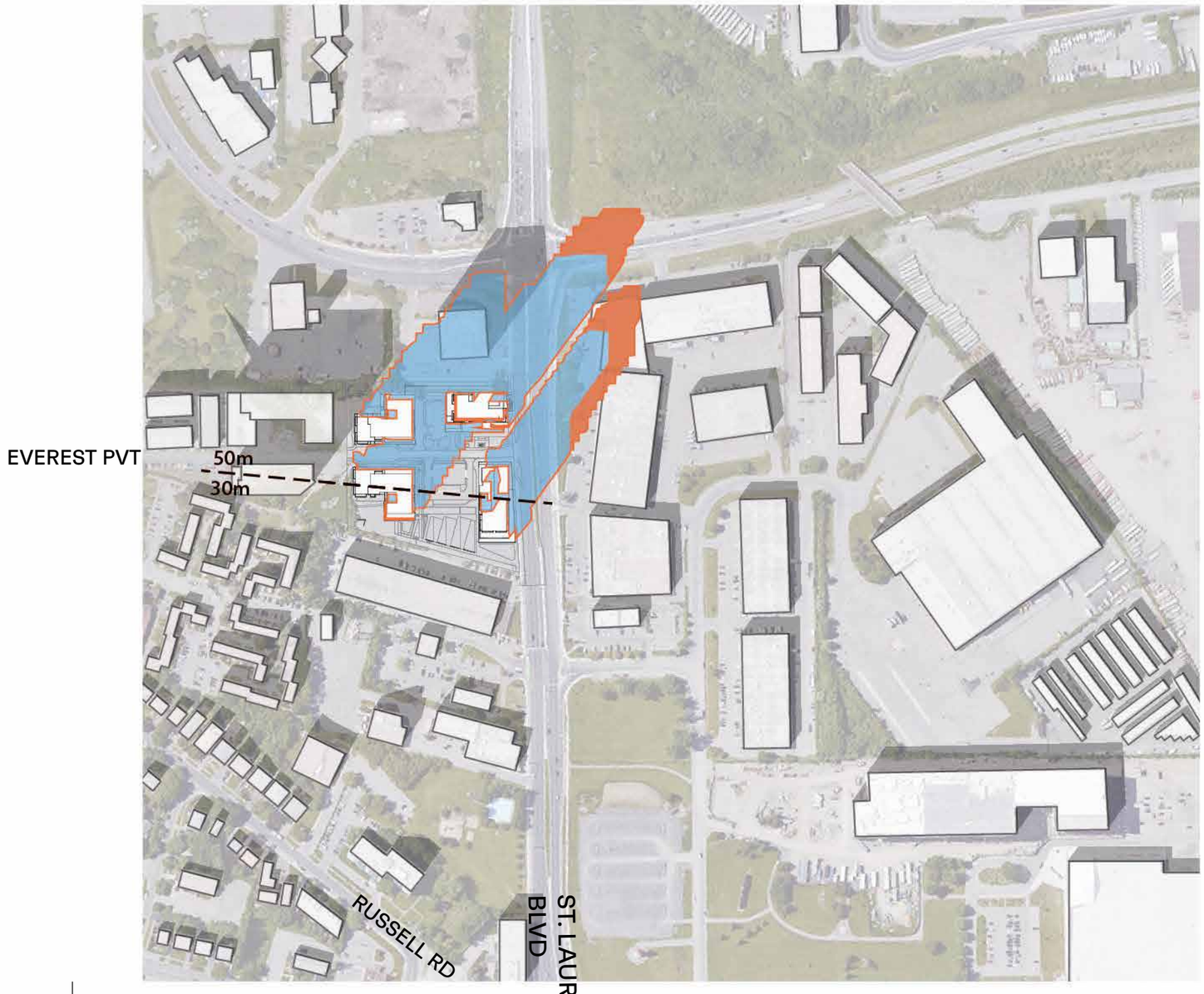
1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

WINTER SOLSTICE

TEST TIME: 1PM EST
TEST DATE: DEC. 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728



PROPOSED SHADOW

NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
ARCHITECTS

Groupe Heafey
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

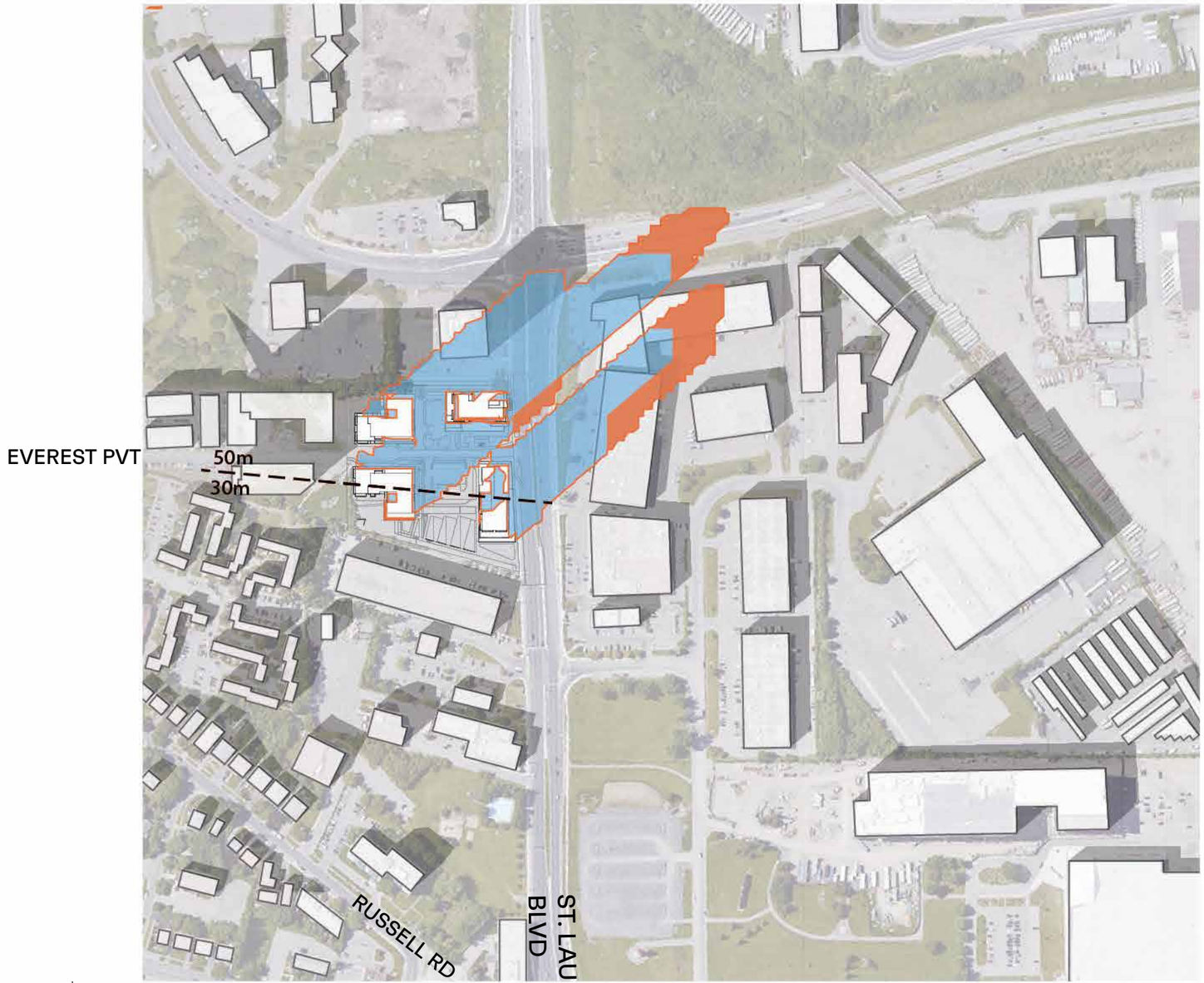
1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

WINTER SOLSTICE

TEST TIME: 2PM EST
TEST DATE: DEC. 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728



PROPOSED SHADOW

NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES | ASSOCIÉS — ARCHITECTS
GROUPE Heafey GROUP — DEVELOPER
FOTENN — URBAN PLANNER

PROJECT NUMBER : 20005

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D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

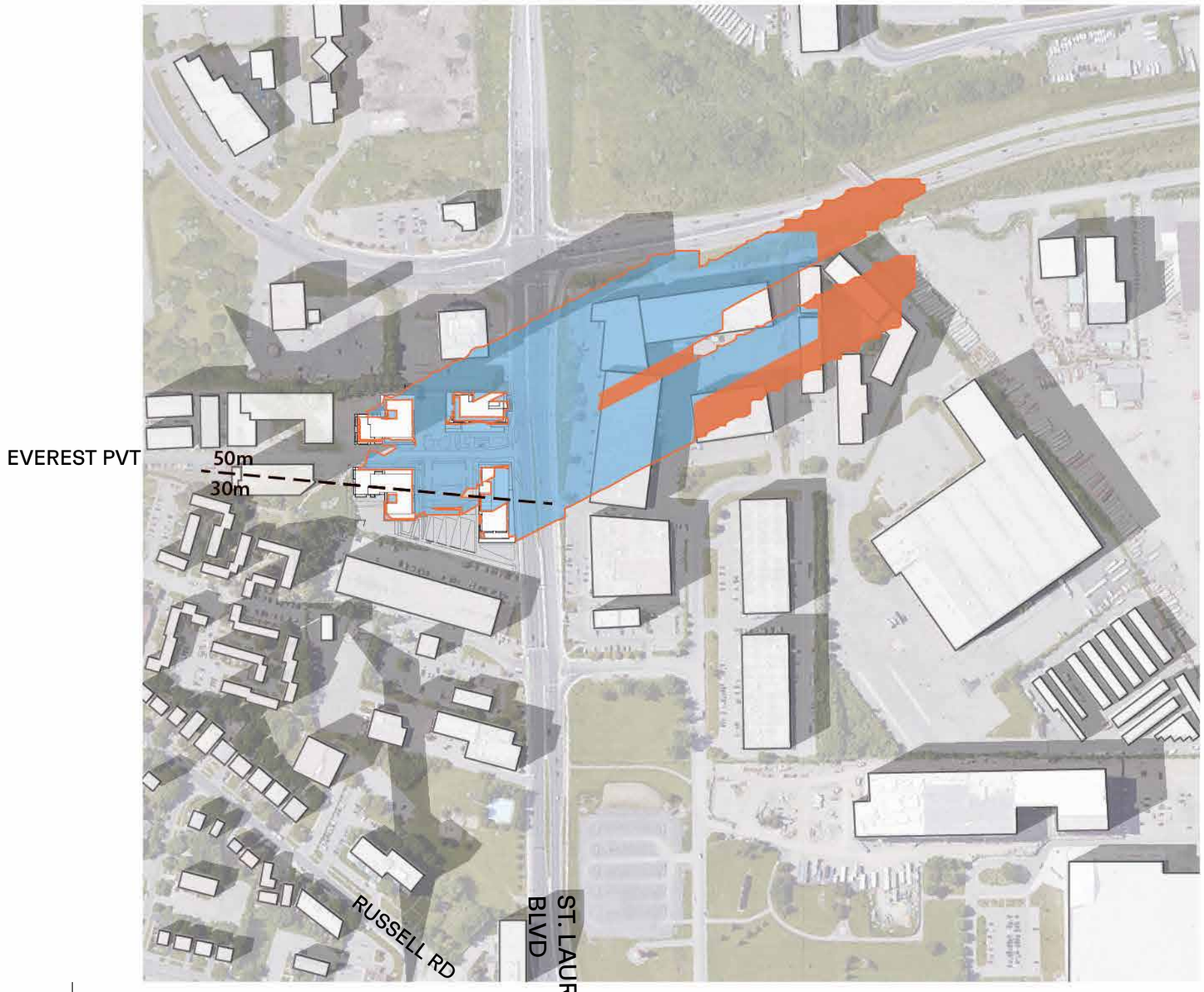
1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

WINTER SOLSTICE

TEST TIME: 3PM EST
TEST DATE: DEC. 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728



PROPOSED SHADOW

NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH

ARCHITECTS | DEVELOPER | URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

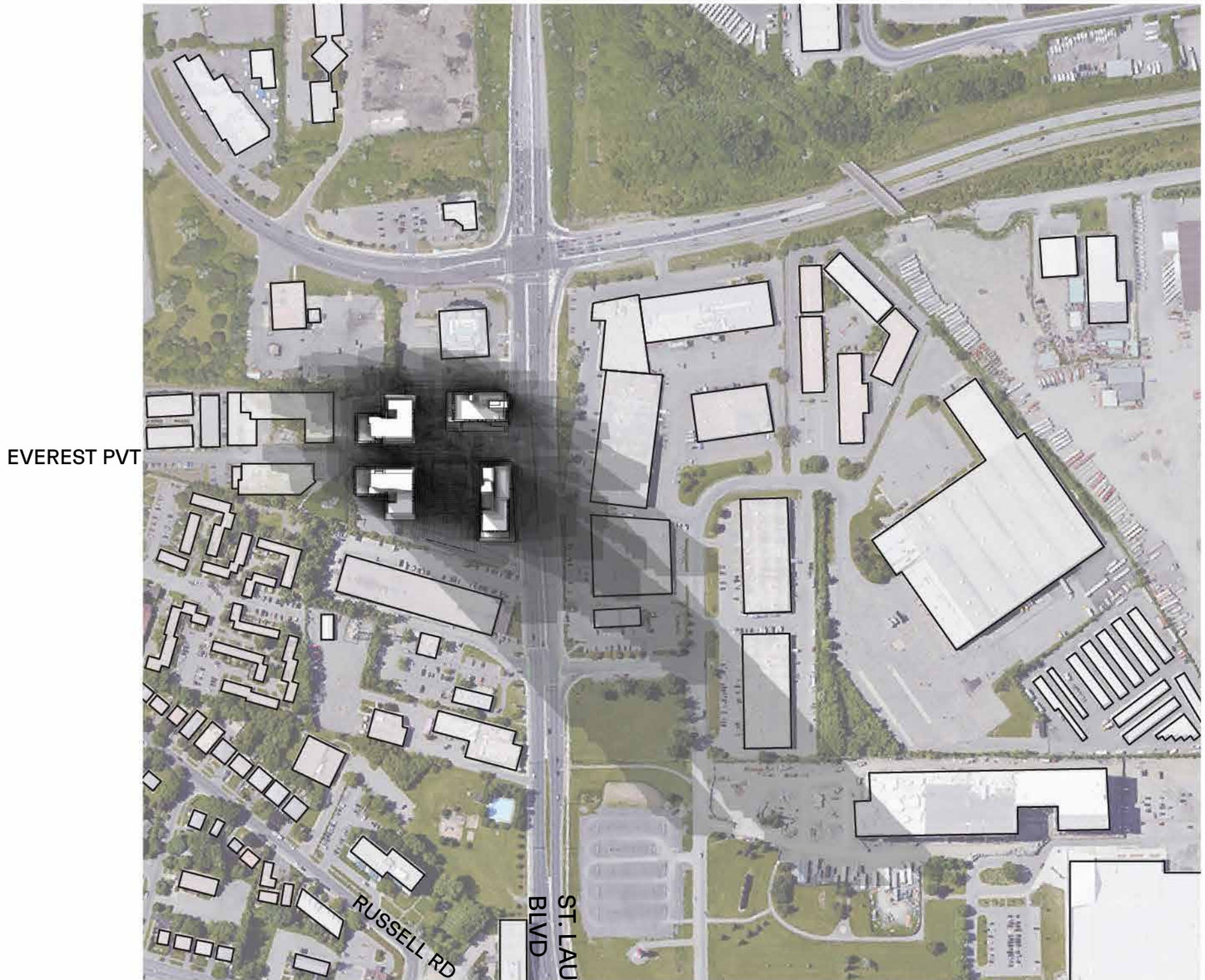
1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

SUMMER EQUINOX

TEST TIME: 8AM-8PM EDT
TEST DATE: JUNE 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728



0 25 50 100 200m
SCALE

NORTH

PMA ARCHITECTES
LAPALME RHEAULT ARCHITECTES | +ASSOCIÉS
ARCHITECTS

GROUPE Heafey GROUP
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

SUMMER EQUINOX

TEST TIME: 8AM EDT
TEST DATE: JUNE 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

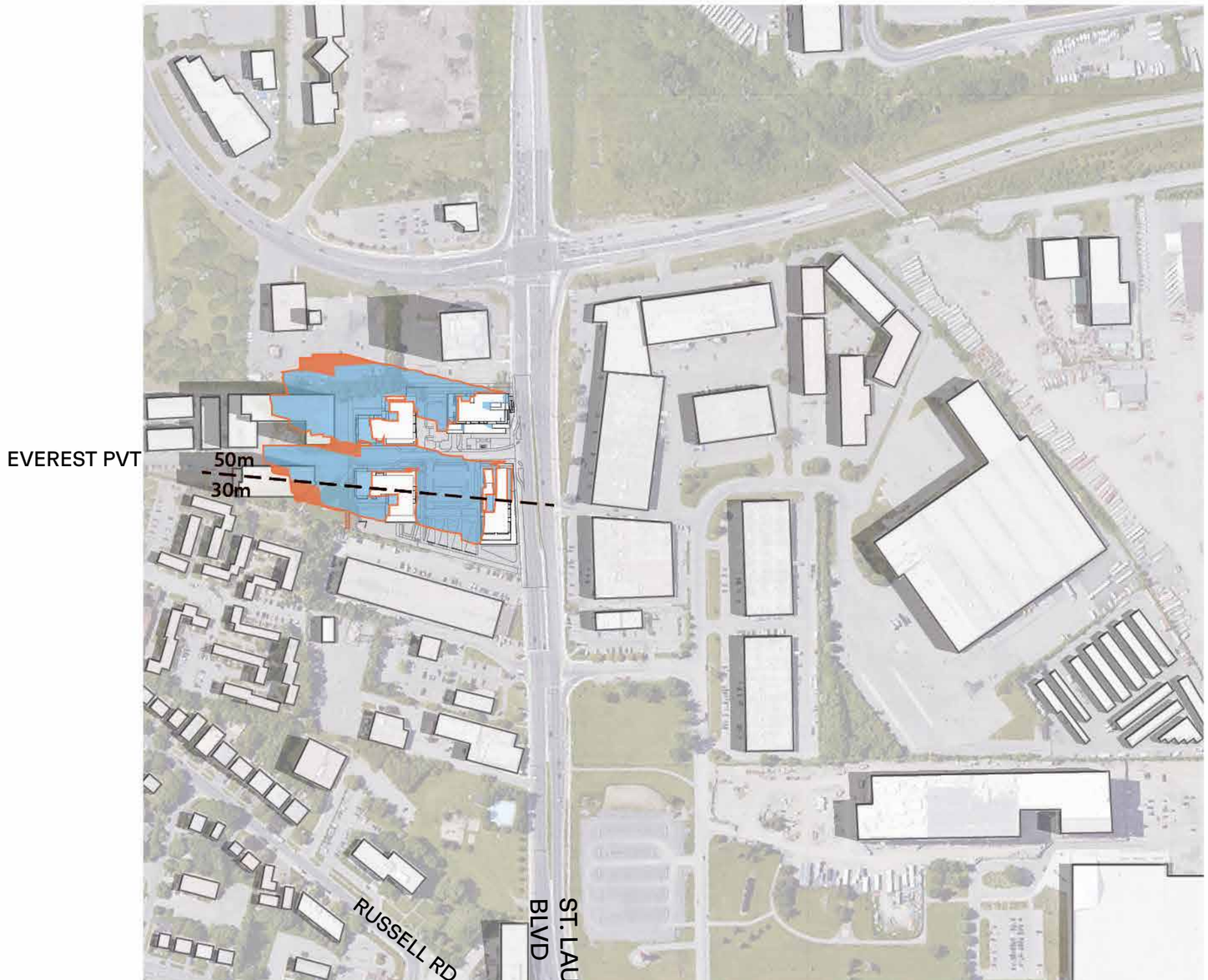
NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH



ARCHITECTS: PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
DEVELOPER: GROUPE Heafey GROUP
URBAN PLANNER: FOTENN

PROJECT NUMBER : 20005
DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

SUMMER EQUINOX

TEST TIME: 9AM EDT
TEST DATE: JUNE 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
ARCHITECTS

GROUPE Heafey GROUP
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

SUMMER EQUINOX

TEST TIME: 10AM EDT
TEST DATE: JUNE 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

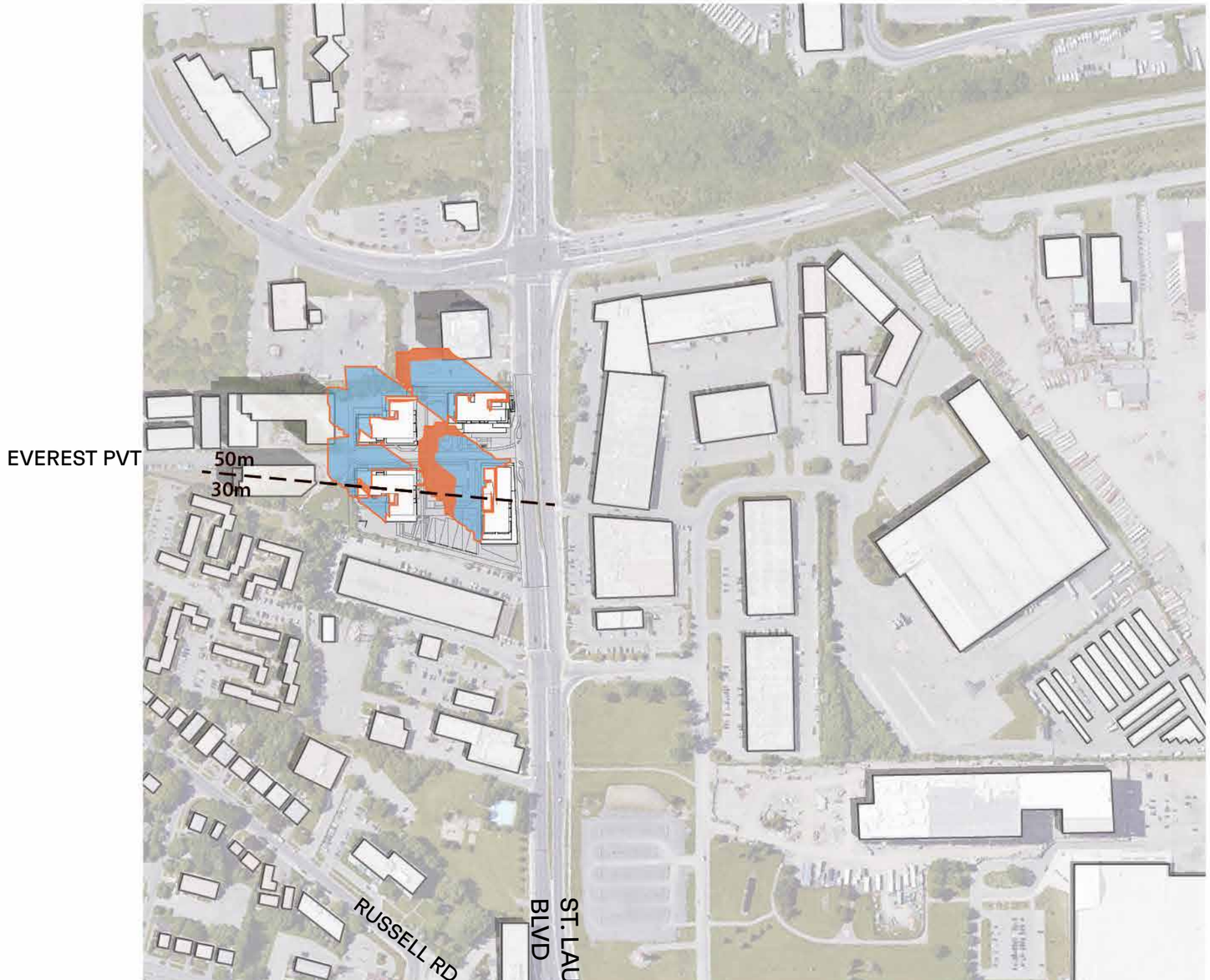
NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH



ARCHITECTS: PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
DEVELOPER: GROUPE Heafey GROUP
URBAN PLANNER: FOTENN

PROJECT NUMBER : 20005
DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

SUMMER EQUINOX

TEST TIME: 11AM EDT
TEST DATE: JUNE 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

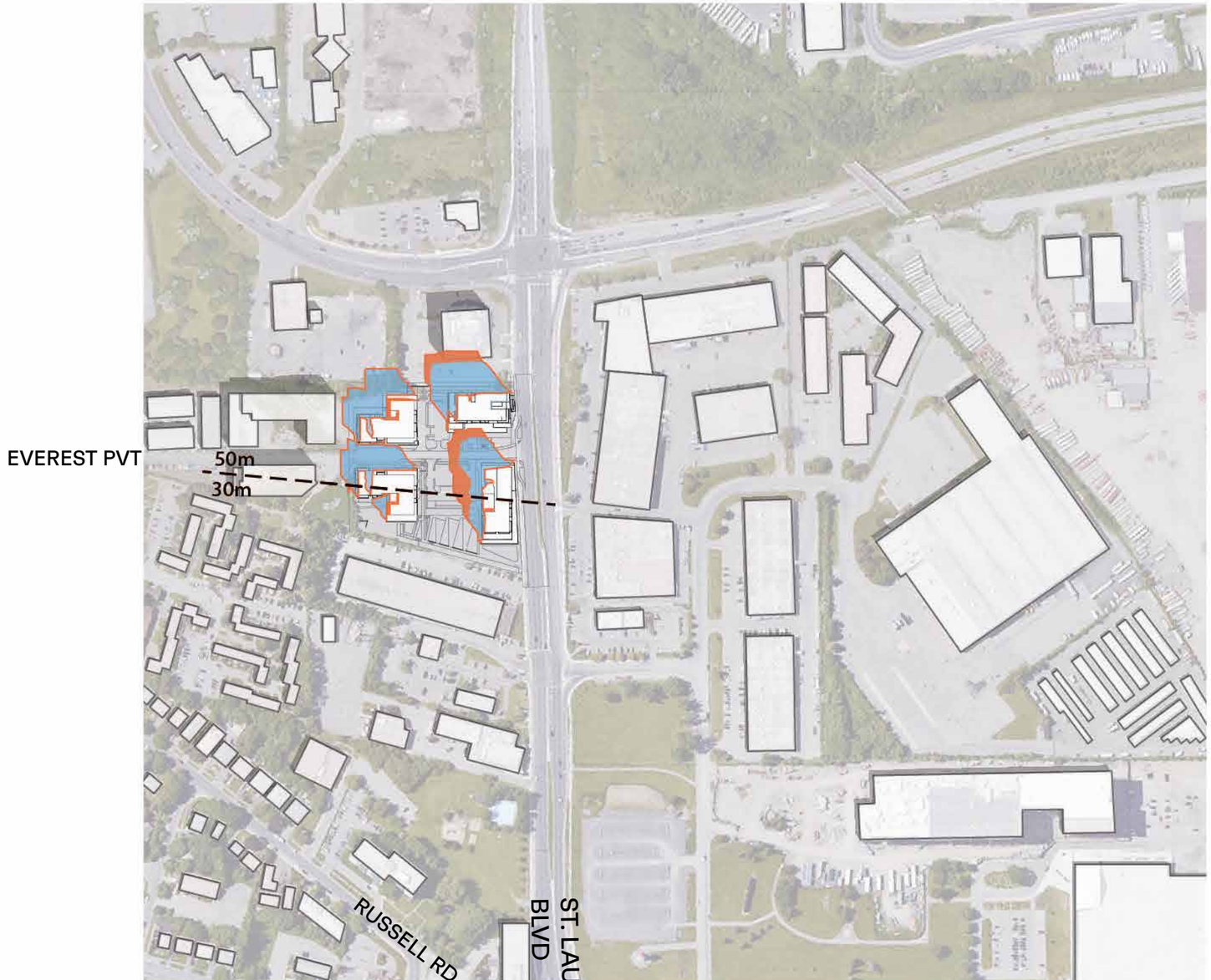
NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH



PMA ARCHITECTES
LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
ARCHITECTS

GROUPE Heafey GROUP
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

SUMMER EQUINOX

TEST TIME: 12AM EDT
TEST DATE: JUNE 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

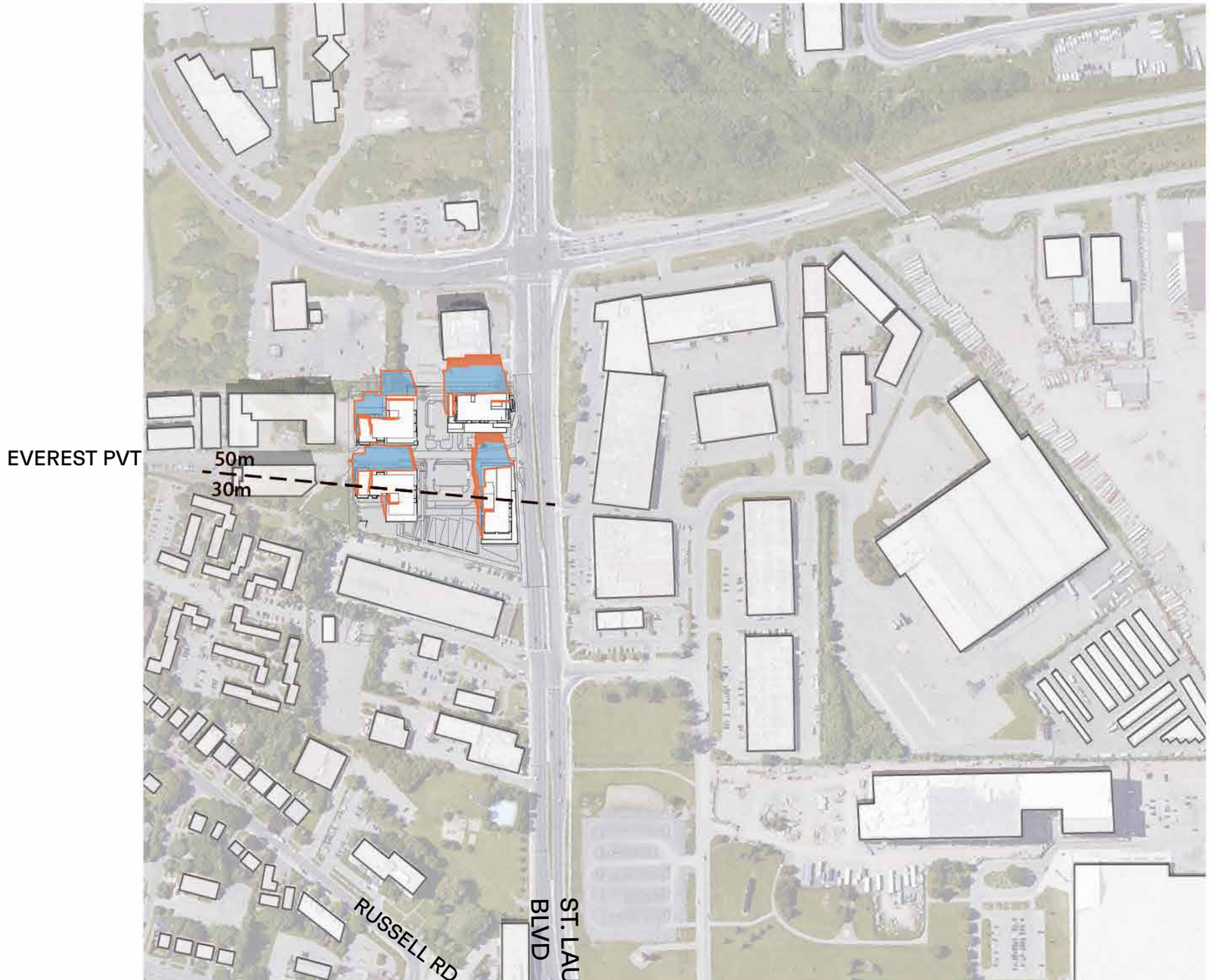
NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH



PMA ARCHITECTES
LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
ARCHITECTS

GROUPE Heafey GROUP
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

SUMMER EQUINOX

TEST TIME: 1PM EDT
TEST DATE: JUNE 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

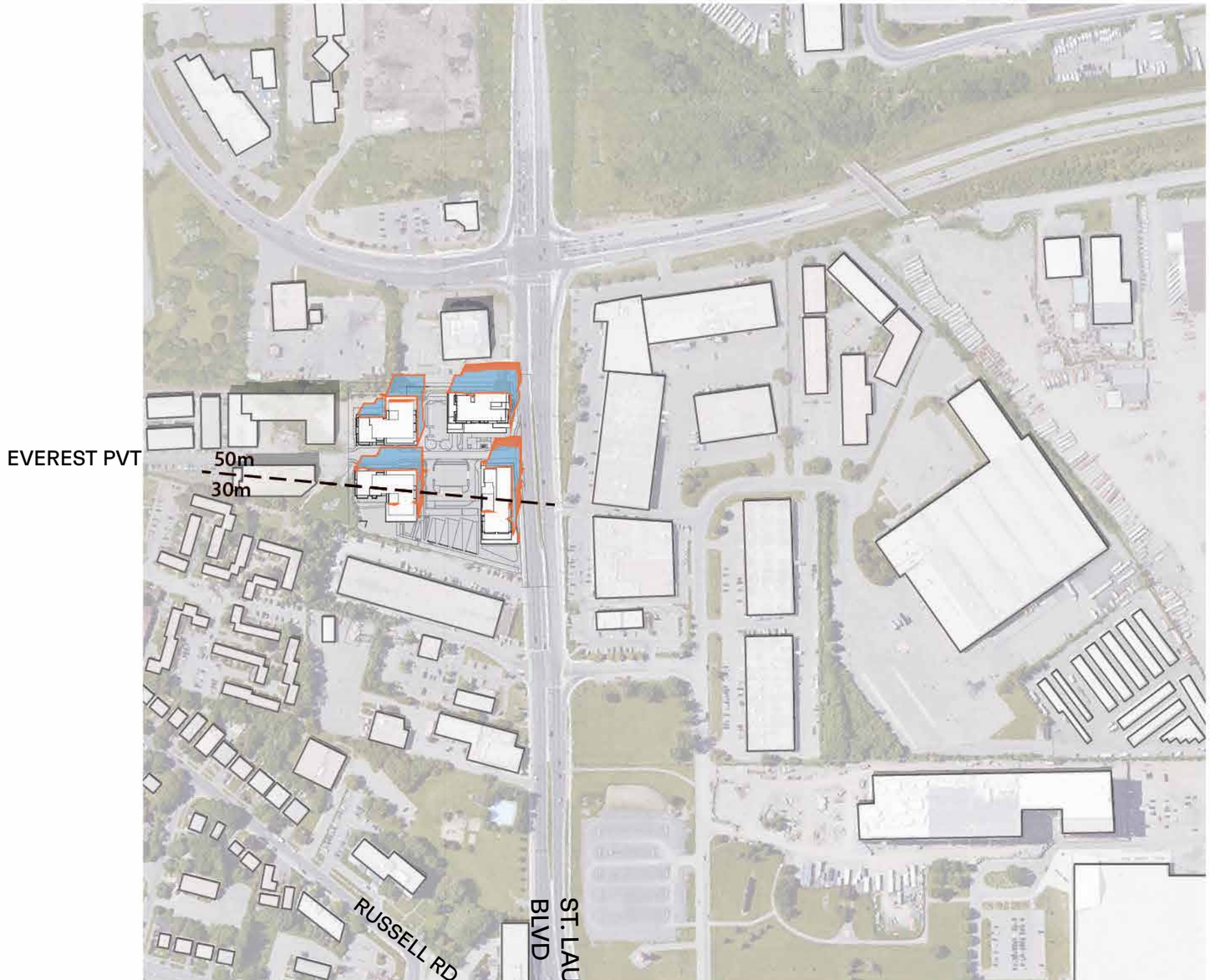
NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH



PMA ARCHITECTES
LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
ARCHITECTS

GROUPE Heafey GROUP
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

SUMMER EQUINOX

TEST TIME: 2PM EDT
TEST DATE: JUNE 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH

PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
ARCHITECTS

GROUPE Heafey GROUP
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

SUMMER EQUINOX

TEST TIME: 3PM EDT
TEST DATE: JUNE 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

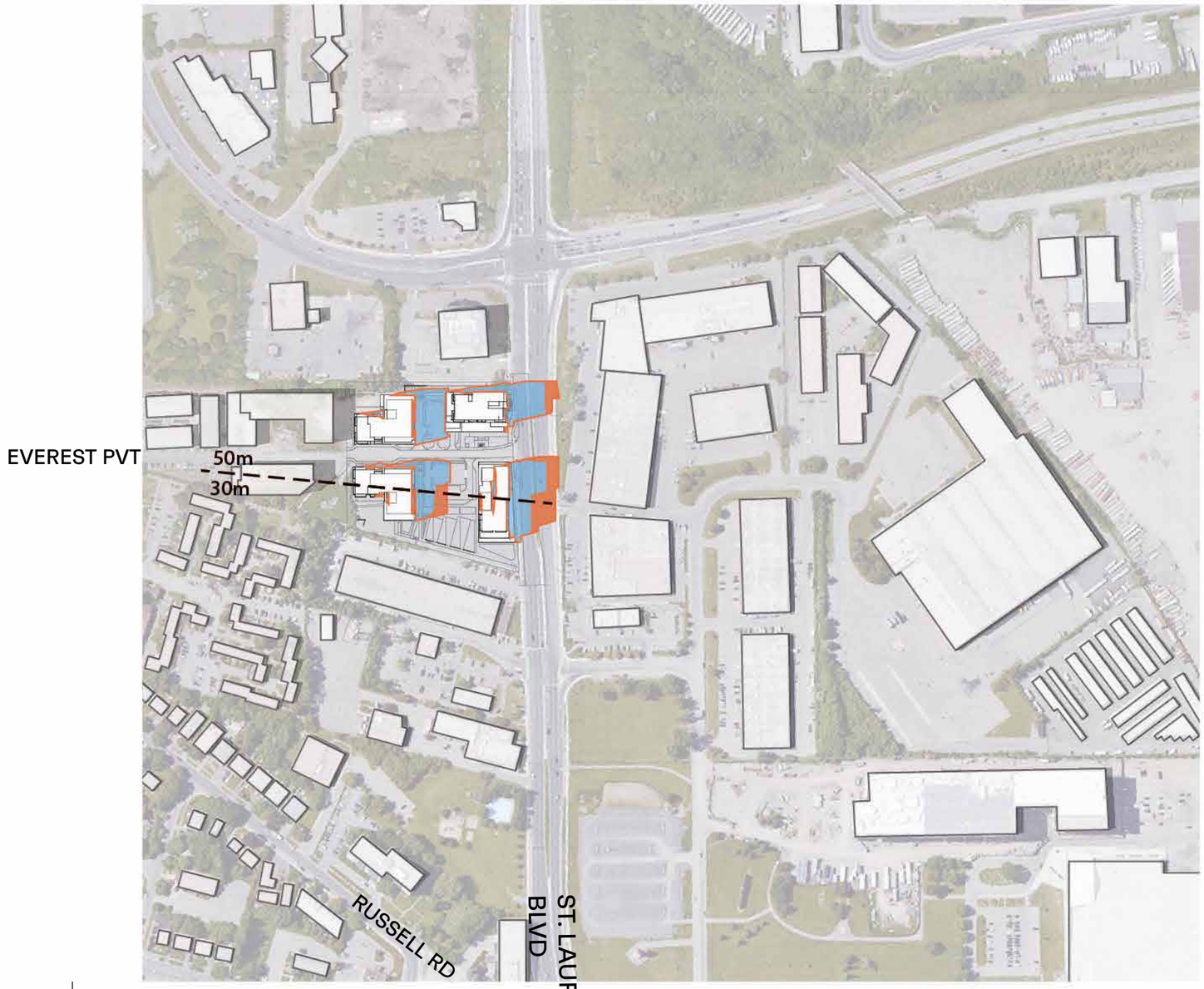
NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH



ARCHITECTS: PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
DEVELOPER: GROUPE Heafey GROUP
URBAN PLANNER: FOTENN

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

SUMMER EQUINOX

TEST TIME: 4PM EDT
TEST DATE: JUNE 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

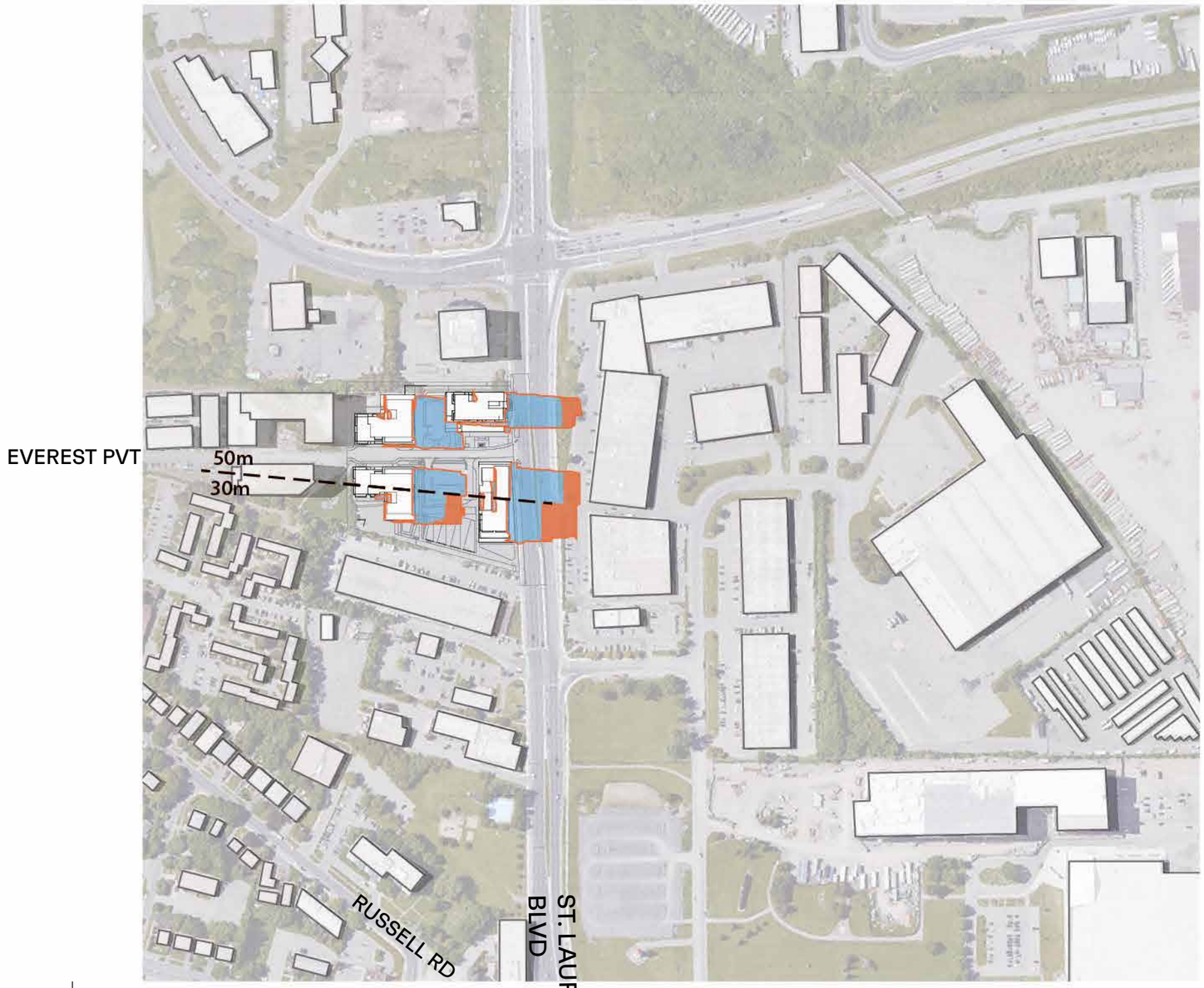
NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH



ARCHITECTS: PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
DEVELOPER: GROUPE Heafey GROUP
URBAN PLANNER: FOTENN

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

SUMMER EQUINOX

TEST TIME: 5PM EDT
TEST DATE: JUNE 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

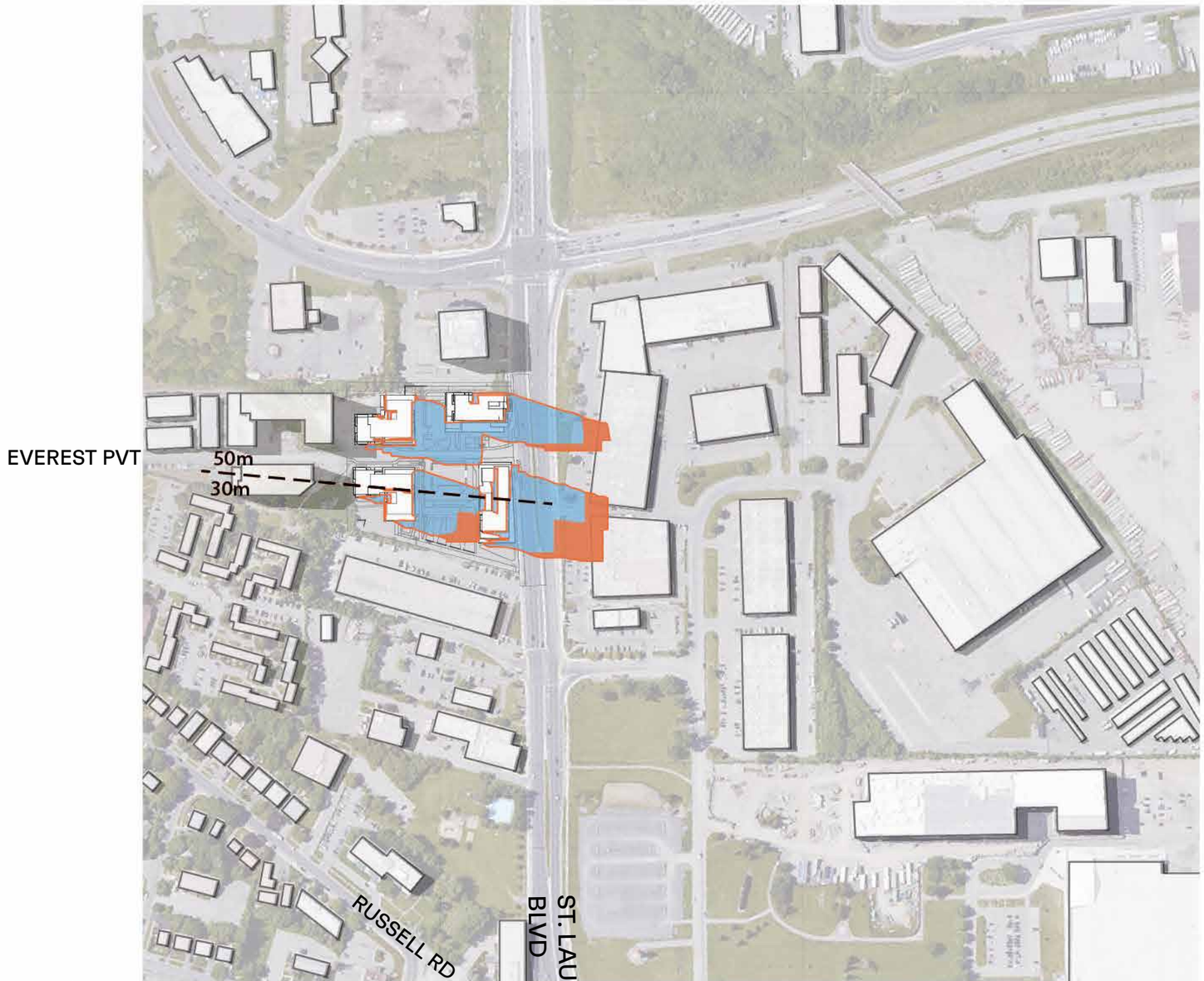
NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH



ARCHITECTS | DEVELOPER | URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

SUMMER EQUINOX

TEST TIME: 6PM EDT
TEST DATE: JUNE 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

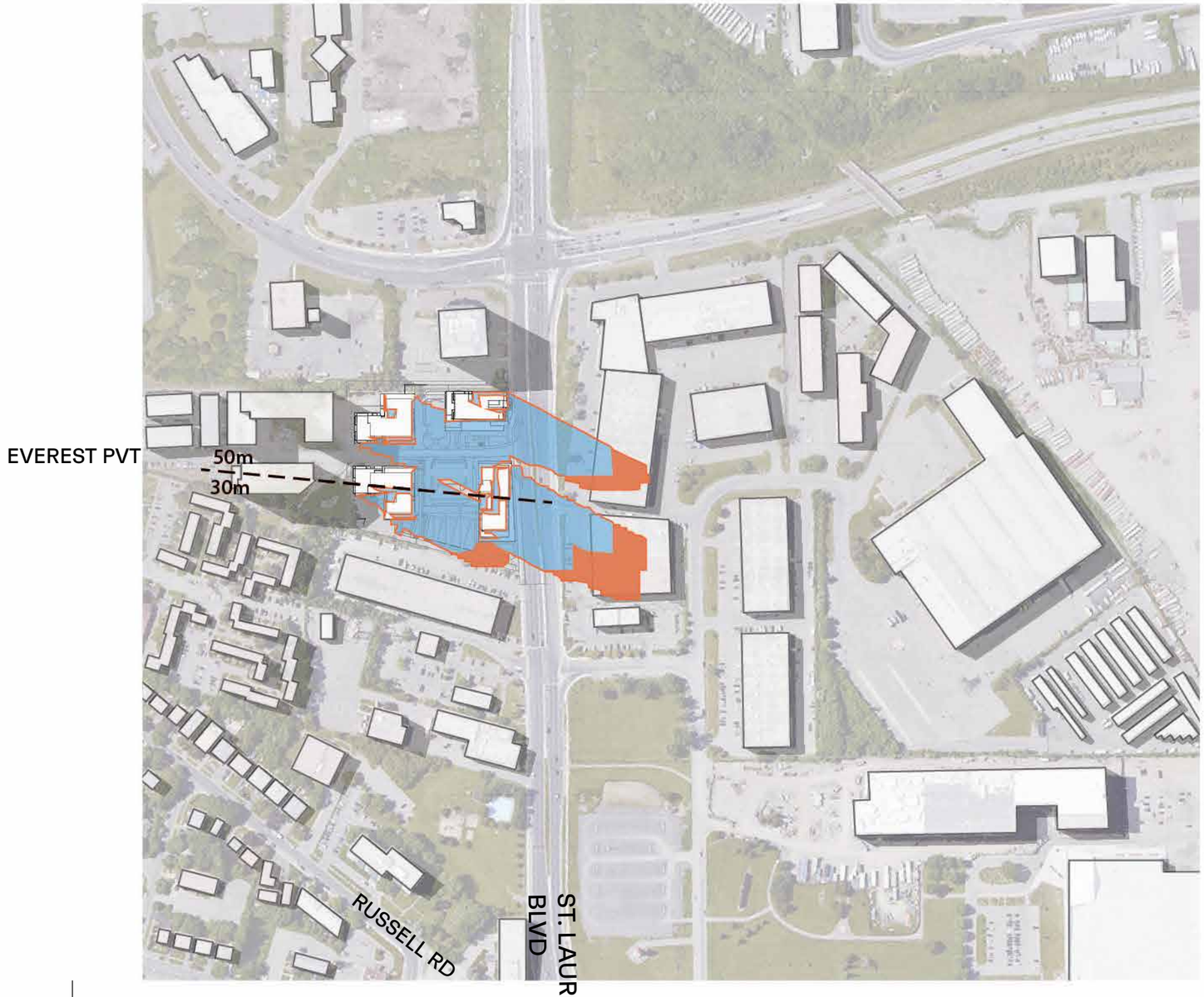
NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH



ARCHITECTS: PMA ARCHITECTES | LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
DEVELOPER: GROUPE Heafey GROUP
URBAN PLANNER: FOTENN

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

SUMMER EQUINOX

TEST TIME: 7PM EDT
TEST DATE: JUNE 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

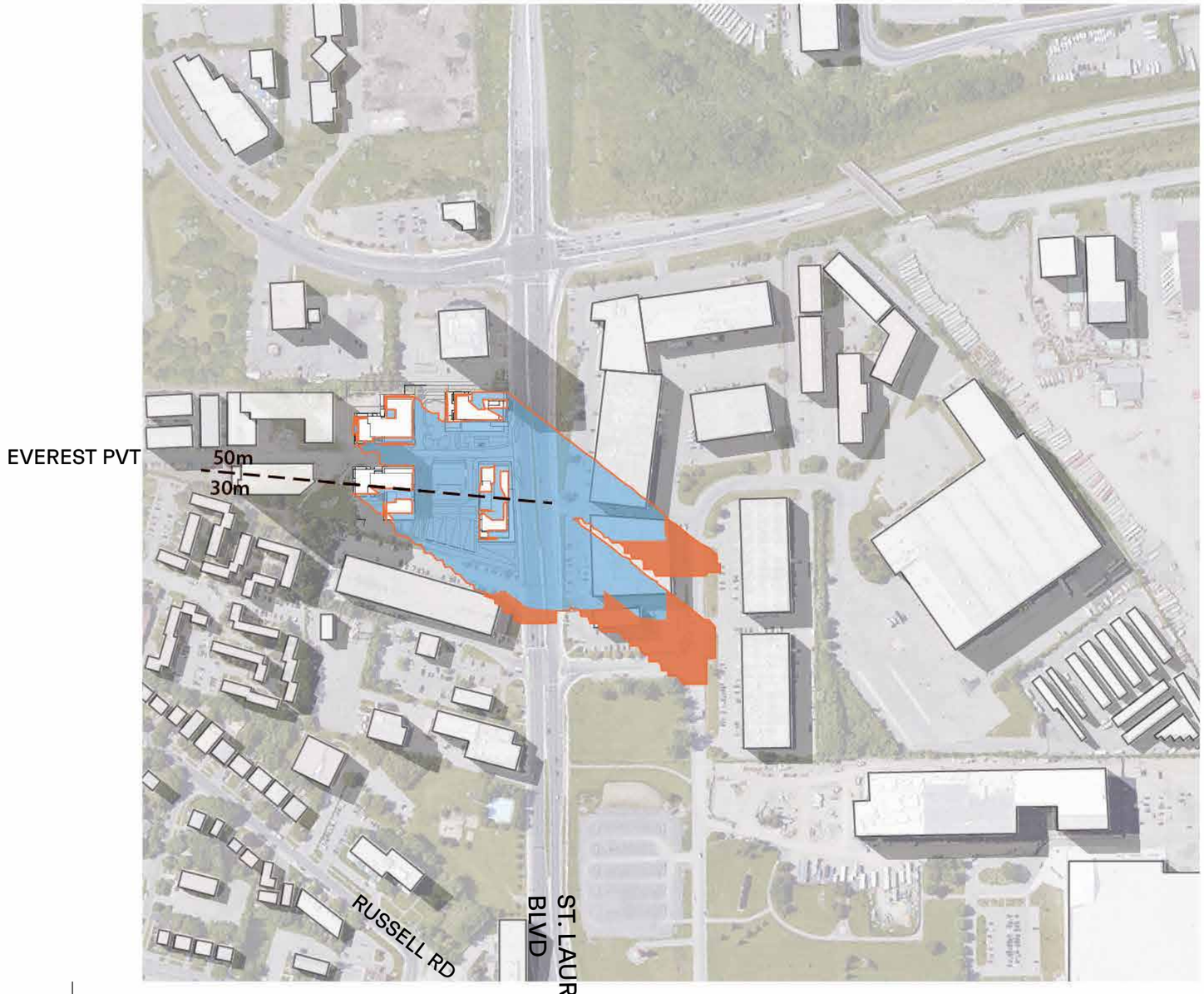
NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH



PMA ARCHITECTES
LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
ARCHITECTS

GROUPE Heafey GROUP
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEV.

1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
URBAN DESIGN REVIEW PANEL (UDRP) - FORMAL PRESENTATION

SUMMER EQUINOX

TEST TIME: 8PM EDT
TEST DATE: JUNE 21

1740-1760 ST-LAURENT BOULEVARD,
OTTAWA, ON K1G 1A2

LONG : -45,40527
LAT : -75,62728

PROPOSED SHADOW

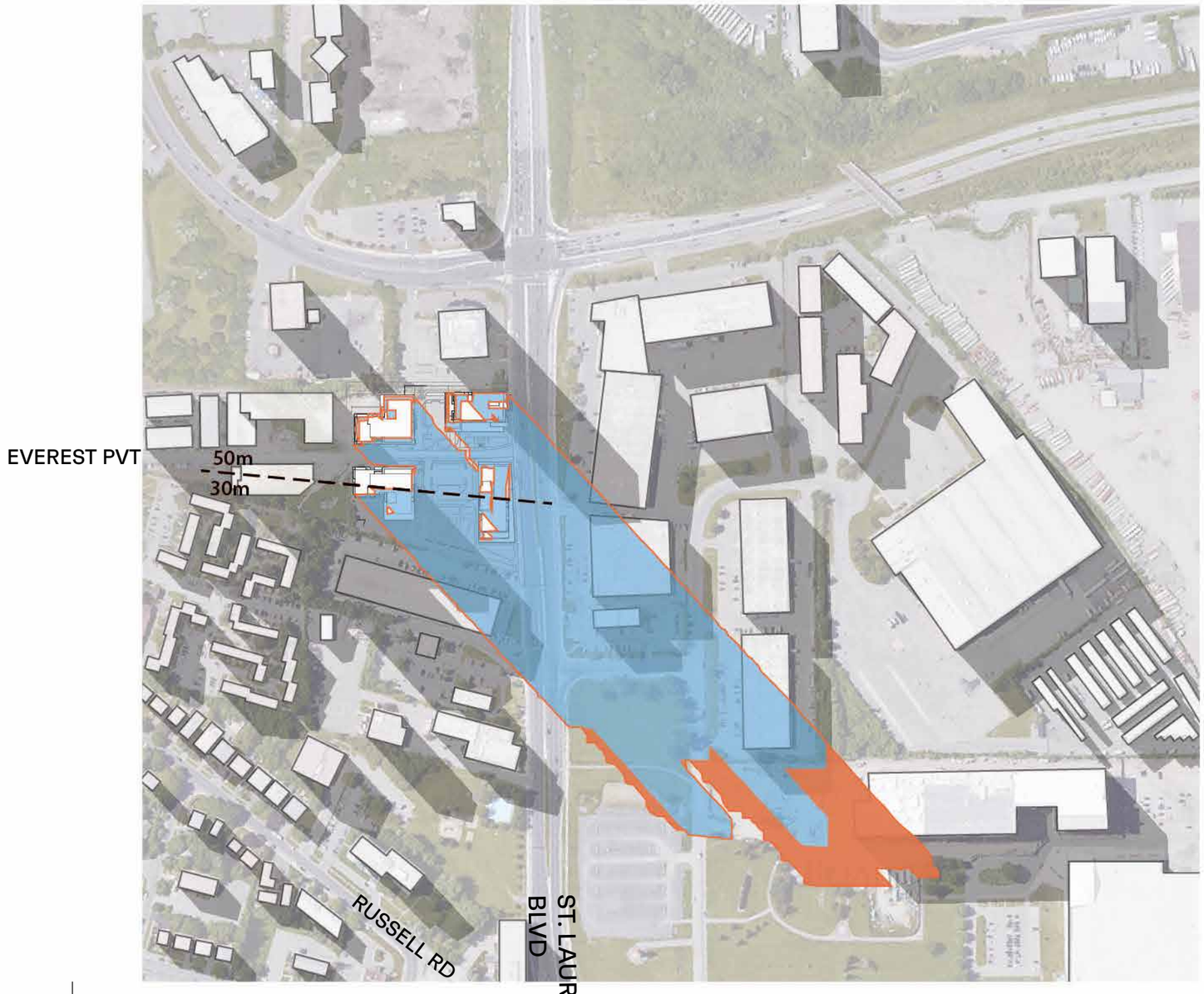
NEW NET SHADOW

AS OF RIGHT SHADOW

VARIATION OF AUTH-
ORIZED HEIGHT LIMITS

0 25 50 100 200m
SCALE

NORTH



PMA ARCHITECTES
LAPALME RHEAULT ARCHITECTES I +ASSOCIÉS
ARCHITECTS

GROUPE Heafey GROUP
DEVELOPER

FOTENN
URBAN PLANNER

PROJECT NUMBER : 20005

DATE: 2024-02-01

D02-21-0137 AND D07-12-21-0177

SITE PLAN LEGEND

- LOT LINE
- SETBACKS
- TOWER FOOTPRINT
- 5m SETBACKS PER OLS0002 R4
- 10m TOWER SETBACKS
- EASEMENT - HHW
- EASEMENT EVEREST PROJECT
- HYDRO LINES
- 0000 GEO — GEODESIC ELEVATION
- EXISTING TREE
- EXISTING TREE TO BE CUT DOWN
- NEW TREE
- NEW PLANTATION
- LANDSCAPE AREAS
- WASHED AGGREGATE
- CONCRETE SIDE WALK
- ASPHALT ROADWAYS
- SNOWMELT SYSTEM ZONE
- PLATBAND
- TERRACE
- WATER

EASEMENT - HHW

5m SETBACK PER OLS0002 R4

EASEMENT - EVEREST

UNDERGROUND PARKING LIMITS

ZONE RESERVED FOR GARBAGE BIN/ PICK-UP DAY ONLY

UNDERGROUND PARKING LIMITS

TOWER FOOTPRINT
LVL 10 - 12 : 1,004 m²
LVL 13 - 20 : 870 m²

ROOF OVERHANG

TOWER 1 MAIN ENTRANCE

TOWER 1
20 STORIES BUILDING
184 UNITS
LEVEL 1: 100 000 ARCH = 70 150 GEO

RESTAURANT TERRASSE

ROOF OVERHANG

RESTAURANT MAIN ENTRANCE

UNDERGROUND PARKING LIMITS

TOWER FOOTPRINT
LVL 10 - 13 : 987 m²

TOWER 2
13 STORIES BUILDING
154 UNITS
LEVEL P0: 100 465 ARCH = 70 915 GEO
LEVEL 1: 103 750 ARCH = 74 200 GEO

PARKING ENTRANCE/EXIT (P0)

ROOF OVERHANG

UNDERGROUND PARKING LIMITS

ROOF OVERHANG

TOWER 2 MAIN ENTRANCE

TOWER 4 MAIN ENTRANCE

TOWER FOOTPRINT
LVL 10 - 13 : 1,084 m²

TOWER 4
13 STORIES BUILDING
163 UNITS
LEVEL P0: 99 450 ARCH = 69 900 GEO
LEVEL 1: 103 700 ARCH = 74 150 GEO

PARKING ENTRANCE/EXIT (P0)

TOWER 3 MAIN ENTRANCE

ZONE RESERVED FOR GARBAGE BIN/ PICK-UP DAY ONLY

LOADING ZONE

TOWER 3
20 STORIES BUILDING
200 UNITS
LEVEL 1: 99 540 ARCH = 69 990 GEO

GARDEN

UNDERGROUND PARKING LIMITS

PARKLAND
1,875 m²

TOWER FOOTPRINT
LVL 13 - 20 : 990 m²

TOWER FOOTPRINT
LVL 10 - 12 : 1,084 m²

UNDERGROUND PARKING LIMITS

T LAURENT BLVD

1 SITE PLAN
1 : 200

BIM 360://DEV ST-LAURENT OTTAWA/20005_A_SITE_R21.rvt

PROJECT

ST. LAURENT DEVELOPMENT
1740-1760 St. Laurent boulevard
Ontario,ON K1G 1A2

OWNER

GROUPE Heafey GROUP
100 - 768, BOUL SAINT-JOSEPH,
GATINEAU, QC J8Y 4B8

ARCHITECTURAL

PMA ARCHITECTES
(418) 661-8964
INFO@PMAARCHITECTES.COM
3070, CHEMIN DES QUATRE-BOURGEOIS
QUÉBEC (QC) G1W 2K4
PMAARCHITECTES.COM

LAPALME RHEAULT
ARCHITECTES| •ASSOCIÉS
53, SAINT-RAYMOND BOULEVARD,
GATINEAU, QC J8Y 1R8

STRUCTURAL

MECHANICAL

CIVIL

exp.
2650, QUEENSVIEW DRIVE, SUITE 100,
OTTAWA, ON K2B 8H6

LANDSCAPE

JAMES B. LENNOX & ASSOCIATES INC.
LANDSCAPE ARCHITECTS
355 CHEMIN AVE, OTTAWA, ONTARIO, K2H 1G6
Tel: (613) 722-9168 Fax: 3(866) 243-3942

SURVEYOR

ANNIS, O'SULLIVAN, VOLLEBEKK LTD.
14 CONCOURSE GATE, SUITE 500,
NEPEAN, ON K2E 7S6

GENERAL CONTRACTOR

KEY PLAN

ARCHITECT SEAL

REVISIONS

NO	DESCRIPTION	DATE
1	FOR CITY REVIEW	2023-09-27

NOTE

IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON THE SITE AND TO REPORT ALL ERRORS AND/OR OMISSIONS TO THE ARCHITECT. ALL CONTRACTORS MUST COMPLY WITH ALL PERTINENT CODES AND BY-LAWS. DO NOT SCALE DRAWINGS.

DO NOT USE FOR CONSTRUCTION

DATE 2023-09-27
DESIGNED P.POMERLEAU
DRAWN A.DUFOUR
PROJECT No 20005
CHECKED P.MARTIN

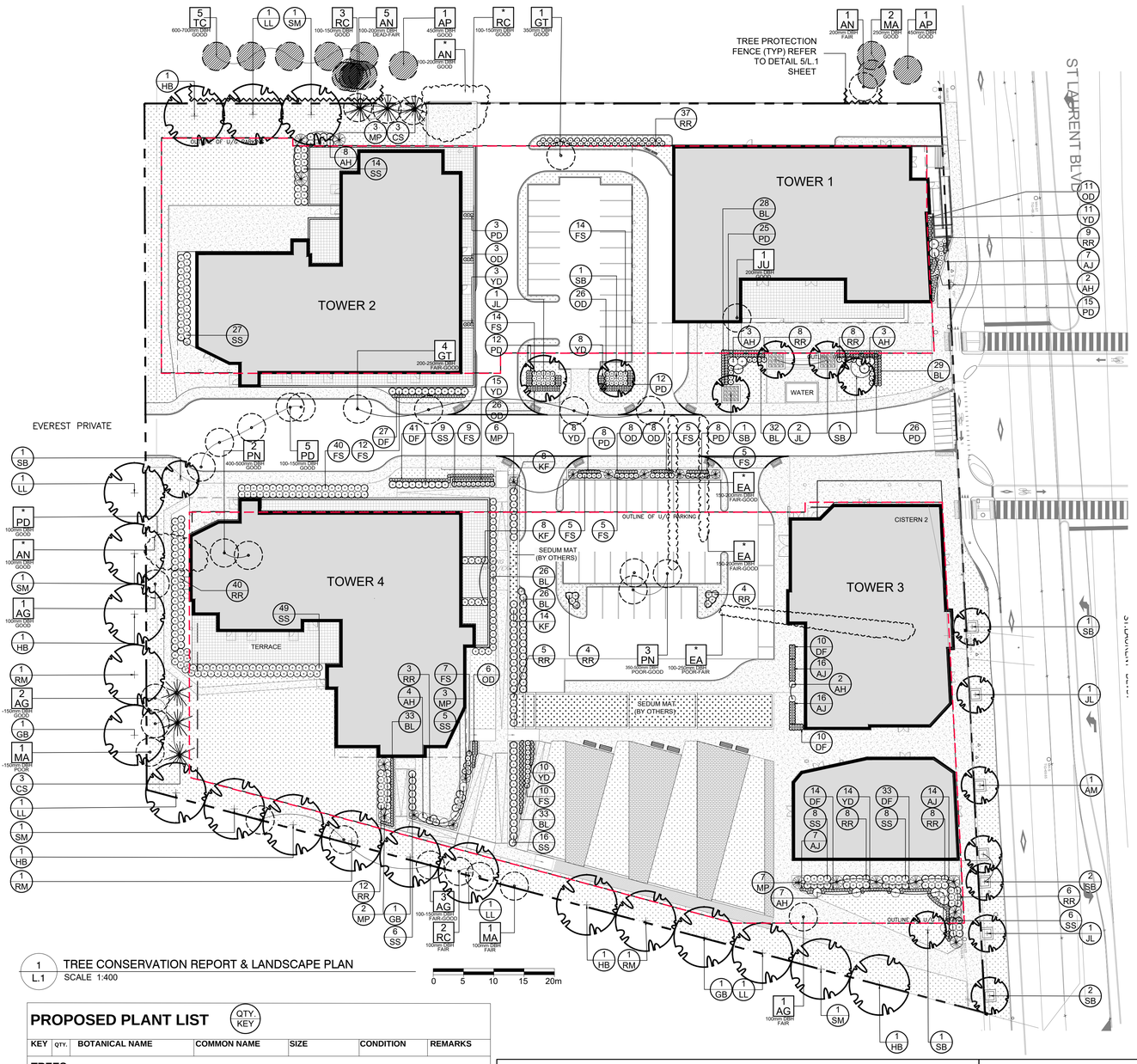
SHEET TITLE

SITE PLAN

SHEET No

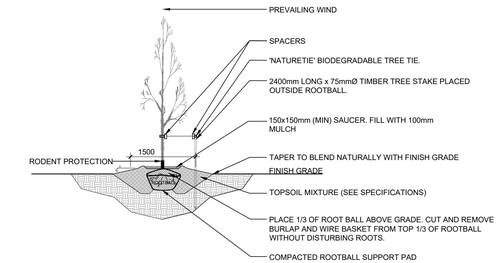
A101

002-21-0137.pwd 002-12-21-0137

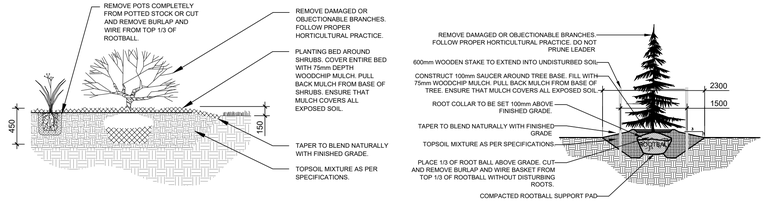


1 L.1 TREE CONSERVATION REPORT & LANDSCAPE PLAN
SCALE 1:400

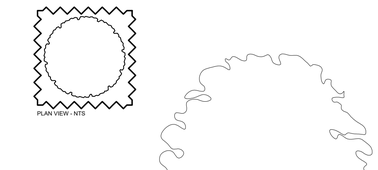
0 5 10 15 20m



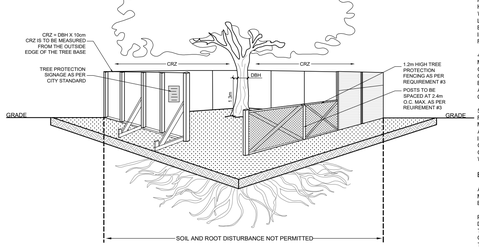
2 L.1 DECIDUOUS TREE PLANTING
SCALE: NTS



3 L.1 SHRUB / PERENNIAL / ORNAMENTAL GRASS PLANTING
SCALE: NTS



4 L.1 CONIFEROUS TREE PLANTING
SCALE: NTS



5 L.1 TREE PROTECTION FENCE
SCALE: NTS

TREE PROTECTION REQUIREMENTS:

1. PRIOR TO ANY WORK ACTIVITY WITHIN THE CRITICAL ROOT ZONE (CRZ = 10X DIAMETER) OF A TREE, TREE PROTECTION FENCING MUST BE INSTALLED SURROUNDING THE CRITICAL ROOT ZONE AND REMAIN IN PLACE UNTIL THE WORK IS COMPLETE.

2. UNLESS PLANS ARE APPROVED BY CITY FORESTRY STAFF, FOR WORK WITHIN THE CRZ;
- DO NOT PLACE ANY MATERIAL OR EQUIPMENT INCLUDING OUTHOUSES;
- DO NOT ATTACH ANY SIGNS, NOTICES OR POSTERS TO ANY TREE;
- DO NOT RAISE OR LOWER THE EXISTING GRADE;
- TUNNEL OR BORE WHEN DIGGING;
- DO NOT DAMAGE THE ROOT SYSTEM, TRUNK, OR BUNCHES OR ANY TREE;
- ENSURE THAT EXHAUST FUMES FROM ALL EQUIPMENT ARE NOT DIRECTED TOWARD ANY TREE CANOPY;
- DO NOT EXTEND HARD SURFACE OR SIGNIFICANTLY CHANGE LANDSCAPING

3.TREE PROTECTION FENCING MUST BE AT LEAST 1.2m IN HEIGHT, AND BE CONSTRUCTED OF RIGID OR FRAMED MATERIALS (E.G. MODULOC • STEEL PLYWOOD HOARDING, OR SNOW FENCE ON A 2"X4" WOOD FRAME) WITH POSTS 2.4m APART, SUCH THAT THE FENCE LOCATION CANNOT BE ALTERED. ALL SUPPORTS AND BRACING MUST BE PLACED OUTSIDE OF THE CRZ, AND INSTALLATION MUST MINIMISE DAMAGE TO EXISTING ROOTS. (SEE DETAIL)

4. THE LOCATION OF THE TREE PROTECTION FENCING MUST BE DETERMINED BY AN ARBORIST AND DETAILED ON ANY ASSOCIATED PLANS FOR THE SITE, (E.G. TREE CONSERVATION REPORT, TREE DISCLOSURE REPORT, ETC). THE PLAN AND CONSTRUCTED FENCING MUST BE APPROVED BY CITY FORESTRY STAFF PRIOR TO THE COMMENCEMENT OF WORK.

5. IF THE FENCED TREE PROTECTION AREA MUST BE REDUCED TO FACILITATE CONSTRUCTION, MITIGATION MEASURES MUST BE PRESCRIBED BY AN ARBORIST AND APPROVED BY CITY FORESTRY STAFF. THESE MAY INCLUDE THE PLACEMENT OF PLYWOOD, WOOD CHIPS OR STEEL PLATING OVER THE ROOTS FOR PROTECTION OR THE PROPER PRUNING AND CARE OF ROOTS WHERE ENCOUNTERED.

BY-LAWS:

ALL CITY-OWNED TREES ARE PROTECTED UNDER THE MUNICIPAL TREES AND NATURAL AREAS PROTECTION BY-LAW (2006-279), WITHIN THE URBAN AREA.

PRIVATELY-OWNED TREES GREATER THAN 50cm IN DIAMETER ON LOTS 1 HECTARE IN SIZE OR LESS, AND TREES GREATER THAN 10cm IN DIAMETER ON LOTS GREATER THAN 1 HECTARE, ARE PROTECTED UNDER THE URBAN TREE CONSERVATION BY-LAW (2009-202).

PROPOSED PLANT LIST

QTY. KEY

KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	REMARKS
TREES						
AM	1	Acer ginnala	Amur Maple	60mm cal.	B&B	
CS	6	Picea pungens	Colorado Spruce	1800mm ht.	B&B	
GB	3	Ginkgo biloba	Maidenhair Tree	60mm cal.	B&B	Male tree
HB	3	Celtis occidentalis	Hackberry	60mm cal.	B&B	
JL	5	Syringa reticulata	Japanese Tree Lilac	60mm cal.	B&B	
LL	5	Tilia cordata	Littleleaf Linden	60mm cal.	B&B	
RM	3	Acer rubrum	Red Maple	60mm cal.	B&B	
SB	10	Amelanchier canadensis	Serviceberry	60mm cal.	B&B	
SM	4	Acer saccharum	Sugar Maple	60mm cal.	B&B	
SHRUBS						
AH	29	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	1 gallon pot	Potted	1500 mm o.c
FS	126	Rhus aromatica	Fragrant Sumac	600mm ht.	Potted	1200 mm o.c.
MP	21	Pinus mugo	Mugo Pine	1500mm ht.	Potted	2000 mm o.c
RR	152	Rosa rugosa	Rugosa Rose	1200mm ht.	Potted	1500 mm o.c.
SS	148	Sorbaria sorbifolia 'Sem'	Sem False Spirea	1200mm ht.	Potted	1500 mm o.c
PERENNIALS AND GRASSES						
AJ	60	Hylotelephium telephium 'Herbstfreude'	Autumn Joy Sedum	250mm pot	Potted	400 mm o.c.
BL	208	Leymus arenarius	Blue Lyme Grass	250 mm pot	Potted	400 mm o.c
DF	125	Pennisetum alopecuroides 'Hameln'Dwarf	Dwarf Fountain Grass			
KF	30	Calamagrostis 'Karl Foerster'	Feather Reed Grass	250mm pot	Potted	1200 mm o.c.
OD	88	Hemerocallis "Family Jewels'	Orange Daylily	100mm pot	Potted	400 mm o.c.
PD	109	Hemerocallis 'Rosy Scenario'	Red-pink Daylily	100mm pot	Potted	400 mm o.c.
YD	69	Hemerocallis "Going bananas"	Yellow Daylily	100mm pot	Potted	400 mm o.c.

EXISTING TREE LIST

QTY. KEY

KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	REMARKS
TREES						
AG	4	Acer ginnala	Amur Maple	100-150mm DBH	FAIR-GOOD	To be removed
AN	*	Acer negundo	Manitoba Maple	100-200mm DBH	DEAD-GOOD	See Plan
AP	2	Acer platanoides	Norway Maple	450mm DBH	GOOD	To remain
EA	*	Eleangus angustifolia	Russian Olive	100-250mm DBH	POOR-GOOD	To be removed
GT	5	Gleditsia triacanthos	Honey Locust	200-350mm DBH	FAIR-GOOD	To be removed
JU	1	Juniperus sp.	Juniper	200mm DBH	GOOD	To be removed
MA	4	Malus sp.	Crabapple	100-250mm DBH	POOR-GOOD	See Plan
PD	*	Populus deltoides	Eastern Cottonwood	100-150mm DBH	GOOD	To be removed
PN	6	Pinus nigra	Austrian Pine	350-500mm	POOR-GOOD	To be removed
RC	*	Rhamnus cathartica	Common Buckthorn	100-150mm	FAIR-GOOD	To be removed
TC	5	Tilia cordata	Littleleaf Linden	600-700mm DBH	GOOD	To remain

* *DENOTES NUMEROUS*

GENERAL NOTES:

1. It is the responsibility of the appropriate contractor or official to report any errors, omissions or discrepancies on this plan with actual site conditions to the Landscape Architect before proceeding with construction.

2. The contractor is to notify all utility companies and authorities prior to any excavation and ascertain locations of underground services.

3. The contractor is to reinstate all areas and items damaged as a result of construction activity.

4. The contractor is to comply with all pertinent codes and by-laws.

5. The contractor is to maintain a positive surface run-off throughout the entire construction period.

6. The Landscape Architect is not responsible for subsurface conditions.

7. The contractor is to identify all existing trees to remain on site with the Landscape Architect prior to construction.

8. The contractor is to stake the proposed location of all plant material in conjunction with the Landscape Architect prior to excavation.

9. Minimum distances for selected deciduous trees are as follows:
- Building Foundations 7.5m
- Sidewalks 1.5m
- Public Streets 2.5m
- Underground Infrastructure 2.0m

10. All trees within 1m of underground utility trenches are to be excavated by hand.

11. Remove all protective wrapping from tree trunks after installation.

12. Staking of trees shall only be performed if necessary.

13. Ensure that mulch is pulled back a min. distance of 75mm from base of tree trunk.

CLIENT: GROUPE Heafey GROUP

CONSULTANTS

ARCHITECTS:

LAPALME RHEAULT ARCHITECTES • ASSOCIÉS

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Ontario Land Surveyors

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CIVIL & GEOTECHNICAL ENGINEERS: exp.

LEGEND

- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- GROUP OF EXISTING TREES TO BE REMOVED
- PROPOSED DECIDUOUS TREE
- PROPOSED CONIFEROUS TREE
- PROPOSED SHRUBS / PERENNIALS / ORNAMENTAL GRASSES
- PROPOSED SOD
- PROPOSED RIVERSTONE MULCH
- PROPOSED TYPE 1 PRECAST CONCRETE PAVERS
- PROPOSED TYPE 2 PRECAST CONCRETE PAVERS
- PROPOSED SEDUM MAT (By Others)
- PROPOSED TREE PROTECTION FENCE

No.	Issue	Date MM/DD/YY	DR	CK
10	REVISED PER NEW SERVICING DRAWING	10/05/2023	ML	JL
9	REVISED PER NEW SERVICING DRAWING	09/07/2023	ML	JL
8	ISSUED FOR COORDINATION	08/31/2023	CM	JL
7	REVISED PER CONSULTANT MARKUP	07/20/2023	CM	JL
6	REVISED PER NEW SITE PLAN	06/28/2023	ML	JL
5	REVISED PER CITY COMMENTS	02/14/2022	ML	JL
4	ISSUED FOR COORDINATION	10/14/2021	ML	JL
3	ISSUED FOR COORDINATION	10/07/2021	ML	JL
2	ISSUED FOR COORDINATION	08/03/2021	ML	JL
1	ISSUED FOR DISCUSSION AND REVIEW	07/30/2021	ML	JL

JAMES B. LENNOX & ASSOCIATES INC.
LANDSCAPE ARCHITECTS
3332 CARLING AVE. OTTAWA, ONTARIO K2H 5A8
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PROJECT
1740-1760 ST. LAURENT BOULEVARD DEVELOPMENT

1740-1760 ST. LAURENT BLVD, OTTAWA ON

DRAWING
TREE CONSERVATION REPORT & LANDSCAPE PLAN

STAMP: ASSOCIATION OF LANDSCAPE ARCHITECTS — JAMES B. LENNOX — MEMBER

SCALE: AS SHOWN

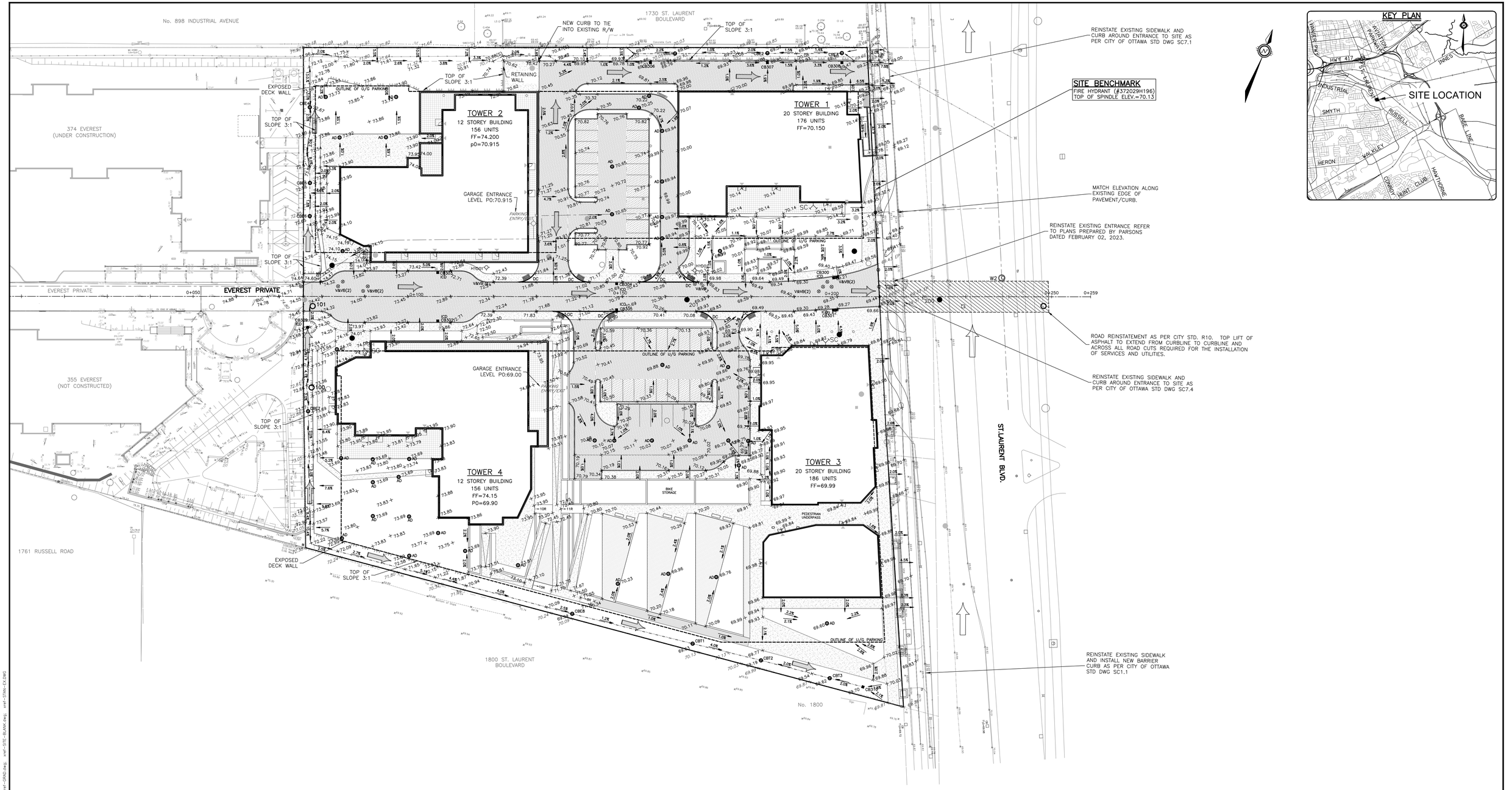
START DATE: FEBRUARY 2020

PROJECT NO.: 20MIS2021

PROJECT NORTH

DRAWING NO.: L.1

PLOT SIZE ARCH-D



CAUTION

THE POSITION OF ALL POLE LINES, CONDUITS, WATERMAINS, SEWERS AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, DETERMINE THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.

REV	REVISION DESCRIPTION	DATE	BY	APPD
4	ISSUED FOR APPROVAL	03/10/23	AC	BMT
3	REVISED PER CITY COMMENTS	31/08/23	SAB	BMT
2	ISSUED FOR SPA	16/08/21	AE	BMT
1	ISSUED FOR COORDINATION	09/07/21	AE	BMT

SCALE: 0 4m 8m 16m — HORIZONTAL 1:400

NORTH

DESIGNED BY

REVIEWED BY

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• INDUSTRIAL • INFRASTRUCTURE • SUSTAINABILITY •

BASEPLAN	SK
DESIGN	JLF/JD
CHECKED	BMT
CAD	SAB
PROJECT MANAGER	BMT
APPROVED	BMT

PROJECT: ST. LAURENT BOULEVARD DEVELOPMENT
1740–1760 ST. LAURENT BLVD., OTTAWA, ON

TITLE: SITE GRADING PLAN

PROJECT No.	OTT-260579-B0
SURVEY	AOV
DATE	OCT 2020
DRAWING No.	C200

DO7.12.21-0177

#18610

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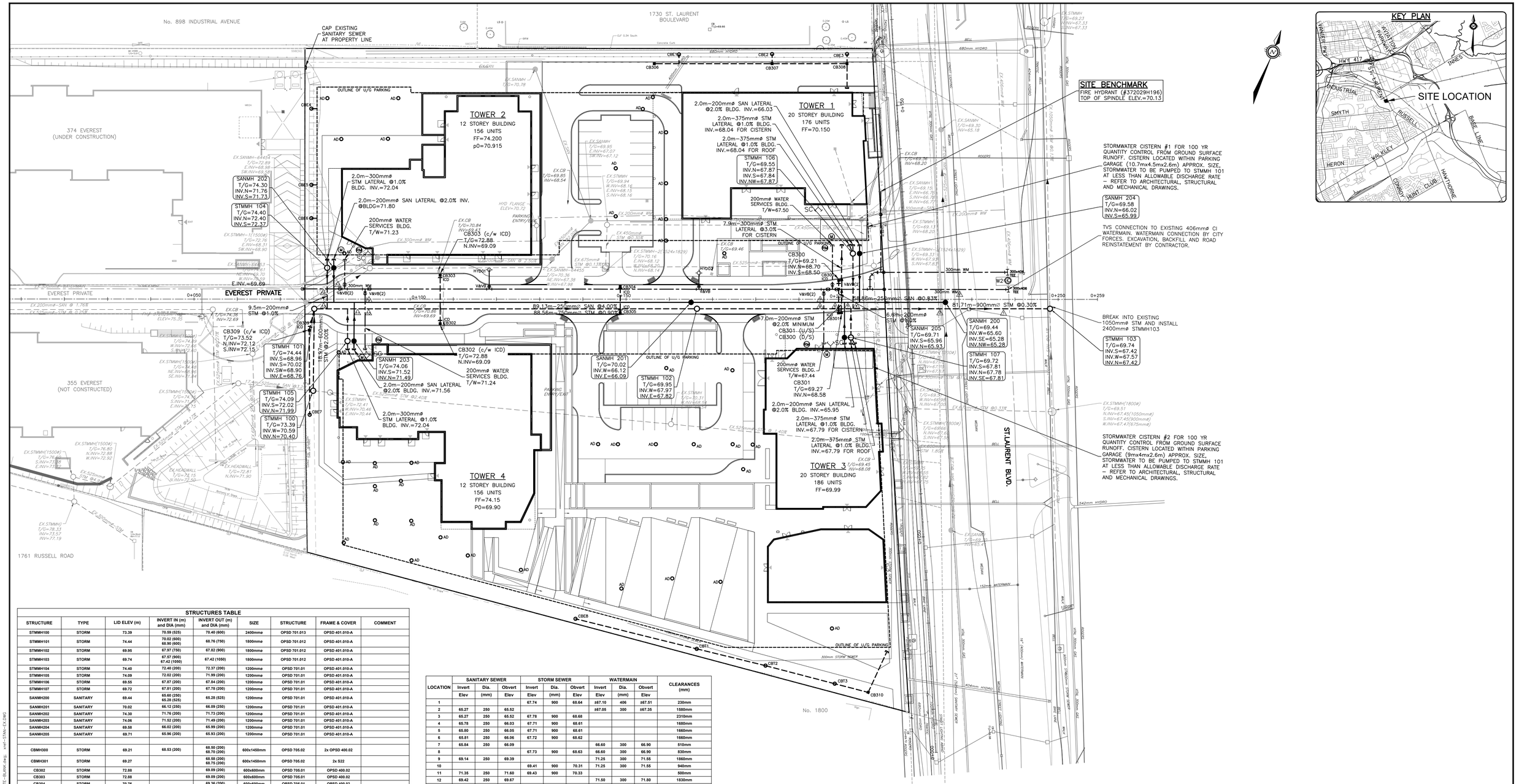

STRUCTURES TABLE

STRUCTURE	TYPE	LID ELEV (m)	INVERT IN (m) and DIA (mm)	INVERT OUT (m) and DIA (mm)	SIZE	STRUCTURE	FRAME & COVER	COMMENT
STMMH100	STORM	73.39	70.59 (525)	70.40 (600)	2400mme	OPSD 701.013	OPSD 401.010-A	
STMMH101	STORM	74.44	70.02 (600) 68.90 (600)	68.76 (750)	1800mme	OPSD 701.012	OPSD 401.010-A	
STMMH102	STORM	69.95	67.97 (750)	67.82 (900)	1800mme	OPSD 701.012	OPSD 401.010-A	
STMMH103	STORM	69.74	67.57 (900) 67.42 (1050)	67.42 (1050)	1800mme	OPSD 701.012	OPSD 401.010-A	
STMMH104	STORM	74.40	72.40 (200)	72.37 (200)	1200mme	OPSD 701.01	OPSD 401.010-A	
STMMH105	STORM	74.09	72.02 (200)	71.99 (200)	1200mme	OPSD 701.01	OPSD 401.010-A	
STMMH106	STORM	69.55	67.87 (200)	67.84 (200)	1200mme	OPSD 701.01	OPSD 401.010-A	
STMMH107	STORM	69.72	67.81 (200)	67.78 (200)	1200mme	OPSD 701.01	OPSD 401.010-A	
SANMH200	SANITARY	69.44	65.60 (250) 65.28 (525)	65.28 (525)	1200mme	OPSD 701.01	OPSD 401.010-A	
SANMH201	SANITARY	70.02	66.12 (250)	66.09 (250)	1200mme	OPSD 701.01	OPSD 401.010-A	
SANMH202	SANITARY	74.30	71.76 (200)	71.73 (200)	1200mme	OPSD 701.01	OPSD 401.010-A	
SANMH203	SANITARY	74.06	71.52 (200)	71.49 (200)	1200mme	OPSD 701.01	OPSD 401.010-A	
SANMH204	SANITARY	69.58	66.02 (200)	65.99 (200)	1200mme	OPSD 701.01	OPSD 401.010-A	
SANMH205	SANITARY	69.71	65.96 (200)	65.93 (200)	1200mme	OPSD 701.01	OPSD 401.010-A	
CBMH300	STORM	69.21	68.53 (200)	68.50 (200) 68.70 (200)	600x1450mm	OPSD 705.02	2x OPSD 400.02	
CBMH301	STORM	69.27		68.58 (200) 68.75 (200)	600x1450mm	OPSD 705.02	2x S22	
CB302	STORM	72.88		69.09 (200)	600x600mm	OPSD 705.01	OPSD 400.02	
CB303	STORM	72.88		69.09 (200)	600x600mm	OPSD 705.01	OPSD 400.02	
CB304	STORM	70.76		69.36 (200)	600x600mm	OPSD 705.01	OPSD 400.02	
CB305	STORM	70.76		69.36 (200)	600x600mm	OPSD 705.01	OPSD 400.02	
CB306	STORM	69.71		68.75 (200)	600x600mm	OPSD 705.01	OPSD 400.02	
CB307	STORM	69.85		68.45 (200)	600x600mm	OPSD 705.01	OPSD 400.02	
CB308	STORM	69.57	67.85 (200) 67.80 (250)	67.77 (250)	600x600mm	OPSD 705.01	OPSD 400.02	
CB309	STORM	73.52	72.15 (250)	72.12 (250)	600x600mm	OPSD 705.01	OPSD 400.02	
CB310	STORM	69.70	68.36 (250)	68.30 (250) 600x600mm		OPSD 705.01	OPSD 400.02	
CBE1	STORM	69.60		68.33 (250)	300mme	S31	S31	
CBE2	STORM	69.57		68.11 (250)	300mme	S31	S31	
CBE3	STORM	69.50		67.90 (250)	300mme	S31	S31	
CBE4	STORM	72.67		70.67 (250)	300mme	S31	S31	
CBE5	STORM	72.56		70.56 (250)	300mme	S31	S31	
CBE6	STORM	72.65		70.65 (250)	300mme	S31	S31	
CBE7	STORM	73.57		72.34 (250)	300mme	S31	S31	
CBE8	STORM	69.94		69.22 (250)	300mme	S31	S31	
CBT1	STORM	69.63	68.92 (250)	68.92 (250)	300mme	S30	S30	
CBT2	STORM	69.19	68.76 (250)	68.76 (250)	300mme	S30	S30	
CBT3	STORM	69.62	68.59 (250)	68.59 (250)	300mme	S30	S30	

LOCATION	SANITARY SEWER			STORM SEWER			WATERMAIN			CLEARANCES (mm)
	Invert Elev	Dia. (mm)	Obvert Elev	Invert Elev	Dia. (mm)	Obvert Elev	Invert Elev	Dia. (mm)	Obvert Elev	
1				67.74	900	68.64	±67.10	406	±67.51	230mm
2	65.27	250	65.52				±67.05	300	±67.35	1580mm
3	65.27	250	65.52	67.78	900	68.68				2310mm
4	65.78	250	66.03	67.71	900	68.61				1680mm
5	65.80	250	66.05	67.71	900	68.61				1660mm
6	65.81	250	66.06	67.72	900	68.62				1660mm
7	65.84	250	66.09				66.60	300	66.90	510mm
8				67.73	900	68.63	66.60	300	66.90	830mm
9	69.14	250	69.39				71.25	300	71.55	1860mm
10				69.41	900	70.31	71.25	300	71.55	940mm
11	71.35	250	71.60	69.43	900	70.33				500mm
12	69.42	250	69.67				71.50	300	71.80	1830mm
13	68.73	250	68.98	70.21	900	71.11				1230mm
14				68.73	900	69.63	71.61	300	71.91	1980mm

STORMWATER MANAGEMENT SUMMARY TABLE

Control Location	Post-Dev Area No.	Max Flow in L/sec	Max. Head (m)	Type	Model	Number of Drains	Weir Position
ROOFS	S12 (TOWER 1)	1.89 per drain (30 gpm)	0.15	Flow Controlled Roof Drain	WATTS ACUTROL	10	OPEN
	S04 (TOWER 2)	1.89 per drain (30 gpm)	0.15	Flow Controlled Roof Drain	WATTS ACUTROL	12	OPEN
	S13 (TOWER 3)	1.89 per drain (30 gpm)	0.15	Flow Controlled Roof Drain	WATTS ACUTROL	11	OPEN
	S07 (TOWER 4)	1.89 per drain (30 gpm)	0.15	Flow Controlled Roof Drain	WATTS ACUTROL	14	OPEN
CB302, CB303	S05	5.92	1.40	Inlet Control Device	IPEX LMF-75	N/A	N/A
CB 309	S06	2.5	1.20	Inlet Control Device	IPEX LMF-50	N/A	N/A
CB304, CB305	S11	6.82	1.40	Inlet Control Device	IPEX LMF-80	N/A	N/A
CB300, CB301	S14	16.2	0.80	Inlet Control Device	IPEX TYPE A	N/A	N/A
CISTERN 1 (NORTH)	S01,S02,S03,S09	40	N/A	Pumped to Storm Lateral		N/A	N/A
CISTERN 2 (SOUTH)	S08, S10, S15, S16	60	N/A	Pumped to Storm Lateral		N/A	N/A

NOTE
REFER TO SERVICING AND SWM REPORT FOR THE ROOF DRAINAGE PLAN

CAUTION
THE POSITION OF ALL POLE LINES, CONDUITS, WATERMAINS, SEWERS AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, DETERMINE THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.

REV	REVISION DESCRIPTION	DATE	BY	APPD
4	ISSUED FOR APPROVAL	03/10/23	AC	BMT
3	REVISED PER CITY COMMENTS	31/08/23	SAB	BMT
2	ISSUED FOR SPA	16/08/21	AE	BMT
1	ISSUED FOR COORDINATION	09/07/21	AE	BMT

SCALE: 0 4m 8m 16m — HORIZONTAL 1:400
NORTH
DESIGNED BY
REVIEWED BY

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• INDUSTRIAL • INFRASTRUCTURE • SUSTAINABILITY •

BASEPLAN: SK
DESIGN: JLF/JD
CHECKED: BMT
CAD: SAB
PROJECT MANAGER: BMT
APPROVED: BMT

PROJECT
ST. LAURENT BOULEVARD DEVELOPMENT
1740–1760 ST. LAURENT BLVD., OTTAWA, ON

TITLE
SITE SERVICING PLAN

PROJECT No.: OTT-260579-B0
SURVEY: AOV
DATE: OCT 2020
DRAWING No.: C100

DO7-12-21-0177

#18610

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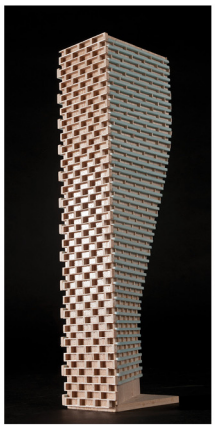
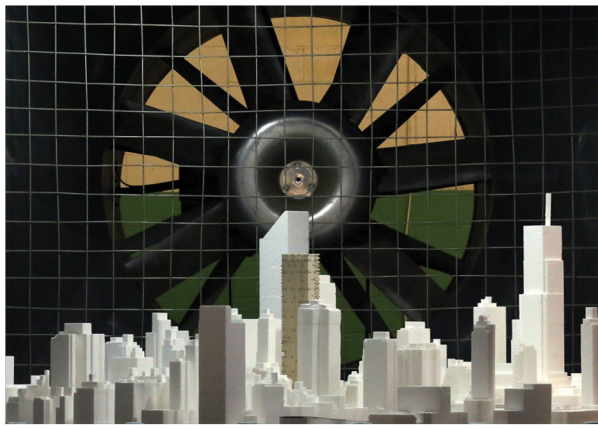
GRADIENTWIND
ENGINEERS & SCIENTISTS

PEDESTRIAN LEVEL WIND STUDY

1740-1760 St. Laurent Boulevard
Ottawa, Ontario

Report: 20-142-PLW





July 31, 2020

PREPARED FOR

Heafey Group
768, boulevard St-Joseph, Suite 100
Gatineau, QC J8Y 4B8

PREPARED BY

Sacha Ruzzante, MASc., Junior Wind Scientist
Justin Ferraro, P.Eng., Principal

EXECUTIVE SUMMARY

This report describes a pedestrian level wind (PLW) study to satisfy the requirements for a joint Zoning By-law Amendment (ZBA) and Site Plan Control Application (SPA) submission for the proposed mixed-use, multi-building development located at 1740-1760 St. Laurent Boulevard in Ottawa, Ontario (hereinafter referred to as "subject site"). Our mandate within this study is to investigate pedestrian wind comfort and safety within and surrounding the subject site, and to identify any areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, as required.

The study involves simulation of wind speeds for selected wind directions in a three-dimensional (3D) computer model using the computational fluid dynamics (CFD) technique, combined with meteorological data integration, to assess pedestrian wind comfort and safety within and surrounding the subject site according to City of Ottawa wind comfort and safety criteria. The results and recommendations derived from these considerations are detailed in the main body of the report (Section 5), illustrated in Figures 3A-5D, and summarized as follows:

1) Conditions throughout the site at grade are expected to be suitable for the intended uses throughout the year. This includes most primary and secondary building entrances, sidewalks, walkways, parking lots, the garden to the northeast of Building 4, and the grade-level terrace at the south of Building 1.

2) The only exception to item (1) relates to the entrance at the north of Building 4 where conditions are predicted to be windier than desirable for a primary building entrance, as noted in Section 4.4. To ensure suitable conditions at this entrance, we recommend either:

    a. Recessing the entrance by a minimum of 2 m into the building façade.

    OR

    b. Locating the entrance on the east side of the building, where conditions are predicted to be calm throughout the year.

If the proposed Everest development, to the west of the subject site, is included in the simulation, conditions for the noted entrance are acceptable. If the Everest development is approved, mitigation for the noted entrance will not be required.

3) All exterior amenity terraces at Levels 2-4 will be mostly suitable for sitting during the typical use period of late spring to early autumn, which is acceptable.

4) Regarding primary and secondary building access points, wind conditions predicted in this study are only applicable to pedestrian comfort and safety. As such, the results should not be construed to indicate wind loading on doors and associate hardware.

5) Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas surrounding the subject site at grade level or within the common amenity terraces were found to experience conditions that could be considered uncomfortable or dangerous.

TABLE OF CONTENTS

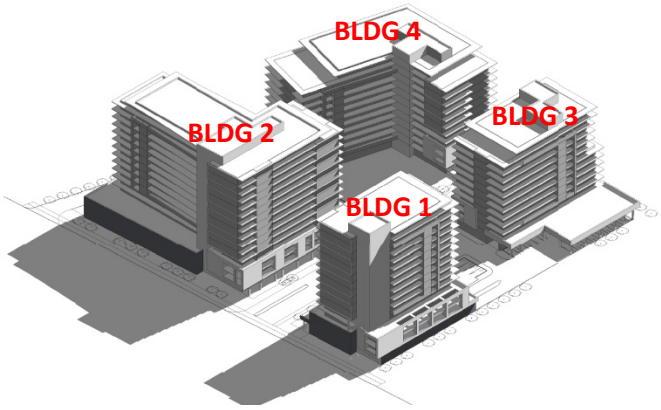
1. INTRODUCTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Heafey Group to undertake a pedestrian level wind (PLW) study to satisfy the requirements for a joint Zoning By-Law Amendment (ZBA) and Site Plan Control application (SPA) submission for the proposed mixed-use development located at 1740-1760 St Laurent Boulevard in Ottawa, Ontario (hereinafter referred to as "subject site"). Our mandate within this study is to investigate pedestrian wind comfort and safety within and surrounding the subject site, and to identify any areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, as required.

Our work is based on industry standard computer simulations using the computational fluid dynamics (CFD) technique and data analysis procedures, City of Ottawa wind comfort and safety criteria, architectural drawings prepared by Lapalme Rheault Architectes + Associés and Pierre Martin & Associés Architectes, in July 2020, surrounding street layouts and existing and approved future building massing information obtained from the City of Ottawa, as well as recent satellite imagery.

2. TERMS OF REFERENCE

The subject site is located on a parcel of land to the west of St Laurent Boulevard and to the south of Industrial Avenue. The site comprises 4 proposed buildings: Building 1 and 2, at the northeast and southeast of the site, of 15 storeys, and Buildings 3 and 4, at the northwest and southwest of the site, of 12 storeys.



Rendering, Northeast Perspective
(Courtesy Lapalme Rheault Architectes + Associés and Pierre Martin & Associés|Architectes)

Building 1 has a roughly rectangular planform at grade. The first level comprises commercial space and a lobby at the northeast corner. A grade-level terrace is planned along the south elevation of the building, and the main entrance is located at the north of the east elevation. At

Level 2, the floorplate extends over grade at the west and south, providing for terraces. Level 2 comprises common indoor and outdoor amenity areas. The terrace along the west elevation extends along the north elevation as well, where it is overhung by the building above. The building steps back form the southeast corner at Level 3 and from the north elevation at Level 4 and rises with a consistent planform from Level 3 to Level 15, where its steps back from the west elevation. Levels 3 and above comprise residential units.

Building 2, at the southeast of the site, has a roughly L-shaped planform at grade, comprising mostly commercial space and a lobby and common area at the northeast corner. The main entrance is located at the north of the east elevation. At Level 2, the building steps out to the north to overhang the grade-level area below. Level 2 comprises an indoor common area along the east of the building, and residential units elsewhere. At Level 3 the building steps back from the east elevation, providing a large outdoor terrace. The building steps back again from all sides of the north section at Level 4, and rises with a consistent planform to Level 15, where it steps back from the west and south elevations. Levels 3 and above comprise residential units.

Building 3, at the northwest of the site, has a roughly rectangular planform at grade. The grade level comprises common areas, with the main entrance located near the centre of the south elevation. At Level 2, a large terrace extends to the north over the parking lot below. The building rises with a consistent planform to Level 7, where it steps back from the west elevation. At Level 12, the building steps back from the east elevation.

Building 4, at the southwest of the site, has a roughly L-shaped planform at grade. The grade level comprises a lobby at the north and residential units elsewhere. The main entrance is located near the east side of the north elevation. The building steps over the grade along all elevations at Level 2 and rises with a roughly consistent planform to Level 12, where it steps back from the north and east elevations.

Due to the preliminary nature of the architectural drawings provided, and the lack of identified elevated outdoor amenity terraces, this report will provide wind conditions within all elevated terraces at Levels 2, 3, and 4 that may be outdoor amenity terraces.

At grade, parking lots are located between Buildings 1 and 3 and between Buildings 2 and 4, as well as to the north of Building 3. A garden is located to the northeast of Building 4. Buildings 1 and 3 are separated from Buildings 2 and 4 by the proposed Everest Private.

The near-field surroundings (defined as an area within 200 metres (m) of the subject site) include the 8-storey building at 1730 St Laurent Boulevard and low-rise buildings to the east and south. Two 8-storey buildings have been proposed to the immediate west of the subject site (Everest North and South) which, if approved, will reduce wind exposures to the west and lead to somewhat calmer wind conditions throughout the site. The far-field surroundings (defined as an area beyond the near-field but within a 2 kilometre (km) radius of the subject site) comprise mostly low-rise commercial buildings from the northwest clockwise to the southeast, several mid-rise residential buildings to the south-southeast, and low-rise suburban dwellings from the south clockwise to northwest.

Key areas under consideration include surrounding sidewalks, walkways, the garden to the northeast of Building 4, the grade-level terrace at the south of Building 1, building access points, and elevated terraces. Figure 1 illustrates the subject site and surrounding context, while Figures 2A-2D illustrate the computational model used to conduct the study.

3. OBJECTIVES

The principal objectives of this study are to (i) determine pedestrian level wind comfort and safety conditions at key areas within and surrounding the development site; (ii) identify areas where wind conditions may interfere with the intended uses of outdoor spaces; and (iii) recommend suitable mitigation measures, where required.

4. METHODOLOGY

The approach followed to quantify pedestrian wind conditions over the site is based on CFD simulations of wind speeds across the study site within a virtual environment, meteorological analysis of the Ottawa area wind climate, and synthesis of computational data with City of Ottawa wind comfort and safety criteria[1]. The following sections describe the analysis procedures, including a discussion of the noted pedestrian wind criteria.

[1] City of Ottawa Terms of References: Wind Analysis
https://documents.ottawa.ca/sites/default/files/torwindanalysis_en.pdf

4.1 Computer-Based Context Modelling

A computer based PLW study was performed to determine the influence of the wind environment on pedestrian comfort over the proposed development site. Pedestrian comfort predictions, based on the mechanical effects of wind, were determined by combining measured wind speed data from CFD simulations with statistical weather data obtained from Ottawa Macdonald-Cartier International Airport. The general concept and approach to CFD modelling is to represent building and topographic details in the immediate vicinity of the study site on the surrounding model, and to create suitable atmospheric wind profiles at the model boundary. The wind profiles are designed to have similar mean and turbulent wind properties consistent with actual site exposures.

An industry standard practice is to omit trees, vegetation, and other existing and planned landscape elements from the model due to the difficulty of providing accurate seasonal representation of vegetation. The omission of trees and other landscaping elements produces slightly more conservative (i.e., windier) wind speed values.

4.2 Wind Speed Measurements

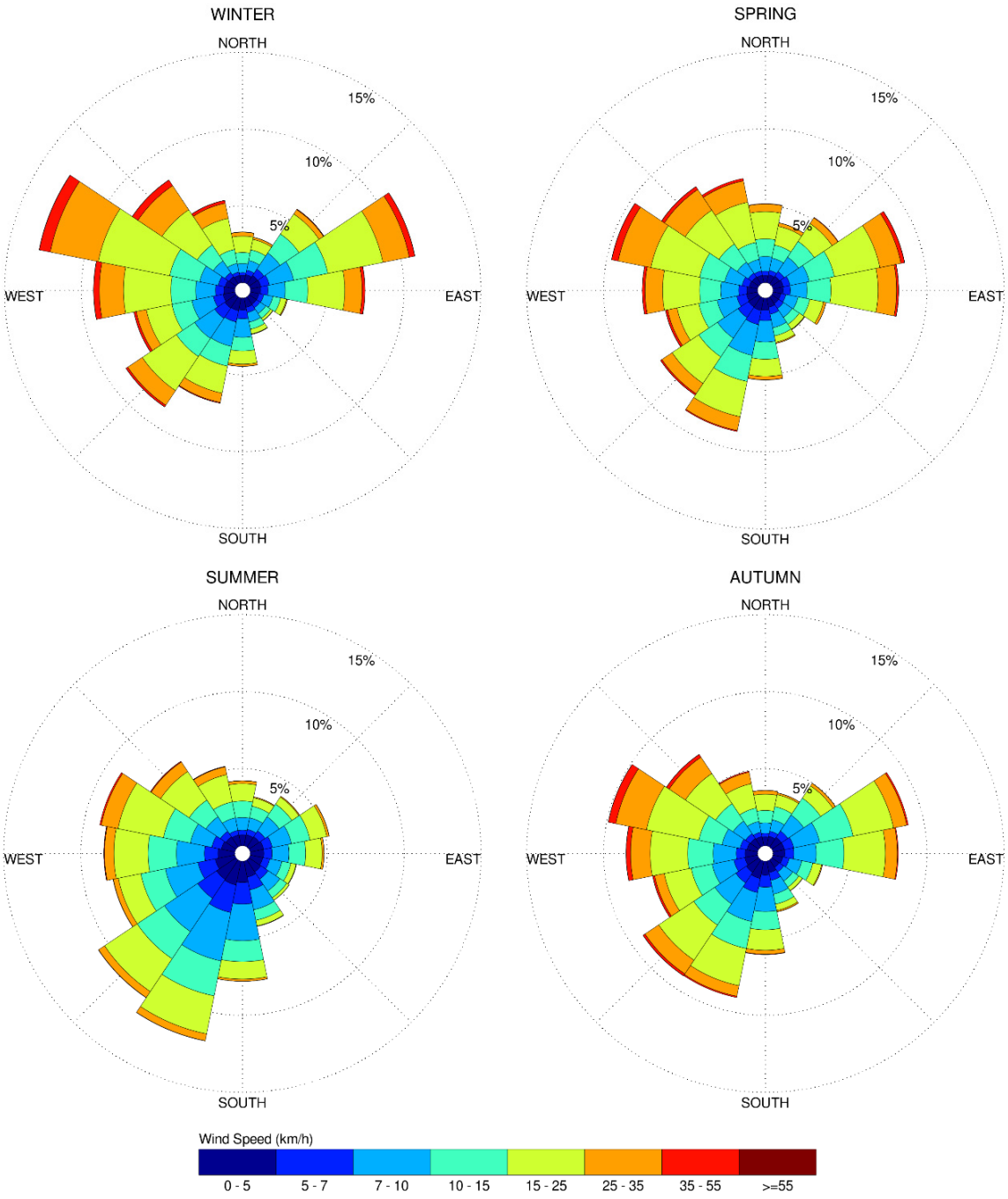
The PLW analysis was performed by simulating wind flows and gathering velocity data over a CFD model of the site for 12 wind directions. The CFD simulation model was centered on the study building, complete with surrounding massing within a diameter of approximately 1260 m. Mean and peak wind speed data obtained over the study site for each wind direction were interpolated to 36 wind directions at 10° intervals, representing the full compass azimuth. Measured wind speeds approximately 1.5 m above local grade, and above the elevated amenity terraces, was referenced to the wind speed at gradient height to generate mean and peak velocity ratios, which were used to calculate full-scale values. Gradient height represents the theoretical depth of the boundary layer of the earth's atmosphere, above which the mean wind speed remains constant. Further details of the wind flow simulation technique are presented in Appendix A.

4.3 Meteorological Data Analysis

A statistical model for winds in Ottawa was developed from approximately 40 years of hourly meteorological wind data recorded at Ottawa Macdonald-Cartier International Airport and obtained from Environment and Climate Change Canada. Wind speed and direction data were analyzed for each month of the year to determine the statistically prominent wind directions and corresponding speeds, and to characterize similarities between monthly weather patterns. Based on this portion of analysis, the four seasons are represented by grouping data from consecutive months based on similarity of weather patterns, and not according to the traditional calendar method. The winter season is defined as December-March, spring as April-May, summer as June-September, and autumn as October-November.

The statistical model of the Ottawa area wind climate, which indicates the directional character of local winds on a seasonal basis, is illustrated on the following page. The plots illustrate seasonal distribution of measured wind speeds and directions in kilometers per hour (km/h). Probabilities of occurrence of different wind speeds are represented as stacked polar bars in sixteen azimuth divisions. The radial direction represents the percentage of time for various wind speed ranges per wind direction during the measurement period. The preferred wind speeds and directions can be identified by the longer length of the bars. For Ottawa, the most common winds occur for westerly wind directions, followed by those from the east, while the most common wind speeds are below 36 km/h. The directional preference and relative magnitude of wind speed changes somewhat from season to season.

SEASONAL DISTRIBUTION OF WIND
OTTAWA MACDONALD-CARTIER INTERNATIONAL AIRPORT



Notes:

1. Radial distances indicate percentage of time of wind events.
2. Wind speeds are mean hourly in km/h, measured at 10 m above the ground.

4.4 Pedestrian Comfort and Safety Criteria – City of Ottawa

Pedestrian comfort and safety criteria are based on the mechanical effects of wind without consideration of other meteorological conditions (i.e., temperature, relative humidity). The comfort criteria assume that pedestrians are appropriately dressed for a specified outdoor activity during any given season. Five pedestrian comfort classes are based on 80% non-exceedance mean wind speed ranges, which include (1) Sitting; (2) Standing; (3) Strolling; (4) Walking; and (5) Uncomfortable. More specifically, the comfort classes and associated mean wind speed ranges are summarized as follows:

1) **Sitting:** Mean wind speeds no greater than 10 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 16 km/h.

2) **Standing:** Mean wind speeds no greater than 14 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 22 km/h.

3) **Strolling:** Mean wind speeds no greater than 17 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 27 km/h.

4) **Walking:** Mean wind speeds no greater than 20 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 32 km/h.

5) **Uncomfortable:** Uncomfortable conditions are characterized by predicted values that fall below the 80% target for walking. Brisk walking and exercise, such as jogging, would be acceptable for moderate excesses of this criterion.

The pedestrian safety wind speed criterion is based on the approximate threshold that would cause a vulnerable member of the population to fall. A 0.1% exceedance gust wind speed of 90 km/h is classified as dangerous. The gust speeds, and equivalent mean speeds, are selected based on 'The Beaufort Scale', presented on the following page, which describes the effects of forces produced by varying wind speed levels on objects. Gust speeds are included because pedestrians tend to be more sensitive to wind gusts than to steady winds for lower wind speed ranges. For strong winds approaching dangerous levels, this effect is less important because the mean wind can also create problems for pedestrians. The mean gust speed ranges are selected based on 'The Beaufort Scale', which describes the effect of forces produced by varying wind speeds on levels on objects.

THE BEAUFORT SCALE

Number	Description	Wind Speed (km/h)		Description
		Mean	Gust (Peak)	
2	Light Breeze	6-11	9-17	Wind felt on faces
3	Gentle Breeze	12-19	18-29	Leaves and small twigs in constant motion; wind extends light flags
4	Moderate Breeze	20-28	30-42	Wind raises dust and loose paper; Small branches are moved
5	Fresh Breeze	29-38	43-57	Small trees in leaf begin to sway
6	Strong Breeze	39-49	58-74	Large branches in motion; Whistling heard in electrical wires; umbrellas used with difficulty
7	Moderate Gale	50-61	75-92	Whole trees in motion; inconvenient walking against wind
8	Gale	62-74	93-111	Breaks twigs off trees; generally impedes progress

Experience and research on people's perception of mechanical wind effects has shown that if the wind speed levels are exceeded for more than 80% of the time, the activity level would be judged to be uncomfortable by most people. For instance, if a mean wind speed of 10 km/h (gust equivalent mean wind speed of 16 km/h) was exceeded for more than 20% of the time most pedestrians would judge that location to be too windy for sitting. Similarly, if mean wind speed of 20 km/h (gust equivalent mean wind speed of 32 km/h) at a location were exceeded for more than 20% of the time, walking or less vigorous activities would be considered uncomfortable. As most of these criteria are based on subjective reactions of a population to wind forces, their application is partly based on experience and judgment.

Once the pedestrian wind speed predictions have been established throughout the site, the assessment of pedestrian comfort involves determining the suitability of the predicted wind conditions for discrete regions within and surrounding the subject site. This step involves comparing the predicted comfort classes to the desired comfort classes, which are dictated by the location type for each region (i.e., a sidewalk, building entrance, amenity space, or other). An overview of common pedestrian location types and their desired comfort classes are summarized on the following page.

DESIRED PEDESTRIAN COMFORT CLASSES FOR VARIOUS LOCATION TYPES

Location Types	Desired Comfort Classes
Primary Building Entrance	Standing
Secondary Building Access Point	Walking
Primary Public Sidewalk	Strolling / Walking
Secondary Public Sidewalk / Bicycle Path	Walking
Outdoor Amenity Space	Sitting / Standing / Strolling
Café / Patio / Bench / Garden	Sitting
Transit Stop	Sitting / Standing
Public Park / Plaza	Standing / Strolling
Garage / Service Entrance	Walking
Parking Lot	Strolling / Walking
Vehicular Drop-Off Zone	Standing / Strolling / Walking

5. RESULTS AND DISCUSSION

The following discussion of the predicted pedestrian wind conditions for the subject site is accompanied by Figures 3A-3D, which illustrate seasonal wind conditions at grade level, and Figures 4A-5D, which illustrate seasonal wind conditions on the elevated amenity terraces. The wind conditions are presented as continuous contours of wind comfort within and surrounding the subject site.

The colour contours indicate predicted regions of the various comfort classes noted in Section 4.4. Wind conditions suitable for sitting are represented by the colour green, standing by yellow, walking by blue, while conditions considered uncomfortable for walking are represented by the colour magenta.

5.1 Wind Comfort Conditions – Grade Level

St. Laurent Boulevard: Conditions along St. Laurent Boulevard are predicted to be mostly suitable for sitting during the summer, becoming suitable for standing along portions of the sidewalk that are exposed to wind channelling effects between Buildings 1 and 2, as well as between Building 1 and the existing 8-storey building at 1730 St. Laurent Boulevard. Conditions during the autumn will be similar but slightly windier as a function of the historical climate data. During the spring and winter, conditions will be suitable

for strolling near the northeast corners of Buildings 1 and 2, and suitable for standing or better elsewhere. The noted conditions are considered acceptable with respect to the wind comfort criteria.

Everest Private: Conditions along Everest Private will be mostly suitable for sitting during the summer, becoming suitable for standing near the southeast corners of Buildings 1 and 3, where prominent northwesterly winds accelerate around the building corners. During the autumn, conditions will be mostly suitable for standing, while winter and spring conditions will be suitable for strolling or better. The orientation of the road with respect to prominent westerly winds causes moderate channelling effects between Buildings 1 and 2 and between Buildings 3 and 4. The noted conditions are considered acceptable with respect to the wind comfort criteria.

Garden: The garden to the northeast of Building 4 will be suitable for sitting during the summer, becoming suitable for a mix of sitting and standing during the remaining colder seasons. Given that the garden is expected to be mostly suitable for sitting during the typical use period of late spring to early autumn, the noted conditions are considered acceptable with respect to the wind comfort criteria in Section 4.4.

If sitting conditions are desired to extend into the spring and autumn seasons, we recommend wind mitigation measures placed to block southerly winds, which channel between Buildings 2 and 4. Mitigation could include tall coniferous plantings in a dense formation along the eastern extent of the garden.

Grade-Level Terrace, South of Building 1: The grade-level terrace will be mostly suitable for sitting during the summer. Slightly windier conditions, suitable for standing, are expected near the southwest corner of Building 1 around which northwesterly winds tend to accelerate. During the autumn, conditions will be mostly suitable for sitting, with standing conditions developing near the western and eastern extents of the terrace. Winter and spring conditions will be suitable for a mix of sitting and standing, with the possibility for strolling conditions to develop over parts of the terrace. Given that the terrace is expected to be mostly suitable for sitting during the typical use period of late spring to early autumn, the noted conditions are acceptable with respect to the wind comfort criteria. However, we suggest locating designated seating areas away from the southwestern corner of Building 1, where conditions are windy.

Parking Lots Throughout Subject Site: The parking lots throughout the site are expected to be suitable for standing or better during the summer and autumn, and suitable for strolling or better during the winter and spring. The noted conditions are acceptable with respect to the wind comfort criteria.

Building Entrances: The building entrance at the north of Building 4 is predicted to be suitable for strolling during the winter. To satisfy the recommended comfort class for a primary building entrance (standing), the entrance could be recessed by a minimum of 2 m into the building façade. Alternatively, the entrance could be located on the east side of the building, where conditions are predicted to be suitable for sitting throughout the year. If the proposed Everest development, to the west of the subject site, is included in the simulation, conditions for the noted entrance are acceptable. If the Everest development is approved, mitigation for the noted entrance will not be required.

All other primary building entrances will be suitable for standing or better throughout the year, which is acceptable.

5.2 Wind Comfort Conditions – Elevated Amenity Terraces

Level 2 Terraces: Conditions within all Level 2 terraces will be suitable for sitting during the summer. During the spring and autumn, the terraces will mostly be suitable for sitting, although standing conditions will develop throughout the western portion of the terrace serving Building 3, the southern portion of the terrace on the west side of Building 1, and the southern portion of the terrace along the south elevation of Building 1. During the winter, the terrace serving Building 3 will be mostly suitable for standing, while the two terraces serving Building 1 will be suitable for a mix of sitting and standing. Given that the terraces are expected to be mostly suitable for sitting during the typical use period, the noted conditions are considered acceptable with respect to the wind comfort criteria.

Level 3 Terrace, Building 1: The terrace at the southeast corner of Building 1 will be suitable for sitting during the summer. During the colder seasons standing conditions are expected to develop near the southeast corner of the terrace, while most of the terrace will remain suitable for sitting. Given that the terrace is expected to be mostly suitable for sitting during the typical use period, the noted conditions are acceptable with respect to the wind comfort criteria.

Level 4 Terrace, Building 1: The terrace at Level 4 of Building 1 will be mostly suitable for sitting during the summer, becoming mostly suitable for standing during the autumn, and suitable for strolling or better during the winter and spring. Given that the terrace is expected to be mostly suitable for sitting during the typical use period, the noted conditions are acceptable with respect to the wind comfort criteria.

Level 4 Terrace, Building 2: The terrace along the east elevation of Building 2 will be suitable for sitting during the summer. During the colder seasons standing conditions will develop near the south of the terrace. Given that the terrace is expected to be mostly suitable for sitting during the typical use period, the noted conditions are acceptable with respect to the wind comfort criteria.

5.3 Applicability of Results

Wind conditions over surrounding sidewalks beyond the subject site, as well as at nearby primary building entrances, will be acceptable for their intended pedestrian uses during each seasonal period upon the introduction of the subject site. Pedestrian wind comfort and safety have been quantified for the specific configuration of existing and foreseeable construction around the study site. Future changes (i.e., construction or demolition) of these surroundings may cause changes to the wind effects in two ways, namely: (i) changes beyond the immediate vicinity of the site would alter the wind profile approaching the site; and (ii) development in proximity to the site would cause changes to local flow patterns. In general, development in urban centers generally creates reduction in the mean wind speeds and localized increases in the gustiness of the wind.

Regarding primary and secondary building access points, wind conditions predicted in this study are only applicable to pedestrian comfort and safety. As such, the results should not be construed to indicate wind loading on doors and associated hardware.

6. CONCLUSIONS AND RECOMMENDATIONS

A complete summary of the predicted wind comfort and safety conditions is provided in Section 5 and illustrated in Figures 3A-5D. Based on computer simulations using the CFD technique, meteorological data analysis of the Ottawa wind climate, City of Ottawa wind comfort and safety criteria, and experience with similar developments in Ottawa, we conclude the following:

1) Conditions throughout the site at grade are expected to be suitable for the intended uses throughout the year. This includes most primary and secondary building entrances, sidewalks, walkways, parking lots, the garden to the northeast of Building 4, and the grade-level terrace at the south of Building 1.

2) The only exception to item (1) relates to the entrance at the north of Building 4 where conditions are predicted to be windier than desirable for a primary building entrance, as noted in Section 4.4. To ensure suitable conditions at this entrance, we recommend either:

   a. Recessing the entrance by a minimum of 2 m into the building façade.

      OR

   b. Locating the entrance on the east side of the building, where conditions are predicted to be calm throughout the year.

   If the proposed Everest development, to the west of the subject site, is included in the simulation, conditions for the noted entrance are acceptable. If the Everest development is approved, mitigation for the noted entrance will not be required.

3) All exterior amenity terraces at Levels 2-4 will be mostly suitable for sitting during the typical use period of late spring to early autumn, which is acceptable.

4) Regarding primary and secondary building access points, wind conditions predicted in this study are only applicable to pedestrian comfort and safety. As such, the results should not be construed to indicate wind loading on doors and associate hardware.

5) Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas surrounding the subject site at grade level or within the common amenity terraces were found to experience conditions that could be considered uncomfortable or dangerous.

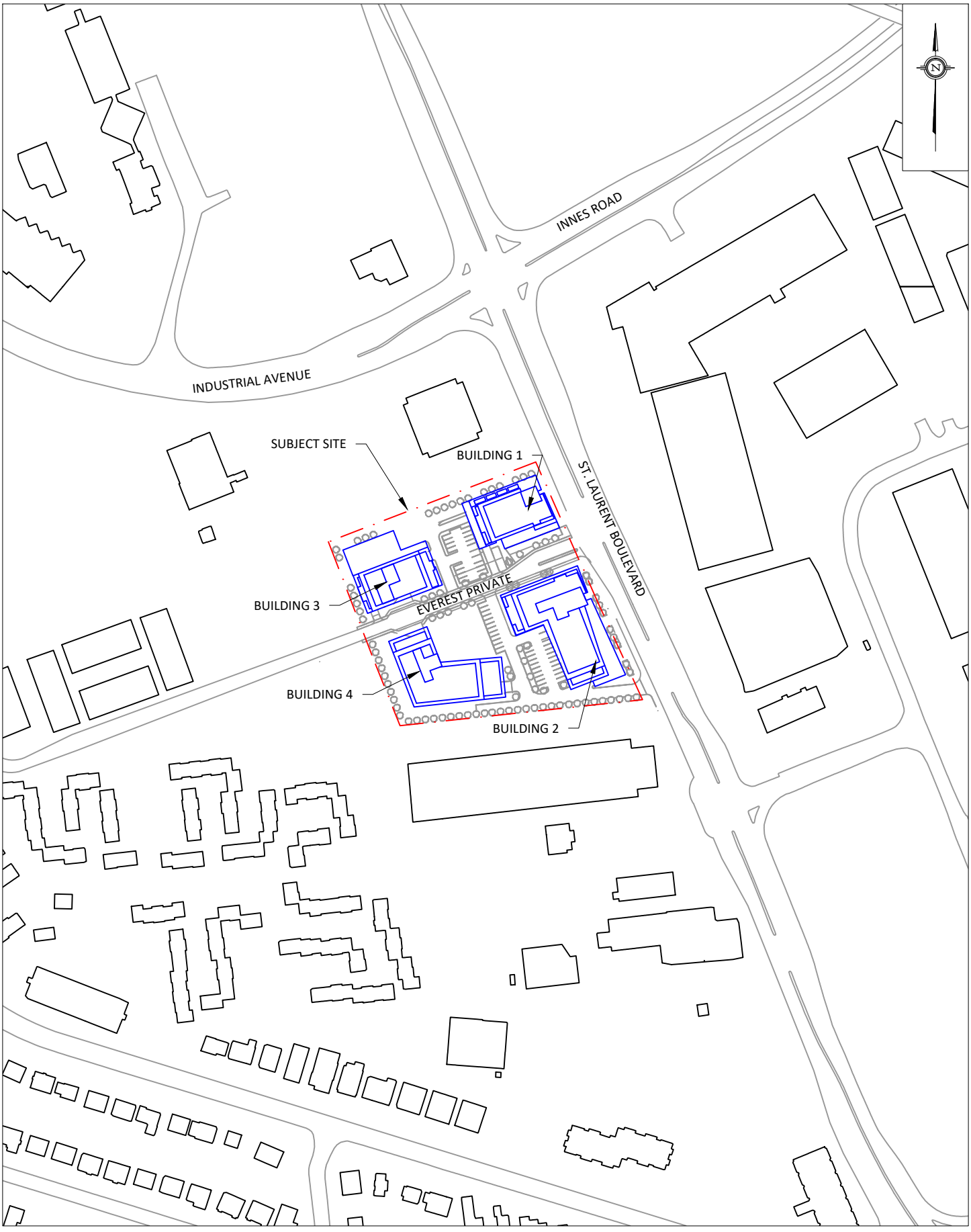
This concludes our wind study and report. Please advise the undersigned of any questions or comments.

Sincerely,

Gradient Wind Engineering Inc.

Sacha Ruzzante, MASc.
Junior Wind Scientist

Justin Ferraro, P.Eng.
Principal



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ENGINEERS & SCIENTISTS

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PROJECT	1740-1760 ST. LAURENT BOULEVARD, OTTAWA PEDESTRIAN LEVEL WIND STUDY		
SCALE	1:3000 (APPROX.)	DRAWING NO.	20-142-PLW-1
DATE	JULY 28, 2020	DRAWN BY	S.P.

DESCRIPTION

FIGURE 1:
SITE PLAN AND SURROUNDING CONTEXT

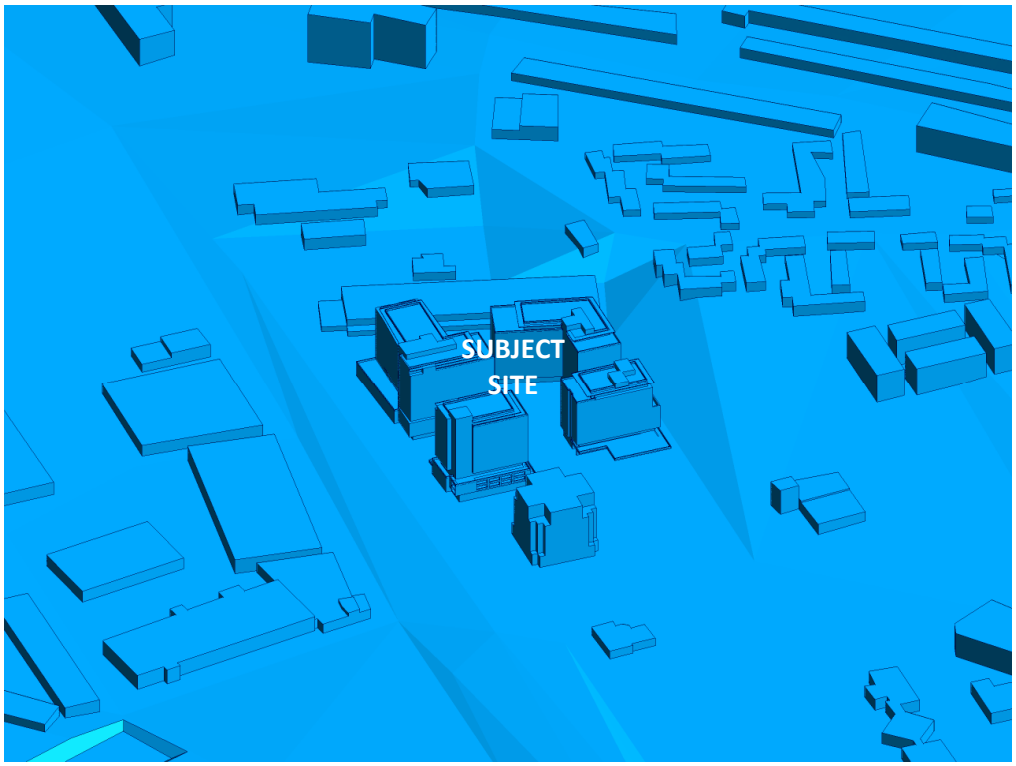


FIGURE 2A: COMPUTATIONAL MODEL, NORTH PERSPECTIVE

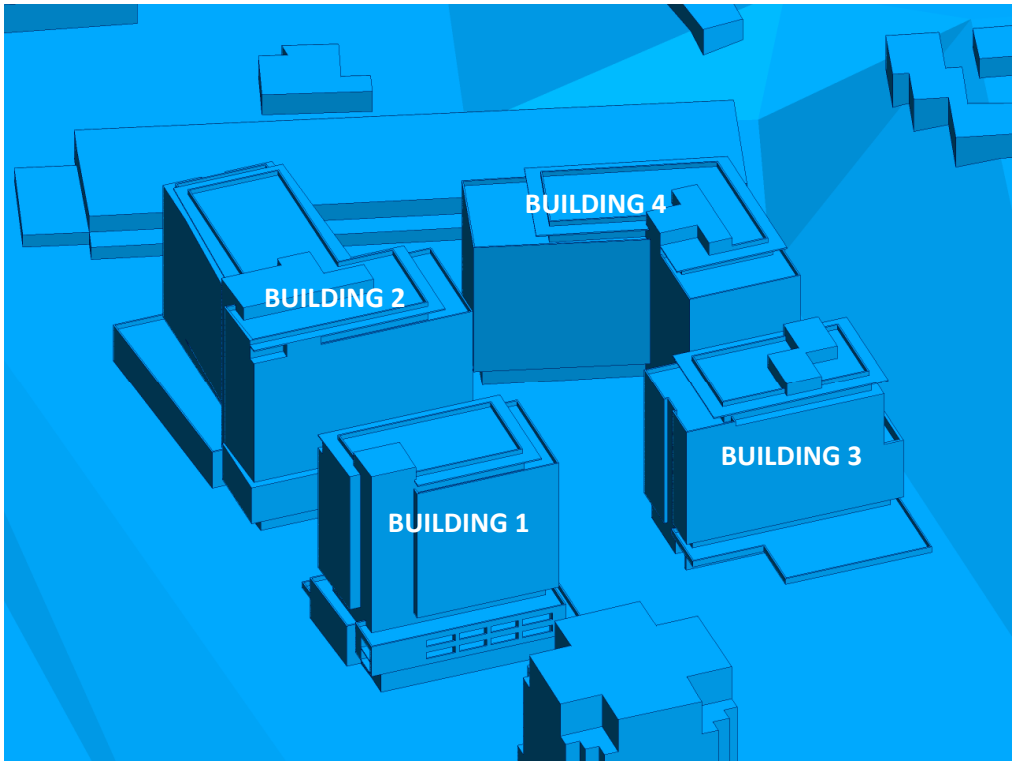


FIGURE 2B: CLOSE UP OF FIGURE 2A

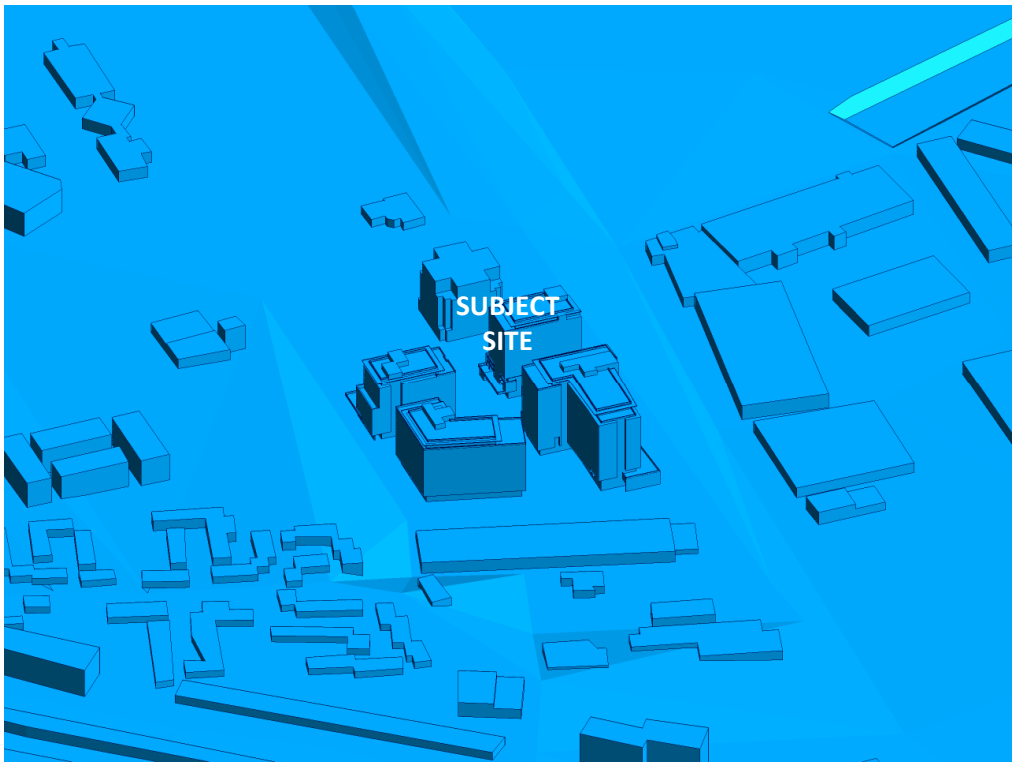


FIGURE 2C: COMPUTATIONAL MODEL, SOUTH PERSPECTIVE

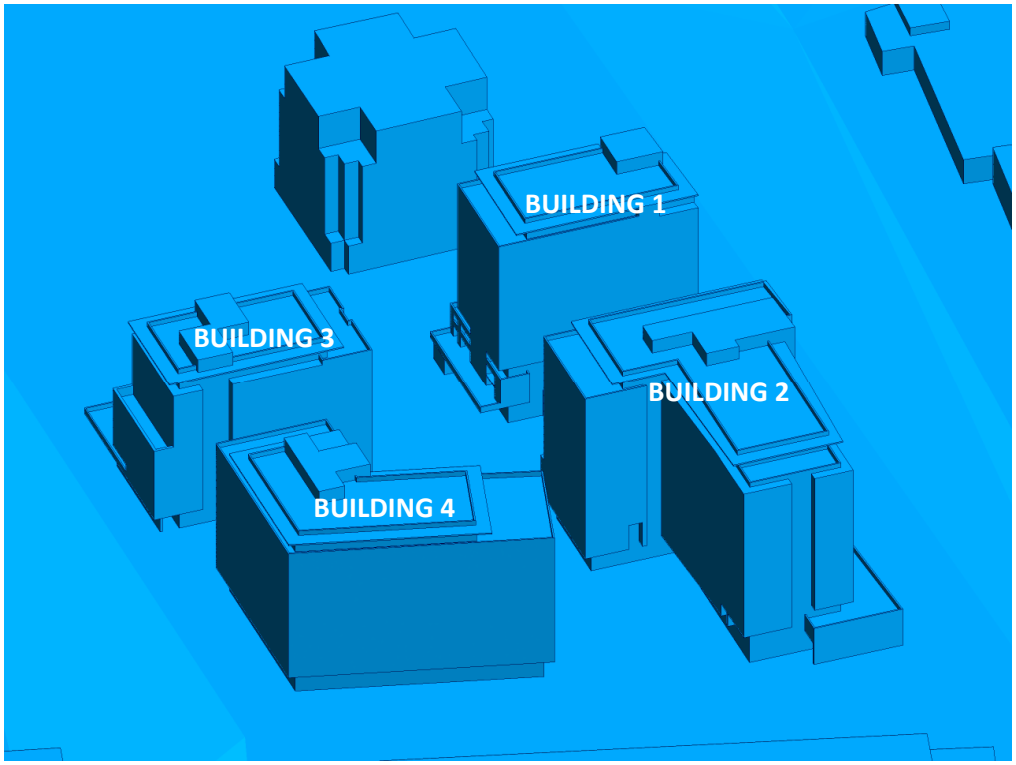


FIGURE 2D: CLOSE UP OF FIGURE 2C

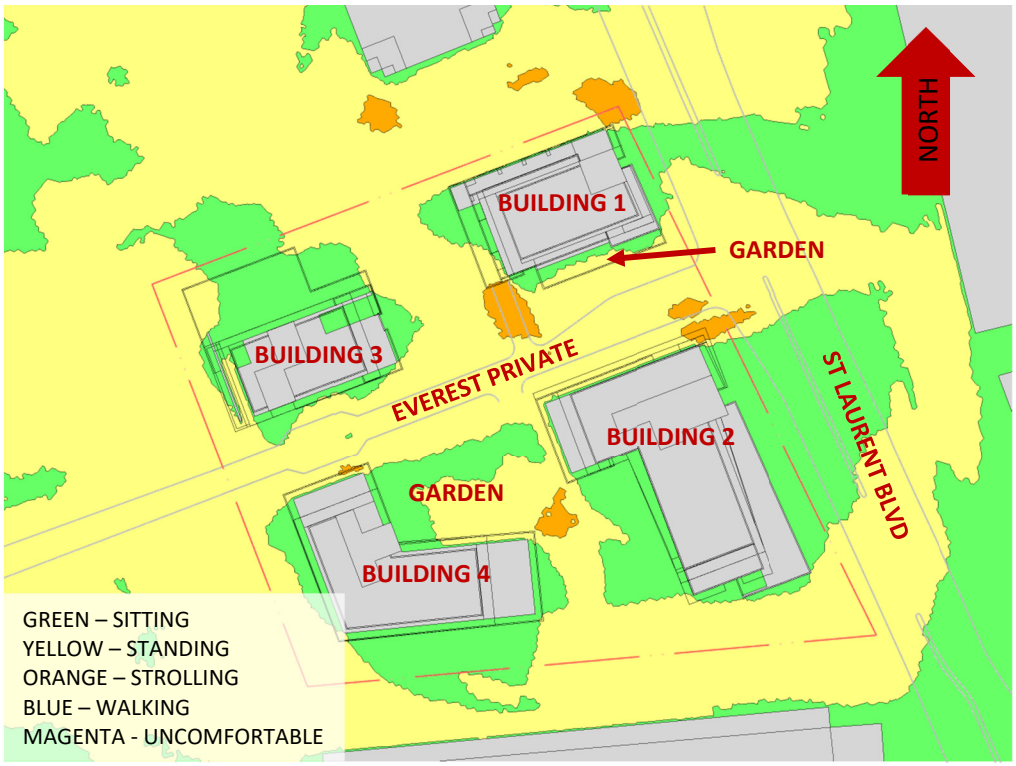


FIGURE 3A: SPRING – WIND CONDITIONS AT GRADE LEVEL

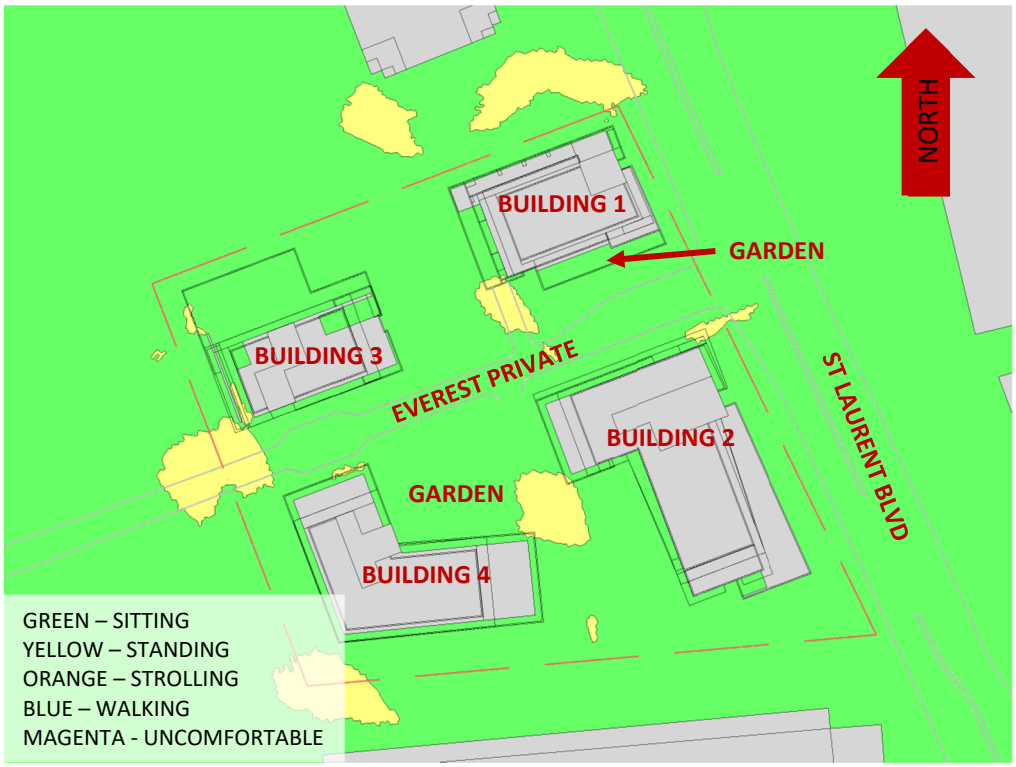


FIGURE 3B: SUMMER – WIND CONDITIONS AT GRADE LEVEL

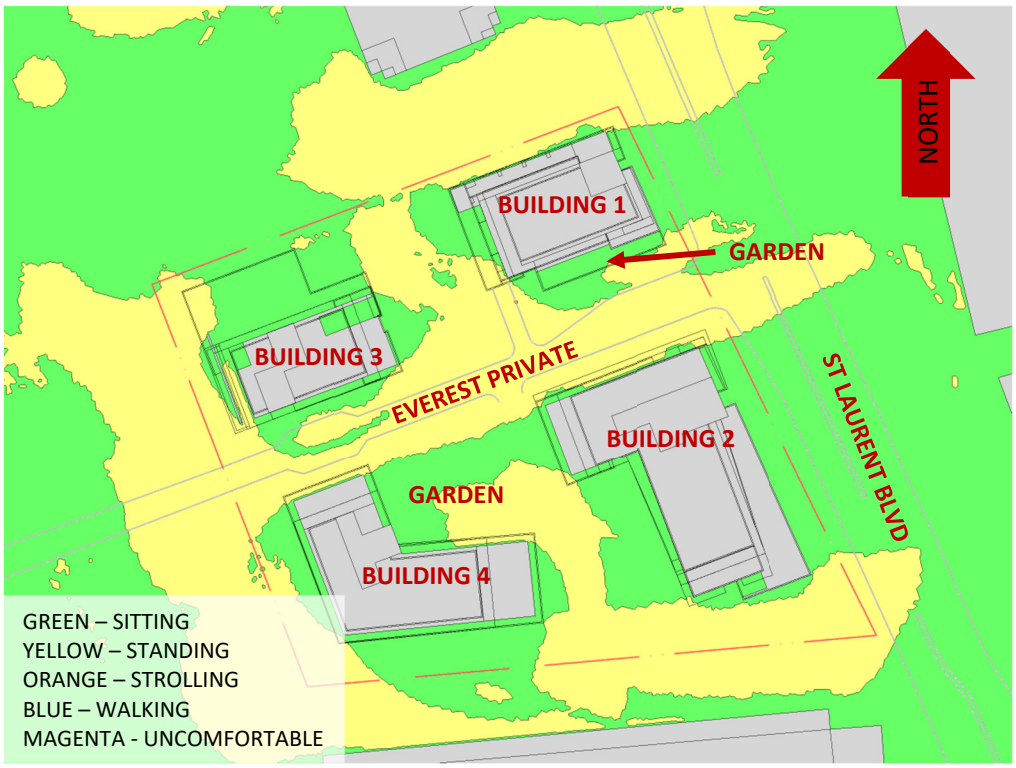


FIGURE 3C: AUTUMN – WIND CONDITIONS AT GRADE LEVEL

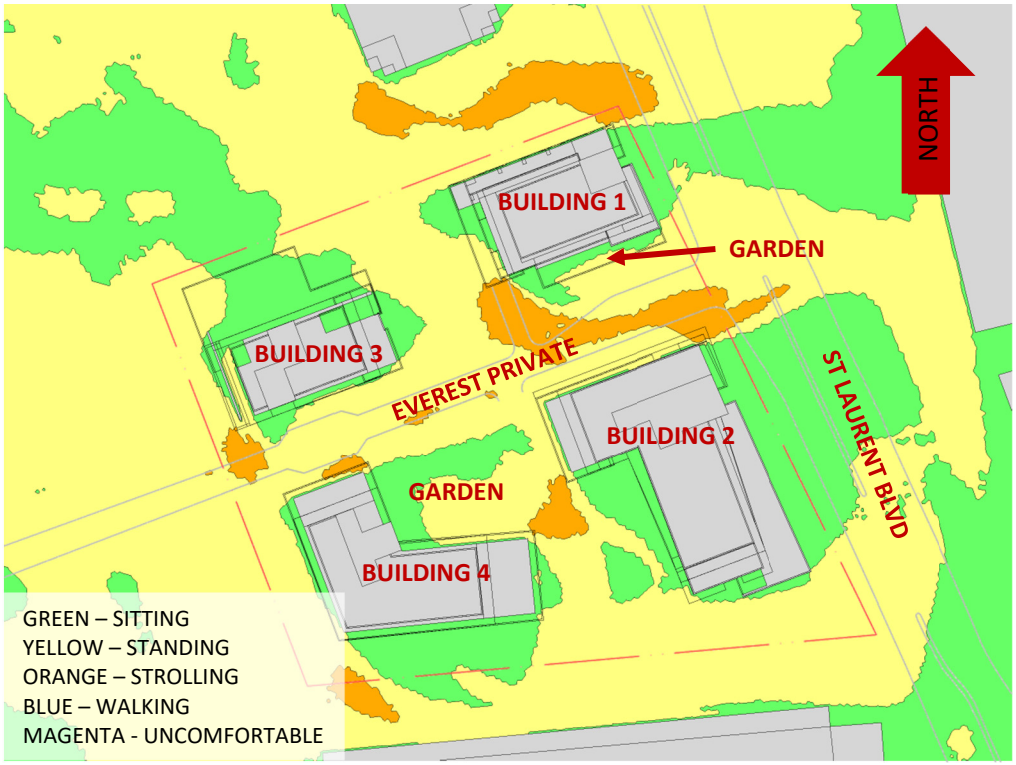


FIGURE 3D: WINTER – WIND CONDITIONS AT GRADE LEVEL

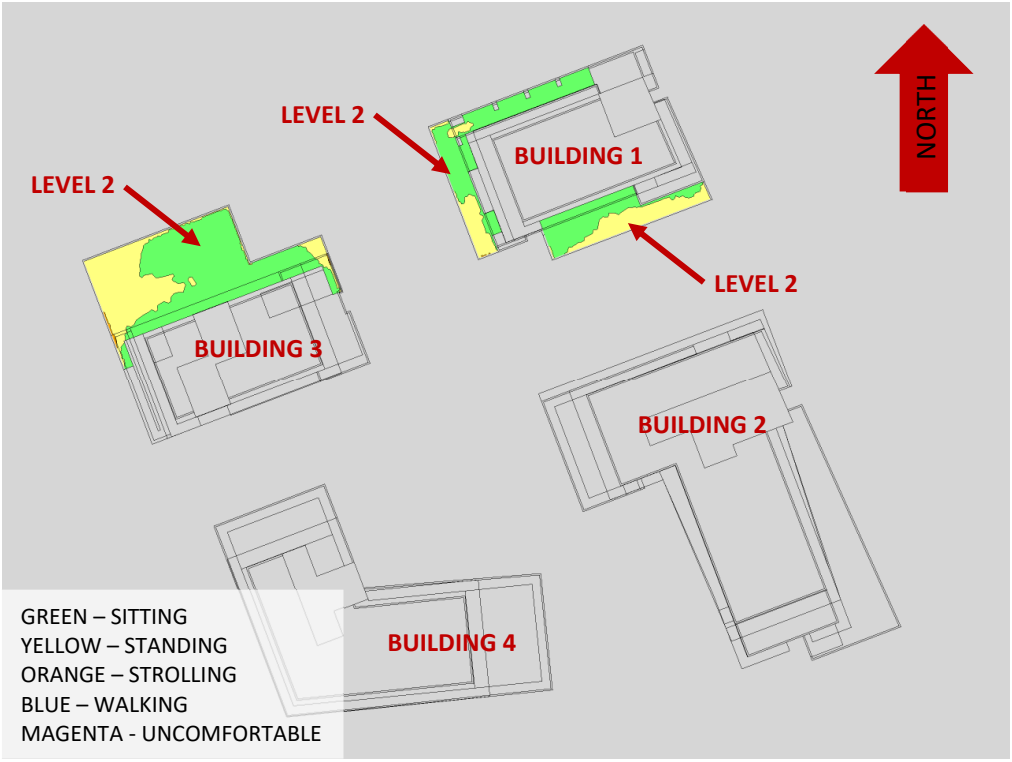


FIGURE 4A: SPRING – WIND CONDITIONS WITHIN COMMON AMENITY TERRACES

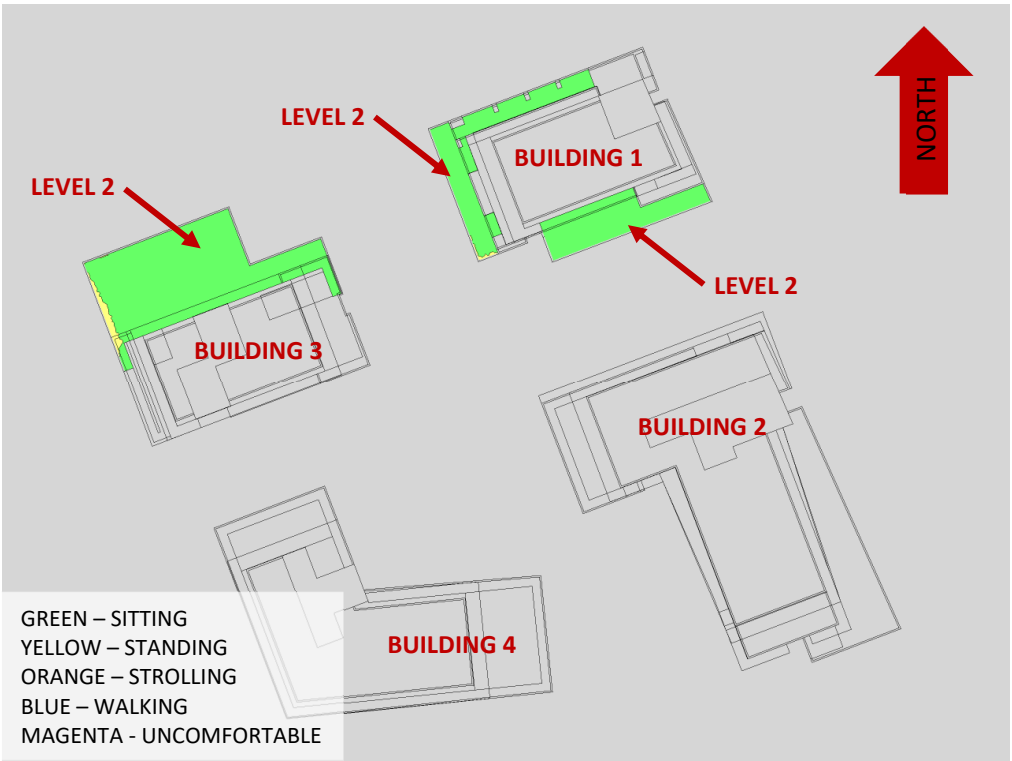


FIGURE 4B: SUMMER – WIND CONDITIONS WITHIN COMMON AMENITY TERRACES

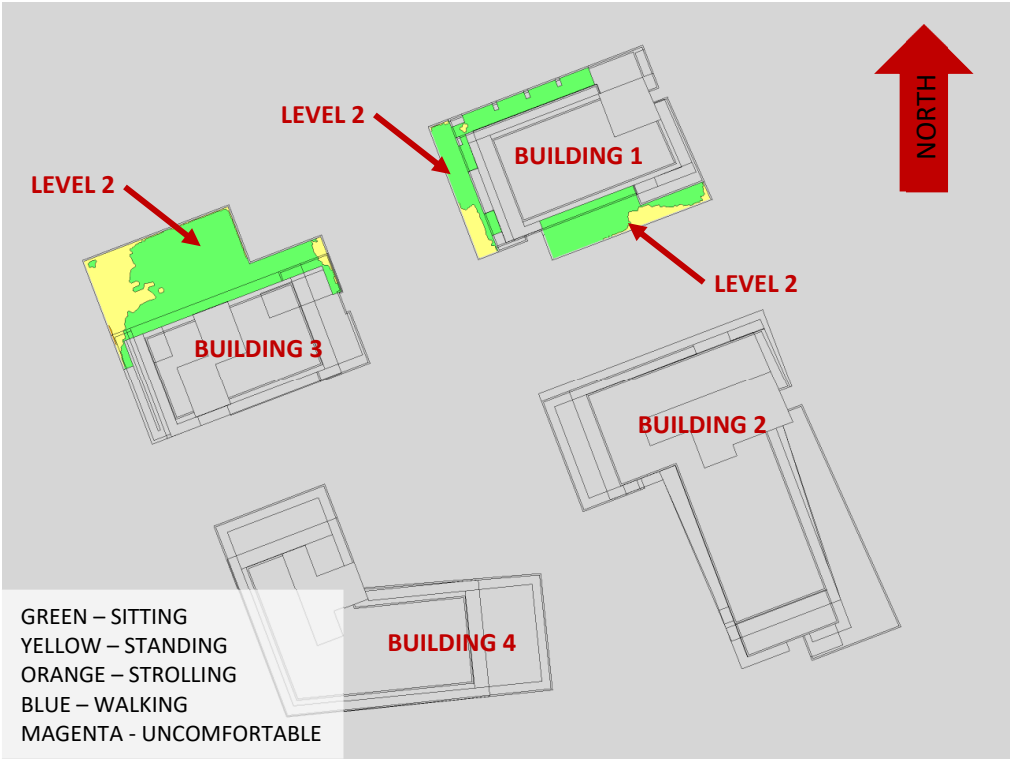


FIGURE 4C: AUTUMN – WIND CONDITIONS WITHIN COMMON AMENITY TERRACES

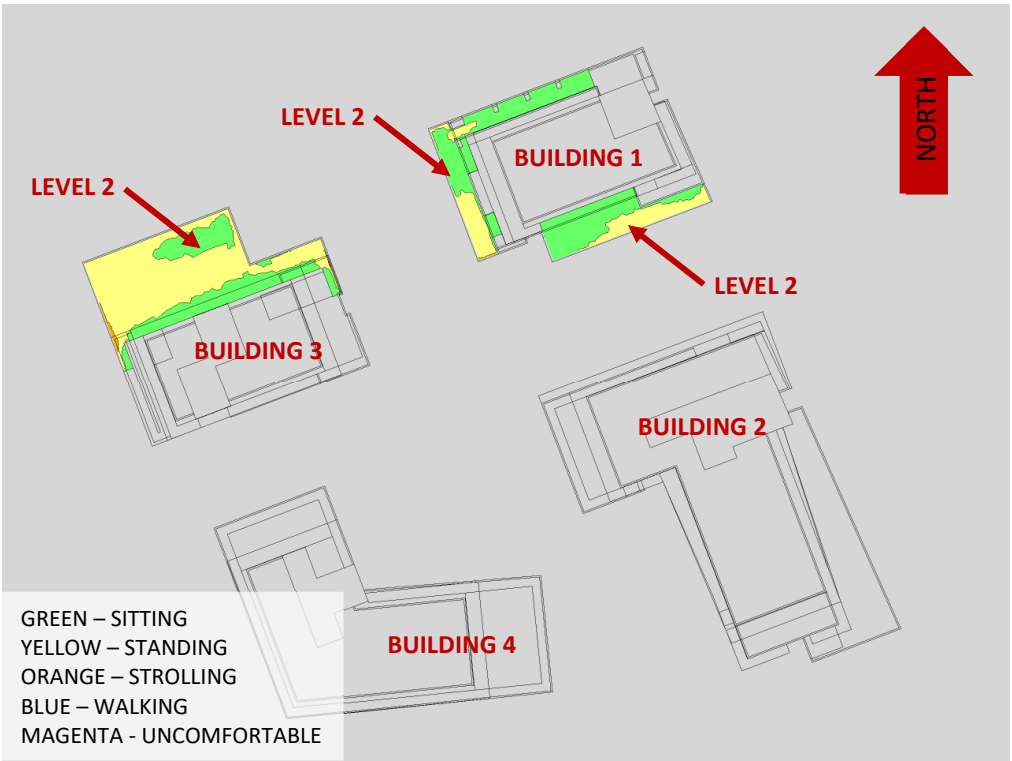


FIGURE 4D: WINTER – WIND CONDITIONS WITHIN COMMON AMENITY TERRACES

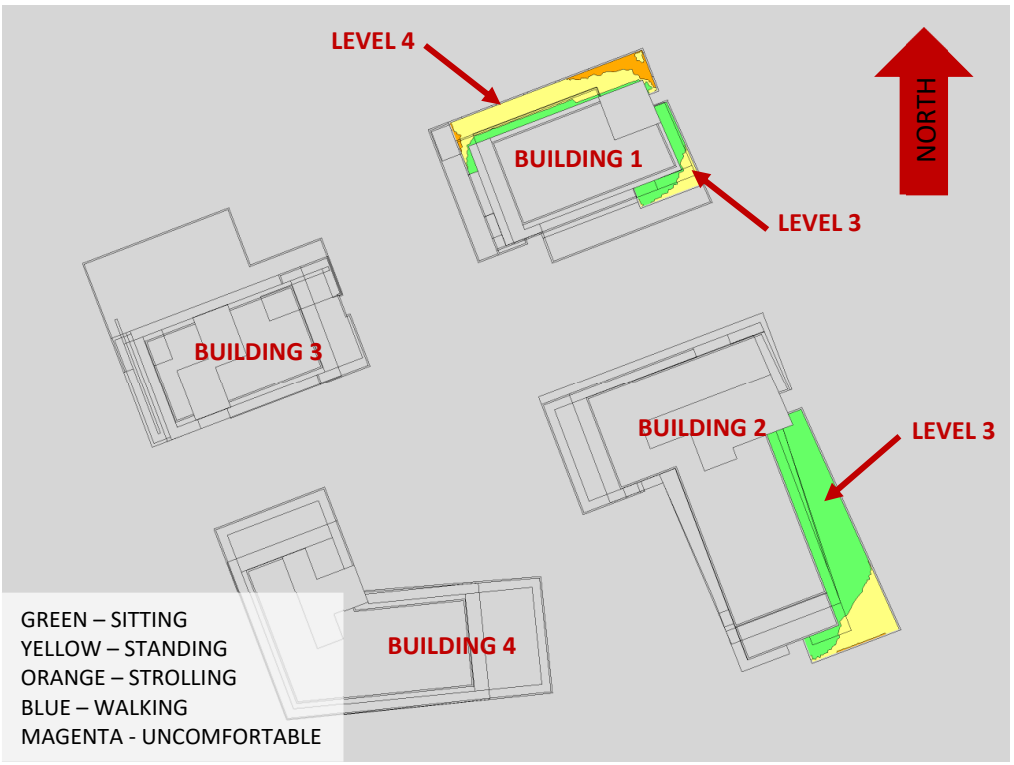


FIGURE 5A: SPRING – WIND CONDITIONS WITHIN COMMON AMENITY TERRACES

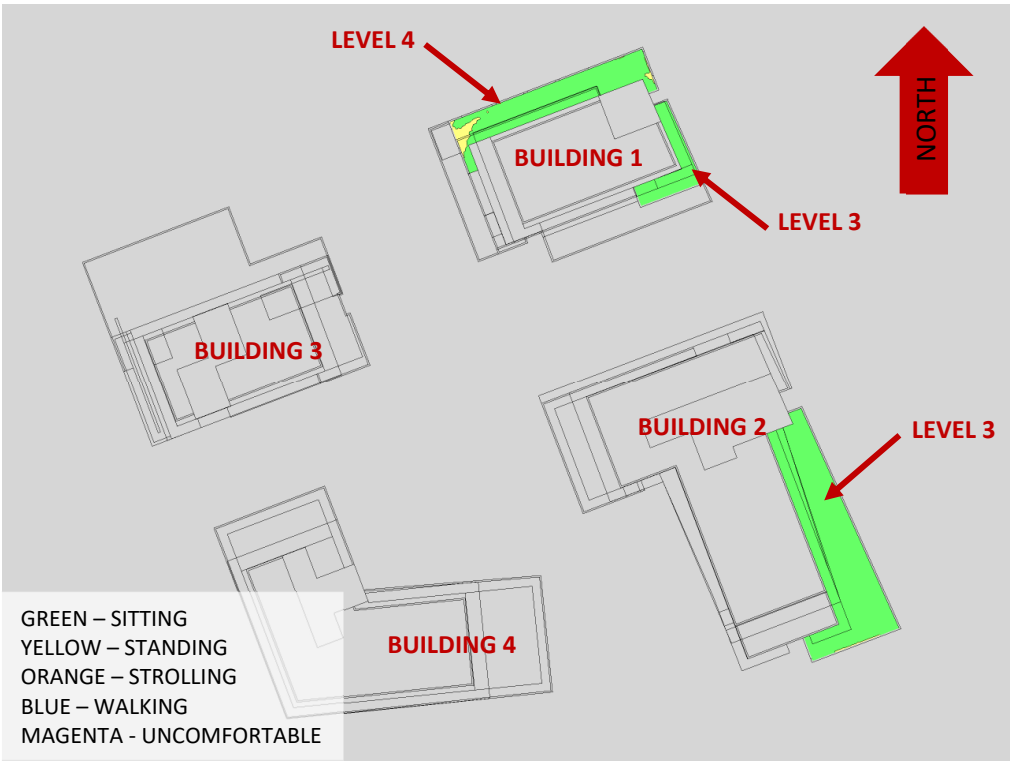


FIGURE 5B: SUMMER – WIND CONDITIONS WITHIN COMMON AMENITY TERRACES

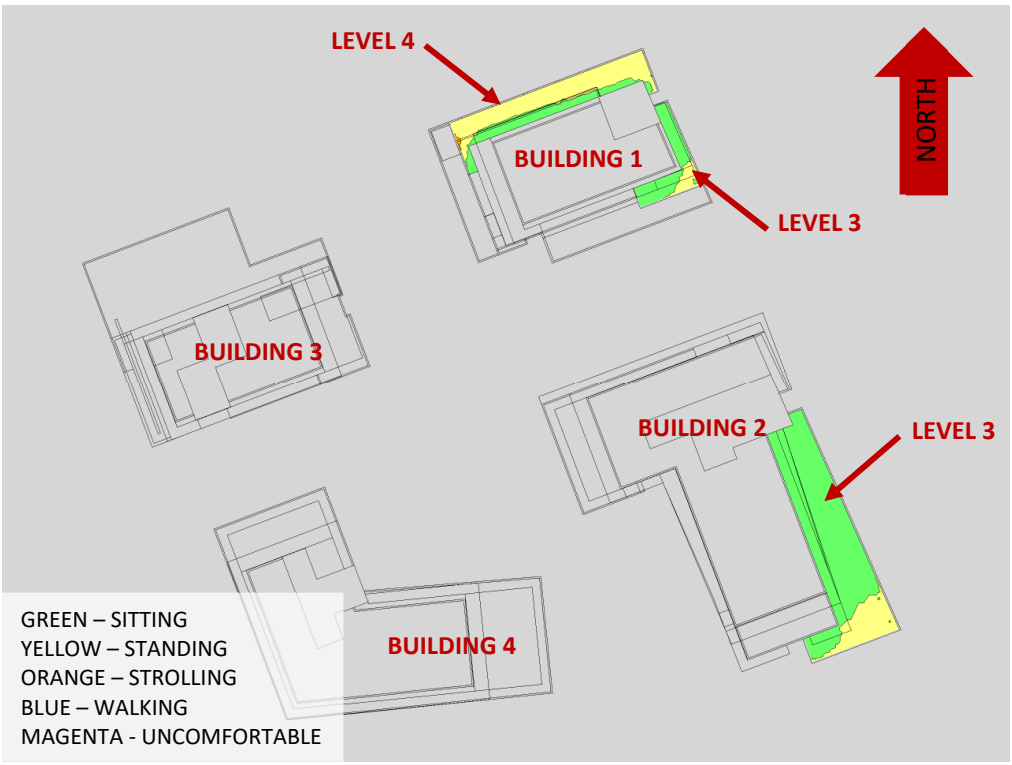


FIGURE 5C: AUTUMN – WIND CONDITIONS WITHIN COMMON AMENITY TERRACES

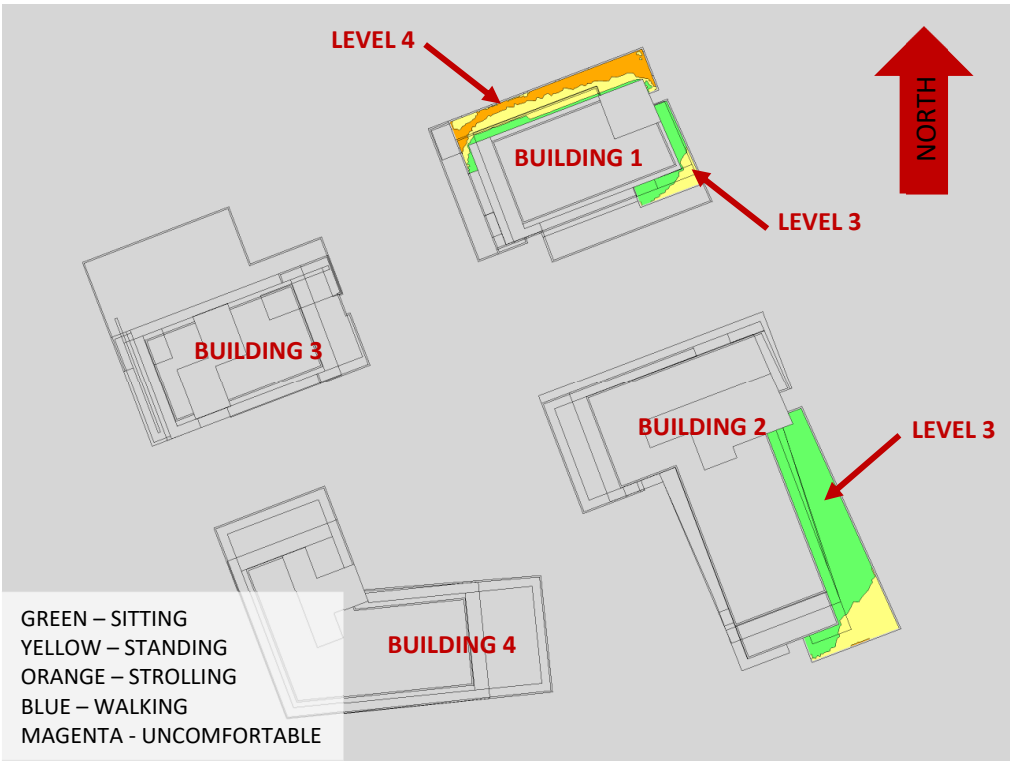
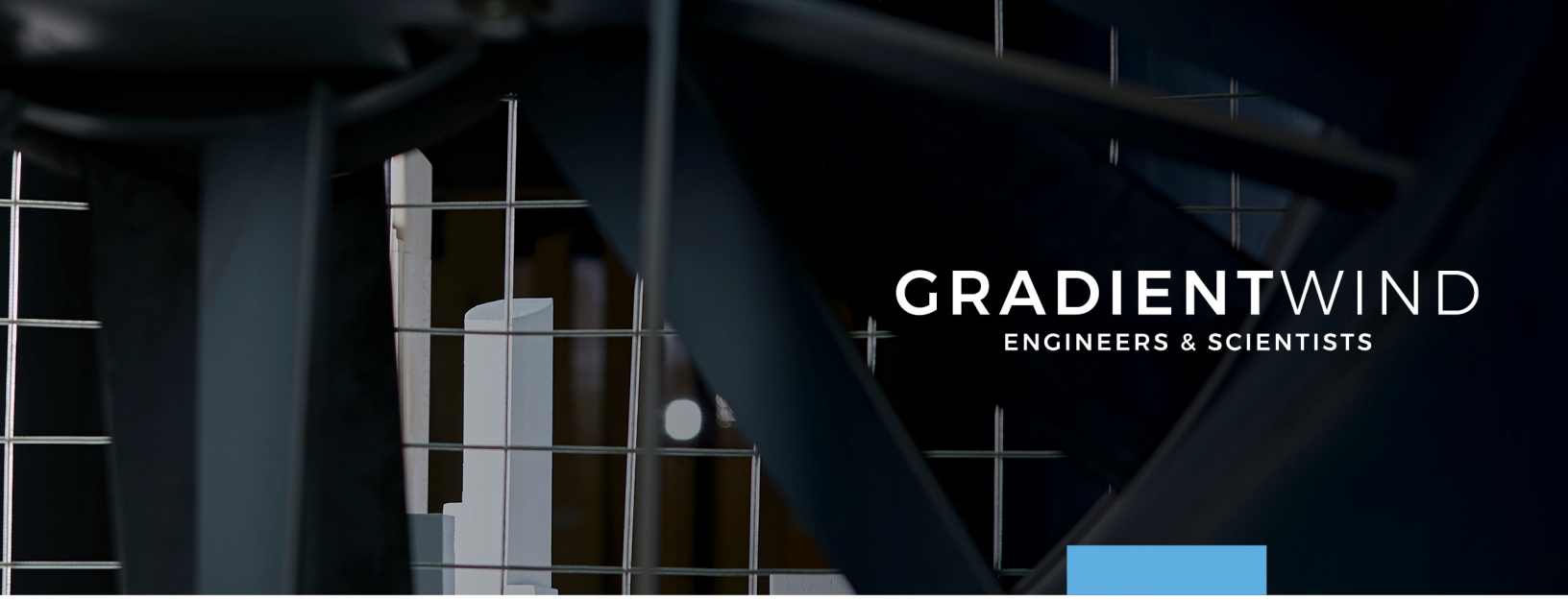


FIGURE 5D: WINTER – WIND CONDITIONS WITHIN COMMON AMENITY TERRACES



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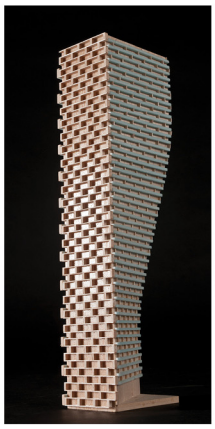

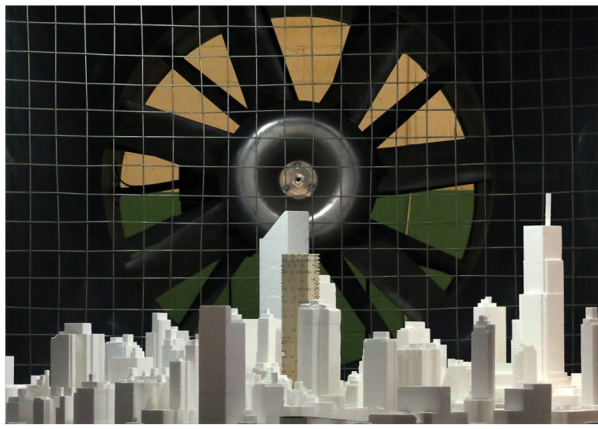

APPENDIX A

SIMULATION OF THE ATMOSPHERIC BOUNDARY LAYER

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SIMULATION OF THE ATMOSPHERIC BOUNDARY LAYER

The atmospheric boundary layer (ABL) is defined by the velocity and turbulence profiles according to industry standard practices. The mean wind profile can be represented, to a good approximation, by a power law relation, Equation (1), giving height above ground versus wind speed [1], [2].

$$U = U_g \left(\frac{Z}{Z_g}\right)^{\alpha} \qquad \text{Equation (1)}$$

where, $\boldsymbol{U}$ = mean wind speed, $\boldsymbol{U_g}$ = gradient wind speed, $\boldsymbol{Z}$ = height above ground, $\boldsymbol{Z_g}$ = depth of the boundary layer (gradient height), and α is the power law exponent.

For the model, U_g is set to 6.5 metres per second (m/s), which approximately corresponds to the 60% mean wind speed for Ottawa based on historical climate data and statistical analyses. When the results are normalized by this velocity, they are relatively insensitive to the selection of gradient wind speed.

Z_g is set to 540 m. The selection of gradient height is relatively unimportant, so long as it exceeds the building heights surrounding the subject site. The value has been selected to correspond to our physical wind tunnel reference value.

α is determined based on the upstream exposure of the far-field surroundings (i.e., the area that it not captured within the simulation model).

Table 1 presents the values of α used in this study, while Table 2 presents several reference values of α. When the upstream exposure of the far-field surroundings is a mixture of multiple types of terrain, the α values are a weighted average with terrain that is closer to the subject site given greater weight.

TABLE 1: UPSTREAM EXPOSURE (ALPHA VALUE) VS TRUE WIND DIRECTION

Wind Direction (° True)	Alpha (α) Value
0	0.23
49	0.22
74	0.22
103	0.22
167	0.23
197	0.23
217	0.23
237	0.23
262	0.23
282	0.24
302	0.22
324	0.23

TABLE 2: DEFINITION OF UPSTREAM EXPOSURE (ALPHA VALUE)

Upstream Exposure Type	α
Open Water	0.14-0.15
Open Field	0.16-0.19
Light Suburban	0.21-0.24
Heavy Suburban	0.24-0.27
Light Urban	0.28-0.30
Heavy Urban	0.31-0.33

The turbulence model in the computational fluid dynamics (CFD) simulations is a two-equation shear-stress transport (SST) model, and thus the ABL turbulence profile requires that two parameters be defined at the inlet of the domain. The turbulence profile is defined following the recommendations of the Architectural Institute of Japan for flat terrain [3].

$$I(Z) = \begin{cases} 0.1\left(\frac{Z}{Z_g}\right)^{-\alpha-0.05}, & Z > 10\ \text{m} \\ 0.1\left(\frac{10}{Z_g}\right)^{-\alpha-0.05}, & Z \leq 10\ \text{m} \end{cases} \qquad \text{Equation (2)}$$

$$L_t(Z) = \begin{cases} 100\ \text{m}\sqrt{\frac{Z}{30}}, & Z > 30\ \text{m} \\ 100\ \text{m}, & Z \leq 30\ \text{m} \end{cases} \qquad \text{Equation (3)}$$

where, I = turbulence intensity, L_t = turbulence length scale, Z = height above ground, and α is the power law exponent used for the velocity profile in Equation (1).

Boundary conditions on all other domain boundaries are defined as follows: the ground is a no-slip surface; the side walls of the domain have a symmetry boundary condition; the top of the domain has a specified shear, which maintains a constant wind speed at gradient height; and the outlet has a static pressure boundary condition.

REFERENCES

[1] P. Arya, "Chapter 10: Near-neutral Boundary Layers," in *Introduction to Micrometeorology*, San Diego, California, Academic Press, 2001.

[2] S. A. Hsu, E. A. Meindl and D. B. Gilhousen, "Determining the Power-Law WInd Profile Exponent under Near-neutral Stability Conditions at Sea," vol. 33, no. 6, 1994.

[3] Y. Tamura, H. Kawai, Y. Uematsu, K. Kondo and T. Okhuma, "Revision of AIJ Recommendations for Wind Loads on Buildings," in *The International Wind Engieering Symposium, IWES 2003*, Taiwan, 2003.

July 27, 2021

Heafey Group
768, boulevard St-Joseph, Suite 100
Gatineau, QC J8Y 4B8

Attn: Raad Akrawi
Project Manager
rakrawi@groupeheafey.com

Dear Mr. Akrawi:

Re: Pedestrian Level Wind Study Addendum
1740-1760 St. Laurent Boulevard, Ottawa, ON
Gradient Wind File 20-142

Gradient Wind Engineering Inc. (Gradient Wind) completed a pedestrian level wind (PLW) study based on computer simulations using the computational fluid dynamics (CFD) technique for the proposed mixed-use, multi-building development located at 1740-1760 St. Laurent Boulevard in Ottawa[1]. Gradient Wind completed the PLW study for the original design in 2020[2]. The current architectural drawings[3] identify two of the proposed buildings differently than the drawings that were referenced in the PLW study. Specifically, the proposed buildings are identified as follows:

Proposed Buildings 2020 Design	Proposed Buildings Current Design (2021)
Building 1 (15 Storeys)	No Change from 2020
Building 2 (15 Storeys)	Building 3 (15 Storeys)
Building 3 (12 Storeys)	Building 2 (12 Storeys)
Building 4 (12 Storeys)	No Change from 2020

[1] Gradient Wind Engineering Inc., '*Pedestrian Level Wind Study, 1740-1760 St. Laurent Boulevard',* [July 31, 2020]
[2] Lapalme Rheault Architectes + Associés and Pierre Martin & Associés Architectes [July 2020]
[3] Lapalme Rheault Architectes + Associés and Pierre Martin & Associés Architectes [July 2021]

The detailed PLW study was performed based on drawings prepared in 2020. Since the architecture of the current design is similar to the previous design, the conclusions and recommendations of the PLW study are applicable to the current site massing.

Sincerely,

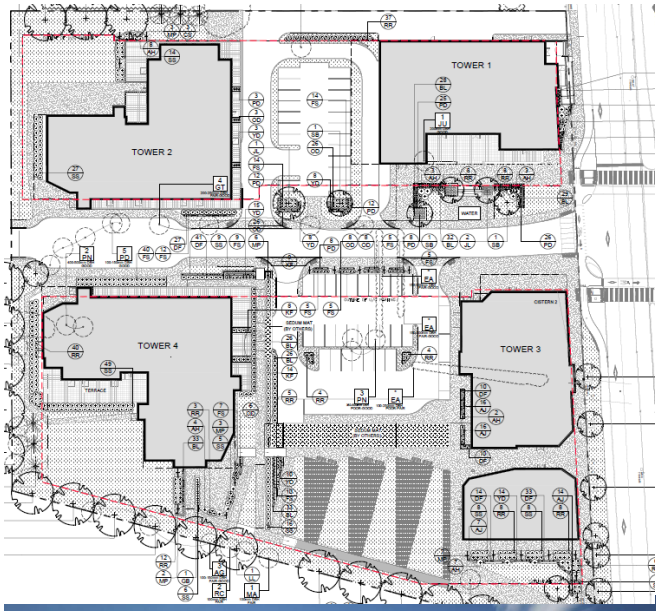
Gradient Wind Engineering Inc.

Justin Ferraro, P.Eng.
Principal

Appendix B
UDRP Recommendations

URBAN DESIGN REVIEW PANEL RECOMMENDATIONS
February 2nd, 2024

1740-1760 St-Laurent Boulevard | Formal Review | Zoning By-law Amendment & Site Plan Control Application | Groupe Heafy, Lapalme + Rheault Architectes, PMA Landscape Architects, Fotenn Planning + Design



Key Recommendations

- The Panel appreciates the proponent's thoroughness of the submission package for such a large and complex project.
- The Panel strongly recommends adding a more pedestrian-focused layer to the site design, with a more robust tree planting approach and public realm spaces.

- The Panel has concerns with the amount of surface parking and servicing areas being proposed at-grade and recommends internalizing those elements entirely within the building envelopes and/or underground.
- The Panel appreciates and supports the evolution of the POPS space from the previous iteration of the design.
- The Panel recommends relocation the entrances of Tower 2 and Tower 4 to a more central point in the building, along Everest Private, with grade-related units to either side.
- The Panel recommends more of a mid-rise typology for the western portion of the site (Towers 2 and 4), and a higher-density on the eastern portion along St-Laurent Boulevard.
- The Panel recommends reducing the size of the tower floorplates to abide by the City's design guidelines.
- The Panel appreciates the brown brick base and recommends further establishing that element to read more like a podium.
- The Panel recommends simplifying and lightening the appearance of the towers above the brick podium, as they currently appear heavy and opaque.
    - Consider forgoing the darker metal paneling and relying on more white, pop of coloured glass dividers, and balcony expression to inform the tower design above the brick podiums.
- The Panel recommends foregoing the drive-thru component on Tower 1 and replacing it with on-street parking for restaurant pick-ups, in order to provide a more pedestrian-friendly site and 'Complete Streets'.
- The Panel recommends further exploring and developing a sustainability strategy. Focus should be on striving for better stormwater management, lowering heat island effects, and greening the site as much as possible.

Site Design & Public Realm

- The Panel has concerns with the amount of surface parking in the proposal, and recommends relocating all or most of the parking underground, in order to provide a greater community amenity and green spaces.
- The Panel recommends further refining the servicing and loading areas to be more functional.
    - Consider garbage pick-up from enclosed areas within the building footprints, as well as move-in/move-out areas.
    - The Panel recommends grade-level areas should be nice courtyards and public spaces rather than servicing areas and surface parking.

- The Panel has concerns with the drive-thru around the north-east tower (Tower 1) detracting from an otherwise urban development, and recommends replacing the drive-thru with a limited number of street-parking spaces for the restaurant (Uber, Doordash, Skip, etc.) along Everest Private as a more sustainable option.
    - The Panel recommends, beyond a few short-term parking spaces for the restaurant, all commercial and residential parking should be located underground.
- The Panel recommends the proponents ensure that Everest Private and St-Laurent Boulevard be developed as 'Complete Streets' in collaboration with the City.
- The Panel appreciates the way the POPS has evolved and the integration with St-Laurent Boulevard.
    - Consider how the POPS could further connect with Everest Private by relocating the surface parking underground.
- The Panel recommends the site establish a more robust tree-lined character along the central access street (Everest Private), as well as a tree-lined pedestrian allée connecting Everest Private to St-Laurent Boulevard through the POPS park space, reducing the heat island effect and noise travel.
    - The Panel recommends pursuing more of a clustered tree approach in soil cells along St-Laurent Boulevard rather than single individually placed trees. Consider 2 or 3 clusters of 3 trees each.
- The Panel recommends exploring the idea of a playground space as part of the POPS park space that can gather families in the community together.

Sustainability

- The Panel recommends implementing more natural and pervious treatments at grade level.
    - Consider reducing the use of concrete and asphalt at-grade in favour of pervious pavers and vegetation.

Built Form & Architecture

- The Panel appreciates the brick podiums and the planting edge condition they are providing.
    - The Panel recommends further building on and refining that "Frank Lloyd Wright" inspired podium expression, particularly along St-Laurent Boulevard.

  - The Panel recommends ensuring the planting edge of the brick podiums is designed with adequate room and irrigation for a proper green edge to thrive.
- The Panel recommends the podium expression along St-Laurent Boulevard be 2-storeys in height or more.
  - The Panel suggests the north-east corner of Tower 3 should provide a visual anchor in its architectural expression as the clear entrance to the site.
- The Panel has concerns with how heavy the upper 'tower' portions of the buildings appear.
  - Consider lightening up the architectural expression/massing of the buildings.
  - Consider foregoing the grey metal siding in favour of another material/colouration.
- The Panel has concerns with the proportions of the punch windows on all four buildings appearing very small, and recommends providing larger punch windows to help lighten the appearance of the elevations.
- The Panel recommends internalizing stairwell shafts away from exterior walls wherever possible in order to reduce opaque exterior wall conditions on the elevations caused by the stairwells.
  - In particular, the Panel has concerns with the stairwell along St-Laurent Boulevard in the North-East tower (Tower 1).
  - The Panel recommends further internalizing the stairwells away from the exterior walls would assist in lightening up both the appearance of the tower façades and the units by allowing for more window opportunities.
- The Panel has concerns with how the bottom 1-2 storeys of the tower's architecture appears disconnected from the tower's upper portions.
  - The Panel recommends creating more of a relationship between the horizontal base architecture and the verticality of the tower expression above.
- The Panel recommends adjusting the ground floor layout of towers 2 & 4 in order to have the main entrance more central to the building and relate better to the street along Everest Private, and relocating the grade-related units to either side of the entrance.
  - The Panel recommends foregoing the 1-storey notching of the brick that currently takes place over the two entrance areas (towers 2 & 4), in favour of a simpler articulation.
- The Panel appreciates what appears to be coloured glass balcony dividers, and recommends further pursuing this element of the architectural expression as an interesting device that provides flashes of colour in the towers.

- The Panel has concerns with how many materials are being used and layered into the tower designs, and recommends reducing the number of materials used in the façades.
- The Panel recommends paying particular attention to how the façades are vented, as vents tend to have a prominent effect on the façade design.
- The Panel has concerns with the large floorplate sizes of the towers and complicated building envelopes.
    - The Panel recommends going with taller and slimmer towers, and simpler floorplan designs, in order to build more efficient and economical towers.
    - The Panel recommends adhering to a maximum of 750 m2 floorplates, as per the City's design guidelines for high-rise buildings.
    - Alternatively, the Panel suggests previous versions of the proposal from 2020/2021 which were lower in height and more of a bar building typology could result in a more livable site for people and families, especially in combination with a strong public realm at grade and underground parking.
- The Panel recommends pursuing mid-rise building heights along western edge of the site, in consideration of transition to the adjacent low-rise neighbourhood.
    - Consider reallocating higher-density toward St-Laurent Boulevard.