1015 TWEDDLE ROAD DEVELOPMENT
SPA APPLICATION

OTTAWA | ONTARIO

JUNE 12TH 2026 | 13383

File Number D02-02-25-0038 & D07-12-25-0073 and Plan Number # 19417

NEUF | VUZE CONSTRUCTION | PROJET PAYSAGE

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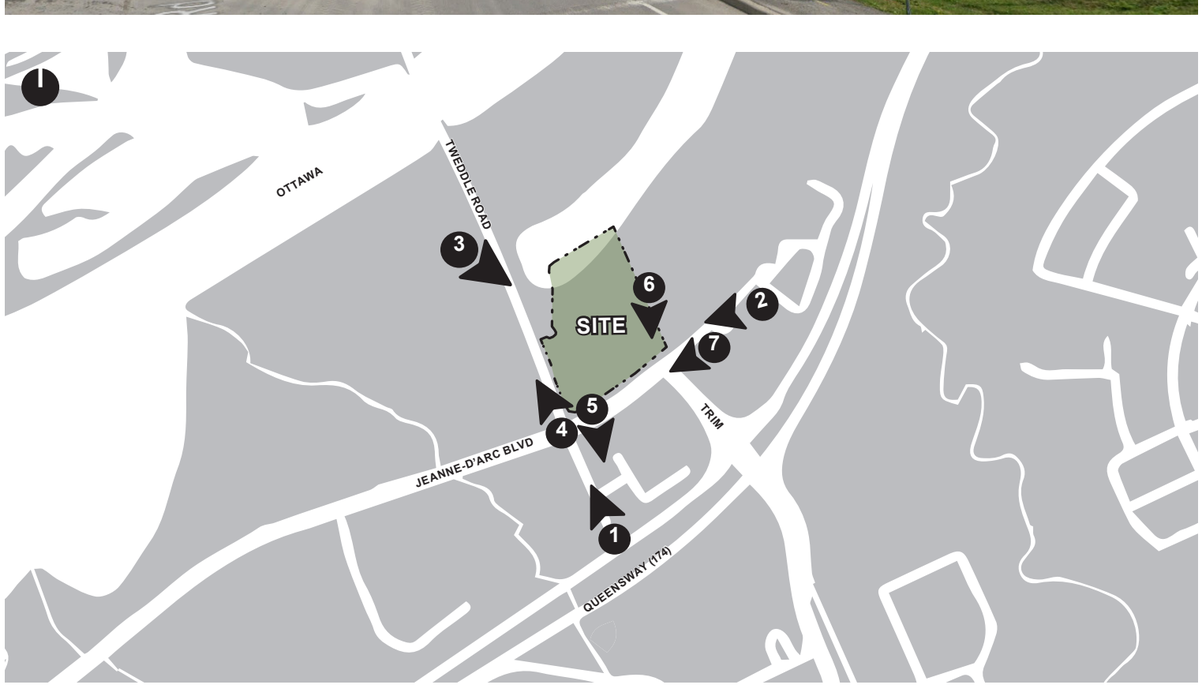
01

SITE


OTTAWA RIVER
TO PETRIE ISLAND PARK
PETRIE'S LANDING PROJECT
SITE
TWEDDLE ROAD
JEANNE-D'ARC BLVD
TRIM ROAD
QUEENSWAY (174)
SITE OF FUTURE LRT TRIM STATION
CAMPUS ALPHONSE-DESJARDINS DE LA CITÉ

SITE | VIEWS AND EXISTING CONDITIONS



4


Orles'
MARINA
RENTALS
BOAT LAUNCH
CANOE, KAYAK & PADDLEBOAT
TACKLE / BAIT
SUP, ROWBOAT
ICE HUT RENTALS
WINTER
BOAT + CAMPER STORAGE

5


boul. Jeanne-d'Arc Blvd. N.
NO EXIT
IMPASSE

6


CONSTRUCTION ACCESS ONLY
ACCÈS CHANTIER SEULEMENT

7

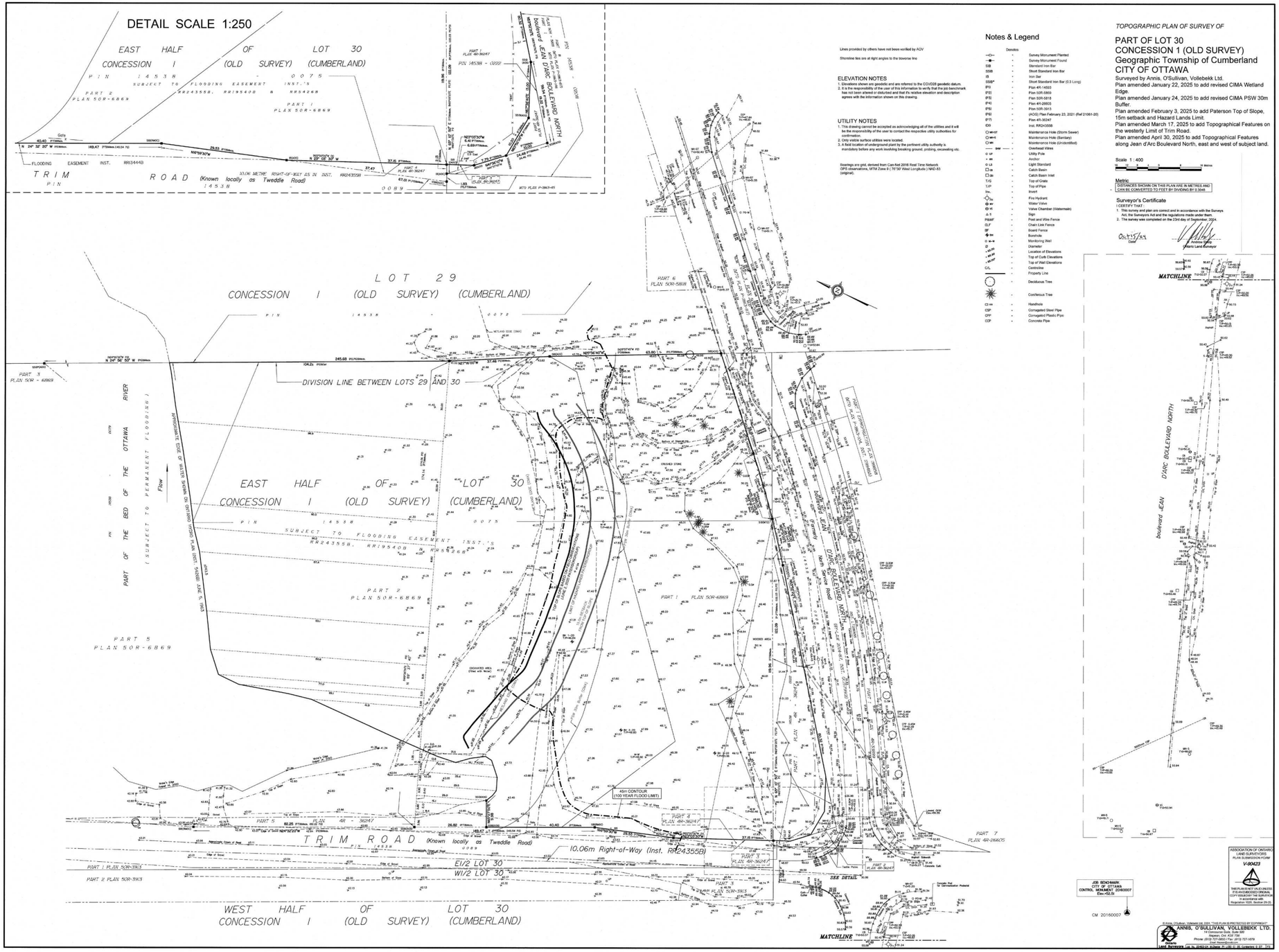

ch. Trim Rd.

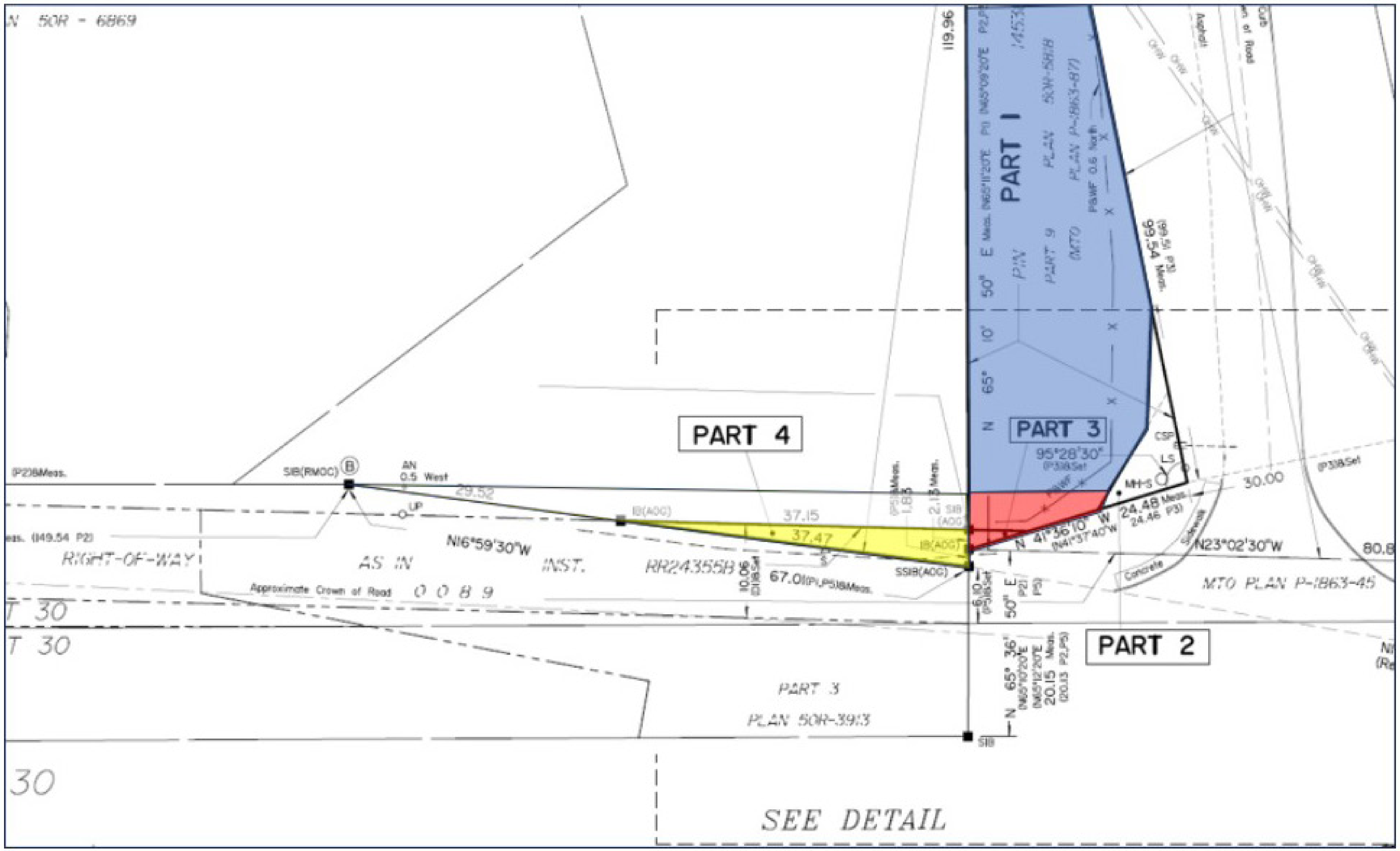
SITE | ADJACENT PROPERTIES

PETRIES LANDING II BY BRIGIL

CAMPUS ALPOHONSE DEJARDINS DE LA CITE

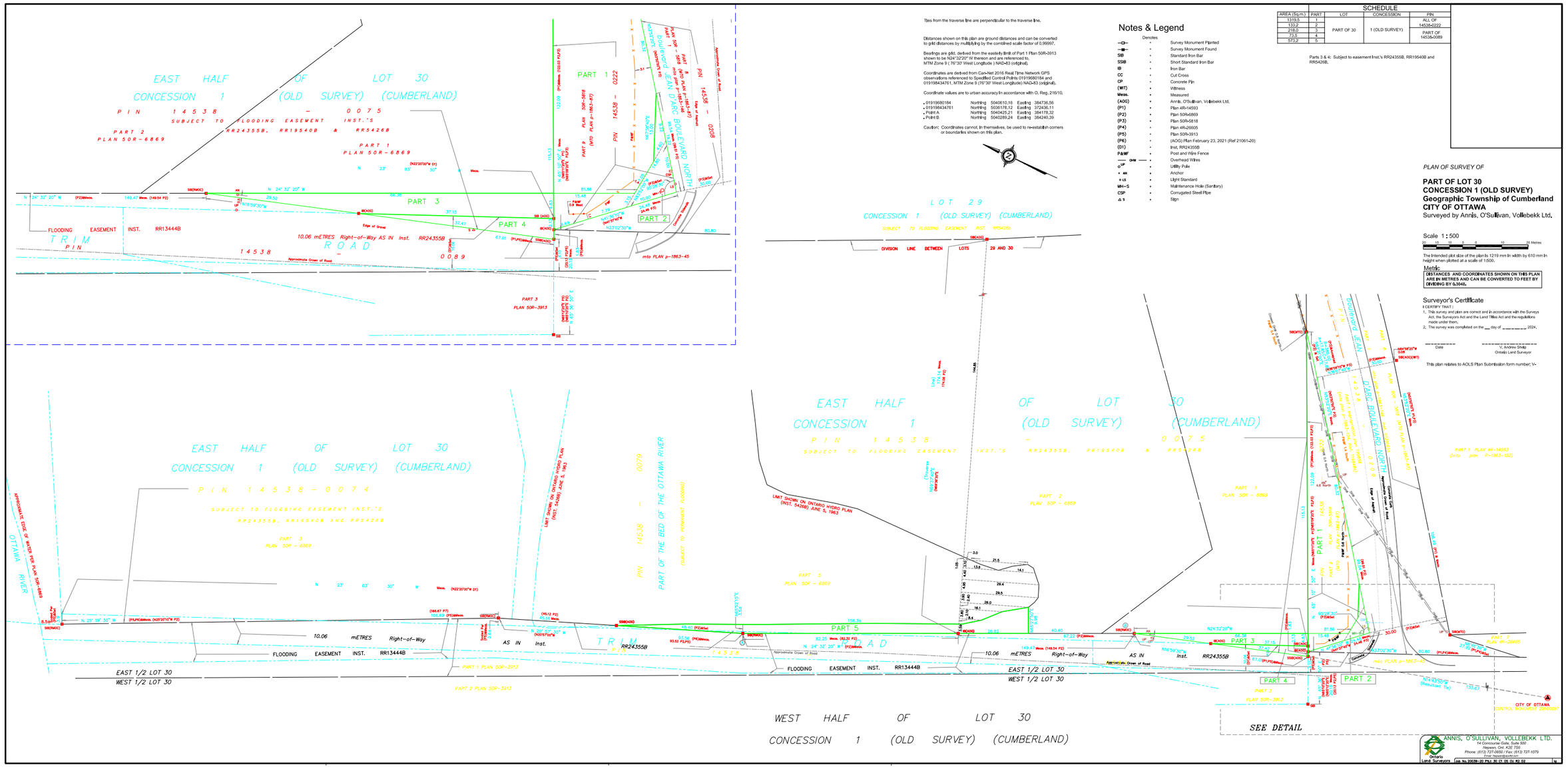
NEIGHBOURING RESIDENTIAL DEVELOPMENT


DETAIL SCALE 1:250
EAST HALF OF LOT 30
CONCESSION I (OLD SURVEY) (CUMBERLAND)
SUBJECT TO FLOODING EASEMENT INST.'S RR24355B, RR195408 & RR54268
PART 2 PLAN 50R-6869
PART 1 PLAN 50R-6869
FLOODING EASEMENT INST. RR134448
TRIM ROAD (Known locally as Tweddle Road)
33.06 METRE RIGHT-OF-WAY AS IN INST. RR243591
PART 4 PLAN 4R-36247
PART 6 PLAN 50R-5808
Boulevard JEAN D'ARC BOULEVARD NORTH
MTO PLAN P-3963-45
LOT 29
CONCESSION I (OLD SURVEY) (CUMBERLAND)
DIVISION LINE BETWEEN LOTS 29 AND 30
PART 3 PLAN 50R - 6869
THE OTTAWA RIVER
PART OF THE BED OF THE OTTAWA RIVER
(SUBJECT TO PERMANENT FLOODING)
PART 5 PLAN 50R-6869
EAST HALF OF LOT 30
CONCESSION I (OLD SURVEY) (CUMBERLAND)
SUBJECT TO FLOODING EASEMENT INST.'S RR24355B, RR195408 & RR54268
PART 2 PLAN 50R-6869
PART 1 PLAN 50R-6869
PART 5 PLAN 4R-36247
45m CONTOUR (100 YEAR FLOOD LIMIT)
PART 4 PLAN 4R-36247
PART 7 PLAN 4R-29662S
TRIM ROAD (Known locally as Tweddle Road)
10.06m Right-of-Way (Inst. RR24355B)
E1/2 LOT 30
W1/2 LOT 30
PART 1 PLAN 50R-3963
PART 2 PLAN 50R-3963
PART 3 PLAN 50R-3963
SEE DETAIL
WEST HALF OF LOT 30
CONCESSION I (OLD SURVEY) (CUMBERLAND)
MATCHLINE
Notes & Legend
Denotes
Survey Monument Planted
Survey Monument Found
Standard Iron Bar
Shortt Standard Iron Bar
Iron Bar
Shortt Standard Iron Bar (0.3 Long)
Plan 4R-14503
Plan 50R-5808
Plan 50R-5818
Plan 4R-29655
Plan 50R-3913
(AOG) Plan February 23, 2021 (Ref 210601-20)
Plan 4R-36247
Inst. RR243558
Maintenance Hole (Storm Sewer)
Maintenance Hole (Sanitary)
Maintenance Hole (Unidentified)
Overhead Wires
Utility Pole
Anchor
Light Standard
Catch Basin
Catch Basin Inlet
Top of Grate
Top of Pipe
Invert
Fire Hydrant
Water Valve
Valve Chamber (Watermain)
Sign
Post and Wire Fence
Chain Link Fence
Board Fence
Borehole
Monitoring Well
Diameter
Location of Elevations
Top of Curb Elevations
Top of Wall Elevations
Centreline
Property Line
Deciduous Tree
Coniferous Tree
Handhole
Corrugated Steel Pipe
Corrugated Plastic Pipe
Concrete Pipe
Lines provided by others have not been verified by AOV
Shoreline ties are at right angles to the traverse line
ELEVATION NOTES
1. Elevations shown are geodetic and are referred to the CGVD28 geodetic datum.
2. It is the responsibility of the user of this information to verify that the pid benchmark has not been altered or disturbed and that it's relative elevation and description agrees with the information shown on this drawing.
UTILITY NOTES
1. This drawing cannot be accepted as acknowledging all of the utilities and it will be the responsibility of the user to contact the respective utility authorities for confirmation.
2. Only visible surface utilities were located.
3. A field location of underground plant by the pertinent utility authority is mandatory before any work involving breaking ground, probing, excavating etc.
Bearings are grid, derived from Can-Net 2016 Real Time Network GPS observations, MTM Zone 9 (76°30' West Longitude) NAD-83 (original).
TOPOGRAPHIC PLAN OF SURVEY OF
PART OF LOT 30
CONCESSION 1 (OLD SURVEY)
Geographic Township of Cumberland
CITY OF OTTAWA
Surveyed by Annis, O'Sullivan, Vollebekk Ltd.
Plan amended January 22, 2025 to add revised CIMA Wetland Edge.
Plan amended January 24, 2025 to add revised CIMA PSW 30m Buffer.
Plan amended February 3, 2025 to add Paterson Top of Slope, 15m setback and Hazard Lands Limit.
Plan amended March 17, 2025 to add Topographical Features on the westerly Limit of Trim Road.
Plan amended April 30, 2025 to add Topographical Features along Jean d'Arc Boulevard North, east and west of subject land.
Scale 1 : 400
Metric
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048
Surveyor's Certificate
I CERTIFY THAT :
1. This survey and plan are correct and in accordance with the Surveys Act, the Surveyors Act and the regulations made under them.
2. The survey was completed on the 23rd day of September, 2024.
Oct 15/24
Date
Andrew Kirby
Ontario Land Surveyor
MATCHLINE
boulevard JEAN D'ARC BOULEVARD NORTH
ASSOCIATION OF ONTARIO LAND SURVEYORS
PLAN SUBMISSION FORM
V-90423
JOB BENCHMARK
CITY OF OTTAWA
CONTROL MONUMENT 20160007
Elev=85.05
CM 20160007
ANNIS, O'SULLIVAN, VOLLEBEKK LTD.
Ontario Land Surveyors



PART 1
PART 2
PART 3
PART 4
N 65° 10' 50" E
95°28'30"
99.54 Meas.
24.48 Meas.
N 41°36'10" W
N16°59'30"W
N23°02'30"W
37.15
37.47
29.52
67.01
30.00
119.96
RIGHT-OF-WAY
AS IN
INST.
RR243558
0089
Approximate Crown of Road
MTO PLAN P-1863-45
PART 3
PLAN 50R-3913
SEE DETAIL
SIB(RMOC)
SSIB(AOG)
SIB
Concrete
Sidewalk

SITE | SURVEYOR PLAN



Ties from the traverse line are perpendicular to the traverse line.

Distances shown on this plan are ground distances and can be converted to grid distances by multiplying by the combined scale factor of 0.99997.

Bearings are grid, derived from the easterly limit of Part 1 Plan 50R-3913 shown to be N24°32'20" W thereon and are referenced to, MTM Zone 9 (76°30' West Longitude) NAD-83 (original).

Coordinates are derived from Can-Net 2016 Real Time Network GPS observations referenced to Specified Control Points 01919680184 and 019198434761, MTM Zone 9 (76°30' West Longitude) NAD-83 (original).

Coordinate values are to urban accuracy in accordance with O. Reg. 216/10.

. 01919680184	Northing	5040610.16	Easting	384736.56
. 019198434761	Northing	5036178.12	Easting	372436.11
. Point A	Northing	5040425.21	Easting	384178.32
. Point B	Northing	5040289.24	Easting	384240.39

Caution: Coordinates cannot, in themselves, be used to re-establish corners or boundaries shown on this plan.

Notes & Legend

	Denotes	
—□—	"	Survey Monument Planted
—■—	"	Survey Monument Found
SIB	"	Standard Iron Bar
SSIB	"	Short Standard Iron Bar
IB	"	Iron Bar
CC	"	Cut Cross
CP	"	Concrete Pin
(WIT)	"	Witness
Meas.	"	Measured
(AOG)	"	Annis, O'Sullivan, Vollebekk Ltd.
(P1)	"	Plan 4R-14593
(P2)	"	Plan 50R-6869
(P3)	"	Plan 50R-5818
(P4)	"	Plan 4R-26605
(P5)	"	Plan 50R-3913
(P6)	"	(AOG) Plan February 23, 2021 (Ref 21061-20)
(D1)	"	Inst. RR24355B
P&WF	"	Post and Wire Fence
—— OHW ——	"	Overhead Wires
○ UP	"	Utility Pole
∘ AN	"	Anchor
○ LS	"	Light Standard
MH–S	"	Maintenance Hole (Sanitary)
CSP	"	Corrugated Steel Pipe
△ S	"	Sign

SCHEDULE

AREA (Sq.m.)	PART	LOT	CONCESSION	PIN
1319.5	1	PART OF 30	1 (OLD SURVEY)	ALL OF 14538-0222
133.2	2			PART OF 14538-0089
218.0	3			
73.5	4			
573.2	5			

Parts 3 & 4: Subject to easement Inst.'s RR24355B, RR19540B and RR5426B.

PLAN OF SURVEY OF

PART OF LOT 30
CONCESSION 1 (OLD SURVEY)
Geographic Township of Cumberland
CITY OF OTTAWA
Surveyed by Annis, O'Sullivan, Vollebekk Ltd.

Scale 1 : 500

20 15 10 5 0 10 20 Metres

The intended plot size of the plan is 1219 mm in width by 610 mm in height when plotted at a scale of 1:500.

Metric

DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

Surveyor's Certificate

I CERTIFY THAT :

1. This survey and plan are correct and in accordance with the Surveys Act, the Surveyors Act and the Land Titles Act and the regulations made under them.
2. The survey was completed on the __ day of _________, 2024.

__________ Date

___________________ V. Andrew Shelp
Ontario Land Surveyor

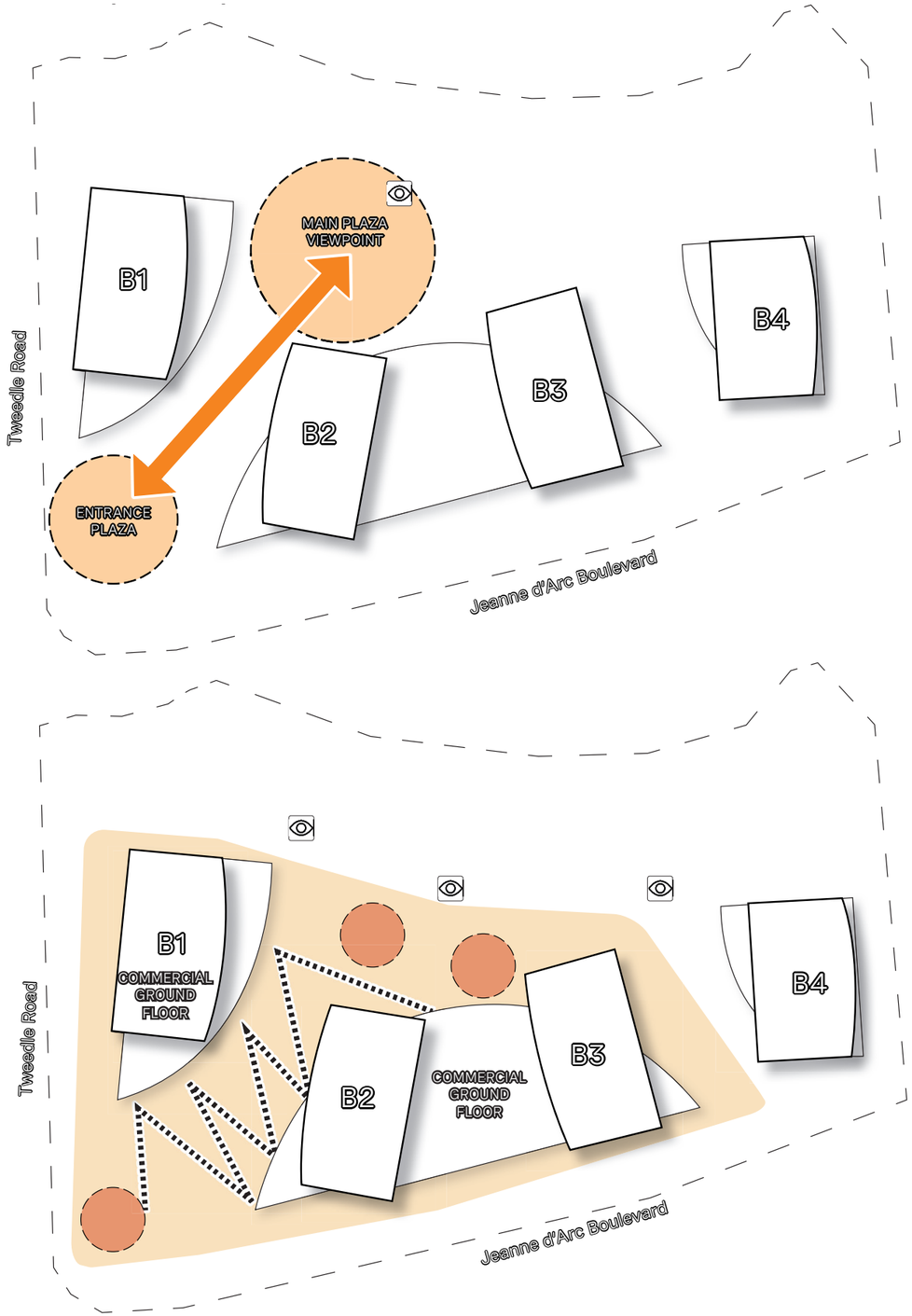
This plan relates to AOLS Plan Submission form number: V-

ANNIS, O'SULLIVAN, VOLLEBEKK LTD.
14 Concourse Gate, Suite 500
Nepean, Ont. K2E 7S6
Phone: (613) 727-0850 / Fax: (613) 727-1079
Email: Nepean@aovltd.com
Ontario Land Surveyors

Job No. 20039-20 PtLt 30 C1 OS CU R2 D2 | ig

02

LANDSCAPE MASTERPLAN



DRAWING PEOPLE IN

The opening created by Buildings B1 and B2 draws users from the intersection of Tweedle Road and Jeanne d'Arc Blvd into the core of the project. Moreover, the slope of the site creates a natural viewpoint at the end of this axis, towards the river landscape. The back and forth between these two spaces pull the user within the site to fully appreciate what it offers.

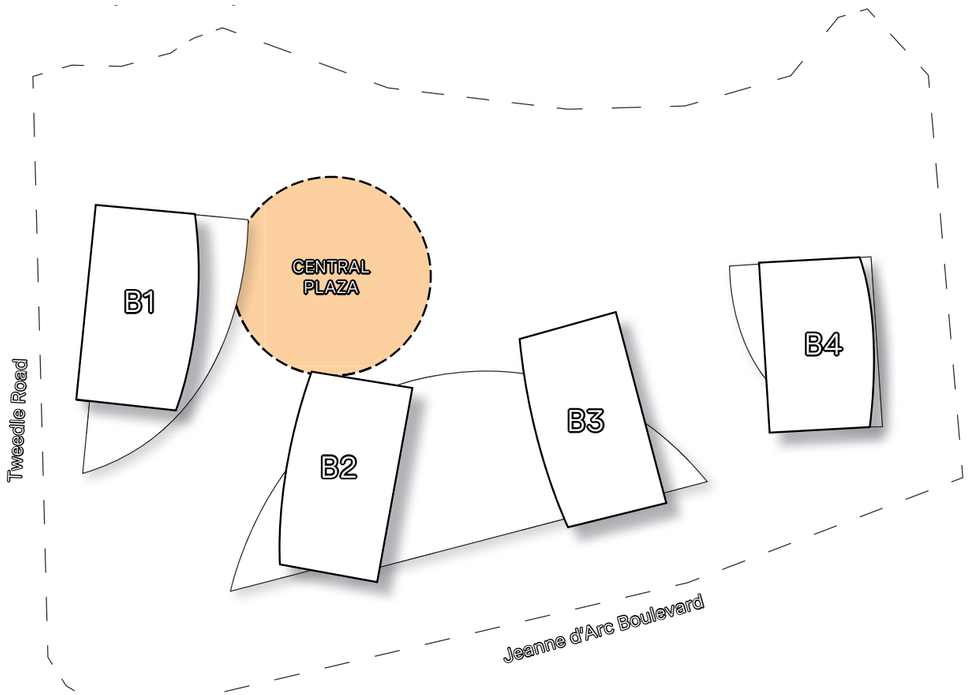
- DRAWING PEOPLE INTO THE SPACE;
- MARKING AND ACTIVATING THE PROJECT THRESHOLD (FOUNTAIN);
- INTEGRATION OF A STRONG AXIS AND FOCAL POINT INTO THE PROJECT (VIEWPOINT);
- LINKING THE PROJECT TOGETHER.

ACTIVATING THE SPACE

The commercial component's success depends on pedestrian traffic and how much the site becomes an attractive destination. In order to encourage the user onto venturing into the commercial spine of the project, the master plan proposes the integration of a water feature at the Entrance Plaza, which animates the space and draws the user towars the other commercial spaces in the project. The restaurant and café at the core of the project along the commercial axis have terraces that dialogue with each other, all the while engaging with the context of the fountain at the Entrance Plaza, and the river at the Central Plaza. Furthermore, a central graden area nearby offers a nice transition for users from the urban landscape of the commercial axis to the nature park below along the shoreline.

- ADDITION OF A SMALL FEATURE AT THE ENTRANCE PLAZA TO ACTIVATE THE SPACE;
- POSITIONING OF COMMERCIAL/ RETAIL SPACE TOWARDS THE CENTRAL CORE PLAZA;
- CONNECTION TO THE CENTRAL GARDENS WITH VIEWS TO THE WATERFRONT.

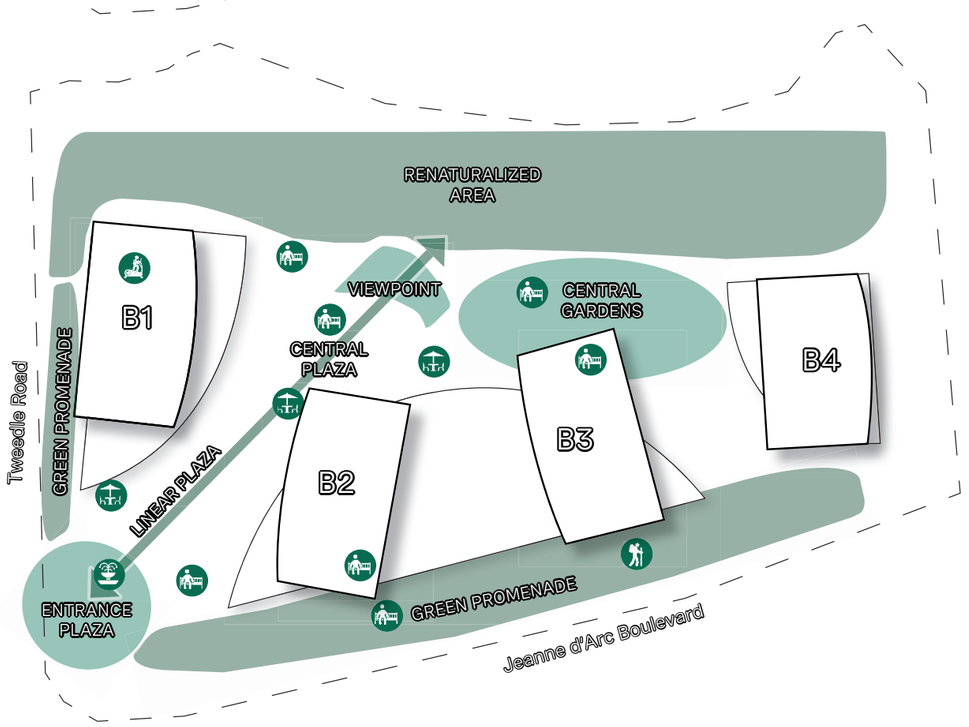
PROJET PAYSAGE



CREATING A VIBRANT CORE

The heart of the project is built around a flexible all-season plaza. This area, located towards the banks of the river, allows for breathtaking views. The space is programmed to encourage users to gather, socialize and make use of the retail and commercial facilities while admiring the wide open river view. The Central Plaza is connected directly to the nature park below.

- A CENTRAL CORE TO ATTRACT USERS TO THE ADJACENT COMMERCIAL AND RETAIL SPACES;
- A CENTRALIZED OPEN SPACE WITH WIDE VIEWS TO THE SURROUNDING LANDSCAPE;
- A VIBRANT SOCIAL CORE FOR PEOPLE WATCHING AND PARTICIPATING IN PROGRAMMED ACTIVITIES ALL YEAR ROUND.

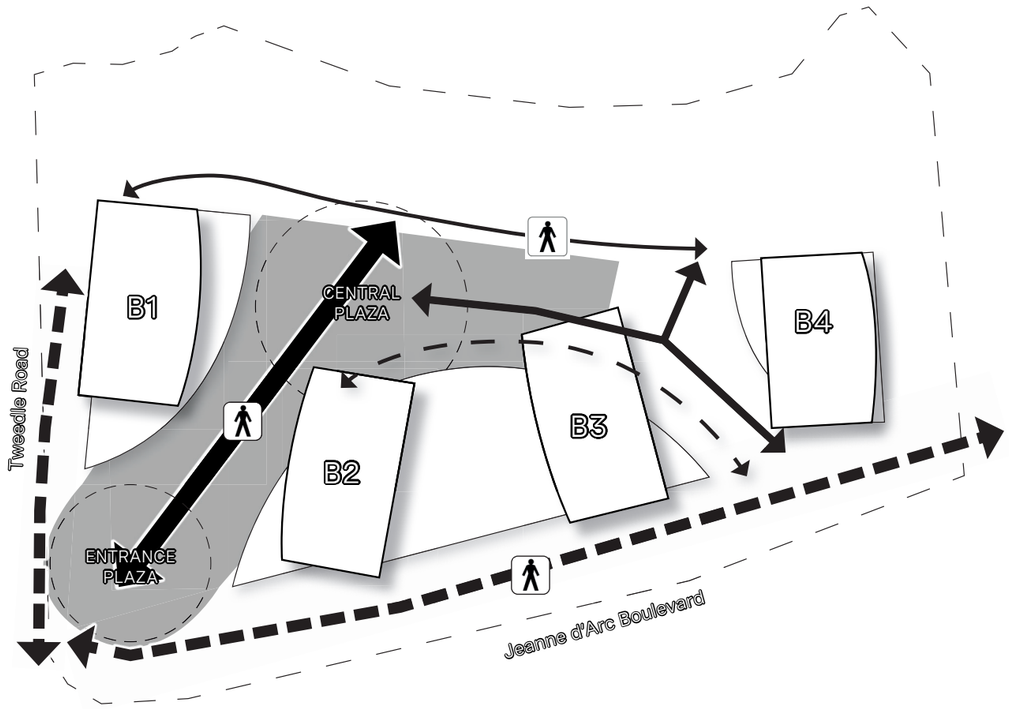


PROGRAMMING THE SPACE

The spaces are programmed to generate a variety of activities to both attract and retain users to the site. In addition to the commercial and social aspect of the core plazas, the site also offers notable viewpoints of the Ottawa river. The Central Gardens area allows users to enjoy resting and socializing within a garden setting, while enjoying the open wide views to the shoreline. On Jeanne D'Arc Blvd, the Green Promenade allows for a multi-use pathway, active travel like skating, biking or jogging, while integranting a commercial front and building entrances within a green pedestrian scale urban setting.

- A VARIETY OF PROGRAMMED SPACES FROM DYNAMIC AND SOCIAL, TO CALM AND CONTEMPLATIVE;
- A STRONG AND BUSY CENTRAL AXIS AND CENTRAL PLAZA;
- INTIMATE SPACES FOR RESIDENTS (CENTRAL GARDENS);
- HIGHLIGHTING THE NOTABLE VIEWPOINTS OF THE WATER FRONT AND THE NATURAL CONTEXT INTO THE PROJECT.

PROJET PAYSAGE



The Big Moves

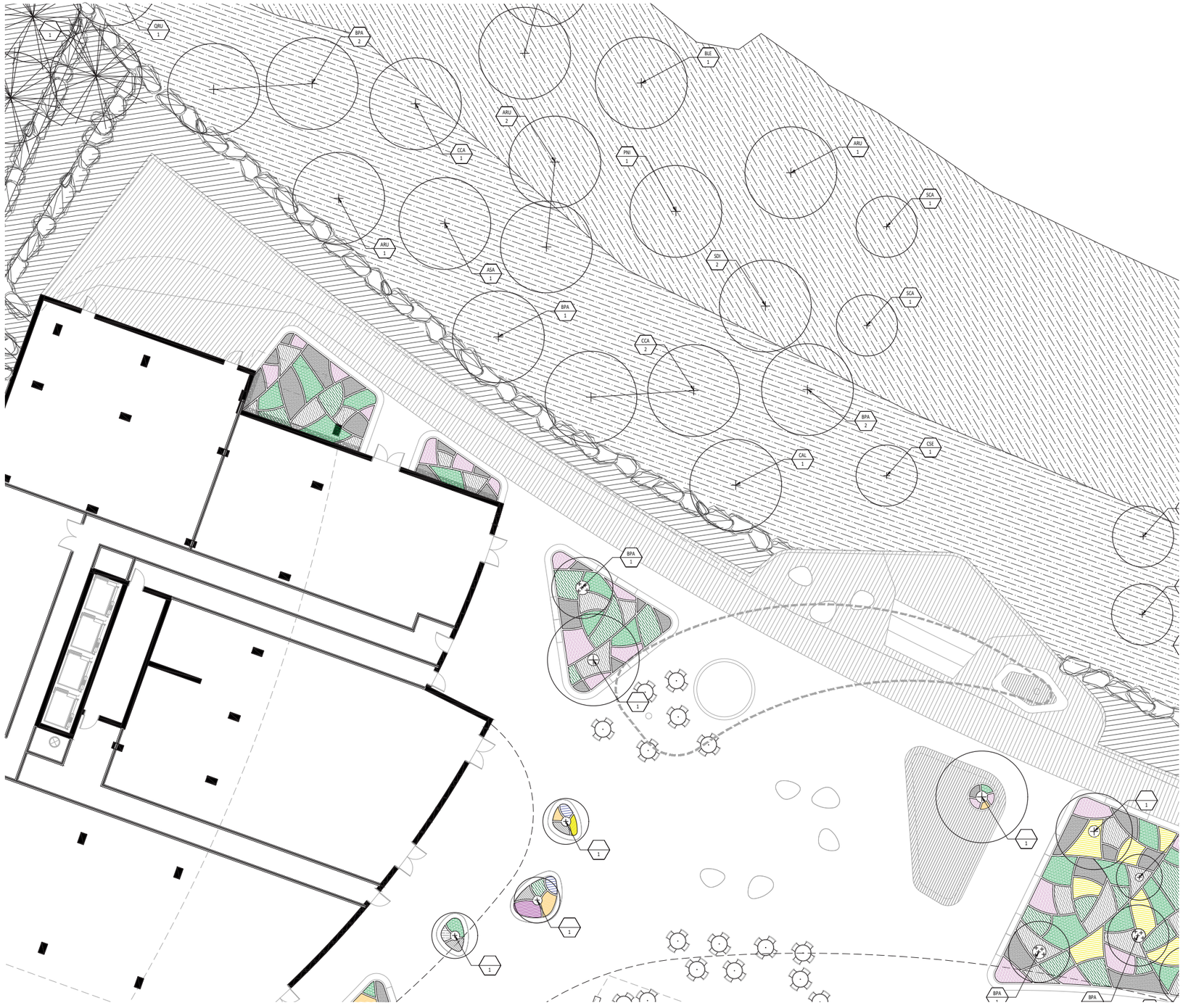
INTEGRATING THE NETWORK

The masterplan proposes to create a hierarchical network of pedestrian paths connecting the project to its external setting. The main, central spine is wider and mineralized in order to accommodate an array of retail and commercial activities. A series of secondary paths connect the main plaza to Jeanne-d'Arc Blvd, establishing links with the mixed-use network of the urban context. The link to Jeanne d'Arc Blvd and higher-speed transit is further developped with the inclusion of parking spaces. Finally, the central gardens provide users and residents a more casual stroll towards the natural beauty of the waterfront.

- A DYNAMIC MAIN AXIS;
- A PERMEABLE PEDESTRIAN NETWORK THROUGHOUT THE WHOLE SITE;
- CONNECTION TO PARKING SPACE AND THE MARINA NEARBY.

DISTRICTS AND PLACES | ENTRANCE PLAZA

DISTRICTS AND PLACES | CENTRAL PLAZA

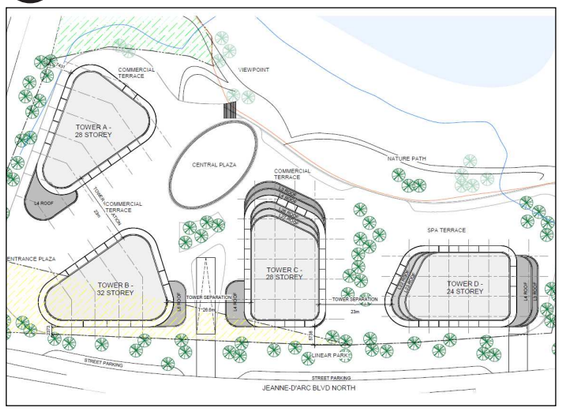


03

EVOLUTION OF DESIGN

EVOLUTION OF DESIGN | BEFORE/AFTER

1 ZBLA



SEPARATION BETWEEN TOWERS : 23 METERS

TOWER HEIGHTS : 23 - 32 STOREYS

NUMBER OF UNITS : 956

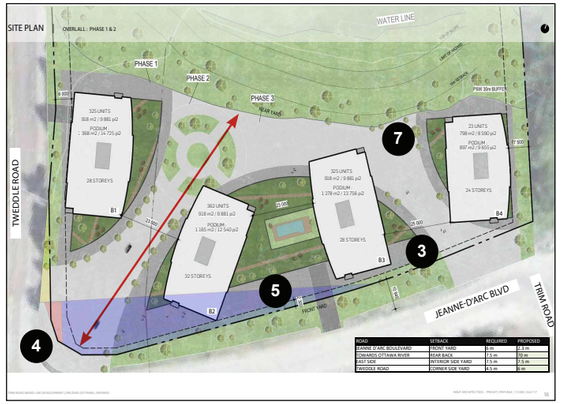
TOWER FLOOR PLATES : 931 - 938 M²

STENGTHS :

1. Inclusion of a pedestrian experience on the groundfloor by Projet Paysage.

2. High rise building designed following the three distinctive parts base-middle-top.

2 PRE-CONSULTATION



SEPARATION BETWEEN TOWERS : 23 METERS

TOWER HEIGHTS : 24 - 32 STOREYS

NUMBER OF UNITS : 1 260

TOWER FLOOR PLATES : 920 M²

IMPROVEMENTS #1 :

1. Lighter features on the top of the towers

2. Addition of colonnaded pedestrian space at the building entries.

3. Reduction of the height of the continuous podium from six to two storeys to promote a more pleasant pedestrian environment.

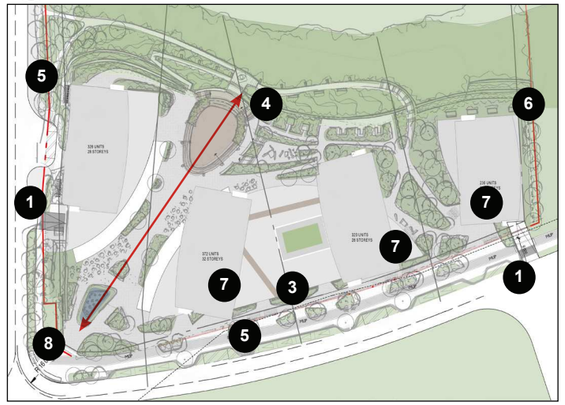
4. Keep line of sight clear from Trim Road and Jean D'Arc Boulevard intersection to the water.

5. Incorporate a continuous two-storey podium across all four towers.

6. Maintain current plaza layout.

7. Locations and orientations established to maximize views and sun exposure.

3 UDRP



SEPARATION BETWEEN TOWERS : 25 METERS

TOWER HEIGHTS : 24 - 32 STOREYS

NUMBER OF UNITS : 1 258

TOWER FLOOR PLATES : 900 M² to 928 M²

IMPROVEMENTS #2 :

1. Parking garage entrances are relocated and aligned with Trim Road

2. Distance between towers has increased from 23m to 25m.

3. The podium is shifted closer to Jeanne-D'arc Boulevard and forms a continuous edge along the street.

4. A pedestrian-friendly slope was added to integrate the underground parking with the natural landscape.

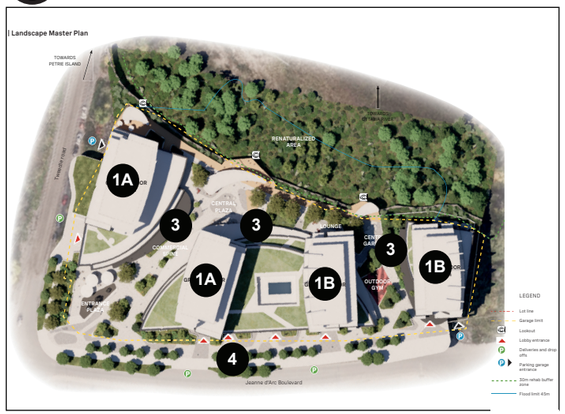
5. The drop off zone on the west side of Tower B1 has been relocated further north. Additionally, 3 drop-off areas were added on Jean D'Arc Boulevard serving each tower, 2 of which can also serve as loading zones.

6. The basement outline on the east side was adjusted to provide a 3m setback for tree conservation on the eastern adjacent site.

7. Towers B1, B2, and B3 have been repositioned closer to Jeanne D'Arc Boulevard.

8. Keep line of sight clear from Trim Road and Jean D'Arc

4 SPA



SEPARATION BETWEEN TOWERS : 25 METERS

TOWER HEIGHTS : 24 - 32 STOREYS

NUMBER OF UNITS : 1 257

TOWER FLOOR PLATES : 900 M² to 928 M²

IMPROVEMENTS #3 :

1. The towers have been grouped into pairs, with B1 and B2 parallel to each other, and B3 and B4 also parallel.

2. The architectural envelope expression has been revised to reflect these pairings

3. Canopies have been added along the building's perimeter to help mitigate wind conditions.

4. Frontage along Jeanne D'Arc has been revised to incorporate an urbanized and regularized streetscape.

04

CONCEPT

1 CONTEXT

- LANDMARKS AND VIEWS: Existing and future landmarks with associated views are determined in the project concept. Special views of the existing nature are integrated in the landscape design.
- VIEW ANALYSIS: A comprehensive view analysis, including 3D models, is applied for developments which impact these views. Especially in the high-rise buildings.
- LANDMARK BUILDINGS: Significant civic, cultural, and symbolic buildings are added in the locations, distinct in form and detail, with exceptional architectural quality.
- BACKGROUND BUILDINGS: respecting and enhancing the existing views, vistas, and urban fabric, maintaining harmony with neighboring buildings through design elements like height transitions and materials.

2 BUILT FORM

- APPROACH

The Project emphasizes the importance of maintaining and enhancing a place's distinct identity through design, particularly in high-rise buildings. To meet this objective, two key questions must be addressed: how the building is experienced by pedestrians and how it reflects the image of its location, owner, and occupants. The lower portion of the building typically engages pedestrians, while the upper levels express the building's overall image. Although a design approach that integrates a base and top is often successful in achieving these goals, it is not the only method for fulfilling the design objectives.

- POINT TOWER AND PODIUM

The project has integrated the concept of narrow and tall «point tower» which is the preferred form for high-rise buildings. Podiums effectively create continuous street walls and act as a horizontal element, unifying the high-rise building with the street engagement. In contrast to the point tower, the podium immitates the typical features of a «slab» building, but only limits it to the lower levels in order to avoid excessive shadows, wind blockage, and limited sky view.

3 PEDESTRIAN REALM

The focus on pedestrian-oriented development on the Site Plan is added for ensuring high-rise buildings contribute to a livable and accessible urban environment. High-rise developments have prioritized accessibility to transit, bicycle, and foot, and provide ample pedestrian-friendly spaces. A well-designed network of streets, pathways, and public spaces, varying in form and ownership are helping to integrate these developments into the city fabric and support the intensification strategy.

- PEDESTRIAN SPACE AND CONNECTION

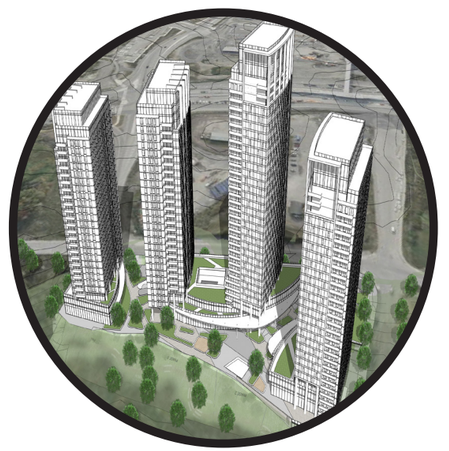
The project merges public spaces such as: the central plaza, via internal public, pedestrian, commercial, and multi-use path connections to the main existing streets, providing a direct physical and visual connection to the surrounding areas.

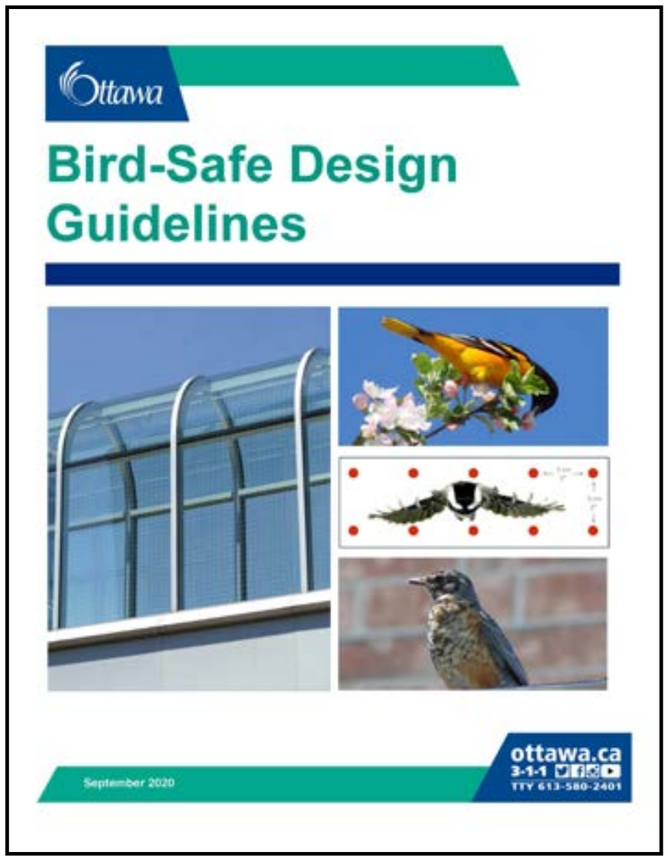
- ANIMATION AND DESIGN

There is an integration of commerical and retail uses on the ground floor to animate the public and private streets. The addition of ground floor units and front amenity spaces on streets with residential character further strengthens the connection between the building facade and pedestrian realm, all of which increase foot traffic. Furthermore, the ground floor has a greater floor to ceiling height, as it contains amenity and commercial spaces. Underground parking and on-street parking locations are provided in the project allowing for easy accessibility to parking and drop-off spots, which increases safety of allocated pedestrian spaces on the street.

- PEDESTRIAN COMFORT

Extended canopies at the ground floor level provide weather and wind protection through out the year. The exposed columns visible infront the podium face provide a corridor where pedestrians can walk.





The proposed development at 1015 Tweddle Road incorporates comprehensive bird-safe design measures in accordance with the City of Ottawa Bird Safe Design Guidelines, the Urban Design Guidelines for High-Rise Buildings, and CSA A460:19 – Bird-Friendly Building Design.

Given the site's proximity to the Ottawa River corridor and Petrie Island, bird safety has been integrated at the massing, façade, site planning, and lighting levels.

1 TOWER ORIENTATION AND MASSING

- Towers are oriented with their narrower width facing the wetland edge and river corridor, reducing the amount of reflective façade presented toward the migratory route.
- North elevations (facing the wetland) incorporate enhanced bird-safe glazing treatment and reduced uninterrupted reflective glass.
- Balcony projections, slab edges, and façade articulation break down large reflective surfaces.
- Mechanical penthouses and rooftop screens are opaque and non-reflective.

2 GLAZING TREATMENT - CRITICAL COLLISION ZONE

Recognizing that most bird collisions occur within the lower portion of buildings:

- Minimum 90% of all exterior glazing within the first 16 metres above grade will include bird-safe visual markers.
- Treatment may extend up to 20 metres above grade, or to the height of adjacent mature tree canopy, whichever is greater.
- Overhangs are not relied upon as primary mitigation; glazing beneath overhangs is also treated.
- Visual Marker Specifications:
- Applied to exterior (first) surface.
- Maximum spacing: 50mm x 50mm.
- Minimum element size:
- 4mm diameter (dots), or 2mm x 8mm (linear elements).
- High contrast relative to glass surface.

Acceptable Treatments:

- Ceramic frit
- Acid-etched glass
- Digitally printed patterns
- Silk-screened glazing
- Laminated balcony guards with visible interlaye

3 PODIUM AND LANDSCAPE INTERFACE

- Highly reflective glazing avoided at grade.
- Spandrel panels and opaque materials prioritized along landscaped edges.
- All glazing adjacent to dense vegetation incorporates bird-safe markers.
- Transparent glass corners at grade will be avoided.

4 LIGHTING STRATEGY

To reduce nighttime disorientation of migratory birds:

- Fully shielded, downward-directed fixtures.
- No upward light spill.
- Reduced façade lighting.
- Programmable controls for after-hours and migration season reduction.
- Interior lighting controls to limit unnecessary nighttime illumination.

5 ADDITIONAL BIRD SAFE AND FACADE DESIGN MEASURES

- Exterior structural features, including antennas, cellphone, television, and media structures, are not anticipated to be required on the proposed development
- All grates on the site maximum porosity of 20 mm by 20 mm or 40 mm by 10 mm
- All pipes, flues, and vents are capped or screened

1 MATERIALS

-Utilising prefabricated modular panels reduces waste and lowers construction time.

-Use of locally sourced materials (within 880km) to reduce transportation loads.

MATERIAL CHOICE:

-Choosing sustainable materials with lower embodied energies such as brick, aluminium and glass.

-Ensuring FSC certification where appropraite.

-Ensuring materials are free of volatile organic compounds (VOCs) and added formaldehyde (in bonded panels).

-Understanding the energy required to extract compounds and process materials at a manufacturing stage to ensure a sustainable approach is taken throughout the material's lifecycle.

MATERIAL EFFICIENCY

-Integration of the most efficient materials and insulators such as white membranes, to limit heat loss, therefore reducing energy loads and costs.

-Minimise thermal bridging and exceed the latest energy code requirements.

2 VEGETATION

INCREASING GREENSPACE

-Increasing the amount of vegetation to maximise carbon sequestering by incorporating greenroofs and a considered landscaping strategy.

-Providing users with a close visual proximity to sufficient greenspace; promoting positive mental and physical health effects (in accordance with notions of biophilia).

-Considering non-human users: creating habitats to support healthy ecosystems and promote biodiversity within urban areas.

-Use of various native species on site.

-Use of vegetation to retain rainwater and prevent an overload of the stormwater system.

3 CIRCULARITY

-Consideration of the lifecycle of the materials used in the building construction; using recycled and materials with low embodied energy where possible. Understanding maintainance costs of materials and their future impacts.

-Ensuring adaptability of the building design so it can meet the needs of future residents and/or a future change in programmatic use.

4 ENERGY USAGE

-Setting up an energy sharing network between the different buildings. A main heatpump will draw energy from the geothermal source and ensure the water network is maintained at the right temperatures, using CO_2 as a refrigerant.

-Use of most efficient air exchangers (85%) to reduce energy loads and costs required for ventilation.

-Use of water-saving toilet equipment (dual-flush toilets, low-flow shower heads).

-High level temperature and humidity control; Use of an air exchanger in all units.

-Utilizing operable glazing and shading strategies to provide a user-controlled internal climate, reducing ventilation and cooling loads. Implementation of passive systems, where possible.

5 WELLNESS

-Consideration of user experience: Providing thermal comfort, natural lighting, operable windows, quality views, and suitable acoustics of dwellings and courtyards.

-Installation of drinking water fountains designed for filling water bottles.

-Providing a gymnasium, yoga area and other spaces to maintain physical fitness mental health.

-Offer of co-working space to encourage social interactions between tenants.

-Visually calming and comfortable circulation and common areas to increase accessibility.

-No smoking inside and within 25 feet of the building

6 MOBILITY

-Road and bicycle networks providing access to cycle tracks and public parks.

-Offer of car and bicycle sharing

-Creation of commercial ground floor provides local services, limiting the need for car transport

-Close connection to multiple local bus routes and the LRT contribute to well established public transport system.

7 SENSE OF COMMUNITY

-Providing community spaces as a means for tenants to socialise.

-Variety of units (1, 2 or 3 bedrooms) to satisfy the needs of a diverse clientele.

-Careful consideration of common areas to promote social interactions and foster community spirit.

-Providing adaptable spaces to be used by the tenants for community events and clubs etc.

8 RESIDUAL MATTERS

-Spaces in each dwelling for waste, recycling and compost bins.

-Sorting and recycling of waste materials and control of material losses on site.

9 BIRD FRIENDLY GLAZING

-The use of bird-friendly glazing protection can contribute to the overall sustainability of the building by reducing the impact on bird population and promoting biodiversity.

MICROCLIMATE has been a key design driver for the 1015 tweddle road project, with strategies aimed at ensuring year-round pedestrian comfort, reducing wind impacts, optimizing sunlight access, and enhancing the public realm.

A major component of the approach is the use of **large overhead canopies** along podium perimeters to reduce vertical downwash from the tower façades, particularly over sidewalks, commercial frontages, and building entrances. In open plaza areas, free-standing canopies and pergolas with trellis-like panels are introduced to create sheltered pockets and disrupt wind flow, while entrance overhangs provide direct protection at access points.

THE SPACING BETWEEN TOWERS has been increased to 25 m, exceeding the 23 m minimum recommended in the Ottawa High-rise Design Guidelines, to improve wind dispersion and daylight penetration. The podiums of B1 and B2, as well as B3 and B4, have been modified since the UDRP to allow for greater openness and separation, further improving microclimatic conditions at grade.

LANDSCAPE MEASURES include dense tree and shrub plantings along POPs, walkways, and plazas, using a mix of evergreen and deciduous species to act as natural windbreaks. Raised planters and landscaped buffers are strategically placed near building corners, along open walkways, and adjacent to seating areas to reduce wind speeds and define sheltered pedestrian routes.

A SHADOW STUDY has been undertaken to ensure that open spaces, and on-site amenity areas receive adequate sunlight throughout the year. Building massing, tower orientation, and setbacks have been designed to minimize adverse shadow impacts, particularly during key seasonal dates.

SITE PLANNING AND ORIENTATION prioritize optimal solar access for public spaces and outdoor amenities, while mitigating overheating through shading devices and landscaping. Tower positioning allows for prevailing wind moderation while maintaining daylight penetration into key pedestrian areas.

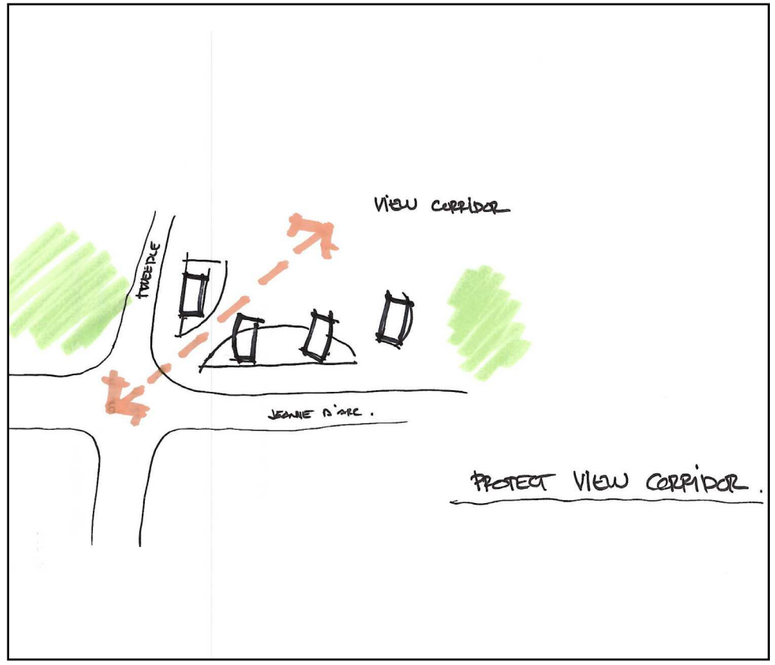
SUSTAINABLE MEASURES are integrated into the microclimate strategy, including the use of soft landscaping to mitigate urban heat island effects, potential green roof systems, permeable paving for stormwater management, and vegetation selected for seasonal performance. These measures not only enhance comfort but also contribute to the site's environmental resilience.
Together, these architectural, landscape, and environmental strategies ensure the development delivers a comfortable, climate-responsive, and high-quality pedestrian experience year-round.

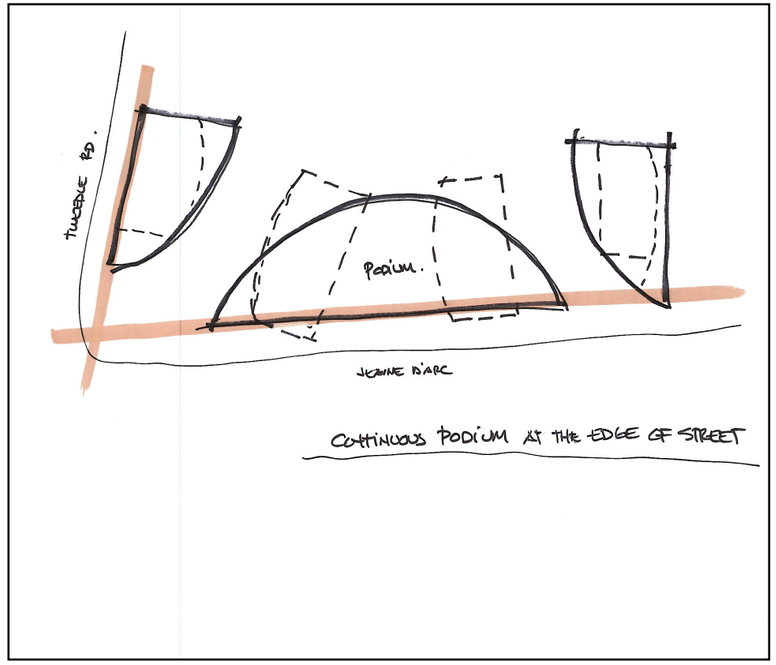
The public realm along Jeanne D'Arc has been designed to create an active, pedestrian-friendly streetscape that supports commercial vibrancy and strong community connections. Widened sidewalks, street trees, and integrated seating areas encourage year-round pedestrian use, while building entrances are highlighted through canopies, material changes, and forecourt spaces that enhance visibility and accessibility. Bike racks for short-term bike parking are located in close proximity to entrances to support active transportation.

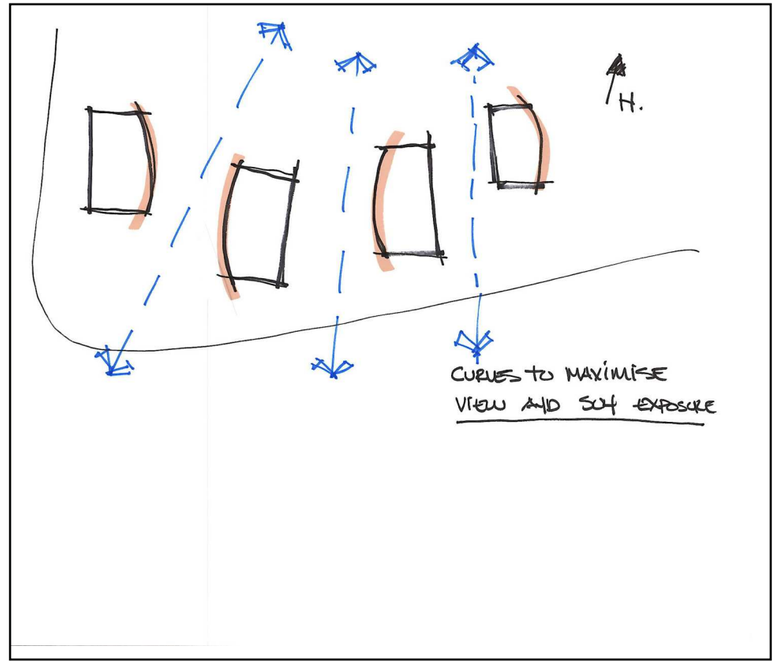
The corner of Jeanne D'Arc and Tweddle is treated as a key activation point, featuring a water element and serving as the entry to the main promenade between podiums of Towers B1 and B2. This intersection is further enlivened through architectural programming that places a restaurant at the corner with outdoor seating areas, and amenity and commercial spaces along the frontage to ensure consistent street-level activity. Seating options are provided under the canopy of mature trees, offering shaded rest areas and contributing to a comfortable microclimate.

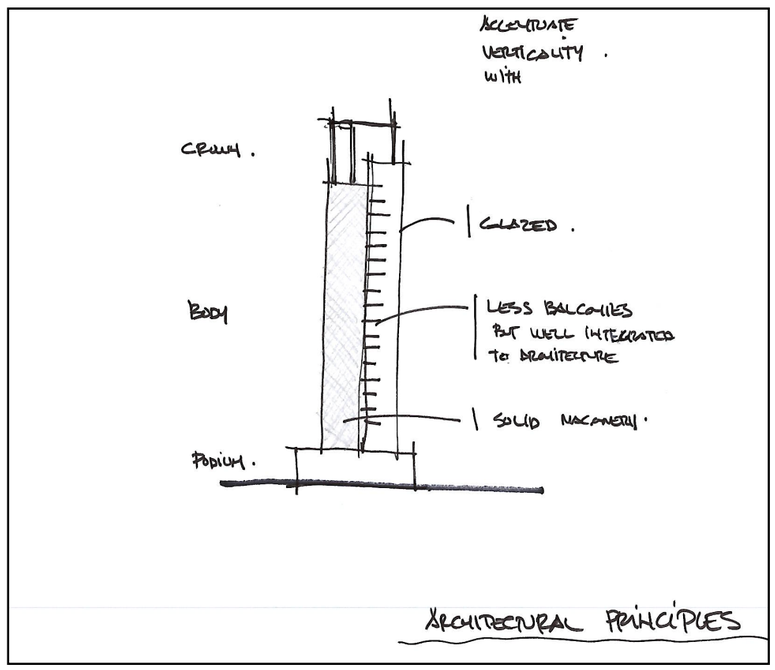
Together with the Multi-Use Pathway (MUP), these features create a continuous and engaging frontage that integrates wind mitigation, landscape design, and active uses to establish Jeanne D'Arc as a lively and connected urban corridor ensuring good sunlight access, visual permeability at grade, and strong connections to surrounding pedestrian and cycling networks.

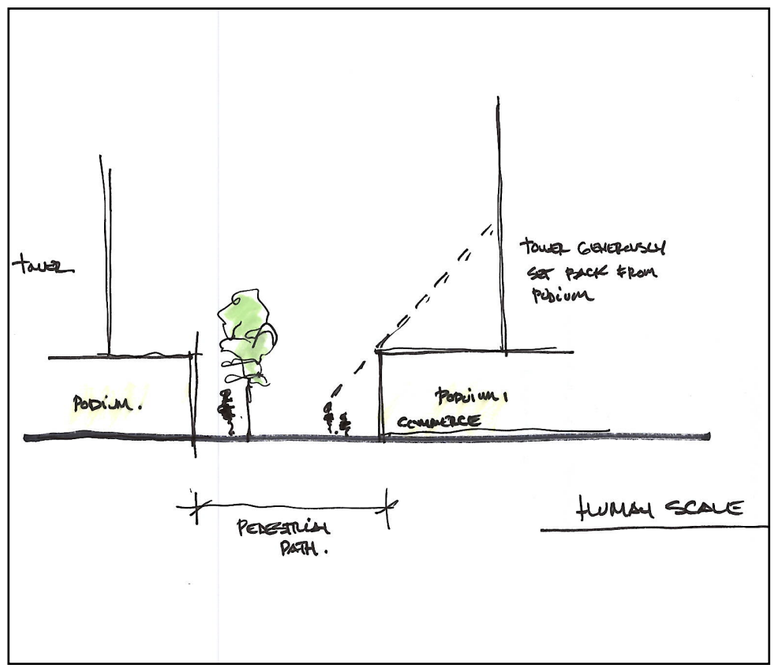
CONCEPT | SKETCHES - DESING PRINCIPLES

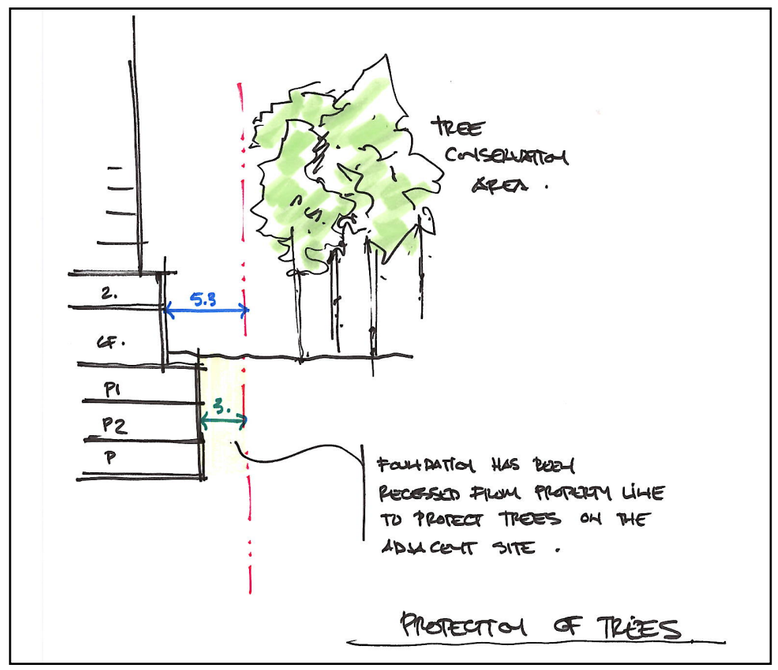


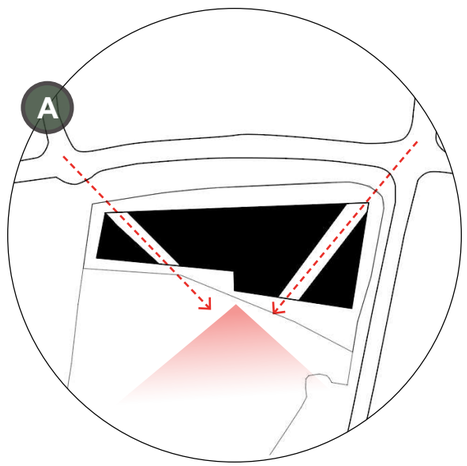




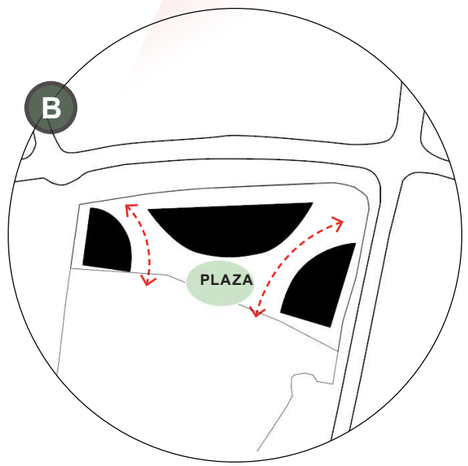




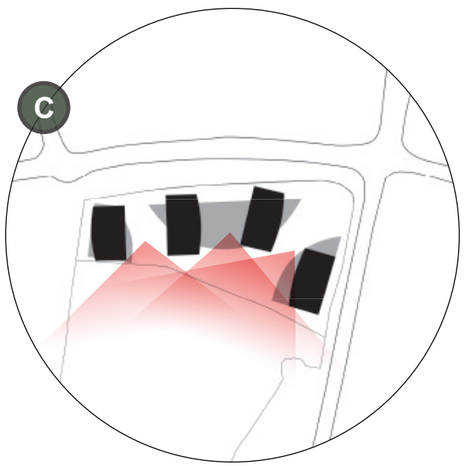




INVITING PEOPLE **IN** VIA **CONNECTIONS WITH THE CONTEXT**



CREATING A **VIBRANT CORE** SHAPED BY THE WIND AND



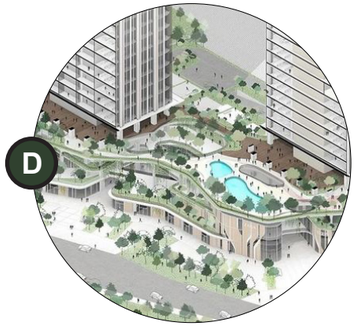
FRAGMENTED DENSIFICATION MAXIMIZING VIEWS

CONCEPT | VOLUMETRY - MASSING

GATHERING AREAS

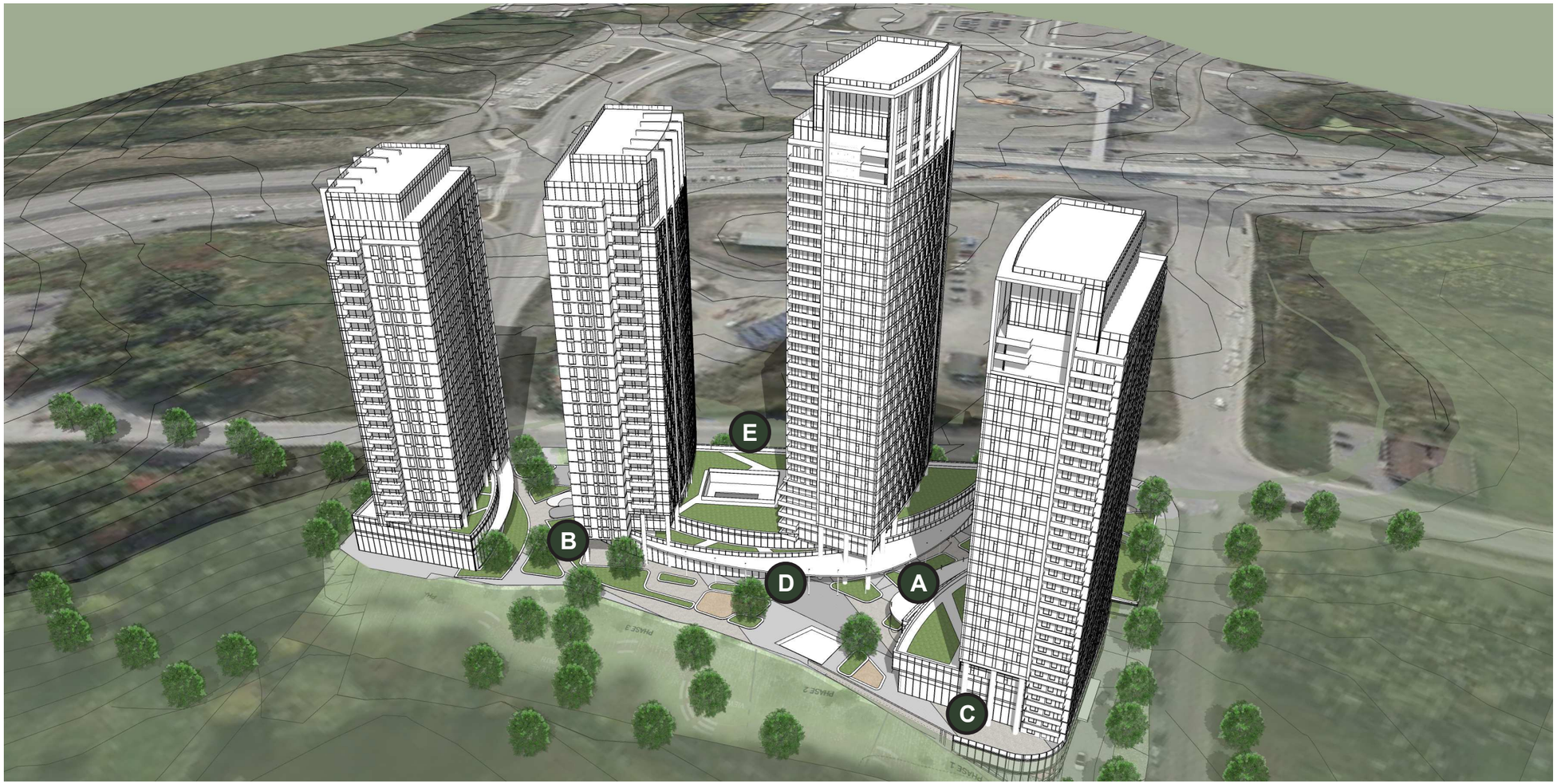
ENTERTANING PROGRAMS

GREEN WALL



ARCHITECTURE

GREEN TERRACES



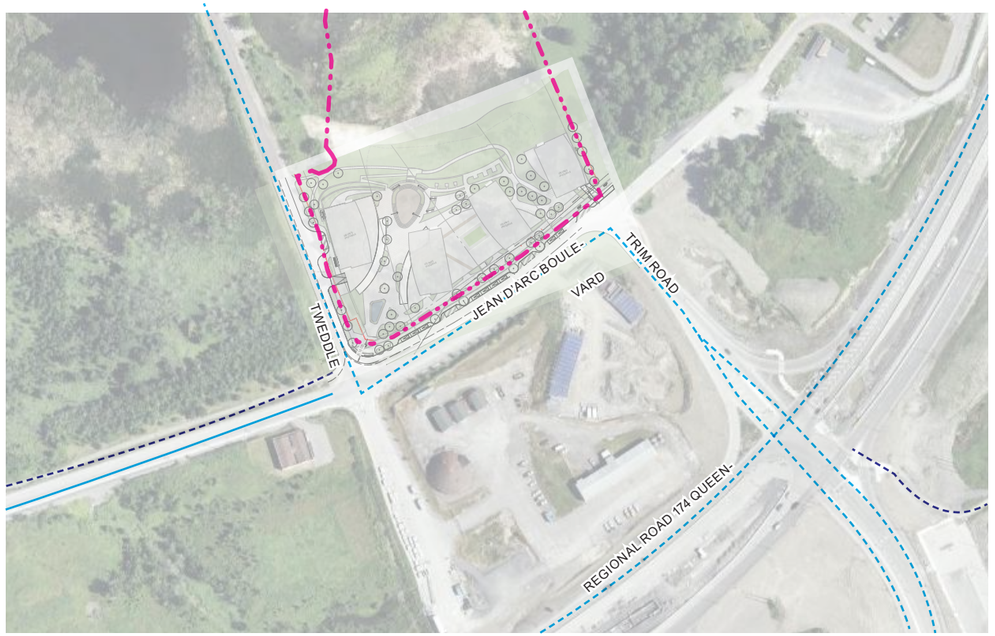

JEANNE D'ARC BOULEVARD


COMMERCE

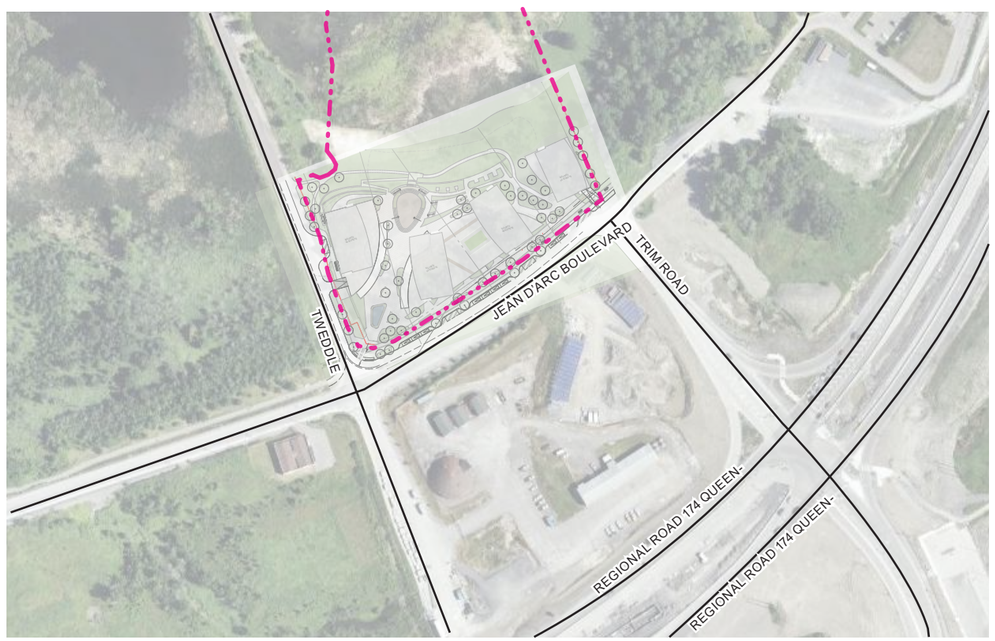

V

CONCEPT | VOLUMETRY - MASSING

CONCEPT | CIRCULATION DIAGRAMS



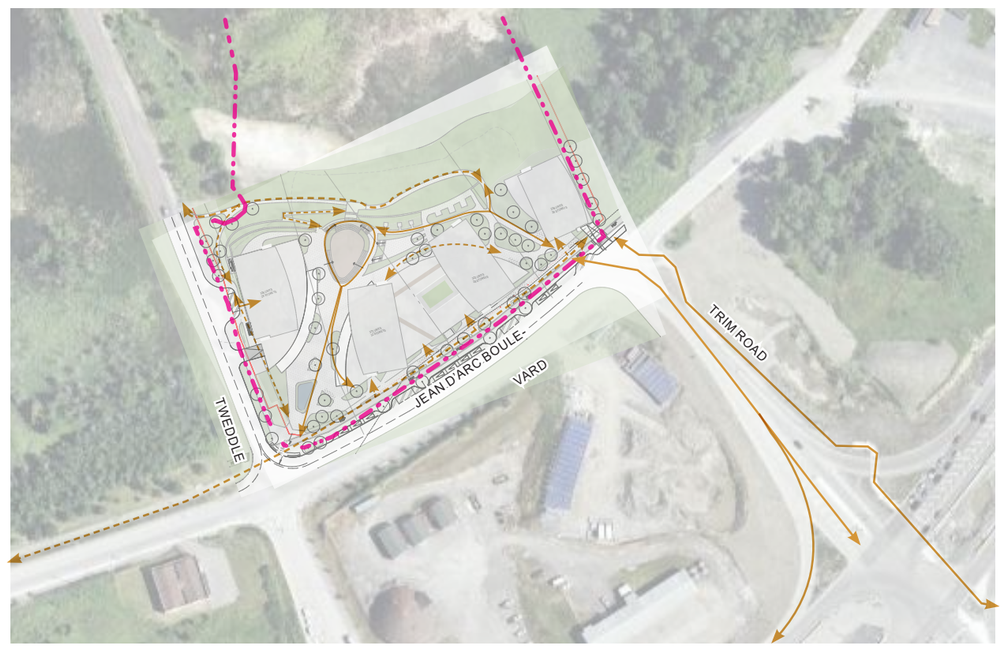
BIKE LANES



AUTO CIRCULATION

- BUS STOP
- FUTURE LRT STATION
- BUS ROUTE
- MULTI-USE PATH
- PEDESTRIAN CIRCULATION
- BICYCLE-FRIENDLY ROADS
- DEDICATED BIKE LANES
- TRAILS
- PROPERTY LINE
- CAR ROUTES

AVAILABLE AND FUTURE TRANSIT



PEDESTRIAN AND MULTI-USE PATHS

NINE ELMS PARKSIDE, BATTERSEA - J S WRIGHT

MARATHON PLAZA, SAN FRANCISCO - SMITH + SMITH

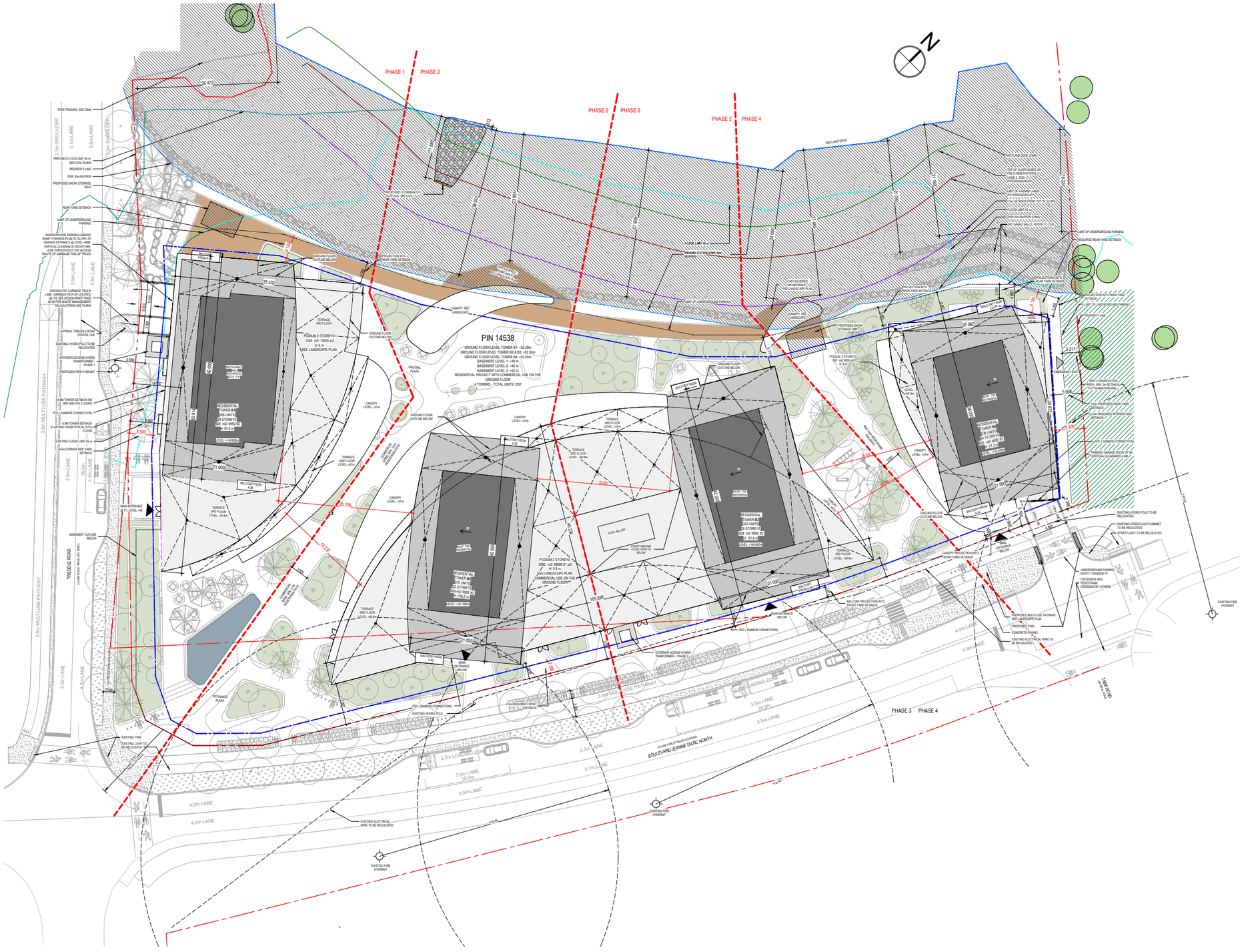
SOUTH BERMONDSEY, LONDON - MILLWALL FC

K.W. NASSER PLAZA, SASKATCHEWAN - NADI GROUP

05

PLANS & SECTIONS

SITE PLAN

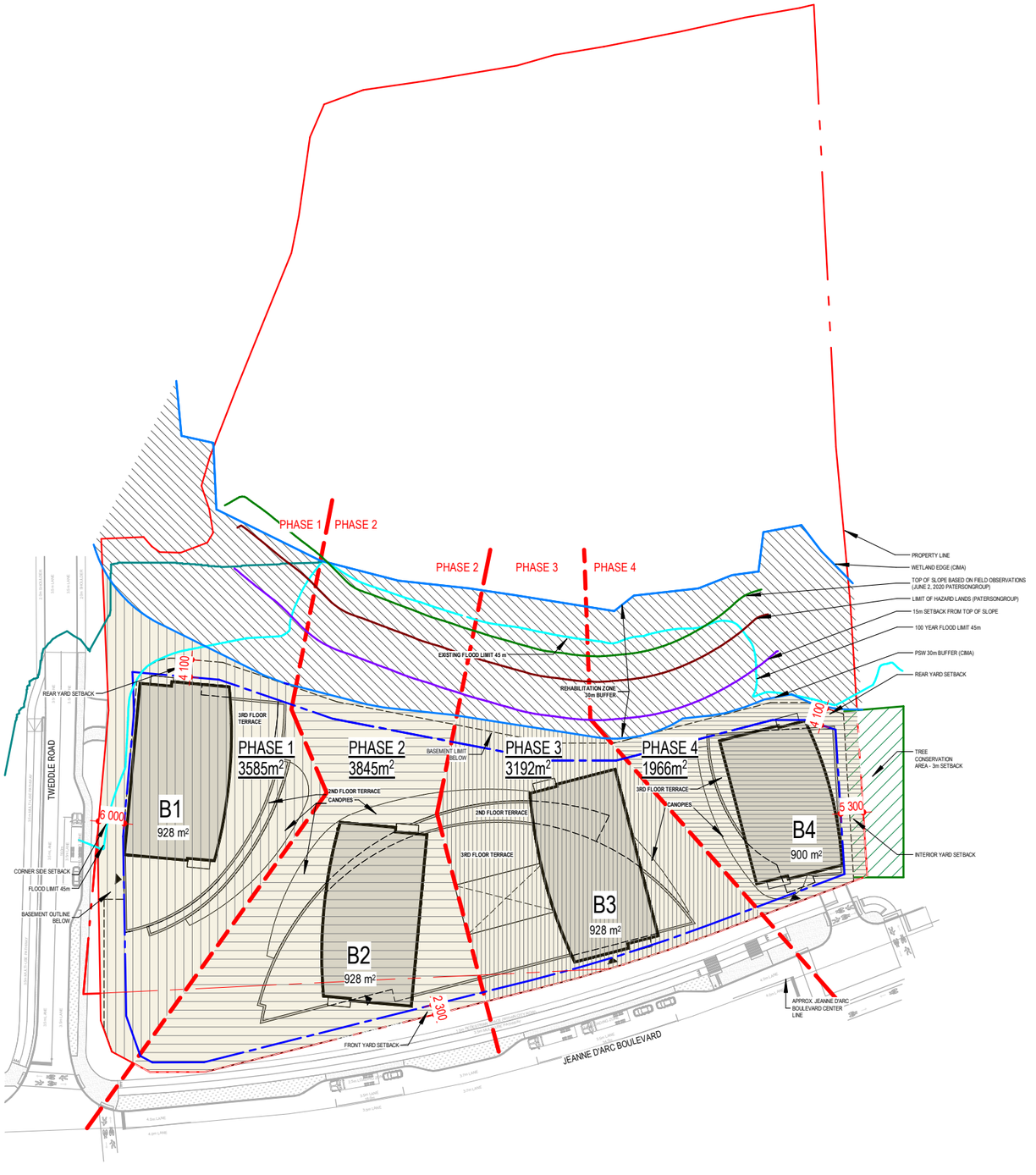

PHASE 1
PHASE 2
PHASE 2
PHASE 3
PHASE 3
PHASE 4
PHASE 3
PHASE 4
PIN 14538
GROUND FLOOR LEVEL TOWER B1: +52.20m
GROUND FLOOR LEVEL TOWER B2 & B3: +52.30m
GROUND FLOOR LEVEL TOWER B4: +52.55m
BASEMENT LEVEL 1: +48 m
BASEMENT LEVEL 2: +45 m
BASEMENT LEVEL 3: +42 m
RESIDENTIAL PROJECT WITH COMMERCIAL USE ON THE GROUND FLOOR
4 TOWERS - TOTAL UNITS 1257
RESIDENTIAL TOWER B1 (26 STOREYS) 26 STOREYS 226 m² 9992 ft2 H: 97.6 m
RESIDENTIAL TOWER B2 (27 STOREYS) 27 STOREYS 226 m² 9992 ft2 H: 105.2 m
RESIDENTIAL TOWER B3 (23 STOREYS) 23 STOREYS 226 m² 9992 ft2 H: 91.6 m
RESIDENTIAL TOWER B4 (20 STOREYS) 20 STOREYS 226 m² 9992 ft2 H: 77.2 m
PODIUM 2 STOREYS 3922 m2/ 42210 ft2 H: 9.8 m
PODIUM 3 STOREYS 897 m2/ 9655 ft2 H: 9 m
PODIUM 2 STOREYS 3922 m2/ 42210 ft2 H: 9.8 m
RESTAURANT 1 (GROUND FLOOR) 226 m² 2433 ft²
RESTAURANT 2 (GROUND FLOOR) 226 m² 2433 ft²
TWEEDLE ROAD
BOULEVARD JEANNE D'ARC NORTH
3.5m MULTI-USE PATHWAY
3.5m LANE
4.0m LANE
2.5m LOADING ZONE
TBM ROAD
N

RENDERED SITE PLAN | OVERALL : PHASES 1-4

- Lot line
- Garage limit
- Lookout
- Lobby entrance
- Deliveries and drop offs
- Parking garage entrance
- 30m rehab buffer zone
- Flood limit 45m

0 5 20m
10

DEVELOPMENT AREA LIMIT

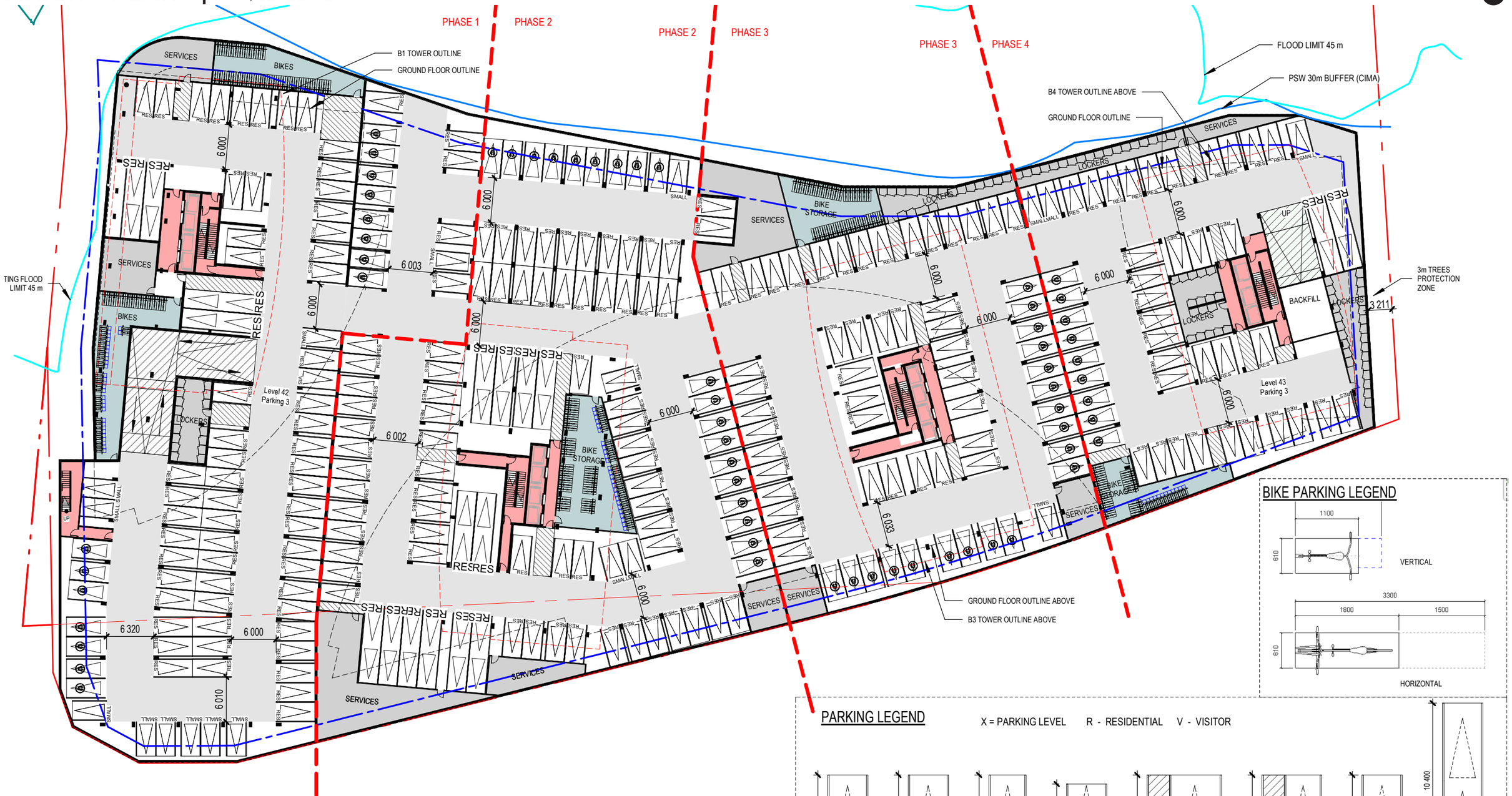


LEGEND

- PROPERTY LINE
- SETBACK LINE
- 100 YEAR FLOOD LIMIT (45m CONTOUR)
- WATER EDGE LINE
- UNDERGROUND PARKING LIMIT
- 15m SETBACK FROM TOP OF SLOPE
- LIMIT OF HAZARD LANDS (PATERSONGROUP)
- TOP OF SLOPE BASED ON FIELD OBSERVATIONS (JUNE 2ND 2020 PATERSONGROUP)
- DEVELOPMENT AREA
- 30m WETLAND EDGE BUFFER ZONE- REHABILITATION ZONE
- TREE CONSERVATION AREA
- ENTRANCE AT GF
- PHASE 1 GROSS LAND AREA: 3585 m²
- PHASE 2 GROSS LAND AREA: 3845 m²
- PHASE 3 GROSS LAND AREA: 3192 m²
- PHASE 4 GROSS LAND AREA: 1966 m²

SCALE 1:1000

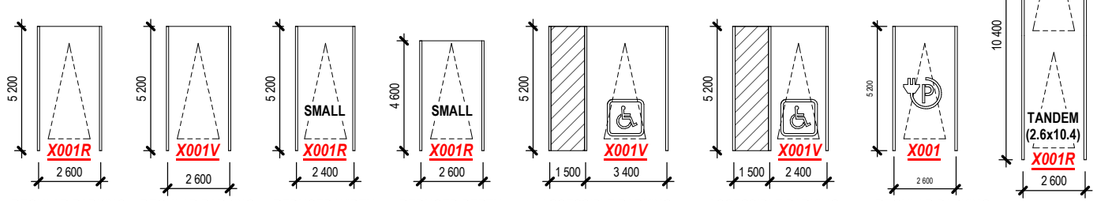
PARKING PLAN | P3, LEVEL +42



BIKE PARKING LEGEND

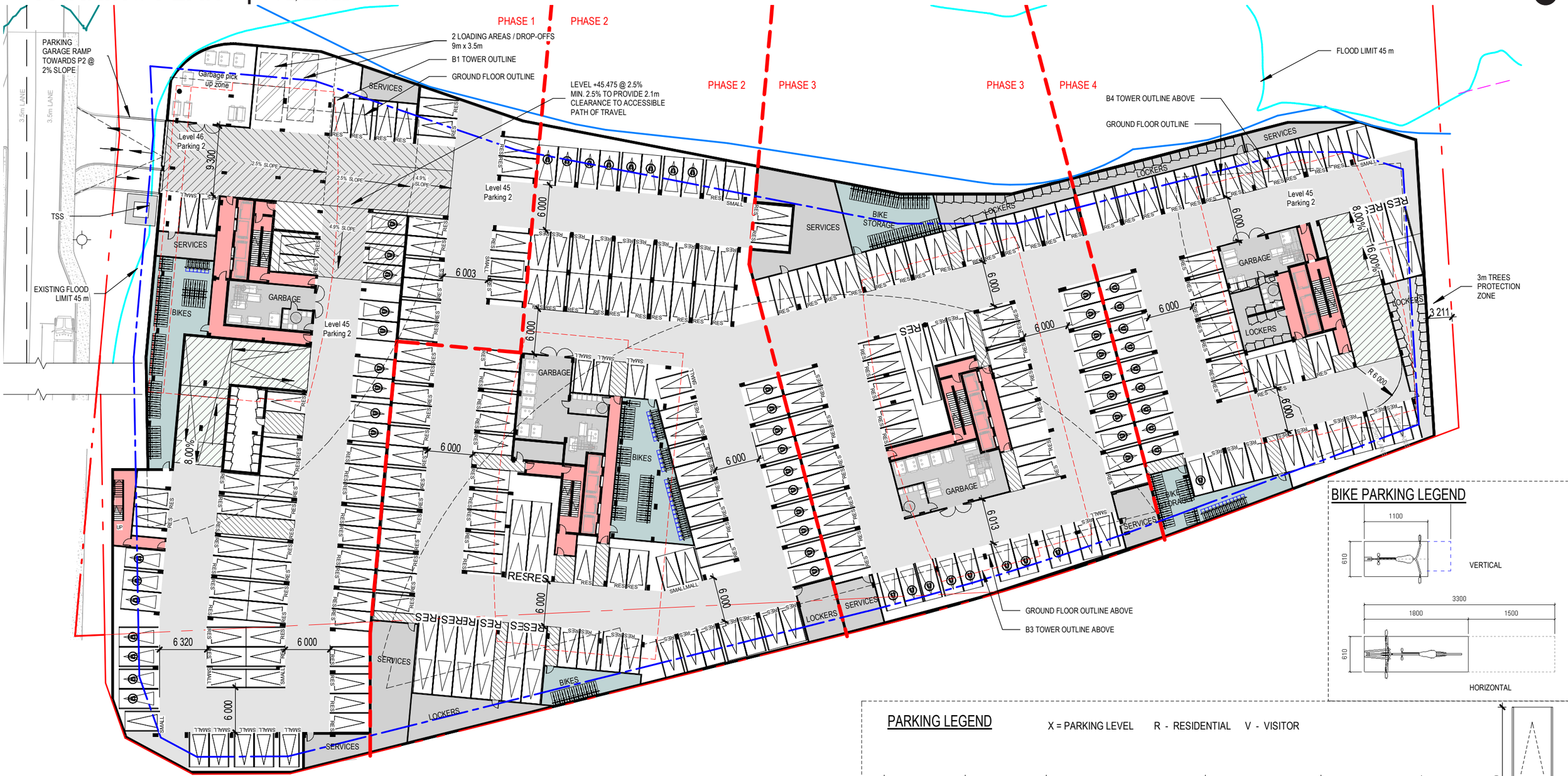
PARKING LEGEND

X = PARKING LEVEL R - RESIDENTIAL V - VISITOR



SCALE 1:500

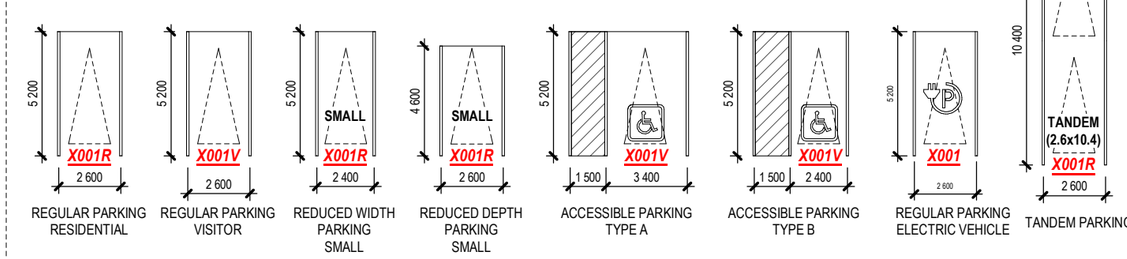
PARKING PLAN | P2, LEVEL +45



BIKE PARKING LEGEND

PARKING LEGEND

X = PARKING LEVEL R - RESIDENTIAL V - VISITOR



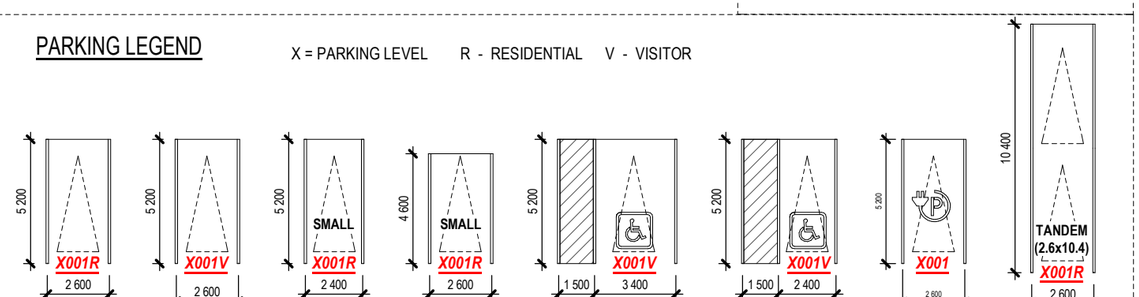
SCALE 1:500

PARKING PLAN | P1, LEVEL +48

BIKE PARKING LEGEND

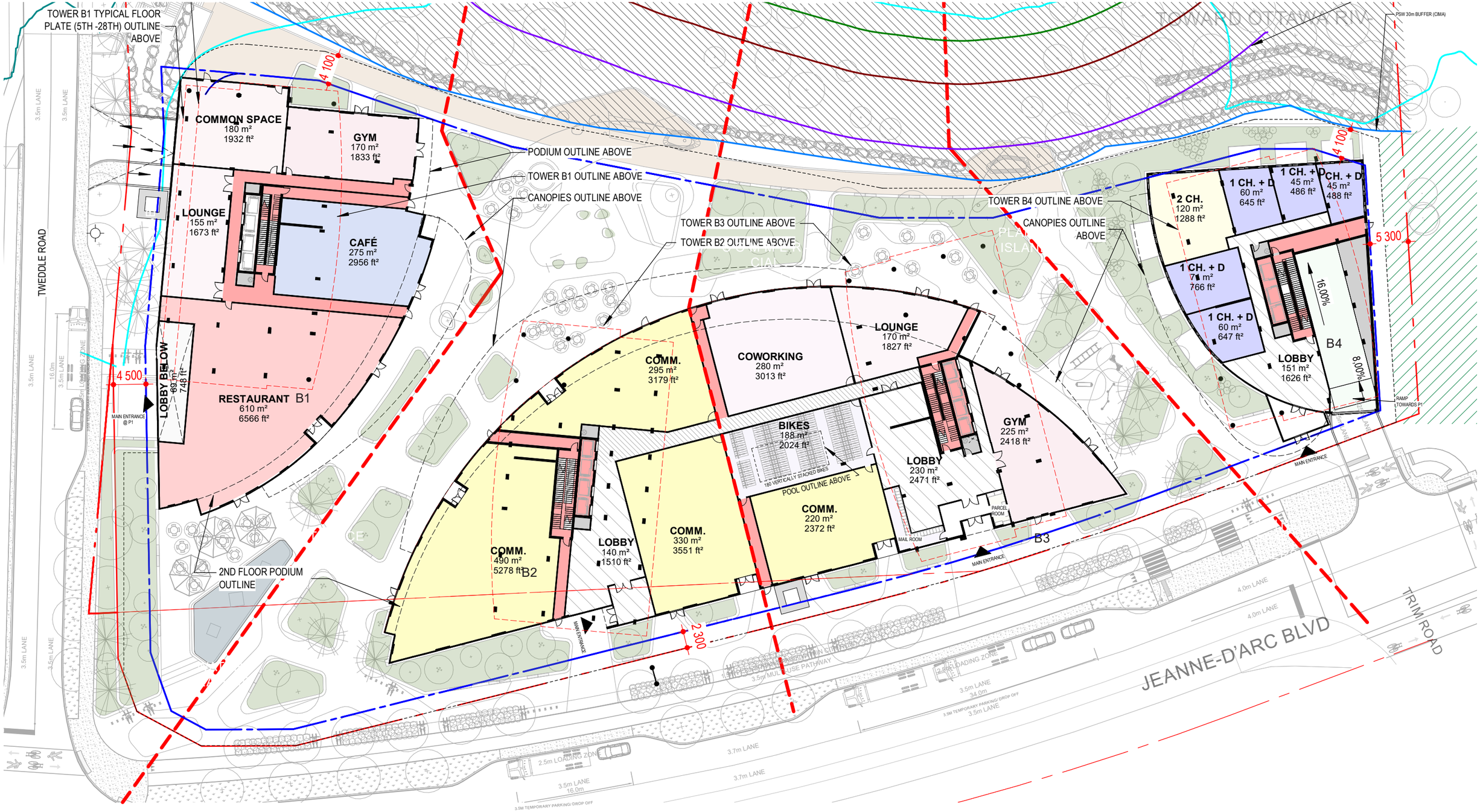
PARKING LEGEND

X = PARKING LEVEL R - RESIDENTIAL V - VISITOR



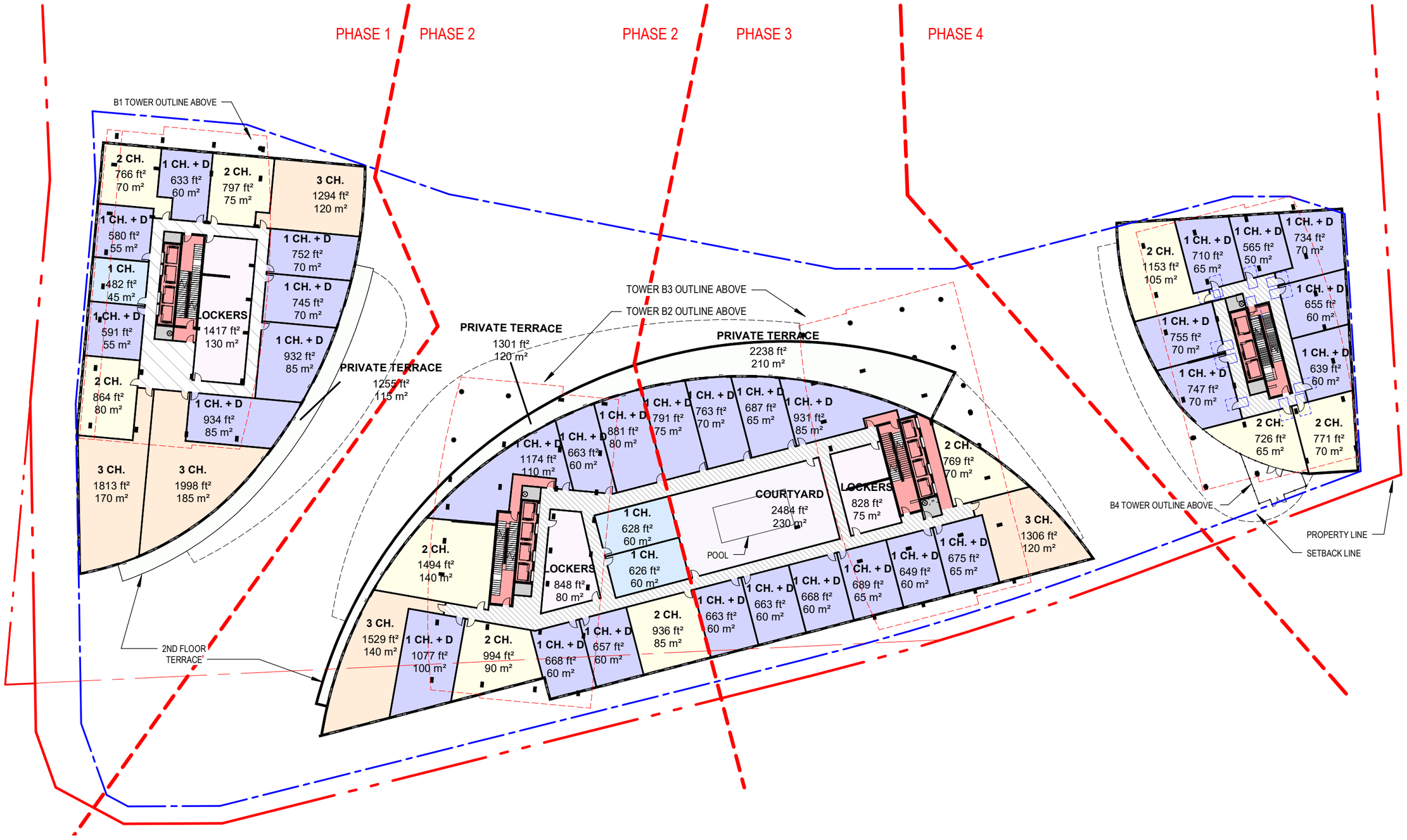
SCALE 1:500

GROUND FLOOR PLAN | AREA PLAN



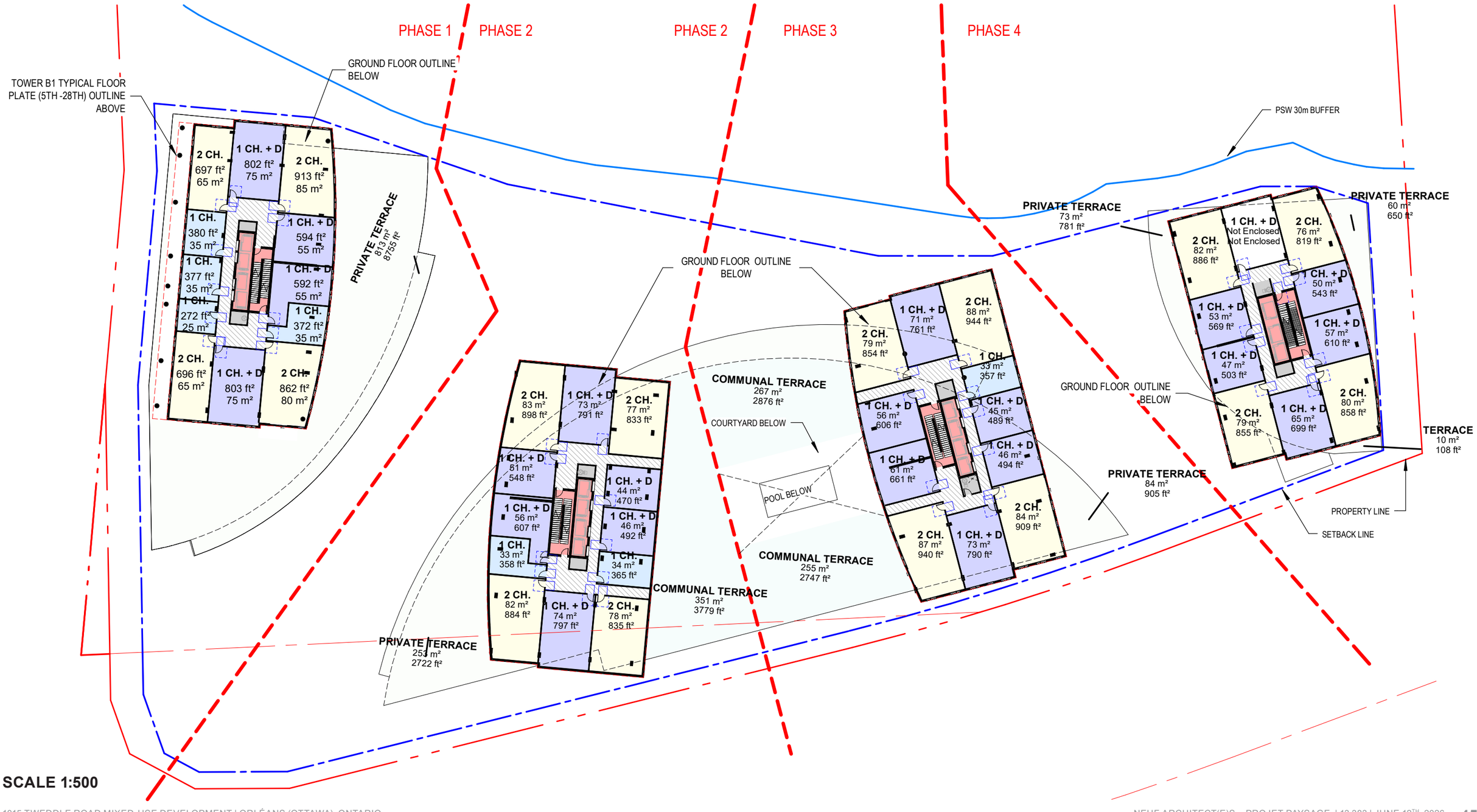
SCALE 1:500

2ND FLOOR PLAN | AREA PLAN



SCALE 1:500

3RD FLOOR PLAN | AREA PLAN

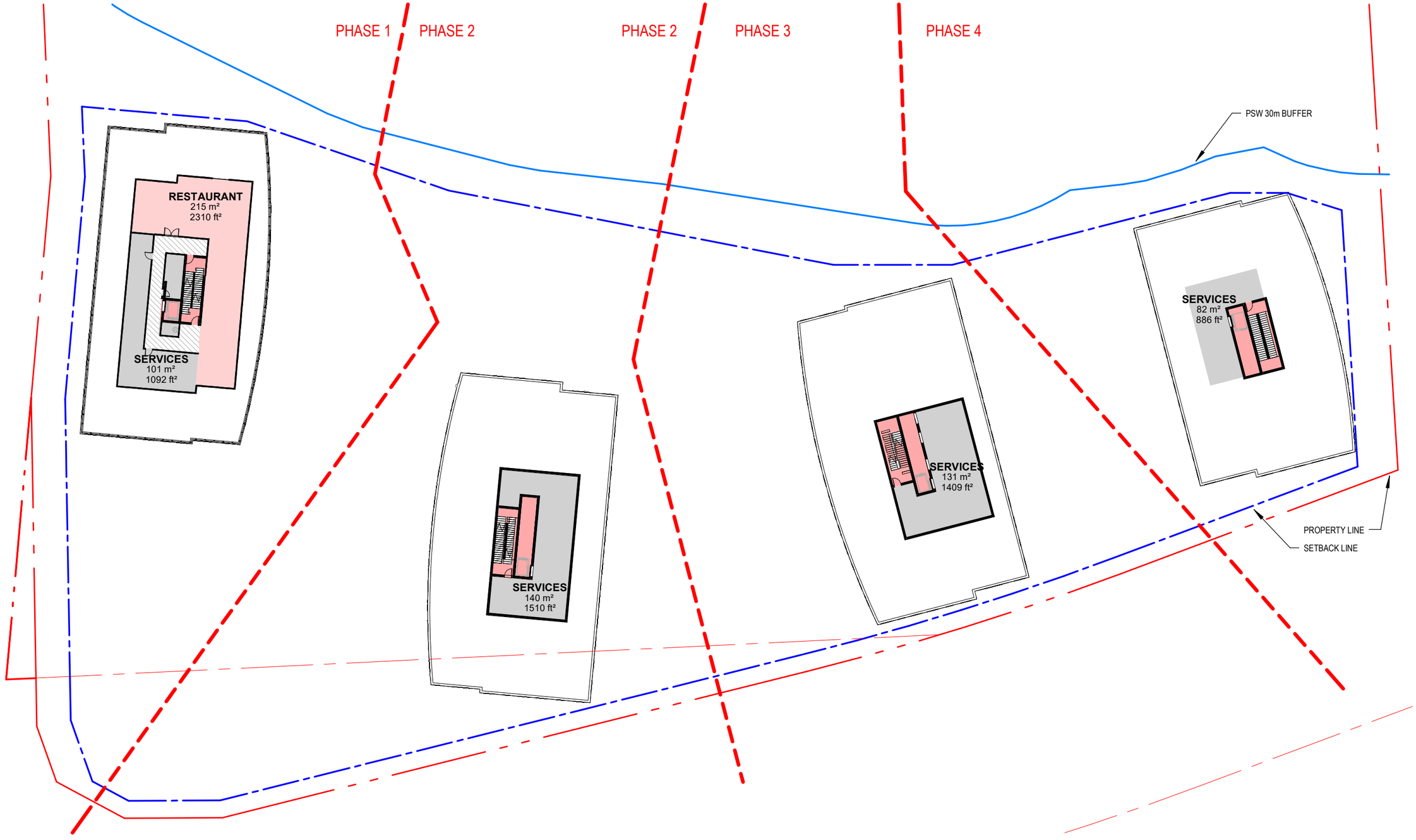


SCALE 1:500

TYPICAL FLOOR PLAN (5TH) | AREA PLAN

SCALE 1:500

MECHANICAL FLOOR PLAN | AREA PLAN

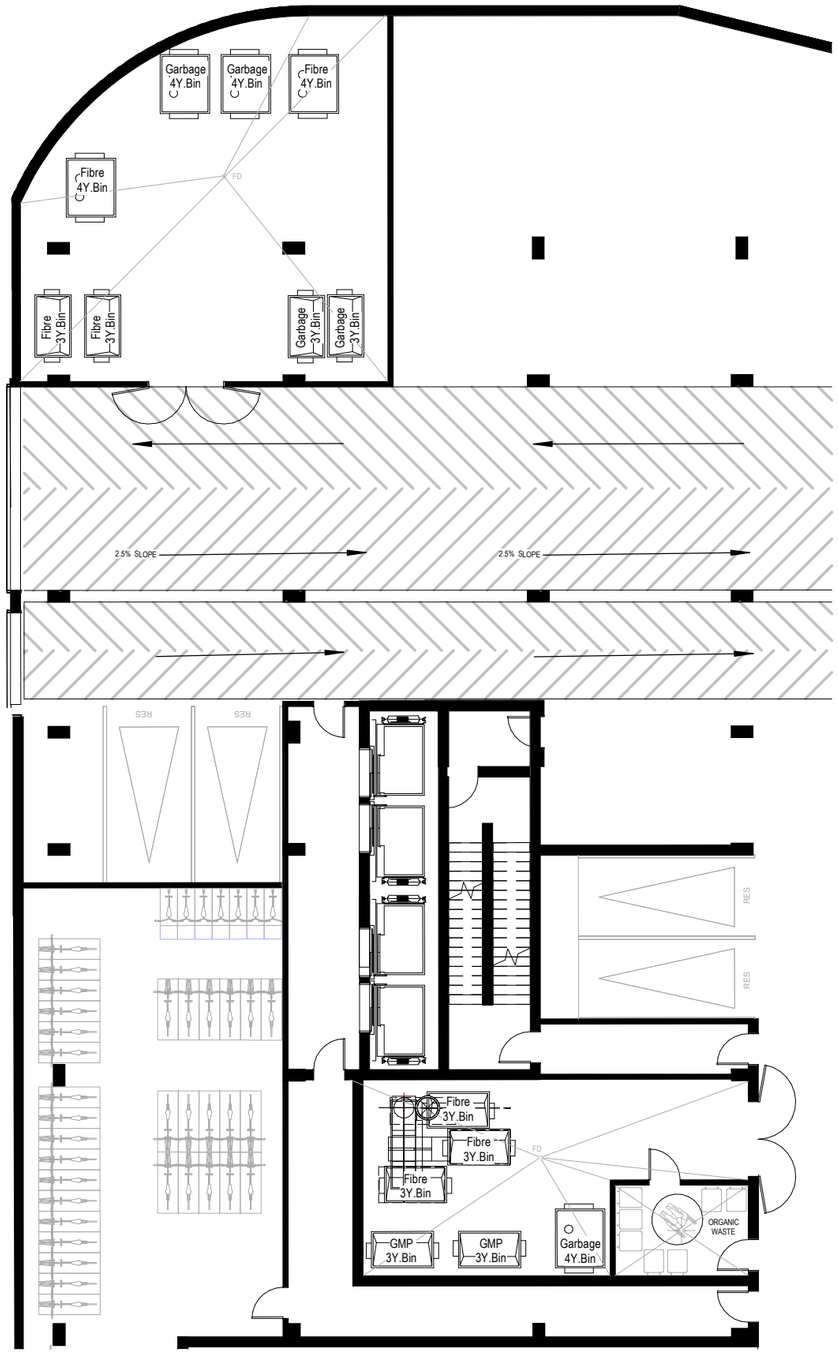


SCALE 1:500

1015 Tweddle Road - Waste Management

		Tower B1		Tower B2		Tower B3		Tower B4	
Total number of Units		**326**		**372**		**323**		**236**	
Required									
Stream	**Guideline**	**Number of Bins**	**Cubic Yards Required**	**Number of Bins**	**Cubic Yards Required**	**Number of Bins**	**Cubic Yards Required**	**Number of Bins**	**Cubic Yards Required**
Garbage	0.053 cubic yard per unit, rounded up		17,278		19,716		17,119		12,508
Recycling	0.018 cubic yards per unit FEL GMP		5,868		6,696		5,814		4,248
	0.038 cubic yards per unit FEL Fibre		12,388		14,136		12,274		8,968
Organics	240L bin per 50 units	6,52		7,44		6,46		4,72	
Total Required			**35,534**		**40,548**		**35,207**		**25,724**
Provided									
Stream	**Guideline**	**Number of Bins**	**Cubic Yards Provided**	**Number of Bins**	**Cubic Yards Provided**	**Number of Bins**	**Cubic Yards Provided**	**Number of Bins**	**Cubic Yards Provided**
4 yard Bins	Garbage	3	12	5	20	3	12	1	4
	Recycling GMP			1	4				
	Recycling FEL Fibre	1	4	3	12	1	4		
Total 4 yard Bins Provided		**4**	**16**	**9**	**36**	**4**	**16**	**1**	**4**
3 yard Bins	Garbage	2	6			2	6	3	9
	Recycling GMP	2	6	1	3	2	6	2	6
	Recycling FEL Fibre	3	9	1	3	3	9	3	9
Total 3 yard Bins Provided		**7**	**21**	**2**	**6**	**7**	**21**	**8**	**24**
240L Bins	Organics	**7**		**8**		**7**		**5**	
	Garbage		**18**		**20**		**18**		**13**
	Recycling GMP		**6**		**7**		**6**		**6**
	Recycling FEL Fibre		**13**		**15**		**13**		**9**
Total Provided			**37**		**42**		**37**		**28**

WASTE MANAGEMENT | LEVEL P 2

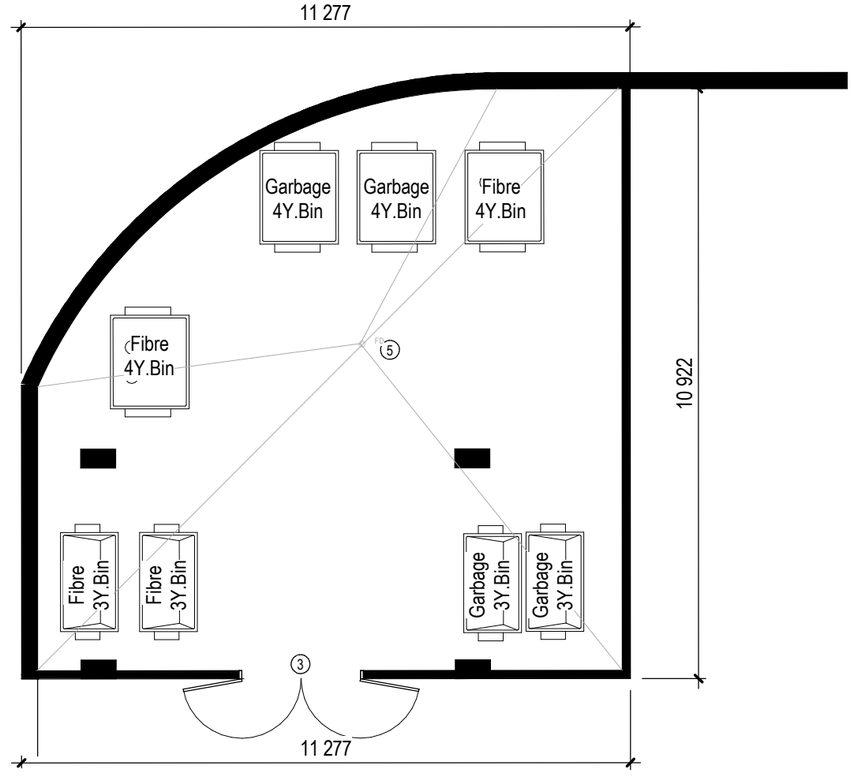


GARBAGE ROOM_BUILDING 1

1 : 175

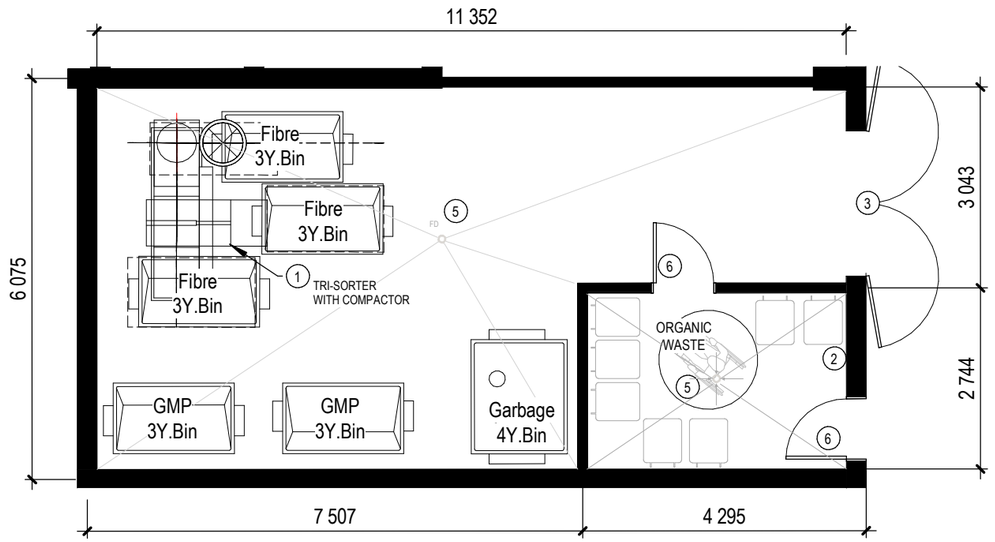
LEGEND

1. SINGLE CHUTE WITH TRI-SORTER AND COMPACTOR
2. ODOUR AND TEMPERATURE CONTROL FOR ORGANICS
3. DOUBLE DOORS AT LEAST 2.2m WIDE, WITH DOOR STOPPERS
4. VERTICAL CLEARANCE OF 3.1m
5. HOSE BIB AND FLOOR DRAIN
6. 915 mm WIDE DOOR WITH POWER DOOR OPENER (ORGANICS ROOMS)



GARBAGE COLLECTION ROOM_BUILDING 1_ENLARGED

1 : 110



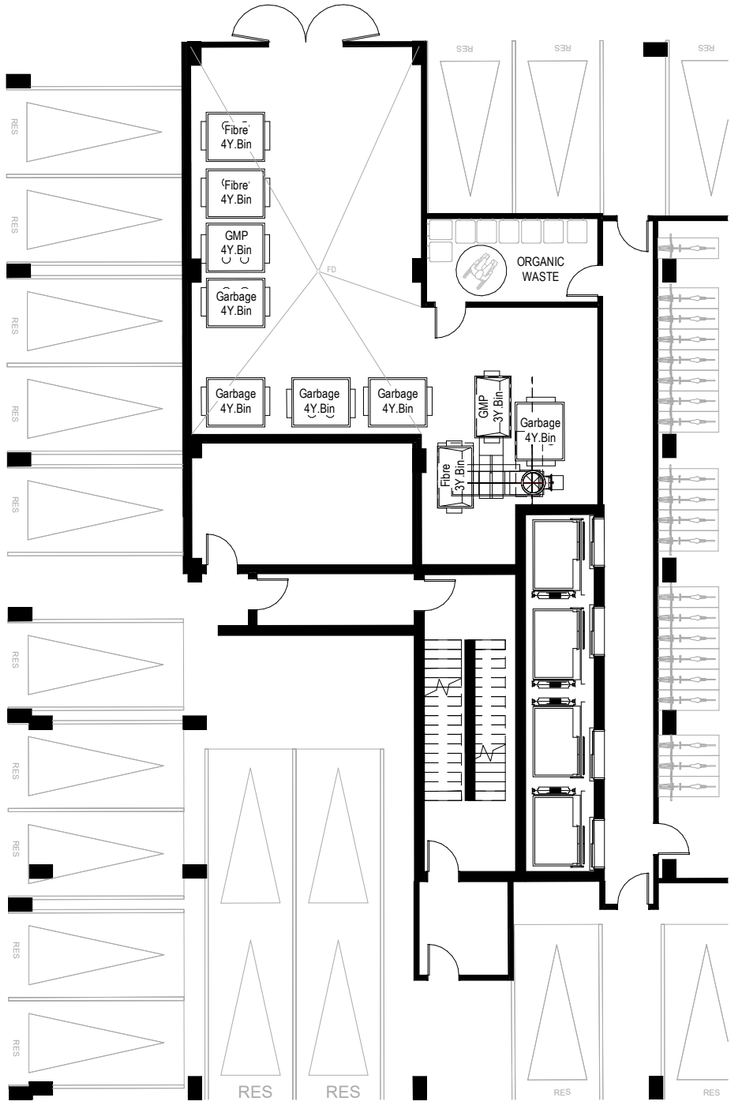
GARBAGE ROOM_BUILDING 1_ENLARGED

1 : 90

WASTE MANAGEMENT | LEVEL P 2

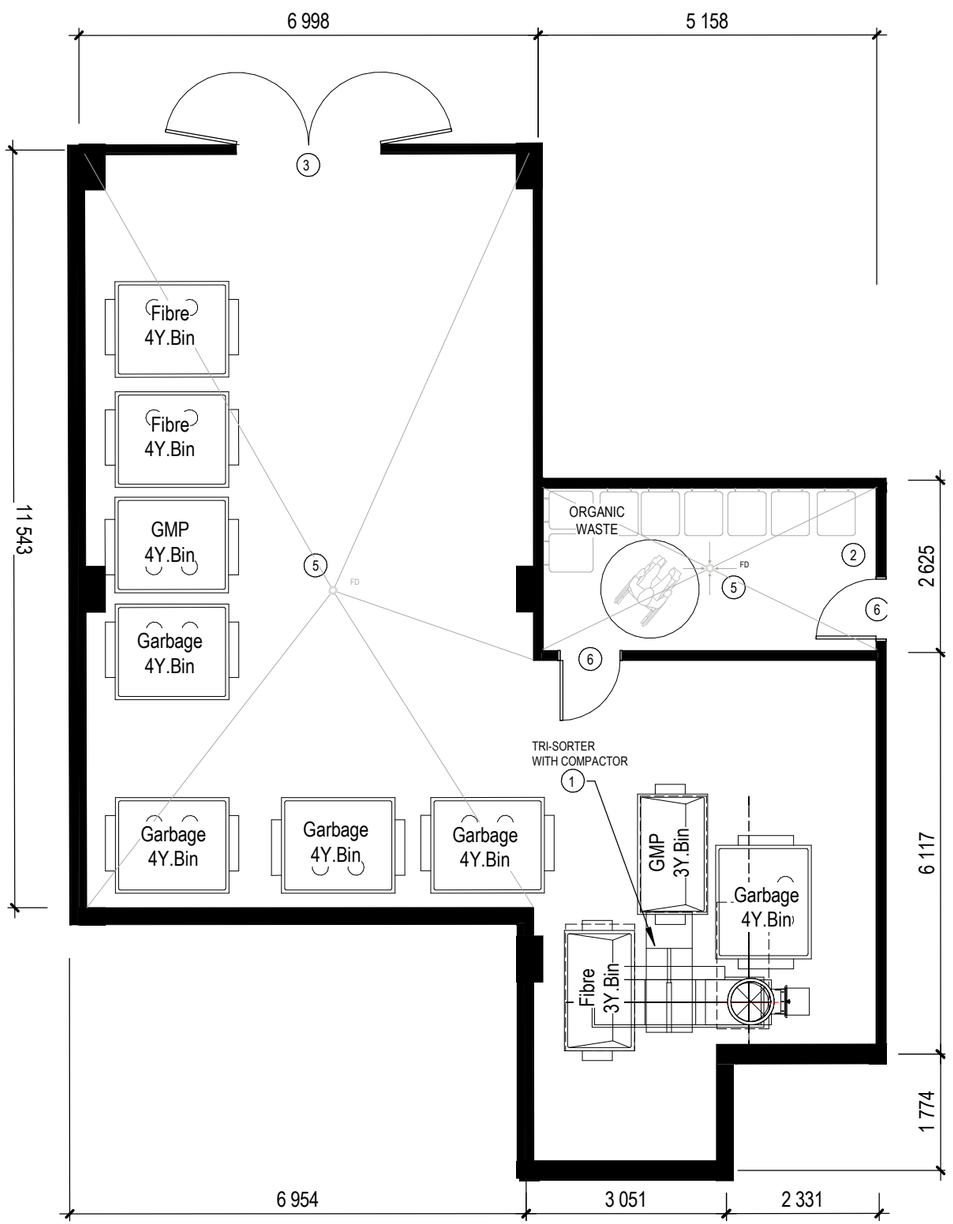
LEGEND

1. SINGLE CHUTE WITH TRI-SORTER AND COMPACTOR
2. ODOUR AND TEMPERATURE CONTROL FOR ORGANICS
3. DOUBLE DOORS AT LEAST 2.2m WIDE, WITH DOOR STOPPERS
4. VERTICAL CLEARANCE OF 3.1m
5. HOSE BIB AND FLOOR DRAIN
6. 915 mm WIDE DOOR WITH POWER DOOR OPENER (ORGANICS ROOMS)



GARBAGE ROOM_BUILDING 2

1 : 175



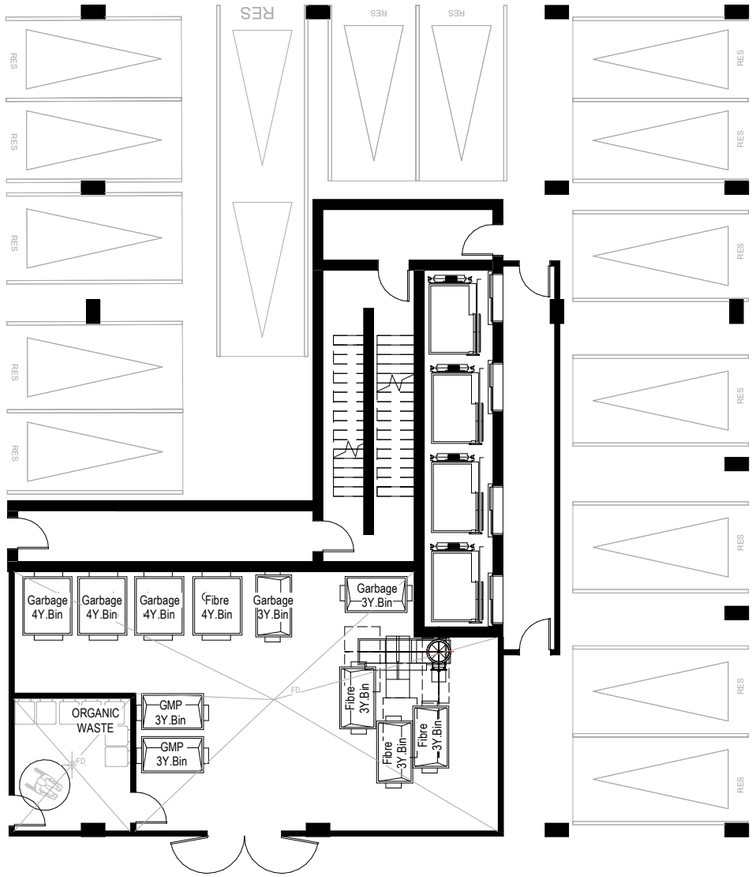
GARBAGE ROOM_BUILDING 2_ENLARGED

1 : 90

WASTE MANAGEMENT | LEVEL P2

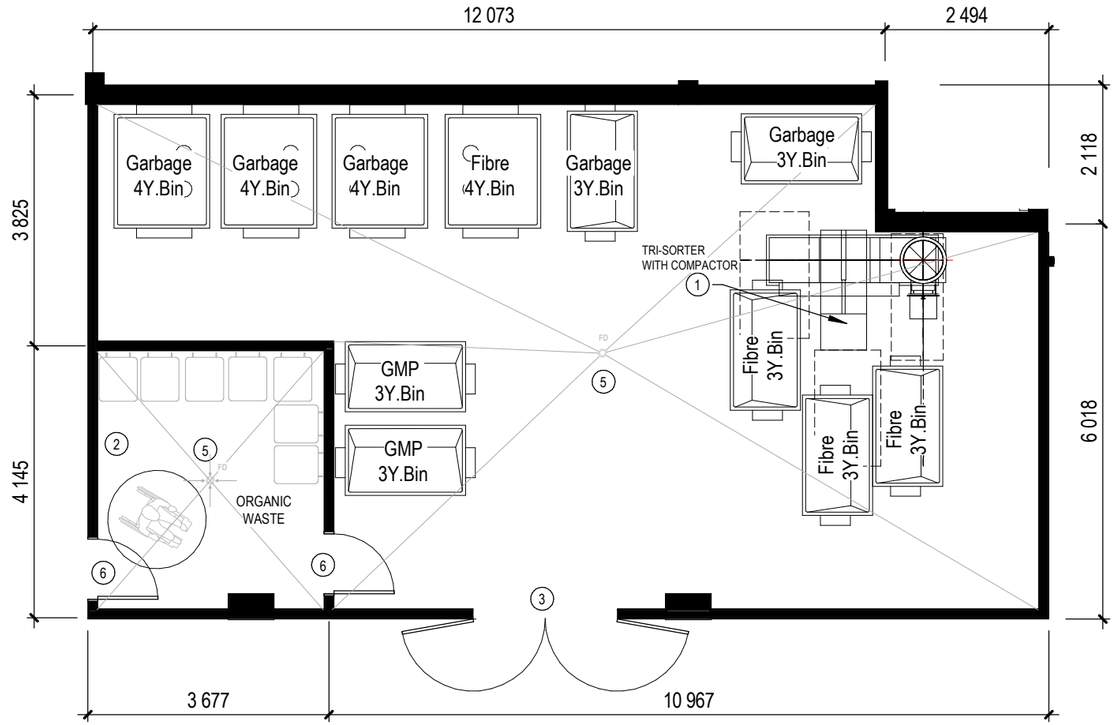
LEGEND

1. SINGLE CHUTE WITH TRI-SORTER AND COMPACTOR
2. ODOUR AND TEMPERATURE CONTROL FOR ORGANICS
3. DOUBLE DOORS AT LEAST 2.2m WIDE, WITH DOOR STOPPERS
4. VERTICAL CLEARANCE OF 3.1m
5. HOSE BIB AND FLOOR DRAIN
6. 915 mm WIDE DOOR WITH POWER DOOR OPENER (ORGANICS ROOMS)



GARBAGE ROOM_BUILDING 3

1 : 175



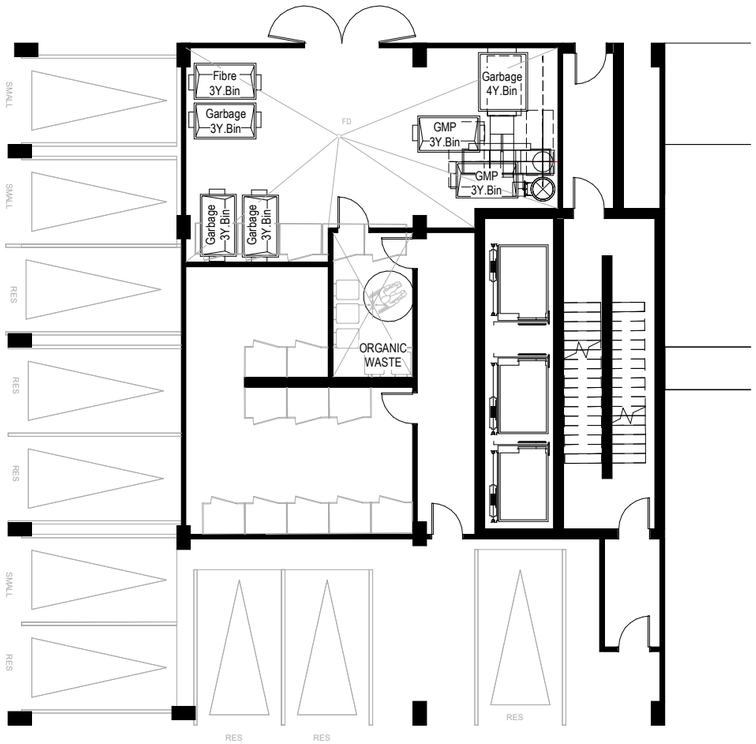
GARBAGE ROOM_BUILDING 3_ENLARGED

1 : 90

WASTE MANAGEMENT | LEVEL P2

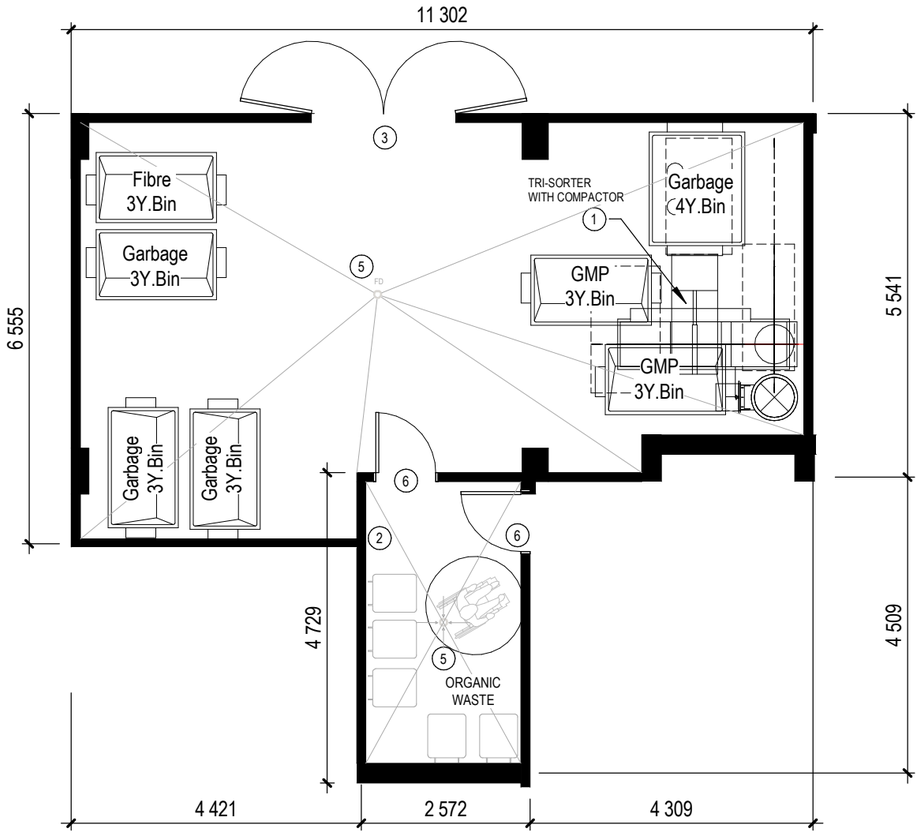
LEGEND

1. SINGLE CHUTE WITH TRI-SORTER AND COMPACTOR
2. ODOUR AND TEMPERATURE CONTROL FOR ORGANICS
3. DOUBLE DOORS AT LEAST 2.2m WIDE, WITH DOOR STOPPERS
4. VERTICAL CLEARANCE OF 3.1m
5. HOSE BIB AND FLOOR DRAIN
6. 915 mm WIDE DOOR WITH POWER DOOR OPENER (ORGANICS ROOMS)



GARBAGE ROOM_BUILDING 4

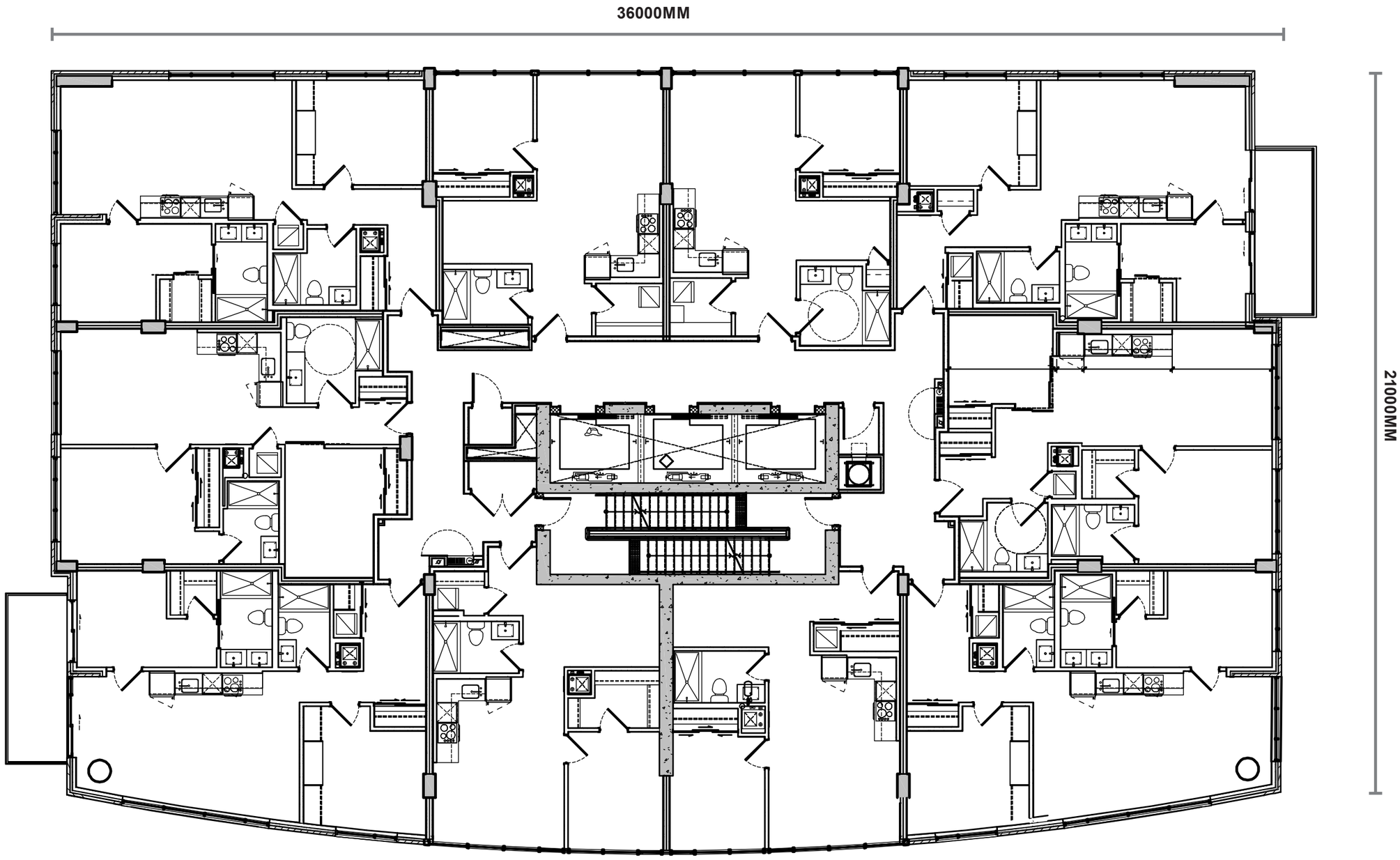
1 : 175



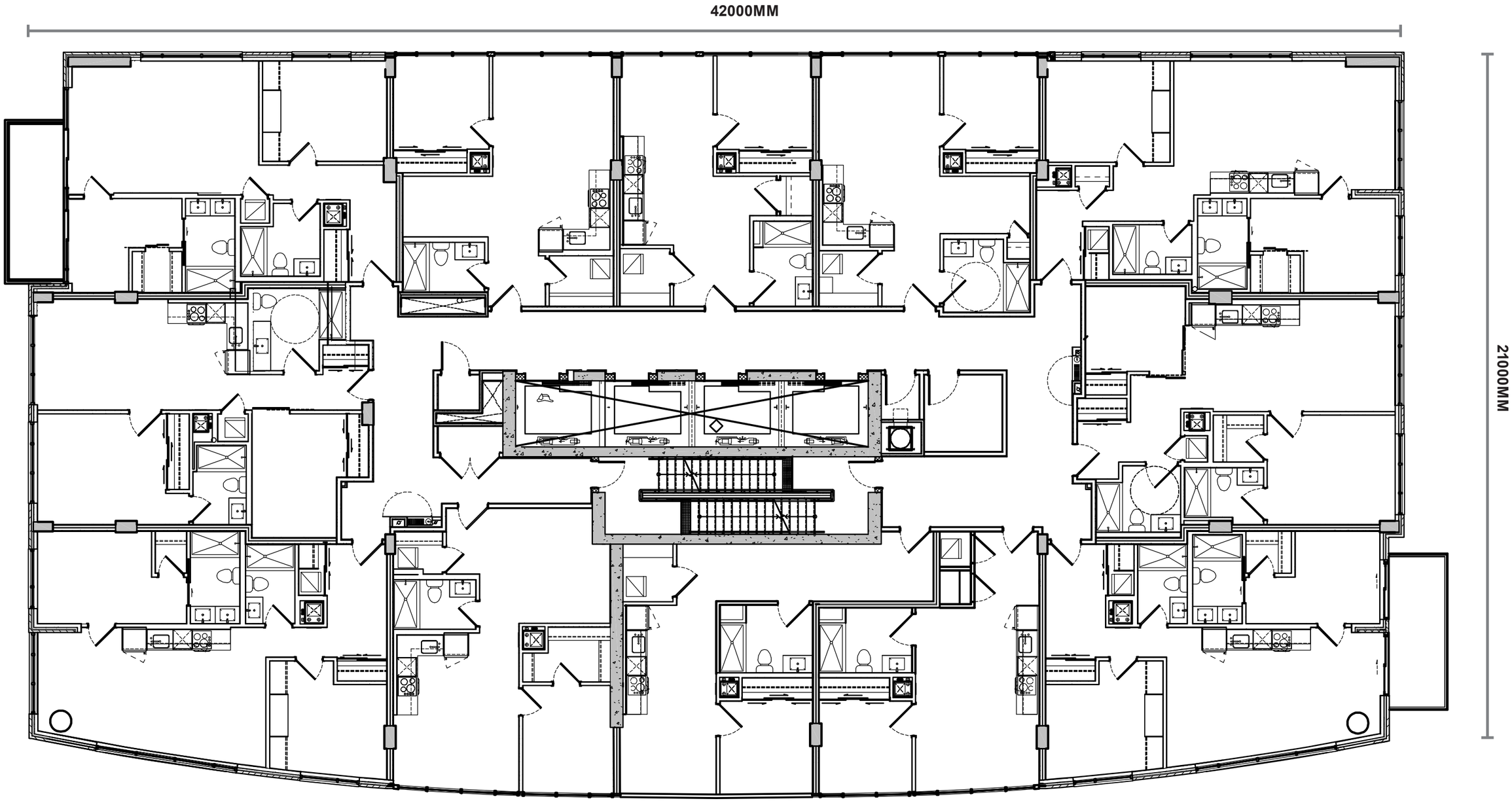
GARBAGE ROOM_BUILDING 4_ENLARGED

1 : 90

TYPICAL FLOOR PLAN_TOWER B4

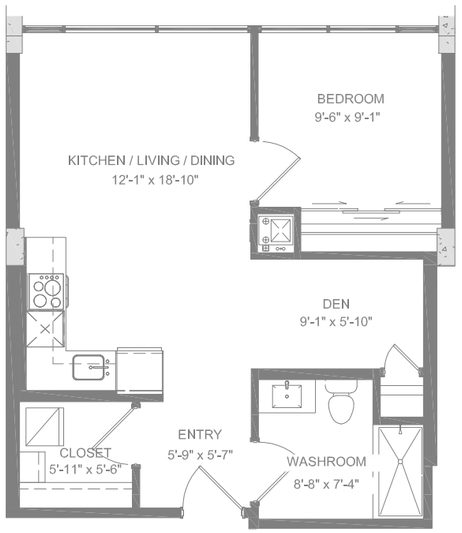


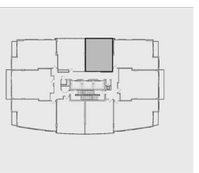
TYPICAL FLOOR PLAN_TOWERS B1-B2-B3



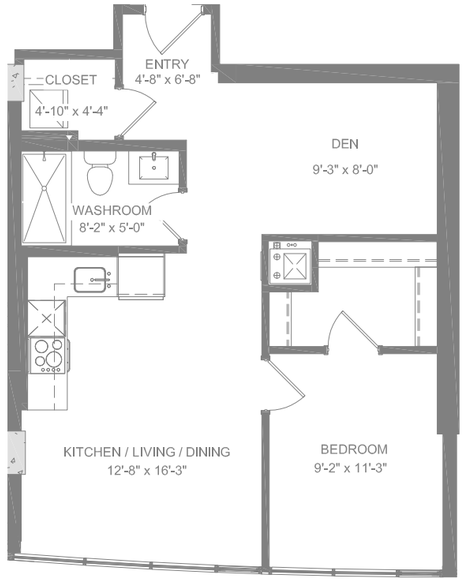
ENLARGED UNIT FLOOR PLANS

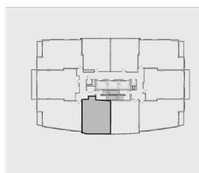
1





2





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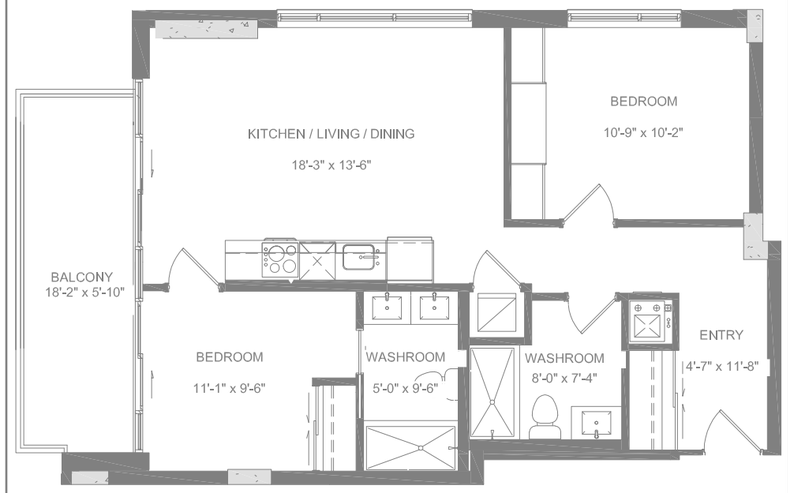
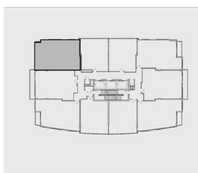
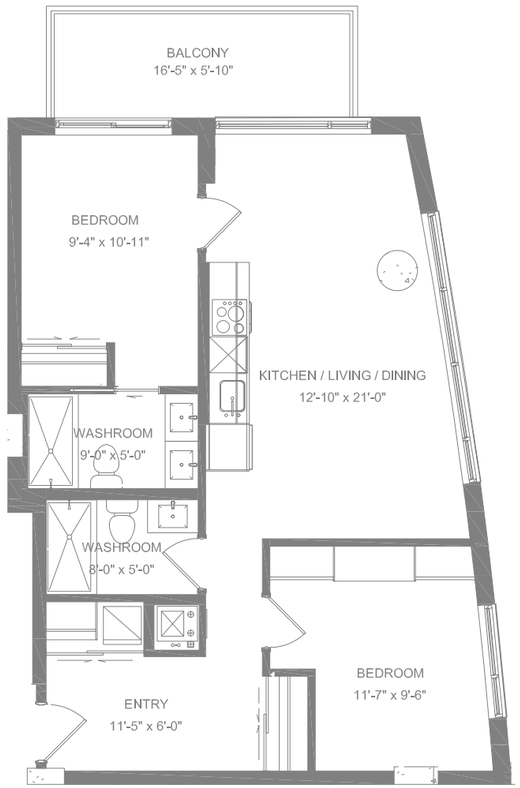
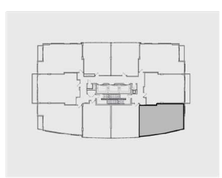




ENLARGED UNIT FLOOR PLANS

4





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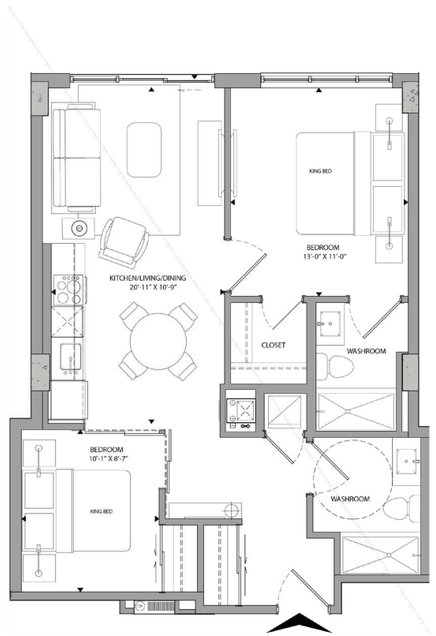

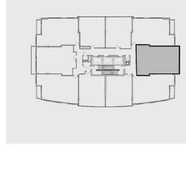

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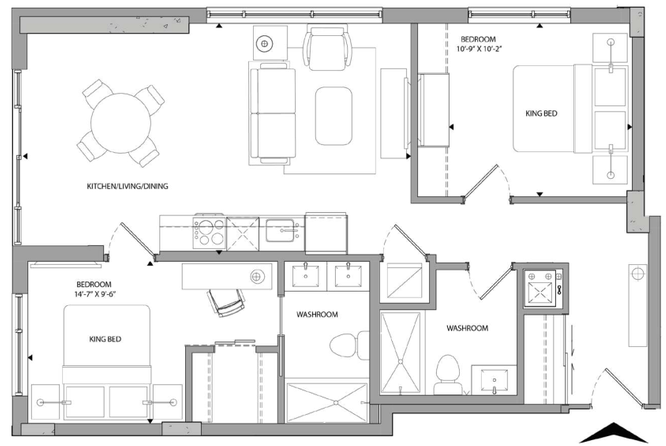
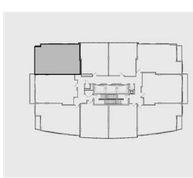
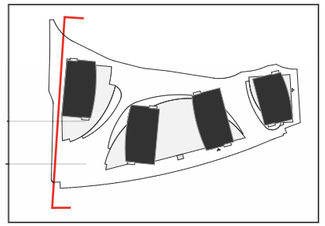
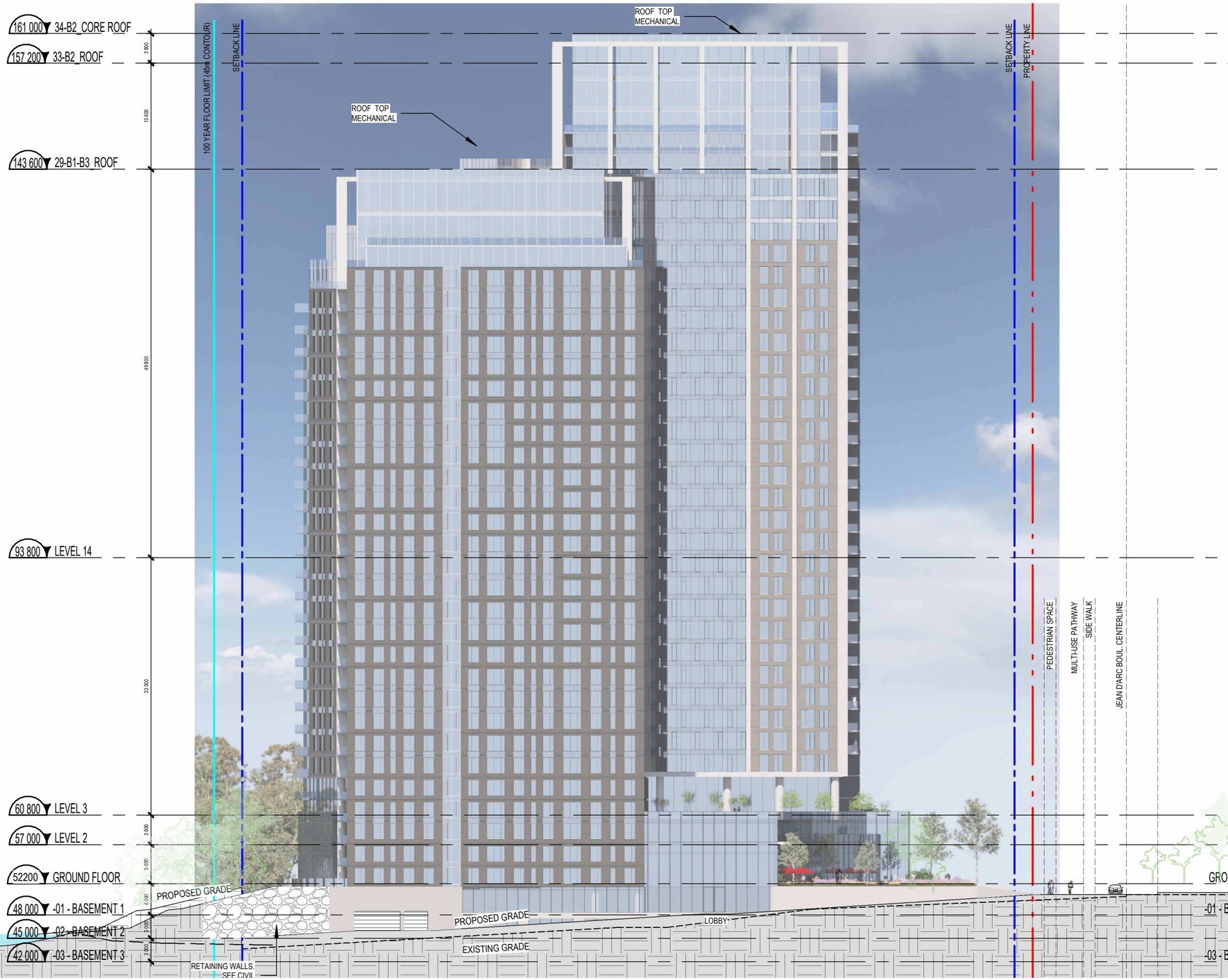




SECTIONS | TOPOGRAPHY B1

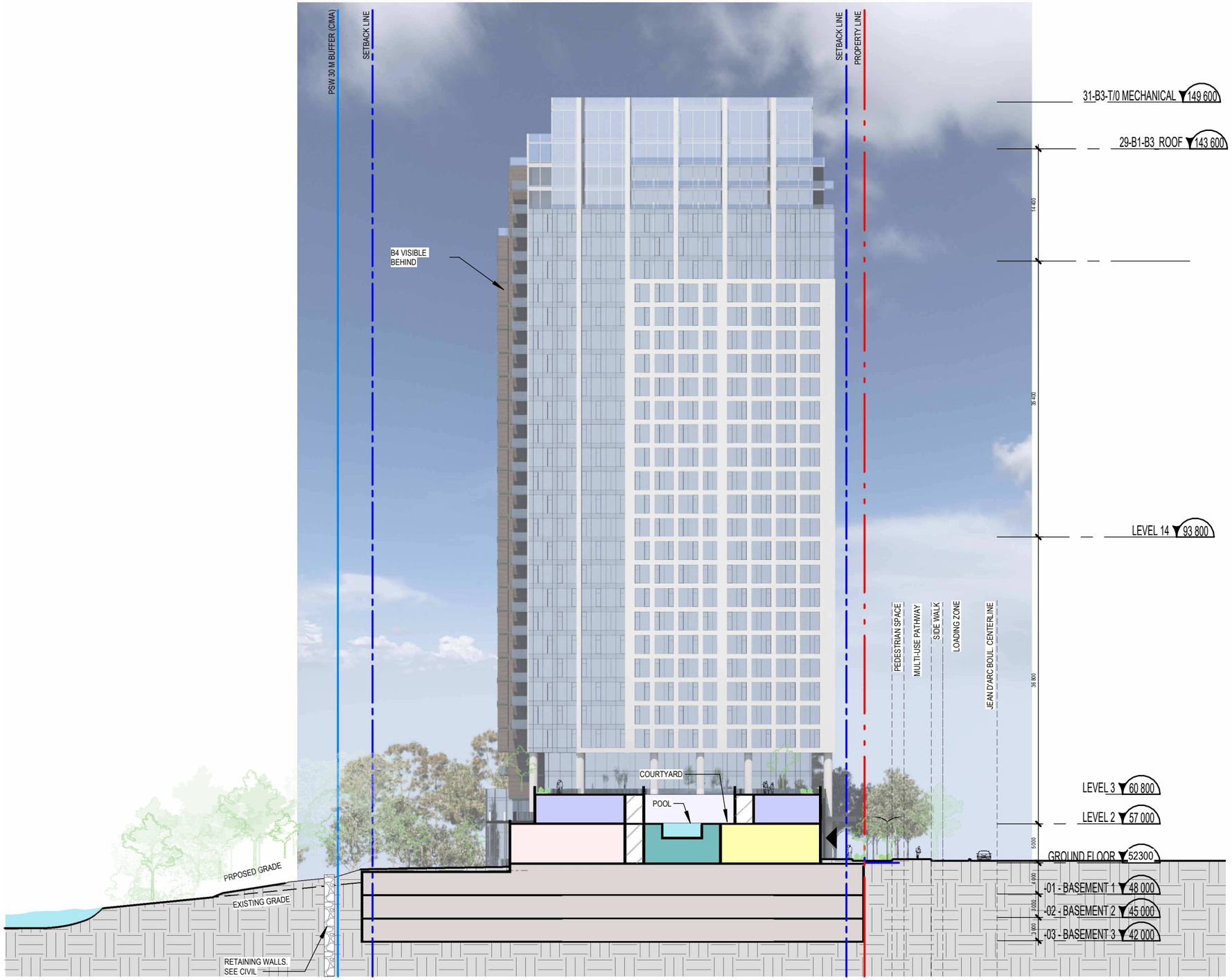


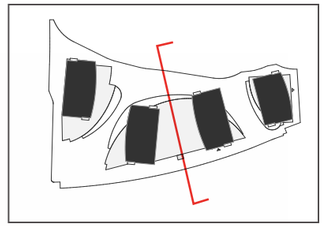


LEGEND

- LOBBY
- SERVICES

SECTIONS | TOPOGRAPHY - B3

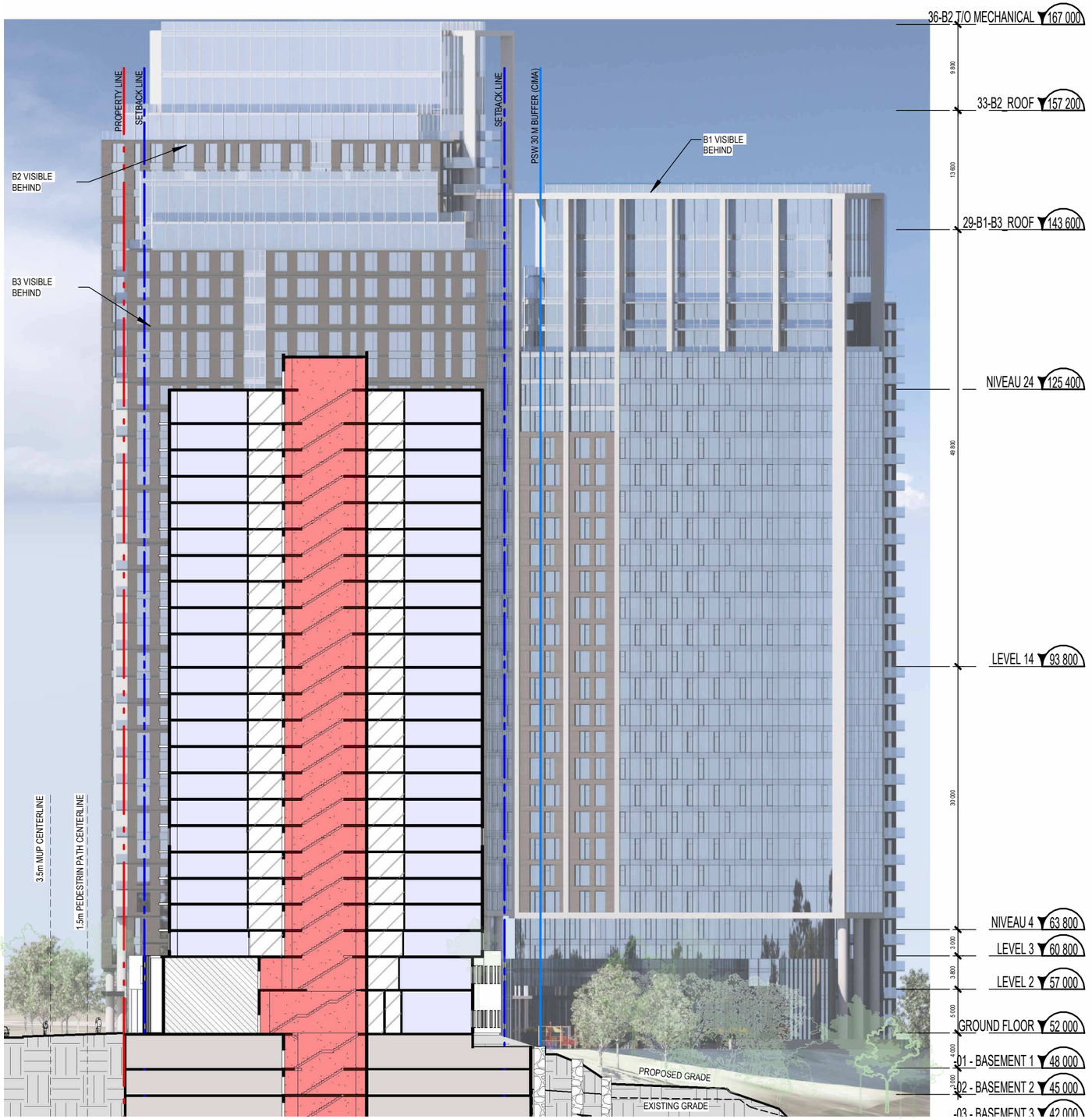


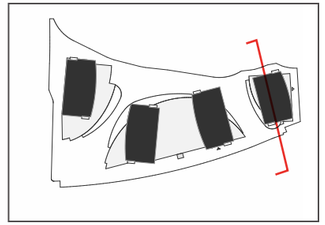


LEGEND

- COWORKING SPACE
- COURTYARD
- 1 BED + DEN
- CORRIDOR
- COMMERCIAL SPACE
- BIKE STORAGE
- SERVICES

SECTIONS | TOPOGRAPHY - B4

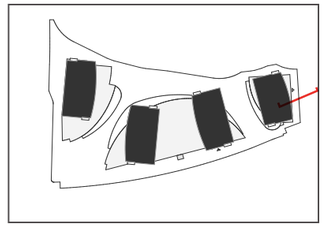


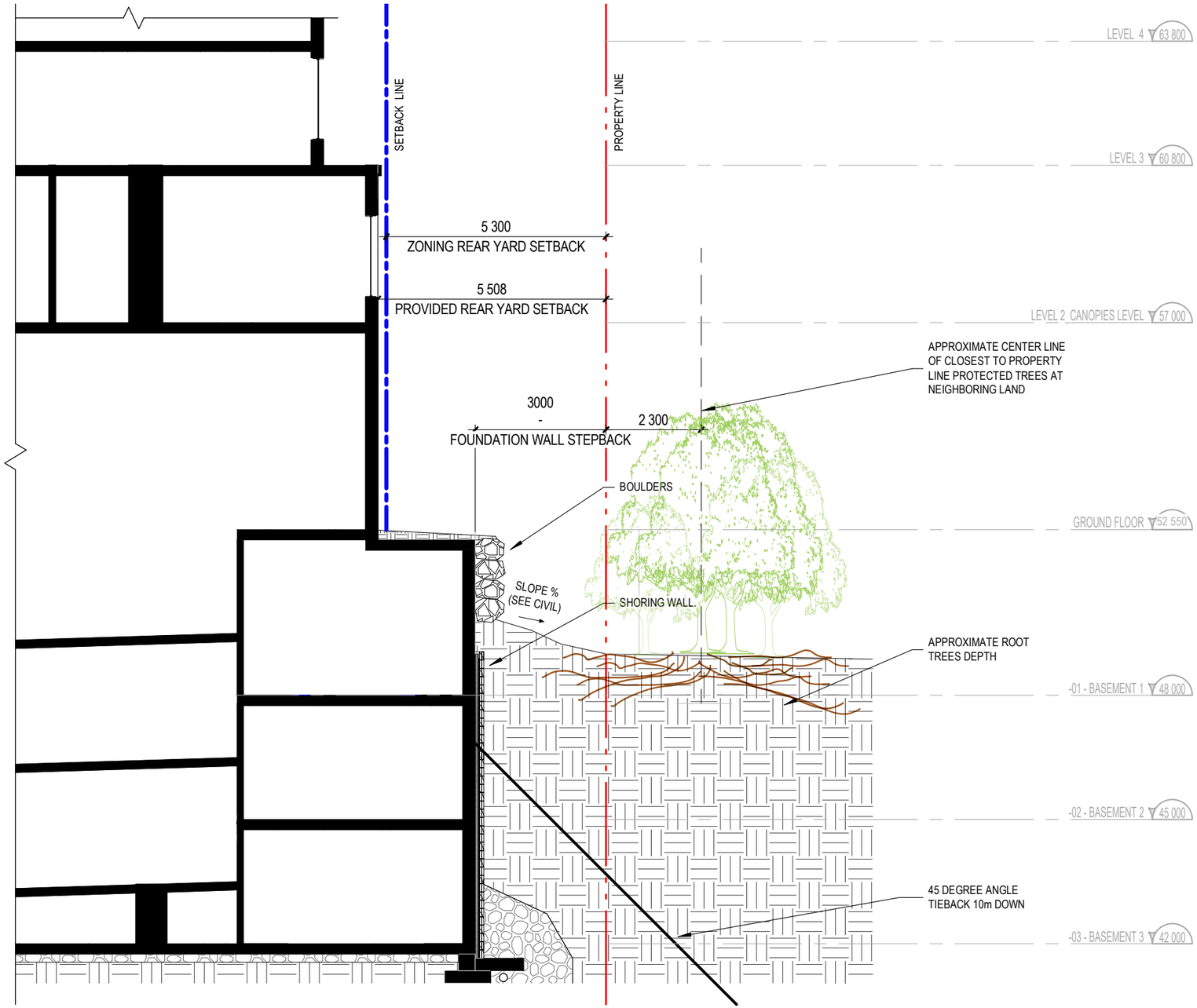


LEGEND

- CIRCULATION VERTICAL
- LOBBY
- 1 BED + DEN
- CORRIDOR
- SERVICES

SECTIONS | TOPOGRAPHY - B4 - SCALE 1:100





06

STATISTICS

PROJECT STATISTICS

INFORMATION SUR LE PROJET - *PROJECT INFORMATION* **2026-06-23**
13383 **1015 TWEDDLE ROAD** *Projet Global / Overall Project*

Province / *Province*	Ontario
Zonage / *Zoning*	City of Ottawa zoning By-law No. 2008-250
Superficie du Lot / *Property Area*	34 154 m² / *sq. m.* 367 634 pi² / *sq. ft*

SETBACKS	REQUIRED (m)	PROVIDED (m)
Min. Corner Setback	4,5	6
Min. Rear Side Setback	4,1	4,15
Min. Interior Side Setback	5,3	5,5
Min. Front Yard Setback	2,3	2,3

PROJECT STATISTICS	TOWER B1	TOWER B2	TOWER B3	TOWER B4
Hauteur du Bâtiment (m)/ *Building Height* (m)	97,6m (29 STOREYS)	105,2m (32 STOREYS)	91,6m (28 STOREYS)	77,2m (24 STOREYS)

UNIT STATISTICS	TOWER B1	TOWER B2	TOWER B3	TOWER B4	
Studio / *Bachelor*	0	0	0	0	
1 Chambre / *1 Bedroom*	53	62	51	144	
1 Chambre + D / *1 Bedroom +D*	163	186	167	92	
2 Chambres / *2 Bedrooms*	107	123	104	0	
3 Chambres / *3 Bedrooms*	3	1	1	0	
Total Number of Units	326	372	323	236	1257

PARKING

PHASE	REQUIRED		PROVIDED	
	#/Unit	Parking	Avg. Ratio (m²)	Parking
Tower B1 - Résidential, Commmercial	-	-	0.53/unit	172
Tower B1 - Visitors	0.1/unit	33	0.1/unit	33
Tower B1 - Total Residential, Commercial & Visitor Parking	0.1/unit	33	0.63/unit	205
Tower B2- Résidential, Commmercial	-	-	0.84/unit	311
Tower B2 - Visitors	0.1/unit	38	0.1/unit	38
Tower B2 - Total Residential, Commercial & Visitor Parking	0.1/unit	38	0.94/unit	349
Tower B3 - Résidential, Commmercial	-	-	0.46/unit	150
Tower B3 - Visitors	0.1/unit	33	0.1/unit	33
Tower B3 - Total Residential, Commercial & Visitor Parking	0.1/unit	33	0.56/unit	183
Tower B4 - Résidential, Commmercial	-	-	0.5/unit	118
Tower B4 - Visitors	0.1/unit	24	0.1/unit	22
Tower B4 - Total Residential, Commercial & Visitor Parking	0.1/unit	24	0.6/unit	140
Total Residential, Commercial & Visitor Parking	0.1/unit	128	0.7/unit	877
Tower B1-B2-B3-B4 - Total Accessible Parking*		20		20*
Total Type A Accessible Parking*		10		10*
Total Type B Accessible Parking*		10		10*
Total Small Parking**	50%	376		103**

BICYCLE PARKING

PHASE	Units	Area (m²)	REQUIRED		PROVIDED	
			Ratio	Bicycle Parking	Avg. Ratio (m²)	Bicycle Parking
Residential Long-Term Bicycle Parking	1257		0.75/unit	943	0,75/unit	943
Residential Short-Term Bicycle Parking	1257		2 + (# of units /20)	65	2 + (# of units /20)	86
Total Residential Bicycle Parking				1008		1029
Total Vertical Bicycles***			50% of total bikes	504		247***
Tower B1 - Commercial		1100	1/250 m2	5	2 + 1/250 m2	5
Tower B2 - Commercial		1115		5		5
Tower B3 - Commercial		220		2		2
Tower B4 - Commercial		0		0		0
Total Commercial Short-Term Bicycle Parking		2435	2+ 1/250 m2	12	2 + 1/250 m2	12

*Note: Accessible Parking spaces are incorporated into the total count of visitors parking spaces
**Note: Small Parking spaces are incorporated into the total count of residential parking spaces
***Note: Vertical bicycles are incorporated into the total count of bicycle parking spaces

1015 TWEDDLE ROAD ZONING GROSS FLOOR AREA

	B1		B2		B3		B4		TOTAL	
	m² / *m²*	pi² / *ft²*	m² / *m²*	pi² / *ft²*	m² / *m²*	pi² / *ft²*	m² / *m²*	pi² / *ft²*	m² / *m²*	pi² / *ft²*
GROSS FLOOR AREA	**21704**	**233620**	**24911**	**268140**	**20887**	**224826**	**15197**	**163579**	**82699**	**890165**
ABOVE GRADE	21704	233620	24911	268140	20887	224826	15197	163579	82699	890165
UNDER GRADE	0	0	0	0	0	0	0	0	0	0
32nd Floor			753	8105						
31st Floor			753	8105						
30th Floor			753	8105						
29th Floor	215	2314	753	8105						
28th Floor	753	8105	753	8105	753	8105				
27th Floor	753	8105	753	8105	753	8105				
26th Floor	753	8105	753	8105	753	8105				
25th Floor	753	8105	753	8105	753	8105				
24th Floor	753	8105	753	8105	753	8105	637	6857		
23rd Floor	753	8105	753	8105	753	8105	637	6857		
22nd Floor	753	8105	753	8105	753	8105	637	6857		
21st Floor	753	8105	753	8105	753	8105	637	6857		
20th Floor	753	8105	753	8105	753	8105	637	6857		
19th Floor	753	8105	753	8105	753	8105	637	6857		
18th Floor	753	8105	753	8105	753	8105	637	6857		
17th Floor	753	8105	753	8105	753	8105	637	6857		
16th Floor	753	8105	753	8105	753	8105	637	6857		
15th Floor	753	8105	753	8105	753	8105	637	6857		
14th Floor	753	8105	753	8105	753	8105	637	6857		
13th Floor	753	8105	753	8105	753	8105	637	6857		
12th Floor	753	8105	753	8105	753	8105	637	6857		
11th Floor	753	8105	753	8105	753	8105	637	6857		
10th Floor	753	8105	753	8105	753	8105	637	6857		
9th Floor	753	8105	753	8105	753	8105	637	6857		
8th Floor	753	8105	753	8105	753	8105	637	6857		
7th Floor	753	8105	753	8105	753	8105	637	6857		
6th Floor	753	8105	753	8105	753	8105	637	6857		
5th Floor	753	8105	753	8105	753	8105	637	6857		
4th Floor	670	7212	753	8105	753	8105	637	6857		
3rd Floor	670	7212	733	7890	727	7825	637	6857		
2nd Floor	1174	12637	1033	11119	824	8869	685	7373		
Ground Floor	903	9720	1308	14079	511	5500	498	5360		
Basement 1	0	0	0	0	0	0	0	0		
Basement 2	0	0	0	0	0	0	0	0		
Basement 3	0	0	0	0	0	0	0	0		

STATISTICS | AMENITY AND COMMERCIAL AREAS

13383	1015 TWEDDLE RD - AMENITY AREAS (ZONING)	2026-02-17

STATISTIQUES / *STATISTICS*	B1						B2						B3						B4						TOTAL AMENITY AREA					
	PRIVATE		COMMUNAL				PRIVATE		COMMUNAL				PRIVATE		COMMUNAL				PRIVATE		COMMUNAL									
	PRIVATE AMENITY AREA		INDOOR AMENITY AREA		OUTDOOR AMENITY AREA		PRIVATE AMENITY AREA		INDOOR AMENITY AREA		OUTDOOR AMENITY AREA		PRIVATE AMENITY AREA		INDOOR AMENITY AREA		OUTDOOR AMENITY AREA		PRIVATE AMENITY AREA		INDOOR AMENITY AREA		OUTDOOR AMENITY AREA		TOTAL PRIVATE AMENITY AREA		TOTAL COMMUNAL AMENITY AREA		TOTAL AMENITY AREA	
	m² / *m²*	pi² / *ft²*	m² / *m²*	pi² / *ft²*	m² / *m²*	pi² / *ft²*	m² / *m²*	pi² / *ft²*	m² / *m²*	pi² / *ft²*	m² / *m²*	pi² / *ft²*	m² / *m²*	pi² / *ft²*	m² / *m²*	pi² / *ft²*	m² / *m²*	pi² / *ft²*	m² / *m²*	pi² / *ft²*	m² / *m²*	pi² / *ft²*	m² / *m²*	pi² / *ft²*	m² / *m²*	pi² / *ft²*	m² / *m²*	pi² / *ft²*	m² / *m²*	pi² / *ft²*
32e Étage / 32nd Floor	0,00	0,00	0,00	0,00	0,00	0,00	19	205	0	0	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	19	205	0,00	0,00	19	205
31e Étage / 31st Floor	0,00	0,00	0,00	0,00	0,00	0,00	19	205	0	0	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	19	205	0,00	0,00	19	205
30e Étage / 30th Floor	0,00	0,00	0,00	0,00	0,00	0,00	19	205	0	0	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	19	205	0,00	0,00	19	205
29e Étage / 29th Floor	0,00	0,00	0,00	0,00	0,00	0,00	19	205	0	0	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	19	205	0,00	0,00	19	205
28e Étage / 28th Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	0,00	0,00	0,00	0,00	0	0	57	614	0,00	0,00	57	614
27e Étage / 27th Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	0,00	0,00	0,00	0,00	0	0	57	614	0,00	0,00	57	614
26e Étage / 26th Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	0,00	0,00	0,00	0,00	0	0	57	614	0,00	0,00	57	614
25e Étage / 25th Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	0,00	0,00	0,00	0,00	0	0	57	614	0,00	0,00	57	614
24e Étage / 24th Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	19	205	0,00	0,00	0	0	76	818	0,00	0,00	76	818
23e Étage / 23rd Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	19	205	0,00	0,00	0	0	76	818	0,00	0,00	76	818
22e Étage / 22nd Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	19	205	0,00	0,00	0	0	76	818	0,00	0,00	76	818
21e Étage / 21st Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	19	205	0,00	0,00	0	0	76	818	0,00	0,00	76	818
20e Étage / 20th Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	19	205	0,00	0,00	0	0	76	818	0,00	0,00	76	818
19e Étage / 19th Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	19	205	0,00	0,00	0	0	76	818	0,00	0,00	76	818
18e Étage / 18th Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	19	205	0,00	0,00	0	0	76	818	0,00	0,00	76	818
17e Étage / 17th Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	19	205	0,00	0,00	0	0	76	818	0,00	0,00	76	818
16e Étage / 16th Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	19	205	0,00	0,00	0	0	76	818	0,00	0,00	76	818
15e Étage / 15th Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	19	205	0,00	0,00	0	0	76	818	0,00	0,00	76	818
14e Étage / 14th Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	19	205	0,00	0,00	0	0	76	818	0,00	0,00	76	818
13e Étage / 13th Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	19	205	0,00	0,00	0	0	76	818	0,00	0,00	76	818
12e Étage / 12th Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	19	205	0,00	0,00	0	0	76	818	0,00	0,00	76	818
11e Étage / 11th Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	19	205	0,00	0,00	0	0	76	818	0,00	0,00	76	818
10e Étage / 10th Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	19	205	0,00	0,00	0	0	76	818	0,00	0,00	76	818
9e Étage / 9th Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	19	205	0,00	0,00	0	0	76	818	0,00	0,00	76	818
8e Étage / 8th Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	19	205	0,00	0,00	0	0	76	818	0,00	0,00	76	818
7e Étage / 7th Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	19	205	0,00	0,00	0	0	76	818	0,00	0,00	76	818
6e Étage / 6th Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	19	205	0,00	0,00	0	0	76	818	0,00	0,00	76	818
5e Étage / 5th Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	19	205	0,00	0,00	0	0	76	818	0,00	0,00	76	818
4e Étage / 4th Floor	19	205	0	0	0	0	19	205	0	0	0	0	19	205	0,00	0,00	0	0	19	205	0,00	0,00	0	0	76	818	0,00	0,00	76	818
3e Étage / 3rd Floor	905	9 741	0	0	0	0	255	2 745	320	3 444	350	3 767	85	915	520	5 597	520	5 597	145	1 561	0,00	0,00	520	5 597	1390	14 962	2 230	24 004	3 620	38 965
2e Étage / 2nd Floor	115	1 238	0	0	0	0	100	1 076	0	0	0	0	195	2 099	246	2 648	0	0	0	0	0,00	0,00	0	0	410	4 413	246	2 648	656	7 061
RDC / Ground Floor	0	0	550	5 920	483	5 199	0	0	0	0	820	8 826	0,00	0,00	675	7 266	350	3 767	78	840	0,00	0	590	6 351	78	840	3 468	37 329	3 546	38 169
P1	0	0	256	2 757	0	0	0	0	0	0	0	0	0,00	0,00	0,00	0,00	0	0	0,00	0,00	0,00	0,00	0	0	0	0	256	2 757	256	2 757
AIRE TOTAL D'AGRÉMENT (m²) *TOTAL AMENITY AREA (m²)*	1 495	16 092	806	8 677	483	5 199	906	9 752	320	3 444	1 170	12 594	755	8 127	1 441	15 511	870	9 365	622	6 695	0	0	1 110	11 948	3 778	40 666	6 200	66 737	9 978	107 403

13383	1015 TWEDDLE RD - COMMERCIAL AREAS (ZONING)	2026-02-17

	AREA (m2)
PHASE 1	0
PHASE 2	1115
PHASE 3	220
PHASE 4	0
TOTAL	1335

07

PERSPECTIVES & ELEVATIONS

PERSPECTIVES | VIEW 1

DEVELOPING A MASTERPLAN

The development of high-rise buildings near the Ottawa River reflects the growing urbanization and economic prosperity of the region. As cities expand and populations increase, there's a demand for vertical living spaces to accommodate more people within limited land areas. High-rise buildings offer an efficient solution by maximizing land use and providing modern amenities and convenience. Additionally, riverside locations often offer picturesque views and recreational opportunities, enhancing the appeal of such developments. However, careful urban planning is essential to ensure sustainable growth, considering factors like environmental impact, infrastructure needs, and community well-being.

PERSPECTIVES | 3D VIEWS

PERSPECTIVES | 3D VIEWS

PERSPECTIVE | 3D VIEWS

PERSPECTIVE | 3D VIEWS

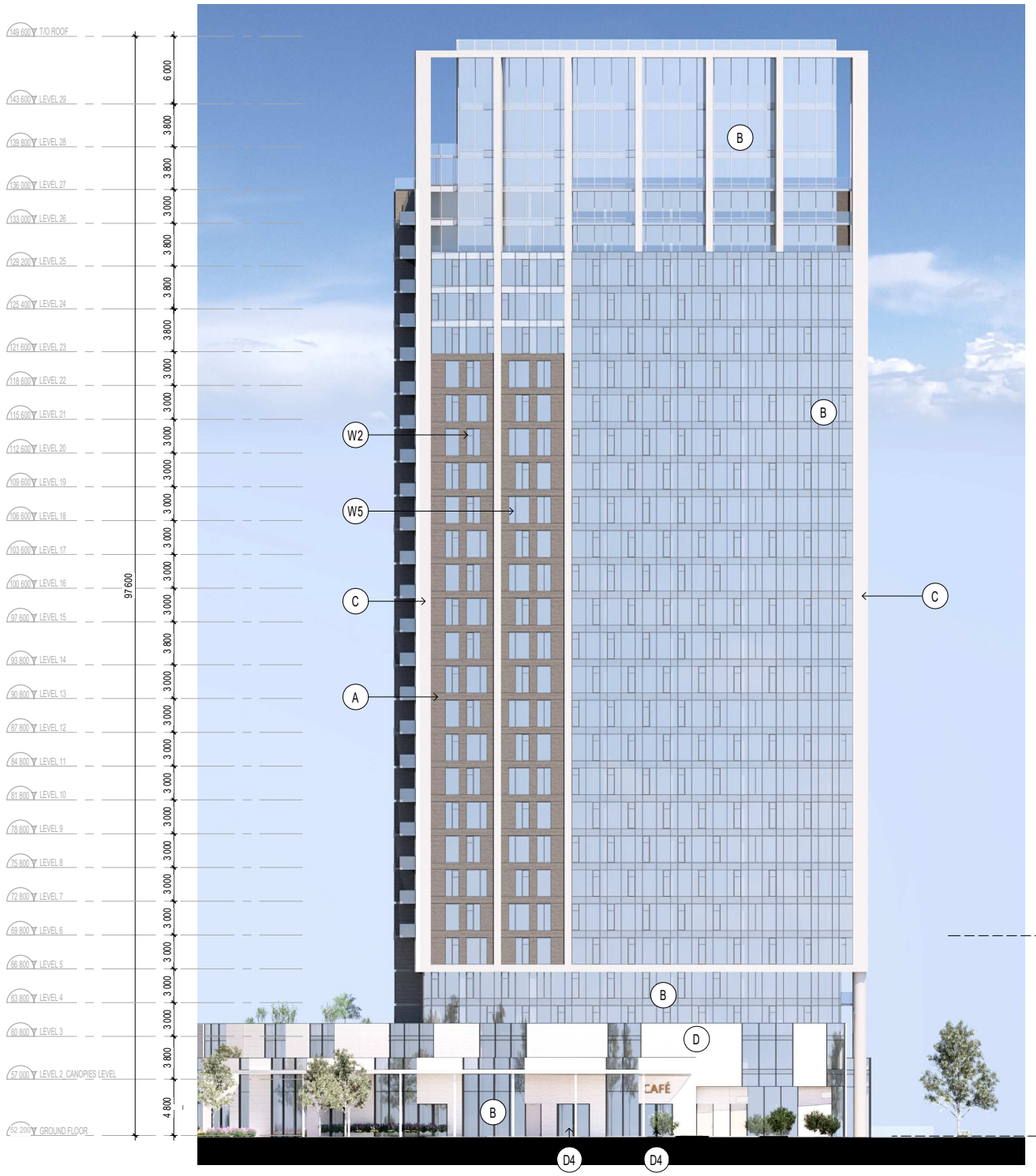
PERSPECTIVE | 3D VIEWS

PERSPECTIVE | 3D VIEWS

PERSPECTIVE | 3D VIEWS

PERSPECTIVE | 3D VIEWS

ELEVATIONS | TOWER B1



EAST ELEVATION_B1

1 : 250

2 002

WEST ELEVATION_B1

1 : 250

1 002

MATERIALS LEGEND

- (A) BRICK
  Manufacturer: TBD
  Colour: TBD
- (B) CURTAIN WALL
  Manufacturer: TBD
  Colour: Clear Glass
- (C) CONCRETE
  Manufacturer: TBD
  Colour: TBD
- (D) BRICK
  Manufacturer: TBD
  Colour: TBD
- (E) SPANDREL PANEL
  Manufacturer: TBD
  Colour: TBD
- (W1) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (W2) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (W3) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (W4) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (D1) PATIO DOOR
  Manufacturer: TBD
  Colour: TBD
- (D2) GARAGE DOOR
  Manufacturer: TBD
  4.6m H x 3m W
- (D3) GARAGE DOOR
  Manufacturer: TBD
  4.6m H x 3m W
- (D4) LOBBY/ENTRANCE DOOR
  Manufacturer: TBD
  Colour: Clear Glass
- (D5) EXIT DOOR
  Manufacturer: TBD
  Colour: TBD

ELEVATIONS | TOWER B1

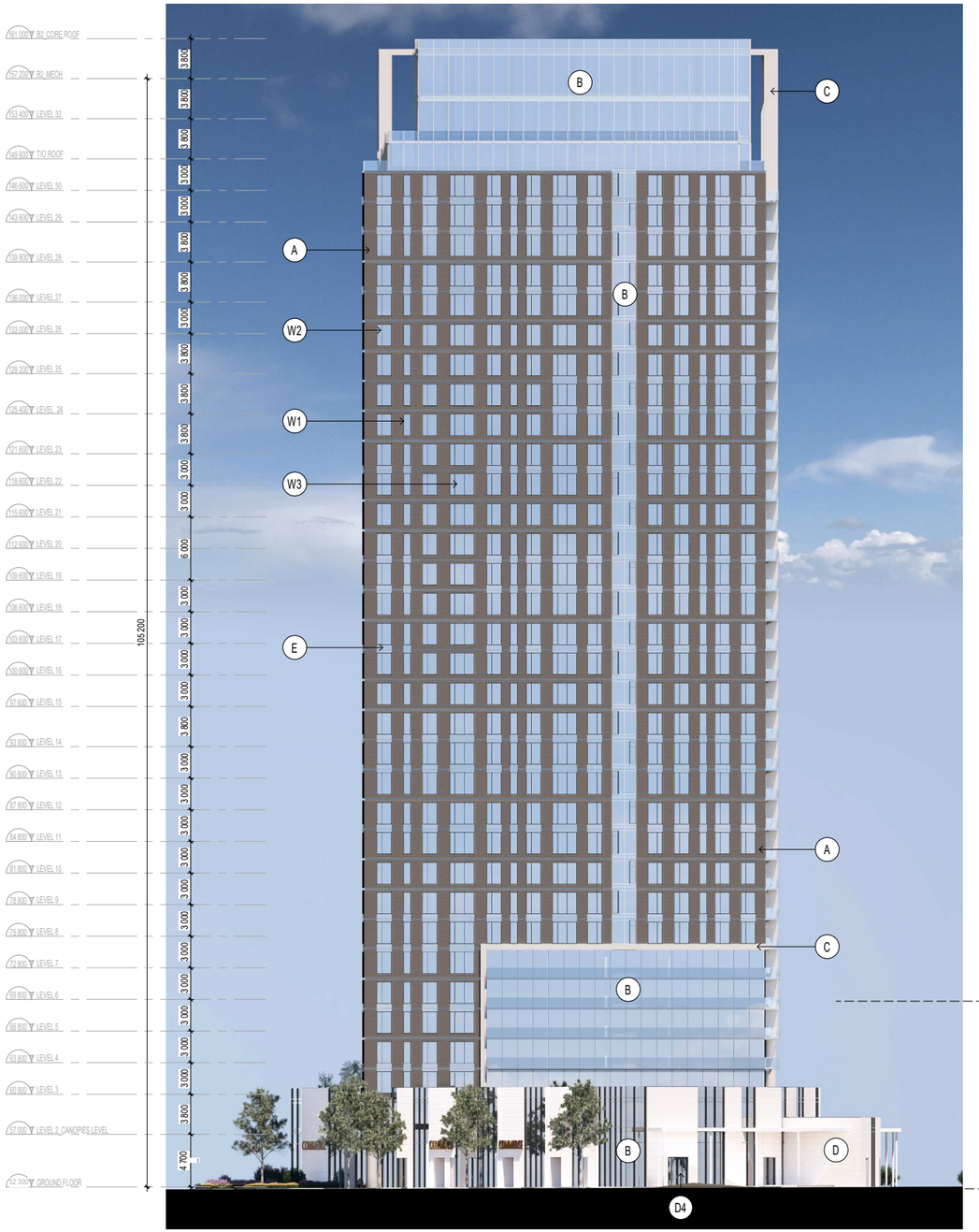
NORTH ELEVATION_B1 (2/001)
1 : 250

SOUTH ELEVATION_B1 (1/001)
1 : 250

MATERIALS LEGEND

- (A) BRICK
  Manufacturer: TBD
  Colour: TBD
- (B) CURTAIN WALL
  Manufacturer: TBD
  Colour: Clear Glass
- (C) CONCRETE
  Manufacturer: TBD
  Colour: TBD
- (D) BRICK
  Manufacturer: TBD
  Colour: TBD
- (E) SPANDREL PANEL
  Manufacturer: TBD
  Colour: TBD
- (W1) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (W2) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (W3) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (W4) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (D1) PATIO DOOR
  Manufacturer: TBD
  Colour: TBD
- (D2) GARAGE DOOR
  Manufacturer: TBD
  4.6m H x 3m W
- (D3) GARAGE DOOR
  Manufacturer: TBD
  4.6m H x 3m W
- (D4) LOBBY/ENTRANCE DOOR
  Manufacturer: TBD
  Colour: Clear Glass
- (D5) EXIT DOOR
  Manufacturer: TBD
  Colour: TBD

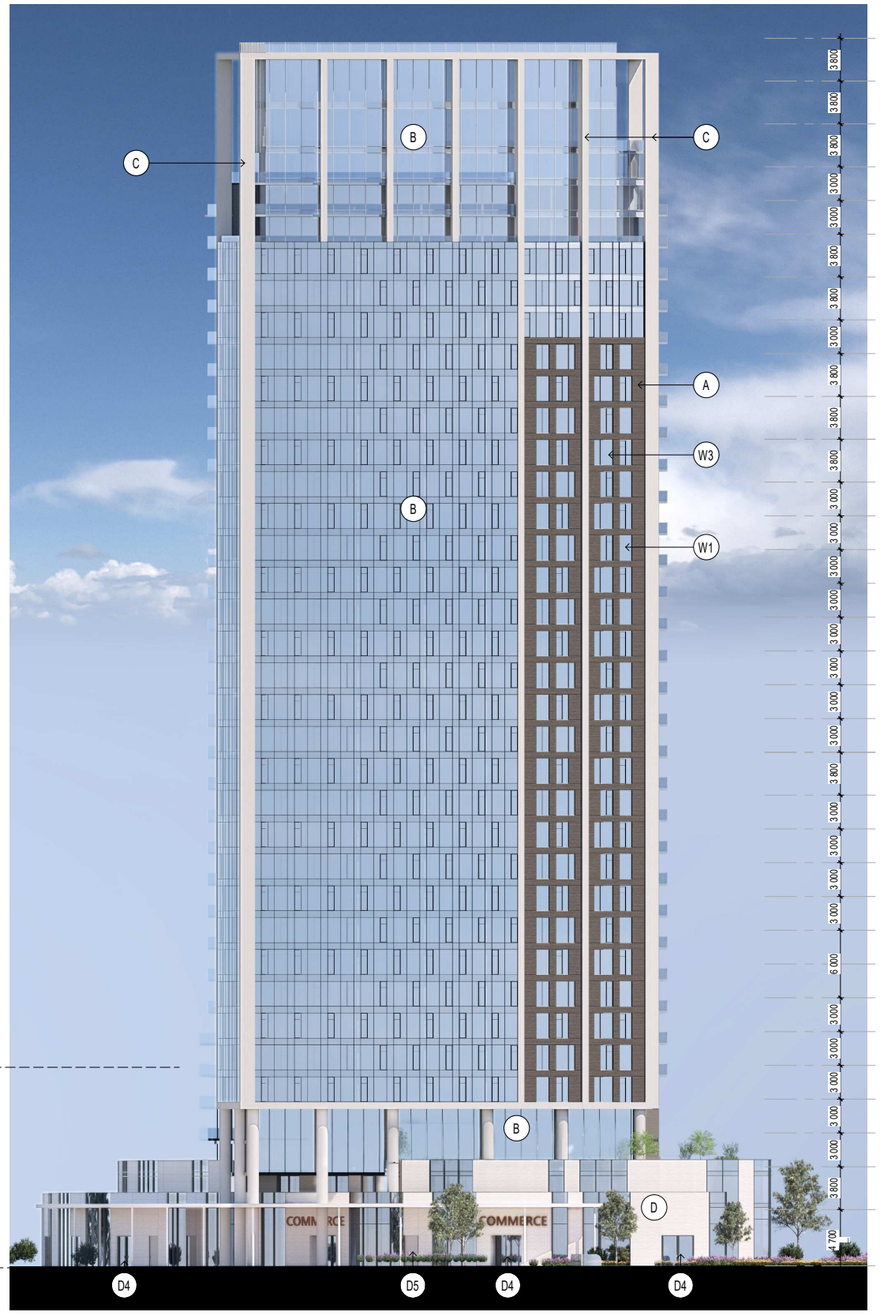
ELEVATIONS | TOWER B2



EAST ELEVATION_B2

1 : 250

2
003



WEST ELEVATION_B2

1 : 250

1
003

MATERIALS LEGEND

- (A) BRICK
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  Colour: TBD
- (B) CURTAIN WALL
  Manufacturer: TBD
  Colour: Clear Glass
- (C) CONCRETE
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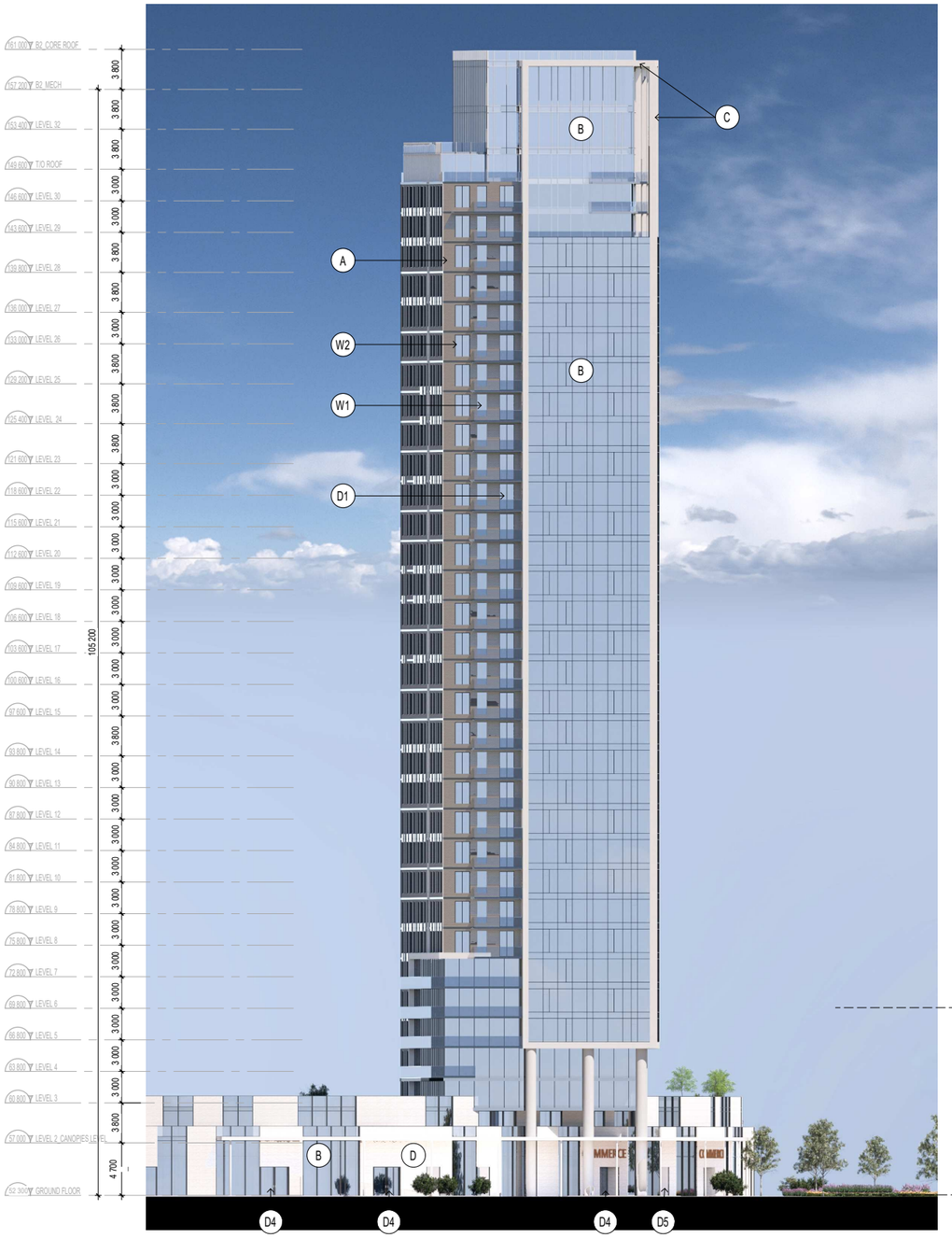
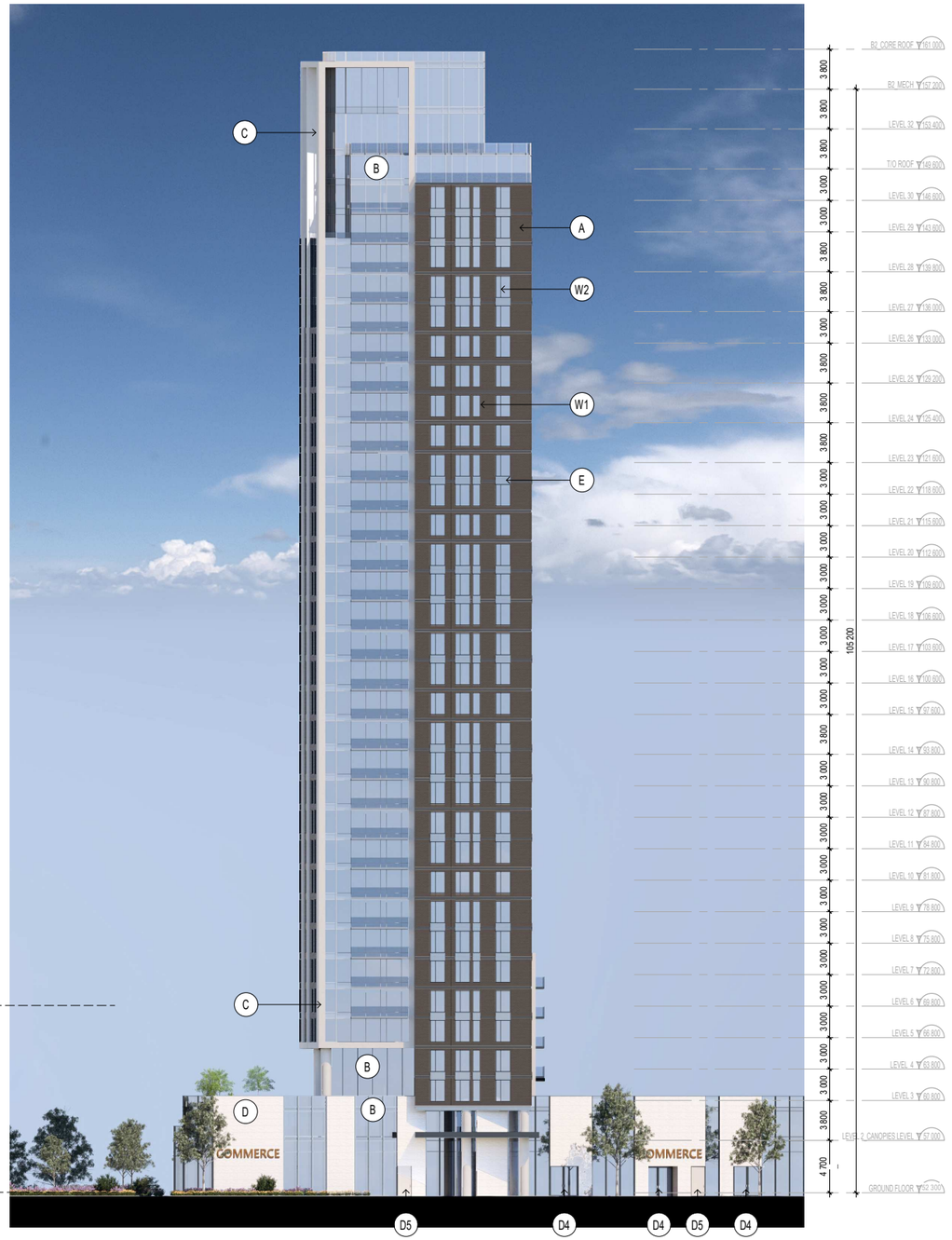
  Colour: TBD
- (D) BRICK
  Manufacturer: TBD
  Colour: TBD
- (E) SPANDREL PANEL
  Manufacturer: TBD
  Colour: TBD
- (W1) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (W2) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (W3) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (W4) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (D1) PATIO DOOR
  Manufacturer: TBD
  Colour: TBD
- (D2) GARAGE DOOR
  Manufacturer: TBD
  4.6m H x 3m W
- (D3) GARAGE DOOR
  Manufacturer: TBD
  4.6m H x 3m W
- (D4) LOBBY/ENTRANCE DOOR
  Manufacturer: TBD
  Colour: Clear Glass
- (D5) EXIT DOOR
  Manufacturer: TBD
  Colour: TBD

ELEVATIONS | TOWER B2



NORTH ELEVATION_B2
1 : 250
2
004



SOUTH ELEVATION_B2
1 : 250
1
004

MATERIALS LEGEND

- (A) BRICK
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  Colour: TBD
- (B) CURTAIN WALL
  Manufacturer: TBD
  Colour: Clear Glass
- (C) CONCRETE
  Manufacturer: TBD
  Colour: TBD
- (D) BRICK
  Manufacturer: TBD
  Colour: TBD
- (E) SPANDREL PANEL
  Manufacturer: TBD
  Colour: TBD
- (W1) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (W2) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (W3) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (W4) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (D1) PATIO DOOR
  Manufacturer: TBD
  Colour: TBD
- (D2) GARAGE DOOR
  Manufacturer: TBD
  4.6m H x 3m W
- (D3) GARAGE DOOR
  Manufacturer: TBD
  4.6m H x 3m W
- (D4) LOBBY/ENTRANCE DOOR
  Manufacturer: TBD
  Colour: Clear Glass
- (D5) EXIT DOOR
  Manufacturer: TBD
  Colour: TBD

ELEVATIONS | TOWER B3

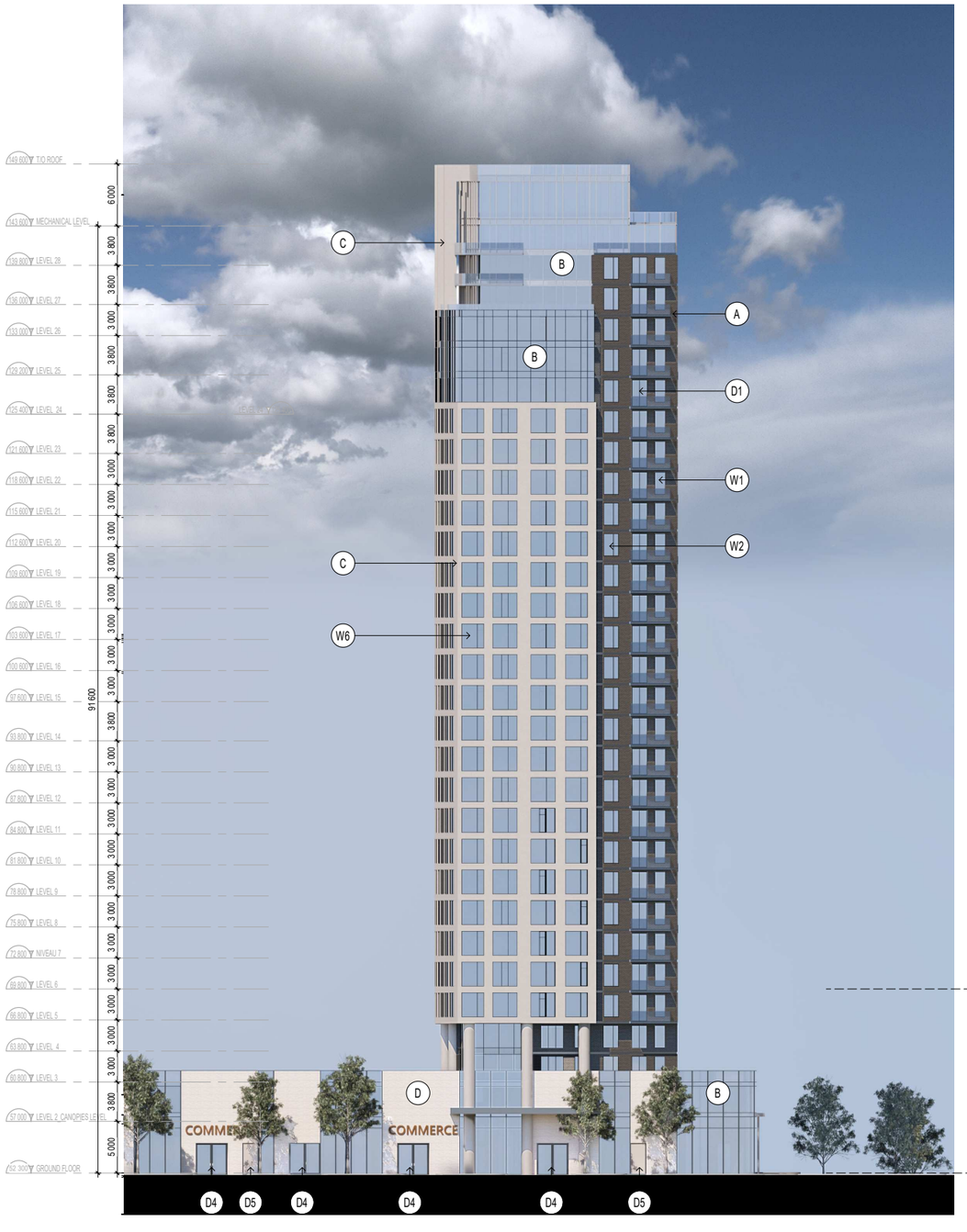
EAST ELEVATION_B3 (2 / 006)
1 : 250

WEST ELEVATION_B3 (1 / 006)
1 : 250

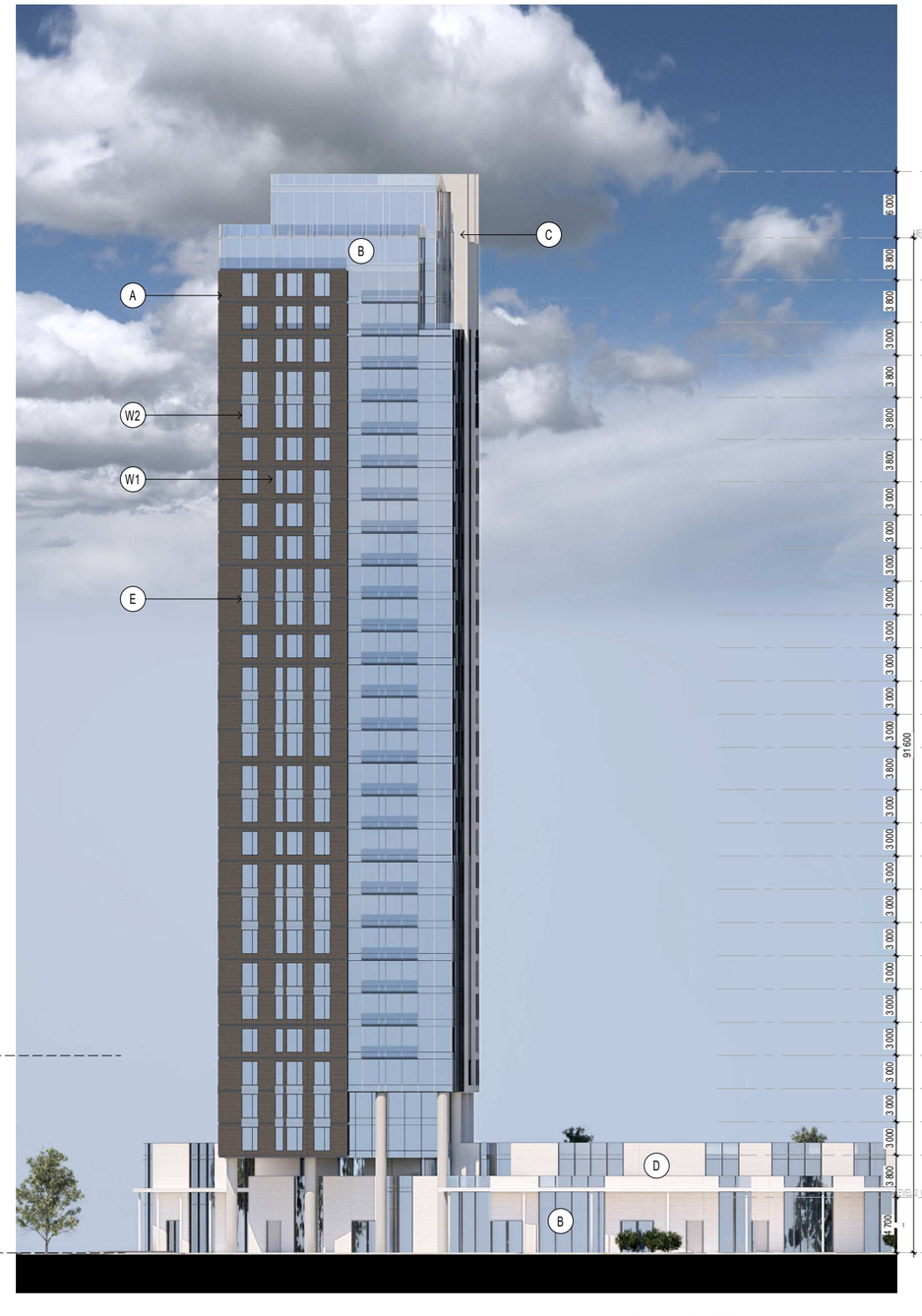
MATERIALS LEGEND

- (A) BRICK
  Manufacturer: TBD
  Colour: TBD
- (B) CURTAIN WALL
  Manufacturer: TBD
  Colour: Clear Glass
- (C) CONCRETE
  Manufacturer: TBD
  Colour: TBD
- (D) BRICK
  Manufacturer: TBD
  Colour: TBD
- (E) SPANDREL PANEL
  Manufacturer: TBD
  Colour: TBD
- (W1) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (W2) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (W3) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (W4) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (D1) PATIO DOOR
  Manufacturer: TBD
  Colour: TBD
- (D2) GARAGE DOOR
  Manufacturer: TBD
  4.6m H x 3m W
- (D3) GARAGE DOOR
  Manufacturer: TBD
  4.6m H x 3m W
- (D4) LOBBY/ENTRANCE DOOR
  Manufacturer: TBD
  Colour: Clear Glass
- (D5) EXIT DOOR
  Manufacturer: TBD
  Colour: TBD

ELEVATIONS | TOWER B3



NORTH ELEVATION_B3
1 : 250
2
005



SOUTH ELEVATION_B3
1 : 250
1
005

MATERIALS LEGEND

- (A) BRICK
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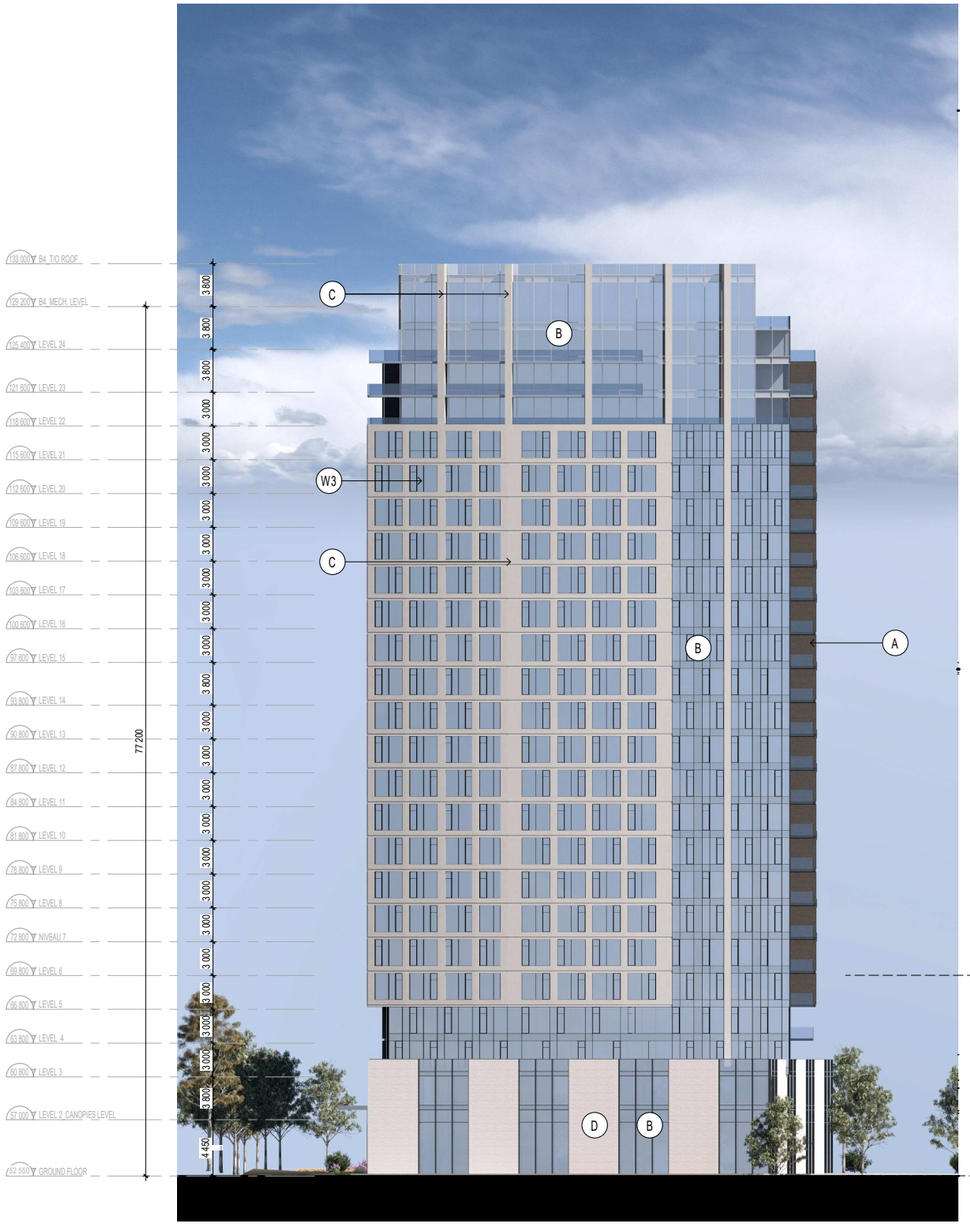
  Colour: TBD
- (B) CURTAIN WALL
  Manufacturer: TBD
  Colour: Clear Glass
- (C) CONCRETE
  Manufacturer: TBD
  Colour: TBD
- (D) BRICK
  Manufacturer: TBD
  Colour: TBD
- (E) SPANDREL PANEL
  Manufacturer: TBD
  Colour: TBD
- (W1) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (W2) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (W3) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (W4) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (D1) PATIO DOOR
  Manufacturer: TBD
  Colour: TBD
- (D2) GARAGE DOOR
  Manufacturer: TBD
  4.6m H x 3m W
- (D3) GARAGE DOOR
  Manufacturer: TBD
  4.6m H x 3m W
- (D4) LOBBY/ENTRANCE DOOR
  Manufacturer: TBD
  Colour: Clear Glass
- (D5) EXIT DOOR
  Manufacturer: TBD
  Colour: TBD

ELEVATIONS | TOWER B4



EAST ELEVATION_B4
1 : 250
2
007

WEST ELEVATION_B4
1 : 250
1
007

MATERIALS LEGEND

- (A) BRICK
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  Colour: TBD
- (B) CURTAIN WALL
  Manufacturer: TBD
  Colour: Clear Glass
- (C) CONCRETE
  Manufacturer: TBD
  Colour: TBD
- (D) BRICK
  Manufacturer: TBD
  Colour: TBD
- (E) SPANDREL PANEL
  Manufacturer: TBD
  Colour: TBD
- (W1) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (W2) WINDOW
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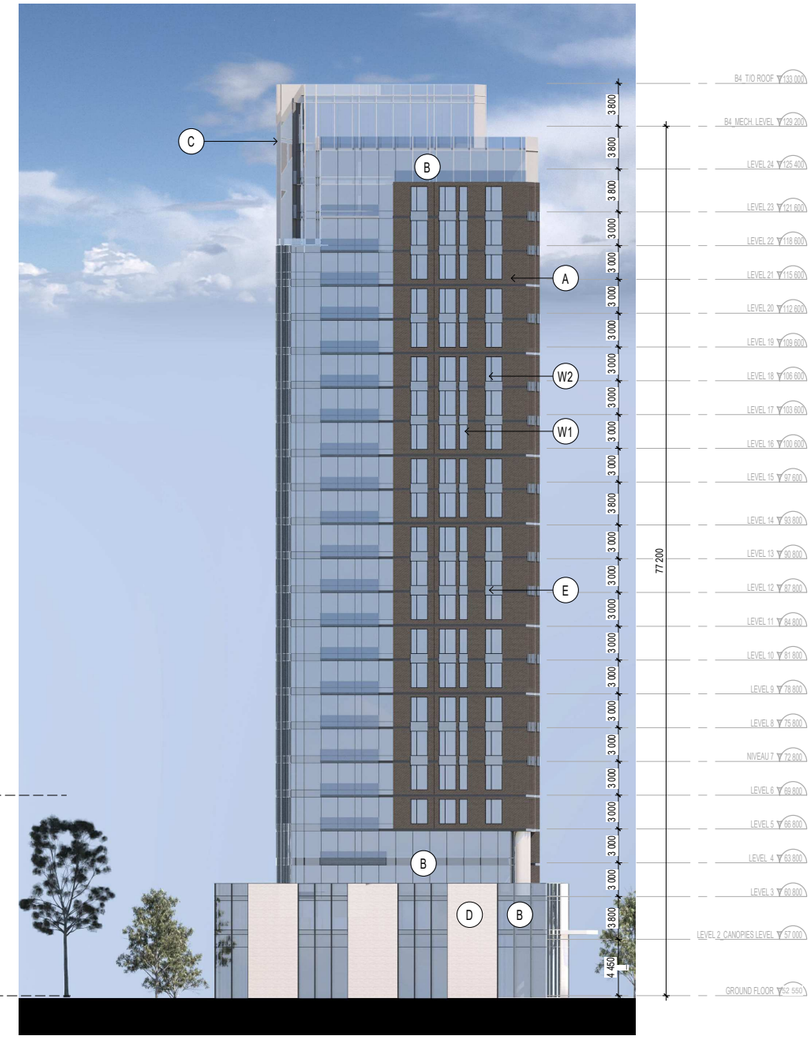
  Colour: TBD
- (W3) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (W4) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (D1) PATIO DOOR
  Manufacturer: TBD
  Colour: TBD
- (D2) GARAGE DOOR
  Manufacturer: TBD
  4.6m H x 3m W
- (D3) GARAGE DOOR
  Manufacturer: TBD
  4.6m H x 3m W
- (D4) LOBBY/ENTRANCE DOOR
  Manufacturer: TBD
  Colour: Clear Glass
- (D5) EXIT DOOR
  Manufacturer: TBD
  Colour: TBD

ELEVATIONS | TOWER B4

NORTH ELEVATION_B4
1 : 250
2
008



SOUTH ELEVATION_B4
1 : 250
1
008

MATERIALS LEGEND

- (A) BRICK
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  Colour: TBD
- (B) CURTAIN WALL
  Manufacturer: TBD
  Colour: Clear Glass
- (C) CONCRETE
  Manufacturer: TBD
  Colour: TBD
- (D) BRICK
  Manufacturer: TBD
  Colour: TBD
- (E) SPANDREL PANEL
  Manufacturer: TBD
  Colour: TBD
- (W1) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (W2) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (W3) WINDOW
  Manufacturer: TBD
  Colour: TBD
- (W4) WINDOW
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  Colour: TBD
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  Colour: TBD
- (D2) GARAGE DOOR
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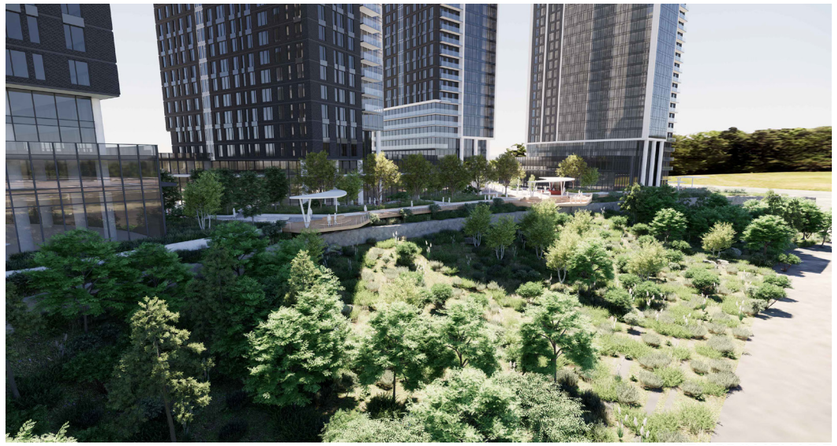
- (D3) GARAGE DOOR
  Manufacturer: TBD
  4.6m H x 3m W
- (D4) LOBBY/ENTRANCE DOOR
  Manufacturer: TBD
  Colour: Clear Glass
- (D5) EXIT DOOR
  Manufacturer: TBD
  Colour: TBD

PERSPECTIVE | EXTERIOR VIEWS

ENTRY PLAZA - WATER ELEMENT



NORTH PROMENADE

MAIN CENTER PLAZA

NORTH PROMENADE

OVERHANG DECK ELEMENT

VIEW FROM WETLAND BUFFER

08

UDRP REPORT

1015 Tweddle Road
Response to UDRP Comments

	UDRP Comment	NEUF Response
Key Recommendations		
1	The Panel appreciates the comprehensive presentation, especially the hand sketches, and acknowledges the thoughtful planning that went into this project.	Noted.
2	The Panel commends the design team and appreciates the “leading with the landscape” approach to the project which prioritizes creating a public realm which has urban aspirations.	Noted.
3	The Panel has concerns regarding the wind conditions on the site.	Many mitigations measures were introduced to improve wind conditions. Measures includes the following: Adding multiples canopies and marquises, enlarging spacing between podiums of B1 and B2, changing location of terraces to create more comfortable seating areas and strategically landscaped area with plantation of evergreens. Please refer to RWDI updated wind study report.
	o To reduce shadow and wind impacts, and to improve the overall visual cohesion of the site, the Panel recommends further sculpting and refining both the tower massing and landscaping of the site.	Massing and Landscaping has been revisited and Shadow and wind studies have been improved. Please refer to architectural and landscape revised brochure.
4	The Panel appreciates the project’s strong landscape integration and recommends further refining the balance between urbanized areas and preserved natural features, in order to achieve an urbanized character along Jeanne d’Arc Boulevard and a more naturalized edge to the Ottawa River side.	Landscape proposal has been completely revisited along Jeanne-d’Arc to address this comment.
5	The Panel advises incorporating childcare, community programming, and essential services on-site to ensure 24-hour activity and to support a complete community serving all age groups.	Flexible commercial spaces are included at ground floor to entertain this program.

	UDRP Comment	NEUF Response
Site Design & Public Realm		
6	The Panel encourages creating a more urbanized and regularized streetscape along Jeanne d’Arc Boulevard with a straight pedestrian path of travel. The public realm along Jeanne d’Arc Boulevard requires further refinements.	Landscape proposal has been completely revisited along Jeanne-d’Arc to address this comment. Please refer to new landscape plan and documentation.
7	The Panel recommends enhancing wind mitigation through architectural treatments and additional vegetation including large, canopy trees, as these will establish a wind break and reduce exposed areas when the trees are in leaf.	Large canopy trees and extensive landscape elements have been incorporated within the project. Architectural element such as marquises and canopy have also been introduced at strategic location to improve wind condition . Distance between buildings podiums of B1 and B2.
8	The Panel appreciates the integration of controlled pathways and pedestrian spaces along the river’s edge, which invites public engagement while managing the river’s edge as a natural feature.	Noted.
9	The Panel strongly recommends addressing the Jeanne d’Arc streetscape and commercial frontage with a more urbanized treatment to better align with the area’s emerging urban context rather than a ‘park-like' approach.	Landscape proposal has been completely revisited along Jeanne-d’Arc to address this comment. Please refer to new landscape plan and documentation.
Sustainability		
10	The Panel supports the water feature at the corner of Jeanne d’Arc Boulevard and Tweddle Road as an important landscape element that enhances sustainability and placemaking.	Noted.
11	The Panel advises further refining and balancing the integration of the natural riverside environment with the urbanized transit-oriented site. Restore the river’s edge to reflect its landscape heritage and strengthen the area’s ecological integrity.	A lot of effort and thinking were included in the last version submitted to optimise the restoration of the river’s edge. Please refer to EIS report by CIMA+.

	UDRP Comment	NEUF Response
12	The Panel recommends mitigating wind impacts through architectural and landscaping modifications. Ensure sustainable solutions are incorporated into the towers massing and site layout.	Please refer to comment above on wind mitigation measures.
Built Form & Architecture		
13	The Panel suggests a paired approach to tower design (B1 and B2, B3 and B4) to improve the site's wind and shadow conditions and provide a more unified architectural expression.	The paired tower approach was well integrated as Tower B1-B2 have been paired together in terms of orientation, architectural expression and exterior treatment. B3 and B4 have been paired similarly. We acknowledge that it creates a better project signature and visual cohesion.
14	The Panel suggests shifting the orientation of tower B2 and B1 to align with each other in their north south axis and shifting B3 and B4 to also align with each other as a pair on the east side, optimizing shadow effects and reducing wind impacts on public spaces.	Combined with the paired approach, the orientation of tower B1 and B2 have been slightly modified to make them parallel. The orientation of tower B3 and B4 have also been slightly modified to make them parallel too.
15	The Panel suggest studying the above paired approach also manifest itself in the exterior tower design.	Architectural expression have been fully treated with the paired approach intention , including detailing and materials combination that are unique to each pair. Please refer to renderings
16	The Panel recommends designing ground-floor units as live/workspaces to foster the potential of a more urban environment, particularly between B3 and B4.	Residentials unit at Ground and Second floor will be design with this criteria.
17	The Panel encourages reducing or rethinking the cantilevered/overhanging tower area, potentially making it a usable space for community or commercial purposes.	
18	The Panel recommends increasing the mix of unit types to meet the needs of various family structures within the development.	The complex already propose a significative number of 2 bedrooms units. A few larger units have been introduced within the podium and the top floors.

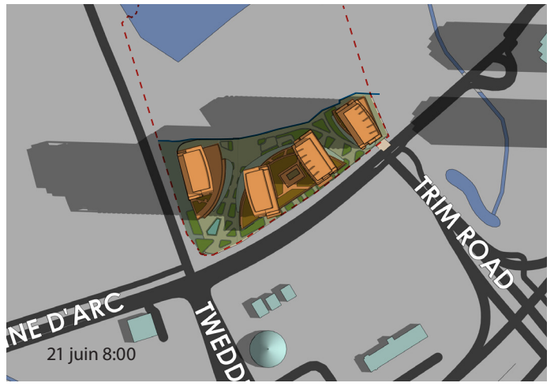
	UDRP Comment	NEUF Response
19	The Panel suggests adding privately owned public space (POPS) or outdoor amenity spaces on the podium sections of the buildings (between levels 2-4) to create community terrace amenity spaces and leverage the viewscape of the river to provide an engaging experience for residents and the community.	Outdoor spaces and green roof will be programmed on the roof of Podium accessible by the 3rd floor.

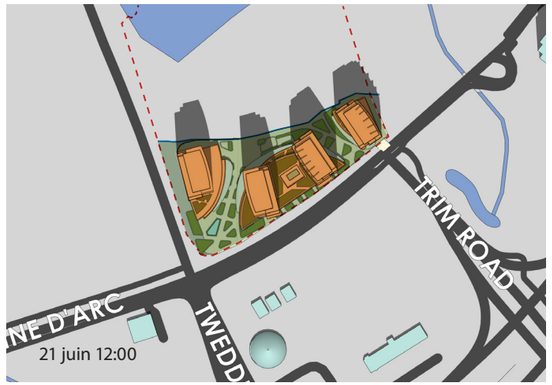
09

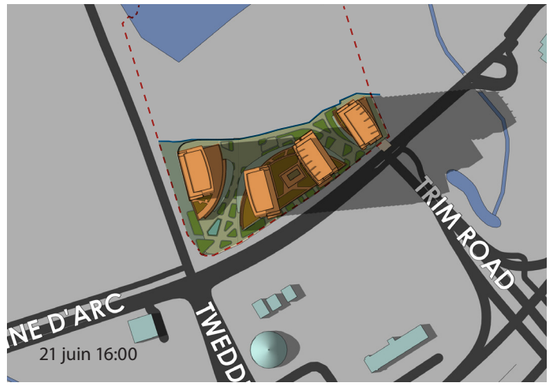
APPENDIX

SUN STUDY | SHADOW ANALYSIS

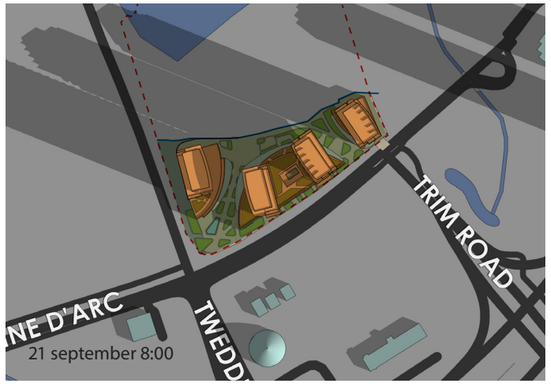
SUMMER SOLSTICE - JUNE

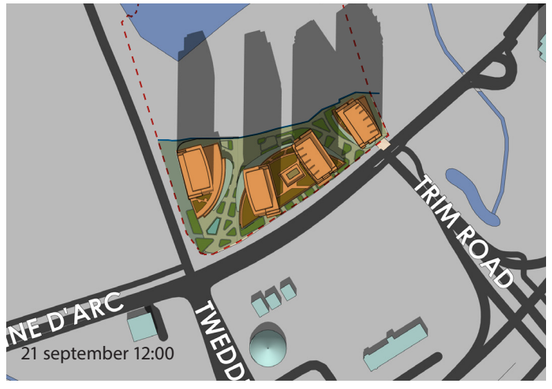


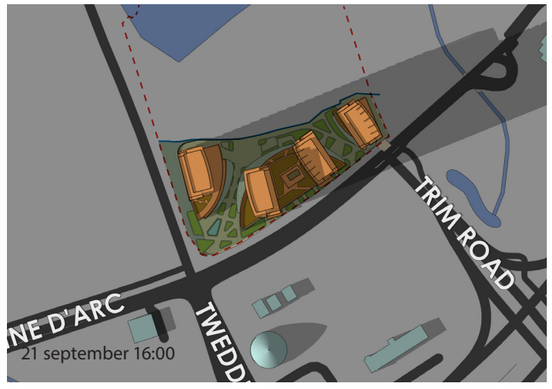




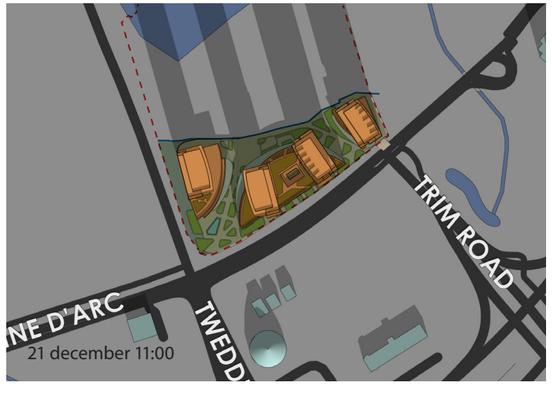
AUTUMN EQUINOX - SEPTEMBER







WINTER SOLSTICE - DECEMBER



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