



466 Tremblay Road and 1440 St. Laurent Boulevard

Urban Design Review Panel (UDRP) Report

UDRP Date: June 5, 2026

August 18, 2025

FOTENN

project1
studio

Prepared for Groupe Oradev Inc.

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Responses to UDRP Comments

UDRP Date: June 5, 2026

Responses to UDRP-issued comments are provided below. The present application submission is for an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBLA). Many of the comments provided by the panel provided feedback on detailed design items that will be further considered at the time of the Site Plan Control (SPC) application and are not anticipated to impact the submitted OPA and ZBLA applications.

No.	Comment	Response
Key Recommendations		
1	The Panel suggests reducing the mid-rise built form from 9 storeys to 6 storeys, to better align with adjacent built form conditions and improve overall site livability.	The site is designated as a Hub Zone 2, and is in close proximity to public transit and a number of existing amenities. This is exactly the type of site that should foster additional density and we have demonstrated that the proposed massing meets angular plane requirements. Reducing the height of the building in order to better align with an existing neighborhood that is zoned to permit much more density is not a direction that we will be taking for this project.
2	The Panel recommends prioritizing public realm quality, landscape space, and residential livability over maximizing built form efficiency.	Noted.
3	The Panel expresses concern that the current proposal results in excessive building massing for the site conditions.	The proposed development meets or exceeds minimum required setbacks as required by the zoning by-law. The subject site is zoned Hub, which anticipates more urban, dense development in comparison to the existing low-rise residential community. Section 4.6.6(7)(c) of the City of Ottawa Official Plan indicates that mid-rise buildings should “be generally proportionate in height to the width of the right of way.” The protected right-of-way (ROW) of Tremblay Road is 26 metres, and the development proposes a maximum proposed height of 28.4 metres, generally similar to the Tremblay Road ROW. Further, the proposed development is located within the 45-degree angular plane when measured from the edge of the low-rise neighbourhood, thereby providing sufficient transition through setbacks and stepbacks.
3(a)	While the panel fully understands the proposal in its current massing form, it notes that the submission lacks any architectural design. Understanding the proposed character of the design submission is always recommended.	Acknowledged, the architectural detail, including materiality and colour palette, will be investigated when the Site Plan Control application is submitted.

No.	Comment	Response
4	The Panel suggests reducing the mid-rise built form from 9 storeys to 6 storeys, to better align with adjacent built form conditions and improve overall site livability.	The proposed development is consistent with the Provincial Planning Statement (PPS), which encourages transit-oriented development (TOD). The proposed development will assist the city in achieving its provincially-mandated density targets for the St. Laurent Protected Major Transit Station Area (PMTSA). The proposed OPA will also continue to provide a transition in building heights from the subject site as a mid-rise building and the adjacent property to the east, which is designated and zoned for high-rise buildings. The site's built form has been carefully considered to ensure that it is fully within the 45-degree angular plane to mitigate concerns related to privacy and overlook into the adjacent low-rise residential neighbourhood.
5	The Panel recommends prioritizing public realm quality, landscape space, and residential livability over maximizing built form efficiency.	Acknowledged, the proposed development has been designed with residential liveability, including but not limited to: providing units with access to sun and, in some cases, private amenity spaces with balconies and terraces proposed, as well as rooftop communal amenity space. Landscaping is anticipated not only at grade but also on the rooftop to provide a high-quality, urban amenity space. As described in the Planning Rationale, an amendment to the Secondary Plan is proposed to enshrine the proposed re-alignment of Tremblay Road, which will further enhance the public realm.
6	The Panel supports the three-building option that provides a stronger and more flexible basis for further development. This configuration is seen to offer improved opportunities for light penetration and better separation between building masses.	Noted, this option was explored in preliminary massing studies. However, this is not a direction that we will be pursuing for this project.
Site Design & Public Realm		
7	The Panel recommends exploring opportunities to reduce the impact of vehicular infrastructure, including ramping and loading configurations, particularly in proximity to Building B to increase the amount of contiguous, usable green space on the site.	We understand and appreciate the desire for increased soft landscaping. Nonetheless, there are practical realities that need to be addressed, such as the ability to enter the building in a location that is functional for residents. That said, we will continue to explore options, including the potential to cover as much of the parking ramp as possible.
8	The Panel emphasizes the importance of creating functional and well-designed landscape areas that support everyday residential use, including opportunities for seating, informal gathering, play areas, and tree planting.	The ground plane is not the only location that is available to residents for outdoor activities. The proposed project includes extensive roof-top terraces that include amenity lounges which can be used all year round. It is also worth noting that the site borders a green space to the south east, allowing additional opportunities for outdoor enjoyment.

No.	Comment	Response
9	The Panel encourages further refinement of building entrances and resident arrival sequences. Greater attention should be given to creating welcoming entry experiences and minimizing the visual prominence of service functions such as waste and garbage rooms.	Noted, and this will be considered as the design continues to be refined.
10	The Panel also notes that if the east-side street is realized, it would significantly improve site organization.	Agreed.
10(a)	Benefits would include improved servicing access, more room to maneuver, improved natural light for residential units, better integration of underground parking, enhanced landscape buffering, and clearer definition of public and private realm transitions.	We completely agree and hope that this ultimately becomes the reality of the surrounding context.
10(b)	The Panel suggests that providing more breathing room along Tremblay Road would benefit the public realm conditions of the street.	The minimum front yard setback is 0 to 1.5 metres. While providing more room along Tremblay frontage may benefit the public realm, we feel that we are already providing a generous front yard setback that will enhance the street scape and pedestrian experience.
11	The Panel further encourages increased tree planting and stronger landscape structure throughout the site, particularly in rear and peripheral areas, to improve long-term environmental performance and residential amenity	Noted.
Sustainability		
12	The Panel notes that sustainability considerations should be more fully integrated into the overall site design strategy rather than treated as a separate technical exercise.	While we understand where these comments are coming from, there is a suggestion here that the only way to increase the sustainability of the project is to reduce lot coverage and offer more strategies at grade. We would argue that the reflective roofing treatment will offer significant reduce the heat island effect. In fact there is potential for community gardens for the residents on these roof terraces. The storm-water management approach will see flow restrictions on the roof drains and will likely result in a reduction in the flow rate from the site into city services from the current conditions. Finally, the creation of 560 units in close proximity to public transit and active transportation networks will have as significant impact over these same units being created in more suburban locations.
12(a)	Key opportunities include increasing the extent and quality of landscaped areas, enhancing tree canopy coverage, and improving soil volumes to support long-term planting success	

No.	Comment	Response
13	The Panel also encourages exploration of stormwater management strategies within the landscape design	Stormwater management strategies that are part of a landscape design are not feasible for an urban site in proximity to public transit.
Built Form & Architecture		
14	The Panel expresses concern regarding the overall scale and continuity of the proposed built form, particularly the extended building lengths and uniform nine-storey massing.	Noted, future design of the project will focus on using architectural elements to reduce the impression of the mass of the proposed development.
15	The Panel notes that building lengths of approximately 90 metres are uncommon in comparable mid-rise residential developments in the City and recommends exploring strategies to reduce perceived scale through further articulation and modulation.	Noted, further design options to be explored at SPC application stage.
16	The Panel recommends exploring a three-building configuration with lower building heights, potentially in the range of six storeys, to create a more balanced relationship between density, open space, and resident livability.	Please see the response to Comment #6.
17	The Panel suggests that greater differentiation be introduced within the massing, including potential breaks in building form, changes in volume, and improved treatment of entrances and corner conditions.	Noted, and this will become better articulated as the design is refined.
18	The Panel also notes that the interface between residential units and servicing elements, including parking ramps, requires further refinement to ensure these adjacencies do not negatively impact the liveability of adjacent units.	We will continue to develop this aspect of the design, however we are not concerned with the liveability of any of the suites shown in the project. Please see also the response to Comment #5.
19	While there is no design to comment on, the Panel suggests simplifying the façade approach and reducing horizontal emphasis shown by the applied balconies. Greater use of vertical articulation is encouraged in order to better organize the elevation and reduce the perceived length of the building.	We will take these comments into consideration; however, we feel that vertical articulation will only increase the monolithic feel of the massing and will also increase the impression of the building's height. Likely the solution will be a strategy where the massing is cut into a series of volumes, with a few façade treatments being employed.
20	The Panel supports further study of roofline variation and upper storey stepping to reduce bulk and improve the relationship of the building to the sky.	Noted.

2.0 Conclusion

5

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



Ryan Koolwine, M. Arch, OAA
Principal

Appendix A

Submission Materials to UDRP

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		Applicant Project Summary Sheet		Urban Design Review Panel	
Applicant Name		Rohit Communities Inc.			
Panel meeting date		June 5, 2026			
Project address		466 Tremblay Road and 1440 St. Laurent Boulevard			
Date of panel pre-consult [if applicable]					
Project Data					
Application Type [e.g. Site Plan, Re-zoning]		OPA and ZBLA			
Proposed use [e.g. Office, Residential]		Residential			
Policy and guideline documents examined in preparing proposal [please list <u>specific</u> guidelines examined]					
- City of Ottawa Official Plan (2022); - Inner East Lines 1 and 3 Stations Secondary Plan (2022); - City of Ottawa Comprehensive Zoning By-law (2008-250); - City of Ottawa Comprehensive Zoning By-law (2026-50), approved but not yet in full force and effect; - Draft Urban Design Guidelines for Mid-Rise Buildings (2026), not yet approved by City Council; - Transit-Oriented Development (TOD) Plans - Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair (2014); and - Bird Safe Design Guidelines (2020).					
Brief description of adjacent uses					
The site is located in the Eastway Gardens community. Currently, the community is characterised by a low-rise residential subdivision with similar lot sizes and housing types varying between townhouse dwellings and single-detached dwelling units. Immediately to the east, 599 Tremblay Road, are lands owned by the federal government. Development applications were submitted to redevelop the site. A Draft Plan of Subdivision has been prepared; however, the federal government cancelled the project. Its current status is unknown. The subject site is located directly south of Highway 417, between the Trainyards Shopping Centre, the St. Laurent Shopping Centre, and the Ottawa Train Station and Tremblay Station. The subject site is located within the Transit Oriented Development (TOD) area of St. Laurent Station.					


Existing zoning [with brief explanation]

The site is currently zoned "Transit Oriented Development, Subzone 1, Urban Exception 1993" (TD1[1993]) under the 2008-250 Zoning By-law. The site is proposed to be zoned "Hub 2, Subzone F, Urban Exception 1993, Height Limit 20 metres" (H2F[1993] H(20)) under the 2026-250 Zoning By-law.

Both the current and future zoning by-laws permit a range of non-residential uses. The current zoning by-law permits mid-rise apartment buildings, while the new zoning by-law is form-based. Both zoning by-laws have a maximum permitted building height of 20 metres, which permit a mid-rise building of approximately 6 storeys. The Secondary Plan permits heights of up to 6 storeys. Therefore, an OPA and ZBLA will be required to permit the proposed 9-storey apartment buildings.

Zoning / Site Plan Details [complete relevant sections]

Permitted height and/or permitted density		Proposed height and/or proposed density			
20 m and 6 storeys		27 m and 9 storeys			
Permitted Setbacks	Front yard	3 m	Front yard	3m	
	Side yard	3m (west), 0m (east)	Proposed Setbacks	Side yard	3m (west and east)
	Rear yard	No minimum	Rear yard	3m	
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: not req, Vis: 0.1 per dwelling unit less first 12		Res: 198, rate of 0.4; Vis: 14, rate of 0.02 (less first 12)			

If certain zoning provisions cannot be met, please explain why

Please see additional attachment

466 Tremblay Road and 1440 St. Laurent Boulevard
UDRP Project Summary Sheet – Supplemental Information
Preliminary Relief Sought from Zoning Provisions

May 21, 2026

“If certain zoning provisions cannot be met, please explain why:”

Provision	ZBL	Rationale
Min. building height	2026-50	27 m is provided, whereas 20 m is required. The building height is proposed within the Mid-Rise building typology. The increased height will provide a more gradual transition to 599 Tremblay Rd to the east, which has a maximum permitted height of 30 storeys.
	2008-250	
Min. building setback for the portion of the building above the 6th storey	2008-250 only	A consistent 3m interior side yard setback is provided for both the west and east property lines. The current zoning by-law also requires a 12-metre building setbacks above the 6th storey, listed in the required minimum interior side yard setback provision (s. 195(d)(iv)). At 6th storey, a 6-m setback to the west and no setback to the east is provided, whereas 12m is required. At 8th storey: a 12.9-m setback is provided to the west and no setback to the east is provided, whereas 12m is required. This provision was not carried over into the 2026-50 ZBL.
Min. ground floor height, 1st storey	2026-50 only	3m provided, 4m required, as this is a fully residential building, and increased ground floor height is not generally necessary. This would also otherwise increase the total building height to 28 metres, which was not seen as being desirable.
Min. percentage of ground floor glazing	2026-50 only	The exact amount is to be determined, but the provided percentage expected to be lower than the required 40%. This provision is generally intended for commercial or mixed-use buildings where the ground floor is a non-residential use. This level of glazing is not generally provided for residential development
Min. distance between 2 buildings on 1 lot > 6 storeys	2008-250 only	16 m is provided, whereas 24 m is required. This is in addition to the 3-metre building setbacks in the PUD provisions, and was not carried over in the new zoning by-law. We generally anticipate tower setbacks for portions of a building 10 storeys and above. Nonetheless, the 16 metres provides enough space between the two buildings to ensure that future residents' windows are not too close to one another, mitigating concerns related to privacy and overlook.
Min. soft landscaped buffer abutting N-zone lands	2026-50 only	A soft landscaped buffer of 0.15 m to 3m is provided abutting the lot line adjacent to N-zoned lands, whereas consistent 3m is required. Hard landscaping of 1.8 m to provide a pedestrian path is provided. The pedestrian path is required to provide an egress pathway, as the drive aisle is required for the emergency access route; therefore, a dedicated pedestrian pathway is required for egress.

466 Tremblay Rd and 1440 St. Laurent Blvd

Urban Design Brief
May 2026

PROJECT DESCRIPTION

01

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

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

The project includes the removal of the surface parking lot and all of the resident parking will be provided below grade. While the project will be providing sufficient parking for the residents, it also promotes active modes of transportation. There will be a generous amount of bicycle parking, along with repair stations for the servicing of bikes. In addition, the project is well positioned for linking to existing cycling infrastructure. Perhaps more importantly, the project is located a short, 450-metre and six-minute walk to the St-Laurent LRT station offering quick and convenient access to public transit. A weather-protected path provides a connection to St-Laurent Station running underneath Highway 417. The entrance to the path is located immediately north of the site.

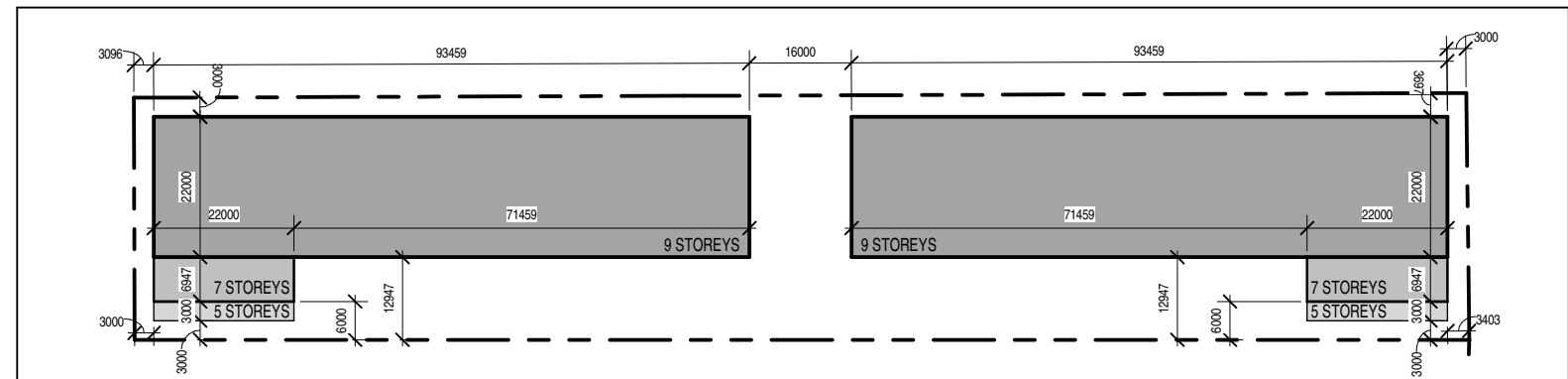
We feel that this project offers an important infusion of residential density in a neighborhood that will be undergoing significant transition in the coming years. It will offer a mix of unit types, it provides close access to public transit, it is in close proximity to amenities, and it promotes active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

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

Project Statistics

Urban Design Brief - 466 Tremblay Road

SITE STATISTICS		
Current Zoning Designation:	TD1[1993] / H2F[1993] H(20)	
Lot Width:	37.4m	
Total Lot Area:	8010.2m²	
Average Existing Grade:	68.21m	
Lot Coverage:	56.8%	
Proposed Development - Two 9-Storey Mid-Rise Apartment Buildings		
No. of units Building A (North) 248 units, Building B (South) 251 units, Total No. of units: 499		
Zoning Mechanism	Required	Provided
Minimum Lot Width <i>902(b)</i>	No Minimum	37.4m
Minimum Lot Area <i>902(a)</i>	No Minimum	8010.2m²
Min. Front Yard Setback <i>Table 195(iv)</i>	3m <i>for a residential use building</i>	3m
Min. Interior Side Yard Setback <i>Table 902 & Table 195</i>	3m abutting residential zone (West) <i>[902(c)(i)]</i> Otherwise no minimum	3m 3m
Min. Building Setbacks Above 6 th Storey <i>Table 195(d)(iv)</i>	12m setback	At 6 th storey: 6m (west) and no setback (east) At 8 th storey: 12.9 m (west) and no setback (east)
Min. Rear Yard Setback <i>Table 902(e)(iii)</i>	No Minimum	3m
Maximum Building Height <i>Section 902-6(5)</i>	20m	27m
Minimum Storey Height of Ground Floor <i>Section 902(2)</i>	4m <i>for mid- and high-rise buildings</i>	3m
Minimum Glazing of Ground Floor Facade <i>Section 902(3)(c)</i>	XX% <i>40% measured from the average grade up to a height of 4 m</i>	TBD
Minimum Distance Between Two Buildings on Lot <i>Section 195(7)</i>	24m <i>for that part of the buildings greater than 6 storeys</i>	16m
Parking Space Rates (Residents) <i>Section 602 (Sch. A3 - Area A)</i>	499 Spaces <i>Maximum 1 per dwelling unit</i>	198 Spaces
Minimum Visitor Parking Rates <i>Section 603 (Sch. A3 - Area A)</i>	0 Spaces <i>Section 603(2)</i>	14 Spaces
Bicycle Parking Rates (Residents) <i>Table 111A (Sch. 1 - Area B)</i>	250 Spaces <i>0.5 spaces / unit for 499 units[111A(b)(i)]</i>	284 Spaces
Total Amenity Area <i>Section 208(1)</i>	2994m² <i>6m² / unit for 499 units</i>	2995.41m²
Communal Amenity Area <i>Section 208(6)(a)</i>	1497m² <i>Min. 50% of Total Amenity Area</i>	1628.83m²
Min. Soft Landscape Buffer Abutting N-zones <i>902(6)</i>	3m, or 1m <i>where an opaque screen of min. 1.5m in height is provided Section [902(6)(a)]</i>	0.15m - 3m



UNIT COUNT BUILDING A - NORTH											
NAME	LVL 01	LVL 02	LVL 03	LVL 04	LVL 05	LVL 06	LVL 07	LVL 08	LVL 09	TOTAL COUNT	PERCENTAGE
1-BED	0	6	4	4	4	5	5	5	5	38	15%
1-BED + DEN	16	18	20	20	20	20	20	18	18	170	69%
2-BED	5	4	5	5	5	4	4	4	4	40	16%
TOTAL	21	28	29	29	29	29	29	27	27	248	100%

UNIT COUNT BUILDING B - SOUTH											
NAME	LVL 01	LVL 02	LVL 03	LVL 04	LVL 05	LVL 06	LVL 07	LVL 08	LVL 09	TOTAL COUNT	PERCENTAGE
1-BED	0	4	4	4	4	5	5	5	5	36	14%
1-BED ± DEN	16	20	20	20	20	20	20	18	18	172	69%
2-BED	7	5	5	5	5	4	4	4	4	43	17%
TOTAL	23	29	29	29	29	29	29	27	27	251	100%

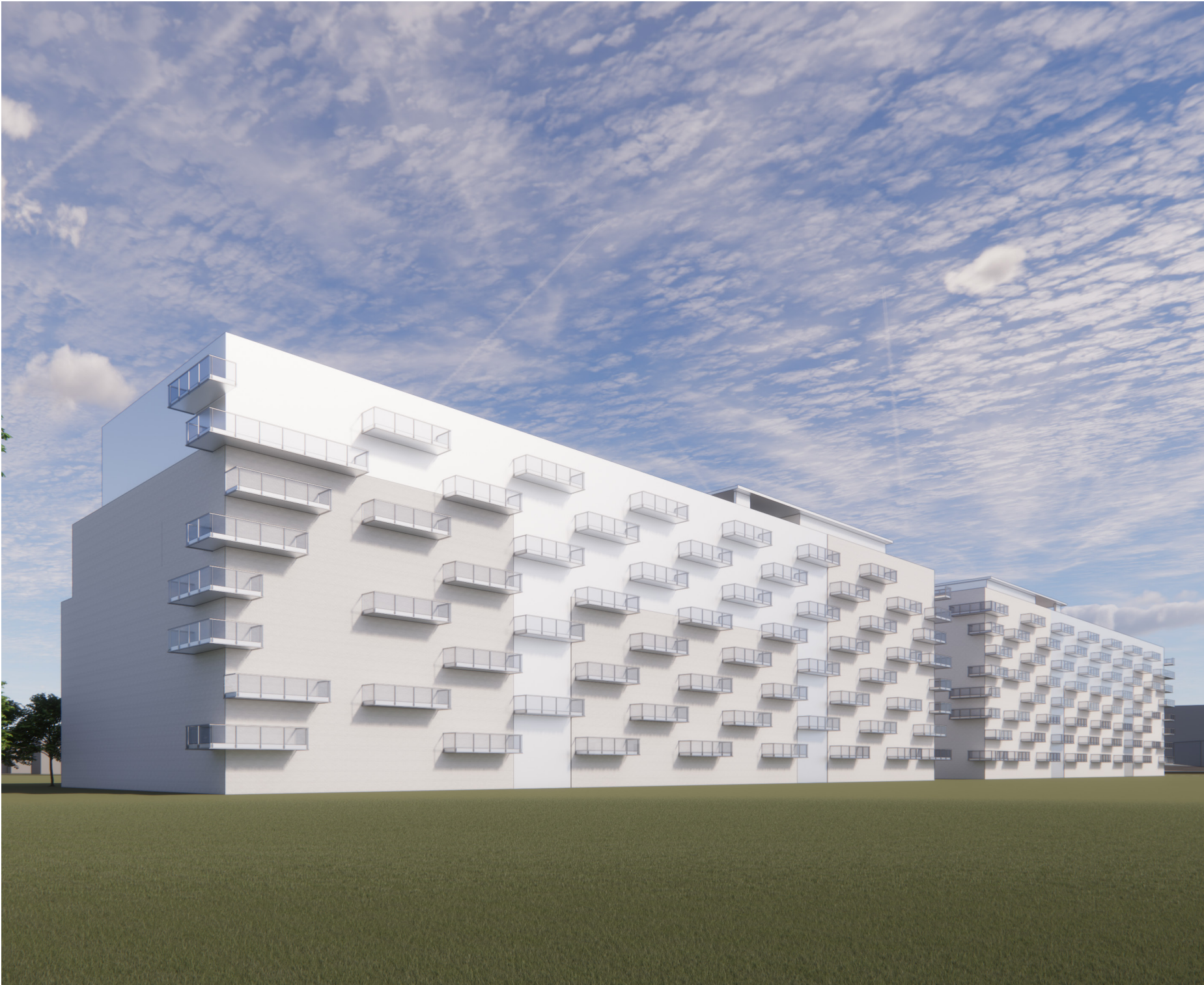
GROSS FLOOR AREA (CITY OF OTTAWA)		
LEVEL	AREA	AREA (SF)
BUILDING A		
LEVEL 01	1528.01 m ²	16447 SF
LEVEL 02	1839.24 m ²	19797 SF
LEVEL 03	2001.48 m ²	21544 SF
LEVEL 04	2001.48 m ²	21544 SF
LEVEL 05	2001.48 m ²	21544 SF
LEVEL 06	1937.58 m ²	20856 SF
LEVEL 07	1937.58 m ²	20856 SF
LEVEL 08	1839.52 m ²	19800 SF
LEVEL 09	1839.52 m ²	19800 SF
	16925.87 m ²	182189 SF
BUILDING B		
LEVEL 01	1750.15 m ²	18838 SF
LEVEL 02	2001.48 m ²	21544 SF
LEVEL 03	2001.48 m ²	21544 SF
LEVEL 04	2001.48 m ²	21544 SF
LEVEL 05	2001.48 m ²	21544 SF
LEVEL 06	1937.58 m ²	20856 SF
LEVEL 07	1937.58 m ²	20856 SF
LEVEL 08	1839.52 m ²	19800 SF
LEVEL 09	1839.52 m ²	19800 SF
	17310.24 m ²	186326 SF
TOTAL	34236.11 m ²	368514 SF

AMENITY SCH. (PRIVATE)			
LEVEL	NAME	AREA	AREA (SF)
LEVEL 02	PVT BALCONY	151.89 m²	1635 SF
LEVEL 03	PVT BALCONY	141.60 m²	1524 SF
LEVEL 04	PVT BALCONY	151.61 m²	1632 SF
LEVEL 05	PVT BALCONY	150.60 m²	1621 SF
LEVEL 06	PVT BALCONY	208.23 m²	2241 SF
LEVEL 07	PVT BALCONY	132.75 m²	1429 SF
LEVEL 08	PVT BALCONY	274.77 m²	2958 SF
LEVEL 09	PVT BALCONY	155.13 m²	1670 SF
TOTAL		1366.58 m²	14710 SF

AMENITY SCH. (COMMUNAL)			
LEVEL	NAME	AREA	AREA (SF)
PENTHOUSE	AMENITY LOUNGE	266.72 m²	2871 SF
PENTHOUSE	AMENITY LOUNGE	266.72 m²	2871 SF
PENTHOUSE	OUTDOOR AMENITY TERRACE	547.42 m²	5892 SF
PENTHOUSE	OUTDOOR AMENITY TERRACE	547.96 m²	5898 SF
TOTAL		1628.83 m²	17533 SF

PARKING SCH. (VEHICLE)	
TYPE	COUNT
LEVEL P1	
RESIDENT	191
TYPE A - BF	3
TYPE B - BF	4
	198
GRADE	
VISITOR	14
	14
TOTAL	212

PARKING SCH. (BICYCLE)	
LEVEL	COUNT
LEVEL P1	192
GRADE	16
LEVEL 01	76
TOTAL	284



VIEW FROM SOUTH-EAST

May 2026



VIEW FROM TREMBLAY ROAD



VIEW FROM TREMBLAY ROAD

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

DESIGN DIRECTIVES

02

Pre-Application Consultation Comments

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

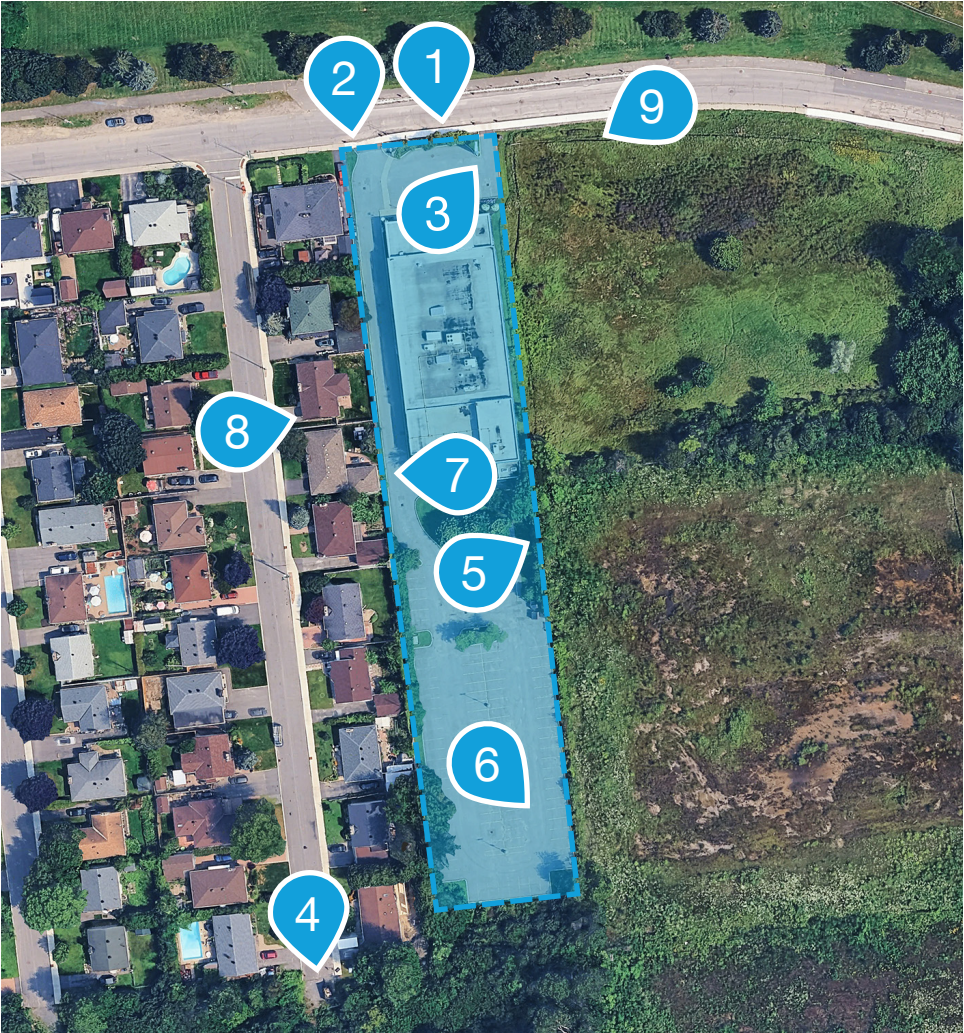
No.	Comment	Response
1	Urban Design	
	General	
11	An Urban Design Brief is required. Please see attached the customized Terms of Reference to guide the preparation. a. The Urban Design Brief should be structured by generally following the headings highlighted under Section 3 – Contents of these Terms of Reference.	This Urban Design Brief has been prepared. Structure follows the Terms of Reference.
12	The site is located within a Design Priority Area, as such, a visit to the Urban Design Review Panel (UDRP), and a UDRP Report is required as part of a complete submission.	Noted.
13	Additional drawings and studies are required as shown on the SPIL. Please follow the terms of references (Planning application submission information and materials City of Ottawa) to prepare these drawings and studies. These include: a. Site Plan. b. Landscape Plan. c. Building Elevations (Conceptual). d. Shadow Study (Recommended).	Noted.
Preliminary Design Comments:		
14	Given the unique attributes of the site, the comments below have been structured based on two scenarios, one with the new public road on the Canada Lands property, and one without. Staff understand that there have been no formal discussions with Canada Lands to date and would encourage they take place, especially since the Applicant is working closely with them on other projects within the City. I am happy to review the request for UDRP once we have more information on the public road.	Noted.

No.	Comment	Response
15	With the new public road, as shown on the concept plan. Subject to registration of the approved Draft Plan of Subdivision or a formal commitment from Canada Lands, Urban Design staff: a. Are generally supportive of an increase in building height from 6 to 9 storeys. b. Would request the applicant explore a building stepback above the 6th level for building frontages along public roads. c. Would be looking for active frontage along public roads in the form of grade-related commercial, ground floor amenity, and/or ground floor residential units with individual entrances. d. Appreciate the increased setback to the stable low-rise residential neighborhood and support back of house functions occurring internal to the property.	As noted in the comment, Canada Lands has a Draft Plan of of Subdivision for 599 Tremblay Road to the east, and includes a road immediately to the east. However, as this has not yet been registered, we will be proceeding under the assumption that this proposed road layout may or may not proceed as described. Therefore, we have responded more fully to comment #16, below.
16	Without the new public road: a. The site has limited frontage along Tremblay Road which results in two very deep interior side yard conditions. The interior side yard setback along the eastern property line should be increased. b. The Applicant will need to provide a built form response that provides a reasonable transition to the stable low-rise community while still protecting for natural light for principle windows into units on critical building faces. Urban Design staff have concerns related to the proposed height increase relative to both these points. c. Staff may have additional comments once the concept plan has been updated.	a. The interior side yard on the west side respects angular plane requirements, therefore we feel that the setback shown is justified. We are also demonstrating that the drive aisle and exterior pathways are functional, so while the site configuration is tight, we don't think that it needs to be increased given that this submission is for an official plan amendment and Zoning By-Law amendment and not a site plan control submission. b. Please see the massing studies that are included in the Urban Design Brief that demonstrates that the proposed building offers adequate transition to the west and meets the angular plane requirements. c. Noted

SITE, CONTEXT, AND ANALYSIS

03

Photographs of Existing Site Conditions



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

Subject Site

The subject site, municipally known as 466 Tremblay Road and 1440 St. Laurent Boulevard, is located in the City of Ottawa immediately south of Highway 417 and west of St. Laurent Boulevard. The site is characterized by its proximity to major transportation corridors, transit infrastructure, and surrounding commercial and employment areas, including the St. Laurent Shopping Centre and Trainyards district.

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





Perspective from Google Earth

Regional Context

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

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

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

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

Perspective Images to and From the Site



Tremblay Road

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

Belfast Road

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



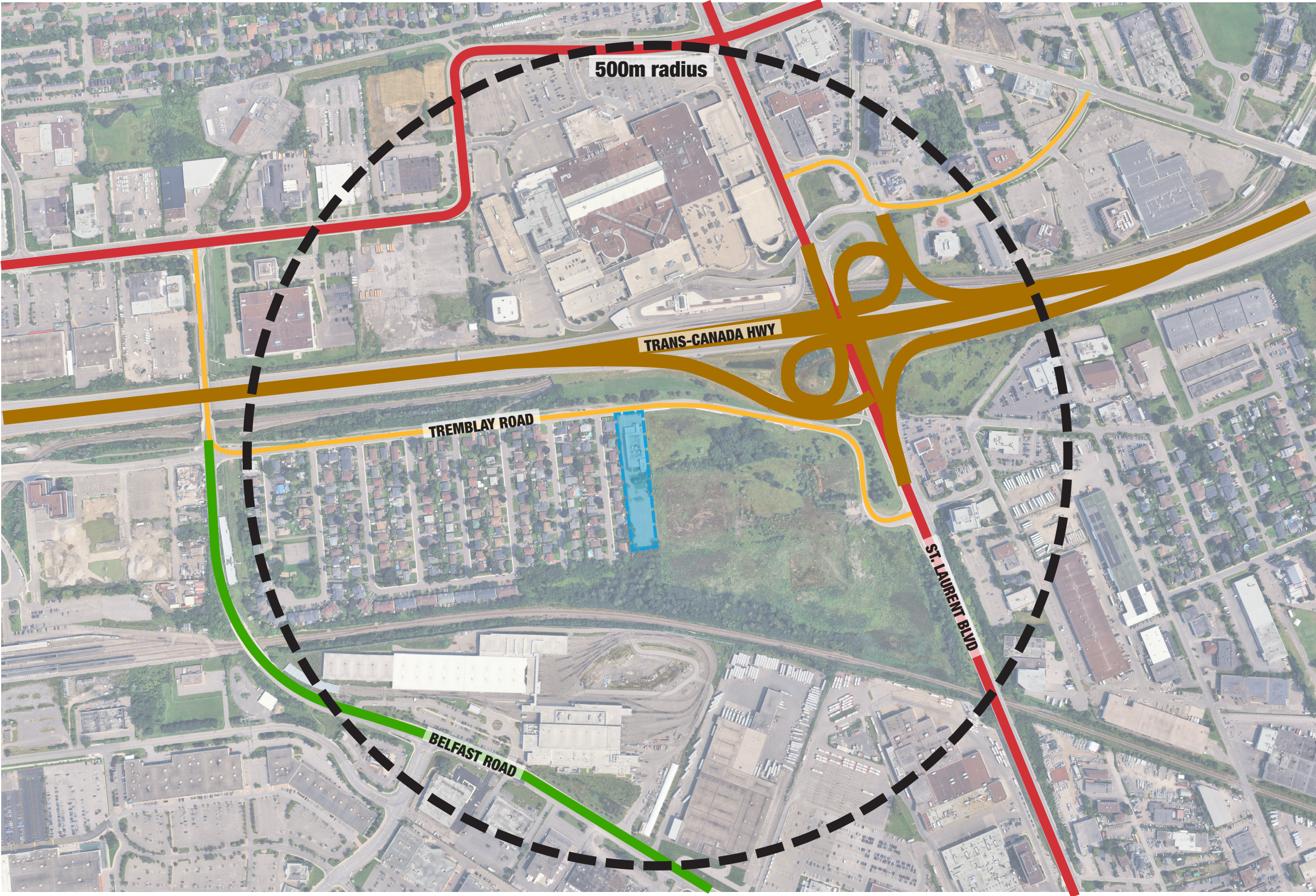
Highway 417

Trans-Canada Highway

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

St. Laurent Boulevard

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



Road Network

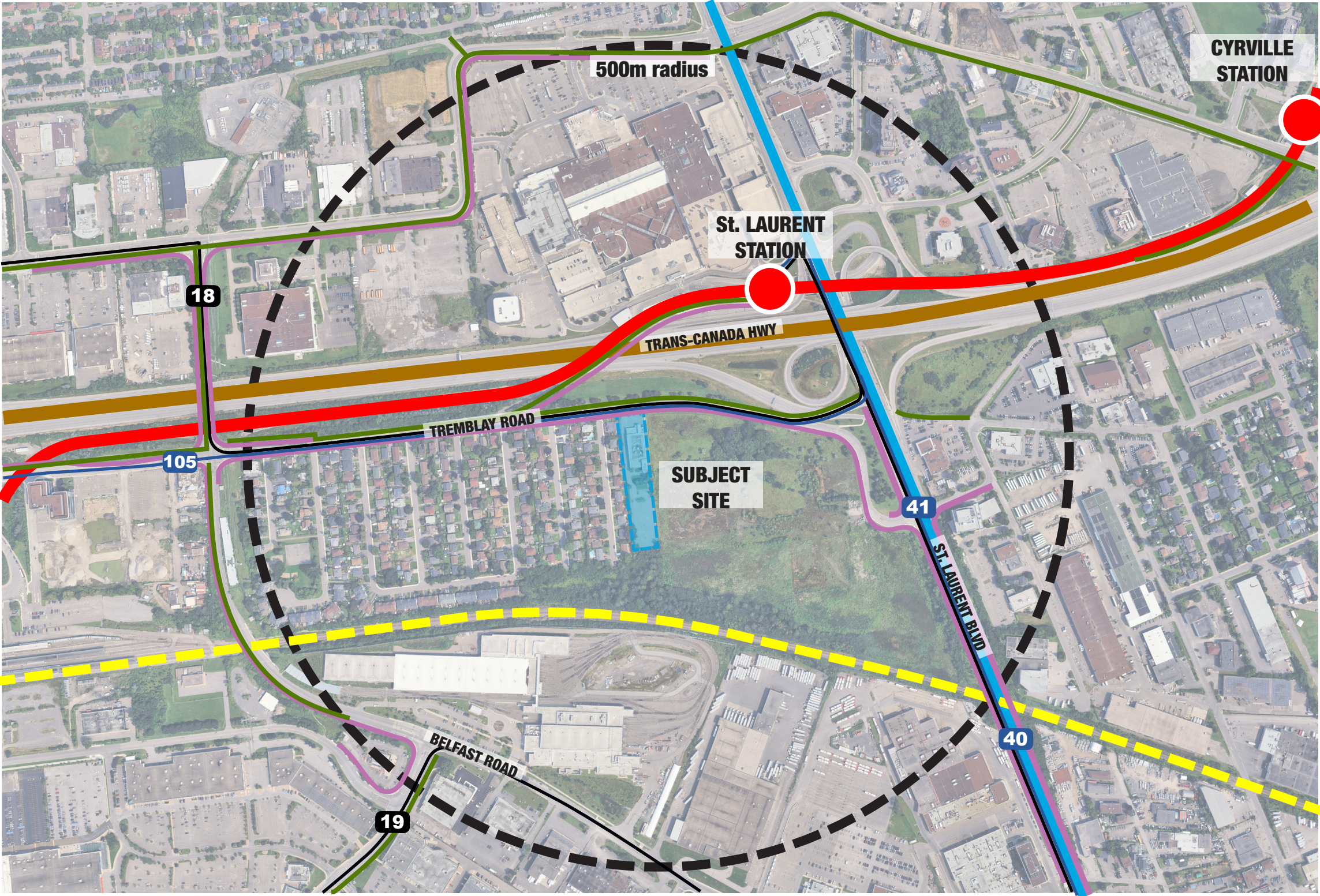
The subject site is well connected to Ottawa’s broader urban road network and benefits from direct access to key transportation corridors. As identified in Schedule C4 – Urban Road Network of the City of Ottawa Official Plan, the site fronts onto Tremblay Road, identified as a Major Collector Road, and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

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

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

-  Subject Site
-  Provincial Highway - Existing
-  Arterial Road - Existing
-  Major Collector Road - Existing
-  Collector Road - Existing

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



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

Transit Network

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

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

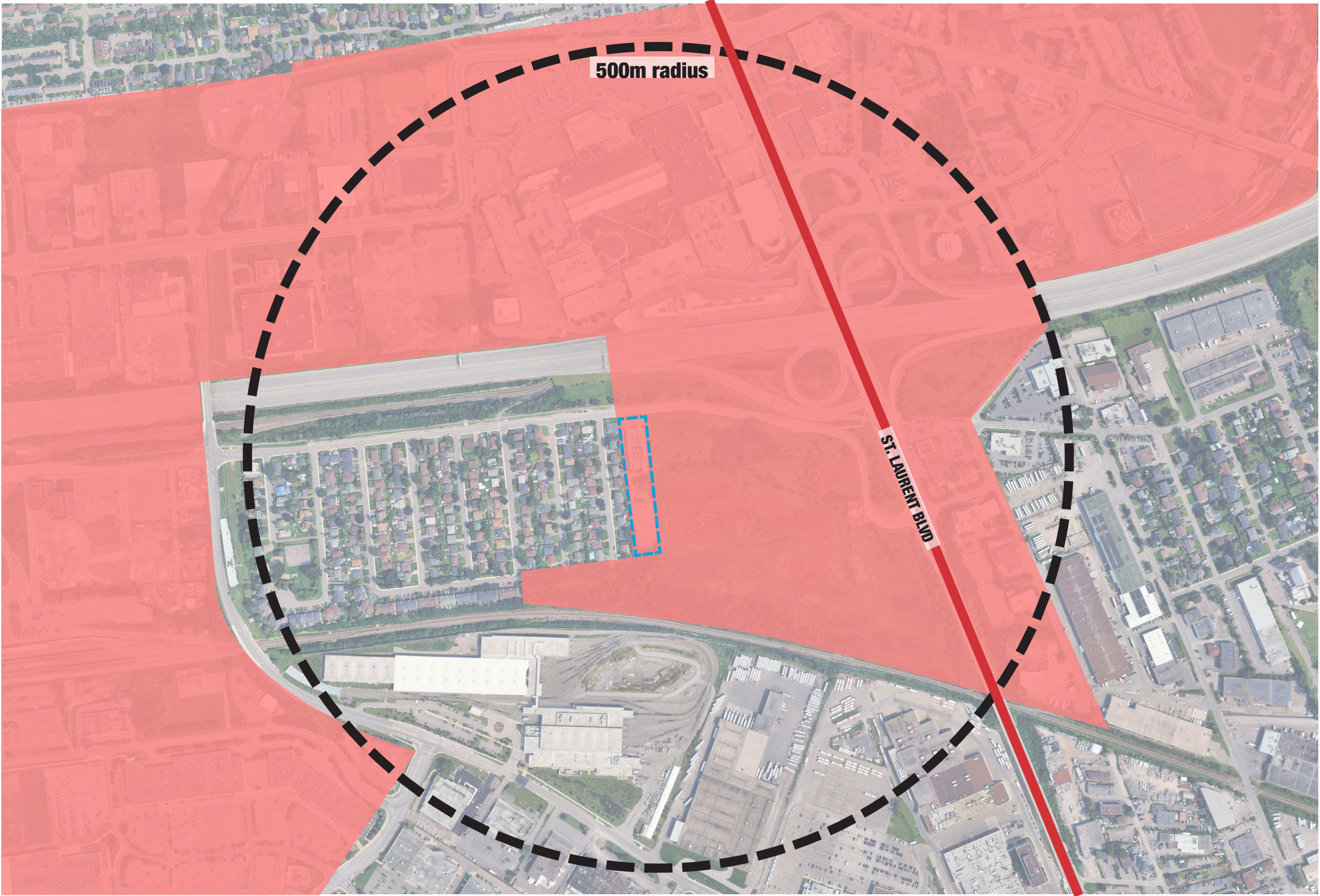
Active Transportation

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

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

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

Design Priority Area



Design Priority Areas

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

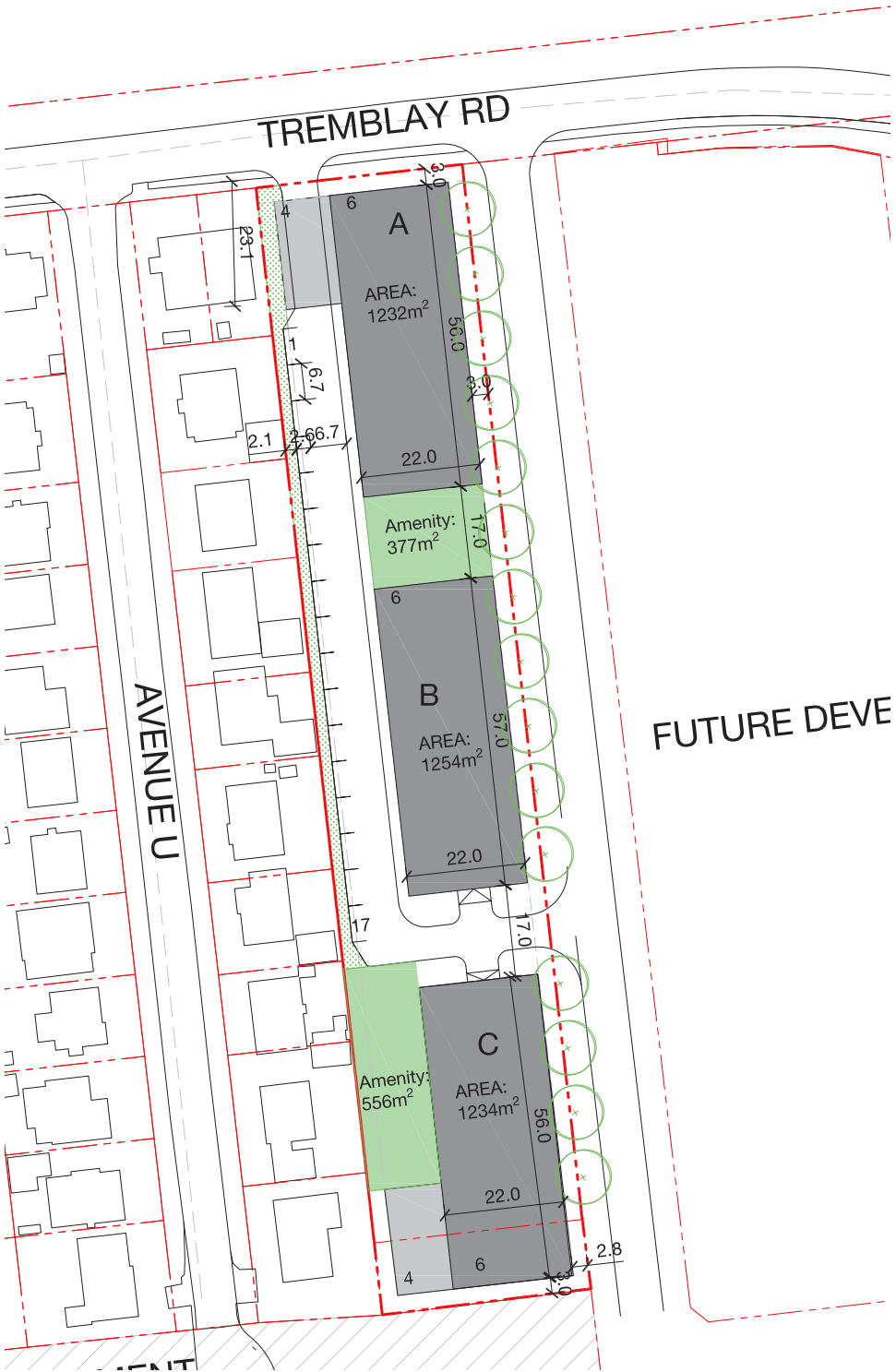
Design Priority Areas are locations where a higher standard of urban design is required and where development is expected to make a strong, positive contribution to the city's image, streetscape, and sense of place. These areas include locations such as main streets, arterial roads, gateways, and areas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

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

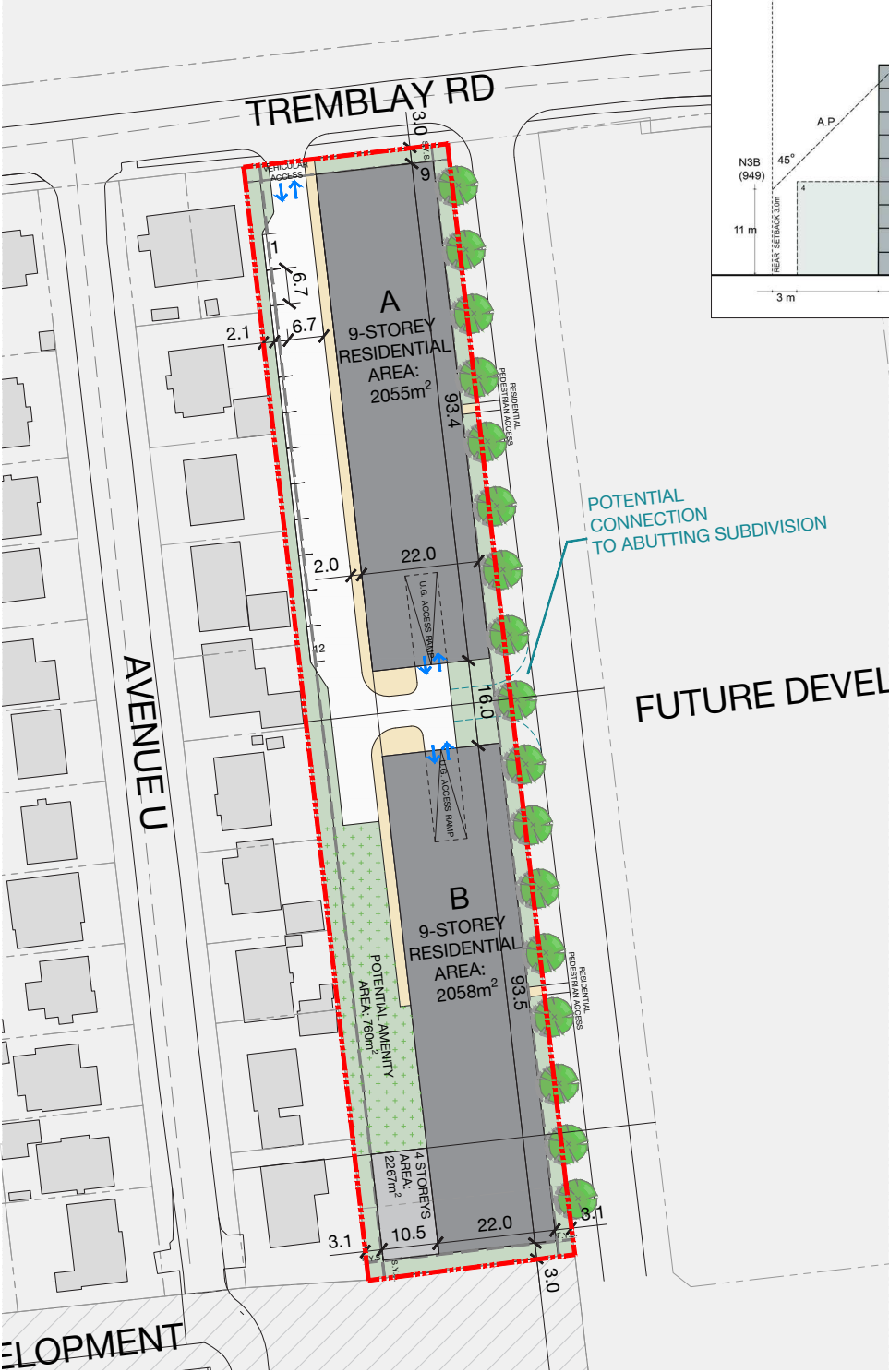
-  Subject Site
-  Corridor - Mainstreet within Design Priority Area
-  Design Priority Area

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

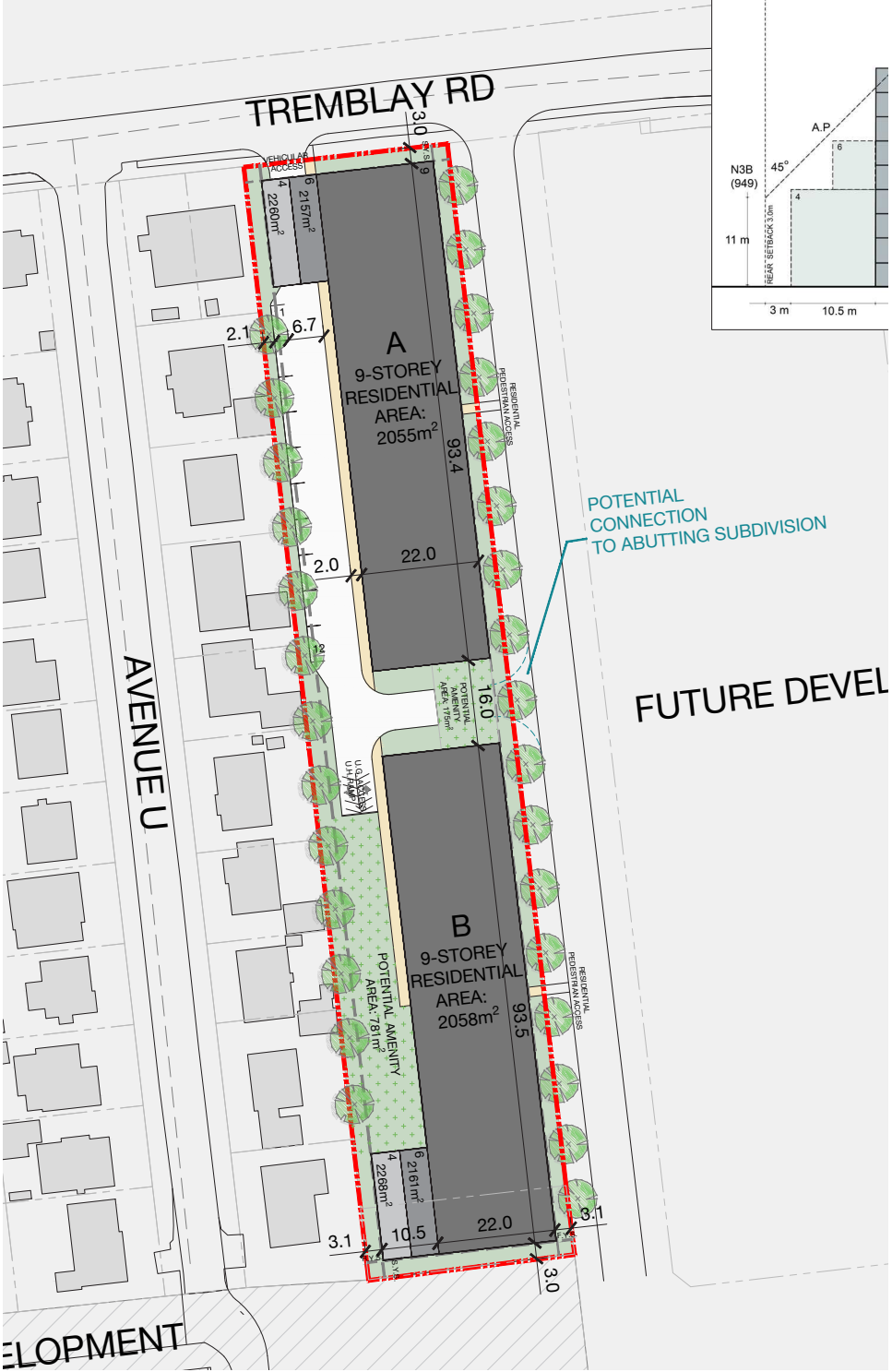
Alternative Site Plan Options



Option 1



Option 2



Preferred Option

Proposed Development in Existing Context



 Proposed Development

Proposed Development in Existing Context



Proposed Development

Proposed Development in Existing Context



Proposed Development in Existing Context



Proposed Development

Proposed Development in Planned Context

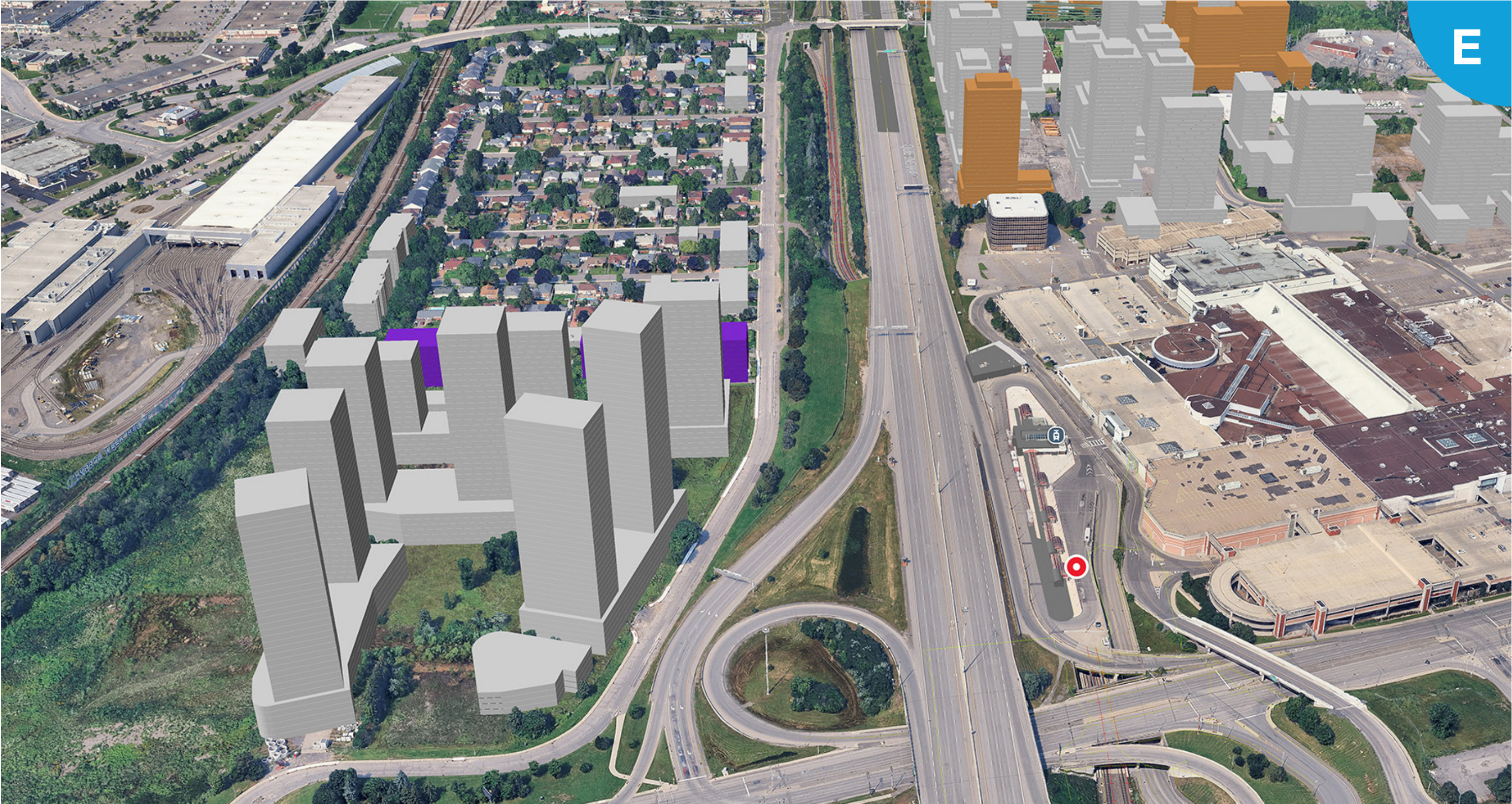


Proposed Development

Planned Massing Context

Development Applications Submitted to the City

Proposed Development in Planned Context



Proposed Development

Planned Massing Context

Development Applications Submitted to the City

Proposed Development in Planned Context

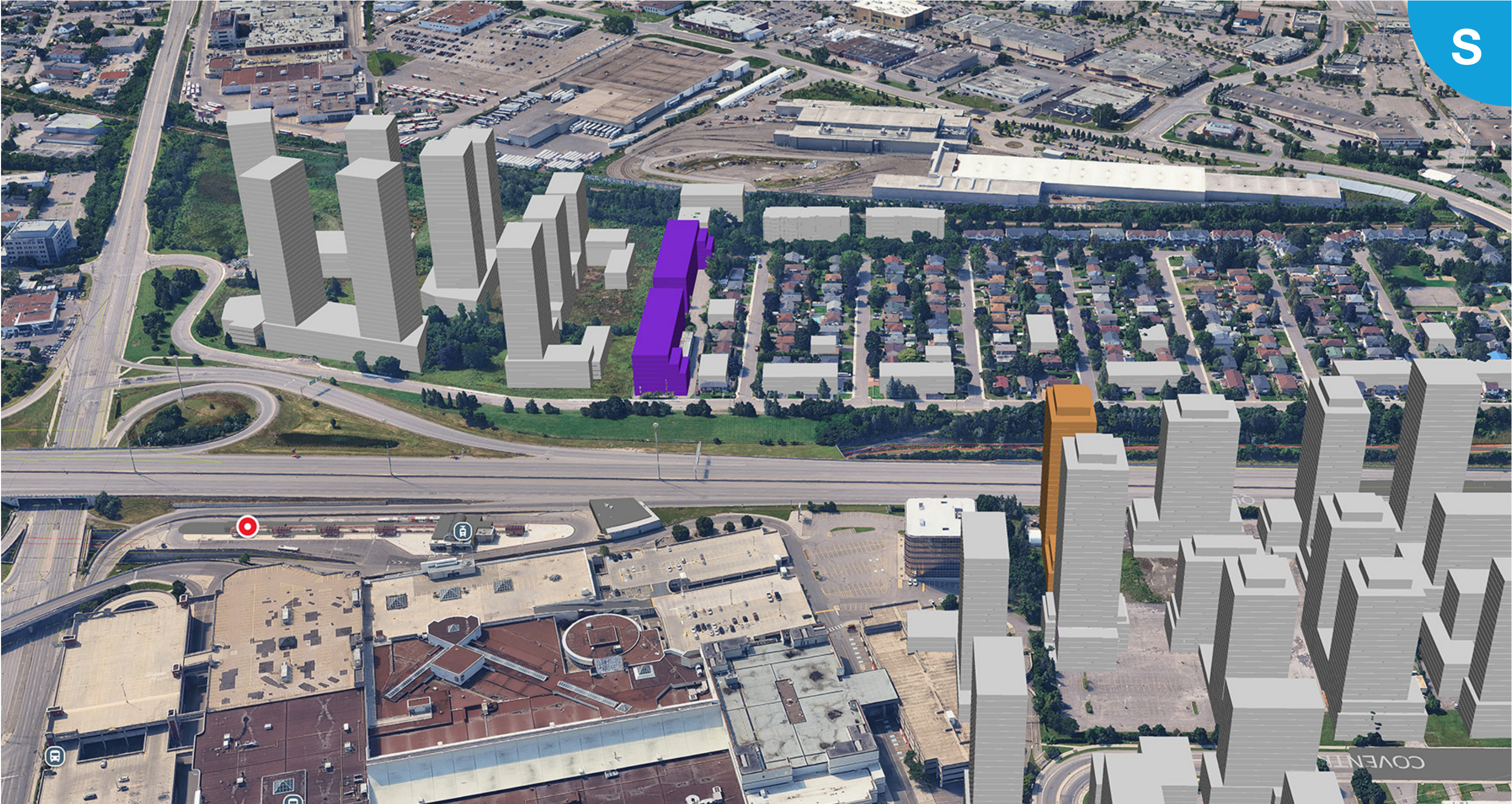


Proposed Development

Planned Massing Context

Development Applications Submitted to the City

Proposed Development in Planned Context



Proposed Development

Planned Massing Context

Development Applications Submitted to the City

Built Form Transition - Surrounding Area

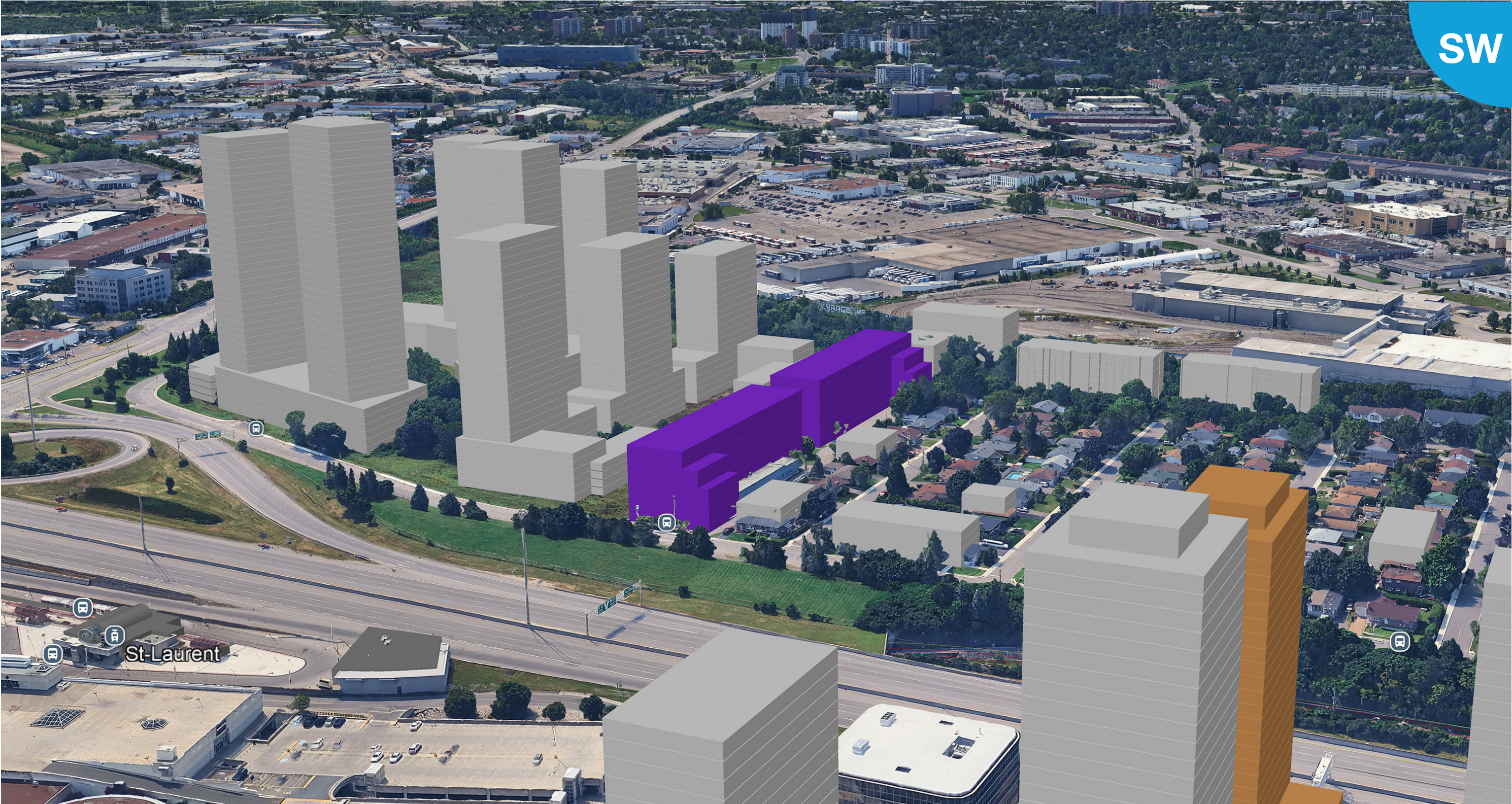


Proposed Development

Planned Massing Context

Development Applications Submitted to the City

Built Form Transition - Surrounding Area



Proposed Development

Planned Massing Context

Development Applications Submitted to the City

Built Form Transition - Surrounding Area

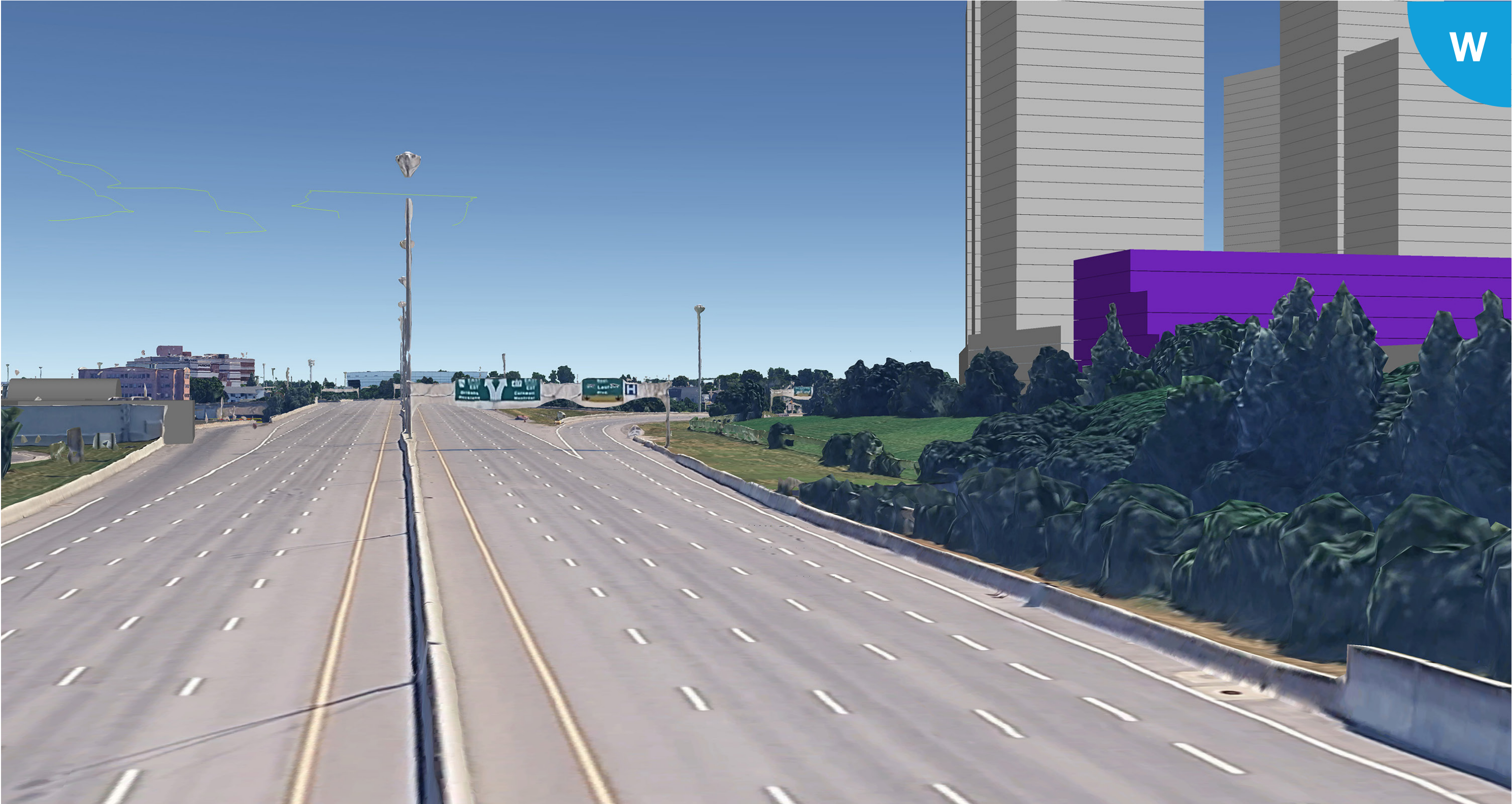


Proposed Development

Planned Massing Context

Development Applications Submitted to the City

Built Form Transition - Surrounding Area

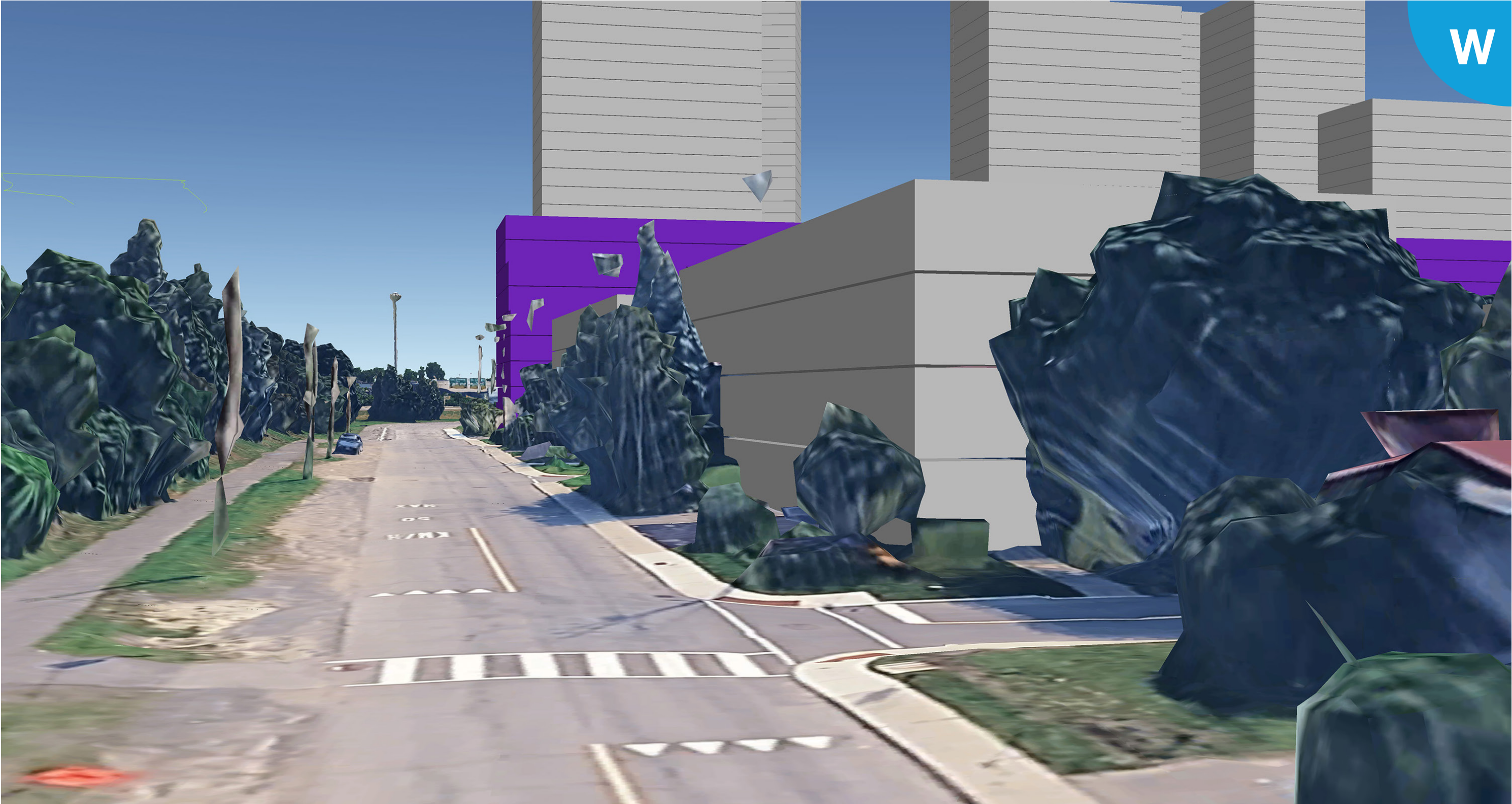


Proposed Development

Planned Massing Context

Development Applications Submitted to the City

Built Form Transition - Surrounding Area



Proposed Development

Planned Massing Context

Development Applications Submitted to the City

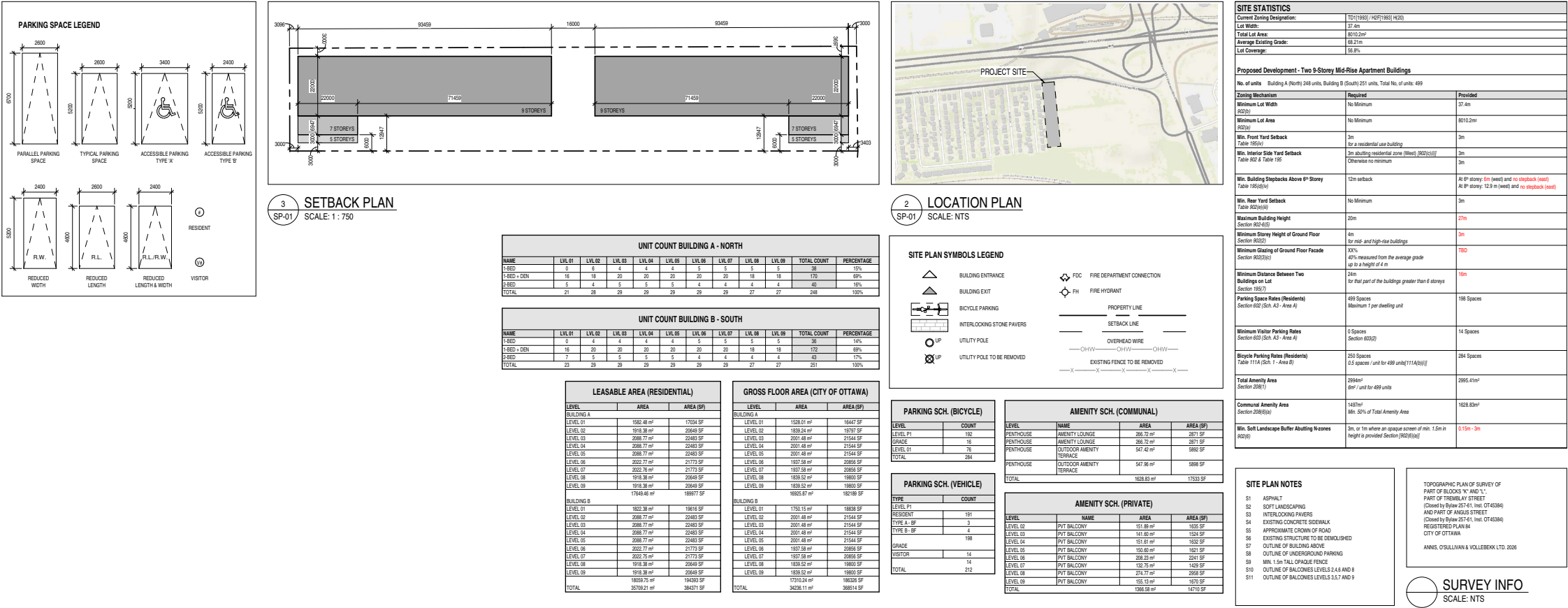


Proposed Development

ADDITIONAL MATERIALS

APPENDIX

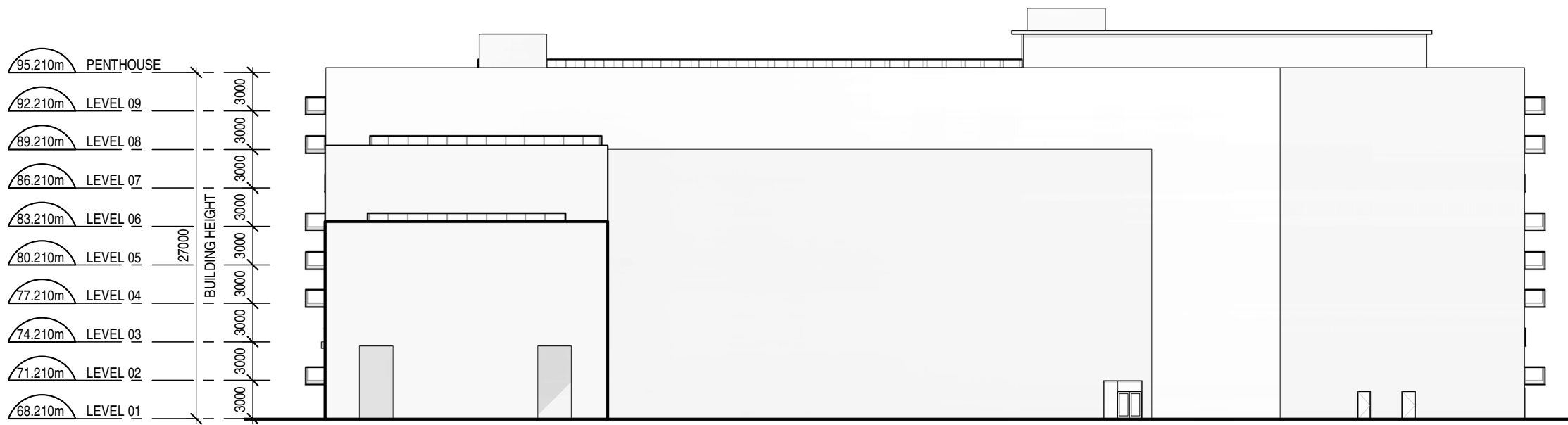
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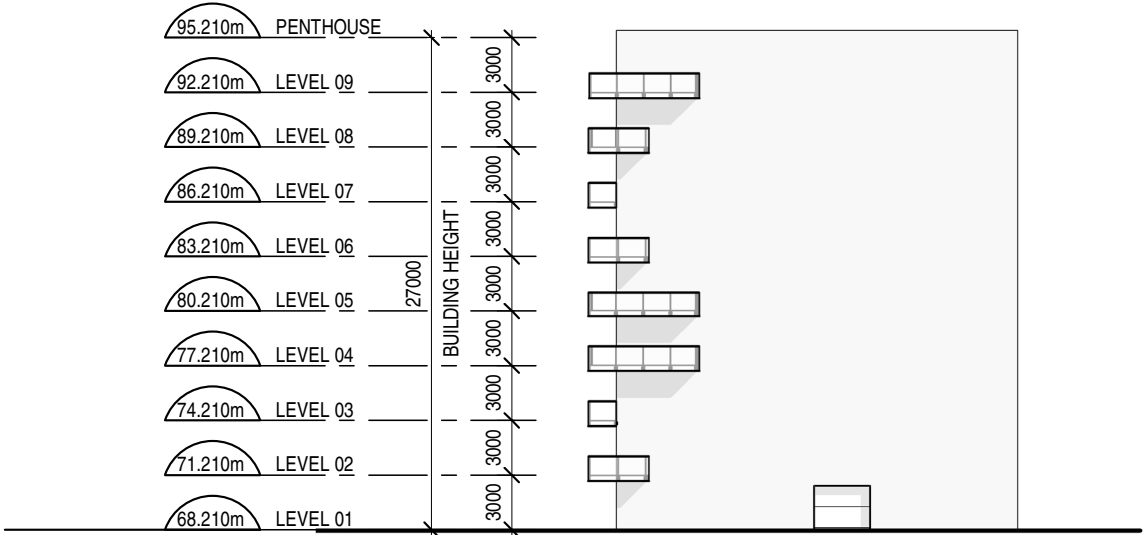


East Elevation - Building A

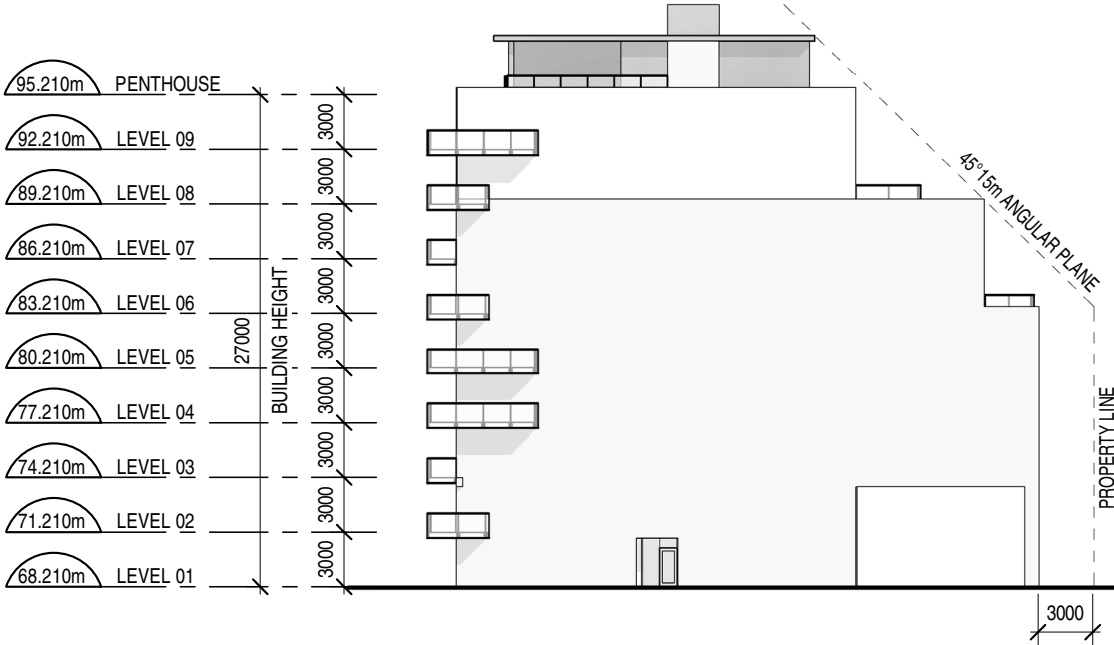


West Elevation - Building A

Building Elevations



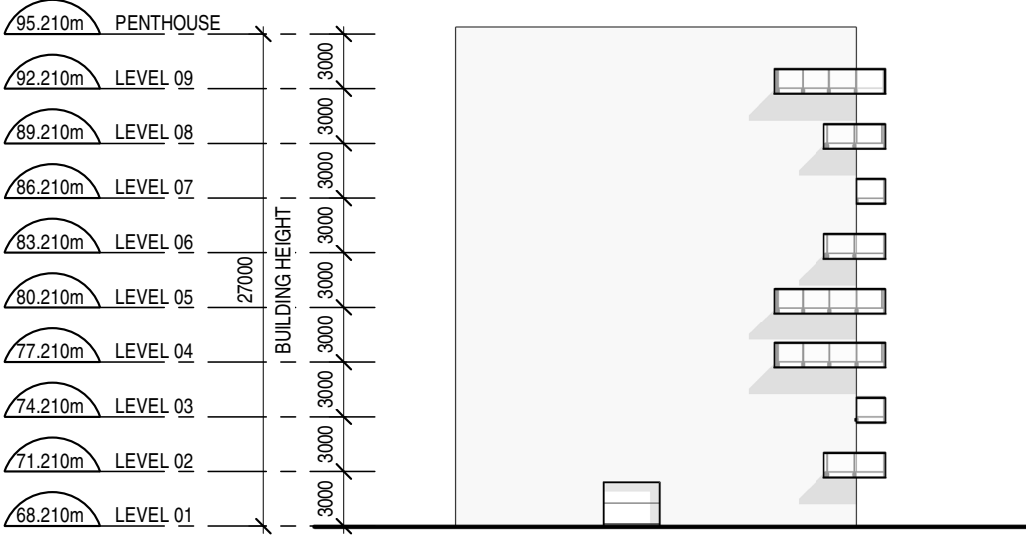
North Elevation - Building B



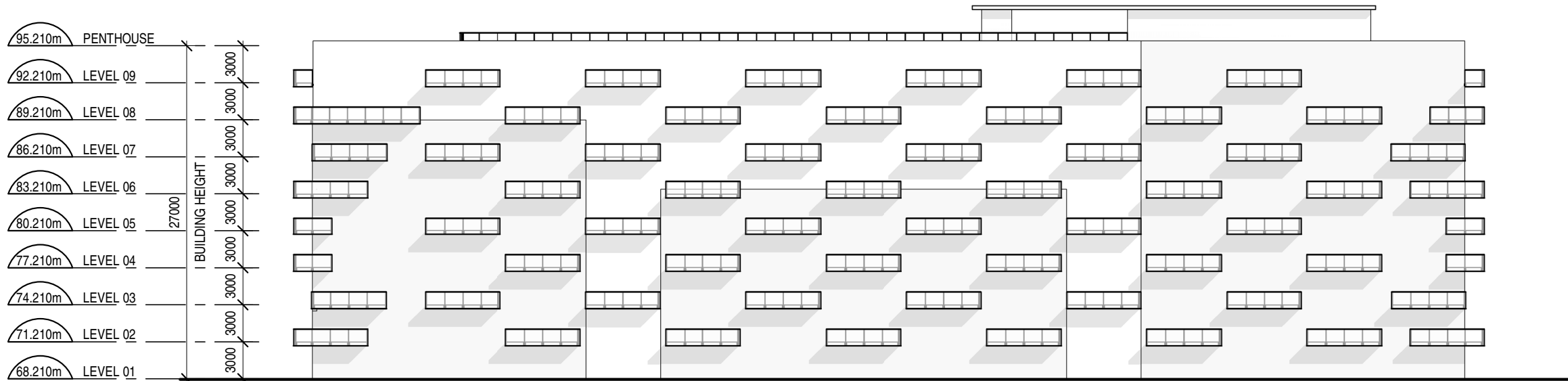
North Elevation - Building A



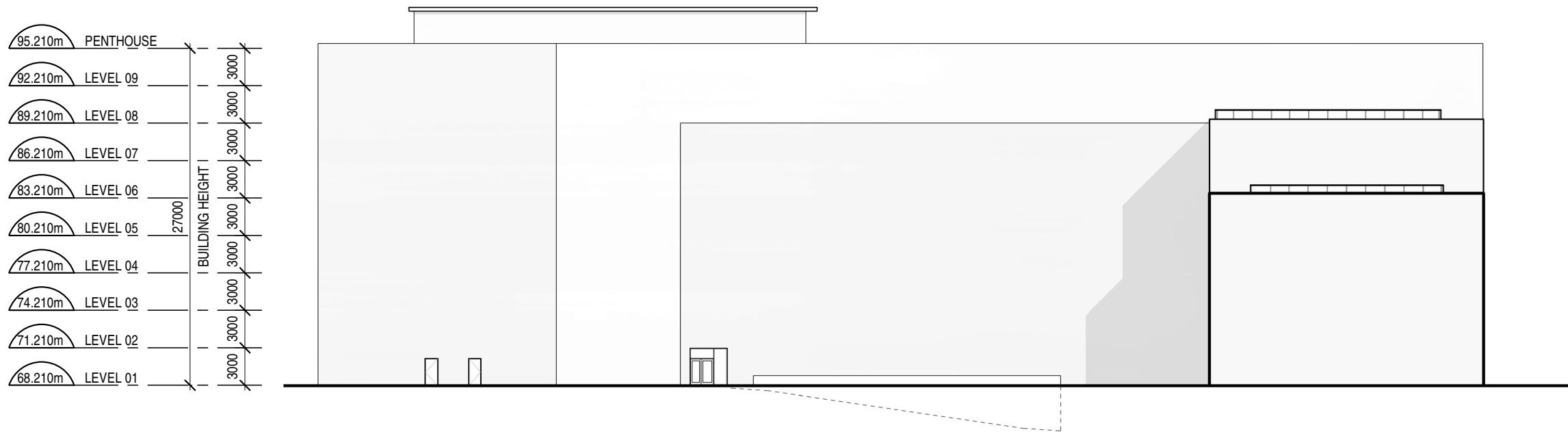
South Elevation - Building B



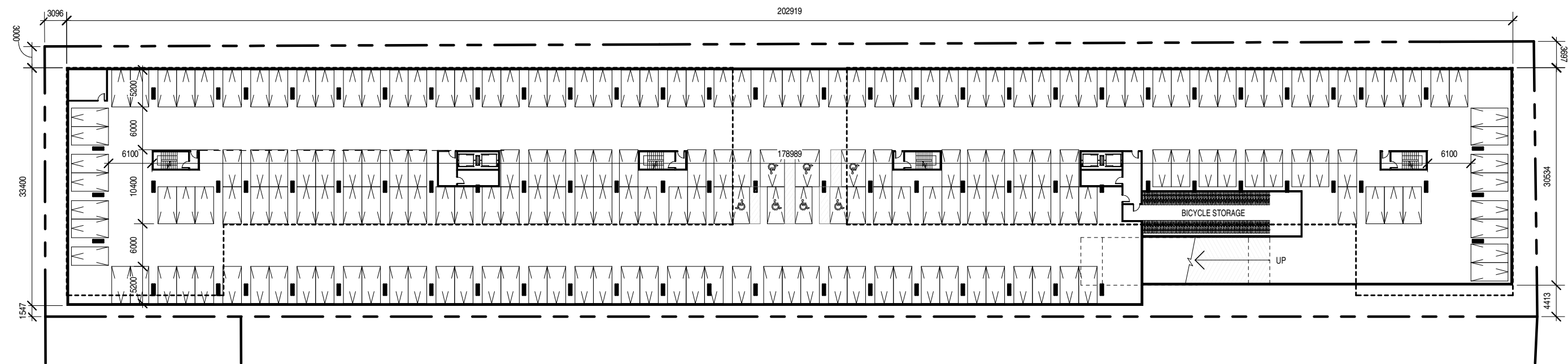
South Elevation - Building A



East Elevation - Building B



West Elevation - Building B



FLOOR PLAN - PARKING LEVEL P1



FLOOR PLAN - GROUND FLOOR BUILDING A (NORTH)



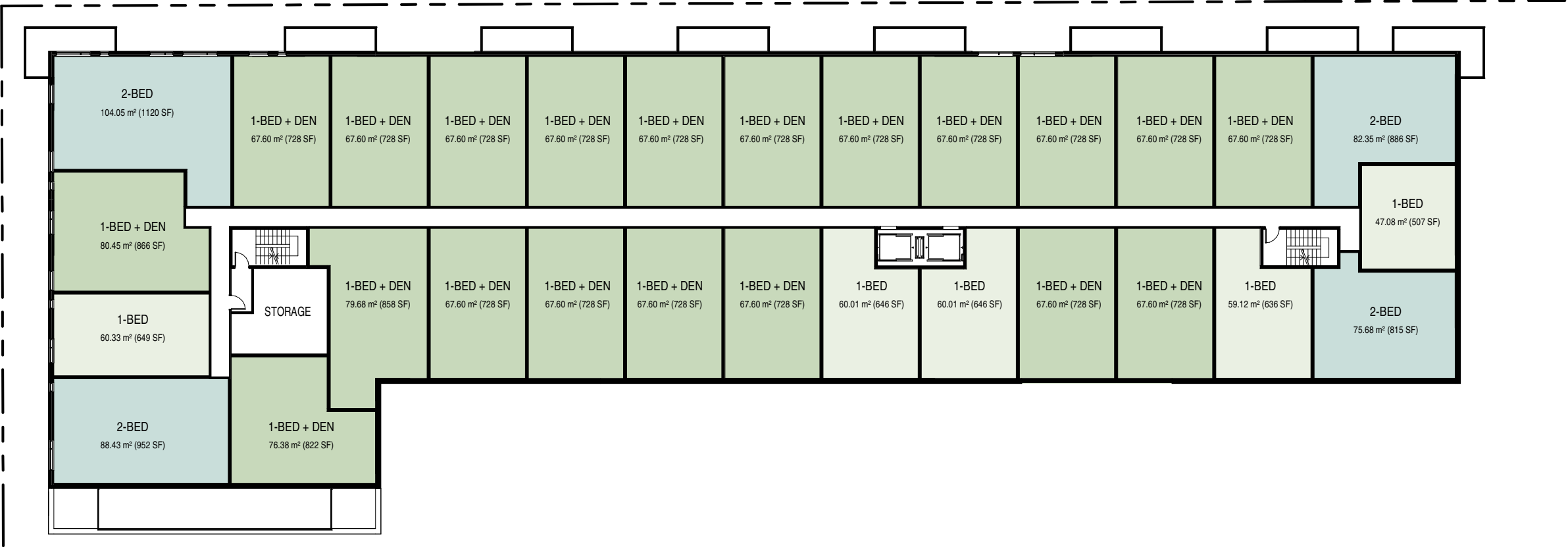
FLOOR PLAN - GROUND FLOOR BUILDING B (SOUTH)



FLOOR PLAN - LEVEL 2 BUILDING A (NORTH)



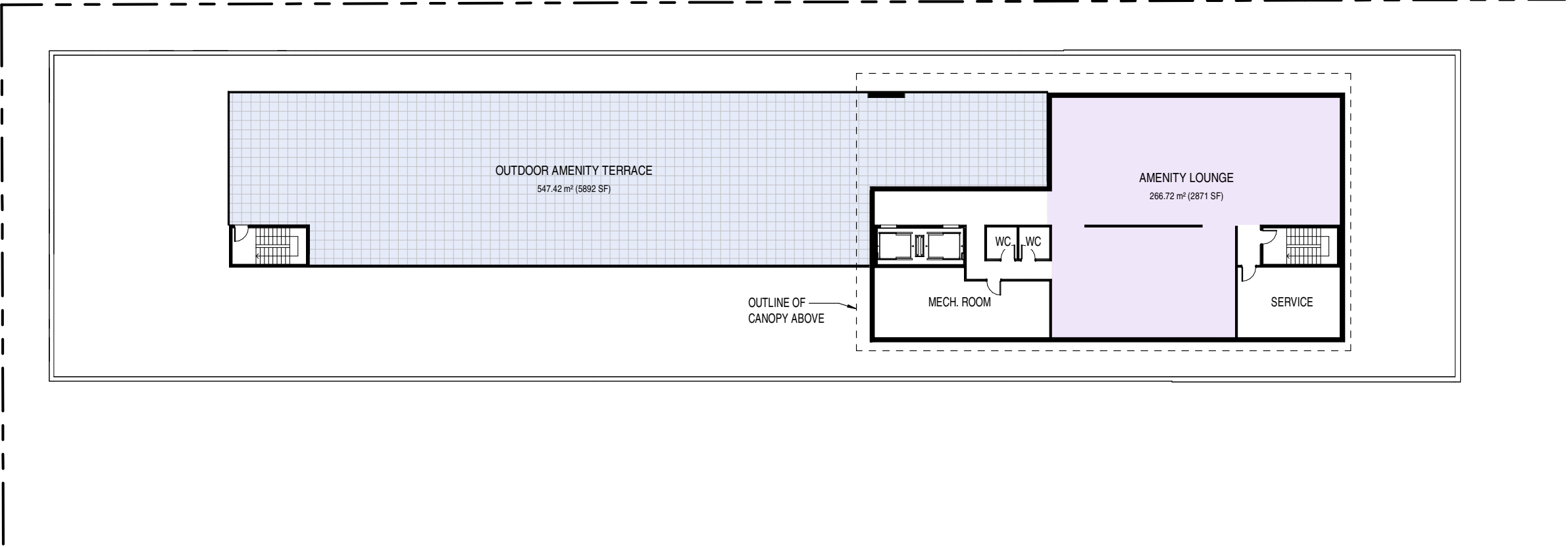
FLOOR PLAN - LEVELS 3-5 BUILDING (NORTH), LEVELS 2-5 MIRRORED BUILDING B (SOUTH)



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



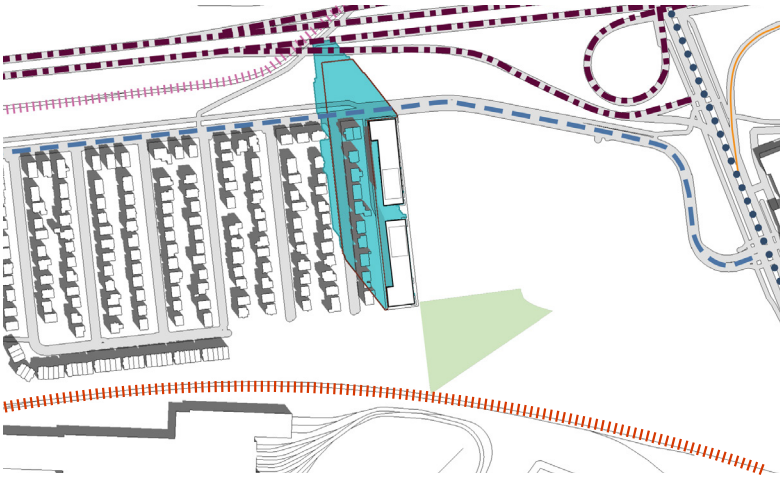
FLOOR PLAN - LEVELS 8- 9 BUILDING (NORTH), MIRRORED BUILDING B (SOUTH)



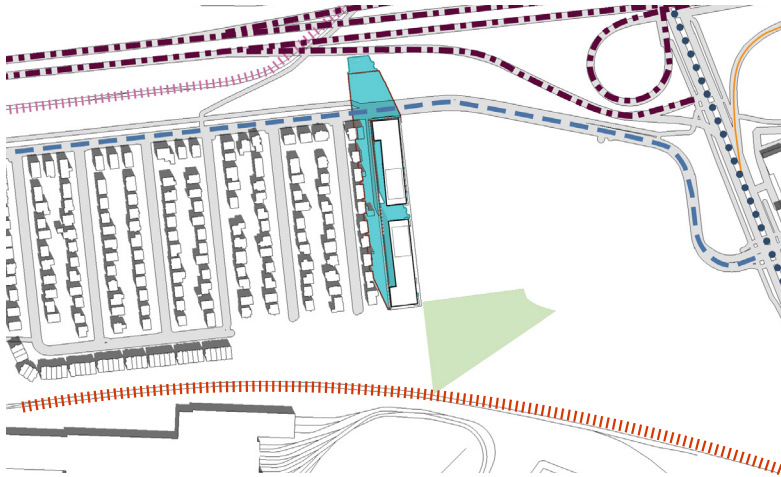
FLOOR PLAN - PENTHOUSE LEVEL BUILDING A (NORTH), MIRRORED BUILDING B (SOUTH)

Shadow Analysis - December

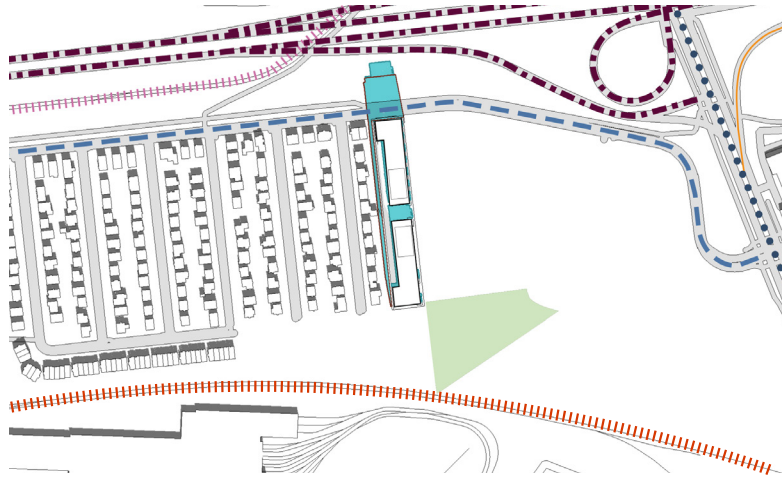
Urban Design Brief - 466 Tremblay Road



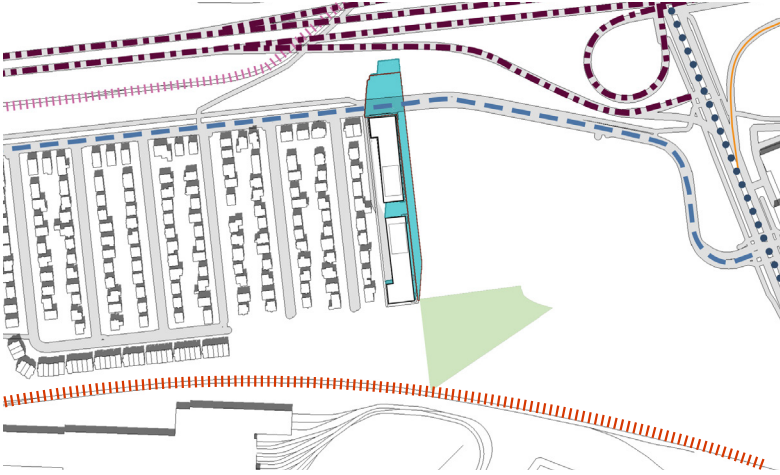
DEC 21 - 9:00 AM



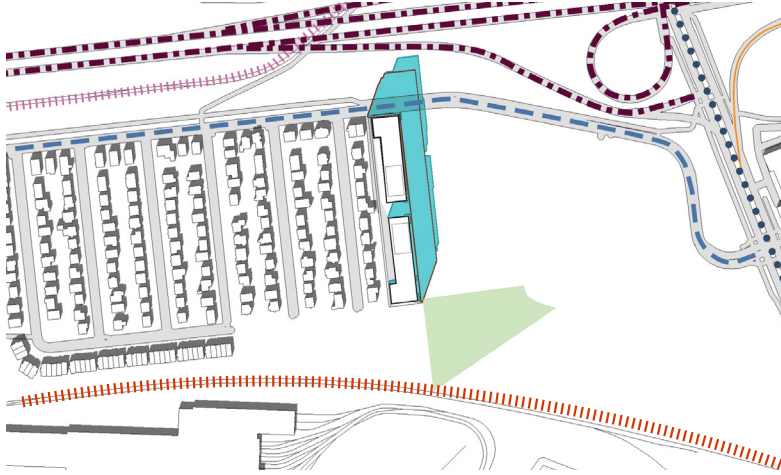
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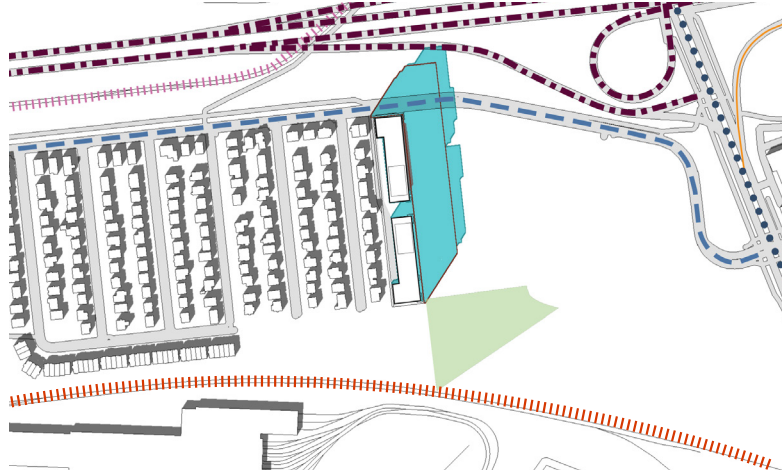
DEC 21 - 11:00 AM



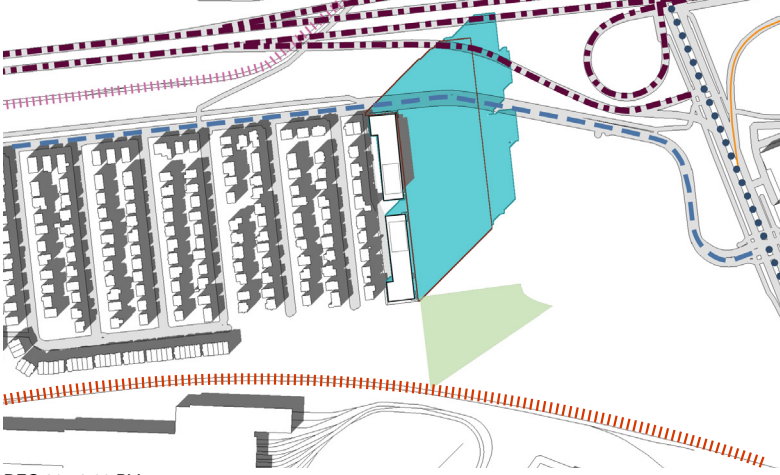
DEC 21 - 12:00 PM



DEC 21 - 1:00 PM



DEC 21 - 2:00 PM



DEC 21 - 3:00 PM

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

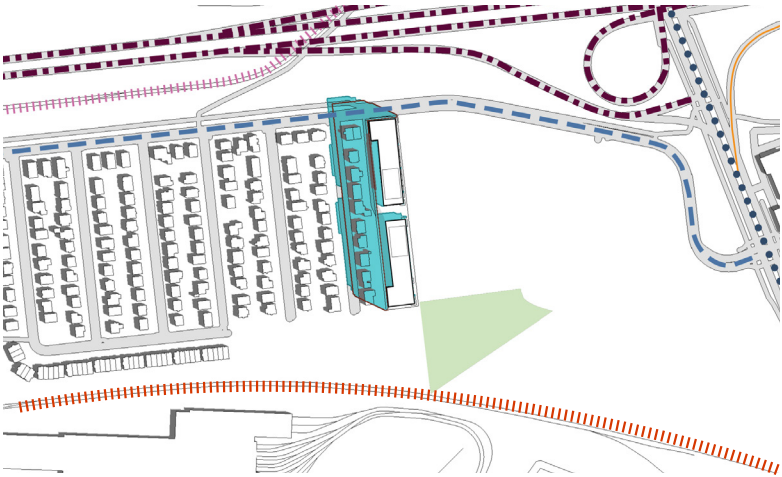


Shadow Analysis - September

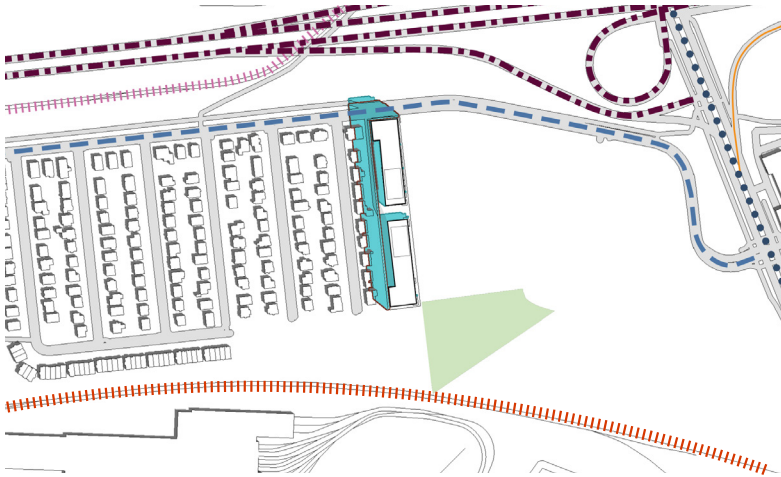
Urban Design Brief - 466 Tremblay Road



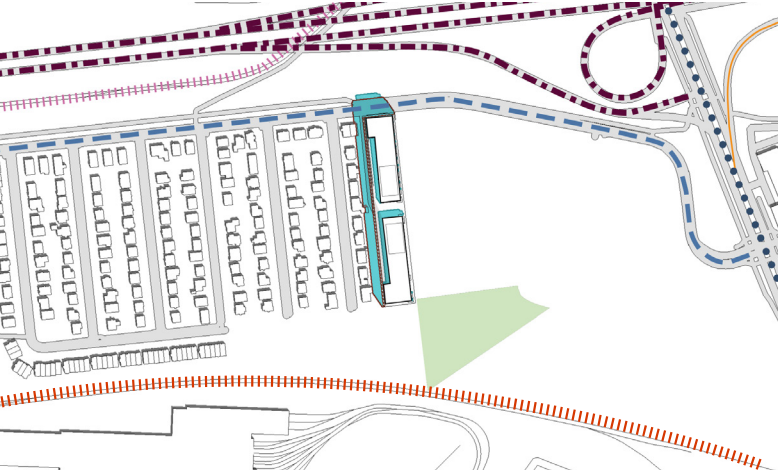
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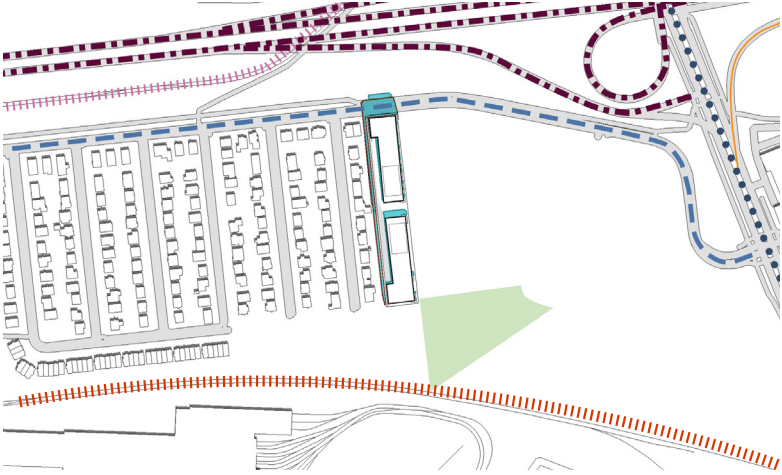
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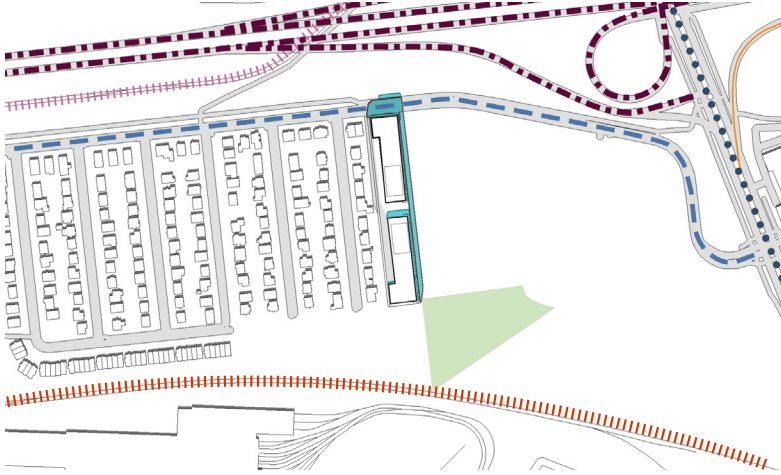
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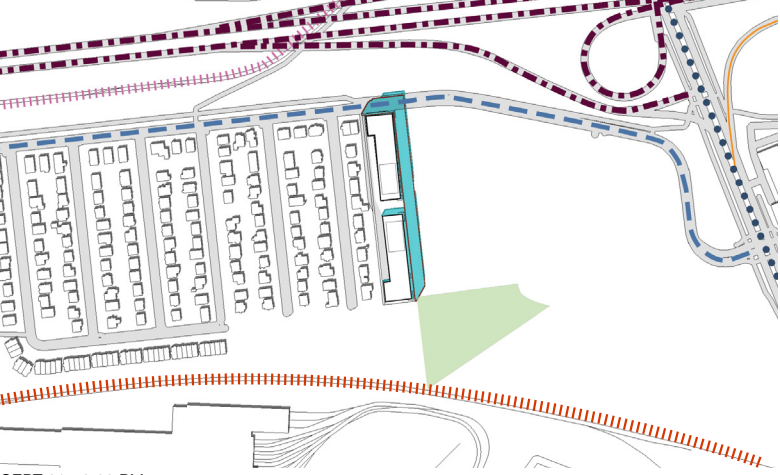
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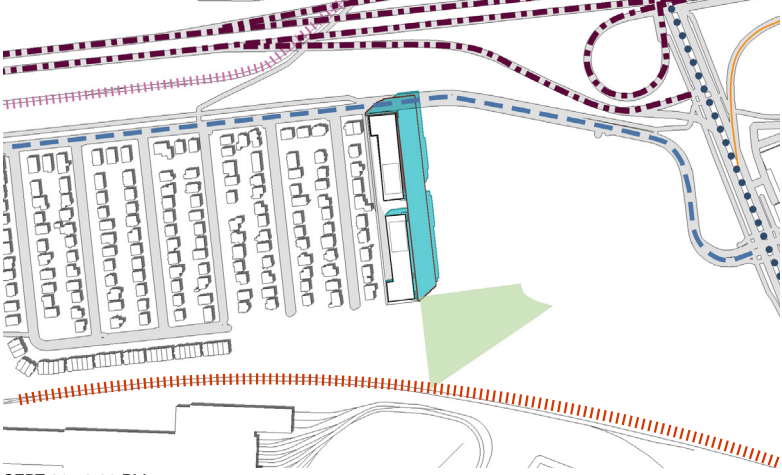
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SEPT 21 - 1:00 PM



SEPT 21 - 2:00 PM



SEPT 21 - 3:00 PM

LEGEND

As-of-Right Shadow Outline

Proposed Project Shadow/Outline

Green Zone

Communal Area

Transit

O-Train

Alexandria Rail Corridor

Arterial Mainstreet

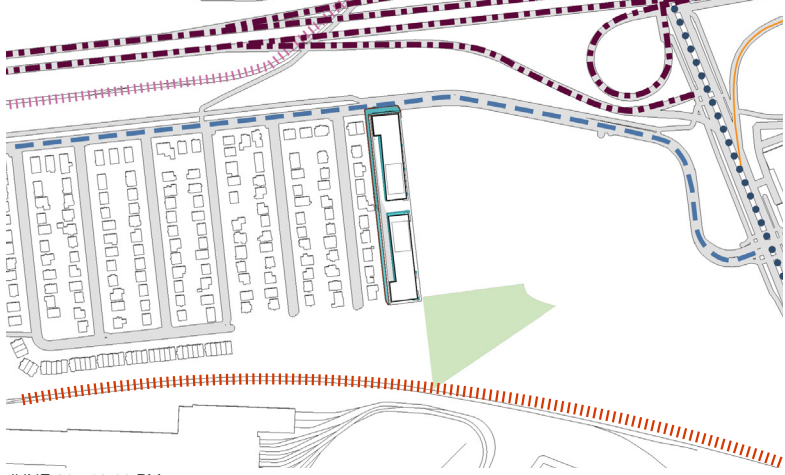
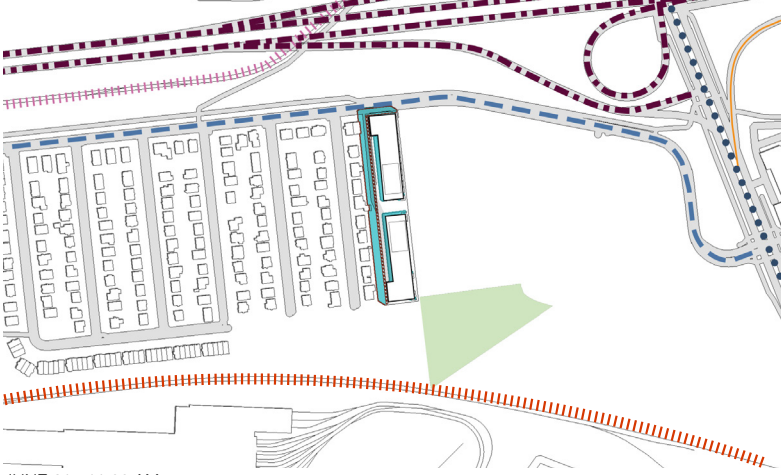
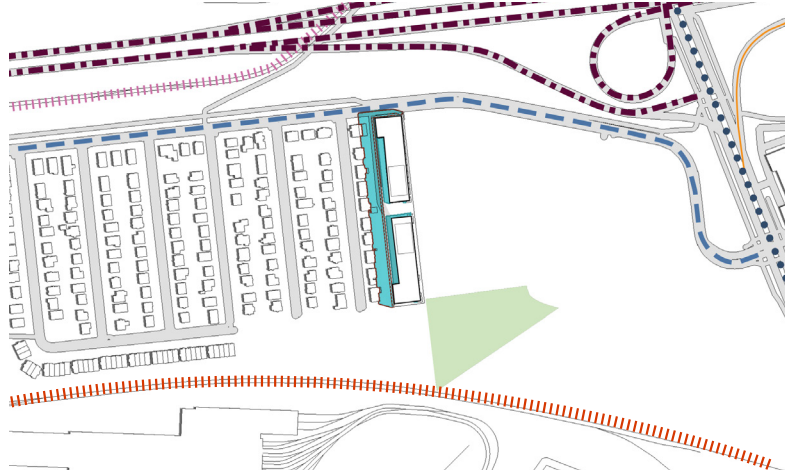
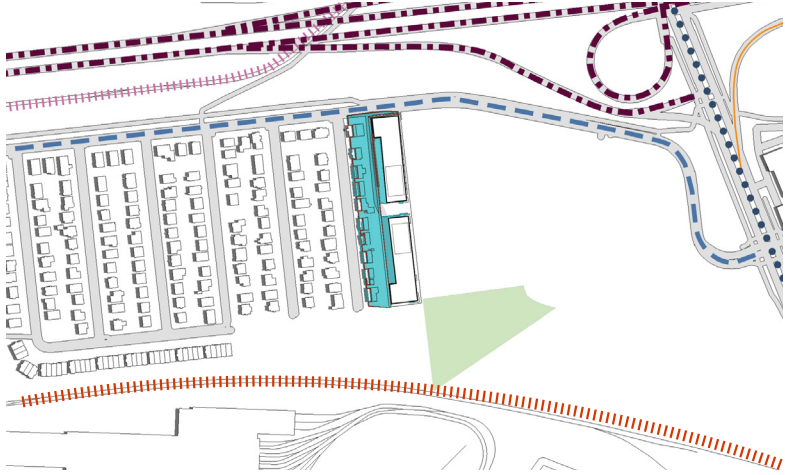
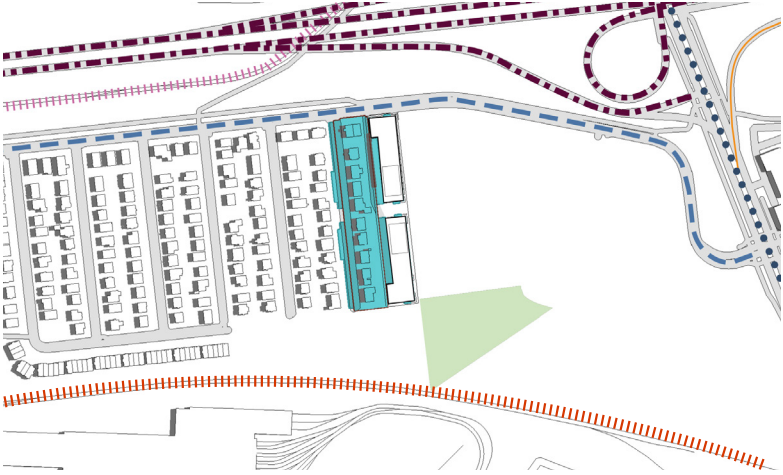
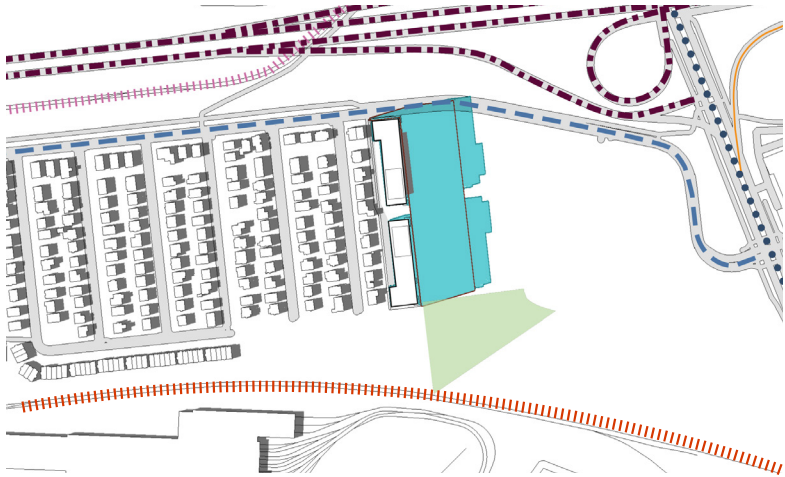
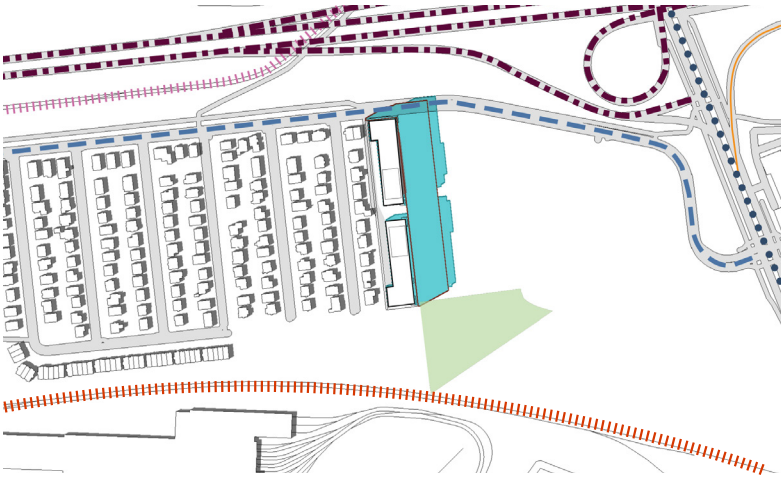
Major Collector Road

Provincial Highway



Shadow Analysis - September, June

Urban Design Brief - 466 Tremblay Road

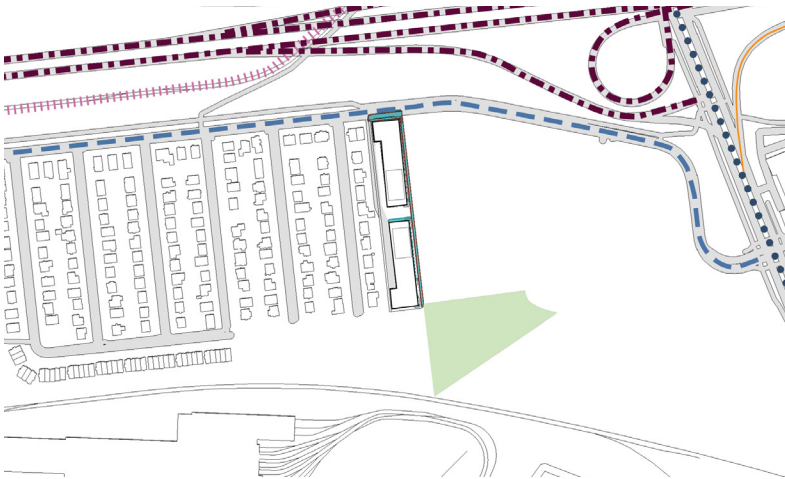


- LEGEND**
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 - Transit
 - O-Train
 - Alexandria Rail Corridor
 - Arterial Mainstreet
 - Major Collector Road
 - Provincial Highway

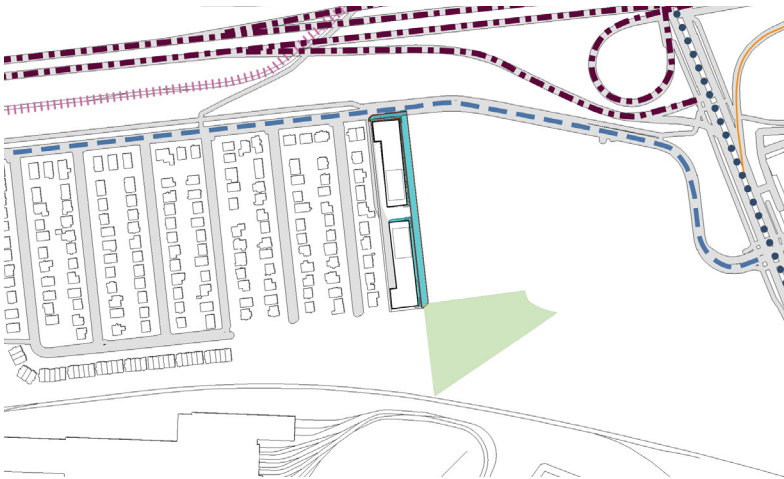


Shadow Analysis - June

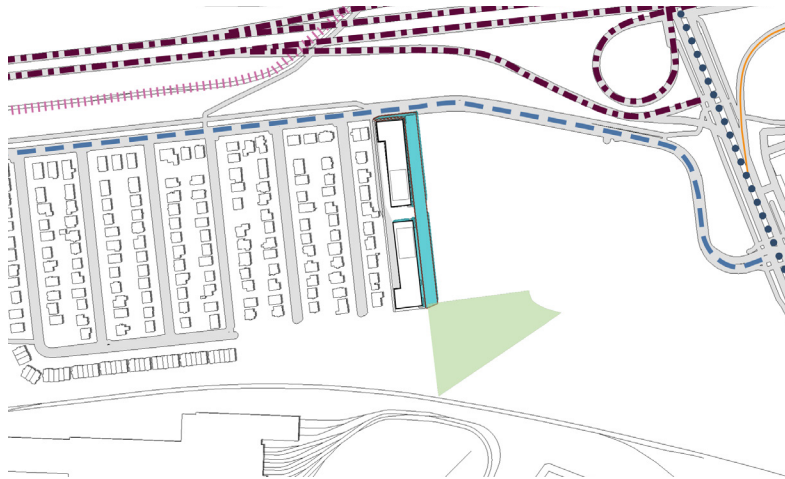
Urban Design Brief - 466 Tremblay Road



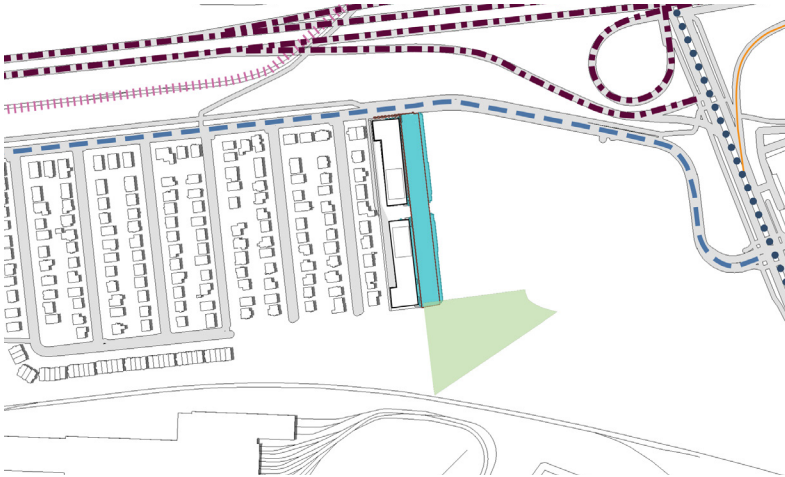
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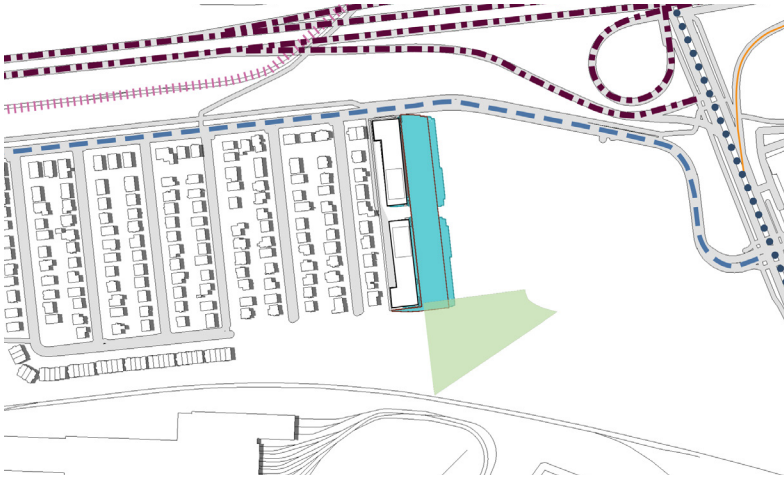
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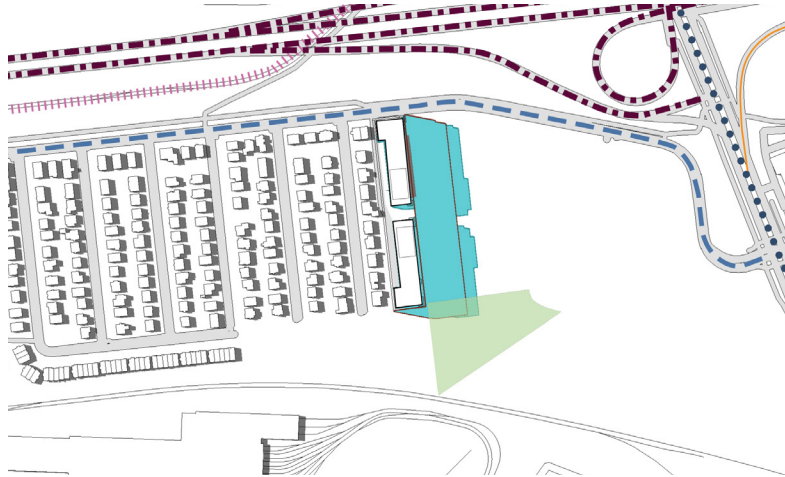
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JUNE 21 - 4:00 PM



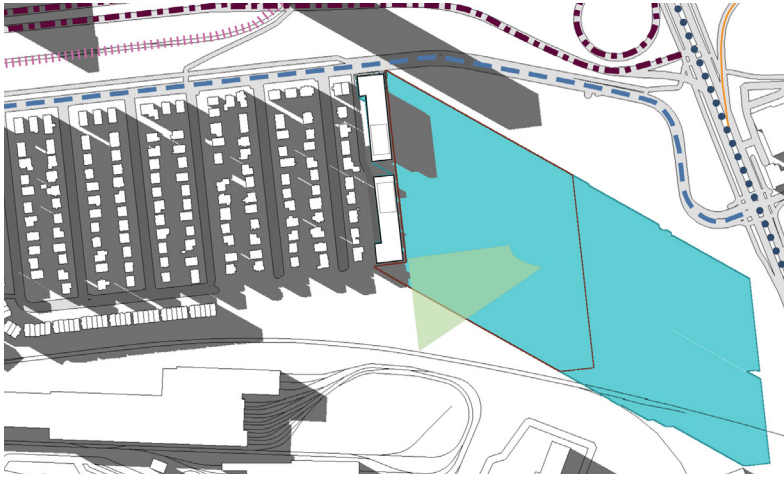
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JUNE 21 - 6:00 PM



JUNE 21 - 7:00 PM



JUNE 21 - 8:00 PM

LEGEND

As-of-Right Shadow Outline

Proposed Project Shadow/Outline

Green Zone

Communal Area

Transit

O-Train

Arterial Mainstreet

Major Collector Road

Provincial Highway

FOTENN
Planning + Design

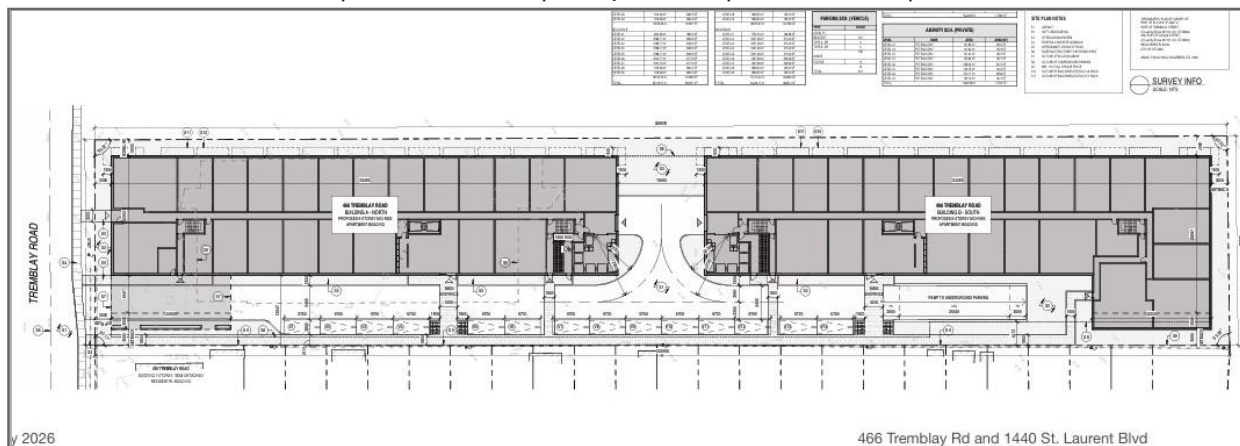


URBAN DESIGN REVIEW PANEL RECOMMENDATIONS

June 05th, 2026

466 Tremblay Road and 1440 St. Laurent Blvd | Informal Pre-Consultation Review |
Official Plan Amendment & Zoning By-law Amendment | Fotenn Planning + Design,
Project1 Studio |

Panel Members in Attendance: David Leinster | James Parakh | Heather Rolleston |
Emmanuelle van Rutten | Colin Berman | Philip Evans | Alex Taranu |



Key Recommendations

- The Panel acknowledges the complexity of the site and the challenges associated with achieving the proposed density on a narrow parcel.
- The Panel notes that a key factor influencing the success of the proposal is the potential introduction of a future east-side street. While it is understood that this street is outside of the applicant's control, the Panel considers it to be critical to



URBAN DESIGN REVIEW PANEL RECOMMENDATIONS

June 05th, 2026

understanding how the development will ultimately organize itself and connect into the surrounding context.

- The Panel expresses concern that the current proposal results in excessive building massing for the site conditions.
 - While the panel fully understands the proposal in its current massing form, it notes that the submission lacks any architectural design. Understanding the proposed character of the design submission is always recommended.
- The Panel suggests reducing the mid-rise built form from 9 storeys to 6 storeys, to better align with adjacent built form conditions and improve overall site livability.
- The Panel recommends prioritizing public realm quality, landscape space, and residential livability over maximizing built form efficiency.
- The Panel supports the three-building option that provides a stronger and more flexible basis for further development. This configuration is seen to offer improved opportunities for light penetration and better separation between building masses.

Site Design & Public Realm

- The Panel recommends exploring opportunities to reduce the impact of vehicular infrastructure, including ramping and loading configurations, particularly in proximity to Building B to increase the amount of contiguous, usable green space on the site.
- The Panel emphasizes the importance of creating functional and well-designed landscape areas that support everyday residential use, including opportunities for seating, informal gathering, play areas, and tree planting.
- The Panel encourages further refinement of building entrances and resident arrival sequences. Greater attention should be given to creating welcoming entry experiences and minimizing the visual prominence of service functions such as waste and garbage rooms.
- The Panel also notes that if the east-side street is realized, it would significantly improve site organization.
 - Benefits would include improved servicing access, more room to maneuver, improved natural light for residential units, better



URBAN DESIGN REVIEW PANEL RECOMMENDATIONS

October 6th/10th, 2023

- Consider the opportunities for irrigation, storm water retention, and urbanizing the site by bringing much more sustainable infrastructure to the area.

Built Form & Architecture

- The Panel has concerns with how the exoskeleton on the south-west and north-east towers would function.
 - The Panel appreciates the play with balconies and elements of movement sought with the exoskeleton component, but has concerns with how it is being executed.
- The Panel strongly supports the 750m² (or less) tower floorplates, that conform with the High-Rise Design Guidelines.
- The Panel has concerns with how pinched the public realm is with the towers, and recommends a minimum 3m setback from the podium edges to the base of the towers.
- The Panel recommends pursuing a combination of glass and masonry materials for the towers and podiums.
- The Panel recommends a maximum 4-storey podium height along the internal street and facing the park space.
- The Panel recommends retaining the two towers along the 417 as masonry cladding (Tower B and C1), and cladding the two inner towers (Tower A and C2) in glass or a lighter material.
 - Ultimately, the Panel recommends creating a series of six towers instead of seven, whereby the two middle towers (Tower A and C2) would be a lighter material and provide an openness to the middle of the block.
 - Consider reallocating the density on the site while removing one tower to help improve the public realm and livability of the proposal without losing density.
- The Panel recommends approaching the tower designs as three 2-tower sets, each set with their own architectural language, resulting in a pair of towers along Coventry Road, a pair along the 417, and a pair along the south side of the internal street that are glass and appear lighter.
- The Panel recommends refining the architectural expression of the signature towers on the north-east and south-west of the site. The current proposal with the exoskeleton design is not bold enough and is not reading strongly.
- The Panel recommends establishing more of a podium language to the site, and not punctuating every podium on site with a tower, to create more variety.

**URBAN DESIGN REVIEW PANEL RECOMMENDATIONS****October 6th/10th, 2023**

- Consider leaving building A and building D as podium heights only, stepping down to 4-storey podiums as they approach the park space, and retaining the four corner towers, in order to open up the middle along the internal public street more successfully.
- Consider how a stronger podium language on the site provides more usable roof space for much needed amenities. Think of amenity spaces that can comprehensively serve the whole community that is being created, rather than just for individual buildings.
- The Panel recommends 4-storey podiums internally facing the street and park space with the towers set back a minimum of 3m from the podium edge.