PRESENTATION PREPARED BY PMA ARCHITECTES AND L'ATELIER ARCHITECTES

ARCHITECTS

PMA ARCHITECTES

L'Atelier architectes

PLANNER

FOTENN Planning + Design

DEVELOPER

GROUPE Heafey GROUP

ST. LAURENT DEVELOPMENT

1740, 1754 & 1760 ST. LAURENT BOULEVARD, OTTAWA

URBAN DESIGN BRIEF FOR SPC UPDATE

JUNE, 2026

1.0
PROJECT DESCRIPTION

Groupe Heafey is proposing to develop the property with a mixed-use development consisting of four (4) high-rise buildings containing a commercial use at grade and residential dwelling units on the upper floors. Two (2) underground parking garages are proposed to accommodate bicycle and vehicle parking.

On the north side, the first tower ('Tower 1') is proposed to be 30 storeys, 18 residential storeys and 2 commercial floors. The second tower ('Tower 2') is proposed to be 11 storeys, 10 residential storeys and 1 interior parking on the ground floor.

On the south side, the third tower ('Tower 3') is proposed to be 30 storeys, with the first two floors being commercial. The fourth tower ('Tower 4') is proposed to be 12 storeys, every floor being residential.

The layout fosters harmonious interaction between private, semi-public, and public spaces, in an underutilised area. The varied materials and colours enhances identity and ensures integration with the surrounding urban fabric.

Tower 1 and 2 are connected by an underground parking garage, with access from Everest Private and St. Laurent Boulevard. The ground level includes a drive-through around a parking for the restaurant.

Tower 3 and 4 are also connected by an underground parking garage, with access from Everest Private. The ground level includes a commercial parking and a public park.

The design introduces elevated volumes that bridge sections of the complex, creating a striking horizontal link several storeys above ground level. This suspended element adds rhythm and continuity across the ensemble, visually tying the vertical masses together while enhancing the overall skyline.

The proposed building massing in the proposed development has been shaped to respect and reflect the surrounding context and integrate public spaces all around the complex. The proposed articulation in the building will promote a sense of movement by the strategic placement and variation of balconies accross the building facade.

RESIDENTIAL TOTAL AREA

TOWER 1 & 2 :	(468 UNITS)	31 953 m²
TOWER 3 :	(292 UNITS)	20 179 m²
TOWER 4 :	(153 UNITS)	10 249 m²
TOTAL :		**62 981 m²**

COMMERCIAL TOTAL AREA

TOWER 1 & 2 :	1,024 m²
TOWER 3 :	961 m²

UNDERGROUND PARKING TOTAL AREA

TOWER 1 & 2 LEVEL P0-P3 :	14 487 m²
TOWER 3 & 4 LEVEL P1-P3 :	15 647 m²

NUMBER OF INTERIOR PARKING (3 LEVELS)

REQUIRED MINIMUM :	448 PARKINGS
PROPOSED PARKING :	751 PARKINGS

NUMBER OF BIKES (0.75 PER UNIT)

TOWER 1 & 2: (347 MINIMUM REQUIRED)
- INTERIOR (57 MIN.) : 444
- GROUND FLOOR (115 MIN.) : 8

TOWER 3 & 4 (336 MINIMUM REQUIRED)
- INTERIOR (53 MIN.) : 176
- GROUND FLOOR (106 MIN.) : 0

TOTAL : 628

BUILDING HEIGHT

TOWER 1 :	11 LEVELS	**37.10m**
TOWER 2 :	30 LEVELS	**96.29m**
TOWER 3 :	30 LEVELS	**96.29m**
TOWER 4 :	12 LEVELS	**41.50m**

LOT COVERAGE

GREEN AREA/LANDSCAPE :	4 156 m²
SIDEWALK AREA:	1 527 m²
ASPHALT AREA :	3682 m²
BALCONY/TERRACE AREA :	282 m²
BUILDING AREA :	4 466 m²
PARKLAND AREA :	1 820 m²

TOWER 1 & 2- GROSS AREA PER LEVEL

LEVEL	
GFA LEVEL 1 :	2,025 m²
GFA LEVEL 2 :	2,025 m²
GFA LEVEL 3 :	2,025 m²
GFA LEVEL 4 :	2,025 m²
GFA LEVEL 5 :	2,025 m²
GFA LEVEL 6 :	2,025 m²
GFA LEVEL 7 :	2,025 m²
GFA LEVEL 8 :	2,025 m²
GFA LEVEL 9 :	1,199 m²
GFA LEVEL 10 :	1,199 m²
GFA LEVEL 11 :	1,199 m²
GFA LEVEL 12 :	600 m²
GFA LEVEL 13 :	600 m²
GFA LEVEL 14 :	600 m²
GFA LEVEL 15 :	600 m²
GFA LEVEL 16 :	600 m²
GFA LEVEL 17 :	600 m²
GFA LEVEL 18 :	600 m²
GFA LEVEL 19 :	600 m²
GFA LEVEL 20 :	600 m²
GFA LEVEL 21 :	600 m²
GFA LEVEL 22 :	600 m²
GFA LEVEL 23 :	600 m²
GFA LEVEL 24 :	600 m²
GFA LEVEL 25 :	600 m²
GFA LEVEL 26 :	600 m²
GFA LEVEL 27 :	600 m²
GFA LEVEL 28 :	600 m²
GFA LEVEL 29 :	600 m²
GFA LEVEL 30 :	600 m²
TOTAL GFA :	**30,361 m²**

TOWER 3- GROSS AREA PER LEVEL

LEVEL	
GFA LEVEL 2 :	1,020 m²
GFA LEVEL 3 :	1,020 m²
GFA LEVEL 4 :	1,020 m²
GFA LEVEL 5 :	1,020 m²
GFA LEVEL 6 :	1,020 m²
GFA LEVEL 7 :	600 m²
GFA LEVEL 8 :	600 m²
GFA LEVEL 9 :	600 m²
GFA LEVEL 10 :	600 m²
GFA LEVEL 11 :	600 m²
GFA LEVEL 12 :	600 m²
GFA LEVEL 13 :	600 m²
GFA LEVEL 14 :	600 m²
GFA LEVEL 15 :	600 m²
GFA LEVEL 16 :	600 m²
GFA LEVEL 17 :	600 m²
GFA LEVEL 18 :	600 m²
GFA LEVEL 19 :	600 m²
GFA LEVEL 20 :	600 m²
GFA LEVEL 21 :	600 m²
GFA LEVEL 22 :	600 m²
GFA LEVEL 23 :	600 m²
GFA LEVEL 24 :	600 m²
GFA LEVEL 25 :	600 m²
GFA LEVEL 26 :	600 m²
GFA LEVEL 27 :	600 m²
GFA LEVEL 28 :	600 m²
GFA LEVEL 29 :	600 m²
GFA LEVEL 30 :	600 m²
TOTAL GFA :	**19,511 m²**

TOWER 4 GROSS AREA PER LEVEL

LEVEL	
GFA LEVEL U0 :	619 m²
GFA LEVEL 1 :	885 m²
GFA LEVEL 2 :	1,015 m²
GFA LEVEL 3 :	1,015 m²
GFA LEVEL 4 :	1,015 m²
GFA LEVEL 5 :	1,015 m²
GFA LEVEL 6 :	1,015 m²
GFA LEVEL 7 :	600 m²
GFA LEVEL 8 :	600 m²
GFA LEVEL 9 :	600 m²
GFA LEVEL 10 :	600 m²
GFA LEVEL 11 :	600 m²
GFA LEVEL 12 :	600 m²
TOTAL GFA :	**10,236 m²**

Niveau	GROSS (ft2)	GROSS (NO BALCONY) (ft2)	TECHNICAL (ft2)	COMMERCIAL (ft2)	COMMON (ft2)	APARTMENTS (ft2)	BALCONIES (ft2)
T1 & T2 - LEVEL 1	26 826	26826	0	6 609	20218	0	0
T1 & T2 - LEVEL 2	61 950	48201	2852	0	5522	39 827	13749
T1 & T2 - LEVEL 3	61 815	48201	2852	0	5522	39 827	13614
T1 & T2 - LEVEL 4	61 815	48201	2852	0	5522	39 827	13614
T1 & T2 - LEVEL 5	61 815	48201	2852	0	5522	39 827	13614
T1 & T2 - LEVEL 6	61 815	48201	2852	0	5522	39 827	13614
T1 & T2 - LEVEL 7	61 815	48201	2852	0	5522	39 827	13614
T1 & T2 - LEVEL 8	61 815	48201	2852	0	5522	39 827	13614
T1 & T2 - LEVEL 9	39 486	32974	1567	0	4091	27 316	6512
T1 & T2 - LEVEL 10	39 190	32678	1567	0	3795	27 316	6512
T1 & T2 - LEVEL 11	39 190	32678	1567	0	3795	27 316	6512
T1 & T2 - LEVEL 12	29 474	24514	1567	0	2434	20 513	4961
T1 & T2 - LEVEL U0	22 883	22883	1137	15 444	6303	0	0
T1 - LEVEL 13	29 474	24514	1567	0	2434	20 513	4961
T1 - LEVEL 14	19 604	16349	1567	0	1127	13 656	3255
T1 - LEVEL 15	19 500	16349	1567	0	1127	13 656	3151
T1 - LEVEL 16	19 568	16349	1567	0	1127	13 656	3219
T1 - LEVEL 17	19 604	16349	1567	0	1127	13 656	3255
T1 - LEVEL 18	19 621	16349	1567	0	1127	13 656	3271
T1 - LEVEL 19	19 621	16349	1567	0	1127	13 656	3271
T1 - LEVEL 20	19 621	16349	1567	0	1127	13 656	3271
T1 - LEVEL 21	19 621	16349	1567	0	1127	13 656	3271
T1 - LEVEL 22	19 604	16349	1567	0	1127	13 656	3255
T1 - LEVEL 23	19 604	16349	1567	0	1127	13 656	3255
T1 - LEVEL 24	19 604	16349	1567	0	1127	13 656	3255
T1 - LEVEL 25	19 604	16349	1567	0	1127	13 656	3255
T1 - LEVEL 26	19 553	16349	1567	0	1127	13 656	3204
T1 - LEVEL 27	19 621	16349	1567	0	1127	13 656	3271
T1 - LEVEL 28	19 553	16349	1567	0	1127	13 656	3204
T1 - LEVEL 29	19 553	16349	1567	0	1127	13 656	3204
T1 - LEVEL 30	19 580	16453	1557	0	995	13 901	3127
T1 - ROOF	10 343	10343	0	0	10343	0	0
TOTAL	1 002 742	822857	55562	22 052	111092	634 151	179885

GFA - CITY OF OTTAWA	
LEVEL	AREA (ft2)
T1 & T2 - LEVEL 2	21793
T1 & T2 - LEVEL 3	21793
T1 & T2 - LEVEL 4	21793
T1 & T2 - LEVEL 5	21793
T1 & T2 - LEVEL 6	21793
T1 & T2 - LEVEL 7	21793
T1 & T2 - LEVEL 8	21793
T1 & T2 - LEVEL 9	12908
T1 & T2 - LEVEL 10	12908
T1 & T2 - LEVEL 11	12908
T1 & T2 - LEVEL 12	6454
T1 - LEVEL 13	6454
T1 - LEVEL 14	6454
T1 - LEVEL 15	6454
T1 - LEVEL 16	6454
T1 - LEVEL 17	6454
T1 - LEVEL 18	6454
T1 - LEVEL 19	6454
T1 - LEVEL 20	6454
T1 - LEVEL 21	6454
T1 - LEVEL 22	6454
T1 - LEVEL 23	6454
T1 - LEVEL 24	6454
T1 - LEVEL 25	6454
T1 - LEVEL 26	6454
T1 - LEVEL 27	6454
T1 - LEVEL 28	6454
T1 - LEVEL 29	6454
T1 - LEVEL 30	6454
TOTAL	313900

AMENITY AREA	
TYPE	AREA (ft2)
AMENITY PRIVATE	74545
COMMON	21574
RESTAURANT	11026
TOTAL	107145

PARKING SPACES			
LEVEL	TOTAL	TYPE	PLAN ID
GROUND FLOOR	68	COMMERCIAL	C
T1 & T2 - LEVEL U0	14	COMMERCIAL	C
T1 & T2 - LEVEL U0	8	VISITOR	V
T1 & T2 - LEVEL U1	23	RESIDENTIAL TOWER 1 & 2	R
T1 & T2 - LEVEL U1	86	VISITOR TOWER 1 & 2	V
T1 & T2 - LEVEL U2	110	RESIDENTIAL TOWER 1 & 2	R
T1 & T2 - LEVEL U3	112	RESIDENTIAL TOWER 1 & 2	R
TOTAL	421		

PMA_PROFORMAT - PARKING	
LEVEL	GROSS CONSTRUCTION (ft2)
T1 & T2 - LEVEL U3	46 866
T1 & T2 - LEVEL U2	46 866
T1 & T2 - LEVEL U1	46 866
T1 & T2 - LEVEL U0	30 669
TOTAL	171 268

BICYCLE PARKING SPACES			
LEVEL	TYPE	QUANTITY	PLAN ID
T1 & T2 - LEVEL U2	HORIZONTAL / INDOOR	88	
T1 & T2 - LEVEL U1	HORIZONTAL / INDOOR	88	
T1 & T2 - LEVEL U0	HORIZONTAL / INDOOR	92	
GROUND FLOOR	HORIZONTAL / EXTERIOR	8	
TOTAL		276	

INDIVIDUAL LOCKERS		
LEVEL	TYPE	TOTAL
T1 & T2 - LEVEL 1	LOCKER TOWER 1&2	280
T1 & T2 - LEVEL U2	LOCKER TOWER 1&2	43
T1 & T2 - LEVEL U3	LOCKER TOWER 1&2	78
TOTAL		401

PMA_PROFORMAT - TOWER 3								
LEVEL	GROSS (ft2)	GROSS (NO BALCONY) (ft2)	TECHNICAL (ft2)	PARKING (ft2)	COMMERCIAL (ft2)	COMMON (ft2)	APARTMENTS (ft2)	BALCONIES (ft2)
T1 & T2 - LEVEL 1	13,413	13413	0	0	3,304	10109	0	0
T1 & T2 - LEVEL 2	31,917	26343	1417	0	0	2818	22,108	5574
T1 & T2 - LEVEL 3	31,853	26343	1417	0	0	2818	22,108	5510
T1 & T2 - LEVEL 4	31,853	26343	1417	0	0	2818	22,108	5510
T1 & T2 - LEVEL 5	31,853	26343	1417	0	0	2818	22,108	5510
T1 & T2 - LEVEL 6	31,853	26343	1417	0	0	2818	22,108	5510
T1 & T2 - LEVEL 7	31,853	26343	1417	0	0	2818	22,108	5510
T1 & T2 - LEVEL 8	31,853	26343	1417	0	0	2818	22,108	5510
T1 & T2 - LEVEL 9	19,802	16487	794	0	0	1994	13,700	3315
T1 & T2 - LEVEL 10	19,654	16339	794	0	0	1846	13,700	3315
T1 & T2 - LEVEL 11	19,654	16339	794	0	0	1846	13,700	3315
T1 & T2 - LEVEL 12	19,654	16339	794	0	0	1846	13,700	3315
T1 & T2 - LEVEL U0	11,442	11442	568	0	7,722	3151	0	0
T1 - LEVEL 13	19,654	16339	794	0	0	1846	13,700	3315
T1 - LEVEL 14	9,802	8175	794	0	0	539	6,842	1627
T1 - LEVEL 15	9,802	8175	794	0	0	539	6,842	1627
T1 - LEVEL 16	9,784	8175	794	0	0	539	6,842	1609
T1 - LEVEL 17	9,802	8175	794	0	0	539	6,842	1627
T1 - LEVEL 18	9,810	8175	794	0	0	539	6,842	1636
T1 - LEVEL 19	9,810	8175	794	0	0	539	6,842	1636
T1 - LEVEL 20	9,810	8175	794	0	0	539	6,842	1636
T1 - LEVEL 21	9,810	8175	794	0	0	539	6,842	1636
T1 - LEVEL 22	9,802	8175	794	0	0	539	6,842	1627
T1 - LEVEL 23	9,802	8175	794	0	0	539	6,842	1627
T1 - LEVEL 24	9,802	8175	794	0	0	539	6,842	1627
T1 - LEVEL 25	9,802	8175	794	0	0	539	6,842	1627
T1 - LEVEL 26	9,810	8175	794	0	0	539	6,842	1636
T1 - LEVEL 27	9,810	8175	794	0	0	539	6,842	1636
T1 - LEVEL 28	9,810	8175	794	0	0	539	6,842	1636
T1 - LEVEL 29	9,810	8175	794	0	0	539	6,842	1636
T1 - LEVEL 30	9,821	8227	788	0	0	499	6,940	1595
T1 - ROOF	5,171	5171	0	0	0	5171	0	0
T3 - LEVEL 1	15,106	15106	774	0	9,697	2452	2,182	0
T3 - LEVEL 2	15,811	13397	821	0	0	2732	9,845	2414
T3 - LEVEL 3	15,811	13397	821	0	0	2732	9,845	2414
T3 - LEVEL 4	15,811	13397	821	0	0	2732	9,845	2414
T3 - LEVEL 5	15,811	13397	821	0	0	2732	9,845	2414
T3 - LEVEL 6	15,811	13397	821	0	0	2732	9,845	2414
T3 - LEVEL 7	9,788	8164	801	0	0	561	6,802	1624
T3 - LEVEL 8	8,164	8164	801	0	0	561	6,802	0
T3 - LEVEL 9	8,164	8164	801	0	0	561	6,802	0
T3 - LEVEL 10	8,164	8164	801	0	0	561	6,802	0
T3 - LEVEL 11	8,164	8164	801	0	0	561	6,802	0
T3 - LEVEL 12	8,164	8164	801	0	0	561	6,802	0
T3 - LEVEL 13	8,164	8164	801	0	0	561	6,802	0
T3 - LEVEL 14	8,164	8164	801	0	0	561	6,802	0
T3 - LEVEL 15	8,164	8164	801	0	0	561	6,802	0
T3 - LEVEL 16	8,164	8164	801	0	0	561	6,802	0
T3 - LEVEL 17	8,164	8164	801	0	0	561	6,802	0
T3 - LEVEL 18	8,164	8164	801	0	0	561	6,802	0
T3 - LEVEL 19	8,164	8164	801	0	0	561	6,802	0
T3 - LEVEL 20	8,164	8164	801	0	0	561	6,802	0
T3 - LEVEL 21	8,164	8164	801	0	0	561	6,802	0
T3 - LEVEL 22	8,164	8164	801	0	0	561	6,802	0
T3 - LEVEL 23	8,164	8164	801	0	0	561	6,802	0
T3 - LEVEL 24	8,164	8164	801	0	0	561	6,802	0
T3 - LEVEL 25	8,164	8164	801	0	0	561	6,802	0
T3 - LEVEL 26	8,164	8164	801	0	0	561	6,802	0
T3 - LEVEL 27	8,164	8164	801	0	0	561	6,802	0
T3 - LEVEL 28	8,164	8164	801	0	0	561	6,802	0
T3 - LEVEL 29	8,164	8164	801	0	0	561	6,802	0
T3 - LEVEL 30	9,820	8165	757	0	0	4647	2,760	1655
T3 - ROOF	7,261	7261	0	0	0	7261	0	0
TOTAL	818,816	720572	51988	0	20,723	97587	550,274	98243

GFA - CITY OF OTTAWA	
LEVEL	AREA (ft2)
T3 - LEVEL 2	10982
T3 - LEVEL 3	10982
T3 - LEVEL 4	10982
T3 - LEVEL 5	10982
T3 - LEVEL 6	10982
T3 - LEVEL 7	6463
T3 - LEVEL 8	6463
T3 - LEVEL 9	6463
T3 - LEVEL 10	6463
T3 - LEVEL 11	6463
T3 - LEVEL 12	6463
T3 - LEVEL 13	6463
T3 - LEVEL 14	6463
T3 - LEVEL 15	6463
T3 - LEVEL 16	6463
T3 - LEVEL 17	6463
T3 - LEVEL 18	6463
T3 - LEVEL 19	6463
T3 - LEVEL 20	6463
T3 - LEVEL 21	6463
T3 - LEVEL 22	6463
T3 - LEVEL 23	6463
T3 - LEVEL 24	6463
T3 - LEVEL 25	6463
T3 - LEVEL 26	6463
T3 - LEVEL 27	6463
T3 - LEVEL 28	6463
T3 - LEVEL 29	6463
T3 - LEVEL 30	6463
TOTAL	210014

AMENITY AREA	
TYPE	AREA (ft2)
AMENITY PRIVATE	16092
COMMON	13201
TECHNICAL	164
TOTAL	29457

BICYCLE PARKING SPACES			
LEVEL	TYPE	QUANTITY	PLAN ID
T1 - LEVEL 1	HORIZONTAL / INDOOR	176	
T4 - LEVEL U0	HORIZONTAL / INDOOR	176	
GROUND FLOOR	HORIZONTAL / EXTERIOR	8	
TOTAL		360	

INDIVIDUAL LOCKERS		
LEVEL	TYPE	TOTAL
UNDERGROUND PARKING U1	LOCKER TOWER 3&4	106
UNDERGROUND PARKING U2	LOCKER TOWER 3&4	174
UNDERGROUND PARKING U3	LOCKER TOWER 3&4	176
TOTAL		456

PARKING SPACES			
LEVEL	TOTAL	TYPE	PLAN ID
GROUND FLOOR	69	COMMERCIAL	C
UNDERGROUND PARKING U1	42	RESIDENTIAL TOWER 3 & 4	R
UNDERGROUND PARKING U1	86	VISITOR TOWER 3 & 4	V
UNDERGROUND PARKING U2	134	RESIDENTIAL TOWER 3 & 4	R
UNDERGROUND PARKING U3	136	RESIDENTIAL TOWER 3 & 4	R
TOTAL	467		

PMA_PROFORMAT - PARKING	
LEVEL	GROSS CONSTRUCTION (ft2)
UNDERGROUND PARKING U3	56142
UNDERGROUND PARKING U2	56142
UNDERGROUND PARKING U1	56142
T1 & T2 - LEVEL U0	15335
TOTAL	183760

PMA_PROFORMAT - TOWER 3								
LEVEL	GROSS (ft2)	GROSS (NO BALCONY) (ft2)	TECHNICAL (ft2)	PARKING (ft2)	COMMERCIAL (ft2)	COMMON (ft2)	APARTMENTS (ft2)	BALCONIES (ft2)
T1 & T2 - LEVEL 1	13,413	13413	0	0	3,304	10109	0	0
T1 & T2 - LEVEL 2	31,917	26343	1417	0	0	2818	22,108	5574
T1 & T2 - LEVEL 3	31,853	26343	1417	0	0	2818	22,108	5510
T1 & T2 - LEVEL 4	31,853	26343	1417	0	0	2818	22,108	5510
T1 & T2 - LEVEL 5	31,853	26343	1417	0	0	2818	22,108	5510
T1 & T2 - LEVEL 6	31,853	26343	1417	0	0	2818	22,108	5510
T1 & T2 - LEVEL 7	31,853	26343	1417	0	0	2818	22,108	5510
T1 & T2 - LEVEL 8	31,853	26343	1417	0	0	2818	22,108	5510
T1 & T2 - LEVEL 9	19,802	16487	794	0	0	1994	13,700	3315
T1 & T2 - LEVEL 10	19,654	16339	794	0	0	1846	13,700	3315
T1 & T2 - LEVEL 11	19,654	16339	794	0	0	1846	13,700	3315
T1 & T2 - LEVEL 12	19,654	16339	794	0	0	1846	13,700	3315
T1 & T2 - LEVEL U0	11,442	11442	568	0	7,722	3151	0	0
T1 - LEVEL 13	19,654	16339	794	0	0	1846	13,700	3315
T1 - LEVEL 14	9,802	8175	794	0	0	539	6,842	1627
T1 - LEVEL 15	9,802	8175	794	0	0	539	6,842	1627
T1 - LEVEL 16	9,784	8175	794	0	0	539	6,842	1609
T1 - LEVEL 17	9,802	8175	794	0	0	539	6,842	1627
T1 - LEVEL 18	9,810	8175	794	0	0	539	6,842	1636
T1 - LEVEL 19	9,810	8175	794	0	0	539	6,842	1636
T1 - LEVEL 20	9,810	8175	794	0	0	539	6,842	1636
T1 - LEVEL 21	9,810	8175	794	0	0	539	6,842	1636
T1 - LEVEL 22	9,802	8175	794	0	0	539	6,842	1627
T1 - LEVEL 23	9,802	8175	794	0	0	539	6,842	1627
T1 - LEVEL 24	9,802	8175	794	0	0	539	6,842	1627
T1 - LEVEL 25	9,802	8175	794	0	0	539	6,842	1627
T1 - LEVEL 26	9,810	8175	794	0	0	539	6,842	1636
T1 - LEVEL 27	9,810	8175	794	0	0	539	6,842	1636
T1 - LEVEL 28	9,810	8175	794	0	0	539	6,842	1636
T1 - LEVEL 29	9,810	8175	794	0	0	539	6,842	1636
T1 - LEVEL 30	9,821	8227	788	0	0	499	6,940	1595
T1 - ROOF	5,171	5171	0	0	0	5171	0	0
T4 - GROUND FLOOR	15,128	12086	1040	0	0	4382	6,664	3042
T4 - LEVEL 1	14,793	14273	1042	0	0	1662	11,569	519
T4 - LEVEL 2	13,238	12574	1002	0	0	982	10,590	664
T4 - LEVEL 3	13,238	12574	1002	0	0	982	10,590	664
T4 - LEVEL 4	13,238	12574	1002	0	0	982	10,590	664
T4 - LEVEL 5	13,238	12574	1002	0	0	982	10,590	664
T4 - LEVEL 6	13,238	12574	1002	0	0	982	10,590	664
T4 - LEVEL 7	9,560	8157	731	0	0	620	6,805	1403
T4 - LEVEL 8	9,560	8157	731	0	0	620	6,805	1403
T4 - LEVEL 9	9,560	8157	731	0	0	620	6,805	1403
T4 - LEVEL 10	9,560	8157	731	0	0	620	6,805	1403
T4 - LEVEL 11	9,560	8157	731	0	0	620	6,805	1403
T4 - LEVEL 12	9,560	8157	731	0	0	620	6,805	1403
TOTAL	671,654	573462	39422	0	11,026	71337	451,677	98192

GFA - CITY OF OTTAWA	
LEVEL	AREA (ft2)
T4 - GROUND FLOOR	2432
T4 - GROUND FLOOR	4047
T4 - LEVEL 1	9527
T4 - LEVEL 7	6460
T4 - LEVEL 8	6460
T4 - LEVEL 9	6460
T4 - LEVEL 10	6460
T4 - LEVEL 11	6460
T4 - LEVEL 12	6460
TOTAL	54763

AMENITY AREA	
TYPE	AREA (ft2)
AMENITY PRIVATE	25734
COMMON	14677
TOTAL	40411

PARKING SPACES			
LEVEL	TOTAL	TYPE	PLAN ID
GROUND FLOOR	69	COMMERCIAL	C
UNDERGROUND PARKING U1	42	RESIDENTIAL TOWER 3 & 4	R
UNDERGROUND PARKING U1	86	VISITOR TOWER 3 & 4	V
UNDERGROUND PARKING U2	134	RESIDENTIAL TOWER 3 & 4	R
UNDERGROUND PARKING U3	136	RESIDENTIAL TOWER 3 & 4	R
TOTAL	467		

PMA_PROFORMAT - PARKING	
LEVEL	GROSS CONSTRUCTION (ft2)
UNDERGROUND PARKING U3	56142
UNDERGROUND PARKING U2	56142
UNDERGROUND PARKING U1	56142
T1 & T2 - LEVEL U0	15335
TOTAL	183760

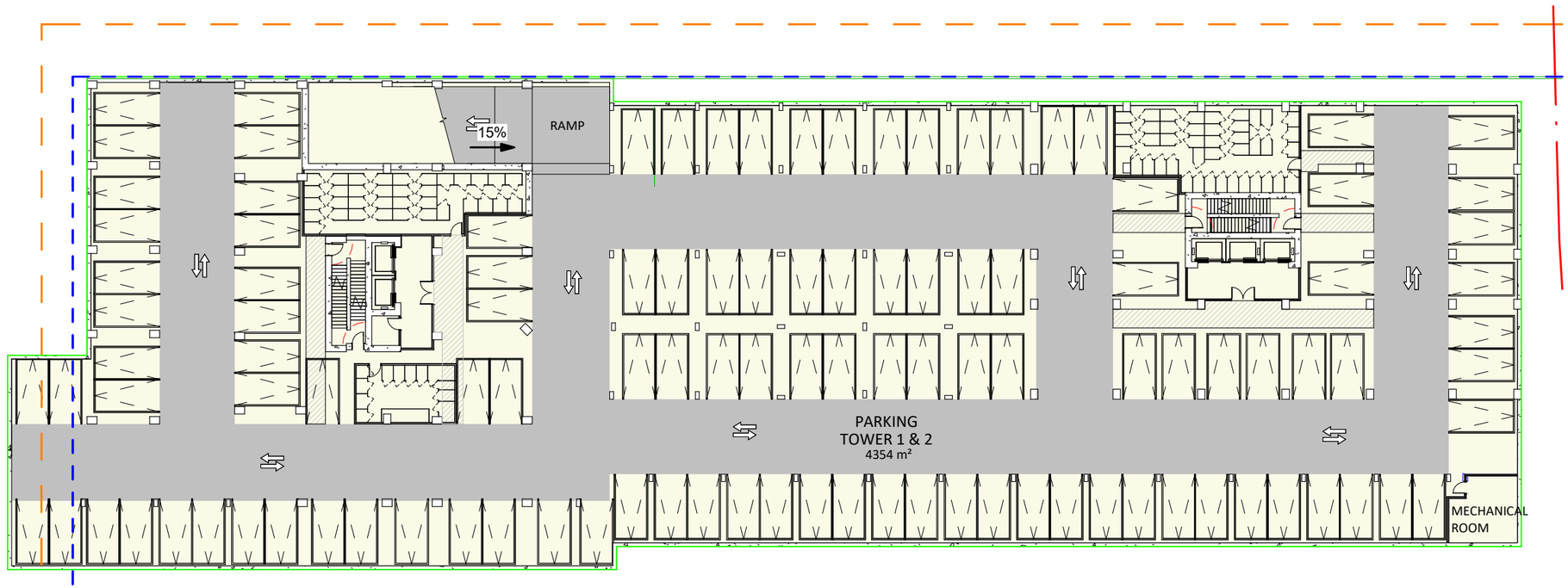
BICYCLE PARKING SPACES			
LEVEL	TYPE	QUANTITY	PLAN ID
T4 - LEVEL U0	HORIZONTAL / INDOOR	176	
T1 - LEVEL 1	HORIZONTAL / INDOOR	176	
GROUND FLOOR	HORIZONTAL / EXTERIOR	8	
TOTAL		360	

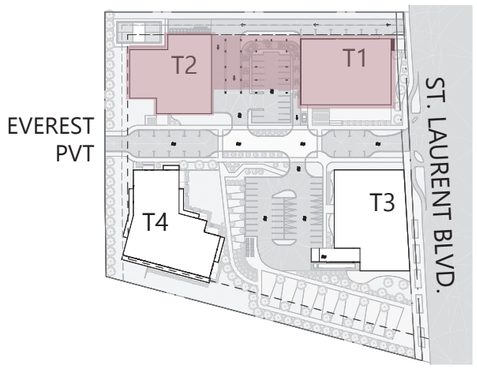
INDIVIDUAL LOCKERS		
LEVEL	TYPE	TOTAL
UNDERGROUND PARKING U1	LOCKER TOWER 3&4	106
UNDERGROUND PARKING U2	LOCKER TOWER 3&4	174
UNDERGROUND PARKING U3	LOCKER TOWER 3&4	176
TOTAL		456

TOWER 1 & 2

UNDERGROUND PARKING U3

PARKING	112
BIKE PARKING	0



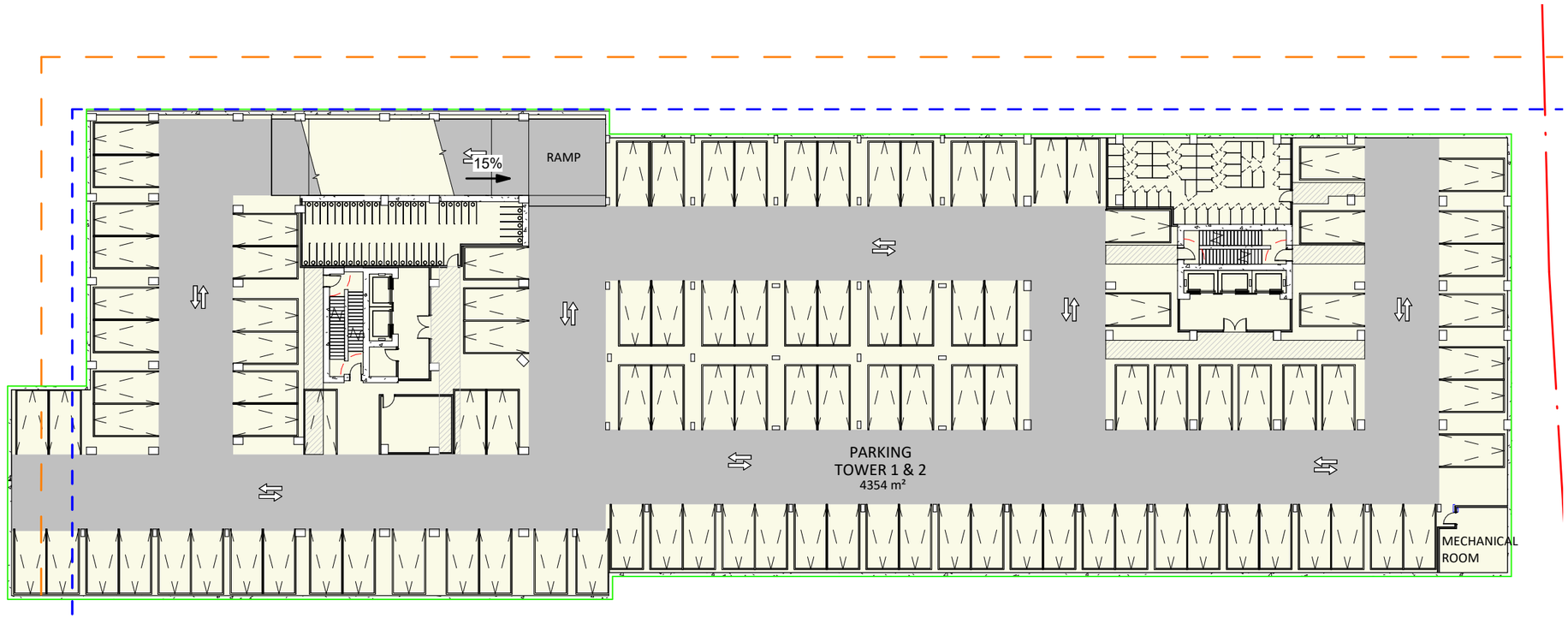


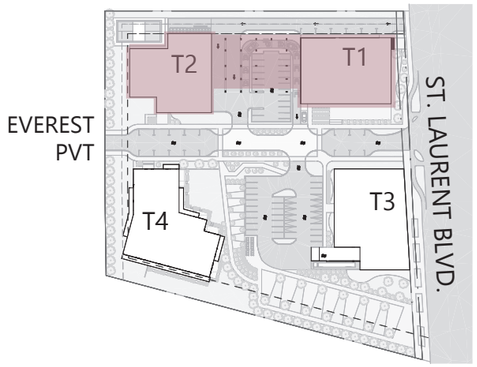
0 5 10 20

TOWER 1 & 2

UNDERGROUND PARKING U2

PARKING	110
BIKE PARKING	88



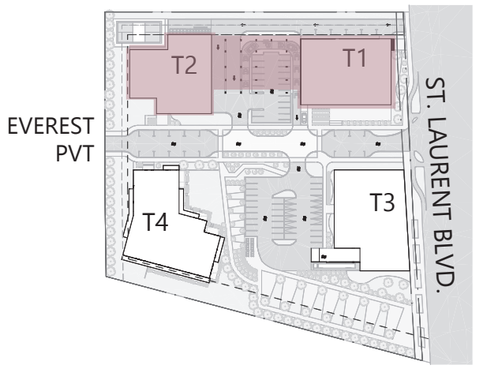


0 5 10 20

TOWER 1 & 2

UNDEGROUND PARKING U1

PARKING	108
BIKE PARKING	88

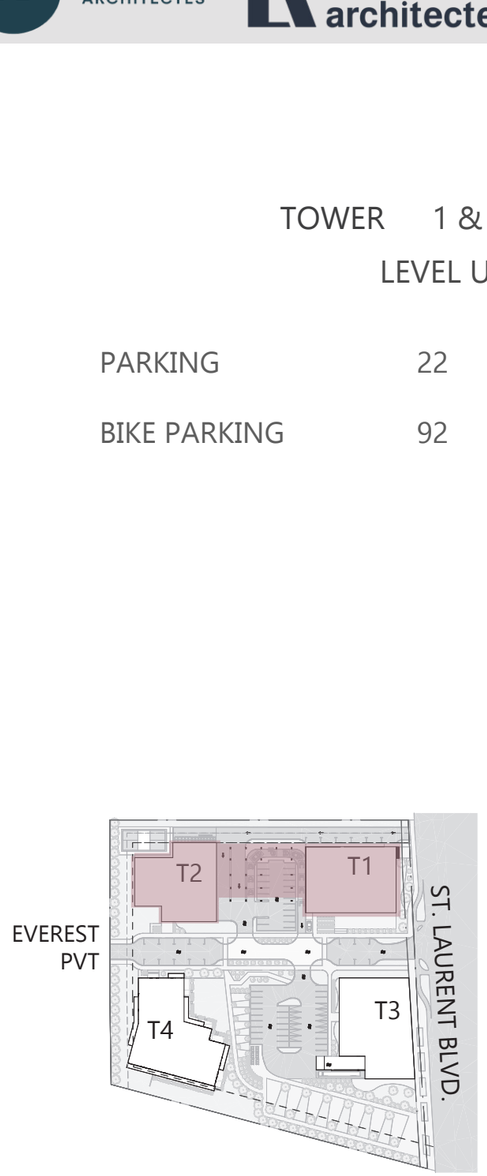


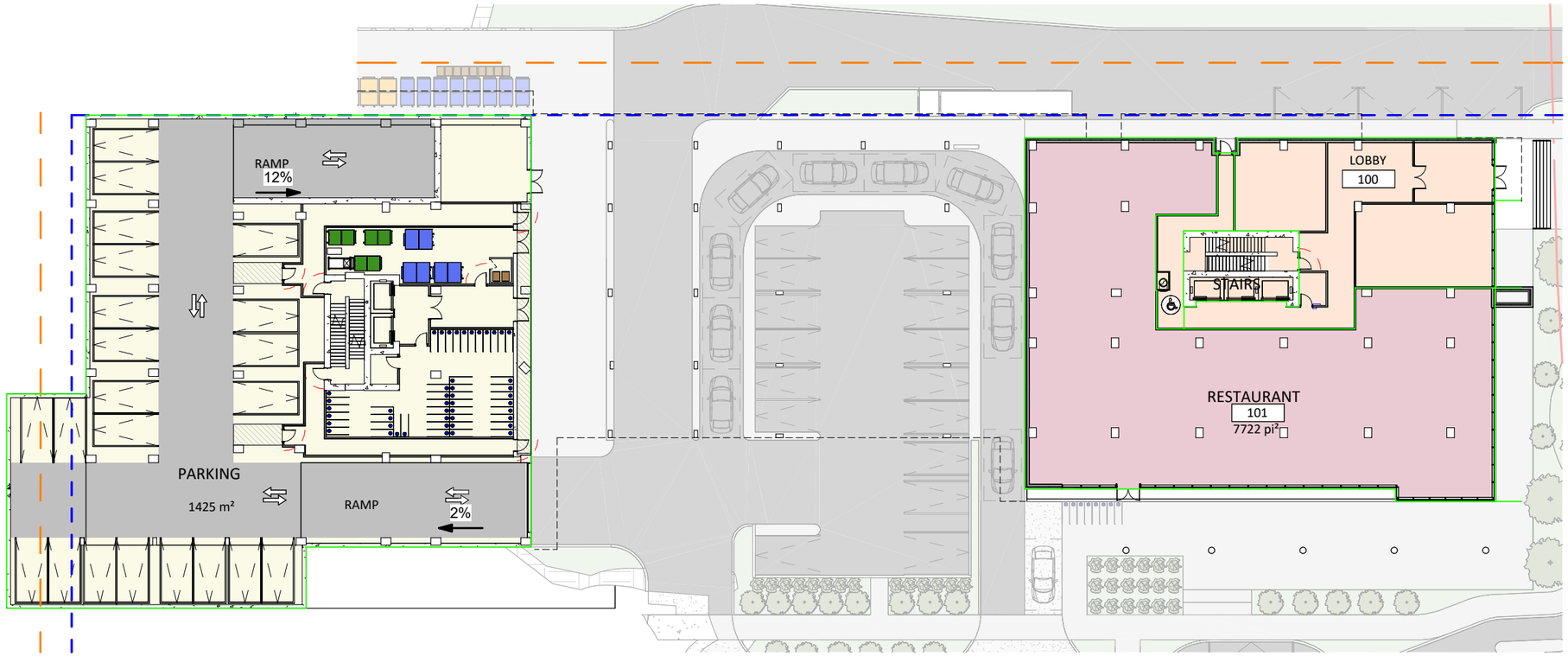
0 5 10 20

TOWER 1 & 2

LEVEL U0

PARKING	22
BIKE PARKING	92

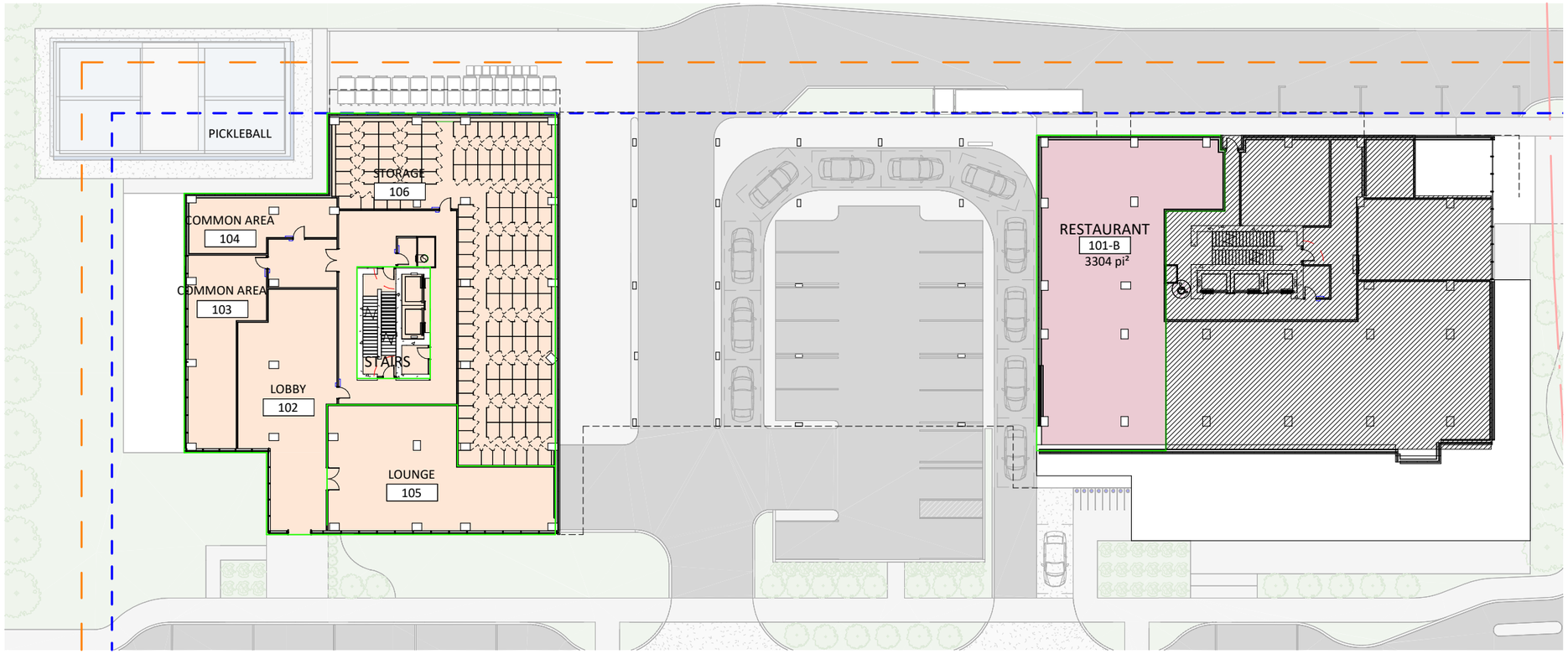




0 5 10 20

TOWER 1 & 2

LEVEL 01

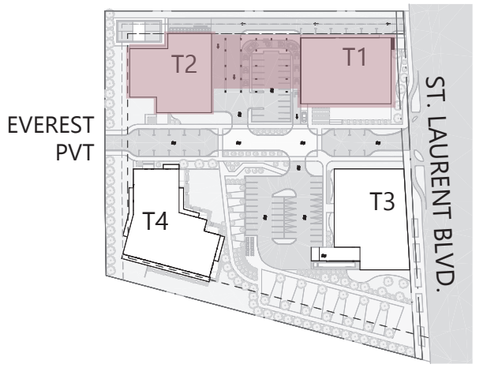


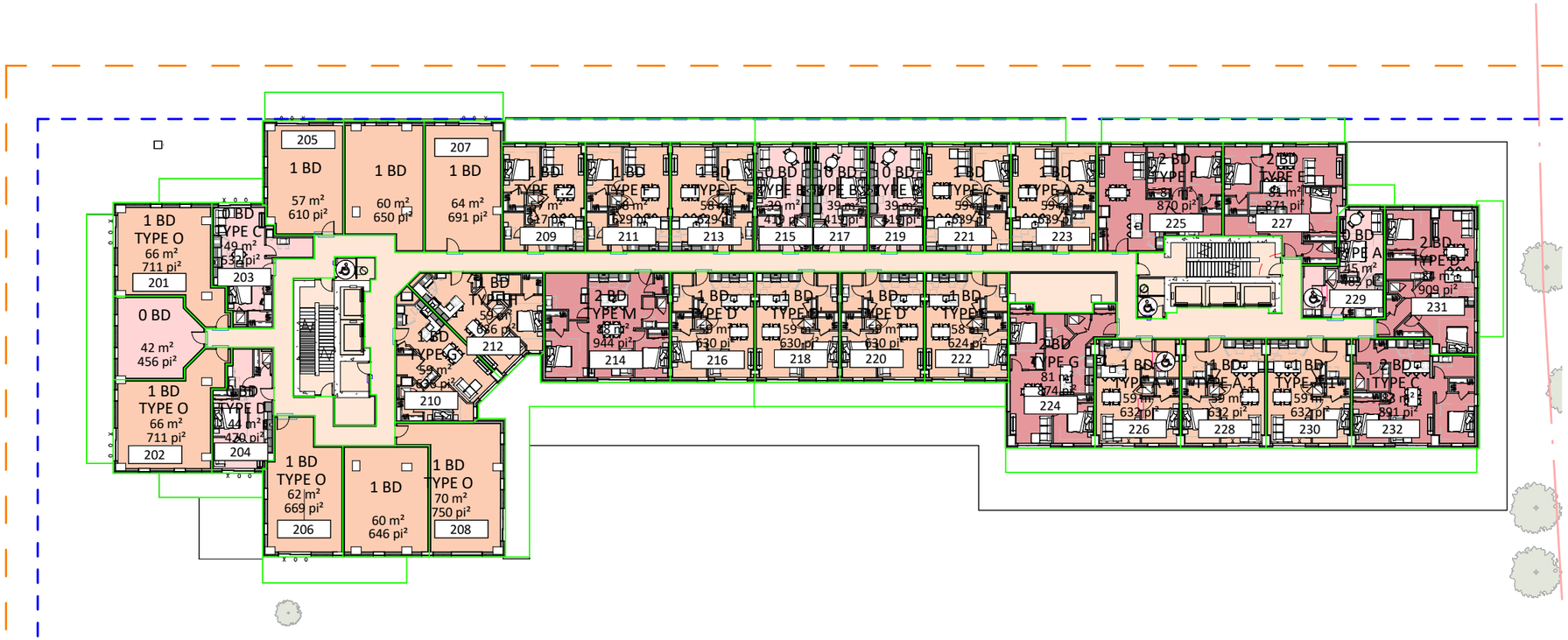
0 5 10 20

TOWER 1 & 2

LEVEL 02 TO 08

STUDIO	7	UN
1 BED	22	UN
1 BED + DEN	0	UN
2 BED	6	UN
2 BED + DEN	0	UN
3 BED	0	UN



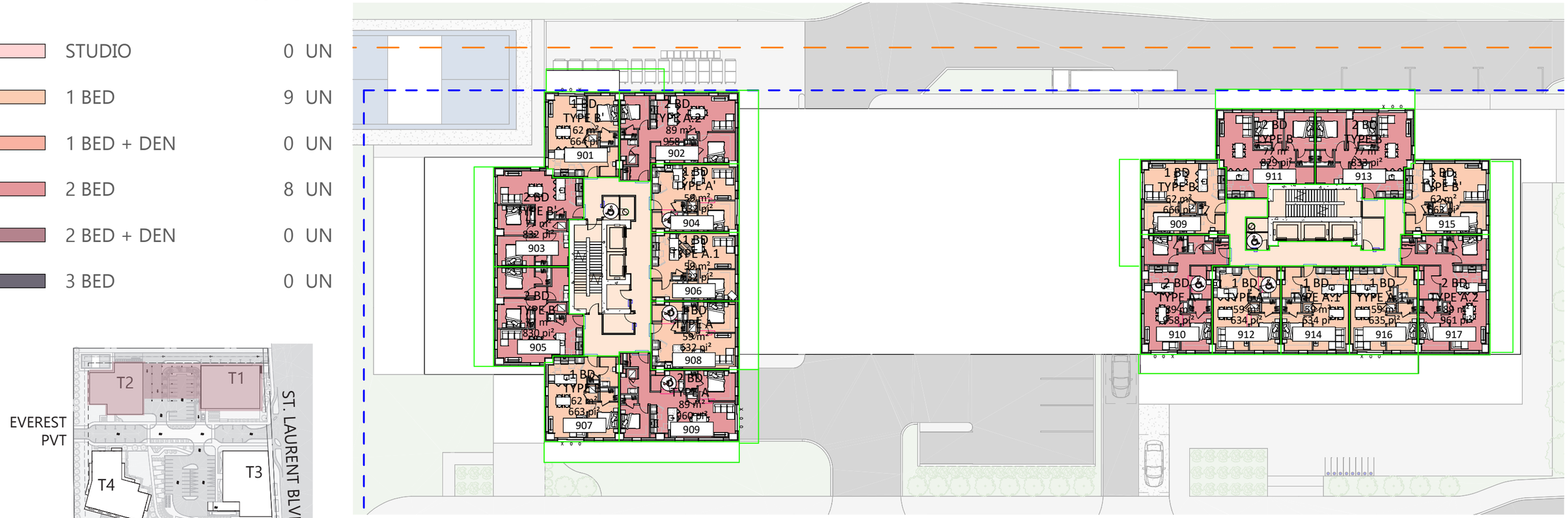


0 5 10 20

TOWER 1 & 2

LEVEL 09 TO 11

STUDIO	0	UN
1 BED	9	UN
1 BED + DEN	0	UN
2 BED	8	UN
2 BED + DEN	0	UN
3 BED	0	UN

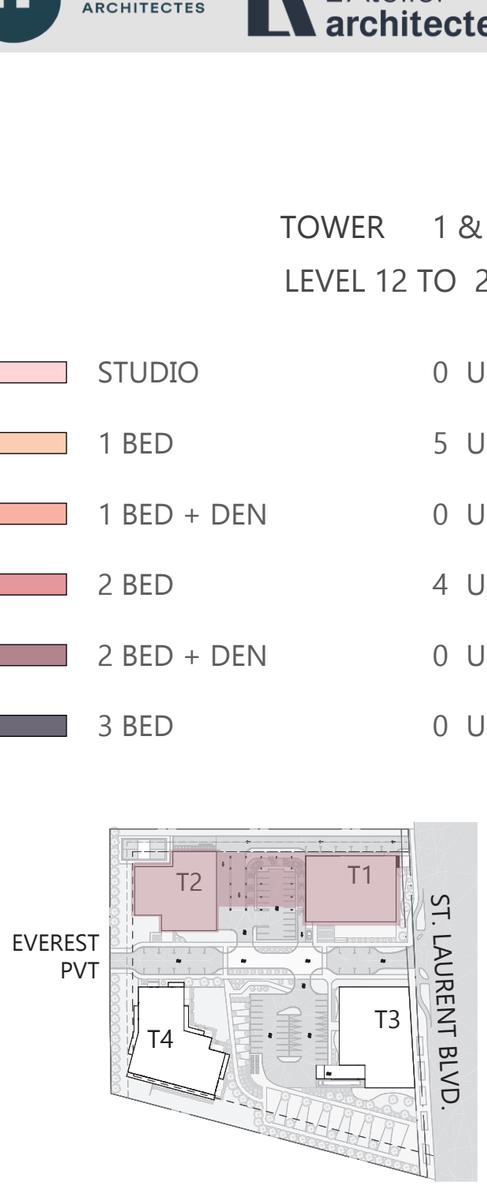


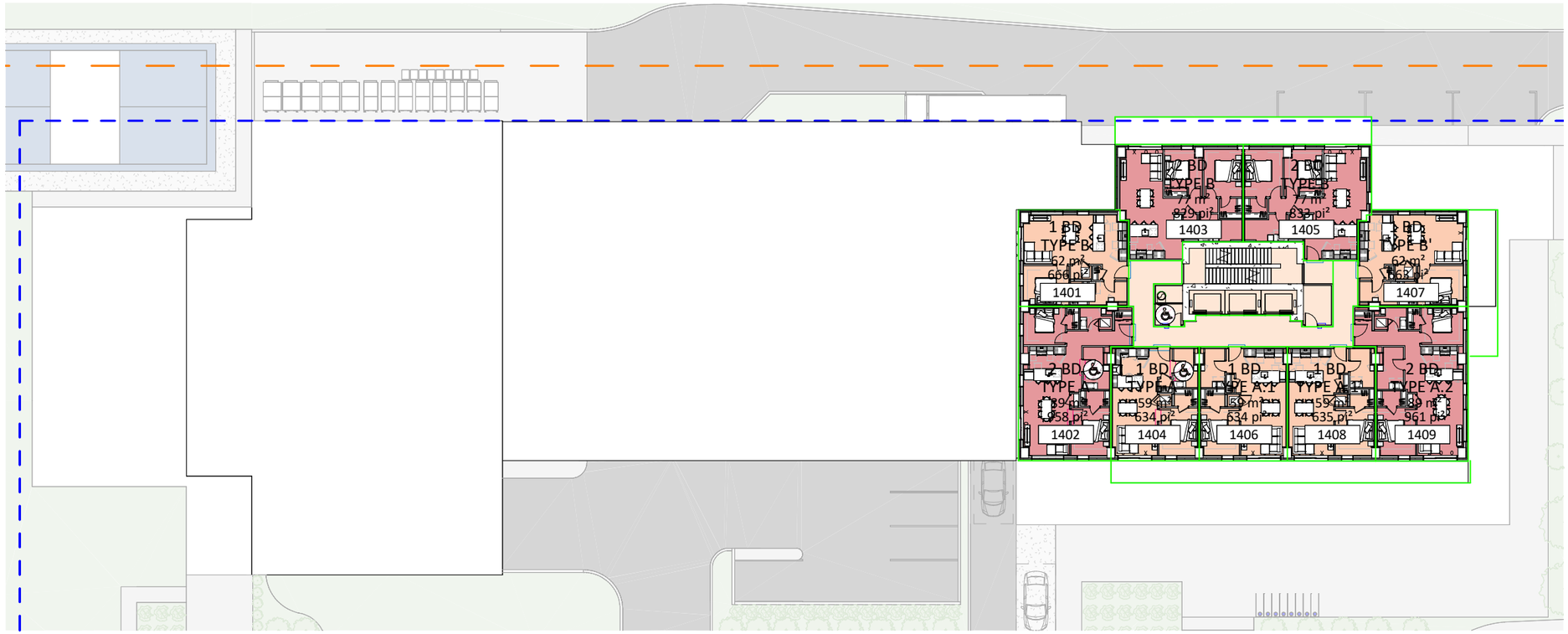
0 5 10 20

TOWER 1 & 2

LEVEL 12 TO 29

STUDIO	0 UN
1 BED	5 UN
1 BED + DEN	0 UN
2 BED	4 UN
2 BED + DEN	0 UN
3 BED	0 UN



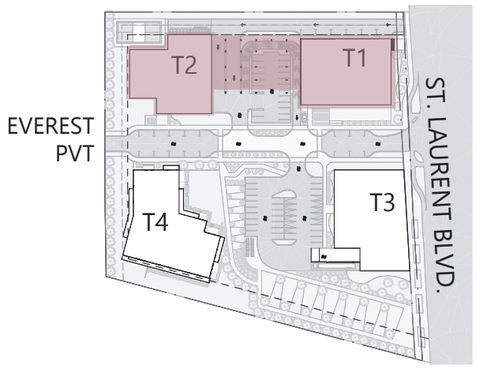


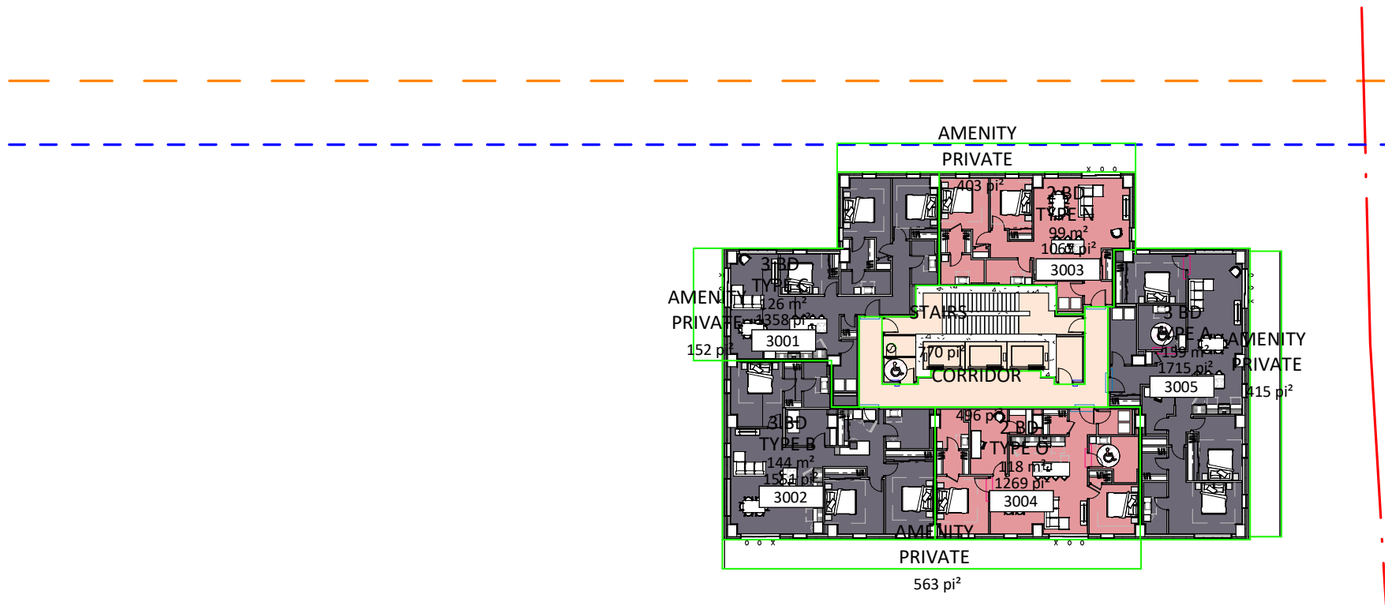
0 5 10 20

TOWER 1 & 2

LEVEL 30

	STUDIO	0 UN
	1 BED	0 UN
	1 BED + DEN	0 UN
	2 BED	0 UN
	2 BED + DEN	2 UN
	3 BED	3 UN



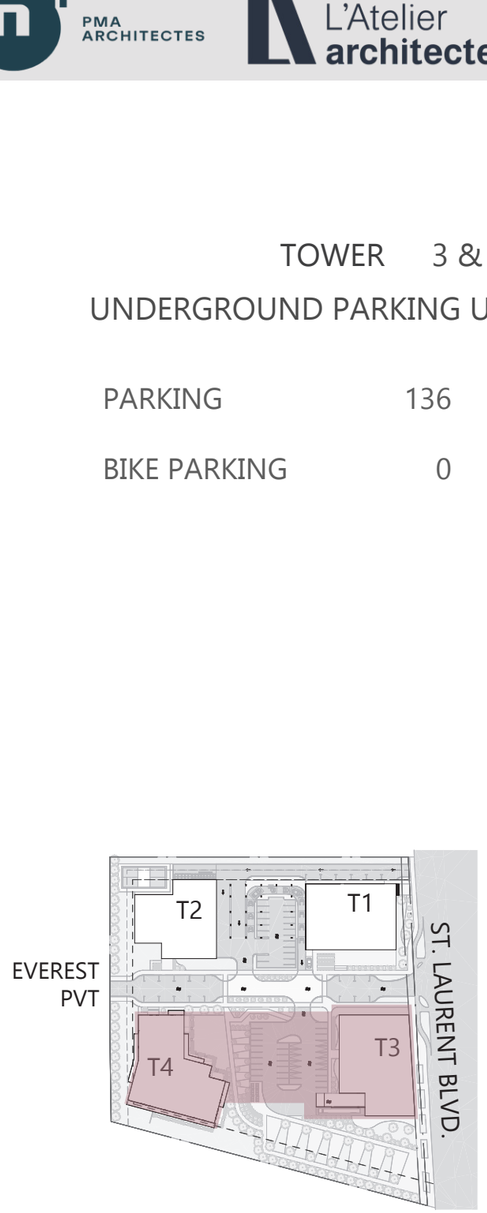


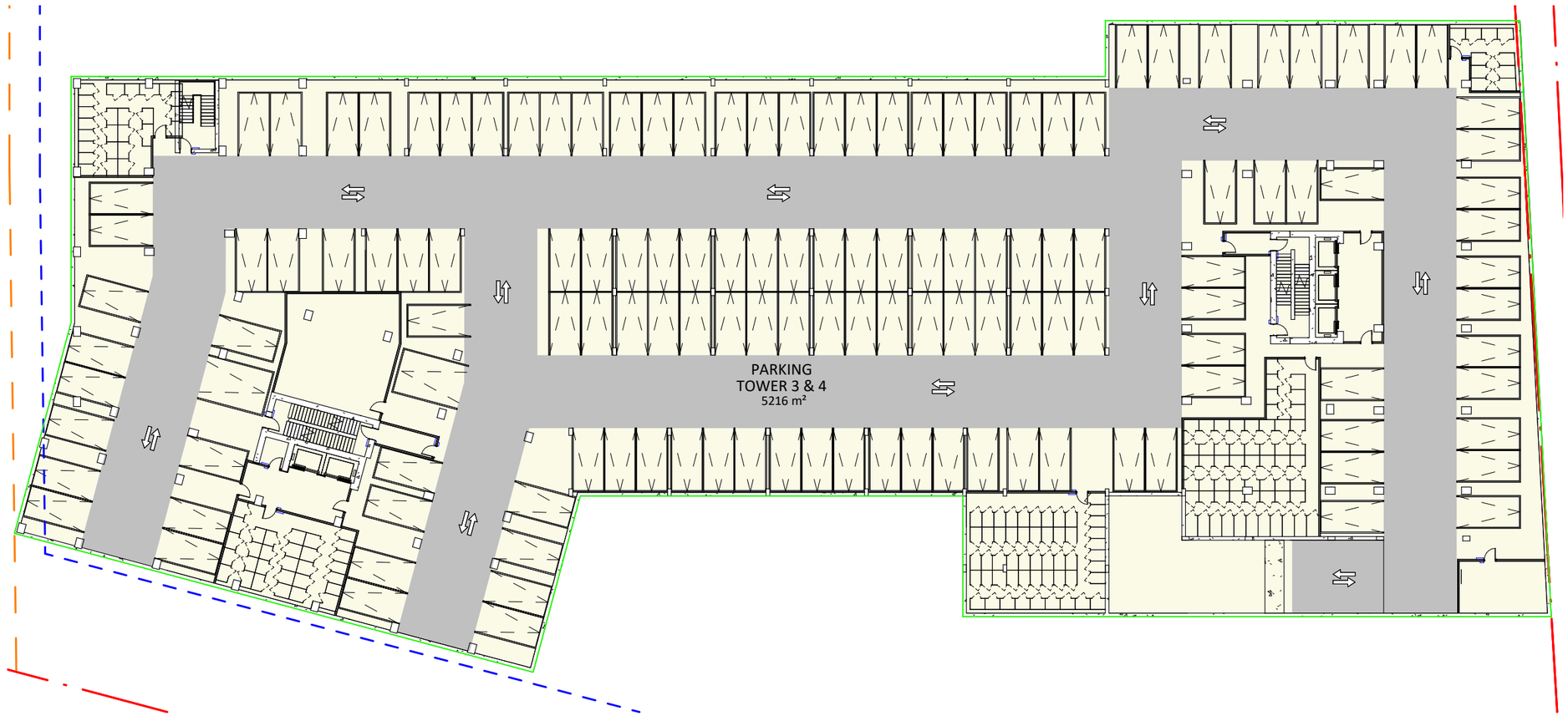
0 5 10 20

TOWER 3 & 4

UNDERGROUND PARKING U3

PARKING	136
BIKE PARKING	0



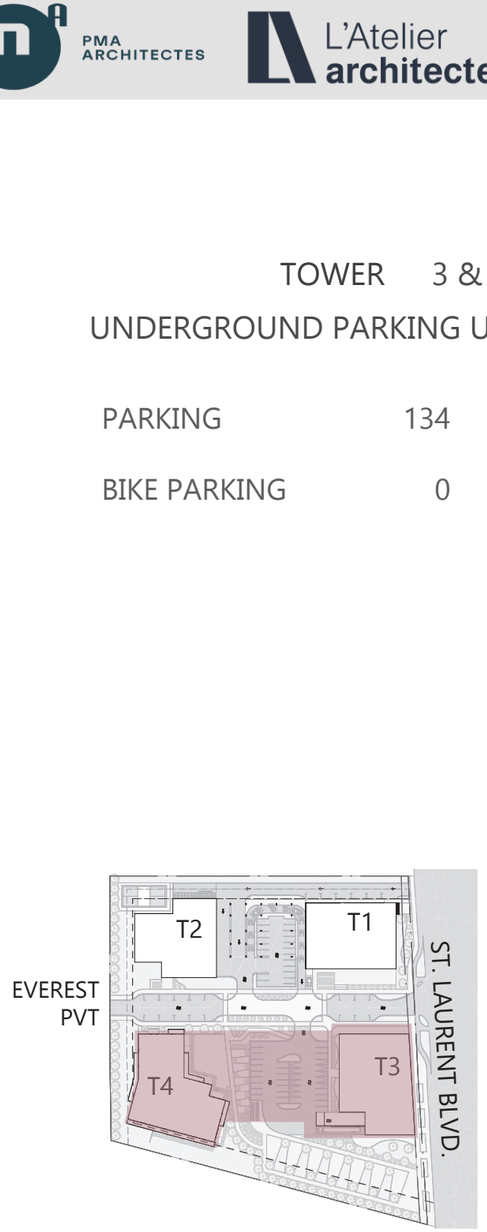


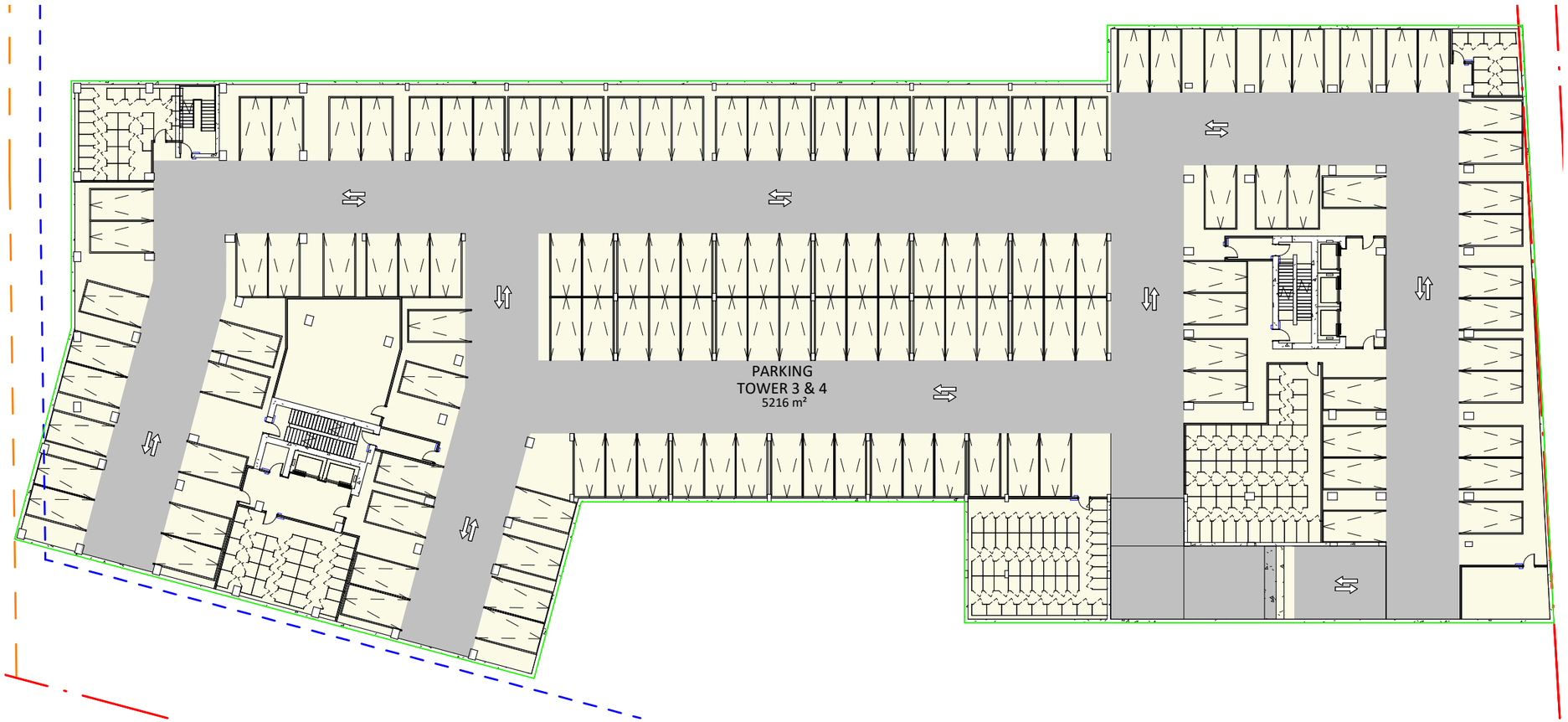
0 5 10 20

TOWER 3 & 4

UNDERGROUND PARKING U2

PARKING	134
BIKE PARKING	0



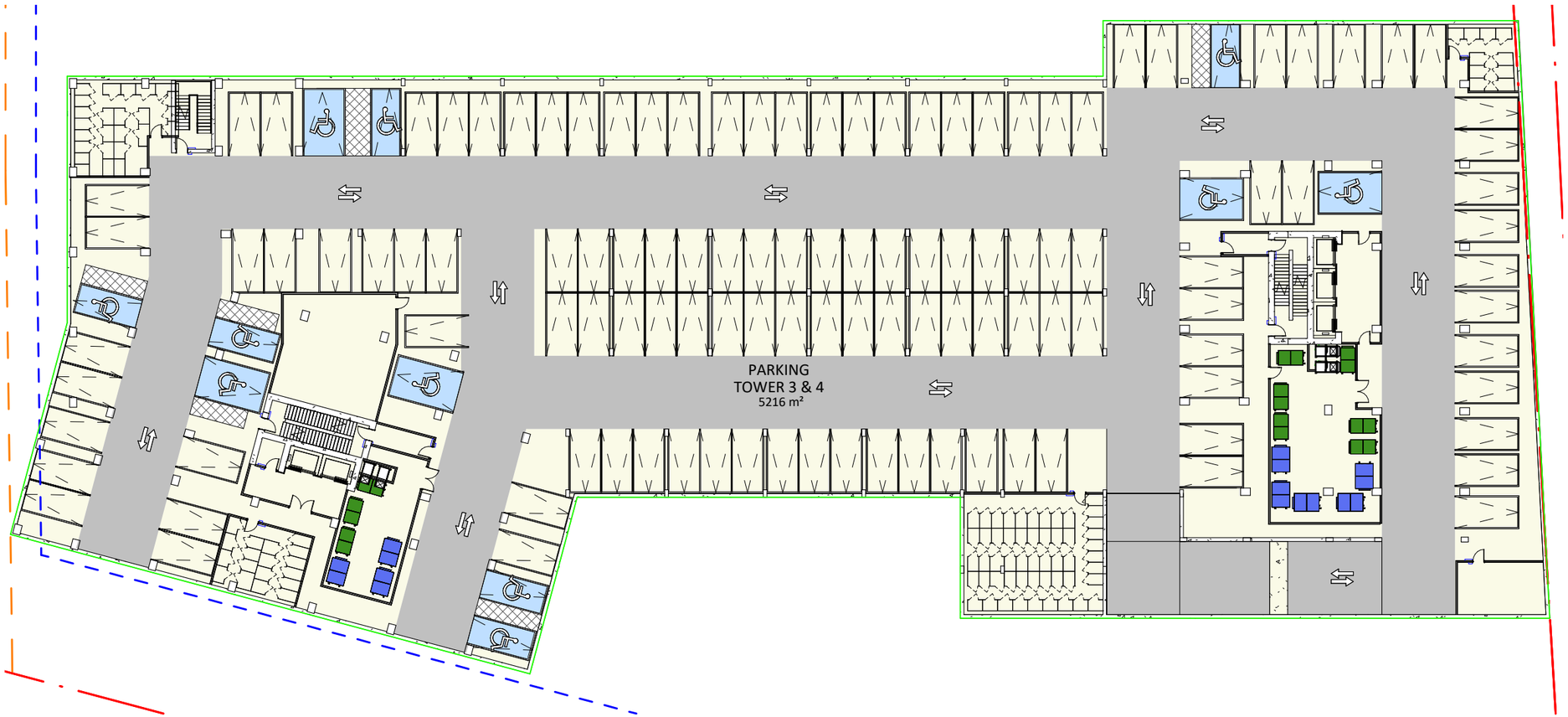


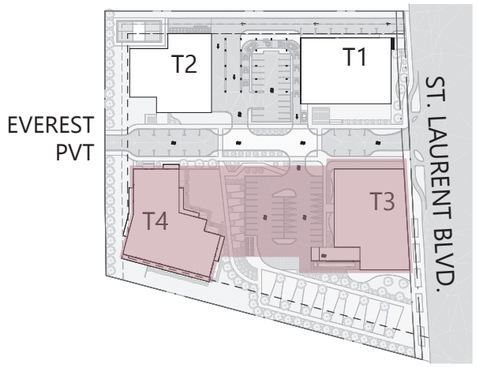
0 5 10 20

TOWER 3 & 4

UNDERGROUND PARKING U1

PARKING	128
BIKE PARKING	0

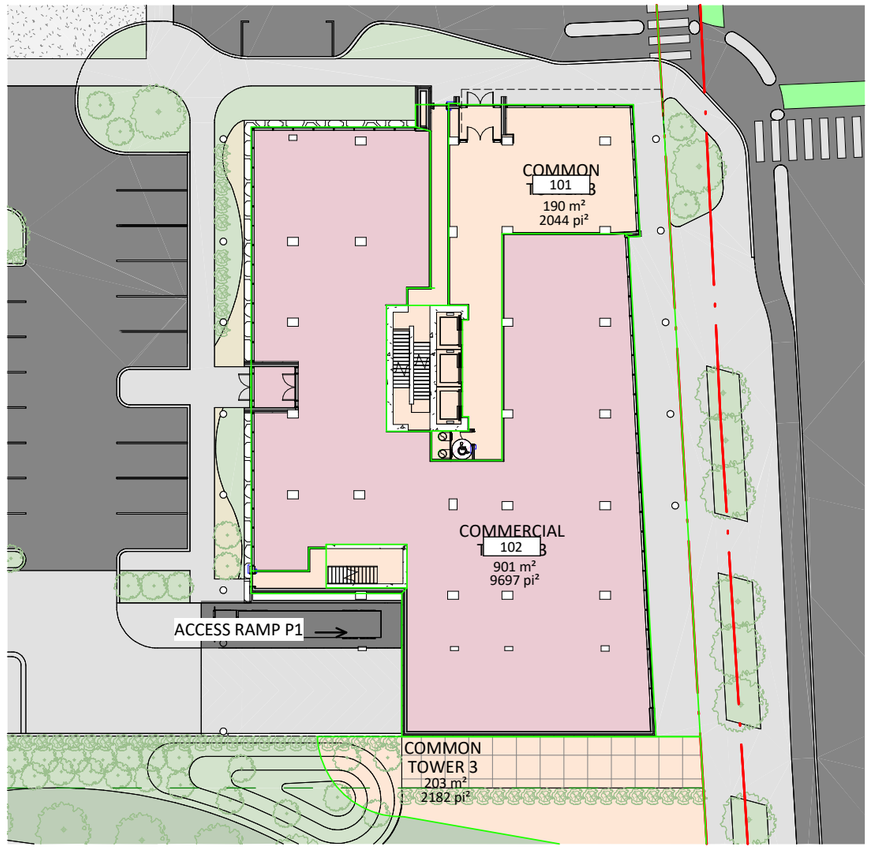


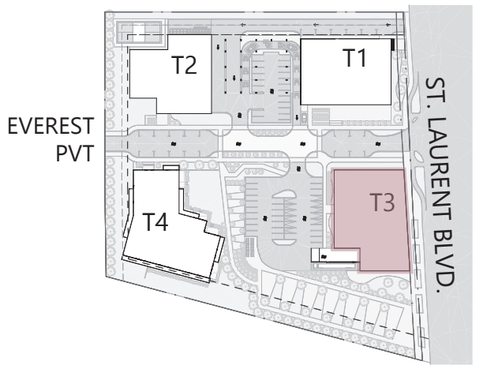


0 5 10 20

TOWER 3

LEVEL 01



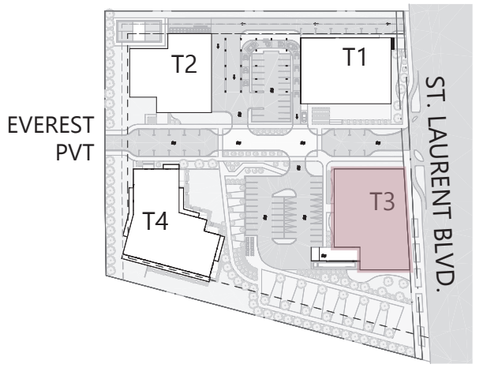


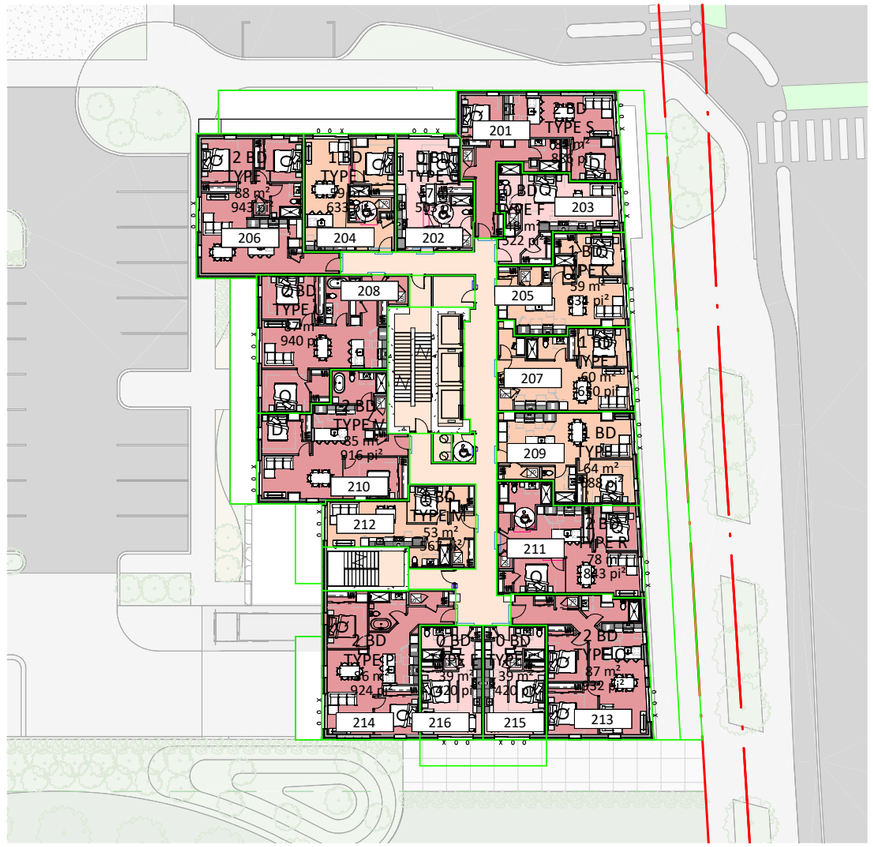
0 5 10 20

TOWER 3

LEVEL 02 TO 06

STUDIO	4	UN
1 BED	5	UN
1 BED + DEN	0	UN
2 BED	6	UN
2 BED + DEN	1	UN
3 BED	0	UN



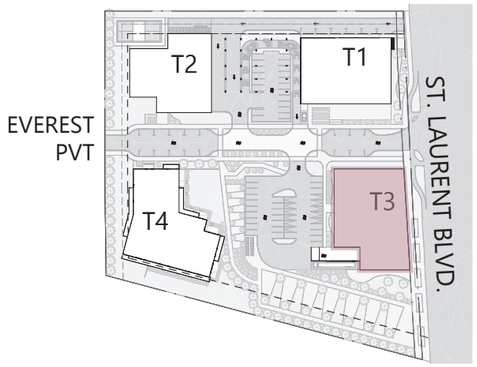


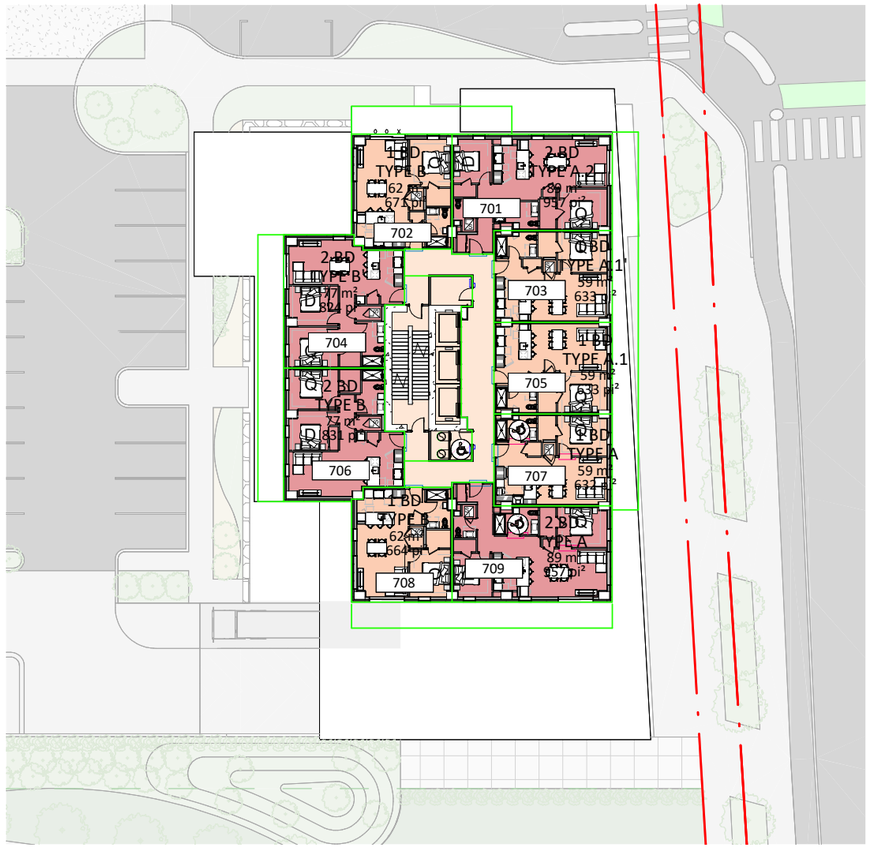
0 5 10 20

TOWER 3

LEVEL 07 TO 29

STUDIO	0	UN
1 BED	4	UN
1 BED + DEN	1	UN
2 BED	4	UN
2 BED + DEN	0	UN
3 BED	0	UN



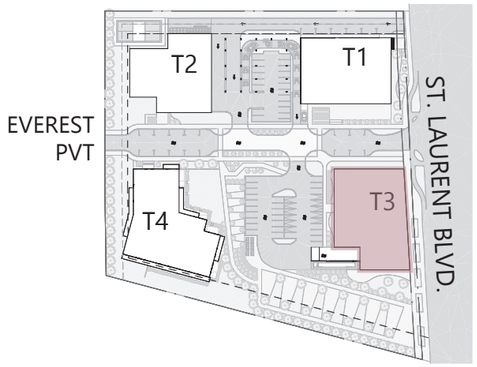


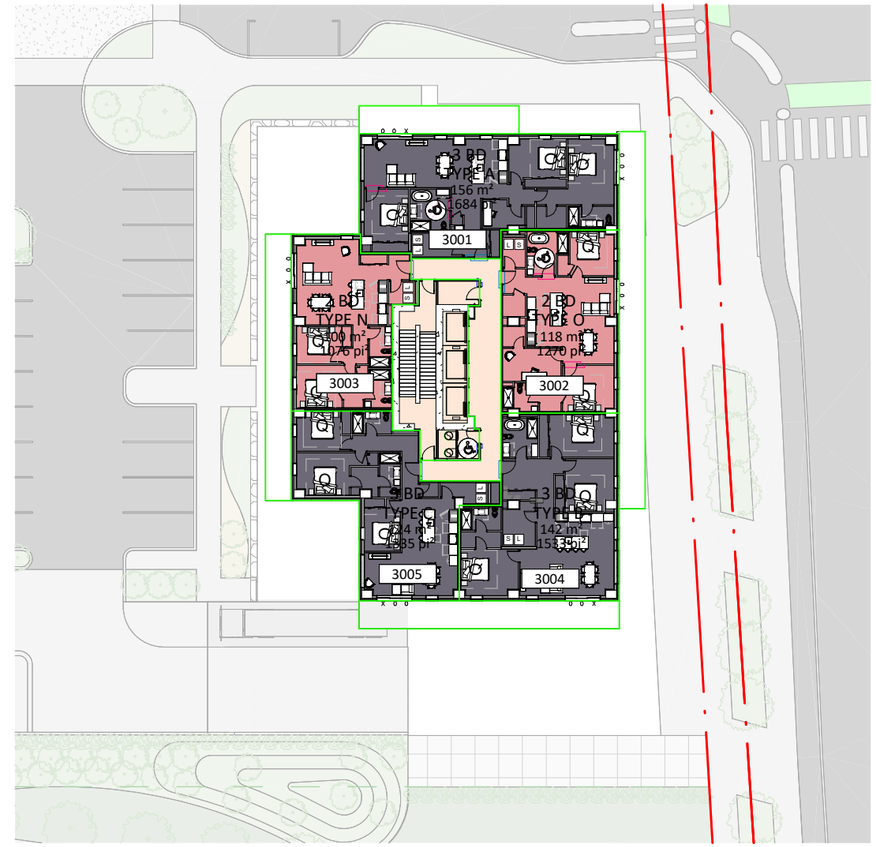
0 5 10 20

TOWER 3

LEVEL 30

STUDIO	0	UN
1 BED	0	UN
1 BED + DEN	0	UN
2 BED	2	UN
2 BED + DEN	0	UN
3 BED	3	UN



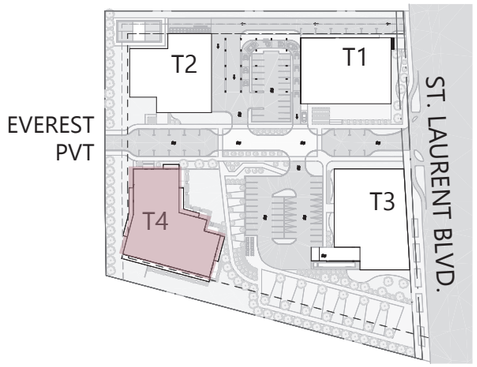


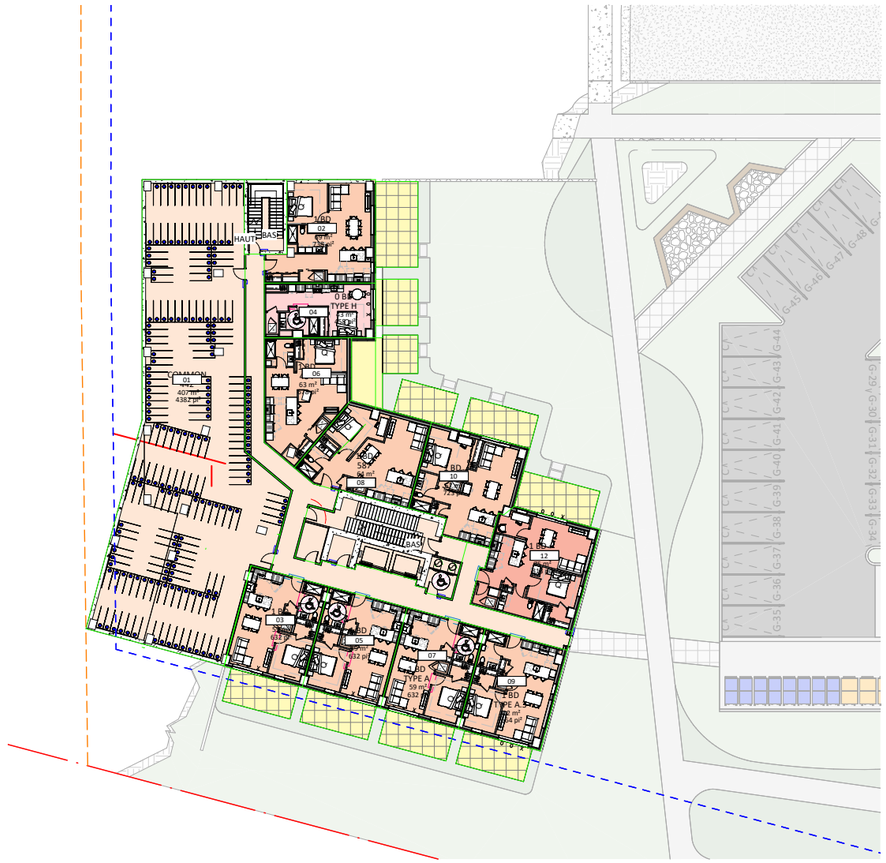
0 5 10 20

TOWER 4

GROUND FLOOR

STUDIO	1	UN
1 BED	8	UN
1 BED + DEN	1	UN
2 BED	0	UN
2 BED + DEN	0	UN
3 BED	0	UN



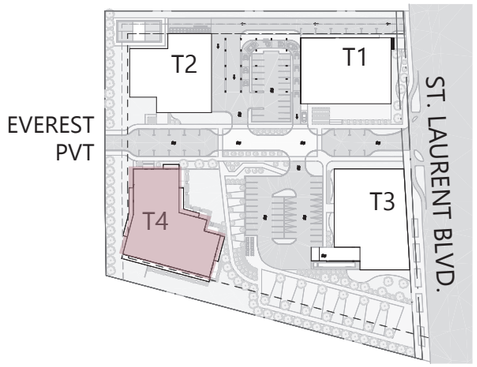


0 5 10 20

TOWER 4

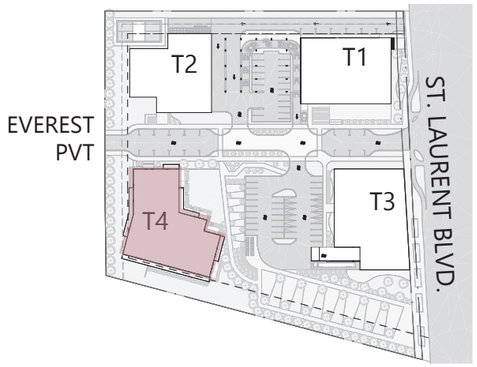
LEVEL 1

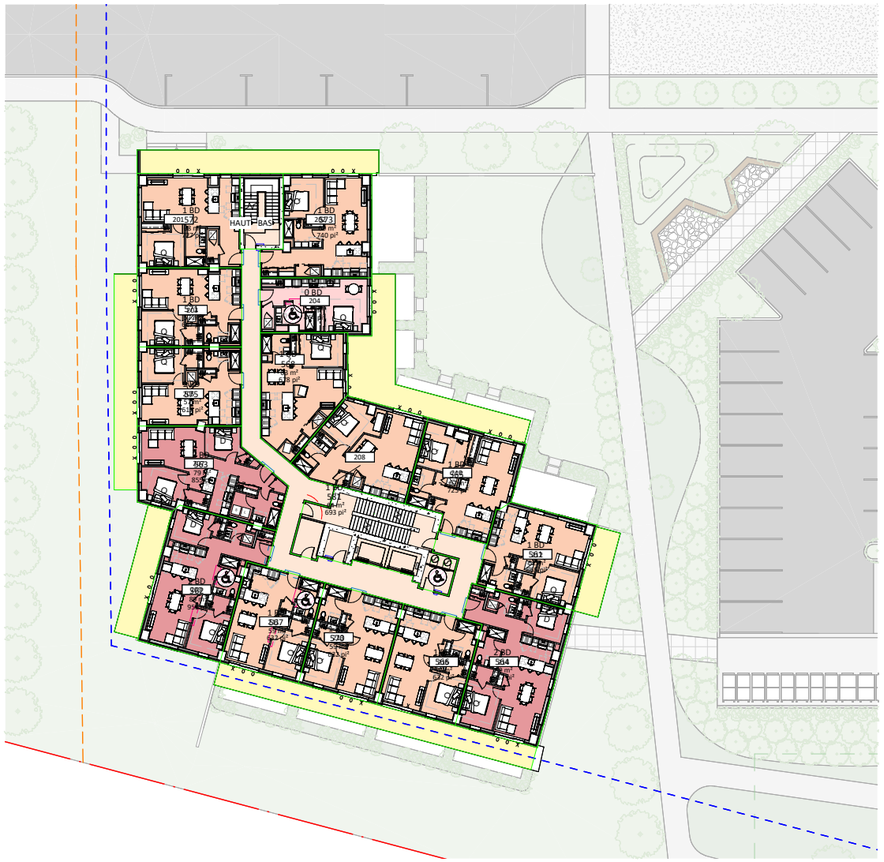
STUDIO	1	UN
1 BED	10	UN
1 BED + DEN	0	UN
2 BED	3	UN
2 BED + DEN	0	UN
3 BED	0	UN



0 5 10 20

TOWER	4	
LEVEL	2	
STUDIO	3	UN
1 BED	11	UN
1 BED + DEN	0	UN
2 BED	3	UN
2 BED + DEN	0	UN
3 BED	0	UN

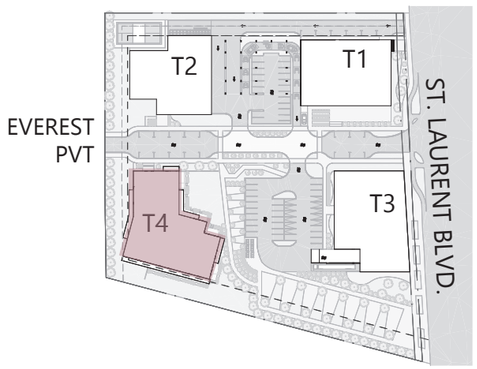


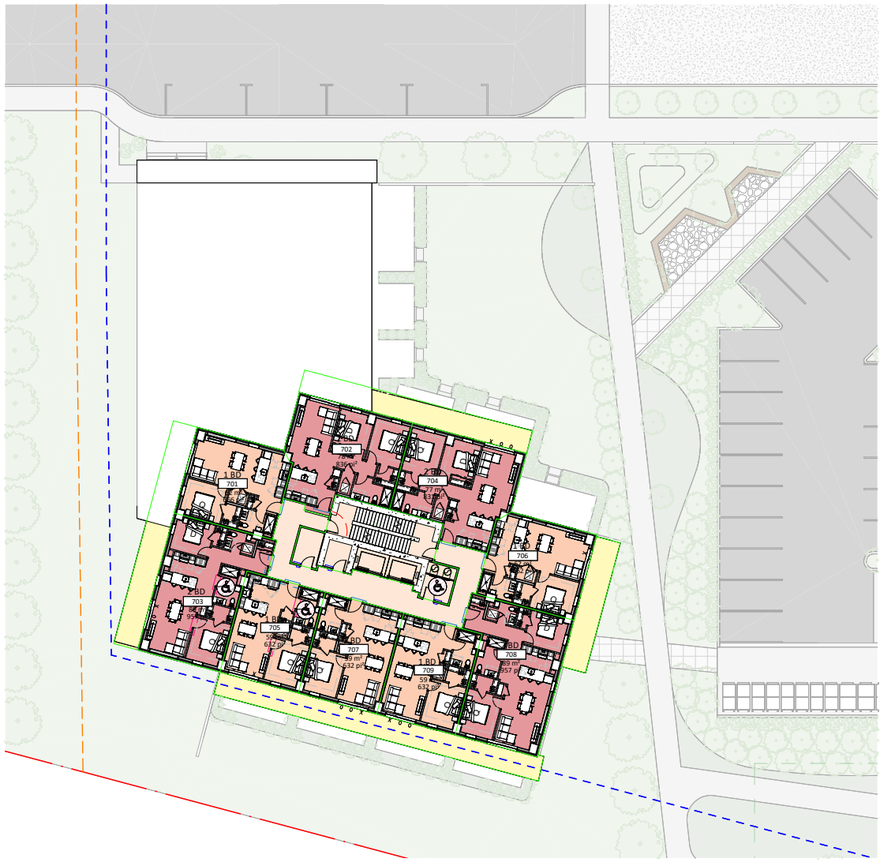


0 5 10 20

TOWER 4

STUDIO	0	UN
1 BED	5	UN
1 BED + DEN	0	UN
2 BED	4	UN
2 BED + DEN	0	UN
3 BED	0	UN





0 5 10 20

BIRD VIEW OF THE COMPLEX

SEPTEMBER 2020

OCTOBER 2023

OCTOBER 2021

JUNE 2026

VIEW OF EVEREST STREET

SEPTEMBER 2020

OCTOBER 2023

OCTOBER 2021

JUNE 2026

VIEW FROM ST. LAURENT BOULEVARD

SEPTEMBER 2020

OCTOBER 2023

OCTOBER 2021

JUNE 2026

CLOSE-UP VIEW FROM ST. LAURENT BOULEVARD

SEPTEMBER 2020

OCTOBER 2021

OCTOBER 2023

JUNE 2026

VIEW OF THE PARK

SEPTEMBER 2020

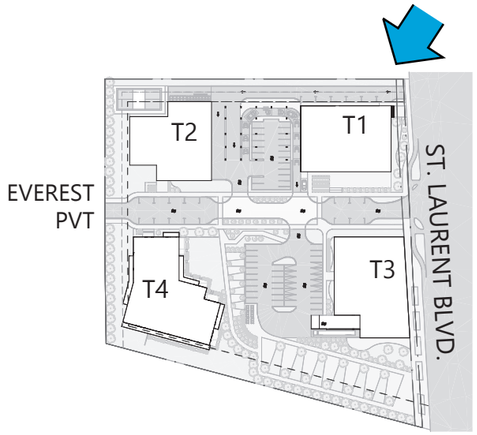
OCTOBER 2023

OCTOBER 2021

JUNE 2026

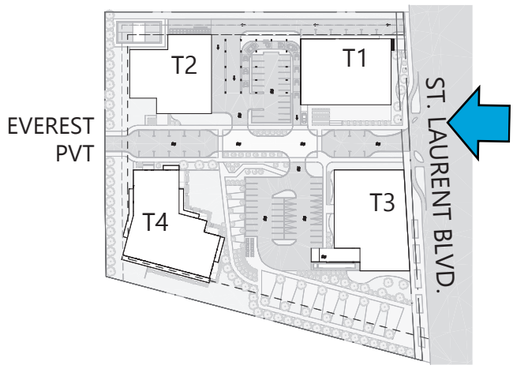
PROJECT RENDERINGS

Northeast view of tower 1



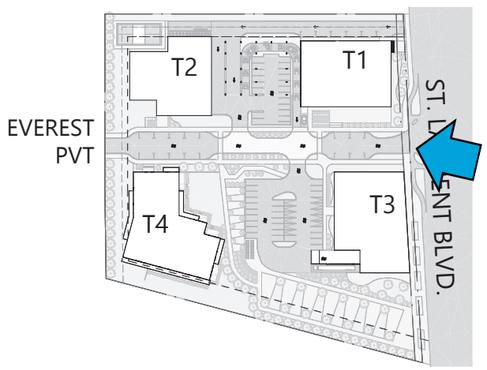
PROJECT RENDERINGS

East view of the development's main access



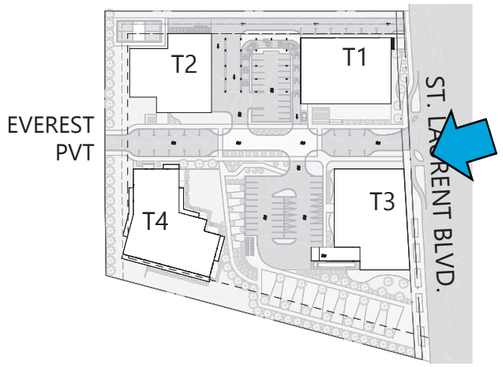
PROJECT RENDERINGS

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



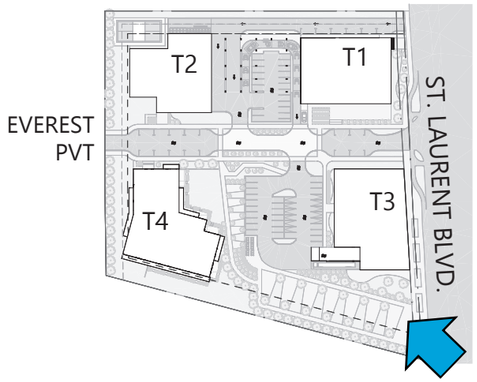
PROJECT RENDERINGS

East view of tower 3 and development's pedestrian acces



PROJECT RENDERINGS

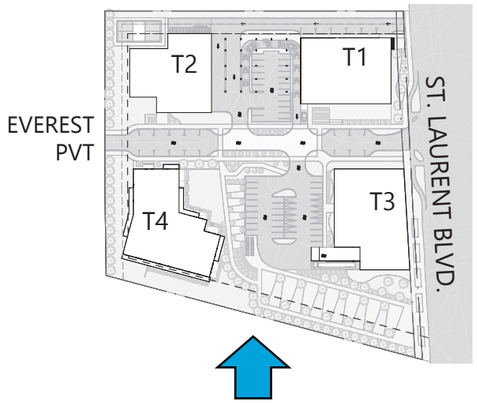
Southeast view of both towers 3 and tower 1



TOWER A & B - VIEW OF THE GARDEN

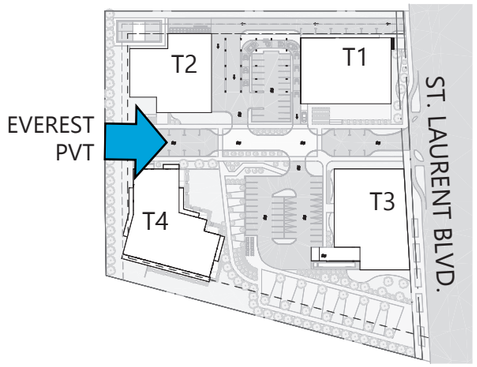
PROJECT RENDERINGS

Southwest view of tower 4



PROJECT RENDERINGS

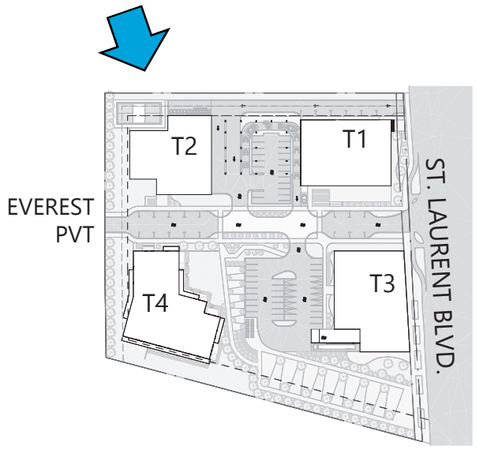
Southwest view of tower 4



TOWER A & B - VIEW OF THE GARDEN

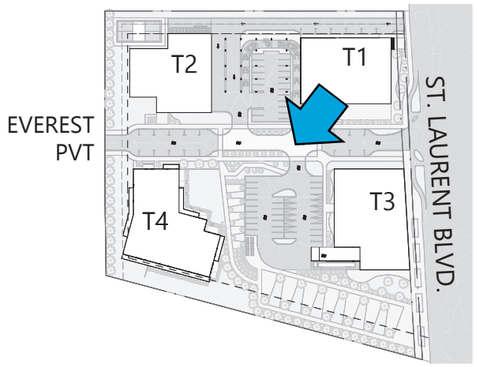
PROJECT RENDERINGS

West view of the development's main acces



PROJECT RENDERINGS

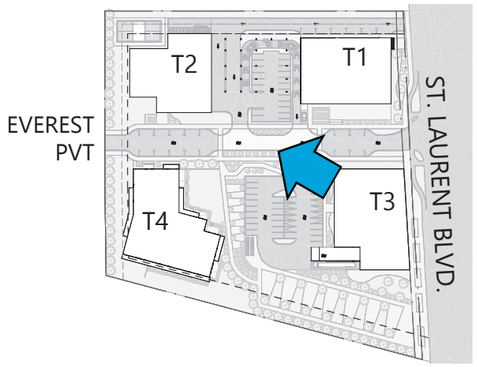
Northwest view of tower 2.



TOWER A & B - VIEW OF THE GARDEN

PROJECT RENDERINGS

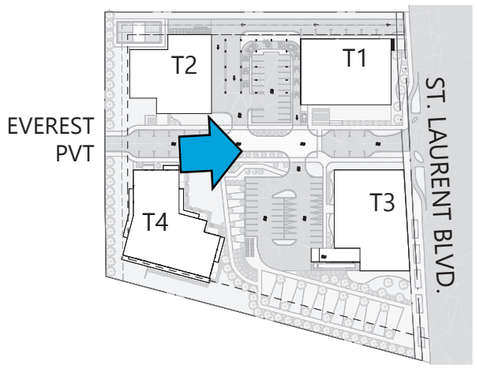
Southeast view of central garden and both tower 2 and 3



TOWER A & B - VIEW OF THE GARDEN

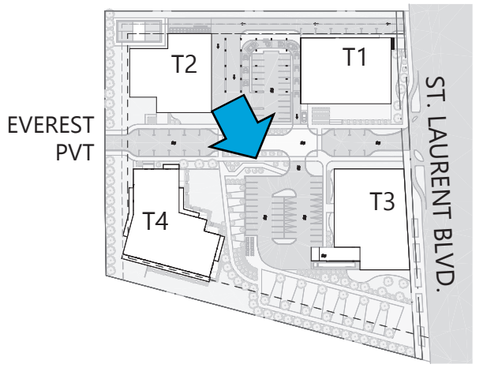
PROJECT RENDERINGS

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



PROJECT RENDERINGS

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



2.0
DESIGN DIRECTIVES

2.1.1 City of Ottawa Official Plan (2022)

2.1.1 Strategic Directions

The proposed development introduces new residential and commercial units along a Corridor in the built-up urban area, supporting the creation of 15-minute neighbourhoods.

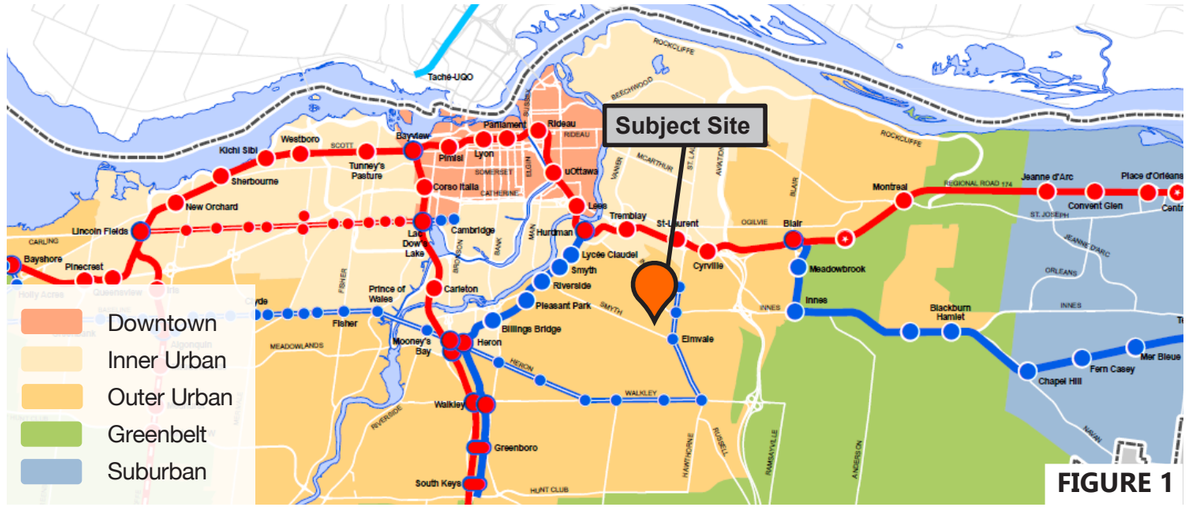


FIGURE 1

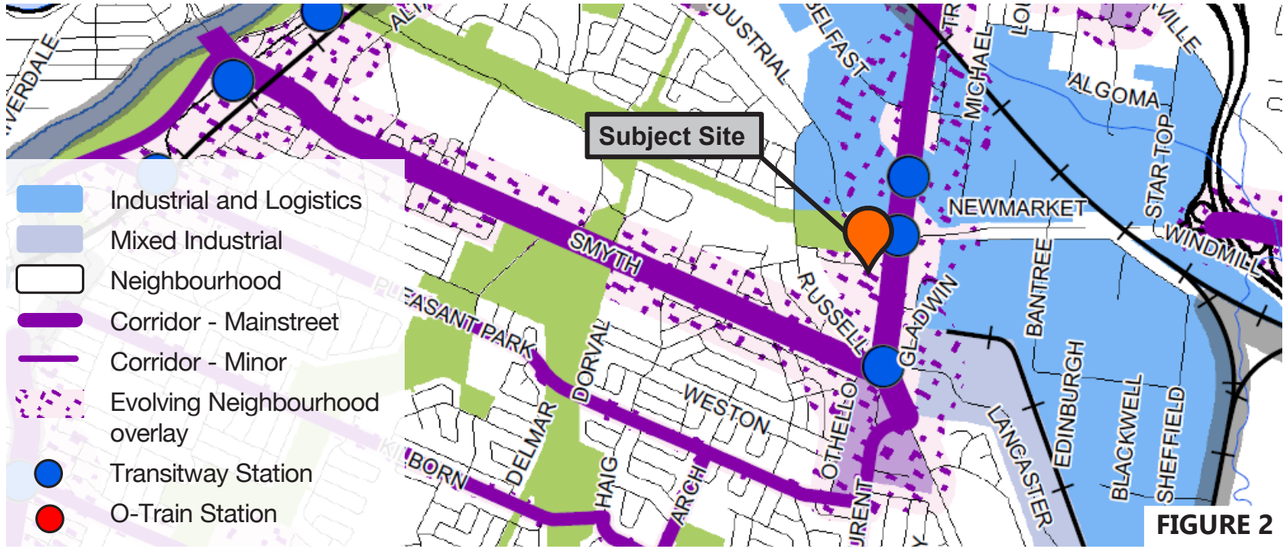


FIGURE 2

2.1.2 Transect, Land Use Designation, and Overlay

As shown on Figure 2, the subject site is located in the Outer Urban Transect and is designated as a Mainstreet Corridor on Schedule B3 of the Official Plan. To the west of the subject site, the lands within 150 metres of St. Laurent Boulevard, are also subject to the Evolving Neighbourhood Overlay.

The Outer Urban Transect has an established pattern of built form and site design that is suburban. Over the medium- to long-term, this area is planned to evolve toward an urban (15-minute) model. The Plan allows for, and anticipates that, this evolution will occur gradually within a fundamentally suburban pattern. The Outer Urban Transect is generally characterized by low- to mid-density development and new development shall be:

- Low-rise within Neighbourhoods and along Minor Corridors;
- Generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted; and
- Mid- or High-rise in Hubs.

In the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of this Plan, by:

- Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations; and
- Targeting Hubs and selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern.

Along Mainstreets, permitted building heights are based on the width of the abutting mainstreet and subject to appropriate height transitions, stepbacks and angular planes. As the subject site abuts St. Laurent Boulevard, which has a width greater than 30 metres (protected width is 44.5 metres), heights of at least two (2) storeys and up to high-rise (40 storeys) are permitted (policy 6.2.1.1a).

The proposed development conforms to the Outer Urban policies of the Official Plan, proposing high-rise development adjacent to a street with a wide protected right-of-way. Additionally, the development incorporates appropriate built-form transitions to adjacent residential uses, from 20 storeys along the Corridor to eight, six, and four storeys along Mountaineer Private and Everest Private to the west.

Corridors are bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses, and a higher level of street transit service than abutting Neighbourhoods, but lower density than Hubs.

The Corridor designation applies to any lot abutting the Corridor, subject to a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor. Development within the Corridor designation shall establish buildings that locate taller buildings and higher densities closer to the Corridor, subject to building stepbacks, where appropriate. The development shall ensure appropriate transitions in height, use of land, site design and development character through the site, where the Corridor designation meets abutting designations.

For larger sites (generally greater than 1 hectare or with a depth greater than 100 metres), an enhanced circulation network should be provided within the site prioritizing the needs of pedestrians, cyclists and transit users, and should encourage development closer to the corridor first.

Per policy 6.2.1.3, Corridors generally permit residential and non-residential uses that integrate within a dense, mixed-use urban environment. Mainstreet Corridors also permit offices.

The proposed building heights conform to the heights envisioned by the Official Plan for Mainstreet Corridors, and the greatest heights and densities are adjacent to St. Laurent Boulevard, the Mainstreet Corridor.

The proposed development includes two mixed-use buildings fronting onto St. Laurent Boulevard and two residential use buildings located further from the Mainstreet Corridor. An internal network of sidewalks and pathways provides connections to adjacent lands and subdivisions. Pedestrians and cyclists will be permitted to bypass the bollards dividing Mountaineer Private from Everest Private to access Russell Road to the west.

2.1.3 Urban Design

Section 4.6 outlines policies related to Urban Design. Policy 4.6.5 provides the following direction for development of Mainstreet Corridors:

- Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.
- Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.
- Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

The proposed development meets the urban design policies contained in the Official Plan. The buildings are sited and oriented to frame St. Laurent Boulevard and the new internal private road, with appropriate setbacks and visible main entrances. The number of vehicle drive aisles to access the site has been reduced from three (3) to two (2), which will reduce the potential for conflicts between vehicles and pedestrians.

Section 4.6.6 contains policies to ensure the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all. Policy 1 indicates that, to minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- Between existing buildings of different heights;
- Where the planned context anticipates the adjacency of buildings of different heights;
- Within a designation that is the target for intensification, specifically:

  - Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and

  - Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

Policy 2 states that transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of Schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

Policy 3 further clarifies that where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

Policy 4 directs that amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential

- Provide protection from heat, wind, extreme weather, noise and air pollution; and
- With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

The proposed high-rise buildings have been designed to transition to the immediately adjacent mid-rise buildings, as well as the nearby low-rise residential dwellings. Buildings are tallest adjacent to the Mainstreet Corridor and the heights are lower to the west, achieving a westward transition and locating the high-rise buildings at the furthest point away from the low-rise townhouses to the south and west.

Public and private amenity areas are included as part of this redevelopment. A privately-owned public park (POPS) is proposed in the south and centre of the site. The POPS will be publicly accessible from St. Laurent Boulevard and has been designed to achieve adequate sightlines to read as a public, not private, amenity space.

Private amenity spaces are also included as part of the proposed redevelopment, such as in the southwest corner of the site, framed by Tower 4, and in the northwest corner of the site, framed by Tower 2. All of these amenity spaces will provide protection from the elements, including heat, wind, and weather.

Policy 8 stipulates that high-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2,000 square metres for commercial buildings, with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

Policy 9 states that high-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

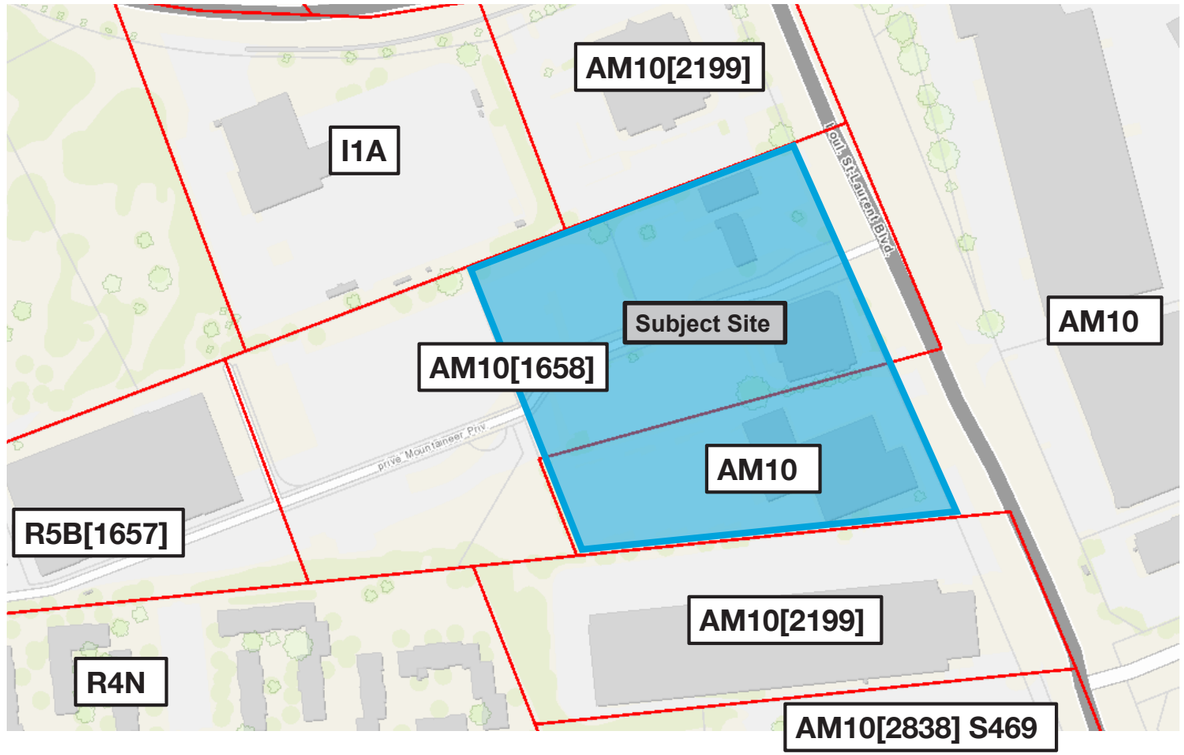
The subject site features tower floorplates that range from 764 square metres for levels 13 to 20 of Tower 1, to 1,253 square metres for levels 1 to 6 of Tower 4. Increased tower setbacks have been provided, with all buildings having a minimum of 25-metres tower separation and most buildings having greater tower separation. Tower separation is as follows:

- **39 metres between Towers 1 and 2,**
- **42 metres between Towers 1 and 3,**
- **52 metres between Towers 3 and 4, and**
- **33 metres between Towers 2 and 4.**

Space at grade has been provided for soft landscaping and trees. A public park and a private outdoor amenity space are proposed.

2.1.2 City of Ottawa Zoning By-law (2008-250)

The subject site is split-zoned Arterial Mainstreet, Subzone 10 and Arterial Mainstreet, Subzone 10 with Exception 1658 (AM10[1658]).



The AM10[1658] subzone applies to the northern parcel (1740 St. Laurent Boulevard). The exception permits "warehouse" as an additional use and establishes the following provisions:

- Minimum front yard setback for warehouse: 75.0 m from St. Laurent Blvd.
- Minimum rear yard setback for warehouse: 20.0 m
- Despite subsection 163(9) landscaped area must be provided for warehouse use as follows:
  - Minimum width of rear yard landscaped area: 3.5 m
  - Minimum width of side yard landscaped area abutting north lot line: 0.0 m
  - Minimum width of side yard landscaped area abutting south lot line: 2.5 m
  - Minimum width of landscaped area, all other cases: 2.0 m

- Maximum height: 50 m
- Minimum parking rate for restaurant: 6 spaces per 100 m2 of gross floor area

The table below evaluates the revised development proposal against applicable zoning performance standards. Areas of compliance are noted with a green checkmark and areas of non-compliance are noted with a red 'x'.

Table 1: Review of Zoning under Zoning By-law 2008-250, assessing both AM10[1658] and AM10

Zoning Mechanism	Requirement: AM10[1658] / AM10	Proposed	Compliance
Min. Lot Area	No Minimum	18,186 m^2	✓
Min. Lot Width	No Minimum	153.3 m	✓
Front Yard Setback	Minimum: 0 m At least 50% of frontage along front lot line must be occupied by building wall located within: / 4.5 m of the frontage for a Residential use building / 3.0 m for Non-residential and Mixed use buildings	2.1 m after road widening is taken >50% of frontage occupied by building walls within 3 metres	✓
Min. Interior Side Yard Setback	No minimum	10 m	✓
Min. Rear Yard Setback	/ Rear lot line abutting a residential zone: 7.5 m / Residential use building: 7.5 m / All other cases: no minimum	7.5 m	✓
Building Height	**AM10[1658]** Exception [1658]: Maximum height 50 m	96.4 m	✗
	AM10 30 m	96.4 m	✗
Min. Ground Floor Height	For buildings within 10 metres of the front lot line, the ground floor requires a minimum height of 4.5 m	Ground floor height of 6 m	✓
Ground Floor Façade	The ground floor façade facing a public street of a building located within 4.5 metres of the front lot line or corner side lot line must include a minimum of one active entrance in the case of a residential use building. A minimum of 50% of the surface area of the ground floor façade, measured from the average grade up to a height of 4.5 metres, facing a public street must be comprised of transparent glazing and active resident entrance access doors.	Tower 1: 2 active entrance, > 50% transparent glazing Tower 3: 3 active entrances, > 50% transparent glazing	✓ ✓
Min. Amenity Area	6 m^2 per dwelling unit: Tower 1+2: 468*6=**2,808 m^2**, **1,398 m^2 communal** Tower 3: 292*6=**1,752 m^2, 831 m^2 communal** Tower 4: 153*6= **918 m^2, 459 m^2 communal** Total: **5,478 m^2**, **2,664 m^2 communal**	Tower 1+2: 7,303 m^2, 2,257 m^2 communal Tower 3: 1,495 m^2, 1,226 m^2 communal Tower 4: 2,391 m^2, 1,364 m^2 communal Total: 11,189 m^2, 4847 m^2 communal	✓

Zoning Mechanism	Requirement: AM10[1658] / AM10	Proposed	Compliance
	Where more than one communal amenity area is provided to meet minimum amenity area requirements, at least one communal area must be **54 m^2**	Tower 1 Roof: 480 m^2	✓
Provisions for High-Rise Buildings			
Provisions for High-Rise Buildings Area A of Schedule 402 s. 77	Min. lot area, interior lot: 1,350 m^2	18,186 m^2	✓
	Min. interior side and rear yard setback for a tower: 10 m	Tower interior side yard: 10 m Tower rear yard: 10 m	✓
	Minimum separation distance between towers on the same lot: 20 m	Between Towers 1 and 2: 39.7 m Between Towers 1 and 3: 24.9 m Between Towers 3 and 4: 50.3 m Between Towers 2 and 4: 28.8 m	✓
Parking Provisions			
Min. Bicycle Parking – Residential	Residential: 0.5 spaces/unit Tower 1+2: 468 units * 0.5 = 231 Tower 3: 292 units * 0.5 = 146 Tower 4 : 153 units * 0.5 = 77 Total: 456 bicycle parking spaces	Tower 1+2: 268 spaces Tower 3: 148 spaces Tower 4: 75 spaces Total: 482 spaces	✓
Min. Bicycle Parking – Commercial	Commercial: 1 space/250 m^2 of Gross Floor Area Tower 1+2: (1,024 m^2/250 m^2) x 1 space = 1.36 spaces = **4 bicycle parking spaces** Tower 3: (961 m^2/250 m^2) x 1 space = 3.84 spaces = **4 bicycle parking spaces**	Tower 1+2: 8 spaces Tower 3: 7 spaces	✓
Min. Residential Vehicular Parking Area B on Schedule 1A	Residential: 0.5 per dwelling unit 10% or 20 spaces reduction if all spaces within the same building. Tower 1+2: (468 units) x 0.5 = 233 spaces – 10% = **210 spaces** Tower 3: (292 units) x 0.5 = 139 spaces – 10% = **125 spaces** Tower 4: (153 units) x 0.5 = 73 spaces – 10% = **65 spaces** Total: **400 resident vehicle parking spaces**	Tower 1+2: 245 spaces (0.52 p/units)	✓
		Tower 3+4: 312 spaces (0.71 p/units) Total: 557 residential vehicular parking spaces	✓
Min. Visitor Vehicular Parking		Towers 1 & 2: 94 spaces	✓
		Tower 3 & 4: 86 spaces	

Zoning Mechanism	Requirement: AM10[1658] / AM10	Proposed	Compliance
rea B on Schedule 1A	Residential Visitor: 0.2 per dwelling unit, after the 12th unit (no more than 60 per building required) Tower 1+2: (468 units - 12) x 0.2 = **91 spaces** => no more than 60 required Tower 3: (292 units -12) x 0.2 = **53 spaces** Tower 4: (145 units - 12) x 0.2 = **27 spaces** Tower 3+4 = **80 spaces** Total: Min. **171 spaces**	Total: 180 spaces Note: Towers are grouped together as they have shared parking garages	
equired ommercial arking	Retail store: 2.5 per 100 m^2 of gross floor area **(2,026 m^2 / 100 m^2) x 2.5 spaces = 51 spaces** Restaurant: 3 for first 50 m^2 of gross floor area plus 10 per 100m^2 of gross floor area over 50m^2 of gross floor area: **3+(10[{871 m^2-50}/100 m^2])=85 restaurant parking spaces**	Retail, Outdoors: 41 Retail, Underground: **+10** Retail, Total: 51 Restaurant, Outdoors: 28 Restaurant, Underground: **+57** Restaurant, Total: 85	✓
	AM10[1658]	No longer applicable due to Section 110(2) of the Zoning By-law 2026-50. No minimum parking rate applies.	✓
in. Parking pace Dimensions	90º Parking Space: 2.6 m wide x 5.2 m long Parallel Parking Space: 2.6 m wide x 6.7 m long	90º parking space: 2.6 x 5.2 m Parallel parking space: 2.6 m x 6.7 m	✓
in. Required riveway Width	Non-residential: 6 m	6.7 m	✓
	Residential: < 19 parking spaces: 3.6 m ≥ 20 parking spaces: 6.7 m	6.7 m	✓
in. Required rive Aisle Width	90º parking space: 6.7 m	Above-grade: 6.7 m Below-grade: 6 m	×
in. Required oading Spaces	Retail store area: 2,026 m^2 Retail store min. number of loading spaces per 2,000-4,999 m^2: 1 space Restaurant area: 871 m^2 "All other non-residential uses" min. number of loading spaces per 350-999 m^2: 0 spaces	1 loading space	✓
in. Width, Aisle ccessing	90º loading space: 9 m	23.7 m	✓

Zoning Mechanism	Requirement: MS2[1658] / MS2	Proposed	Compliance
Min. Lot Width	No Minimum	153.3 m	✓
Front Yard Setback and Stepbacks	For any part of the building 15 metres or less above grade: No minimum	5.2m St-Laurent Boulevard 7.8m (all other facades)	✓
	For any part of the building greater than 15m above grade: 1.5 m	5.2m St-Laurent Boulevard	✓
	For any part of the building greater than 30m above grade: 3 m	4.9m St-Laurent Boulevard	✓
Min. interior side yard setbacks	No minimum	To existing property line: 10 m To future park property line: 4.9 m (see also: s. 104(1) of ZBL)	✓
Min. rear yard setbacks	For a residential use building: 7.5 m	7.5 m	✓
Min. building height	6 m	6m	✓
Max. building height	**MS2[1658]** Exception [1658]: Maximum height 50 m	96.4 m	×
	MS2 Mainstreet with a protected ROW width ≥ 30 m per Schedule C16: 100 metres	96.4 m Protected ROW width: 44.5 m	✓
Min. ground floor height	4 m	6 m	✓
Min. active entrances, glazing	Exterior building walls located on the ground floor and located within 6 m of a front or lot line must: / provide a minimum of one active entrance from each individual occupancy on the ground floor located adjacent to the front lot line or exterior side lot line in the case of non-residential uses;	Tower 1: 1 active commercial entrance, > 50% transparent glazing Tower 3: 1 active commercial entrance, > 50% transparent glazing	✓
	/ provide a minimum of one active entrance in the case of a residential use building; and **(Appealed)**	Tower 1: 1 active residential entrance, > 50% transparent glazing Tower 3: 2 active residential entrances, > 50% transparent glazing	✓
	/ a minimum of 40% of the surface area of the ground floor façade, measured from the average grade up to a height of 4 m, facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors	Over 40%	✓

Response to submission 1

February 9, 2022 October 22, 2023

#	COMMENT	CONSULTANT	RESPONSE
All Plans			
1	Ensure that the City file number is in legible font on the right-hand side and outside of the border.	ALL	Noted.
Zoning By-Law Amendment Application (Tracey Scaramozzino):			
1	The City has no concerns with the request to increase the height for part of the site from a maximum permitted height of 30m to 48.5m, provided the applicable comments in this letter are adequately addressed.	Fotenn	Acknowledged. Revisions to the overall design has resulted in a revised proposed height of 20 storeys (68.45 metres) and 12 storeys (41.90 metres) for the buildings, with the 20-storey buildings being located adjacent to St. Laurent Boulevard.
2	Would it be possible to provide a plan to explain where the zoning changes from the AM10 to the AM10[1658] vis-à-vis the proposed development?	Fotenn	Please see section 2 – Responses to City Comments in the Planning Rationale Addendum prepared by Fotenn Planning + Design.
Site Plan (Tracey Scaramozzino)			
1	I have reached out to the City Addressing group to determine how Everest Private should be dealt with – since it is confusing to have Everest Private extend through the site from the Russell to St. Laurent – when there will be no vehicular connection (except for emergency vehicles). I will keep you posted on whether this portion needs a name change.	PMA-Architectural	Noted. Per an email conversation dated December 12, 2022, we understand that the private road will be renamed as follows: The eastern section of Everest was renamed to Mountaineer Private; / 355 Everest Private – southern portion (601 Mountaineer Pr) / 374 Everest Private – northern portion (600 Mountaineer Private) The segment of private road through the 1740-1760 St. Laurent site will be a continuation of Mountaineer Private.
2	Is the outdoor terraced area at Tower 2 only for those residents?	PMA-Architectural	The outdoor terraced area behind Towers 2 and 4 will be accessible for residents of all four Towers.
3	Reduce tenant parking to the minimum required as per the bylaw. This is a transit-oriented development and should not be encouraging over-use of private vehicles.	PMA-Architectural	Parking rates were reviewed as part of the development of the resubmission package. The proposed resident and visitor parking rates meet the required minimum in the Zoning By-law. At 0.96 per unit, the tenant parking rate generally reflects market demand, and providing parking for

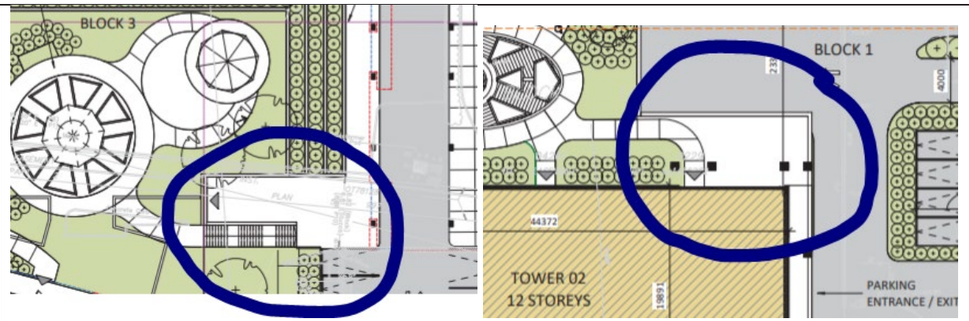
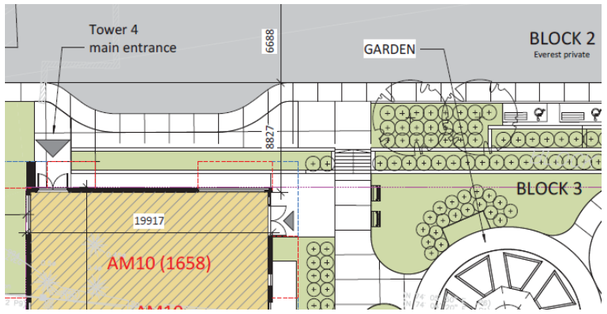
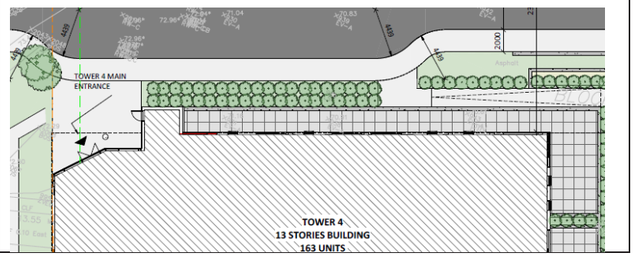
Response to submission 1

February 9, 2022 October 22, 2023

#	COMMENT	CONSULTANT	RESPONSE
			vehicles does not preclude regular or occasional use of public transit. Bicycle parking has been increased slightly, from 332 to 362 bicycle parking spaces (0.5 to 0.52 bicycle parking spaces per unit). Commercial bicycle parking has also increased slightly from 11 to 15.
4	Are electric charging stations provided for vehicles and bicycles?	PMA-Architectural	Yes, EV charging will be provided. A percentage of the available parking stalls will be equipped with electric charging station and another percentage of the stalls will be prepared for future installation. The number and location of these hookups are currently under deliberation.
5	Will car-sharing services be provided?	Groupe Heafey	Not at this time.
6	Will paid transit-passes be provided to tenants to encourage active transportation?	Groupe Heafey	Not at this time.
7	Visitor and retail parking only should be located on the surface. All tenant parking should be u/g.	PMA-Architectural	Surface parking spaces are intended for commercial uses only. All resident and visitor parking is provided underground. Laybys are provided adjacent to Tower 2 and 4 for convenience pickups, drop-offs, couriers, and deliveries. At-grade parking has also been redesigned since Submission 1. Whereas in Submission 1, the park and outdoor amenity spaces were adjacent to parking, in Submission 2 the amenity spaces are surrounded by Towers 2 and 4 and separated from the parking areas. As well, sheltered indoor bicycle parking provides a visual barrier between the park and the parking between Towers 3 and 4.
8	Label the parking spaces with “V” for visitor and number them all – for easier review at the permit-review stage.	PMA-Architectural	Parking spaces have been labelled as follows: ‘V’ for Visitor, ‘C’ for Commercial, and ‘R’ for Resident.
9	Public Access easements will be required over a large portion of the site to permit public access over privately-owned lands.	PMA-Architectural	A POPS is proposed for the parkland; if an easement is required, this can be arranged.
10	Is it possible to widen sidewalks to 2.0m width (from 1.5m) for accessibility?	PMA-Architectural	Sidewalk widths have been increased to 2 metres.
11	Based on Policy 10 that permits additional height through a rezoning, what extra community amenity is being provided?	Groupe Heafey	A POPS is proposed on the south-east portion of the site.
12	Label the loading space.	PMA-Architectural	Loading space has been labelled as such.
13	Please label the two ‘white’ areas by Tower 2 and Tower 4.	PMA-Architectural	Site plan and labels have been updated.

Response to submission 1

February 9, 2022 October 22, 2023

#	COMMENT	CONSULTANT	RESPONSE
			
14	Clarify if the Pedestrian wind level recommendation has been accounted for in the design of the entrance of Tower 4 (recessed by min 2m or re-located).	PMA-Architectural	The entrance to Tower 4 has been redesigned. Whereas the entrance was previously not recessed:  This has since been adjusted to be on an angled portion of the building: 

Response to submission 1

February 9, 2022 October 22, 2023

#	COMMENT	CONSULTANT	RESPONSE
15	Has an RSC been filed as per the Phase II ESA recommendation?	PMA-Architectural	The Regulation 153/04-compliant Phase Two ESA will be prepared when the gas station closes. Remediation, if required, will also be undertaken. The submission of the RSC to the MECP will follow.
16	Have safewings.ca been consulted to reduce the buildings' impacts on bird safety?	PMA-Architectural, Client	Please see the Planning Rationale Addendum for a response to this comment.
17	Place directional arrows, and car queuing outlines for the drive-through.	PMA-Architectural	Arrows and car queuing outlines have been added to the site plan.
18	What is the breakdown of unit sizes in the buildings? Are family sized units provided? (as per s 4.3 of the PR).	PMA-Architectural	Unit sizes are as follows: **Studio** 73 73 **1-bedroom** 203 334 **1+ den** 131 **2-bedroom** 261 288 **2+ den** 27 **3 bedroom** 6 6
19	Where is the bike parking?	PMA-Architectural	Resident bike parking is provided in the parking garages. Commercial bike parking is provided at grade near entrances to commercial units.
20	Provide floor plans for towers and parking garages for review of unit sizes, garbage, bike parking, accessible parking spaces, indoor amenity etc.	PMA-Architectural	Floor plans and parking garage plans have been included in the resubmission package.
21	Is the 23m separation b/w high-rise towers and future towers being met?	PMA-Architectural	Tower separation measurements have been added to the site plan. All towers have a minimum tower separation of 23 metres and the majority exceed this. Please see also the response to Comment #3 in Elevation/Urban Design for a list of the tower separation.
22	A condition will be added to the SPA to ensure that adequate noise buffering is installed to deal with the cooling towers and generators – as outlined in the Stationary Noise Feasibility Assessment Report.	PMA-Architectural	Acknowledged.
23	Will all units in all 4 towers have air conditioning? If not, a condition will be added to the SPA re. requirement of central air for Towers 1 and 2 and the ability for central air for towers 3 and 4.	PMA-Architectural	Yes, air conditioning will be provided
23	A warning clause re. noise will be required for all purchase & sale/lease agreements.	Groupe Heafey	Acknowledged.
25	Where will construction workers park to ensure no spillover onto local streets?	PMA-Architectural	Details will be determined through the Construction Management Plan.
Landscape Plan (Tracey Scaramozzino)			
1	Please make changes as per the Site Plan.	James B Lennox-Landscape	The Landscape Plan has been updated accordingly.

Response to submission 2

January 12, 2024 September. 2025

#	COMMENT	CONSULTANT	RESPONSE
All Plans			
1	Ensure that the City file number is in legible font on the right-hand side and outside of the border.	ALL	Noted.
Zoning By-Law Amendment Application (Tracey Scaramozzino):			
1	The City has no concerns with the request to increase the height for part of the site from a maximum permitted height of 30m to 48.5m, provided the applicable comments in this letter are adequately addressed.	Fotenn	Acknowledged. Revisions to the overall design has resulted in a revised proposed height of 30 storeys (68.45 metres) and 12 storeys (41.90 metres) for the buildings, with the 30 storeys buildings being located adjacent to St. Laurent Boulevard.
2	Would it be possible to provide a plan to explain where the zoning changes from the AM10 to the AM10[1658] vis-à-vis the proposed development?	Fotenn	Please see section 2 – Responses to City Comments in the Planning Rationale Addendum prepared by Fotenn Planning + Design.
Site Plan (Tracey Scaramozzino)			
1	I have reached out to the City Addressing group to determine how Everest Private should be dealt with – since it is confusing to have Everest Private extend through the site from the Russell to St. Laurent – when there will be no vehicular connection (except for emergency vehicles). I will keep you posted on whether this portion needs a name change.	PMA-Architectural	Noted. Per an email conversation dated December 12, 2022, we understand that the private road will be renamed as follows: The eastern section of Everest was renamed to Mountaineer Private; / 355 Everest Private – southern portion (601 Mountaineer Pr) / 374 Everest Private – northern portion (600 Mountaineer Private)
2	Is the outdoor terraced area at Tower 2 only for those residents?	PMA-Architectural	The outdoor terraced area behind Towers 2 and 4 are to remain for residents of all four Towers.
3	Reduce tenant parking to the minimum required as per the bylaw. This is a transit-oriented development and should not be encouraging over-use of private vehicles.	PMA-Architectural	Resident parking rate has increased from 0.88 to 0.99. Can we reduce the amount of parking?
4	Are electric charging stations provided for vehicles and bicycles?	PMA-Architectural	Yes. Expand
5	Will car-sharing services be provided?	Groupe Heafey	Not at this time.

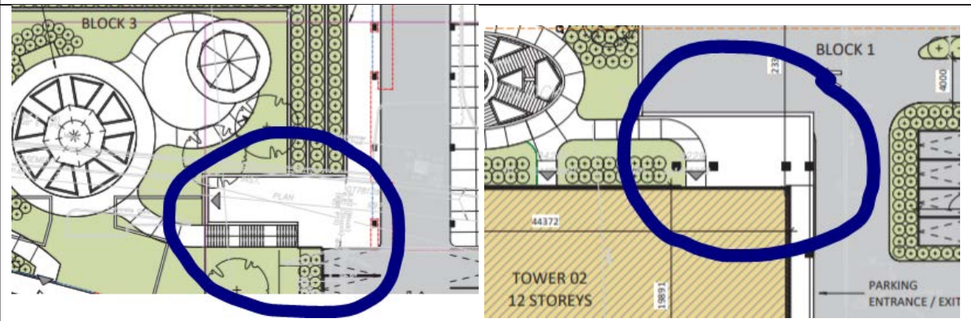
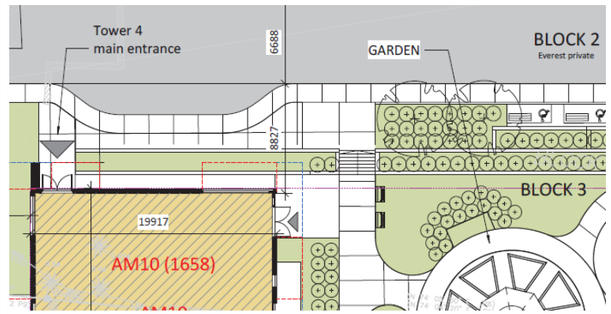
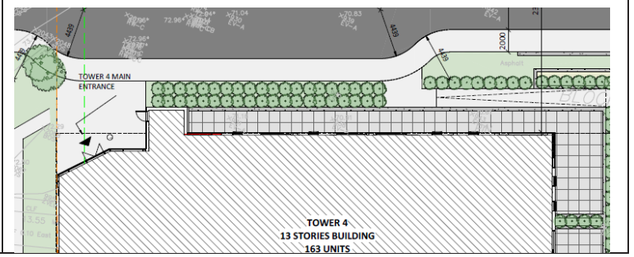
Response to submission 2

January 12, 2024 September. 2025

#	COMMENT	CONSULTANT	RESPONSE
6	Will paid transit-passes be provided to tenants to encourage active transportation?	Groupe Heafey	
7	Visitor and retail parking only should be located on the surface. All tenant parking should be u/g.	PMA-Architectural	Surface parking spaces are intended for commercial uses only. All resident and visitor parking is provided underground. Laybys are provided adjacent to Tower 2 and 4 for convenience pickups, drop-offs, couriers, and deliveries. We are overproviding commercial, visitor, and visitor parking. We are overproviding: / Residential: 384 / Visitor: 55 / Commercial: – Retail store: 18 – Restaurant: 4 / Total: 461 Can we reduce some surface parking spaces? We can reduce resident, visitor, and commercial spaces.
8	Label the parking spaces with “V” for visitor and number them all – for easier review at the permit-review stage.	PMA-Architectural	Parking spaces have been labelled as follows: ‘V’ for Visitor, ‘C’ for Commercial, and ‘R’ for Resident.
9	Public Access easements will be required over a large portion of the site to permit public access over privately-owned lands.	PMA-Architectural	Parkland dedication is proposed; if an easement is required, this can be arranged.
10	Is it possible to widen sidewalks to 2.0m width (from 1.5m) for accessibility?	PMA-Architectural	Sidewalk widths have been increased to 2 metres.
11	Based on Policy 10 that permits additional height through a rezoning, what extra community amenity is being provided?	Groupe Heafey	A public park is proposed on the south-east portion of the site.
12	Label the loading space.	PMA-Architectural	Loading space has been labelled as such.
13	Please label the two ‘white’ areas by Tower 2 and Tower 4.	PMA-Architectural	Towers have been reconfigured and materials have been updated.

Response to submission 2

January 12, 2024 September. 2025

#	COMMENT	CONSULTANT	RESPONSE
			
14	Clarify if the Pedestrian wind level recommendation has been accounted for in the design of the entrance of Tower 4 (recessed by min 2m or re-located).	PMA-Architectural	The entrance to Tower 4 has been redesigned. Whereas the entrance was previously not recessed:  This has since been adjusted to be on an angled portion of the building: 

Response to submission 2

January 12, 2024 September. 2025

#	COMMENT	CONSULTANT	RESPONSE
15	Has an RSC been filed as per the Phase II ESA recommendation?	PMA-Architectural	The Regulation 153/04 compliant Phase Two ESA will be prepared when the gas station closes. Remediation, if required, will also be undertaken. The submission of the RSC to the MECP will follow.
16	Have safewings.ca been consulted to reduce the buildings' impacts on bird safety?	PMA-Architectural, Client	Bird safety has been considered in the following ways: monolithic, undistinguished expanses of glazing has been avoided and a variety of materials, textures, and colours are proposed as part of the building design (see page 47 of the Design Brief for more information), which fragments reflection.
17	Place directional arrows, and car queuing outlines for the drive-through.	PMA-Architectural	Arrows and car queuieing outlines have been added to the site plan.
18	What is the breakdown of unit sizes in the buildings? Are family sized units provided? (as per s 4.3 of the PR).	PMA-Architectural	Re-read the plans
19	Where is the bike parking?	PMA-Architectural	Resident bike parking is provided in the parking garages. Commercial bike parking is provided at grade near entrances to commercial units.
20	Provide floor plans for towers and parking garages for review of unit sizes, garbage, bike parking, accessible parking spaces, indoor amenity etc.	PMA-Architectural	Floor plans and parking garage plans have been included in the resubmission package.
21	Is the 23m separation b/w high-rise towers and future towers being met?	PMA-Architectural	Pascal, can you add a measurement to the site plan showing the tower separation?
22	A condition will be added to the SPA to ensure that adequate noise buffering is installed to deal with the cooling towers and generators – as outlined in the Stationary Noise Feasibility Assessment Report.	PMA-Architectural	Acknowledged.
23	Will all units in all 4 towers have air conditioning? If not, a condition will be added to the SPA re. requirement of central air for Towers 1 and 2 and the ability for central air for towers 3 and 4.	PMA-Architectural	Yes will be provided
23	A warning clause re. noise will be required for all purchase&sale/lease agreements.	Groupe Heafey	Acknowledged.
25	Where will construction workers park to ensure no spillover onto local streets?	PMA-Architectural	CMP to determine this
Landscape Plan (Tracey Scaramozzino)			
1	Please make changes as per the Site Plan.	James B Lennox-Landscape	
Engineering Drawings (Golam Sharif)			
Legend and Notes Drawing No. C001, prepared by EXP Services Inc., Project No. OTT-260579-B0, dated 16/08/21			
A1	Provide all the applicable City standards under notes such as but not limited to SC 7.1, R10, SC 1.1, S11, S11.1, S11.2, S14.1, W 25, W25.2, W22 etc. on the note/ plan.	EXP	Detail drawing sheets have been included within the resubmission.
Existing Conditions and Removals Plan, Drawing No. C002, prepared by EXP Services Inc., Project No. OTT-260579-B0, dated 16/08/21.			
A2	Identify removal/blanking of 150mm water service to 1760 St. Laurent.	EXP	Additional notes have been added. The existing watermains that are to be abandoned have been identified to be blanked.

Response to Formal UDRP Comments

February 2, 2024 — July 1, 2026

No.	Comment	Consultant	Response
	Key Recommendations		
1	The Panel appreciates the proponent's thoroughness of the submission package for such a large and complex project.	PMA	Acknowledged.
2	The Panel strongly recommends adding a more pedestrian-forward layer to the site design, with a more robust tree planting approach and public realm spaces.	PMA, Jim Lennox	Landscape will be addressed at SPC. The site design has been enhanced to introduce a stronger pedestrian-oriented framework. Sidewalk widths have been increased to 2 metres to improve pedestrian comfort and circulation. Additional green areas have been incorporated throughout the site, including around all parking areas, to strengthen landscape continuity and improve the overall public experience.
3	The Panel has concerns with the amount of surface parking and servicing areas being proposed at-grade and recommends internalizing these elements entirely within the building envelopes and/or underground.	PMA	Acknowledged. Surface parking spaces are intended exclusively for commercial uses. All residential and visitor vehicle parking is provided underground. Commercial outdoor parking has been reduced to the minimum permitted by the applicable zoning bylaw. Any additional commercial parking spaces are located entirely within the building envelope, specifically within Tower 1.
4	The Panel appreciates and supports the evolution of the POPS space from the previous iteration of the design.	PMA	Acknowledged. The POPS space has been redesigned to be a 10% unencumbered parkland dedication. The location has been maintained in the design in the south-east portion of the site to permit future consolidation with the site to the south when it redevelops, per the request of City Staff.
5	The Panel recommends relocating the entrances of Tower 2 and Tower 4 to a more central point in the building, along [illegible] Private, with grade-related units to either side.	PMA	The recommendation to relocate the entrances of Towers 2 and 4 was considered. The current entrance locations provide direct access from the sidewalk along the [illegible] private street as recommended and reinforce the pedestrian-forward design of the development. The entrances are aligned with a series of internal walkways that create strong connections between the buildings, open spaces, and the public realm.
6	The Panel recommends more of a mid-rise typology for the western portion of the site (Towers 2 and 4), and a higher-density on the eastern portion along St. Laurent Boulevard.	PMA	The western portion of the site, which includes Towers 2 and 4, is characterized by building heights of 11 storeys. The height of Tower 2 has been reduced compared to earlier design iterations. In contrast, the eastern portion of the site includes Towers 1 and 3, which are taller (30 storeys) and reach a maximum height of 98.2 metres. It is also worth noting that according to section 5.2.1(1)(b)(i) of the City of Ottawa Official Plan, the Corridor designation applies up to 220 metres from the centerline of the Mainstreet Corridor. The Mainstreet Corridor designation permits up to 40 storeys in height and speaks to providing transitions in height. The transition in height from the proposed 30 to 11 and 13 storeys is appropriate in the context, as they provide a height transition to the 6- and 9-storey apartment buildings ([illegible] development) to the west at 601 and 600 [illegible] Private, respectively.

Response to Formal UDRP Comments

February 2, 2024 | July 1, 2026

No.	Comment	Consultant	Response
7	The Panel recommends reducing the size of the tower floorplates to abide by the City's design guidelines.	PMA.	The recommendation to reduce the tower floorplates was carefully considered. In response, the floorplates of Towers 2 and 3 were reduced from the previous design iteration. This revised configuration enabled an expansion of the proposed parkland area, which represents approximately 10% of the total site area. The proposed development achieves the objectives of the City's High-Rise Design Guidelines through generous tower setbacks, substantial tower separation distances, and a significant amount of publicly visible and privately accessible landscaped open space throughout the site. In addition, the site design incorporates landscaped areas and a network of pedestrian connections that enhance the public realm and improve site permeability.
8	The Panel appreciates the brown brick base and recommends further establishing this element to read more like a podium.	PMA.	Acknowledged. The brown brick and glass base has been further reinforced as a distinct podium element within the overall composition. Its architectural expression has been clarified through a stronger horizontal emphasis, a more defined base condition, and an overall reinforced street presence, ensuring a clear and intentional podium character within the building hierarchy. The proposed materials will be confirmed during SPC.
9	The Panel recommends simplifying and lightening the appearance of the towers above the brick podium, as they currently appear heavy and opaque.	PMA.	For the response to comment 9(i), landscape will be addressed at SPC.
9(i)	Consider forgoing the darker metal paneling and relying on more white, pop of coloured glass dividers, and balcony expression to inform the tower design above the brick podiums.	PMA.	Acknowledged. Coloured glass balcony dividers have been incorporated into the design on the lower tower levels above the brick podium, which contains the commercial uses. The tower base is clad in white metal panels, while the upper tower levels transition to light grey tones. The proposed materials will be confirmed during SPC.
10	The Panel recommends foregoing the drive-thru component on Tower 1 and replacing it with on-street parking for restaurant pick-ups, in order to provide a more pedestrian-friendly site and 'Complete Streets'.	PMA.	The recommendation to remove the drive-through component and replace it with on-street parking for restaurant pick-ups was carefully considered. The drive-through has been retained, as it is a key operational requirement of the proposed restaurant tenant and an important component of their business model. Additional short-term parking spaces have been incorporated to accommodate restaurant pick-up orders. This was achieved by increasing the setback of Tower 1 along the north side, allowing for the addition of three new on-street parking spaces. Furthermore, the private street between Towers 1 and 2 has been widened to provide additional parking opportunities serving the restaurant, the retail uses located within Tower 2, and the residential visitors.
11	The Panel recommends further exploring and developing a sustainability strategy. Focus should be on striving for better stormwater management, lowering heat island effects, and greening the site as much as possible.	PMA, [illegible]	Acknowledged. Green roofs and light-coloured roofing membranes are proposed to help mitigate heat absorption and reduce the urban heat island effect. In addition, the landscape plan has been enhanced with a significant number of trees, landscaped areas, and park spaces distributed throughout the site. These landscaped areas contribute to stormwater management by increasing permeable surfaces and promoting natural infiltration. Furthermore, the proposed parks (soft-surfaced) and tree canopy will help improve microclimate conditions on the site by providing shade, and acting as a buffer to reduce noise generated by traffic along St-Laurent Boulevard. In the previous Civil Engineering reports prepared by EXP, most of the storm management is proposed on the roof.

Response to Formal UDRP Comments

February 2, 2024 July 1, 2026

No.	Comment	Consultant	Response
12	The Panel has concerns with the amount of surface parking in the proposal, and recommends relocating all or most of the parking underground, in order to provide a greater community amenity and green space.	PMA	Resident parking rate has been reduced. In Submission 2, 408 resident parking spaces were proposed for 791 units at a rate of 0.71. In the present submission, 400 resident parking spaces are proposed for 910 units at a rate of 0.44.
13	The Panel recommends further refining the servicing and loading areas to be more functional.	PMA	Servicing and loading areas were reviewed. The loading dock access exceeds the minimum required length to ensure safe and functional operations. The loading bay provides direct access into Tower 3, supporting efficient servicing while maintaining operational functionality.
14(a)	Consider garbage pick-up from enclosed areas within the building footprint, as well as more-tolerant outcomes.	PMA	The current design includes waste collection areas for each tower (3) at the ground/background level, directly connected to the waste chutes on each floor. In addition, the plan provides two exterior waste staging areas, which are enclosed and screened with walls to ensure they are concealed from view.
14(b)	The Panel recommends grade-level areas should be nice courtyards and public spaces rather than servicing areas and surface parking.	PMA	Further response to comment #6, landscape will be addressed at SPC.
15	The Panel has concerns with the dive-line around the north-east tower (Tower 1) detracting from an otherwise urban development, and recommends replacing the dive-line with a limited number of street-parking spaces for the restaurant (Uber, Doordash, Skip, etc.) along Everest Private or a more sustainable option.	PMA	Please see the response to comment #10.
16(a)	The Panel recommends, beyond a few short-term parking spaces for the restaurant, all commercial and residential parking should be located underground.	PMA	Retail, endless parking rates were explored, but were reintroduced; however, the amount of commercial parking was reduced to the minimum required – 135 required and 150 provided.
16	The Panel recommends the proponents ensure that Everest Private and St Laurent Boulevard be developed as 'Complete Streets' in collaboration with the City.	PMA, Paterm	Acknowledged. "Complete Streets" are roadway environments designed to provide safe, convenient, and barrier-free access for all users, accommodating multiple modes of travel including walking, cycling, transit, and vehicles. Everest Private has been designed with this approach in mind, incorporating generous landscaped areas and an organic street geometry intended to reduce vehicle speeds, and enhance safety for pedestrians and cyclists. Along St-Laurent boulevard, alterations have been made/are to improve pedestrian clear/stand capacity. Additional green spaces and tree planting have also been introduced to strengthen the public realm, and support a more pedestrian oriented streetscape.
17	The Panel appreciates the way the POPS has evolved and the integration with St Laurent Boulevard.	PMA	Thank you. Please see also the response to comment #6.
18(a)	Consider how the POPS could better connect with Everest Private by relocating the surface parking underground.	PMA	As the POPS is now proposed to be connected to the city as a park, Public Planning staff may prefer not to connect to a private road due to easement and liability considerations. The project team will collaborate with Public Planning staff to explore this suggestion in the future.
19	The Panel recommends the site exhibits a more interactive-level character along the central access street (Everest Private), as well as a tree-lined pedestrian site connecting Everest Private to St Laurent Boulevard through the POPS park space, reducing the heat island effect and noise level.	PMA, Jim Leamon	Landscape will be addressed at SPC. Continuous tree planting has been incorporated along the central access street and around outdoor parking areas, enhancing a greener streetscape and improving overall pedestrian comfort and circulation. More softer/nature were added to reduce the heat island effect. In addition, the design supports the creation of a more shaded and comfortable pedestrian environment, contributing to reduced heat island effects and improved buffering from adjacent uses.
19(b)	The Panel recommends providing more of a distinctive approach in unit mix along St Laurent Boulevard rather than single individually placed trees. Consider 2 or 3 clusters of 3 trees each.	PMA	The current design includes several clusters of 3 trees along the St Laurent Boulevard.

Response to Formal UDRP Comments

February 2, 2024 — July 1, 2026

No.	Comment	Consultant	Response
19	The Panel recommends exploring the idea of a playground space as part of the POPS park space that can gather families in the community together.	PMA	The park programming and landscaping is to be determined by the city of Ottawa. Therefore, a playground space could be suggested but is not designed in the current site plan. The current concept allows for flexibility to accommodate future community-oriented amenities, including the potential integration of a playground. However, the intent to support family-oriented gathering spaces is reflected in the overall open-space framework. In addition, a pickle ball/tennis court is proposed in the north-west portion of the site, providing an active recreational amenity that encourages community interactions.
	Sustainability		
20	The Panel recommends implementing more natural and pervious treatments at grade level.	PMA	Acknowledged. The current site plan includes approximately [illegible] m² ([illegible] ft²) of green areas, representing a significant increase compared to previous iterations of the proposal.
20(a)	Consider reducing the use of concrete and asphalt at-grade in favour of pervious pavers and vegetation.	PMA	Green spaces have been integrated throughout the at-grade parking areas, helping to reduce the overall extent of asphalt and improve site permeability. This includes the introduction of landscaped islands and planted areas within parking areas, which contribute to stormwater management, urban cooling, and a more naturalized site appearance. The design continues to explore opportunities to further incorporate pervious materials and additional vegetation where feasible, in order to enhance environmental performance and reduce heat island effects.
	Built Form & Architecture		
21	The Panel appreciates the brick podiums and the planted edge condition they are providing.	PMA	Thank you.
21(a)	The Panel recommends further design and refining the "Frank Lloyd Wright" inspired podium expression, particularly along St-Laurent Boulevard.	PMA	Strong horizontal articulation, a human-scaled street interface, and large glazed openings have been integrated to better respond to the boulevard context. The differentiated material expression of the podium, for the commercial areas, further strengthens its architectural identity and legibility along St-Laurent Boulevard. Despite these refinements, the podium continues to maintain continuity with the overall design concept, ensuring a cohesive architectural language across the development.
21(b)	The Panel recommends ensuring the planting edge of the brick podiums is designed with adequate room and irrigation for a proper green edge to thrive.	[illegible], PMA	Acknowledged, landscape will be further addressed at SPC.
22	The Panel recommends the podium expression along St-Laurent Boulevard be 3-storeys in height or more.	PMA	Acknowledged. The brick podium expression along St-Laurent Boulevard is currently designed as a 3-storey element, incorporating both levels of the restaurant program.
22(a)	The Panel suggests the north-east corner of Tower 3 should provide a visual anchor in its architectural expression as the clear entrance to the site.	PMA	Noted, Towers 1 and 3 have been designed to provide a strong visual anchor with the alternating framed design. See also the response to comment [illegible], below, on how the towers have been redesigned.

Response to Formal UDRP Comments

February 2, 2024 — July 1, 2026

No.	Comment	Consultant	Response
33	The Panel has concerns with how heavy the upper 'tower' portions of the buildings appear.	PMA	Acknowledged. The perception of heaviness in the upper tower portions has been addressed through a combination of façade refinement strategies aimed at increasing lightness and visual permeability. Glazing of the windows and the guardrails is introduced to enhance transparency and reduce the perceived mass of the upper volumes. In addition, selective recesses in the façade create pronounced articulation and shadow, breaking down the overall bulk and introducing a sense of movement. These stepped setbacks and variations in plane help to reduce the visual impact of the towers when viewed from the street.
33(a)	Consider lightening up the architectural expression/massing of the buildings.	PMA	Glazing of the windows and the guardrails is introduced to enhance transparency and reduce the perceived mass of the upper volumes.
33(b)	Consider foregoing the grey metal siding in favour of another material/colouration.	PMA	Acknowledged. The design team has considered material and colour strategies across the building elevations. Introducing additional colour or other materials at the upper levels was evaluated. However, it was determined that maintaining lighter-toned materials at the upper floors is preferable in order to reduce perceived visual heaviness and reinforce a more refined, lighter tower expression. Selective use of colour has been incorporated at the lower levels through balcony divider elements, contributing to visual interest and articulation without compromising the lightness of the upper massing. This approach ensures a balanced composition, with stronger material expression at the base and a lighter, more transparent quality above. The proposed materials will be finalized during the SPC process.
34	The Panel has concerns with the proportions of the punch windows on all four buildings appearing very small, and recommends providing larger punch windows to help lighten the appearance of the elevations.	PMA	Acknowledged. The window proportions have been carefully developed to balance façade articulation, interior comfort, and environmental considerations. All residential units are designed with generous openings, including windows measuring approximately 1.5 m by 1.6 m, as well as larger patio doors reaching 2.4 m, ensuring ample access to natural daylight and views.
35	The Panel recommends internalizing stairwell shafts away from exterior walls wherever possible in order to reduce opaque exterior wall conditions on the elevations caused by the stairwells.	PMA	The stairwell shafts for the four towers are centrally located within the building footprint to minimize opaque façade areas along the perimeter. This configuration also maximizes natural light penetration into the residential units, enhancing overall daylight access and interior quality.
35(a)	In particular, the Panel has concerns with the stairwell along St-Laurent Boulevard in the North-East tower (Tower 1).	PMA	The stairwell shafts for the Tower 1 and all the other towers are located within the center of the building to minimize opaque façades on St-Laurent Boulevard.
35(b)	The Panel recommends further internalizing the stairwells away from the exterior walls would assist in lightening up both the appearance of the tower façades and the units by allowing for more window opportunities.	PMA	Please see the response to comments 35 and 35(a).

Response to Formal UDRP Comments

February 2, 2024 July 1, 2026

No.	Comment	Consultant	Response
20	The Panel has concerns with corridor Column 1-E along of the tower/podium appears disconnected from the tower upper portions	PMA	Acknowledged. The podium has been carefully developed to maintain continuity with the overall design concept, creating a cohesive architectural language across the project. Strong horizontal articulation, a human-scaled street interface, and large glazed openings have been integrated to interact with the St-Laurent Boulevard context and enhance transparency at the street level. The differentiated material expression of the podium, particularly within the commercial areas, further strengthens its architectural identity and improves legibility along the street. Overall, these design strategies contribute to a more active and pedestrian-oriented frontage, intentionally distinct from the horizontal expression of the tower volumes above.
20(a)	The Panel recommends creating more of a relationship between the horizontal base architecture and the verticality of the tower expression above.	PMA	Acknowledged. The façade materials have been intentionally differentiated according to program, with the commercial frontage along St-Laurent Boulevard expressed as highly transparent glazed volumes to activate the streetscape. While some tiles, a clear relationship has been established between the horizontal base and the vertical tower expression above. This is achieved through shared design elements, including the continuity of horizontal balcony lines and slab edges, which echo the strong horizontal articulation of the podium levels. The material palette will be confirmed during SPC.
21*	The Panel recommends adjusting the ground floor layout (Level 2 & 4 in order to have the main entrance more central to the building and relate better to the developing Everest Private, and relocating the newly added exits to either side of the entrance.	PMA	The ground floor layout was adjusted. Please see the response to comment 66.
21(a)	The Panel recommends changing the 1-storey setback of the brick that currently takes place over the two entrance areas (Levels 2 & 4), in favour of a deeper articulation.	PMA	Acknowledged. The one-storey brick façade recess previously located above the lower entrances along St-Laurent Boulevard has been removed in response to the Panel's recommendation. The entrance design has been simplified and refined, resulting in a cleaner and more cohesive architectural expression that strengthens the overall podium composition.
22	The Panel appreciates what appears to be coloured glass balcony dividers, and recommends further pursuing this element of the architectural expression as an interesting device that provides flashes of colour to the towers	PMA	Acknowledged. Coloured glass balcony dividers have been incorporated into the design on the lower tower levels.
23	The Panel has concerns with how many materials are being used and layered into the tower designs, and recommends reducing the number of materials used in the façades.	PMA	Acknowledged. The number of façade materials has been reduced and rationalized to create a more cohesive architectural expression. The podium is primarily expressed in brick and glass, establishing a clear distinction between the commercial base at grade and the residential components above. The tower façades have been simplified, with white metal panels used at the lower tower levels and light grey cladding at the upper levels to reinforce a lighter building expression. Coloured glass balcony dividers have been selectively incorporated on the lower levels to provide visual interest and enhance the residential character without introducing additional façade materials. A consistent treatment has also been applied to the glazing systems, with both windows and curtain walls utilizing black mullions to unify the façade composition and strengthen the overall architectural coherence.
24	The Panel recommends paying particular attention to how the façades are vented, as vents tend to have a significant effect on façade design.	PMA	Noted.
25	The Panel has concerns with the large floorplate sizes of the towers and complicated building envelopes	PMA, Fotenn	Please see response to comment 67.

Response to Formal UDRP Comments

February 2, 2024 July 1, 2026

No.	Comment	Consultant	Response
[illegible]	The Panel recommends going with taller and slimmer towers, and simpler floorplan designs, in order to build more efficient and economical towers.	PMA, Fotenn	Please see response to comment #[illegible].
[illegible]	The Panel recommends adhering to a maximum of 750 m² floorplates, as per the City's design guidelines for high-rise buildings.	PMA, Fotenn	Acknowledged. The recommendation regarding the maximum 750 m² floorplate size has been carefully considered. The tower portions of the buildings have been designed in accordance with the City's high-rise design guidelines, with floorplates limited to approximately 750 m², excluding balconies to avoid the canyon effect. While the podium and lower building levels exceed this area, these larger floorplates are associated with the base of the buildings and are necessary to accommodate the proposed mix of uses, including commercial spaces and building amenities. This approach allows the project to achieve its density objectives while maintaining appropriately scaled tower floorplates.
[illegible]	Alternatively, the Panel suggests previous versions of the proposal (from 2020/2021) which were lower in height and more of a bar building typology could result in a more livable site for people and families, especially in combination with a strong public realm at-grade and underground parking.	PMA	This comment was considered and implemented somewhat; the bar building typology was integrated into the 'bridge' that links Towers 1 and 2. Whereas the Urban Design Guidelines for High-Rise Buildings recommends limiting the height of a bar building to 12 storeys per section 2.[illegible], the 'bridge' has 7 floors.
[illegible]	The Panel recommends pursuing mid-rise building heights along western edge of the site, in consideration of transition to the adjacent low-rise neighbourhood.	PMA	The western portion of the site, which includes Towers 3 and 4, is characterized by building heights of 11 and [illegible] storeys. The height of Tower 3 has been reduced from previous design iterations to provide a more appropriate transition in scale toward the adjacent low-rise and mid-rise residential neighbourhood.
[illegible]	Consider relocating taller density toward St-Laurent Boulevard.	PMA, Fotenn	Please see response to comment #[illegible].

3.0
SITE, CONTEXT, AND ANALYSIS

1. 1760 St. Laurent Boulevard

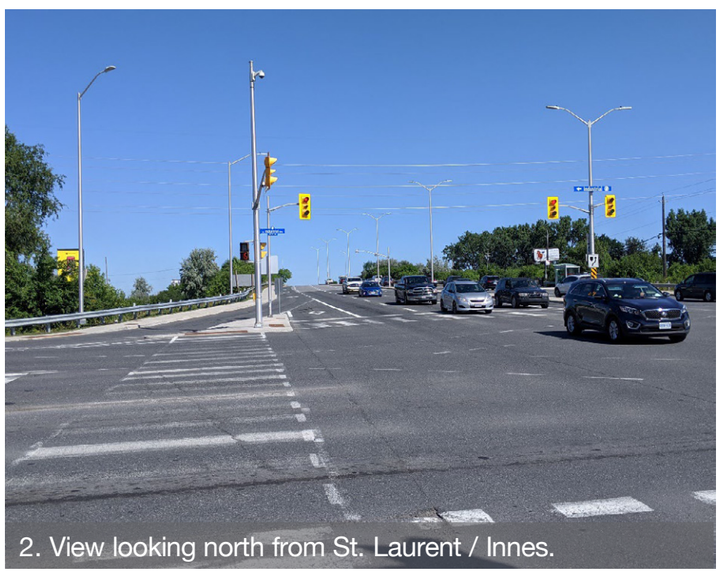
2. 1740 St. Laurent Boulevard

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

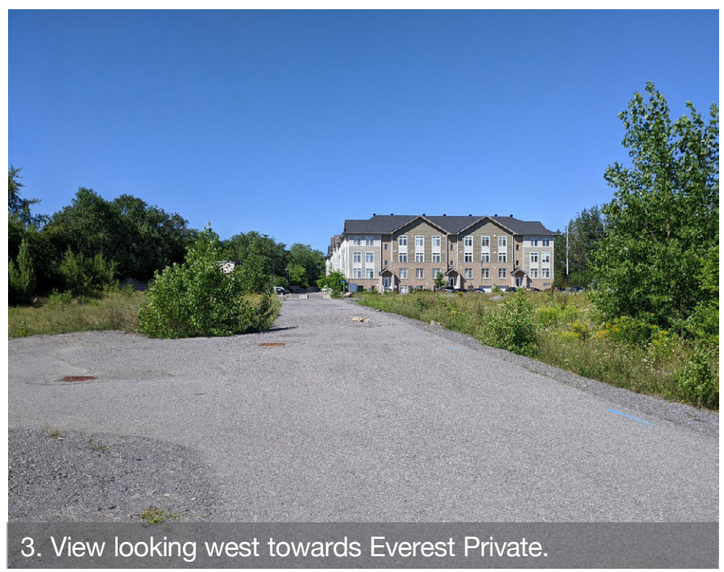
4. View from 1760 St. Laurent looking north.

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

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



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



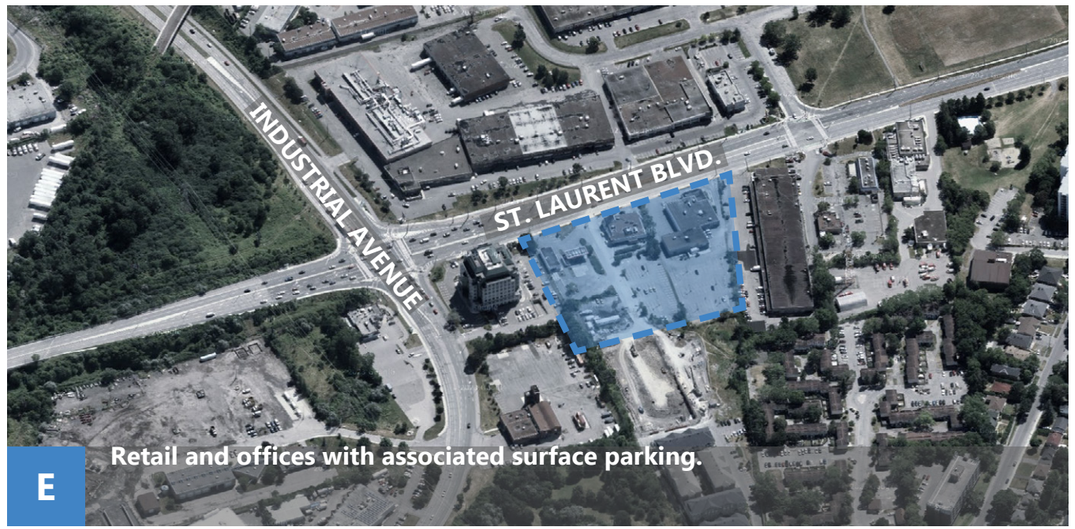
3. View looking west towards Everest Private.

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

5. View looking north from centre of site.

St. Laurent office tower and Ottawa fire training facility.

N



E

Retail and offices with associated surface parking.

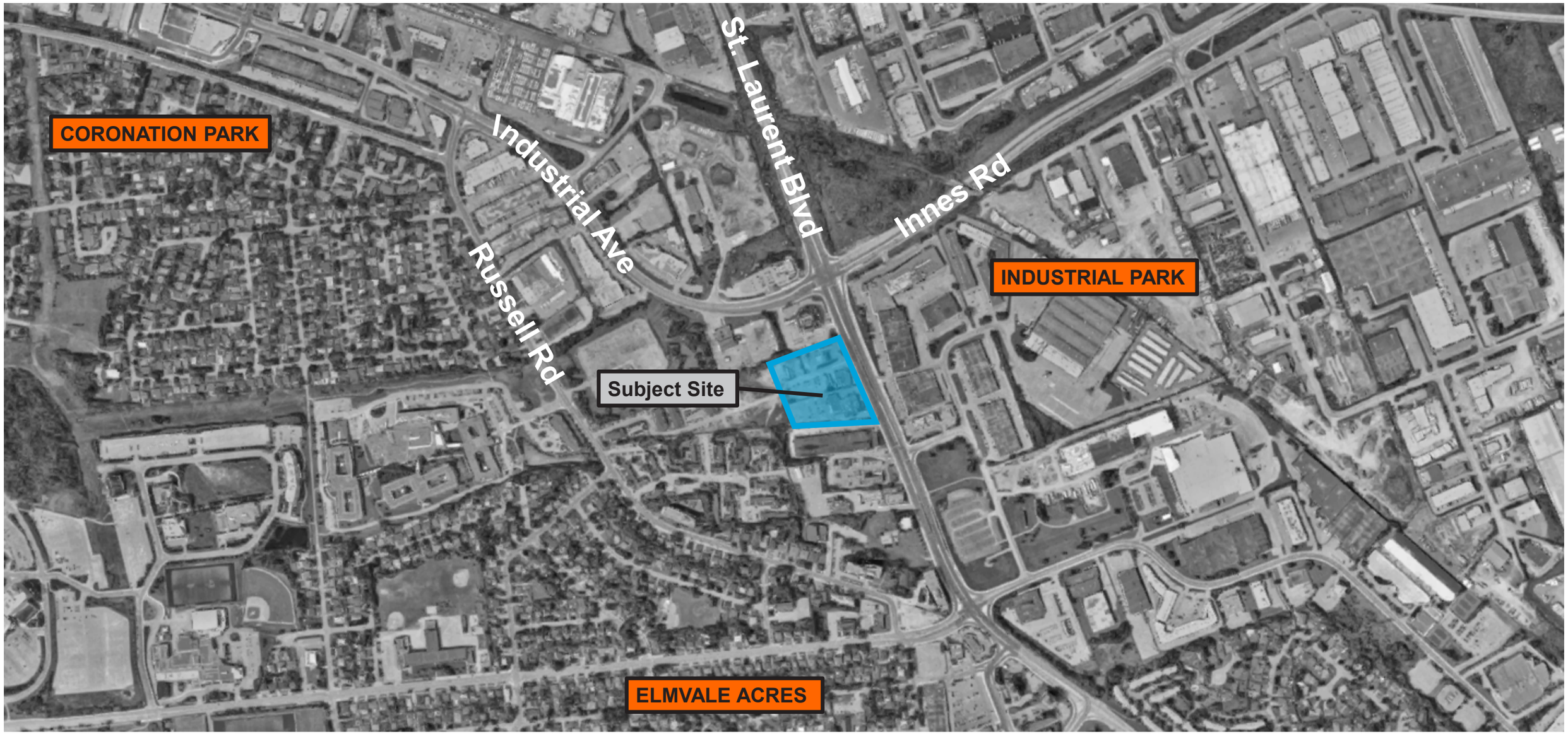
W

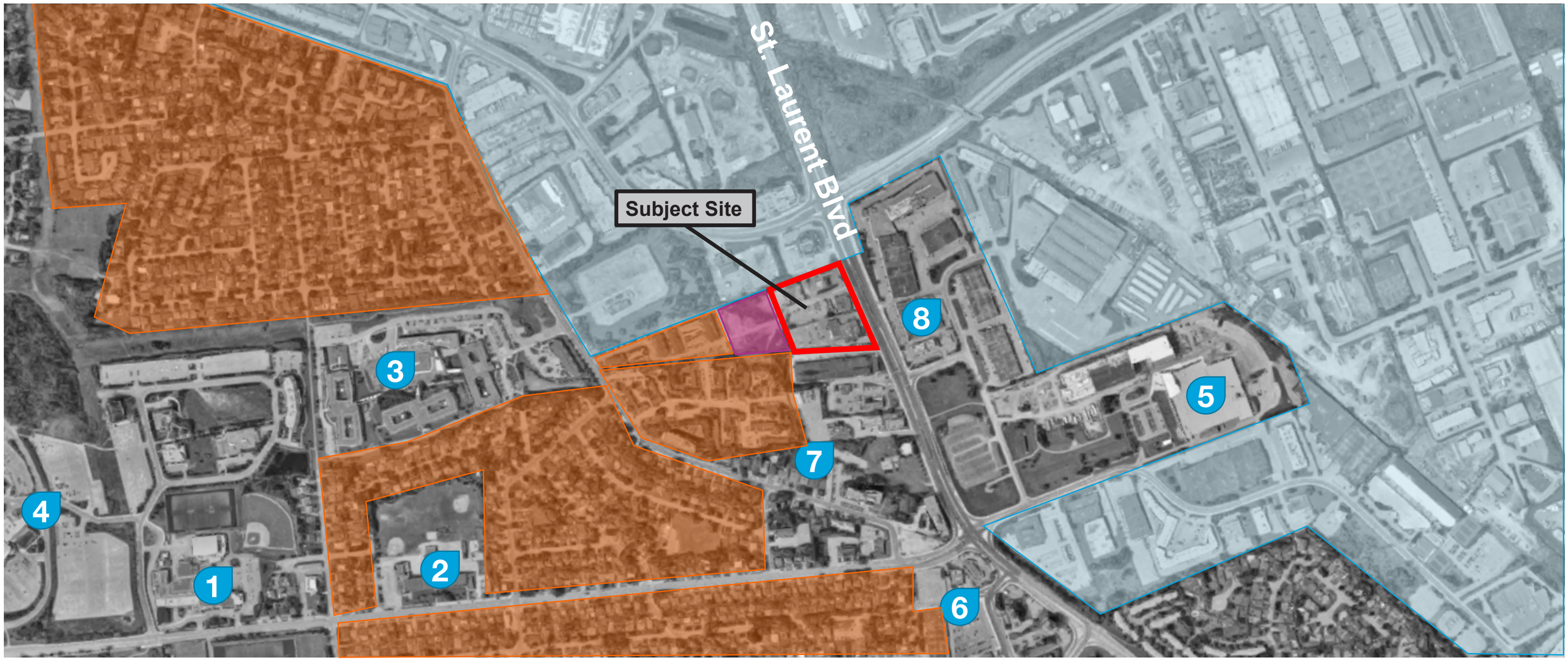
Everest Heights developments are coming. Mid-rise, further is low-rise community housing.

S

Light industrial building.

AERIAL OBLIQUE VIEWS


CORONATION PARK
Industrial Ave
Russell Rd
St. Laurent Blvd
Innes Rd
INDUSTRIAL PARK
Subject Site
ELMVALE ACRES



1 Franco Cité SS

2 Vincent Massey PS

3 Perley & Rideau Veteran's Health Centre

4 Ottawa Hospital General Campus

5 Canadian Science & Technology Museum

6 Elmvale Acres Shopping Centre

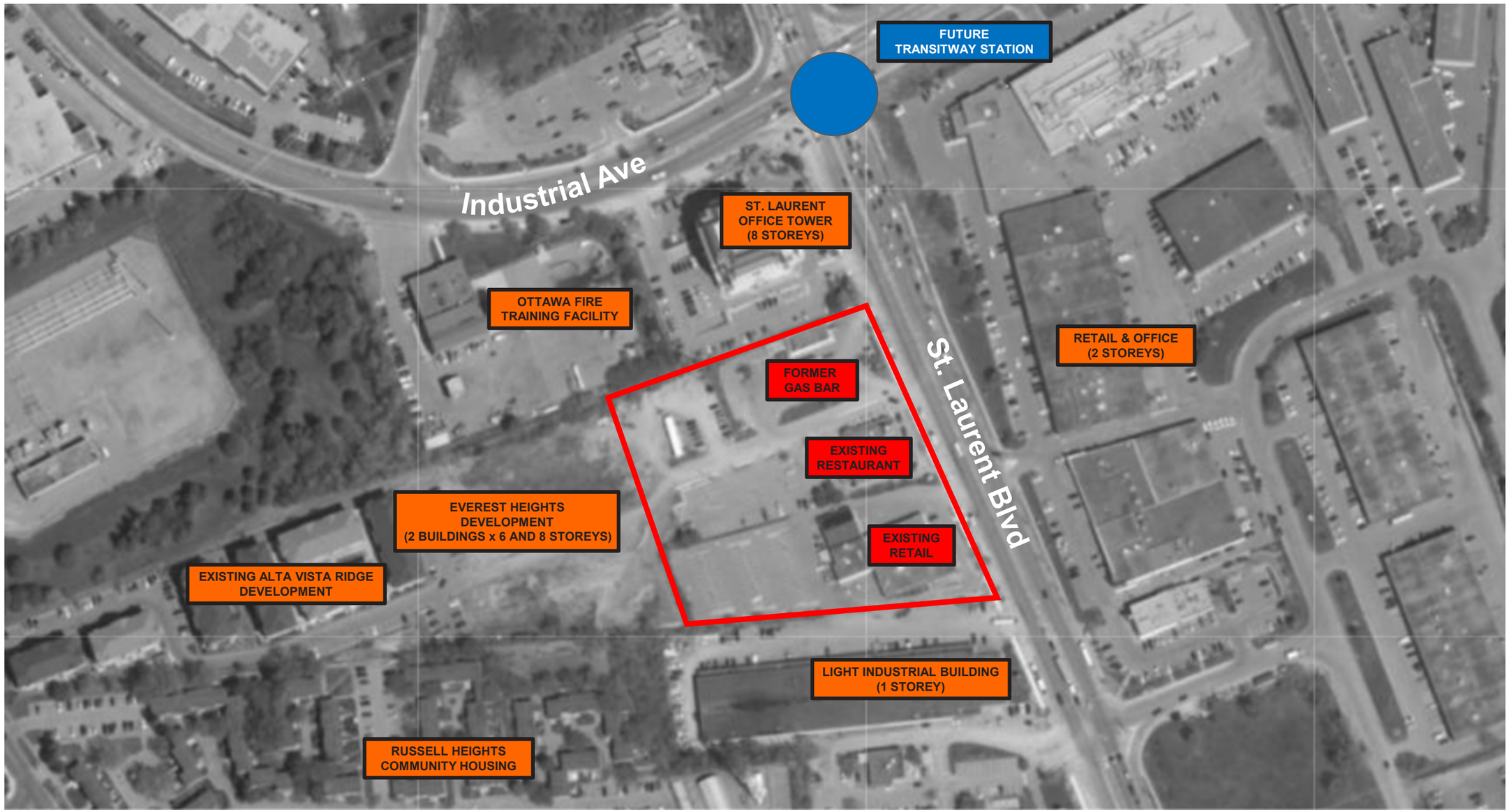
7 Dempsey Community Centre

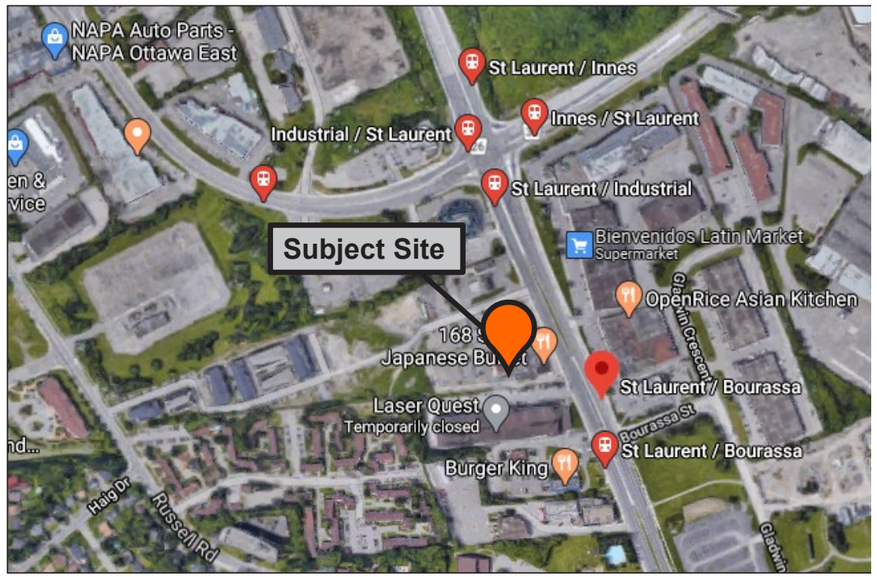
8 St. Laurent Metro Centre Retail/Commercial

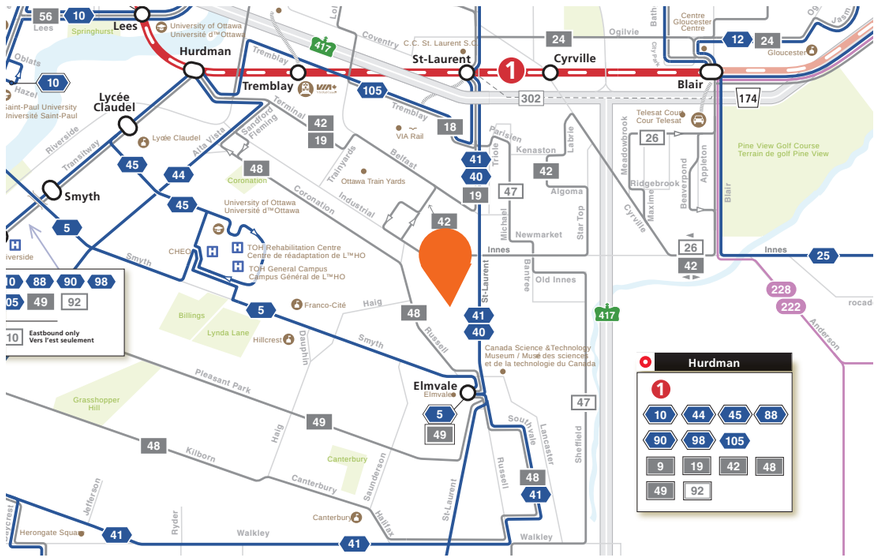
Low-rise Residential Areas

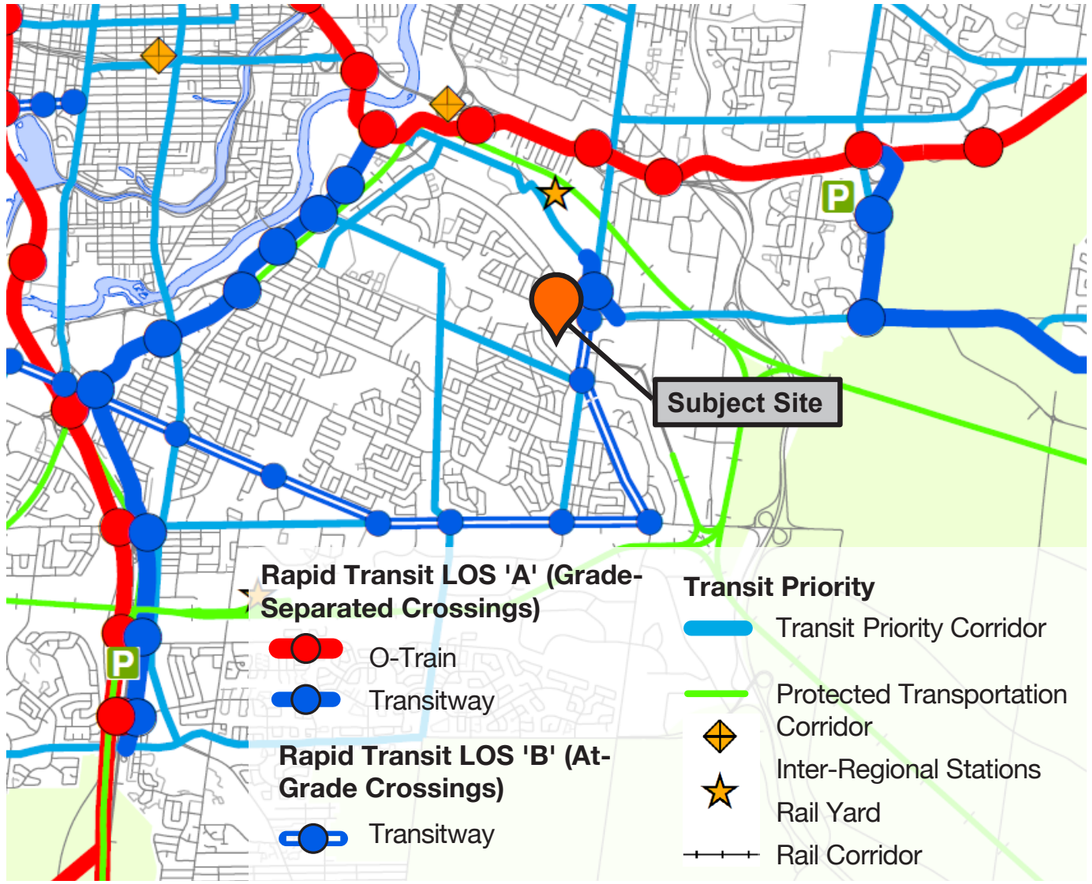
Mid-rise Residential Areas

Industrial / Employment Lands


FUTURE TRANSITWAY STATION
Industrial Ave
ST. LAURENT OFFICE TOWER (8 STOREYS)
OTTAWA FIRE TRAINING FACILITY
FORMER GAS BAR
St. Laurent Blvd
RETAIL & OFFICE (2 STOREYS)
EXISTING RESTAURANT
EVEREST HEIGHTS DEVELOPMENT (2 BUILDINGS x 6 AND 8 STOREYS)
EXISTING RETAIL
EXISTING ALTA VISTA RIDGE DEVELOPMENT
LIGHT INDUSTRIAL BUILDING (1 STOREY)
RUSSELL HEIGHTS COMMUNITY HOUSING







O-Train
Station-to-station train service
Operating 7 days/week in all time periods
Service de train de station à station
Service offert en tout temps, tous les jours de la semaine

Line 1 / Ligne 1
Line 2 / Ligne 2
Line 4 / Ligne 4
Future / Futur

Frequent • Fréquent
Service every 15 minutes or less on weekdays 06:00 to 18:00. Operating 7 days/week in all time periods
Service aux 15 minutes ou moins en semaine de 6 h à 18 h. Service offert en tout temps, tous les jours de la semaine

Local
Custom routing to local destinations
Réseau local adapté aux besoins des usagers

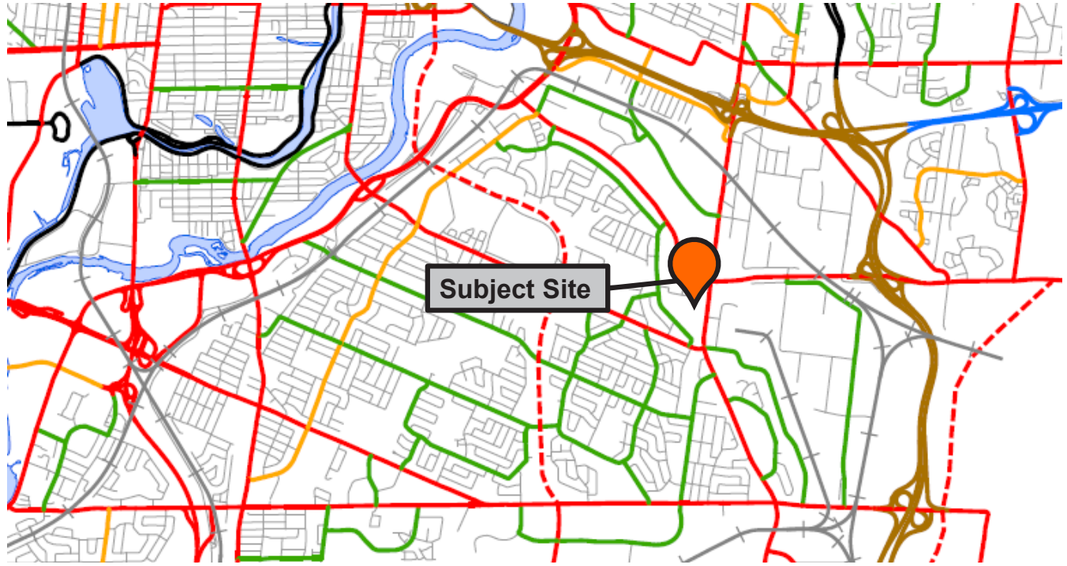
Connexion
Convenient connection to the O-Train
Weekday peak-periods only
Correspondance pratique à l'O-Train
Service offert aux heures de pointe, les jours de semaine seulement

Limited service • Service limité
Service does not operate in all time periods
Service does not operate every day
Service offert durant certaines périodes de la journée seulement. Service offert certains jours seulement

Occasional trips only
Service occasionnel

Bike Lane
Path
Paved Shoulder
Cycle Track
Suggested Route

Major Pathway



Arterial
Arterial - Future
Major Collector
Collector
Provincial Highway

4.0
DESIGN RESEARCH

SEPTEMBER 2020

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

OCTOBER 2021

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

OCTOBER 2023

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

SEPTEMBER 2025

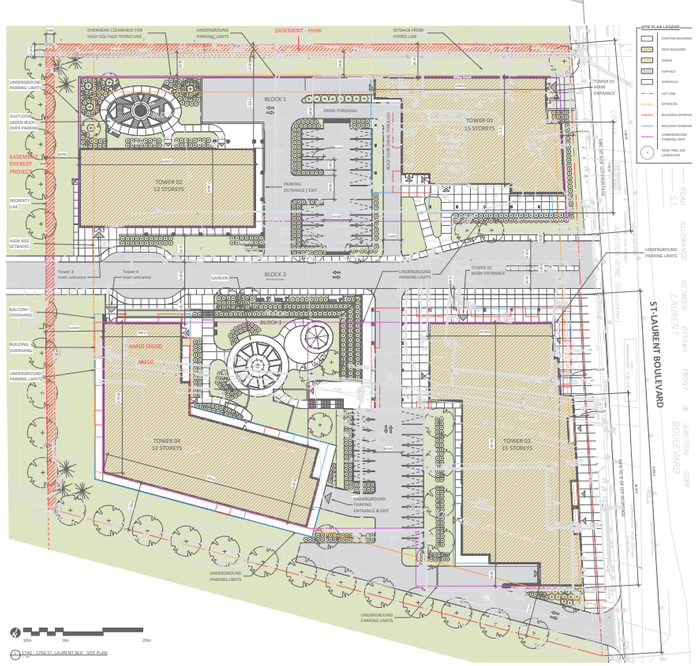
The proposed park remains south to optimize accessibility and maximize sunlight. It creates a visually pleasant entry to the complex while providing communal spaces to the surrounding neighbourhood.

SEPTEMBER 2020

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

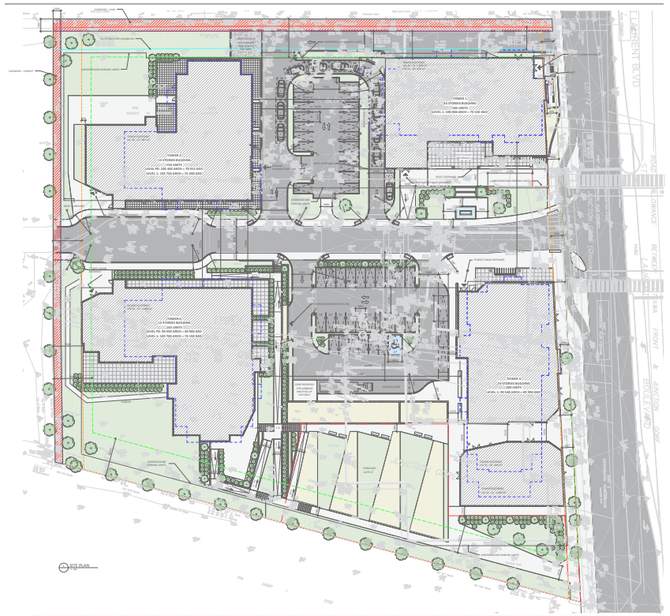
OCTOBER 2021

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



OCTOBER 2023

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



SEPTEMBER 2025

Surface parkings remain centralized with all vehicular access points aligned along a single street to reduce conflicts between cars and pedestrians. The park is extended towards St. Laurent Boulevard, to ensure connectivity to the neighbourhood.

SEPTEMBER 2020

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

OCTOBER 2021

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

OCTOBER 2023

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

SEPTEMBER 2025

Sidewalks were added on both sides of the street to reduce unnecessary crossing and enhance overall accessibility. Surface parking is set back from the street edge to allow landscaping between the street and the car parking to establish a more comfortable transition between pedestrian and vehicular zones.

SEPTEMBER 2020

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

OCTOBER 2021

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

OCTOBER 2023

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

SEPTEMBER 2025

Tree coverage has been were maximized across the site.

SEPTEMBER 2020

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

OCTOBER 2021

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

OCTOBER 2023

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

SEPTEMBER 2025

Buildings footprints were reduced to emphasize the verticality. The buildings' designs were enriched and complexified to create more rhythm and variation across the facades.

SEPTEMBER 2020

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

OCTOBER 2021

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

OCTOBER 2023

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

SEPTEMBER 2025

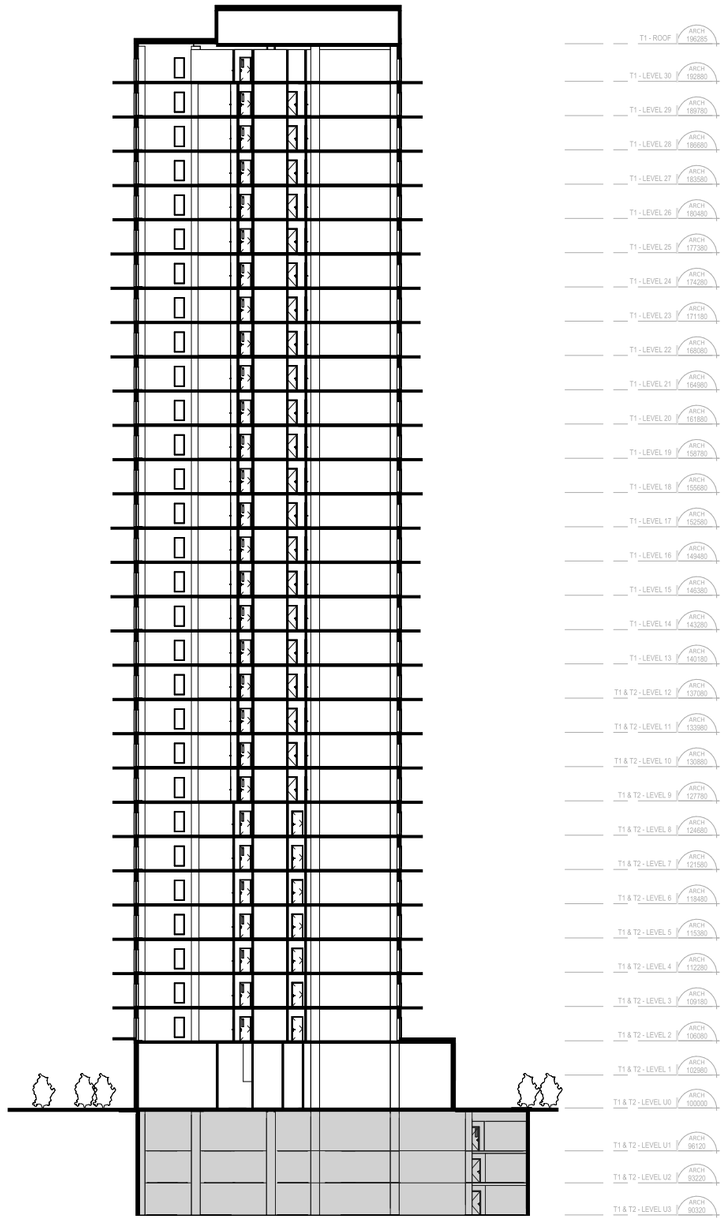
A connecting bridge was added between Towers 1 and 2 to increase residential density while maintaining a low ground footprint.

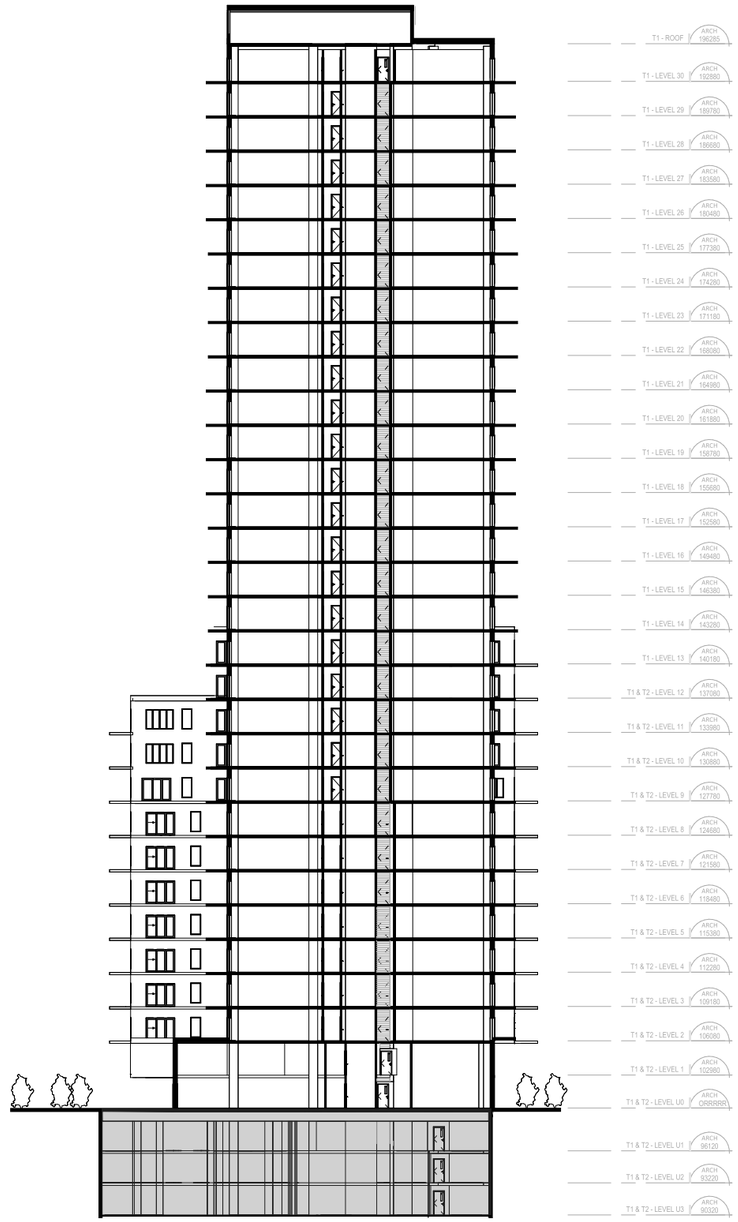
SEPTEMBER 2020

OCTOBER 2023

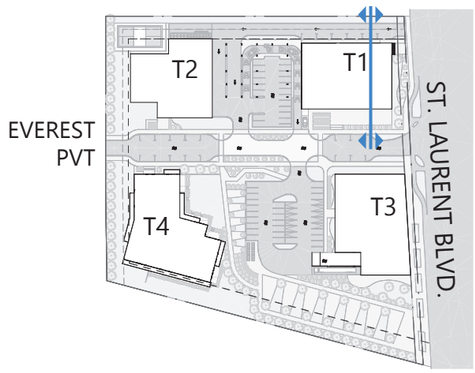
OCTOBER 2021

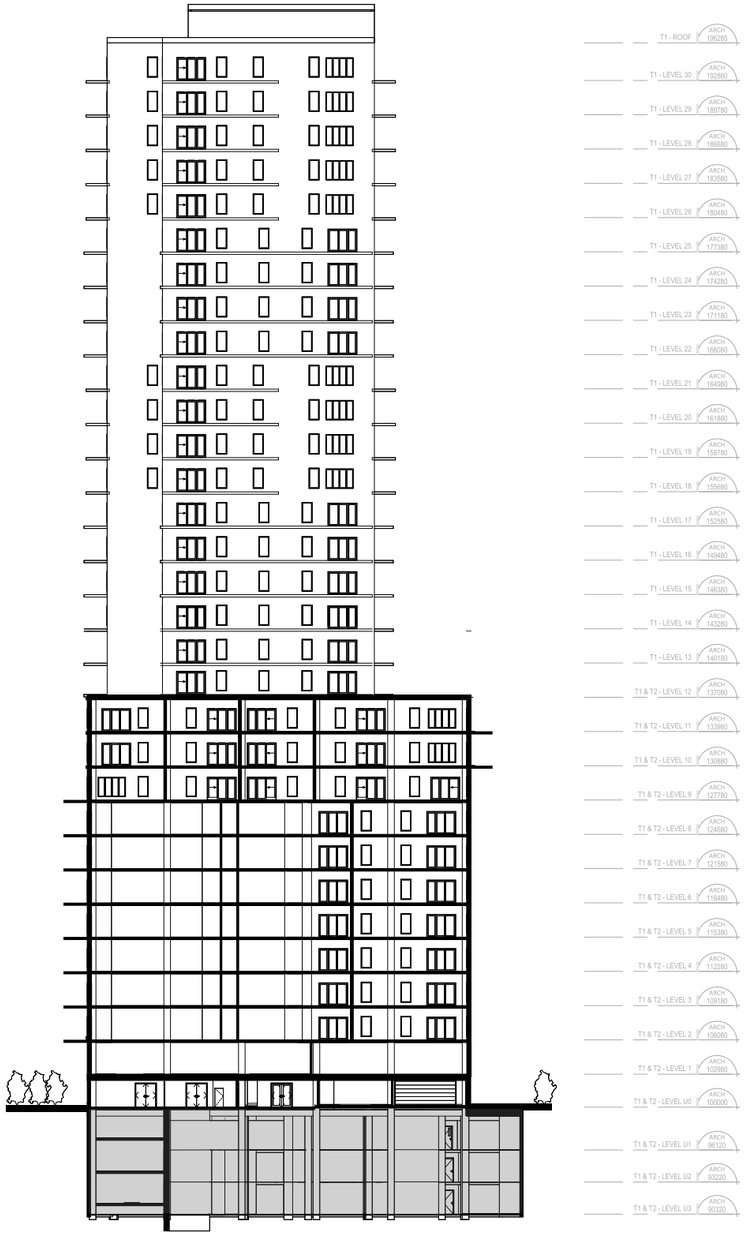
SEPTEMBER 2025

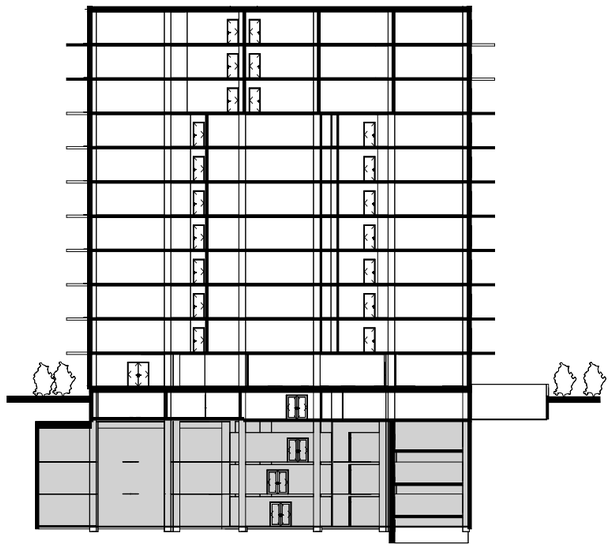




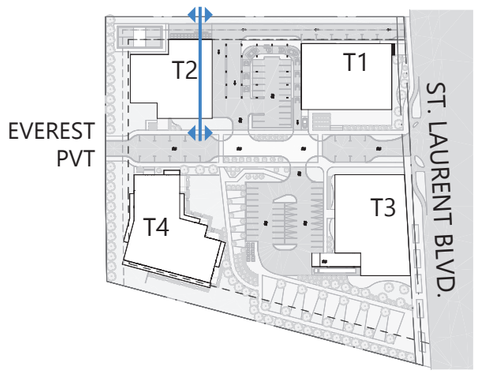
SECTION A
EAST - WEST





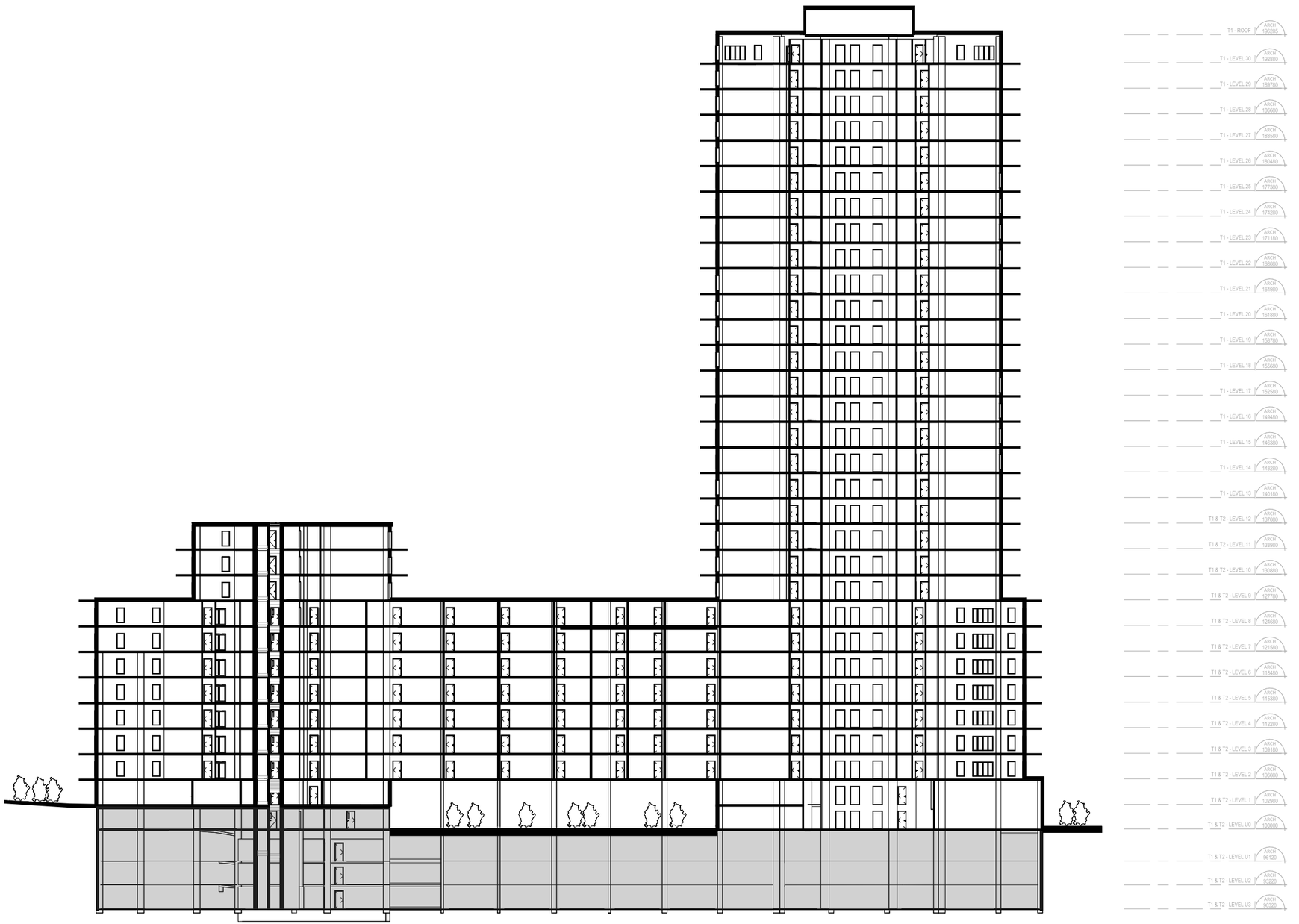


SECTION B
EAST - WEST

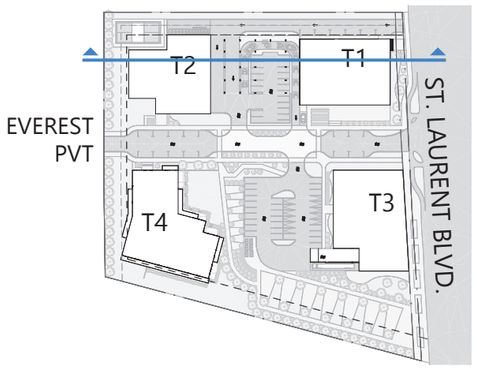


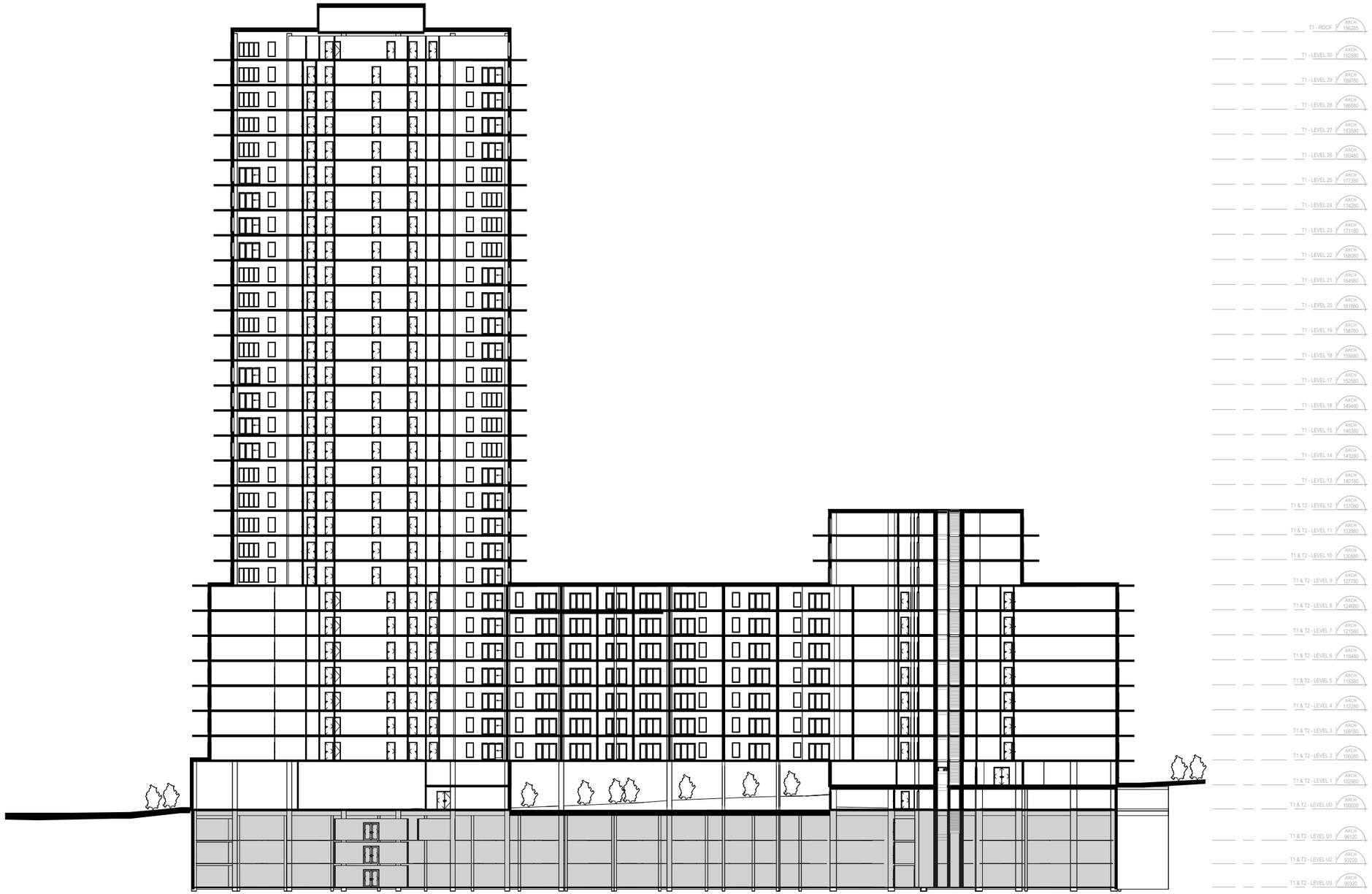
1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
FILE NUMBER : D02-21-0137 AND D07-12-21-0177

ST. LAURENT DEVELOPMENT
URBAN DESIGN BRIEF SPC UPDATE
NO PROJET : 20005 JUNE, 2026

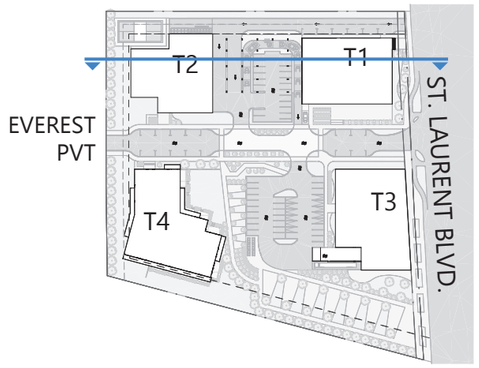


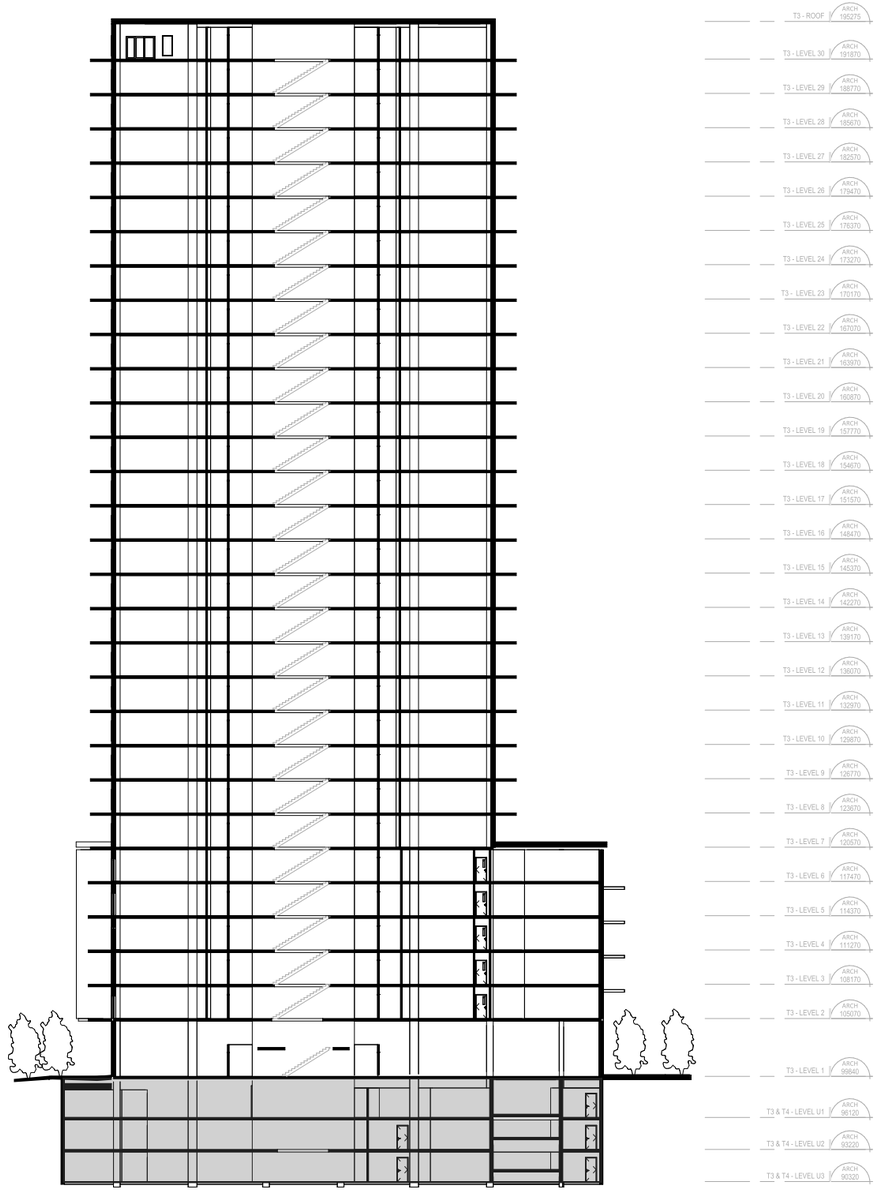
SECTION C
NORTH

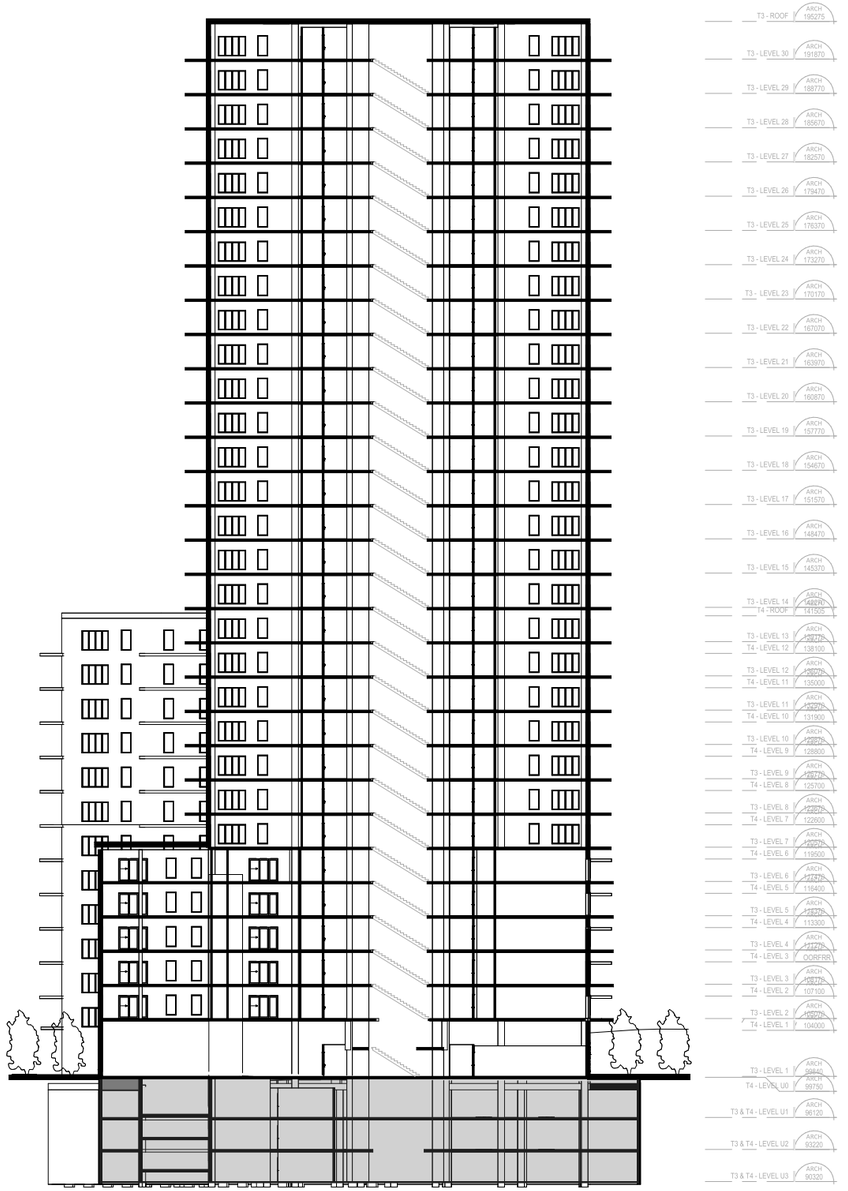




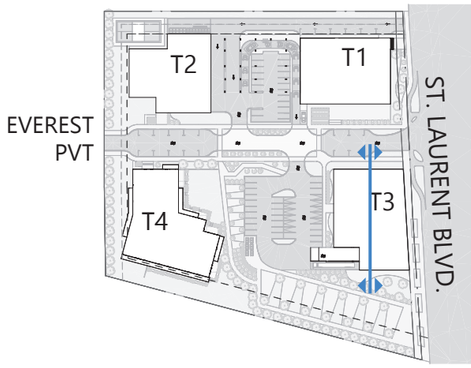
SECTION C
SOUTH

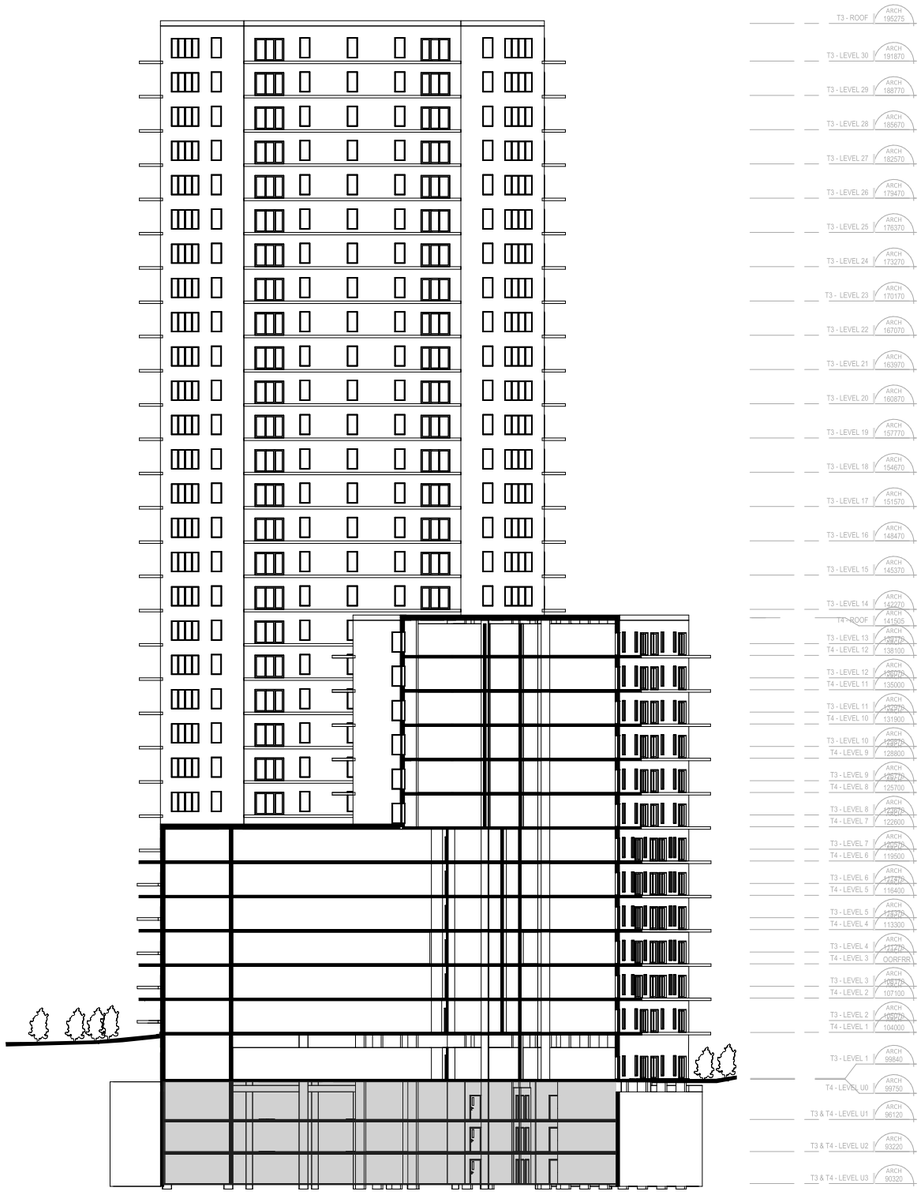


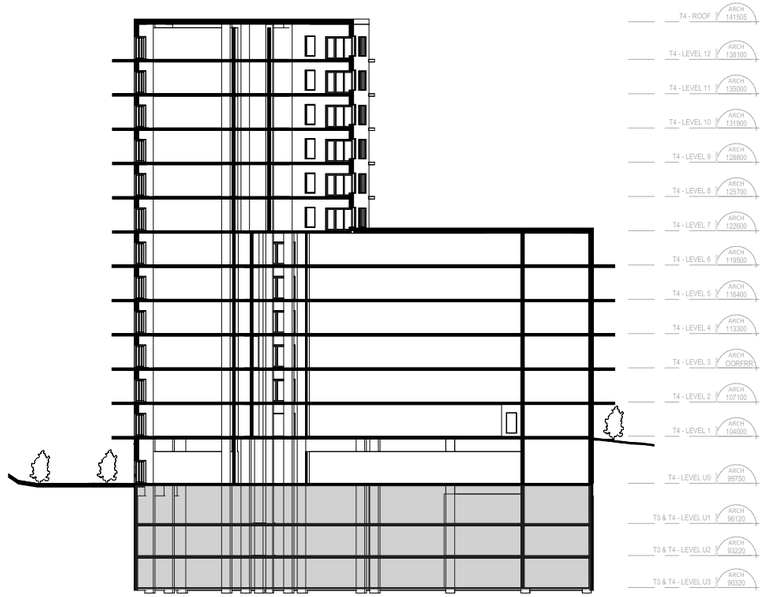




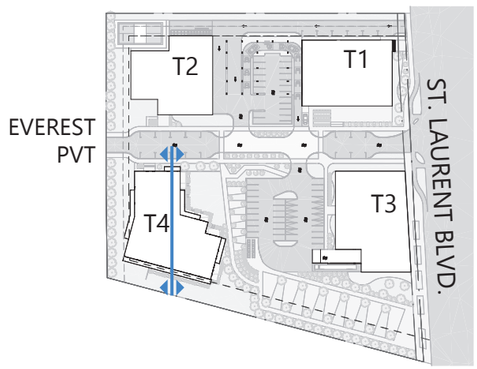
SECTION D
EAST - WEST

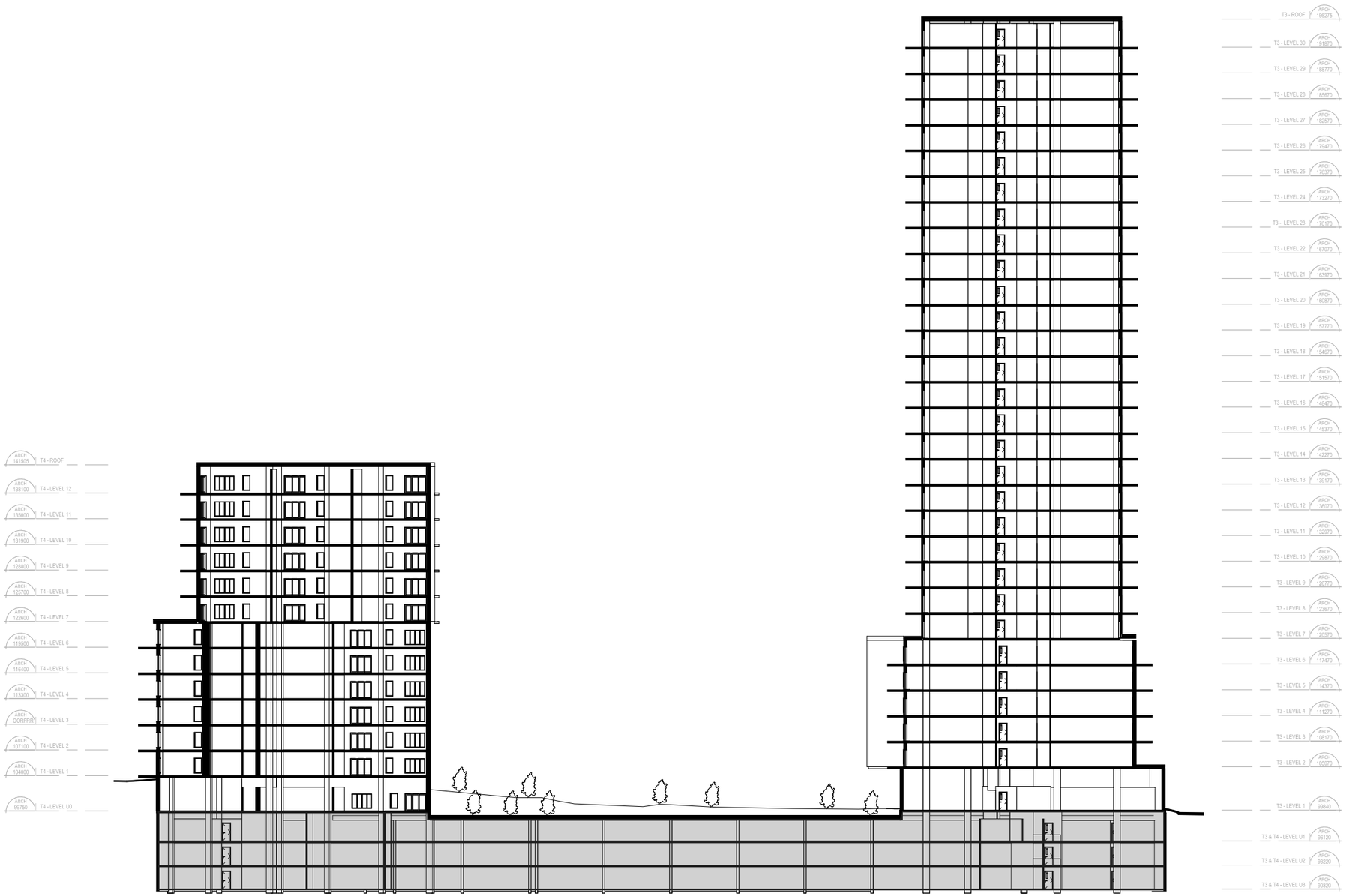




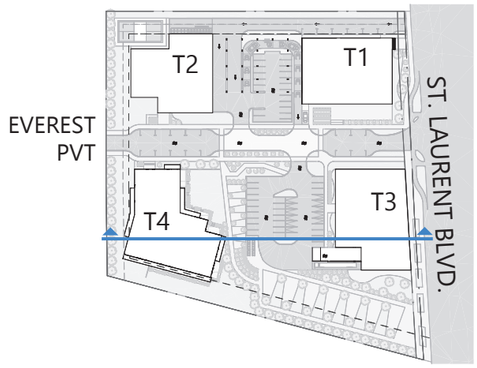


SECTION E
EAST - WEST





SECTION F
NORTH



1740 & 1760 ST. LAURENT BOULEVARD, OTTAWA
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ST. LAURENT DEVELOPMENT
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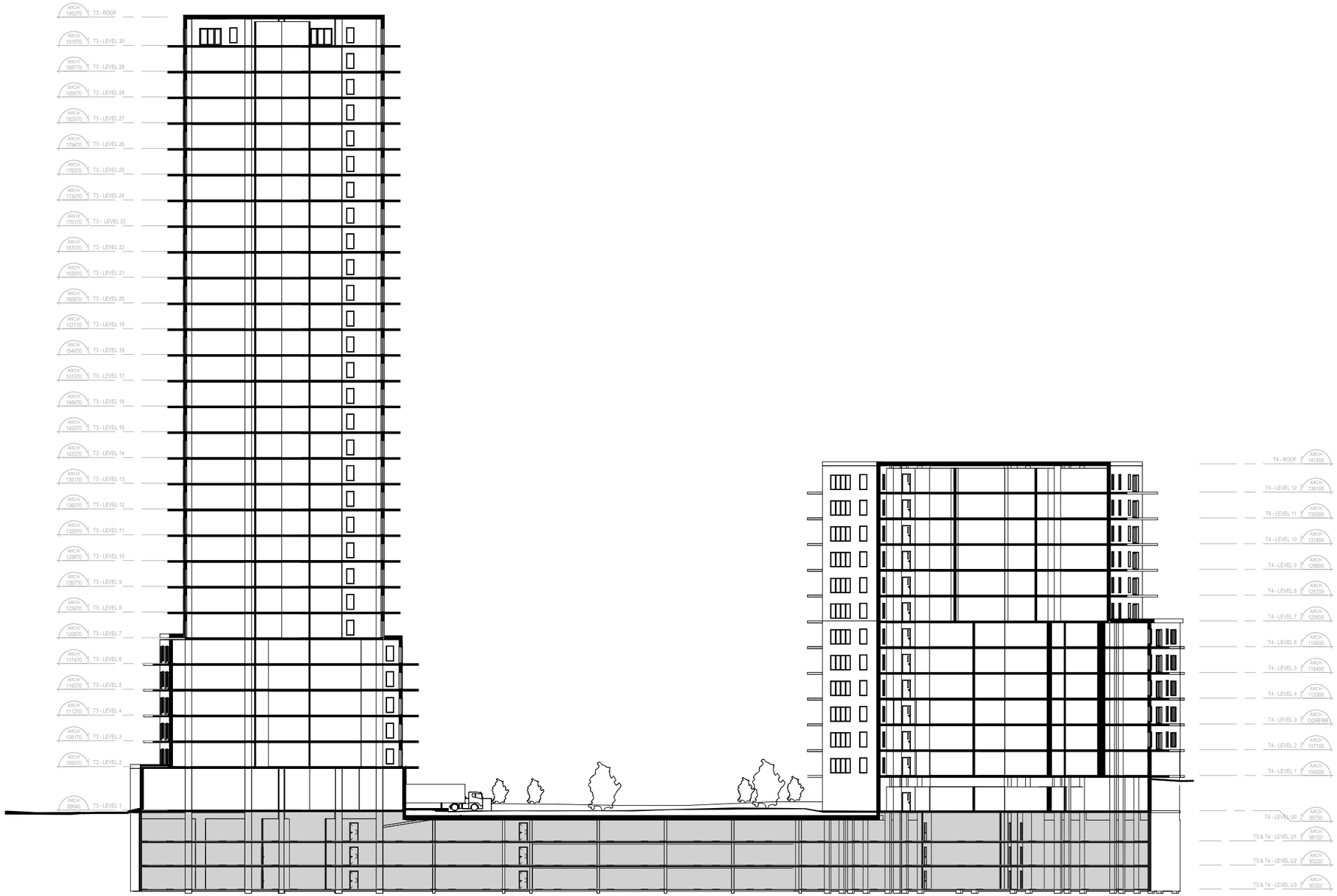
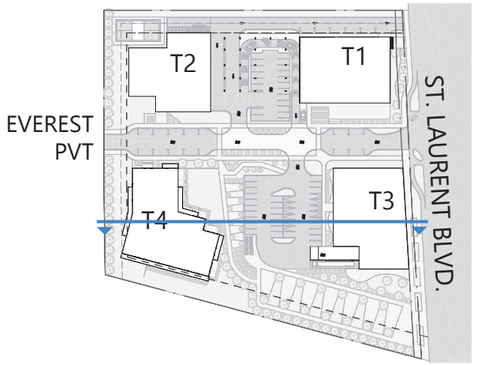


SECTION F
SOUTH



The subject site is in close proximity to a future Transitway station proposed at the intersection of St. Laurent Boulevard and Industrial Avenue. The site also fronts onto a recently reconstructed segment of St. Laurent Boulevard, which includes cycle tracks that connect Industrial Road to Bourassa Street. The site benefits from the nearby area with a mix of commercial businesses within walking distance, which assists in reducing car dependency and therefore reducing greenhouse gas emissions.

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

A Privately Owned Public Space (POPS) is proposed on the site as an integral component of the development. The proposed park is conceived to balance urban design, urban planning, and parks planning goals and objectives. The entrance to the park will read as public and will be easily accessed, while at the same time providing a consistent street wall along St. Laurent to reinforce its at-grade commercial character. Set back from the arterial road of St. Laurent Boulevard, the park benefits from reduced exposure to noise and air pollution while enhancing the site through greenery, landscaping, and spaces for passive relaxation.

The project incorporates indoor bicycle parking for residents as well as outdoor bicycle parking for visitors. The site's proximity to local services and amenities also supports walkability and reduces reliance on private vehicles, aligning with sustainable transportation goals.

Sustainable design strategies are integrated throughout the development. Green roofs are implemented on podium levels and above the bike parking room. Light-coloured roofing membranes will be provided to reduce heat absorption into the building, thereby reducing the energy costs associated with cooling demands during the summer months.

Bird safety has been considered in the following ways:

- Monolithic, undistinguished expanses of glazing have been avoided; and
- A variety of materials, textures, and colours are proposed as part of the building design (see slide 64 of the slide deck for more information), which fragments reflection.

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

APPENDIX

A.
SITE PLAN

SITE INFORMATION & DEVELOPMENT STATISTICS

LOTS — PIN

CON Junction GORE LOT 14 & 15

ZONING

ARTERIAL MAINSTREET, SUBZONE 10 & ARTERIAL MAINSTREET, SUBZONE 10 WITH EXCEPTION 1658

SITE AREA

TOTAL SITE AREA: ≈18 186 m² (1.81 ha)

UNITS

TOWER 1 & 2:
RESIDENTIAL: 468 UNITS

TOWER 3:
RESIDENTIAL: 292 UNITS

TOWER 4:
RESIDENTIAL: 153 UNITS

TOTAL NUMBER OF UNITS: 913 UNITS

SPECIFIC PROVISIONS	REQUIRED	PROVIDED
MINIMUM LOT AREA	NO MIN.	18 186 m²
MINIMUM LOT WIDTH	NO MIN.	153.3 m
PARKLAND LOT CITY OF OTTAWA	10 % of lot	10 %
PARKLAND SITE AREA	18 186 x 10 %	1 820 m²

SETBACKS

MINIMUM FRONT YARD:	0 m	2.1 m
MINIMUM INTERIOR SIDE YARD:	NO MIN.	10 m
MINIMUM REAR YARD:		
FOR A RESIDENTIAL BUILDING:	7.5 m	7.5 m

MAXIMUM BUILDING HEIGHT

1740 St Laurent Exception [1658]:	50 m	96.4 m / 30 storeys
1760 St Laurent:	30 m	96.4 m / 30 storeys

PARKING RATES	REQUIRED	PROVIDED
TOWER 1 & 2:		
R15 - APARTMENTS:	210	245 (0.52 p/unit)
VISITOR:	91 (0.2 p/unit)	94
COMMERCIAL:	85	85
TOWER 3 & 4:		
R15 - APARTMENTS:	190	312 (0.72 p/unit)
VISITOR:	85 (0.2 p/unit)	86
COMMERCIAL:	51	51
		TOTAL: 873

BIKE PARKING	REQUIRED	PROVIDED
TOWER 1 & 2:		
RESIDENTIAL:	231	444
COMMERCIAL:	4	8
TOWER 3:		
RESIDENTIAL:	148	148
COMMERCIAL:	4	7
TOWER 4:		
RESIDENTIAL:	77	75
		TOTAL: 682

AMENITY AREA	REQUIRED	PROVIDED
TOWER 1 & 2:		
PRIVATE:	6 m² /unit = 2 796 m²	7 303 m²
SHARED:	50 %	2 257 m²
TOWER 3:		
PRIVATE:	6 m² /unit = 1 662 m²	1 495m²
SHARED:	50 %	1 226 m²
TOWER 4:		
PRIVATE:	6 m² /unit = 918 m²	2 391 m²
SHARED:	50 %	1 364m²

GFA - CITY OF OTTAWA

TOWER 1 & 2:	29 162 m²
RESIDENTIAL:	27 114 m²
COMMERCIAL:	1 024 m²
TOWER 3:	19 511 m²
RESIDENTIAL:	17 586 m²
COMMERCIAL:	961 m²
TOWER 4:	10 236 m²
RESIDENTIAL:	10 236 m²
COMMERCIAL:	0 m²

NOTE

SITE PLAN LEGEND

- PROPERTY LINE
- MINIMUM SETBACK
- PROTECTION MARGIN
- UNDERGROUND PARKING GARAGE OUTLINE
- UPPER LEVELS SETBACKS
- PARKLAND DEDICATION
- NEW TREE
- NEW PLANTATION
- BUILDING ENTRANCE
- LANDSCAPE AREA (GRASS)
- PICKLEBALL COURT
- HORIZONTAL BICYCLE PARKING 0.6m x 1.8m
- CONCRETE SIDEWALK
- ASPHALT PAVING
- PAVING STONE
- PLANTATION BED

PROJECT
ST. LAURENT DEVELOPMENT
1740 - 1760 St. Laurent Boulevard
Ottawa, ON, K1G 1A2

OWNER
Groupe Heafey Group
100 - 768, BOUL SAINT-JOSEPH, GATINEAU, QC J8Y 4B8

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

L'Atelier architectes
53, SAINT-RAYMOND BOULEVARD, GATINEAU, QC J8Y 1R8

STRUCTURAL

MECHANICAL

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

LANDSCAPE
JAMES B. LENNOX & ASSOCIATES INC.
LANDSCAPE ARCHITECTS
555 L'ARDENA AVE, OTTAWA, ONTARIO K2B 7X6
Tel. (613) 722-9168 Fax. (1866) 243-3942

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

GENERAL CONTRACTOR
CORSIM
2003, GILFORD STREET, MONTREAL, QUEBEC, H2H 1H2

KEY PLAN

ARCHITECT SEAL

REVISIONS

NO	DESCRIPTION	DATE
2	URBAN DESIGN BRIEF	2026-07-01
1	FOR COORDINATION	2025-05-23

NOTE

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

DO NOT USE FOR CONSTRUCTION

DATE	DESIGNED
2026-07-01	P.POMERLEAU
	DRAWN N.D.DALLAIRE
PROJECT No 20005	CHECKED P.MARTIN

SHEET TITLE
SITE PLAN

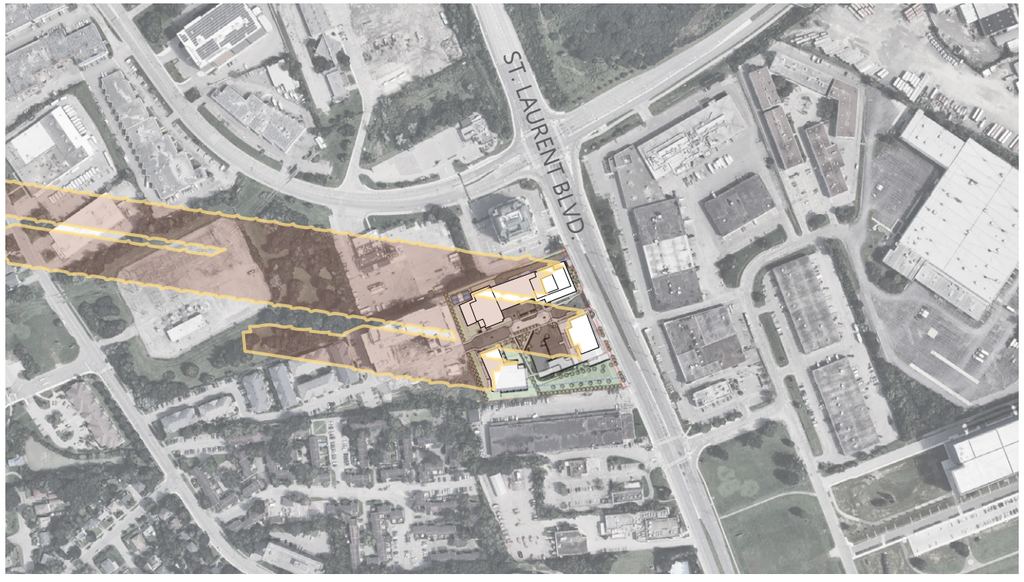
SHEET No
A101

D.
ELEVATIONS


St-Hubert

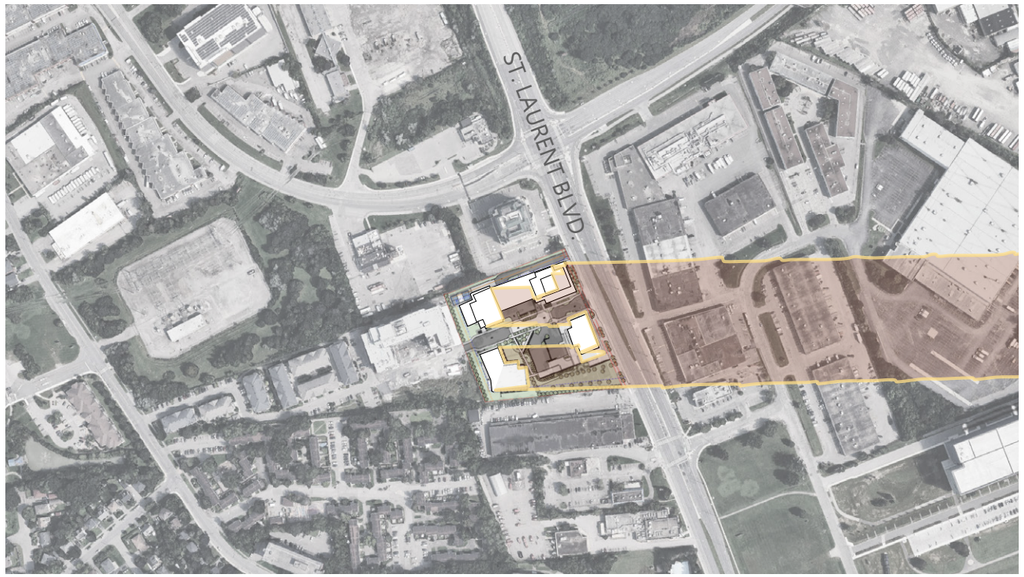
G.
SHADOW STUDY

SPRING EQUINOX

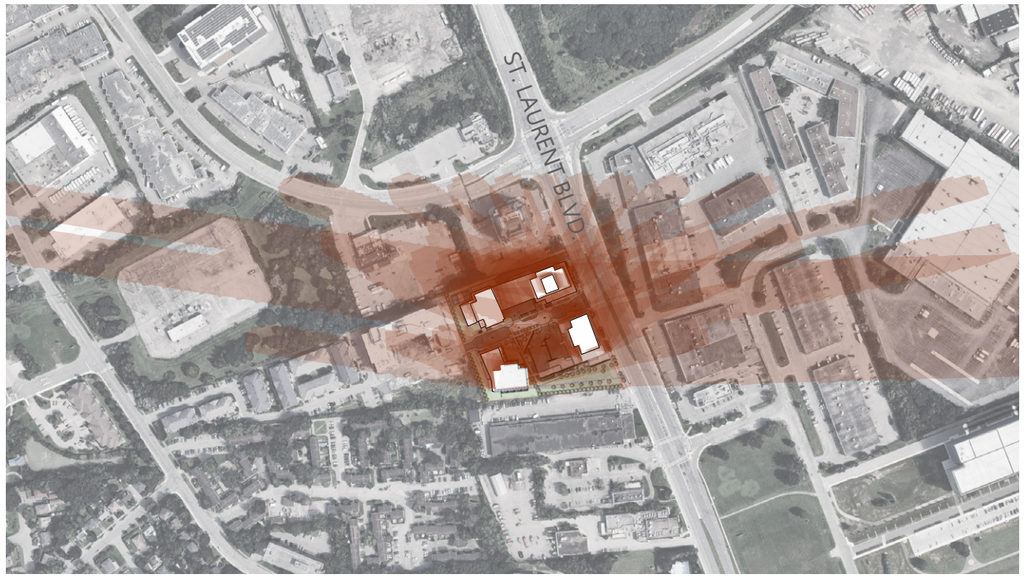


MARCH 21 AT 7H

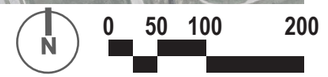
MARCH 21 AT 12H



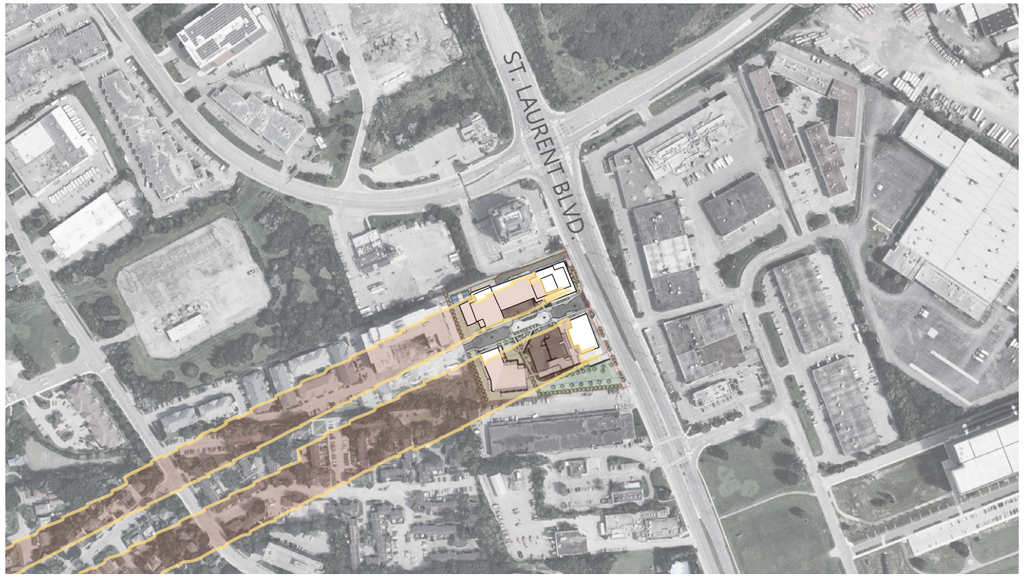
MARCH 21 AT 18H



MARCH 21 THROUGHOUT THE DAY

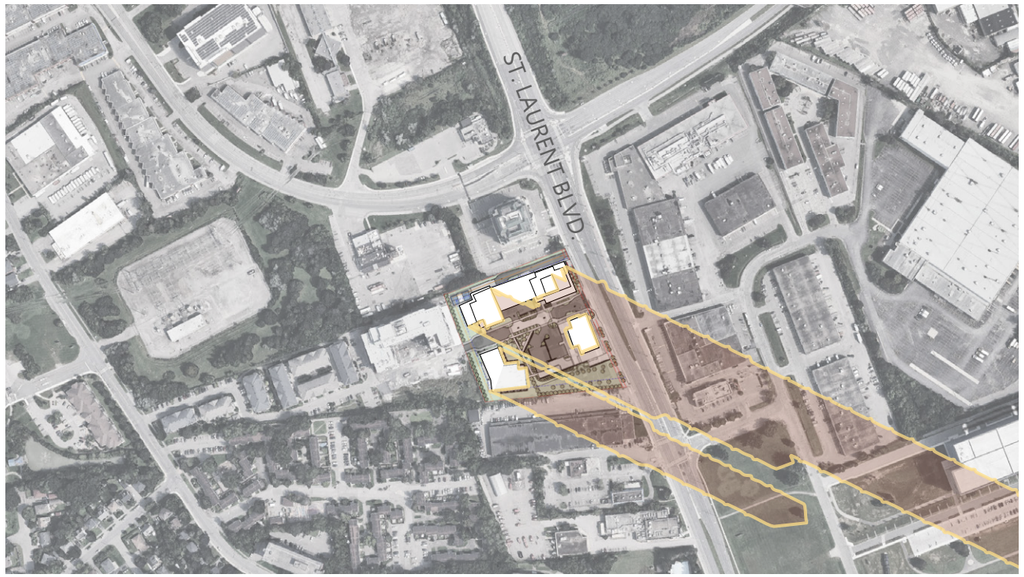


SUMMER SOLSTICE



JUNE 21 AT 6H

JUNE 21 AT 12H



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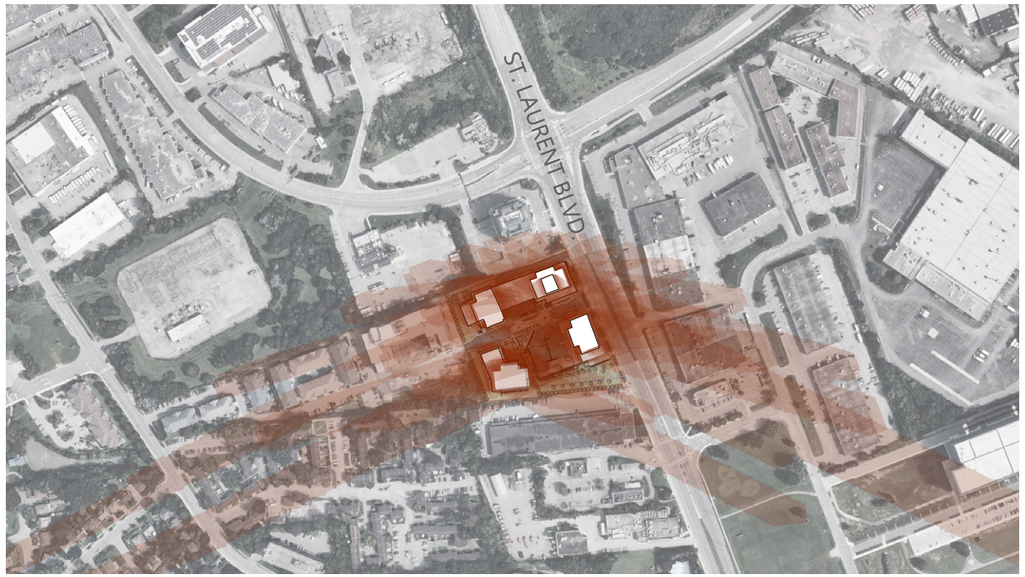

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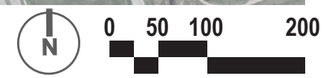
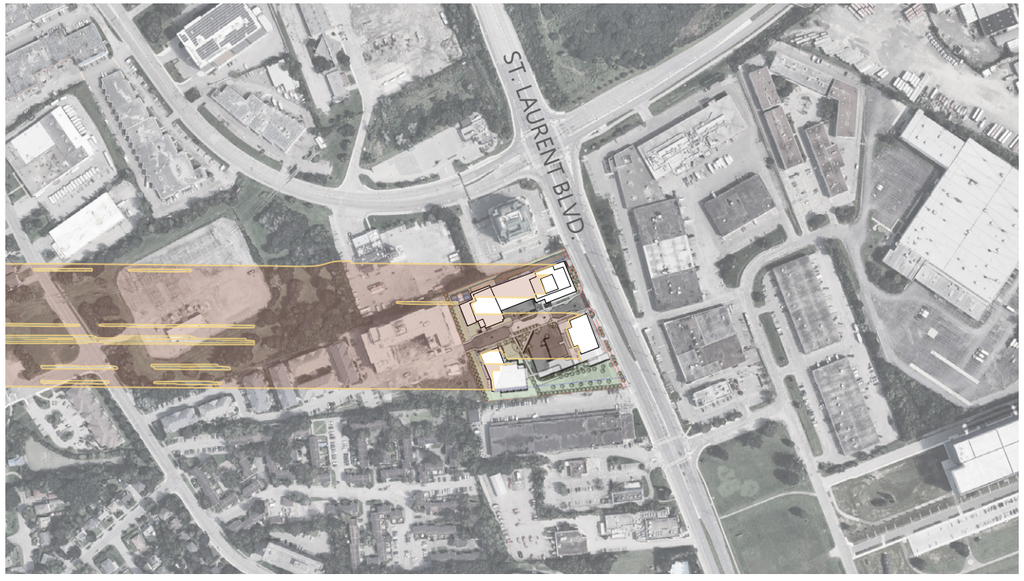
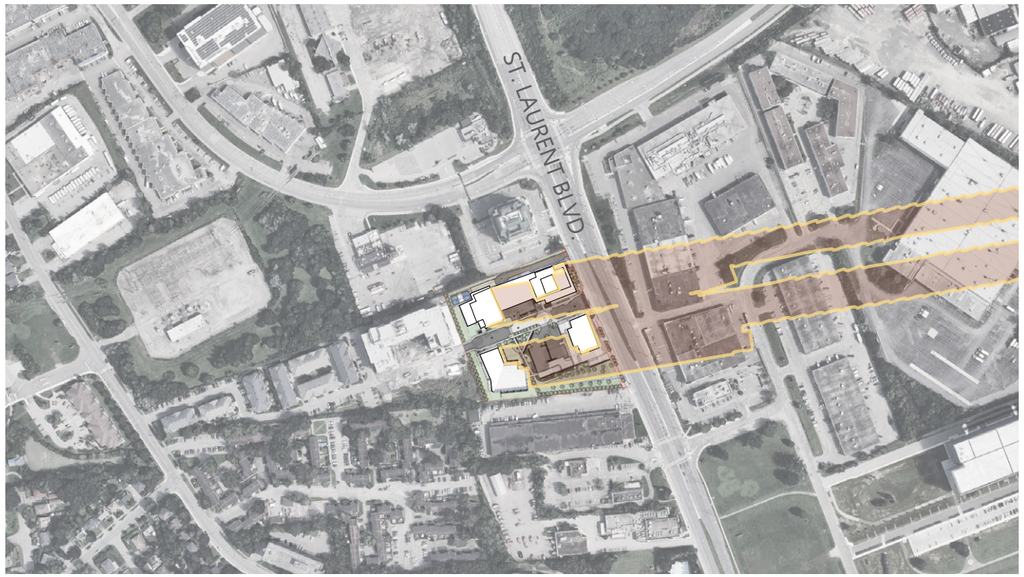


AUTUMN EQUINOX

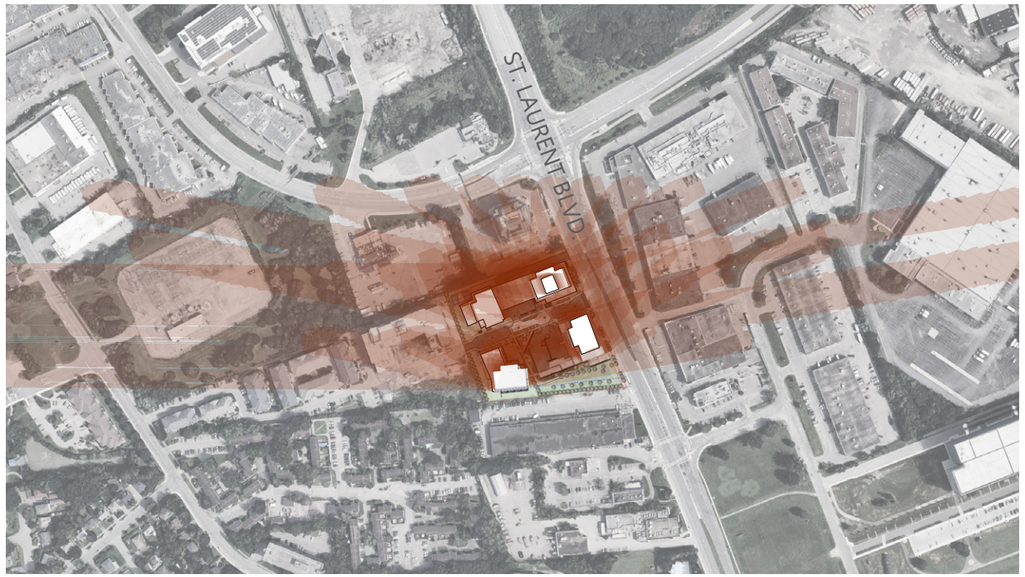


SEPTEMBER 21 AT 7H

SEPTEMBER 21 AT 12H



SEPTEMBER 21 AT 18H

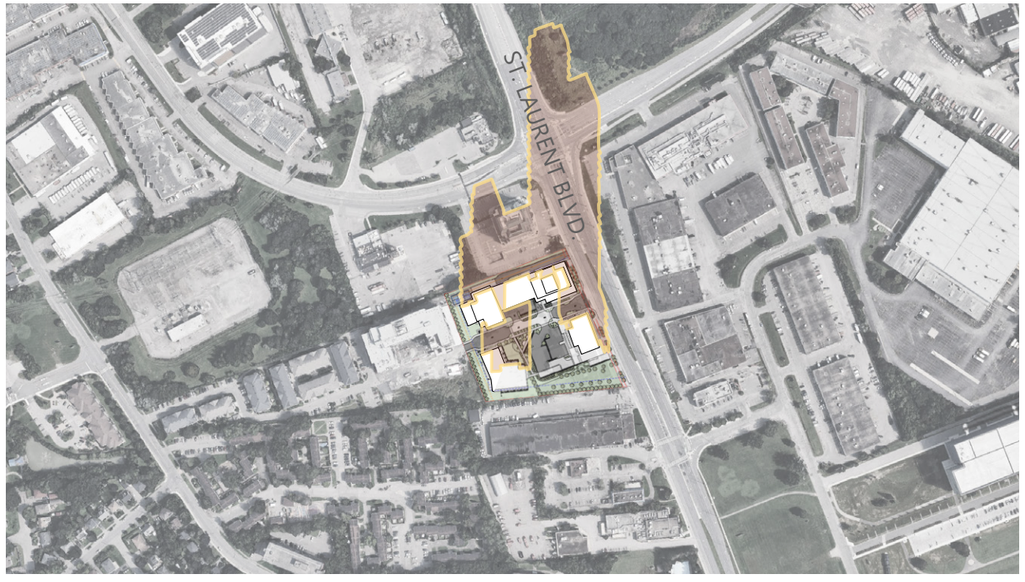


SEPTEMBER 21 THROUGHOUT THE DAY

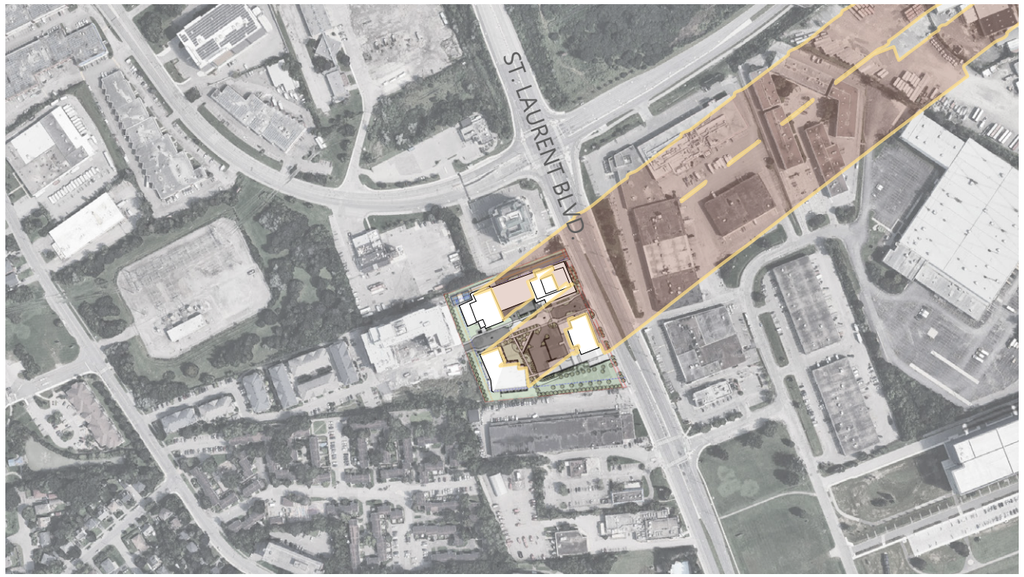
N 0 50 100 200

WINTER SOLSTICE

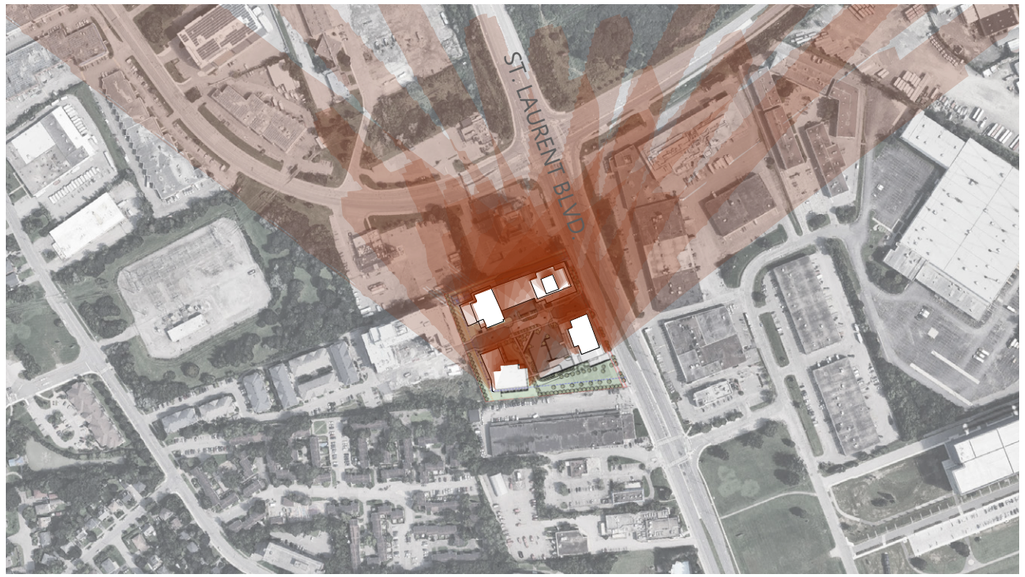
DECEMBER 21 AT 8H



DECEMBER 21 AT 12H



DECEMBER 21 AT 16H



DECEMBER 21 THROUGHOUT THE DAY

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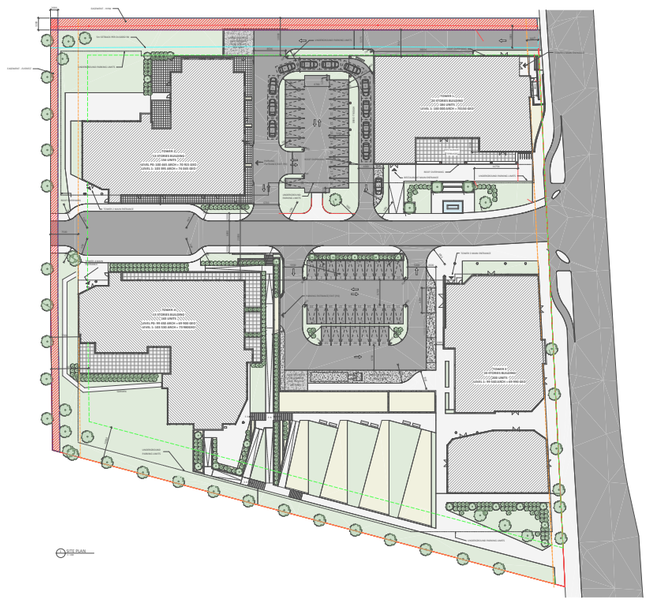
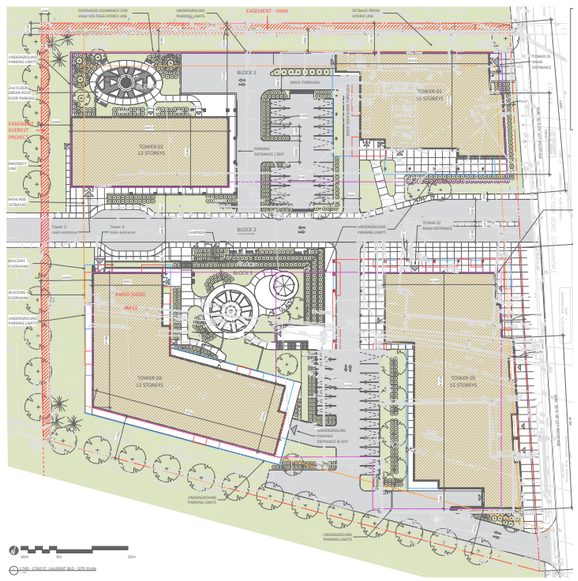
H.
DESIGN EVOLUTION

SITE PLAN

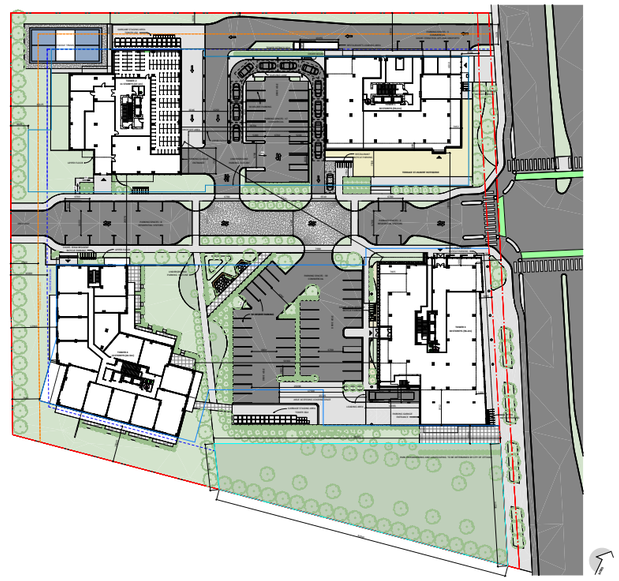
SEPTEMBER 2020



OCTOBER 2023



OCTOBER 2021



JUNE 2026

Conclusion
The proposed development responds to the policy and design direction outlined in the City of Ottawa Official Plan (2022, as amended) and further implements recommendations made by Urban Design staff. The proposed development iterates on a previously approved Zoning By-law Amendment. Proposed design changes are sensitively designed and contextually appropriate.

We trust that the information contained herein is helpful. Should you have any questions, please do not hesitate to contact the undersigned.

Sincerely,

Tamara Nahal, RPP MCIP
Planner

Pascal Pomerleau
Associate Architect, PMA Architectes

Pierre Martin
Associate Architect, PMA Architectes