



URBAN DESIGN BRIEF

1052 ST LAURENT BOULEVARD
5 SEPTEMBER 2025

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PROJECT DESCRIPTION

DEVELOPER

1001182489 Ontario Inc.

ARCHITECT

Project1 Studio

LANDSCAPE ARCHITECT

James B. Lennox & Associates Inc.

PLANNER

Fotenn Planning and Design

PROJECT SUMMARY

The proposed development is a 30-storey mixed-use building consisting of 401 dwelling units and three levels of below-grade parking.

The proposed building applies a 6-storey podium which interfaces with the public realm. Ground floor retail uses are contemplated along St. Laurent Boulevard. Following a stepback, the podium height increases to 9 storeys.

To the rear, the podium steps down to 4 storeys to accommodate a transition to the established context to the west.

Soft landscaping is accommodated internal to the site through the inclusion of raised soil cells to accommodate adequate depth for tree planting.

REQUIRED APPLICATIONS

In order to proceed with the redevelopment of the lands, a Zoning By-law Amendment (ZBLA) and Official Plan Amendment (OPA) are required.

The ZBLA would serve to establish site-specific height permissions and setbacks based on the proposed building. The OPA would serve to amend the Inner East Lines 1 and 3 Secondary Plan to increase the permitted height from 20 storeys to 30 storeys.

KEY STATISTICS

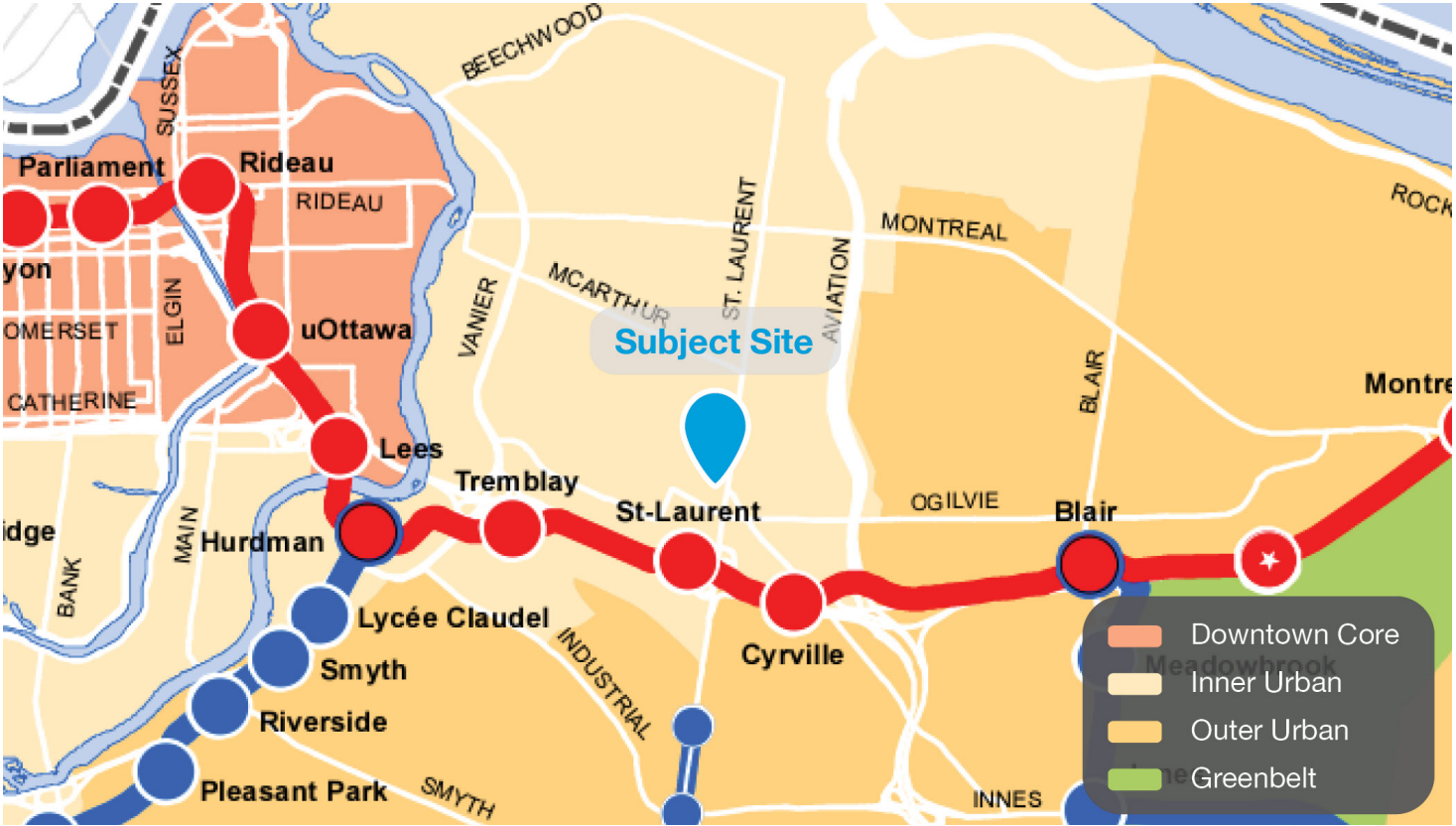
/ Height: 30-storeys
/ Unit Yield: 401
/ Vehicle Parking: 231 total, 201 resident parking spaces (0.50/du)

RESPONSE TO URBAN DESIGN COMMENTS

URBAN DESIGN - COMMENTS ON PRELIMINARY DESIGN

- The following element of the preliminary design are of concern:*
- a. Regarding OCH lands, modeling and a site section including the residential lands to the west would be helpful for us to have a fulsome conversation about transition and the impact of the massing on the surrounding contex*
Noted, Please refer to the section provided in this UDRP package on page 20.
 - b. Please provide a street section.*
Please refer to the section provided in this UDRP package on page 20.
 - c. First blush, I would argue a low-rise expression in the podium design would be more appropriate to respond to the context and this can be achieved with a low-rise expression around the building.*
Noted
 - d. The 9 storey podium also appears very long and would become very impactful to the -lands to the west in casting shadows, as well as on the public right-of-way. A Shadow analysis will be an important tool to evaluate.*
Please refer to the shadow analysis provided in this UDRP package on pages 36-39.
 - e. A discrete point tower: Tower floorplate max 750m2.*
Noted, the tower floorplate conforms with the 750m2 max area.

POLICY AND REGULATORY FRAMEWORK



OFFICIAL PLAN - INNER URBAN TRANSECT
The subject site is located in the Inner Urban Transect; an area that immediately surrounds the Downtown Core. The Inner Urban Transect is generally planned for mid- to high density development, subject to proximity and access to frequent street transit or rapid transit; ability to provide an adequate building transition; and ability to receive servicing support.

OFFICIAL PLAN - MAINSTREET CORRIDOR & HUB
The subject property is designated Mainstreet Corridor and Hub. The corridor designation applies to 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.

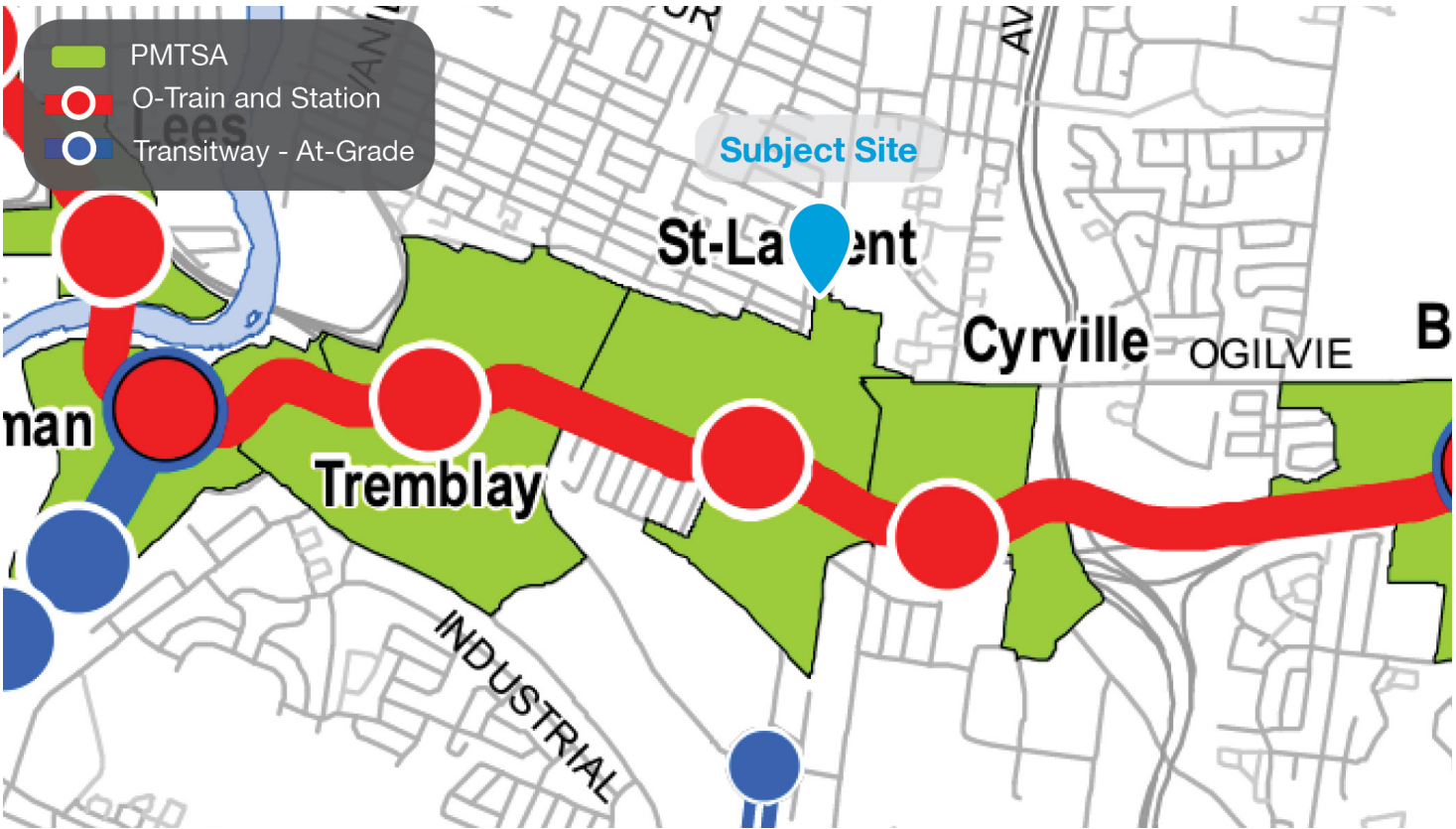
Hubs are areas centred on planned or existing rapid transit stations. The planned function of hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit Connectivity than the areas surrounding the hub.

Schedule A — Transect Policy Areas, City of Ottawa Official Plan.



Schedule B2 — Inner Urban Transect, City of Ottawa Official Plan.

POLICY AND REGULATORY FRAMEWORK



Schedule C1 — Protected Major Transit Station Areas (PMTSA), City of Ottawa Official Plan, 2022.

PROTECTED MAJOR TRANSIT STATION AREA

Permitted uses within the PMTSAs shall include a range of mid and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education Institutions.

The Official Plan sets out the minimum density of people and jobs for PMTSAs per gross hectate that shall be implemented through the Zoning By-law, in an effort to increase the future density of development around transit.

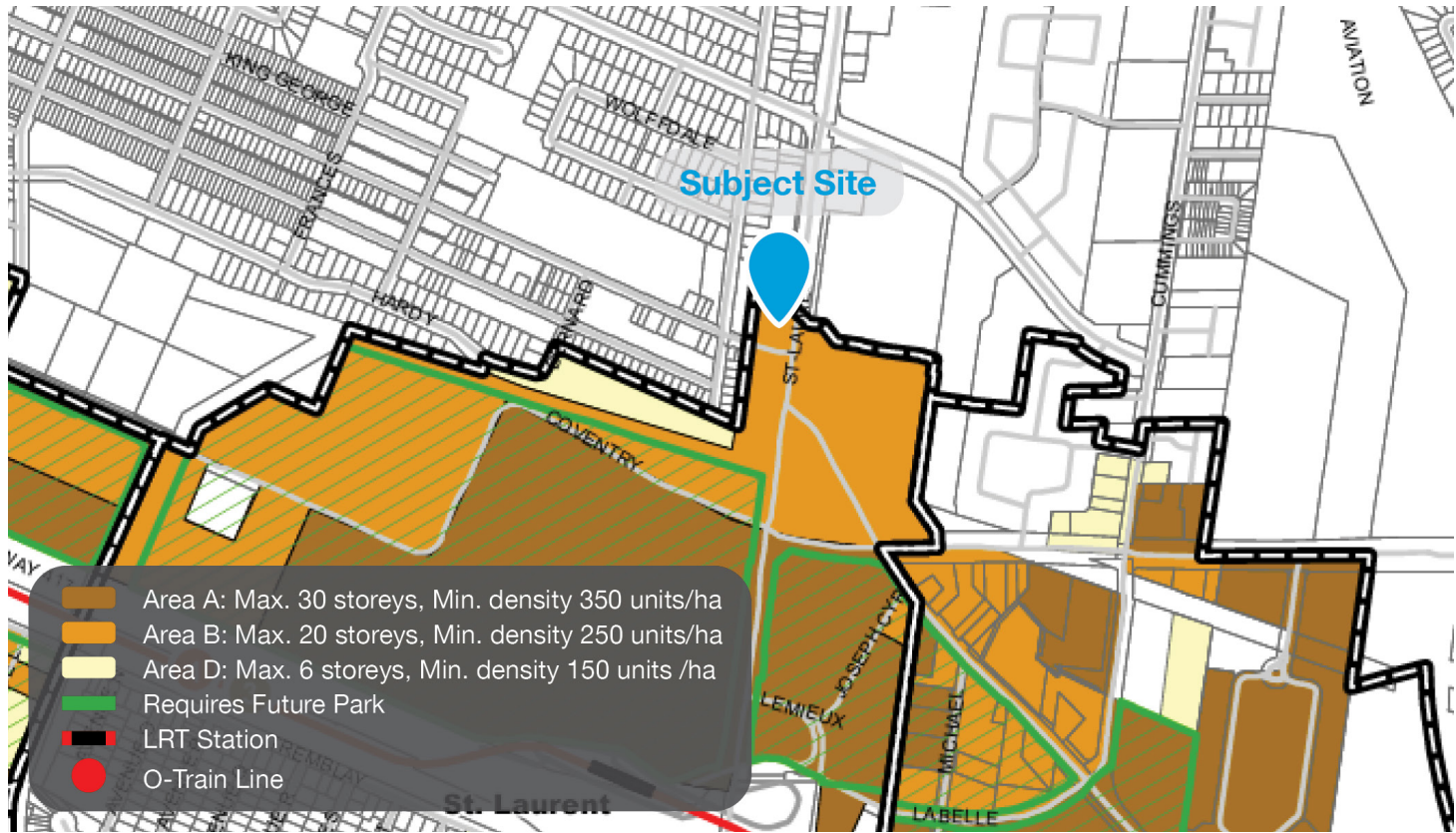
The minimum area-wide density requirement of people and jobs per gross hectare is 200 for the St Laurent PMTSA.

INNER EAST LINES 1 AND 3 STATIONS SECONDARY PLAN

The Inner East Line 1 and 3 Stations Secondary Plan establishes policy on maximum building heights and minimum densities within the planning area, identified in Schedule A - Maximum Building Heights and Minimum Densities. The draft Secondary Plan is informed by and will replace the Transit-Oriented Development (TOD) Plans: Lees, Hurdman, Tremblay, St. Laurent, Cyrville, and Blair (described above).

The maximum heights and minimum densities outlined Schedule A of the Secondary Plan for the subject site permit a maximum height of 20 storeys and requiring a minimum density of 250 units per net hectare.

The secondary plan for the site limits maximum height to 20 stories. However, the Mainstreet Corridor designation when overlapping with the Hub Designation permits heights up to 40-storeys on sites where the parcel is of sufficient size to allow for a transition in built form massing to abutting low-rise residential development.

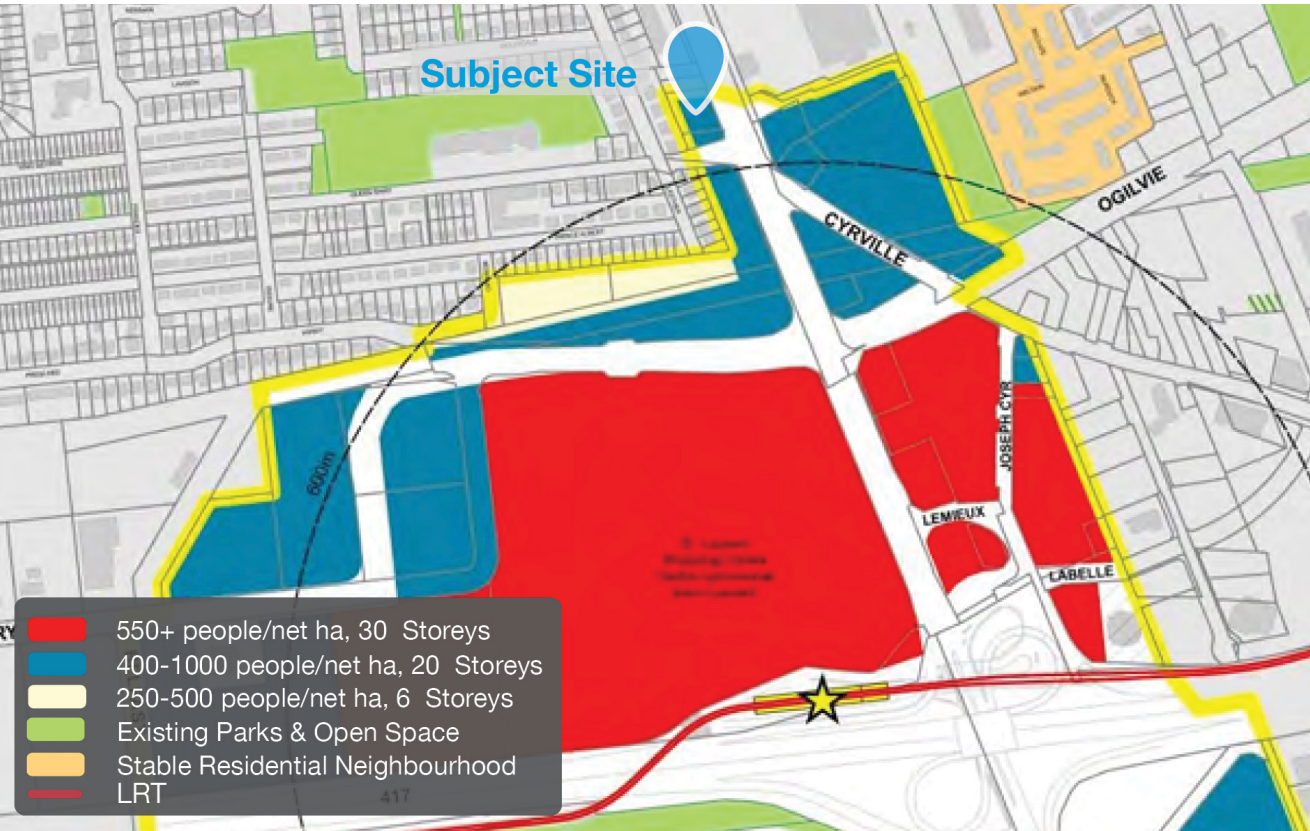


Schedule A — Inner East Line 1 and 3 Stations Secondary Plan.

POLICY AND REGULATORY FRAMEWORK



Land Use Framework



Density Range and Maximum Building Height

TRANSIT ORIENTED DEVELOPMENT PLANS – ST LAURENT

The St Laurent TOD study area is 120.5 ha in size and includes approximately 225 properties ranging in size including the subject site.

The St Laurent TOD study area will evolve over time into more compact, mixed-use districts.

A cycling route is identified along St Laurent Boulevard abutting the subject site, a dedicated on-street cycling lane is envisioned for St Laurent Boulevard.

The Green Plan identifies St Laurent Boulevard abutting the subject site as a Priority Streetscape

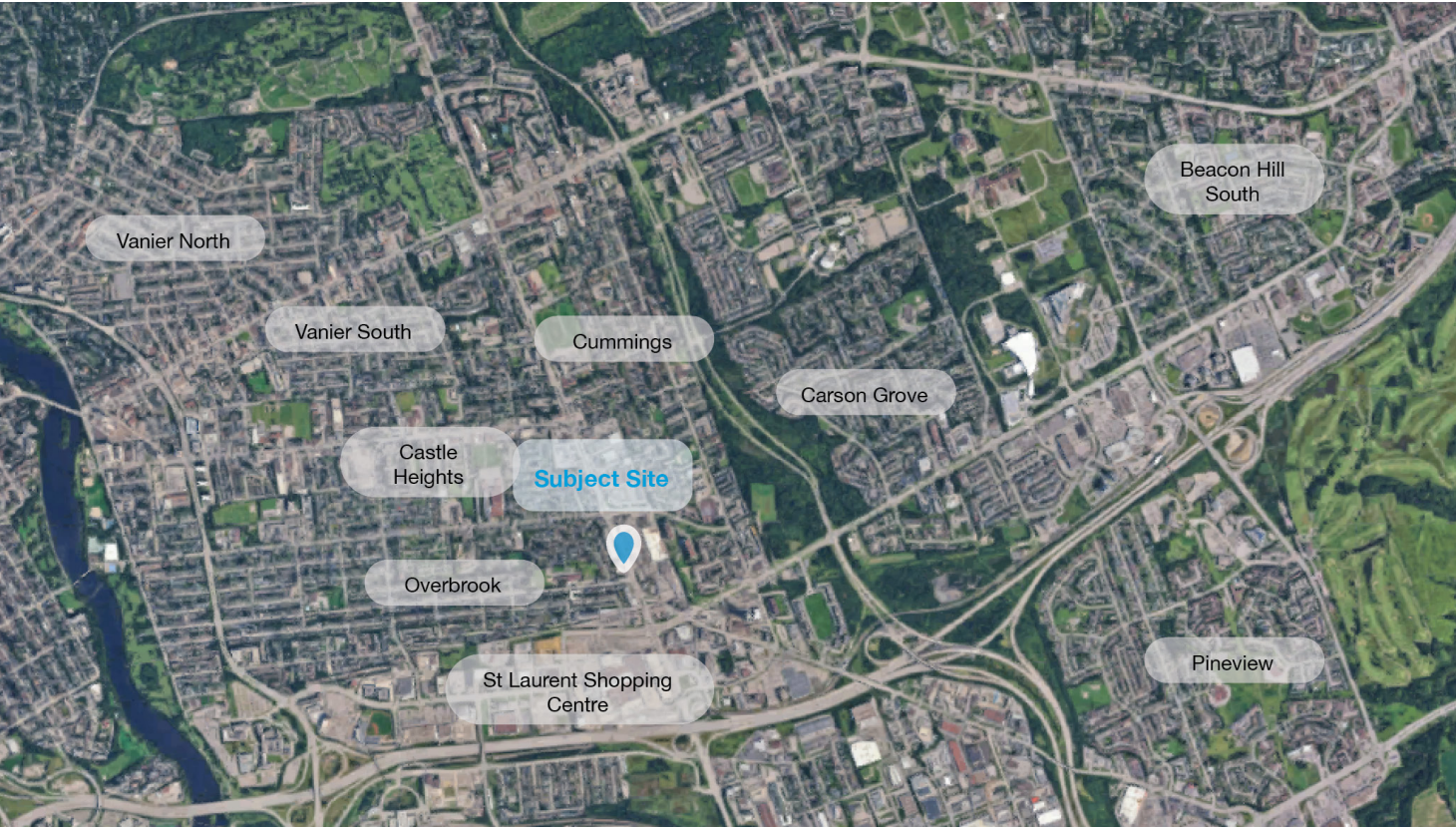
The Land Use Framework Plan identifies the frontage of the subject site along St Laurent Boulevard as an “Active Frontage Street”. The Land Use Framework Plan also identifies a portion of the subject site as Mixed Use.

The Density Range & Maximum Building Height identifies a portion of the subject site for a density range of people per Net hectare of 400 – 1000 and a maximum building height of 20 Storeys.

SITE CONTEXT



Surrounding Map

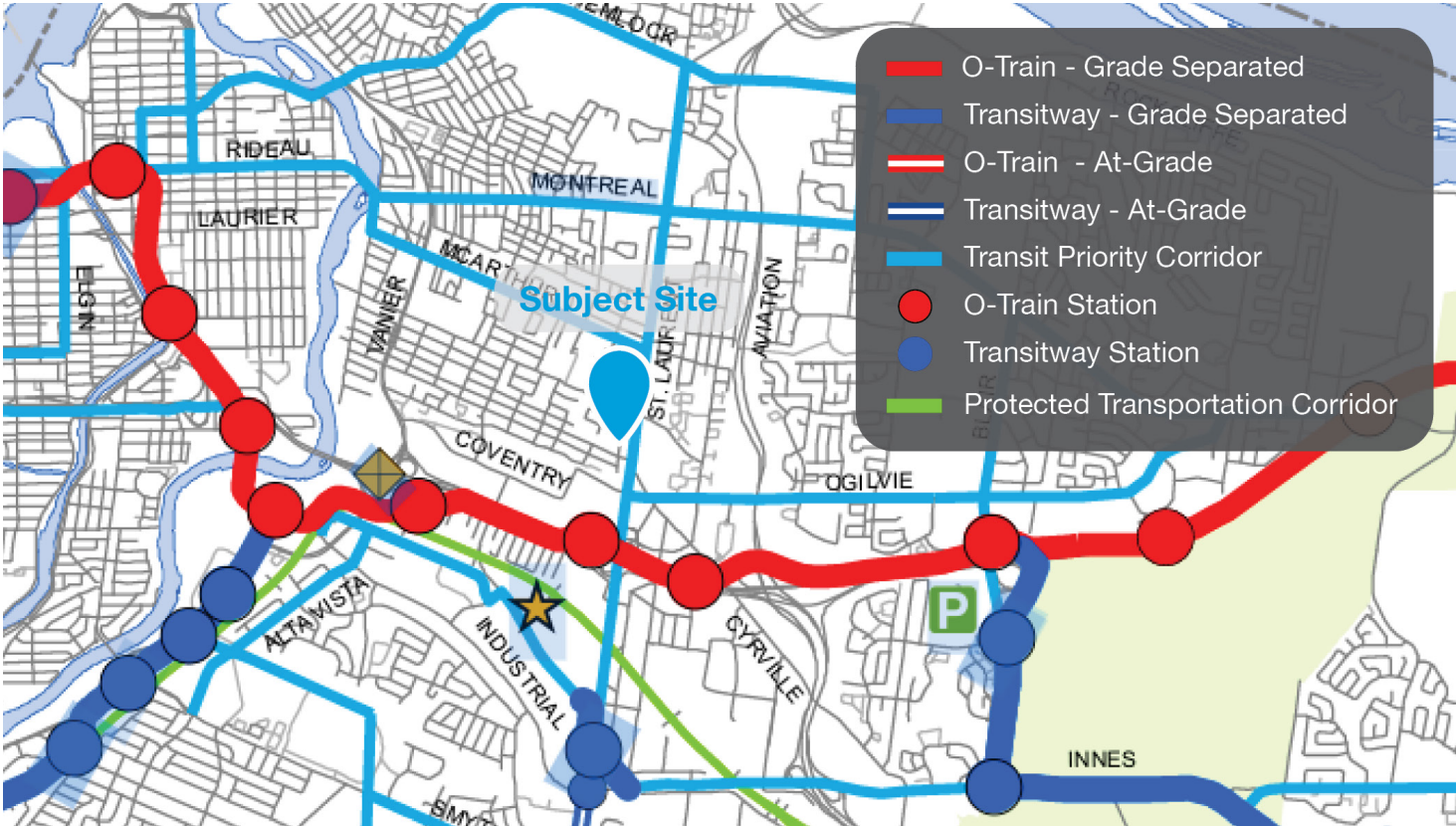


Neighbourhood Context Map

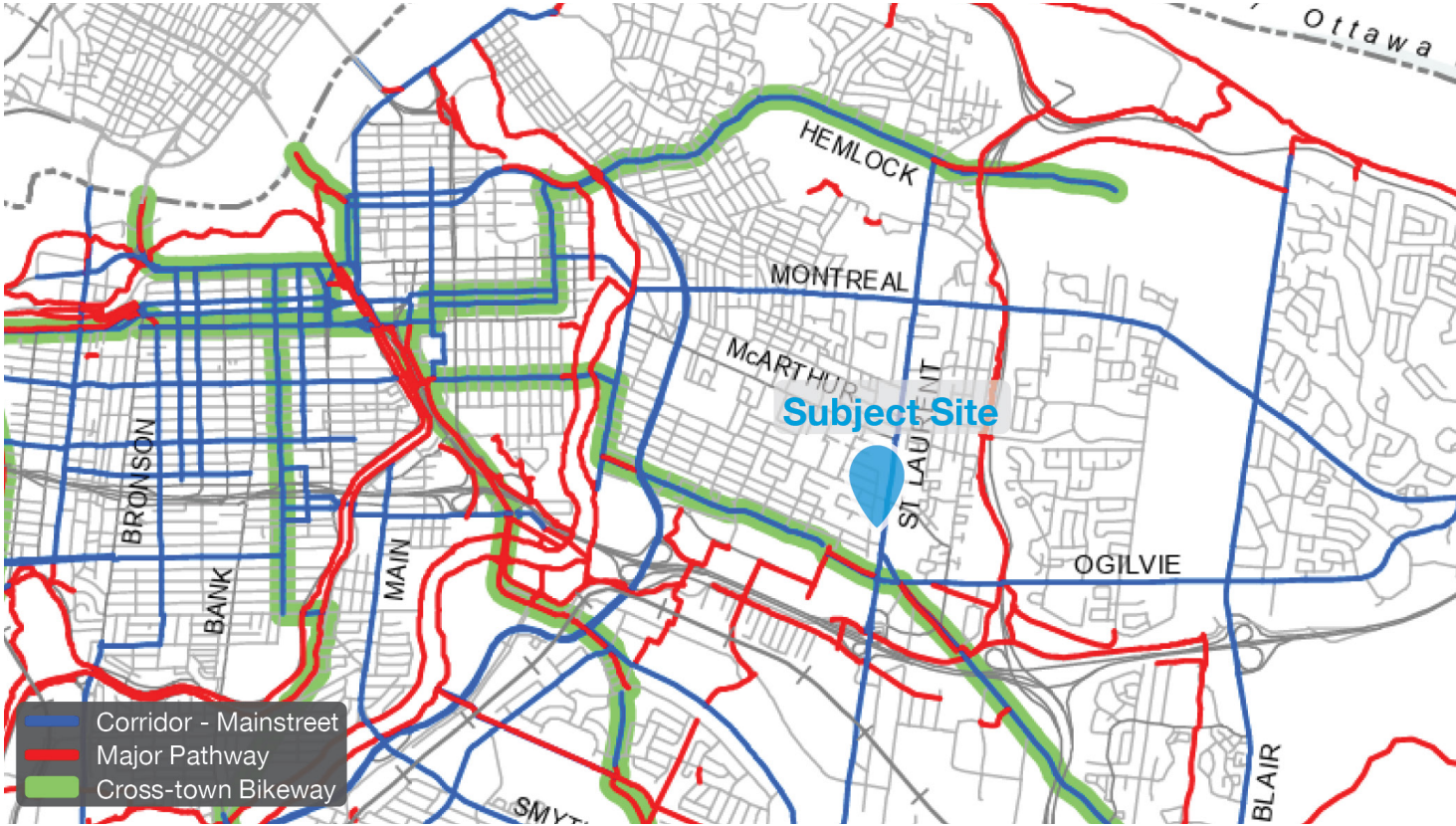
SURROUNDING CONTEXT

The subject site is located in the Overbrook community in Ottawa. The subject site is proximate to the St Laurent Shopping Centre.

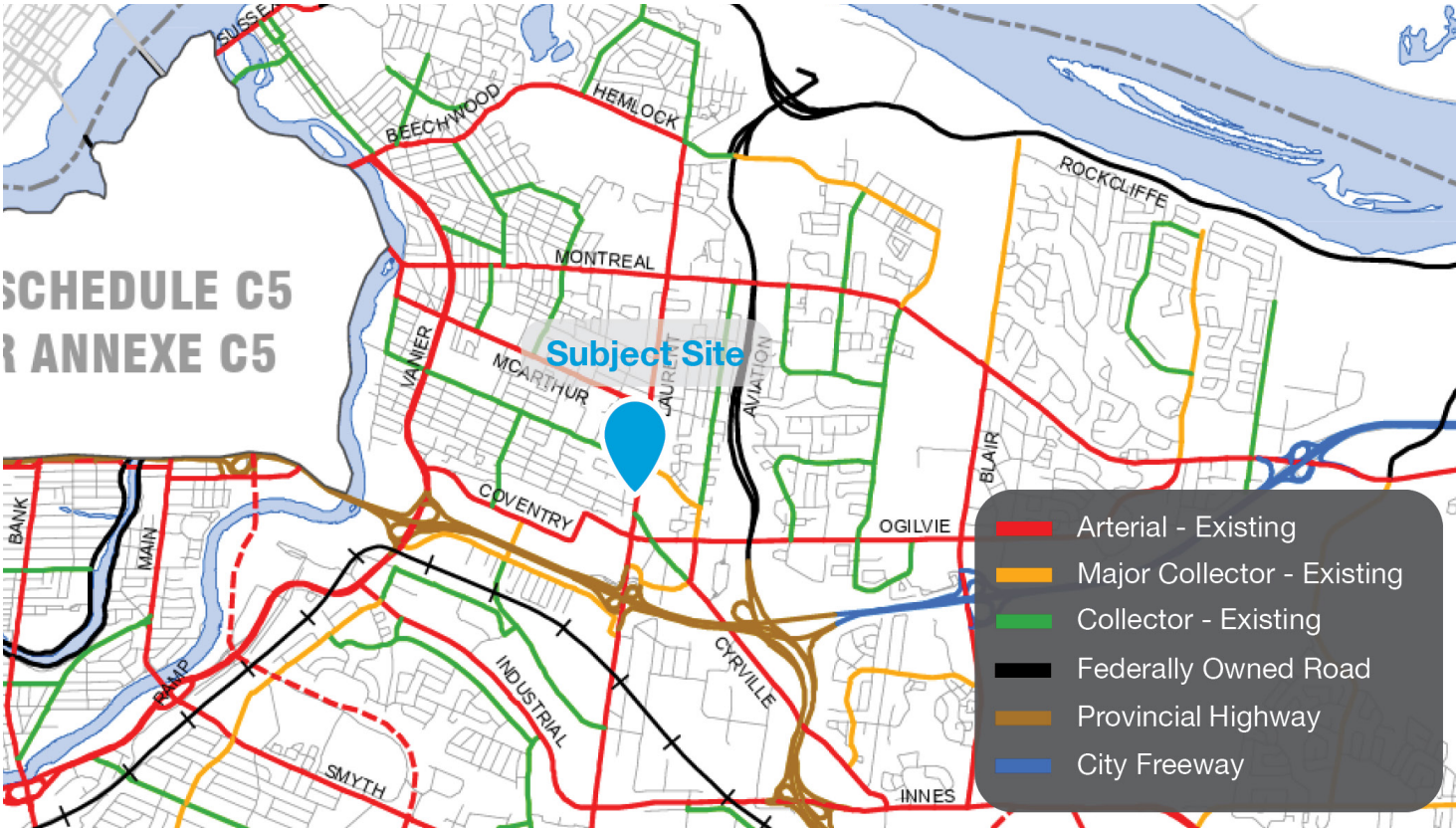
SITE ANALYSIS



Schedule C2 - Transit Network, City of Ottawa Official Plan.



Map 1 - Cycling Network, City of Ottawa Transportation Master Plan.



Schedule C4 - Urban Road Network, City of Ottawa Official Plan.

TRANSIT NETWORK
 As identified on Schedule C2, the subject site is located approximately 850 metres from the closest rapid transit station. Local OC Transpo services are more readily available, having a bus stop located next to the subject site on the west side of St Laurent Boulevard which is a Transit Priority Corridor. Transit Priority Corridors include special measures to ensure easy flow of buses as well as increased frequency and availability of bus trips.

ACTIVE TRANSPORTATION NETWORK
 As identified in the City of Ottawa Transportation Master Plan, the subject property is located on a Spine Route, which is designated to provide efficient travel for cyclists. The subject property is also closely located to several Major Pathways which provide dedicated travel for cyclists throughout the Overbrook community.

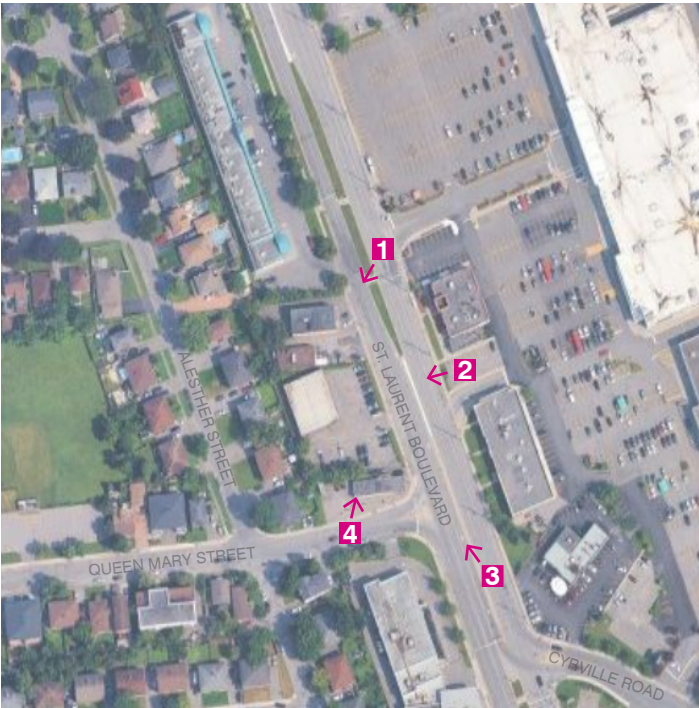
ROAD NETWORK
 As identified Schedule C4 of the Official Plan, the subject property abuts St Laurent Boulevard which is an Arterial Road. Arterial Roads are the major routes of the City’s transportation network that generally carry large volumes of traffic over the longest distances. Arterials function as major public and infrastructure corridors in the urban communities and villages they traverse.



1. Looking South on St. Laurent Boulevard



2. Looking West from Riocan St. Laurent Mall Parking Lot



Key Plan



3. Looking North on St. Laurent Boulevard



4. Looking North on Queen Mary Street



5. Looking North-East on Alesther Street



6. Looking South-East on Alesther Street



Key Plan



7. Looking East from 1020 St. Laurent Boulevard Parking Lot



8. Looking North-West on St. Laurent Boulevard



View Looking West

LEGEND

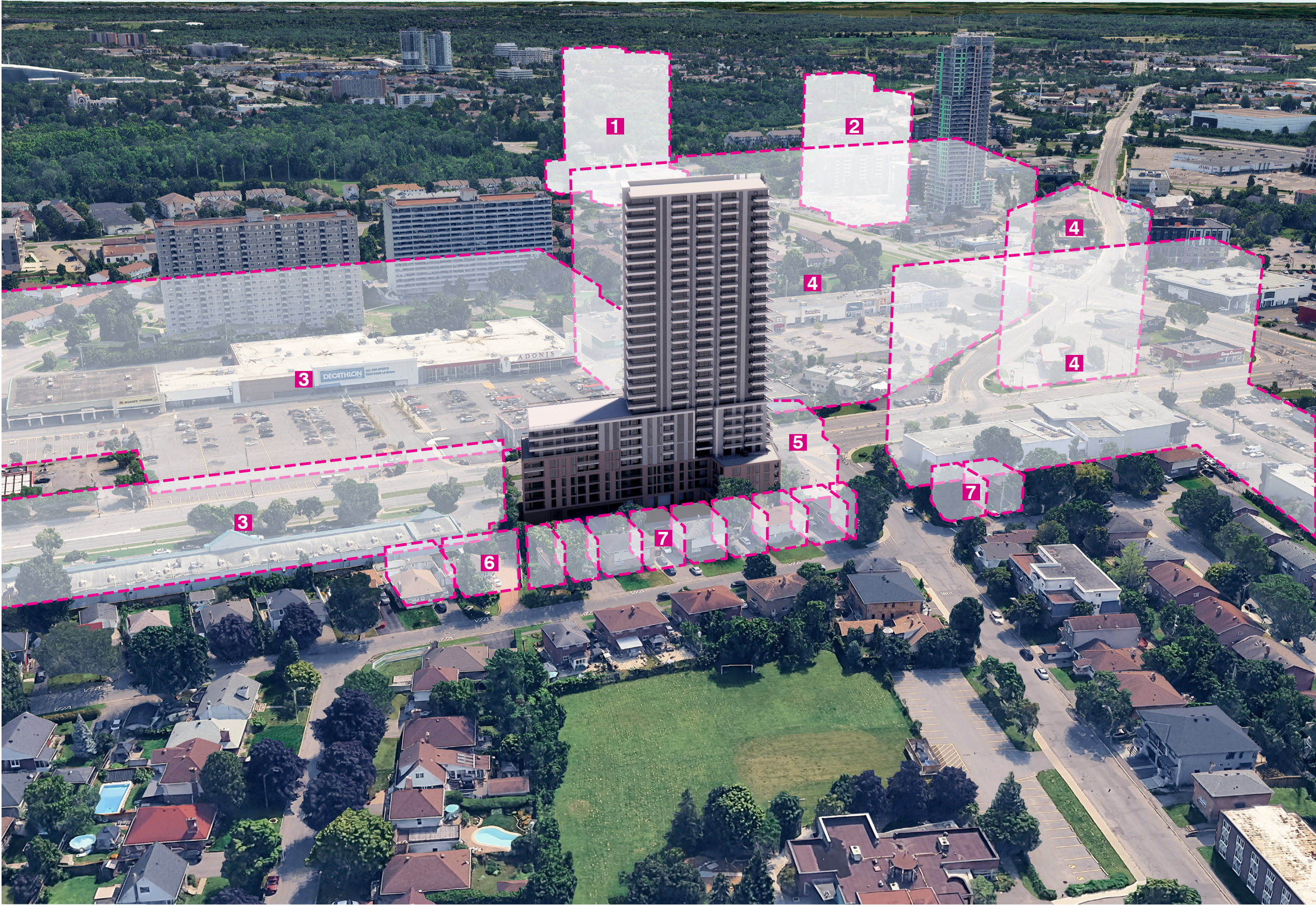
- 1 Low-density Residential
- 2 Commercial Building
- 3 Institutional Building
- 4 Low-Rise Multi-unit Residential



View Looking South

LEGEND

- 1 Low-density Residential
- 2 Commercial Building
- 3 Institutional Building
- 4 Low-Rise Multi-unit Residential
- 5 St. Laurent Shopping Centre
- 6 Proposed 30-storey Development at 1209 St. Laurent Blvd
- 7 Proposed 28-storey Development at 500 Coventry Rd
- 8 Massing as per the Coventry Road Conceptual Master Plan



View Looking East

LEGEND

- 1** Proposed 30-storey Mixed-use Development at 1137 Ogilvie Rd
- 2** Proposed 25 & 27-storey Mixed-use Development (Phase 2) at 1250 Cummings Ave
- 3** Massing as per Zoning AM10[2199]
- 4** Massing as per the Inner East Lines 1 and 3 Stations Secondary Plan
- 5** Massing as per Zoning AM
- 6** Massing as per Zoning R10
- 7** Massing as per Zoning R4UC



1052 ST. LAURENT BOULEVARD VIEW FROM ST. LAURENT BOULEVARD LOOKING SOUTH-WEST & LOOKING WEST
| 2505 | SCALE N.T.S.



1052 ST. LAURENT BOULEVARD VIEW FROM ST. LAURENT BOULEVARD LOOKING NORTH-WEST & VIEW FROM NORTH-EAST CORNER
 | 2505 | SCALE N.T.S.



1052 ST. LAURENT BOULEVARD VIEW FROM QUEEN MARY STREET LOOKING NORTH-EAST | VIEW FROM ALESTHER STREET LOOKING SOUTH-EAST
| 2505 | SCALE N.T.S.



1052 ST. LAURENT BOULEVARD VIEW OF PODIUM FROM ST. LAURENT BOULEVARD
| 2505 | SCALE N.T.S.



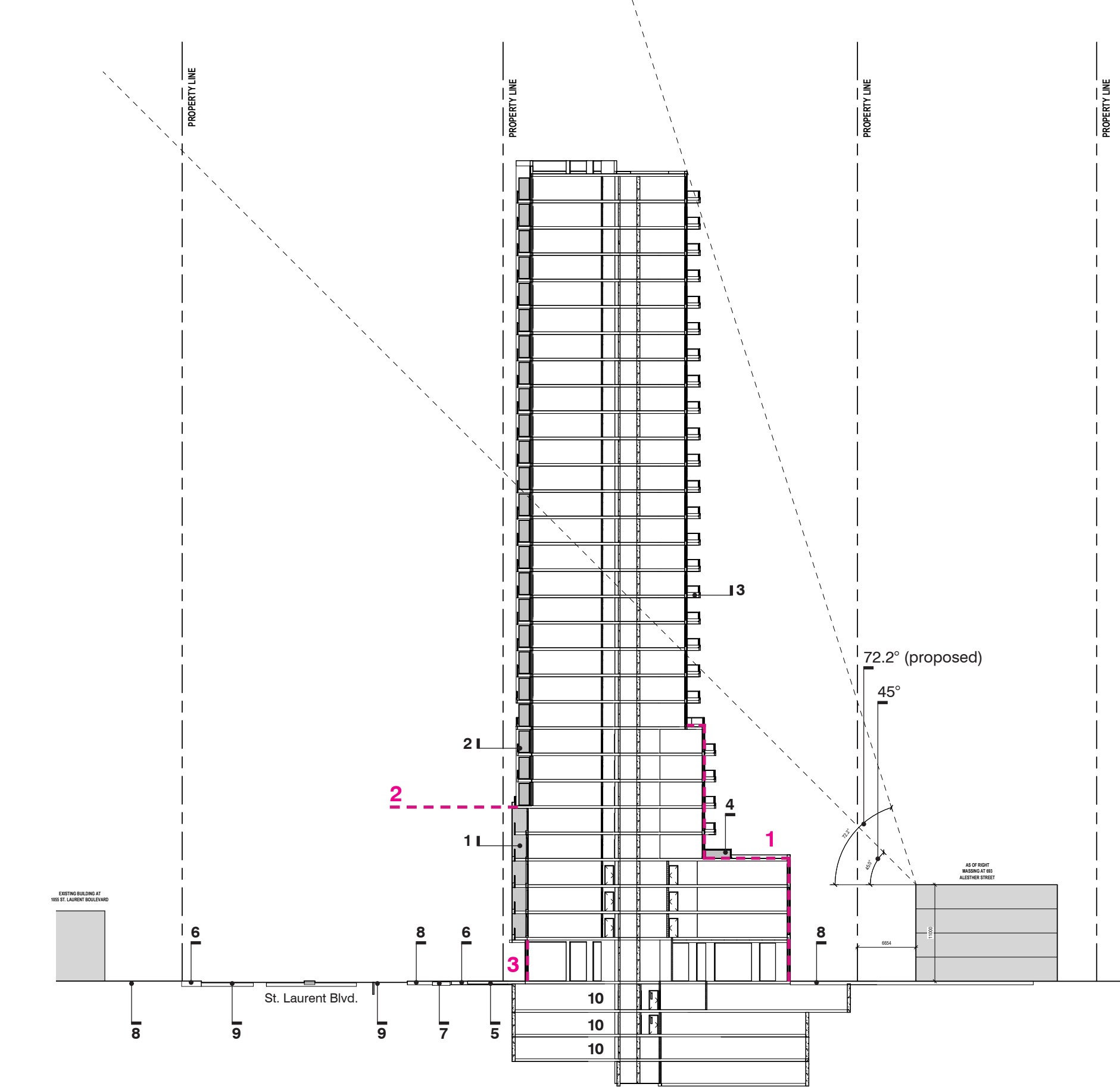
1052 ST. LAURENT BOULEVARD VIEW OF MAIN ENTRANCE FROM ST. LAURENT BOULEVARD
| 2505 | SCALE N.T.S.



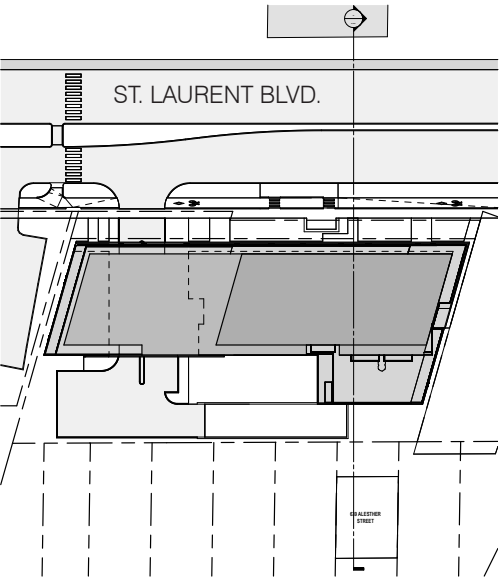
1052 ST. LAURENT BOULEVARD VIEW FROM REAR OF LOT LOOKING SOUTH-EAST

| 2505 | SCALE N.T.S.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca



KEY PLAN



LEGEND

- 1 Recessed Balconies (Levels 2 to 6)
- 2 Projecting Balconies (Levels 7 to 30)
- 3 Projecting Balconies (Levels 6 to 30)
- 4 Private Terrace
- 5 Hard Landscaping
- 6 Sidewalk
- 7 Bicycle Lane
- 8 Soft Landscaping
- 9 Roadway
- 10 Parking levels

BUILDING TRANSITION

Our project takes a considered approach to introducing greater height and density to this growing area of the city, implementing specific design strategies to ensure a seamless integration with the existing surroundings.

Measure 1 - Stepping Down Towards Alesther

Alesther St. is primarily composed of 2 storey homes, the heights and density of which help inform the west-facing portions of the proposed building's massing. This section features a descending design starting from a 9 storey podium section at the base of the tower, which proceeds to step down to 4 storeys as it nears the western edge of the lot, terminating with a soft landscape buffer between the 4-storey podium and the residential properties along Alesther.

This gradual reduction in height, accentuated by a sequence of setbacks, helps the building transition from the high-rise 30-story tower at the eastern section of the lot to the lower residential context towards the west.

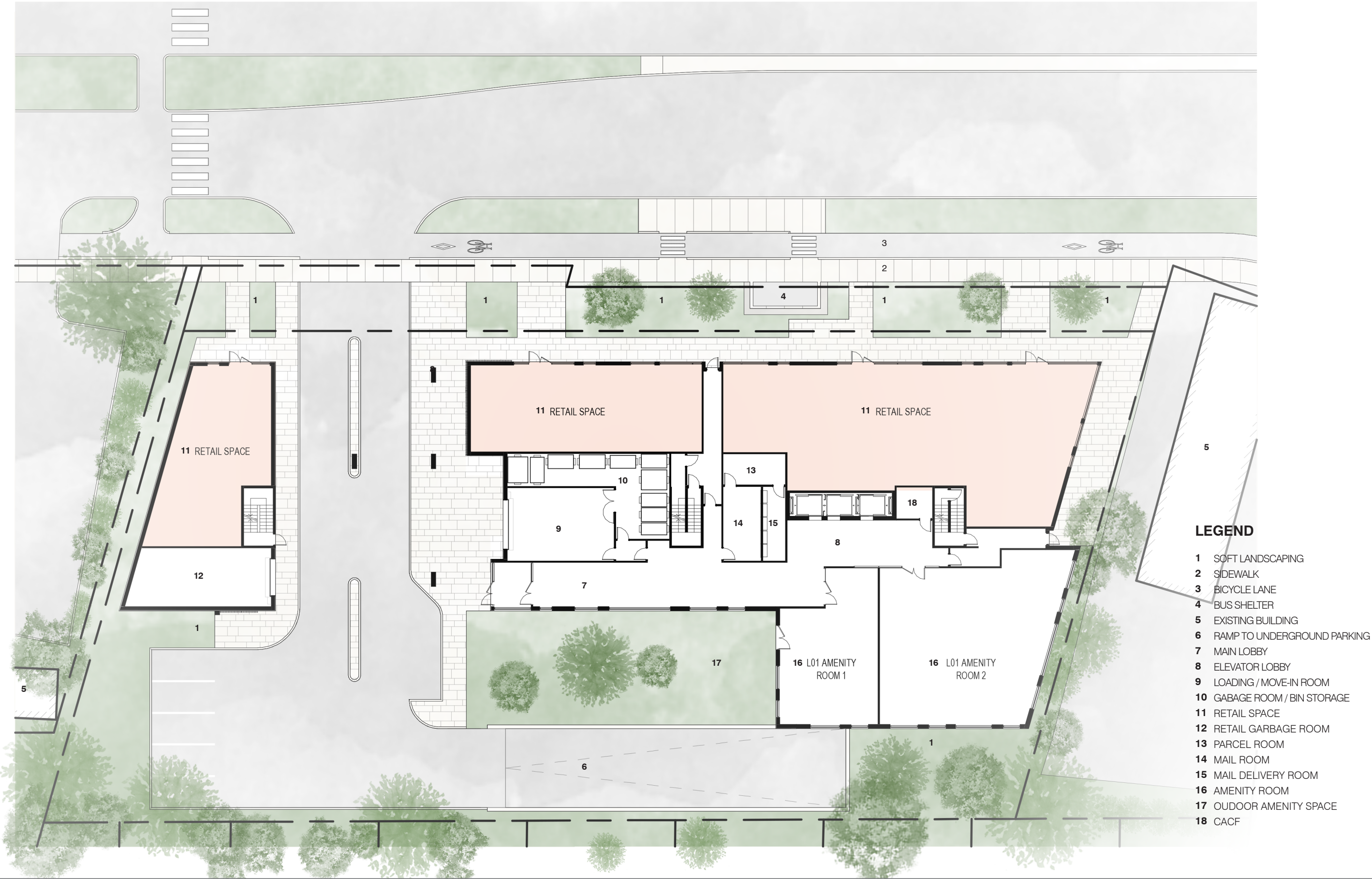
Measure 2 - Podium Alignment on St. Laurent

The 6-storey podium along the eastern side of the podium allows provides a less imposing mass on the surrounding streetscape and is in keeping with the zoning requirements for the area. This anchors the building firmly within the current and anticipated developments along St. Laurent Boulevard.

Measure 3 - Open Ground Floor

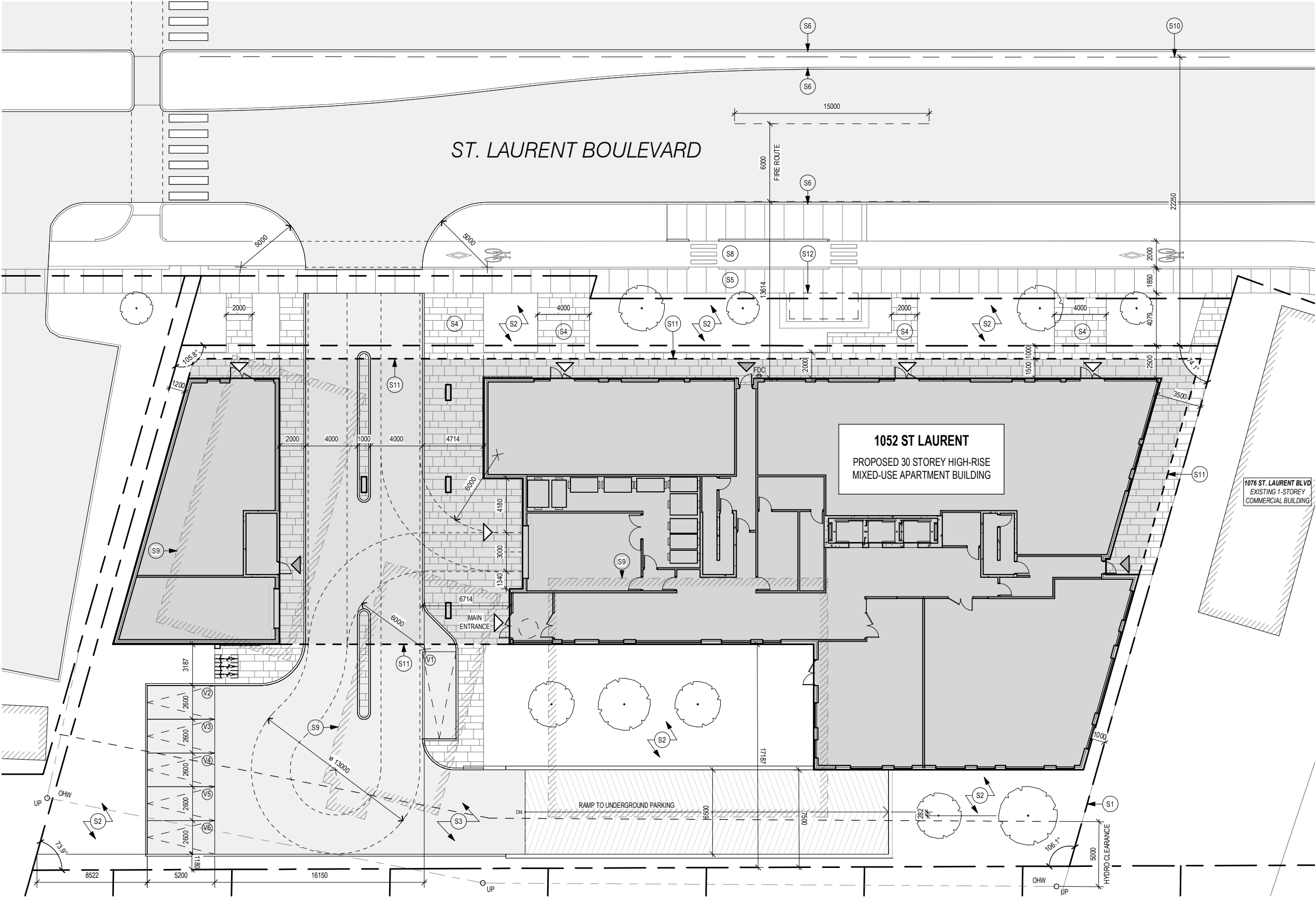
At the ground level, the project features retail spaces with a clear height of 4.5 meters, enhancing the openness at street level. This elevated design choice clearly defines the building's base and encourages street interaction, bolstering the active commercial presence along St. Laurent.

This ensures the new building integrates with the community and enhances the existing urban landscape, carefully balancing its prominent stature with the established scale and character of the area.



1052 ST. LAURENT BOULEVARD FLOOR PLAN - GROUND FLOOR / CONCEPTUAL LANDSCAPE PLAN

| 2505 | SCALE 1:300



SITE PLAN NOTES

- S1 PROPERTY LINE
- S2 SOFT LANDSCAPING
- S3 HARD LANDSCAPING
- S4 INTERLOCKING STONE PAVERS
- S5 CONCRETE SIDEWALK
- S6 CONCRETE CURB
- S8 BICYCLE LANE
- S9 EXISTING STRUCTURE TO BE DEMOLISHED
- S10 CALCULATED CENTERLINE OF ROAD BETWEEN BACK OF CURBS
- S11 OUTLINE OF BUILDING ABOVE
- S12 BUS SHELTER

SITE PLAN SYMBOLS LEGEND

- BUILDING ENTRANCE
- BUILDING EXIT
- BICYCLE PARKING
- PROPERTY LINE
- INTERLOCKING STONE PAVERS
- FDC FIRE DEPARTMENT CONNECTION

1052 ST. LAURENT BOULEVARD SITE PLAN
|2505 |SCALE N.T.S.



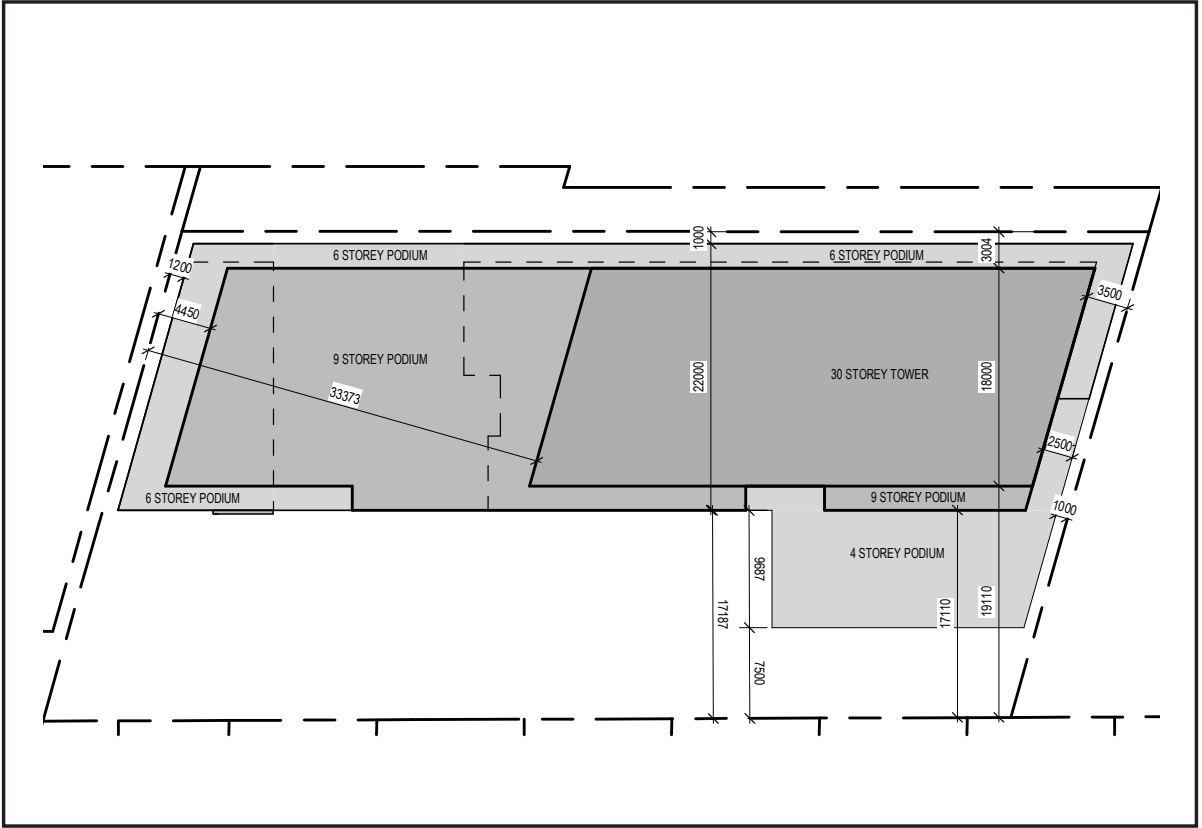
Site Statistics		
Current Zoning Designation:	AM / AM10[2199]	
Proposed Zoning Designation:	AM	
Lot Width:	79401m	
Total Lot Area:	3561m²	
Proposed Development - 30 Storey High-Rise Mixed-Use Building		
No. of units 401 Units		
Zoning Mechanism	Required	Provided
Minimum Lot Width 185(b)	No Minimum	79.4m
Minimum Lot Area 185(a)	No Minimum	3561m²
Min. Front Yard Setback Table 185(c)(i)	No Minimum	1m
Min. Interior Side Yard Setback Table 185(d)(ii)	No Minimum	1m
Min. Rear Yard Setback Table 185(e)(iii)	7.5m abutting residential zone	7.5m
Maximum Building Height Table 185(f)(ii) & (iv)	15m (≤20m from property line abutting R4 zone) 20m (>20-30m from property line abutting R4 zone) 30m (>30 from property line abutting R4 zone)	92.3m
Parking Space Rates (Residents) 101 (Sch. 1A - Area X)	195 Spaces 0 spaces for the first 12 units - Section 101(3) 0.5 spaces / unit for 389 units - Table 101(R15) - 10% Section 101(6)	201 Spaces
Minimum Visitor Parking Rates 101 (Sch. 1A - Area X)	30 Spaces Areas X, Y and Z no more than 30 visitor parking spaces are required - Section 102(2)	30 Spaces
Bicycle Parking Rates (Residents) Table 111A (Sch. 1 - Area B)	201 Spaces 0.5 spaces / unit for 401 units[111A(b)(i)]	440 Spaces
Bicycle Parking Rates (Retail) Table 111A (Sch. 1 - Area B)	3 Spaces 1 space / 250m² x 600.5m² [111A(e)]	3 Spaces

PARKING SCH. (VEHICLE)		
LEVEL	COUNT	
LEVEL 01	6	
LEVEL P1	65	
LEVEL P2	73	
LEVEL P3	87	
TOTAL	231	

PARKING SCH. (BICYCLE)		
LEVEL	COUNT	
LEVEL 01	3	
LEVEL P1	220	
LEVEL P2	220	
TOTAL	443	

GROSS FLOOR AREA (CITY OF OTTAWA)		
LEVEL	AREA	AREA (SF)
LEVEL 01	637.46 m²	6862 SF
LEVEL 02	1475.81 m²	15885 SF
LEVEL 03	1475.81 m²	15885 SF
LEVEL 04	1475.81 m²	15885 SF
LEVEL 05	1343.47 m²	14461 SF
LEVEL 06	1343.47 m²	14461 SF
LEVEL 07	1158.42 m²	12469 SF
LEVEL 08	1158.42 m²	12469 SF
LEVEL 09	1158.42 m²	12469 SF
LEVEL 10	625.82 m²	6736 SF
LEVEL 11	625.56 m²	6734 SF
LEVEL 12	625.56 m²	6734 SF
LEVEL 13	625.56 m²	6734 SF
LEVEL 14	625.56 m²	6734 SF
LEVEL 15	625.56 m²	6734 SF
LEVEL 16	625.56 m²	6734 SF
LEVEL 17	625.56 m²	6734 SF
LEVEL 18	625.56 m²	6734 SF
LEVEL 19	625.56 m²	6734 SF
LEVEL 20	625.56 m²	6734 SF
LEVEL 21	625.56 m²	6734 SF
LEVEL 22	625.56 m²	6734 SF
LEVEL 23	625.56 m²	6734 SF
LEVEL 24	625.56 m²	6734 SF
LEVEL 25	625.56 m²	6734 SF
LEVEL 26	625.56 m²	6734 SF
LEVEL 27	625.56 m²	6734 SF
LEVEL 28	625.56 m²	6734 SF
LEVEL 29	625.56 m²	6734 SF
LEVEL 30	625.56 m²	6734 SF
TOTAL	24364.19 m²	262254 SF

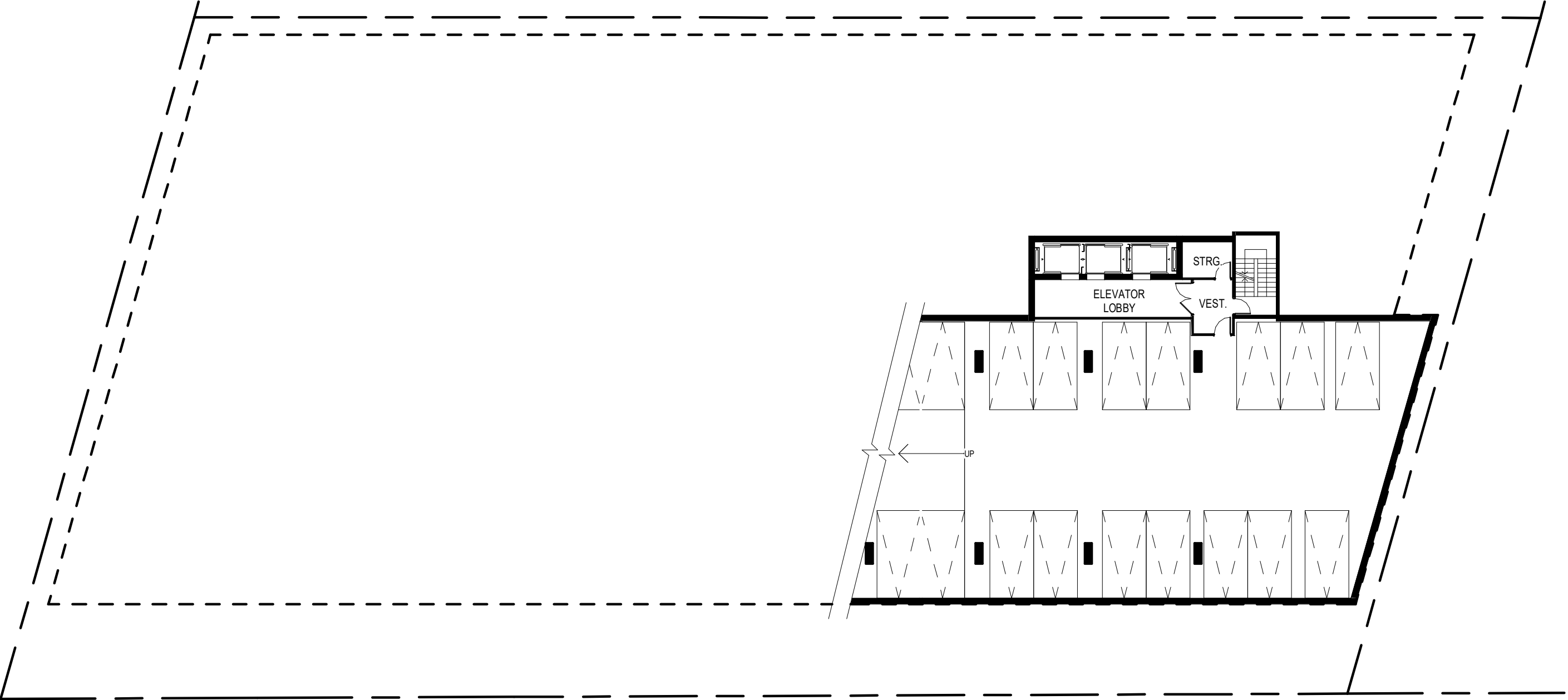
AMENITY SCH. (COMMUNAL)			
LEVEL	NAME	AREA	AREA (SF)
LEVEL 01	L01 AMENITY ROOM 2	199.44 m²	2147 SF
LEVEL 01	OUTDOOR AMENITY	238.87 m²	2571 SF
LEVEL 01	L01 AMENITY ROOM 1	100.00 m²	1076 SF
LEVEL 10	L10 AMENITY ROOM	71.75 m²	772 SF
LEVEL 10	AMENITY TERRACE	630.58 m²	6788 SF
TOTAL		1240.64 m²	13354 SF

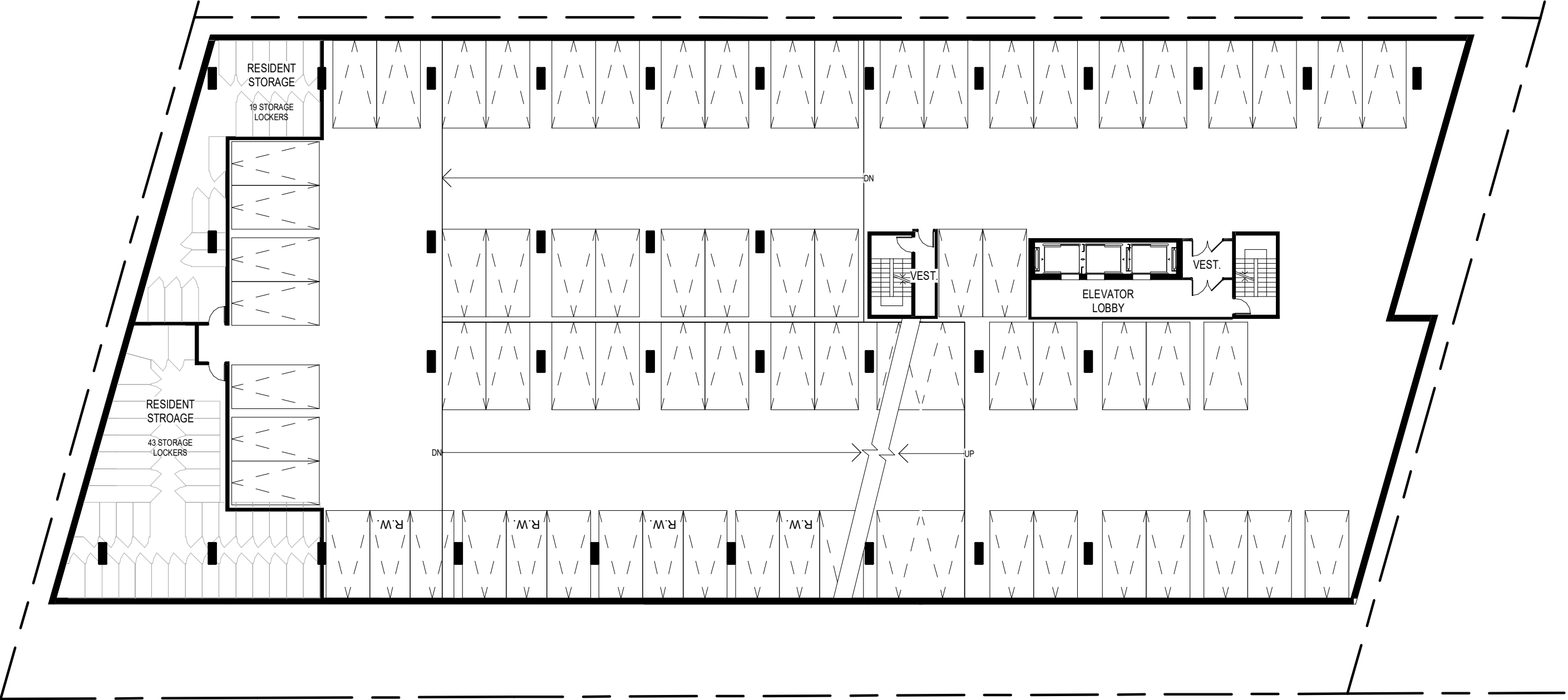


AMENITY SCH. (PRIVATE)		
LEVEL	AREA	AREA (SF)
LEVEL 02	116.86 m²	1258 SF
LEVEL 03	112.27 m²	1208 SF
LEVEL 04	112.27 m²	1208 SF
LEVEL 05	125.65 m²	1352 SF
LEVEL 06	103.15 m²	1110 SF
LEVEL 07	284.21 m²	3059 SF
LEVEL 08	170.94 m²	1840 SF
LEVEL 09	170.94 m²	1840 SF
LEVEL 10	117.53 m²	1265 SF
LEVEL 11	111.80 m²	1203 SF
LEVEL 12	98.59 m²	1061 SF
LEVEL 13	98.59 m²	1061 SF
LEVEL 14	98.59 m²	1061 SF
LEVEL 15	98.59 m²	1061 SF
LEVEL 16	98.59 m²	1061 SF

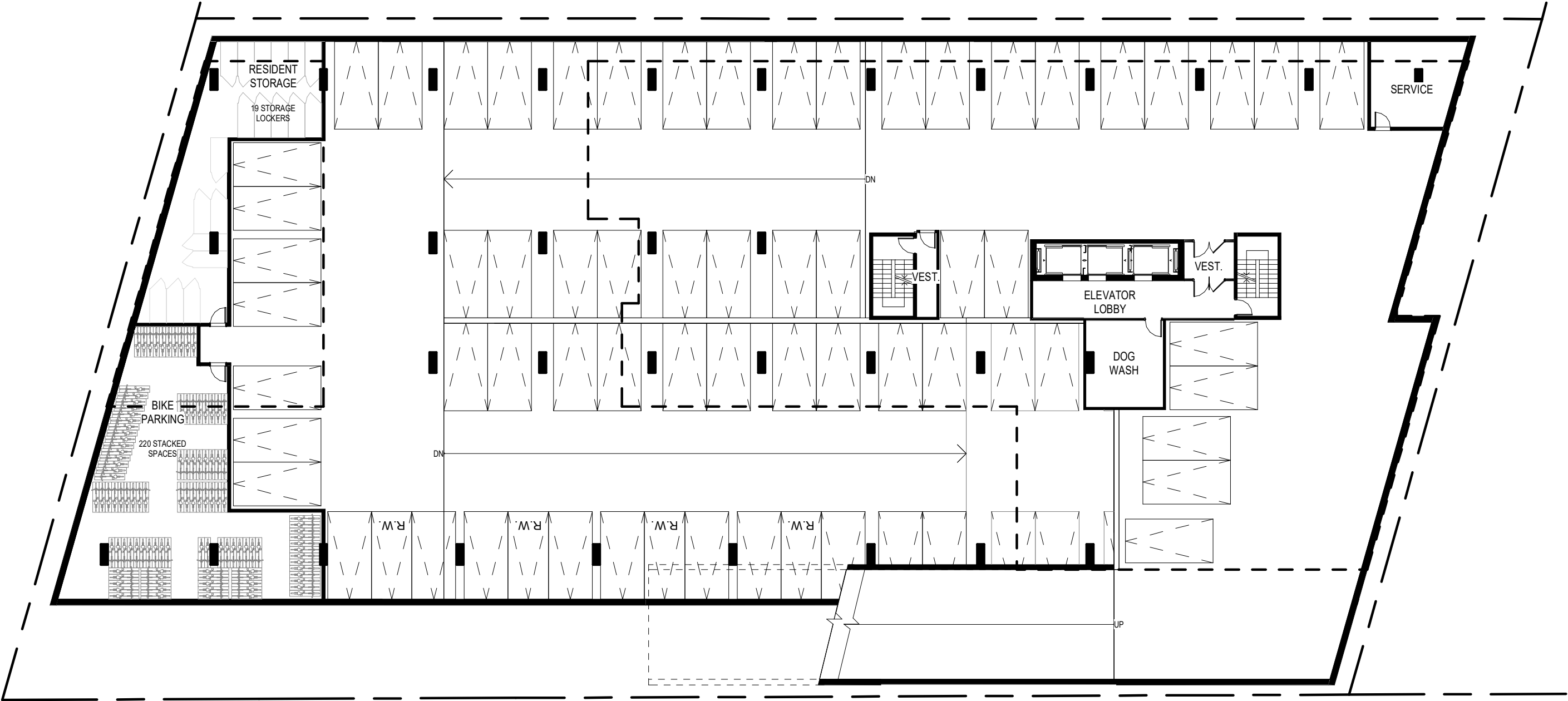
AMENITY SCH. (PRIVATE)		
LEVEL	AREA	AREA (SF)
LEVEL 17	98.59 m²	1061 SF
LEVEL 18	98.59 m²	1061 SF
LEVEL 19	98.59 m²	1061 SF
LEVEL 20	98.59 m²	1061 SF
LEVEL 21	98.59 m²	1061 SF
LEVEL 22	98.59 m²	1061 SF
LEVEL 23	98.59 m²	1061 SF
LEVEL 24	98.59 m²	1061 SF
LEVEL 25	98.59 m²	1061 SF
LEVEL 26	98.59 m²	1061 SF
LEVEL 27	98.59 m²	1061 SF
LEVEL 28	98.59 m²	1061 SF
LEVEL 29	98.59 m²	1061 SF
LEVEL 30	98.59 m²	1061 SF
TOTAL	3298.81 m²	35508 SF

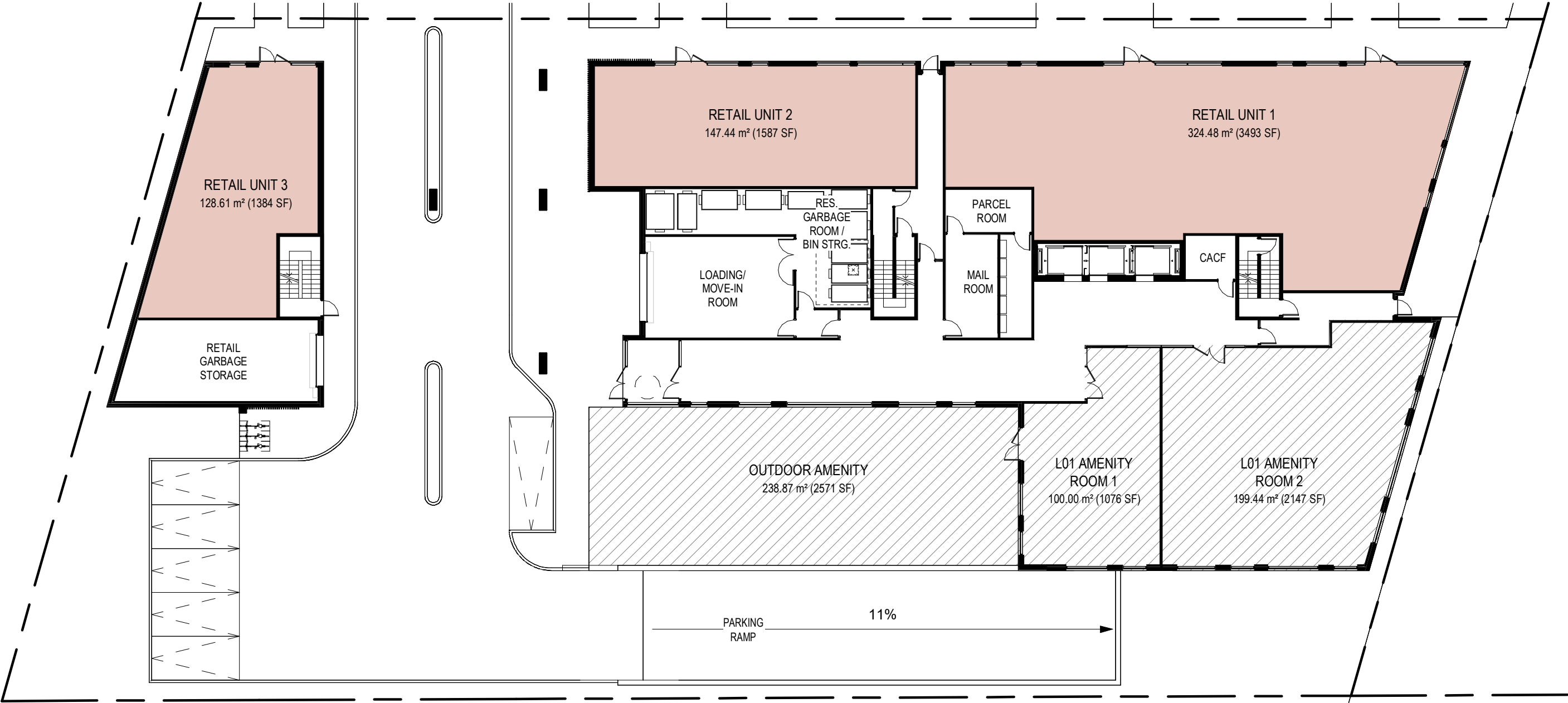
UNIT COUNTS																																
NAME	TOTAL COUNT	PERCENTAGE	LVL 01	LVL 02	LVL 03	LVL 04	LVL 05	LVL 06	LVL 07	LVL 08	LVL 09	LVL 10	LVL 11	LVL 12	LVL 13	LVL 14	LVL 15	LVL 16	LVL 17	LVL 18	LVL 19	LVL 20	LVL 21	LVL 22	LVL 23	LVL 24	LVL 25	LVL 26	LVL 27	LVL 28	LVL 29	LVL 30
1-BED	167	42%	0	2	2	2	1	1	11	11	11	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
1-BED + DEN	80	20%	0	14	14	14	13	13	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2-BED	125	31%	0	6	6	6	6	6	4	4	4	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
STUDIO	29	7%	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
TOTAL	401	100%	0	23	23	23	21	21	20	20	20	10	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	







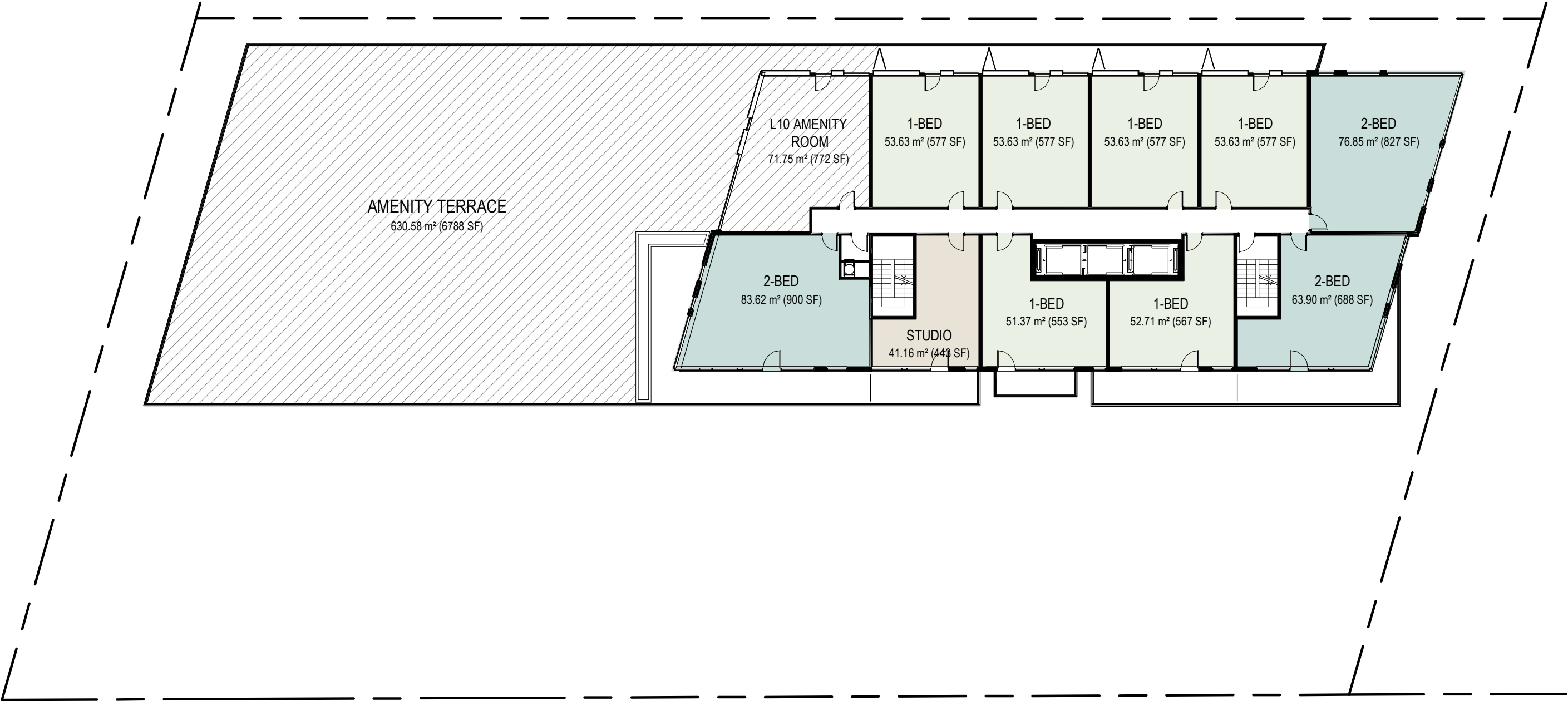


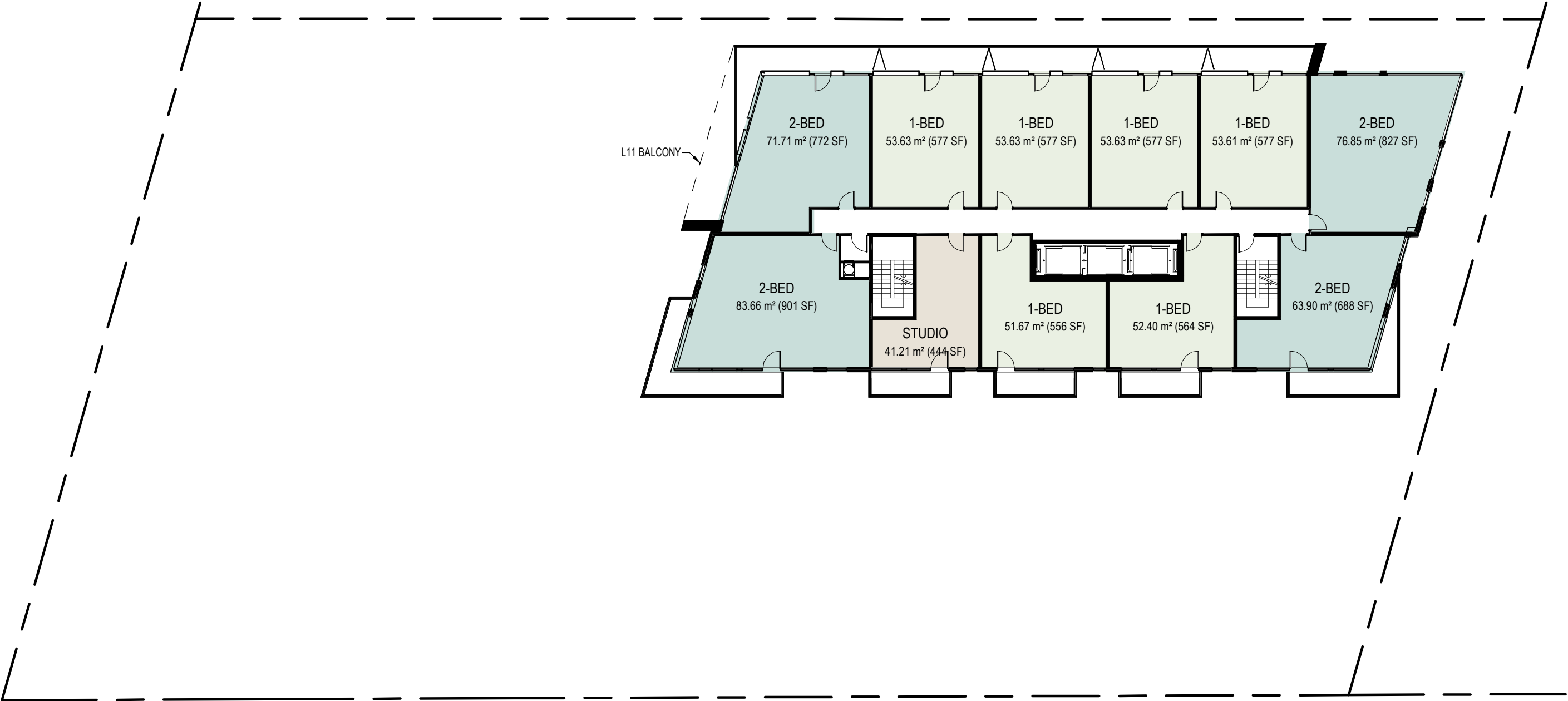






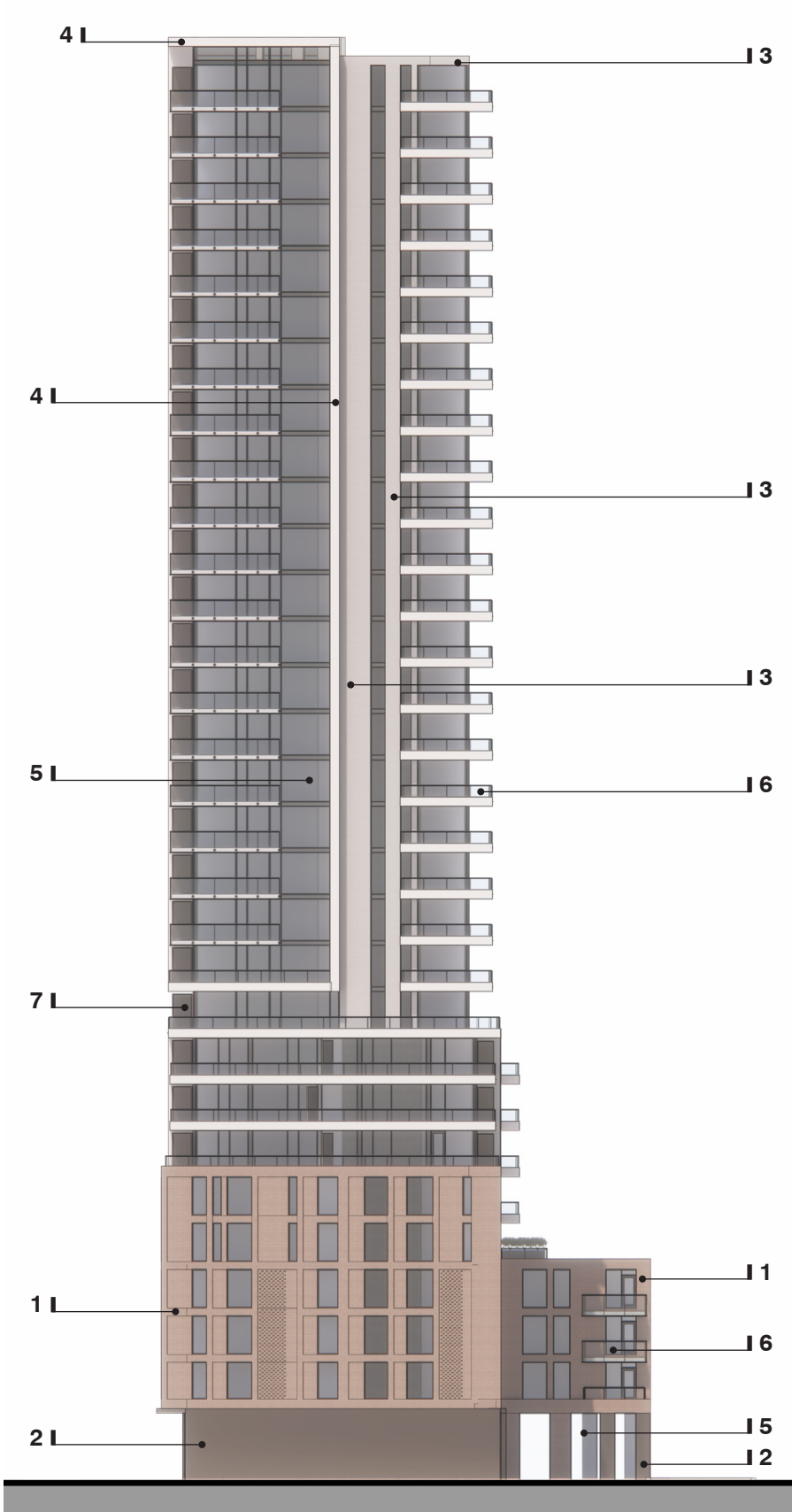




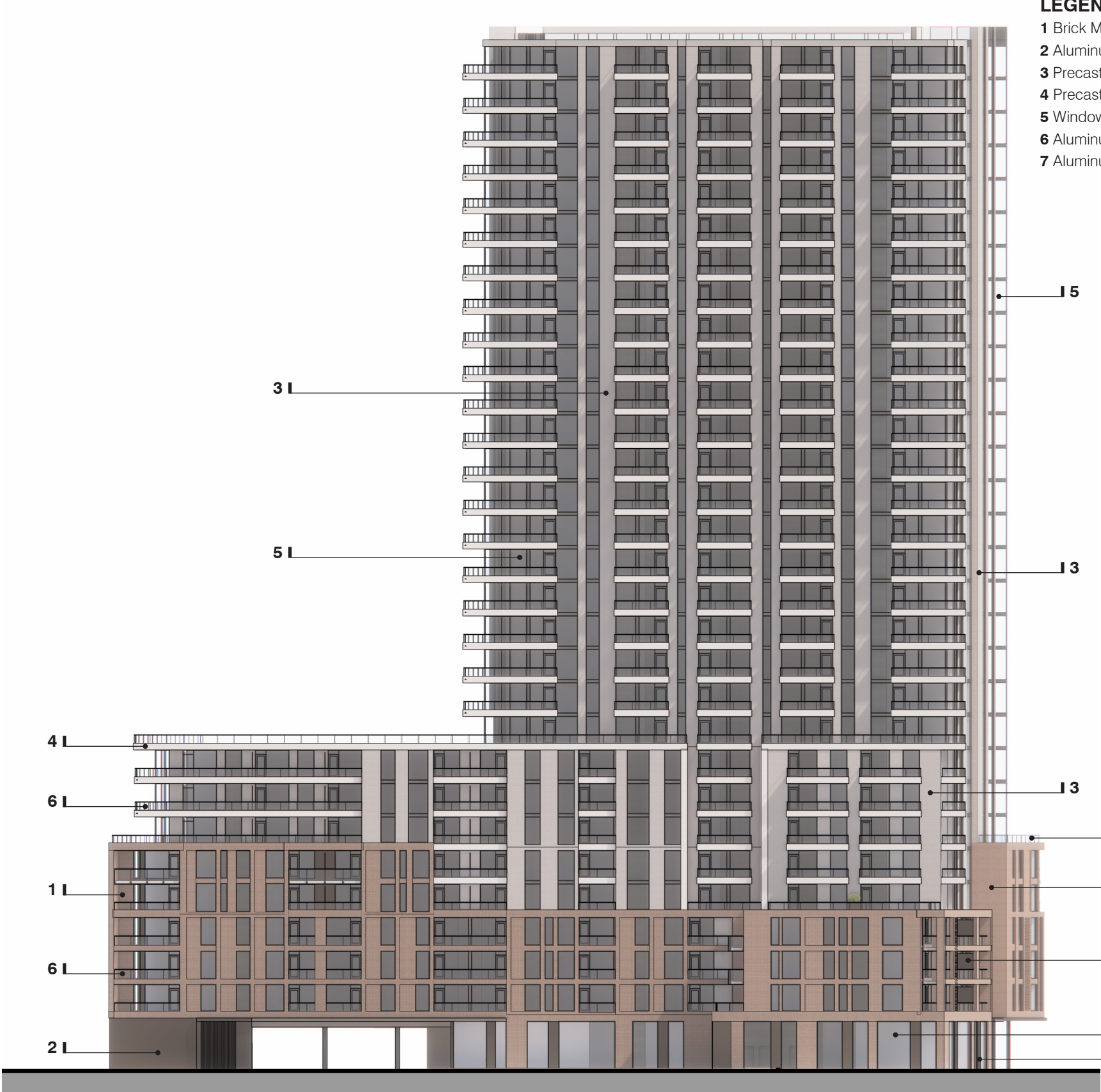




- 1 Brick Masonry (Red)
- 2 Aluminum Composite Panel (Bronze)
- 3 Precast Concrete Panel (Light Grey)
- 4 Precast Concrete Panel (White)
- 5 Window Wall
- 6 Aluminum and Glass Railing
- 7 Aluminum Privacy Screen (Bronze)



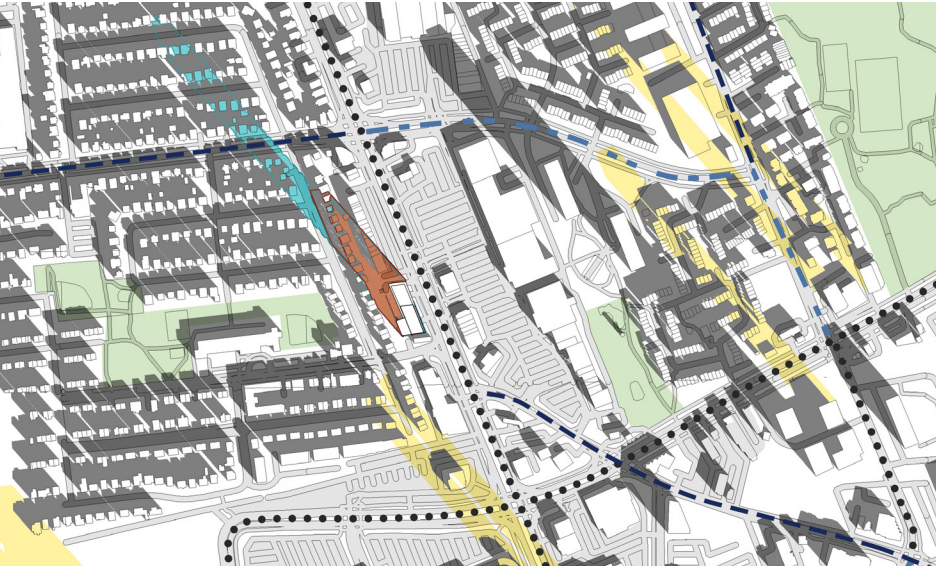
North Elevation



West Elevation

LEGEND

- 1 Brick Masonry (Red)
- 2 Aluminum Composite Panel (Bronze)
- 3 Precast Concrete Panel (Light Grey)
- 4 Precast Concrete Panel (White)
- 5 Window Wall
- 6 Aluminum and Glass Railing
- 7 Aluminum Privacy Screen (Bronze)



DEC 21 - 9:00 AM



DEC 21 - 10:00 AM



DEC 21 - 11:00 AM



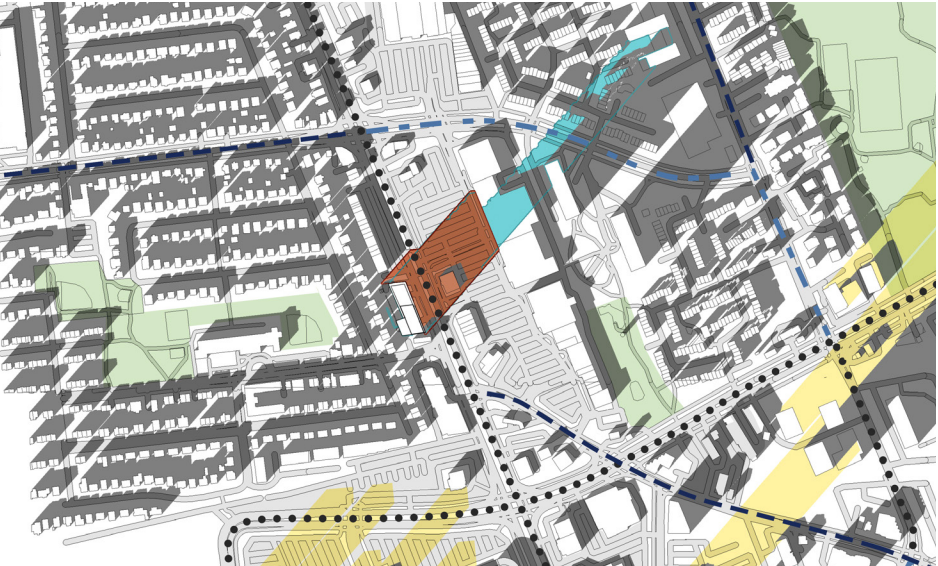
DEC 21 - 12:00 PM



DEC 21 - 1:00 PM



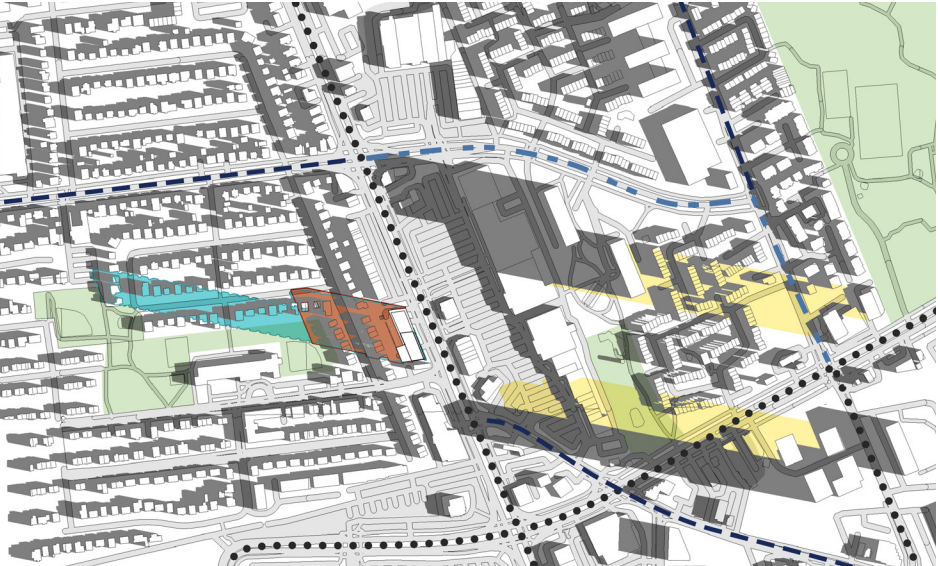
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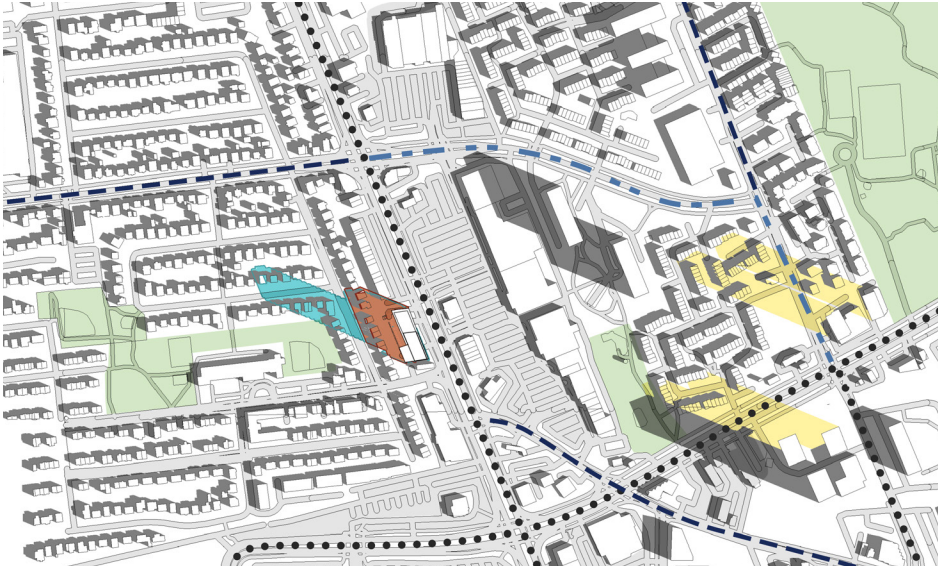
DEC 21 - 3:00 PM

LEGEND

- As-of-Right Shadow/Outline
- Proposed Project Shadow/Outline
- Shadow from Proposed Future Developments
- Public Park
- Arterial Mainstreet
- Collector Road
- Major Collector Road



SEPT 21 - 8:00 AM



SEPT 21 - 9:00 AM



SEPT 21 - 10:00 AM



SEPT 21 - 11:00 AM



SEPT 21 - 12:00 PM



SEPT 21 - 1:00 PM



SEPT 21 - 2:00 PM



SEPT 21 - 3:00 PM

LEGEND

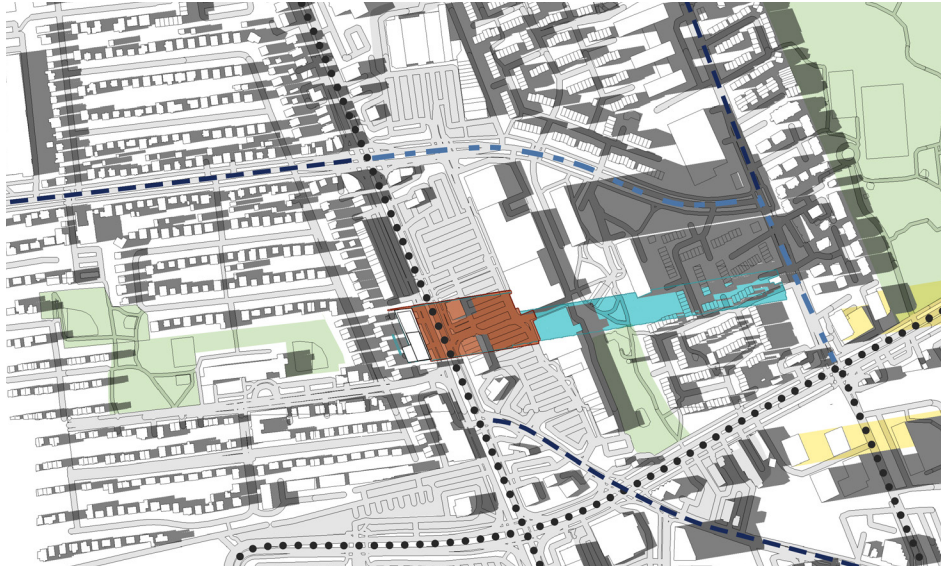
- As-of-Right Shadow/Outline
- Proposed Project Shadow/Outline
- Shadow from Proposed Future Developments
- Public Park
- Arterial Mainstreet
- Collector Road
- Major Collector Road



SEPT 21 - 4:00 PM



SEPT 21 - 5:00 PM



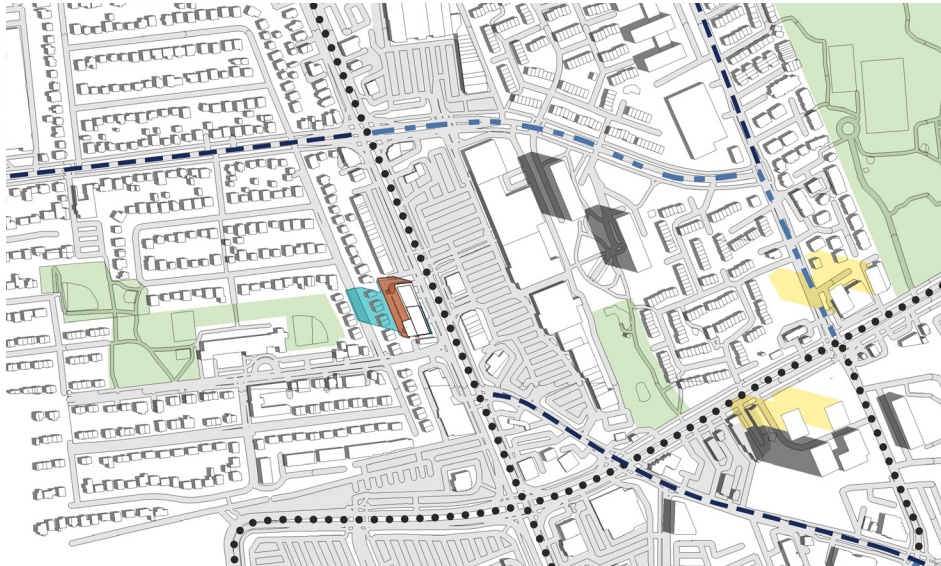
SEPT 21 - 6:00 PM



JUNE 21 - 8:00 AM



JUNE 21 - 9:00 AM



JUNE 21 - 10:00 AM



JUNE 21 - 11:00 AM



JUNE 21 - 12:00 PM

- LEGEND**
- As-of-Right Shadow/Outline
 - Proposed Project Shadow/Outline
 - Shadow from Proposed Future Developments
 - Public Park
 - Arterial Mainstreet
 - Collector Road
 - Major Collector Road



JUNE 21 - 1:00 PM



JUNE 21 - 2:00 PM



JUNE 21 - 3:00 PM



JUNE 21 - 4:00 PM



JUNE 21 - 5:00 PM



JUNE 21 - 6:00 PM



JUNE 21 - 7:00 PM



JUNE 21 - 8:00 PM

LEGEND

- As-of-Right Shadow/Outline
- Proposed Project Shadow/Outline
- Shadow from Proposed Future Developments
- Public Park
- Arterial Mainstreet
- Collector Road
- Major Collector Road