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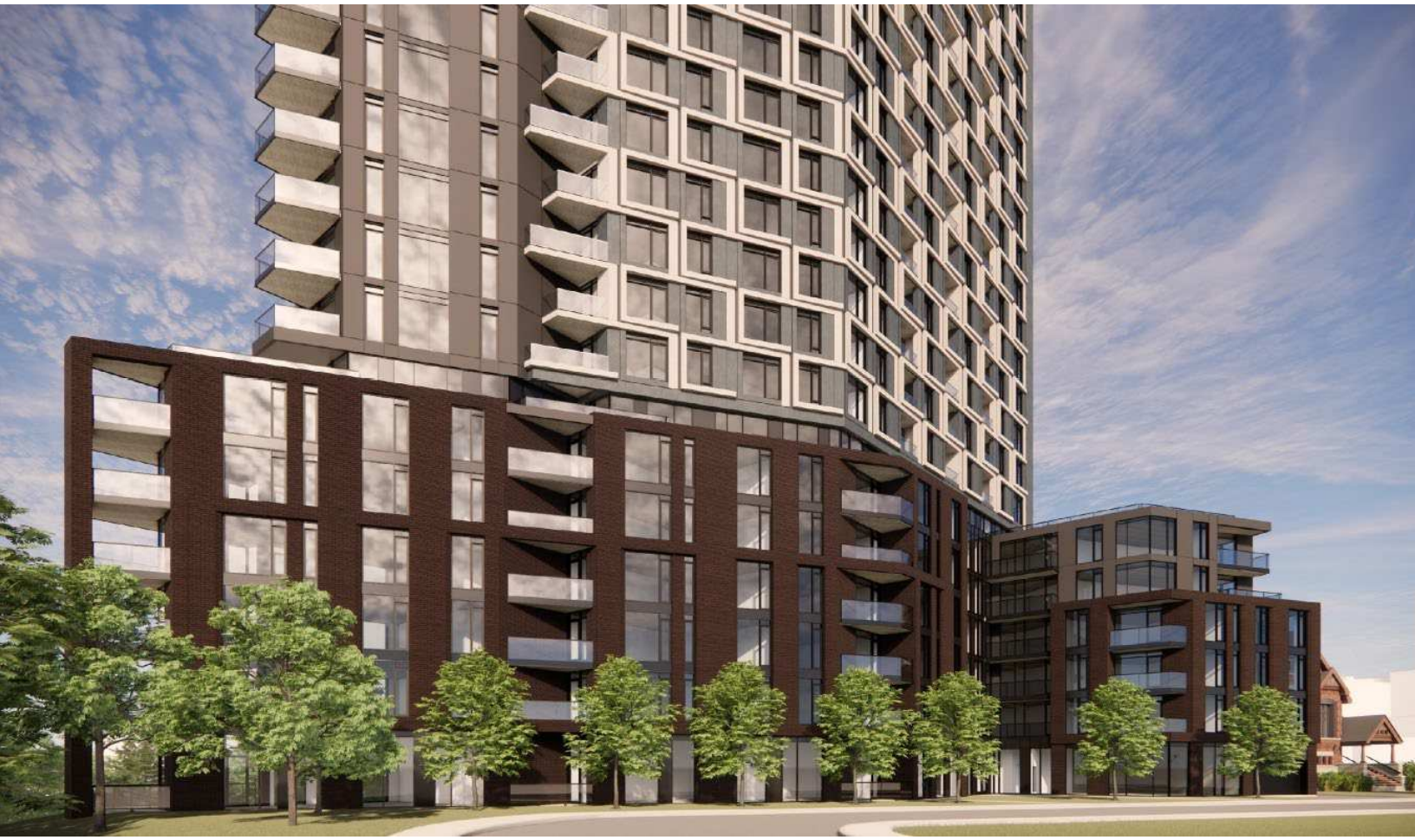

593 & 601-603 Laurier Avenue West

UDRP REPORT
Official Plan and Zoning By-law Amendment Applications
June 15, 2025

URBAN DESIGN BRIEF

601 LAURIER AVENUE

21 MARCH 2025

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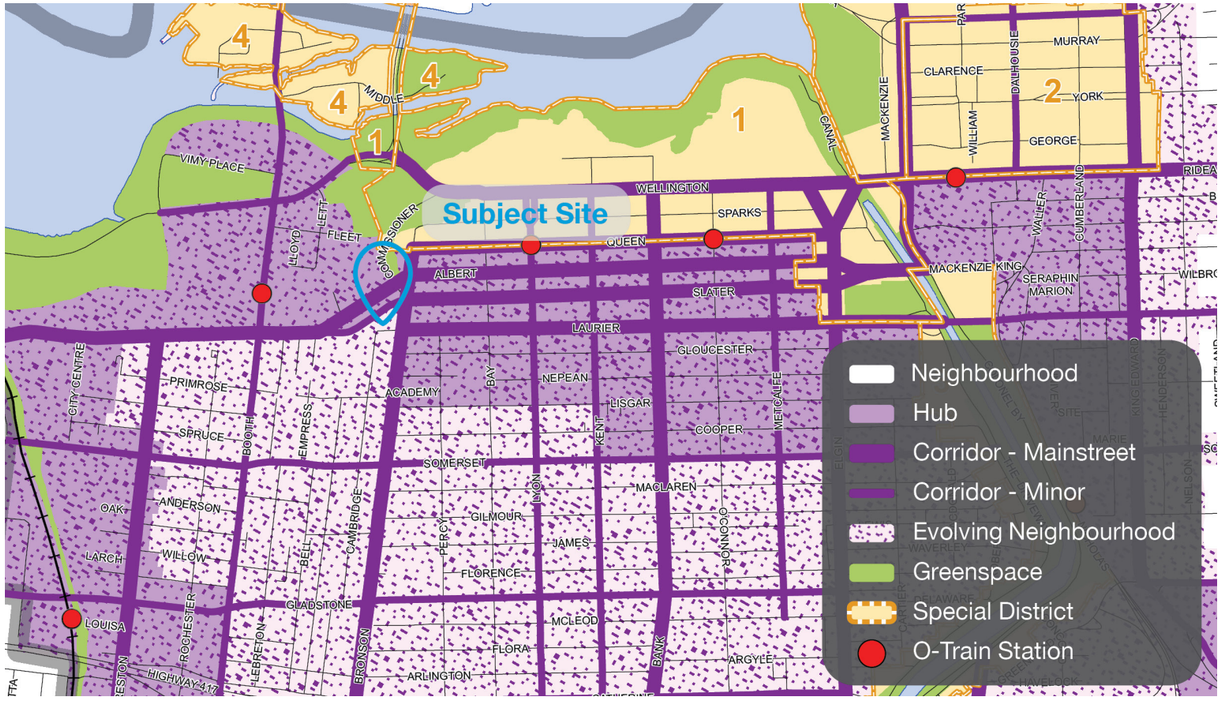
POLICY AND REGULATORY FRAMEWORK



Schedule B1 - Downtown Core Transect

SURROUNDING CONTEXT

North: North of the subject site is a two-storey low-rise apartment building at 140 Bronson, however, due to the escarpment the roof of this building is at the same elevation as the ground floor of the subject site. The future Ottawa Library building is currently being constructed north of the subject site on Albert Street. Further north is the LeBreton flats neighbourhood.

East: The subject site abuts Bronson Avenue to the east. East of Bronson Avenue is the Nanny Goat Hill Community Garden. East of Bronson fronting onto Laurier Avenue there are several High-rise apartment buildings ranging in height from 11 to 22 storeys.

South: Immediately South of the subject site is a four-storey low-rise apartment building at 600 Laurier Avenue West. Further south fronting on Bronson Avenue there are detached dwellings converted to offices. At 192 Bronson Avenue there is an 18-storey high-rise residential building that has a four-storey podium. South of this is a four-storey low-rise apartment building at 206 Bronson.

West: west of the subject site on Cambridge Street is the Bruyère Saint-Vincent Hospital. Further east, down the escarpment is the Pimisi O-Train Station.

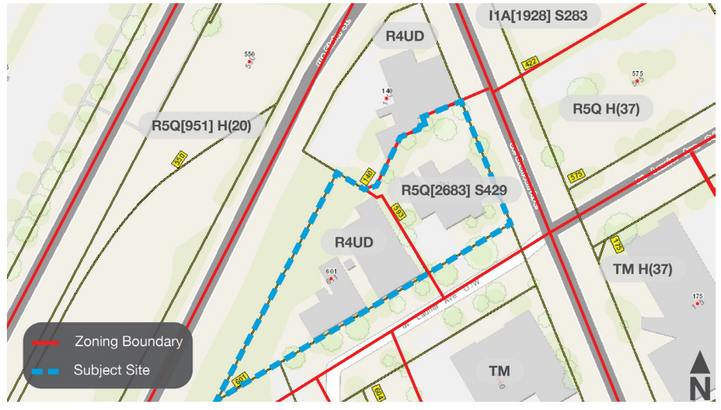
CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW

The subject property is currently zoned “Residential Fourth Density, Subzone UD (R4UD)” and “Residential Fifth Density, Subzone Q, Exception 2683, subject to Schedule 429 (R5Q[2683] S429)” in the Zoning By-law.

The site specific R5 zoning of 593 Laurier was established through the previous site-specific Zoning By-law Amendment in 2020 to allow up to 9-storeys.

On 601 Laurier, the existing zoning limits the built form to low-rise (four (4) storeys).

Redevelopment of the subject property with a high-rise building would necessitate a Zoning By-law Amendment to amend the zoning of all the lands to permit the proposed high-rise built form and land use (apartment dwelling, high-rise).



Zoning Map

CITY OF OTTAWA OFFICIAL PLAN

The subject property is designated “Corridor – Mainstreet” within the “Downtown Core” Transect on Schedule B1 of the Official Plan.

The Downtown Core is the intended to maintain and enhance the existing urban pattern of built form, site design, and mix of uses while prioritizing walking, cycling, and transit within and to and from the downtown core.

The policies state that where a side street intersects with a Corridor, the Corridor designation may include one or more lots on the side street so as to extend the Corridor designation along the side street to the average depth of the Corridor designation along the rest of the Corridor block. In Fotenn’s opinion, the Corridor designation would apply to the entirety of the subject property.

The policies establish a minimum building height of two (2) storeys and a maximum building height of generally up to nine (9) storeys, subject to appropriate transition, stepback and angular planes.

Development along Mainstreet Corridors in the Downtown Core transect must:
/ Have active entrances facing the Mainstreet (Bronson);
/ Have podium heights that are generally proportional to the width of the street; and,
/ Demonstrate appropriate transition to adjacent sites.

DESIGN GUIDELINES

The proposed development has considered and included direction from the relevant City of Ottawa Design Guidelines including:

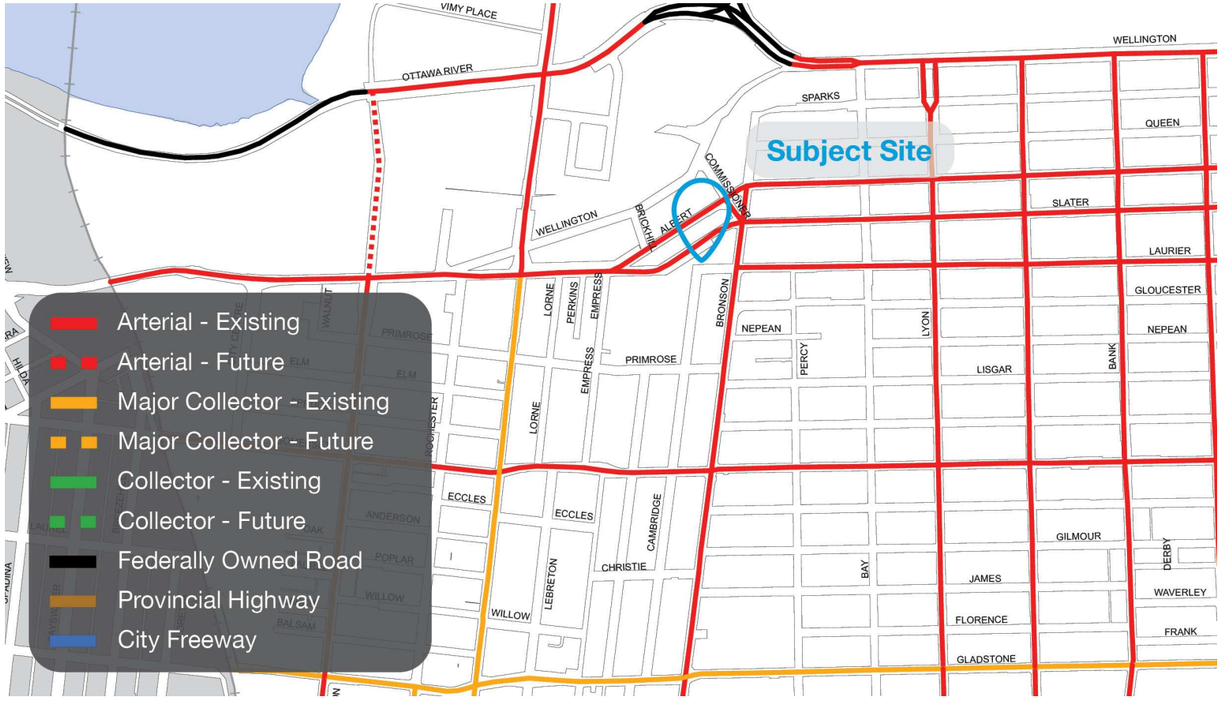
Urban Design Guidelines for High-Rise Buildings - The City of Ottawa’s Urban Design Guidelines for High-Rise Buildings provides direction on Urban Design to be used during the review of development proposals.

Key objectives of the guidelines include:
- Promote development that contributes to views and vistas and enhances the character of the City;
- Address compatibility between high-rise buildings and the existing and planned context; and
- Create human-Scaled, pedestrian-friendly streets, and public spaces that contribute to livable, safe, and health communities.

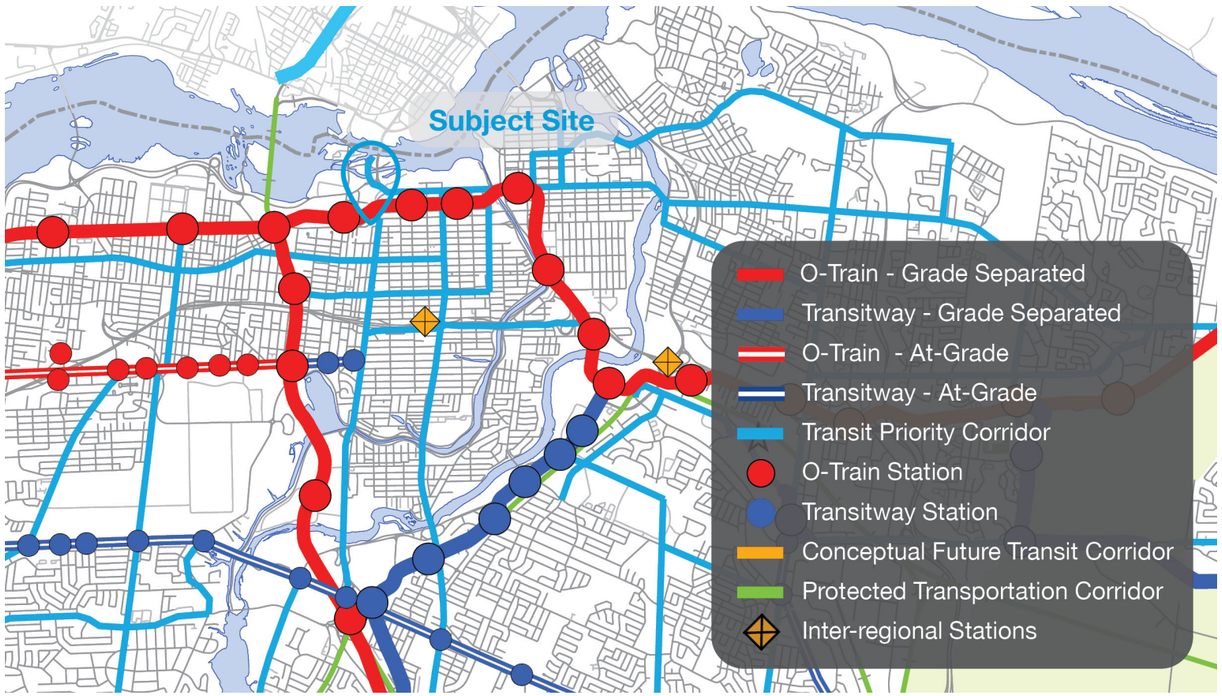
Urban Design Guidelines for Transit Oriented Development - These guidelines apply to development within a 600 metre walking distance of a rapid transit station and provide guidance for the proper development of strategically located properties.

The guidelines address six elements of urban design including:
- Land Use
- Layout
- Built Form
- Pedestrians and cyclists
- Vehicles and parking
- Streetscape and environment.

POLICY AND REGULATORY FRAMEWORK



Schedule B5 - Downtown Core Road Network



Schedule C2 - Transit Network - Ultimate

Schedule C3 - Active Transportation Network

TRANSIT NETWORK

The subject site is well connected to the exiting and planned transportation network. Bronson Avenue is identified as a Priority Transit Corridor on Schedule C2 - Transit Network Ultimate of the City of Ottawa Official Plan, with frequent bus service. The subject site is also located within a 500-metre radius (650 metre walking distance) from the Lion O-Train Station to the east and within a similar distance of the Pimisi O-Train Station to the west. OC Transpo route 10 runs along runs along Bronson Avenue Providing Frequent (15 minute or less) Between Lion Station and Carleton University.

ACTIVE TRANSPORTATION NETWORK

The subject site is within proximity to the City's Active Transportation Network including a Multi-Use Pathway along Albert Street as well as bike lanes along Laurier Avenue, Slater Street, and Bay Street. The subject site is also with proximity to the NCC Multi-Use Pathway system that runs west along the Ottawa River.

ROAD NETWORK

The subject site is located on the north side of Laurier Avenue west of Bronson which is designated as an Arterial Road on Schedule C5 of the Ottawa Official Plan. Arterial roads are intended to function as major corridors in the urban communities, accommodating a variety of transit modes including vehicle, pedestrian, bicycle, and public transportation. Arterial roads are designed in a manner which meets the needs of these users through the provision, where appropriate, of sidewalks, cycling lanes, and transit stops. The subject property benefits both from close proximity to other arterial roads including, Laurier Avenue (east of Bronson), Slater Street, and Albert Street.

Both Laurier Avenue and Bronson has a right-of-way width of approximately 20 metres with pedestrian sidewalks on both sides of the street. Bronson Avenue drops in elevation north of Laurier Avenue, with a significant grade change from the subject property. Due to this grade change, access to the site is only available from Laurier Avenue.

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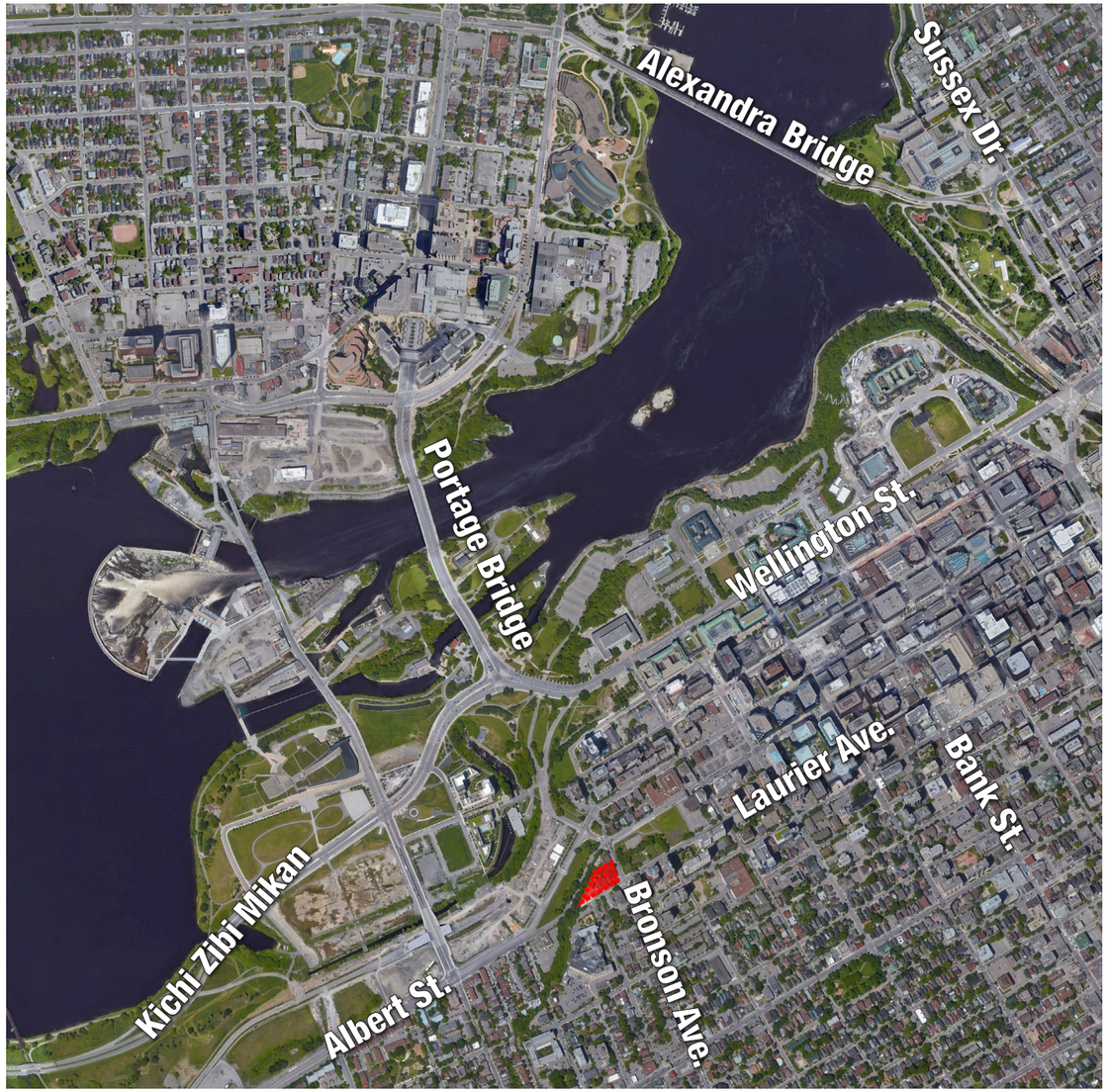
VIEW ANALYSIS



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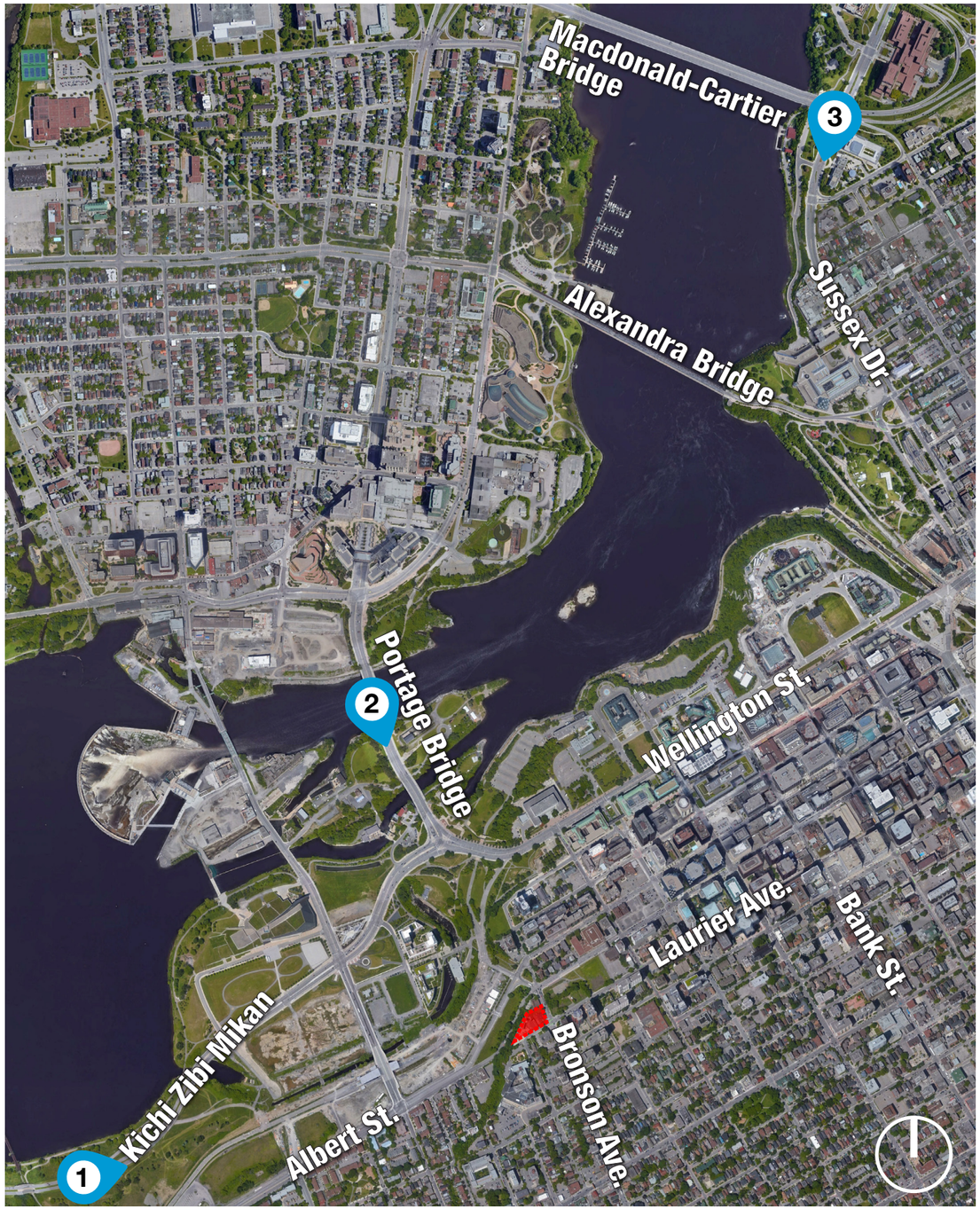

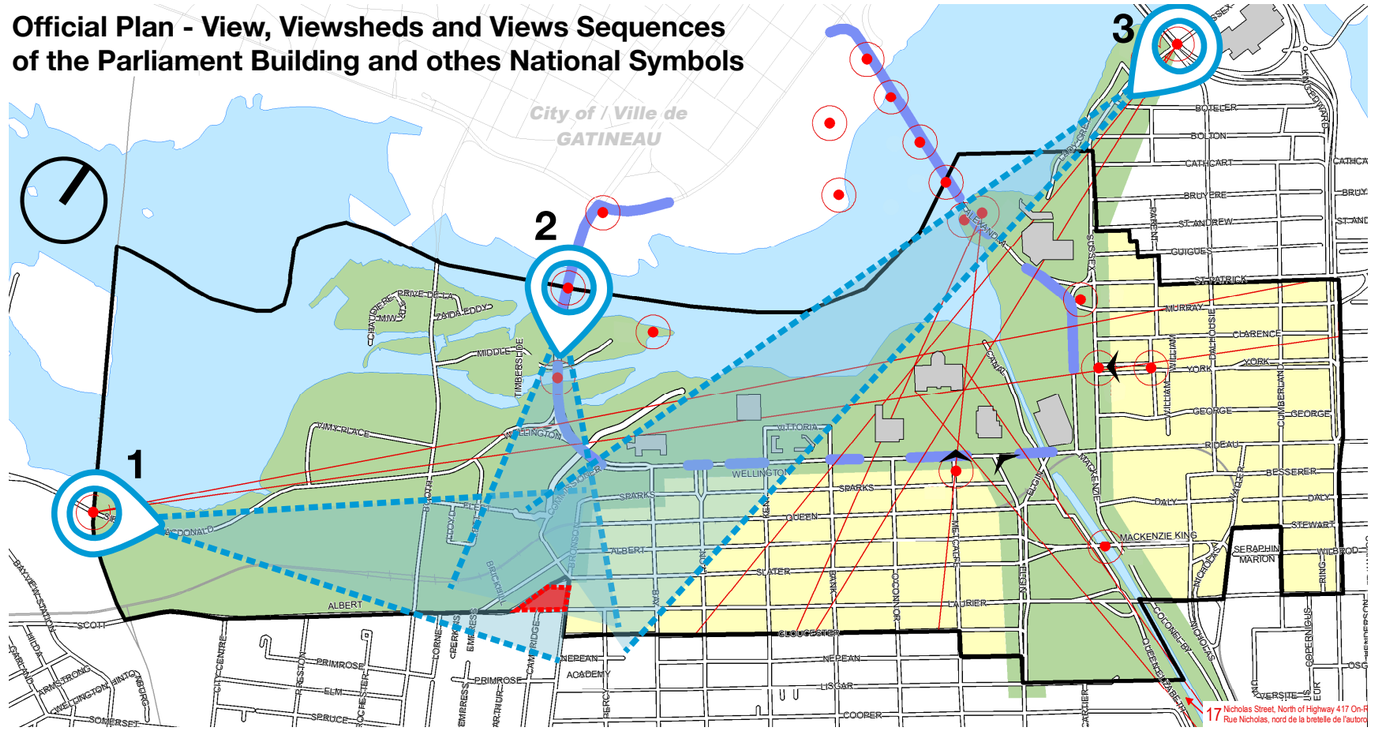

1. Kichi Zibi Mikan

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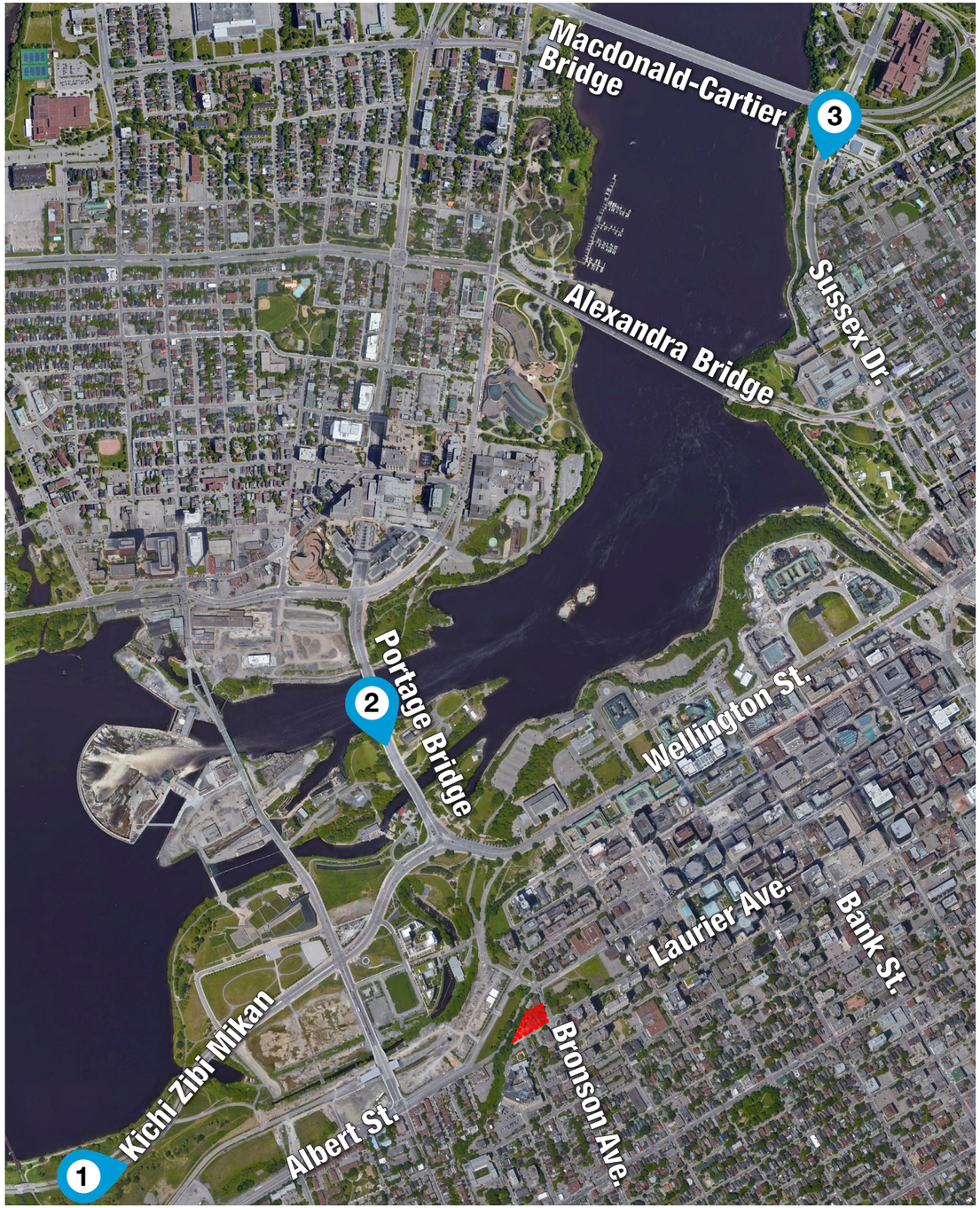
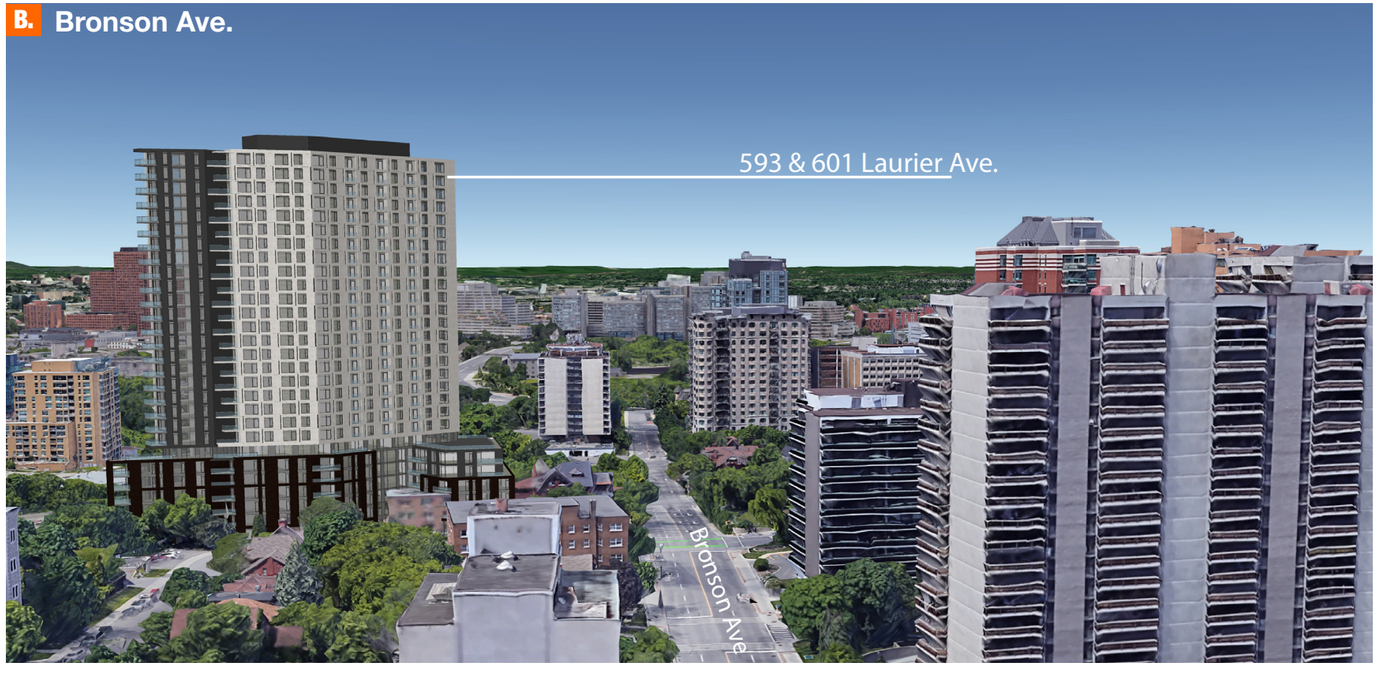
VIEW ANALYSIS

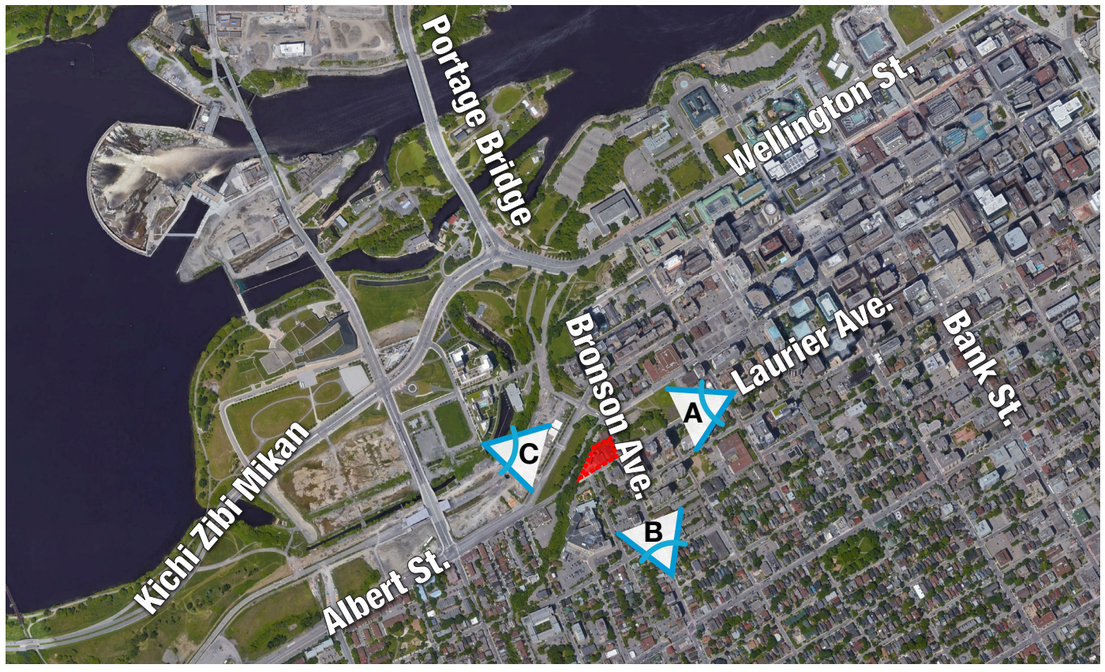


2. Portage Bridge

3. Sussex Dr. & Macdonald-Cartier Bridge

VIEW ANALYSIS





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View of West Facade from Albert Street

DESIGN INTENT

Located prominently on Laurier Avenue and atop an escarpment, the proposed development stands as a 28-storey building with a 6-storey podium, comprising 331 residential units. The project includes three underground parking levels and indoor bike parking for 302 bikes, catering to both residents and visitors.

The building's design draws inspiration from the concept of tessellation patterns, creating a dynamic mesh or textile effect through the interweave of repeating precast panels. The tower portion of the project features these precast panels with varied depths and patterns, as well as contrasting tints of concrete. This approach ensures that the pattern fits cohesively while adding visual interest and complexity to the structure.

In contrast, the podium adopts a more traditional design approach with simplified lines and patterns to balance the busyness of the tower. A darker traditional brick is used on the podium to harmonize with and transition to the heritage building on the site. This integration creates a seamless connection between the new development and its surroundings.

To address the risks of uncomfortable wind speeds on the upper stories facing west, the design incorporates glazed Juliette balconies. These balconies provide access to fresh air and outdoor views without adding the bulk and impracticality of larger balcony spaces. On the east side, recessed balconies offer sheltered outdoor spaces, enhancing the living experience for residents.

The building sits on top of an escarpment and faces the important collection of land parcels known as LeBreton Flats, with the new central library under construction. The site offers sweeping views towards the Ottawa River and Chaudière Falls. The unique pointed geometry of the site allows for a distinctive point in the building, giving it an unusually thin profile when viewed from the west along Albert Street, a prominent viewpoint of the site.

The design transitions down towards the heritage house by changing the material at level 5 and introducing a setback in the building mass. This deliberate transition respects the scale and character of the heritage building, creating a harmonious relationship between old and new structures.

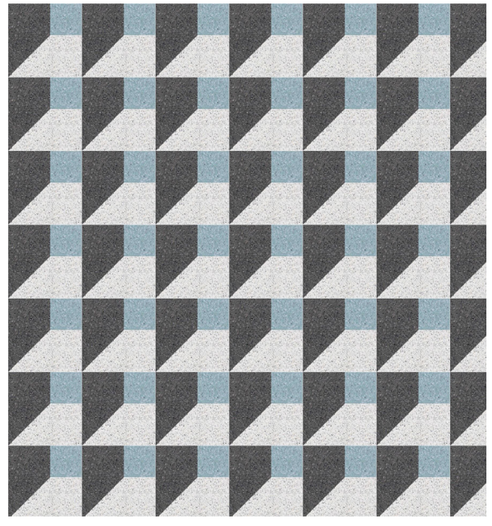
The main entry on Laurier Avenue is designed to be welcoming and functional. It is juxtaposed with programmed amenity spaces and an inviting lobby, ensuring a lively and engaging entrance experience. Service spaces are strategically positioned at the back of the building, maintaining the aesthetic appeal and functionality of the front facade.

Overall, the design adds visual interest to the city skyline and provides much-needed residential homes. The development enhances the urban fabric of Laurier Avenue with its modern amenities and striking architectural presence.

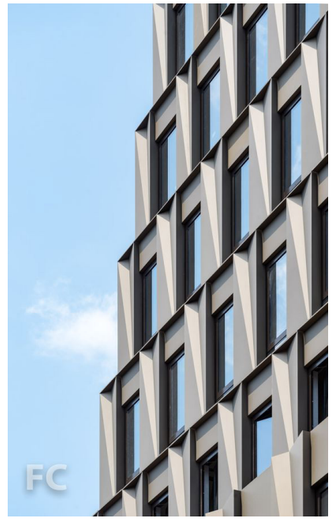
PROJECT LOCATION

PROJECT INSPIRATION

Hotel Monville - Image provided by BPDL Béton Préfabriqué



Tessellation - Floor pattern



242 Broome, SHoP Architects

Site Statistics

Current Zoning Designation:	R4UD & R5Q [2683] S429 - Residential Fifth Density Zone
Total Lot Area:	2,843.2m²
Average Existing Grade:	78.600
Gross Floor Area:	29,859.5m²

Proposed Development - 28 Storey High-Rise Apartment Building

No. of units **326 Units**

Zoning Mechanism	Required	Provided
Minimum Lot Width *Table 164A*	18m	40m
Minimum Lot Area *Table 164A*	450m²	2,843.2m²
Min. Front Yard Setback *Table 164A*	3m (Bronson Avenue)	4.075m
Min. Corner Side Yard Setback *Table 164A*	3m (Laurier Avenue)	2m
Min. Interior Side Yard Setback *Table 164A*	If located within 21m of the front lot line: 1.5m If located further than 21m from the front lot line: 6m	2.3m from level 1 up to level 7
Min. Rear Yard Setback *Table 164A*	25% of the lot depth but need not exceed 7.5 metres	0.9m below Level 1 2.8m above Level 1
Maximum Building Height *S. Schedule 429*	9 storeys (29m)	28 storeys (87.7m)
Minimum Landscaped Area *S. 163 (9)*	853.0m² *Min. 30% of Lot Area*	970.3m² (34%)
Permitted Projections into Required Yards *Table 65 (6)(c)*	*Maximum Size and Extent of Projection: 2 metres, but no closer than 1 metre from any lot line.*	Max 2m, minimum 1m from lot line
Parking Space Rates *101 (Sch. 1A - Area X)*	141 Spaces *0 spaces for the first 12 units - Section 101(3)* *0.5 spaces / unit for 314 units - Table 101(R12)(II) - 10% Section 101(6)*	71 Spaces
Minimum Visitor Parking Rates *102 (Sch. 1A - Area X)*	31 Spaces *0 spaces for first 12 units - Section 102(2)* *0.1 spaces / unit for 314 units - Table 102*	31 Spaces
Bicycle Parking Rates *Table 111A (Sch. 1 - Area B)*	163 Spaces *0.5 spaces / unit for 326 units[111A(b)(i)]*	326 Spaces
Bicycle Parking Access *S. 111 (9)*	Minimum Aisle Width: 1.5m	1.5m
Bicycle Parking Space Dimensions *Table 111B & S. 111(8B)*	Length: 1.8m Width (Stacked): 0.37m (S. 111 8B)	Length: 1.8m Width: 0.37m
Total Amenity Area *Table 137(4)(II)*	1,956m² *6m² / unit for 326 units*	2,014m²
Communal Amenity Area *Table 137(4)(II)*	978m² *Min. 50% of Total Amenity Area*	992m²

UNIT COUNT

UNIT TYPE	TOTAL COUNT	%	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
1-BED	173	53%	4	8	8	8	8	8	3	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
1-BED + DEN	40	12%	1	4	4	4	3	3	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2-BED	80	25%	1	3	3	3	3	3	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
2-BED + DEN	7	2%	2	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STUDIO	26	8%	0	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
TOTAL	326	100%	8	17	17	17	16	16	5	10	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11

GROSS FLOOR AREA

LEVEL	AREA	AREA (SF)
LEVEL P3	1,695.65 m²	18,252 SF
LEVEL P2	1,695.65 m²	18,252 SF
LEVEL P1	1,695.65 m²	18,252 SF
LEVEL 1	1,274.52 m²	13,719 SF
LEVEL 2	1,242.57 m²	13,375 SF
LEVEL 3	1,242.57 m²	13,375 SF
LEVEL 4	1,242.57 m²	13,375 SF
LEVEL 5	1,174.81 m²	12,646 SF
LEVEL 6	1,174.81 m²	12,646 SF
LEVEL 7	784.96 m²	8,449 SF
LEVEL 8	778.84 m²	8,383 SF
LEVEL 9	777.64 m²	8,370 SF
LEVEL 10	777.64 m²	8,370 SF
LEVEL 11	777.64 m²	8,370 SF
LEVEL 12	777.64 m²	8,370 SF
LEVEL 13	777.64 m²	8,370 SF
LEVEL 14	777.64 m²	8,370 SF
LEVEL 15	777.64 m²	8,370 SF
LEVEL 16	777.64 m²	8,370 SF
LEVEL 17	777.64 m²	8,370 SF
LEVEL 18	777.64 m²	8,370 SF
LEVEL 19	777.64 m²	8,370 SF
LEVEL 20	777.64 m²	8,370 SF
LEVEL 21	777.64 m²	8,370 SF
LEVEL 22	777.64 m²	8,370 SF
LEVEL 23	777.64 m²	8,370 SF
LEVEL 24	777.64 m²	8,370 SF
LEVEL 25	777.64 m²	8,370 SF
LEVEL 26	777.64 m²	8,370 SF
LEVEL 27	777.64 m²	8,370 SF
LEVEL 28	777.64 m²	8,370 SF
PENTHOUSE	304.14 m²	3,274 SF
TOTAL	29,859.47 m²	321,405 SF

RENTABLE AREA

LEVEL	AREA	AREA (SF)
LEVEL 1	560.14 m²	6,029 SF
LEVEL 2	1,072.22 m²	11,541 SF
LEVEL 3	1,072.22 m²	11,541 SF
LEVEL 4	1,072.22 m²	11,541 SF
LEVEL 5	1,006.87 m²	10,838 SF
LEVEL 6	1,006.87 m²	10,838 SF
LEVEL 7	344.00 m²	3,703 SF
LEVEL 8	599.44 m²	6,452 SF
LEVEL 9	675.18 m²	7,268 SF
LEVEL 10	675.18 m²	7,268 SF
LEVEL 11	675.18 m²	7,268 SF
LEVEL 12	675.18 m²	7,268 SF
LEVEL 13	675.18 m²	7,268 SF
LEVEL 14	675.18 m²	7,268 SF
LEVEL 15	675.18 m²	7,268 SF
LEVEL 16	675.18 m²	7,268 SF
LEVEL 17	675.18 m²	7,268 SF
LEVEL 18	675.18 m²	7,268 SF
LEVEL 19	675.18 m²	7,268 SF
LEVEL 20	675.18 m²	7,268 SF
LEVEL 21	675.18 m²	7,268 SF
LEVEL 22	675.18 m²	7,268 SF
LEVEL 23	675.18 m²	7,268 SF
LEVEL 24	675.18 m²	7,268 SF
LEVEL 25	675.18 m²	7,268 SF
LEVEL 26	675.18 m²	7,268 SF
LEVEL 27	675.18 m²	7,268 SF
LEVEL 28	675.18 m²	7,268 SF
TOTAL	20,237.56 m²	217,835 SF

AMENITY SCH. (PRIVATE)

LEVEL	AREA	AREA (SF)
LEVEL 1	75.34 m²	811 SF
LEVEL 2	84.35 m²	908 SF
LEVEL 3	84.35 m²	908 SF
LEVEL 4	84.35 m²	908 SF
LEVEL 5	136.58 m²	1,470 SF
LEVEL 6	80.70 m²	869 SF
LEVEL 7	17.66 m²	190 SF
LEVEL 8	13.41 m²	144 SF
LEVEL 9	22.75 m²	245 SF
LEVEL 10	21.78 m²	234 SF
LEVEL 11	22.75 m²	245 SF
LEVEL 12	21.78 m²	234 SF
LEVEL 13	22.75 m²	245 SF
LEVEL 14	21.78 m²	234 SF
LEVEL 15	22.75 m²	245 SF
LEVEL 16	21.78 m²	234 SF
LEVEL 17	22.75 m²	245 SF
LEVEL 18	21.78 m²	234 SF
LEVEL 19	22.75 m²	245 SF
LEVEL 20	21.78 m²	234 SF
LEVEL 21	22.75 m²	245 SF
LEVEL 22	21.78 m²	234 SF
LEVEL 23	22.75 m²	245 SF
LEVEL 24	21.78 m²	234 SF
LEVEL 25	22.75 m²	245 SF
LEVEL 26	21.78 m²	234 SF
LEVEL 27	22.75 m²	245 SF
LEVEL 28	21.78 m²	234 SF
TOTAL	1,022.03 m²	11,001 SF

AMENITY SCH. (COMMUNAL)

LEVEL	NAME	AREA	AREA (SF)
LEVEL 1	AMENITY AREA	52.64 m²	567 SF
LEVEL 1	DOG WASH	7.20 m²	78 SF
LEVEL 1	LVL 1 AMENITY ROOM	67.52 m²	727 SF
LEVEL 1	OUTDOOR AMENITY AREA	105.41 m²	1,135 SF
LEVEL 7	LVL 7 AMENITY ROOM	190.30 m²	2,048 SF
LEVEL 7	LVL 7 AMENITY ROOM 2	127.18 m²	1,369 SF
LEVEL 7	LVL 7 AMENITY TERRACE	333.46 m²	3,589 SF
LEVEL 8	LVL 8 AMENITY ROOM	67.06 m²	722 SF
LEVEL 8	LVL 8 AMENITY TERRACE	41.40 m²	446 SF
TOTAL		992.17 m²	10,680 SF

PARKING SCH. (VEHICLE)

TYPE	COUNT
TYPICAL (2600 x 5200mm)	90
REDUCED WIDTH (2400 x 5200mm)	6
ACCESSIBLE TYPE B (2400 x 5200mm)	3
ACCESSIBLE TYPE A (3400 x 5200mm)	3
TOTAL	102

PARKING SCH. (BICYCLE)

TYPE	COUNT
STACKED HORIZONTAL (370 x 1800mm)	326
TOTAL	326

View of North-West Corner from Albert Street

HERITAGE CONSIDERATIONS

593 Laurier Avenue is the site of the Alexander Fleck House, a Part IV designated heritage building. The two-and-a-half storey red brick house was built in 1902 in the Queen Anne Revival style.

Where a Part IV structure is being altered, added to, demolished, or relocated, the approval of Built Heritage Committee and Council is required. The development proposes the retention of the heritage structure on the subject site.

SUSTAINABILITY STATEMENT

While not targeting specific energy use targets, this project offers a number of sustainable design features by the nature of its design and its location within the city. The building will make use of an energy model to ensure that it exceeds the energy use requirements of the Ontario Building Code.

Suites will have high-efficiency HVAC units offering on-demand heating and cooling throughout the year. The project will utilize high-efficiency appliances, and all lighting will use LED luminaires. Combined, these measures will result in a significant reduction in the building's electrical demand.

The building envelope design will exceed code requirements for insulation values, and the glazing system will also exceed code requirements. The roofing membrane will have a light color, increasing reflectivity and reducing heat island effects.

All resident parking is underground. By reducing surface parking, we ensure a greater amount of soft landscaping, which will reduce surface runoff created by this development. Additionally, a cistern will be included in the design to manage stormwater flow, preventing it from overwhelming existing infrastructure. The proposed development includes extensive planting, with enough soil volume to ensure healthy tree growth.

The project will include outboard insulation on the exterior walls, creating a cohesive thermal barrier and reducing thermal bridges through the exterior walls. Durable cladding materials will be installed using a 'rain screen' design, ensuring these cladding materials will perform well over the long term and will not require replacement.

The use of precast concrete in the building's design contributes to sustainability by reducing waste, using recycled materials, and providing excellent thermal mass to help regulate indoor temperatures. Precast concrete also minimizes on-site construction time, reducing the environmental impact of construction activities and lowering emissions.

BIRD-SAFE DESIGN APPROACH

We would prefer that the discussion about bird-safe design not be focused only on bird-safe glass. That said, for the ground floor amenity areas and the main entrances for the building, where there are larger areas of glass, we will assume the use of bird safe glass. The rest of the building has been designed in consideration of the many bird-safe design guidelines and as such we would not consider bird-safe glass for any locations other than those at grade mentioned above. We do understand the concern and are meeting the following bird safe design guidelines:

Guideline 2:
a) We comply with this guideline since the building uses only 'punched glazing' and only limited areas of monolithic glass at the main entrance.
b) We comply with this guideline as the building is comprised of a mix of different cladding materials and colours which will assist in fragmenting reflections.

Guideline 3:
a) We comply with this guideline since the building has no 'fly-through' or 'mirror maze' areas
b) We comply with this guideline since there is no corner glazing anywhere in the project

Guideline 4:
a) There is no provision or expectation for exterior antennas or towers on this project.
b) There will be no guy-wires on the project
c) There will be no up-lighting on the project
d) Grates on the project, when they are positioned, will meet the opening requirements of these guidelines
e) All vertical pipes and flues will be capped

Guideline 5:
a) The plantings around the building are mainly shrubs and should not result in significant reflections on the building.
b) There are no linear landscape elements leading to glass facades or doors
c) There are no plants with significant fruit or seed crops specified on the project
d) There are no adjacent buildings of a scale where the rooftop of this building would have any impact
e) There is no indoor vegetation planned for the project
f) There are no ornamental or other water features designed on this project.

Guideline 6:
a) There is no up lighting on the project.
b) All light fixtures will be full cut-off
c) Non-Essential exterior lighting will be on motion sensors
d) We will target only enough light intensity to meet OBC requirements
e) Perimeter lighting will be discrete
f) There will be no flood lights.

Guideline 7:
a) Windows will be equipped with roller blinds
b) With the exception of the lobby, the amenity rooms and the public corridor there will be no public spaces in the building that will be visible from the exterior.
c) Each unit in the building will have independent light control and has less than 15' of frontage along the exterior of the building. This will have the effect of creating small zones of lighting.

View of Main Entrance from Laurier Avenue

PLANNING

The subject site is located within the Escarpment Area District Community Design Plan (CDP). The proposal should be developed in accordance with applicable built form guidelines under Section 4.3.2 of the CDP.
Efforts have been made to develop the project in accordance with the built form guidelines of the Escarpment Area District Plan, particularly the combination of tower and podium. We believe the proposal presents a well-proportioned building that, while adopting a more linear shape than a point tower due to site restrictions, has been designed to feel slimmer than a point tower.

Specifically, the pointed 'nose' of the building, aligning with primary views from the west, gives the structure a narrow appearance. We have also introduced a 'cut' in the north corner of the tower, effectively splitting the perceived width of the building. The tower is located over 23m from the neighboring property line to the south, aligning with the CDP's target range for building separation. With no immediate neighbors to the east or west, this marks a significant improvement over the limited space between buildings in older parts of the Escarpment District.

We decided against introducing a 'top' element to maintain the 'tapestry' visual concept. Our tower floor plate area nears the CDP and Ottawa high-rise guidelines at 734m^2 without balconies and 769m^2 with balconies, attaining the 35m desired width on the south, west, and east.
We have introduced a higher floor height at grade, as well as additional glazing and programmed spaces at entry, to create a positive ground-level experience. Finally, we feel the visual uniqueness and design variation of the proposal will help promote architectural diversity in the district.

The project to realign Slater Street may provide some opportunities in terms of development and/or pedestrian connections to the realigned Slater Street from the subject site. The West Downtown Secondary Plan identifies an accessible pedestrian link connecting the top and bottom of the escarpment (in policies 4.1 (12), and 4.5 (42)), and includes in Schedule K, reference to potential heights in this block that should guide analysis of transition, and is also envisioned in Subsection 4.3.1 of the CDP.
The property immediately to the northwest, following the Slater Street realignment, is listed as 20 stories according to Schedule K. We feel our proposal offers an appropriate transition to this. The accessible pedestrian link indicated in the West Downtown Secondary Plan Schedule P, is planned for the end of Laurier Street, not located on our parcel.

URBAN DESIGN

The podium may be high for the neighbourhood context and especially the relationship to the heritage house on the property. We recommend providing additional design/massing details so we may better understand the approach being taken.
We have increased the separation from the heritage house to 4.5m from 3m and introduced a stepback and material change above level 4 to better integrate the podium with the neighborhood context. These adjustments help to mitigate the podium height and ensure a more harmonious relationship with the heritage house.

Height: There would be two overlapping tools to determine the best approach to analysing appropriate height being the NCC Parliamentary view shed analysis, extrapolated over the site, and a 45-degree angular plane drawn from the residential properties to the south on Cambridge. We recommend illustrating both and providing a rationale for the approach preferred.
We have provided graphic material illustrating the building's relationship with the neighboring buildings, including the 45-degree angular plane calculated from the existing buildings along Cambridge to the south. Our subject property falls outside the boundaries of the NCC Parliamentary view sheds, so this analysis was not considered.

We recommend providing massing of the project and its context to better understand the future relationship to the existing context of the surrounding properties and their planned context. Be sure to include the properties down the escarpment and along Cambridge, Laurier, Bronson and where Slater has been removed.
We have provided material illustrating the massing of the project and its context, showing the relationships with the escarpment and surrounding properties. This includes properties down the escarpment and along Cambridge, Laurier, Bronson, and the area where Slater has been removed. These visuals help to better understand the future relationship to the existing and planned context of the surrounding area.

An Urban Design Brief is a required submittal. The Urban Design Brief should be structured by generally following the headings highlighted under Section 3 – Contents of these Terms of Reference. Please see the Urban Design Brief Terms of Reference provided and consult the City's website for details regarding the UDRP schedule.

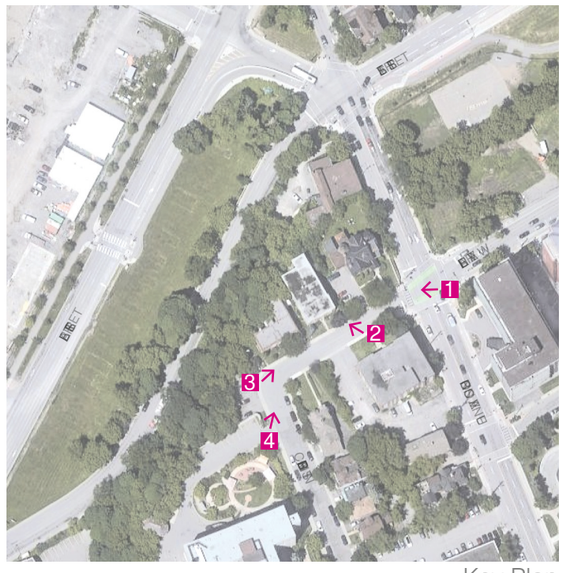
a. It is important to study the broader existing and future contexts.
We are actively studying the broader existing and future contexts as part of our project development. Our Urban Design Brief details these studies to ensure our proposal aligns with and enhances the broader community context.

b. It is important to explore and analyze alternative site planning and massing options. Alternative options explored and the analysis should be documented in the Design Brief.
The proposal we have put forth in this Design Brief is the result of continuous work to refine the massing and building elements of the project in response to a thorough analysis of the site's broader context. While it is not possible to illustrate all the changes the building has undergone as part of the design process, we have presented material illustrating a significant adjustment in positioning relative to the historical house at 593 Laurier.

c. When a wind and/or shadow studies are required please refer to the Terms of Reference for the wind analysis and shadow analysis to conduct the studies and evaluate the impacts.
Noted. Please find the shadow analysis drawings at the end of the Design Brief.

1. Looking West on Laurier Avenue

2. Looking North-West on Laurier Avenue



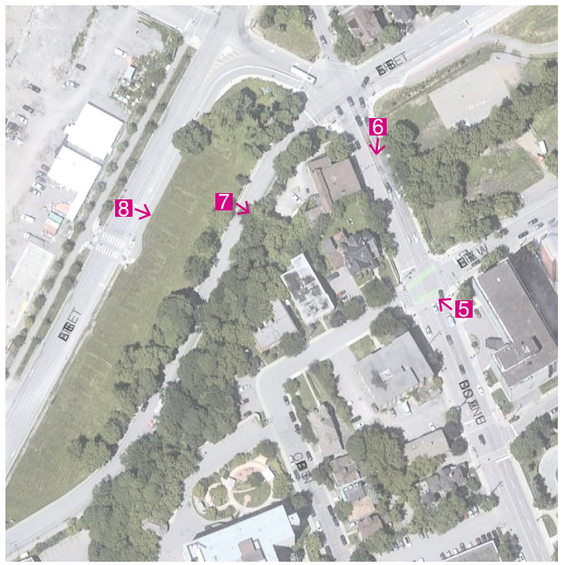
Key Plan

3. Looking North-East on Laurier Avenue

4. Looking North on Cambridge Street

5. Looking North-West on Bronson Avenue

6. Looking South on Bronson Avenue



Key Plan

7. Looking East on Slater Street

8. Looking East on Albert Street

601 LAURIER AVENUE CONTEXTUAL ANALYSIS PLAN

| 2318 | SCALE N.T.S.

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View Looking South

CHARACTERISTICS OF THE ADJACENT STREETS AND PUBLIC REALM

The project is situated on a prominent parcel atop an escarpment overlooking LeBreton Flats at the end of Laurier Avenue. To the north is the redirected Slater Street and Albert Street, a busy arterial street that marks the boundary of LeBreton Flats, an area poised for vast new development and the site of the upcoming central library. The site offers sweeping northern views of the river and Chaudière Falls, as well as this exciting new area of the city with the character of new development and city-wide draw.

The site is bordered on the east by Bronson Avenue, a busy four-lane arterial street with a good mix of residential, commercial, and high-rise properties. It acts as a boundary separating Centertown, characterized by a mix of high-rise residential buildings and the Centertown West neighborhood. Bronson Avenue slopes down towards the north, descending the escarpment. There is also a public park directly to the east across from Bronson Avenue, housing a fenced-in dog park and a community garden.

To the south is Centertown West, featuring lower to mid-rise residential neighborhoods. The property fronts onto the quiet end of Laurier Avenue West as it turns into Cambridge Street at the corner, housing a few low-density houses and mid-rise apartment blocks, as well as a the Bruyère Hospital. This area is characterized by short front setbacks, front porches, and driveways used for car parking.

To the west runs Albert Street, marking the border of Little Italy, with a small pocket of low-rise residential homes on the south side of Albert Street, part of the Lorne Avenue Heritage Conservation District.

Situated within a rapidly developing area of the city, this project has the opportunity to set a precedent by showcasing a balanced integration of housing density. The strategic location at the intersection of diverse neighborhoods and significant urban developments positions this project as a key contributor to the evolving cityscape.

LEGEND

1 Massing as per the Lebreton Flats Master Plan (6-storey podium and 12-storey tower)

2 Massing as per the Lebreton Flats Master Plan (6-storey podium and 20-storey tower)

3 New Central Library Site (under construction)

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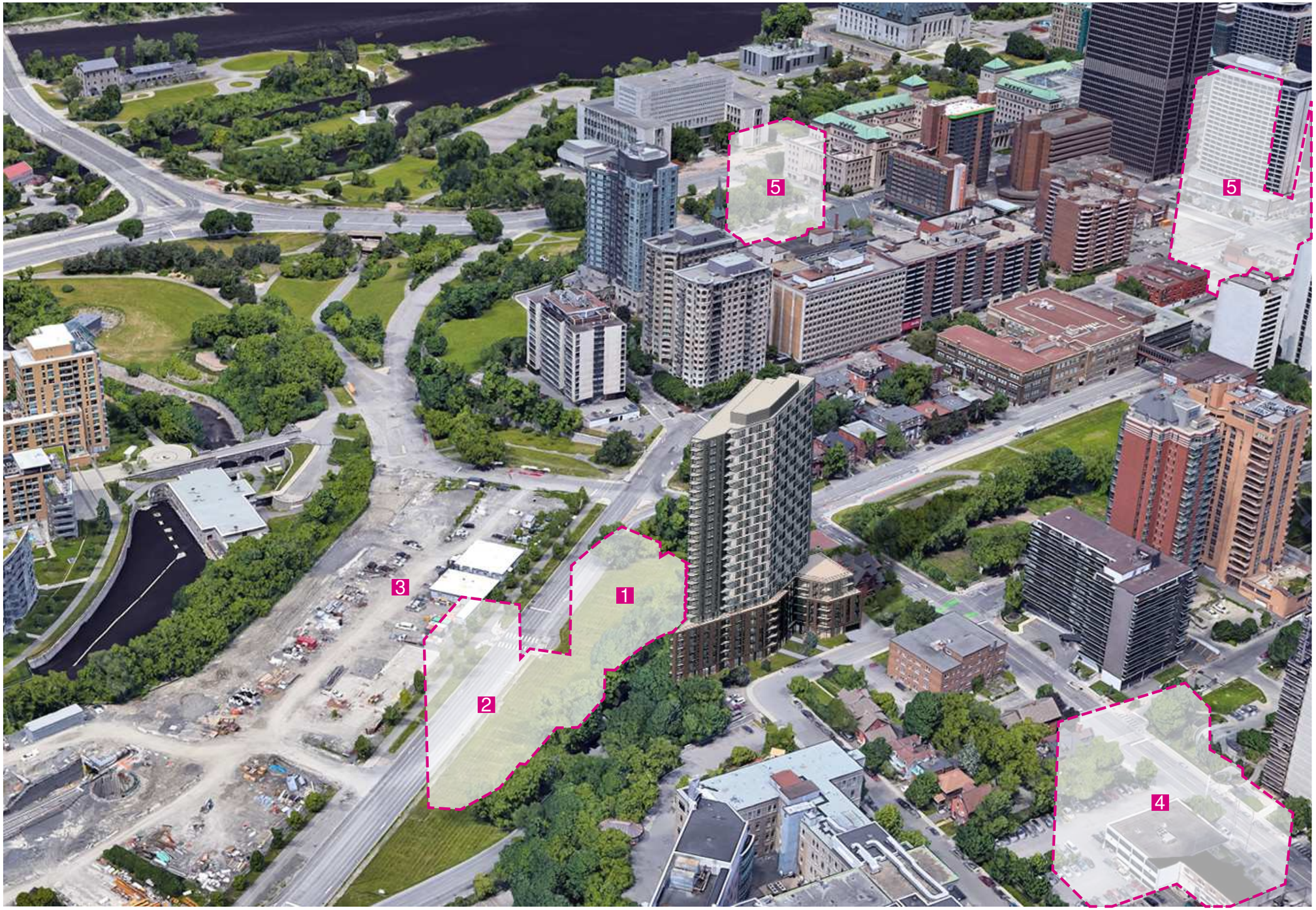

View Looking North

MICROCLIMATE CONDITIONS OF THE SITE

The microclimate conditions of the site have been carefully analyzed to ensure the proposed development harmonizes with the local environment and enhances occupant comfort.

Wind Patterns

Prevailing winds from the west necessitate the omission of balconies on this side for tenant comfort, reducing wind impacts and maintaining a pleasant living environment.

Solar Exposure and Temperature Regulation

South-facing facades feature recessed balconies and high-performance glazing. Precast concrete panels with high thermal mass stabilize indoor temperatures. High-efficiency HVAC systems and a well-insulated building envelope further ensure year-round comfort.

Precipitation and Drainage

Sustainable stormwater management includes permeable paving where practical and a stormwater cistern, reducing runoff and preventing flooding.

Vegetation and Landscaping

The landscaping plan emphasizes the prominence of the escarpment, maintaining this natural feature with extensive planting of native, drought-tolerant plants.

Noise Levels

Noise studies will be conducted to ensure occupant comfort in units and amenity areas, with mitigation measures implemented as needed.

Air Quality

Good air quality is promoted through low-emission building materials and a ventilation system with fresh air intake for all units, ensuring a healthy indoor environment.

LEGEND

1 Massing as per the Lebreton Flats Master Plan (6-storey podium and 12-storey tower)

2 Massing as per the Lebreton Flats Master Plan (6-storey podium and 20-storey tower)

3 New Central Library Site (under construction)

4 Newly constructed 18-storey residential building

5 New development under construction

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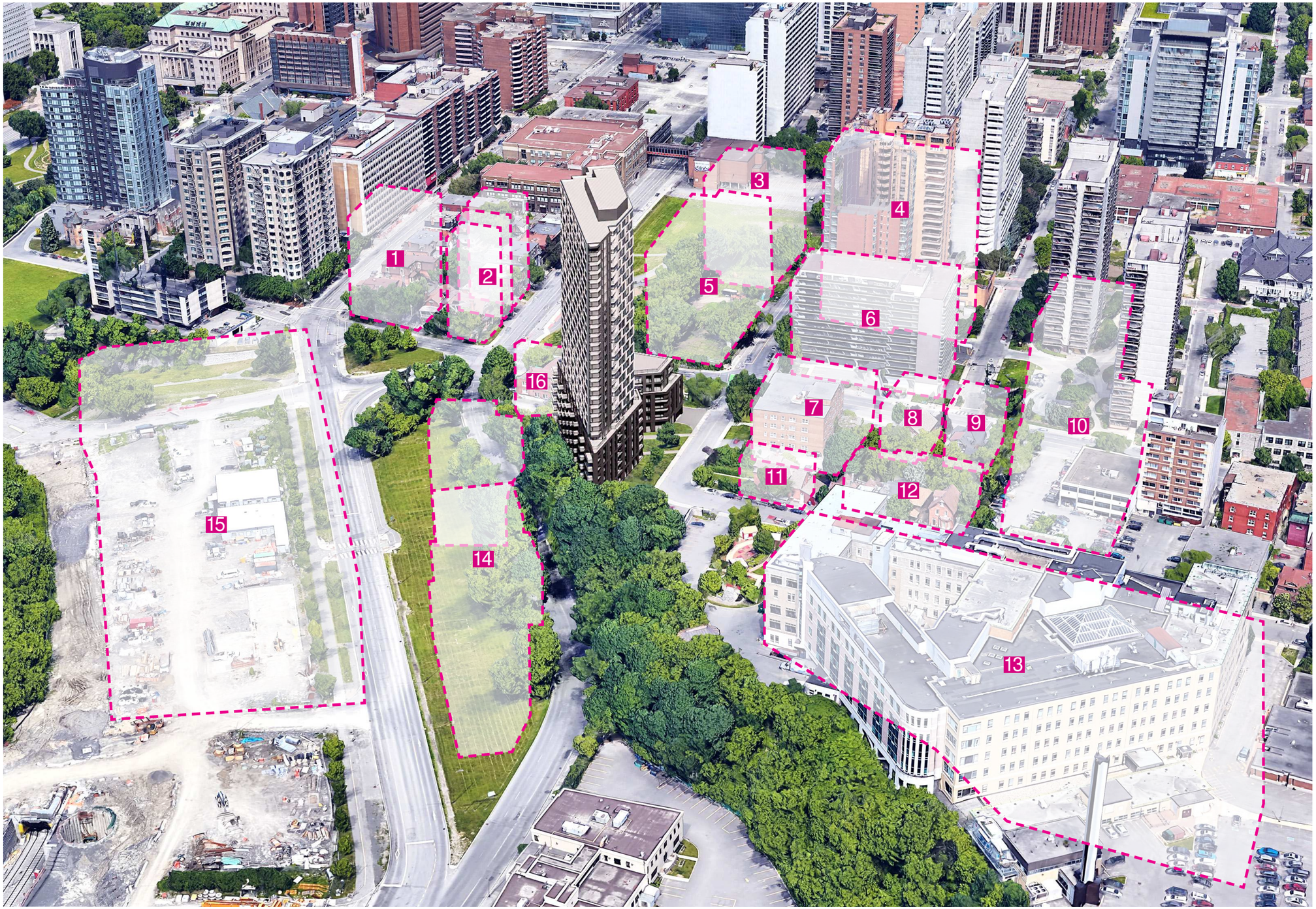

View Looking North

LEGEND

1 494 Albert Street
R5P H(37)

2 475, 479 and 481 Slater Street
R5Q H(37)

3 551 Laurier Avenue W
R5Q H(37)

4 570 Laurier Avenue W
R5Q H(64)

5 575 Laurier Avenue W
R5Q H(37)

6 175 Bronson Avenue
TM H(37)

7 600 Bronson Avenue
TM

8 176 Bronson Avenue
TM

9 190 Bronson Avenue
TM

10 192 Bronson Avenue
TM[2236] S338

11 604 Laurier Avenue W
R4UD

12 21-29 Cambridge Street N
R4UD

13 60 Cambridge Street N
I2 F(2.0) H(24.3)

14 Proposed Massing as per the Lebreton Flats Master Plan

15 555 Albert Street (New Central Library)
MD H(40)

16 140 Bronson
R4UD

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601 LAURIER AVENUE VIEW FROM ALBERT STREET AND WEST ELEVATION

| 2318 | SCALE N.T.S.

601 LAURIER AVENUE VIEW OF SOUTH-WEST CORNER AND VIEW FROM CAMBRIDGE STREET

| 2318 | SCALE N.T.S.

601 LAURIER AVENUE VIEW OF PODIUM FROM CAMBRIDGE STREET

| 2318 | SCALE N.T.S.

601 LAURIER AVENUE VIEW OF FRONT OF BUILDING FROM THE SOUTH/SOUTH-EAST

| 2318 | SCALE N.T.S.

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601 LAURIER AVENUE VIEW OF MAIN ENTRANCE FROM LAURIER AVENUE

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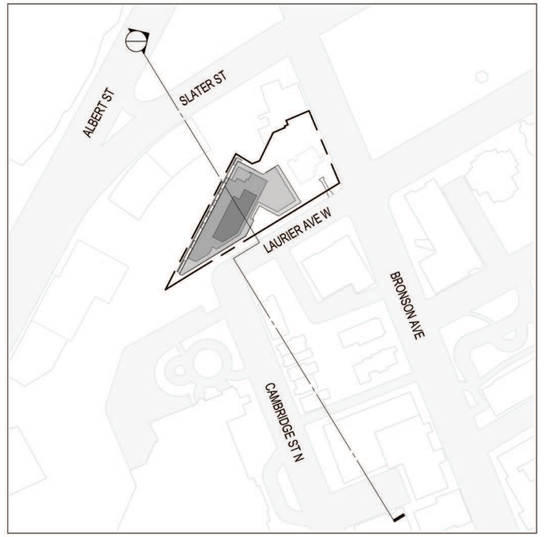
601 LAURIER AVENUE VIEW FROM BRONSON/LAURIER INTERSECTION LOOKING WEST

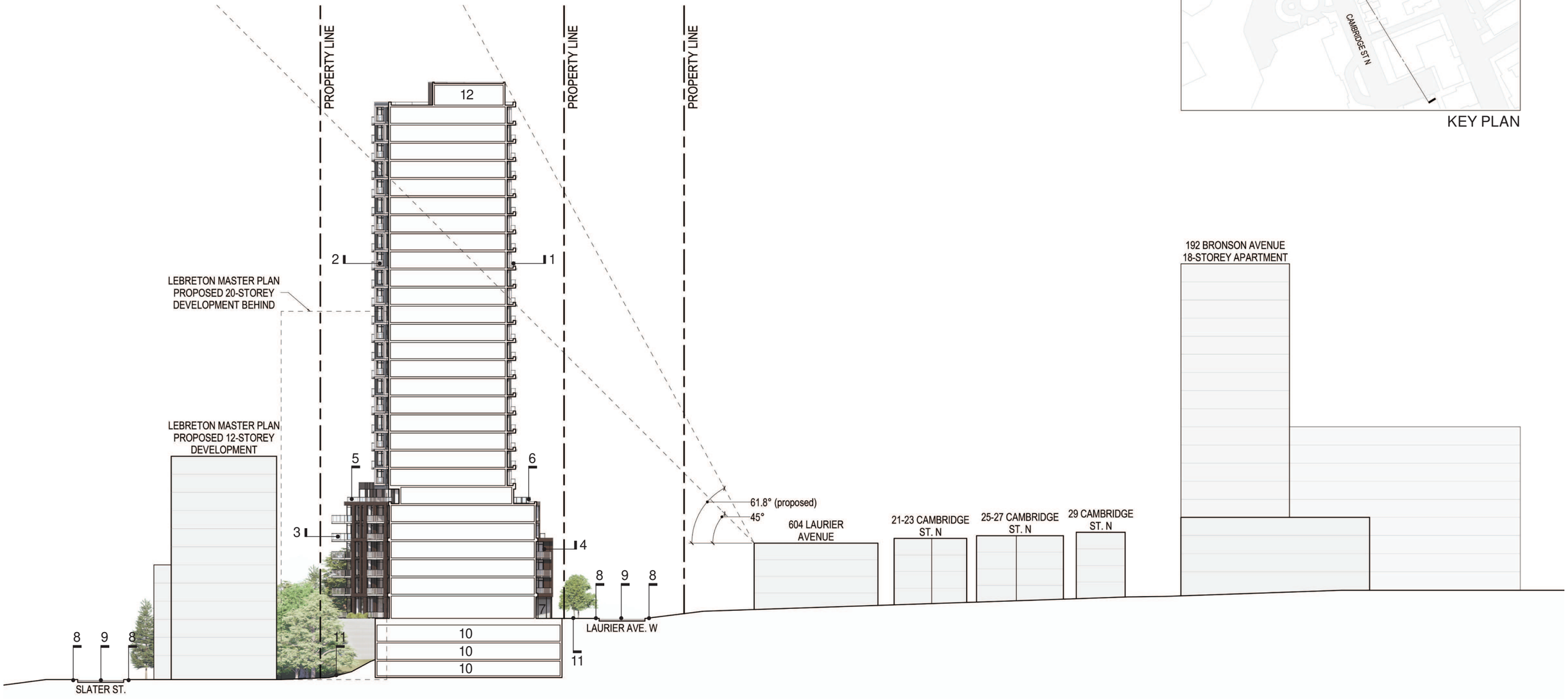
| 2318 | SCALE N.T.S.

LEGEND

1 Recessed balconies (Levels 8 to 28)
2 Juliet balconies (Levels 8 to 28)
3 Projecting balconies (Levels 2 to 6)
4 Recessed balconies (Levels 2 to 4)
5 Private terrace
6 Communal terrace
7 Main entrance
8 Sidewalk
9 Street
10 Parking levels
11 Soft landscaping
12 Mechanical penthouse

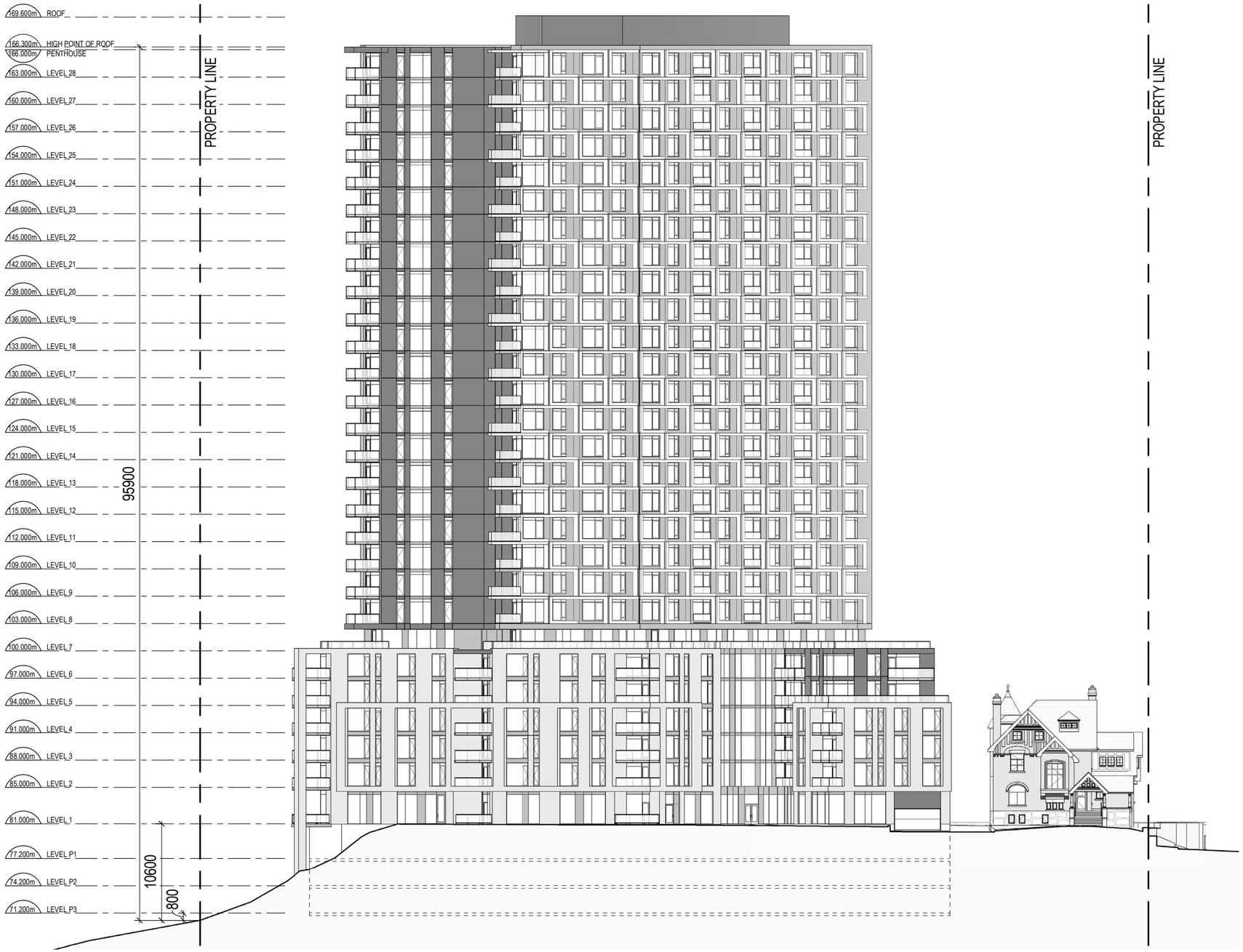


KEY PLAN



601 LAURIER AVENUE TRANSITION / ANGULAR PLANE STUDY

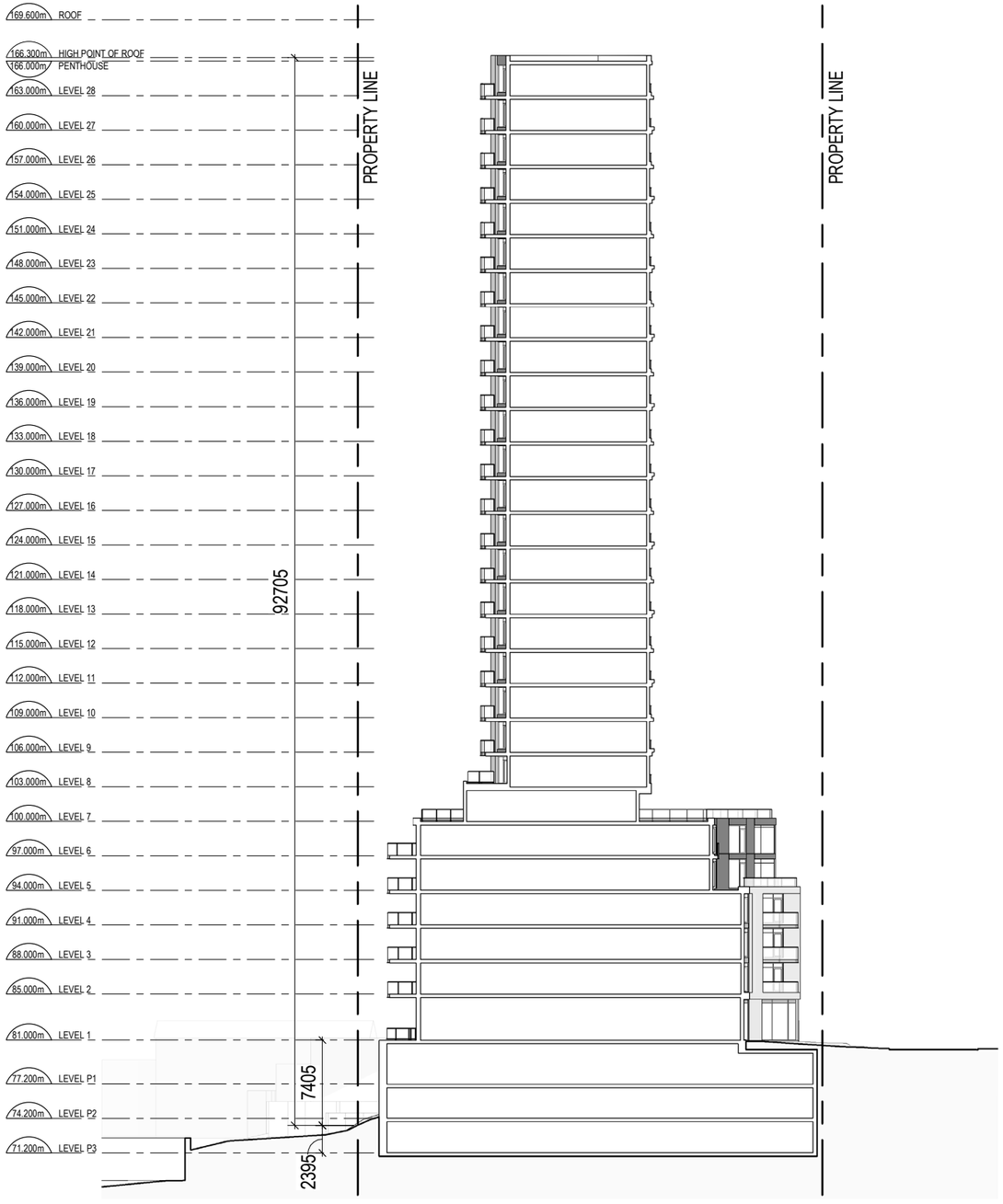
| 2318 | SCALE N.T.S



KEY PLAN

601 LAURIER AVENUE ESCARPMENT TRANSITION SECTION 1

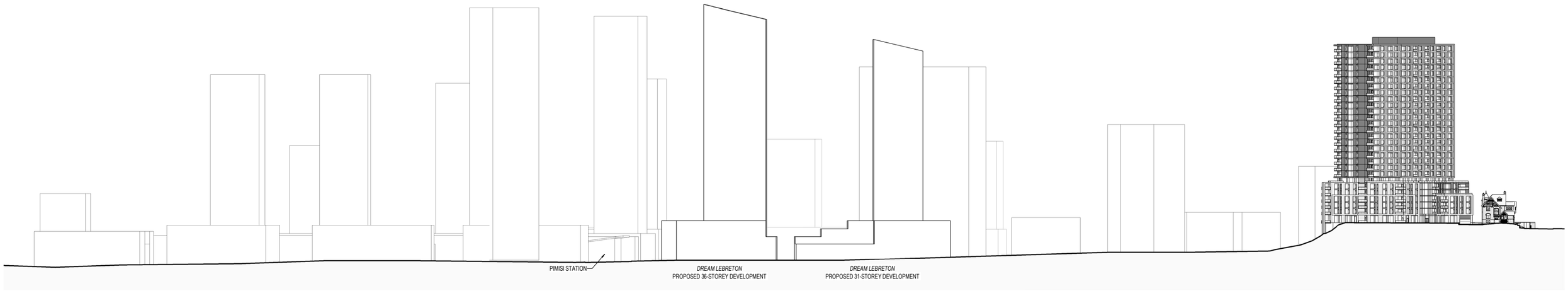
| 2318 | SCALE N.T.S



KEY PLAN

601 LAURIER AVENUE ESCARPMENT TRANSITION SECTION 2

| 2318 | SCALE N.T.S



LEBRETON MASTER PLAN PROPOSED
DEVELOPMENT MASSING

601 LAURIER AVENUE PLANNED CONTEXT CROSS SECTION ALONG ALBERT STREET

| 2318 | SCALE N.T.S

Previous Massing

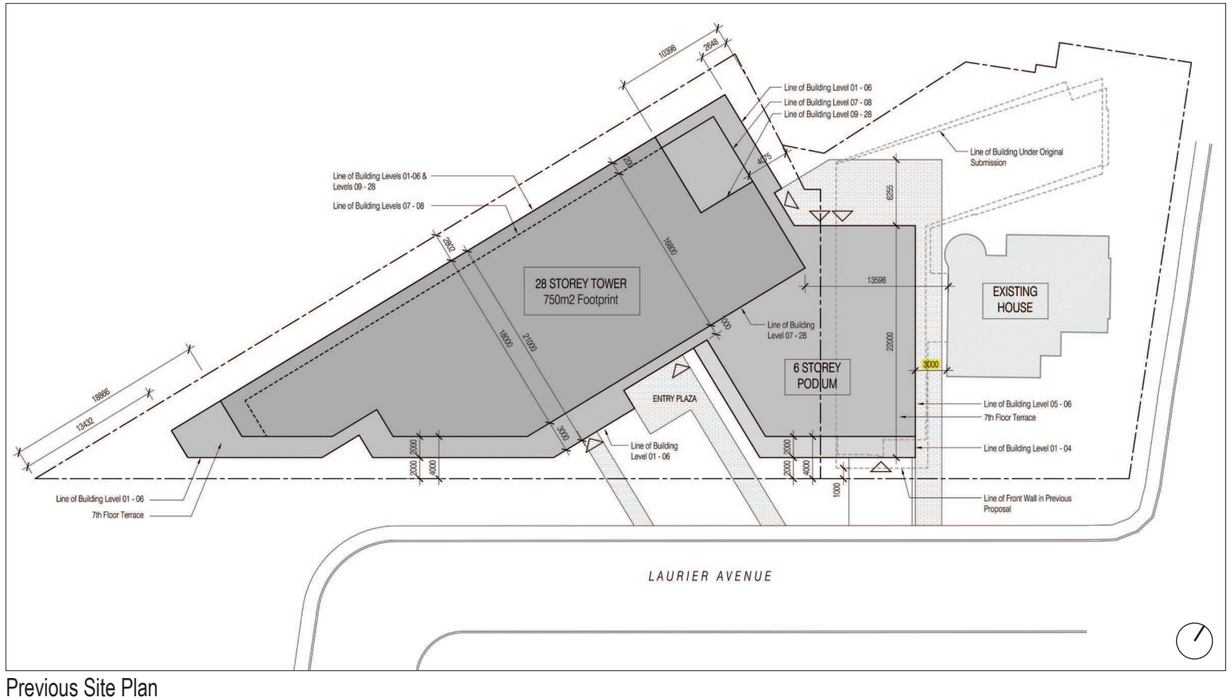
Current Massing

DESIGN EVOLUTION

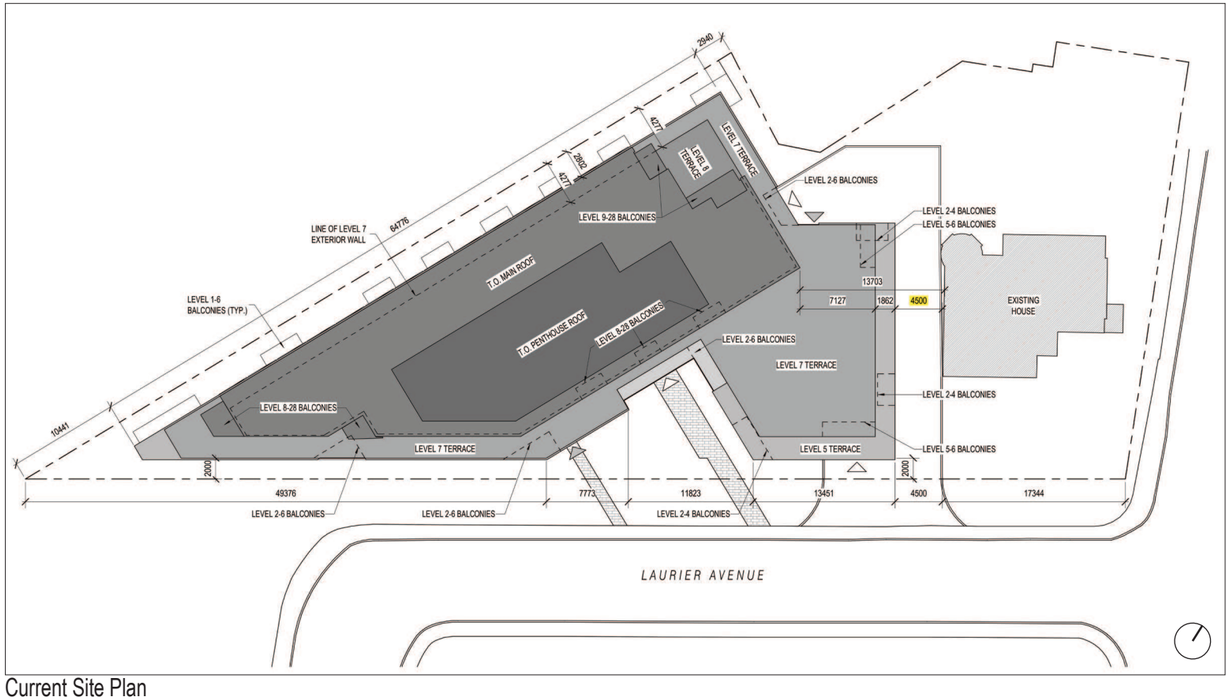
The initial massing concept positioned the proposed development 3 meters from the existing Heritage House for the first six storeys of the podium. This approach was primarily driven by the objective to maximize leasable space, providing ample room for residential units while maintaining vehicular access to essential building services at the rear. This configuration, however, raised concerns about the proximity to the Heritage House and its impact on both the historical context and practical access, and required further consideration to improve spatial dynamics and circulation.

In response to these concerns, the current design iteration has been refined to enhance both spatial and aesthetic relationships. The podium has been shifted an additional 1.5 meters away from the Heritage House, resulting in a total separation of 4.5 meters. Furthermore, levels five and six of the podium are now recessed an additional 1.8 meters, creating a more gradual transition to the tower levels above. The first four levels of the podium, which align with the height of the Heritage House, will feature red-tone brick complimenting the red brick of the existing structure. This material choice reinforces the architectural dialogue between the new and existing building.

These adjustments not only facilitate improved vehicle passage but also achieve better visual alignment with the surrounding context, ensuring the new development seamlessly integrates with its urban environment while respecting the historical significance of the adjacent Heritage House.



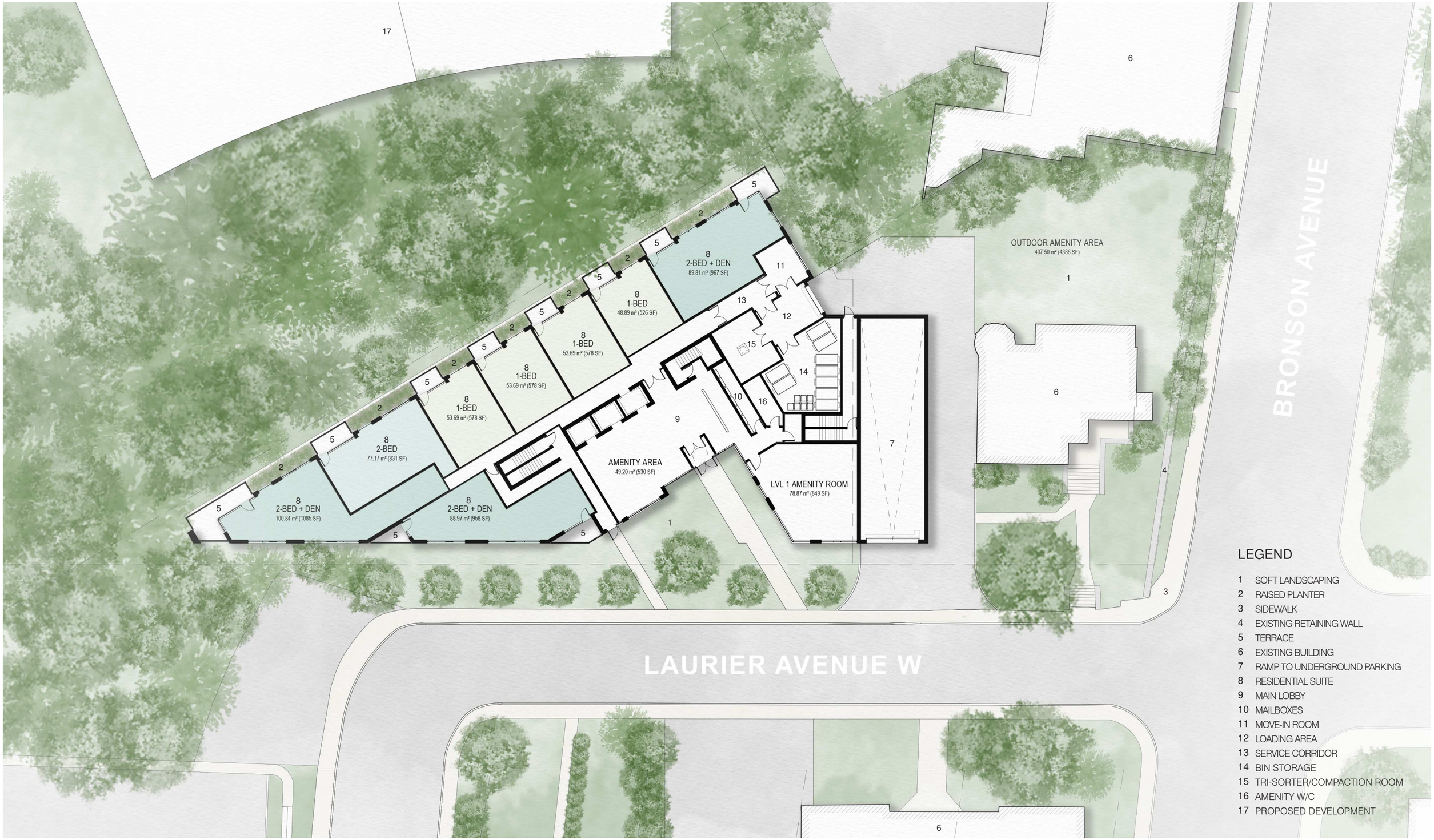
Previous Site Plan



Current Site Plan

601 LAURIER AVENUE ALTERNATE MASSING/DESIGN EVOLUTION

| 2318 | SCALE N.T.S.



LEGEND

1 SOFT LANDSCAPING
2 RAISED PLANTER
3 SIDEWALK
4 EXISTING RETAINING WALL
5 TERRACE
6 EXISTING BUILDING
7 RAMP TO UNDERGROUND PARKING
8 RESIDENTIAL SUITE
9 MAIN LOBBY
10 MAILBOXES
11 MOVE-IN ROOM
12 LOADING AREA
13 SERVICE CORRIDOR
14 BIN STORAGE
15 TRI-SORTER/COMPACTION ROOM
16 AMENITY W/C
17 PROPOSED DEVELOPMENT

601 LAURIER AVENUE FLOOR PLAN - GROUND FLOOR / CONCEPTUAL LANDSCAPE PLAN

| 2318 | SCALE 1:350

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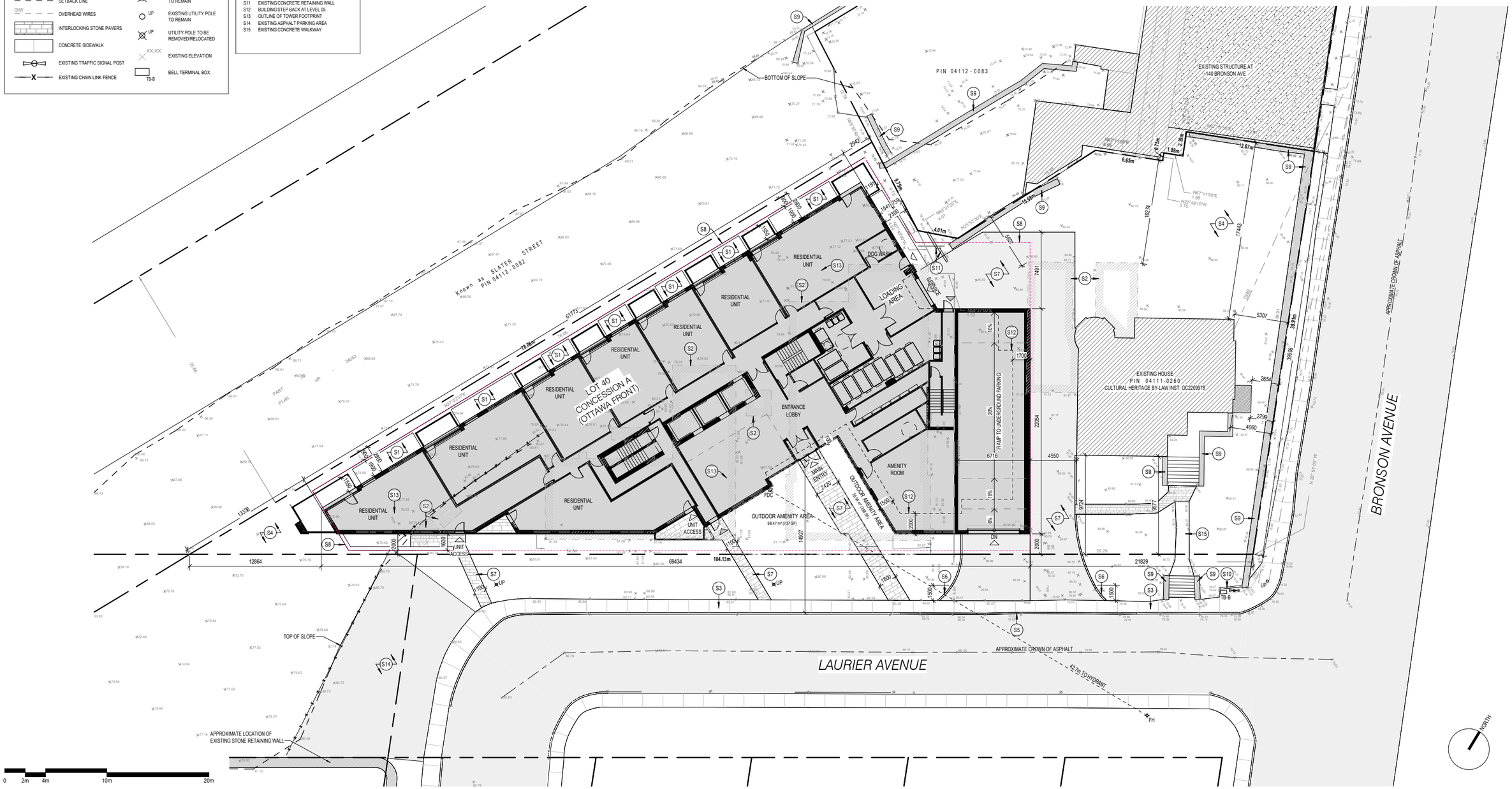
SITE PLAN SYMBOLS LEGEND

- BUILDING ENTRANCE
- BUILDING EXIT
- BICYCLE PARKING
- PROPERTY LINE
- SETBACK LINE
- OHW — OVERHEAD WIRES
- INTERLOCKING STONE PAVERS
- CONCRETE SIDEWALK
- EXISTING TRAFFIC SIGNAL POST
- EXISTING CHAIN LINK FENCE
- FDC — FIRE DEPARTMENT CONNECTION
- FH — FIRE HYDRANT
- NEW STREET LIGHT
- STREET LIGHT TO BE REMOVED
- EXISTING STREET LIGHT TO REMAIN
- UP — EXISTING UTILITY POLE TO REMAIN
- UP — UTILITY POLE TO BE REMOVED/RELOCATED
- XX.XX — EXISTING ELEVATION
- TB-B — BELL TERMINAL BOX

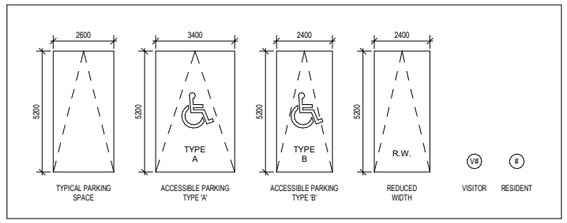
SITE PLAN NOTES

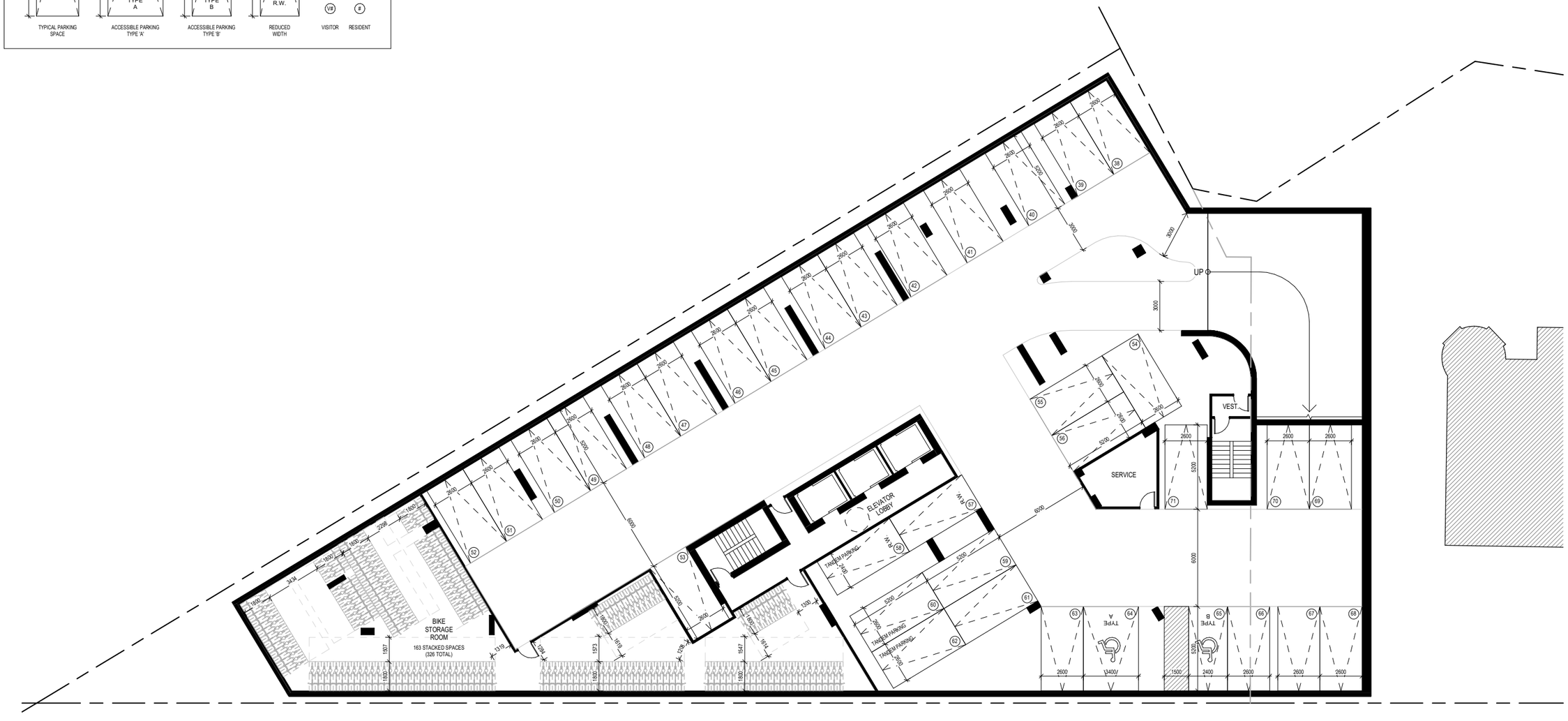
S1	RAISED PLANTER
S2	EXISTING STRUCTURE TO BE DEMOLISHED
S3	CONCRETE SIDEWALK
S4	SOFT LANDSCAPING
S5	DEPRESSED CURB
S6	CURB TRANSITION
S7	HARD LANDSCAPING
S8	LINE OF UNDERGROUND STRUCTURE BELOW
S9	EXISTING STONE RETAINING WALL
S10	EXISTING WOOD RETAINING WALL
S11	EXISTING CONCRETE RETAINING WALL
S12	BUILDING STEP BACK AT LEVEL 05
S13	OUTLINE OF TOWER FOOTPRINT
S14	EXISTING ASPHALT PARKING AREA
S15	EXISTING CONCRETE WALKWAY



601 LAURIER AVENUE SITE PLAN

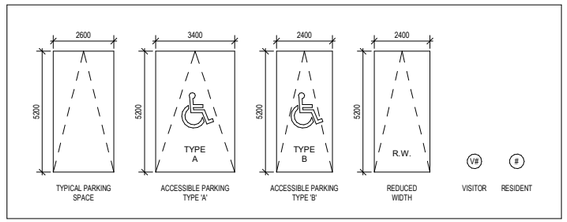
| 2318 | SCALE N.T.S.

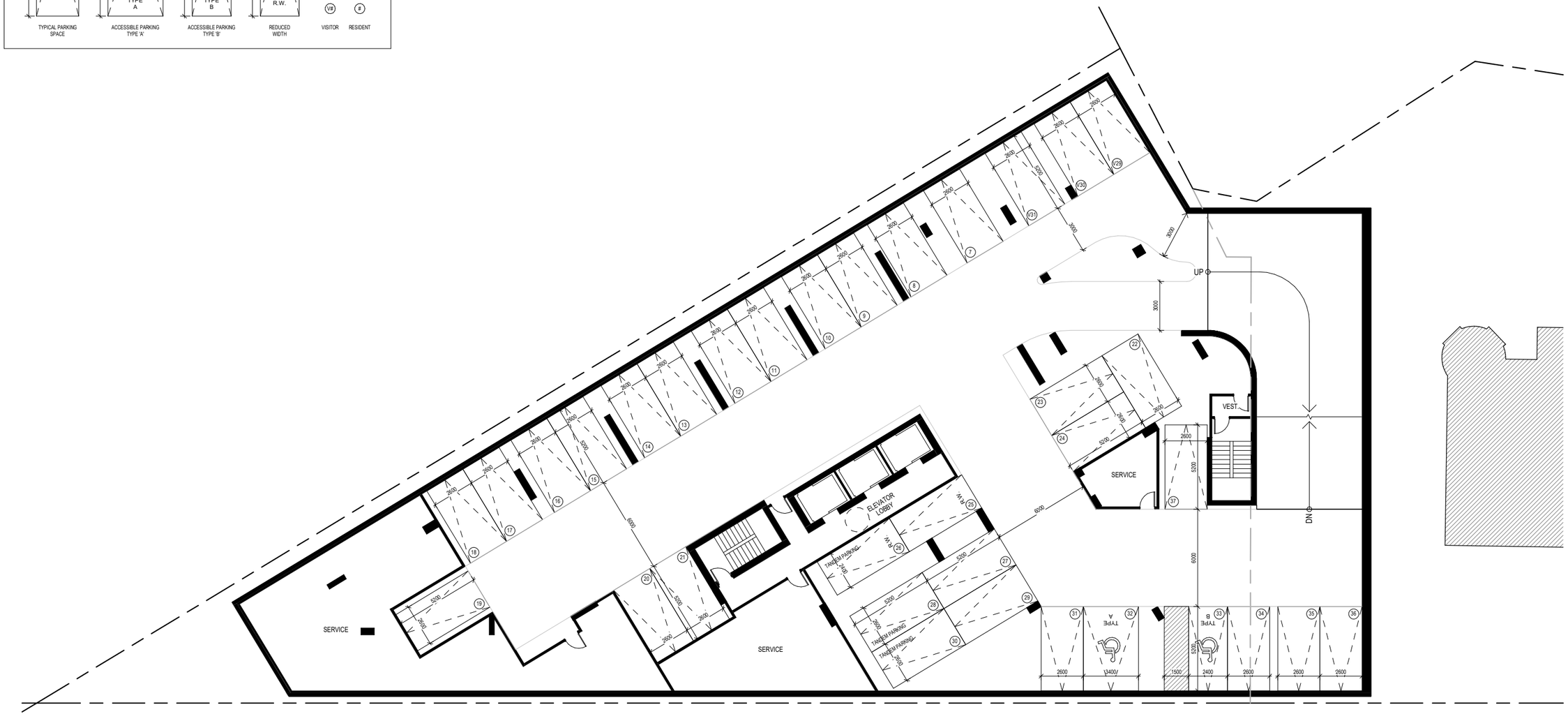




601 LAURIER AVENUE FLOOR PLAN - PARKING LEVEL 3

| 2318 | SCALE N.T.S.





601 LAURIER AVENUE FLOOR PLAN - PARKING LEVEL 2

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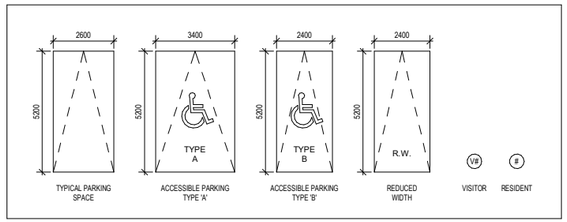

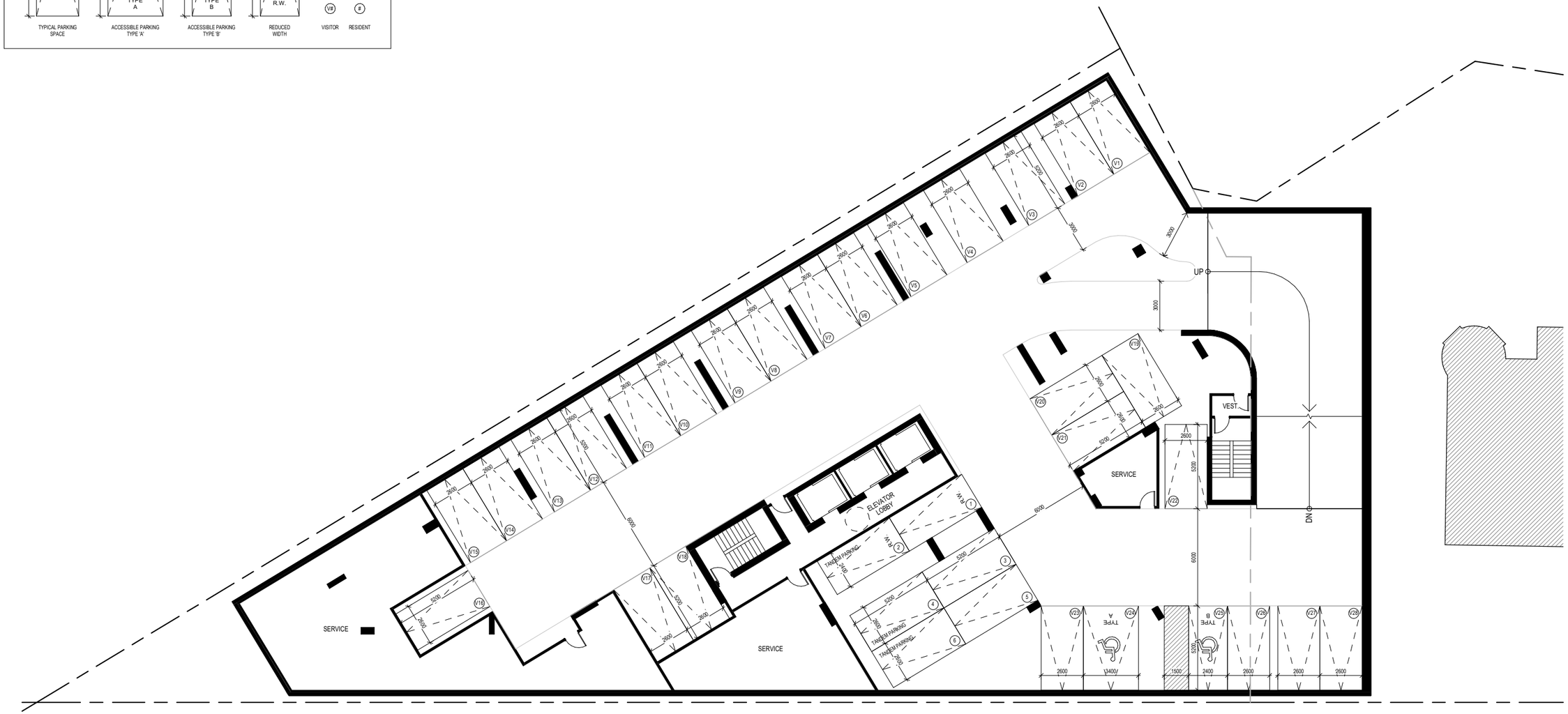

601 LAURIER AVENUE FLOOR PLAN - PARKING LEVEL 1

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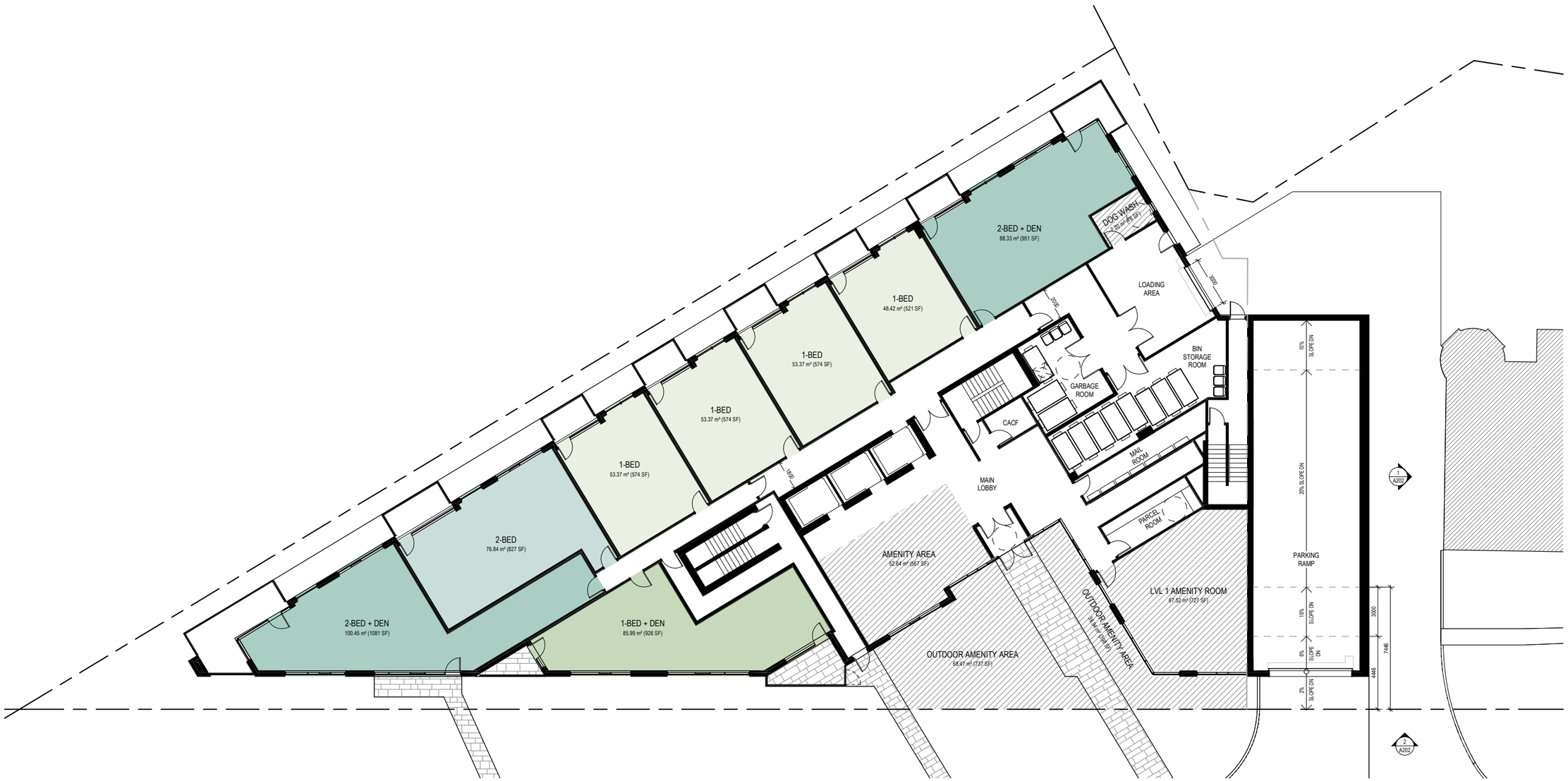
FLOOR/ROOF PLAN NOTES

P1 GLASS JULIETTE BALCONIES ON WEST ELEVATION. TYPICAL



601 LAURIER AVENUE FLOOR PLAN - GROUND FLOOR

| 2318 | SCALE N.T.S.

FLOOR/ROOF PLAN NOTES

P1 GLASS JULIETTE BALCONIES ON WEST ELEVATION. TYPICAL

601 LAURIER AVENUE FLOOR PLAN - LEVEL 2-4

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601 LAURIER AVENUE FLOOR PLAN - LEVEL 5-6

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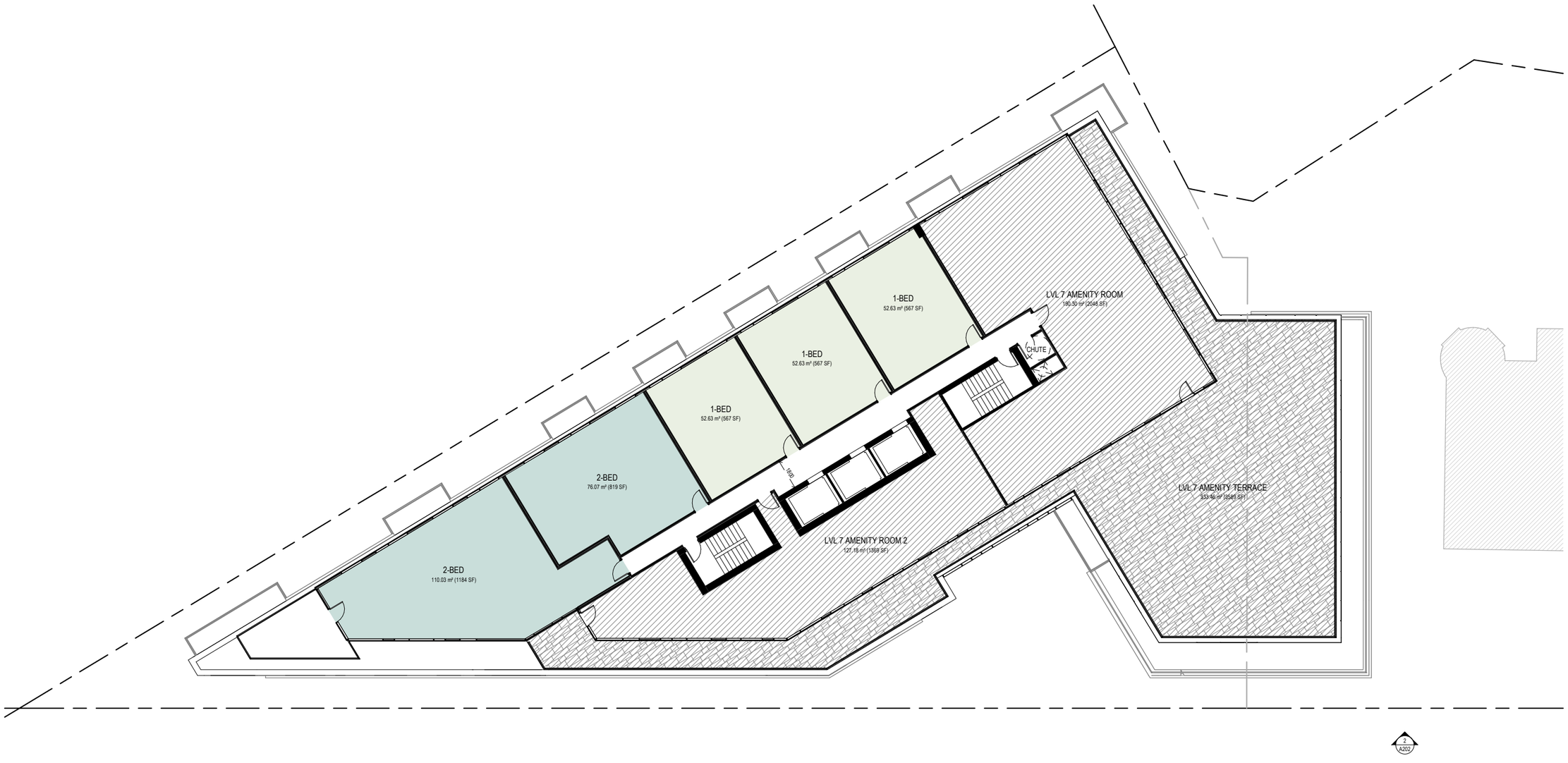


601 LAURIER AVENUE FLOOR PLAN - LEVEL 7

| 2318 | SCALE N.T.S.

FLOOR/ROOF PLAN NOTES

P1 GLASS JULIETTE BALCONIES ON WEST ELEVATION. TYPICAL

601 LAURIER AVENUE FLOOR PLAN - LEVEL 8

| 2318 | SCALE N.T.S.

FLOOR/ROOF PLAN NOTES

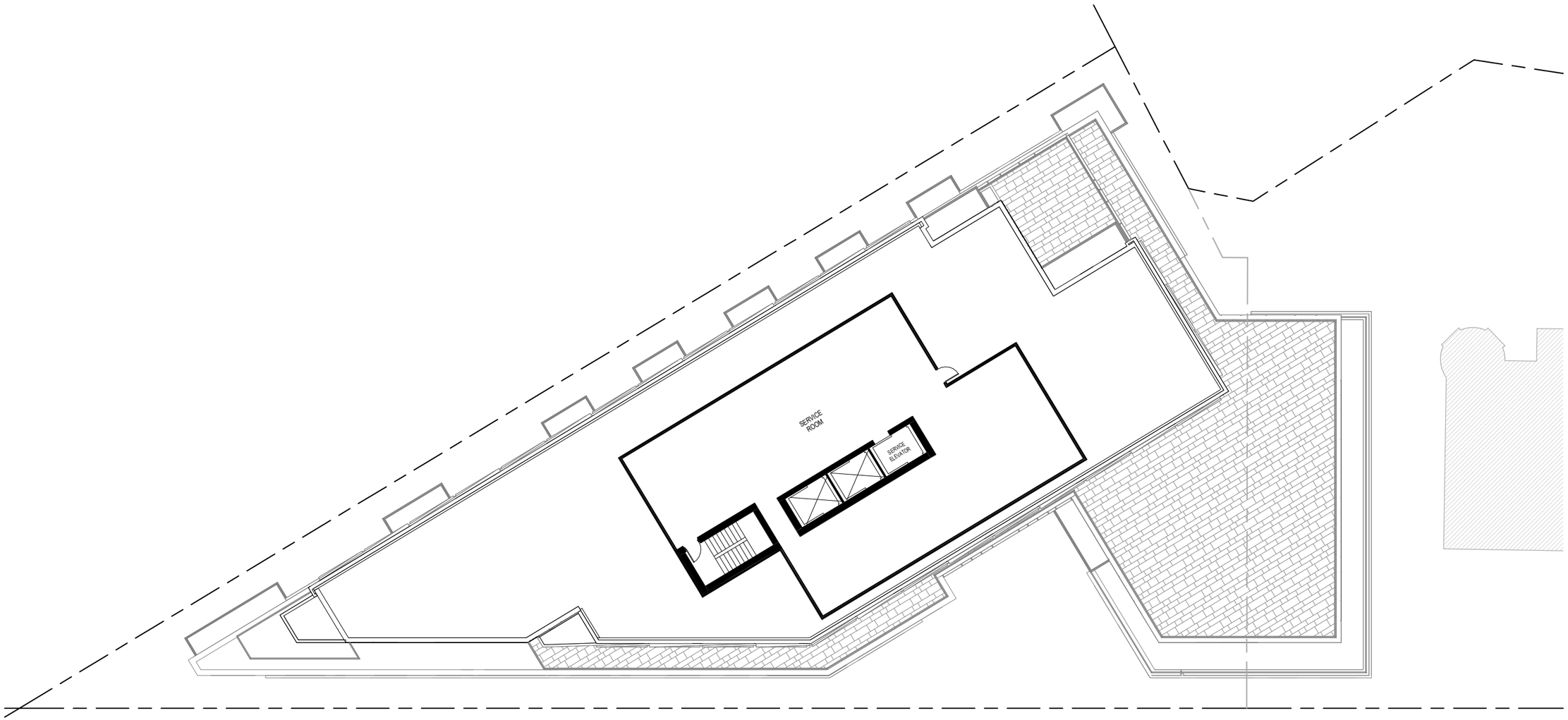
P1 GLASS JULIETTE BALCONIES ON WEST ELEVATION. TYPICAL

TOWER FLOOR PLATE AREA:

WITHOUT BALCONIES:	777m²
WITH BALCONIES:	799m²

601 LAURIER AVENUE FLOOR PLAN - LEVEL 9-28

| 2318 | SCALE N.T.S.

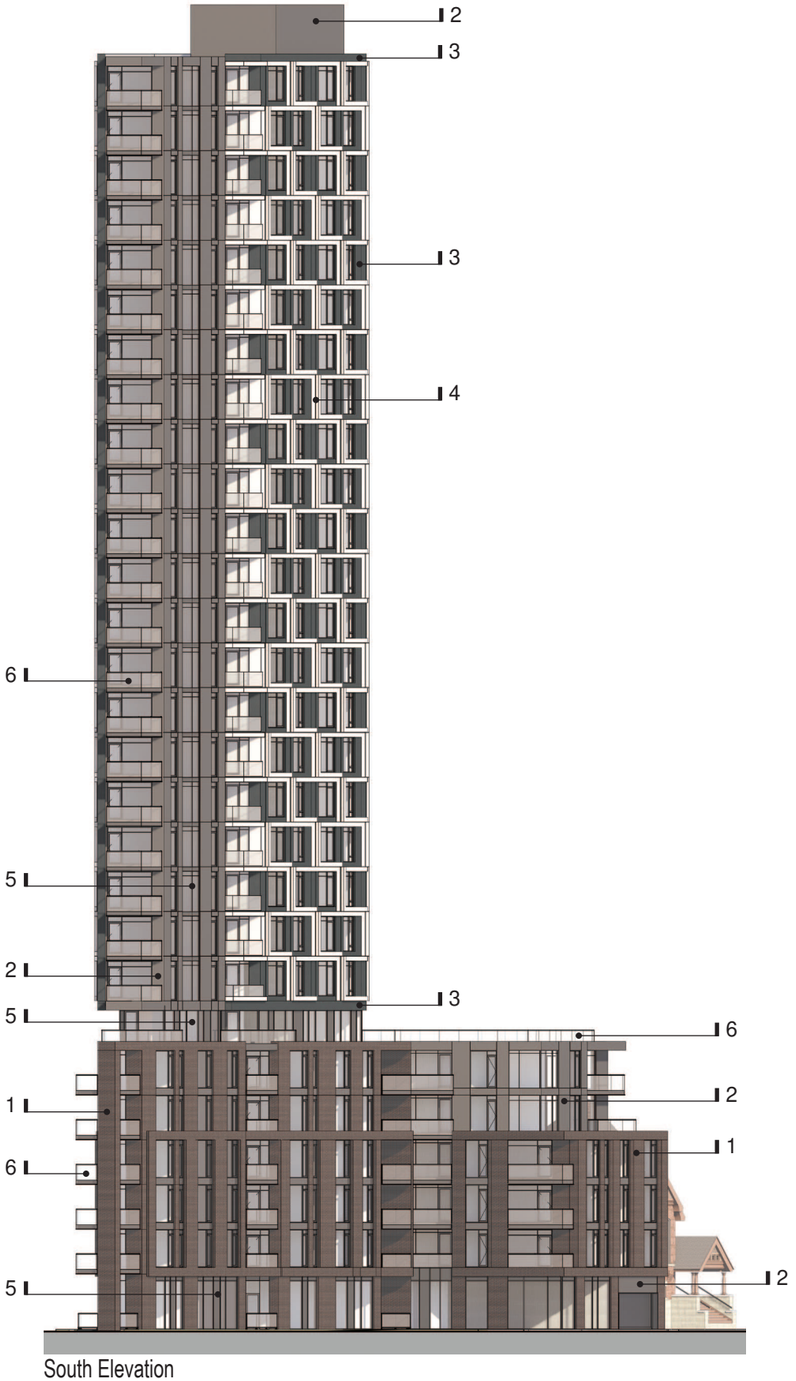


601 LAURIER AVENUE FLOOR PLAN - PENTHOUSE

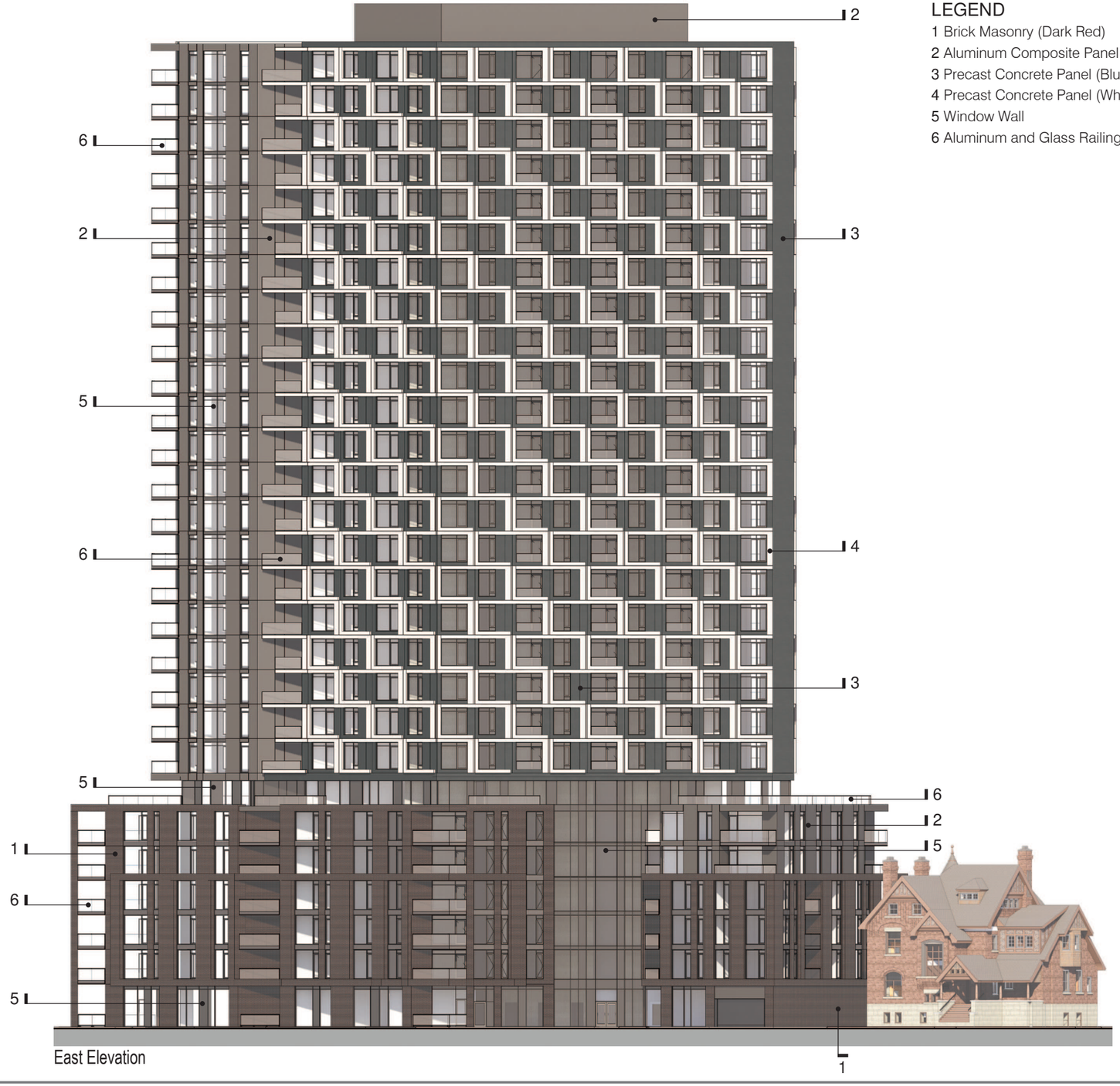
| 2318 | SCALE N.T.S.

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

project1 studio



South Elevation



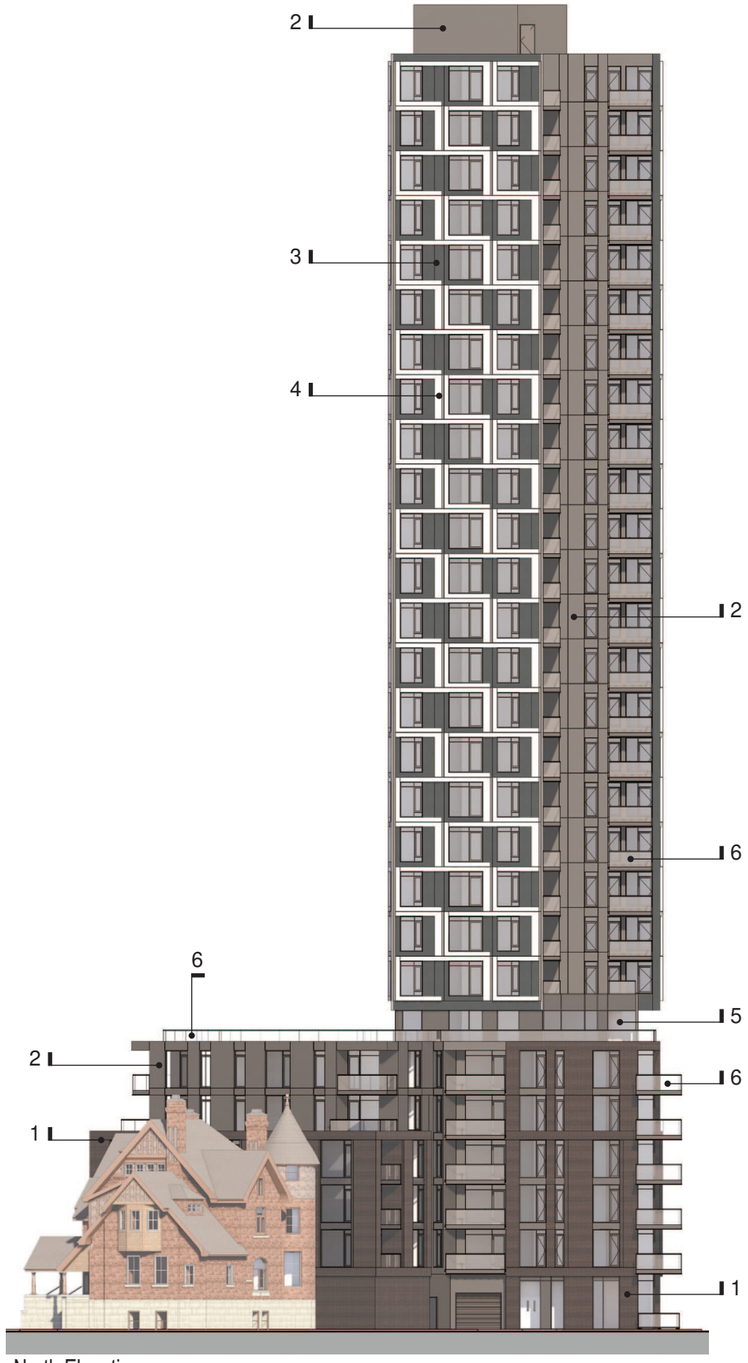
East Elevation

LEGEND

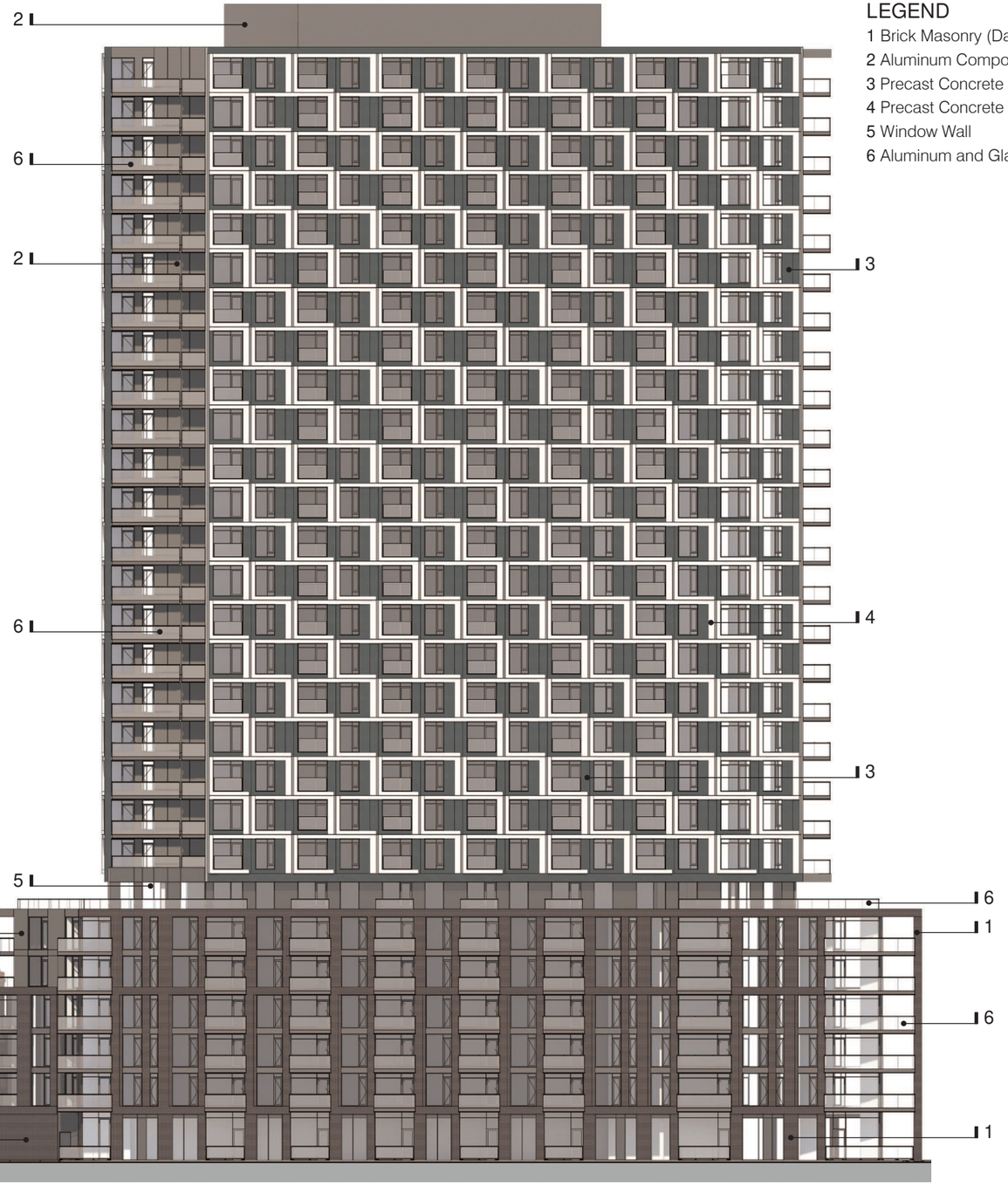
1 Brick Masonry (Dark Red)
2 Aluminum Composite Panel (Dark Grey)
3 Precast Concrete Panel (Blue-Grey)
4 Precast Concrete Panel (White)
5 Window Wall
6 Aluminum and Glass Railing

601 LAURIER AVENUE BUILDING DESIGN - SOUTH & EAST ELEVATION

| 2318 | SCALE N.T.S.



North Elevation



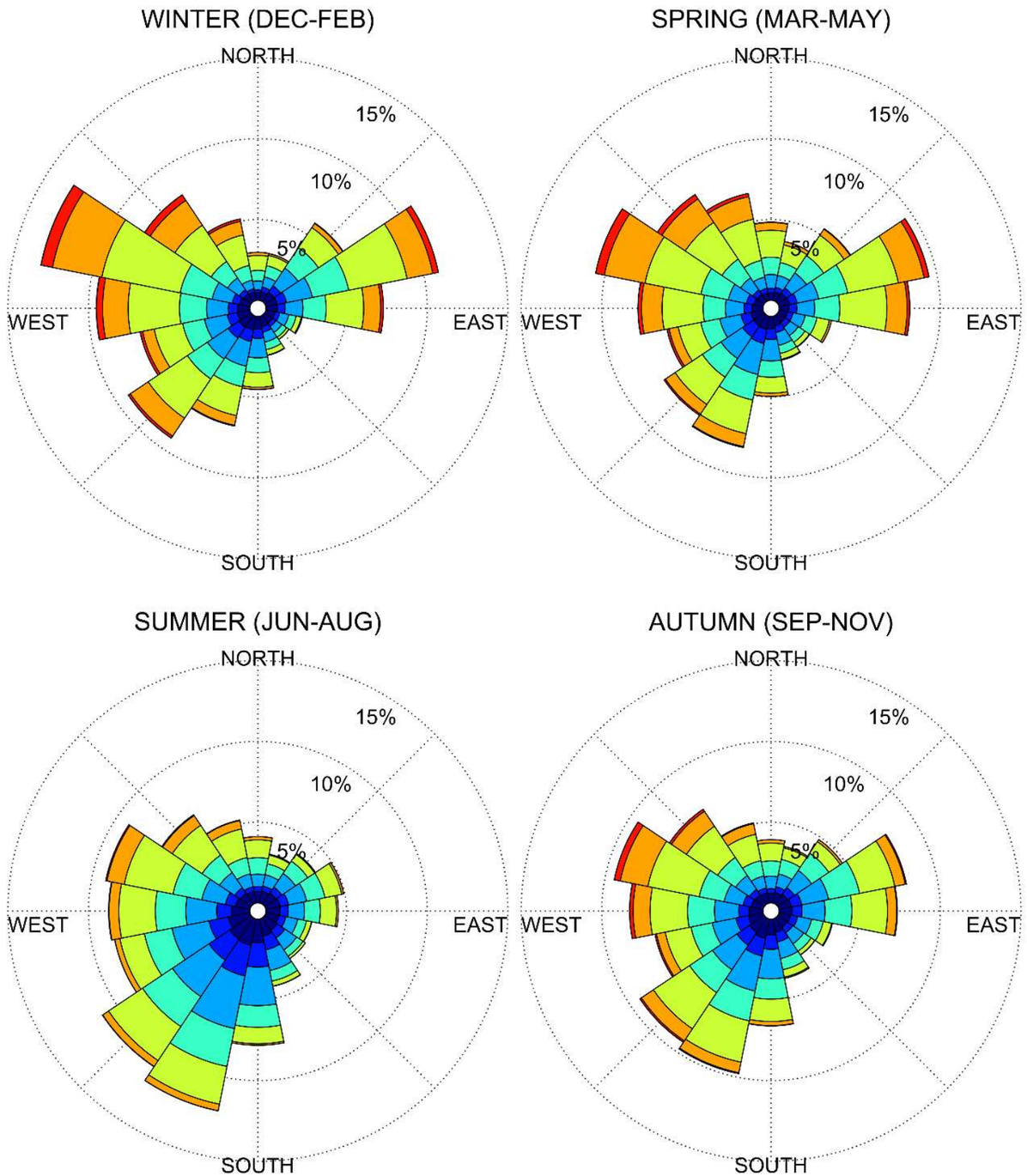
West Elevation

LEGEND

1 Brick Masonry (Dark Red)
2 Aluminum Composite Panel (Dark Grey)
3 Precast Concrete Panel (Blue-Grey)
4 Precast Concrete Panel (White)
5 Window Wall
6 Aluminum and Glass Railing

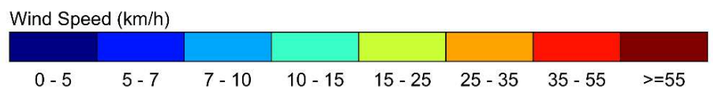
601 LAURIER AVENUE BUILDING DESIGN - NORTH & WEST ELEVATION

| 2318 | SCALE N.T.S.



PEDESTRIAN WIND COMFORT CLASS DEFINITIONS

Wind Comfort Class	Mean Speed (km/h)	Description
SITTING	≤ 10	Mean wind speeds no greater than 10 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 16 km/h.
STANDING	≤ 14	Mean wind speeds no greater than 14 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 22 km/h.
STROLLING	≤ 17	Mean wind speeds no greater than 17 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 27 km/h.
WALKING	≤ 20	Mean wind speeds no greater than 20 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 32 km/h.
UNCOMFORTABLE	> 20	Uncomfortable conditions are characterized by predicted values that fall below the 80% target for walking. Brisk walking and exercise, such as jogging, would be acceptable for moderate excesses of this criterion.



Notes:

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

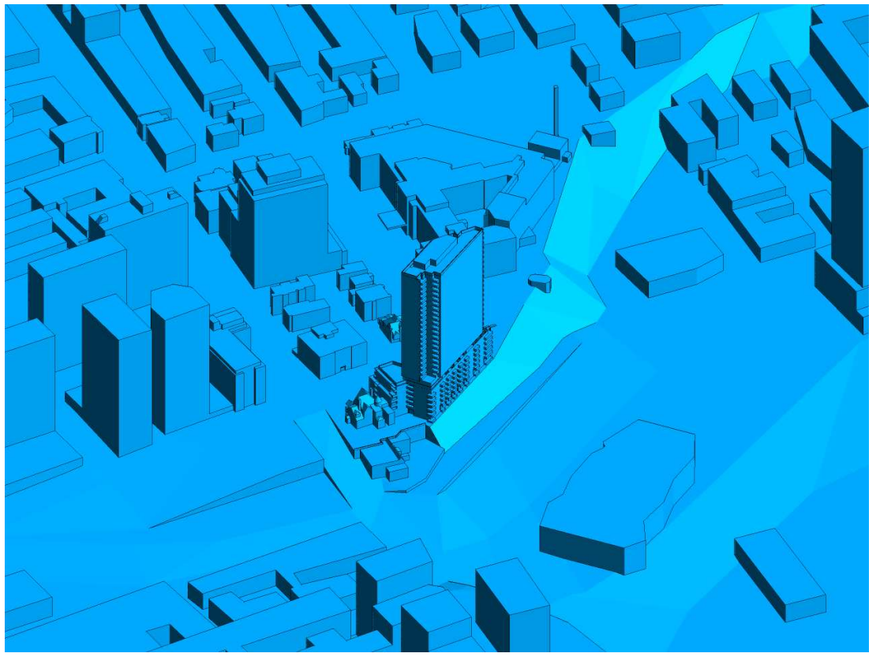


FIGURE 2A: COMPUTATIONAL MODEL, PROPOSED MASSING, NORTH PERSPECTIVE

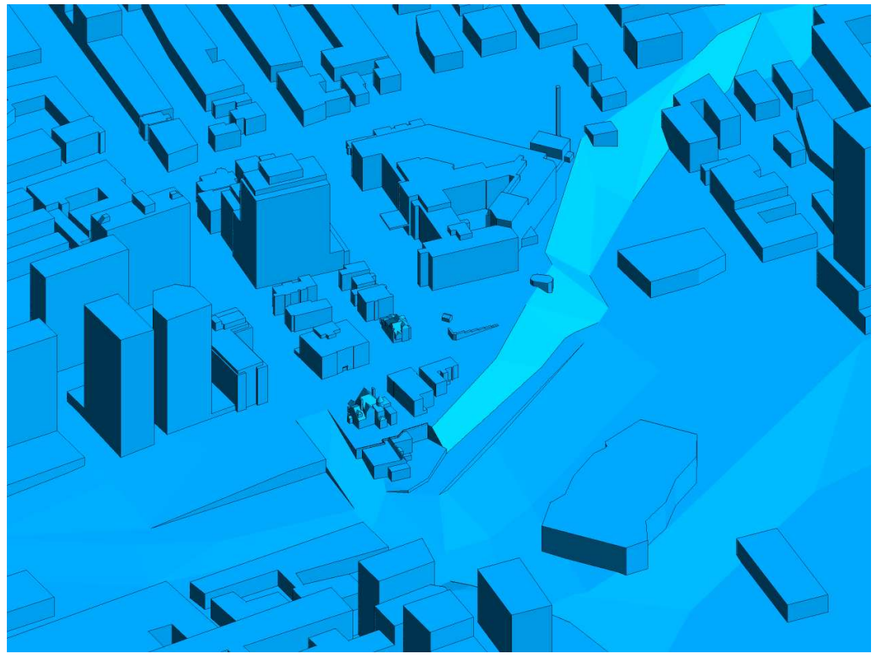


FIGURE 2C: COMPUTATIONAL MODEL, EXISTING MASSING, NORTH PERSPECTIVE

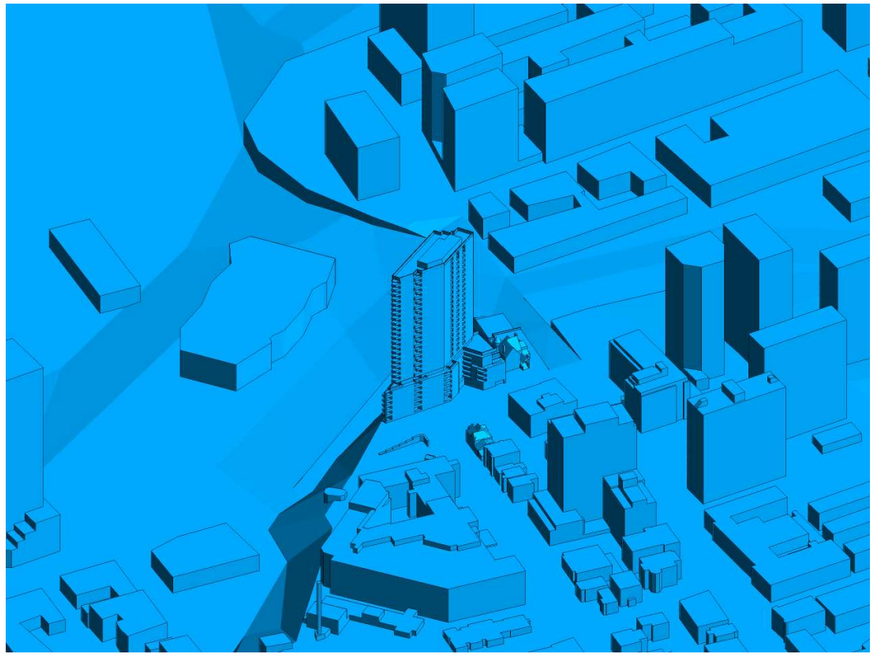


FIGURE 2E: COMPUTATIONAL MODEL, PROPOSED MASSING, SOUTH PERSPECTIVE

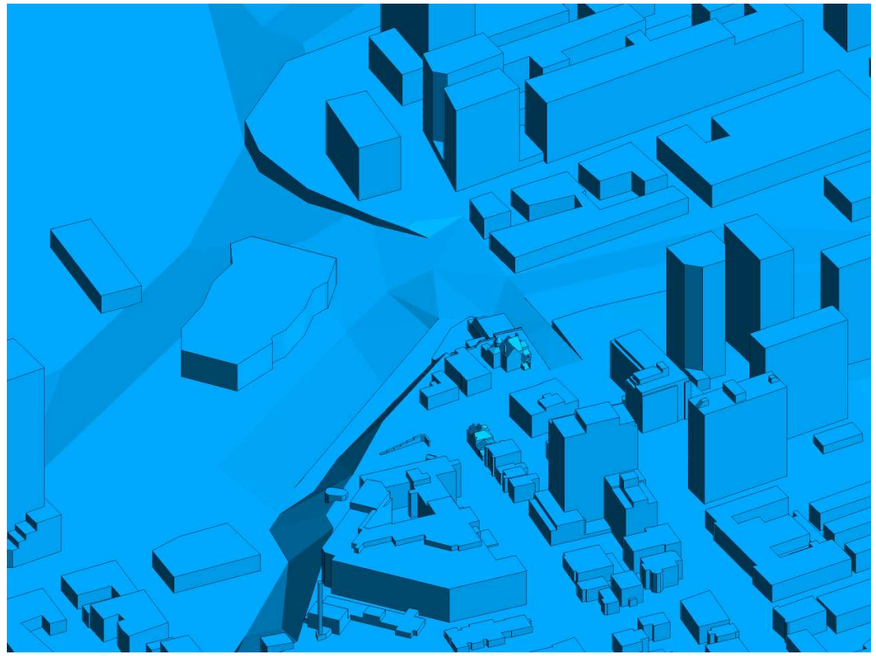


FIGURE 2G: COMPUTATIONAL MODEL, EXISTING MASSING, SOUTH PERSPECTIVE

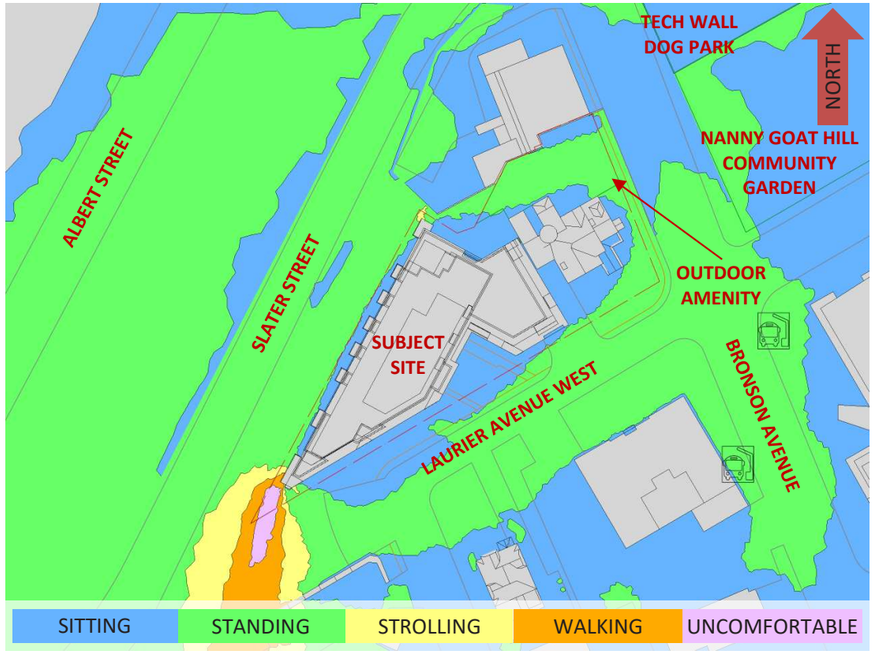


FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

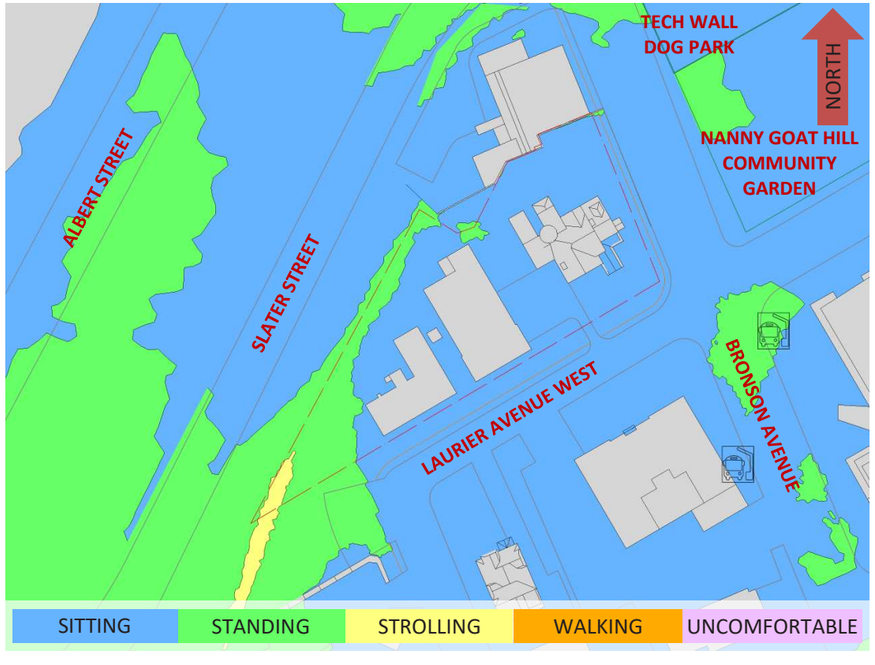


FIGURE 3B: SPRING – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

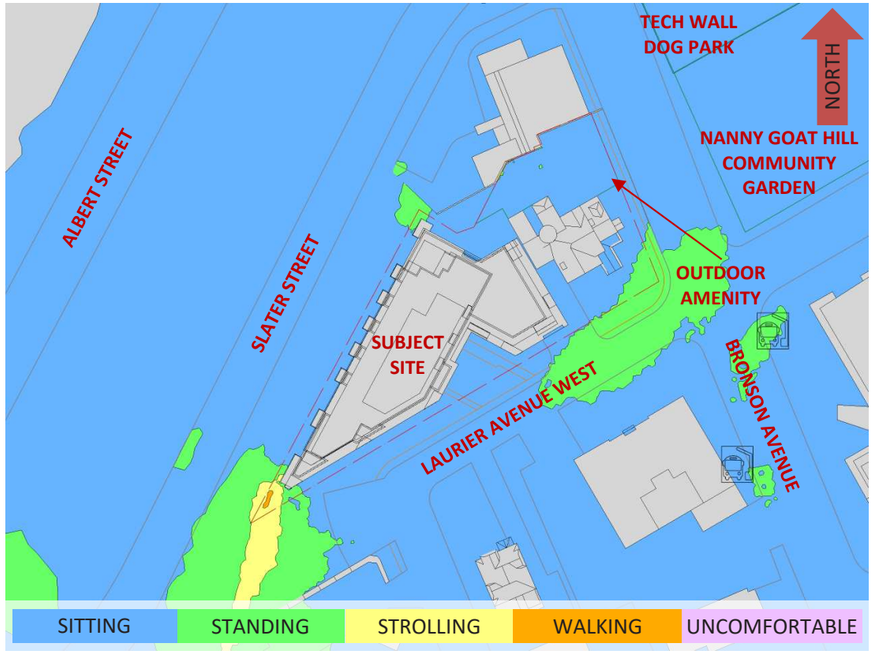


FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

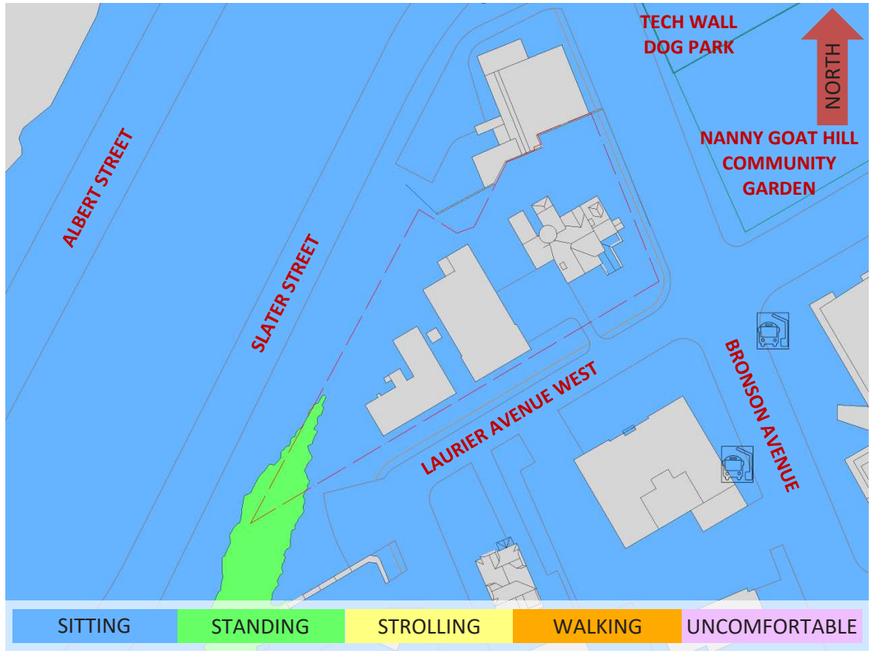


FIGURE 4B: SUMMER – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

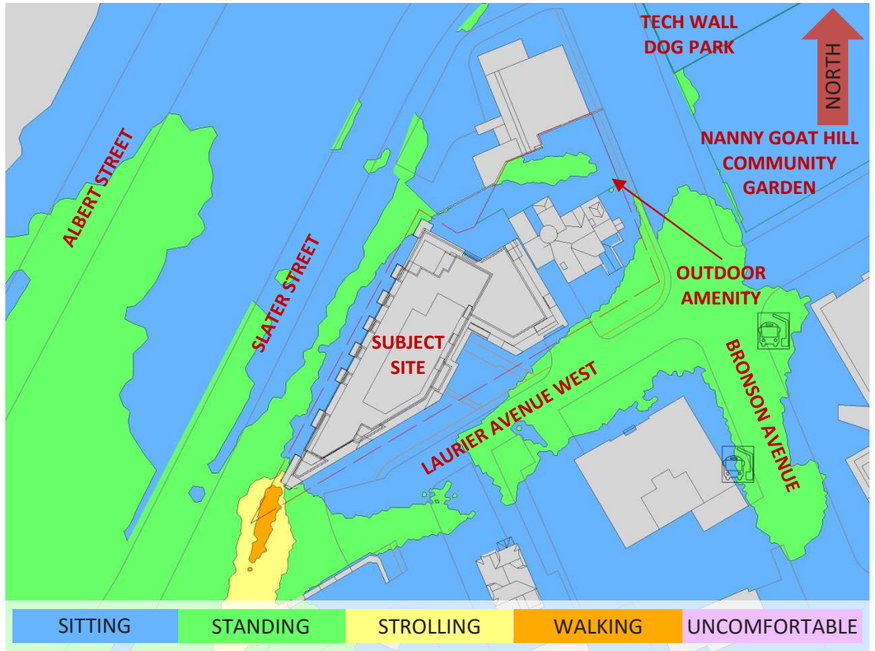


FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

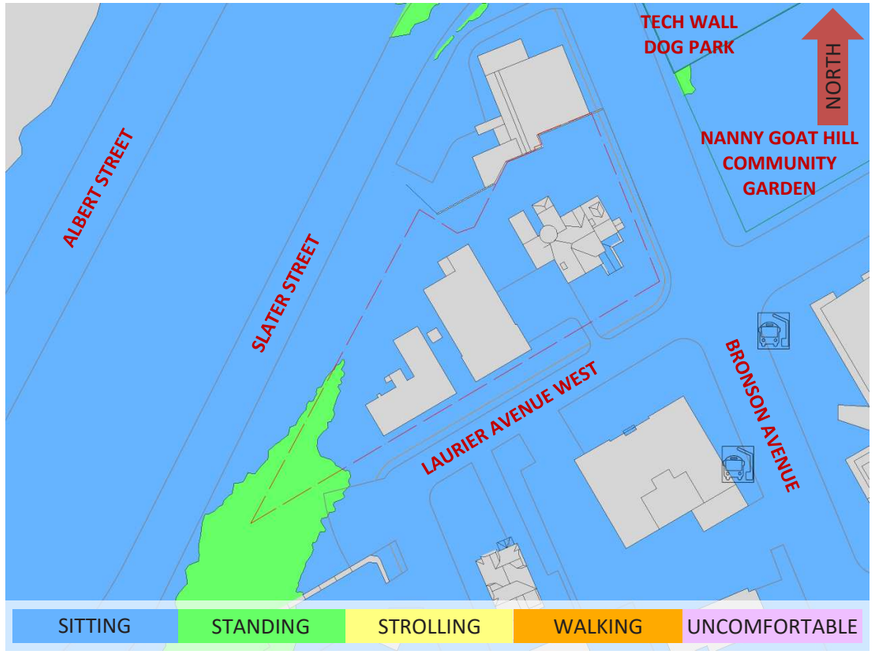


FIGURE 5B: AUTUMN – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

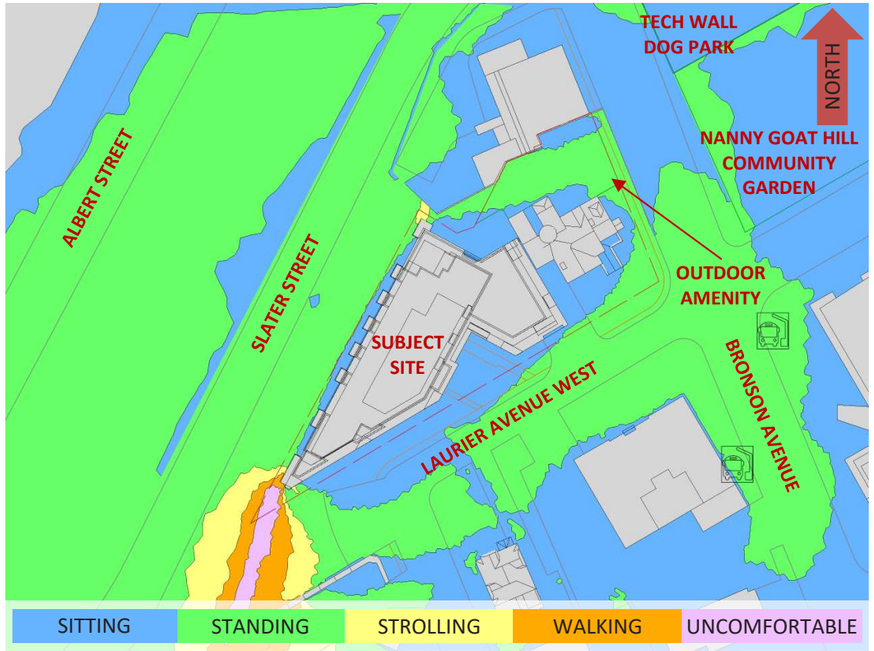


FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

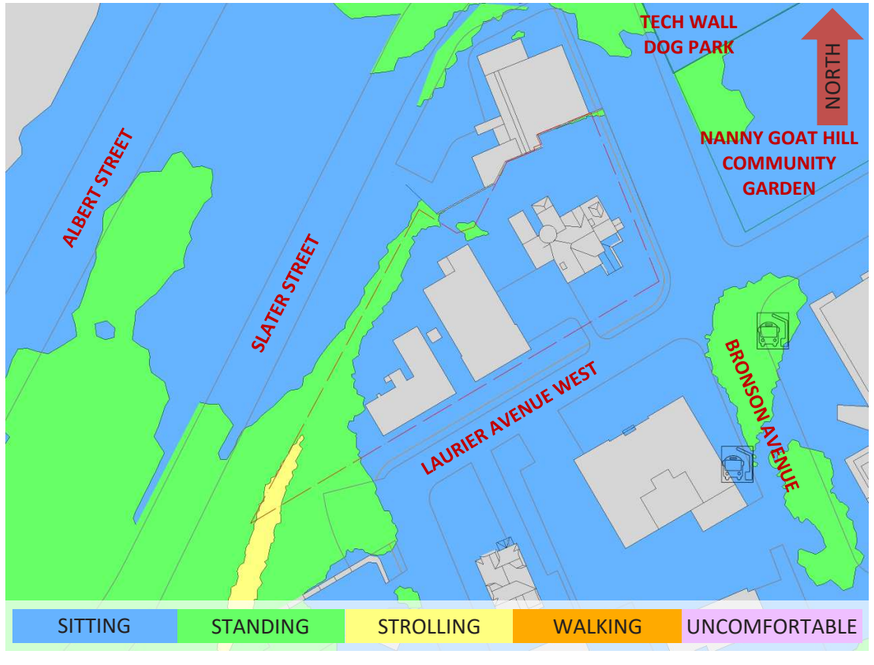


FIGURE 6B: WINTER – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

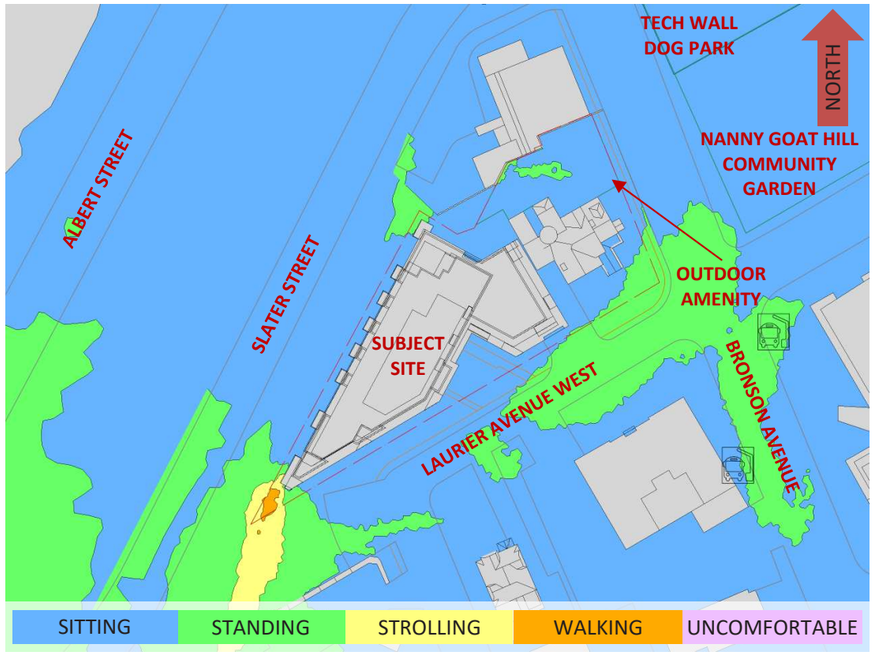


FIGURE 7A: TYPICAL USE PERIOD – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

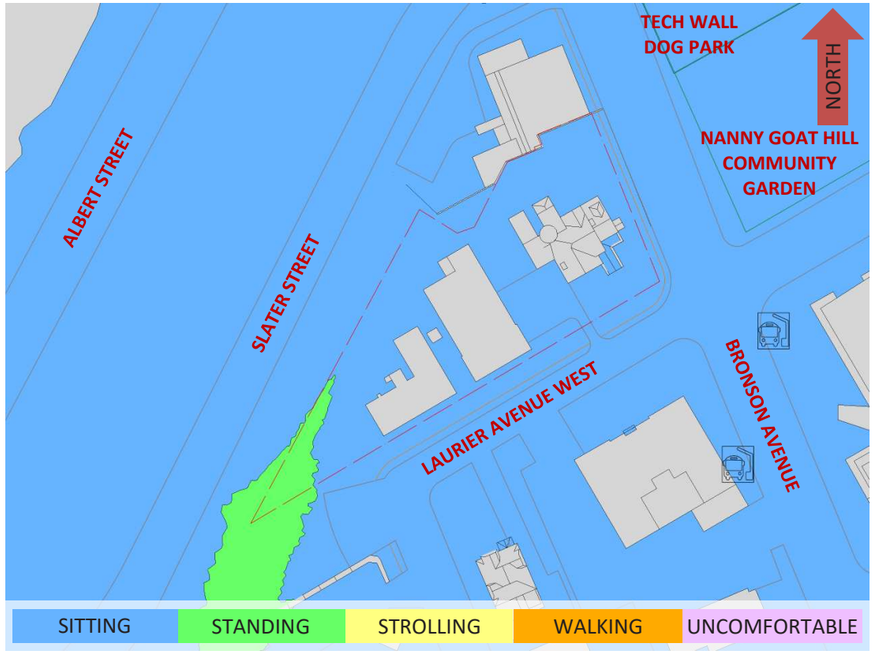


FIGURE 7B: TYPICAL USE PERIOD – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

FIGURE 8A: SPRING – WIND COMFORT, LEVEL 7 COMMON AMENITY TERRACE

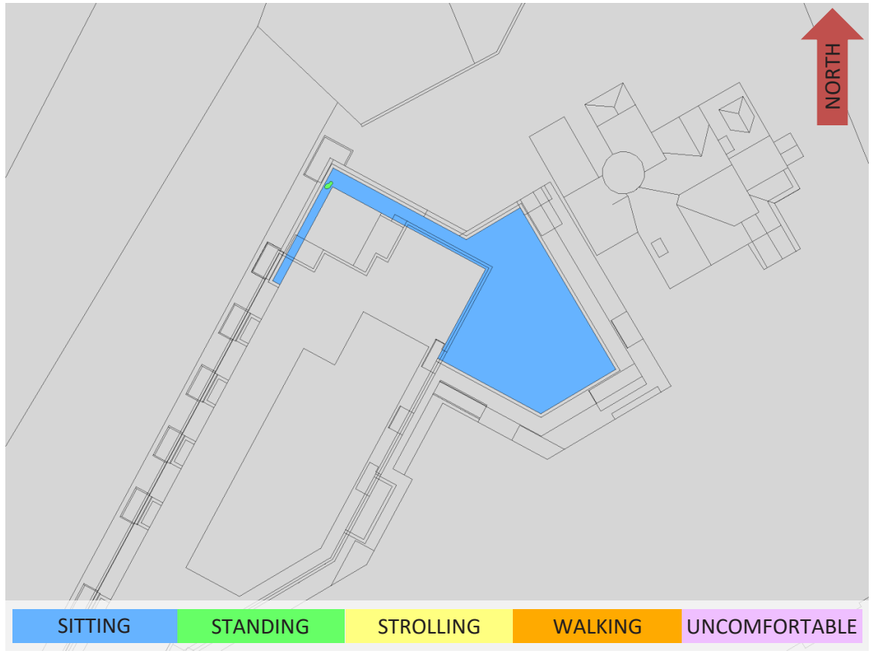


FIGURE 8B: SUMMER – WIND COMFORT, LEVEL 7 COMMON AMENITY TERRACE

FIGURE 8C: AUTUMN – WIND COMFORT, LEVEL 7 COMMON AMENITY TERRACE

FIGURE 9: TYPICAL USE PERIOD – WIND COMFORT, LEVEL 7 COMMON AMENITY TERRACE

FIGURE 8D: WINTER – WIND COMFORT, LEVEL 7 COMMON AMENITY TERRACE

WIND COMFORT CONDITIONS - GROUND FLOOR

Sidewalks and Transit Stops along Bronson Avenue

Following the introduction of the proposed development, wind conditions over the public sidewalks along Bronson Avenue are predicted to be suitable for a mix of sitting and standing throughout the year. Conditions in the vicinity of the nearby transit stops along Bronson Avenue are predicted to be suitable for standing, or better, during the summer, becoming suitable for standing throughout the remainder of the year. The noted conditions are considered acceptable.

Conditions over the sidewalks along Bronson Avenue under the existing massing are predicted to be suitable for sitting during the summer and autumn, becoming suitable for a mix of sitting and standing during the spring and winter. Under the existing massing, conditions in the vicinity of the nearby northbound transit stop are predicted to be suitable for sitting during the summer and autumn, becoming suitable for standing during the spring and winter, while conditions in the vicinity of the nearby southbound transit stop are predicted to be suitable for sitting throughout the year. While the introduction of the proposed development produces slightly windier conditions over these areas in
comparison to existing conditions, the predicted wind comfort conditions with the proposed development are nevertheless considered acceptable.

Sidewalks along Laurier Avenue West and Cambridge Street North

Following the introduction of the proposed development, wind conditions over the public sidewalks along Laurier Avenue West are predicted to be suitable for a mix of sitting and standing during the summer, becoming suitable for standing, or better, throughout the remainder of the year. Conditions over the sidewalks along Cambridge Street North are predicted to be suitable for sitting during the summer, becoming suitable for standing, or better, throughout the remaining seasons. The noted conditions are considered acceptable. Conditions over the sidewalks along Laurier Avenue West and Cambridge Street North under the existing massing are predicted to be suitable for sitting throughout the year. While the introduction of the proposed development produces slightly windier conditions in comparison to existing conditions, the predicted wind comfort conditions with the proposed development are nevertheless considered acceptable.

Tech Wall Dog Park and Nanny Goat Hill Community Garden East of Subject Site

Wind comfort conditions over the Tech Wall Dog Park and Nanny Goat Hill Community Garden situated to the east of the subject site are predicted to be suitable for sitting during the typical use period prior to and following the introduction of the proposed development. The noted conditions are considered acceptable.

Neighbouring Existing Drive Aisles and Surface Parking Lots

Following the introduction of the proposed development, wind conditions over the existing surface parking lot to the northeast of the proposed development are predicted to be suitable for sitting during the summer, becoming suitable for a mix of sitting and standing during the autumn, and suitable for standing, or better, during the spring and winter. Conditions over the existing surface parking lots to the south are predicted to be sitting during the summer, becoming suitable for a mix of sitting and standing throughout the remainder of the year. Conditions over the existing surface parking lots to the southwest are predicted to be standing, or better, during the summer, becoming suitable for walking, or better, throughout the remainder of the year. The noted conditions are considered acceptable.

Under the existing massing, conditions over the surface parking lot to the northeast are predicted to be suitable for mostly sitting throughout the year, while conditions over the surface parking lots to the south are predicted to be suitable for sitting throughout the year. Conditions over the surface parking lots to the southwest under the existing massing are predicted to be sitting during the summer, becoming suitable for standing, or better, during the spring, autumn, and winter. While the introduction of the proposed development produces windier conditions in comparison to existing conditions, the predicted wind comfort conditions with the proposed development are nevertheless considered acceptable.

Forested Area Southwest of Subject Site

Following the introduction of the proposed development, wind conditions over the forested area to the southwest of the subject site are predicted to be suitable for strolling, or better, during the summer, becoming suitable for a mix of standing, strolling, and walking
throughout the remainder of the year. An isolated region of conditions that may occasionally be considered uncomfortable for walking during the spring and winter is predicted to the southwest of the subject site. This area is expected to be inaccessible to pedestrians. Conditions over the noted area are predicted to be suitable for walking for approximately 77% of the time during the spring and winter seasons, representing 3% exceedances of the walking threshold. As these conditions are located within a limited region where pedestrian access is restricted, the noted conditions may be considered satisfactory.

Outdoor Amenity Northeast of Subject Site

During the typical use period, wind conditions over the outdoor amenity at the northeast corner of the subject site are predicted to be suitable for mostly sitting with an isolated region suitable for standing central to the space. Where conditions are suitable for standing, they are also suitable for sitting for at least 79% of the time during the same period, where the target is 80% to achieve the sitting comfort class. As conditions are predicted to be suitable for sitting over the majority of the area and the exceedance of the sitting comfort threshold may be considered marginal, the noted conditions may be considered acceptable.

Proposed Drive Aisle and Walkways

Wind comfort conditions over the drive aisle and walkways serving the proposed development are predicted to be suitable for sitting during the summer, becoming suitable for standing, or better, throughout the remainder of the year. The noted conditions are considered
acceptable.

Building Access Points

Owing to the protection of the building façade, wind conditions in the vicinity of the building access points serving the proposed development are predicted to be suitable for sitting throughout the year, which is considered acceptable

WIND COMFORT CONDITIONS – LEVEL 7 COMMON AMENITY TERRACE

As illustrated in Figure 9, wind comfort conditions within the common amenity terrace serving the proposed development at Level 7 are predicted to be suitable for sitting, which is considered acceptable. Notably, the Level 7 amenity terrace was modelled with 1.8-m-tall wind screens along its full perimeter.

593 & 601 Laurier Avenue

Response to UDRP Comments

OPA & ZBLA

No.	Comment	Responsibility	
	General		
1.	The Panel appreciates the sophisticated proposal, and the thinking through of the design details.	Project1	Acknowledged.
2.	The Panel has concerns with the OPA/ZBA and massing related issues, which will need to be remedied prior to focus further on architectural design/intent.	Project1	Acknowledged.
3.	The Panel has concerns with how the building relates to the surrounding context and key views, and recommends further studying the context and views, particularly as viewed from the Portage Bridge and from the Adisoke library entrance on Albert Street.	Project1	The Urban Design Brief addresses key views, and Fotenn has completed studies from Kichi Zibi Mikan, the Portage Bridge, and the Macdonald-Cartier Bridge. We will include an additional view analysis from the Adisoke Library entrance in the resubmission.
4.	The Panel appreciates the considerations given to the heritage of the "Fleck house". Consider integrating the heritage property more holistically into the design and study further the relationship of the proposal, particularly the podium, to the broader low-rise heritage context.	Project1	The ownership group wishes to maintain some separation between the new development and the Fleck House to allow for future flexibility in the use of 593 Laurier. The six-storey podium offers a respectful transition to the low-rise neighboring context, falling well within the 45-degree angular plane from the adjacent properties to the south.
5.	The Panel has concerns with the proposed building encroaching on the escarpment and potentially affecting its longevity/sustainability as a natural heritage feature. There is a need to ensure that what is there today is protected and the escarpment's continuity through to the Ottawa River is enhanced by the project(s).	Fotenn	The proposed development sits atop the escarpment while respecting the natural heritage features along the escarpment. The escarpment provides for a linear green feature that divides Upper Town and LeBreton Flats. The proposed development will retain this urban heritage feature while working within the property boundaries of the subject site.
6.	The Panel has concerns with the width/expansiveness of the north/west elevation and provided a variety of suggestions to help visually reduce the apparent width of the west façade.	Project1	We understand the concern about the length of the elevation, and we are addressing this by incorporating reflective materials on the glass railings. This will help reduce the apparent width by introducing visual interest and dynamism to the elevation.
	Site Design & Public Realm		
7.	The Panel has concerns with the building's proximity to the northwest lot line (along the escarpment), and recommends working out those issues with staff, especially regarding the potential for future development at the base of the escarpment. Many Panel members expressed that their comments regarding the proposed building's massing and architecture are tied to the building's proximity to the northwest lot line and that both need further development.	Project1	The Slater ROW at the bottom of the escarpment currently owned by the NNC is envisioned to be redeveloped with high-rise buildings. The West Downtown Core Secondary Plan permits two 20 storey high-rise buildings on the lands owned by the NCC. The City wants to ensure that there is sufficient tower separation from the subject site and these future towers. Are you able to confirm the tower separation distance here? It would be good to show how the escarpment acts as a buffer between the subject site and the future development along the Slater ROW.
8.	The Panel appreciates the parking entrance and ramp being enclosed within the building envelope. Some Panel members have concerns with the parking entrance facing Laurier Avenue West and recommend hiding the parking entrance from the street.	Project1	Due to the proposed layout and site limitations, it is not feasible to hide the parking entrance from Laurier Avenue West.
9.	The Panel has concerns that the curb cut for the parking and servicing driveway (approx. 11m) is quite wide, and recommends minimizing the curb cut as much as possible. The Panel recommends the hard landscaping of the driveway area be treated in a woonerf style.	Project1	We will work closely with our civil engineering consultant during the site plan control phase to refine the driveway details. We intend to minimize the driveway's impact by incorporating strategies such as pavers to soften the visual effect.
10.	The Panel recommends incorporating grade-oriented entrances for ground floor units, particularly those facing Laurier Avenue West.	Project1	We will incorporate grade-oriented entrances for the ground-floor units facing Laurier Avenue West.
	Sustainability		

No.	Comment	Responsibility	
11.	The Panel has concerns with the proximity of the proposal to the escarpment, a natural heritage feature, and recommends further consideration be given to how this natural feature will be protected to allow for future trees to succeed and ensure success of the natural heritage through the site. The Panel recommends ensuring there is enough breathing room for the escarpment to thrive as a natural heritage feature/"green gesture".	Fotenn	The proposed development has been designed to limit impacts to the escarpment, with tree removal being limited as much as possible. The only trees removed will be those necessary to accommodate construction and development. A tree replacement strategy will include planting at least 20 native trees to support future growth and natural succession. Tree protection measures and coordination with the City and NCC should ensure the escarpment's long-term ecological and visual value is maintained.
12.	The Panel recommends exploring mitigative measures to improve the wind conditions at grade.	Project1	Prevailing winds from the west necessitate the omission of balconies on this side for tenant comfort, reducing wind impacts and maintaining a pleasant living environment. The proposed development is expected to result in slightly windier conditions compared to the existing massing; however, wind comfort across adjacent sidewalks, transit stops, parks, and outdoor spaces remains within acceptable limits. The Level 7 amenity terrace and building entrances, are predicted to be suitable for sitting throughout the year.
13.	The Panel has concerns with the environmental impacts on the escarpment. The escarpment should remain a prominent, visible, and sustainable feature of the geography/site.	Fotenn	The proposed development maintains appropriate setbacks from the escarpment and introduces planting zones along the edge to support natural regeneration and long-term ecological health.
	Built Form & Architecture		
14.	The Panel appreciates the podium stepping which occurs at the east end.	Project1	Acknowledged.
15.	The Panel appreciates the efforts made to relate proposal to the heritage "Fleck House" (e.g., podium height, stepback, materials). some Panel members would like to see the heritage "Fleck house" integrated into the podium design of the building, rather than two separate buildings, to take advantage of the heritage building as an amenity and/or programmable space.	Project1	We appreciate the suggestion, but there are no plans to integrate the Fleck House into the podium design. The separation of the two buildings is intentional to maintain flexibility for future use, while still respecting the heritage value of the house through appropriate design measures.
16.	The Panel appreciates that the heritage "Fleck house" is modeled accurately in the Urban Design Brief presentation.	Project1	Acknowledged.
17.	The Panel has concerns with the podium's projecting balconies and suggests that reducing/removing the projecting balconies will simplify and enhance the podium expression, recognizing that the strength of the podium is held by the complexity of the tower above.	Project1	The projecting balconies are essential to meet the amenity space requirements. We also believe that offering viable outdoor spaces for tenants along the escarpment takes full advantage of the natural benefits of the site
18.	The Panel strongly recommends studying the architecture and massing of the tower from a broader context, especially from the north and west. The skyline views across from the Portage Bridge (looking southward) should be further explored and will provide guidance on how to best articulate the tower along the north/west façade. Currently, that façade is quite broad, and further articulating the north/west façade with respect to the Portage Bridge view is recommended. The Panel appreciates the attention to the detailing of the precast concrete breaks, particularly how they are handled/hidden.	Project1	We have reviewed the building's impact from these key viewpoints and believe the project complements the existing Ottawa cityscape. As we continue to refine the design, particularly the north-west façade, we will ensure the project respects and enhances these important skyline views.
19.	The Panel recommends introducing some slight stepping at the tower top/penthouse levels to help with the massing/width articulation.	Project1	The flat top of the building is integral to the tapestry concept of the precast panels. Introducing stepping would disrupt the architectural expression of the tower and reduce rentable floor area, potentially impacting the project's viability.

No.	Comment	Responsibility	
20.	The Panel has concerns with the long and prominent west elevation deviating from the 2008 Escarpment District CDP, which recommends façades not exceed 35 metres in length/width. The Panel recommends diminishing the width of the west façade. Consider whether the break on the east side could also be introduced on the north-west facade. The Panel recommends doing everything possible to minimize the apparent length of the north/west facing façade.	Project1	We recognize the need to reduce the apparent width of the north-west façade. To achieve this, we are exploring the use of reflective elements to introduce visual dynamism and break up the repetition of the precast panels. Additionally, the pointed massing of the building helps reduce its visual impact, especially from key viewpoints like looking East from Albert Street and West from Laurier Avenue, where the building's slimmer profile is most evident.
21.	The Panel suggests adding something subtle to help articulate the proposed façade design, particularly on the north/west façade. Perhaps a “zipper” effect and/or a gradient (does not have to be deep reveals).	Project1	We are considering ways to further articulate the north-west façade and believe the use of reflective guards helps break up the massing and enhance visual interest without relying on deep reveals.
22.	The Panel appreciates the varied balcony lengths which result in a “feathered” effect where the lighter volume intersects with the darker volume along the southern elevation. It makes for a simple yet effective design/articulation feature.	Project1	Acknowledged.