

## 1209 Michael Street North

Planning Rationale  
Official Plan + Zoning By-law Amendment Applications  
April 22, 2026



Prepared for Inside Edge Properties

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# 1.0 Introduction

Fotenn Planning + Design has been retained by Inside Edge Properties to prepare this Planning Rationale in support of Official Plan and Zoning By-law Amendment applications for the lands municipally known as 1209 Michael Street North, in the City of Ottawa.

## 1.1 Purpose of the Application

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and as of right development and determine whether it is appropriate for the subject property and compatible with existing adjacent developments and the surrounding community.

The Inside Edge Properties applicant team intends to introduce a transit and active transportation supportive mixed-use development in a high-rise built form in the Overbrook neighbourhood, within the City of Ottawa.

On May 8<sup>th</sup>, 2025, the applicant team held a Phase 1 Pre-Application Consultation meeting with City Staff regarding Official Plan and Zoning By-law Amendment applications. The team presented a concept plan showing a 30-storey tower and a 28-storey tower, connected by a shared 6-storey podium, with associated at-grade parking, outdoor amenity areas, and a 585 square metre parkland dedication.

The applicant team presented the proposed project to the Urban Design review Panel (UDRP) on December 5<sup>th</sup>, 2025. Since the initial pre-consultation meeting, the development concept has evolved to refine the design, while maintaining the same overall vision and intent.

## 1.2 Development Applications

As confirmed through the Pre-Application Consultation meeting with City Staff, the proposed development requires an Official Plan Amendment to the Inner East Lines 1 and 3 Secondary Plan and a Zoning By-law Amendment in order to introduce building heights greater than that which is permitted in the regulatory and policy framework.

An amendment to Schedule A - Maximum Building Heights and Minimum Densities of the Inner East Lines 1 and 3 Stations Secondary Plan is required to permit a maximum building height of 30 storeys, whereas 20 storeys are permitted within the subject property's current Area B designation. Additionally, an amendment is sought to Section 6.1.2 of the Official Plan to permit a reduced minimum lot coverage, whereas 70% minimum lot coverage is required within Protected Major Transit Station Areas (PMTSAs); however, the upcoming Omnibus Official Plan Amendment proposes to eliminate the prescriptive lot coverage. As a result, this amendment may not be required in subsequent submissions of the OPA application.

The proposed Zoning By-law Amendment would establish an increased building height of 100 metres. The existing Hub Subzone 2 (H2) zoning is proposed to remain.

## Site Context and Surrounding Area

The subject property is located at 1209 Michael Street North, in the Overbrook neighbourhood (Ward 11 – Beaconhill – Cyrville), within the City of Ottawa. The subject property is comprised of a 0.29-hectare lot located on the corner of Michael Street North and Labelle Street and the abutting unnumbered lot on Labelle Street, which is 0.25-hectares. The subject property is an irregularly shaped through lot with a frontage of 112.78 metres on Labelle Street and 30.25 metres on Cyrville Road. The subject property is occupied by a two (2) storey office building in the southwest corner of 1209 Michael Street North, while the balance of the lands is occupied by an associated at-grade parking lot.



Figure 1: Aerial image of the subject property and surrounding context

### 2.1 Surrounding Area and Community Amenities

The following generally describes the land uses surrounding the subject property:

**North:** The lands immediately north of the subject property are occupied by a low-rise single-storey commercial building with an associated at-grade parking lot. Further north is a place of worship followed by the Cyrville Road right-of-way, a mid-rise residential apartment building that is currently under construction, and a 35-storey high-rise residential apartment building.

**South:** The lands immediately to the south of the subject property are occupied by the Labelle Street right-of-way, followed by a large at-grade parking lot associated with one (1) low-rise office building, one (1) mid-rise office building, and one (1) large single-storey warehouse. Further south are the LRT tracks, followed by Highway 417.

**East:** The lands immediately to the east of the subject property are occupied by the Cyrville Road right-of-way, followed by a low-rise office building with an associated at-grade parking lot, the Cummings Avenue right-of-way, and a low-rise

commercial strip mall with at-grade parking. Further east, along the east side of Cummings Avenue, is a mid-rise apartment building and stacked townhouse dwellings along Villeneuve Private.

**West:** The lands immediately to the west of the subject property are occupied by the Michael Street north right-of-way, followed by a mid-rise hotel with an associated at-grade parking lot, and a low-rise restaurant with additional parking. Further northwest, along Joseph Cyr Street, is a high-rise hotel, followed by the Joseph Cyr Street right-of-way, and low-rise commercial buildings along St. Laurent Boulevard.



Figure 2: Aerial images of the subject property and the surrounding lands.

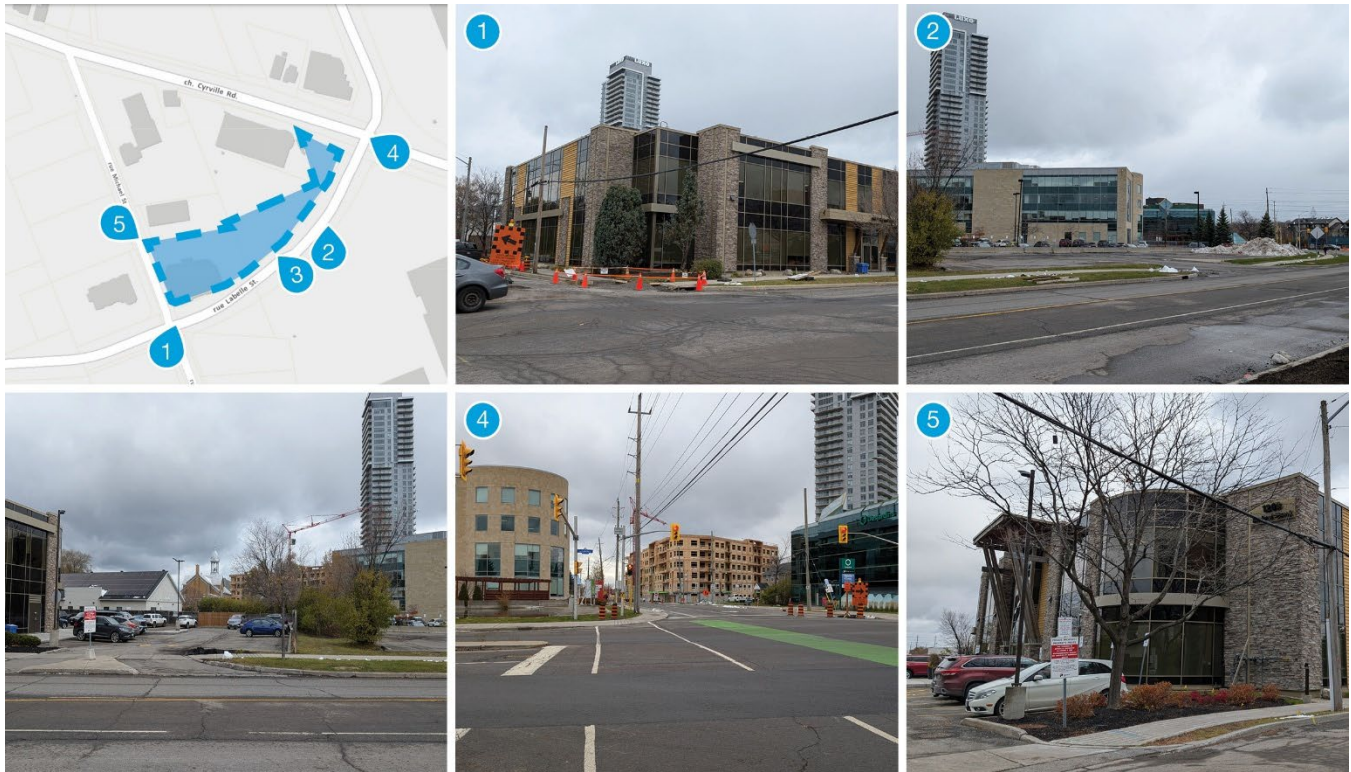


Figure 3: Site photographs taken on November 14th, 2025.

The Overbrook neighbourhood is well served by amenities and services which are critical to the development of a complete community. The City of Ottawa has conducted 15-minute neighbourhood mapping, to assess the service and amenity access for residential parcels across the urban area of the City of Ottawa. The rated parcel nearest the subject property is scored 9 out of 10. Overall, the Overbrook neighbourhood has a high rating, with the subject property's rating being average for the area, reflecting the following amenities within a 15-minute walk:

- / Two (2) O-Train stops;
- / Fourteen (14) bus stops;
- / Two (2) grocery stores;
- / Sixty-four (64) retail stores;
- / Two (2) parks;
- / One (1) childcare facility;
- / Ten (10) health services; and
- / Two (2) elementary and/or secondary schools.

This range of amenities would support and be supported by increased residential densities.

## 2.2 Transportation Network

### 2.2.1 Transit Network

The subject property benefits from excellent access to public transit and falls within a 600-metre radius of both the Cyrville LRT Station and the St. Laurent LRT Station. Both stations and the surrounding area are designated as Protected Major Transit Stations Areas (PMTSAs), and the subject property is within the Cyrville Station PMTSA.

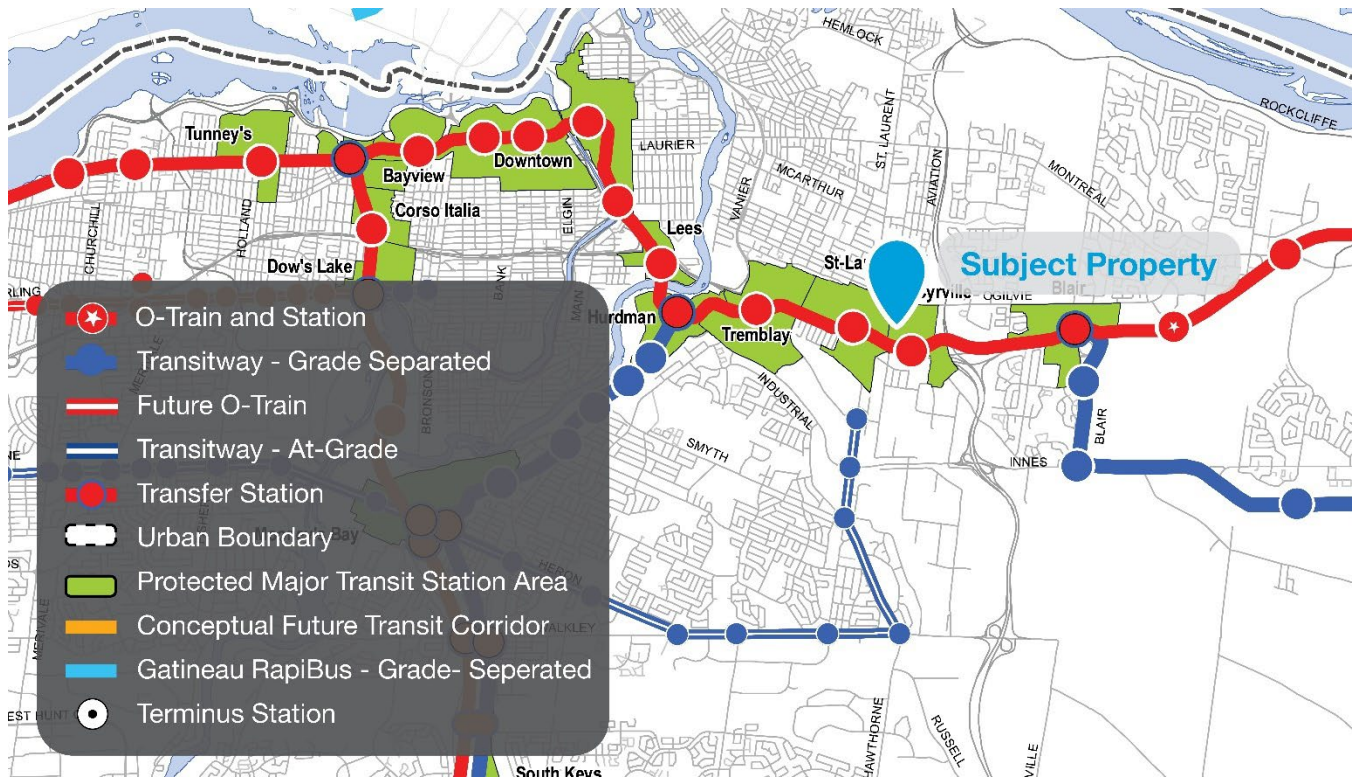


Figure 4: Official Plan Schedule C1 - Protected Major Transit Station Areas (PMTSA)

The subject property is located just over 300 metres walking distance from Cyrville Station, providing access to the LRT Confederation Line 1, and approximately 800 metres walking distance to St. Laurent Station, providing access to the following transit services:

- / **Frequent Rapid Bus Routes:** 7 (St. Laurent  $\leftrightarrow$  Carleton), 14 (St. Laurent  $\leftrightarrow$  Tunney's Pasture), 40 (St. Laurent  $\leftrightarrow$  Greenboro), 41 (Blair  $\leftrightarrow$  Hurdman), and 105 (Ottawa International Airport  $\leftrightarrow$  St-Laurent Station), all offering service approximately every 15 to 20 minutes.
- / **Local and Connection Routes:** 18 (St. Laurent  $\leftrightarrow$  Billing's Bridge), 19 (Parliament  $\leftrightarrow$  St. Laurent), 20 (St. Laurent  $\leftrightarrow$  Rideau), 24 (Chapel Hill  $\leftrightarrow$  St. Laurent), 47 (Hawthorne  $\leftrightarrow$  St. Laurent), and 302 (St. Laurent / Place D'Orléans  $\leftrightarrow$  Cumberland). While these operate at lower frequencies, they provide valuable service and enhance overall connectivity and coverage within the public transit network.

Significant transit expansions are underway as part of the City of Ottawa's Stage 2 LRT project, which will add 44 kilometres of rail and 24 new stations to the existing network. Line 1 will be extended east to Trim Road in Orléans and west to Algonquin College, providing service through Lincoln Fields, and connecting to a newly created line 3 to Moodie Drive. These expansions are expected to be completed by 2027 with Stage 3 to follow, extending Line 3 westward to Kanata and Line 1 south to Barrhaven.

Furthermore, two (2) significant Transit Priority Corridors are located near the subject property; St. Laurent Boulevard, running north-south and Ogilvie Road, running east-west (Schedule C2, of the Official Plan). The Ottawa Train Station is located southwest of the subject property, south of Highway 417, providing interregional and interprovincial transportation options.

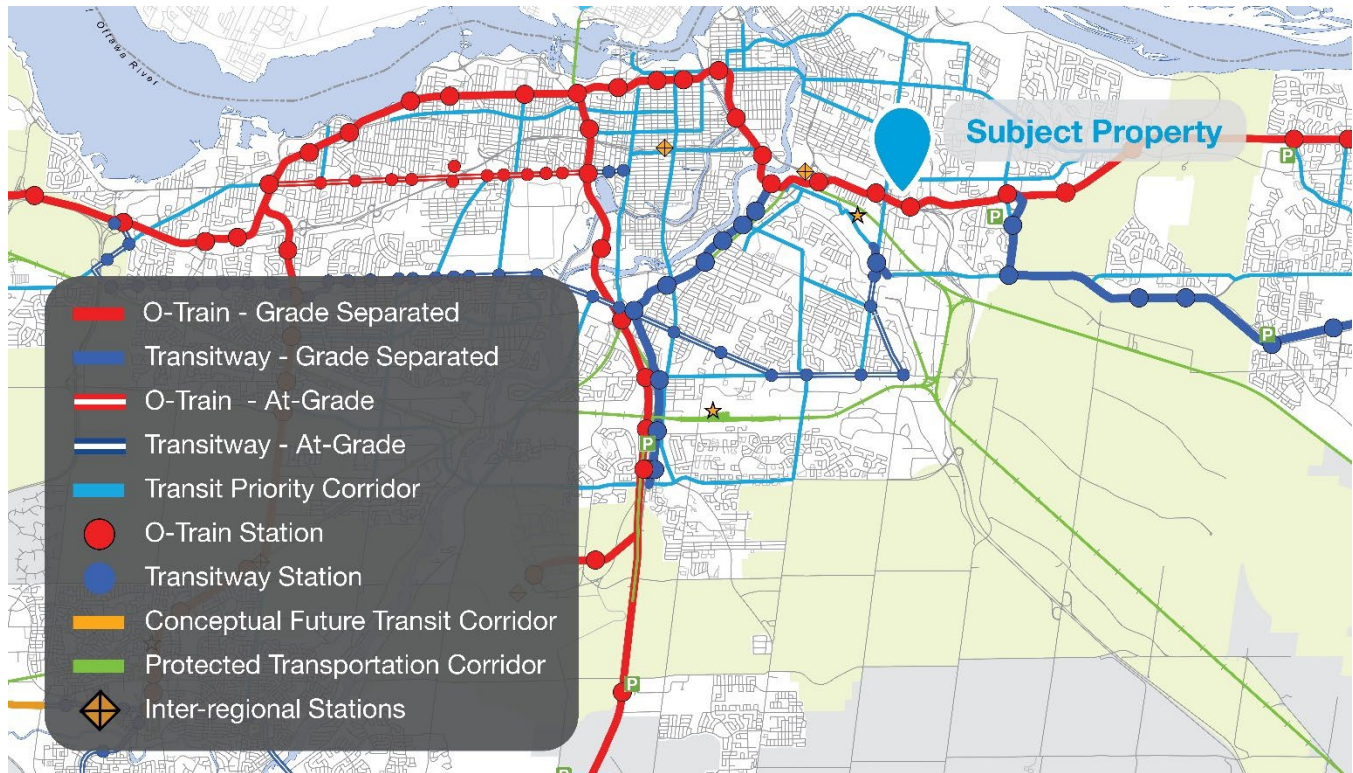


Figure 5: Official Plan Schedule C2 - Transit Network

### 2.2.2 Road Network

The subject property is well connected to the surrounding local and regional road network and is located at the corner of Michael Street North, Labelle Street, and connects through to Cyrville Road. Michael Street North is classified as a Local road, Labelle Street is identified as a Major Collector road, and Cyrville Road is an Arterial Road (south of Labelle Street) and a Collector Road (north of Labelle Street).

Arterial roads are major roads of the city that carry large volumes of traffic over long distances and function as major public and infrastructure corridors in the urban communities. Major Collector and Collector roads connect local roads to arterials roads and serve to move traffic between communities, support public transit and accommodated pedestrian and cyclists.

Highway 417 is located approximately 180 metres south of the subject property and can be accessed via east- and west-bound on- and off-ramps along St. Laurent Boulevard, supporting regional mobility within Ottawa and the broader region. Approximately 700 metres to the east is a large highway interchange that provides connections to Regional Road 174 and the Aviation Parkway.

This location supports efficient vehicular circulation and strong regional and local accessibility.

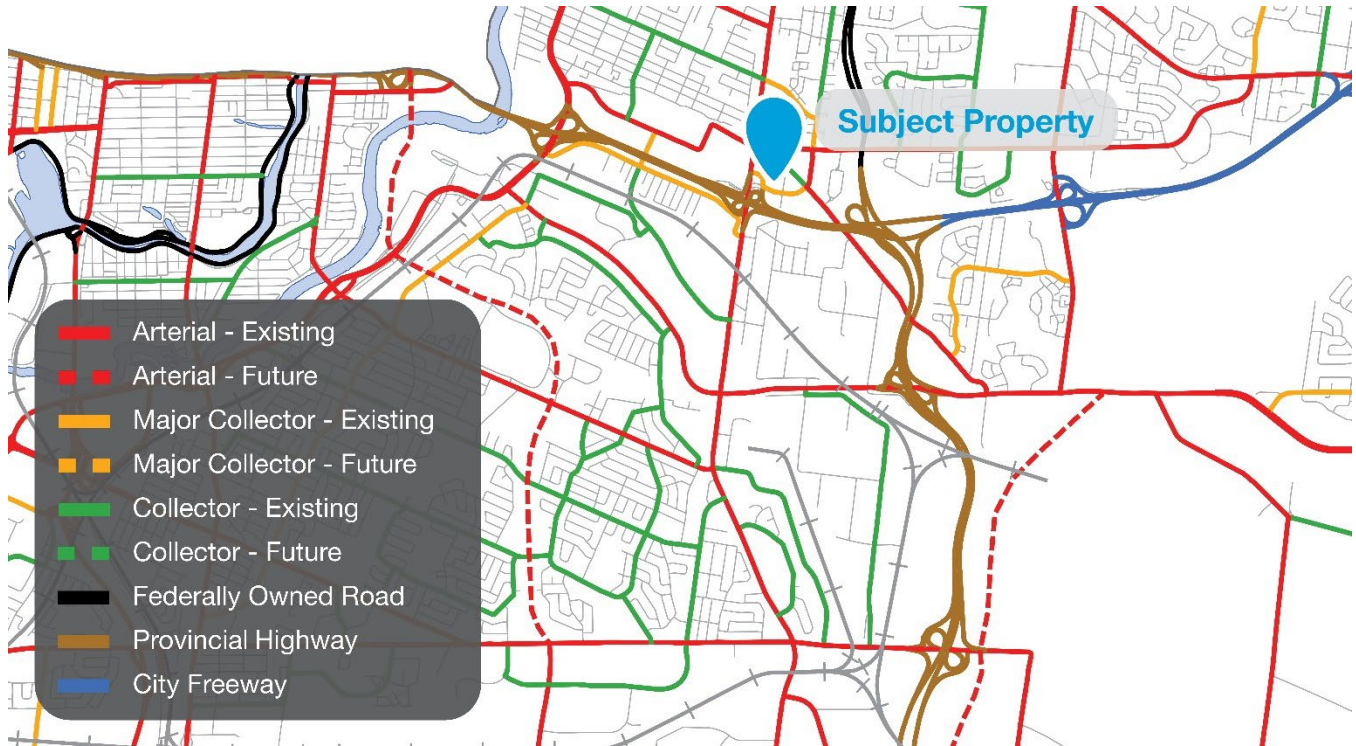


Figure 6: Official Plan Schedule C4 - Urban Road Network

### 2.2.3 Active Transportation Network

The subject property benefits from nearby access to high-quality cycling infrastructure, supporting active and sustainable transportation. Abutting the subject property, along Cyrville Road, bike lanes on both sides of the road extend south to additional cycling infrastructure along Innes Road and north to further bike lanes Ogilvie Road. These routes provide safe and convenient east-west cycling mobility. Furthermore, the NCC's extensive Multi-Use Path (MUP) can be accessed approximately 150 metres south of the subject property, offering convenient and continuous cycling infrastructure across the city. The NCC MUP then extends northwest along the Aviation Parkway and beyond.

The City's Transportation Master Plan envisions significant improvements in this area, with the planned Cross-Town Bikeways, particularly along Cyrville Road/Hardy Avenue/Presland Road, set to enhance cycling connectivity and support a more robust and integrated active transportation network.

Additional bike lanes and paths in the surrounding neighborhood contribute to the active transportation network, though they remain somewhat disconnected and fragmented.

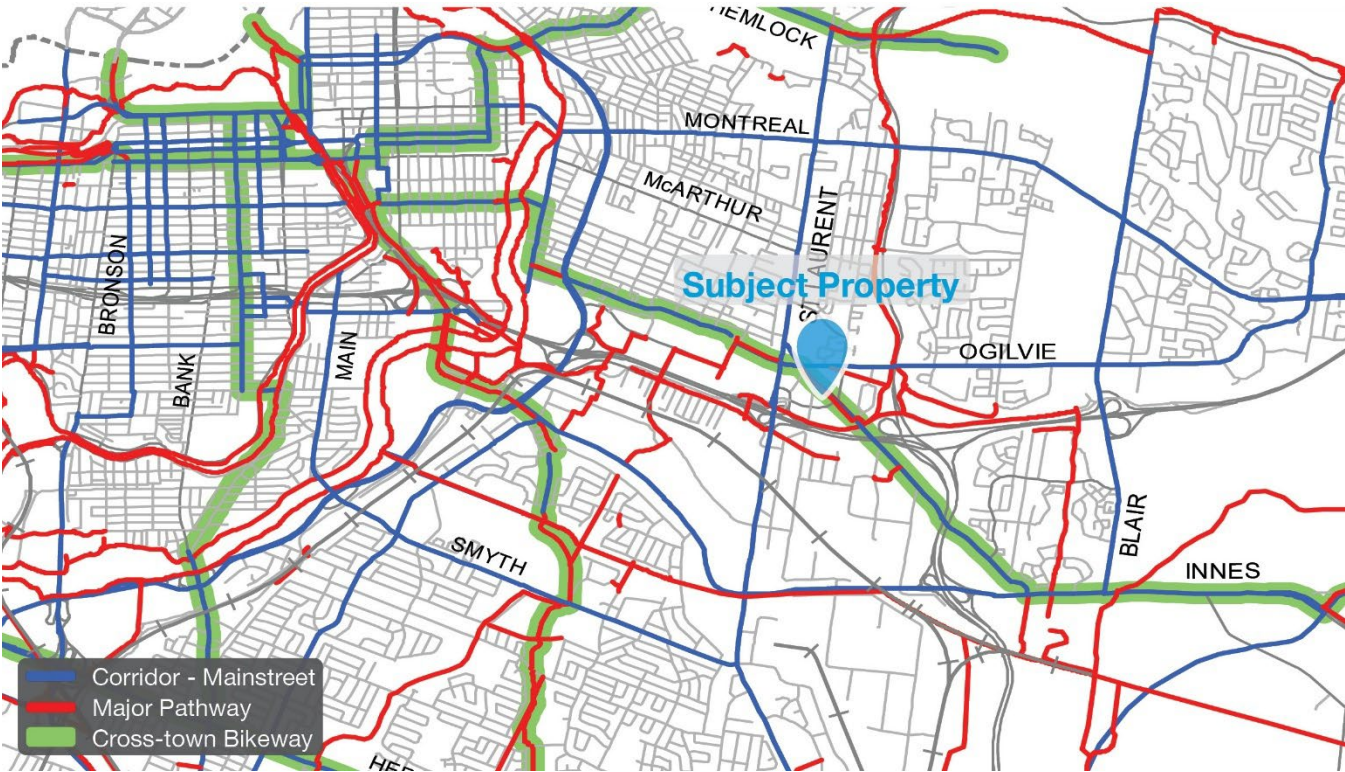


Figure 7: Active transportation network surrounding the subject properties (Transportation Master Plan – Map 1, Cycling Network)

### 3.0 Proposed Development

The Official Plan and Zoning By-law Amendment applications seek to establish a framework to develop two (2) high-rise residential towers connected by a six (6) storey, mid-rise, mixed-use podium. Tower A, located in the westernmost corner of the site is proposed to have a height of 30 storeys (98.55 metres), while Tower B, located in the centre of the site is proposed to have a height of 28-storeys (92.55 metres).

The proposal is positioned to allow for an environmentally sustainable development by providing residential intensification of an underutilized lot adjacent to rapid transit. The project also aims to offer an accessible, safe, and inviting environment for residents and the surrounding community, while integrating with the existing, evolving, and planned context of the area.

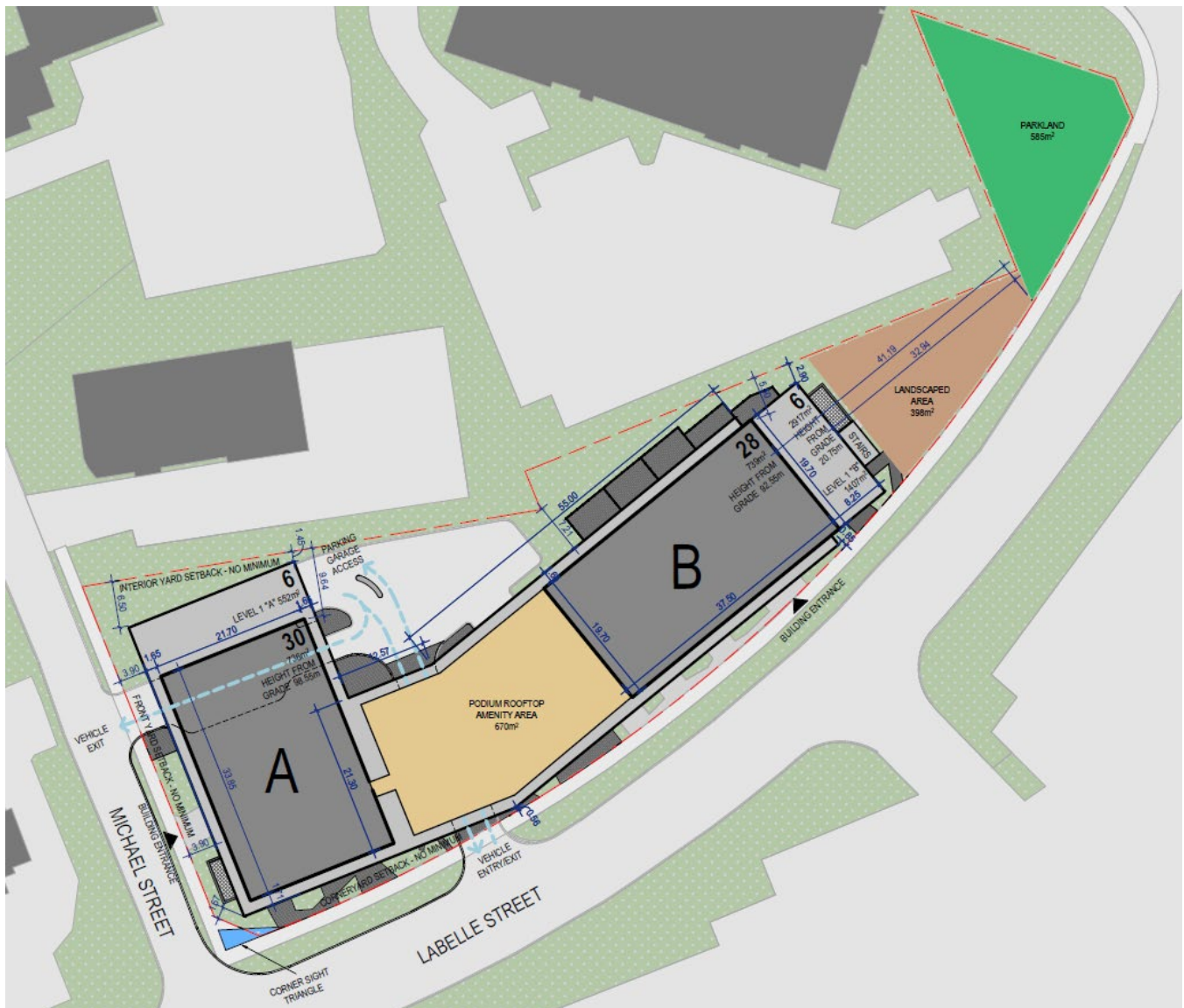


Figure 8: Excerpt from the Site Plan (Source: Kasian Architecture and Interior Design)

A one-way internal drive aisle is proposed, with vehicle access from Michael Street North through to an egress onto Labelle Street. This drive aisle is accompanied by pedestrian infrastructure and a breezeway is proposed at-grade through the building. An outdoor, at-grade landscaped amenity area measuring 398 square metres is proposed to the east of the building, which is further supplemented by a Parkland Dedication in the northeast corner of the site, measuring 585 square metres.

The ground floor of the proposed building contemplates five (5) commercial units fronting onto Labelle Street, providing a total of 482 square metres of commercial retail space.

Residential access is provided via two separate lobbies: one located along Labelle Street and the other along Michael Street North. Providing distinct lobby entrances on different streets is intended to establish clear addressing for each building component and to minimize confusion for wayfinding, visitor access, and pick-up/drop-off activities.

Table 1: Site Statistics

Site Statistics	Proposed
<b>GFA of Proposed Building</b>	2,918 m <sup>2</sup>
<b>Number of Parking Spaces</b>	207 resident + 30 visitor + 3 lay-by
<b>Number of Bicycle Parking Spaces</b>	631
<b>Maximum Building Height</b>	30 storeys (98.55 metres)
<b>Lot Coverage</b>	54%
<b>Landscaped Area</b>	46%

The subject property has a total area of approximately 5,428.5 square metres and a proposed lot coverage of 54%. The remaining areas accommodate hard and soft landscaping elements as well as driving surfaces excluded from the landscaping calculations above. Hard landscaping elements include pedestrian infrastructure and an at-grade terrace to the east of the proposed building. Soft landscaping includes all the outdoor garden spaces, open lawns and treed areas.

### 3.1.1 Amenity Space

The proposed development offers a range of indoor and outdoor amenity spaces distributed throughout the site. These include a ground-level outdoor terrace, upper-storey exterior terrace, interior communal rooms, and private balconies, providing a variety of options to support social interaction and resident well-being.

Table 2: Amenity Spaces

Building Location and Amenity Type	Proposed Area
<b>At-grade terrace (communal)</b>	398 m <sup>2</sup>
<b>Ground floor interior gym + amenity (communal)</b>	61 m <sup>2</sup> (gym) + 88 m <sup>2</sup> (amenity)
<b>Indoor Amenity Room (Level 2-6)</b>	98 m <sup>2</sup> x 5 = 490 m <sup>2</sup>
<b>7<sup>th</sup> Storey Rooftop Amenity Area (communal)</b>	670 m <sup>2</sup>
<b>Balconies + Terraces (private)</b>	1,966 m <sup>2</sup>
<b>Total</b>	3,768 m <sup>2</sup>

**3.1.2 Access and Parking**

The subject property will have one (1) vehicular access point from Michael Street North and one (1) exit point onto Labelle Street. The design of the vehicular access and internal circulation has evolved since the Pre-Application Consultation and the Urban Design Review Panel (UDRP) session, where feedback recommended limiting access to one singular combined ingress and one egress point. In response, the proposed access has been refined to provide one point of entry and one point of exit, maintaining efficient site circulation while addressing City and UDRP feedback.

Between the two buildings, three (3) temporary short-term parking spaces and a lay-by area are provided. The short-term parking spaces are intended to serve the commercial units fronting Labelle Street, as well as delivery and service vehicles, while the lay-by is intended to accommodate taxis and similar pick-up/drop-off functions. Access to the underground parking is provided at the rear of the building, internal to the site and screened from view from the pedestrian/public realm.

**3.1.3 Landscaping**

Nearly half of the subject property’s surface area is dedicated to landscaped space. This includes raised planters along the building edges between the building and adjacent pedestrian infrastructure; an accessible bench; sculptural feature seating located in the weather-protected breezeway; a treed grove at the rear of the building; additional tree plantings along the Labelle Street frontage; a small gathering area nestled within the treed grove; a social gathering space with an outdoor kitchen amenity; and a combination of ornamental and privacy fencing.

The paving design beneath the breezeway incorporates a feature banding pattern in unit pavers throughout the pedestrian zone. This pattern highlights natural pedestrian desire lines and visually identifies areas of higher foot traffic, contributing to improved safety and wayfinding. In addition, land proposed for parkland dedication, located in the northeast corner of the site, is provided measuring 585 square metres (0.059 hectares). This land is fully unencumbered and would be conveyed to the City through this application.

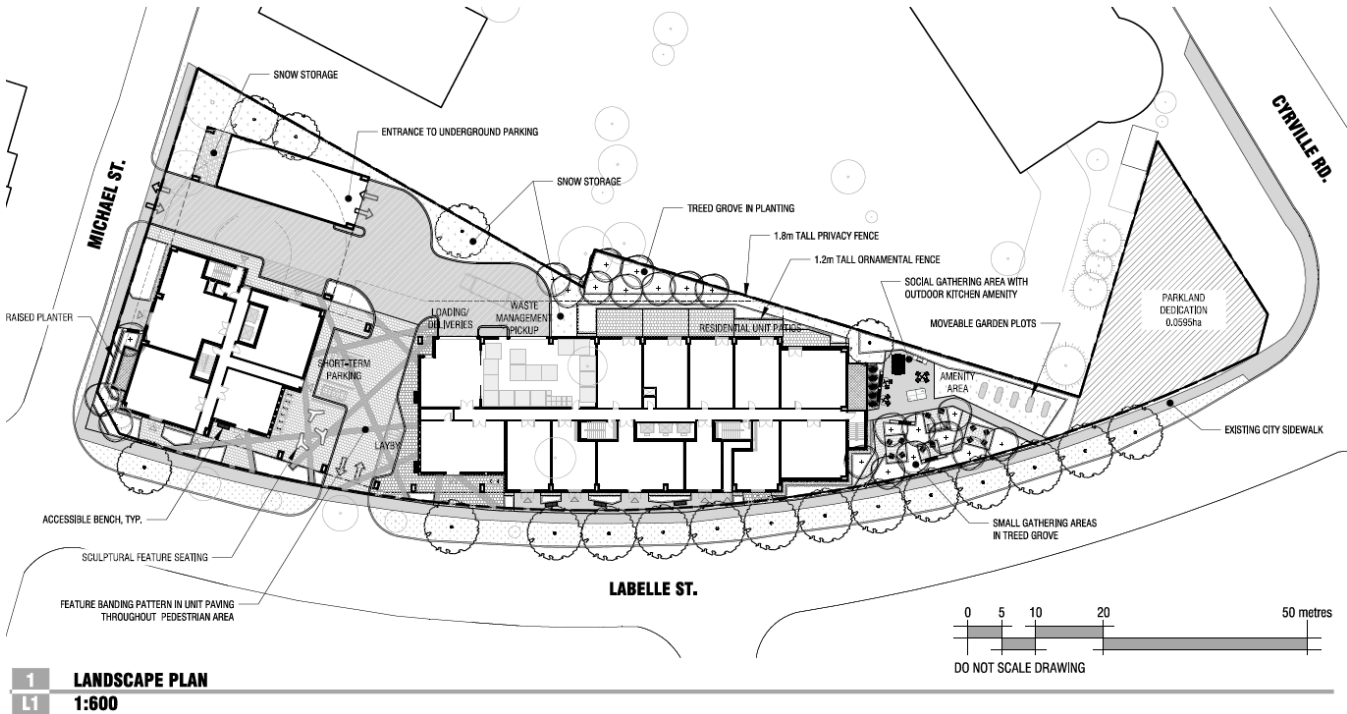


Figure 9: Excerpt from Landscape Plan (Source: Fotenn Planning + Design)

### 3.1.4 Unit Typology

The anticipated unit typology is distributed as per the table below:

Table 3: Unit Mix

Unit Type	Proposed	Percentage
Studio	115	19.2%
1 Bedroom	366	61.3%
2 Bedroom	116	19.4%
<b>Grand Total</b>	<b>597</b>	

## 3.2 Building Design

### 3.2.1 Building Mass and Transition

The proposed massing strategically locates the taller tower (Tower A) at the westernmost corner of the site, effectively framing and anchoring the intersection of Michael Street North and Labelle Street. The slightly shorter tower (Tower B) follows the curvature of Labelle Street, reinforcing the street edge and contributing to a cohesive streetscape. This organization is appropriate given that Tower A occupies a right-angled corner of the street network and sits almost equidistant between two major transit stations, making it a logical site for the greater height.

There are no sensitive land uses in the immediate area, and the existing high-rise directly west of the site will be adjacent to the taller of the two towers. While a few low-rise buildings exist nearby, these are institutional in nature rather than residential or otherwise sensitive.

Further, the six-storey, mid-rise podium introduces a comfortable, human-scaled interface with the public realm and supports an active pedestrian environment. Both towers step back from the podium, improving building articulation, reducing any perceived co-planar views, and further improving the pedestrian experience at street level. Tower A incorporates stepbacks of 1.65 metres on its east and west façades and 1.71 metres on its south façade. Tower B includes stepbacks of 1.71 metres to the south, 1.65 metres to the north, and a substantial 8.25-metre stepback to the west.

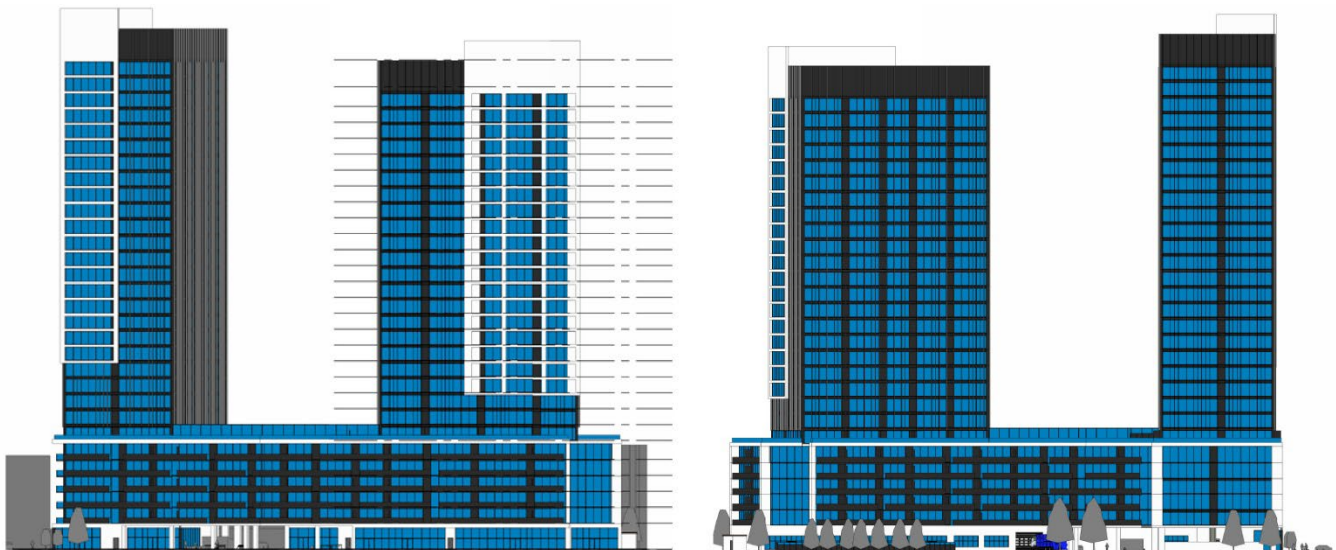


Figure 10: South elevation (left) and northeast elevation (right) (Source: Kasian Architecture and Interior Design)

### 3.2.2 Relationship with the Surrounding Planned Context

The proposal responds well to the existing, evolving, and planned context of this area. The proposed development fits within the current and planned context of the surrounding area. The planned context within the Hub designation encourages a dense, mixed-use environment that contains active entrances facing the street. Building heights of up to 40 storeys are permitted when in close proximity to transit (300 metre radius or 400 metres walking distance). When further than 300 metre radius or 400 metres walking distance from transit, high-rise of up to 40 storeys is *generally* permitted where the parcel is of sufficient size to allow for built form transition.

Approximately 175 metres to the north stands an existing 35-storey residential tower, and the planned context for the area supports as-of-right heights of 20 to 30 storeys. Within this context, the proposed 30- and 28-storey towers integrate appropriately and align with the intended built form for this area.

Figure 11 below shows potential development on the abutting lands as 3D massing envelopes. These models are based on the current policies of the City of Ottawa Official Plan and Inner East Line 1 and 3 Stations Secondary Plan. It should be understood that not all abutting properties shown will develop in the form depicted in this document and that the building heights and forms and setbacks shown on this 3D massing do not form a planning opinion by Fotenn on individual neighbouring properties. Rather, these models represent what could be considered appropriate under current policies and serve to demonstrate how the proposed development would fit into the planned and emerging context of the surrounding area.

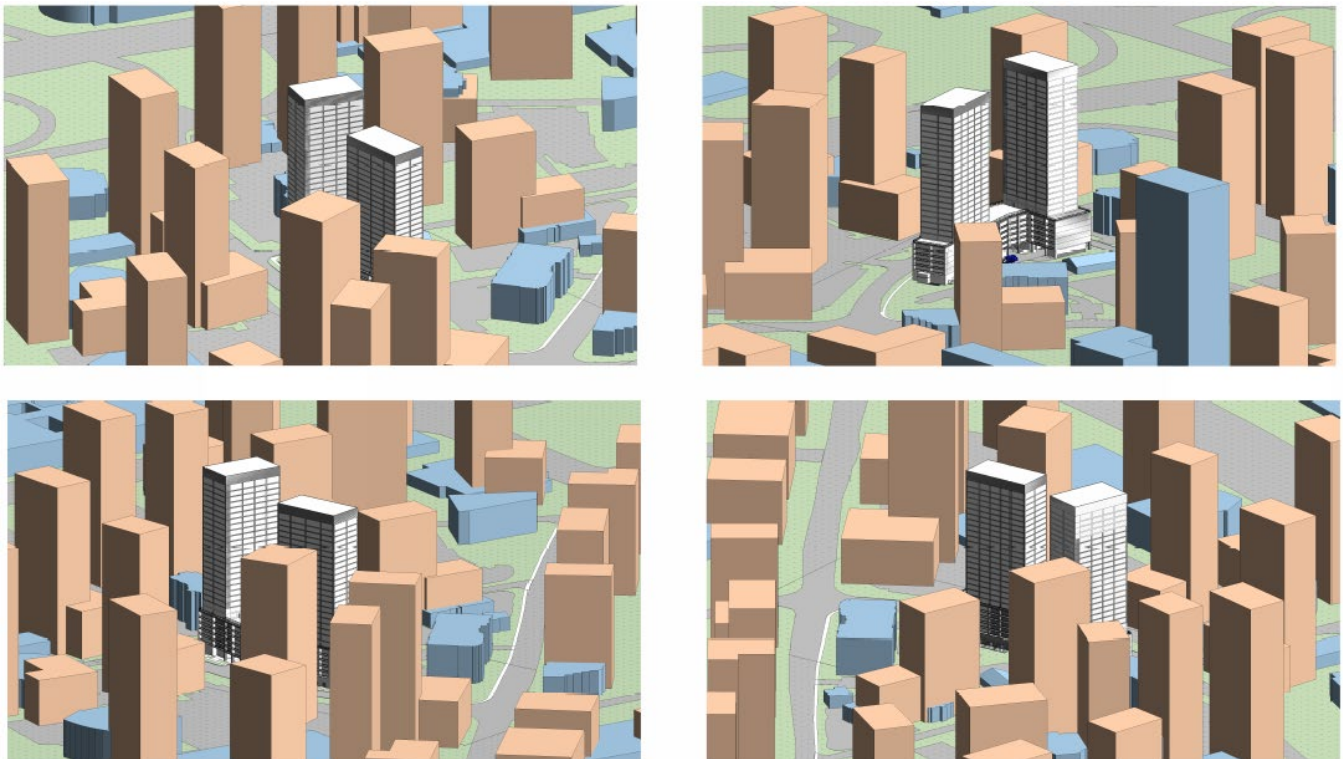


Figure 11: Aerial perspective showing the proposed development among the planned context of the area

### 3.2.3 45-Degree Angular Plane

The 45-degree angular plane is measured from the relevant property lines and is one of several planning mechanisms to provide a frame of reference for transition in scale from proposed high-rise buildings down to lower

scale areas. The proposed development respects the intent of the 45-degree angular plane by providing a reasonable transition to the surrounding non-sensitive low-, mid-, and high-rise context.

However, while the proposed towers meet the general objectives of the angular plane, we suggest that strict adherence to the angular plane is not the most effective tool for determining height. The portions of the tower that extend beyond the angular plane create no adverse impacts and are well-designed to preserve privacy, light, and sky views through setbacks, tower setbacks, tower orientation, tower separation, and thoughtful façade articulation.

### **3.2.4 Materiality**

The proposed development incorporates a material palette that emphasizes durability, visual interest, and a high-quality architectural expression. The towers are envisioned with a combination of aluminium curtainwall or window wall systems, incorporating spandrel panels, double-glazed units, and refined metal trim panels. Aluminium fin caps are introduced to support solar control and contributing to the vertical articulation of the façades. Feature volumes and penthouse levels are further distinguished through the use of metal or fibre-reinforced concrete (FRC) cladding panels, for added texture and depth to the upper portions of the buildings.

At the podium level, the materiality reinforces a strong relationship with the public realm. Similar curtainwall or window wall systems are employed, complemented by metal or FRC cladding as a wrap feature. Balcony guards are proposed as metal or glass, contributing to a sleek and cohesive aesthetic. Within the rooftop amenity area, concrete pavers on pedestals define the outdoor gathering space and laminated glass barriers provide acoustic and wind protection without compromising transparency or views.

At grade, the building introduces a pedestrian-friendly expression through storefront-style glazing with clear double-glazed units, creating an active and permeable street interface. Masonry or ceramic panels at the ground floor add texture and contrast, while FRC soffits provide a clean and resilient finish.

The acoustic review for the site does not identify concerns related to highway noise penetration into interior spaces, indicating that double-glazed units are expected to be sufficient. Should acoustic conditions require enhanced mitigation during detailed design, laminated glass could be incorporated as needed.

## 4.0 Policy and Regulatory Review

### 4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS), issued under the authority of Section 3 of the Planning Act, provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting land use planning “be consistent with” such policy statements issued under the Act.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns that optimize land use, resources, public investment, and public service facilities.

The proposed development is consistent with the following policies of the PPS:

- 2.1.4 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:
- / maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
  - / maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.
- 2.1.6 Planning authorities should support the achievement of complete communities by:
- / accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
  - / improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
  - / improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

**The proposed development is consistent with Policy 2.1 of the PPS, as it supports intensification of the subject property, located in a built-up area of the City where services are readily available and with convenient access to rapid transit and nearby amenities and employment opportunities. The proposed development seeks to create new housing opportunities for a diversity of residents with a range of housing options.**

- 2.2.1 Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected needs of current and future residents of the *regional market area* by permitting and facilitating:
- / all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
  - / all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development

and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

2.4.1 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- / to accommodate significant population and employment growth;
- / as focal areas for education, commercial, recreational, and cultural uses;
- / to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and,
- / to support affordable, accessible, and equitable housing.

2.4.2 Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:

- / 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit

Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by planning for land uses and built form that supports the achievement of minimum density targets.

All major transit station areas should be planned and designed to be *transit-supportive* and to achieve *multimodal* access to stations and connections to nearby major trip generators by providing, where feasible:

- / connections to local and regional transit services to support transit service integration;
- / infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and
- / commuter pick-up/drop-off areas.

**The subject property is in a built-up settlement area with sufficient servicing and infrastructure. The subject property is in an ideal location with convenient access to existing and improving public transit and a variety of nearby amenities and uses, thus helping to promote air quality, energy efficiency, and public health. Nearby cycling infrastructure provides convenient access to the surrounding well connected active transportation network. The proposed development will occur in an existing community and add infill development to an existing neighbourhood that has a high demand for rental units.**

**The proposed development directs new housing development to a location where appropriate levels of infrastructure and public service facilities are readily available. The proposed development is compact in form, and its density will make efficient use of the subject property and support nearby public transit routes.**

2.9.1 Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- / support the achievement of compact, transit-supportive, and complete communities;

- / incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;
- / support energy conservation and efficiency;
- / promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and
- / take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

**The proposed development intensifies the subject property with a compact, dense, and transit-supportive built form. Residents have modal choice to promote sustainable travel patterns in all weather conditions. The proposed development will intensify lands in a built-up area and thus optimize the long-term availability and use of land and resources. The proposed development also contributes to the diversity of housing options in the surrounding area.**

3.6.1 Planning for sewage and water services shall:

- / accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;
- / ensure that these services are provided in a manner that:
  - can be sustained by the water resources upon which such services rely;
  - is feasible and financially viable over their life cycle;
  - protects human health and safety, and the natural environment, including the quality and quantity of water; and
  - aligns with comprehensive municipal planning for these services, where applicable.
- / promote water and energy conservation and efficiency;
- / integrate servicing and land use considerations at all stages of the planning process;
- / consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply.

3.6.8 Planning for stormwater management shall:

- / be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
- / minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
- / minimize erosion and changes in water balance including through the use of green infrastructure;
- / mitigate risks to human health, safety, property and the environment;
- / maximize the extent and function of vegetative and pervious surfaces;
- / promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and
- / align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

**The subject property is in a built-up area with existing infrastructure and public service facilities. The proposed intensification of the subject property will help optimize the existing infrastructure, public service facilities, and rapid transit.**

- 3.9.1 Healthy, active, and inclusive communities should be promoted by:
- / planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity; and
  - / planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

**The proposal includes both area reserved for parkland dedication and a large outdoor, at-grade amenity space. Taken together, these outdoor areas create a valuable publicly accessible outdoor resource that will serve the existing and future community. This area has been identified by the City as in need of a park and the proposed development will provide sought after outdoor space.**

**In summary, through the provision of residential intensification on a serviced lot adjacent to rapid transit, the proposed development will make efficient use of the land and is consistent with the policies and objectives of the Provincial Planning Statement (2024).**

## 4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa provides a framework for how the city will develop until 2046 when its population is expected to surpass 1.4 million. The Plan directs how the city will accommodate this growth over time and sets out the policies to guide its development and growth.

### 4.2.1 Strategic Direction

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. The Official Plan's Strategic Directions generally strengthen the rationale for increased density on the subject property, as follows:

**1) Big Policy Move 1: Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

**As an infill development within the Inner Urban Transect, the proposed development advances the objective to achieve more growth through intensification than greenfield development.**

**2) Big Policy Move 2: By 2046, the majority of trips in the city will be made by sustainable transportation.**

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

The subject property is well positioned within a 600 metre radius of two (2) rapid transit stations providing access to numerous rapid bus routes and the LRT Confederation Line 1. Additionally, the site is in proximity to two (2) Transit Priority Corridors and is well-served by existing and planned frequent transit routes.

**3) Big Policy Move 3: Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

**The urban design and building transition policies of the Official Plan support higher-density development on the subject property to optimize land use efficiency and promote a well-integrated built form. The policies also support the introduction of residential uses at this site, helping to create a more vibrant mixed-use community.**

**4) Big Policy Move 4: Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

**The proposed redevelopment of the subject property supports the City's environmental objectives in the following ways:**

- **Strengthening and contributing to a complete community;**
- **Supporting sustainable mobility options;**
- **Accommodating housing demand, reducing pressure for future land conversion; and**
- **Proposing a more compact building format, which is correlated with lower operational energy use.**

**5) Big Policy Move 5: Embed economic development into the framework of our planning policies.**

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

**The proposed mixed-use development includes five (5) commercial units at-grade, directly offering economic development opportunities in a desirable location within the City. Additionally, an intensification of the subject property also indirectly helps contribute to the City's long-term sustainability, livability and affordability efforts.**

#### **4.2.2 Cross-Cutting Issues**

The Official Plan establishes a number of cross-cutting issues. Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification

- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

**Section 2.2.1**, Intensification and Diversifying Housing Options, provides policy direction for intensification within the City of Ottawa. It is identified that residential growth be directed towards Hubs, Corridors and surrounding Neighbourhoods where daily and weekly needs can be accessed within a short walk.

**Section 2.2.2**, Economic Development, provides policy direction for economic growth and development. The intention is to support Ottawa's economic growth by attracting talent, focusing employment in strategic areas, integrating land uses, supporting key sectors like education and health, and protecting spaces for business, logistics, and rural development.

**Section 2.2.3**, Energy and Climate Change, provides policy direction for the mitigation and adaptation to climate change. The Official Plan aims to achieve the development of a compact and connected city where higher density development is encouraged in areas close to transit and within walking distance of a wide range of services. A compact urban built form with a mix of land uses and housing options is encouraged, to ensure both energy efficiency and sustainable patterns of development over the long term. Further, a shift from the reliance of personal automobiles to active and zero emission transportation modes such as public transit, walking and cycling is favoured.

**Section 2.2.4**, Healthy and Inclusive Communities, provides policy direction to promote healthy, inclusive, and resilient communities by encouraging 15-minute neighbourhoods, accessible design for all ages, and sustainable development. It recognizes that the built environment plays a key role in addressing public health challenges, supporting well-being, and building resilience to climate and social stressors.

**Section 2.2.5**, Gender Equity, provides policy direction to embed gender and racial equity into all aspects of planning by recognizing how intersecting identities affect access to housing, mobility, and amenities. It aims to eliminate systemic barriers through inclusive engagement and tools that assess equity at every stage of the planning process, improving quality of life for all residents.

**Section 2.2.6**, Culture, provides policy direction integrating culture into land use planning to foster identity, inclusion, and well-being. It supports creating cultural spaces, promoting the arts in placemaking, reinforcing local identity through design, and growing the creative economy to enhance livability and attract talent.

**The proposed development helps to further advance the City's six cross-cutting issues by adding critical density to a central location proximate to major employment hubs and transit, thereby strengthening and contributing to a complete community; accommodating housing demand and reducing pressure for future land conversion; and proposing a more compact building format.**

**The project also includes a parkland dedication and an outdoor at-grade amenity area, accessible to both residents and the public, which will support healthy and inclusive living. The proposed development indirectly advances gender equity and culture by providing a mix of housing types that can accommodate diverse household structures, creating inclusive spaces for social interaction, and contributing to a vibrant, connected neighbourhood identity.**

#### **4.2.3 Growth Management Framework**

Sections 3 and 4 of the Official Plan set out the City's growth management strategy and City-wide policy directions. On lands that are intended for residential and mixed-use development, the Official Plan supports intensification, particularly directed towards Corridors and Neighbourhoods adjacent to them. However, intensification is supported in all

designations where development is permitted (**Section 3.2, Policy 4**). Table 3a of the Official Plan outlines general density targets and large household dwelling intensification.

Table 4: Table 3a of the Official Plan

Designation	Minimum Area-wide Density Requirement, People and Jobs per Gross Hectare	Minimum Residential Density Requirement for Intensification, Dwellings per Net Hectare	Minimum Proportion of Large-household Dwellings within Intensification
Cyrville	200	As per Secondary Plan	Minimum: 5 per cent Target: 10 per cent

Residential intensification should accommodate a mix of housing typologies, including family-sized units, at densities which support local shops, services and public service facilities (**Section 2.2.1, Policy 2 and 3**). Development should create pedestrian-friendly environments and travel routes with good access to active transportation and transit (**Section 4.1.2, Policies 3, 6, and 5**). Development applications should demonstrate access points and circulation for all modes of transportation, with priority given to pedestrians, cyclists and transit over private automobiles (**Section 4.1.3 Policy 1**).

Table 5: Table 3b of the Official Plan

Neighbourhood Residential Density and Large Dwelling Targets		
	Target Residential Density Range for Intensification, Dwellings per Net Hectare	Minimum Proportion of Large-household Dwellings within Intensification
Inner Urban Transect	60 to 80	Within the Neighbourhood designation – Existing lots with a frontage approximately 15 metres or wider: - Target of 5 per cent for Midrise or taller buildings.

Under the former Zoning By-law (2008-250), there is no requirement for a minimum proportion of large-household units. However, the new Zoning By-law (2026-50), enacted on March 11, 2026, introduces provisions to implement the City's Official Plan policies related to large-household dwellings. Consistent with Official Plan Table 3a, the new Zoning By-law establishes requirements for the provision of large-household units, which are defined based on minimum unit size rather than bedroom count. Units with a minimum floor area of 80 square metres are considered to satisfy the intent of large-household housing. As such, a range of unit configurations, including larger two-bedroom units, may contribute toward meeting this requirement, provided the minimum floor area threshold is achieved.

**The proposed development meets the intention of the minimum proportion of large-household dwellings, as 15.6% (95 units) are proposed to be above 80 square metres.**

#### 4.2.4 Natural Heritage, Greenspace and the Urban Forest

Section 4.8 of Ottawa's Official Plan outlines the City's approach to urban greenspace. It emphasizes the importance of greenspace for resident well-being, community health, and climate resilience. Trees play a key role in these benefits; however, urban trees face challenges from development, pests, disease, and aging. To address this, the City has implemented policies and regulations to protect and expand the urban forest canopy.

The City shall pursue an urban forest canopy cover target of 40 per cent with equity as a guiding principle, in part through the development of sub-targets based on evolving urban form, climate resiliency, and environmental factors (**Section 4.8.2, Policy 2**). Growth, development and intensification shall maintain the urban forest canopy and its ecosystem services and preserve and provide space for mature, healthy trees on private and public property, including the provision of adequate volumes of high-quality soil (**Section 4.8.2, Policy 3**).

**Tree planting within the parkland dedication and the outdoor amenity area will contribute to achieving the City's guiding principle of a 40 per cent canopy. The proposed trees accommodated through the included Landscape Plan help support**

long-term canopy growth and strengthen the ecological and aesthetic value of the development while recognizing the role of transit-oriented development lands to accommodate dense housing formats supported by commercial uses.

#### 4.2.5 Transect and Land Use Designation

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural).

The subject property is located in the “Inner Urban Transect” and is designated “Hub” (Schedule B2 – Inner Urban Transect).

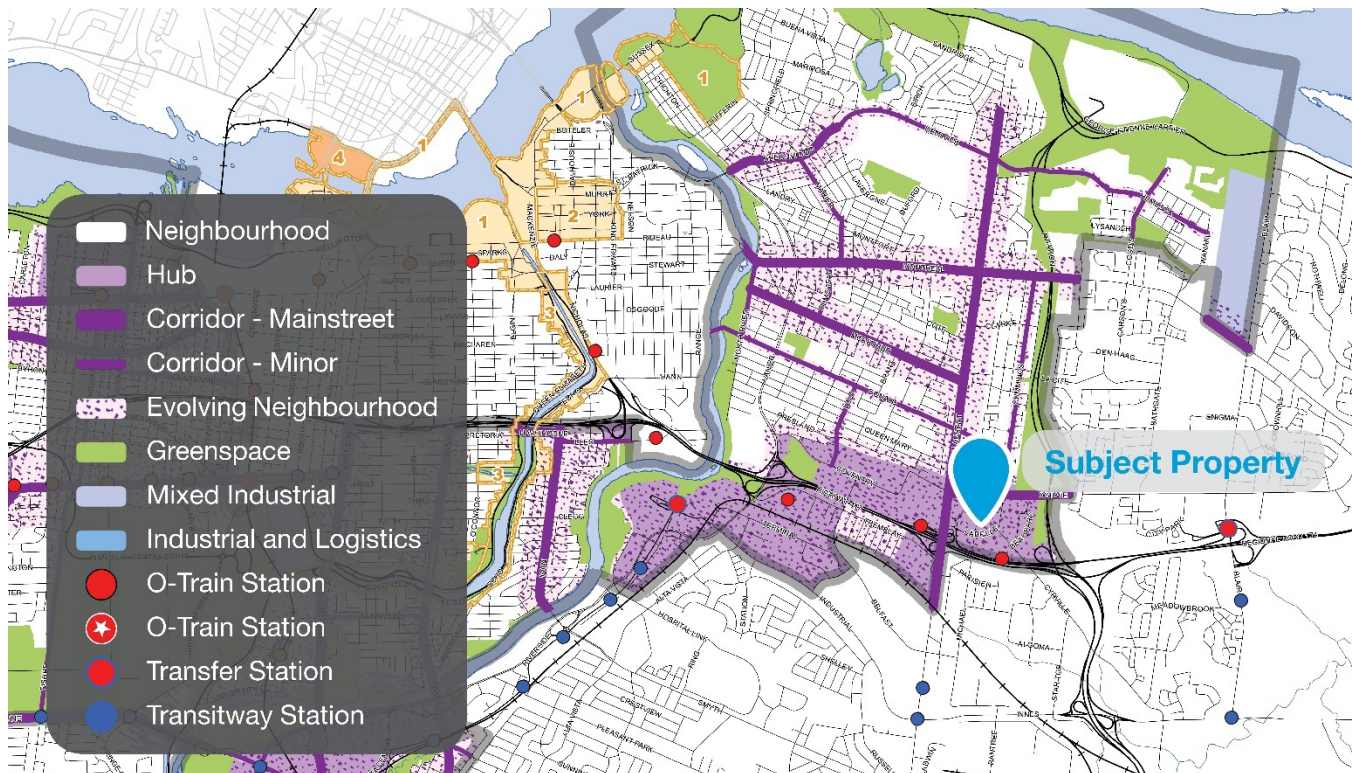


Figure 12: Official Plan Schedule B2 - Inner Urban Transect

The Inner Urban Transect includes the pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them. The Inner Urban Transect’s built form and design includes both urban and suburban characteristics and is intended to evolve into a walkable, mixed-use area, prioritizing active and public transportation with a focus on intensification, where:

- / A mid- to high-density environment is supported, particularly near frequent transit, subject to height limits and infrastructure capacity;
- / A mid- to high-density urban form is encouraged where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway; and
- / Increases in residential density are encouraged to sustain local services.

**Policy 5.2.1. 3)** The Inner Urban Transect is generally planned for mid- to high-density development, subject to:

- a) Proximity and access to frequent street transit or rapid transit;
- b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban

design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and

- c) Resolution of any constraints in water, sewer and stormwater capacity.

**Policy 5.2.1.4)** The Inner Urban Transect shall continue to develop as a mixed-use environment, where:

- a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;

**Policy 5.2.1.5)** The Inner Urban area is planned for mid- to high-density, urban development forms where either no onsite parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:

- a) The privatization of curb space through increasing private approaches, whereby an on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposes for all users:
  - i. Is generally discouraged; and
  - ii. May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.
- b) Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes, and front yard space for trees and intensive landscaping, is given priority over private approaches; and
- c) Further to the above, development applications may be required to
  - i. Reduce the number and/or width of private approaches on a site;
  - ii. Re-use existing private approaches; or
  - iii. Relocate and/or combine existing private approaches with no net increase in number or width.
- d) In the case of completely new areas or neighbourhoods developed by Plan of Subdivision, each city block shall be planned to minimize the number of vehicular private approaches and combine or share accesses to the greatest extent possible.

**Section 5.2.2, Policy 2** states that the transportation network for the Inner Urban Transect shall:

- a) prioritizes walking, cycling, and transit; and
- b) accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users.

**Policy 5.2.2.3)** Motor vehicle parking in the Inner Urban Transect shall be managed as follows:

- a) Motor vehicle parking may only be required for large-scale developments, and only to the extent needed to offset sudden large increases in parking demand;
- b) No parking shall be required as a condition of development within Hubs;
- c) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be limited to a very small amount of spaces only for shortterm drop-off and pick-up, or delivery vehicles; shall not be located between the building and the sidewalk; and shall be accessed and egressed by the narrowest possible driveway; and
- d) Where new development is proposed to include parking as an accessory use, such parking:
  - i. Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;
  - ii. Shall be accessed by driveways that minimize the impact on the public realm and on both City owned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches; and
  - iii. May be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of this Plan.

**Policy 5.2.3.1)** Within Hubs, permitted building heights, are as follows:

- a) Up to a 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 3 storeys and up to High-rise;
- b) High-rise 41+ where permitted by a secondary plan;
- c) Outside the area described by Policy a), not less than 3 storeys and up to a High-rise where the parcel is of sufficient size to allow for a transition in built form massing; and
- d) On parcels that are within a designated Hub but not covered by a local plan, High-rise buildings shall only be permitted on parcels of sufficient size to allow for a transition in built form massing, and their height shall be lowest at the outer edge of the Hub and tallest at the centre of the Hub and near a rapid transit station.

**The proposal supports the policies of the Inner Urban Transect by facilitation the creation of a walkable, mixed-use, high-density development, with a focus on active and public transportation. It prioritizes a higher-density housing typology, uses underground parking to reduce impacts on the public realm, and emphasizes built form and streetscape character.**

**The Inner Urban Transect policies identify the subject property as suitable for high-density, high-rise development, supporting compact, mixed-use growth within a 15-minute neighbourhood. As the site is located in a designated Hub, no parking is required, and any parking should be minimized to protect the public realm. Building height permissions are established through the Inner East Lines 1 and 3 Stations Secondary Plan.**

**Section 6** of the Official Plan defines and describes the roles and functions of the Urban Designations established within each Transect's respective B-series Schedule. Per Schedule B2 – Inner Urban Transect above, the subject property is designated Hub. Hubs are planned to function as a concentration of diverse functions, support a higher density of development, and a larger degree of mixed uses and public transit connectivity. Hubs are also identified as major employment centres. For the purposes of the Provincial Planning Statement, Hubs are identified as Protected Major Transit Station Areas (PMTSAs). Within Hubs the City aims to:

- / Define the Hubs and set the stage for their function and change over the life of this Plan; and
- / Set out the direction for Protected Major Transit Station Areas (PMTSAs).

The following policies apply to the subject site:

**Policy 6.1.1.3) Development within a Hub:**

- a) Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;
- b) Shall encourage large employment, commercial or institutional uses locate close to the transit station;
- d) Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;
- e) Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;
- f) Shall establish buildings that:
  - i. Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;
  - ii. Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and
  - iii. Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.
- g) Shall be subject, through the Zoning By-law, to motor vehicle parking regulations that support the Hub's prioritizing of transit, walking and cycling, including as appropriate:
  - i. Reduction or elimination of on-site minimum parking requirements;
  - ii. Maximum limits on parking supply;
  - iii. Prohibition of surface parking lots as a main or accessory use, other than publicly-operated park-and-ride facilities;

- iv. Regulation, pricing, metering and enforcement of public on- and off-street parking to balance supply and demand;
  - v. Establishment of residential on-street parking permit zones; and
  - vi. Despite the above, visitor parking shall continue to be required for high-density residential uses, in order to prevent visitor demand for parking from creating undue demand on public parking facilities; and
- h) Prohibit uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

**Policy 6.1.2.1)** Schedule C1 identifies the PMTSA locations and boundaries and Table 3a sets out the minimum density of people and jobs for PMTSAs per gross hectare that shall be implemented through the Zoning By-law, in an effort to increase the future density of development around transit.

**Policy 6.1.2.2)** Low-density employment uses such as auto wreckers, warehousing and storage facilities and auto-oriented uses such as gas stations, service centres and drive-through establishments are prohibited from locating within a PMTSA.

**Policy 6.1.2.3)** 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, excluding those uses listed in Policy 2) above.

**Policy 6.1.2.4)** The minimum building heights and lot coverage requirements within PMTSAs except as specified by a Secondary Plan, are as follows:

- a) Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys with a minimum lot coverage of 70 per cent; and
- b) Outside the area described by a) not less than 2 storeys with a minimum lot coverage of 70 per cent.

**The subject property is suitable for high-rise, high-density development. Hub policies direct the highest densities and mixed uses to transit-adjacent locations, prioritize a pedestrian-focused public realm, and require buildings to frame streets while minimizing parking and vehicle impacts. The proposal aligns directly with these objectives.**

**Within both the Hub and PMTSA, high-density residential and a full range of commercial and employment uses are permitted, while auto-oriented and low-density uses are discouraged or otherwise prohibited. PMTSA policies also require minimum heights of two (2) storeys and a 70% lot coverage to support transit-oriented density targets. The proposed high-density built form meets these expectations and advances the planned function of the area as an dense, walkable, transit-oriented and supportive urban environment.**

#### 4.2.6 Urban Design

Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

**Section 4.6** of the Official Plan outlines the City's urban design objectives and **Section 4.6.1** sets out the policies applicable to Design Priority Areas (DPAs), applicable to the subject property.

**Section 4.6.1, Policy 1:** Design Priority Areas (DPAs) define the image of Ottawa as the capital of Canada, as a city of vibrant neighbourhoods and as a hub of economic activity. Many DPAs are centres of pedestrian activity, and certain areas will expect significant change and growth in accordance with this Plan. Design Priority Areas are identified in order to promote design excellence through the development review process, and with respect to capital projects in the public realm.

**Section 4.6.1, Policy 5:** Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

- a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
- b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
- c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

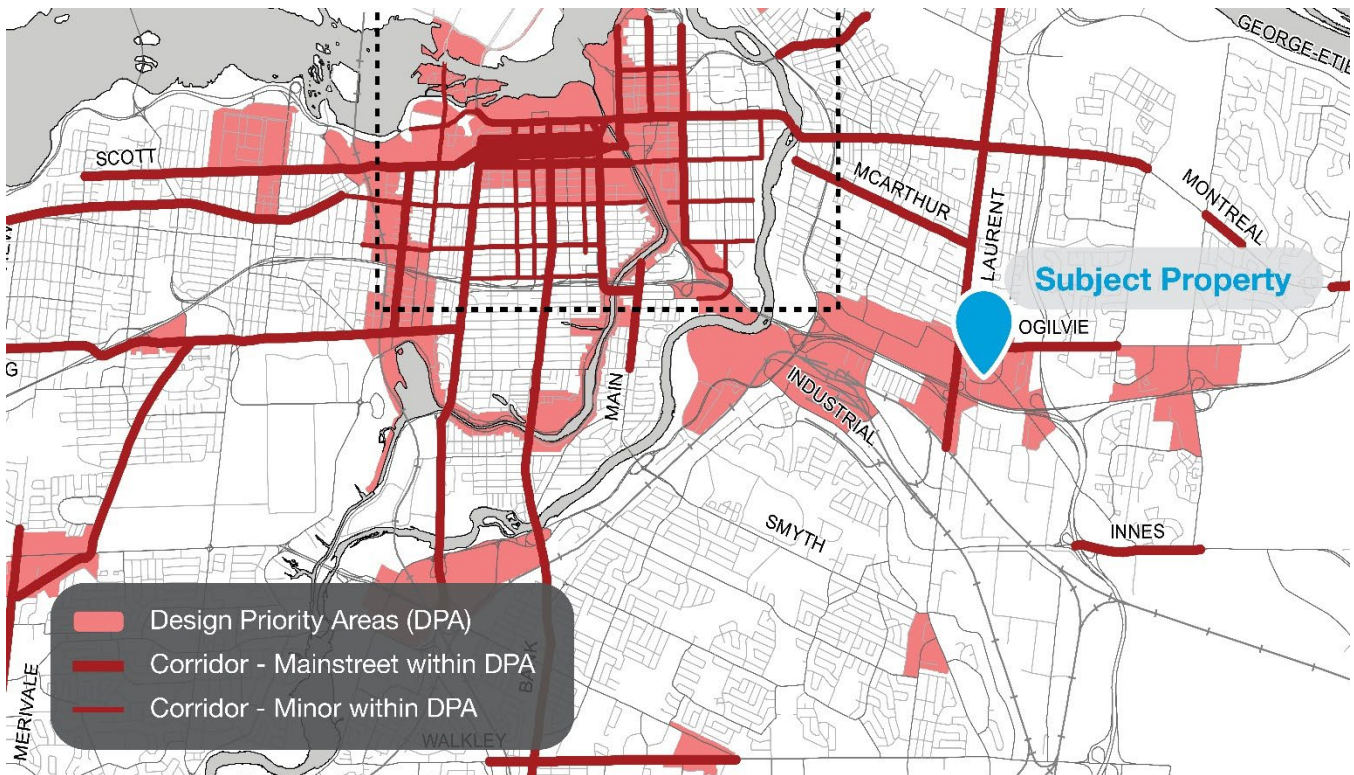


Figure 13: Official Plan Schedule C7-A - Design Priority Areas – Urban

The proposed redevelopment of the subject property adheres to the following general urban design policies required by the Official Plan:

- / Demonstrate that the intent of applicable Council-approved plans and design guidelines are met (**Section 4.6.5, Policy 1**);
- / Responds to context, transect area policies, frames the adjacent street, provides an appropriate setback, and has clearly visible main entrances from public sidewalks (**Section 4.6.5, Policy 2**);
- / Minimize conflict between vehicles and pedestrians, and limit interruptions along sidewalks. Preferentially locate parking below grade, and screen any surface parking from the public realm (**Section 4.6.5, Policy 3**); and
- / Demonstrate universal accessibility in accordance with the City's Accessibility Guidelines (**Section 4.6.5, Policy 4**).

**Section 4.6.6, Policy 2** states that transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of

an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

**Section 4.6.6, Policy 4** states that amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential developments:

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

**Section 4.6.6, Policy 8** establishes that high-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

**Section 4.6.6, Policy 9** states that high-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

**Section 4.6.6, Policy 10** stipulates that development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.

**The proposed building provides an appropriate and context-sensitive transition in height to the lower-rise commercial and office uses to the north and east. These surrounding areas do not contain residential or other sensitive uses. The tower floorplates are 736 square metres (Tower A) and 739 square metres (Tower B), aligning with the City's urban design objectives for compact, efficient high-rise buildings that preserve sky views, light, and privacy. The design also considers the future potential for additional high-rise developments in the area, ensuring that separation distances and building orientation support long-term compatibility.**

#### 4.2.7 Schedule C16: Road Classification and Right-of-Way Protection

Schedule C16 describes road classifications for City streets and roads that are illustrated on the C Schedules. Michael Street North, from Cyrville Road to Labelle Street, has a 20 metres right-of-way (ROW) width to be protected. Cyrville Road, from St. Laurent Boulevard to Cummings Avenue, has a 26 metres ROW width to be protected. Based on available mapping, the Cyrville Road frontage generally aligns with the 26-metre ROW protection identified in Schedule C16. In contrast, the Michael Street North frontage appears to be deficient by roughly 10 metres. Confirmation of the exact ROW limits should be completed by a licensed Ontario land surveyor. As ROW protections are generally applied equally to both sides of the street, and the west side of the street appears to have already conveyed an approximately 5.6 metre wide parcel to the City, it is anticipated that an approximately 3.9-metre setback from the Michael Street North frontage must be maintained for future development. The proposed development conforms to this ROW protection setback.

#### 4.2.8 Housing

Adequate, safe, and affordable housing makes Ottawa a good place to live and do business. Housing that meets needs across ages, incomes and backgrounds and supports accessibility needs is a key requirement for health and well-being as well as attracting and retaining highly skilled labour and new businesses.

Market-based housing refers to homes that are bought and sold by private owners, as well as new housing built by developers. As Ottawa grows and its population becomes more diverse, a wider range of housing types will be needed, including options of varying sizes and forms, some of which may be new or uncommon in the city today.

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope; and application processing priority and consider new policies or development application requirements through a housing- and mobility- affordability lens.

**Section 4.2.1, Policy 1** states that a diverse range of flexible and context- sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
- b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
- c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;
- d) Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and
- e) The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.

**The proposed development provides for a diverse range of housing options, tailored to the current and future needs of the population, by providing two (2) dense residential high-rise buildings that includes a diversity of unit sizes ranging from studio to three (3) bedroom units.**

#### **4.2.9 Support the Shift Towards Sustainable Modes of Transportation**

**Section 4.1.4** of the Official Plan supports the shift towards sustainable modes of transportation by permitting reductions in the minimum parking requirements within proximity to transit.

**Section 4.1.4, Policy 2** states that the City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations

- a) Hubs and Corridors;
- b) Within a 600 metre radius or 800 metre walking distance, whichever is greatest, to existing or planned rapid transit stations;
- c) Within a 300 metre radius or 400 metre walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit route;
- d) Other areas determined by Council.

**The proposed development provides significant residential intensification within 600 metres of the Cyrville LRT Station and the St. Laurent Rapid Transit Station. It includes limited residential vehicle parking, ample bicycle parking, and good connectivity to the existing community and active transportation network. Together, these features support a modal split that prioritizes active and public transportation, helping to reduce reliance on personal vehicles.**

In summary, it is our professional opinion that the proposed development aligns with the policies and objectives of the City of Ottawa Official Plan. The subject property is well-suited for high-rise development, in close proximity to existing and planned high-rise development, within a Hub & PMTSA designation, and located within 600 metres of two LRT/BRT Stations. The proposed low-rise podium provides appropriate transition to adjacent low-rise uses. Additionally, given the planned high-rise context of the surrounding area, the proposal represents a logical and context-sensitive form of intensification.

### 4.3 Inner East Lines 1 and 3 Stations Secondary Plan

The Inner East Line 1 and 3 Stations Secondary Plan is informed by the Transit-Oriented Development Plans Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair, January 2014. The secondary plan defines maximum building heights and minimum densities within the plan area. Minimum densities are intended to direct long-term intensification around transit stations. Zoning provisions may permit development at lower densities than the secondary plan stipulates.



Figure 14: Schedule A – Maximum Building Heights and Minimum Densities of the Inner East Line 1 and 3 Stations Secondary Plan

Per Schedule A – Maximum Building Heights and Minimum Densities of the secondary plan, the subject property is identified as being within a District Requiring a Future Public Park. The property is located in Area B subject to a maximum height of 20 storeys and a minimum density of 250 units per net hectare for residential uses and/or 1.0 floor space index for non-residential uses.

**Section 2, Policy 2** states that each district requiring a future public park is identified in Schedule A and the requirement applies to the entirety of each property that is located within such a district. Where a district contains more than one property owner, a cost-sharing agreement may be required between all property owners within that district. Landowners may be required to submit the landowners park cost-sharing agreement to the City as a condition of draft plan approval of plans of subdivision and plans of condominium and as a condition of approval for severance applications and site plan control.

The proposed development conforms to and exceeds the Inner East Lines 1 and 3 Stations Secondary Plan's required minimum density of 250 units per net hectare, providing a density of approximately 1,111 units per hectare. The proposal also conforms to the Secondary Plan's requirement for a public park, by providing a parkland dedication of 595 square metres.

Although the proposed development does not conform to the Secondary Plan's maximum height limit, the proposed building heights are seen as appropriate for the surrounding context, given the 30-storey planned context immediately to the south of the subject property and the presence of existing high-rise buildings, notably the 35-storey LUXO Tower, also located in 'Area B' with a height limit of 20-storeys.

#### 4.4 Transit Oriented Development Guidelines

The Transit-Oriented Development Guidelines, which were approved by City Council in 2007, are to be applied throughout Ottawa for all development within a 600-metre walking distance of a rapid transit station or stop.

As the proposed development is within 600 metres of both Cyrville and St. Laurent Stations, these guidelines apply. The following is a summary of how the proposed development meets some of the various guidelines for transit-oriented development.

- / The proposed development provides residential intensification on an underdeveloped lot in close proximity to a major rapid transit station (Guideline 1);
- / The proposed development includes only transit-supportive land uses and parking is located underground. The building facades fronting onto Michael Street North and Labelle Street feature street-activating commercial units that are sensitively designed to support the pedestrian environment (Guideline 2);
- / The proposed development creates a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally (Guideline 3);
- / The proposed landscaping creates pedestrian "short cut" underneath the second storey podium level, which shortens the block and increases choice in pedestrian routes and leads directly to transit (Guideline 4 and 6);
- / The subject property is located along the front of the street to encourage ease of walking (Guideline 7);
- / The subject property is located within 300 metres walking distance of Cyrville Station, and proposes high-density residential development in close proximity to an LRT station (Guideline 8);
- / The proposed development is sensitively designed to create transition to the adjacent low-rise building to the north, which is not a sensitive or residential use. The development features an appropriate, human-scale low-rise podium (Guideline 9);
- / The proposed development is oriented towards the transit station (Guideline 10);
- / The proposed development includes a podium/tower design to reduce shadow and wind impacts on adjacent streetscapes (Guideline 11);
- / The proposed development is set back nearly 6 metres along the Michael Street North frontage and over 5 metres along much of the Labelle Street frontage to help define the street edge and to provide space for pedestrian activities and landscaping (Guideline 13);
- / The ground floor features large windows with transparent glazing along the Michael Street North and Labelle Street frontages (Guideline 15);

- / The proposed landscaping introduces variety in paving materials to provide visual identification of pedestrian routes, and providing convenient routes for pedestrians diagonally through the site (Guideline 17);
- / The proposal includes reduced resident vehicle parking to help reduce private vehicle dependence (Guideline 32); and
- / The proposal includes a convenient drop-off and pick-up area underneath the podium where motorists, including taxis, can wait for transit passengers (Guideline 37).

**The proposed development responds to the Transit-Oriented Development Guidelines by providing a building that intensifies an existing underutilized site, contributes to a range of housing choices within the community, integrates with the existing streetscape and larger community, and is located in closest proximity two (2) existing major transit stations.**

#### 4.5 Urban Design Guidelines for High-Rise Buildings

City Council approved the new Urban Design Guidelines for High-Rise Buildings in 2018, replacing the previous version from 2009. The Official Plan defines a high-rise building as one that is ten (10) storeys or more in height. The objectives of the guidelines are to:

- / Promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- / Address compatibility and the relationship between high-rise buildings and their existing and planned context;
- / Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- / Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and,
- / Promote development that responds to the physical environment and microclimate through design.

The Official Plan provides direction to evaluate the appropriateness of individual sites and to inform many aspects of high-rise design, and the Zoning By-law provides a preliminary framework that addresses issues related to context, massing, shadowing and public space. The Official plan directs high-rise buildings to areas where intensification is expected and encouraged due to proximity to major transit stations.

The most relevant guidelines to the proposed development are discussed below:

- / The proposed development is within an identified area of growth, within which it is located in the centre, therefore the proposed height of 30 and 28 storeys is suitable within this context (Guidelines 1.10 and 1.11);
- / The building features a podium/tower design, and the transition is appropriate considering the commercial and office use of the nearby low-rise buildings. There are no nearby residential or other sensitive uses. The Sun Shadow Analysis did not identify undue shadowing impacts with this design (Guidelines 1.12, 1.13 and 1.17);
- / The lot is of sufficient size and an appropriate shape to accommodate a high-rise development. The lot also abuts the public realm on three sides; Michael Street North to the west, Labelle Street to the south, and Cyrville Road to the east (Guidelines 1.14, 1.15 and 1.16);
- / The proposed development includes three distinctive and integrated parts – base, middle, and top – with the middle and top featuring smaller floor plates, refining the building’s articulation and interaction with the surrounding urban environment (Guidelines 2.3(a) and (b));
- / The development establishes a defined street wall that was previously absent, creating a comfortable standard podium height for future development and evolution of the surrounding area (Guideline 2.13);

- / The height of the base of the proposed high-rise building is generally equal to the width of the ROW, providing sufficient enclosure without overwhelming the street nor the low-rise building to the north (Guidelines 2.15, 2.17, and 2.19);
- / The ground floor offers plenty of glazing and is highly transparent, helping to animate the ground floor and reduce division between the interior and exterior realm (Guidelines 2.22, 2.23 and 3.12 (d));
- / The tower floorplates are limited to 736.0 and 739.0 square metres, helping to minimize shadows and wind impacts (Guideline 2.24);
- / The towers are separated by over 32 metres, providing ample distance to satisfy shadowing and privacy concerns. Tower placement will also allow ample room between any future towers on abutting lots (Guideline 2.25);
- / The towers are stepped back from the podium on all sides helping to eliminate any co-planar appearance and positioning the base as the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening skyviews (Guideline 2.29);
- / The proposed development provides pedestrian connection through the site, on the ground floor in between the two proposed towers, which contributes to the active transportation network of the area and reduces walking distance to the Cyrville transit station (Guidelines 3.8 and 3.9);
- / The ground floor features commercial units along the west and south facades helping to activate the street front, with greater floor-to-ceiling height (Guidelines 3.12(a) and 3.12(c)); and
- / Parking, servicing, and utilities are either screened from street view or located underground (Guidelines 3.14 and 3.16).

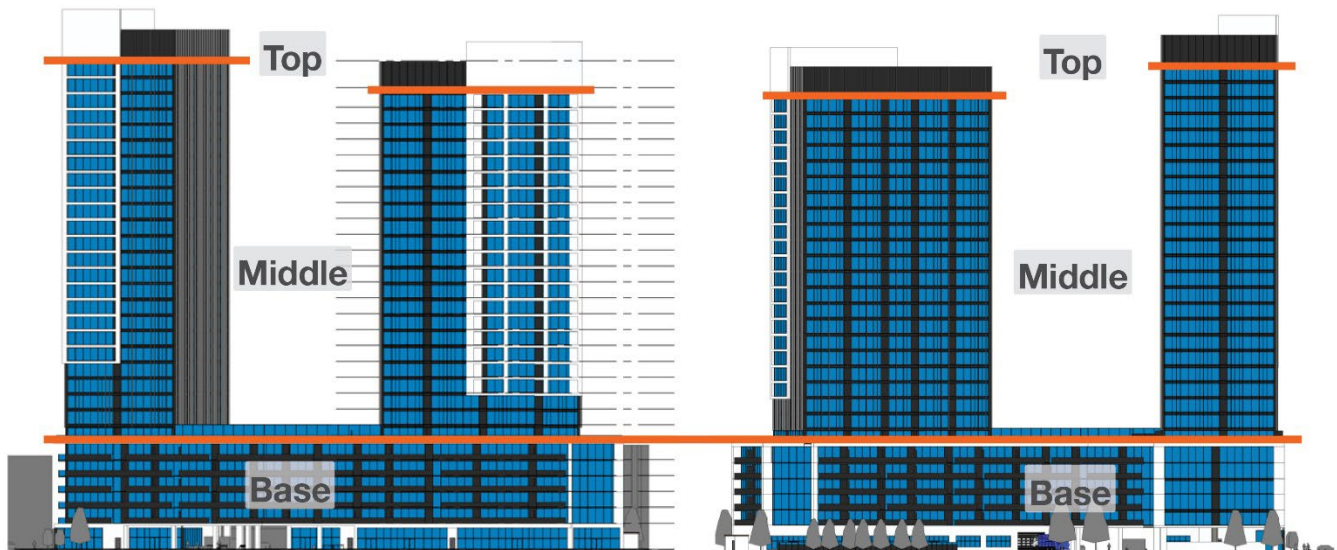


Figure 15: Graphic showing the base-middle-top design approach (Source: Kasian Architecture, annotated by Fotenn Planning + Design)

**The proposed development meets the City of Ottawa’s Urban Design Guidelines for High-Rise Buildings. The building is sensitively designed to provide a transition to the surrounding context and features a low-rise podium that provides a human-scale interface at ground level. The ground-oriented commercial units help animate the public realm and enhances the area’s mixed-use nature, while providing opportunity for community amenities and services. The ground floor features extensive glazing to create an inviting environment, for safety, and “eyes on the street”. Overall, the project is aligned with the design guidelines above.**

## 4.6 Bird Safe Design Guidelines

Ottawa's Bird-Safe Design Guidelines are intended to be used during the planning stage of private or public development projects to minimize the potential risks to birds.

On an individual basis, large buildings (whether low, mid or high-rise) tend to have higher per-structure death rates than houses due to their greater surface area and, frequently, their more extensive use of glass and lighting. Targeted mitigation in such buildings can substantially reduce bird deaths and can be readily achieved for new buildings through the site plan control process.

Some important aspects of bird-safe design include:

- / Treating glass to make it more visible as a barrier to birds (Guideline 2);
- / Eliminating design traps such as glass passageways or corners that are invisible to birds (Guideline 3);
- / Designing landscaping to reduce the risk of collisions (Guideline 5); and
- / Designing and managing exterior lighting to minimize impacts on night migrating or nocturnal birds (Guideline 6).

**The proposed development has considered and incorporated relevant guidelines into the design program. Further detail design of these mitigation efforts will be conducted at the Site Plan Control phase of development review.**

## 4.7 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject property is zoned Mixed-Use Centre Zone and subject to two zoning designations, in the City of Ottawa Comprehensive Zoning By-law 2008-250. The western portion of the property is subject to a maximum Floor Space Index of 2.0 and Height of 48 metres (MC F(2.0) H(48)) whereas the eastern portion of the property is subject to a maximum Floor Space Index of 1.1 and Height of 15 metres (MC F(1.1) H(15)).

As the new Zoning By-law (2026-50) has recently come into effect but is not yet fully in force and effect, both the former and new Zoning By-laws must be considered. In this context, the most restrictive provisions of the two Zoning By-laws apply. Accordingly, the following assessment considers both zoning frameworks to ensure compliance with the applicable permissions.

The purpose of the MC – Mixed-Use Centre Zone is to:

- / Ensure that the areas designated Mixed-Use Centres in the Official Plan, or a similar designation in a Secondary Plan, accommodate a combination of transit-supportive uses such as offices, secondary and post secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service uses such as restaurants and personal service businesses, and high- and medium-density residential uses; (By-law 2015-293)
- / Allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings; and
- / Impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.

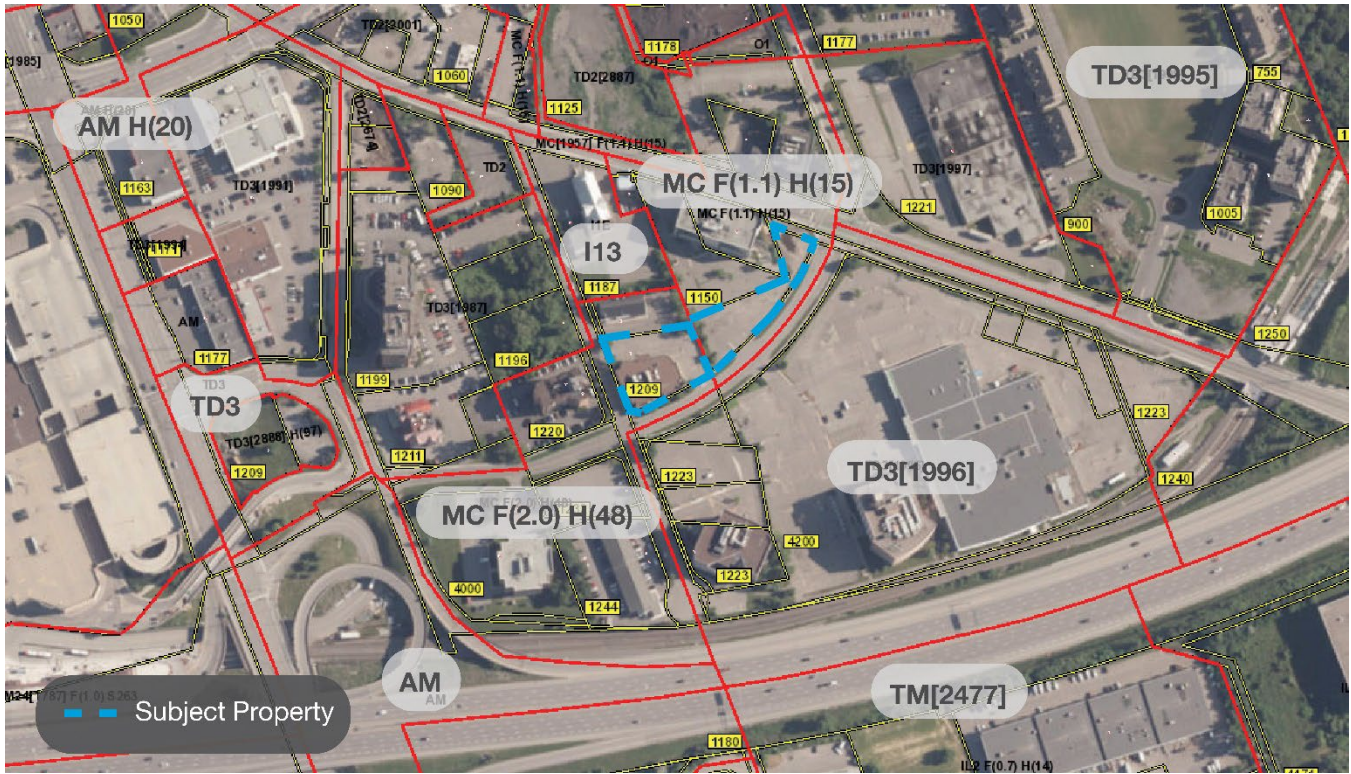


Figure 16: Zoning map identifying the subject property and surrounding properties

**4.7.1 Zoning Table**

The entirety of the subject property is proposed to be rezoned Mixed-Use Centre with a height suffix of 100 metres – MC H(100) through the proposed Zoning By-law Amendment. Under the new Zoning By-law, the subject property is proposed to be rezoned Hub Zone 2 with a height suffix of 100 metres – H2 H(100).

Table 6 below provides a summary of the applicable zoning provisions for the MC H(100) zone, as detailed in Zoning By-law 2008-250, and how the proposed development meets or requires relief from certain provisions. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗).

Table 6: Proposed Zoning and Compliance

MC H(100) Zone Provision	Requirement	Provided	Compliant?
<b>Permitted Use</b> <i>Section 191</i>	apartment dwelling, high rise [etc.]	apartment dwelling, high rise	✓
<b>Minimum Lot Width</b> <i>Section 191</i>	No minimum	49.88 m	✓
<b>Minimum Lot Area</b> <i>Section 191, Section 77</i>	1,150 m <sup>2</sup>	5,428.5 m <sup>2</sup>	✓
<b>Maximum Building Height</b> <i>Section 191</i>	No maximum, or as shown by the suffix “H”, on a zoning map, or specified in a subzone or exception where applicable	98.55 m	✗

<b>MC H(100) Zone Provision</b>	<b>Requirement</b>	<b>Provided</b>	<b>Compliant?</b>
<b>Minimum Building Height</b> <i>Section 191</i>	No minimum	98.55 m	✓
<b>Minimum Front Yard Setback</b> <i>Section 191</i>	No minimum	3.9 m	✓
<b>Minimum Corner Yard Setback</b> <i>Section 191</i>	No minimum	0.56 m	✓
<b>Minimum Interior Yard Setback</b> <i>Section 191</i>	No minimum	2.9 m	✓
<b>Minimum Rear Yard Setback</b> <i>Section 191</i>	No minimum	32.94 m	✓
<b>Maximum Floor Space Index</b> <i>Section 191</i>	No maximum; unless otherwise shown on the zoning map	11.92	✓
<b>Permitted Projections Above the Height Limit</b> <i>Section 64</i>	The maximum height limits do not apply to mechanical and service equipment penthouse, elevator or stairway penthouses, utility poles, [etc.]	Mechanical penthouse	✓
<b>Minimum Required Interior Side Yard Setback from a Tower</b> <i>Section 77</i>	10 m	Tower A: 9.62 m Tower B: 5.50 m	✗
<b>Minimum Required Rear Yard Setback from a Tower</b> <i>Section 77</i>	10 m	41.19 m	✓
<b>Minimum Separation Distance Between Towers on the Same Lot</b> <i>Section 77</i>	20 m	32.84 m	✓
<b>Minimum Parking Requirements</b> <i>Section 101, Area Z on Schedule 1A</i>	No minimum	207 parking spaces	✓
<b>Minimum Visitor Parking Requirements</b> <i>Section 102</i>	No visitor parking spaces are required for the first 12 dwelling units on a lot and no more than 30 visitor parking spaces are required per building. After the first 12 units, a rate of 0.1 per dwelling unit is required. = 30 spaces required	30 spaces (27 underground and 3 at-grade)	✓

<b>MC H(100) Zone Provision</b>	<b>Requirement</b>	<b>Provided</b>	<b>Compliant?</b>
<b>Maximum Limit on Number of Parking Spaces Near Rapid Transit Stations</b> <i>Section 103</i>	1.75 per dwelling unit (combined total of resident and visitor parking) 597 units x 1.75 = 1,045 spaces	237 parking spaces	✓
<b>Minimum Parking Space Dimensions</b> <i>Section 106</i>	5.2 m x 2.6 m However, 50% may be reduced to 4.6m x 2.4m	5.2 m x 2.6 m	✓
<b>Driveway Width</b> <i>Section 107</i>	Min: 6.0 m Max: 6.7 m	6 m	✓
<b>Drive Aisle Width</b> <i>Section 107</i>	6.0 m	6 m – 6.28 m	✓
<b>Bicycle Parking Space Rates</b> <i>Section 111</i>	Residential units: 0.50 per dwelling unit (0.5 x 597 = 299 bicycle parking)  Retail/bank/convenience store/restaurant/etc.: 1 per 250 m <sup>2</sup> of gross floor area (482 m <sup>2</sup> / 250 = 2 spaces)	326 resident bicycle parking spaces  14 commercial bicycle parking spaces	✓  ✓
<b>Loading Space Rates and Provisions</b> <i>Section 113</i>	418 m <sup>2</sup> of commercial space: None required.	1	✓
<b>Amenity Area</b> <i>Section 137</i>	6 m <sup>2</sup> per dwelling unit, and 10% of the gross floor area of each rooming unit. A minimum of 50% of the required total amenity area, aggregated into areas up to 54 m <sup>2</sup> , and where more than one aggregated area is provided, at least one must be a minimum of 54 m <sup>2</sup> (6 m <sup>2</sup> x 597 units = 3,582 m <sup>2</sup> )	3,768 m <sup>2</sup> total 1,966 m <sup>2</sup> private 1,802 m <sup>2</sup> communal	✓
<b>Corner Sight Triangle</b> <i>Section 57</i>	Collector/Local: 3m x 9m with the longer dimension along the collector road.	3m x 9m with the longer dimension along the collector road.	✓

The proposed development meets the general intent and majority of provisions within the MC F(XX) H(100) zone.

The proposed Zoning By-law Amendment would address the building height and tower setback through a site-specific Zoning By-law Amendment, and site-specific provisions through a new exception. The MC Zone is appropriate for the integrity of the subject property, given the lands are designated Hub in the Official Plan and the proposed development includes both residential and commercial.

#### 4.7.2 New Zoning By-law Zoning Table

The new Zoning By-law was enacted by Council on March 11, 2026, and is now in effect. Under the new Zoning By-law, the subject property is zoned Hub Zone 2 with a maximum permitted height of 100 metres (H2 H(100)).

As the Zoning By-law is not in full force and effect yet, both the new and former Zoning By-laws must be considered, with the most restrictive provisions applying.

The table below provides a summary of the applicable zoning provisions for the H2 H(100) Zone, as detailed in the new Zoning By-law, and how the proposed development meets or requires relief from certain provisions. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗).

<b>H2 H(100) Zone Provision</b>	<b>Requirement</b>	<b>Provided</b>	<b>Compliant?</b>
<b>Permitted Uses</b> <i>Section 902</i>	dwelling unit, various non-residential uses including retail store	Dwelling unit, retail store	✓
<b>Minimum height of the ground floor</b> <i>Section 902</i>	4 metres	5 metres	✓
<b>Active Entrance</b> <i>Section 902</i>	Exterior building walls located on the ground floor and located within 4.5 metres of a front or exterior side lot line must provide a minimum of one active entrance from each individual occupancy on the ground floor located adjacent to the front lot line or exterior side lot line in the case of non-residential uses.	Each individual occupancy on the ground floor located adjacent to the front lot line or exterior side lot line has an active entrance	✓
<b>Transparent Glazing</b> <i>Section 902</i>	Minimum 40% of the surface area of the ground floor façade, measured from the average grade up to a height of 4 metres, facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors.	>40% of the surface area of the ground floor façade facing a public street must be comprised of transparent glazing and active customer or resident entrances	✓
<b>Layout</b> <i>Section 902</i>	Where a front or exterior side yard is provided that is 1 metre or greater in depth, that yard must contain an outdoor commercial patio, bicycle parking, soft landscaping, or benches, street furniture or other similar features.	Outdoor commercial patio, bicycle parking, soft landscaping, benches, street furniture or other similar features are provided in all front and exterior side yards	✓
<b>Maximum Building Height</b> <i>Section 902</i>	132 metres, unless otherwise specified by an H suffix, schedule, or exception	98.55 metres	✓
<b>Minimum Building Height</b> <i>Table 902</i>	11 metres	98.55 metres	✓
<b>Minimum Lot Area</b> <i>Table 902, Section 207 Area B</i>	1,150 m <sup>2</sup>	5,428.5 m <sup>2</sup>	✓
<b>Minimum Lot Width</b> <i>Table 902</i>	No minimum	49.88 m	✓

H2 H(100) Zone Provision	Requirement	Provided	Compliant?
<b>Minimum Front and Exterior Side Yard Setback</b> <i>Table 902</i>	<p>For any part of the building 15 metres or less above grade: No minimum</p> <p>For any part of the building greater than 15m above grade: 1.5 metres</p> <p>For any part of the building greater than 30m above grade: 3 metres</p>	<p>Front yard: 3.9 m</p> <p>Exterior side yard: 0.56 m</p>	✘
<b>Minimum Interior Side Yard Setbacks</b> <i>Table 902</i>	No minimum	2.9 m	✔
<b>Minimum Rear Yard Setback</b> <i>Table 902</i>	No minimum	32.94 m	✔
<b>Projections Above the Height Limit</b> <i>Section 203</i>	Elevator, mechanical and service equipment, or a stairway	Elevator, mechanical and service equipment, stairway	✔
<b>Minimum Interior Side and Rear Yard Setback for a Tower</b> <i>Section 207</i>	10 metres	<p>Interior Tower A: 9.62 m</p> <p>Interior Tower B: 5.50 m</p> <p>Rear Tower B: 41.19 m</p>	✘
<b>Minimum Separation Distance Between Towers on the Same Lot</b> <i>Section 207</i>	20 metres	32.84 m	✔
<b>Amenity Area</b> <i>Section 208</i>	<p>6 square metres per dwelling unit</p> <p>Amenity area provided outdoors must not be located in a front or exterior side yard.</p> <p>Where amenity area is located outside at grade, it may be included in the calculation of landscaped area requirements.</p> <p>Communal amenity area: at least one communal area must be 54 square metres or more in size; and areas used as part of a required landscaped area may only be counted as a communal area where aggregated into an area of 54 square metres or more.</p> <p>(6 m<sup>2</sup> x 597 units = 3,582 m<sup>2</sup>)</p>	<p>3,768 m<sup>2</sup> total</p> <p>1,966 m<sup>2</sup> private</p> <p>1,802 m<sup>2</sup> communal</p>	✔
<b>Corner Sight Triangle</b> <i>Section 216</i>	<p>6 m x 6 m</p> <p>Collector/Local: 3m x 9m with the longer dimension along the collector road.</p>	3m x 9m with the longer dimension along the collector road.	✔

H2 H(100) Zone Provision	Requirement	Provided	Compliant?
<b>Waste Management Provisions</b> <i>Section 217</i>	<p>In the case of a mixed-use building, at least one dedicated area is required for all non-residential uses and at least one dedicated area is required for all residential uses.</p> <p>Size of Storage Area Required: 10 m<sup>2</sup></p>	Two dedicated waste areas are provided, one 72 m <sup>2</sup> , the other (combined with loading bay) is 264 m <sup>2</sup>	✓
<b>Minimum Parking Space Rates</b>	No Minimum	168 parking spaces	✓
<b>Maximum Parking Space Rates</b> <i>Section 602</i>	<p>1.25 per dwelling unit  (597 x 1.25 = 747 spaces)</p> <p>Does not apply to visitor parking spaces</p>	168 parking spaces	✓
<b>Visitor Parking Space Rates</b> <i>Section 603</i>	No visitor parking is required in Area A	30 spaces (27 underground and 3 at-grade)	✓
<b>Parking Space Provisions</b> <i>Section 605</i>	<p>2.6 m – 3.1 m wide x 5.2 m long</p> <p>Up to 50% of the provided parking spaces in a parking lot or parking garage may be reduced to a minimum of 4.6 metres long and 2.4 metres wide</p>	5.2 m x 2.6 m	✓
<b>Minimum Driveway Width</b> <i>Section 608</i>	6 metres for a double traffic lane	6 metres	✓
<b>Minimum Drive Aisle Width</b> <i>Section 608</i>	6.7 metres	6 m – 6.28 m	✗
<b>Loading Space Rates</b> <i>Section 610</i>	<p>Retail store: 0</p> <p>All other non-residential uses: 1</p>	1	✓
<b>Electric Vehicle (EV) Parking Spaces</b> <i>Section 611</i>	<p>Where parking spaces are provided accessory to a mid-rise or high-rise residential or mixed-use building, 25 per cent of the spaces provided or an equivalent, must be designed as electric vehicle parking spaces capable of supporting level 2 charging.</p> <p>Required and provided visitor parking and barrier-free parking spaces are exempt from being designed as electric vehicle parking spaces.</p>	0	✗

H2 H(100) Zone Provision	Requirement	Provided	Compliant?
<b>Residential Bicycle Parking Rates</b> <i>Section 613</i>	Minimum Number of Short-Term Spaces Required: minimum 2 spaces with an additional 1 space per 20 dwelling units $((597/20) + 2 = 32)$	32 short-term bicycle parking spaces	✓
	Minimum Number of Long-Term Spaces Required: 1 per unit (597 long-term spaces)	597 resident bicycle parking spaces (1 per unit)	✓
<b>Non-Residential Bicycle Parking Rates</b> <i>Section 613</i>	Varies by use. Restaurant or Retail store <999 m <sup>2</sup> : 2 spaces with an additional 1 space per 250 m <sup>2</sup> above 250 m <sup>2</sup> (488 m <sup>2</sup> of retail space = 2 spaces)	2 commercial bicycle parking spaces	✓
<b>Large Dwelling Unit Requirement</b> <i>Section 708</i>	5% of dwelling units must have at least three bedrooms, or a minimum gross floor area of at least 80 square metres	15.6% (95 units) are proposed to be above 80 m <sup>2</sup>	✓

The proposed development meets the general intent and majority of provisions within the H2 H(100) zone.

The proposed Zoning By-law Amendment would address the exterior side yard setback, tower setback, minimum drive aisle width, electric vehicle parking spaces, and bicycle parking rates through a site-specific Zoning By-law Amendment, and site-specific provisions through a new exception. The H2Zone is appropriate for the integrity of the subject property, given the lands are designated Hub in the Official Plan and the proposed development includes both residential and commercial.

## 5.0 Proposed Official Plan Amendment

Although the proposed development aligns with the majority of the policies, goals, strategic directions, and cross-cutting issues of the Official Plan, it does not fully conform with all applicable policies, specifically those related to permitted height within the Inner East Line 1 and 3 Stations Secondary Plan. Consequently, an Official Plan Amendment is required to permit the proposed high-rise development of 28- and 30-storeys. The primary policy where the proposed development is not in compliance with the Official Plan is as follows:

**Section 2, Policy 1:** The maximum building heights and minimum densities for the planning area are identified in Schedule A.

Per Schedule A – Maximum Building Heights and Minimum Densities of the secondary plan, the subject property is located in Area B subject to a maximum height of 20 storeys.

The Inner East Lines 1 and 3 Stations Secondary Plan that currently applies to the subject property is outdated and has not been modernized to align with the policy framework of the City of Ottawa’s new Official Plan (2022). The Secondary Plan is informed by a suite of earlier transit-oriented development studies dating from 2014, and its policies reflect planning directions from that time.

Under the Official Plan, the subject property is situated within the Inner Urban Transect and is designated Hub. Hubs are locations where higher densities and a mix of residential, commercial, and employment uses are prioritized to support 15-minute neighbourhoods and make frequent transit convenient and viable. If the Secondary Plan did not apply, the property would default to the base permissions for the Hub designation in the Inner Urban Transect, which provide a range of building heights and densities that reflect proximity to rapid transit and site context. Within this policy context, buildings within the prescribed walking distance of rapid transit are permitted to be a minimum of three (3) storeys and may reach high-rise of generally up to 40 storeys, with the tallest forms concentrated near stations and stepping down toward the periphery.

Given the site’s strategic location adjacent to two major rapid transit stations, the base policies of the Official Plan for Hubs within the Inner Urban Transect would readily support building heights of 30 storeys.

An OPA is required to introduce a site-specific policy that more accurately reflects the property’s context and its capacity to contribute meaningfully to City’s objectives, as they pertain to residential intensification in a manner that is reflective of the surrounding character and the planned and evolving context. The amendment will enable two (2) high-rise buildings that aligns with the Official Plan’s strategic directions, including the shift toward compact growth, increased sustainable mobility, and the transformation of single-use areas into mixed-use, complete communities.

### 5.1.1 Proposed Area Specific Policy

#### **Amend Volume 2A - Urban Secondary Plans of the City of Ottawa to increase building heights on lands known as 1209 Michael Street North.**

- / The Area Specific Policy permits the proposed high-rise mixed-use buildings which provides for adequate height transition to nearby low- and mid-rise buildings. The lot size is appropriate for the proposed high-rise development.

## 6.0

# Proposed Zoning By-law Amendment

Supported by the overarching direction of the Official Plan (2022) for lands Designated Hub and PMTSA, the proposed Major Zoning By-law Amendment recommends amending the zoning provisions on the entire subject property to the “Mixed-Use Centre with a height suffix of 90 metres – MC H(90)” to permit the proposed development. Importantly, the proposed development adheres to the general intent of the overarching zoning framework under Mixed-Use Centre Zone.

The following amendments are required:

- / **Proposed High-Rise Development.** The subject property represents an appropriate and strategic location for high-rise development given its position between two rapid transit stations. Its proximity to St. Laurent Boulevard, designated as both an Arterial Road and Transit Priority Corridor, as well as Cyrville Road, another key Arterial Road, further reinforces the suitability of the site for intensified, transit-supportive development.

The proposed tower is not unprecedented in height within the surrounding area and aligns with the planned context, which contemplates high-rise buildings ranging from 20 to 30 storeys as-of-right and potentially up to 40 storeys along nearby Mainstreet Corridors where sufficient right-of-way widths exist. In this context, the proposed building height and residential use are appropriate for the site. The presence of an existing 35-storey high-rise to the north further demonstrates that this scale of development is established in the area.

Importantly, there are no sensitive land uses immediately adjacent to the site. Nearby low-rise buildings are primarily institutional or otherwise non-sensitive in nature. The inclusion of a low-rise podium and careful massing provides an effective and respectful transition to the surrounding context.

The property is currently underutilized and presents a significant opportunity for residential intensification with direct access to both private and public amenities and services, including the Cyrville LRT Station and the St. Laurent LRT and BRT Station. The proposal supports the City’s broader growth management and intensification objectives by directing density to lands well-served by higher-order transit.

Further, the towers have been designed to advance many of the City’s Urban Design Guidelines for High-rise buildings. The overall building design, including its low-rise podium, improved pedestrian realm, and vertical materiality elements creates a visually interesting and attractive built form that will positively contribute to the skyline and streetscape.

The slender tower design, with floorplates of 736 and 739 square metres, minimizes shadow, wind, and noise impacts for current and future residents. The reduced floorplate size further helps preserve views for adjacent properties. The tower placement, combined with the generous abutting right-of-way widths, provides ample separation from nearby properties, creating appropriate transition and minimizing the potential for adverse impacts.

- / **Minimum Required Interior Side Yard Setback from a Tower.** The proposed development includes reduced interior side yard setbacks for both towers. Tower A provides a setback of 9.62 metres, only 0.36 metres below the required 10 metres, while Tower B proposes 5.50 metres. Although these are reductions from the minimum requirement, the proposed setbacks are appropriate and compatible with the site context and do not result in adverse impacts on adjacent properties to the north.

The zoning intent behind tower setbacks is to mitigate privacy, shadowing, and overlook concerns. In this case, these concerns are effectively addressed through the generous tower separation distance internal to the site, of 32.84 metres, which exceeds the Zoning By-law minimum of 20 metres by 12.84 metres. This substantial distance ensures ample sunlight passage, limits shadowing, and provides an appropriate spatial relationship between the buildings.

Further, the subject property is bordered by public rights-of-way on three sides: Michael Street North (20 m ROW), Cyrville Road (26 m ROW), and Labelle Street (approximately 23 m ROW). These wide public roads

introduce significant open space around the development, providing light access, minimizing overlook, and reducing any potential privacy concerns for surrounding properties in these directions.

Additionally, the property immediately northwest of the site at 1195 Michael Street North is unlikely to develop independently as high-rise building, as it is too small to support high-rise development on its own and would require consolidation with adjacent properties, the feasibility of which is uncertain. To the northeast, 1150 Cyrville Road could accommodate redevelopment of a high-rise, but both the Official Plan's urban design policies and high-rise design guidelines would require any future tower on that site to front Cyrville Road to reinforce the street edge. As a result, a tower on that property would not be positioned in a location that would conflict with the reduced setback proposed by Tower B.

Given these combined factors, the reduced interior side yard setbacks are appropriate, contextually compatible, and aligned with the intent of the Zoning By-law.

/ **Minimum Exterior Side Yard Setback.** While the proposed development does not meet the minimum exterior side yard setbacks above 15 metres and 30 metres in height, the reduced setbacks are appropriate and consistent with the intent of the Zoning By-law for high-rise development. The buildings have been designed with a strong street-oriented podium that frames the public realm along the Major Collector Road, establishing a defined and animated street edge. Above the podium, the towers are appropriately stepped back, thereby reducing the perceived massing and mitigating potential impacts related to overlook, shadowing, and wind. Given the tower setbacks and the urban design response that prioritizes the public realm, the proposed reduced setbacks above 15 and 30 metres along the exterior side yard represent a reasonable built form outcome.

/ **Minimum Drive Aisle Width.** The proposed development provides a minimum drive aisle width of 6.0 metres, whereas the new Zoning By-law requires a minimum of 6.7 metres. The reduced drive aisle width is appropriate and maintains the functional intent of the Zoning By-law. A 6-metre drive aisle has historically been permitted under the former Zoning By-law (2008-250) and continues to represent a standard dimension that accommodates two-way vehicular movement and maneuvering within parking areas.

The proposed underground parking garage would serve a residential building with relatively low traffic volumes and limited peak demand, as compared to commercial or retail uses. As such, the frequency of vehicle passing and turning movements is expected to be modest, and the proposed aisle width is sufficient to accommodate these conditions safely and efficiently. In addition, the parking layout has been designed to ensure clear sightlines, logical circulation patterns, and adequate access to parking spaces.

Given that the proposed drive aisle width has been demonstrated to function effectively, reflects a previously accepted standard, and will not result in adverse operational impacts, the requested relief is considered appropriate in this context.

/ **Electric Vehicle (EV) Parking Spaces.** EV parking is not proposed at this time as near-term demand is uncertain, and compliance would impose undue cost without advancing broader policy objectives. The site's reliance on transit and active transportation, with the possibility of phased EV implementation, can achieve the intent of sustainability policies while maintaining project feasibility and supporting higher-order planning goals.

**The Zoning By-law Amendment Application is appropriate as it promotes the ongoing transformation of the area to a more vibrant, compact urban area that promotes transit use and reduced private vehicle dependence. The site's proximity and walkability to two major transit stations (500 m walking distance from Cyrville and 1 km from St-Laurent) makes it well-suited for high-density development, generally consistent with the Official Plan and Secondary Plan policies. The proposed high-rise reinforces the planned urban structure by framing Michael Street North and Labelle Street, creating a strong street edge and a positive public realm interface. The development also delivers meaningful open space improvements, including high-quality at-grade amenity areas and a new public parkland dedication on the east side of the site, improving livability and green space.**

## 7.0 Supporting Studies

Further to the pre-application meeting held prior to the submission of these applications, the City of Ottawa outlined a list of required technical studies to support the submission. For ease of reference, they have been summarised below. These summaries are not intended to replace a review of the primary documents.

### 7.1 Environmental Site Assessments

Paterson Group was retained to conduct Environmental Site Assessments (ESA) (Phase I and II) for the property addressed 1209 Michael Street North, in the City of Ottawa, Ontario. Based on the findings of the Phase I assessment, a Phase II assessment was recommended.

The Phase II ESA was conducted to investigate potential contamination identified in the Phase I ESA. Six boreholes and groundwater monitoring wells were installed and sampled. Testing found that most soil and groundwater parameters meet provincial standards; however, elevated concentrations of barium and fluoranthene were identified in limited areas beneath the parking lot asphalt. Some elevated salt-related parameters in soil and groundwater were attributed to road salt application and are not considered contamination issues under Ontario regulations.

The report recommended removing and properly disposing of the limited areas of contaminated soil during future site excavation, managing excess soil in accordance with provincial regulations, and maintaining or properly decommissioning groundwater monitoring wells as required.

### 7.2 Geotechnical Study

Cambium was retained by Inside Edge Properties to complete a geotechnical investigation in support of the proposed development located at 1209 Michael Street. The investigation included several boreholes, soil sampling, and laboratory testing to determine soil conditions, bedrock depth, and groundwater levels across the site.

The investigation found that the site is generally composed of fill materials and clayey sand overlying shallow bedrock. Bedrock was encountered in all boreholes at depths ranging from approximately 1.5 to 2.1 metres below ground surface, and consists primarily of grey to black shale that varies from very poor to good quality but generally improves with depth. Due to the shallow bedrock, excavation for development may involve rock removal and appropriate bedrock protection measures. The pavement structure and fill materials observed at the site are typical of previously developed commercial properties.

Groundwater and standing water were not observed in the boreholes at the time of drilling, although groundwater levels may fluctuate seasonally. Monitoring wells were installed to confirm groundwater levels and inform the design if necessary. Based on the investigation, dewatering requirements are expected to be limited, but standard groundwater management practices should be followed during construction.

The report concluded that the site is suitable for development, provided the geotechnical recommendations are followed. Foundations may be designed using conventional shallow foundations bearing on competent bedrock or properly prepared subgrade, with appropriate design considerations for excavation, backfilling, and compaction. The report also includes recommendations related to frost protection, drainage, floor slab design, and earth pressure for basement walls, as well as guidelines for the installation of underground utilities.

### 7.3 Noise Control & Vibration Study

A Noise Control Feasibility Study was prepared by Thornton Tomasetti to evaluate potential transportation noise impacts on the proposed residential development at 1209 Michael Street in Ottawa.

Noise modelling determined that predicted outdoor noise levels at the rooftop amenity area would reach approximately 70 dBA, which exceeds the provincial guideline of 55 dBA and the 60 dBA mitigation threshold. Additionally, façade noise levels for the towers and podium are predicted to reach approximately 73 dBA during the day and 68 dBA at night, which also exceeds guideline thresholds and requires mitigation measures.

To address these impacts, the study recommends several mitigation measures. These include the installation of a 3-metre-high acoustic barrier (approximately 40 m long) along the south edge of the podium rooftop amenity area, which would reduce outdoor noise levels to approximately 60 dBA, meeting the applicable requirements. The report also recommends central air conditioning for residential units, enhanced façade and window construction with upgraded sound transmission ratings, and the inclusion of standard noise warning clauses in purchase and lease agreements to inform residents of potential traffic noise.

The study concludes that with the recommended mitigation measures implemented, the proposed development is feasible from a transportation noise perspective and can comply with City of Ottawa and provincial noise guidelines.

### 7.4 Assessment of Adequacy of Public Services

Parsons was retained by Inside Edge Properties to complete an Assessment of the Adequacy of Public Services for the proposed development at 1209 Michael Street North.

The analysis determined that the development can be adequately serviced by municipal infrastructure. A 150 mm diameter water service connected to the existing 152 mm watermain on Michael Street is proposed, with a looped connection to meet City requirements given the site's projected water demand of approximately 267.8 m<sup>3</sup>/day. Fire flow requirements of 8,000 L/min for two hours can be met by nearby hydrants, which together provide approximately 9,500 L/min, although a small on-site fire storage volume (approximately 140-155 m<sup>3</sup>) may be required to supplement the municipal system.

Sanitary servicing will be provided through a 200 mm connection to the existing 250 mm sanitary sewer on Michael Street, which has sufficient capacity and allows flows to drain by gravity. Stormwater will be managed by controlling post-development flows to pre-development levels, with runoff directed to Labelle Street and the existing 450 mm storm sewer on Michael Street. Required on-site stormwater storage (approximately 74.6 m<sup>3</sup>) will be achieved through a combination of controlled roof drains and a cistern within the underground parking garage.

### 7.5 Transportation Impact Assessment

Parsons was retained by Inside Edge Properties Ltd. to prepare a Transportation Impact Assessment (TIA) for development applications at 1209 Michael Street North. The proposed development includes a four-level underground parking garage with 274 vehicle parking spaces and bicycle parking that is expected to meet or exceed the requirements of the City of Ottawa Zoning By-law.

Two full-movement site accesses are proposed on Michael Street and Labelle Street, generally consistent with the existing access locations. While the Labelle Street access has a minor deviation from the required spacing to the Michael Street intersection, it is not expected to create operational or safety concerns and will be reviewed further at the Site Plan Control stage.

The development is expected to generate approximately 189 and 185 net new person trips during the morning and afternoon peak hours, respectively. Most trips are anticipated to occur by transit or active transportation, with relatively few new vehicle trips, reflecting the removal of the existing office use and the site's proximity to rapid transit.

Transportation Demand Management (TDM) measures are anticipated to include secure bicycle parking, strong pedestrian connections, transit information for residents, and unbundled parking, which will support non-auto travel. Given the minimal increase in vehicle traffic, the study concludes that the proposed development will not create significant impacts on surrounding roads or intersections and is supported from a transportation planning perspective.

## 7.6 Wind Analysis

Gradient Wind was retained by Inside Edge Properties Ltd. to prepare a pedestrian level wind (PLW) study for development applications at 1209 Michael Street North. The Pedestrian Wind Study was conducted using computational fluid dynamics (CFD) modelling and local meteorological data to evaluate wind comfort and safety around the proposed development.

The results indicate that most grade-level areas around the site, including surrounding sidewalks, parking areas, drive aisles, and building entrances, are expected to experience acceptable wind conditions for pedestrian use throughout the year. The parkland and outdoor amenity space northeast of the site is predicted to provide suitable conditions for sitting and standing during the typical use period (May- October), although additional landscaping elements such as trees, berms, or wind barriers may be implemented if required.

At the Level 7 outdoor amenity terraces, wind conditions are expected to be suitable primarily for standing activities, though somewhat windier conditions may occur between the two towers. To improve comfort, the report recommends perimeter wind screens (approximately 1.8 m high), canopies around the tower corners, and other localized mitigation measures. With these mitigation measures in place, the study concludes that the development can achieve acceptable pedestrian wind comfort and safety conditions.

## 8.0 Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with *Planning Act* requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted.

- / Pre-Application Consultation Meeting with the City of Ottawa.
  - A pre-application consultation meeting was held with City staff and the consultant team on May 8<sup>th</sup>, 2025.
- / Community Information Session
  - A community information session will be held to discuss the proposed development following this submission.
- / Committee meeting advertisement and report mail out to public (City of Ottawa).
- / Statutory Public Meeting – Planning and Housing Committee
  - The statutory public meeting will take place at the City of Ottawa Planning and Housing Committee

## 9.0 Conclusion

It is our professional planning opinion that the proposed Official Plan and Zoning By-law Amendment Applications represents good planning and is in the public interest for the following reasons:

- / The proposed development is consistent with the intent of the Provincial Planning Statement (2024), proposing the intensification of an underutilized property next to two rapid transit stations and within the built-up area of the city, where existing infrastructure and public service facilities are available;
- / The proposed development conforms to the City of Ottawa Official Plan policies regarding growth management and the land use policies for the Hub and PMTSA designations;
- / The proposed development conforms to the general intent of the Inner East Lines 1 and 3 Stations Secondary Plan regarding built form, active transit-oriented development, and parkland;
- / The proposed development conforms to urban design objectives and compatibility criteria established in Section 4.6 of the Official Plan;
- / The City of Ottawa's Urban Design Guidelines for High-Rise Buildings and Transit-Oriented Development Guidelines objectives are met by proposing high density development adjacent to Cyrville and St. Laurent Stations; and,
- / The proposed development complies with the general intent of the Zoning By-law, subject to the proposed site-specific Zoning By-law Amendment.

Sincerely,



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Planner



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