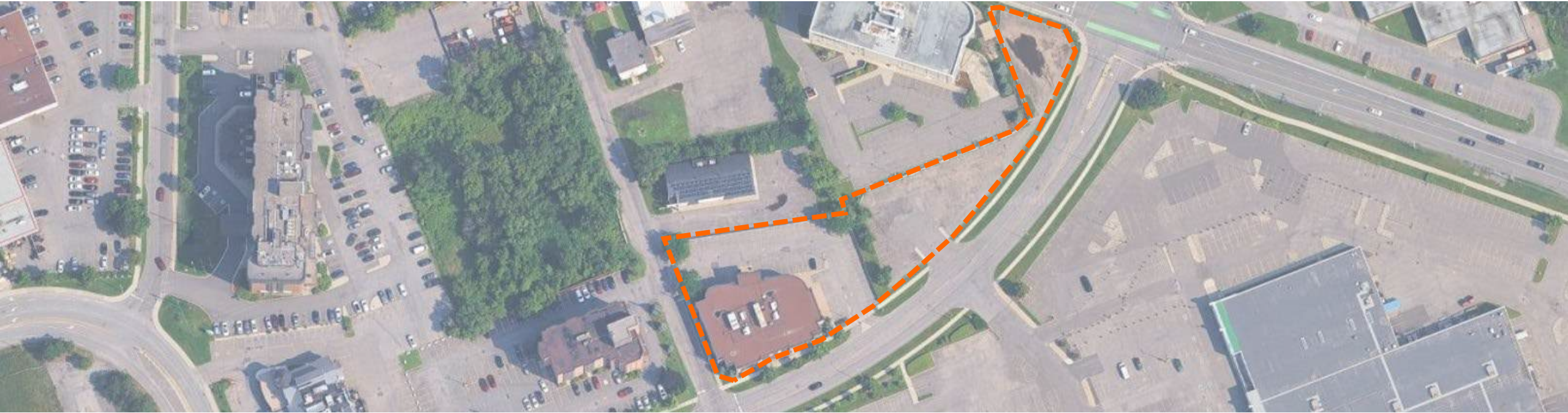


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INSIDE EDGE
PROPERTIES



1209 Michael Street North

Urban Design Review Panel

December 5th, 2025

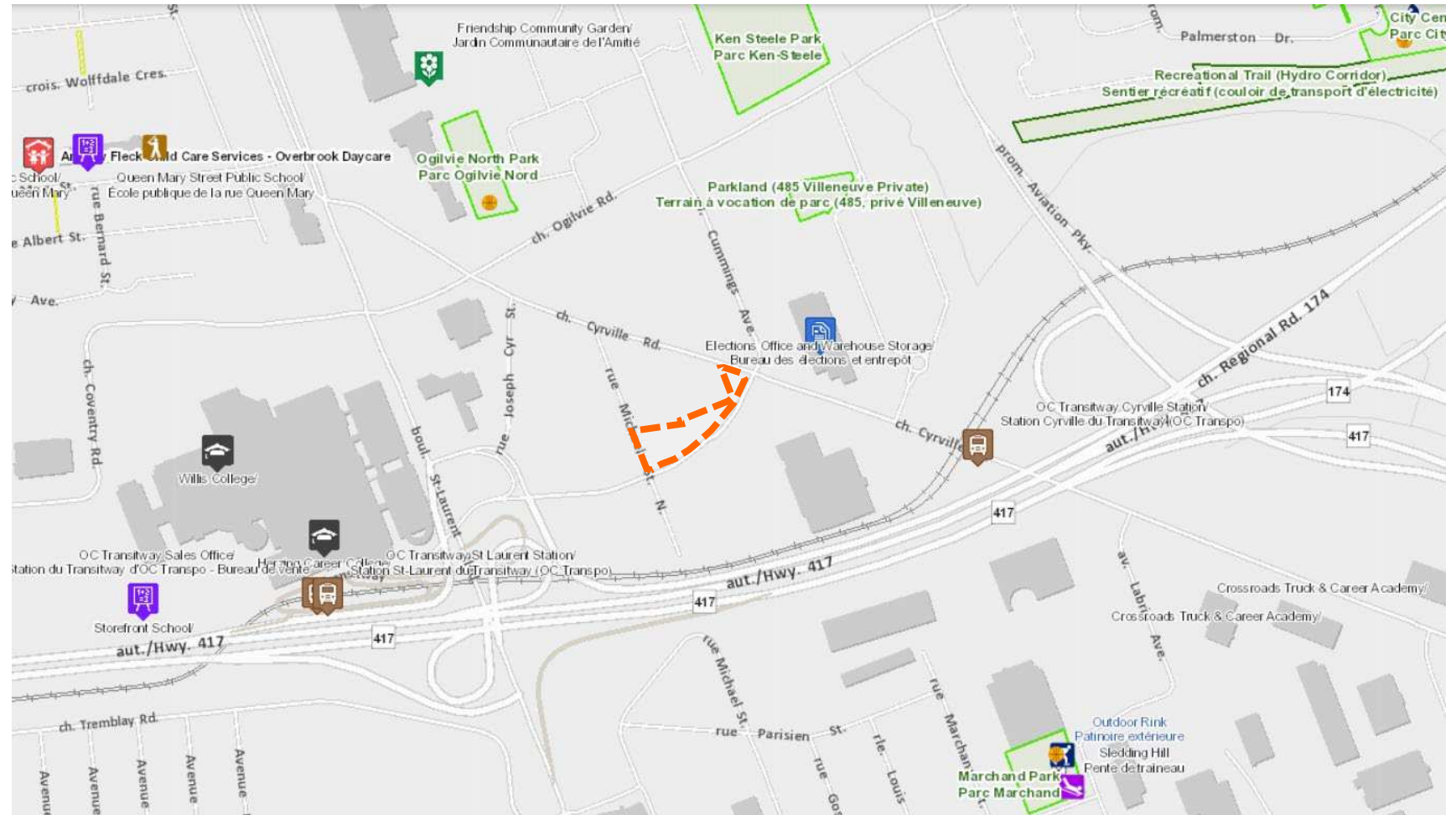
Site & Context



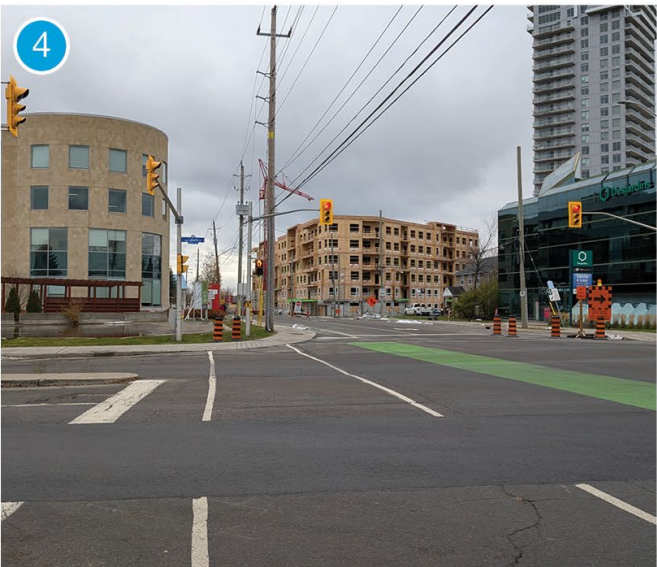
Community Amenities

The nearest residential parcel scored a 9 out of 10 in the City's 15 Minute Neighbourhood Mapping exercise. Representing the following amenities:

- / 1 LRT stop;
- / 14 bus stops;
- / 2 grocery stores;
- / 64 retail stores;
- / 2 parks;
- / 1 childcare facility;
- / 10 health services; and
- / 2 schools.



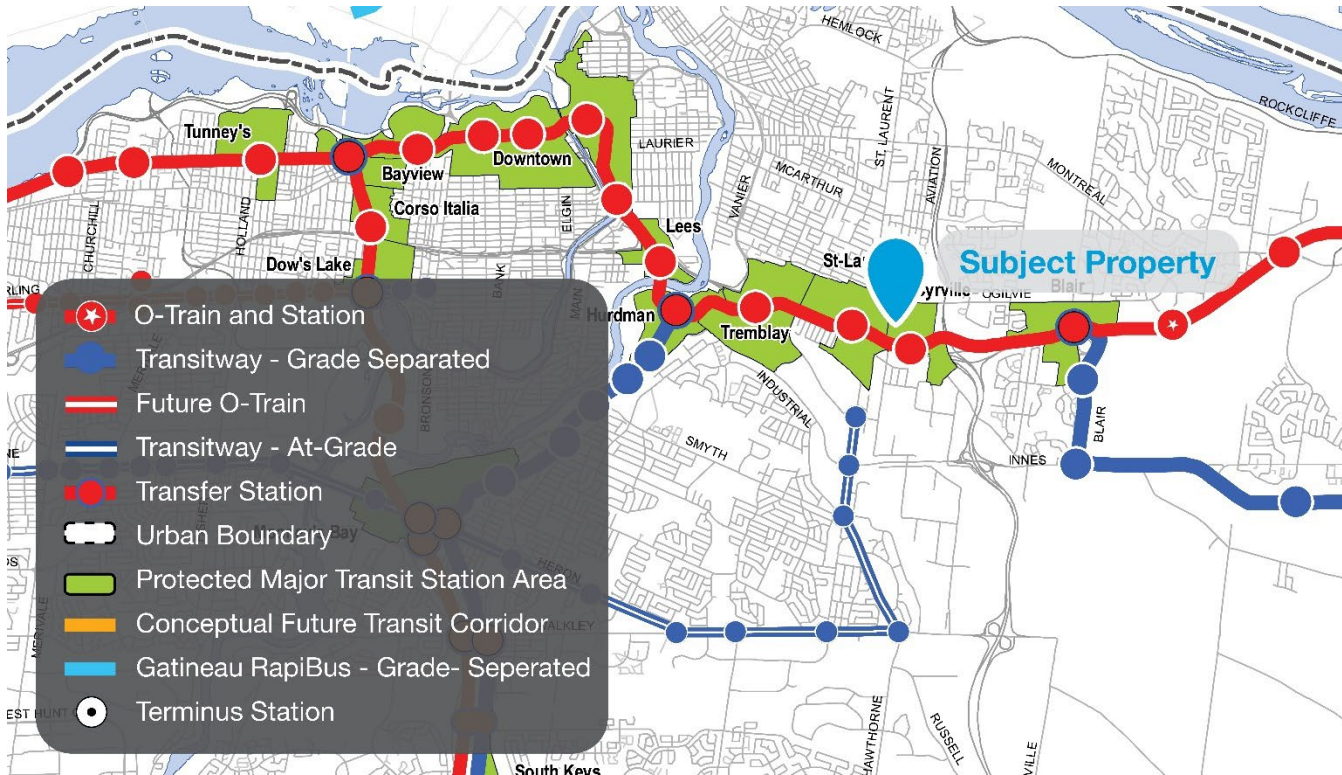
Site Photos



Site & Context – Aerial View



Official Plan (2022, as amended)



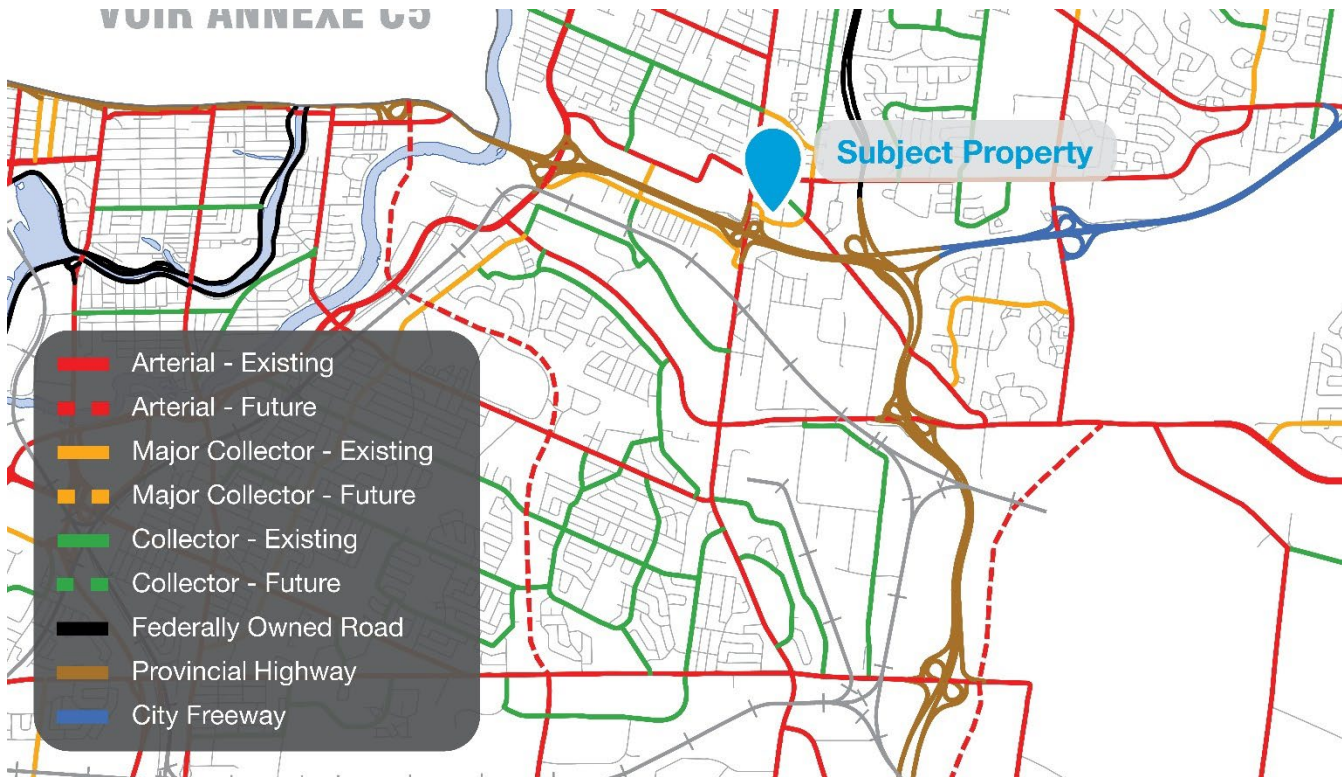
The site is partially within 400 metres of the **Cyrville Protect Major Transit Station Area (PMTSA)**

- Minimum **200** People and Jobs per Gross Hectare
- Minimum Residential Density **250** units per net hectare
- Minimum Large-household Units: **5** per cent

Minimum building heights: **4 storeys** within 400 metres walking distance of station.

Minimum building heights: **2 storeys** outside 400 metres walking distance of station.

Official Plan (2022, as amended)

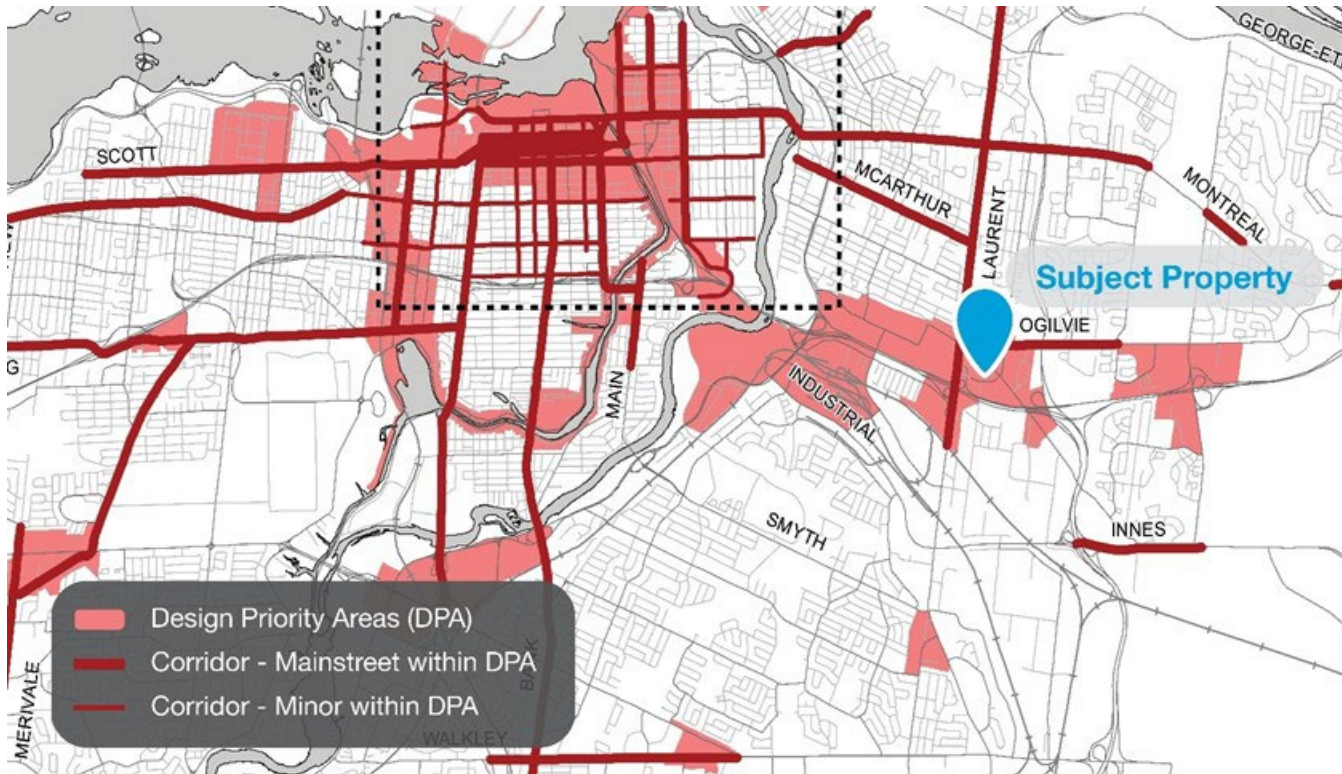


OP Designations:

- **Michael Street N.:** Local
- **Labelle Street:** Major Collector
- **Cyrville Road:** Collector

Major Collector roads are intended to link smaller local roads with larger arterial roads, facilitation movement between communities and distributing traffic to main routes.

Official Plan (2022, as amended)



OP Designations:

/ Design Priority Area, Tier 3 (Local)

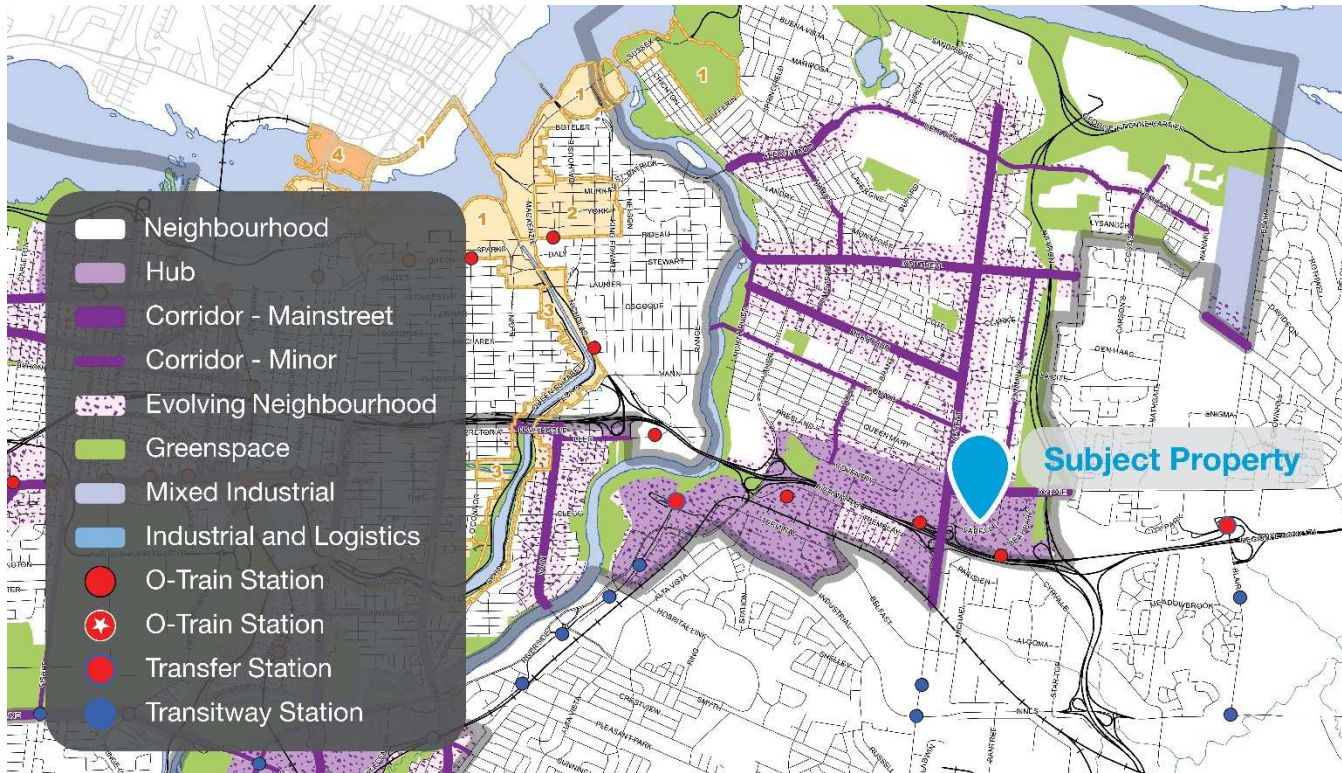
4.6.1.5 Four-Season Design

- / Use colour, greenery, and public art
- / Provide appropriate lighting
- / Reduce wind and heat through trees, shade, and setbacks

4.6.2.4 Scenic Route Design

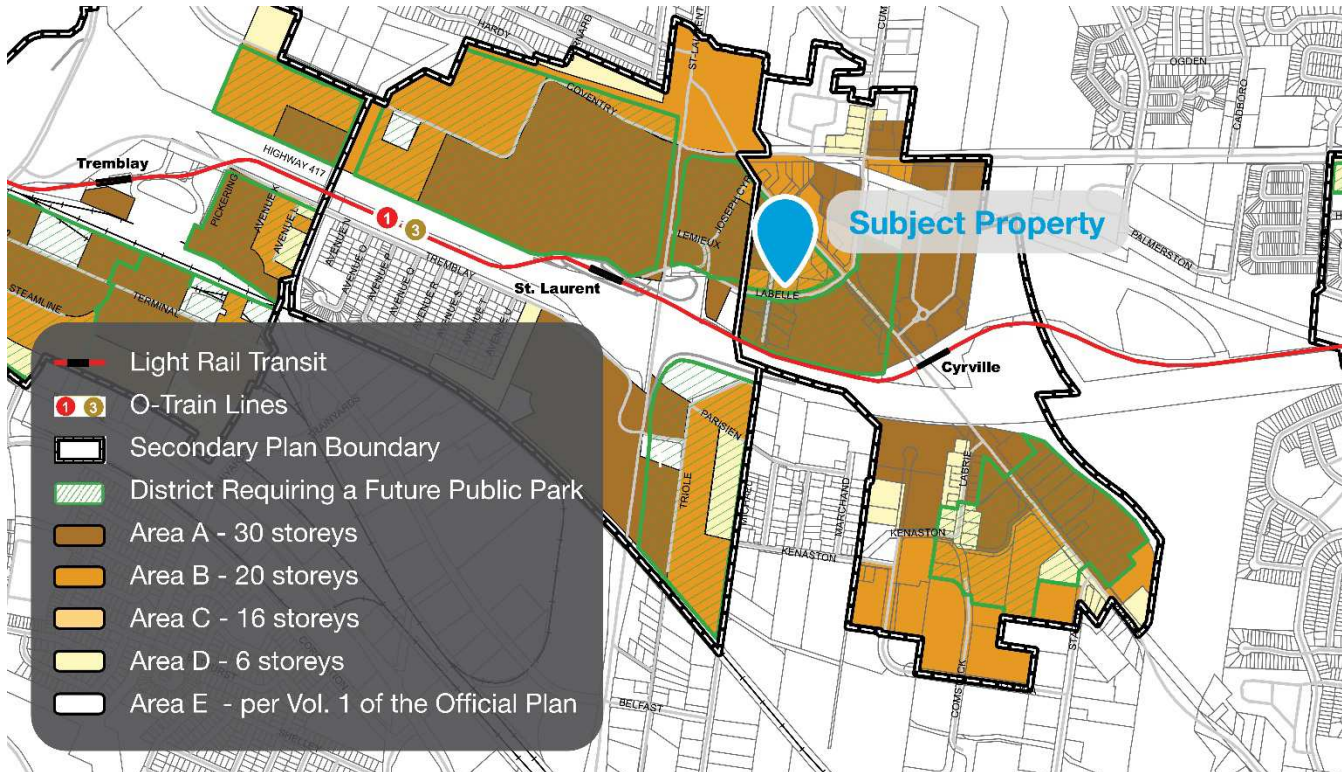
- / Protect key views, heritage features, trees
- / Face buildings toward the route with pedestrian access
- / Screen parking and storage areas
- / Highlight vistas and strengthen Capital image

Official Plan (2022, as amended)



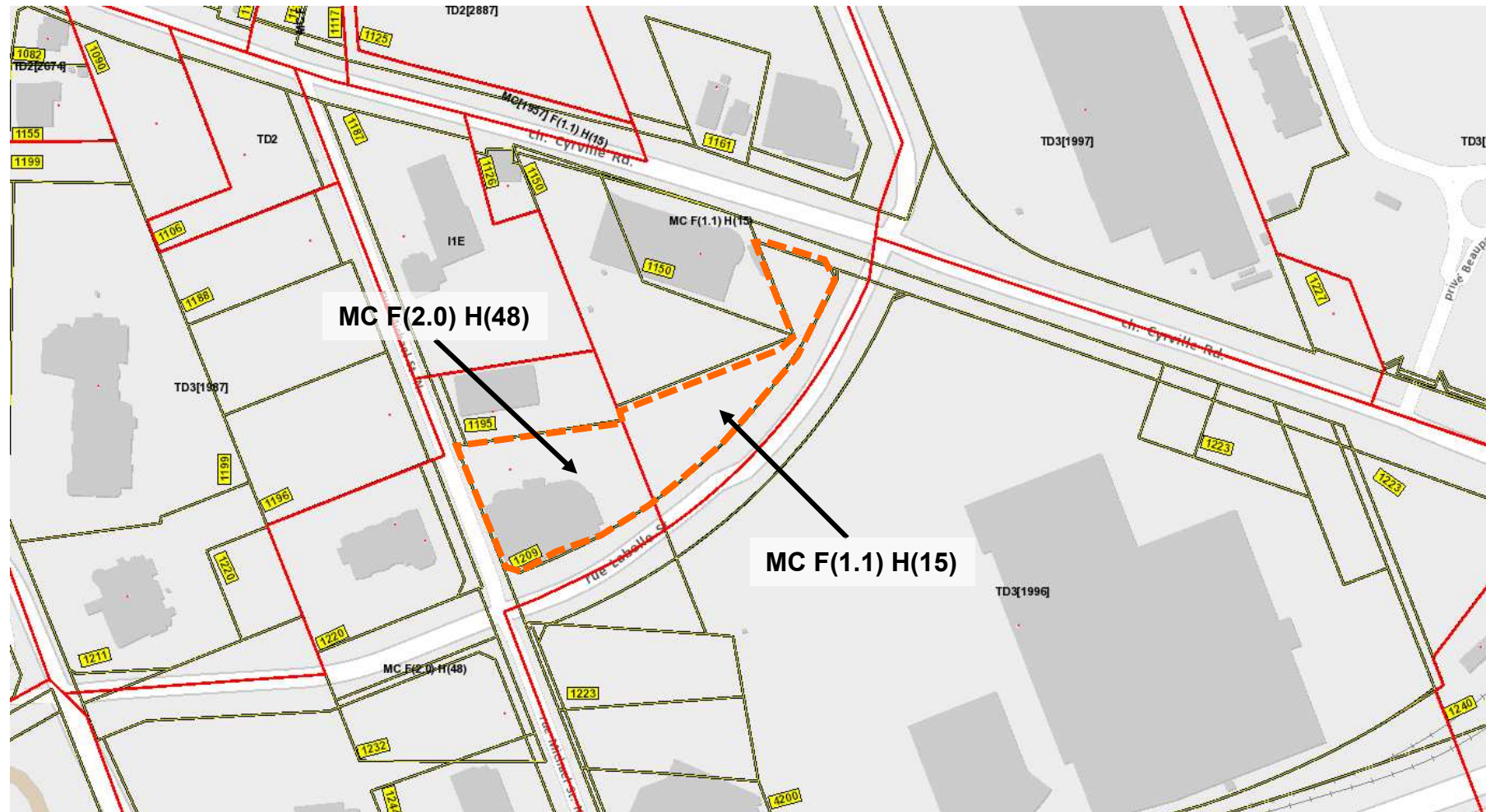
- / The subject property is designated **Hub** within the **Inner Urban Transect** in the City of Ottawa Official Plan. Hubs are intended to support a mix of multi-unit dwellings and housing types.
- / Not less than 3 storeys and **High-rise** building heights **up to 40 storeys** are permitted in Hubs, within 400 metres of a rapid transit station.
- / Beyond 400 metres from a rapid transit station, not less than 3 storeys and **up to High-rise** where the parcel is of sufficient size to allow for transition.

Inner East Lines 1 and 3 Secondary Plan

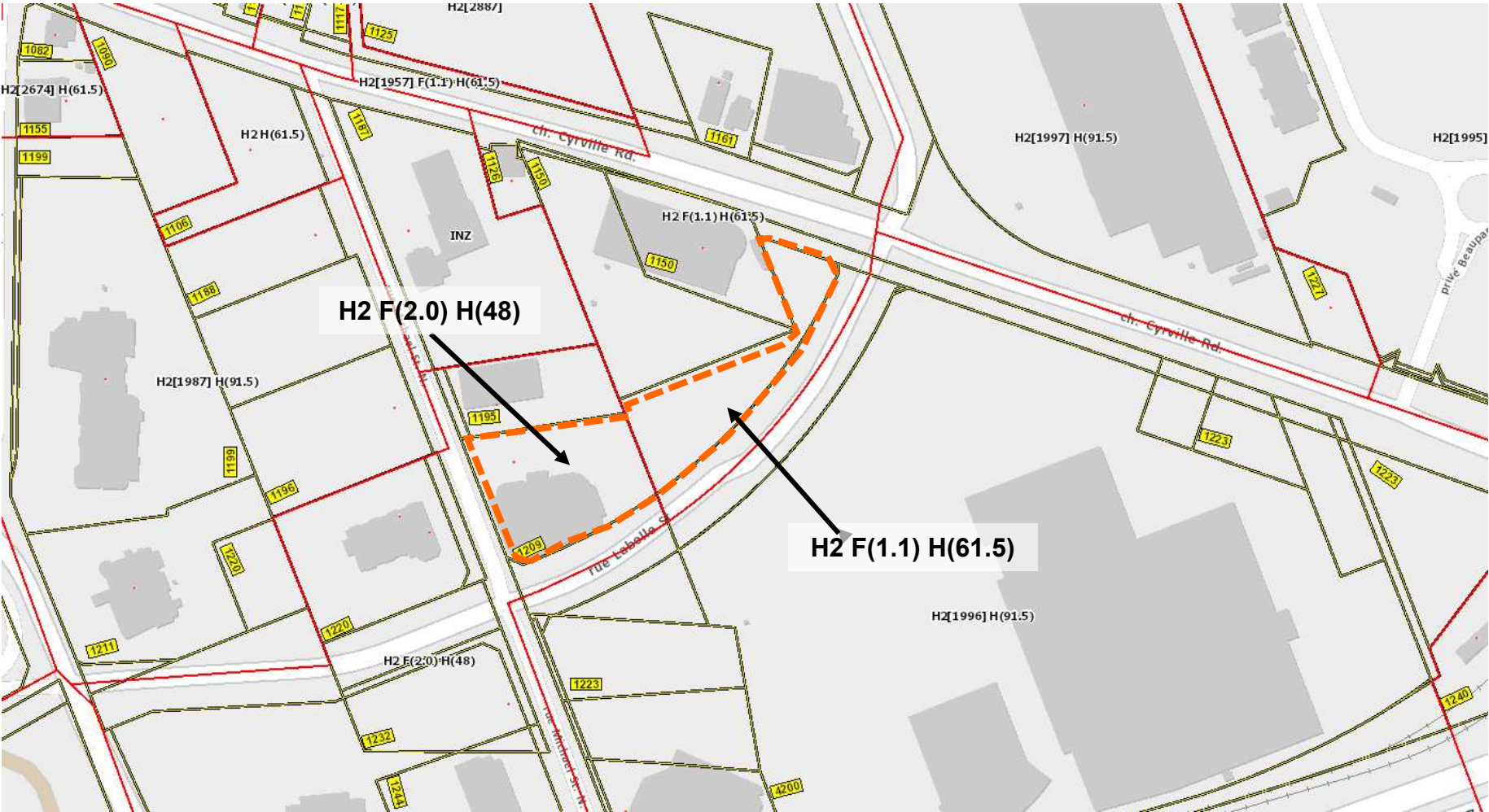


- / Informed by the Transit-Oriented Development Plans for Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair, dated January 2014
- / Identify the area as a **District Requiring a Public Park**
- / Permit a **maximum of 20 storeys** on the lands
- / Minimum density requirements are a floor space index of 1.0 for non-residential uses
- / Minimum density of 250 units per hectare for residential uses

Zoning By-law (2008-250)



Draft 2, New Zoning By-law



Proposed Applications

/ Official Plan Amendment (Inner East Lines 1 and 3 SP)

- / Add 1209 Michael St. N. to Area A
- / Remove height permissions from proposed park area

/ Zoning By-law Amendment

- / Add height permission of 90 metres across whole site aside from park area
- / Revisions to performance provisions as applicable
- / Rezone dedication area to parkland

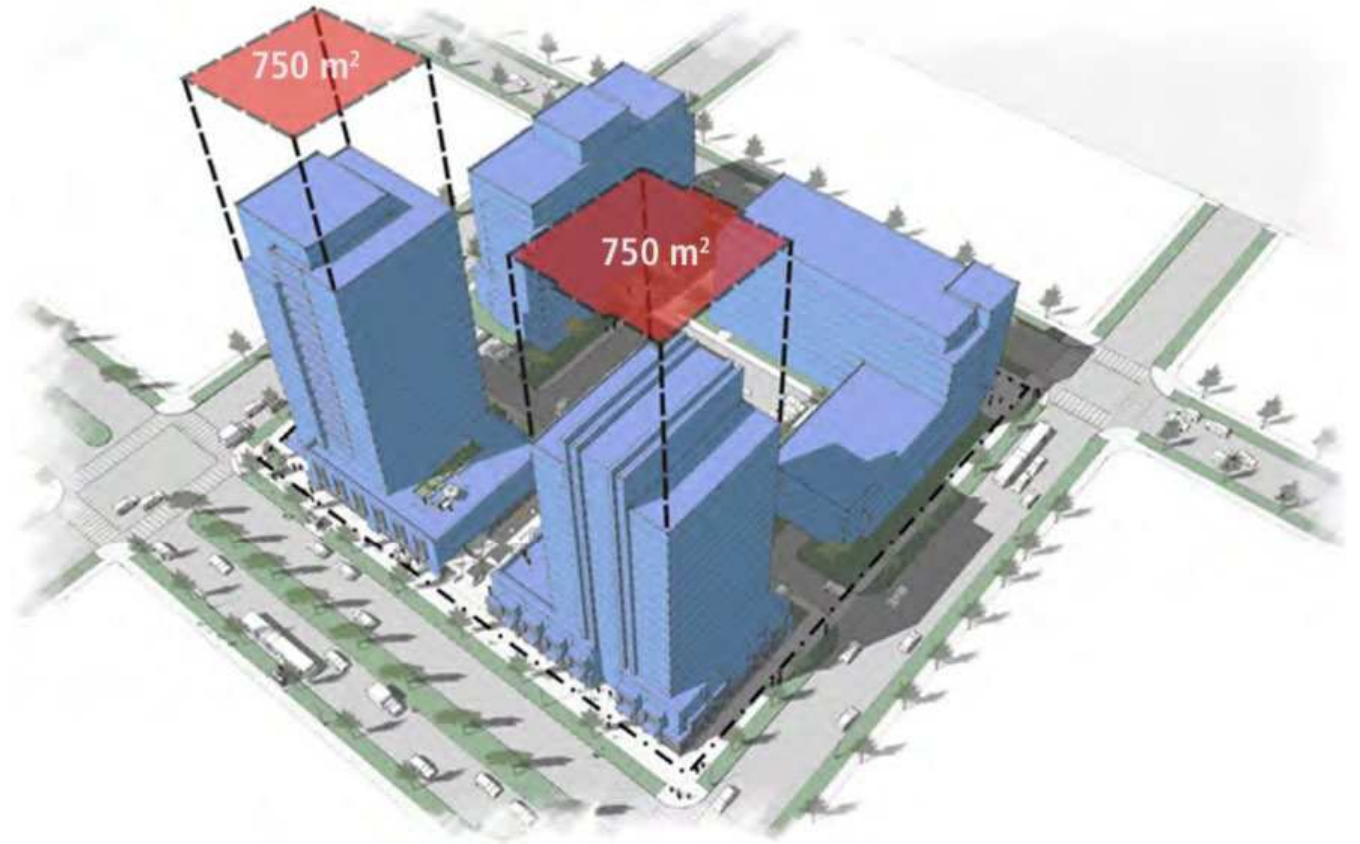


MAXIMUM NUMBER OF STOREYS AND MINIMUM DENSITY
NOMBRE D'ÉTAGES MAXIMAL ET DENSITÉ MINIMALE

30	Area A: Maximum height 30 storeys and Minimum density 350 units per net hectare (residential) and/or 1.5 floor space index (non-residential) Secteur A : hauteur maximale 30 étages et densité minimale 350 unités par hectare net (résidentiel) et/ou rapport plancher-sol de 1,5 (non résidentiel)
20	Area B: Maximum height 20 storeys and Minimum density 250 units per net hectare (residential) and/or 1.0 floor space index (non-residential) Secteur B : hauteur maximale 20 étages et densité minimale 250 unités par hectare net (résidentiel) et/ou rapport plancher-sol de 1,0 (non résidentiel)
16	Area C: Maximum height 16 storeys and Minimum density 150 units per net hectare (residential) and/or 0.5 floor space index (non-residential) Secteur C : hauteur maximale 16 étages et densité minimale 150 unités par hectare net (résidentiel) et/ou rapport plancher-sol de 0,5 (non résidentiel)
6	Area D: Maximum height 6 storeys and Minimum density 150 units per net hectare (residential) and/or 0.5 floor space index (non-residential) Secteur D : hauteur maximale 6 étages et densité minimale 150 unités par hectare net (résidentiel) et/ou rapport plancher-sol de 0,5 (non résidentiel)
 	Area E: For Maximum Number of Storeys and Minimum Density refer to Volume 1 of the Official Plan Secteur E : pour vous renseigner sur le nombre d'étages maximal et la densité minimale, consultez le volume 1 du Plan officiel

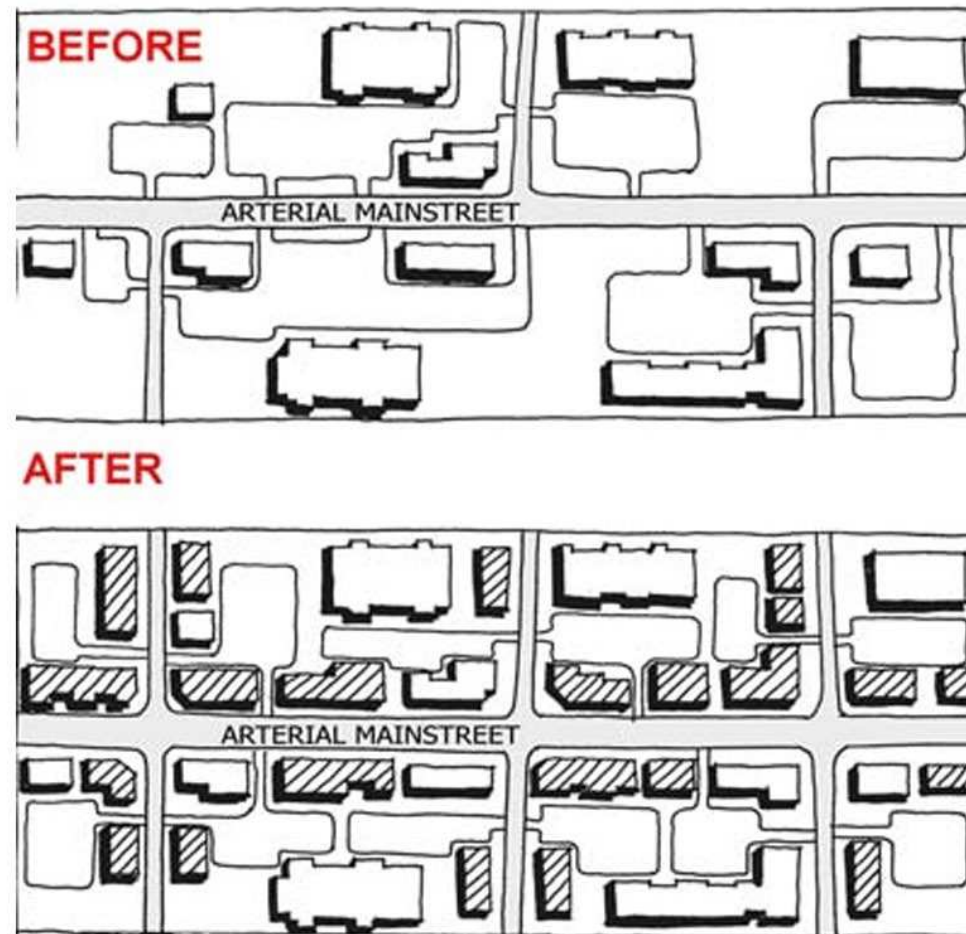
Urban Design Guidelines for High-Rise Buildings

- / The City of Ottawa's Urban Design Guidelines for High-Rise Buildings provide direction on Urban Design to be used during the review of development proposals.
- / Key guidelines reviewed include:
 - / Small tower floorplate to minimize shadow and wind impacts
 - / Base-Middle-Top approach
 - / Sensitive tower separation
 - / Tower stepback from the podium



Urban Design Guidelines for Transit Oriented Development

- / These guidelines apply to development within a **600-metre walking distance** of a rapid transit station and provide guidance for the proper development of strategically located properties.
- / Key guidelines reviewed include:
 - / Step back buildings higher than 4 to 5 storeys to maintain a human scale along the sidewalk and reduce shadow and wind
 - / Set large buildings back between 3-6 metres from the front/side property line to define the street edge and provide pedestrian space
 - / Create transition in scale between higher development around transit and lower scale communities further away



Sustainable Design



Vegetation / Greenspace

- / Improve greenspace, landscaping/planters for carbon capture
- / Support biodiversity with native species and habitat creation
- / Use vegetation to manage rainwater and reduce system loads

Materials & Efficiency

- / Select sustainable, low-VOC, FSC-certified materials
- / Prioritize materials with efficient thermal performance
- / Reduce thermal bridging and exceed energy code
- / Follow the Bird Safe Design Guidelines

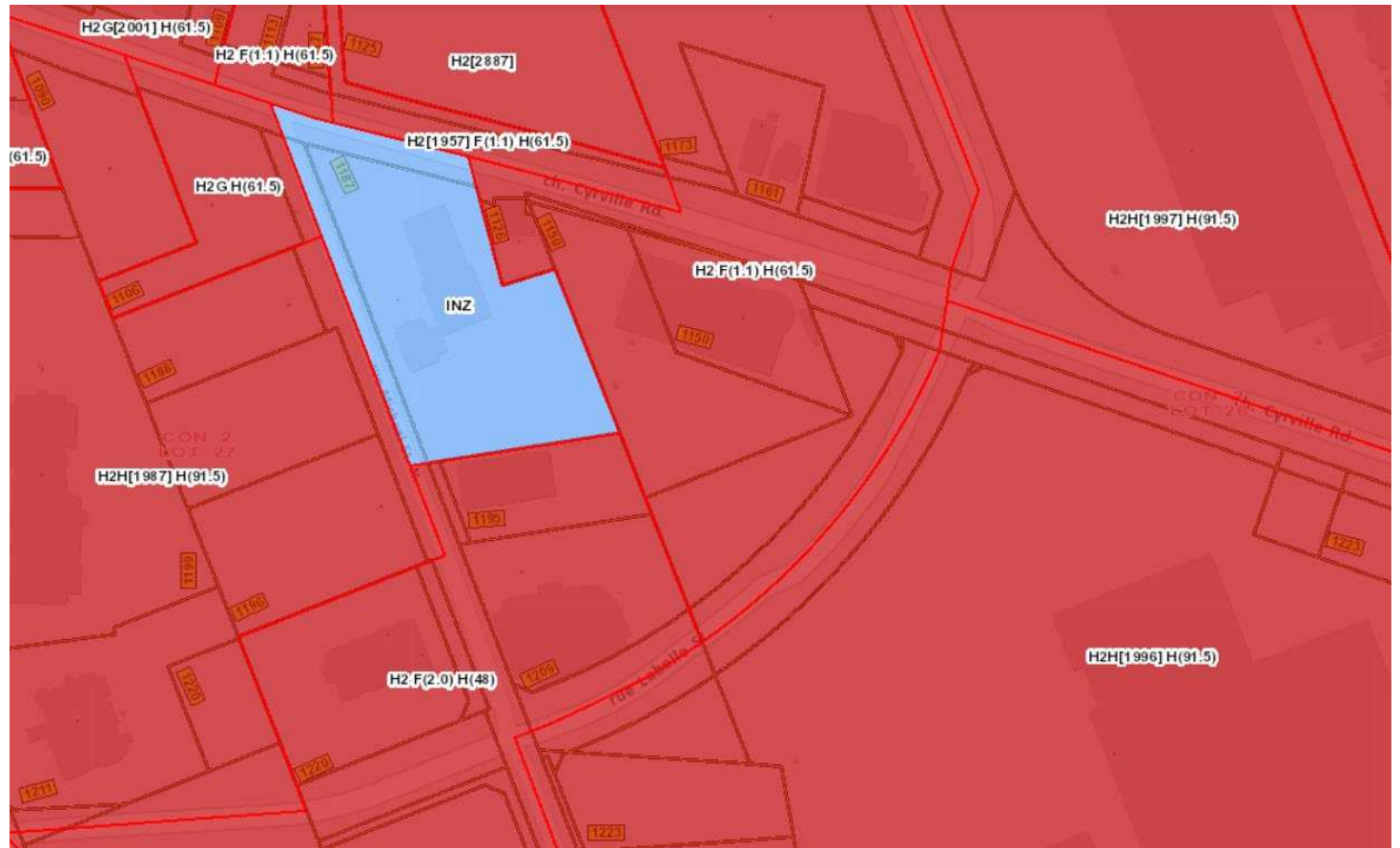
Energy Consumption

- / Direct access to major rail and bus routes within a well-established transit network.
- / Utilize glazing and shading for passive comfort and reduced cooling demand.

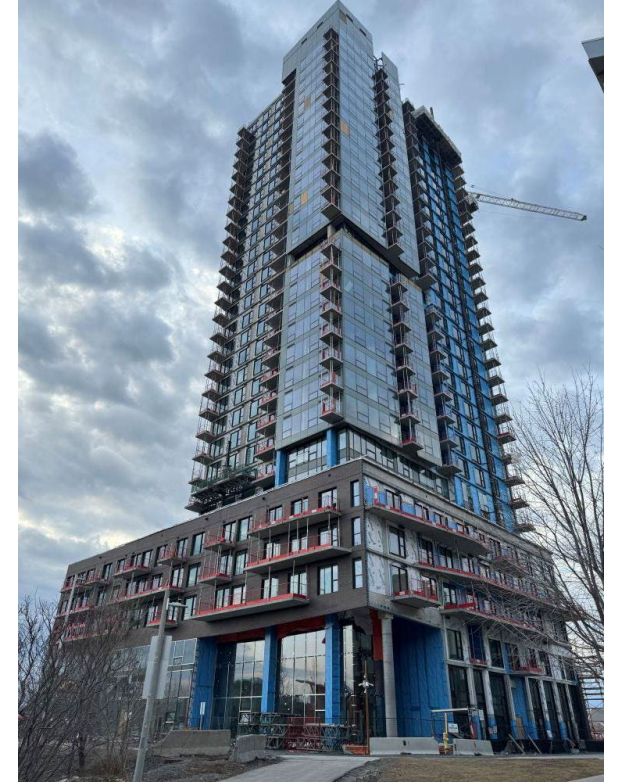


Planned Function

- / **High-rise, mixed-use growth node** with significant intensification potential.
- / Permits **high-rise built form** with up to **30 and 20 storeys** on properties directly abutting the site.
- / **Draft New Zoning By-law** applies **high-rise height categories ranging from 48 m to 91.5 m** for the surrounding properties.
- / **Policy direction toward taller built form** and accommodating growth.
- / Dense urban development adjacent to **major transit stations**.



Precedents

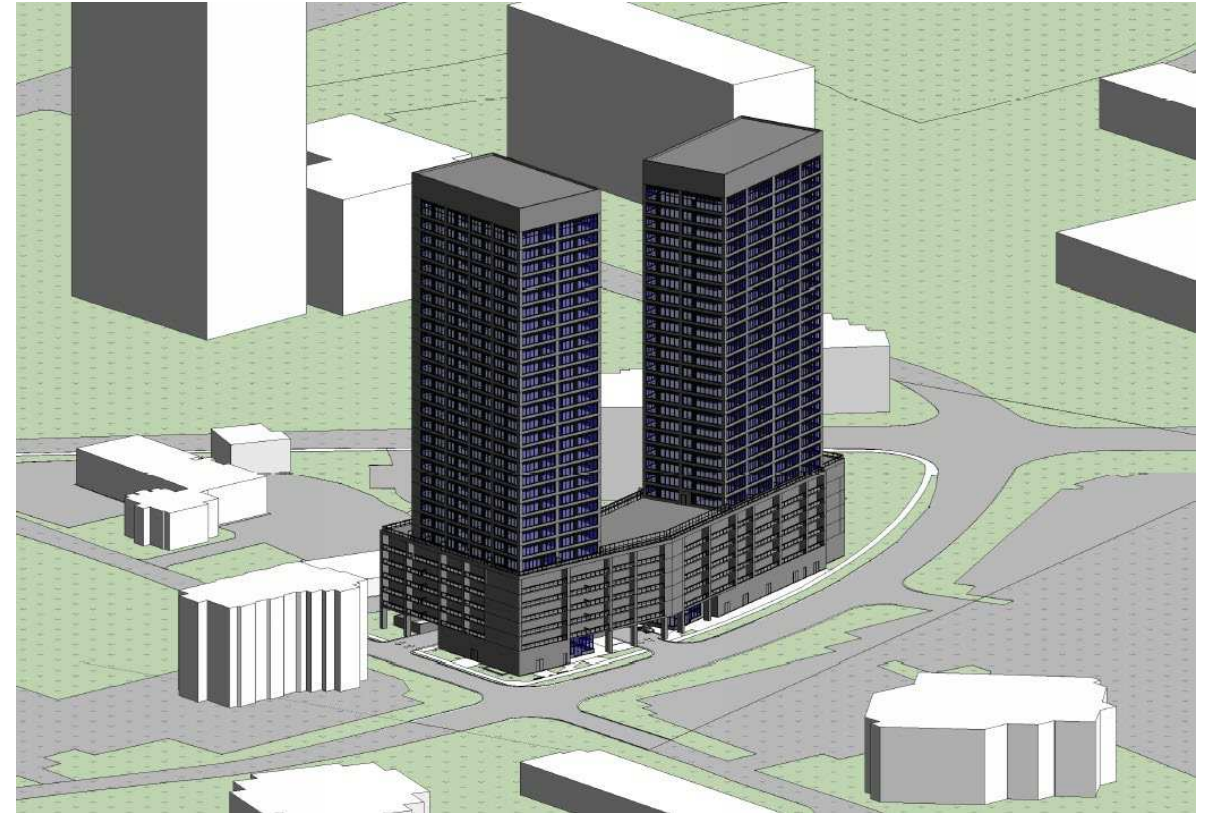


Similarly scaled tower and podium-format development in proximity to LRT stations.

Left to right: Soho Italia (Carling LRT Station); Luxo Place (Cyrville LRT Station); Parkdale Collective (Tunney's Pasture LRT Station); Claridge Ascent (Pimisi LRT Station).

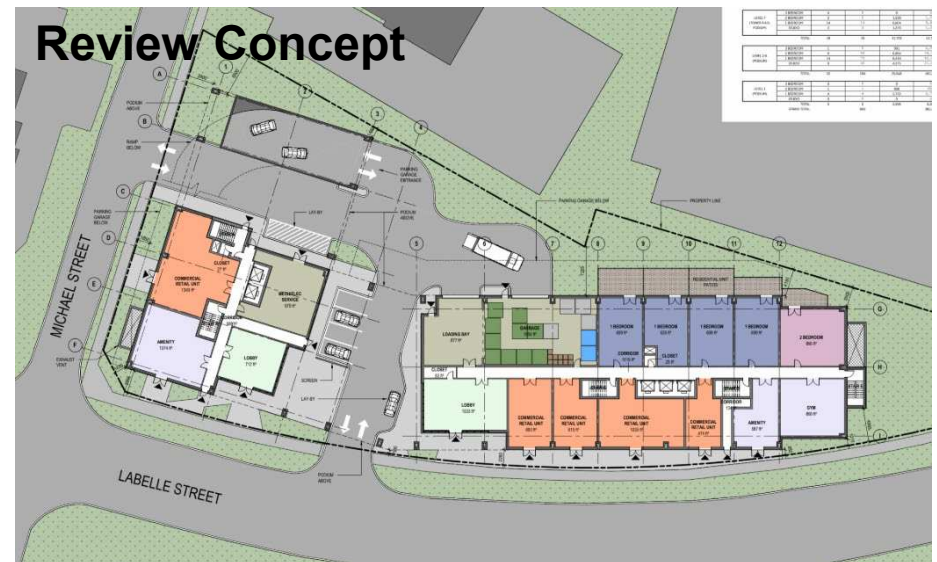
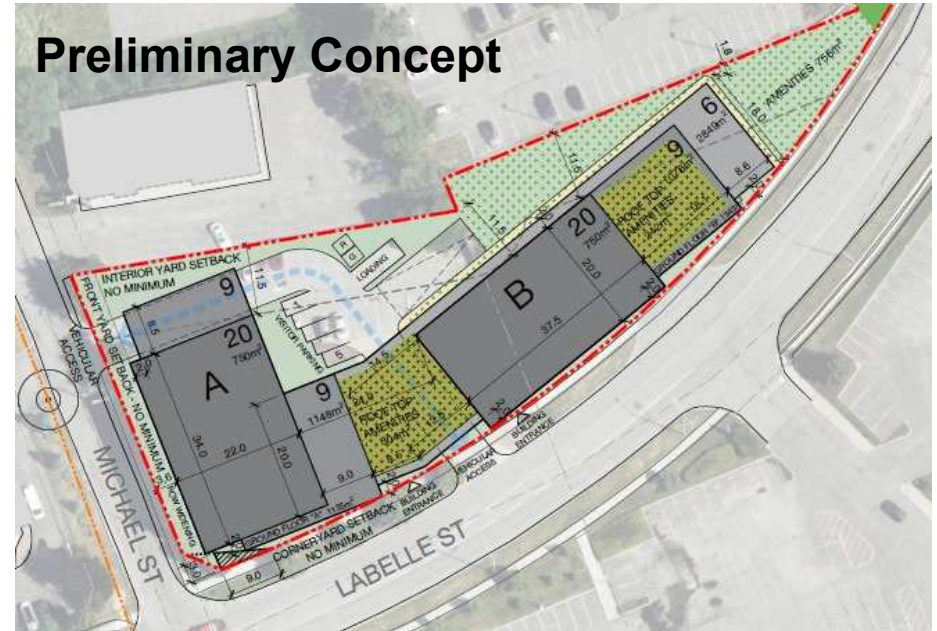
Design Intent

- / Provide a transit-oriented residential development that fully takes advantage of its proximity to rapid transit.
- / With slender towers atop a 6-storey podium, the buildings present a continuity at the street and contribute to the urban realm with active retail and amenity frontage.
- / The pairing of the lobbies give a clear sense of 'address' on Labelle and bring a vehicle entrance both activation and calming.
- / The port-cochere allows the continuity of the podium to be unbroken while directing traffic off the street and towards more out-of-sight utilitarian functions such as garbage pick-up, loading, and parking access.
- / The towers are well separated and slender to limit shadows, over-look between buildings, and to provide access to light and view. Set back from the podium, the towers don't overwhelm the pedestrian realm with scale.



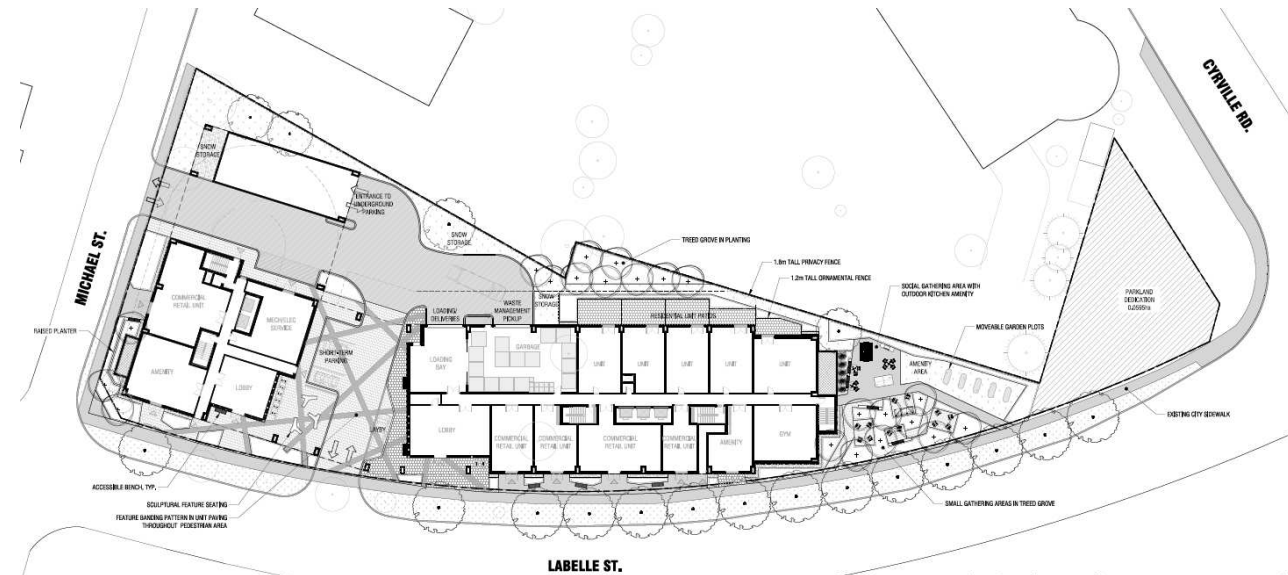
Design Evolution

- ✓ The design has evolved to improve vehicular movement while maintaining the coherence of the podium.
- ✓ The garbage and loading staging area has been improved, and allowances for interior garbage and recycling storage made, with proper bin quantities to meet City requirements.
- ✓ Access to parking has been placed to minimized driveway widths onto Michael Street N.; allowing some on-site queueing and control.
- ✓ The lobbies have been composed along with the main vehicle entrance to improve wayfinding and access.
- ✓ We have provided balconies for the podium floors, for variety and outside access for the lower areas of the development, with non-balcony units for the towers.
- ✓ We have also allowed for podium roof deck outside amenity between the towers to allow secure outdoor amenity for tenants and guests. This has been partially screened in response to the wind studies to ensure a comfortable experience.



Transition to Surroundings

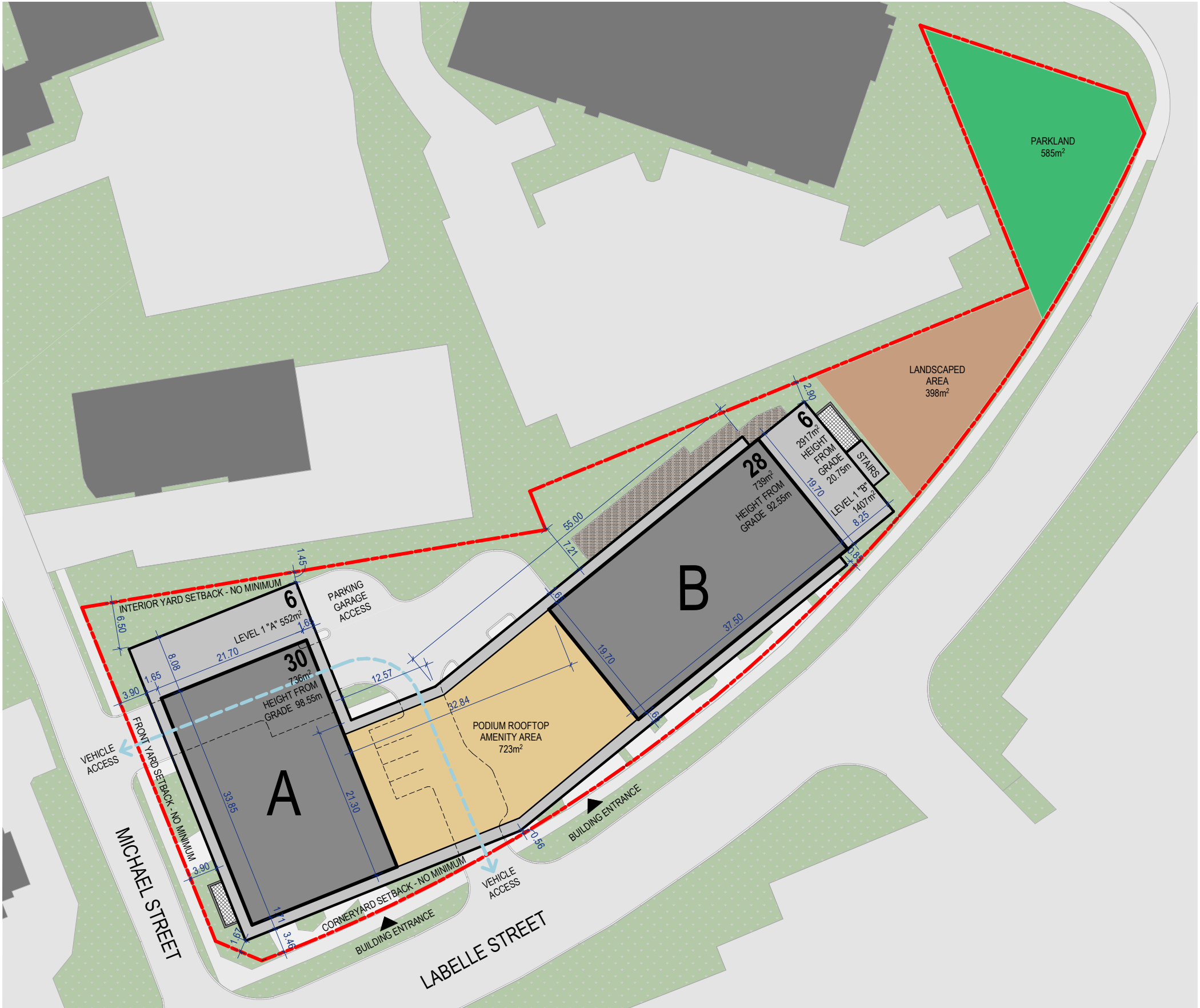
- / The proposal exhibits an urban format that addresses both streets and their intersection, contributing to both of these conditions.
- / As an usually slender lot, the far Northeast corner of the lot is proposed for parkland dedication, which softens the street corner at Labelle Street and Cyrville Road relative to the more urban expression at Michael St. N. and Labelle Street.
- / Between the building and the parkette, a mix of soft and hard landscaping is available at ground level for tenant and neighbourhood use.
- / The shared property line with the property to the north sees the park area transition into individual patios for the ground units, followed by some service areas and then the parking ramp descending below the building's podium to below.
- / The podium is brought fully over the ramp and close to the property line, helping to present a residential use and diminishing the parking ramp impact.



Bird-safe Design Guidelines

- / The building, as presently massed, incorporates a blend of opaque to transparent materials, and the podium has additional 'visual noise' at the lower level, such as the balconies, which helps birds understand it as a mass object.
- / The ground floor features ample glazing which may be best handled with preventive measures such to be assessed at the Site Plan Control level.
- / The parking area screening will help alleviate 'fly-through' at the drive.
- / Additional features can be included within the specifics of the eventual architectural design phase.



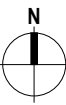




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PROJECT

1209 MICHAEL ST.

OTTAWA, ONTARIO

DRAWING TITLE

SITE PLAN

DRAWING ISSUE

ISSUED FOR UDRP PACKAGE

PROJECT NO.	PLOT DATE	DRAWN	W.Q.
350979-00	2025-11-20		
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- DO NOT INSTALL TREES ON PROPERTY / LOT LINES OR WITHIN DRAINAGE EASEMENTS;
- PERFORM WORK IN ACCORDANCE WITH DETAILS AND SPECIFICATIONS;
- ALL PLANT MATERIAL SHALL BE No. 1 NURSERY STOCK AND SHALL MEET OR EXCEED THE SPECIFICATION OF THE Canadian Standards for Nursery Stock, AS PUBLISHED BY THE Canadian Nursery Landscape Association;
- SPECIES SUBSTITUTIONS ARE NOT PERMITTED WITHOUT PRIOR WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT;
- ALL UN-PAVED SURFACES TO RECEIVE 150mm DEPTH TOPSOIL & SOD.

- NO PLANTING ON CORNERS OR ANYWHERE WHERE IT WOULD CREATE A SIGHT LINE CONCERN;
- MAINTAIN A MINIMUM DISTANCE OF 7.5m FROM ALL BUILDINGS;
- MAINTAIN A MINIMUM DISTANCE OF 2.5m FROM THE CURB FOR DECIDUOUS TREES AND 4.5m FOR CONIFEROUS TREES;
- MAINTAIN A MINIMUM DISTANCE OF 1.5m FOR DECIDUOUS (4.5m FOR CONIFERS) FROM ANY SIDEWALK OR PRIVATE WALKWAY;
- MAINTAIN A MINIMUM DISTANCE OF 1.2m FROM ALL DRIVEWAYS;
- MAINTAIN A MINIMUM DISTANCE OF 2.5m FROM COMMUNITY MAILBOXES, LIGHT STANDARDS, FIRE HYDRANTS AND NO PLANTING IN FRONT OF HYDRANTS;
- MAINTAIN A MINIMUM DISTANCE OF 3.0m FROM ALL HYDRO TRANSFORMERS;
- MAINTAIN A MINIMUM DISTANCE OF 1.0m FROM ALL UNDERGROUND SERVICES;
- MAINTAIN A MINIMUM DISTANCE OF 1.0m FROM ALL BELL AND CABLE BOXES;
- MAINTAIN A MINIMUM DISTANCE OF 10.0 FROM BUS SHELTERS

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EXISTING TREES
(RETENTION TO BE DETERMINED BY ARBORIST)

CONIFEROUS TREES (SEE PLANTING
SCHEDULE FOR SPECIES AND QUANTITIES)

1.8m HIGH PRIVACY FENCE

1.2m HIGH ORNAMENTAL FENCE

PAVING TYPE 2 - CONCRETE

PAVING TYPE 3 - UNIT PAVERS A

— COLOURED BANDING OF UNIT PAVERS

RIVERWASH STONE

PLANTING AREA

LAWN

SITE FURNISHINGS

BIKE RACK/ACCESSIBLE BENCH/FEATURE BENCH

SITE FURNISHINGS BY OWNER



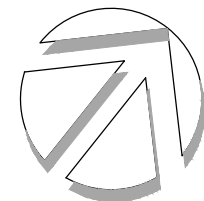
INSIDE EDGE PROPERTIES

FOTENN Planning + Design

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1209 MICHAEL ST. N

LANDSCAPE PLAN

BM / SM

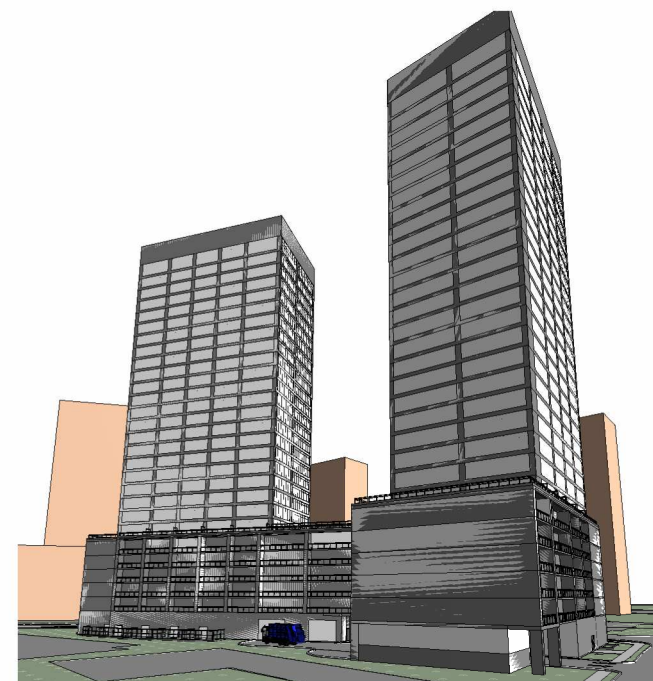
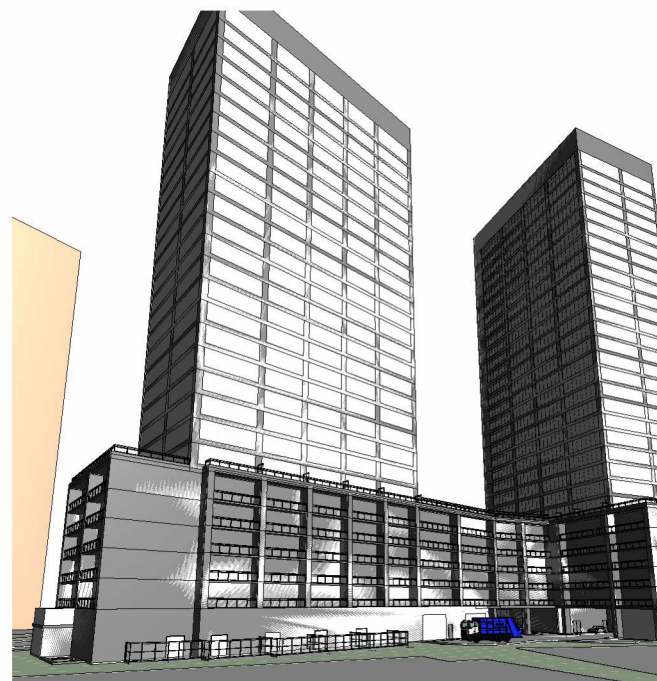
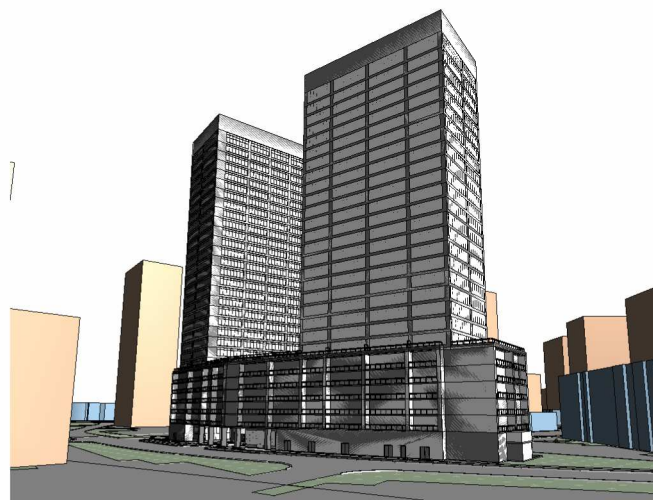
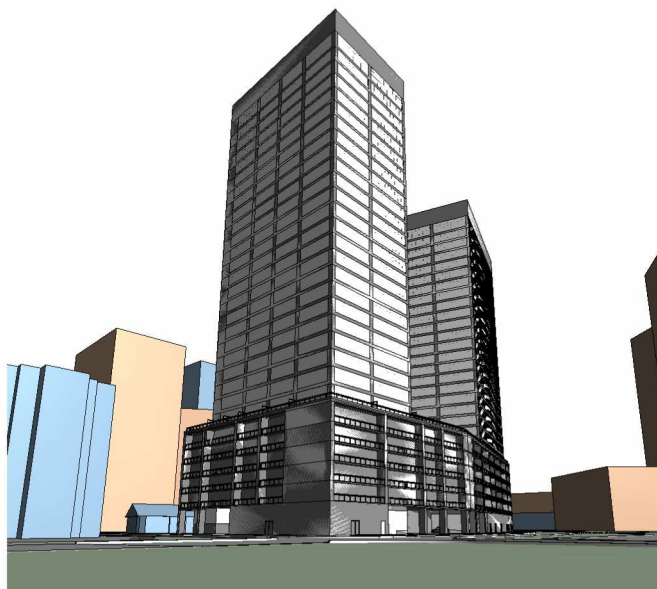
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OCT 2025

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 PLANNED ZONING ALLOWED

 EXISTING BUILDINGS



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OTTAWA, ONTARIO

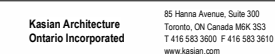
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1209 MICHAEL ST.

OTTAWA, ONTARIO

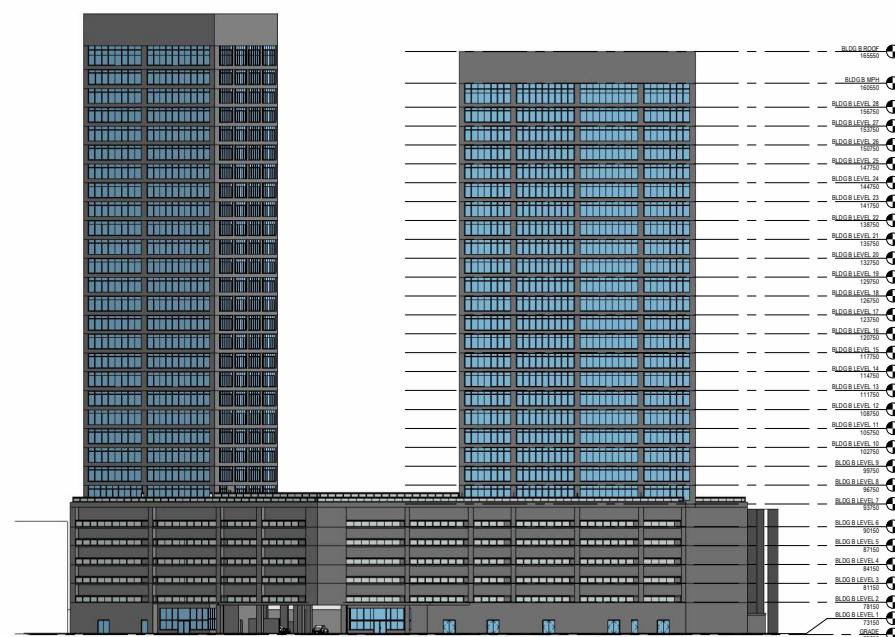
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EXTERIOR ELEVATIONS

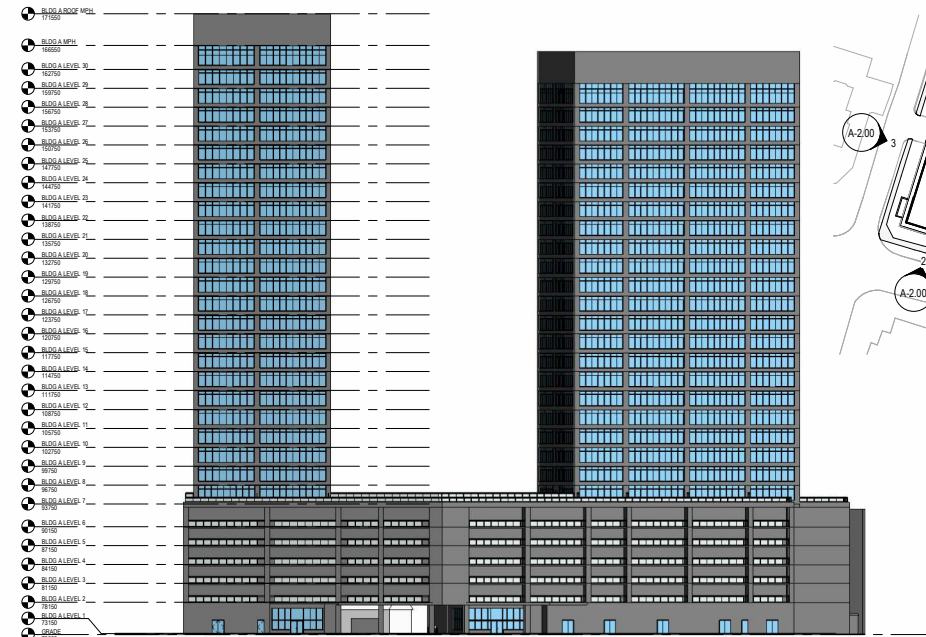
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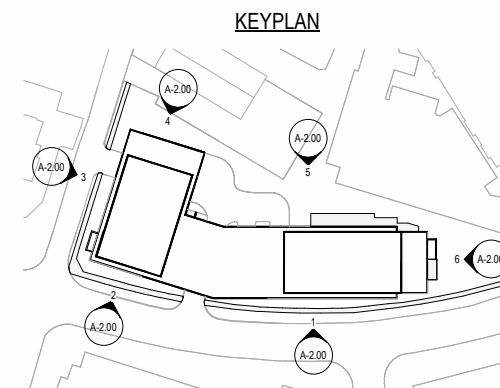
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A-2.00 SCALE: 1:500

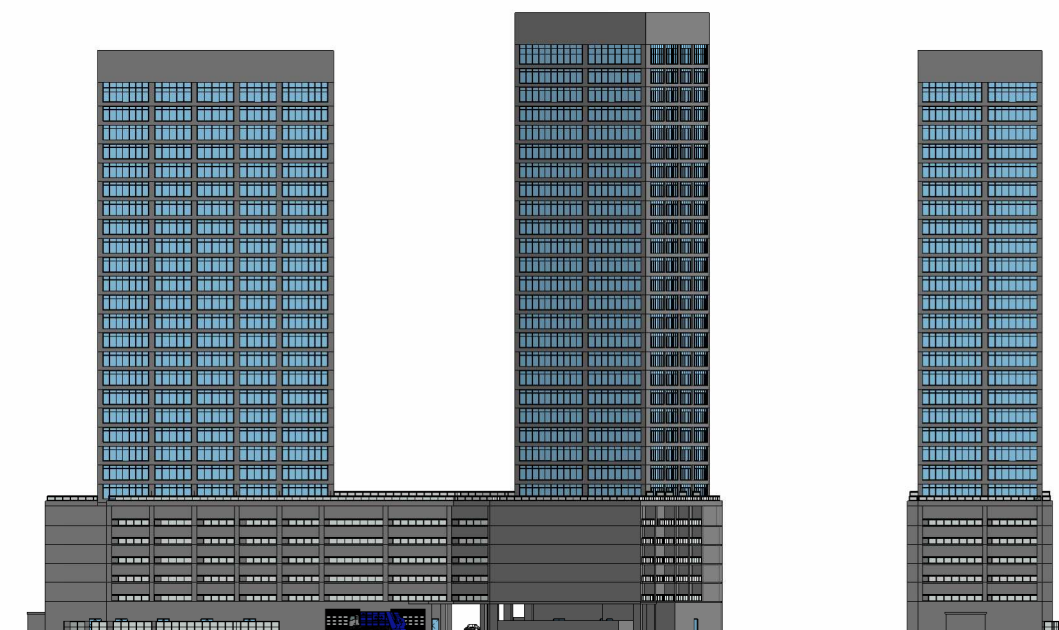


2 SOUTHWEST ELEVATION
A-2.00 SCALE: 1 : 500



3 WEST ELEVATION
A-2.00 SCALE: 1: 500

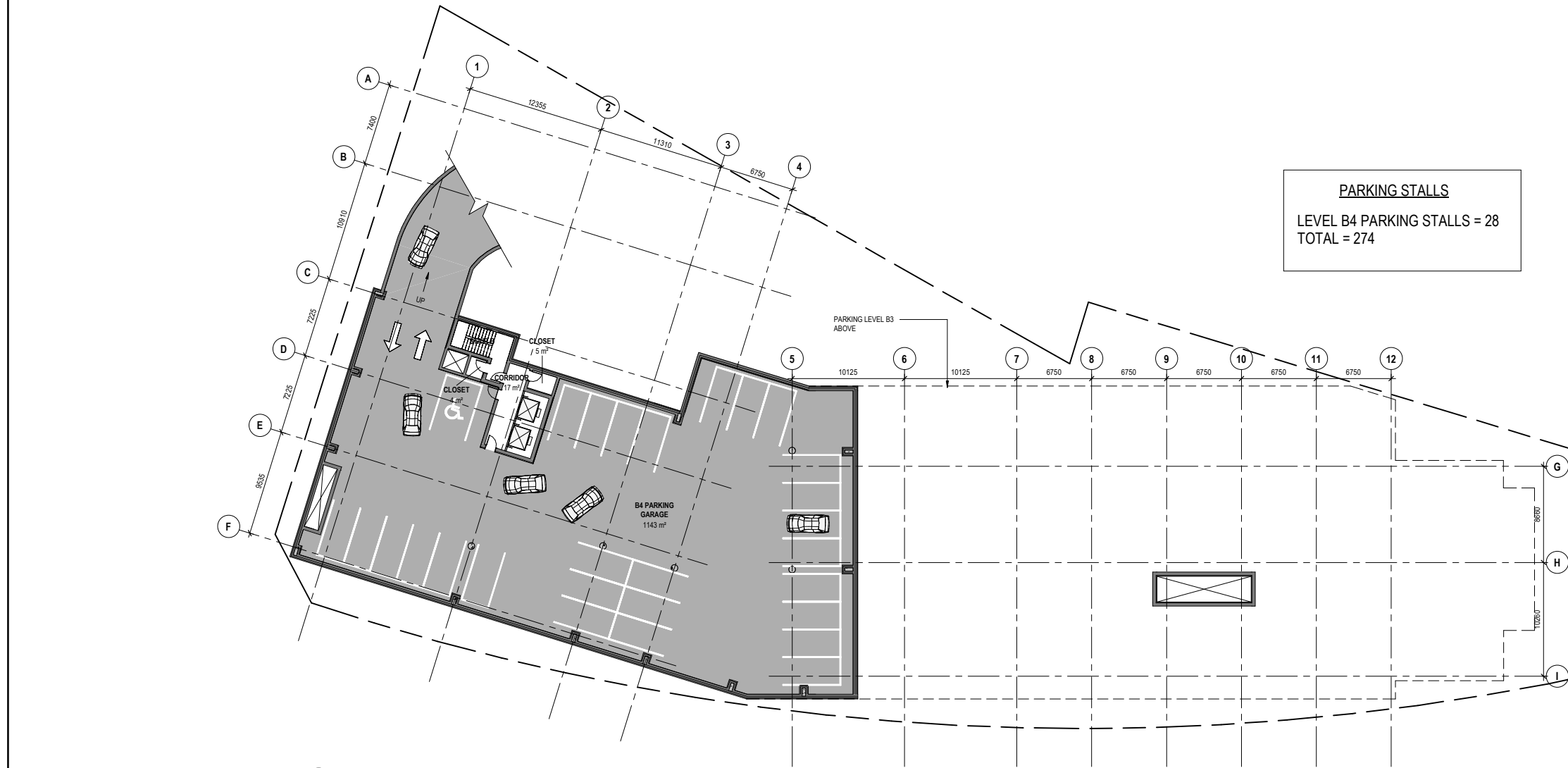
4 NORTHEAST ELEVATION
A-2.00 SCALE: 1:500



5 NORTH ELEVATION
A-2.00 SCALE: 1:500

6 EAST ELEVATION
A-2.00 SCALE: 1: 500





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1209 MICHAEL ST.

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B4 UNDERGROUND PARKING PLAN

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PROJECT

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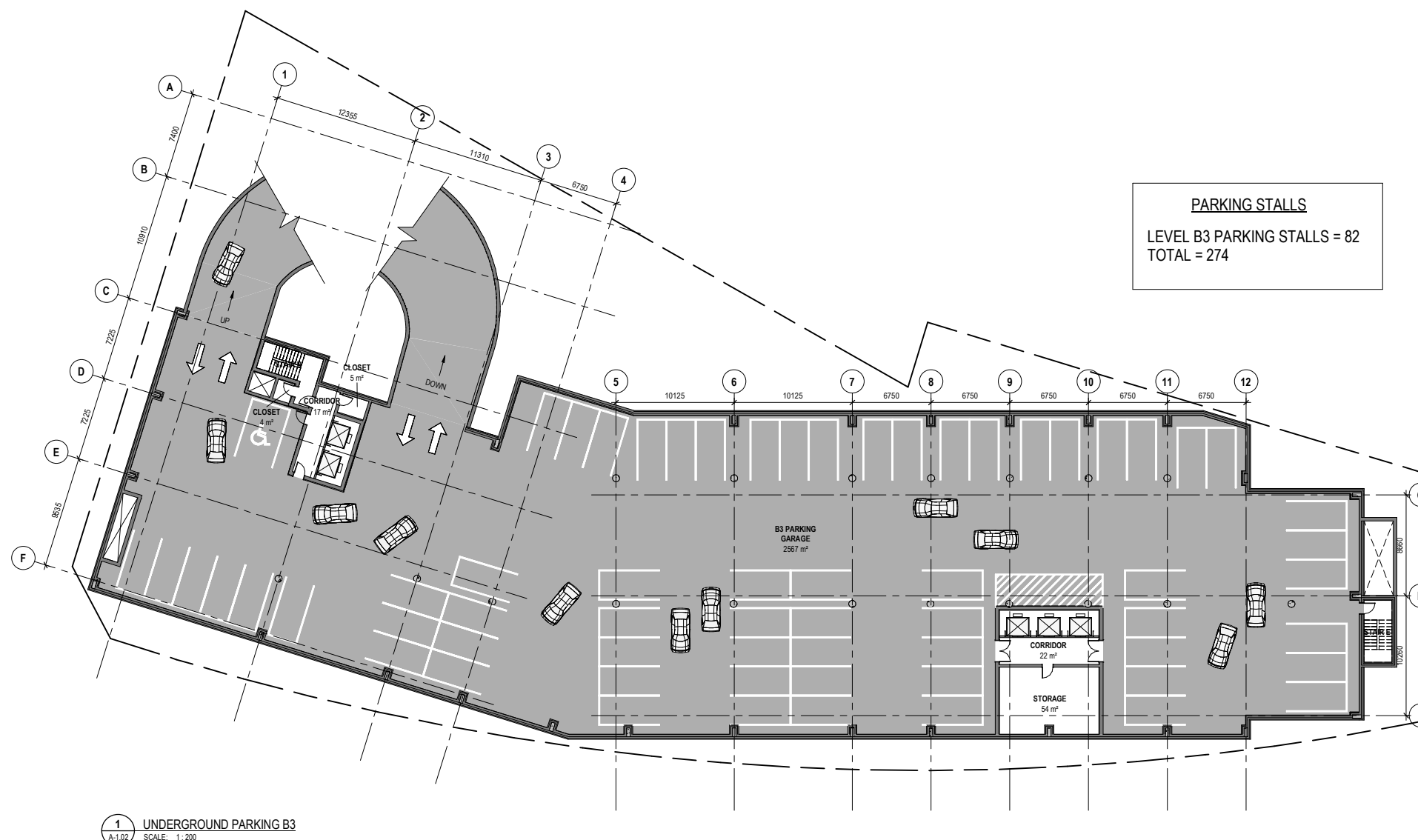
DRAWING TITLE

B3 UNDERGROUND PARKING PLAN

DRAWING ISSUE

ISSUED FOR UDRP PACKAGE

PROJECT NO. 350979-00	PLOT DATE 2025-11-20	DRAWN W.Q.
	SCALE 1:200	REVIEWED A.B.
DRAWING NO. A-1.02		REVISION 1



1 UNDERGROUND PARKING B3
A-1.02 SCALE: 1:200



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1209 MICHAEL ST.

OTTAWA, ONTARIO

DRAWING TITLE

B2 UNDERGROUND PARKING PLAN

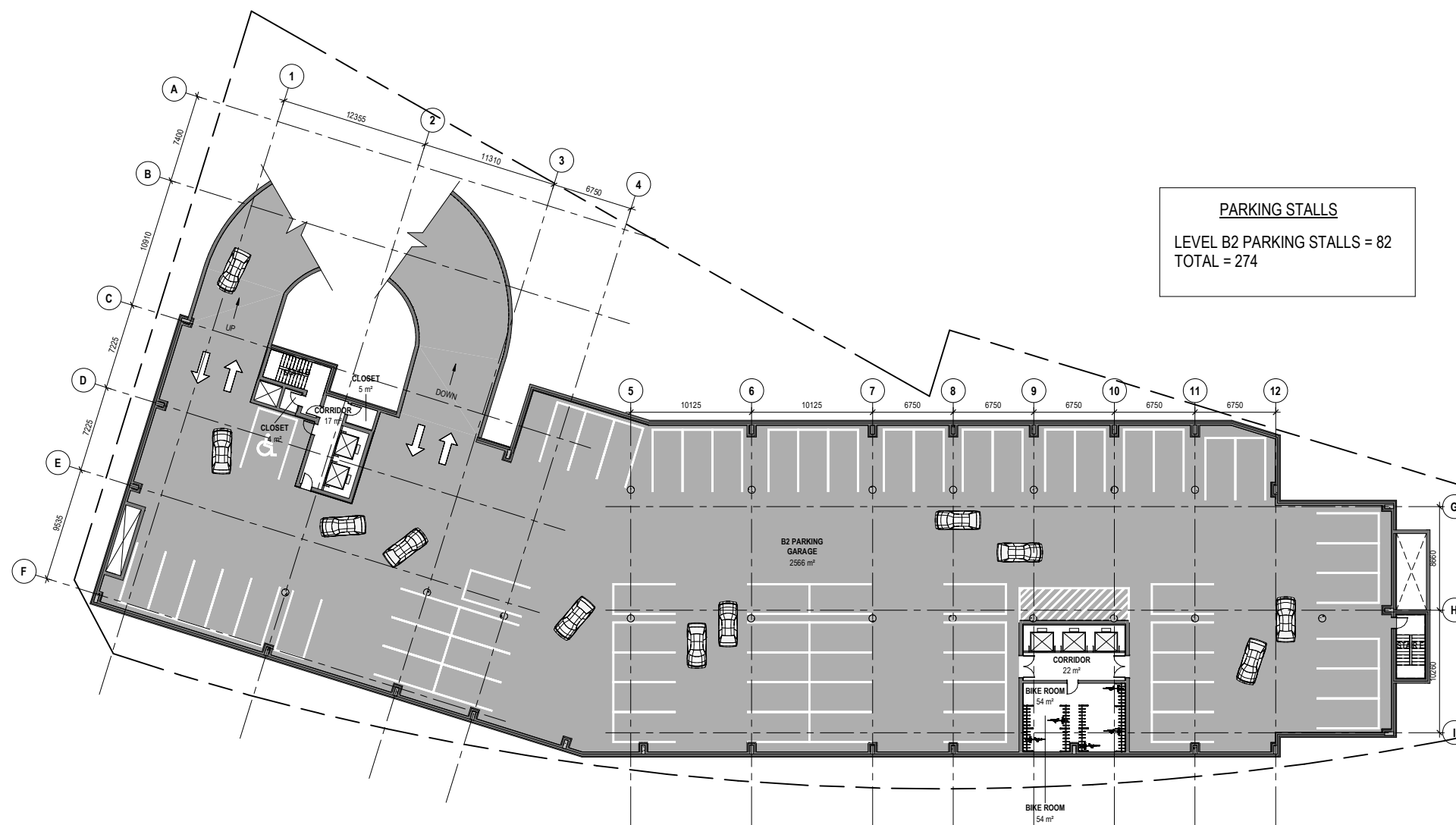
DRAWING ISSUE

ISSUED FOR UDRP PACKAGE

PROJECT NO. 350979-00	PLOT DATE 2025-11-20	DRAWN W
	SCALE 1 : 200	REVIEWED A

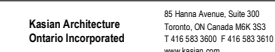
A-1.03

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1 UNDERGROUND PARKING B2
A-1.03 SCALE: 1:200





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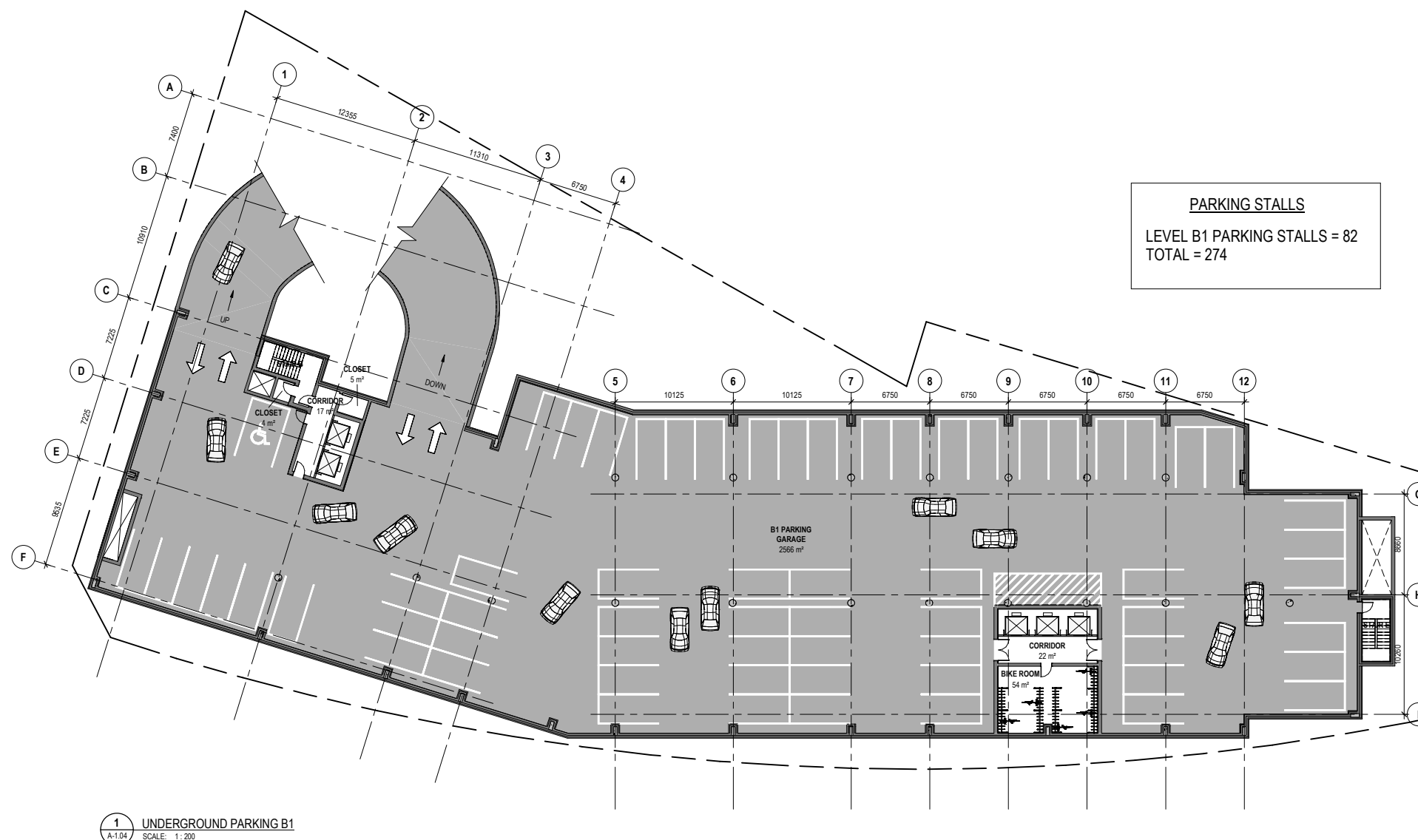
B1 UNDERGROUND PARKING PLAN

DRAWING ISSUE

ISSUED FOR UDRP PACKAGE

PROJECT NO. 350979-00	PLOT DATE 2025-11-20	DRAWN W
	SCALE 1 : 200	REVIEWED A

A-1.04

REVISION
1

1 UNDERGROUND PARKING B1
A-1.04 SCALE: 1:200





1 LEVEL 1 FLOOR PLAN
A-1.05 SCALE: 1:200



TENANT UNIT SCHEDULE

LEVEL	UNIT TYPE	UNIT COUNT PER FLOOR	TOTAL UNIT COUNT	TOTAL AREA PER FLOOR (m ²)	TOTAL AREA (m ²)
LEVEL 29-30 (TOWER A)	3 BEDROOM	0	0	0	0
	2 BEDROOM	2	4	189	338
	1 BEDROOM	5	10	305	610
	STUDIO	3	6	142	294
	TOTAL	10	20	616	1,232
LEVEL 9-28 (TOWER A & B)	3 BEDROOM	0	0	0	0
	2 BEDROOM	4	84	321	6,741
	1 BEDROOM	12	232	756	15,476
	STUDIO	3	63	143	3,503
	TOTAL	19	399	1,220	25,620
LEVEL 7 (TOWER A & B, PODIUM)	3 BEDROOM	0	0	0	0
	2 BEDROOM	2	2	155	155
	1 BEDROOM	14	14	895	895
	STUDIO	3	3	143	143
	TOTAL	19	19	1,191	1,191
LEVEL 2-6 (PODIUM)	3 BEDROOM	1	5	100	500
	2 BEDROOM	8	40	685	3,425
	1 BEDROOM	14	70	852	4,260
	STUDIO	9	45	448	2,240
	TOTAL	32	160	2,085	10,425
LEVEL 1 (PODIUM)	3 BEDROOM	0	0	0	0
	2 BEDROOM	1	1	86	86
	1 BEDROOM	4	4	273	273
	STUDIO	0	0	0	0
	TOTAL	5	5	359	359
GRAND TOTAL:			603	399	38,827



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LEVEL 1 FLOOR PLAN

DRAWING ISSUE

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				1



2 LEVEL 2-6 FLOOR PLAN (PODIUM TYPICAL)
A-1.06 SCALE: 1 : 200



TENANT UNIT SCHEDULE					
LEVEL	UNIT TYPE	UNIT COUNT PER FLOOR	TOTAL UNIT COUNT	TOTAL AREA PER FLOOR (m ²)	TOTAL AREA (m ²)
LEVEL 29-30 (TOWER A)	3 BEDROOM	0	0	0	0
	2 BEDROOM	2	4	189	338
	1 BEDROOM	5	10	305	610
	STUDIO	3	6	142	294
	TOTAL	10	20	616	1,232
LEVEL 9-28 (TOWER A & B)	3 BEDROOM	0	0	0	0
	2 BEDROOM	4	84	321	6,741
	1 BEDROOM	12	232	756	15,176
	STUDIO	3	63	143	3,503
	TOTAL	19	399	1,220	25,620
LEVEL 7 (TOWER A & B, PODIUM)	3 BEDROOM	0	0	0	0
	2 BEDROOM	2	2	155	155
	1 BEDROOM	14	14	895	895
	STUDIO	3	3	143	143
	TOTAL	19	19	1,191	1,191
LEVEL 2-6 (PODIUM)	3 BEDROOM	1	5	190	550
	2 BEDROOM	8	40	685	3,425
	1 BEDROOM	14	70	852	4,260
	STUDIO	9	45	448	2,240
	TOTAL	32	160	2,085	10,425
LEVEL 1 (PODIUM)	3 BEDROOM	0	0	0	0
	2 BEDROOM	1	1	86	86
	1 BEDROOM	4	4	273	273
	STUDIO	0	0	0	0
	TOTAL	5	5	359	359
GRAND TOTAL:			603	399	38,827



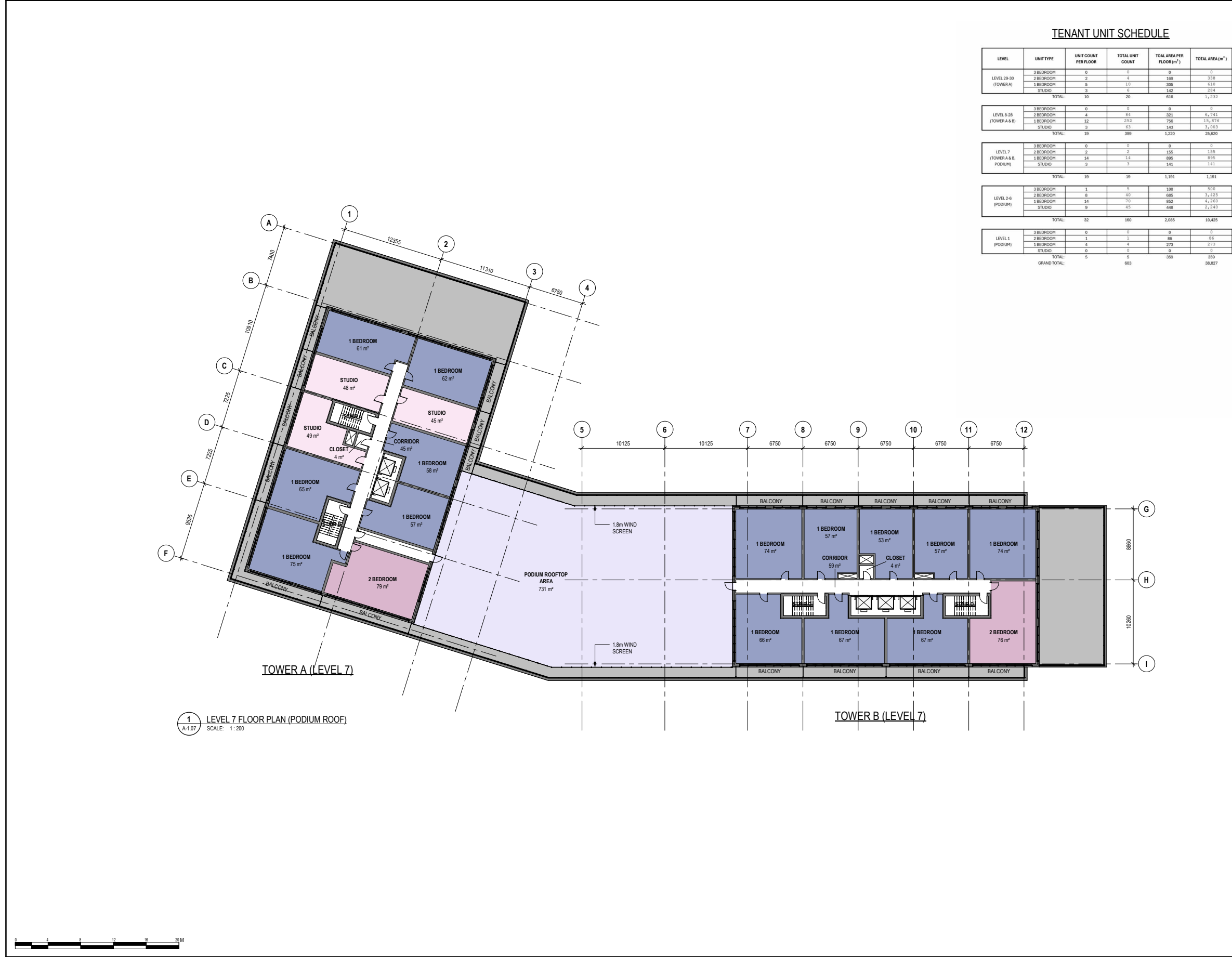
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1209 MICHAEL ST.			
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DRAWING TITLE			
LEVEL 2-6 FLOOR PLAN (PODIUM TYPICAL)			
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PROJECT NO.	PLOT DATE	DRAWN	W.Q.
350979-00	2025-11-20		
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DRAWING NO.	REVISION		
A-1.06	1		



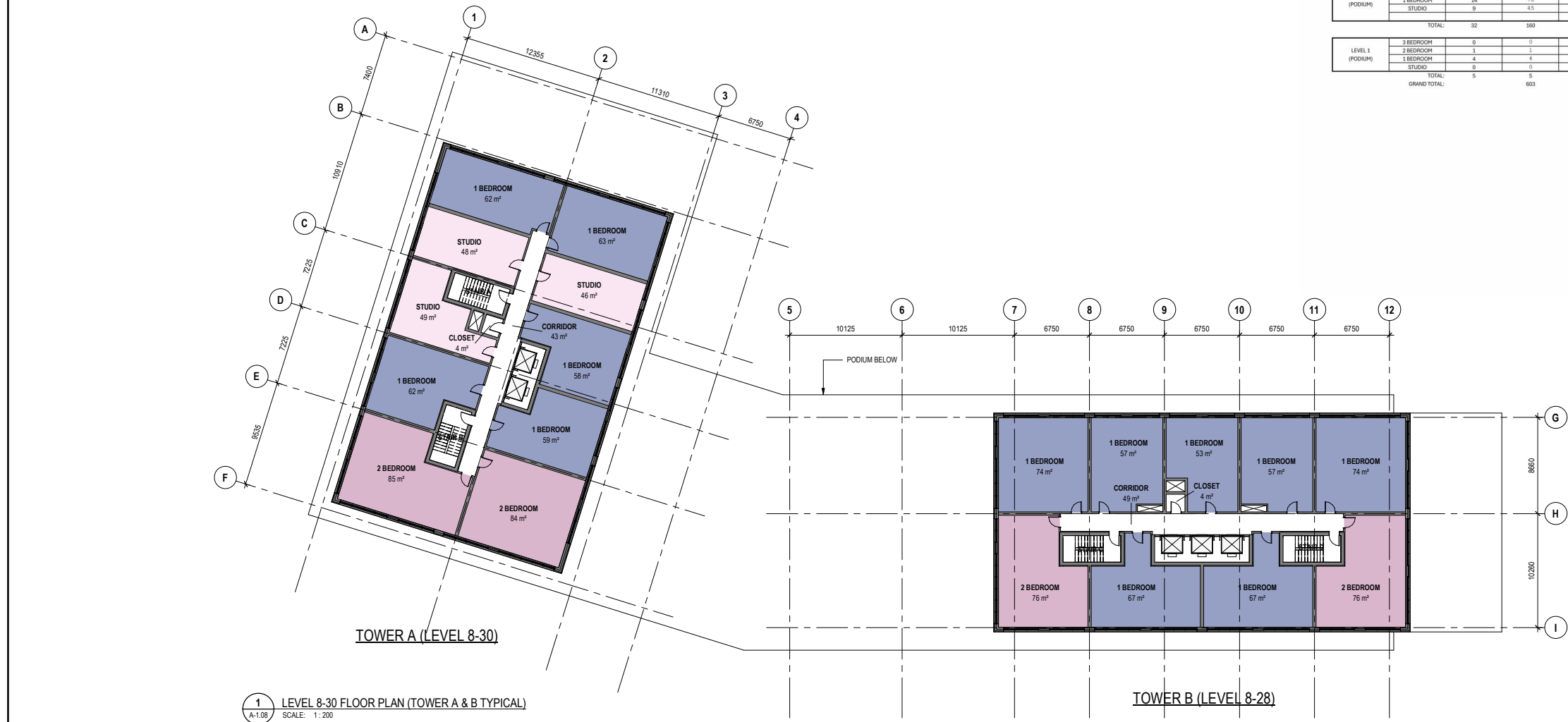
TENANT UNIT SCHEDULE

LEVEL	UNIT TYPE	UNIT COUNT PER FLOOR	TOTAL UNIT COUNT	TOTAL AREA PER FLOOR (m ²)	TOTAL AREA (m ²)
LEVEL 29-30 (TOWER A)	3 BEDROOM	0	0	0	0
	2 BEDROOM	2	4	189	338
	1 BEDROOM	5	10	305	610
	STUDIO	3	6	142	294
	TOTAL	10	20	616	1,232
LEVEL 9-28 (TOWER A & B)	3 BEDROOM	0	0	0	0
	2 BEDROOM	4	84	321	6,741
	1 BEDROOM	12	252	756	15,176
	STUDIO	3	63	143	3,503
	TOTAL	19	399	1,220	25,620
LEVEL 7 (TOWER A & B, PODIUM)	3 BEDROOM	0	0	0	0
	2 BEDROOM	2	2	155	155
	1 BEDROOM	14	14	895	895
	STUDIO	3	3	143	143
	TOTAL	19	19	1,191	1,191
LEVEL 2-6 (PODIUM)	3 BEDROOM	1	5	190	550
	2 BEDROOM	8	40	685	3,425
	1 BEDROOM	14	70	852	4,260
	STUDIO	9	45	448	2,240
	TOTAL	32	160	2,085	10,425
LEVEL 1 (PODIUM)	3 BEDROOM	0	0	0	0
	2 BEDROOM	1	1	86	86
	1 BEDROOM	4	4	273	273
	STUDIO	0	0	0	0
	TOTAL	5	5	359	359
GRAND TOTAL:			603	399	38,827

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PROJECT			
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DRAWING TITLE			
LEVEL 7 FLOOR PLAN (PODIUM ROOF)			
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PROJECT NO.	PLOT DATE	DRAWN	W.Q.
350979-00	2025-11-20		
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DRAWING NO.	REVISION		
A-1.07	1		



1 LEVEL 8-30 FLOOR PLAN (TOWER A & B TYPICAL)
A-1.08 SCALE: 1 : 200

TENANT UNIT SCHEDULE

LEVEL	UNIT TYPE	UNIT COUNT PER FLOOR	TOTAL UNIT COUNT	TOTAL AREA PER FLOOR (m ²)	TOTAL AREA (m ²)
LEVEL 28-30 (TOWER A)	3 BEDROOM	0	0	0	0
	2 BEDROOM	2	4	189	338
	1 BEDROOM	5	10	305	610
	STUDIO	3	6	142	294
	TOTAL	10	20	616	1,232
LEVEL 8-28 (TOWER A & B)	3 BEDROOM	0	0	0	0
	2 BEDROOM	4	84	321	6,741
	1 BEDROOM	12	232	756	15,176
	STUDIO	3	63	143	3,503
	TOTAL	19	399	1,220	25,620
LEVEL 7 (TOWER A & B, PODIUM)	3 BEDROOM	0	0	0	0
	2 BEDROOM	2	2	155	155
	1 BEDROOM	14	14	895	895
	STUDIO	3	3	143	143
	TOTAL	19	19	1,191	1,191
LEVEL 2-6 (PODIUM)	3 BEDROOM	1	5	190	550
	2 BEDROOM	8	40	685	3,425
	1 BEDROOM	14	70	852	4,260
	STUDIO	9	45	448	2,240
	TOTAL	32	160	2,085	10,425
LEVEL 1 (PODIUM)	3 BEDROOM	0	0	0	0
	2 BEDROOM	1	1	86	86
	1 BEDROOM	4	4	273	273
	STUDIO	0	0	0	0
	TOTAL	5	5	359	359
GRAND TOTAL:			603	399	38,827



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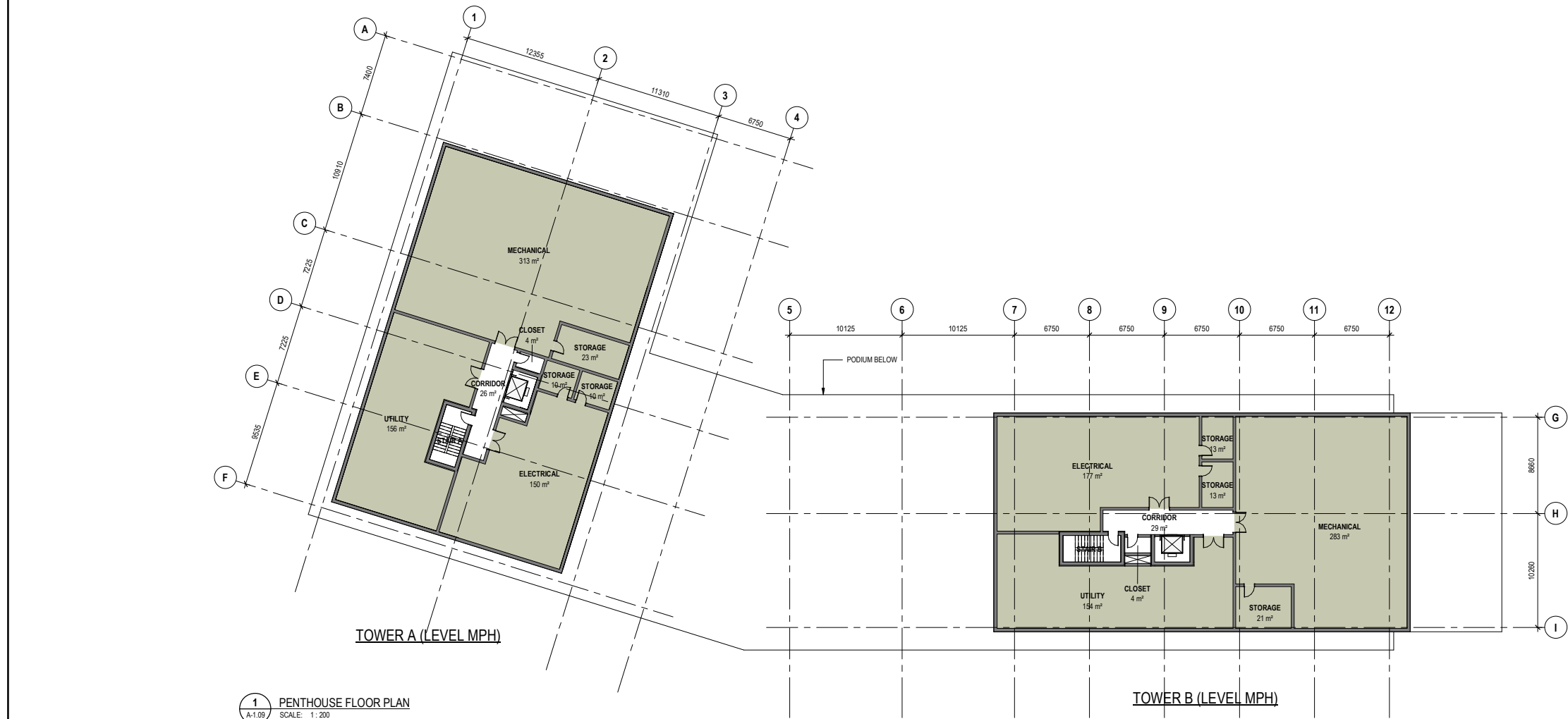
LEVEL 8-30 FLOOR PLAN (TOWER TYPICAL)

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PROJECT NO.	PLOT DATE	DRAWN	W.Q.
350979-00	2025-11-20	SCALE	1 : 200
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A-1.08	1



1 PENTHOUSE FLOOR PLAN
A-1.09 SCALE: 1 : 200



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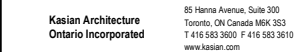
PENTHOUSE FLOOR PLAN

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PROJECT NO.	PLOT DATE	DRAWN	W.Q.
350979-00	2025-11-20		
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SHADOW STUDY JUNE 21

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PROJECT NO. 350979-00	PLOT DATE 2025-11-20	DRAWN D.S.
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DRAWING NO. A-4.00		REVISION 1



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SHADOW STUDY JUNE 21

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PROJECT NO.	PLOT DATE	DRAWN
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350979-00	SCALE	REVIEWED
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DRAWING NO.	REVISION
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A-4.01

1

-  PROPOSED DEVELOPMENT
-  PROPOSED SHADOW
-  AS OF RIGHT SHADOW
-  PROPOSED DEVELOPMENT
SHADOW OUTLINE
-  PROPOSED DEVELOPMENT
SHADOW OUTLINE
-  PROPOSED DEVELOPMENT
PROPERTY LINE



1209 MICHAEL STREET

SEPT 21 2026 - 08:00AM



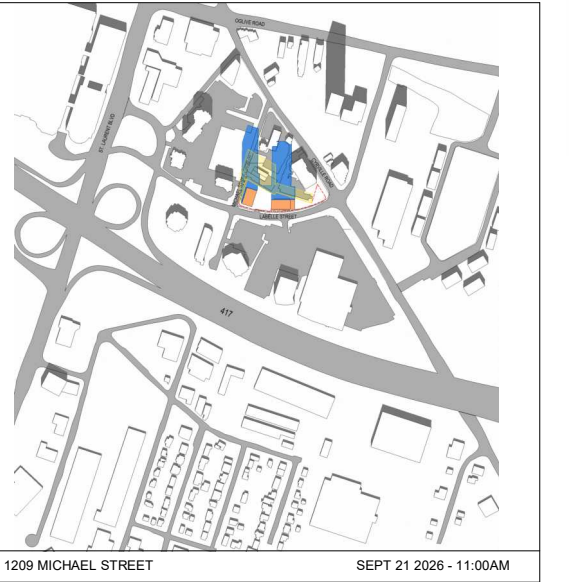
1209 MICHAEL STREET

SEPT 21 2026 - 09:00AM



1209 MICHAEL STREET

SEPT 21 2026 - 10:00AM



1209 MICHAEL STREET

SEPT 21 2026 - 11:00AM



1209 MICHAEL STREET

SEPT 21 2026 - 12:00PM



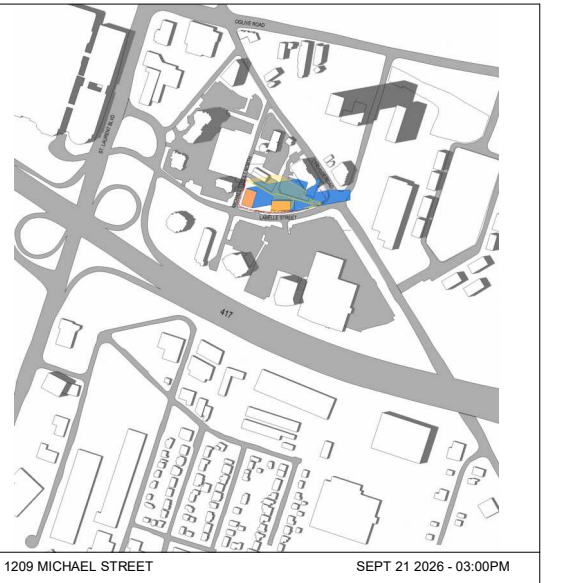
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SEPT 21 2026 - 01:00PM



1209 MICHAEL STREET

SEPT 21 2026 - 02:00PM



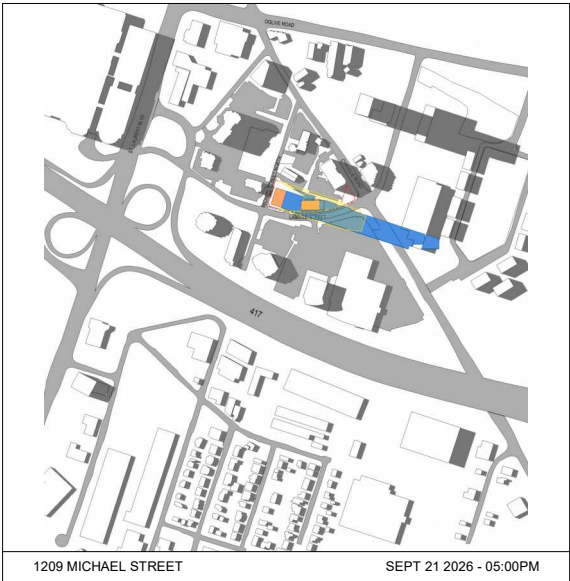
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SEPT 21 2026 - 03:00PM



1209 MICHAEL STREET

SEPT 21 2026 - 04:00PM



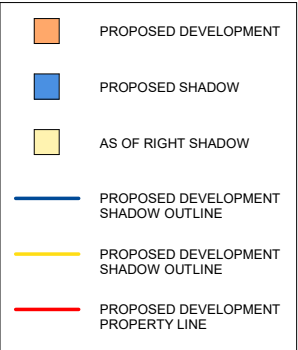
1209 MICHAEL STREET

SEPT 21 2026 - 05:00PM



1209 MICHAEL STREET

SEPT 21 2026 - 06:00PM



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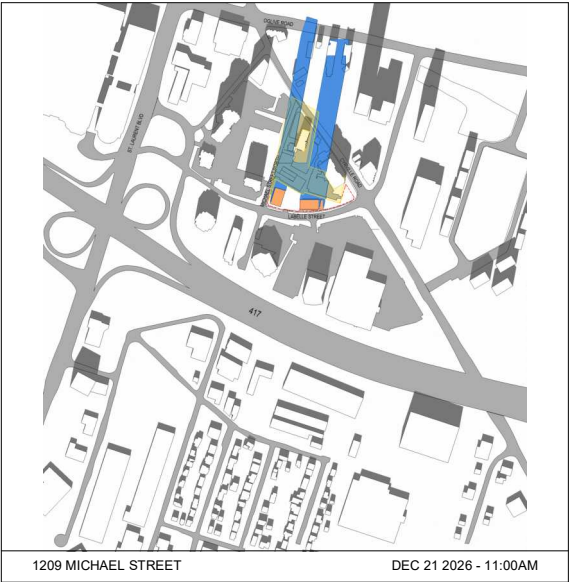
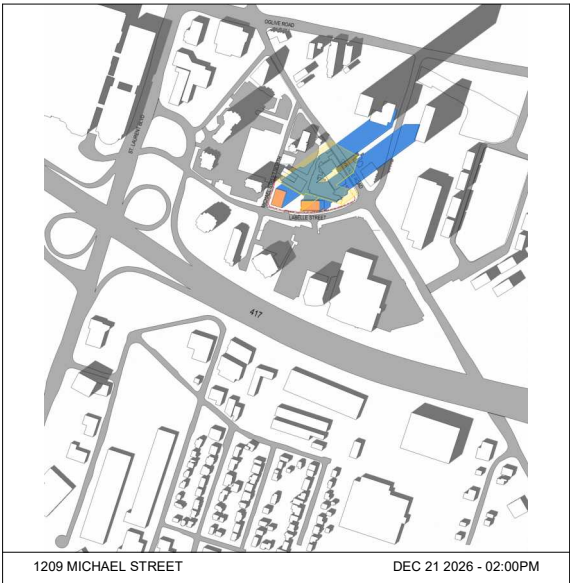
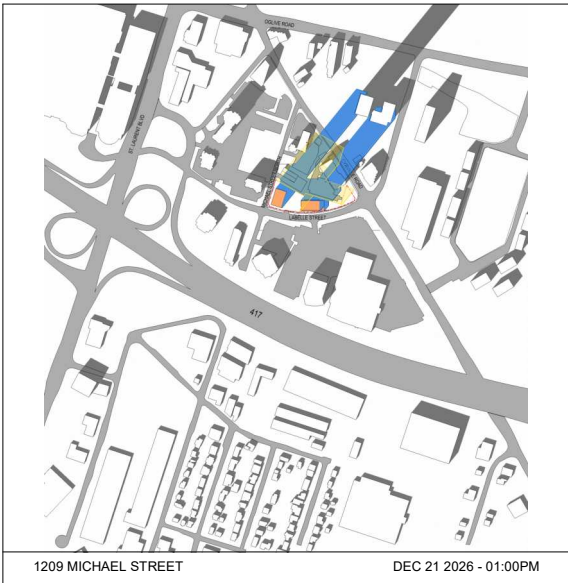
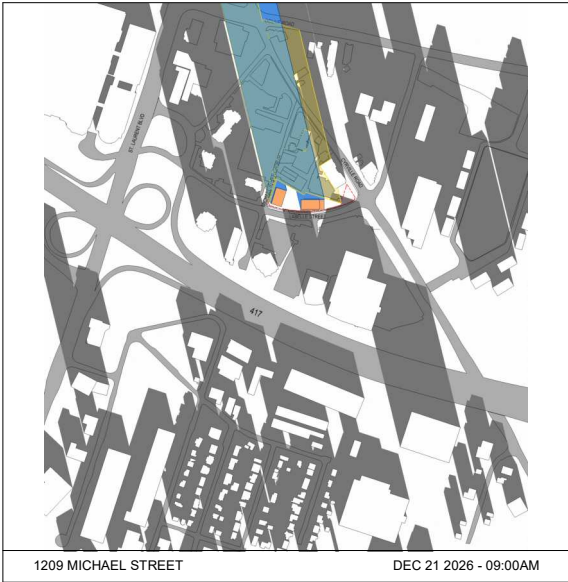
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SHADOW STUDY SEPT 21

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DRAWING NO.		REVISION	
		A-4.02	1



- PROPOSED DEVELOPMENT
- PROPOSED SHADOW
- AS OF RIGHT SHADOW
- PROPOSED DEVELOPMENT SHADOW OUTLINE
- PROPOSED DEVELOPMENT SHADOW OUTLINE
- PROPOSED DEVELOPMENT PROPERTY LINE



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PROJECT

1209 MICHAEL ST.

OTTAWA, ONTARIO

DRAWING TITLE

SHADOW STUDY DEC 21

DRAWING ISSUE

PROJECT NO. 350979-00	PLOT DATE 2025-11-20	DRAWN D.S.
	SCALE	REVIEWED A.B.
DRAWING NO. A-4.03		REVISION

Wind Analysis* (1/3)

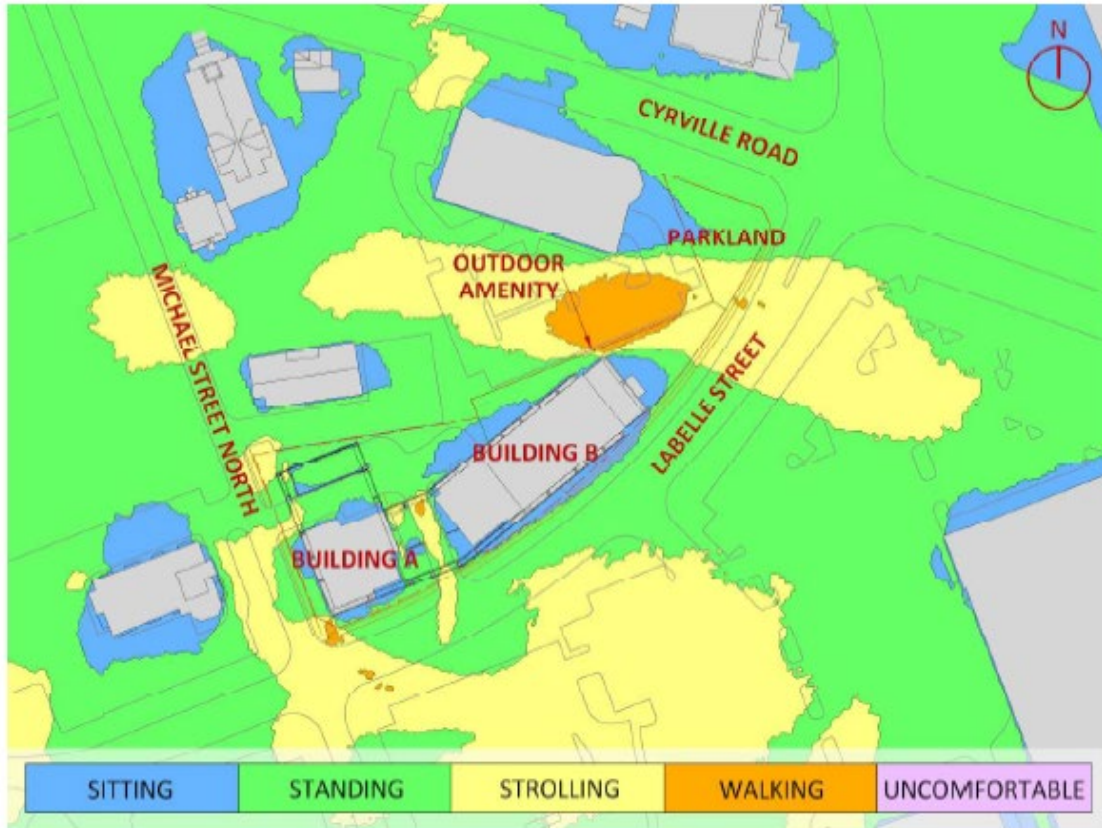


FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

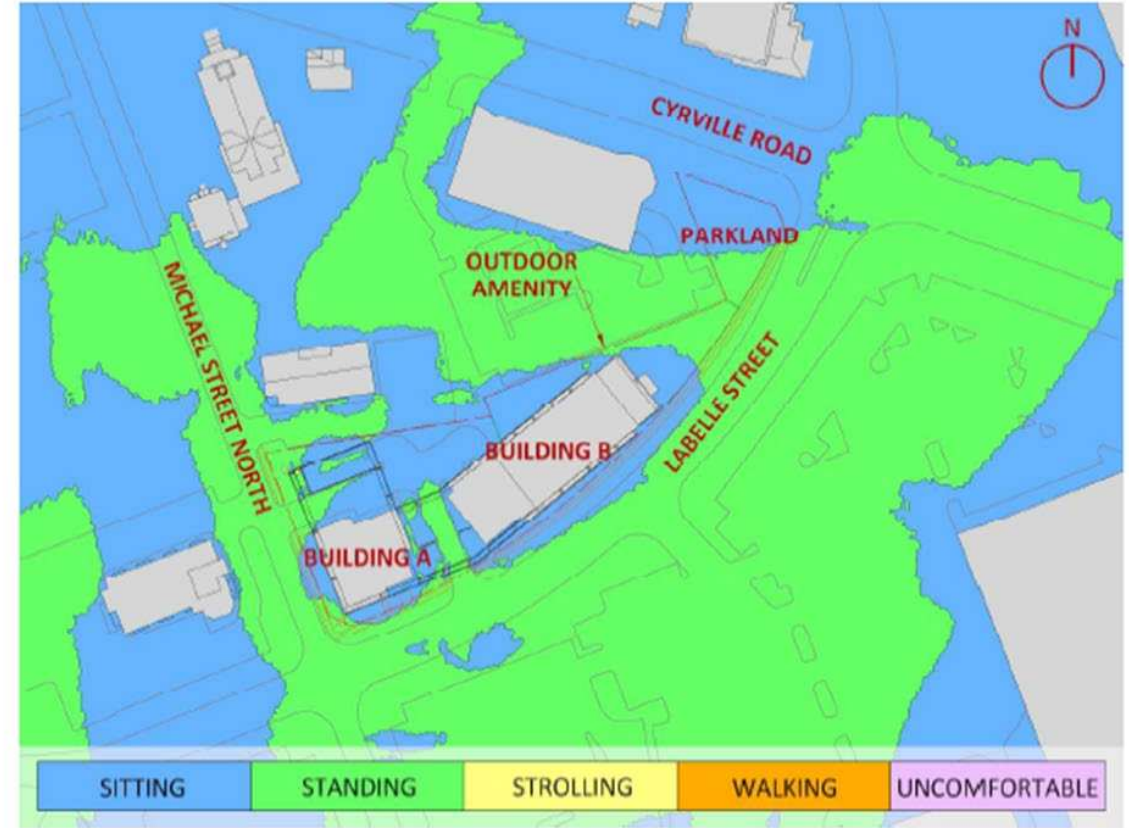


FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

*Please refer to full Pedestrian Level Wind Analysis, enclosed, for further discussion.

Wind Analysis* (2/3)

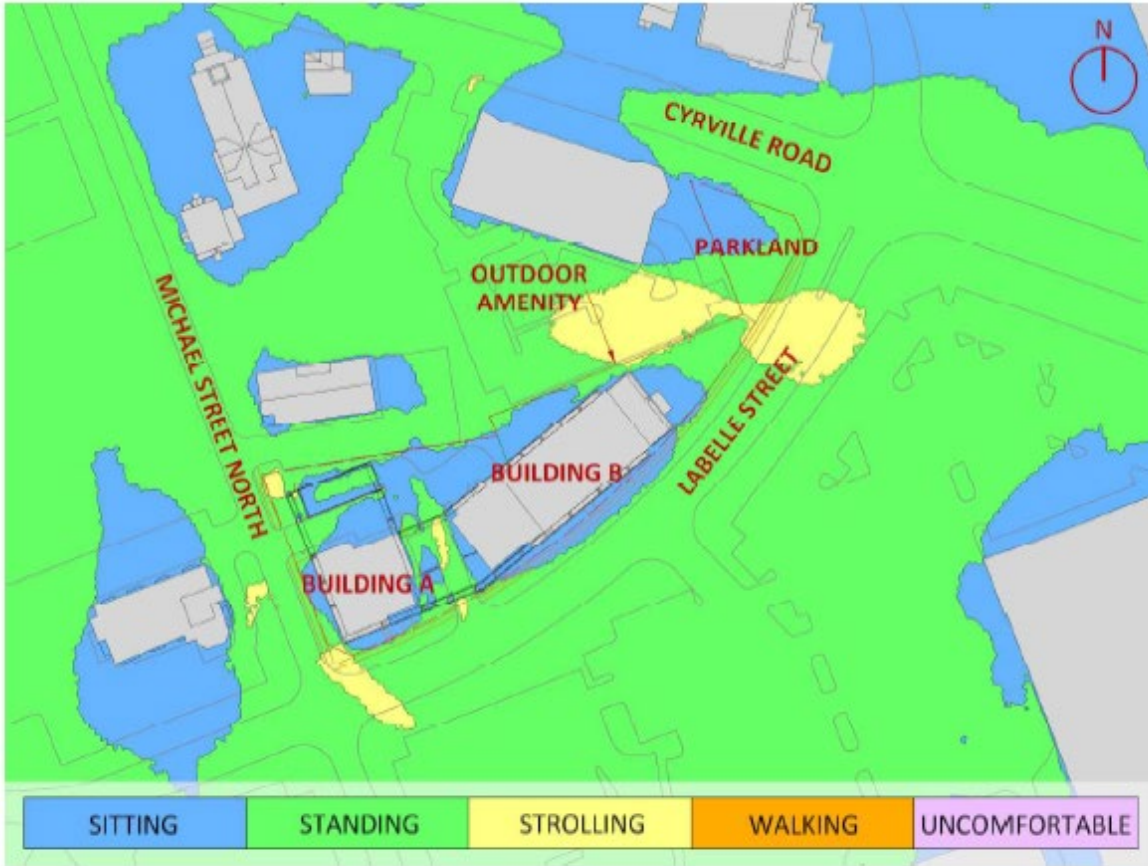


FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

*Please refer to full Pedestrian Level Wind Analysis, enclosed, for further discussion.

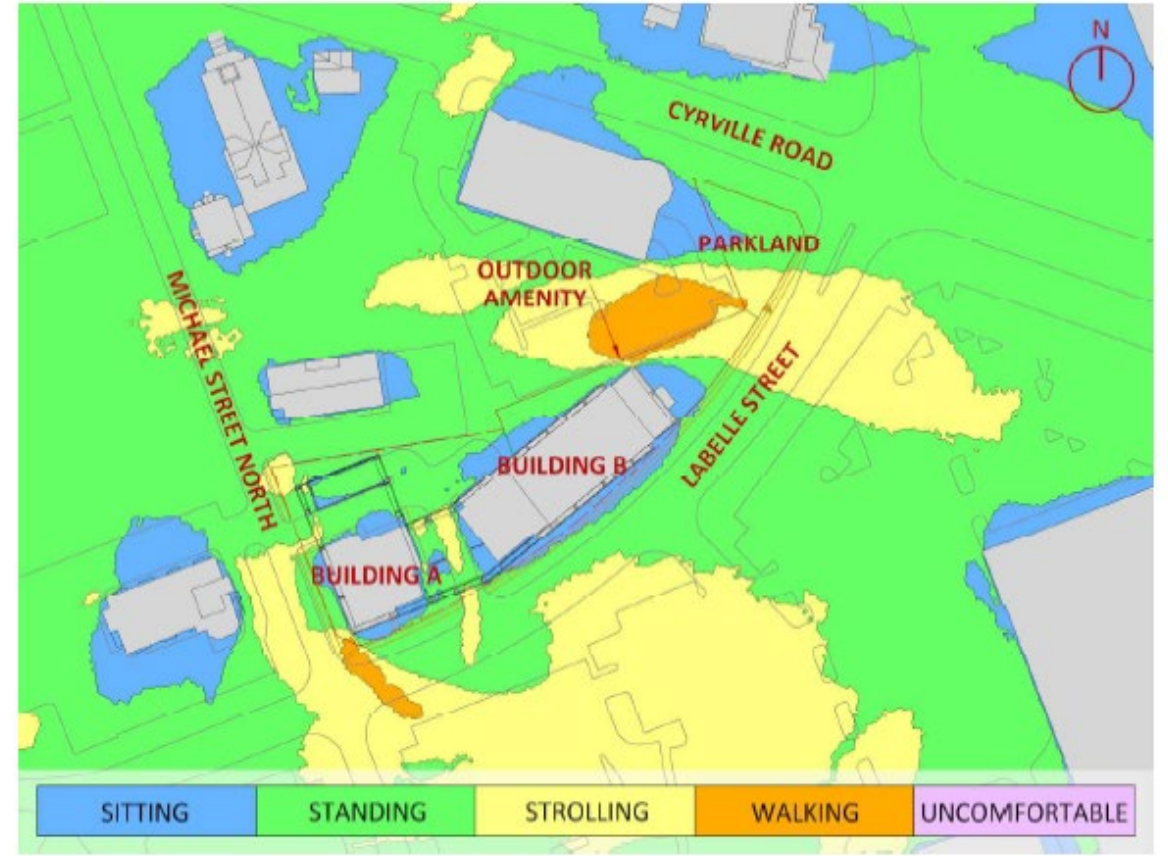


FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

Wind Analysis* (3/3)



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

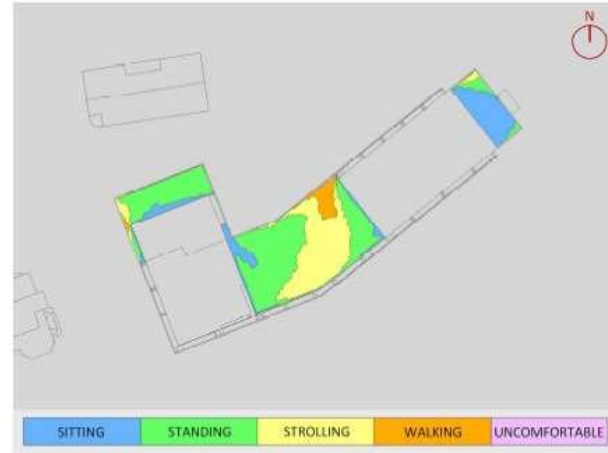


FIGURE 8C: AUTUMN – WIND COMFORT LEVEL 7 COMMON AMENITY TERRACES

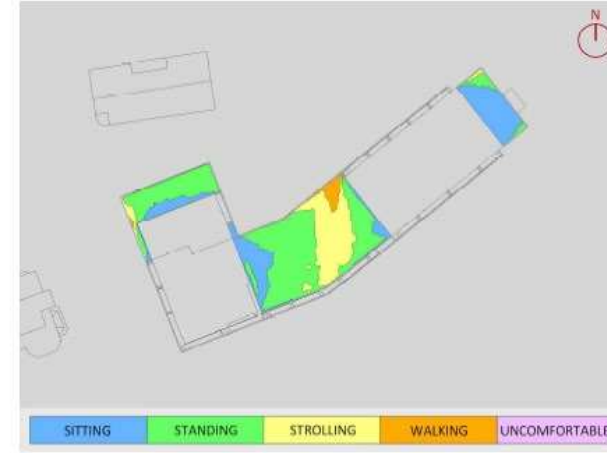


FIGURE 9: TYPICAL USE PERIOD – WIND COMFORT, LEVEL 7 COMMON AMENITY TERRACES



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

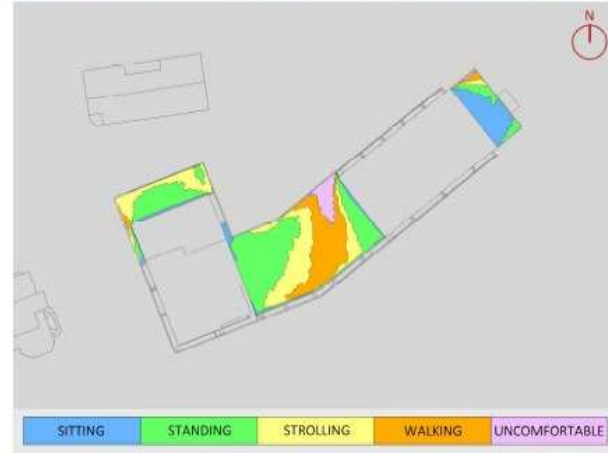


FIGURE 8D: WINTER – WIND COMFORT, LEVEL 7 COMMON AMENITY TERRACES

*Please refer to full Pedestrian Level Wind Analysis, enclosed, for further discussion.

Response to Pre-application Comments

10. Additional drawings and studies are required as shown on the SPIL. Please follow the terms of references (planning application and submission information and materials – City of Ottawa) to prepare these drawings and slides. These include:

a. Site Plan

- / An architectural site plan is provided, which highlights the building and internal driveway configuration. It can be read in conjunction with the landscape plan provided separately for clarity.

b. Landscape Plan (conceptual)

- / A landscape plan has been included.

c. Elevations (conceptual)

- / Conceptual or 'massing' elevations are shown to highlight the floor count, height, glazing, and tower/podium relationship. This shows the 'envelope' into which a developer would develop an architectural language.

d. Conceptual floorplans

- / Conceptual floorplans are provided for the ground floor, typical podium floor, typical tower floor, and podium roof/tower base floor plan. This shows a corridor layout, provisional core, stairs, and unit layout. A conceptual mechanical floor plan is also provided. We have shown conceptual plans for a below-grade parking facility if the developer chooses to build on-site parking. Each floorplan has tables to quantify unit types and areas.

e. Shadow analysis

- / A shadow analysis is provided showing hourly shadows on June 21 and Sept. 21. Both current zoning and proposed zoning heights are shown.

f. Wind study

- / A complete wind study has been completed for review.

g. UDRP Report

- / A full UDRP report has been developed.

12. The 750m2 tower floor plans and tower separation distances are appreciated.

The current tower floor plate configuration shows areas of 736.15 m2 (tower A) and 738.76 m2 (tower B). (setback from the podium have pushed the building back and slimmed the floorplate further).

13. From an urban design perspective, height increase should be rationalized based on microclimate impacts to the surrounding area. A variation in building heights should be provided between the two towers.

- / The towers currently stand at 28 and 30 stories, with a 6-storey podium. A wind study has been carried out and provided.

14. The Cyrville TOD plan identifies "Amenity space" at the corner of Labelle and Cyrville. Please ensure that microclimate impacts are mitigated on the amenity space/park and that building programming is integrated with the overall design of the area.

- / An amenity space has been provided in that location. Preliminary results from the wind study have resulted in some design features higher on the building at the podium deck, and the design will be further refined to address issues at grade.

15. Provide a podium with a tower setback.

- / Plans have been revised to have a 1.5 m setback of the tower from the podium

16. A 6 storey podium appears to be appropriate on Labelle. Rationalize the podium height and setbacks on Michael Street based on ROW width and the ability to landscape and plant trees.

- / Refer to the landscape plan. Trees can be accommodated closer to the building along Michael Street while on Labelle the trees are closer to the road.

17. Landscape and ground floor program must complement each other. Ground floor units should be buffered with landscaping from surrounding roadways.

- / Residential units at grade have been placed away from the roadways toward an adjacent lot with private patios. Most roadway frontage is used for commercial, amenity, or lobby space.

18. Ensure that active frontages are provided on both public roads including a high percentage of glazing, individual entrances to commercial units or residential lobbies. Active uses should be provided along the road frontages, with priority for the Labelle frontage as the main route to the station.

- / The lobbies for each tower are separate but facing one another, easing wayfinding and clarity of address. They feature generous glazing and frame the entry driveway and port-cochere. The Labelle frontage is predominantly individually entranced commercial retail units, with building lobbies and some amenity space. The Micheal street frontage is similar, with commercial space, amenity space, and the internal roadway entrance.

19. We will look to ensure that the proposed port-cocheres are well integrated into the overall design of the building and that the parking is well screened from the public realm.

Parking for residents is proposed to be below grade. A few visitor spaces are provided and a lay-by for taxis or Ubers, off-street. The visitor parking is screened from the street. The Labelle 'port cochere' acts as a key entry way, flanked by the lobbies and an active arrival-departure space. The ample glazing of the lobbies extends well under the podium to ensure 'eyes' on the space, spatial expansion, and good lighting. The port-cochere on the Michael street side provides a quieter entrance, the primary service entrance as well as underground parking. We ensured that the parking entrance ramp was not on the street to avoid a double-wide driveway, and to avoid on street traffic back-ups. This port cochere is also wider and can be open to light on 3 sides, helping to keep it open and visible.