

765 MONTREAL ROAD PLANNING RATIONALE

SITE PLAN CONTROL APPLICATION

APRIL 2018



wsp

765 MONTREAL ROAD PLANNING RATIONALE SHEPHERDS OF GOOD HOPE

APRIL 2018

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1 INTRODUCTION

WSP was retained by CVS Architects to prepare a Planning Rationale (the "Report") in support of a Site Plan Control application for the lands municipally known as 765 Montreal Road, in the City of Ottawa.

This Report is set up as follows:

Section 2 provides a description of the site location and community context;

Section 3 provides an explanation of the proposed development;

Section 4 outlines the policy and regulatory framework applicable to the site and a planning rationale for the proposed development; and

Section 5 summarizes the planning opinion.

A number of supporting technical studies have been prepared in support of the applications and have been submitted to the City and are available under separate cover.

2 SITE LOCATION AND COMMUNITY CONTEXT

2.1 SITE LOCATION

The subject property (the “site”) is legally described as Part of Lot 6 in Plan 486, Registered Plan 4R25842, Part 2 (PIN 042750071) and Part of Lot 6 in Plan 486 (PIN 042750072). It is municipally known as 765 Montreal Road and located in Ward 13 (Rideau-Rockcliffe) at the northeast corner of Montreal Road and Lang’s Road, as illustrated in **Figure 2-1** and **Figure 2-2**. The registered owner of the site is the Shepherds of Good Hope.

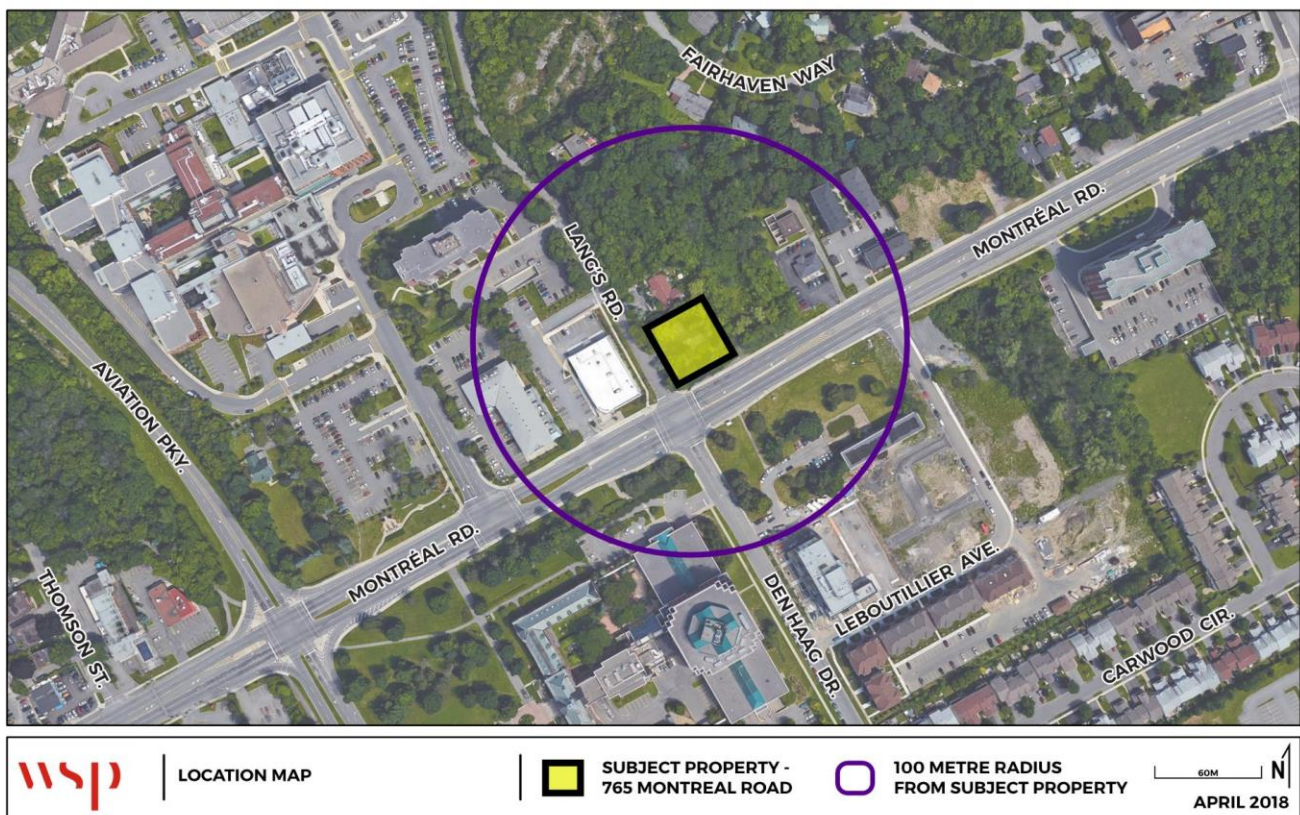


Figure 2-1: 765 Montreal Road Location

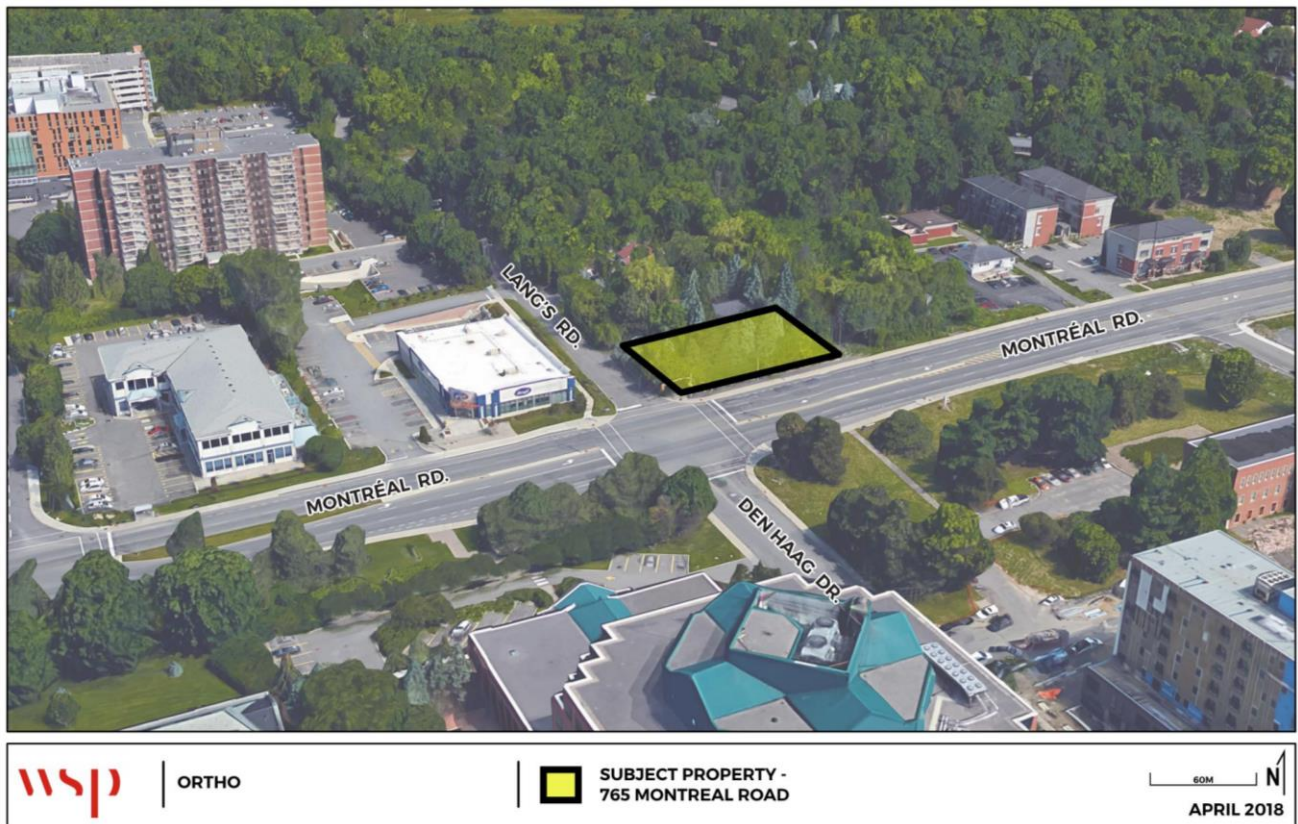


Figure 2-2: Site Location - Looking Northeast

The site has frontage of approximately 39.19 m along Montreal Road (an urban arterial road running east-west) and frontage of approximately 38.1 m along Lang's Road (a local road running north-south) with a total site area of 1493 m². The site is rectangular in shape and slopes upwards to the north, away from Montreal Road. The site is fully serviced by municipal water and sewer.

A site visit was conducted by WSP on April 5, 2018. Photos contained herein are from WSP, unless otherwise stated.



Figure 2-3: 765 Montreal Road - Looking Northeast



Figure 2-4: 765 Montreal Road - Looking North along Lang's Road



Figure 2-5: 765 Montreal Road at Eastern Limit of Property - Looking North



Figure 2-6: Rexall Pharmacy and 765 Montreal Road - Looking Northeast

The site is currently occupied by a vacant single-detached dwelling and is largely overgrown by vegetation, as illustrated in **Figure 2-3** to **Figure 2-6**. Vehicular access to the site is provided from Lang's Road.

2.2 COMMUNITY CONTEXT

The site is located in close proximity to many city facilities, such as community and recreation centres. It is also approximately 350 m southeast of Montfort Hospital. Land uses and facilities adjacent to the site are as follows:

North: Single-detached residential dwellings

South: LeBoutillier Park and a Recreational Trail; Canadian Mortgage and Housing Corporation offices

East: Open space; office; low-rise residential dwelling

West: Rexall drugstore

The site is also in close proximity to many restaurants along Montreal Road as well as Bissonnette's Your Independent Grocer and a Farm Boy approximately 700 m west of the site on Montreal Road. Key amenities within close proximity to the site, as well as the broader community context, are shown in **Figure 2-7**.

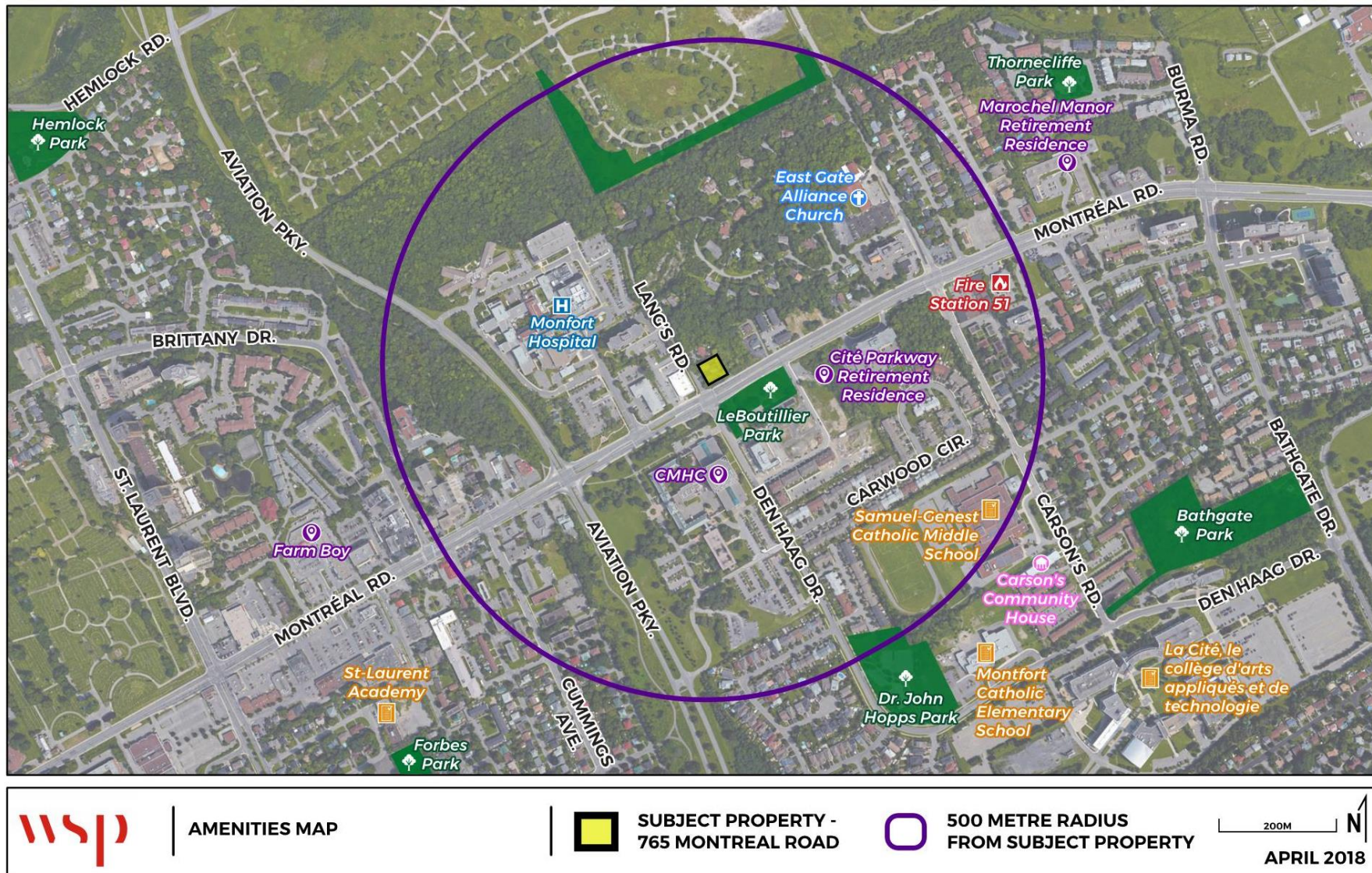


Figure 2-7: Amenities and Community Context

2.3 PUBLIC TRANSPORTATION NETWORK

The site is well serviced by public transit, as shown in **Figure 2-8**, with OC Transpo providing four transit stops in close proximity to 765 Montreal Road:

- Westbound Transit Stop 8738 on Montreal Road east of Lang's Road (Buses 12, 17, 27)
- Eastbound Transit Stop 1565 on Montreal Road east of Lang's Road (Buses 12, 17, 27, 129)
- Northbound Transit Stop 0467 on Den Haag Drive south of Montreal Road (Buses 12, 129)
- Southbound Transit Stop 0475 on Den Haag Drive south of Montreal Road (Buses 12)

Route 12 (Blair / Rideau & Bank) provides service between Blair Station and the National Arts Centre with 15-minute service in the peak hours.

Route 17 (Rideau / Wateridge) provides peak direction service between the Rideau Centre and Wateridge. There are six directional trips each peak hour with 30-minute service.

Route 27 (St. Laurent / Wateridge) provides peak direction service between the St. Laurent Shopping Centre and Wateridge. There are six directional trips each peak hour with 30-minute service.

Route 129 (Carson's / Hurdman) provides service between the Aviation Museum and Hurdman Station with 10-minute directional service in the peak hour.

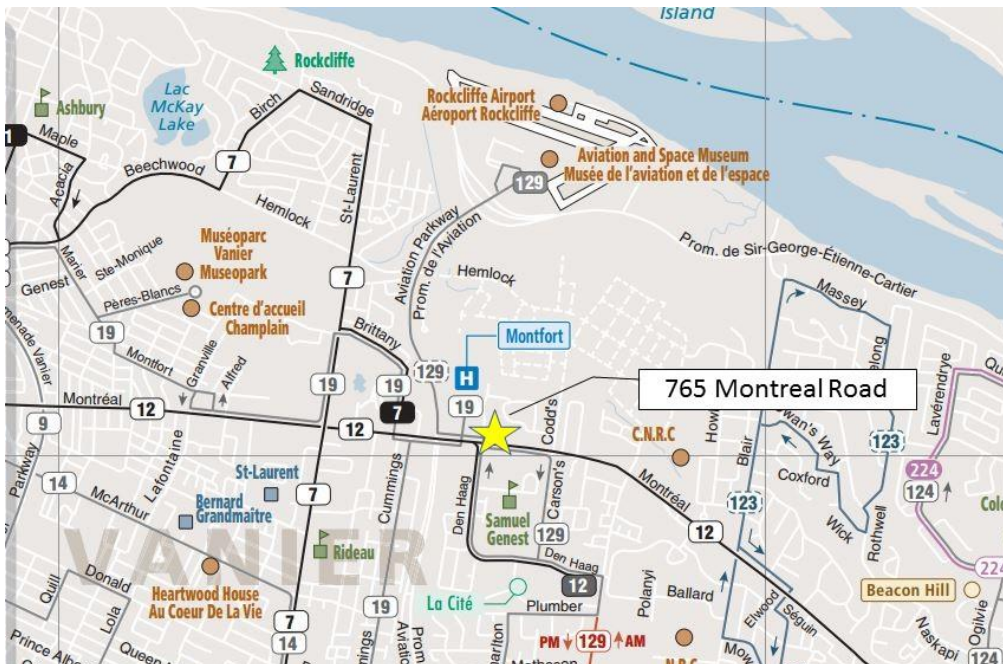


Figure 2-8: OC Transpo System Map

3 THE PROPOSED DEVELOPMENT

The Shepherds of Good Hope is proposing to construct a 4-storey mixed use building containing the following:

- Ground Floor – community centre space of approximately 61.4 m² gross floor area (GFA) as well as amenity area and support facilities for the upper-storey residential uses. A 1-storey ‘addition’ at the rear of the building is to be used for storage purposes.
- Floors 2 through 4 – residential uses consisting of 42 studio apartment units.

The residential portion of the building is intended to provide long-term housing for people who are transitioning out of homeless shelters and back into the broader community.

Medical staff will be available exclusively to the residents 24/7. The anticipated staffing is as follows:

- Four to six staff during the day (7:00 am-3:00 pm)
- Three staff in the evening (3:00 pm-11:00 pm)
- Two staff overnight (11:00 pm-7:00 am)

The ground-floor community centre space will consist of a meeting room and an art room which would be available for rent by the public. When not in use by the public, these spaces will also be available for use by the residents.

The Site Plan, prepared by CSV on April 19, 2018 shows a total of eight (8) vehicle parking spaces that are 2.6 m wide by 5.2 m long. These spaces include four (4) residential parking spaces, three (3) visitor spaces and one (1) space for the community centre. Additionally, the Site Plan shows 21 bicycle parking spaces, 16 of which are gated bicycle spaces and 5 are non-gated spaces. All bicycle parking spaces measure 0.6 m wide and 1.8 m long.

New concrete sidewalks will be built on the site along Lang’s Road as well as a new asphalt driveway. An accessible ramp will provide pedestrian access to the community centre space directly from Montreal Road.

Amenity area totalling 479 m² is provided for the use of the residents. Of this, 367 m² is outdoor amenity area provided at the rear of the building and is easily accessed from the ground floor. Indoor amenity area of 112.56 m² is provided on the ground floor and includes a TV room, games room, internet/library room, and tub room.

Security of the residents within the development is of the utmost importance. Two gated entrances will be provided; one for pedestrians and another for vehicles. Vehicle access to the site will continue to be from Lang’s Road as shown in **Figure 3-1**.

The estimated date of occupancy is March 2020 with construction occurring as a single phase.

Figure 3-2 to Figure 3-5 illustrate the proposed development.



Figure 3-2: South Elevation



Figure 3-3: North Elevation



- BR BRICK
- MC METAL CLADDING
- CP FIBRE CEMENT CLADDING
- GL GLAZED WALL (WINDOWS & SPANDREL)

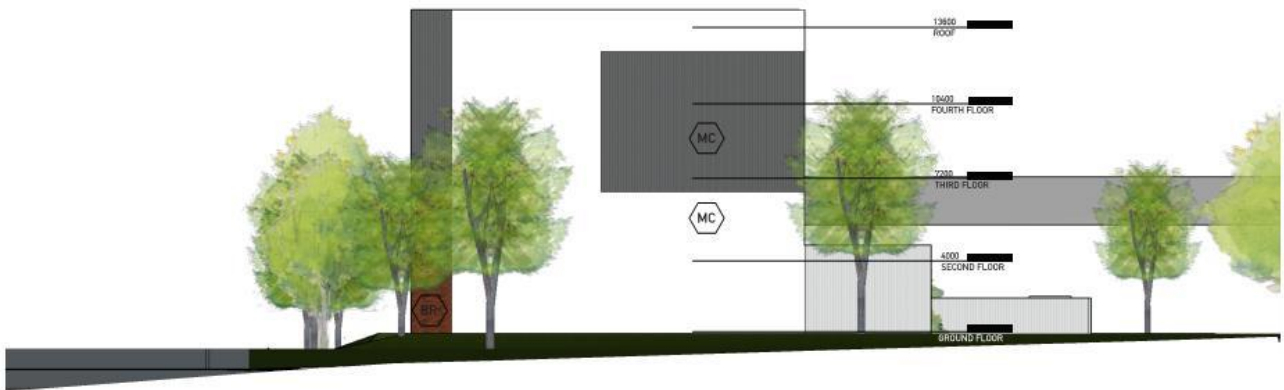
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SHEPHERDS OF GOOD HOPE
WEST ELEVATION

April 19th, 2018
2017-0780

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Figure 3-4: West Elevation



- BR BRICK
- MC METAL CLADDING
- CP FIBRE CEMENT CLADDING
- GL GLAZED WALL (WINDOWS & SPANDREL)

5

SHEPHERDS OF GOOD HOPE
EAST ELEVATION

April 19th, 2018
2017-0780

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Figure 3-5: East Elevation

4 POLICY AND REGULATORY FRAMEWORK

This section describes the provincial and local planning frameworks applicable, or relevant, to the proposed development of the site, including: the Provincial Policy Statement (2014), the City of Ottawa Official Plan (2003, Consolidated February 2018), Official Plan Amendment 150, and the City of Ottawa Zoning By-law 2008-250 (Consolidated May 11, 2016).

4.1 PROVINCIAL POLICY STATEMENT (2014)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating development and use of land.

The Provincial Policy Statement seeks to strike a balance between the province's economic, social and environmental interests through the following:

- Promoting cost-effective development patterns which stimulate economic growth;
- Protecting resources for their economic use and/or environmental benefits; and
- Directing development away from areas where there is a risk to public health and safety or of property damage.

Part IV: Vision for Ontario's Land Use Planning System identifies that healthy, liveable and sustained communities are sustained by promoting efficient development, cost effective land use patterns and development standards, accommodating an appropriate range of mix of uses to meet long term needs, and focusing growth within settlement areas and away from significant or sensitive resources and areas which may pose a risk to public health and safety.

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns includes policies to sustain healthy, livable, resilient and safe communities. Policy 1.1.3.2 (a) states that land use patterns within *settlement areas* shall be based on densities and a mix of land uses which:

1. "efficiently use land and resources;
2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
3. minimize negative impacts to air quality and climate change;
4. support active transportation; and

5. are transit-supportive, where transit is planned, exists or may be developed”.

Policy 1.1.3.4 Housing states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety. Additionally, Policy 1.4.3 directs planning authorities to provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents by:

- a) “establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households.
- b) permitting and facilitating:
 - 1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and
 - 2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;”

The proposed development is consistent with the PPS. The proposal provides residential development within a settlement area, utilizing land and existing infrastructure efficiently. The proposed development will provide housing which meets the social, health and well-being requirements of residents, including special requirements to ensure supportive care is available to residents.

4.2 CITY OF OTTAWA OFFICIAL PLAN (2003, CONSOLIDATED FEBRUARY 2018)

The City of Ottawa Official Plan (OP) provides a comprehensive vision and policy framework for managing growth and development to the year 2031. The OP contains policies that address matters of provincial interest as described in the 2014 PPS, and “is not a tool to limit growth but rather to anticipate change, manage it and maintain options” (Section 1.1). The site is located within the urban boundary and is designated Arterial Mainstreet and General Urban Area on Schedule B Urban Policy Plan, as illustrated in **Figure 4-1**. The site is within a Design Priority Area.

4.2.1 BUILDING A SUSTAINABLE CAPITAL

The Official Plan seeks to achieve Council’s vision of a sustainable, resilient and livable City. This vision is also articulated in the City’s Strategic Plan which identifies goals including the provision of housing options which are green, healthy, and meet the needs of the whole community. The City also strives for sustainability in connectivity and mobility by making walking, cycling, and transit residents’ first choice for transportation.



Figure 4-1: City of Ottawa Official Plan Schedule B - Urban Policy Plan

4.2.2 STRATEGIC DIRECTIONS

Section 2.1 – Patterns of Growth indicates that Ottawa’s growth will be managed in ways that create complete communities with a balance of facilities and services that meet citizen’s everyday needs including schools, community facilities, parks, a variety of housing options, and places to work and shop.

Growth is to be directed to urban areas where services already exist. Growth in existing designated urban areas is to be directed to areas where it can be accommodated in compact mixed use development, and served with quality transit, walking, and cycling facilities. Much of the demand for new housing is expected to be for smaller units, such as apartments.

Section 2.2 – Managing Growth indicates that the majority of the City’s growth will be directed to areas designated within the urban boundary of the Official Plan. This strategy has

the least impact on agricultural land and protected environmental areas and allows for a pattern and density of development that supports transit, cycling and walking. Mainstreets are identified as primary transit corridors and have significant potential for intensification.

Section 2.2.2 – Managing Intensification Within the Urban Area indicates that intensification is supported throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. Intensification is defined as development of a property, building or area that results in a net increase in residential units or accommodation and includes development of vacant or underutilized lots within previously developed areas. The City's target for residential intensification is 40 per cent for 2017-2021.

Section 2.5.1 – Designing Ottawa encourages good urban design and quality and innovative architecture as it can help create lively community places with distinctive character. The design objectives in this section are addressed in detail in **Section 4.2.4** of this Report.

The proposed development conforms to the strategic directions of the OP by accommodating growth within the urban area through mixed use and compact development. The proposed development contributes to intensification while providing quality in urban design that contributes to a complete community.

4.2.3 LAND USE DESIGNATIONS

SECTION 3.6.1 - GENERAL URBAN AREA

The site is designated as General Urban Area as per Schedule B Urban Policy Plan of the OP. Policy 3.6.1.1 states that “the General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.”

Furthermore, “When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a) Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;
- b) Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area” (3.6.1.5)

The proposed development conforms to the General Urban Area policies of the Official Plan as it will contribute to the residential intensification of the area, while contributing

to the balance of housing types in the area by providing supportive housing to those transitioning to independent living.

SECTION 3.6.3 - MAINSTREETS

The site is also designated Arterial Mainstreet. Section 3.6.3 of the OP states that it is the City's intent that Mainstreets will achieve more dense and mixed-use development that supports, and is supported by, increased walking, cycling and transit use. Mainstreets are expected to change gradually through redevelopment. This means that, over time, residential and employment uses will be introduced at higher densities (Section 3.6.3).

In terms of building use, Policy 5 under Section 3.6.3 states that “a broad range of uses is permitted on Traditional and Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings.” With respect to building heights, Policy 11 supports building heights up to nine stories on Arterial Mainstreets.

The proposed development conforms to the Mainstreets policies of the OP as it represents a transition to a more urban pattern of land use along an Arterial Mainstreet by introducing a mixed-use development including residential uses.

4.2.4 URBAN DESIGN AND COMPATIBILITY

Policy 3.6.1.2 and Policy 3.6.3.7 of the Official Plan state that development proposals on Mainstreets and within the General Urban Areas will be evaluated in the context of the policies and Design Objectives in Section 2.5.1, and the Compatibility policies set out in Section 4.11.

A sensitive approach along with a respect for a community's established characteristics need to be considered when new development is introduced into an existing area, while allowing flexibility in overall site design and built form. The criteria assist in evaluating a proposed development and the compatibility of the new development with the surrounding community.

Compatible development is defined in the OP as “development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impact on surrounding properties. It ‘fits well’ within its physical context and ‘works well’ with the existing and planned function.” (2.5.1).

The proposed development supports the seven (7) urban design objectives and principles set out in Section 2.5.1, as demonstrated below. It should be noted that, “proponents are free to

respond in creative ways to the Design Objectives and are not limited only to those approaches as suggested in this Plan” (2.5.1).

1. To enhance the sense of community by creating and maintaining places with their own distinct identity.

- The proposed mixed-use development will maintain and strengthen the existing identity and character of the neighbourhood by re-enforcing a continuous streetscape along Montreal Road. By locating parking at the rear of the site, the 4-storey building is proposed to abut the front lot line, thereby addressing Montreal Road and providing an active community centre entrance onto the street. The mixed-use building, with a significant residential component, will also contribute to the residential intensification of the Arterial Mainstreet.

2. To define quality public and private spaces through development.

- With respect to public space, the proposed development includes publicly-accessible community centre space on the ground floor. This space will be available for the public to rent for meetings, events, etc.
- Private Space: The proposed development will feature an outdoor amenity space to the rear of the building which will be available for a variety of uses by residents.

3. To create places that are safe, accessible and are easy to get to, and move through.

- The proposed development will be universally accessible featuring entrance ramps for both the residential and community centre uses. An active entrance directly onto Montreal Road provides easy and direct access for members of the public.
- The proposed development is located within close proximity to numerous public transit lines described in Section 2.2 of this Report.
- The proposed development will include two gated resident entry points for security purposes – one from Lang’s Road, and one from the rear of the building.

4. To ensure that new development respects the character of existing areas.

- The proposed development recognizes and complements nearby buildings along Montreal Road which contribute to a continuous streetscape. These include the Rexall Pharmacy directly to the west, Le 745 located at the corner of Montreal Road and Avenue du 22 Mars, Cité Parkway Retirement Residence located to the southeast, adjacent to LeBoutillier Park, and 4-storey residential buildings located to the east of the site and directly across from the Cité Parkway Retirement Residence.
- The low-rise building design provides an appropriate transition from the established 1- and 2-storey single-detached residential neighbourhood to the north of the site.

5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

- The proposed development is intended to accommodate the needs of those transitioning out of shelters. The building has also been designed with the flexibility to enable future conversions. The residential assisted-living portion of the building could be converted to a more standard non-supportive residential building as each unit is self contained with individual kitchen and sanitary facilities. Similarly, the community centre uses, which can be accessed independently from the residential portion, could be adapted to serve other purposes.

6. To understand and respect natural process and features in development design.

- No environmental constraints or natural heritage elements which would be affected by the proposed development have been identified on the subject lands.
- The Site Plan prepared by CSV architects includes 15 new trees as part of the proposed development.
- Stormwater will be managed using municipal services on site.
- The landscaping and grading associated with the proposed development is intended to respect the natural relief of the site to the extent possible, for example by featuring a sodded slope at the rear of the property to minimize the size of concrete retaining wall that is required.

7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use and carbon footprint of the built environment.

- The building design will be sensitive to owner's needs for lower operating costs by using a range of energy efficiency measures.
- Twenty-one bicycle parking spaces are proposed to be provided, 16 of which will be secure. As residents who are transitioning out of shelters are not anticipated to own cars, the provision of adequate bicycle parking is intended to support cycling as an affordable transportation mode which minimizes carbon footprint and resource consumption.

In addition to the Design Objectives described above, development proposals need to be evaluated against the compatibility criteria set out in Policy 4.11 of the Official Plan.

Table 1 provides an evaluation of the proposed development against the compatibility criteria set out in Policy 4.11.

Table 1: Evaluation of Proposed Development

Evaluation Criteria	Measure of Compatibility
Views	The proposed development is a low-rise building and will not have negative impacts on protected views.
Building Design	The proposed low-rise building design is compatible with existing low-rise and mid-rise buildings along Montreal Road. The 0 m building setback contributes to a continuous streetscape along Montreal Road. The principal façade is oriented towards the adjacent Arterial Mainstreet (Montreal Road) and features active entrances onto the street. The building elevation design seeks to balance the need for a residential scale design that provides a welcoming home for its occupants with the design scale appropriate for an arterial mainstreet.
Massing and Scale	The proposed 4-storey low-rise building is appropriate for this section of Montreal Road which features a mix of building types and heights of between one to seven storeys. The proposed low-rise building also provides a transition to one and two storey single-detached neighbourhoods to the north.
Outdoor Amenity Area	<p>The proposed outdoor amenity area is communal and will be used by residents of the proposed building. The outdoor amenity area is located to the rear of the site, away from the busy Montreal Road. While there is a residential unit abutting the site to the north, the proposed amenity area is appropriately set back from the property line and will be screened by a retaining wall and landscaping.</p> <p>Outdoor amenity space is easily accessed from the ground floor of the building. The parking area is designed to be flexible and multi-purpose. Parking demand will be limited to certain parts of the day, therefore the majority of the parking spaces would be available in the evenings.</p>
Design Priority Areas	The proposed mixed-use building has been designed to reflect the importance of Montreal Road as a Design Priority Area. The massing, height, and location of the building help define Montreal Road. The front building façade is located parallel to the street and transparent glazing has been integrated into the design to allow users of the street to observe the function of ground floor community centre uses, as well as offer communal space.

The proposed development supports the strategic directions of the Official Plan. It respects the local character and context while recognizing the planned function of the site and the surrounding area. The proposed development presents a redevelopment and intensification opportunity compatible with the existing neighbourhood. The site is located in an urban settlement area with full municipal services. It is serviced by public transit, takes advantage of the existing and proposed infrastructure in the area, and the proposed use would contribute to the surrounding community amenities.

The proposed development conforms to the City's Official Plan goals, policies, and meets the urban design objectives and compatibility criteria as established in Sections 2.5.1 and 4.11.

4.3 URBAN DESIGN GUIDELINES FOR DEVELOPMENT ALONG ARTERIAL MAINSTREETS

The City of Ottawa's Urban Design Guidelines for Development along Arterial Mainstreets was approved by City Council in 2006. The Guidelines contain the following objectives:

- To foster compatible development that will contribute to the recognized or planned character of the streets;
- To promote a comfortable pedestrian environment and create attractive streetscapes;
- To achieve a high-quality built form and establish a strong street edge along Arterial Mainstreets;
- To facilitate a gradual transition to more intensive forms of development on Arterial Mainstreets;
- To accommodate a broad range of uses including retail, services, commercial, office, institutional and higher density residential; and
- To enhance connections that link development sites to public transit, roads and pedestrian walkways.

The Arterial Mainstreet design guidelines applicable to the proposed development are addressed in **Table 2**.

Table 2: Arterial Mainstreet Design Guidelines

Arterial Mainstreet Design Guideline	Measure of Applicability
Guideline 1: Locate new buildings along the public street.	The proposed building will be located along the public street (Montreal Road).
Guideline 6: Set new buildings 0 to 3.0 metres back from the front property line, and 0 to 3.0 metres back from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping.	The proposed building will be set back 0 metres from the front property line (fronting onto Montreal Road) and 0.786 m from the side property line (fronting onto Lang's Road) in order to appropriately define the street edge.
Guideline 7: Design new development to be compatible with the general physical character of adjacent neighbourhoods. Protect the positive elements of the existing fabric including significant buildings, existing trees, pedestrian routes, public facilities and pedestrian amenities.	The proposed development will be compatible with the low to mid-rise character along Montreal Road and will provide an appropriate transition to the low-rise neighbourhoods to the northeast of the site. Existing trees will be maintained where possible. The proposed community centre uses will add to the public facilities in the neighbourhood.
Guideline 9: Design street sections with a ratio of building height to road corridor width of between 1:6 (low), 1:3 (medium) and 1:2 (high).	The proposed development will result in a ratio of building height (13.6 m) to road corridor width (37.5 m per OP Annex 1 Road Classification and Rights-of-Way) of approximately 1:3 (medium).
Guideline 11: Create intensified, mixed-use development, incorporating public amenities such as bus stops and transit shelters, at nodes and gateways by concentrating height and mass at these locations.	The proposed development is a mixed-use development consisting of residential uses which will contribute to intensification, along with community centre uses that will contribute to the neighbourhood's public amenities.
Guideline 12: Design the built form in relation to the adjacent properties to create coherent streetscapes.	The built form of the proposed development is reflective of many buildings along Montreal Road in terms of scale, height, and setback (e.g. adjacent

Arterial Mainstreet Design Guideline	Measure of Applicability
	Rexall Pharmacy, Le 745 located at the corner of Montreal Road and Avenue du 22 Mars, and Cité Parkway Retirement Residence).
Guideline 14: Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact.	The scale of the proposed low-rise building creates an appropriate transition from larger building along Montreal Road (e.g. Cité Parkway Retirement Residence) and the low-rise residential neighbourhoods located to the northeast of the site. The natural slope at the rear of the property further softens this transition.
Guideline 18: Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent. Locate active uses along the street at grade, such as restaurants, specialty in-store boutiques, food concessions, seating areas, offices and lobbies.	Transparent glazing will be used on 63.7% of the proposed building's ground façade. Two active entrances to the proposed community centre spaces will be provided onto Montreal Road by ramp (required based on natural slope).
Guideline 20: Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances.	Direct, safe, and universally accessible pedestrian access will be provided from Montreal Road for proposed community centre uses, and from Lang's Road for residential uses.
Guideline 27: Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law.	Surface parking will be located at the rear of the building.
Guideline 36: Provide a minimum 3.0 metre wide landscape area along the edge of a site where parking areas, drive lanes or stacking lanes are adjacent to a public street. Use trees, shrubs and low walls to screen cars from view while allowing eye level visibility into the site.	A landscaped area of 3.0 metres is proposed to be provided to buffer the parking area from the adjacent Lang's Road.

The proposed development has taken into consideration the applicable urban design guidelines for Arterial Mainstreets and incorporated these design elements wherever possible.

4.4 CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW 2008-250

The site is zoned Arterial Mainstreet, Subzone 10, Exception 2201, AM10 [2201], as illustrated in **Figure 4-2**. The general intent of AM zone is to:

1. Accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan; and
2. Impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

Subzone 10 requires buildings to meet certain performance and design standards including a minimum of one active entrance from each individual occupancy in the case of non-residential uses. Transparent glazing is required to cover a minimum of 50% of the surface area of the ground floor façade, as well as transparent glazing on active customer or resident access doors.

Exception 2201 allows a detached dwelling as a permitted use, recognizing the existing dwelling on site.



Figure 4-2: Zoning of Subject Site and Surrounding Lands

Table 3 provides a detailed compliance chart of how the proposed development meets the Zoning By-law provisions. The table also notes provisions for which a minor variance will be requested.

Table 3: Zoning Compliance

Zoning Provision	Requirement	Compliance (Yes or No)
Minimum lot area – Sec. 186, Table 5 (a)	No minimum	Yes – 1493 m²
Minimum lot width – Sec. 186, Table 5 (b)	No minimum	Yes – 39.19 m

Zoning Provision	Requirement	Compliance (Yes or No)
Maximum FSI – Sec. 186, Table 5 (h)	None	N/A – FSI of 1.86:1 provided
Minimum front and corner yard setback – Sec. 186 (10) (b) (i)	minimum front and corner side yard setback for all buildings is 0 metres, and at least 50% of the frontage along the front lot line and corner side lot line must be occupied by building walls located within 4.5 metres of the frontage for a Residential use building, and within 3.0 metres for Non-residential and Mixed use buildings; and	Yes – Front yard setback is 0 m Corner side yard setback is 0.786 m
Minimum interior side yard setbacks - Sec. 186 (10) (c)	Abutting a residential zone: (i) 3.0 metres for the first 20 metres back from the street (ii) 7.5 metres beyond 20 metres back from the street,	N/A – 0.19 m provided
Minimum rear yard setback - Sec. 186 (10) (d)	(i) 3.0 metres for any building wall within 20 metres of a lot line abutting a public street	N/A – 14.43 m provided

Zoning Provision	Requirement	Compliance (Yes or No)
	(ii) 7.5 metres in all other cases	Yes - 14.43 m
	(i) if the building is a non-residential or mixed-use building, the ground floor requires a minimum height of 4.5 metres; and	No - 4 m An application for minor variance will be submitted
Minimum height - any portion of a building located within 10 metres a front lot line or corner lot line must satisfy the following minimum building heights - Sec. 186 (10) (e)	(ii) the minimum building height required is 7.5 metres, and must contain at least two storeys,	Yes - 13.6 m, 4 storeys
	(i) a minimum of one active entrance from each individual occupancy located immediately adjacent to the front lot line or corner side lot line in the case of non-residential uses; and	Yes - 2 for community centre
Ground floor façade facing a public street of a building located within 4.5 metres of the front lot line or corner side lot line - Minimum Rear Yard setback - Sec. 186 (10) (g)	(ii) a minimum of one active entrance in the case of a residential use building	N/A

Zoning Provision	Requirement	Compliance (Yes or No)
Ground floor façade - Sec. 186 (10) (h)	minimum of 50% of the surface area of the ground floor façade, measured from the average grade up to a height of 4.5 metres, facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors	Yes – 63.7% transparent glazing on ground floor façade
Maximum building heights - Sec. 186 (10) (j)	(i) in any area up to and including 20 metres from a rear lot line abutting a R1, R2 or R3 zone: 11 m	N/A
	(ii) in any area up to and including 20 metres from a rear lot line abutting an R4 zone: 15 m	N/A
	(iii) in any area over 20 metres and up to and including 30 metres from a rear lot line abutting a R1, R2, R3, or R4 zone: 20 m	N/A
	(iv) in any area outside of the above and up to 7.5 metres from that part of a side lot line within 20 metres of a street and abutting a R1,	N/A

Zoning Provision	Requirement	Compliance (Yes or No)
	R2, R3 or R4 zone: 15 m	
	(v) in all other cases: 30 m	Yes - 13.6 m

In addition, the Zoning By-law contains provisions for parking as set out in **Table 4**, below. The site is within Area X: Inner Urban on Zoning By-law Schedule 1A.

Table 4: Parking Provisions

Parking Provision		Provision	Calculation (if applicable)	Compliance (Yes or No)
Minimum number of <u>residential</u> parking spaces - Sec. 101, Table 1		0.5/unit after twelfth unit	$30 \times 0.5 = 15$	No - 4 residential parking spaces provided An application for minor variance will be submitted
Minimum number of <u>visitor</u> parking spaces - Sec. 101, Table 1		0.1/unit after twelfth unit	$30 \times 0.1 = 3$	Yes - 3 provided
Minimum number of community centre parking spaces - Sec. 101, Table 1		2 per 100 m ² of gross floor area	Meeting room (32 m ²) + Art room (29.4 m ²) = 61.4 m ² = 1	Yes - 1 provided
Dimension requirements for a motor vehicle parking space - Sec. 106 (1) (a)	Width	Min. width of 2.6 m; maximum 2.75 m		Yes - 2.6 m
	Length	5.2 m		Yes - 5.2 m
Minimum driveway width - Sec. 107 (1) (a) (i)		Single Lane - 3 m		Yes - 4 m
Minimum aisle width - Sec. 107, Table 107		6.7 m for 90 degrees	6.7	Yes - 6.7 m

Parking Provision		Provision	Calculation (if applicable)	Compliance (Yes or No)
Minimum number of bicycle parking spaces	Residential – Sec. 111, Table 111A (b) (i)	0.5/unit	$0.5 \times 42 = 21$	Yes – 21 spaces
	Community Centre – Sec. 111, Table 111A (i)	1 per 1500 m ² of gross floor area	N/A	N/A
Bicycle parking spaces located in landscaped area – Sec. 111A (7)		Max. of 50% or 15 spaces, whichever is greater		Yes – 5 spaces located in landscaped area
Minimum bicycle parking space dimensions – Sec. 111A, Table 111B		Horizontal Width: 0.6 m		Yes – 0.6 m
		Horizontal Length: 1.8 m		Yes – 1.8 m
Minimum bicycle parking aisle width – Sec. 111A (9)		1.5 m		Yes – 1.5 m
Minimum number of vehicle loading spaces	Residential – Sec. 113, Table 113A	None	N/A	N/A
	Community Centre – Sec. 113, Table 113A	None if Less than 350 m ²	N/A	N/A
Landscaped buffer – Sec. 110, Table 110	Abutting a Street	3 m	N/A	Yes – 3 m
	Not abutting a street	1.5 m	N/A	Yes – 5 m
Disabled parking – Traffic and Parking By-law No. 2003-530 – Sec. 122(1)		0	0	N/A

The Zoning By-law also contains provisions for amenity area to be provided in association with residential uses, as shown in **Table 5** below. The site is within Area A on Zoning By-law Schedule 321.

Table 5: Amenity Area Provisions

Land Use	Required	Provided	Compliance
Residential dwelling units	<p><u>Total Amenity Area</u> 6m² per dwelling unit Table 137(4)</p> <p>Total Amenity Area Required: = 252 m² (6m² x 42 units)</p> <p><i>*Where amenity area is located outside at grade, it may be included in the calculation of landscaped area requirements (Section 137 (4))</i></p> <p><u>Communal Amenity Area:</u> <i>A minimum of 50% of the required total amenity area</i> Table 137(4)</p> <p>Communal Amenity Area Required = 126 m² (252 m² x 0.5 = 126 m²)</p> <p><u>Layout of Communal Amenity Area:</u> Aggregated into areas up to 54 m², and where more than one aggregated area is provided, at least one must be a minimum of 54 m²</p>	<p><u>External</u> 367 m²</p> <p><u>Internal</u> 112.56 m²</p> <p><u>Communal Amenity Area</u> 479.56 m²</p>	<p>Yes</p> <p>Communal amenity area = 479.56 m²</p>

5 SUMMARY OF OPINION

It is the professional opinion of WSP that the proposed Shepherds of Good Hope development at 765 Montreal Road represents good land use planning and is appropriate for the site for the following reasons:

- The proposed development supports and is consistent with the Provincial Policy Statement.
- The proposed development is permitted in the applicable land use designations and conforms to the strategic directions and policies of the Official Plan.
- The proposed development is compatible with adjacent development and meets many of the principles under the Design Objectives, as well as the Compatibility criteria of the Official Plan.
- The proposed development has taken into consideration the applicable Urban Design Guidelines for Development Along Arterial Mainstreets.
- The proposed development complies with the general intent of the Zoning By-law.

In conclusion, the proposed Site Plan Control applications to support the proposed 765 Montreal Road Shepherds of Good Hope development represents good planning and is in the public interest.

Please feel free to contact me at Nadia.De-Santi@wsp.com or at (613) 690-1114 if you have any questions or require additional information.

Yours truly,



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