

875 MONTREAL ROAD: SITE PLAN CONTROL APPLICATION





Prepared for:

PLACK PROPERTIES

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Fotenn Consultants Inc., acting as agents for PLACK Property Holdings Inc., is pleased to submit the enclosed Site Plan Control Application for the redevelopment of the lands municipally known 875 Montreal Road in the Rideau-Rockcliffe Ward of the City of Ottawa.

1.1 Property History

The subject property is currently vacant and was most recently occupied by a car dealership with a substantial surface display area and a small sales structure located towards the rear of the property.

As per the historic aerial imagery referenced through the City of Ottawa's GeoOttawa database, a previously existing building on the subject property was present during a period spanning approximately from the mid-1950s until the mid-1990s. Since the time of the building's demolition, the archival imagery indicates the subject property has mostly been used for vehicle sales with extensive surface vehicle display.

1.2 Purpose of Application

The purpose of the enclosed Site Plan Control Application and the following Planning Rationale is to provide an overview of the proposal and to provide an understanding of the applicable regulations and policy in order to re-develop the site with two separate low-rise, mixed-use buildings constructed over two phases.

The Phase One building, located on the eastern portion of the subject property is proposed as a two-storey structure, with an orthodontic clinic and office on the ground floor and an owner-occupied residential unit above. The second phase is proposed as a three-storey mixed-use building with commercial space at-grade fronting Montreal Road and three residential units on the second and third floors. Access/egress locations as well as surface parking are located to the rear from Codd's Road.

Future expansion has been accommodated within this application through the submission of a Site Plan Control Application for both Phases; including addressing the interim state of the western Phase 2 portion of the lands. As detailed in the attached architectural package, the Phase 2 portion of the subject property will be adequately landscaped with parking located towards the rear and screened from view from the Montreal Road perspective until that portion of the subject property is fully developed at a later date.

No relief from the Ottawa Zoning By-law (No. 2008-250) is required for this application.

SURROUNDING AREA AND SITE CONTEXT

2.1 Subject Property

The subject property at 875 Montreal Road is located in Rideau-Rockcliffe Ward in the eastern portion of the City of Ottawa. The subject property is a large double corner lot with frontage on three public roadways: 28 metres along Codd's Road, 30 metres along Montreal Road, and 36 metres along Brunel Street. The total area of the subject property is 1,322m² (14,122 sq.ft.). The property is currently vacant and was most recently used for an automobile dealership.

The topography of the property is generally level, with trees on or near the site primarily located along neighbouring rear lot line or within the municipal right-of-way.



Figure 1 Site Context Aerial.



Figure 2 Streetscape Context looking north from Montreal Road (2018).



Figure 4 Streetscape Context looking west from Brunel Street (2018).

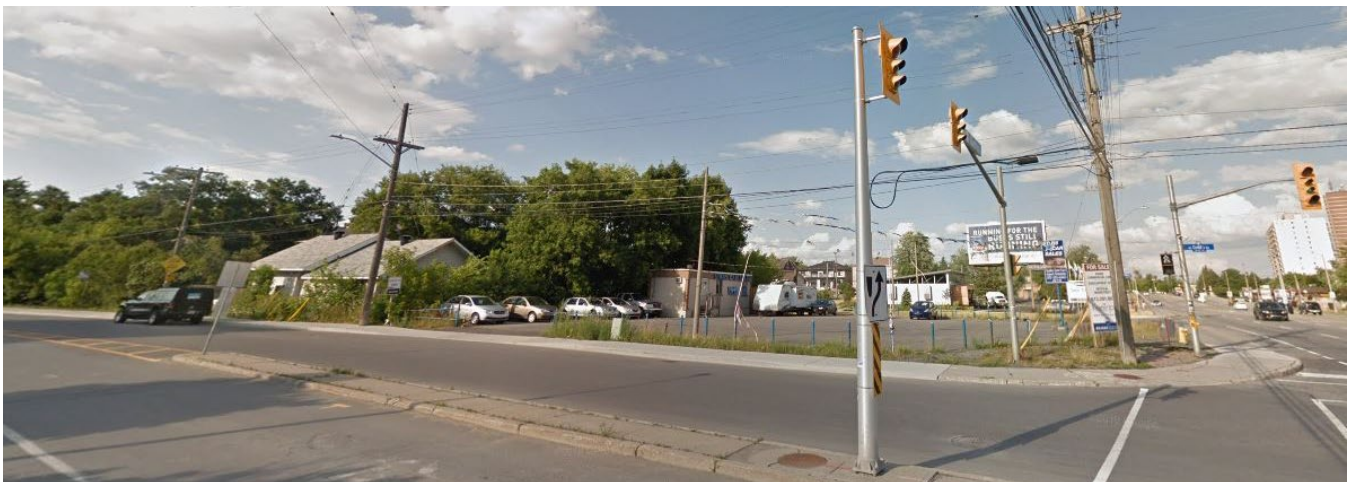


Figure 3 Streetscape Context looking east from Codd's (2018).

2.2 Surrounding Area and Community Context

The nearby and surrounding community is defined by a mix-of-uses and built-forms. In the broader vicinity of the subject property the established communities of Thorncliffe Park, Wateridge Village, Quarries, Beacon Wood, and Carson Groove contain low-rise residential uses with predominantly single-detached and semi-detached building forms. Low and medium rise apartment and mixed-use buildings are located on the peripheries of these communities and primarily along Montreal Road.

The surrounding communities also contain a suite of services, facilities, and amenities including community schools, churches, and parks. Important institutional and employment uses within close proximity of the subject property include:

- / Montfort Hospital;
- / Canadian Mortgage and Housing Corporation Headquarters;
- / National Research Council Canada Campus;
- / Canadian Security and Intelligence Headquarters

The abutting street network, as discussed further below, provides access to a range of daily goods and services, employment opportunities, various residential neighbourhoods, and access to the central downtown and business district by means of active, public, and private modes of transportation.

The surrounding area is further characterized as follows:

To the North:

Directly north of the subject property is the established residential community along Brunel Street and Foxview Place. This neighbourhood contains a mix of single-detached, semi-detached, and townhouse style buildings. Farther north of the subject property is land formerly occupied by CFB Rockcliffe. These lands are currently under redevelopment through a Plan of Subdivision and are known as Wateridge Village.

To the East:

Directly east of the subject property and also abutting Brunel Street is the single-storey sales centre for the nearby Wateridge Village development. Also to the east of the subject property are federally owned lands used as the site of The National Research Council Canada campus.

To the South:

South of the subject property is Montreal Road. A wide range of commercial uses are located along the north side of Montreal Road with high-rise apartment buildings located to the south. La Cite Collegiale is also located south of the subject property in the Carson Grove neighbourhood. Access to both Highway 174 and Highway 417 are located approximately 2.5 kilometres south of the subject property.

To the West:

Directly west of the subject property and on the opposite side of Codd's Road is 860 Blackthorne; a 7-storey mid-rise residential building with significant surface parking. A small vehicle service centre at the corner of Montreal and Codd's is also immediately east of the subject property. Farther west along Montreal Road are low-rise commercial buildings with parks, residential, and institutional uses present. The Montfort Hospital Campus and the Canadian Mortgage and Housing Corporation campus are also located west of the subject property.

2.3 Transportation Network + Road Network

2.3.1 Road Network



Figure 5 Schedule E - Urban Road Network.

Montreal Road is identified as an Arterial Roadway on Schedule E of the City of Ottawa Official Plan. Arterial roadways are the major roads in the City that carry large volumes of traffic over the longest distances. Therefore, arterial roadways can accommodate increased density from new development as they are meant to function as major public and infrastructure corridors in urban communities to carry car and truck traffic while also serving pedestrians, public utilities, cyclists, and public transit buses.

Schedule E classifies Codd's Road as Collector. A collector road is meant to accommodate low-to-moderate-capacity traffic volumes and serve to move traffic from local streets to arterial roads. Brunel Street/Foxview Place is a local road providing access to the residential neighbourhood north of the subject property.

Montreal Road extends from Highway 174 in Gloucester in the east to the Rideau River in Vanier to the West. As Montreal Road travels west it continues across the Rideau River where it is then renamed Rideau Street providing direct cyclist, public transit, and private vehicle access to the Byward Market and Downtown Ottawa. Along with convenient access to Highway 417 and Highway 174, the subject property is also in close proximity to the Aviation Parkway and St. Laurent Boulevard; two important roadways in the western portions of the City.

At the location of the subject property, Montreal road consists of a four-lane divided roadway with left turning lanes, sidewalks, and bicycle lanes included within the existing R.O.W. Significant HydroOttawa infrastructure in the form of poles, conductors, and lines are located along the interface between Montreal Road and the subject property. The property also contains a Hydro easement along the Montreal Road frontage. Lesser Hydro and telecommunications infrastructure is present along both the Codd's and Brunel frontage of the subject property.

2.3.2 Cycling Network

As indicated on Schedule C of the Official Plan, the subject property is well-connected to the greater Ottawa cycling network including the Montreal Road spine-route bicycle lane, multi-use pathways on the Aviation Parkway and Sir George Etienne Parkway as well as the Ottawa River Multi-Use Pathway and the various local connector routes within the area.

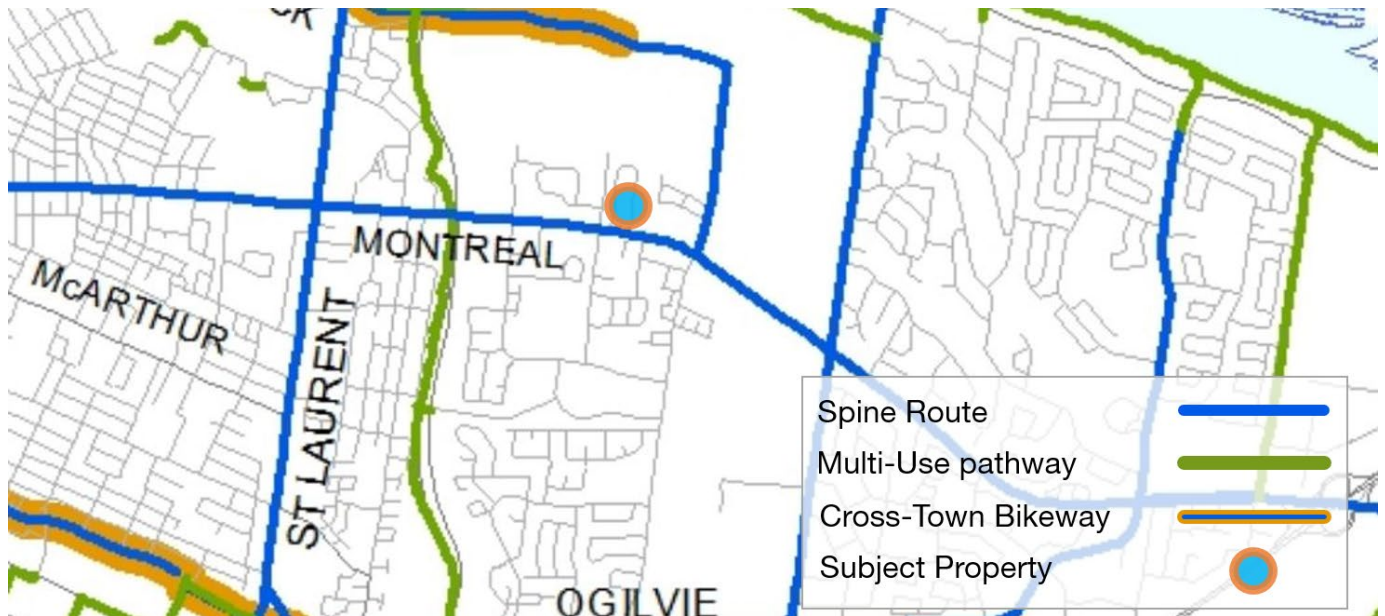


Figure 6 Schedule C - Primary Cycling Network.

2.3.3 Public Transportation

The subject property is served by local and city-wide public transit routes including 12, 17, and 27 with stops at key destinations and transfer points. Schedule D of the Official Plan includes Montreal as a Transit Priority Corridor which are meant to provide higher levels of transit services through various methods include signal prioritization, transit segregated traffic lanes, and more frequent services.



Figure 7 Schedule D - Rapid Transit Network.

3.0 PROPOSED DEVELOPMENT

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3.1 Building and Site Design

The intent of the enclosed Site Plan Control Application is to permit the phased re-development of the subject property as two, low-rise, mixed-use buildings containing commercial space at grade and residential units above.

Although the submitted application is for the entire property, the proposed development is scheduled to occur in two phases. Phase 1 will occupy the eastern portion of the site abutting both Montreal Road and Brunel Street and is designed as a mixed-use, two (2) storey, peaked-roof, building with a gross floor area of 437m² (4,708 sq. ft.). As illustrated in the elevations below, the Phase 1 building provides a two-storey built form (mezzanine is considered a storey in the zoning by-law) and offers a front façade and fenestration pattern that adequately frames the street along the Montreal Road interface.

Phase 2 is proposed to be located on the western portion of the subject property and will include a three (3) storey built-form with a gross floor area of 491m² (5,286 sq. ft.) and contain a mix of, office/retail space with three (3) residential units on the second and third storeys.

At full build-out, fifteen (15) parking spaces will be provided at the rear of the property with access from Codd's Road both in the form of surface and enclosed parking spaces. Three (3) bicycle parking spaces will be located abutting the Montreal Road frontage.



Figure 8 Proposed south facing building elevations.

Building Design

The proposed development will enhance the sense of community by providing an attractive building façade along the Montreal Road corridor, animating the streetscape with high-quality building design including prominent entry features, large front-facing windows, and a design of the Phase 1 building reminiscent of a school-house with bell tower feature.

The use of high-quality materiality and facade articulation ensure a positive improvement from the existing condition. The proposed design aesthetic includes brick masonry on the one-storey podium for both phases and dark, high-quality fibre-concrete on the upper levels contributing to a modern design aesthetic.

Overall, and discussed in further detail below, the proposal conforms to the broad Design and Compatibility objectives of Section 2.5.1 of the Official Plan and respects the character of the existing area, while enhancing

the street at the pedestrian level. Both phases include direct and convenient access to the public street and pedestrian realm. The provision of this style of low-rise residential development, commonly referred to as the “missing middle” is an important objective of the municipality and the province. In this sense, the proposed development enhances the existing and planned function of the neighbourhood as a distinct community with a range of building typologies and residential unit types.

As was discussed previously in this report, significant HydroOttawa infrastructure encompasses the perimeter of the subject property and poses unique challenges in realizing a design that ensures optimal build-out on the site. In that light, the project architect and owners have worked diligently to adhere to all applicable zoning regulations and have also worked closely with Hydro Ottawa to discuss their requirements for development on the property and to meet or exceed their setback requirements on a site specific basis.

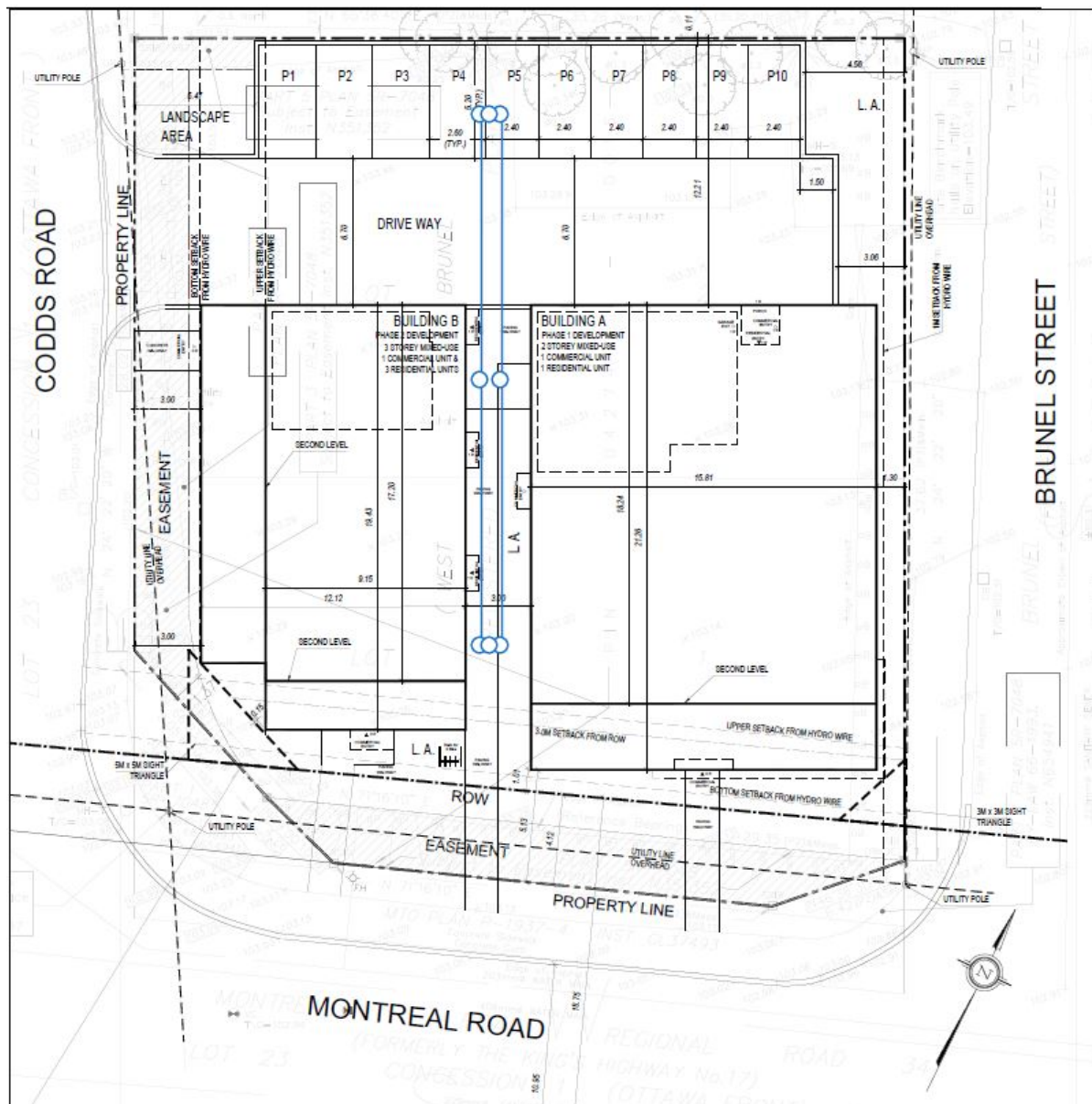


Figure 9 Proposed Site Plan.

4.0

POLICY AND REGULATORY FRAMEWORK

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since April 30, 2014, provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes intensification in built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment.

On May 2, 2019, the government of Ontario released, "More Homes, More Choice: Ontario's Housing Supply Action Plan." The plan includes a series of initiatives to address housing supply, including a review of the Provincial Policy Statement (PPS). The government is currently consulting on the proposed changes. Proposed policy changes included:

- / Encourage the development of an increased mix and supply of housing;
- / Protect the environment and public safety;
- / Reduce barriers and costs for development and provide greater predictability;
- / Support rural, northern and Indigenous communities;
- / Support the economy and job creation.

As the provincial initiative is ongoing the review below considers only the policies of the existing PPS.

Section 1.1.1 (Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns) of the PPS identifies the ways in which healthy, liveable and safe communities are sustained, including:

- a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) Accommodating an appropriate range and mix of residential, employment, institutional (including places of worship, cemeteries, and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- e) Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- f) Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- g) Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

Policy 1.1.3.1 requires that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on:

- a) 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, and promote energy efficiency;
4. Support active transportation;
5. Are transit-supportive, where transit is planned, exists or may be developed.

Policy 1.1.3.4 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.

Policy 1.1.3.6 requires that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Policy 1.4.3 requires that planning authorities provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents, in part by permitting and facilitating all forms of housing required to meet the social, health and well-being requirements of current and future residents, as well as all forms of residential intensification and redevelopment. Additionally, the policy requires directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs.

Policy 1.6.7.2 of the PPS requires that efficient use of existing and planned infrastructure shall be made. Policy 1.6.7.4 further specifies that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.8.1 of the PPS requires that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which, among other things:

- a) Promote compact form and a structure of nodes and corridors;
- b) Promote the use of active transportation and transit in and between residential, employment, and institutional uses and other areas;
- e) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

Policy 3.2.2 of the PPS states that sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.

Overall, the proposed development is consistent with the policies of the Provincial Policy Statement. The re-development proposal offers an efficient, cost-effective pattern of growth, capitalizing on an intensification and redevelopment opportunity on an underutilized site within the city's urban area. The subject property is also in close proximity to various transportation opportunities and important amenities which will promote ease of walking and cycling as an alternative to personal vehicle use for residents and employees. Intensification of the subject property will make efficient use of existing infrastructure, and public service facilities.

4.2 Official Plan (2003, as amended)

The City of Ottawa Official Plan is composed of eight (8) sections, each addressing a different aspect of the planned function of the City as a whole. The City intends to meet its growth challenge by managing it in ways that support liveable communities and healthy environments. This means that growth will be directed towards key locations with a mix of housing, shopping, recreation and employment and that are easily accessible by transit while also promoting and encouraging walking and cycling.

The Official Plan recognizes that concentrating growth to specific areas is required to support a high-quality transit service and to make better use of existing roads and other municipal infrastructure. Intensification at higher densities in nodes around transit terminals and along corridors served by transit is recognized as the most affordable form of development.

The Official Plan addresses the pressures of growth by establishing a set of strategic objectives. Two overarching Official Plan objectives which are applicable to the proposed development are:

1. Managing Growth

- / The City will manage growth by directing it to the urban area where municipal services already exist or where they can be provided efficiently;
- / Growth in the existing designated urban areas will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities;
- / Infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the diversity of housing, employment, or services in the area.

2. Building Liveable Communities

- / Attention to urban design will help create attractive communities where buildings, open space and transportation work well together;
- / Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop; and,
- / The City will pursue a more affordable pattern of growth that allows for more efficient use of municipal infrastructure and reduces the need to build and maintain new infrastructure throughout its life-cycle.

These strategic directions are developed further in the policies of Section 2.2 (Managing Growth) and 2.5 (Building Liveable Communities) as discussed below.

4.2.2 Managing Growth (OP Section 2.2)

Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles. Growth will be distributed throughout the urban area to strengthen liveable communities through intensification and infill, and new development on vacant land in designated growth areas.

In all areas, the density, mix of uses, and land use pattern will work together to make the most efficient use of transit. Transit service is to be accessible by other active modes of transportation (i.e. walking and cycling) and densities will be highest adjacent to transit stations. A mix of uses in close proximity to transit routes and stations will also ensure that residents can meet many of their daily needs within the community or nearby.

Section 2.2.2 addresses the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Consequently, the Official Plan employs a hierarchy of nodes and corridors for managing growth.

Policy 1 of Section 2.2.2 defines residential intensification as the “intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- / The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
- / The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,
- / The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.”

Figure 2.3 and Policy 10 and Policy 11 of Section 2.2.2 identify objectives for intensification including underutilized sites along Arterial Mainstreets like 875 Montreal Road, and especially in close proximity to Transit Priority Corridors.

The proposed development constitutes intensification as defined by the Official Plan. The planned development intensifies the site in an area best suited for high-quality mixed-use development and currently well served by community facilities, commercial services, park spaces, and transportation options. Given the site is currently vacant and was previously used for a car sales lot, the redevelopment and intensification of the subject property will significantly improve the previous condition and further complement the existing neighbourhood and services including policy objectives of the City for Arterial Mainstreets.

Through providing low-rise, mixed-use buildings with active street frontage, ample glazing, and high-quality materiality along Montreal Road, the proposed design will ensure that this infill project will be compatible with the existing context and planned function of the area while also contributing to the increased inventory and diversity of housing and employment options.

4.2.4 Land Use Designation

The subject property is designated Arterial Mainstreet on Schedule B: *Urban Policy Plan* of the Ottawa Official Plan. Schedule B assigns land use designations to properties within the City.



Figure 10 Schedule B - Official Plan Land Use Designation

The Official Plan states that Arterial Mainstreets are expected to change gradually through redevelopment overtime in a fashion that places buildings close to the street and is more supportive of walking, cycling and transit. As per policies in the Official Plan, Arterial Mainstreets will accommodate residential and employment uses at increased densities through the redevelopment of underutilized site including surface parking lots.

The proposal meets the intent of the Arterial Mainstreet designation through providing a site layout and building design that locates the two buildings in close proximity to the public right-of-way and redevelops the underutilized vacant lot with a mixed-use development that significantly improves the existing condition.

Specifically, relevant policies under the Arterial Mainstreet Designation include:

Policy 1:

- / Arterial Mainstreets should be planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit friendly places.

To facilitate this evolution, the Zoning By-law may define the portion of the street frontage of an Arterial Mainstreet to be occupied by buildings located at or set back minimally from the sidewalk.

Both Traditional and Arterial Mainstreets will fulfill and take advantage of their multi-modal transportation corridor function.

The proposal will provide additional housing and commercial opportunities in the community in the form of well-designed, low-rise mixed-use buildings. The placement and design of the buildings ensures a positive interface with the public realm while the location overall will facilitate a healthy mode-split (walking, cycling, public transportation, personal vehicle use) for residents, employees, and visitors.

The building design, including the modest massing and height are considered appropriate and compatible given the dimensions of the site and nearby built-form, allowing for an appropriate level of intensification. The rear yard setbacks, building orientation fronting Montreal Road, and the proposed landscaping program will provide for a compatible and appropriate treatment on Montreal Road and interface to the abutting properties to the rear.

Policy 5:

- / A broad range of uses is permitted on Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses and these uses may be mixed in individual buildings or occur side by side in separate buildings.

The proposed application to permit a low-rise, mixed-use building are consistent with the planned function of the area as a whole. This project is intended to include a mix of uses including medical services, local commercial, and residential rental.

The development provides a residential low-rise building contributing to a broad and varied mix of residential typologies and units in the immediate area to foster a vibrant and diverse community in close proximity to key amenities and the transit system.

Policy 9:

- / On Arterial Mainstreets, the location of surface parking will be evaluated in the context of Section 2.5.1 and Section 4.11. Appropriate means such as coordinated tree planting and landscaping, pedestrian

amenities and the dimension, location and number of vehicular access will be used to minimize the interruption of the Traditional Mainstreet street frontage and to ameliorate the impact on the pedestrian environment.

The surface parking lot as well as the access and egress locations have been located to the rear of the subject property to mitigate concerns arising from unnecessary interruptions along the mainstreet and to better ensure appropriate building framing to improve the pedestrian experience of the public realm.

The Phase 1 site plan includes ample landscaping to ensure the surface parking on the phase two portion of the lands is located sufficiently away from the public right-of-way and adequately screened from view.

Policy 10:

- / Redevelopment and infill are encouraged on Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.

The proposal represents the redevelopment of a formally underutilized lot and serves to better optimize land located in an established community with frontage along an Arterial Mainstreet. The design of both buildings has carefully considered the interface with the public realm and includes features such as appropriate front-yard setbacks, engaging fenestration patterns, active entrances, landscaping, and minimum building heights that define and frame the street edge.

The 2 and 3-storey proposed building heights represent intensification that is sensitive to the existing community character and provides a building typology often missing in Ottawa's current development context.

Policy 11:

- / The Zoning By-law will establish a minimum building height equivalent to a two-storey building.

Both proposed buildings achieve the two-storey minimum height as required in the OP and ZBLA.

4.2.5 Building Liveable Communities

Section 2.5 proposes that Ottawa's communities be built on the basics of appropriate and affordable housing, ample greenspace, places for people to shop, socialize, and play nearby, access to community services, and workplaces within a reasonable commute. More liveable communities will be created by focusing on community design and through engaging in collaborative community building, particularly around established neighbourhood hubs and nodes including mixed-use centres and Mainstreets.

Section 2.5.1 (Urban Design and Compatibility) sets out design and compatibility objectives, principles, and policies applicable to intensification and infill development within the urban area. The policies states that compatible development is development that enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties.

The City guides the built environment using design objectives within Section 2.5.1 that are broadly stated and are intended to be applied to all land use designations. Design principles provide further detail on how each of the objectives may be achieved.

The following objectives are considered the most applicable to the proposed development:

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

The proposal enhances the sense of community by proposing a unique and distinct building design while also responding to the surrounding built-form and scale of the area through fitting massing and use of high-quality materiality including brick masonry and cement paneling. The building design has taken several cues from historic schoolhouse designs and includes the unique bell tower element. The unique architectural approach will help to distinguish this proposal.

To define quality public and private spaces through development.

The buildings as proposed define quality public and private spaces by proposing a development that better defines and frames the street through adhering to the setback, glazing, and height requirements of the AM10 zone.

The proposed buildings will offer a high-quality design through utilising materials such as cement cladding and brick masonry. The building design also includes a prominent front entry feature, front-yard landscaping, and large front facing windows to ensure the building's interface with Montreal Road is positive and complementary.

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

The buildings propose additional options for residential and employment uses with adequate glazing along the front and side facades and ample landscaping area that improves the current condition and provides for passive surveillance along the street.

The proposed development and the overall concept for the property will help to promote a vibrant and safe environment along this segment of Montreal Road.

Regarding access to the subject property the site layout includes:

- / Access/egress for vehicles from both Codd's Road.
- / Pedestrian/cycling access directly from the public realm along Montreal Road.
- / Convenient proximity to public transit options in the area.

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

The design of the building contemplates a built form that is compatible within the existing context and the planned function of the area. The low-rise design and built-form responds to the policies established for low-rise building heights along a Arterial Mainstreet, and the height provisions of the applicable AM10 zone, while also providing appropriate setbacks ensuring that the rear and side-yards interface appropriately with the existing low-rise community.

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 proposal considers adaptability and diversity by redeveloping an existing underutilized property and providing additional accommodations for residential and employment intensification.

The proposed development conforms to the policies on the Official Plan by intensifying the subject property with low-rise, mixed-use buildings, in a location that is in proximity to transit routes and community amenities. As discussed, the proposal contributes to the redevelopment of a currently underutilised site. The additional housing and employment options will provide new opportunities for people to live and work in proximity to parks, schools, transit routes, retail, and entertainment uses

4.2.6 Compatibility

In order to achieve compatibility of scale and use requires a careful design response that appropriately addresses impacts generated by infill or intensification. The policies of Section 4.11 in the Official Plan are intended to set the stage for requiring both high-quality urban design in all parts of the City and design excellence in design priority areas.

The urban design and compatibility policies of the Official Plan have been recently amended to better align with the City's overarching objectives. The purpose of the updated policies is to establish criteria for high-quality urban design. The City will therefore evaluate the design and compatibility of a development in context with the policies below and the design objectives in Section 2.5.1.

The proposal promotes the policies of Section 4.11 as follows:

Views

Given the two (2) and three (3) storey height of the buildings and the surrounding built context, no historic or significant views will be adversely impacted by the proposed development.

Building Design and Compatibility

The provision of two low-rise, mixed-use buildings, will represent a fitting addition to this area. The design, façade, and materiality choices, including brick masonry, façade articulation, and the school-house design on the front and rear elevation, will add visual texture to the building in a way that represents an improved condition for the area.

Massing and Scale

At two (2) and three (3) Storeys in height the proposed building adheres to the Zoning By-law provision and provides a context sensitive building form.

Building form, massing, and scale in the area is quite diverse with a range including low-rise residential to the north, and medium to high-rise building along Montreal Road. Various large-scale institutional buildings are also in close proximity to the subject property.

Furthermore, the low-rise built-form and massing of the proposal ensures that these buildings will not have any significant shadowing impacts on nearby properties or the public realm.

Overall, the proposed development meets the policies of the Official Plan, including the Urban Design and Compatibility policies of Sections 2.5.1 and 4.11.

4.2.3 Official Plan Update

The City of Ottawa is currently in the process of developing a brand-new Official Plan (OP) that will replace the existing Official Plan from 2003 (as amended). The new OP will have a 25-year time horizon (from 2021 to 2046), which is 5 years longer than the time horizon used for the previous OP (and associated updates) and required under the Provincial Policy Statement (PPS). The rationale for the extended timeframe is to allow the City to make sounder long-term decisions related to the planning of major infrastructure and better manage the required supply of developable land until the next OP review. Given recent changes to the Planning Act, the new OP will not be reviewed for 10 years (as opposed to every 5 years, as was done previously) and it will not be appealable.

To date, the City has undertaken the following work:

- / Completed a background study entitled “Ottawa Next: Beyond 2036” (January 2019), which identifies trends and disruptors that will influence the City; possible future scenarios arising from the identified drivers and disruptors; and policy considerations that will allow the City to respond to the potential changes and disruptions in ways that are innovative, nimble, resilient, and adaptable;
- / Released discussion papers on 9 topic areas, including climate, economy, energy, Greater Ottawa-Gatineau, health, housing, infrastructure, natural environment, and rural Ottawa (March 2019);
- / Prepared a report and associated staff report outlining the “5 Big Moves” (August 2019), which include growth, mobility, urban design, resilience and economy. Draft projections for total population, housing and jobs, along with three draft growth management scenarios, were included in this staff report. The material went to a joint meeting of the Planning Committee and Agricultural and Rural Affairs Committee on August 22, 2019 and Council on September 11, 2019; and
- / Undertaken public consultation on the “5 Big Moves”, including online surveys, a meeting at City Hall, and meetings in select communities.

The OP schedule moving forward includes:

- / December 2019: Release of a staff report outlining a detailed set of policy directions for the new Official Plan;
- / June 2020: Release of the draft Official Plan;
- / February 2021: End of public comment period for the draft Official Plan; and
- / March 2021: Adoption of the new Official Plan.

4.2.4 Urban Design Guidelines for Development along Arterial Mainstreets

The Official Plan considers Arterial and Traditional Mainstreets as areas that provide important opportunities for intensification through more compact forms of development, a mix of uses and a pedestrian-friendly environment. Arterial Mainstreets, generally contain an urban fabric consisting of large lots, large buildings, varied setbacks, lower densities and a more automobile-oriented environment.

As is currently the case with this portion of Montreal Road, Arterial Mainstreets usually do not provide on-street parking and the prevalent land use is often single purpose commercial, many with parking lots located between the building and the street.

The Objectives of the Arterial Mainstreet Design Guidelines are as follows:

- / 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 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
- / To enhance connections that link development sites to public transit, roads and pedestrian walkways.

The proposal has considered and applied the design guidelines in a meaningful way with the resulting design and site layout adhering to the following guidelines and therefore contributing to an improved condition on this portion of Montreal Road.

Applicable Guidelines:

- / **Guideline 1:** Locate new buildings along the public street edge (Figure 1).
- / **Guideline 3:** Plant trees in the boulevard when it is 4.0 metres wide. If the boulevard is less than 4.0 metres wide, plant the trees in the landscape area to ensure healthy tree growth (Figure 2).
- / **Guideline 4:** Use buildings, landscaping and other streetscape elements to create continuous streetscapes.
- / **Guideline 5:** Provide streetscape elements such as trees, decorative paving, benches and bicycle parking between the building and the curb. These elements should match approved streetscape design plans for the area, or where there is no streetscape design plan, they should match and extend the existing context.
- / **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.
- / **Guideline 7:** Design new development to be compatible with the general physical character of adjacent neighbourhoods.
- / **Guideline 13:** Ensure that buildings occupy the majority of the lot frontage.
- / **Guideline 16:** Design richly detailed buildings that create visual interest, a sense of identity and a human scale along the public street.
- / **Guideline 17:** Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street.
- / **Guideline 18:** Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent.
- / **Guideline 20:** Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances.
- / **Guideline 27:** Locate surface parking spaces at the side or rear of buildings.
- / **Guideline 30:** Provide a consistent width of landscape and pedestrian areas across the front of the site.
- / **Guideline 35:** Provide a minimum 3.0 metre wide landscape area, which may include a solid wall or fence in addition to planting, at the edges of sites adjacent to residential or institutional properties.
- / **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.
- / **Guideline 37:** Plant trees, shrubs and ground cover on any unbuilt portions of the site that are not required to meet minimum parking requirements. This includes any areas reserved for future phases of development.

4.3 Supporting Studies

4.3.1 Environmental Site Assessment

Paterson Group Consulting Engineers prepared a Phase 1 Environmental Assessment (ESA) to Ontario Regulation 153/04 standards for the subject property in January 2019. On the basis of the Phase 1 findings, no Phase 2 ESA was recommended.

4.3.2 Geotechnical Investigation Report

A Geotechnical Investigation Report for the proposed development, prepared by LRL Associates Ltd. and dated June, 2019 identified that the surficial geology for this area consist of bedrock, consisting of limestone with shaly parting and that no groundwater water was encountered during the borehole drilling.

The report recommended that the design drawings be reviewed by the geotechnical engineer as the design progresses to ensure that the guidelines provided in this report have been interpreted as intended.

4.4 City of Ottawa Comprehensive Zoning By-law

The subject property is currently zoned Arterial Mainstreet, Subzone 10, Urban Exception 2199 – (AM10 [2199]), in Ottawa Zoning By-law 2008-250, as shown on Figure 15.

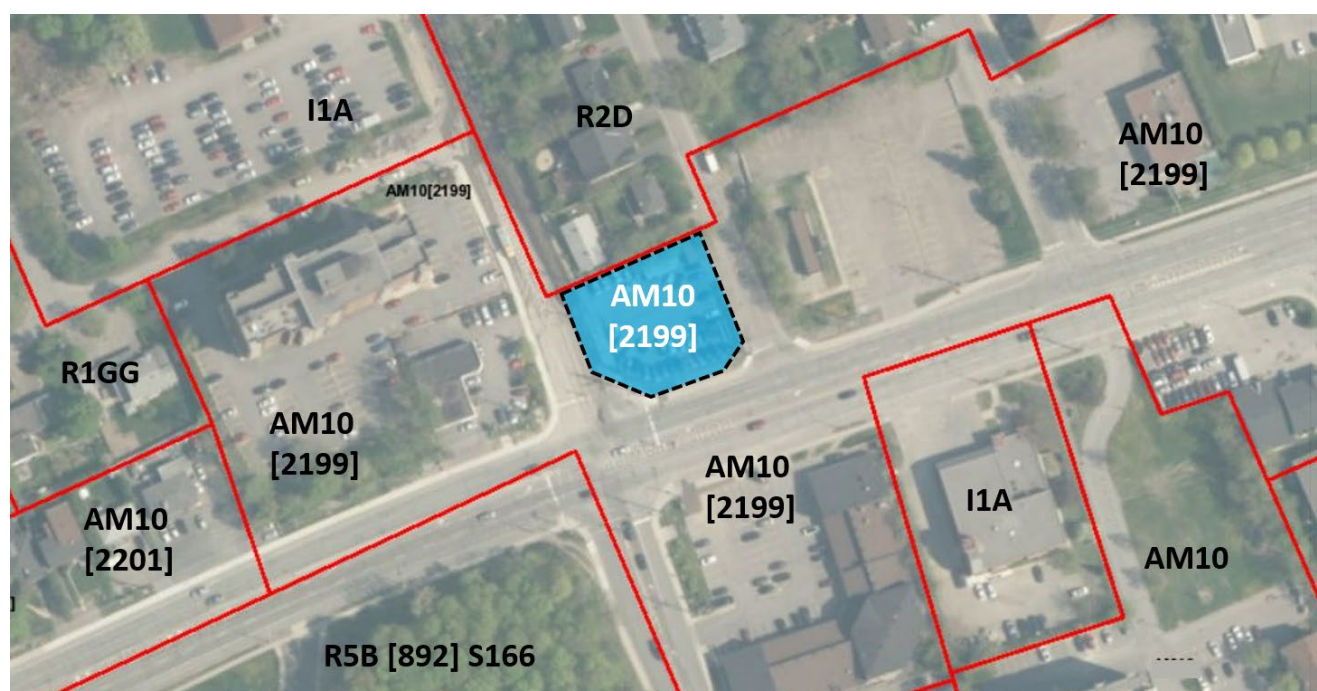


Figure 11 Zoning Map.

The intent of the Arterial Mainstreet Zone is to accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings in areas designated Arterial Mainstreet in the Official Plan and to impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

The AM10 zone is applied in locations where the City's objective is to promote development which achieves high-quality design and an improved interface between the private and the public realm. Consequently, the AM10 zone includes provisions that require the building to be located closer to the front property line, minimum building glazing, and minimum building heights.

Selected AM10 [2199] Zoning By-law Provisions:

Zoning Mechanism	Zoning Provision	Provided	Conformance
Minimum Lot Area	No minimum	1312.4 m ²	✓
Minimum Lot Width	No minimum		✓
Front Yard Setback	No Minimum	1.01 m	✓
Minimum Front Yard frontage	At least 50% of the frontage along the lot line must be occupied by building walls within 3.0m for mixed-use building. =	81.08%	✓
Corner Side Yard Setback	No Minimum .	1.3m	✓
Corner side lot line Setback	At least 50% of the frontage along the corner side lot line must be occupied by building walls within 3.0m for Non-residential.	West: 57.26% East: 60.51%	✓ Applies to each phase separately and on complete buildout as per Zoning By-law Section 185 (10) (ii) 1., 2., 3.
Interior Side Yard Setback	No Minimum.	N/A	✓
Minimum Rear Yard Setback	<ul style="list-style-type: none"> - 3.0 metres for any building wall within 20 metres of a lot line abutting a public street. - 7.5 metres in all other cases. 	12 m N/A	✓
Maximum Building Height	<ul style="list-style-type: none"> - In any area up to and including 20 metres from a rear lot line abutting a R1, R2 or R3 zone: 11 metres. - In any area over 20 metres and up to and including 30 	Phase 1: 10.31 metres Phase 2: 10.67 metres Phase 1: 10.31 metres Phase 2: 10.67 metres	✓ ✓

Zoning Mechanism	Zoning Provision	Provided	Conformance
	metres from a rear lot line abutting a R1, R2, R3, or R4 zone: 20 m		
Minimum Building Height	<p>Any portion of a building located within 10 metres a front lot line or corner lot line must satisfy the following minimum building heights:</p> <p>If the building is a non-residential, the <u>ground floor</u> requires a minimum height of 4.5 metres; and</p> <p>The minimum overall building height required is 7.5 metres, and must contain at least two storeys,</p>	<p>Phase 1: 4.57 metres Phase 2: 4.57 metres</p> <p>Phase 1: 10.31 metres Phase 2: 10.67 metres</p>	<p>✓</p> <p>✓ (Design is classified as 2 storeys on Phase 1 building as mezzanine is considered a storey within the Zoning By-law Definitions).</p>
Active Frontage	<p>The 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 must include:</p> <ul style="list-style-type: none"> - 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 - a minimum of one active entrance in the case of a residential use building; 	1 active entrance on Montreal Road for both proposed buildings	<p>✓</p> <p>NA</p>

Zoning Mechanism	Zoning Provision	Provided	Conformance
	<ul style="list-style-type: none"> - where an active entrance is angled on the corner of the building, such that it faces the intersection of the arterial Maintreet and a side street intersecting the arterial Mainstreet, it is deemed to face both streets; 		NA
Glazing	<ul style="list-style-type: none"> - a 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. 	South Facing Proposed: 55.81% East Facing Proposed: 54.70% West Facing Proposed: 60.16%	✓
Minimum Width of Landscaped Area for a parking lot	<ul style="list-style-type: none"> - 3 metres abutting a street. - 1.5 metres not abutting a street if the lot contains more than 10 spaces. 	3.05 m	✓ NA
Parking lot landscaping	A minimum of 15% of the area of any parking lot, whether a principal or an accessory use, must be provided as perimeter or interior landscaped are.	15%	✓
Drive Aisle	6.7 metres	6.7 metres	✓

Zoning Mechanism	Zoning Provision	Provided	Conformance
Vehicle Parking Requirements	<p>Area Y:</p> <p>a) where a residential use is located within a building of four or fewer storeys, no off-street motor vehicle parking is required to be provided under this section for the residential use;</p> <p>d(iii) in the case of any other non-residential use with a gross floor area of 500 square metres or less, no off-street motor vehicle parking is required to be provided. (By-law 2016-249)= 0</p>	13	<p>✓</p> <p>✓</p>
Bicycle Parking Requirements	<p>Area B:</p> <ul style="list-style-type: none"> Medical facility: 1 space per 1000 m² = 0 spaces required Retail, retail food, convenience, office: 1 per 250 m² = 1 space required (This is dependent on the tenant for the phase 2 building) Dwelling unit in the same building as a non-residential use 0.5 per dwelling unit = 2 space required 	3	✓
Amenity Area Requirements	N/A	N/A	N/A
Loading Space Requirements	0	0	✓
Garbage Storage Area setbacks	Interior storage and individual curbside collection.		✓

The proposal fully adheres to the provisions of Ottawa Zoning (By-law No. 2008-250).

It is our professional planning opinion that the proposed Site Plan Control Application represents good planning as follows:

- / The proposal is fully supported by all the required studies;
- / The development proposal is consistent with the intent of the Provincial Policy Statement with respect to infill development, particularly allowing development in established urban areas where services and infrastructure are readily available;
- / The proposed development fully conforms to the provisions of the Ottawa Zoning By-law (No. 2008-250).
- / The proposed development conforms to the Official Plan policies, including the policies for the Arterial Mainstreets which permits mix-used development in various forms. Further, the proposed infill development is compact, and is compatible with the existing height and built form of the community; and
- / The proposal also complies with the City's urban design and compatibility criteria established in Section 2.5.1 and 4.11 of the Official Plan;



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