



## **112 Montreal Road – Phase 1**

Planning Rationale  
Site Plan Control  
September 16, 2022



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# 1.0 Introduction

Fotenn Planning + Design (“Fotenn”) was retained by 2705460 ONTARIO INC. to assess a development proposal as per the current and applicable policies and to prepare a Planning Rationale in support of an application for Site Plan Control relating to a site located at 112 Montreal Road.

This application follows recently approved applications for Official Plan Amendment (D01-01-21-0006) and Zoning By-law Amendment (D02-02-20-0019) which served to revise the policies of the Montreal Road District Secondary Plan and amend the Traditional Mainstreet zoning to allow a four (4)-building complex including one 8-storey mixed building fronting onto Montreal Road, one 16-storey building located internal to the site, a 37-storey building fronting onto the Vanier Parkway, and a 28-storey building fronting onto the Vanier Parkway.

This Site Plan Control application serves to advance the recently established site-specific regulatory and policy framework for the property by formalizing the site design and configuration for Phase 1 of the redevelopment plan. Phase 1 will incorporate the establishment of the 8-storey Mixed-Use Building fronting onto Montreal Road (“Building A”) and the 37-storey apartment building fronting onto the Vanier Parkway (“Tower B1”). It will also incorporate the establishment of a site access from Palace Street and the conveyance of parkland fronting onto Vanier Parkway and Gardner Street.

The proposed site design has been configured in line with the recently established Official Plan Amendment and Zoning By-law Amendment and therefore represents as-of-right development. Fotenn is of the opinion that the proposal represents sound land use planning.

## 1.1 Application History

In order to advance the vision for the redevelopment of the 3 acre property, the following application process is being undertaken:

### Completed:

- / **Official Plan Amendment:** The Montreal Road District Secondary Plan establishes the built form policies for the site. Adopted by Council on March 23, 2022, these policies were amended on a site-specific basis to permit a tower height ranging from eight up to 37 storeys whereas 18 storeys are permitted; and permit a building height of 8 storeys on a Traditional Mainstreet frontage whereas 6 storeys is permitted.
- / **Zoning By-law Amendment:** A site-specific Zoning By-law Amendment was adopted by Council on June 8, 2022 (By-law 2022-178). The intent of the Zoning By-law Amendment was to revise the provisions of the applicable Urban Exception 2363, removing the maximum Floor Space Index, replacing height Schedule 365 with a revised schedule, and revising the Holding symbol provisions to permit three residential buildings of 37, 28, and 16 stories, and one eight-storey mixed-use building. The Holding symbol may only be removed after the road closing is approved for the northern segment of Gardner Street. The Zoning By-law Amendment also requires a Section 37 contribution.

### Forthcoming:

- / **Site Plan Control (Phase 1):** This application serves to initiate the Site Plan Control process, and deals in particular with Phase 1. This is intended to encompass the establishment of the 8-storey Mixed-Use Building fronting onto Montreal Road (“Building A”) and the 37-storey apartment building fronting onto the Vanier Parkway (“Tower B1”). Building A will incorporate 34 units and Tower B1 will incorporate 394 units for a total of 428 units.

Phase 1 will also incorporate the establishment of a site access from Palace Street which will lead to a private access driveway and a turnaround in place of what will become the primary access road for the site. A Privately Owned Public Spaces ('POPS') will also be incorporated as part of Phase 1, taking the form of a plaza and programmable event space. During Phase 1, the Future Phase 2 Area will serve as a temporary construction phasing area. It is expected that Phase 2 construction will follow the completion of Phase 1 construction.

- / **Site Plan Control (Phase 2):** Phase 2 will take place through a forthcoming Site Plan Revision to the presently submitted application. It will serve to establish the 28-storey tower fronting onto Vanier Parkway ("Tower B2") and the 16-storey tower internal to the site ("Tower B3"). Tower B2 will incorporate 318 units and Tower B3 will incorporate 169 units, totalling 487 for Phase 2 and 915 for the complete buildout.

Phase 2 will also include the full buildout of the internal site courtyard and completion of the access road between Palace Street and the Vanier Parkway. As part of the Phase 2 Site Plan, the Owner intends on conveying a portion of land adjacent to the Vanier Parkway for parkland dedication. The applicant supports a collaborative process to determine the programable use of these lands through the Phase 1 site plan process to ensure these parks are open for the community at the earliest opportunity. Furthermore, the applicant supports to use of Section 37 funds to assist with the programming to ensure the community has an accessible and usable park.

Since there will be a change in land use from commercial to residential, a Ministry of the Environment, Conservation and Parks (MECP) Record of Site Condition (RSC) will be required. The RSC cannot be completed until the soil and groundwater conditions at the site satisfy the MECP site condition standards. This will occur after the site remediation has been completed. The Phase One and Phase Two ESA reports, completed within 18 months of submitting the RSC, will also be required.

## 1.2 Subject Site



Figure 1: Aerial Photo (Site outlined in Blue)

The site is located in the Vanier South neighbourhood in the former City of Vanier and is bounded by Montreal Road to the north, Vanier Parkway to the east, Gardner Street to the south, and Palace Street to the west. The site has historically had commercial and hotel uses and buildings, but is presently vacant and cleared of previous construction aside from porton which is currently used as asphalt surface parking.

The surrounding area uses vary, but consist primarily of low-rise detached, semi-detached, and townhouse residential uses, open space, commercial, institutional, and office uses.

## 1.3 Site Location and Context

The following land uses are located in the area surrounding the site:

**North:** The Montreal Road Traditional Mainstreet is located directly north of the site. The north side of Montreal Road is characterized by shallow lots with low-rise commercial and restaurant buildings. The south side of Montreal road is characterized by deeper, wider lots and large, more intensive commercial uses.

**East:** An existing gas bar is located directly northeast of the site at the southwest corner of Montreal Road and Vanier Parkway. Along the east side of the Vanier Parkway is a small-scale retail shopping centre with retail and office uses.

**South:** To the south, the site abuts a detached dwelling which fronts on the west side of Gardner Street, a row of street townhouses which front on the east side of Gardner Street, and an existing construction building which fronts on the west side of Palace Street. Beyond these lands to the south are other low-profile residential dwellings.

**West:** Along the west edge of the property and further west there is a mix of low-rise detached residential dwellings as well as commercial uses fronting on the south side of Montreal Road and the east side of Palace Street. Further east is a surface parking lot with large-format stores set back substantially from the street.

**Community Amenities:**

The subject property is located within close proximity to several area amenities, including:

- / Riverain Park and Sports Fields;
- / Multi-Use Pathways and Bicycle Routes along the Rideau River;
- / Several Schools and Day Care Centres;
- / Retail Shopping Centres and Commercial Uses; and,
- / Restaurants.

## 1.4 Transportation

Both Montreal Road and Vanier Parkway are classified as “Arterial Roads” on Schedule F – Urban Road Network of the Ottawa Official Plan (Figure 2). Montreal Road is, from a vehicle, transit, cycling and pedestrian perspective, an important east-west corridor providing access from Ottawa’s east end communities to Downtown Ottawa including the Central Area employment centre, the Rideau Centre and Byward Market tourist hub and the University of Ottawa Campus.

According to Annex 1 of the Official Plan, this segment of Montreal Road has a protected right-of-way (ROW) width of 23 metres, which is typically divided equally from the centreline of the road (11.5 metres on each side). The existing right-of-way along Montreal Road varies along the frontage, with the right-of-way width from the centreline to the site being approximately 9.5 metres at its narrowest.

The Transportation Master Plan and Schedule D – Rapid Transit Network of the Official Plan (Figure 3) identifies Montreal Road as a Transportation Priority Corridor (east-west) with continuous lanes in front of the site. The site is within a 2.2-kilometre radius of four (4) LRT Stations: Rideau; uOttawa, Lees, and Tremblay.

Schedule C – Primary Urban Cycling Network of the Official Plan (Figure 4) identifies this stretch of Montreal Road and Vanier Parkway as Spine Routes. Multi-Use Pathways are close by along the Rideau River.

Schedule I – Scenic Entry Routes (Urban) (Figure 5) identifies the site as fronting onto a scenic entry route to the City of Ottawa.

It is noted that the new Official Plan, adopted by Council and under review by the Ministry of Municipal Affairs and Housing (MMAH), provides new versions of the above-noted Schedules as part of its C-series Schedules. While these are not yet in full force and effect, it is noted that they apply the same Transportation Network attributes to the site and surrounding area as the current Official Plan.

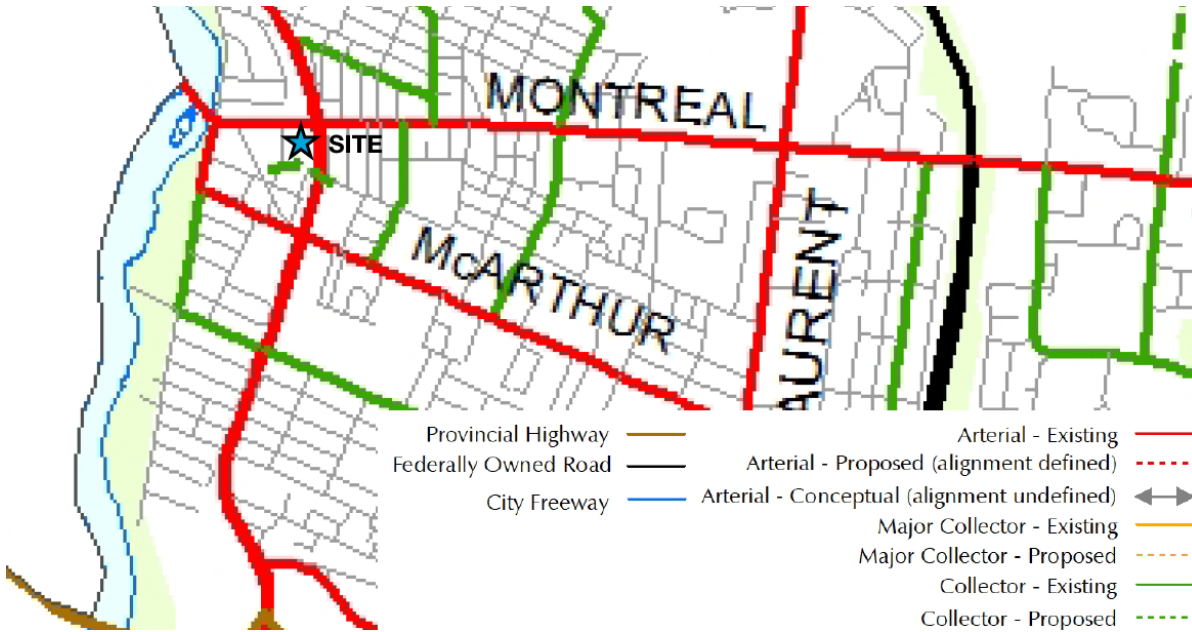


Figure 2: Schedule E of the Official Plan – Urban Road Network

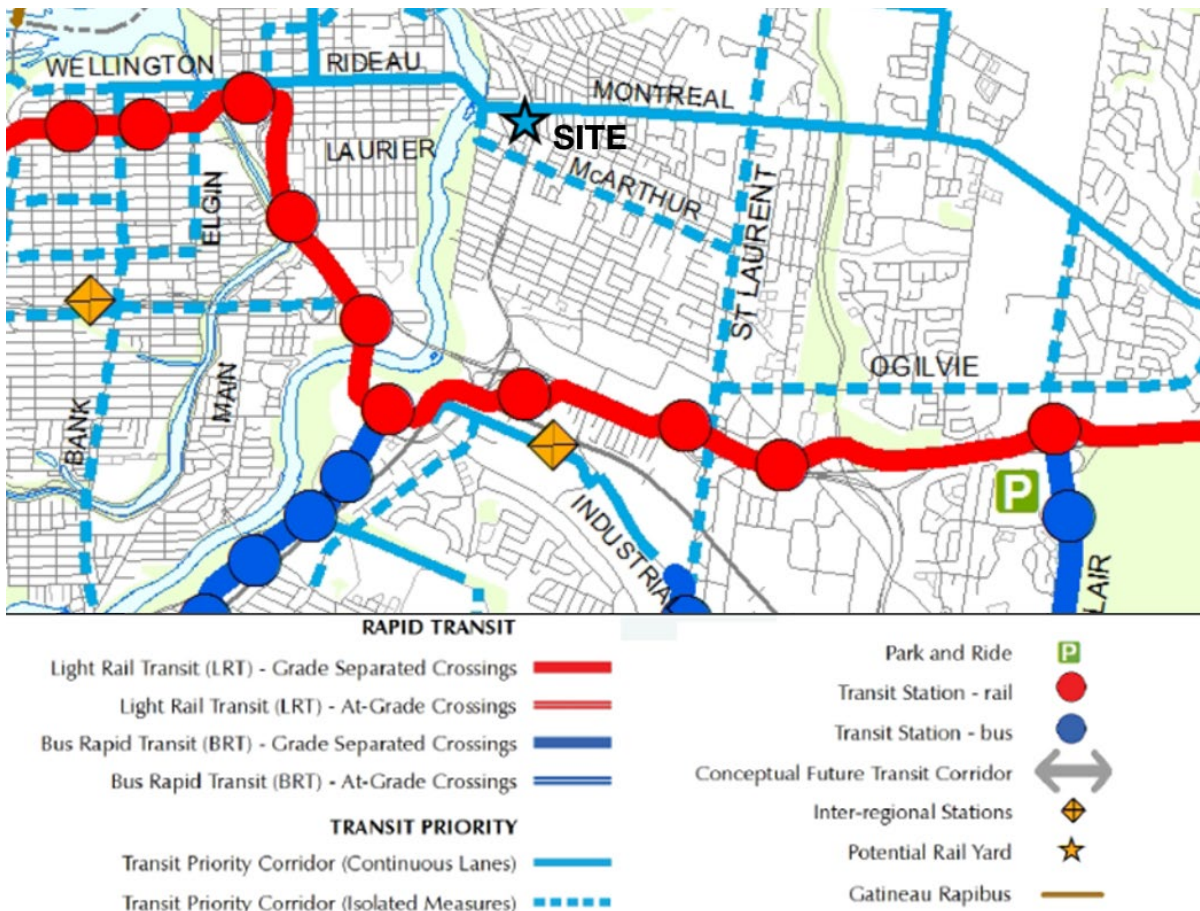


Figure 3: Schedule D of the Official Plan - Rapid Transit Network



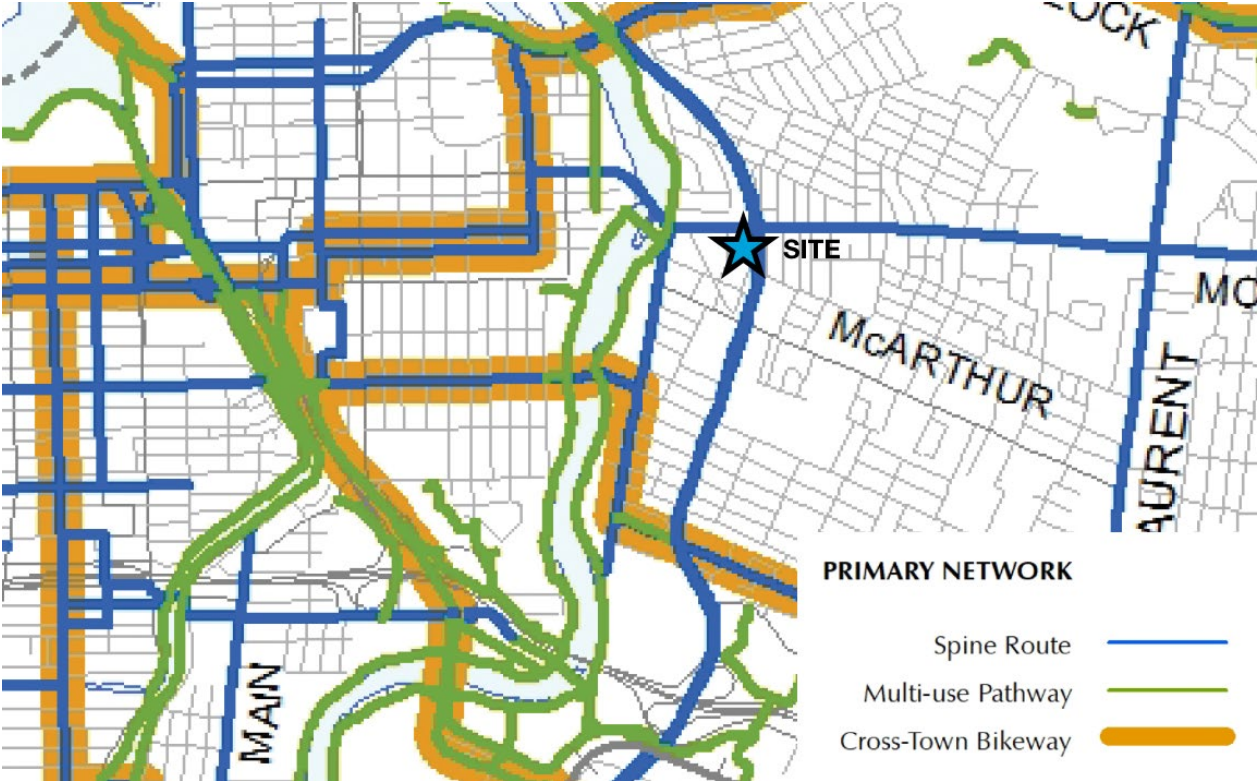


Figure 4: Schedule C of the Official Plan - Primary Cycling Network

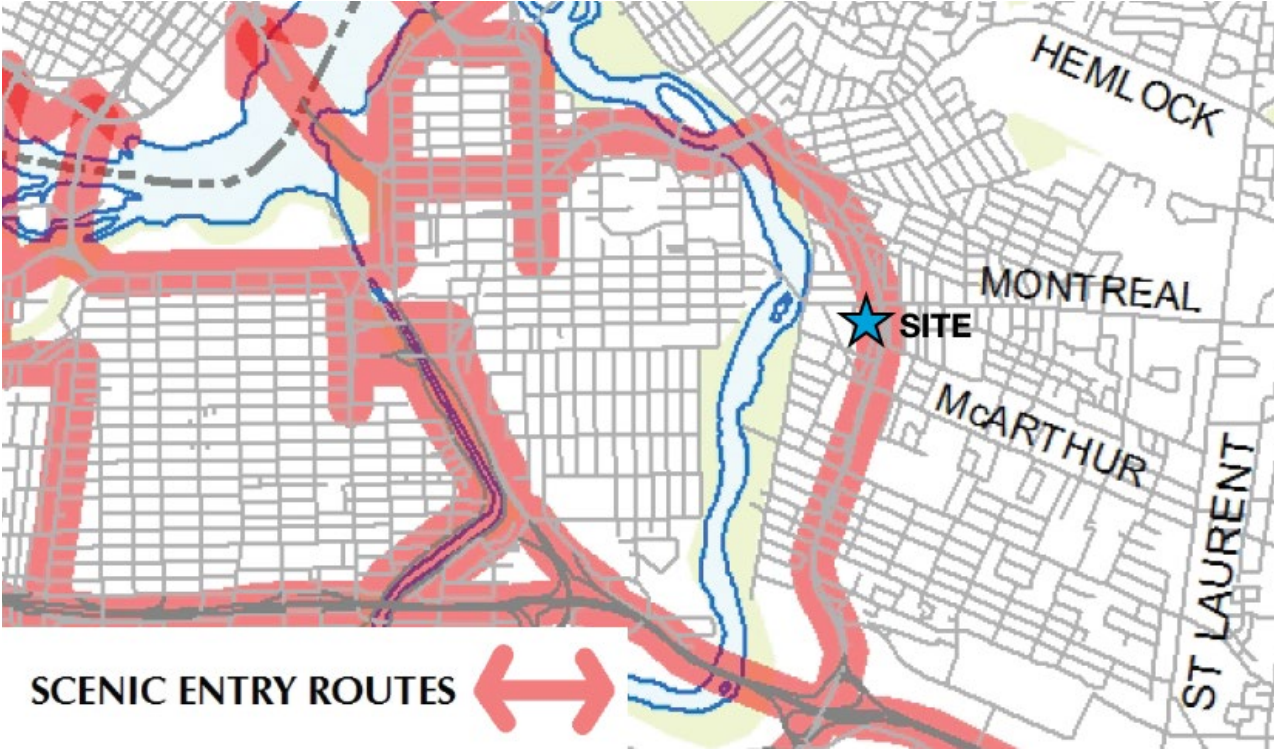


Figure 5: Schedule I: Scenic Entry Routes - Urban

# 2.0 Proposed Development

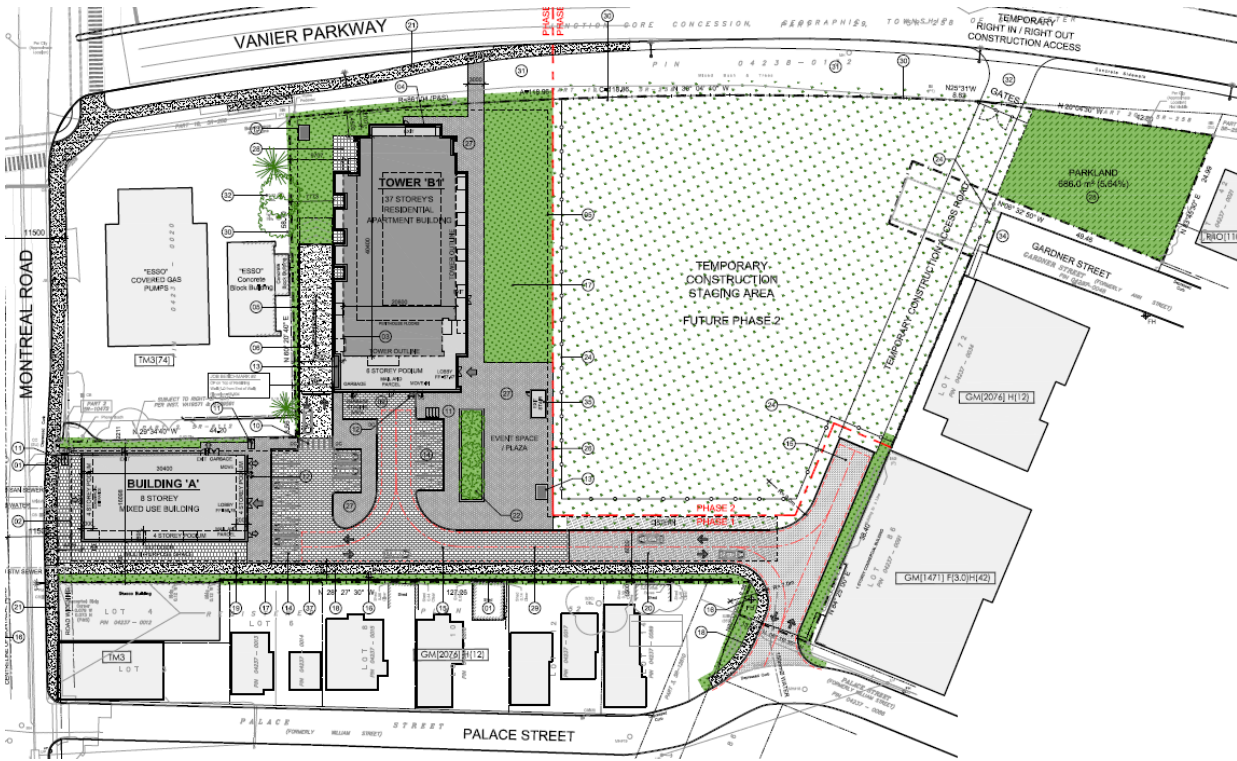


Figure 6: Site Plan, Phase 1

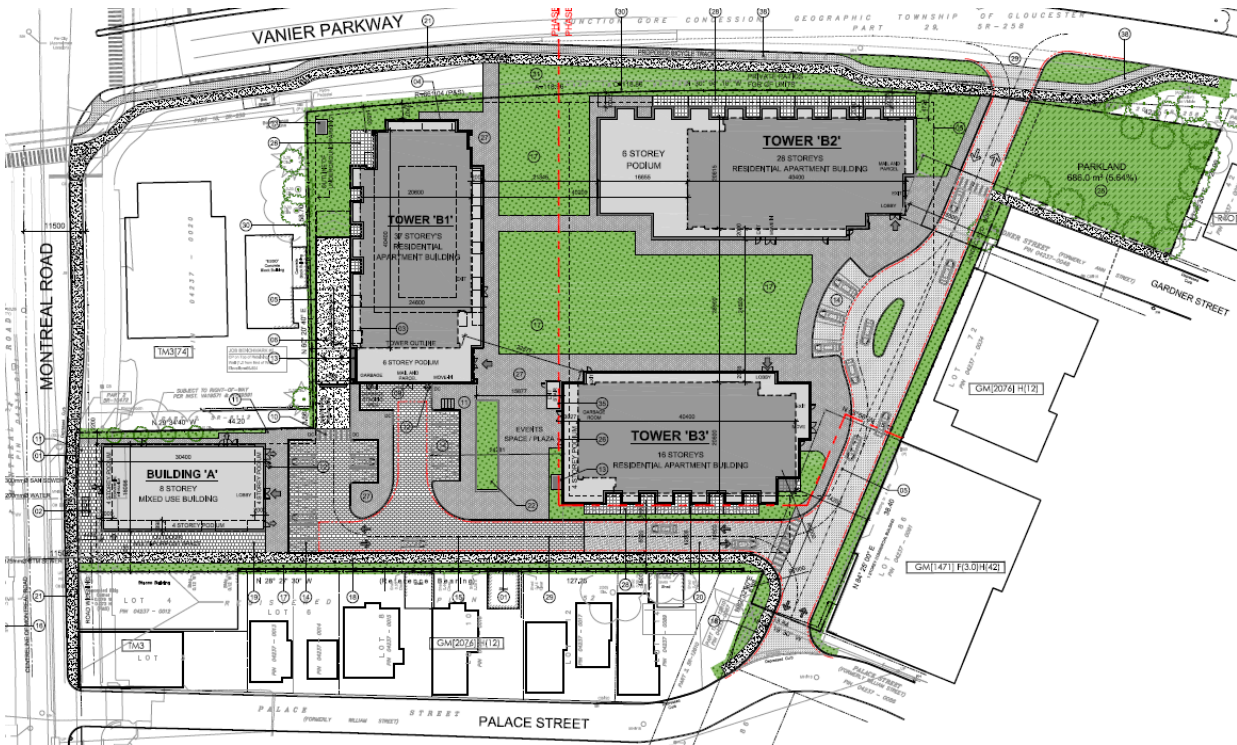


Figure 7: Site Plan, Full Buildout

The proposed development incorporates a mix of uses including small-scale commercial uses in a mid-rise building along the Montreal Road traditional Mainstreet, residential apartment buildings supported by semi-public and private amenity spaces, all arranged and designed to mitigate impacts and respect the character of the existing area.

As noted above, the subject property is located directly adjacent to a Transit Priority Corridor and the intersection of two (2) Cycling Spine Routes. It therefore represents a significant opportunity for intensification in proximity to the active transportation network. Pedestrian and cycling connectivity to Montreal Road and the Vanier Parkway were important organizing elements to the design, using existing local roadways, gaps between building podiums and towers and a multi-purpose pedestrian space abutting the mid-rise, mixed-use building along Montreal Road.

The proposed Site Plan for the large 3.0-acre property proposes three (3) distinct building massing and tower heights, to contribute to a variety of building profiles, an articulated skyline when viewed from a distance and a transition in height to the Montreal Road Mainstreet and to the low-rise areas west of Palace Street and south of Gardner Street. As shown on Figure 7, the various building heights are described as follows:

- / **Mid-rise along Montreal Road:** Building A is proposed as a mid-rise, 8-storey building with the short side oriented towards Montreal Road with ground-floor commercial uses. The tenant spaces are oriented to both Montreal Road and an outdoor multi-purpose space for patios, and commercial spill-over is proposed.
- / **High-rise along Vanier Parkway:** Towers B1 and B2 are 37-storeys and 28-storeys respectively, each on well-defined 6-storey residential podiums. Building B2 is fully oriented to the Vanier Parkway, with a significant tower setback from the podium. Building B1 is oriented short-side to Vanier Parkway to reduce the overall massing of both buildings along the Parkway and provide a separation between podiums to create a large private amenity space.
- / **High-rise on the western portion of the property:** Building B3 is proposed as a lower, 16-storey massing on a reduced 4-storey podium oriented to frame the internal portion of the site between the landscaped courtyard and driveway aisle.

Building A is intended to contribute to the fabric of Montreal Road as a Traditional Mainstreet by providing a building massing which is complementary of the desired mid-rise scale, intended to frame the narrower 23m wide right-of-way. The proposed building includes no vehicular access from Montreal Road, strengthening Montreal Road a pedestrian-first mainstreet corridor, as it evolves.

Multi-purpose / Flex Space is proposed on the west side of the Montreal Road mid-rise building to allow for pedestrian access, and to increase the usability of the building frontage and side yard for the programming of various activities, such as outdoor seating, patios, farmer's market stalls, and cultural performance areas. The space is approximately 7.5m in width, a comfortable and intimate dimension for a courtyard space.

A larger, consolidated amenity space is proposed as part of the development plan in the form of a landscaped courtyard. The courtyard functions as a community and project focal point framed by the podiums and towers, while also providing for substantial tower separation. The abutting 4 and 6-storey building podiums are an appropriate scale to the courtyard to be functional and comfortable for users.

Communal internal and rooftop amenity space is also included for the tenants, incorporated in the building design. Balconies are proposed to allow for private amenity for tenants.

South of the proposed driveway aisle is an area proposed to become parkland that will be dedicated to the City of Ottawa.

Given the scale of the property, the proposed Site Plan intends to use various design elements to break up the “super block”. In addition to the internal courtyards and vehicle and drop-off areas, pedestrian and cycling linkages, building and podium placement, an east-west private street provides connectivity between Palace Street and Vanier Parkway through the site. The terminus of Gardner Street is modified slightly to facilitate the proposed connection (Figure 7). Traffic calming measures will be considered for the site connection to manage the flow and speed of vehicles.

Primary access will be provided to the site from Montreal Road via Palace Street. Palace Street is an existing municipal roadway with numerous existing low-rise buildings, some of which have been converted to locally-serving commercial uses. The new east-west private street will provide an important vehicle link between the Vanier Parkway and Palace Street.

A vehicle drop-off lay-by has been incorporated onto the private street as part of Phase 2 for vehicles to manoeuvre in and out of the site in an uninterrupted manner. A modest amount of surface parking is proposed for deliveries, rideshare programs, and other short term uses. Tenant parking will be located underground, in a large inter-connected structure and accessible by a ramp internal to the site.

In terms of the proposed architectural treatment, materials and additional urban design considerations, the following is a brief summary, broken down into the three (3) building components of the site:

- / **Vanier Parkway** (Figure 8): Vanier Parkway is considered a “Scenic Entry Route” in the Official Plan and particular attention was given to use tower placement and podium heights to frame the Parkway. This segment of Vanier Parkway is a 48m to 50m right-of-way, providing significant width to support mid-rise building podiums and considerable tower height. The podium height mostly relates to the Parkway and the 6-storey podium height is appropriate and well-proportioned in terms of street width, building enclosure and relates accordingly to the tower height of each building.

The 6-storey podiums are designed to employ pre-cast grey veneer to provide relatability to the established neighbourhood context. The towers are then clad in white panel and glass materials to create a sense of texture against the backdrop of the sky above. Glazing is proposed in generous amounts to allow passive lighting to bring a sense of life and interest during the evening time. The large boulevards along the Vanier Parkway frontage provide opportunities for street trees to soften the building interface at the ground level.



Figure 8: View from Vanier Parkway, looking north



Figure 9: Montreal Road Frontage, looking west



Figure 10: Building A, South and West Elevations



Figure 11: View from Palace Street, looking north

- / **Montreal Road** (Figure 9, 10): The Montreal Road frontage incorporates elements typical to a Traditional Mainstreet. A richly glazed groundfloor animates the street edge and provides a continuous connection to the public right-of-way. Storeys 2-4 are clad in dark grey pre-cast panels, whereas the 5<sup>th</sup> to 8<sup>th</sup> storey are recessed and incorporate light material as the site transitions to the internal portion.
- / **Internal High-rise** (Figure 11): With consideration to the multi-building nature of the site, attention has been given to the site functionality between the buildings from the centre of the site. Pedestrian walkways are proposed which allow for easy connection throughout the site. The courtyard is framed by the podiums of B2 and B3 to establish the feel of an “urban room”, while also promoting passive surveillance for users of the courtyard. The same “urban room” effect is repeated for the tot lot. The lower, 4-storey podium of Building B3, closest to Palace Street provides a more effective transition to abutting low-rise buildings.
- / The proposed floor plates size for Buildings B1 to B3 are generally consistent with the City’s policy direction and do not create undue impacts from a shadowing and air flow

perspective. Although slightly larger than the City's target floorplate of 750m<sup>2</sup>, the tower placement meets and exceeds all of the City's require tower separation requirements from abutting property lines and other towers, and is appropriate on the lot. All of the towers, in large part as a result of the internal courtyard meet or exceed the City's 23m tower separation requirements. The shallowest separation is approximately 24m, corner to corner of the high-rise towers. There are no urban design implications or adverse impacts to the tower floorplates.



## 3.0 Policy & Regulatory Framework

### 3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically-strong and that enhances quality of life. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. Planning authorities must identify appropriate locations and promote opportunities for intensification and redevelopment. The relevant policy interests to the subject application are as follows:

- 1.1.1 a)** promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 1.1.1 b)** accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- 1.1.1 c)** avoiding development and land use patterns which may cause environmental or public health and safety concerns
- 1.1.1 e)** promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- 1.1.3.3** Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- 1.4.3** Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
  - b) permitting and facilitating:
    - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
    - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
  - c) 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;
  - d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

**The proposed development is sensitive to surrounding land uses and promotes intensification in an area designated for growth. The proposed development of the subject property is in conformity with the policies of the PPS.**

### 3.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa's Official Plan (OP) provides a vision and a policy framework to guide the future growth of the City of Ottawa. It is a legal document that addresses matters of provincial interest as defined by the Planning Act and the Provincial Policy Statement. The applicable policies of the OP have been reviewed below.

Ottawa's population is projected to grow by up to 30 percent by 2031. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. One third of housing growth is anticipated to occur within the Greenbelt with much of the demand for new housing being in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Plan pursues strategic directions in four key areas, two (2) of which are relevant to this proposal:

1. Managing Growth
  - a. The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
  - b. Growth in the urban area 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.
2. Creating Liveable Communities
  - a. 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;
  - b. Attention to design will help create attractive communities where buildings, open space, and transportation work well together;

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

**The proposed development intensifies an underutilized property within the City's urban area and in an area appropriate for intensification. The compact form of the development will encourage active transportation and transit use as the Montreal Road corridor transitions to a "Complete Street".**

**The injection of new residents to the area will help to support existing regional and community-scale uses in the area. Arterial roads such as Montreal Road and Vanier Parkway are especially appropriate for higher-density uses given the opportunity to mitigate traffic impacts on lower-density communities.**

#### 3.2.1 Managing Growth

The City anticipates that approximately 90 percent of the growth in population, jobs and housing will be accommodated within the urban area. 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.

Section 2.2.2 deals specifically with 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. Residential intensification is broadly defined in Section 2.2.2, Policy 1 as the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development.

**The proposed development meets the definition of residential intensification as defined above by creating a net increase in residential units on an underutilized lot where infrastructure, services and transit are available. It reflects the prevailing planned and existing context and is consistent with the direction set forth in the City’s Official Plan.**

### 3.2.2 Traditional Mainstreet Designation

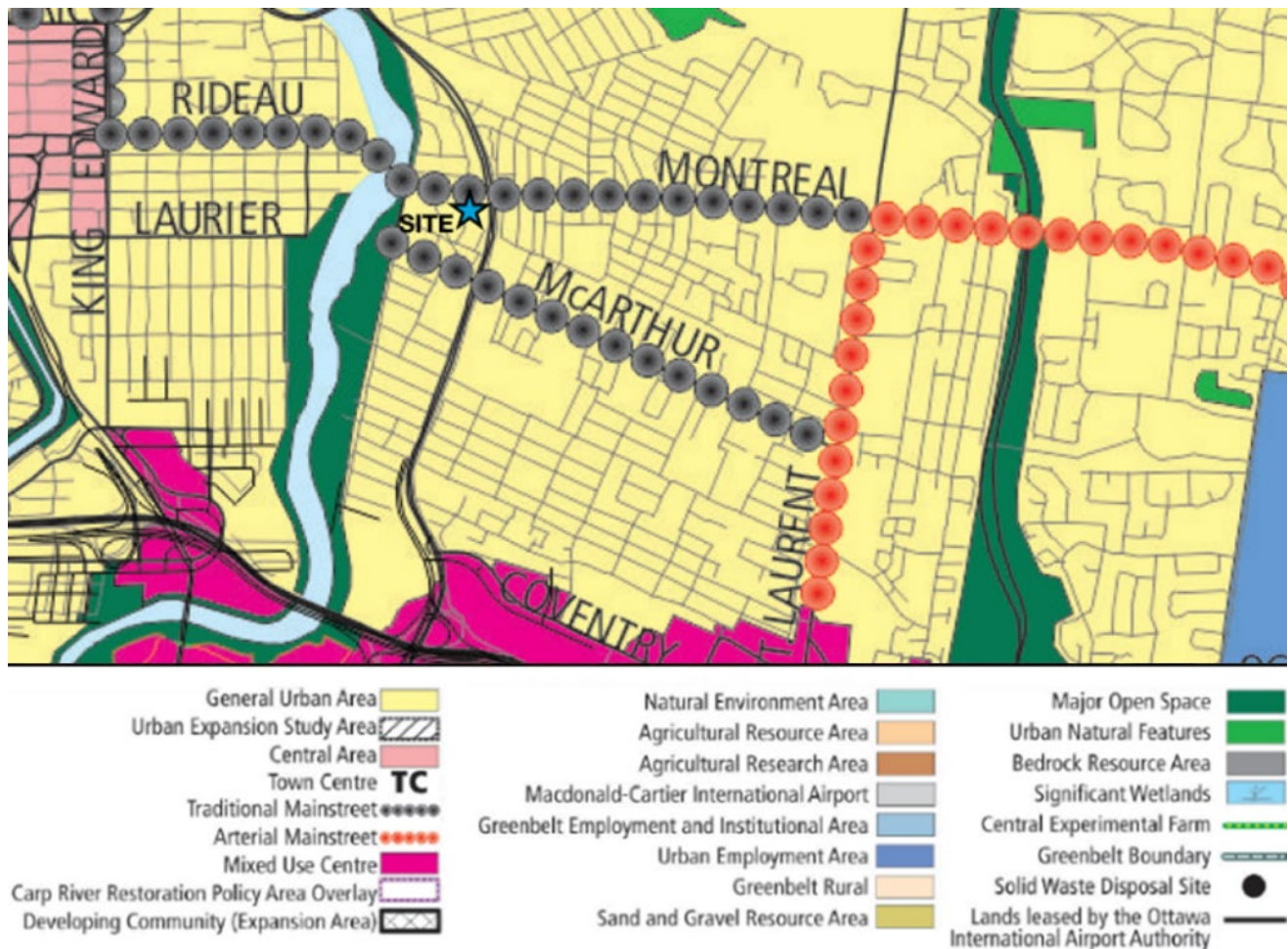


Figure 12: Schedule B of the Official Plan - Urban Policy Plan

The site is designated “Traditional Mainstreet” on Schedule B – Urban Policy Plan of the City of Ottawa’s Official Plan (Figure 12). The Mainstreet designations identify streets that offer significant opportunities for intensification through medium-density and mixed-use development, along streets that are Transit Priority

Corridors or are well-served by transit. Mainstreets are the corridors that traverse long areas of the city, connecting different communities and changing in character along their length. They include nodes of activity at various scales, from high schools and small offices to hospitals and shopping centres.

Mainstreets having pre-1945 characteristics are designated as Traditional Mainstreets. Typically, they are set within a tightly-knit urban fabric, with buildings that are small-scale, with narrow frontages and set close to the street. The development pattern, mix of uses, contiguous storefronts and density create an interesting pedestrian environment and support the use of transit. The applicable policies are as follows:

### **Policies**

1. Traditional Mainstreets and Arterial Mainstreets are designated on Schedule B. The former are planned as compact, mixed-use, pedestrian-oriented streets that provide for access by foot, cycle, transit and automobile. [...] Both Traditional and Arterial Mainstreets will fulfill and take advantage of their multi-modal transportation corridor function. [...]

**The proposal is in-line with this policy given its pedestrian-oriented and transit supportive nature.**

3. The symbol delineating Traditional and Arterial Mainstreet designations on Schedule B of this Plan is a stand-alone land use designation and not an overlay. As per Policy 3, Section 3.6.3 of the Official Plan, the Traditional (and Arterial Mainstreet) designations generally apply to the whole of those properties fronting on the road, however, for very deep lots, the designations will generally be limited to a depth of 200 metres from a Traditional Mainstreet and to a depth of 400 metres from and Arterial Mainstreet. The boundary may also be varied, depending on site circumstance and lot configuration. For instance, it may also include properties on abutting side streets that exist within the same corridor. A secondary plan may specify a greater or lesser depth.

**The subject property has a depth of approximately 150m measured from Montreal Road to the southernmost end of the development area. The entire lands are intent to be designated Traditional Mainstreet as per Policies of the Official Plan.**

4. On lots where development has the potential to develop both adjacent to the street and to the rear of the property, the Mainstreet designation will apply to the entire lot and development situated on the rear portions will not be considered to be non-conforming by virtue of not being located adjacent to the street. Where the depth of lots fronting the road is sufficient to enable development to occur both adjacent to the street and to the rear of the property, and where development is initially unlikely to occupy the entire frontage immediately adjacent to the street, the site should be planned in a coordinated fashion that will facilitate:
  - a. multi-modal (pedestrian, cycling, transit and vehicular) access between the site and the public street(s),
  - b. attractive, safe and usable pedestrian and cycle connections between the site and adjacent communities,
  - c. an enhanced interconnected pedestrian environment that links individual uses on the site, transit stops and continuous public sidewalks on the adjoining streets, and which is generally distinct from internal vehicle routes,
  - d. measures of sufficient size and quality to relieve the visual impact of surface parking areas,
  - e. the provision of adequate landscaped areas, particularly trees, along the perimeter of the site and street frontages,
  - f. the provision of coordinated signage, and
  - g. over time, a development that is oriented to the Mainstreet.

**The intent of the TM policies are to encourage large properties to be developed in a coordinated and complimentary manner in terms of uses, design, access, amenity space and landscaping. The proposed development makes use of its unique lot orientation, a parcel with limited**

frontage onto Montreal Road, and considerable frontage onto the Vanier Parkway. The Site Plan proposes a mid-rise, 8-storey building with the short side oriented towards Montreal Road with ground-floor commercial uses. The tenant spaces are oriented to both Montreal Road and an outdoor multi-purpose space for patios, and commercial spill-over as well as pedestrian and cycling is proposed.

- / **The human-scaled 6-storey podiums along Vanier Parkway are characterized by gaps which frame the community amenity space and provide direct pedestrian access. These connections, supplemented by the internal amenity courtyard break-up the property, creating inter-connected and intimate spaces between the taller buildings. The building placement, courtyard and linkages to the street frontages create a porous, integrated and walkable development, which improves connectivity in the broader Vanier neighbourhood, and contributing to usable and welcoming open space.**
5. 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. Where a Mainstreet abuts an Employment Area, the zoning by-law may prohibit noise-sensitive uses on the Mainstreet where appropriate.

**Residential uses are proposed throughout the site, in addition to commercial uses at the ground floor of Building A along Montreal Road. Residential podiums and ground floors will animate Vanier Parkway, a multi-lane arterial road. The subject property does not abut an Employment Area.**

7. Traditional and Arterial Mainstreets, or portions thereof, represent important areas for the preparation of Community Design Plans in accordance with the policies of Section 2.5.6. Community Design Plans and development proposals on Mainstreets will be evaluated in the context of the policies in this section and the Design Objectives and Principles in Section 2.5.1, and the Compatibility policies set out in Section 4.11.

**An integrated design brief is incorporated into this report which addresses the above-noted Official Plan sections. The lands are subject to the Montreal Road District Secondary Plan. The height schedule of the Plan was amended to reflect the heights proposed.**

9. On Traditional Mainstreets surface parking will not be permitted between the building and the street. The location of surface parking will avoid interruption of building continuity along the Traditional Mainstreet street frontage and will minimize impacts on pedestrians. However, there may be exceptional circumstances, where locating parking adjacent to the street frontage is unavoidable. In these cases, 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. [...]

**No surface parking is proposed between the front wall of the buildings and the street edges along Montreal Road, and even Vanier Parkway. Proposed surface parking does not impact the pedestrian experience and is screened from view from public roads. As per all larger scale residential projects, a modest amount of surface parking is proposed for deliveries, rideshare programs, and other short term uses.**

10. Redevelopment and infill are encouraged on Traditional and 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.

**A form of redevelopment which optimizes land use through a building plan that defines the street edge has been proposed. The Site Plan proposes a mid-rise, 8-storey building with the short side oriented towards Montreal Road with ground-floor commercial uses.**

11. This Plan supports mid-rise building heights on Traditional Mainstreets, but secondary plans may identify circumstances where different building heights may be permitted. In the absence of a secondary plan, the Zoning By-law may establish as-of-right building heights, lower than those permitted above, based upon site conditions, existing character and compatibility. Building heights greater than those specified in this Section will only be permitted through a Secondary Plan. The Zoning By-law will establish a minimum building height equivalent to a two-storey building, except for those existing gas bars, service stations, automobile sales and drive-through facilities identified in policy 8 above.

**The Site Plan proposes a mid-rise, 8-storey building with the short side oriented towards Montreal Road with ground-floor commercial uses. The tenant spaces are oriented to both Montreal Road and an outdoor multi-purpose space for patios, and commercial spill-over as well as pedestrian and cycling.**

**The mid-rise building is intended to contribute to the fabric of Montreal Road as a Traditional Mainstreet by providing a building massing which is complementary of the desired mid-rise scale, intended to frame the narrower 23m wide right-of-way. The proposed building includes no vehicular access from Montreal Road, strengthening Montreal Road a pedestrian-first mainstreet corridor, as it evolves.**

**Greater building height, has been approved as an amendment to the Montreal Road District Secondary Plan and applicable site zoning. Additional height is therefore proposed along the Vanier Parkway frontage and internal to the site, gradually increasing from the Mainstreet.**

**The high-rise towers are sufficiently separated from existing low-rise, residential areas. The lower, 16-storey building incorporates a more modest 4-storey podium oriented to frame the internal portion of the site as a landscape courtyard and vehicle area. This podium is intended to provide an appropriate transition to the existing buildings along Palace Street.**

**The proposed development exceeds the minimum building height of 2 stories. The site is subject to the Montreal Road District Secondary Plan, which anticipates high-rise buildings. The Site Plan proposal sites an appropriately scaled Traditional Mainstreet building onto Montreal Road. Human-scaled podiums (6-storeys) are proposed onto the Vanier Parkway frontage. The greatest building height is supported by a transition that occurs internal to the site.**

15. In order to demonstrate its commitment to development on Mainstreets, the City will consider them to be priority locations for considering:
- a) New or relocated municipal buildings and facilities or for leasing space for municipal functions;
  - b) The assembly of land to ensure an adequate supply that is strategically located for redevelopment or community improvement purposes;
  - c) Infrastructure and public facilities improvement strategies, including measures such as those contained in policy 12 of Section 2.5.5;
  - d) The creation of comprehensive traffic and parking strategies;
  - e) The creation of brownfield redevelopment strategies;
  - f) The use of techniques such as increased height and density provisions;
  - g) The application of financial and regulatory incentives;
  - h) Exploring partnerships between the public and private sectors.

**The proposed development represents an assembly of land strategically located for redevelopment (b); and uses techniques of increased height and density provisions (f).**

### 3.2.3 Designing Ottawa

Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists without causing undue adverse impact on surrounding properties; it “fits well” within its physical context and “works well” among those functions that surround it.

The following Design Objectives, which are intended to influence Ottawa’s built environment as it grows, are applicable to the subject property and proposed development:

- / Enhances the sense of community by creating and maintaining places with their own identity;
- / Defines quality public and private spaces through development;
- / Creates places that are safe, accessible and are easy to get to, and move through;
- / Ensures that new development respects the character of existing areas; and
- / Considers adaptability and diversity by introducing new residential land uses in a compact built form that contributes to the range of housing choices and transportation options in the area.

**The proposed development addresses the Design Objectives through a design that enhances the Montreal Road and Vanier Parkway frontages as part of an important gateway to the immediate community. The development will enhance the pedestrian environment by framing the street edge with attractive, street-fronting built-form that provides a sense of place and contributes to “eyes on the street”. It provides a landmark appearance to build upon the character of the neighbourhood. Further, it can contribute to the community’s range of housing options, specifically full-accessible rental apartments.**

### 3.2.4 Urban Design and Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. Similar to Section 2.5.1 of the Official Plan, Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Policy	Proposed Development
<b>Policies</b>	
<p>1. A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. The Brief shall evaluate consistency and demonstrate that the following content is considered and/or incorporated into the development proposal with:</p> <ul style="list-style-type: none"> <li>a. The provisions of this Plan that affect the design of a site or building;</li> </ul>	<p>An integrated design brief is provided by assessing the applicable design guidelines as they relate to proposal throughout this document.</p>

Policy	Proposed Development
<ul style="list-style-type: none"> <li>b. Design Guideline(s) approved by Council that apply to the area or type of development; and</li> <li>c. The design provisions of a community design plan or secondary plan.</li> </ul>	
<b>Building Design</b>	
<p>5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of:</p> <ul style="list-style-type: none"> <li>a. Setbacks, heights and transition;</li> <li>b. Façade and roofline articulation;</li> <li>c. Colours and materials;</li> <li>d. Architectural elements including windows, doors and projections;</li> <li>e. On site grading; and</li> <li>f. Elements and details that reference common characteristics of the area.</li> </ul>	<p>Proposed buildings have been designed with regard to the provision of appropriate separation as it relates to the Traditional Mainstreet zoning and Urban Design Guidelines for high-rise buildings.</p> <p>The articulate podiums provide a strong contribution to the public realm by providing a sense of enclosure, eyes on the street, and visual interest.</p> <p>The tower portions are distinct in being recessed from their respective podium frontage. They create a sense of consistency through complementary materials while distinguishing themselves through an interesting cladding and fenestration pattern which draws the viewer's eyes upward.</p> <p>The materiality and architectural elements reflect the modern standards and aesthetics for high-rise development in Canadian cities. The proposed masonry and cladding is resilient to the local climate and classic in design.</p>
<p>6. Orient the principle façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.</p>	<p>The buildings are designed with a strong visual presence to provide a compelling street frontage onto Montreal Road and Vanier Parkway as a community gateway. The building frontages are intended to present as an extension of the established urban fabric, creating a seamless pedestrian environment.</p> <p>The proposed glazing provides opportunities for passive illumination and a sense of presence and place from the perspective of the public realm. Landscaping is proposed on the courtyard and throughout the site which is intended to provide shade, colour, and aesthetic variety to the building's frontages.</p>
<p>7. The intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community.</p>	<p>While the proposed building does not have an immediate corner presence as a result of the existing gas station lot, it does serve as a gateway to the Vanier community when entering from the Vanier Parkway or from Lowertown. The proposed buildings offer a strong presence and sense of place from the bridge.</p>



Policy	Proposed Development
	<p>There are no blank walls on any of the building elevations and the use of exterior lighting, diversity in materiality, and the presence of balconies will contribute to animating the street edge. Tree planting proposed near the podium edges and internal to the site to soften the presence of the buildings while providing shade and greenery.</p>
<p>8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p>	<p>All “back of house” aspects of the development are not visible from the street frontage. Storage areas and parking are located below-grade or screened from the street. Proposed landscaping further softens impact of development from the street level.</p> <p>The building driveway aisles are designed to provide acceptable sightlines and function subordinately to pedestrian use. They do not cross the primary pedestrian accesses to the site.</p>
<p>9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.</p>	<p>The rooftops of the buildings will incorporate all mechanical equipment not already intended to be located below-grade.</p>
<p><b>Massing and Scale</b></p>	
<p>10. Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan. Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:</p> <ol style="list-style-type: none"> <li>a. Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street;</li> <li>b. Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;</li> </ol>	<p>The property is subject to the Montreal Road District Secondary Plan. An assessment of the building’s compatibility relative to these requirements is provided elsewhere in this report.</p> <p>In general terms, Site Plan proposes a mid-rise, 8-storey building along Montreal Road with ground-floor commercial uses. The building is recessed from Montreal Road to allow for streetscaping and a building form that encloses the narrow Mainstreet. The area along the Mainstreet will be available to the tenant spaces for street animation.</p> <p>Greater building heights are proposed along the Vanier Parkway frontage and internal to the site, gradually increasing from the Mainstreet. The exterior towers are located on well-defined 6-storey residential podiums along the Vanier Parkway. This segment of Vanier Parkway is a 48m to 50m right-of-way, providing significant width to support mid-rise building podiums and considerable tower height. The podium height mostly relates to the Parkway and the 6-storey heights podium height is appropriate and well-proportioned in</p>

Policy	Proposed Development
<p>c. The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.</p>	<p>terms of street width, building enclosure and relates well to the tower height of each building.</p> <p>Both external high-rise buildings are fully oriented to the Vanier Parkway, with a significant tower setback from the podiums. The northernmost building is oriented short-side to Vanier Parkway to reduce the overall massing of both buildings along the Parkway and provide a separation between podiums which allows for a large communal amenity space and pedestrian linkages.</p> <p>The external towers are sufficiently separated from existing low-rise, residential areas. The lower, 16-storey tower incorporates a more modest 4-storey podium oriented to frame the internal portion of the site as a landscape courtyard and vehicle area. This podium is intended to provide an appropriate transition to the existing buildings along Palace Street.</p>
<p>11. The City may require a Shadow Analysis and/or Wind Analysis as part of a complete application, except where identified in the Wind/Shadow Terms of Reference. The study(s) will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.</p>	<p>The wind analysis prepared by Gradient Wind determined that wind impacts can be handled on site through mitigation measures. Such measures will be implemented as part of this application for Site Plan Control.</p> <p>The shadow analysis prepared demonstrates that the impacts are in line with what is appropriate and expected in this portion of the City.</p>
<p>12. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.</p>	<p>The proposed buildings are of greater heights than those immediately adjacent. The buildings accommodate this increase in height by providing strong tower separation from nearby potential development properties to facilitate their future redevelopment.</p> <p>The buildings are grounded in a 4- and 6-storey podiums which provide a massing that complements the low- and mid-rise development in the nearby area.</p> <p>As a gateway development, the proposed towers are intended to resemble a landmark within the immediate area from which a transition is achieved to nearby development of a slightly lower height.</p>
<p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <p>a. Incremental changes in building height (e.g. angular planes or stepping building profile up or down);</p>	<p>See sections above. The towers are setback from each other by 24m or more, and from applicable property lines to avoid adverse impacts. The towers incorporate significant step-backs from the edges of the podium to distinguish the form of the buildings.</p>

Policy	Proposed Development
<ul style="list-style-type: none"> <li>b. Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet);</li> <li>c. Building setbacks and step-backs.</li> </ul>	<p>The residential podiums and ground floors will animate Vanier Parkway, a multi-lane arterial road.</p>
<b>High-Rise Buildings</b>	
<p>14. High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-Rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with:</p> <ul style="list-style-type: none"> <li>a. pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building;</li> <li>b. public views, including view planes and view-sheds referred to in Policy 3 above</li> <li>c. proximity to heritage districts or buildings,</li> <li>d. reduced privacy for existing building occupants on the same lot or on adjacent lots,</li> </ul>	<p>No significant impacts to pedestrian safety, comfort, and usability are anticipated. Mitigation measures for wind will be implemented subject to the recommendations of Gradient Wind.</p> <p>The property is not identified as within a significant viewplane as per Annex 8A of the Official Plan.</p> <p>The property is not impacted by nor does it impact nearby heritage buildings and districts. No heritage entities are noted on-site.</p> <p>The change in privacy to adjacent structures is within the acceptable realm for development within Ottawa's urban core. The amount of overlook is minimized given the tower siting away from the street edge and instead situated internally and towards Vanier Parkway.</p>
<p>15. Generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways;</p> <ul style="list-style-type: none"> <li>a. The base of a high-rise building should respect the scale, proportion, and character of the surrounding buildings, adjacent streets, parks, and public or private open spaces and animate such spaces.</li> <li>b. The tower, which typically includes a middle and a top, should step back from the base where possible. The tower design can reduce the building impacts identified above by incorporating an appropriate separation from existing or future adjacent towers located on the same lot or on an adjacent lot. The responsibility for providing an appropriate tower separation shall generally be shared between owners of abutting properties where high-rise buildings are permitted. A separation distance of 23m has been the City's general guidance but actual separation requirements may vary in</li> </ul>	<p>Base podiums of the proposed buildings respect the surrounding buildings through the use of familiar colour tones and material types while contributing to the growth of the neighbourhood context. They are appropriately scaled to 4-storeys fronting onto westerly property line and 6-storeys onto Vanier Parkway.</p> <p>The tower portions have been designed to facilitate separation to existing and future tower development on adjacent properties. The proposed towers are appropriately set back from all interior and rear property lines.</p> <p>The tower floorplates accomplish a slender form that can maintain separation from adjacent existing and future tower development while remaining viable from a constructability standpoint.</p>

Policy	Proposed Development
<p>different parts of the City depending on the context.</p> <p>c. Floor plates may also vary depending on the uses and the context. Generally, towers with a larger floor plates may require a greater separation from adjacent towers.</p>	
<p>16. Secondary Plans may provide area-specific directions for the design of high-rise buildings.</p>	<p>Discussed elsewhere in this report.</p>
<p>17. The Zoning By-law will establish performance measures such as minimum tower separation distances and yard setbacks and may require minimum lot sizes for High-Rise buildings. Proposals for a high-rise building that include performance measures that deviate from the Zoning By-law shall demonstrate that the impacts identified in policy 14 can be satisfactorily avoided or reduced.</p>	<p>A Zoning By-law Amendment has been approved to support the heights proposed in this application. Section 14 is addressed above.</p>
<p>18. The Urban Design Guidelines for High-Rise Buildings may establish general principles for the design of high-rise buildings, including the design of the base and guidance for tower separation distances.</p>	<p>The Urban Design Guidelines for High-rise Buildings are discussed elsewhere in this report.</p>
<p><b>Outdoor Amenity Areas</b></p>	
<p>19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.</p>	<p>There are no risks to private amenity areas of adjacent residential units associated with this proposal. The building separation is sufficient to mitigate these impacts.</p>
<p>20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.</p>	<p>Adequate amenity area is proposed in both private and communal configurations. The at-grade communal amenity area has been provided to offer tenants outdoor area in the form of a courtyard and children's play area. A park is also being dedicated which facilitates further opportunity for amenity. Internal and rooftop communal amenity areas are also proposed.</p> <p>It is further noted that the proposed development is within immediate walking distance to the Rideau River pathway network.</p> <p>The proposed private balconies are also of a suitable size to be functional without overwhelming the adjacent public and private realm. The amenity area is</p>

Policy	Proposed Development
	assessed in light of the Zoning By-law further in this document.
<b>Design Priority Areas</b>	
<p>22. The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features:</p> <ol style="list-style-type: none"> <li>Design the building(s) first storey to be taller in height to retain flexibility or opportunity for ground floor uses in the future;</li> <li>Locate front building façades parallel to the street; however, consideration may be given to allow for interruptions of continuous building facades at strategic locations to provide pocket parks, plazas or other open spaces that provide a supportive function to the street activity or enable views and vistas;</li> <li>Transparent windows at grade to give views into the building to observe the function of the building and out of the building to enhance natural surveillance;</li> <li>Using architectural treatments (e.g. projections from continuous building lines, awnings, canopies, alcoves and bays) to soften the interface between buildings and the public realm;</li> <li>Sufficient lighting sources for public uses after dark and to accentuate and animate buildings, natural features, public monuments and public spaces;</li> <li>Utilize façade treatments to accentuate the transition between floors and interior spaces to provide visual interest and relief; and</li> <li>Signage that contributes to the character of the surrounding area and architectural design of the building through appropriate architectural design elements, materials, and colour.</li> </ol>	<p>The ground floor of the buildings are proposed to be taller in height than the remainder of the building, and the substantial glazing will facilitate a variety of potential uses over time.</p> <p>The exterior façades are parallel to the street and make use of a continuous frontage to the greatest extent feasible. The courtyard is provided as a welcoming pocket park to stimulate and support street activity.</p> <p>Transparent windows are proposed for the entire extent of the building ground floors where feasible.</p> <p>Articulation cuts break the podiums into proportions that create a sense of rhythm and symmetry throughout the façades.</p> <p>Ambient and functional lighting is proposed for this project. Passive lighting sources are available through transparent glazing, Apartment use by tenants, etc. Functional lighting will be provided where applicable to ensure safety and visibility in the outdoor amenity areas and other areas the public may make use of.</p> <p>As a gateway location, the intent is that the buildings will accentuate their presence through the use of exterior lighting. As noted above, lighting will be sufficient for public safety.</p> <p>The building is separated into a score of distinctive treatments both vertically and horizontally. The materials in the podium refer more broadly to those used in the vernacular of the surrounding area whereas the middle and top materiality are more modern in nature and distinguish the property's important role in the immediate area's skyline.</p> <p>Signage is not presential contemplated.</p>
<p>23. The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements, such as:</p> <ol style="list-style-type: none"> <li>weather protection elements, (e.g. colonnades, and awnings);</li> </ol>	<p>Generous landscaping is proposed through trees which are predominant at the courtyard entrance and gradually transition to the building frontages.</p> <p>The sidewalk is directly embedded into the primary building access. The intent is that the public realm</p>

Policy	Proposed Development
<ul style="list-style-type: none"> <li>b. shade trees, median planting and treatments and other landscaping;</li> <li>c. wider sidewalks and enhanced pedestrian surfaces;</li> <li>d. coordinated furnishings and utilities, transit stops, and decorative lighting; and</li> <li>e. memorials and public art commissioned for the location.</li> </ul> <p>To achieve these public realm improvements, coordination with the City will be required in accordance with Section 2.5.1, policy 5(d).</p>	<p>appears to continue to the front building wall with no interruption.</p> <p>Street furniture is contemplated for the courtyard area and will be supportive in providing amenity that animates the immediate area.</p> <p>Public art is not presently being contemplated as part of this proposal.</p>
<p>24. The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios).</p>	<p>The development is designed to provide a sense of enclosure and the element of an “urban room” to the proposed courtyard. The podium siting is strategic in delineating the courtyard edge. The tower portions are located such that they provide a visual gateway to the neighbourhood from afar, but do not overwhelm when in close proximity.</p>

**The proposed development conforms to the policy direction of Section 4.11. The proposed development will positively contribute to the surrounding neighbourhood through streetscape improvements and a high-quality design. The development has been designed in a manner that will minimize impacts to surrounding properties.**

### 3.3 Montreal Road District Secondary Plan

The objective of the Montreal Road District Secondary Plan is to guide the development of the Montreal Road District. The District has been separated into three Sectors: the West, Central and East Sectors. The subject property is located within the West Sector.

This District also identifies four Major Intersections. The boundaries of each Sector and the Major Intersections are identified on Schedule 1 - Montreal Road District Land Use Plan. The Vanier Parkway at Montreal Road is considered a Major Intersection.

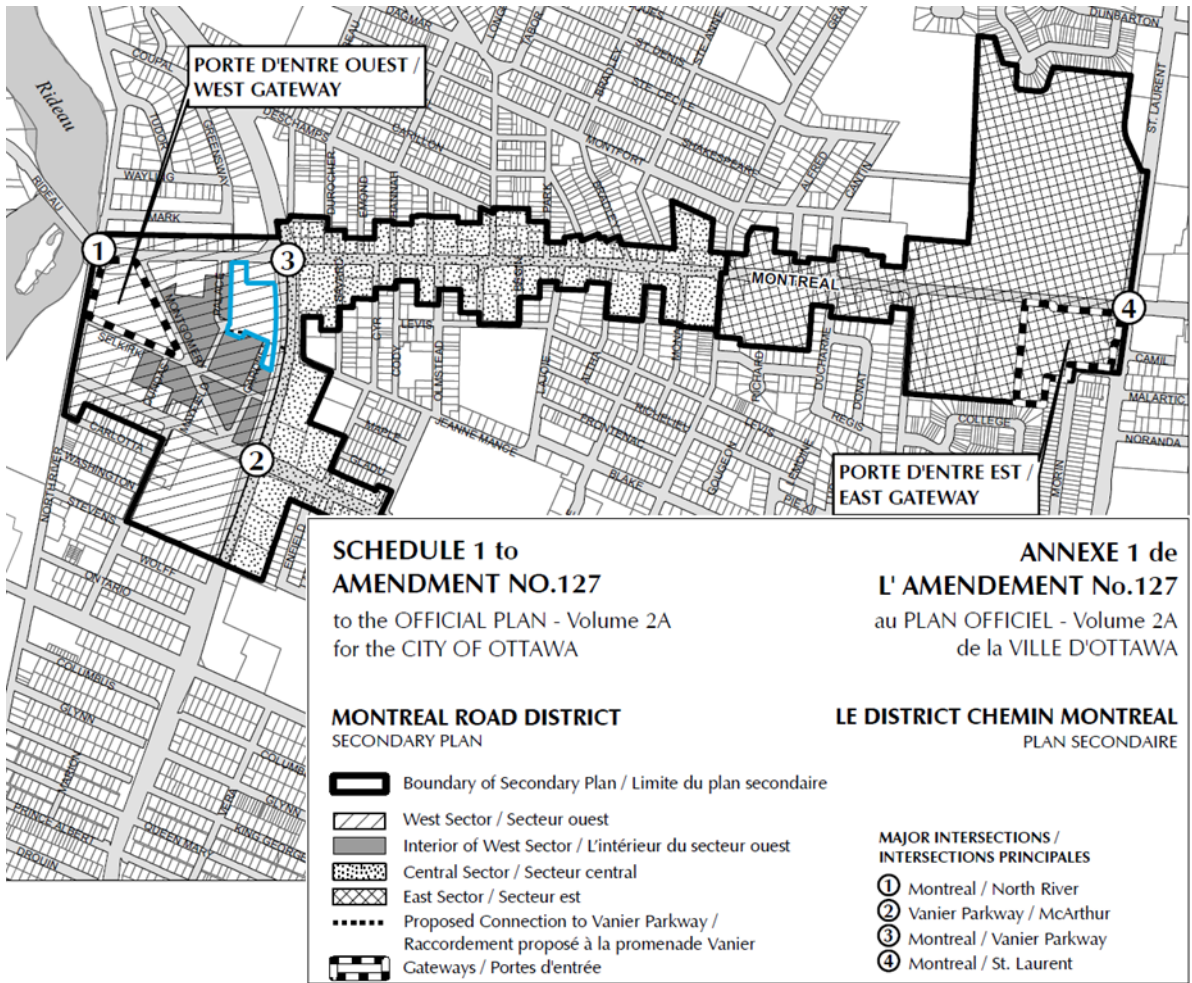


Figure 13: Schedule 1 – Montreal Road District Secondary Plan

The applicable policies are discussed below:

**Section 1.3: West Sector**

The primary role of the West Sector is the entryway from downtown into the District. While employment is an important and necessary component of this Sector, a greater mix of uses is necessary to draw urban activity across the Cummings Bridge from the west.

The following policies apply:

2. For lots with:

- o frontage on a Traditional Mainstreet; and
- o a minimum 100 metres of frontage on the Vanier Parkway; and
- o a minimum lot area 1.0 ha

building height up to a maximum of 18 storeys may be permitted provided that the following criteria are met:

- a. The criteria in Policy 3 below.
- b. All high-rise buildings will have a limited floor plate and minimum separation distances of 20 metres between high-rise buildings to address the impacts on shadowing, the micro-climate and public views. For those high-rise buildings with a podium or base, the minimum separation

- distance is required between the tower portions of the high-rise buildings. All high-rise buildings are oriented towards either the Traditional Mainstreet or the Vanier Parkway.
- c. The design of the site will include setbacks from adjacent low-rise uses.
3. The design of the site will:
- a. Include a maximum six storey building height along the Traditional Mainstreet. For high-rise buildings a maximum six storey podium height will be permitted along the Traditional Mainstreet.
  - b. Provide for adequate setbacks and built form transition to adjacent low-rise residential and institutional uses including:
    - i. maintaining the provisions for incremental changes in building height for the first six storeys from the rear lot line as contained in the TM Zone.
    - ii. maintaining the minimum interior side yard setback provisions as contained in the TM Zone.
    - iii. providing incremental changes in building height which begins at the maximum building height permitted in the abutting zone, or other similar building design techniques.
  - c. Address shadowing impacts and overlook onto residential and institutional areas by orienting high-rise buildings away from low-rise uses.

**The proposal generally meets the above-noted policies by providing 6-storey podiums and incorporating high-rise towers on narrower floorplates, while ensuring acceptable transitions are facilitated.**

**The recently approved Official Plan Amendment (OPA) permits building heights in excess of 18 storeys, for the 37-, 28-, and 16-storey towers. It was further amended that the permitted height for a building along a Traditional Mainstreet be increased to 8 storeys.**

**The proposal is therefore appropriate in reference to the current policies. Tower separation and placement, podium heights, internal amenity areas, ground floor uses, access and circulation and pedestrian mobility and connections have all been considered as positive and mitigating factors for the building height at this strategic location.**

### **1.3.5 Vanier Parkway**

The Vanier Parkway is a Scenic Entry Route in the City's Official Plan. Schedule 1 of this Plan illustrates a proposed connection to the Vanier Parkway in alignment with Jeanne Mance Street on the east side of the Vanier Parkway. This proposed connection can be a private access to the property at 112 Montreal Road or a public road. The location of the access is flexible however the intent of the connection is to provide a mid-block connection from the Vanier Parkway to the Interior of the West Sector. The Vanier Parkway Agreement of 1974 and associated restrictive covenant between the National Capital Commission and the City governs all new accesses to the Vanier Parkway.

The Vanier Parkway has an existing vegetative buffer and the priorities are the preservation and enhancement of this buffer and providing pedestrian connections to the Vanier Parkway.

The following policies apply to those lots which have frontage on the Vanier Parkway:

1. New non-residential use buildings, mixed-use buildings or mid- to high-rise residential use buildings will provide direct pedestrian access to Vanier Parkway.
2. Development or redevelopment will include enhanced streetscaping and the preservation of the existing vegetative buffer. Any reduction of the vegetative buffer along the Vanier Parkway for specific site design requirements or to increase pedestrian access to the Parkway will be at the City's discretion.



3. Development or redevelopment will include public art that reflects the historic route of the Vanier Parkway or the history of the former City of Vanier.
4. Development or redevelopment of the site at 112 Montreal Road will include a publicly accessible pedestrian walkway from the Vanier Parkway to Palace Street.

**The proposed development is in line with the policies for the Vanier Parkway frontage including the introduction of high-rise buildings with direct pedestrian access to Vanier Parkway. The residential podiums and ground floors will animate Vanier Parkway, a multi-lane arterial road.**

### 3.4 New Ottawa Official Plan (Anticipated 2022)

The New City of Ottawa Official Plan was adopted by City Council on November 24, 2021, as By-Law 2021-386. The Official Plan is currently under review by the Ministry of Municipal Affairs and Housing (MMAH) for Ministerial approval, and a response to the content of the Plan is anticipated in late 2022. Until such time that approval is granted, the New Official Plan is not yet in full force and effect. However, New Official Plan policies, as adopted, have been reviewed as part of the Site Plan Control application

The City has the goal of becoming most liveable mid-sized City in North America. By 2046, population is expected to hit 1.4 million. The City has drafted an Official Plan that is intended to create a flexible, resilient City where people want to live/work/play. The main thrust of the plan is to achieve more growth by intensification than by greenfield development.

#### 3.4.1 Transect Policy Areas

Schedule A of the Draft Official Plan divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

The subject property is in the **Inner Urban Transect**. The Inner Urban Transect includes the pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them. In the Inner Urban Transect, the City intends to support the development of large parcels and superblocks into fully urban districts and integrated neighbourhood centres, which includes the context of this site.

#### 3.4.2 Designation

Within each Transect, designations further articulate maximum building heights and minimum densities. The four designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighbourhoods).

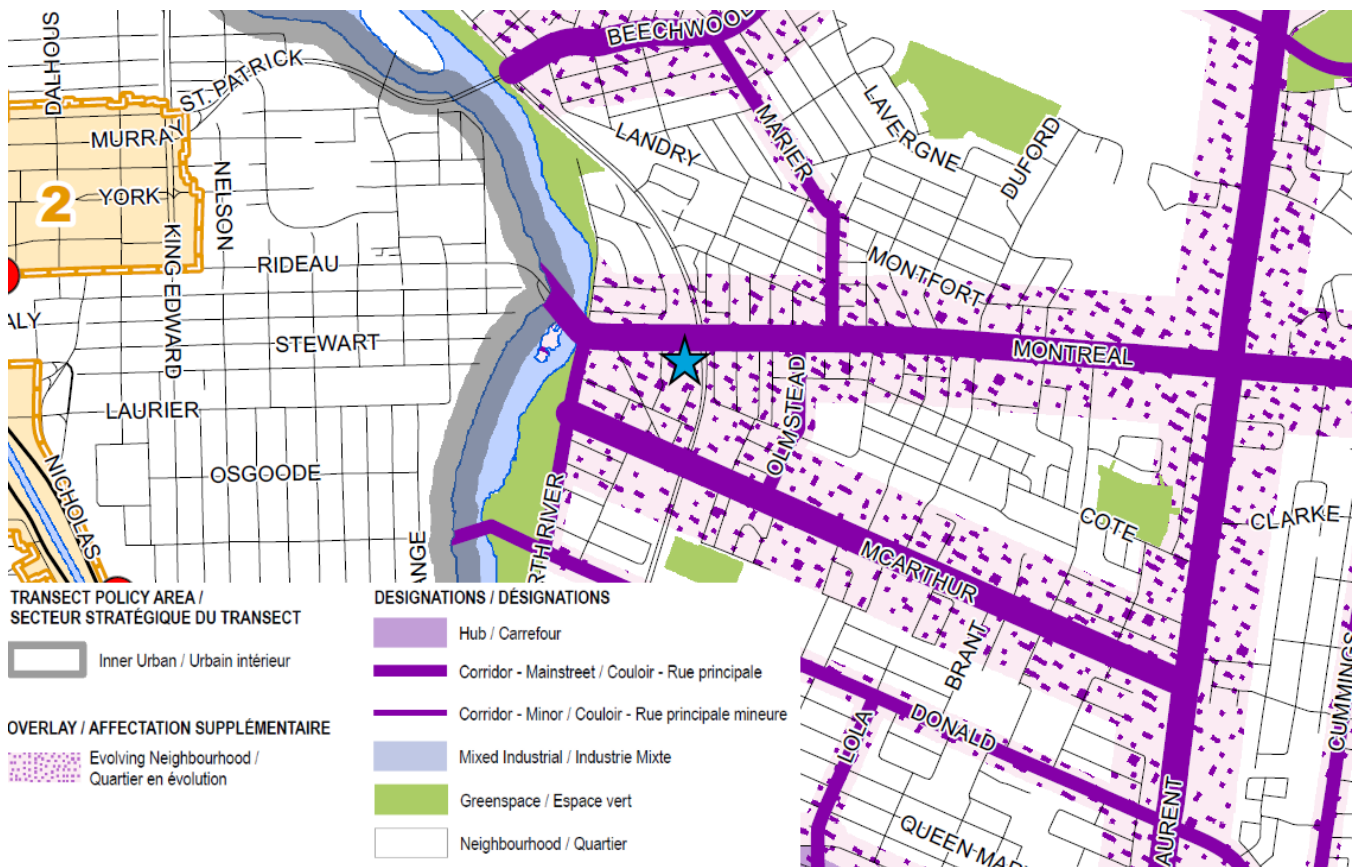


Figure 14 - Schedule B2 - Inner Urban Transect, Draft Official Plan

### 3.4.3 Mainstreet Corridor Designation

The subject property is proposed to be designated as a Mainstreet Corridor (Figure 14). The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors and Minor Corridors.

Along Mainstreets in the Inner Urban Transect, High-rise buildings (up to 40 storeys) are permitted on sites with a ROW wider than 30m, such as the Vanier Parkway, subject to appropriate height transitions, setbacks, and angular planes. It is noted that the wall heights directly adjacent to a street, and the heights of the podiums of High-rise buildings, where permitted, shall be proportionate to the width of the abutting right of way, and consistent with urban design objectives.

### 3.4.4 Evolving Neighborhood Overlay

The Evolving Neighbourhood Overlay is applied to areas within 150 metres of Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including a change in character from suburban to urban to allow new built forms and more diverse functions of land. The overlay is intended to provide opportunities to reach the City's growth management framework for intensification through the Zoning by-law by providing:

- / Guidance for a gradual change in character;
- / Allowance for new building forms and typologies, such as missing middle housing;

- / Provide direction to built form and site design that supports more urban built form patterns and applicable transportation modal share goals; and
- / Provide direction to govern the evaluation of development.

**The proposed development adheres to the direction of the Evolving Overlay by proposing an urban and compact built form and site design. The proposed development has been designed in a manner which reflects and considers the planned context for the area, including its proximity to surrounding buildings and rapid transit.**

#### **3.4.5 Urban Design**

- / Policy 4.6.2, Policy 3 states Development which includes a high-rise building or a High-rise 41+ shall consider the impacts of the development on the skyline, by demonstrating:
  - That the proposed building contributes to a cohesive silhouette comprised of a diversity of buildings heights and architectural expressions; and
  - The visual impact of the proposed development from key vantage points, in order to assess impact of national symbols.

**The proposed development complies with the view and scenic route policies of the New Official Plan as it will feature distinct tower designs that contribute to the City of Ottawa's cohesive skyline.**

- / Section 4.6.6, Policy 3 states Where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.
- / Section 4.6.6, Policy 4 states amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. The following amenity area requirements apply for mid-rise and high-rise residential:
  - Provide protection from heat, wind, extreme weather, noise and air pollution;
  - With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.
- / Section 4.6.6 Policy 9 states High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

**The proposed development matches the height profile typical throughout the anticipated in the Secondary Plan and Zoning. The towers make use of setbacks and articulation cuts to provide visual interest to the design while improving compatibility. Tower separation can be accommodated internal and external to the site.**

**While the proposed development will be evaluated under the current Official Plan it is important to note that it aligns with the density and height direction for intensification of the new Plan. The Official Plan Amendment relating to the Montreal Road District Secondary Plan will be applied to the revised version of this Secondary Plan as a site-specific policy. The intent and direction of the Montreal Road District Secondary Plan has been maintained from the previous version, however language is updated to coordinate with the terminologies of the new Official Plan.**

### **3.5 Urban Design Guidelines for High-Rise Buildings**

The Urban Design Guidelines for High-Rise Buildings were approved by Ottawa City Council in May 2018. These guidelines seek to highlight ways to:

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

The guidelines are to be used during the review of development proposals to promote and achieve appropriate high-rise development. These are general guidelines, and not all will apply equally in all circumstances. Each context will inform the application of, and the emphasis on, various guidelines. Specific site context and conditions will be considered in conjunction with these guidelines.

The guidelines are general, and are not to be used as a checklist for evaluating a proposal. In cases where specific policies are provided in a Secondary Plan or TOD plan such as this site, the area-specific policies have precedence. These guidelines have been developed to improve and enhance compatibility, transition, and livability, as well as to manage the relationship between high-rise buildings and nearby, buildings, streets, parks, and open spaces.

The proposed development achieves the following guidelines:

### **1 - Context**

- / No views or vistas will be affected by this proposal. The property is not identified as within a significant viewplane as per Annex 8A of the Official Plan
- / The guidelines require distinguishing between landmark and background buildings. The proposed buildings can be considered as landmark buildings given their prominent location, their role as part of views and vistas, and their contribution to the characteristics of the neighbourhood and the City more broadly.
- / A transition to lower-profile development is facilitated through building separation and orientation.
- / The site is an appropriately sized lot.
- / There are no nearby registered heritage assets to consider in proximity to this development.

### **2 – Built Form**

- / The proposed buildings have been designed with a distinctive base, middle, and top through use of materials including a high amount of glazing.
- / The proposed buildings, aside from Building A, which is considered mid-rise, are considered tower buildings. Consistent with the guidelines, towers are setback from the podium on appropriately sized floorplates which are adequately separated from one another.
- / The base of the proposed buildings are appropriately dimensioned given the width of the existing ROWs.
- / The ground floor of the base have been designed to be animated and highly transparent.
- / The middle sections of the towers will minimize shadow and wind impacts while providing an appropriate fenestration pattern and other architectural considerations.
- / The top sections of the proposed towers will integrate the mechanical penthouse into the building while contributing to the City skyline.

### **3- Pedestrian Realm**

- / Main pedestrian entrances are linked with a seamless connection to the public sidewalk in several areas.

- / Glazing is provided at the pedestrian and street level.
- / The majority of parking is located underground and accessed away from the public realm
- / Loading, servicing, and utilities will be screened from view.

**The proposed development meets the Urban Design Guidelines for High-Rise Buildings.**

### 3.6 Urban Design Guidelines for Development along Traditional Mainstreets

In May 2006, Ottawa City Council approved the Urban Design Guidelines for Development along Traditional Mainstreets. These guidelines serve to “provide urban design guidance...to assess, promote and achieve appropriate development along Traditional Mainstreets” with the objective to:

- / Promote development that will enhance and reinforce the recognized or planned scale and character of the street;
- / Promote development that is compatible with, and complements its surroundings;
- / Achieve high-quality built form and strengthen building continuity along Traditional Mainstreets;
- / Foster compact, pedestrian-oriented development that is linked to street-level amenities; and
- / Accommodate a broad range of uses including retail, services commercial uses, offices, residential and institutional uses where one can live, shop and access amenities.

**It is noted that only a portion of the site has direct frontage on a Traditional Mainstreet, where Building A is being proposed, and therefore the design guidelines of the Montreal Road District Secondary Plan and Urban Design Guidelines for High-rise Buildings will in some circumstances contravene or supersede the Traditional Mainstreet guidelines. Nonetheless, the proposed development achieves the broader objectives of these guidelines as follows:**

- / Guideline 1: Align streetwall buildings with the existing built form or with the average setback of the adjacent buildings in order to create a visually continuous streetscape.
- / Guideline 4: Use periodic breaks in the street wall or minor variations in building setback and alignment to add interest to the streetscape, and to provide space for activities adjacent to the sidewalk.
- / Guideline 6: Create attractive public and semi-public outdoor amenity spaces such as green spaces with trees, pocket parks, courtyards, outdoor cafés, seating and decorative pools or fountains.
- / Guideline 8: Design quality buildings that are rich in architectural detail and respect the rhythm and pattern of the existing or planned, buildings on the street, through the alignment of elements such as windows, front doors, cornice lines, and fascias etc.
- / Guideline 9: Ensure sufficient light and privacy for residential and institutional properties to the rear by ensuring that new development is compatible and sensitive with adjacent uses with regard to maximizing light and minimizing overlook.
- / Guideline 11: Use clear windows and doors, to make the pedestrian level façade of walls facing the street highly transparent, and locate active pedestrian-oriented uses at-grade.
- / Guideline 12: Set back the upper floors of taller buildings to help achieve a human scale and more light on the sidewalks.
- / Guideline 19: Locate front doors to face the mainstreet and be directly accessible from the public sidewalk.

**The proposed development responds to the Urban Design Guidelines for Development along Traditional Mainstreets by providing a building that includes a high level of architectural detail, including glazing, active entrances, open green space, and building stepbacks.**

# 4.0 Zoning By-law

## 4.1 Zoning Description

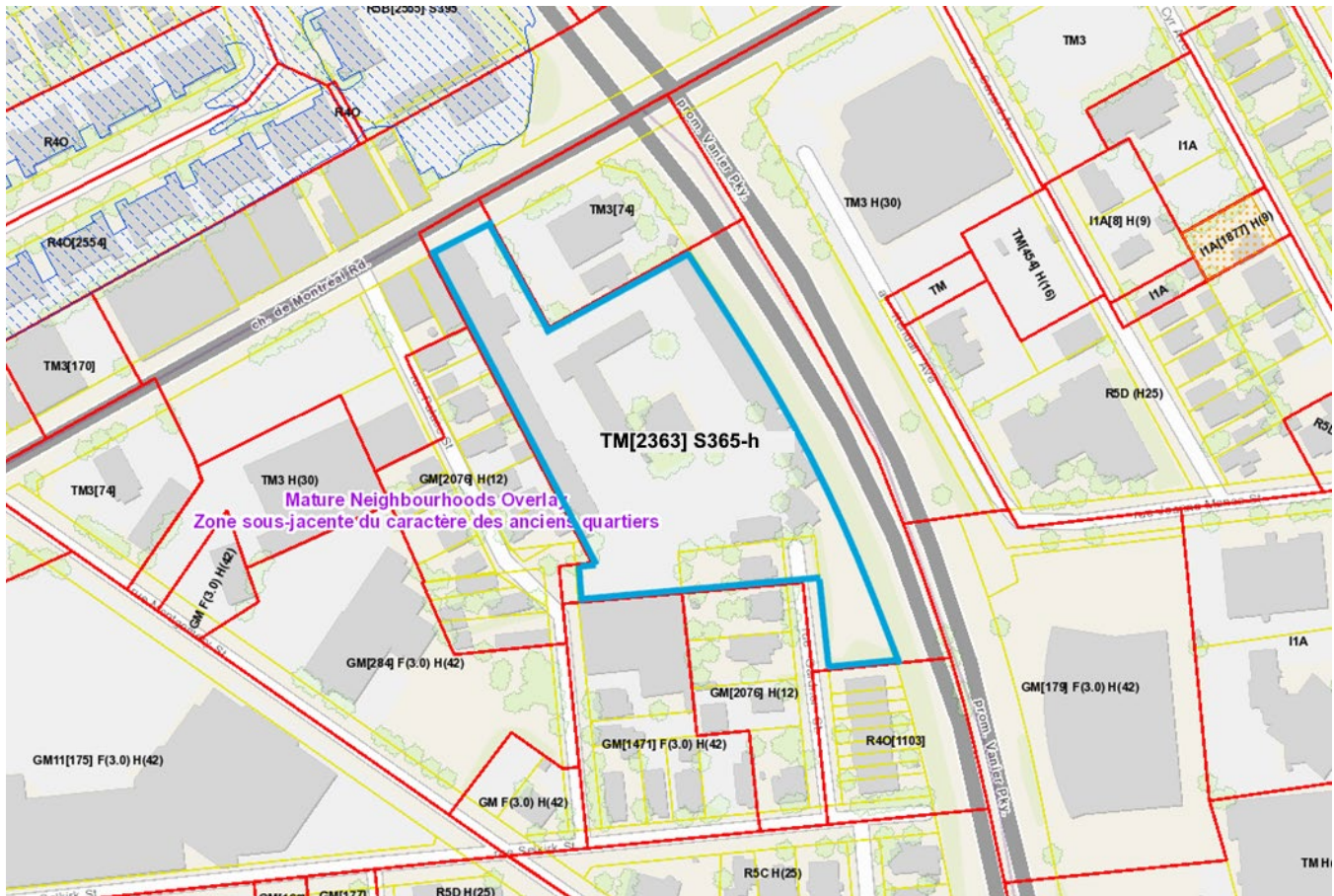


Figure 15: Zoning Overview

The site is zoned Traditional Mainstreet, Urban Exception 2363, Schedule 365, holding symbol, denoted as TM[2363] S365-h in the City of Ottawa Comprehensive Zoning By-law (2008-250) (Figure 15). The purpose of the TM zone is to:

1. Accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings but excluding auto-related uses, in areas designated Traditional Mainstreet in the Official Plan;
2. Foster and promote compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile;
3. Recognize the function of Business Improvement Areas as primary business or shopping areas; and
4. Impose development standards that will ensure that street continuity, scale and character is maintained, and that the uses are compatible and complement surrounding land uses.

Urban Exception 2363 has the effect of dramatically changing the provisions from the standard TM zone. The exception is summarized in the following table:

<b>Exception Number</b>	2363 (By-law 2022-178)
<b>Applicable Zone</b>	TM[2363] S365-h
<b>Additional Land Uses Permitted</b>	Apartment dwelling, high-rise
<b>Land Uses Prohibited</b>	All uses except existing uses until the holding symbol is removed
<b>Provisions</b>	<ul style="list-style-type: none"> <li>/ Maximum building heights and minimum required setbacks as per Schedule 365</li> <li>/ Table 197 does not apply</li> <li>/ The landscaping requirement when abutting R4 zones is 1.2 metres.</li> <li>/ For the purposes of Parts 4 and 5 of this By-law, all lands zoned TM [2363] S365-h are considered one lot for zoning purposes.</li> <li>/ Permitted projections under Section 65 are not subject to the maximum height limits of Schedule 365.</li> <li>/ The holding symbol may only be removed after the road closing is approved for the northern segment of Gardner Street.</li> <li>/ Provisions dealing with Section 37 of the Planning Act <ul style="list-style-type: none"> <li>o a. Pursuant to Section 37 of the Planning Act, height and density of development permitted in this by-law are permitted subject to compliance with all of the conditions set out in the by-law including the provision by the owner of the lot of the facilities, services and matters set out in Section (35) of Part 19 hereof, to the City at the owner's sole expense and in accordance with and subject to the agreement referred to in b. below of this by-law.</li> <li>o b. Upon execution and registration of an agreement or agreements with the owner of the lot pursuant to Section 36 of the Planning Act securing the provision of the facilities, services or matters set out in Section (35) of part 19 hereof, the lands are subject to the provisions of this By-law. Building permit issuance with respect to the lot shall be dependent upon satisfaction of the provisions of this by-law and in Section 37 Agreeebt relating to building permit issuance, including the provision of monetary payments and the provision of financial securities.</li> <li>o c. Wherever in this by-law a provision is stated to be conditional upon the execution and registration of an agreement entered into with the City pursuant to Section 37 of the Planning Act, the once such agreement has been executed and registered, such conditional provisions shall continue.</li> </ul> </li> </ul>

The zoning exception refers to Schedule 365 of the Zoning By-law (Figure 16) as defining the setbacks and maximum building heights for the property. These provisions are met by the submitted Site Plan.

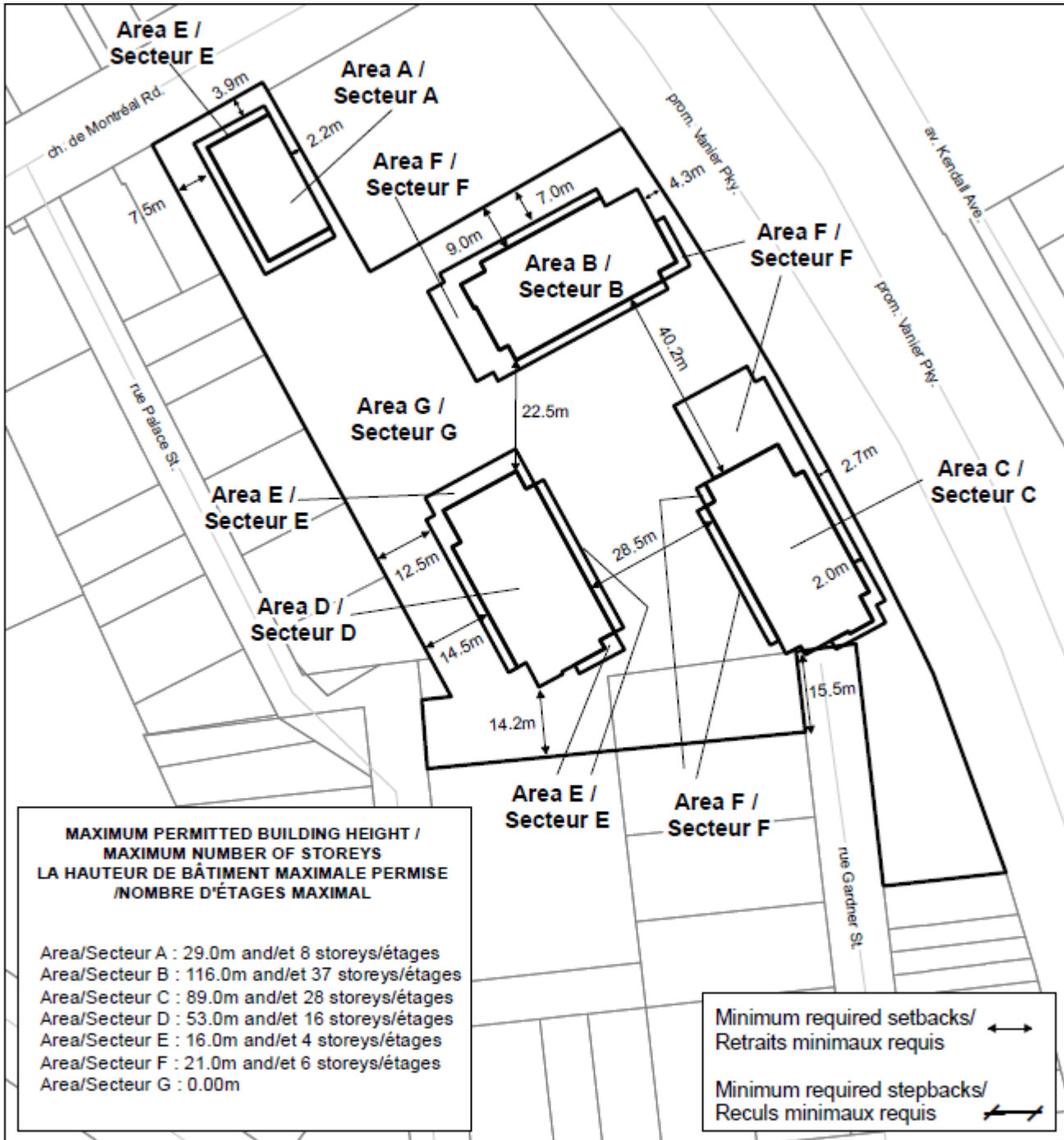


Figure 16: Schedule 365 of the Zoning By-law



The remainder of applicable zoning requirements are assessed in the following table:

<b>Zoning Table</b>			
<b>Landscaping Provisions for Parking Lots (Sec. 110)</b>		<b>Required</b>	<b>Proposed</b>
Not abutting a street; 10-100 spaces		1.5m	Complies
Areas not used for parking or buildings		Must be landscaped	Complies
Areas on the perimeter of the parking lot where it abuts a residential zone		Must be screened from view by an opaque screen with a minimum height of 1.5 metres	Proposed
All outdoor loading and refuse collection contained within a parking lot must be:		(a) located at least nine metres from a lot line abutting a public street;	Complies
		(b) located at least three metres from any other lot line; and	
		(c) screened from view by an opaque screen with a minimum height of two metres.	
<b>Parking Requirements (Sec. 101, 102, 106, 111)</b>		<b>Requirement</b>	<b>Proposed</b>
<b>Area X of Schedule 1A</b> 0.5 spaces/unit, less first 12 units (resident) 0.1 spaces/unit, less first 12 units (visitor)		Resident: 434 Visitor: 87 Commercial: 0 Total: 521	Resident: 734 Visitor: 87  Total: 821
<b>Vehicle Space Dimensions</b>		- Must be 2.6m-3.1m by 5.2m - Up to 40% of required parking aside from visitors spaces may be 2.4m x 4.6m	Complies
<b>Bicycle Parking</b> Residential: 0.5/unit Commercial: 1 per 250 m <sup>2</sup>		Residential: 458 Commercial: 1 Total: 459	Exterior: 30 Interior: 840 Total: 870
<b>Bicycle Space Dimensions</b>		Horizontal: 0.6m by 1.8m Vertical: 0.5m by 1.5m (max 50% of required spaces)	Complies
<b>Drive Aisle Width (Double Traffic Lane)</b>	Parking Lot	Minimum: 6.0m	6.0m
	Parking Garage	Minimum: 6m Maximum: 6.7m	6.4m
<b>Amenity Space Requirements (Sec. 137)</b>		<b>Requirement</b>	<b>Proposed</b>
<b>Total: 6m<sup>2</sup> per unit Communal: 50% of total required</b>		Total (915 units): 5,490 m <sup>2</sup> Communal: 2,745 m <sup>2</sup>	Interior Communal: 1,025 m <sup>2</sup> Outdoor Communal: 2,443 m <sup>2</sup>

		Private Outdoor: 2,129 m <sup>2</sup> <b>Net Communal: 3,636 m<sup>2</sup> (63%)</b> <b>Total: 5,765 m<sup>2</sup></b>
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## 5.0 Conclusions

It is our professional opinion that the application for Site Plan Control is appropriate, represents good planning, and is in the public interest.

The proposed development is consistent with the Provincial Policy Statement (PPS) by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area and contributes to the range of housing options available in the community.

The proposed development also conforms to the Official Plan's vision for managing growth in the urban area. The proposed development responds to the existing context by meeting the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.

The proposal follows an approved application for Official Plan Amendment the addresses the maximum heights noted in the Montreal Road District Secondary Plan. This amendment was approved based on satisfying the underlying urban design requirements for transition, tower separation, and compatibility noted both in Official Plan / Secondary Plan policies and in the applicable urban design guideline documents such that the additional height can be accommodated on the site.

The proposal also follows a Zoning By-law Amendment which applies a modified Traditional Mainstreet – TM zoning to the site; ensuring the facilitation of efficient development patterns of a suitable scale and density which are in keeping with the nearby zoning and planned neighbourhood context.

Supporting studies confirm that the proposal is functional and appropriate.

Sincerely,



Scott Alain, MCIP RPP  
Senior Planner