

Planning Rationale and Design Brief

Site Plan Control Application 300 Montgomery Street, Ottawa (2 Montreal Road & 3 Selkirk Avenue – Phase 3)

Maison Riverain Riverain Developments Inc.



Planning Rationale and Design Brief

Table of Contents

1.0	INTRODUCTION.....	4
1.1	Site Location	9
1.2	Background	12
2.0	DESIGN BRIEF	18
2.1	Proposed Development	18
2.2	Design Narrative	22
2.3	Summary and Response to City of Ottawa Policy and Design Guidelines.....	34
3.0	ZONING COMPLIANCE.....	37
4.0	REGULATORY FRAMEWORK, POLICIES and GUIDELINES.....	45
4.1	Provincial Policy Statement, 2020.....	45
4.2	City of Ottawa Official Plan, 2022	46
4.2.1	Montreal Road District Secondary Plan	46
4.3	Additional Guidelines and Policies	48
4.3.1	Urban Design Guidelines for Development along Traditional Mainstreets.....	48
4.3.2	Urban Design Guidelines for High-rise buildings.....	49
4.3.3	Bird-Safe Design Guidelines	50
4.3.4	City of Ottawa Section 37 requirements.....	51
5.0	MONTREAL ROAD & BROWNFIELD'S REDEVELOPMENT COMMUNITY	53
	IMPROVEMENT PLAN	53
6.0	CONCLUSION	54

List of Figures

Figure 1	<i>Master Plan approach (A-101B), prepared by RLA Architecture, and dated June 14th 2023</i>
Figure 2	<i>Site Plan – Phase 1 & 3 (A-101A), prepared by RLA Architecture, and dated June 14th 2023</i>
Figure 3	<i>3-D View Looking towards Podium from Parkland and Selkirk Street</i>
Figure 4	<i>Aerial View Google Earth©</i>
Figure 5	<i>Montreal Road (Road reconstruction)</i>
Figure 6	<i>North River Road</i>
Figure 7	<i>Selkirk Street</i>
Figure 8	<i>Montgomery Street</i>
Figure 9	<i>Rendering from Woodman Architect</i>
Figure 10	<i>Esso Site</i>
Figure 11	<i>Eastview Shopping Centre</i>
Figure 12	<i>Mural Artist David Yeatman</i>
Figure 13	<i>Existing mural on the exterior wall of the Beer Store</i>
Figure 14	<i>Montreal Road Revitalization Landscape Boards</i>
Figure 15	<i>Master Plan approach (A-101B), prepared by RLA Architecture., and dated June 14th 2023</i>

Planning Rationale and Design Brief

Figure 16	<i>Site Plan – Phase 1 & 3 (A-101A), prepared by RLA Architecture, and dated June 14th 2023</i>
Figure 17	<i>Landscape Plan, prepared by CSW, dated May 31st, 2023.</i>
Figure 18	<i>Context Plan, prepared by RLA Architecture, dated June 14th 2023</i>
Figure 19	<i>3D View looking south onto Montgomery Street towards internal connection</i>
Figure 20	<i>View of the proposed development from Montgomery Street</i>
Figure 21	<i>Perspective from the Cumming Bridge - (A-119B)</i>
Figure 22	<i>View of the proposed development from Selkirk Street</i>
Figure 23	<i>Conceptual lane animation, HOK</i>
Figure 24	<i>3D View Looking North on Montgomery – Phase 1 & 3</i>
Figure 25	<i>3D View #1 from the Ground Floor of the Podium for Tower 3 from Montgomery St</i>
Figure 26	<i>3D View #2 from the Ground Floor of the Podium for Tower 3 from Montgomery St</i>
Figure 27	<i>3D View Looking from Selkirk St towards Phase 3 with Mural</i>
Figure 28	<i>Zoning Schedule 441</i>
Figure 29	<i>Montreal Road District Secondary Plan</i>

List of Tables

Table 1	Response to Pre-Application Consultation Comments
Table 2	Urban Exception 2719 and Schedule 441
Table 3	General Zoning By-Law Provisions
Table 4	3 Selkirk Street
Table 5	2 Montreal Road
Table 6	Section 37 contribution

List of Appendices

Appendix A	Evolution of Design
Appendix B	City of Ottawa Official Plan Amendment 2 Montreal Road and 3 Selkirk Street
Appendix C	City of Ottawa Zoning By-law Amendment 2 Montreal Road and 3 Selkirk Street

Planning Rationale and Design Brief

1.0 INTRODUCTION

This Planning Rationale and Design Brief has been prepared by J.L. Richards & Associates Limited (JLR) on behalf of our client Riverain Developments Inc. in support of the Site Plan Control Application for the second phase of development at 2 Montreal Road and 3 Selkirk Avenue in Vanier, Ottawa. The second phase of development is municipally known as 300 Montgomery St and will include Tower C and a City owned Park. Please note, the subject property and development described in this planning rationale is known as “Phase 3” and will be referred to as “Phase 3” throughout the rationale, as it has been described similarly in the prior OPA/ZBA and SPC. It is proceeding as the “second” phase of the overall development, referring to the stage that comes after “first”, but will be known as Phase 3 in this rationale.

With their extensive experience in developing and redeveloping urban sites, Equiton & Main + Main have partnered to develop a mixed-use urban development with the goal of creating a high-quality urban environment at Vanier’s West Gateway. The overall development, referred to as “Maison Riverain”, will consist of three (3) phases. A Site Plan Control Application for Phase 1 has already been approved by the city and is currently under construction (conditional permit pending agreement). As mentioned above, the proposed development is considered as “Phase 3” (Tower C) in the master site plan but will be proceeding ahead of Phase 2 (Tower B). A third site plan application for Phase 2 will be submitted at a later date.

Figure 1 shows the Master Plan approach (A-101B), prepared by RLA Architecture, and dated June 14th, 2023.

Planning Rationale and Design Brief



Figure 1: Master Plan approach (A-101B), prepared by RLA Architecture., and dated June 14th, 2023.

As shown in the image above, the master planned mixed-use development will feature three-towers ranging in buildings heights and totaling an estimated 1,037 residential rental units. The base of Tower C is completed with a podium that incorporates the lobby, building servicing, residential units, amenity space and parking for both bicycles and vehicles. The podiums define the public realm found along each street frontage, the future City park, as well as the internal mid-block connection that provides vehicular and pedestrian access.

A Design Brief, as per the City's Terms of Reference is included as part of this rationale in support of this Site Plan. The Design Brief aims to demonstrate compliance with the recently approved zoning for the subject property, Official Plan policies and Secondary Plan. Council approved the rezoning of the subject property from Traditional Mainstreet Subzone 3, Maximum Height of 42 metres and General Mixed-Use Subzone 11, Urban Exception 175, Maximum Floor Space Index 3.0 and Height of 42 metres [TM3 H(42) and GM11[175] F(3.0) H(42)] to Traditional Mainstreet Subzone 3, Urban Exception 2719, Schedule 441 and Open Space [TM3 (2719) S441 and O1] in July 2021. The site-specific exception and zoning schedule allow for the development of an "Apartment Dwelling, High-Rise" with a variety of commercial uses.

Figure 2 below shows Phase 1 and 3 of development, which Phase 3 is considered the "subject property" for this Site Plan Control application.

Planning Rationale and Design Brief

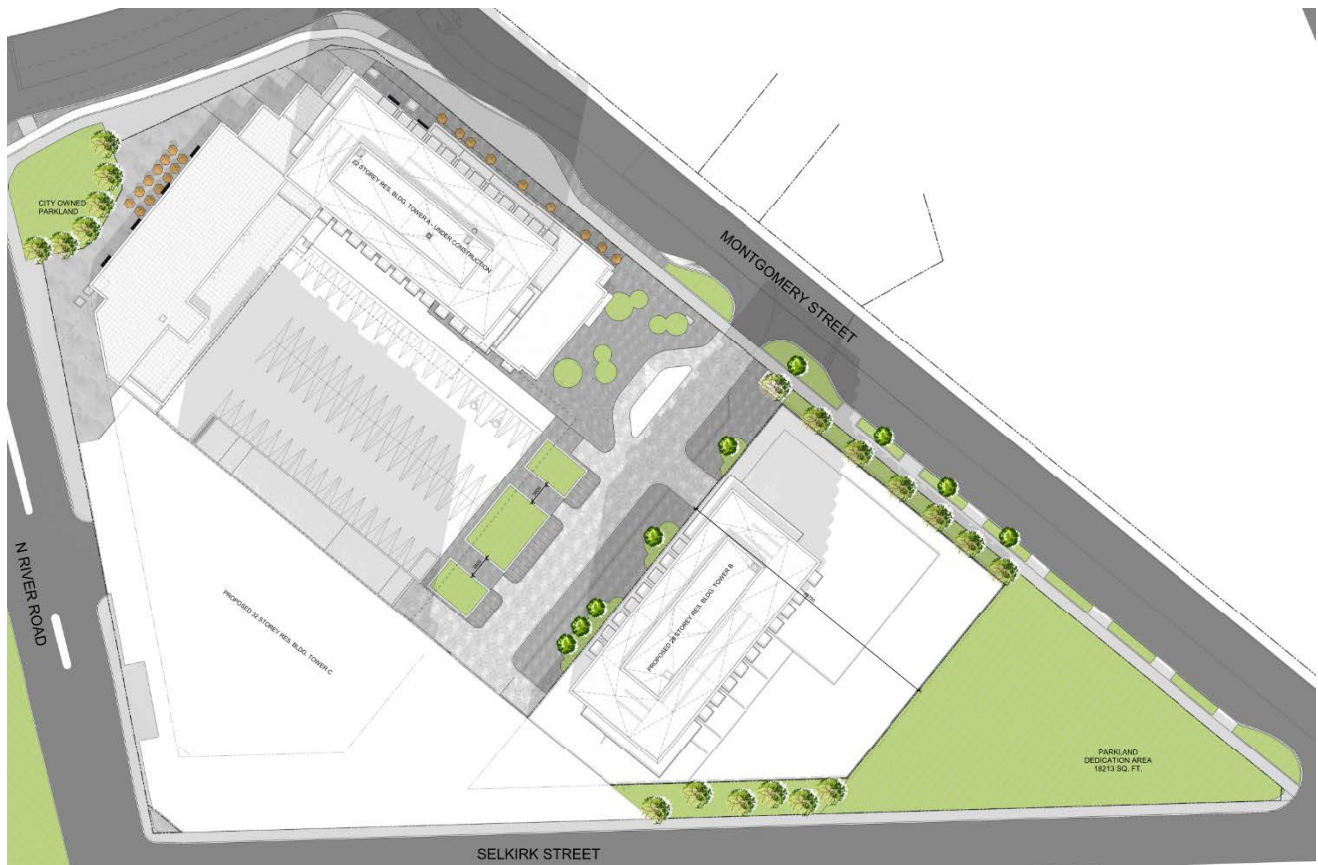


Figure 2: Site Plan – Phase 1 & 3 (A-101A), prepared by RLA Architecture, and dated June 14th, 2023.

One large park (approximately 1,694 sq m.) block will be dedicated to the City at the corner of Montgomery and Selkirk Streets, while the existing city owned parkland at the intersection of Montreal Road and North River Road will remain. The podium for the proposed Tower C will front onto the northern edge of the proposed park. This façade of the building will be enhanced to further enhance the corner of the site and the future park with creative design elements camouflaging the parking garage function.

Figure 3 below illustrates how the façade of the podium facing the future park will be activated to enhance the future public realm.

Planning Rationale and Design Brief



Figure 3: 3-D View Looking towards Podium from Parkland and Selkirk Street (D-115) prepared by RLA Architecture and dated June 14th, 2023.

In accordance with the Site Plan shown above in Figure 2, Phase 3 of development will consist of a 28-storey tower, called Tower 'C', and a podium that ranges in building height between 2-3 storeys and will include some 380 residential units. Specific to this Site Plan Application, the proposed development will also include an enhanced public realm, large indoor and outdoor amenity areas, underground parking (vehicle and bicycle), and internal servicing, which includes spaces for loading and waste management functions.

An enhanced public realm will consist of streetscape improvements along the perimeter of the site. The major enhancements of this part of the site will include a new cycle track along Selkirk St and the parkland dedication at the corner of Montgomery and Selkirk Streets. This new park will complement the existing public park at the corner of Montreal Road and North River Road. It has been requested by the developer that the City enters into a License of Occupation Agreement with them in order to use this area as a 'staging area' during the construction of Tower 'C'. This interim use is appropriate as will remove construction equipment and vehicles from abutting streets.

The previous OPA and ZBA applications, along with the Site Plan Control Application for Phase 1 of the site plan included extensive public consultation with City Staff and the community at large. This included several trips to the UDRP, community consultation with Councillor Fleury and members of the Vanier Community Association and several discussions with City Staff. City Staff have informed the Project Team the proposed site plan will be required to attend the UDRP for Phase 3.

Planning Rationale and Design Brief

As per the City's Official Plan, the subject property is found in the Inner Urban Transect Area, designated as Mainstreet Corridor with an Evolving Neighbourhood Overlay. It is also located in the Montreal Road District Secondary Plan. The proposed redevelopment conforms to the City of Ottawa Official Plan, 2022, by redeveloping an underutilized, former brownfield site into mixed-use high-rise buildings that promotes the concept of 15-minute neighbourhoods. The subject site is close to several parks, commercial and employment uses and is well served by multi-modal transportation. The proposed development puts urban design concepts at the forefront and enhances the existing public realm in the area, following the appropriate guidelines for mainstreet corridors and high-rise buildings.

This Site Plan Control application is accompanied by all the required plans and studies identified in the list received by our client following a pre-consultation meeting with City of Ottawa Staff for Site Plan Control, which took place on May 16th, 2023. The meeting notes and list of required plans and studies was received on June 12th, 2023. A complete first submission package includes the following plans and studies:

1. Site Servicing Plan, prepared by Lithos Engineering and dated June 14th, 2023.
2. Site Servicing Study, prepared by Lithos Engineering and dated June 14th, 2023.
3. Grade Control and Drainage Plan, prepared by Lithos Engineering and dated June 14th, 2023.
4. Stormwater Management Report / Brief, prepared by Lithos Engineering and dated June 14th, 2023.
5. Erosion and Sediment Control Plan / Brief – Lithos dated June 14th, 2023.
6. Road Reinstatement Plan, prepared by Lithos Engineering, dated June 14, 2023
7. Landscape Plan for Phase 3 of development prepared by CSW and dated June 13th, 2023.
8. Transportation Impact Assessment, prepared by Parsons and dated June 14th, 2023.
9. Site Plan, Phase 3, prepared by RLA Architecture and dated June 14th, 2023.
10. Shadow Analysis, prepared by RLA Architecture and dated June 14th, 2023.
11. Architectural Building Elevation Drawings, prepared by RLA Architecture and dated June 14th 2023.
12. Parking Plans, prepared by RLA Architecture and dated June 14th, 2023.
13. Planning Rationale / Design Brief prepared by J.L. Richards and Associated Ltd and dated June 14th, 2023.
14. Wind Analysis Addendum, prepared by Gradient Wind and dated June 14th, 2023.
15. Noise / Vibration Study Addendum, prepared by Gradient Wind and dated June 14th, 2023.
16. Phase I Environmental Site Assessment (ESA)* prepared by Paterson and dated April 22, 2019
17. Phase II Environmental Site Assessment (ESA)* prepared by Paterson and dated April 29, 2019
18. Geotechnical Study* prepared by Paterson and dated March 26, 2022
19. Plan of Survey, prepared by Annis O'Sullivan Vollebakk and dated Sept 13, 2022
20. Preliminary Waste Report prepared by Cini Little and dated June 5th, 2023.
 - **Resubmission from Phase 1 SPC Application*

As per Planning and Urban Design staff at the City of Ottawa, this Planning Rationale and Design Brief has been written to include further clarification, a full design brief section and

Planning Rationale and Design Brief

comparative zoning analysis tables. The proposed development implements the zoning that is currently in full force and effect for this property.

1.1 Site Location

The Subject Property is located in Vanier at 2 Montreal Road, 3 Selkirk Avenue, and 300 Montgomery Road, shown on **Figure 4**, previously the site of a former Esso gas station and recently demolished Eastview Shopping Centre.

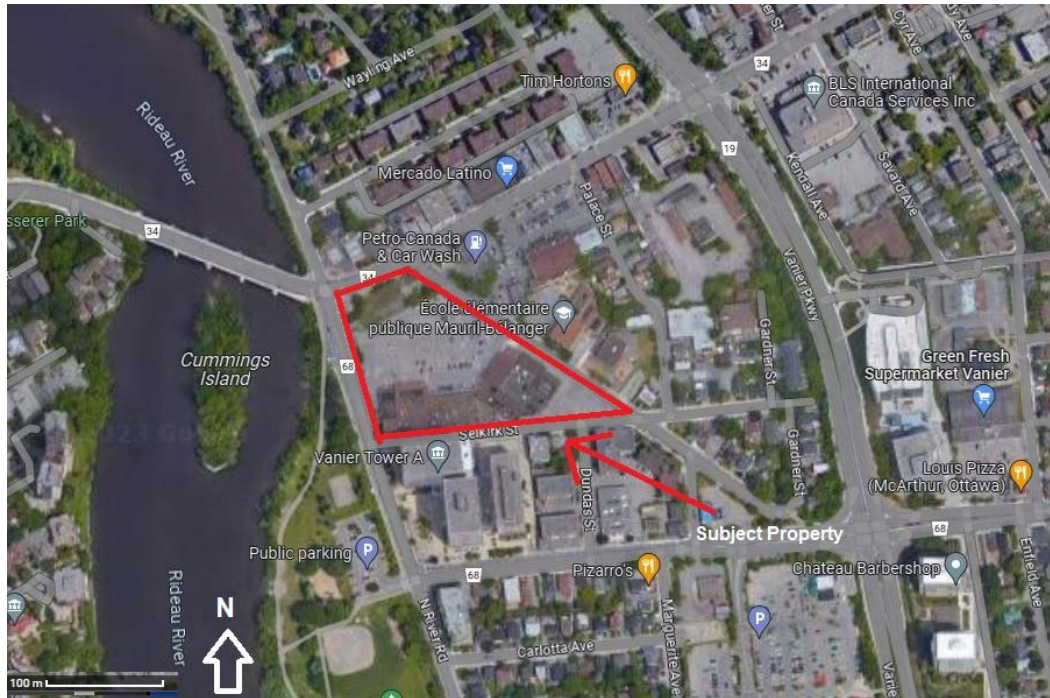


Figure 4: Aerial View Google Earth©

The subject property forms a complete block as you enter Vanier from Cummings Bridge. The site has a total area of approximately 8,839.5 m² with frontage along Montreal Road, Montgomery Street, Selkirk Street and North River Road.

The site is located at the West Gateway to Vanier along Montreal Road as you traverse Cummings Bridge and is connected to surrounding amenities and facilities in the area by sidewalks along all abutting streets.

A public multi-use pathway, owned and maintained by the City of Ottawa, runs adjacent the Rideau River in Riverain Park. A city-owned public park is currently found at the intersection of Montreal Road and North River Road.

This is a part of the Rideau River Eastern Parkway pathway system. The following pictures,

Planning Rationale and Design Brief

Figures 5 to 8 are views from all four abutting streets to the subject property.



Figure 5: Montreal Road (road reconstruction)



Figure 6: North River Road



Figure 7: Selkirk Avenue



Figure 8: Montgomery Street

Development in the vicinity of the site includes a number of mid-to-high-rise buildings. This infusion of height is incorporated into the planning for Montreal Road and Vanier Parkway as properties are being redeveloped.

Over time, it is expected that redevelopment will help to revitalize this area of the City.

Planning Rationale and Design Brief

An example of this can be seen at 112 Montreal Road and 314 Gardner Street (See **Figure 9**), which proposes redevelopment for three mixed-use high-rise buildings with an FSI of 3.71. The following was extracted from the Planning Rationale prepared by Momentum Consulting dated February 28, 2020 for this proposed development:



Figure 9: Rendering from Woodman Architect

“The site layout will be based on a three tower design with an 8 storey podium linking Towers A and B along the Vanier Parkway edge with Tower C being a free standing element on the westerly edge of the subject property. Towers A and B will be 19 storeys and Tower C will be 16 storeys. These buildings will be grouped around a central courtyard which extends out to Montreal Road with pedestrian and cycling access.”

In the background to this rendering one can notice Place Vanier. Place Vanier is a 3-tower (mostly office) complex located on North River Road. Built in the early '70s, this development consists of basic character (i.e. concrete panels) and failed to create a hospitable environment at the pedestrian level. Place Vanier represents a form of development that did not consider its integration with the street environment. This project proposed by Selkirk and Main Developments Inc. has recognized this limitation and has been developed in a manner that will provide for significant animation of the street fronting faces.

Planning Rationale and Design Brief

1.2 Background

This area once known as “Eastview”, was an amalgamation of little villages east of the Rideau River in Gloucester Township. The area became connected to Ottawa thanks to Cummings Bridge (built by Charles Cummings). Montreal Road was, and remains, its main street, where residents of this predominantly French enclave could find fresh produce and a variety of stores. The area was renamed in honour of Governor General Georges Vanier, in 1969.

The previous use at 2 Montreal Road, as shown on **Figure 10**, was a fuel station facility (White Rose then Esso). The property is now vacant. Paterson Group has completed a Phase 1 and 2 Environmental Site Assessment along with a number of groundwater sampling reports. Following site remediation in 2022, a Record of Site Condition is being completed and restrictive covenants will be registered on title.



Figure 10: Esso Site

The property at 3 Selkirk Avenue is known as “Eastview” Shopping Centre. This mall included a mix of commercial uses such as food, eating establishments, service and retail uses and a typical suburban scale large surface parking area. See **Figure 11** below for images that illustrate the mall before its demolition.

Planning Rationale and Design Brief



Figure 11: Eastview Shopping Centre

Two murals existed at the mall, located on the wall fronting Montgomery Street and the other facing North River Road. The mural was painted by artist David Yeatman, see **Figure 12**, depicted the Rideau Bank Cottage built in the late 1800's for veterinarian James Harris.

There are over 30 murals in Vanier's downtown. These murals began with the Vanier Business Improvement Association and a non-profit group called Public Art and were made possible by the federal Millennium Project grant and several provincial grants.



Figure 12: Mural Artist David Yeatman

Planning Rationale and Design Brief

Figure 13 below shows another existing mural that existed on-site.

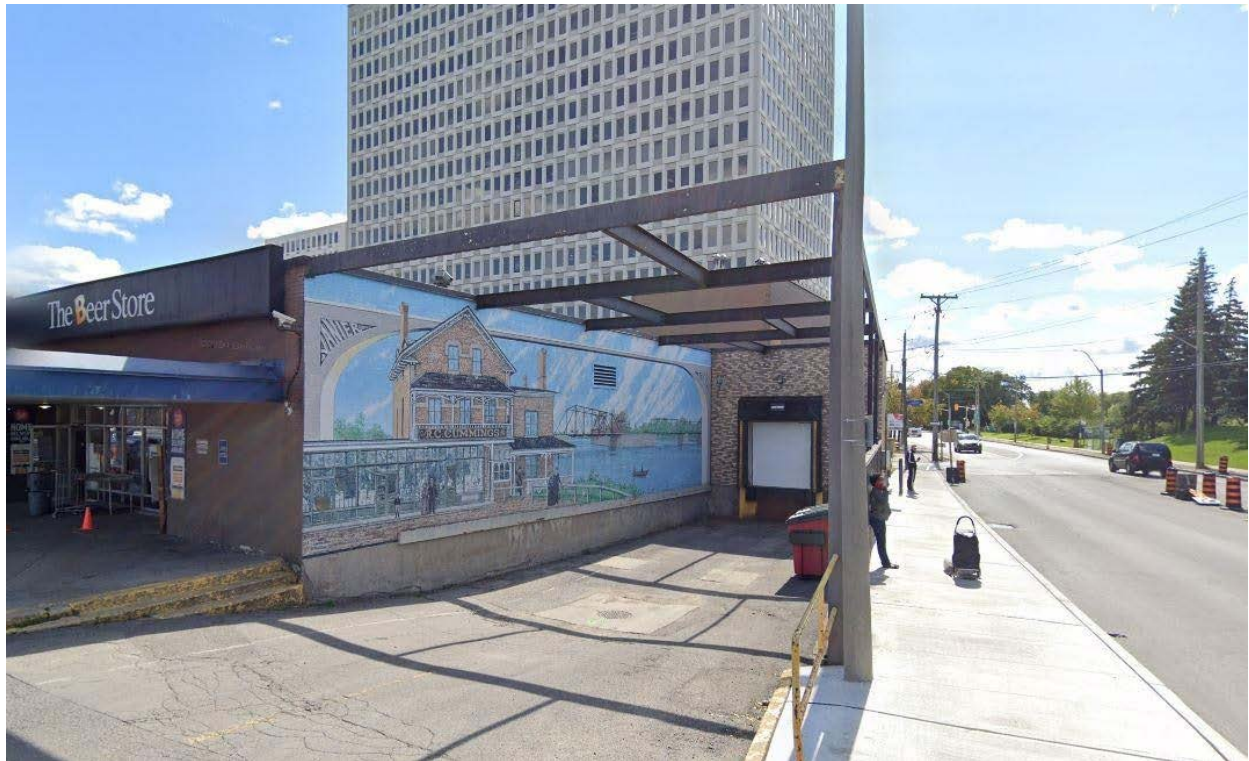


Figure 13: Mural on the exterior wall of the Beer Store before demolition

Vanier's murals mostly depict scenes from the history of the community.

In addition to various Master Plans and the Ottawa Official Plan and related Design Guidelines, various planning and engineering studies have been undertaken by the City with the assistance of the Vanier

Community, the Vanier Community Association, Quartier Vanier BIA, business owners, and other key stakeholders all with the goal of revitalizing this area into a vibrant neighbourhood.

Montreal Road District Secondary Plan

The objective of this Plan is to guide the development of the Montreal Road District. The main goals are to:

1. Foster development and redevelopment along the Traditional Mainstreets and Arterial Mainstreet which complements and improves upon the positive qualities of the existing character of the District.
2. Improve streetscaping along Montreal Road, McArthur Avenue, St. Laurent Boulevard and the Vanier Parkway.
3. Improve pedestrian, cycling and transit facilities throughout the District.
4. Provide open spaces or other areas for public functions, publicly accessible landscaped

Planning Rationale and Design Brief

open spaces and public art that reflects the history of the District.

Vision Vanier

The City of Ottawa, with the assistance of the Vanier Community, the Vanier Community Association, Quartier Vanier BIA, business owners, and other key stakeholders have been actively working together on revitalization projects for this area of Ottawa.

Vision Vanier was created with the goal of providing a coordinated and engagement approach to city projects for its residents, businesses, community associations and other key stakeholders.

According to the City, the goal of Vision Vanier is to “raise awareness, share information, gather feedback and affect positive change.”

Vision Vanier includes six (6) key city projects:

- Building Better Revitalized Neighbourhoods Vanier
- Montreal Road Community Improvement Plan
- Montreal Road Revitalization
- Vanier: Culture in Action
- Vanier Public Art Program
- Riverain Park Improvements

Building Better Revitalized Neighbourhoods Vanier

The Building Better Revitalized Neighbourhoods (BBRN) program has a goal of improving the health, vibrancy and liveability of priority neighbourhoods within the City of Ottawa. The program includes a wide range of revitalization strategies adapted to the neighbourhood. Priorities may include economic, social and cultural themes, land use planning, infrastructure, programs and services, parks and recreation as well as housing and support initiatives. Council’s approved BBRN “provides an action plan for short, medium and long-term initiatives that are key to improving the health and vitality of a community.” The following are various programs and/or initiatives that have developed under this Vision Vanier umbrella.

Montreal Road Community Improvement Plan

The CIP permits the City to provide financial incentives to property owners that will encourage urban renewal, promote the development of cultural assets, support businesses including not-for-profits and cultural organizations, contribute to making the city an attractive and business-friendly environment and encourage investment and expansion. This program will help to attract new businesses, support existing businesses, and nurture economic growth.

Planning Rationale and Design Brief

Montreal Road Revitalization

The City completed a lengthy detailed design process (Transportation Planning and Functional Design Study was finalized in June 2017 and Public Information Sessions were held in May 2019 to present the final design for the project) for the Montreal Road corridor and construction is expected to be finished in 2023.



Figure 14: Montreal Road Revitalization Landscape Boards

The ultimate vision for Montreal Road, as shown on **Figure 14**, is to construct a vibrant and welcoming main street with a well-balanced transportation network that will allow residents and businesses to thrive. To achieve this vision, the following renewal projects (estimated at \$58 million) are proposed:

- Bury overhead Hydro lines between North River Road and L'Église Street.
- Implement streetscaping features along Montreal Road, including but not limited to new street furniture, streetlights, trees, concrete sidewalks and paver stones.
- Review and improve bus stop and bus shelter locations.
- Replace the existing watermain between North River Road and St. Laurent Boulevard. Replace sanitary and storm sewers along certain sections of Montreal Road.

Planning Rationale and Design Brief

Culture In Action

The goal of the Vanier Cultural Revitalization Strategy – Culture in Action is to create a strategy to improve the quality of life of Vanier residents. This project began with a series of discussions with residents in 2019. In 2020 we will bring together, residents, cultural workers, organizations and all municipal services to create a powerful tool for sustainable development: a strategy to improve the artistic, heritage and cultural life of residents through incentives, partnerships, support programs, new governance and programming.

Vanier Public Art Program

The Vanier Public Art Program's goal was to develop a Public Art Plan for Montreal Road and the surrounding Vanier community. "Vanier's diversity, unique history and character requires a comprehensive, inclusive and planned approach to developing Public Art for Vanier and Montreal Road." Developed by Rebecca Carbin of ART + PUBLIC UnLtd, a public art plan, known as Vanier + Montreal Road Public Art Plan, was developed to reflect the community's unique character and diversity through innovative public art initiatives. The program will offer opportunities for artists to integrate art with revitalization projects.

Riverain Parks Improvement

The city has completed updates in Riverain Park to improve the safety and connectivity of transportation options for residents. The rehabilitation project included the resurfacing of the municipal parking lot, located in Riverain Park and the creation of a multi-use pathway along the south side of the parking lot. The multi-use pathway provides a connection between the river and the current pathway system along McArthur Avenue. The City continues its review of the park and the potential for a Master Plan has been discussed.

Planning Rationale and Design Brief

2.0 DESIGN BRIEF

2.1 Proposed Development

A Design Brief is required for this Site Plan Control application. The following sections of this Planning Rationale and Design Brief satisfy the City’s requirements for a Design Brief.

Riverian Developments Inc. are proposing the development of multiple residential towers and a considerable amount of ground floor retail space (mixed-use) with an enhanced public realm and a large parkland dedication at the intersection of Montgomery Street and Selkirk Street.

Figure 15 below shows the Master Site Plan (SP-2), prepared by RLA Architecture and dated June 14th, 2023.



Figure 15: Master Plan approach (A-101B), prepared by RLA Architecture., and dated June 14th, 2023.

Planning Rationale and Design Brief

The site layout will be based on a three-tower design with a separate podium for each tower. The podium for Tower A and B will front along Montreal Road and North River Road respectively. The podium for Tower C, the subject lands, will front along the public park on one side and the proposed mid-block connection on the other side. This mid-block connection will connect Montgomery and Selkirk Street, where drop-off areas and public realm amenities will be provided and entrances to underground parking and servicing areas will be internalized on-site.

Tower A is proposed to be 22 storeys, Tower B is proposed to be 32 storeys and Tower C is being proposed at 28 storeys. The Towers are separated by a minimum of approximately 22 metres (m) at the shortest distance, which will ultimately mitigate the shadow impacts on adjacent land uses.

For this Site Plan Application, the proposed development consists of Phase 3 of the Riverain development. The proposed development consists of a 28-storey “apartment dwelling, high-rise”, with a podium consisting of residential units oriented towards the mid-block connection to activate this space and parking. Based on the location of Tower C in the overall site plan being located further away from Montreal Road, Phase 3 does not contain any commercial uses in the podium. The commercial uses are located in the podium for Tower A fronting on Montreal Road where the majority of the pedestrian traffic will be located.

The concentration of the commercial and retail uses along the mainstreet, Montreal Road, strengthens this designation and the historic nature of Montreal Road and how it was originally envisioned by the City of Vanier. The transition from the mixed-used Tower A to residential nature of Tower C enhances the objectives of “mainstreets” while preserving the residential nature of the neighbourhood to the southeast of the subject site, where predominately residential uses are located. The location of the future park block, at the south-east corner of the site, creates a new focal point in the neighbourhood while providing an area of soft transition between the lively northeast corner of the site at Montreal Road and Montgomery Street and the quiet, local feel of the neighbourhood. This supports compatibility between the overall site and the proposed development’s relationship with its immediate surroundings.

Phase 3 of the Riverain development will also consist of large indoor and outdoor amenity areas; underground parking and internal access / servicing corridor, including spaces for loading and waste management. This area will be accessed from the proposed mid-block connection (laneway) that will be developed in Phase 1.

Figure 16 shows the proposed Site Plan for Phase 1 & 3 of the Riverain Development.

Planning Rationale and Design Brief

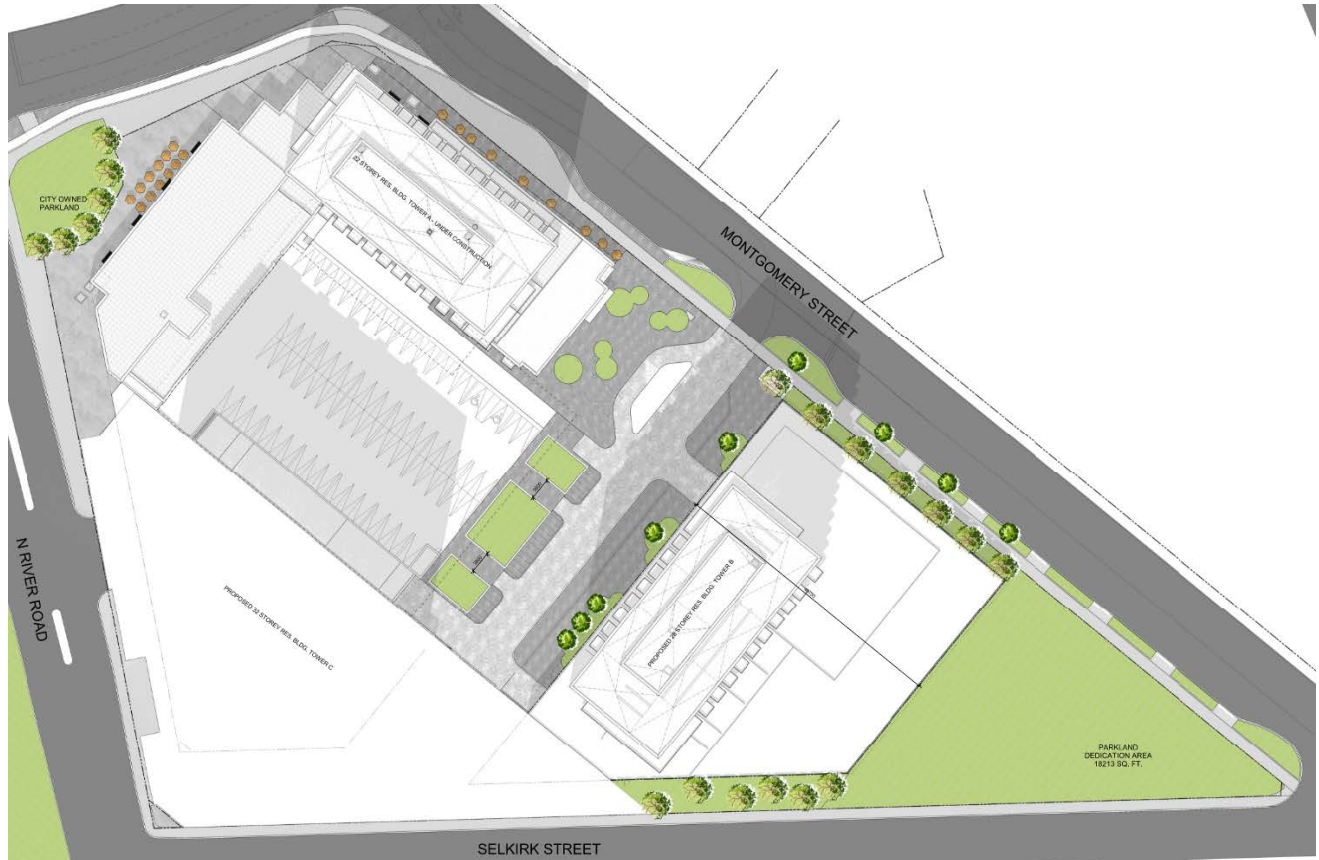


Figure 16: Site Plan – Phase 1 & 3 (A-101A), prepared by RLA Architecture, and dated June 14th, 2023.

The 28-storey residential apartment building, known as Tower C, will offer 380 rental units, including studios, one (1) bedroom units and two (2) bedroom units that range in size and style. As shown in the images presented above, an enhanced public realm will consist of publicly accessible outdoor amenity spaces in multiple areas; streetscape improvements along the perimeter of the site, including the new public park at the corner of Montgomery Street and Selkirk Street and enhanced façade of the podium to activate the streets along Montgomery and Selkirk Streets.

Phase 3 of the Riverain Development will be landscaped in accordance with the Landscape Plan and Tree Conservation Plan prepared by CSW Landscape Architecture, as shown in **Figure 17** below.

Planning Rationale and Design Brief

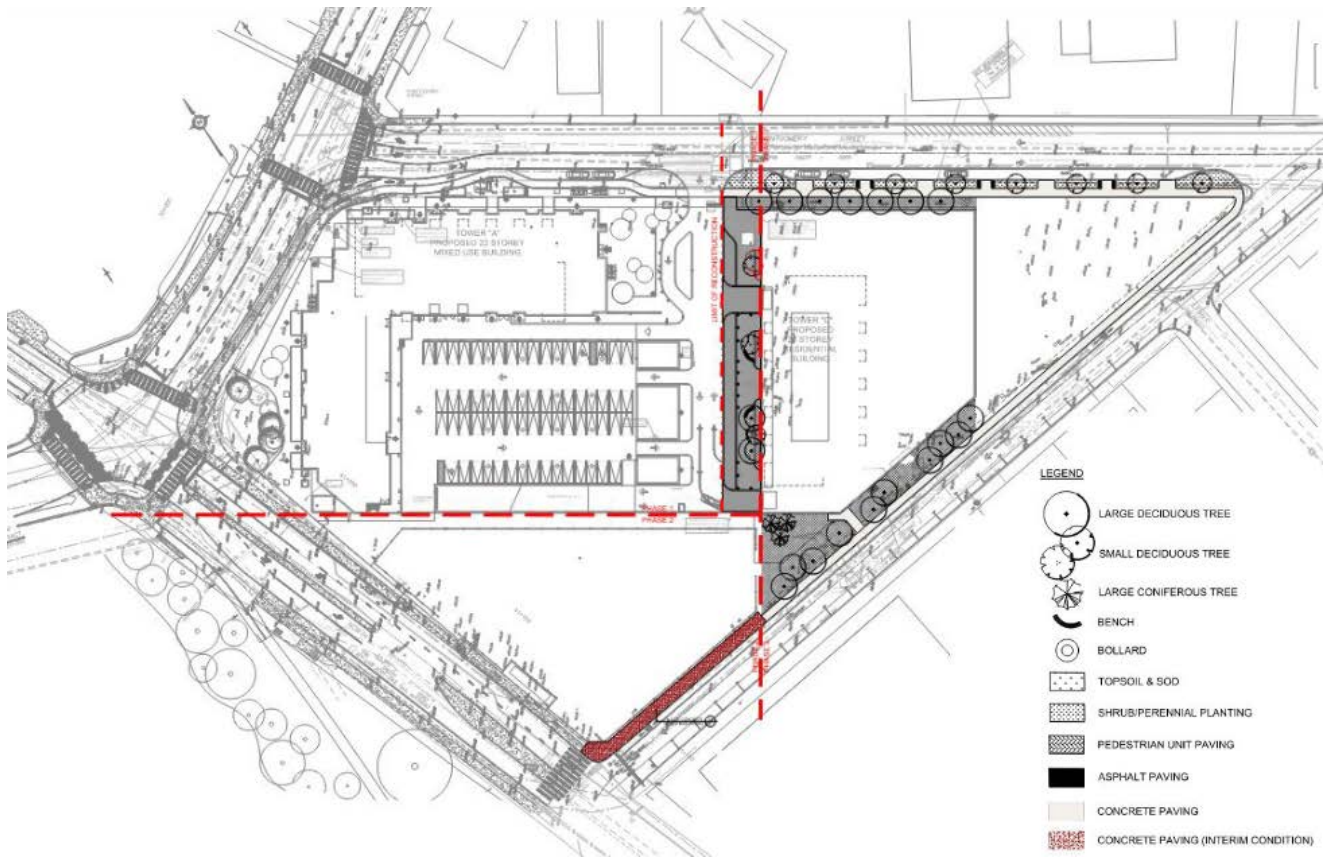


Figure 17: Landscape Plan, prepared by CSW, dated May 31st, 2023.

Through the mix of street tree plantings and greened areas, the proposed development seeks to establish a truly green gateway to the City’s east end. This theme of greener is furthered with the proposed public park at the corner of Montgomery and Selkirk, which will provide residents new access to green space not previously found in the neighbourhood. This will enhance the corner of the subject site and create a gathering place for the residents of this area. This space will be further activated with an enhanced façade on the proposed podium of Tower C.

Underground parking and building services will also be easily accessible. The internal mid-block connection (laneway) will be open to the public and generate seamless and safe on-site pedestrian and vehicular circulation, through delineated spaces.

A Zoning Comparison Table is provided in Section 3.3. of this Planning Rationale and Design Brief and shows the zoning requirements versus the proposed totals for parking, bike parking and amenity space: Phase 3 of the Riverain Development includes 310 parking spaces for residential use combined, 384 bike parking spaces are provided and 4,424 sq. m. of amenity space.

Planning Rationale and Design Brief

The following section was developed with the assistance of HOK architects with further refinements from RLA Architecture. **Appendix A** shows the evolution of the design since its first iteration. The designs being submitted by RLA Architecture respond to the initial comments made by City Staff at the pre-application consultation meeting and prior trips to the UDRP and comments made by the community, the councillor, and City staff to date.

2.2. Design Narrative

The proposed “Maison Riverain” development, as shown in **Figure 18** below, is guided by four underlying principles—goals.



Figure 18: Concept Plan (D-100), prepared by RLA Architecture, dated June 14th, 2023.

Planning Rationale and Design Brief

The **first** of these is the development of an appropriate West Gateway of the *Montreal Road District Secondary Plan*, including the ‘right-sizing’ of the development’s massing, from the standpoint of density, tower spacing, height variation, tower footprints, and human-scale street-level architecture.

The **second** is the creation of a pedestrian friendly site, insofar as there are multiple paths in and through it, for residents and members of the community; and vehicular impacts are minimized by the use of multiple entrances and exits, on all three streets, including dedicated spaces to accommodate commercial retail traffic, and visitors.

The **third** is the activation of the public realm—the urban street life—through a mix of commercial spaces, open space and parkland.

And the **fourth** is the preservation of views from existing buildings, as well as those from the development itself. What follows is a description of each.

Planning Rationale and Design Brief

1. West Gateway / Right-Sized Development

Urban development contributes to cities in two ways. First, they contribute to it at the scale of a pedestrian, whose success is determined by the lowest two stories of a development, above grade. Throughout the process for the Phase 3 SPC application, the relationship between the proposed development and the public realm has been strengthened, depicted in **Figure 19** below.



Figure 19: 3D View looking south onto Montgomery Street towards internal connection (D-122C), prepared by RLA Architecture, dated June 14th, 2022.

Planning Rationale and Design Brief

We have taken steps to set the towers back, to the extent that is practical, from the property line, so that the majority of the site's perimeter is no taller than three stories in height. The proposed podiums vary in height, but the "street wall" along Montgomery Street and Selkirk Street is only 2 storeys. The street wall conforms with the requirements of the zoning and defines the public realm.

Figure 20 (A-120A) below shows the relationship between the development of Phase 3 and Montgomery Street. Tower C, the proposed development on the subject lands, is on the left of the image.



Figure 20: 3D View of the proposed development from Montgomery Street (D-120B), prepared by RLA Architecture and dated June 14th, 2023.

Second, they contribute to it at the scale of the skyline. Here, unlike the street level, the relationship between towers, as well as their orientation, is paramount. We have oriented all buildings toward the primary 'gateway' entrance—Cummings Bridge. The tallest tower has been placed near the corner of North River Road and Selkirk Street to preserve the view of the sky and to create a better relationship between the northeast end of the site and the immediate

Planning Rationale and Design Brief

surroundings. The Tower located on the subject lands, Tower C, is proposed at a height of 28 storeys, is smaller than the tallest Tower, Tower B, but larger in height than Tower A. This creates appropriate transition from Montreal Road to the surrounding neighbourhood while preserving the skyline and complimenting the existing and proposed built form along Montreal Road.

In addition, we have oriented the two flanking towers in a way that their short façade faces the bridge, to minimize their apparent bulk, while the third tower's wide façade is visible. This variation creates additional (good) complexity, so that as people walk or drive around the site, the view of towers and sky continually change, as shown on **Figure 21**.



Figure 21: Perspective from the Cumming Bridge – (D-119B), prepared by RLA Architecture and dated June 14th, 2023.

It was important to us to ensure that similar to Phase 1, the tower for Phase 3 did not exceed 900 sqm and this tower was more than 20m from the towers in Phases 1 and 2, to conform to the City's High- Rise Guidelines.

Moreover, the proposed location of Tower 'C', with the wide façade facing towards Montreal Road, balances out the Tower A and B with their short façade viewable from Cumming Bridge and differentiate between the other two towers, while providing 'breathing room' that minimizes the apparent bulk of the project.

Planning Rationale and Design Brief

This was also the rationale for the whole development, which is why varying building heights have been proposed: to create a richer, more varied relationship between towers, because variation in height and orientation are inherently good principles for urban development.

As previously mentioned, Tower C does not contain any commercial uses in the podium of the proposed building. The majority of the commercial retail has been largely oriented to Montreal Road, to activate this space where the majority of pedestrian traffic will be. The façades of the podium in Phase 3 will be enhanced with a variety of architectural and design elements, including murals/artwork that will activate this space. These elements will reflect and play off the proposed public park, that is located at the south-east corner of the site. All together this will create a welcoming and interesting space for residents and pedestrians to interact.

Planning Rationale and Design Brief

2. Site Circulation

As provided in the Phase 1, Phase 3 will benefit from the mid-block connection between Montgomery St to Selkirk St. This will allow for pedestrians to move freely into, out of and through the center courtyard of the site, connecting Selkirk Street with Montgomery Street and provide the access to Tower C. New sidewalks along Montgomery St and Selkirk St will provide pedestrians with safe connections to and from the propose public park. This connection will be enhanced by this midblock connection, once all three phases of the project are completed. A new bike lane is proposed along Selkirk Street to connect users from the new public park and the Rideau River Pathway. **Figure 22** below demonstrates the relationship between Phase 3 and Selkirk Street, showing the mid-block connection that will be present between the podiums once all three phases are completed.



Figure 22: 3D View of the proposed development from Selkirk Street (D-121B), prepared by RLA Architecture and dated June 14th, 2023.

Planning Rationale and Design Brief

The interior private laneway (mid-block connection) will be designed to allow for the ease of traffic flow in and out of the site and, additionally, provide convenient access to interim surface parking stalls. A second portion of the underground garage will be constructed through Phase 3 of the Riverain Development, Eventually, once all three (3) phases are complete, vehicular traffic will be mitigated with the bifurcation of the parking into two garages that are separated above grade, while connected below: allowing for a multitude of options for entering and exiting the garages, onto the surrounding streets.

Ground-level layby parking stalls, as shown on **Figure 23** below, provided by Phase 1 of the development will provide convenience for all site-users. Any potential congestion that could be associated with residential drop-offs, pick-ups and waiting, has been alleviated through its internalization of all parking and servicing within the site.



Figure 23: Conceptual Lane animation, HOK (**Please note:** this image is only to intended to assist with visioning, the site plan has been updated and there are subtle changes in the design that differ from this image).

Planning Rationale and Design Brief

3. Enlivened Public Realm / Street Life

In the redevelopment of 2 Montreal Road & 3 Selkirk Street, prioritizing both site circulation and a friendly pedestrian experience was an objective of the Riverain Development from our client at the inception of the development. This experience is anchored through the variation of façade height along the three major street faces and creates an appropriate human-scale. Each of the proposed podiums for each Tower is proposed at the human scale, 2-3 storeys, that will help create an exceptional human-scale experience along each of the surrounding streets. Phase 1 of the development will contain the commercial uses found throughout the site and is a very important, first piece in the overall Riverain development, as it is closest to Montreal Road and anchors the development.

These commercial uses are also found along Montgomery Street, which lead the pedestrian experience further on this edge of the site to the mid-block connection and public park. This creates an exceptional human-scale experience along both Montreal Road and Montgomery Streets, leading users not only to these commercial uses, but the mid-block connection and the new public park. This creates the opportunity for human interaction throughout the site, not only in a commercial setting, but within the public realm of the street and park, oriented towards families and young children.

Open and accessible public-facing spaces along Montgomery Street have been intentionally provided throughout the site, which all place an emphasis on activating the public realm on these streets. Most notably the architect has added additional outdoor amenity space that is accessible to the public. This will benefit site users and nearby residents and workers.

The architect has also envisioned the façade of the podium in Phase 3 in one that can draw the attention of pedestrians. The use of architectural elements, artwork and informal sitting areas along Montgomery activates the space found between the building façade of Tower C and the abutting public realm. This ensures no blank façades are found within the proposed development, as shown in **Figure 24** below.

Planning Rationale and Design Brief



Figure 24: 3D View Looking North on Montgomery – Master (D-120B), prepared by RLA Architecture and dated June 14th, 2023.

These sitting areas will naturally blend into the public realm with the new sidewalk provided along Montgomery Street. These new areas will also compliment the proposed patios that were proposed in Phase 1 and create transition between the site while also creating distinct areas. This new public realm will be balanced out by the public parks located at the north-west and south-east corners of the site, acting as a focal point of connectivity and human-scale experience, enlivened building façades.

As previously discussed, the Landscape Plan prepared by CSW Landscape Architecture, Montgomery Street and Selkirk Street will be lined with tree infrastructure and landscaped areas. These areas provided increased greenery on the subject site and new sitting areas that will blend into the public realm, providing the opportunity to be enjoyed by residents and passerby's.

Parkland is proposed to be dedicated at the corner of Montgomery Street and Selkirk Street as seen in the Phase 3 Site Plan. In the future, this area will strengthen the corner of the site and soften the proposed development's relationship with its immediate surroundings, as it relates to the existing institutional and medium density transitioning to lower density housing forms found to the east of the site.

As proposed as a part of Phase 1 of the Riverain Development, a publicly accessible, pedestrian-scale courtyard will be found at the heart of the development between all three proposed Towers. As it will be completed with Phase 1, Phases 2 and 3 will greatly benefit from this space, which will be a focal point of the development.

Corner expression from the podium for Tower C will define the entrance to the site along Montgomery St, as seen in **Figure 25** below This will open the development visually and enhance safety through ground floor activation and an open amenity space that will be very welcoming to passersby's and visitors.

Planning Rationale and Design Brief



Figure 25: 3D View #1 from the Ground Floor of the Podium for Tower 3 from Montgomery Street (D-114), prepared by RLA Architecture and dated June 14th, 2023.

The design objective behind each private space has been carefully considered to ensure that the proposed development is inviting to the surrounding community, while providing an immediate gateway to the City's east end. The internal public space will help to enhance the aesthetic quality and increase the experience of the vehicular access to the site. In this way, the private spaces will be both community and destination oriented.

Regarding the idea for mural integration, the interpreted panelized murals were presented during the rezoning stage, with the intent of the mural(s) being options to consider providing visual interest throughout the redevelopment of the site. One of the areas considered for this, is the podium in Phase 3. As the podium will not contain any commercial uses, there will not be the same opportunity for activation of these spaces, as seen in Phase 1 using patios and storefronts. However, the façades of this podium will provide the opportunity for integration of existing murals previously found on the subject site and new murals to be designed based on the objectives of Montreal Road District Secondary Plan and the area of Vanier.

Each façade of the podium for Phase 3 that faces either the abutting streets or the future public park will be enhanced in their own unique way. As mentioned before, a variety of different architectural and design elements will be incorporated on the façades of the podium and will activate the space, similar to how the murals will. It is the intent of this phase to explore options to provide strong, visually appealing façade along façades of the podium during the Site Plan Approval process. **Figure 26** below provides another option of how the façade of the podium for Phase 3 could be designed to enhance the public realm along Montgomery Street.

Planning Rationale and Design Brief



Figure 26: 3D View #2 from the Ground Floor of the Podium for Tower 3 from Montgomery Street (D-114), prepared by RLA Architecture and dated June 14th, 2023.

The location, placement and dimension of any façade art or murals will be determined through further discussions with City Staff, the community and our Client, taking into consideration the ultimate building functionality and layout. Ensuring the mural/artistic expression is designed to avoid breaks for required fire exit doors, stairwells and mechanical exhaust will be considered. In addition, exterior landscaping elements will aim to complement the mural/artistic expression proposed, not to block or hinder. One possibility of mural integration within the subject site is seen below in **Figure 27**. The rendering prepared by RLA Architecture is from Selkirk Street and demonstrates how one of the existing murals that was located on the subject lands could be incorporated into the façade of the podium.



Figure 27: 3D View Looking from Selkirk St towards Phase 3 with Mural (D-115), prepared by RLA Architecture and dated June 14th, 2023.

Planning Rationale and Design Brief

4. Preservation of Views

It was important to the design team that the new development does not obstruct views currently enjoyed by the adjacent Place Vanier—the neighborhood’s current tallest development. The entire development is oriented to largely align with Cummings Bridge, as well as along Montgomery Street. Doing so allowed the taller existing buildings to continue enjoying their views, especially along Selkirk Street. This, too, will allow future residents of the proposed development to enjoy views of the Rideau River, and both the City Centre and the far-off Gatineau hills.

In studying this carefully, the spacing of the towers from one another, so that there is almost zero overlap of adjacent tower faces, allowed us to preserve the maximum number of ‘good’ views, while simultaneously minimizing the appearance of the site’s density. In other words, the maximum amount of sky and ‘breathing room’ were achieved with this strategy.

It was extremely important to us that the proposed design set the right tone for future densification: as a gateway; as the first major improvement of the Secondary Plan; as a good neighbor; as a pedestrian friendly, public-engaging, traffic-mitigating large-scale development; and as a quality piece of architecture, both at the scale of the pedestrian, and the scale of the skyline.

2.3 Summary and Response to City of Ottawa Policy and Design Guidelines

Throughout the OPA and ZBA applications as well as the initial Site Plan Application for Phase 1 of the development, several trips to the UDRP were required to ensure the compatibility and high quality of design for the proposed gateway feature. Specifically, for Phase 1, a design brief was prepared and presented to the UDRP on October 8th, 2021, and comments from the UDRP were sent shortly thereafter.

City Staff informed the Project Team at the Pre-Application Consultation meeting that Phase 3 would be required to present in front of the UDRP as well. The UDRP meeting has been schedule for July 7th. Feedback and comments from the UDRP will be incorporated into the second submission for the Phase 3 Site Plan Application.

The City of Ottawa planning and urban design staff also provided the meeting minutes and comments on June 12th, 2023, from the Pre-Application Consultation meeting. City staff identified design considerations that would need to be better explored in the conceptual design and explained in a revised Planning Rationale and Design Brief, including further explanation and rationale regarding the façade on the parking garage.

The City’s process and requirements for Site Plan Approval have been followed.

As per the feedback received from the Pre-Application Consultation meeting, **Table 1** below addresses the concerns raised by City Staff.

Planning Rationale and Design Brief

Table 1 – Pre-Application Consultation Comment	
Comment	Response
<i>Planning – Jean Charles Renaud</i>	
1.Ensure the design appropriately addresses the streets, as required under the Secondary Plan. Active entrances facing Montgomery and Selkirk on the podium should be explored.	Noted, additional rationale and renderings have been provided in this Design Brief to show conformity with the Montreal Road District Secondary Plan.
2.Please explore opportunities for affordable units and family-sized units.	Noted, the client will examine the possibility for affordable and family sized units.
3.Council will consider the Bill 109 implementation at its June 14, 2023, meeting. Assuming the reports and their recommendations are carried, development applications, specifically SPC &/or ZBLA files, received after June 14, 2023, would be required to conform to the new phased pre-consultation process.	Noted, the Client and Project team are aware of the new timelines proposed by Bill 109 for ZBLA & SPC application.
<i>Urban Design – Randolph Wang</i>	
4.The site is within a Design Priority Area and is subject to UDRP review. Given the status and readiness of this project, the UDRP review should take place at the pre-consultation stage. Please contact UDRP@ottawa.ca for submission requirements and submission details.	Noted, the Project Team will meet with UDRP and received feedback on the proposed development.
5.An Urban Design Brief is required. The City is currently updating the Terms of Reference, which is expected to be adopted by Council soon. Given the readiness of this project, and no second pre-consultation is anticipated, I will provide the customized Terms of Reference in a few weeks after the updated one is adopted. Please send me a reminder if necessary.	Noted. The Urban Design Brief/Planning Rationale has been written in following the previous Terms of Reference provided for Phase 1 of the SPC.
6.The design presented at the meeting generally follows the directions of the master site plan with respect to site plan layout and massing. However, I have significant concerns about the presence of the above-grade parking structure, which dominates the frontages facing Montgomery, Selkirk, and the new municipal park. While the parking structure has been included in the overall development scheme since its inception, throughout the process to date there have always been interest and attempts to activate these frontages by the introduction of grade uses and the installation of decorative elements. The attached pdf includes images of the applicant’s previous submissions to the UDRP (including the Focused Review of the UDRP). These images show the intention to introduce retail and other functions at the	This Design Brief along with the accompanying Architectural Package and Landscape Package demonstrate and explain how the podium on Phase 3 will be activated and designed accordingly. This includes public art, architectural elements, light animations and public-private space that will provide the podium with a unique design to reflect not only the overall site, but the Montreal Road District Secondary Plan and the old City of Vanier.

Planning Rationale and Design Brief

<p>Montgomery and Selkirk intersection as well as at the corners where the new mid-block street intersect with Montgomery and North River. Such intention should be carried forward and must not get lost in this phase of development.</p>	
<p>7. Please explore and implement effective and practical options to activate the frontages of the parking structure. For example:</p> <ul style="list-style-type: none"> a. Introduce communal uses, private amenity spaces, and/or grade-related residential units along Montgomery up to the new park. b. Incorporate public arts, such as murals, into the facades and/or screening structures facing the new park and Selkirk. c. The wall facing the park may be designed as an element for active recreation associated with the functions of the park, such as for climbing, ball playing, etc. d. Install green walls. e. Install light animations. 	<p>Noted, please see the submission package with the Site Plan and Renderings, as well as this Design Brief for further explanation/rationale on these items.</p>
<p>8. Considerations should also be given to the adaptability of the parking structure so that when the time comes, it may be converted to some other uses.</p>	<p>Noted, ongoing discussions with Civil and structural engineers for this possibility</p>

Planning Rationale and Design Brief

3.0 ZONING COMPLIANCE

This section of the Design Brief demonstrates zoning compliance with the approved zoning for the subject property and the applicable provisions of Zoning By-Law 2008-250, as amended. The Zoning By-Law Amendment was approved by City of Ottawa Council when they enacted by-law no. 2021-225 on July 7th, 2021. The Zoning By-law Amendment is now in full force and effect. See Document 3 and 4 – Zoning By-law Amendment in **Appendix C**.

J.L. Richards & Associates Ltd. had prepared a Planning Rationale final version dated February 12, 2021. The Planning Rationale included a review of the City of Ottawa Comprehensive Zoning By-law. It concluded that the proposed rezoning would conform to both the general intent and purpose of Zoning By-Law 2008-250, as well as the policies of Official Plan, 2003, as amended.

The Zoning By-law Amendment rezoned the subject property from Traditional Mainstreet Subzone 3, Maximum Height of 42 metres and General Mixed-Use Subzone 11, Urban Exception 175, Maximum Floor Space Index 3.0 and Height of 42 metres [TM3 H(42) and GM11[175] F(3.0) H(42)] to Traditional Mainstreet Subzone 3, Urban Exception 2719, Schedule 441 and Open Space [TM3 (2719) S441 and O1], to permit a three-tower mixed-use development. As reflected in Staff's recommendation to Planning Committee, which was later approved by Council, the intent of the rezoning was to allow for the future development of a three-phase development, each containing a podium and tower design, along with a new city-owned park. **Figure 28** below shows the approved Zoning Schedule (441).

Planning Rationale and Design Brief

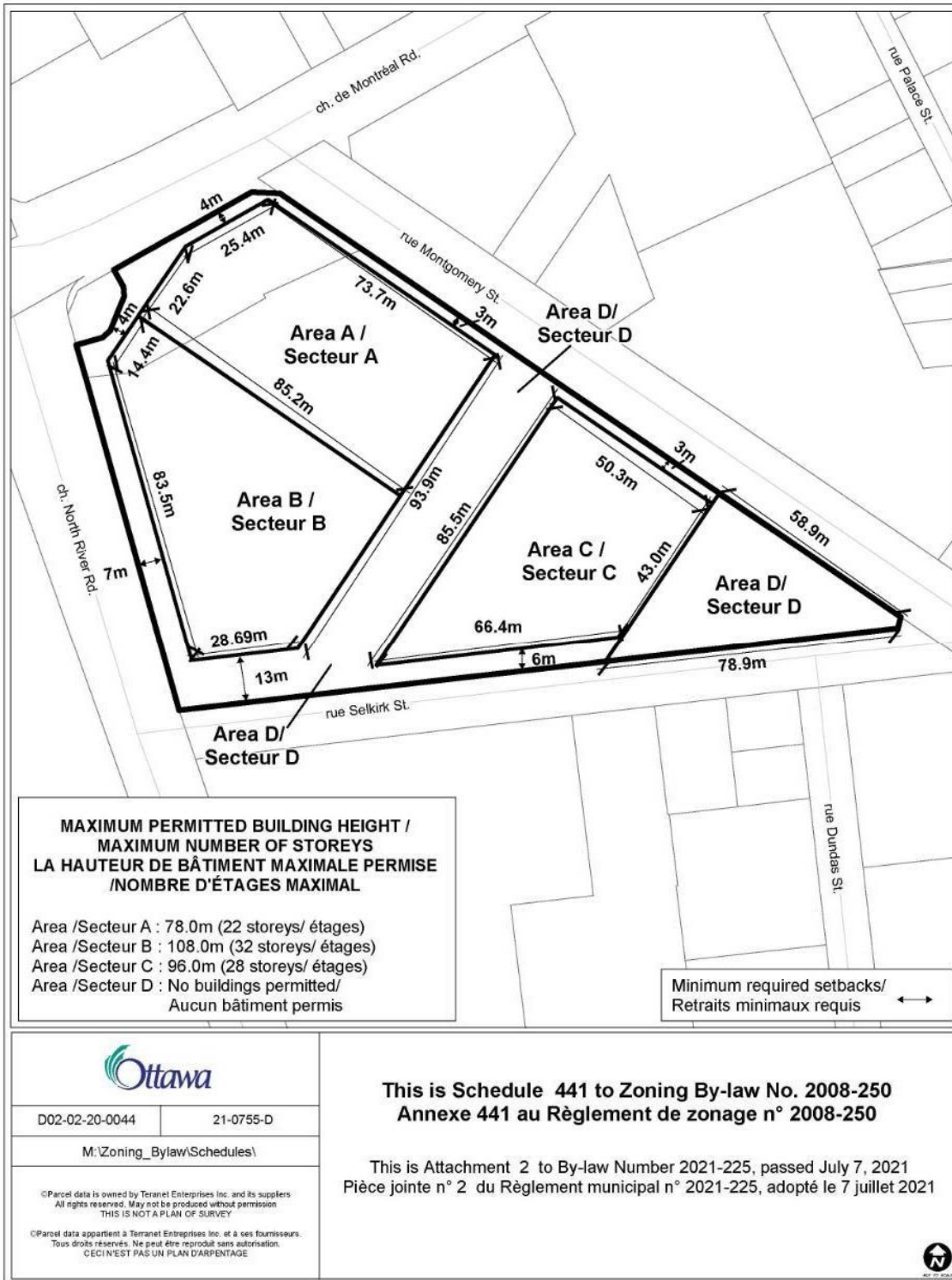


Figure 28: Zoning Schedule 441

Planning Rationale and Design Brief

Several site-specific exemptions were sought through the rezoning process in order to facilitate the development of the three towers on the subject site, including the adding of the permitted use of “Apartment Dwelling, High-Rise” and an increase in the permitted height to achieve the requested height. The whole lot is to be treated as one lot for zoning purposes and the area to be developed will ultimately function as one site. Separate site plan applications are being submitted for each of the three phases to ensure the functionality of the site and for the purposes of construction and financing.

The purpose of the TM Zone is as follows:

- *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;*
- *Foster and promote compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile;*
- *Recognize the function of Business Improvement Areas as primary business or shopping areas; and*
- *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.*

The proposed development follows the intent of the TM Zone as it accommodates a broad range of uses on the subject site by using a podium and tower design, as describe in the High-Rise Design Guidelines. This aligns with the mixed-use nature that are Traditional Mainstreets in providing a variety of service commercial and retail uses. The redevelopment of the site further enhances the public-realm along Montreal Road and the surrounding side streets, putting pedestrians first in the development. The proposed mid-block connection between Montgomery and Selkirk streets provides direct access to the site for all types of users win the area, while providing a pedestrian short cut through the site.

The proposed site-specific development standards provide the appropriate scale and massing of the proposed podium and towers to ensure the street wall is continued along Montreal Road, while providing an increase in density. The 2-3 storey podiums of each tower compliment the existing built form that is found along Montreal Road and enhance the existing character found in Vanier. The proposed commercial and residential uses on the subject site are compatible with the existing mix of uses that is found along Montreal Road. The additional residential density through the intensification of the subject site is compatible with the existing high-rise towers adjacent at Place Vanier with the specific placement and orientation of each tower.

Planning Rationale and Design Brief

The purpose of the O1 Zone is as follows:

- *Permit parks, open space and related and compatible uses to locate in areas designated as **General Urban Area, General Rural Area, Major Open Space, Mixed Use Centre, Village, Greenbelt Rural and Central Area** as well as in **Major Recreational Pathway areas and along River Corridors** as identified in the Official Plan; and*
- *Ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these land.*

The proposed development follows the intent of the O1 Zone as the proposed public park is located in the General Urban Area.

The proposed development meets the general purpose and intent of both the TM Zone and the O1 Zone.

We have conducted a review of the Master Site Plan, prepared by RLA Architecture and have compared it against the applicable zoning requirements. The proposed development will comply with all the relevant provisions in the Traditional Mainstreet Zone, and all the provision found in the City of Ottawa's Zoning By-Law 2008-250.

The following Site-Specific zoning provisions, stemming from Urban Exception 2719, apply to the development of the subject property:

- *Maximum Height and minimum yard setbacks as per Schedule 441.*
- *Maximum Floor Space Index – 3.7*
- *A maximum of one tower is permitted within Area A, B and C on Schedule 441.*
- *The subject lands are considered one lot for zoning purposes.*
- *Tower floor plate size shall not exceed 900 m².*
- *Minimum tower separation - 20m*
- *Buildings facing North River Road will at least 40% of the ground/floor or storeys facade consisting of clear glazing (window and door entrances).*
- *Section 111(8, 9, 10 and 11) do not apply with respect to Bicycle Parking Space Provisions.*
- *Stacked bicycle systems are permitted.*
- *Setback abutting an O1 zone – 0m*
- *Minimum width of landscaped area, abutting Selkirk Street: 3m*
- *Minimum width of landscaped area, all other cases: 0m*
- *Section 197(1)(d) does not apply to a parking garage located in area C of Schedule 441.*
- *Section 197(4) sub (c), (d) and (e) do not apply.*
- *Despite Section 197(13), the façade facing the main street must include at least one active entrance serving either residential or non-residential use occupying any part of the ground floor.*

Planning Rationale and Design Brief

- *Despite Section 101 and 102, a minimum of 35 spaces are required for a combination of visitor and non-residential parking.*
- *A temporary surface parking lot is permitted within Area A and Area B of Schedule 441 until such time as a building permit has been issued for that portion of the site.*
- *A temporary surface parking lot must be screened at grade from a public street through a combination of soft landscaping, required landscaped areas and/or fencing. Temporary surface parking may not abut Montreal Road.*
- *Minimum height of a building abutting Montreal Road in Area A and B of Schedule 441 – 10m or two storeys.*

Tables 2 below demonstrates compliance with the approved Zoning Schedule and all applicable zoning provisions, stemming from Urban Exception 2719 and Zoning By-Law 2008-250.

Planning Rationale and Design Brief

Table 2 – Proposed Development versus the standards of Urban Exception 2719 and Schedule 441			
Provision	Required	Proposed	Compliance
Permitted Use			
One (1) apartment dwelling, high-rise ¹ (tower) in Area A	-	✓	✓
Ground Floor Commercial	-	✓	✓
Zoning provisions as per Urban Exception 2719 and setback and height requirements as per Schedule 441			
Minimum podium height ⁽²⁾ abutting Montreal Road	2 storeys (10 m)	2 storeys (10 m)	✓
Maximum building height permitted in Area ‘C’ of Schedule 441	22 storeys (78 m)	22 storeys (78 m)	✓
Maximum building height permitted in Area ‘B’	32 storeys (108 m)	32 storeys (108 m)	✓
Maximum building height permitted in Area ‘C’	28 storeys (96 m)	28 storeys (96 m)	✓
Minimum setback from Montreal Road	4 m	4 m	✓
Minimum setback from Montgomery Street	3 m	3 m	✓
Minimum setback from North River Road	7 m	7 m	✓
Minimum setback from Selkirk Street	6 m	6 m	✓
Maximum Floor Space Index	3.7	3.56	✓
Maximum Tower Floor Plate	900 sqm.	900 sqm.	✓
Minimum tower separation	20 m	26 m	✓

Planning Rationale and Design Brief

Provision	Required	Proposed	Compliance
-Buildings facing North River Road will at least 40% of the ground/floor or storeys facade consisting of clear glazing (window and door entrances).	40%	40%	✓
Minimum width of landscaped area, abutting Selkirk Street:	3 m	6 m	✓
Minimum width of landscaped area, all other cases.	0 m	3m	✓
Setback abutting an O1 Zone	0 m	0m	✓
Parkland Dedication (10% for apartments).	1,694 sq m.	1,694 sq m.	✓

Tables 3 below demonstrates compliance with all other zoning provisions where no specific direction has been provided either through the site-specific zoning provision or Zoning Schedule.

Table 3 – Proposed Development versus the general provisions of Zoning By-Law 2008-250			
Provision	Required	Proposed	Compliance
Parking (Accessible Spaces Included)			
Minimum Residential (apartment dwelling, high-rise): 0.5 per dwelling unit	528	776	✓
Minimum Combined Visitor / Commercial Parking	35	66	✓
Total Parking	563	796	✓
Bicycle Parking			
0.5 spaces per dwelling unit	546	707	✓
1.0 per 250 sqm. of Gross Floor Area (Commercial)	8	19	✓
Drive Aisles			
Minimum Driveway Width	6.0 m	6.0 m	✓

Planning Rationale and Design Brief

Amenity Space			
6 m ² per dwelling unit for an “apartment dwelling, high-rise”			
Community Amenity Area (50% minimum)	3,024 m ²	3,230 m ²	✓
Other: interior spaces and private terraces / decks	3,024 m ²	3,640 m ²	✓
Total Amenity Space	6,048 sq m²	6,870 m²	✓

Based on **Tables 2** and **3** above, the proposed development complies with the applicable general provisions and zone standards in accordance with Zoning By-Law 2008-250.

In accordance with the Master Site Plan prepared by RLA Architecture, the proposed development is permitted “as-of-right” by the zoning in place.

Planning Rationale and Design Brief

4.0 REGULATORY FRAMEWORK, POLICIES and GUIDELINES

4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) was issued under section 3 of the *Planning Act* and came into effect May 1, 2020. The PPS provides policy direction on matters of provincial interest with regard to land use planning and development. Decisions made by all approval authorities in the Province on planning applications “shall be consistent with” the policies of the Statement.

The following is a brief commentary on the application regarding the policies of the Provincial Policy Statement.

Section 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses that are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion.

Section 1.1.3.6 indicates that new development should take place adjacent to the existing built-up areas.

Section 2.0 of the PPS calls for the protection of natural heritage, water, agricultural, mineral and cultural, and archaeological resources.

No natural heritage features have been identified on the subject lands. The site is on the City's Heritage Reference List. MTB has examined the recent identification of this site and its inclusion on the list. The Heritage Impact Assessment does not recommend preservation of the features identified and our client has completed the process of removal from the site.

Section 3.0 of the PPS requires that development be directed away from areas of natural and man-made hazards.

A Phase 1 and 2 Environmental Site Assessment has been completed. Site remediation will occur prior to redevelopment.

The Maison Riverain development proposed by Riverain Developments Inc. presents appropriate land uses and densities that make efficient use of the land and of the available infrastructure and public service facilities. This intensification project within an existing neighbourhood will make efficient use of an underdeveloped lot while minimizing the demand for additional lands; will permit and facilitate additional housing options within this neighbourhood; and is strategically located to allow residents to take advantage of recreational opportunities

Planning Rationale and Design Brief

(Riverain Park) and existing transportation infrastructure, services and facilities, as well as provide additional employment opportunities. Therefore, it is our opinion the proposed development is consistent with the Provincial Policy Statement.

4.2 City of Ottawa Official Plan, 2022

J.L. Richards & Associates had prepared a Planning Rationale to support both OPA and ZBA applications for the subject property, final version dated February 12, 2021. The Planning Rationale included a review of the City of Ottawa Official Plan, the Montreal Road District Secondary Plan (OPA 127), the Urban Design Guidelines: Traditional Mainstreets, and Urban Design Guidelines for High-Rise Buildings.

On July 7, 2021, Planning Committee recommend to Council to approve an amendment to the Official Plan, Volume 2a, Montreal Road District Secondary Plan for 2 Montreal Road and 3 Selkirk Street, with site specific policies and increased building height. See Document 2 – Official Plan Amendment in **Appendix B**. This Official Plan Amendment is now in effect.

In November 2022, the Ministry of Municipal Affairs and Housing approved the City of Ottawa, New Official Plan, 2022. The proposed development conforms to the policies of the new Official Plan, 2022, including the Inner Urban Area, Mainstreet Corridor Designation and Evolving Overlay.

4.2.1 Montreal Road District Secondary Plan

The subject site is located within the Montreal Road District Secondary Plan, as part of the West Sector of the Secondary Plan and within the boundaries of the West Gateway. The Secondary Plan was originally adopted in the City of Ottawa Official Plan, 2003 as amendment #127 on October 9th, 2013. The Secondary Plan was carried forward into the City's new Official Plan that was approved by the Minister in November 2022. Modifications were made to the Secondary Plan when it was readopted into the new OP to accommodate, further to the OPA/ZBA that was approved by City Council in July 2021. The general intent and purpose of the secondary plan and the major objectives remain the same for the district. **Figure 29** below shows a map of the secondary plan.

Planning Rationale and Design Brief

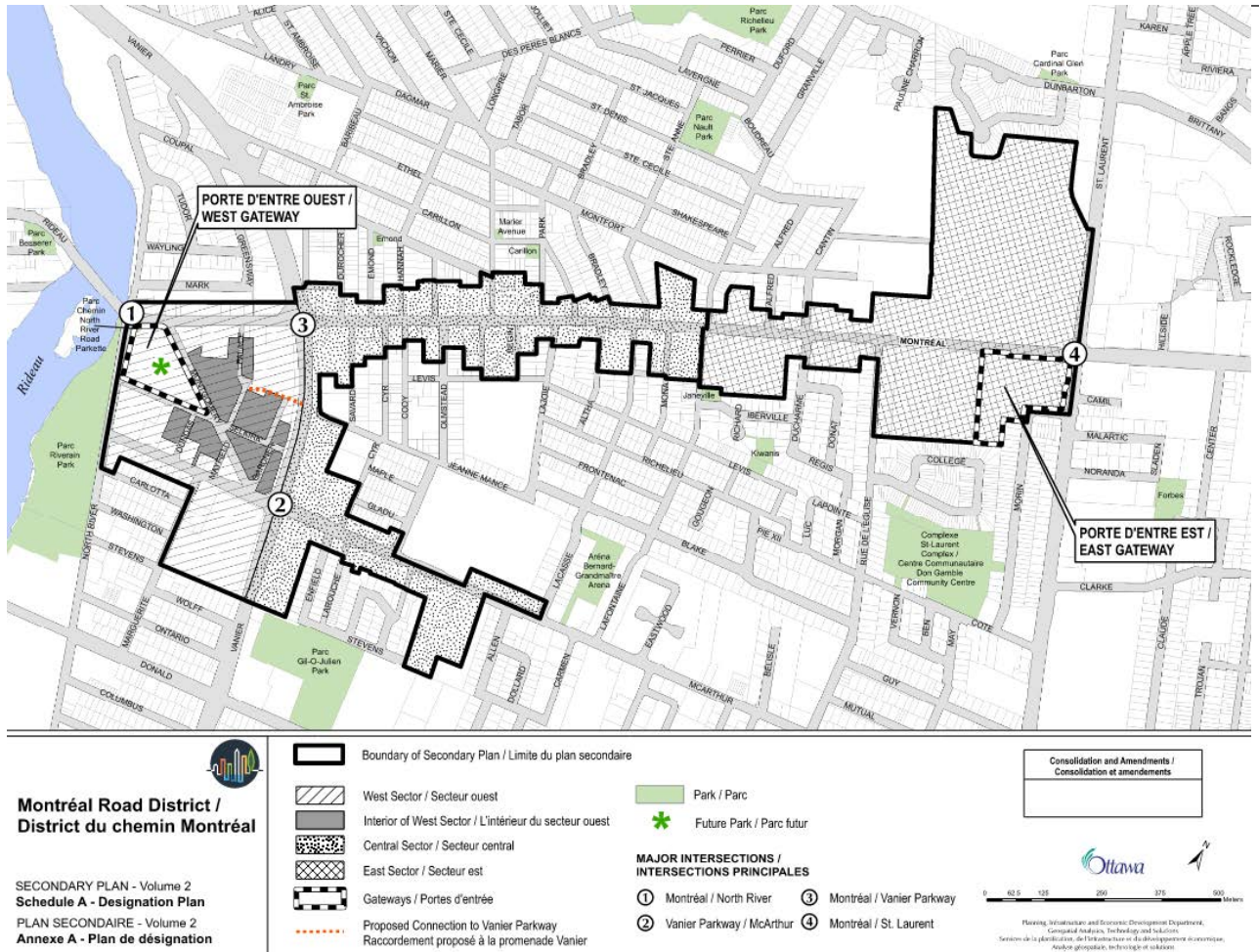


Figure 29: Montreal Road District Secondary Plan

As mentioned, the subject site is located in the West Sector of the Secondary Plan and located in the boundaries of the West Gateway. As included in the proposed development, the secondary plan notes a future park will be located on the subject lands.

As per Section 1.1, the main objectives of the secondary plan are as follows:

- Foster development and redevelopment along Mainstreets which complements and improves along the positive qualities of the existing character of the district.*
- Improve streetscaping along Montréal Road, McArthur Avenue, St. Laurent Boulevard and the Vanier Parkway.*
- Improve pedestrian, cycling and transit facilities to ensure safety and enhance mobility throughout the district.*
- Provide green spaces and other areas for public functions, publicly-accessible landscaped park spaces and public art, that reflects the history of the District.*

Planning Rationale and Design Brief

The proposed development conforms to the objectives laid out above by redeveloping the subject property, located on a Mainstreet, and improves the streetscaping along Montreal Road. New pedestrian infrastructure, in both sidewalks and private owned public space (POPS) is proposed to improve the public realm found in the secondary plan area, including Montreal Road. A new public park is proposed to provide increased green space and landscaped area, that is publicly accessible to all and reflects in the history of Vanier.

To conform to policy, 2.1 16) a), the proposed tower in Phase 3 will not contain any blank façades facing both Montgomery Street and Selkirk Street. As discussed in the Design Brief section of this report, the façades of the podium that face towards these streets will be animated appropriately including different architectural elements, lighting and artwork/murals that enhance the façade of the podium and create a visual interest for the public on Montgomery Street.

Further to this, policy 4 7) states that new buildings that face Montréal Road, North River Road or Montgomery Street will have windows and door entrances that will occupy at least 50% of the building façades. The building proposed as part of Phase 3 faces towards Montgomery and will have at least 50% of the façade be occupied by windows and door entrances. This policy similarly states that blank façades facing any street will not be permitted. The façades of the podium that face towards Selkirk Street will also be animated appropriately including different architectural elements and artwork/murals that enhance the façade of the podium and create a visual interest for the public on Montgomery Street.

Policy 4 13) supports further direction of the design of the site by stating the design of the site will include public art reflecting the history of the district and a park or privately-owned public space for use by the public. The façades of the podium facing towards the surrounding streets of Montgomery and Selkirk are animated through the use of murals/artwork along with architectural elements that create a visual interest for pedestrians. This design elements support the direction of the policies in the secondary plan of no containing any blank façades.

The proposed development conforms to the overall objectives and specific policies set out in the Montreal Road District Secondary Plan.

4.3 Additional Guidelines and Policies

4.3.1 Urban Design Guidelines for Development along Traditional Mainstreets

The Urban Design Guidelines for Development along Traditional Mainstreets were approved by Council in 2006 and their purpose is to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Traditional Mainstreets. These guidelines are to be applied throughout the City for all streets identified as a

Planning Rationale and Design Brief

Traditional Mainstreet within the Official Plan.

The following guidelines are relevant and are being achieved through the proposed development:

Guidelines 3, 4, 5 and 6 relate to sidewalks and adjacent areas along the frontage. The Montreal Road revitalization works includes a new sidewalk across the frontage. New sidewalks will also be constructed along Montgomery and Selkirk Street, as well as bike lane on Selkirk Street. Site lighting will be incorporated at time of Site Plan to animate the frontage. The entire frontage along Montreal Road will be designed as a gateway feature to encourage and facilitate pedestrian traffic into the development. The area will also be large enough to host community activities such as street markets and vendors.

Guideline 15 relates to access to sunlight. With the open amenity area along the frontage, there will be significant opportunities for sunlight to penetrate and make the area very suitable for seating and walking areas to further animate the Montreal Road frontage.

Guidelines 28 to 31 relate to landscape design and plantings. The smaller pocket parks, central courtyard design, landscaped podium and rooftop terraces and multiple pedestrian access points will allow for approximately 30% of the site to be soft landscaping features with significantly more trees. The existing vegetation along the edge of the subject site will be retained to the extent possible and enhanced or replaced with additional plantings in accordance with these guidelines. The new proposed public park at the corner of Montgomery and Selkirk streets will provide significant more green space for both residents and community members. This new park will complement the proposed courtyard features and balance the existing City-owned Park found at Montreal Road and North River Road.

Guidelines 37, 38, 40 and 41 relate to the placement and sharing of utilities; lighting types; and loading/service locations. The proposed development will have all loading and service functions shared and located underground. Pedestrian level lighting will be used to animate the central courtyard, small pocket parks and pedestrian access points to ensure safe and comfortable use.

4.3.2 Urban Design Guidelines for High-rise buildings

The Urban Design Guidelines for High-rise Buildings were approved by City Council on May 23, 2018. Per the City of Ottawa Official Plan, the proposed buildings are considered high-rise. The proposed development also meets the definition of a high-rise building in that it has three primary components that are integrated into the whole of the design: a base or podium; a middle or tower, and a top. The base is the primary interface with the city context of the street, people, and services. The tower is sized, shaped, orientated and clad to respond to functional and contextual requirements as well as the lifestyle of the residents. The top integrates the mechanical equipment and contributes to sky views.

Planning Rationale and Design Brief

The proposed development will introduce significant landmark buildings, which is a clear objective of the City's High-Rise Guidelines. Furthermore, the proposed buildings will be designed to provide an interesting form to implement the Guidelines for High Rises.

The City's urban design guideline objectives include the concept of compatibility and relationship between high-rise buildings and their existing or planned context. This site is identified for intensification and a mixed uses being located on the subject site. The proximity to employment, transit and a mainstreet all make this an appropriate site for high-density housing. This location also represents a perfect example of where higher density can be integrated into the community to provide housing in building with a unique form, which can add to the character of the neighbourhood. The architect has been able to integrate parking, services, utilities, and amenity areas into the design of the buildings, while creating a human-scaled, pedestrian-friendly streets along its edges and laneway connection. The frontage along Montreal Road will implement the City's intent to provide for an attractive public realm that contributes to liveable, safe and healthy communities.

The Guideline for High-rise Housing also promotes the development of high-rise buildings that contribute to views of the skyline and enhance orientation and the image of the City. The orientation of the three towers largely align with the Cummings bridge, the entrance to the Montreal Road Corridor and minimize the obstruction of views of the adjacent Place Vanier. As well, the spacing provided between the three towers is sufficient to where there is almost zero overlap of adjacent tower faces. Lastly, Tower C is oriented with the bulk of its façade facing towards Montreal Road, where it can be frame by Tower A and B with their shorter façades facing the bridge, framing the Site and Tower C. The variation in height and position of the Towers of the Riverain Development creates three distinct buildings and will provide a focal point at this West Gateway.

The design also includes the opportunity for street trees and has commercial units with direct access to the street to provide legible entrances and interaction with the street. This design contributes to making the building interact with the street.

The proposed development meets the intent of these design guidelines.

4.3.3 Bird-Safe Design Guidelines

The City of Ottawa adopted the Bird-Safe Design Guidelines in September 2020 to minimize the potential risks to birds during development process, including for site plan applications for high-rise residential buildings. The guidelines strive to provide awareness and education to developers to address bird collisions with the built environment, promoting measures to avoid or reduce the risks to birds.

Planning Rationale and Design Brief

The following key aspects have been considered in the development of Phase 3 of the proposed development:

- Treating glass to make it more visible as a barrier to birds;
- Eliminating design traps such as glass passageways or corners that are invisible to birds
- Designing landscaping to reduce the risk of collisions;
- Designing and managing exterior lighting to minimize impacts on night migrating or nocturnal birds; and
- Turning off or minimizing interior lighting, especially during spring and fall migration periods.

The City acknowledges that the Bird-Safe Design Guidelines should not have a significant impact on the affordability or timelines of the respective project. Other corporate standards or other design requirements may limit or preclude use of bird-safe glass or integrated protection measures in cases of small-scale commercial buildings (e.g. restaurant, retail pads). The proposed development meets the intent of these design guidelines.

4.3.4 City of Ottawa Section 37 requirements

In preparing the previous OPA/ZBA submissions for the Maison Riverain, the City of Ottawa's Section 37 requirements were reviewed. The term Section 37 refers to the section of Planning Act which allows the City to ask for benefits to construct, fund or improve facilities when a development requires a Zoning By-law amendment. This reviewed examined the entire subject site as one to determine if contributes were required because of the request for a Zoning By-law Amendment.

Based on this review, it was determined that no Section 37 contribution would be required. As the project has previously been approved under the previous Section 37 requirements and not the new Community Benefits Charge, any new contributes are not required for this Site Plan Control Application. The following provides the review of Section 37 and demonstrates how no contribution was required.

Section 4.1 of the City's Section 37 requirements states:

Section 37 applies to development applications on a city-wide basis, which meets the following development threshold:

4.4.1 a proposed building of at least 7,000 m²; and

4.4.2 where the requested density represents a minimum 25 per cent increase from the permitted as-of-right zoning.

This threshold avoids proposed building designs that increase the height by redistributing the as-of-right density in a way that is consistent with the City's Official Plan policies, and any applicable Secondary Plan, CDP and design guidelines.

Section 37 contribution has been calculated based on the as-of-right zoning for 3 Selkirk Street and 2 Montreal Road, as shown in **Tables 4, 5 and 6** below:

Planning Rationale and Design Brief

Table 4: 3 Selkirk Street

As of Right Zoning: **GM 11 (175) F(3.0) H(42)**

	sq.ft.	sq.m
Site Area	164,000	15,236
3x Density	492,000	45,708

Table 5: 2 Montreal Road

As of Right Zoning: **TM3 (H42)**

	sq.ft.	sq.m
As of Right Density Permitted	165,348	15,361

Based on the combined as-of-right density, shown in **Table 4** below, no Section 37 contribution is required.

Table 6: Section 37 contribution

Total Combined As-of-Right Site Density	657,348	61,069
25% Density Increase/Threshold	821,685	76,337
Total GFA Requested (Feb 12, 2021 Submission)	677,306	62,925
% Increase from As-of Right Density	3%	
S.37 Contribution Required?	No	

Planning Rationale and Design Brief

5.0 MONTREAL ROAD & BROWNFIELD'S REDEVELOPMENT COMMUNITY IMPROVEMENT PLAN

The Montreal Road Community Improvement Plan (CIP) provides incentives that would encourage property owners to redevelop their properties within the CIP Project Area whereas the Brownfield's Redevelopment Community Improvement Plan is designed to reimburse developers the cost of remediation and rehabilitation.

The Montreal CIP has several objectives, ranging from housing affordability to culture and art while the Brownfield CIP is focused primarily on decontaminating urban sites.

Property owners undertaking brownfield redevelopment projects, who also wish to apply for grants under the Montreal Road CIP, shall be permitted to apply and, if eligible, to receive grants under both CIPs. The tax increment, however, can only be granted through one program and the total grant commitment amount shall not exceed the lesser of fifty per cent (50%) of the eligible costs for the project of five million dollars (\$5,000,000).

The subject property received Council approval for both a Community Improvement Grant and the Brownfield Remediation Grant to the combined maximum of \$5M.

Planning Rationale and Design Brief

6.0 CONCLUSION

It is our professional opinion that the proposed development is appropriate and will implement the Zoning By-Law Amendment and applicable guidelines and policies while achieving our client's specific design philosophy of creating a high quality mixed-use urban development.

The goal being to transform Montreal Road's West Gateway into a high-quality urban environment by accommodating significant mixed-use intensification. The principles of the site design evolve around the importance of view planes in the design, varying building heights, tower plate size providing efficiencies yet building separation providing a sense of openness, commercial orientation towards Montreal Road and Montgomery Road.

The work done by Parson's has confirmed that the existing road network can accommodate the development and the proposal will provide an appropriate level of bicycle parking. The pedestrian connectivity supports the intent of the Transportation Master Plan by providing access to the existing bus stops near the site.

The Infrastructure Master Plan has been examined by Lithos Group and they have confirmed that the current sanitary and water systems can accommodate this development. The storm sewer design will provide for appropriate levels of controls in accordance with the City and Rideau Valley Conservation requirements.

Based on the Master Site Plan and the Phase 3 Site Plan, both prepared by RLA Architecture and both dated June 14th, 2023, the following policies from the Montreal Road District Secondary Plan will be achieved:

- Proposed development is designed to frame the green space and the Rideau River on the west side of North River Road. Details of the landscaping approach have been provided: the site will be adequately landscaped in accordance with all requirements.
- The design includes a mixed-use podium ranging between 2-3 storeys (10+ metres in height), which frames the existing public park at the intersection of Montreal and North River. This podium provides a "street wall" along Montreal Road which will complement the existing and proposed built form along Montreal Road.
- Set back from the edge are three (3) podiums supporting three (3) towers with varying building heights to reduce shadowing impacts on the low-rise residential area to the north and east.
- It is envisioned that this proposed development will serve as a pre-cursor for redevelopment / intensification along this stretch of Montreal Road in accordance with the intent of the Secondary Plan.

Planning Rationale and Design Brief

- The approved amendment to the Secondary Plan permits the proposed building height up to a maximum of 32 storeys (Area B), 28 storeys (Area C) and 22 storeys (Area A). The proposed towers match the as-of-right building heights.
- A shadow, wind and noise study has been completed in support of the proposed development.
- The proposed buildings that will front Montreal Road and Montgomery Street are proposed to have window and/or door entrances that will occupy at least 50% of the building façades. A slight reduction to 40% was approved for the North River Road frontage but is justified with the use of alternate design elements / features to avoid blank walls.
- The proposed building façades that face towards the surrounding streets do not contain blank façades and have been animated through the use of murals/artwork along with architectural elements and lighting that create a visual interest for pedestrians.
- The podium which fronts onto Montreal Road and North River Road is between 2-3 storeys and less than six storeys. The proposed commercial podium along Montreal Road will form a “street wall” and complement the existing and proposed built form along Montreal Road.
- As permitted by the zoning, the proposed high-rise buildings will have a floor plate of approximately 900 m². The intent of limiting the floor plates to generally 900 m² in the Secondary Plan was to ensure new high-rise buildings (tower portion) would not affect sky view, privacy, wind, and the amount of sunlight and shadows that reach the public realm and neighbouring properties. The design and placement of the proposed towers on this large property should effectively meet these objectives and their impacts on surrounding streets, parks, public and private open space, as well as existing or planned developments on adjacent sites.
- A minimum separation distance of 20 metres is met between the proposed high-rise towers.

In summary, it is our opinion that this Planning Rationale and Design Brief, alongside the supporting plans and studies, support the approval of this Site Plan Control application for the following reasons:

1. The approval of these applications is consistent with the Provincial Policy Statement; The Official Plan policies permit the consideration of high-rise buildings through a Secondary Plan and the goal of avoiding large blank walls along North River Road is met via architectural design elements and artwork/mural features along the varying façades.

Planning Rationale and Design Brief

2. City Council has approved an Official Plan Amendment with site specific policies and increased building height.
3. City Council has approved a site-specific Zoning By-law Amendment which implements the Official Plan Amendment and therefore in conformity with the City of Ottawa Official Plan. The proposed development meets the City of Ottawa Zoning By-law requirements.
4. The proposed development is appropriate and compatible with the area and is consistent with many goals established by Vision Vanier and the Montreal Road Secondary Plan.
5. The proposed development includes brownfield redevelopment which will help improve the existing environment and create a Montreal Road Market Plaza.
6. The proposed redevelopment is considered intensification making efficient use of existing and planned infrastructure and public service facilities.
7. The Master Site Plan includes varying tower heights and different angles to the street provides an open and welcoming environment as you enter Vanier.
8. The proposed public park, public spaces and landscaped areas illustrated in the Master Site Plan will help to define the street edges and animate the site's corners, while the internal public space will help to enhance the aesthetic quality and value of the vehicular access to the site.
9. Finally, this master planned site is an appropriate focal point creating a significant gateway and landmark site: West Gateway.

J.L. RICHARDS & ASSOCIATES LIMITED

Prepared by:



Connor Joy
Planner

Reviewed by:



Marc Rivet, MCIP, RPP
Associate, Senior Planner

CJ:mr