

PLANNING RATIONALE REPORT : ZONING BY-LAW AMENDMENT APPLICATION

**1765 MONTREAL ROAD AND 9 BECKENHAM LANE
17 STOREY AND 6 STOREY, 325 UNIT APARTMENT
LANDRIC MTL ROAD INC/LANDRIC HOMES INC.**

**PREPARED BY: P H ROBINSON CONSULTING
APRIL 2025**



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Introduction

This proposal comprises two municipal lots, both of which are subject to a rezoning application. 1765 Montreal Road and 9 Beckenham Lane are to be rezoned from R1AA to an AM10 zone exception [XXXX]. It should be noted that the City is undergoing the preparation of a new version of the comprehensive Zoning Bylaw and the subject lands are proposed at this time to be within a MS2 zone for the lands at 1765 Montreal Road and within a N3D zone for the lands at 9 Beckenham Lane. This zoning application is based on the current 'in full force and effect' zoning classifications as per Zoning By-law 2008-250, as amended. Despite 9 Beckenham Lane being zoned R1AA, it falls within the designation of Mainstreet Corridor with 1765 Montreal Road as it is within 220 m from the centerline of Montreal Road (OP Policy 6.2.1, (1)(i)).

Legal description

The subject properties are legally described as Lot 24 and Lot 25, Registered Plan 462, City of Ottawa PIN 04375-0005 (1765 Montreal Road) and PIN 04375-0004 (9 Beckenham Lane). The Montreal Road address is owned by Landric MTL Road Property Inc. and the Beckenham Lane property is owned by Landric Homes Inc.

The subject property is located on the north side of Montreal Road, east of Blair Road and west of Ogilvie Road. Despite Montreal Road being classified as a **Mainstreet Corridor** in the **Official Plan**, the subject lands are zoned **R1AA**. A mix of residential and commercial properties can be seen along this section of Montreal Road with varied zoning from R4Z to AM10, including the lot to the west at 1743 Montreal Road which is in an AM10 [2199] zone.

Both properties will be developed together in two phases. The first phase will consist of demolishing the existing dwellings and building the 17 storey building closest to Montreal Road. The second phase will include the 6 storey building on the 9 Beckenham Lane parcel. The final build-out of the project will include 325 residential units with 61% of units being 1-bedrooms, 32% being 2-bedrooms, and 6% as studio units.

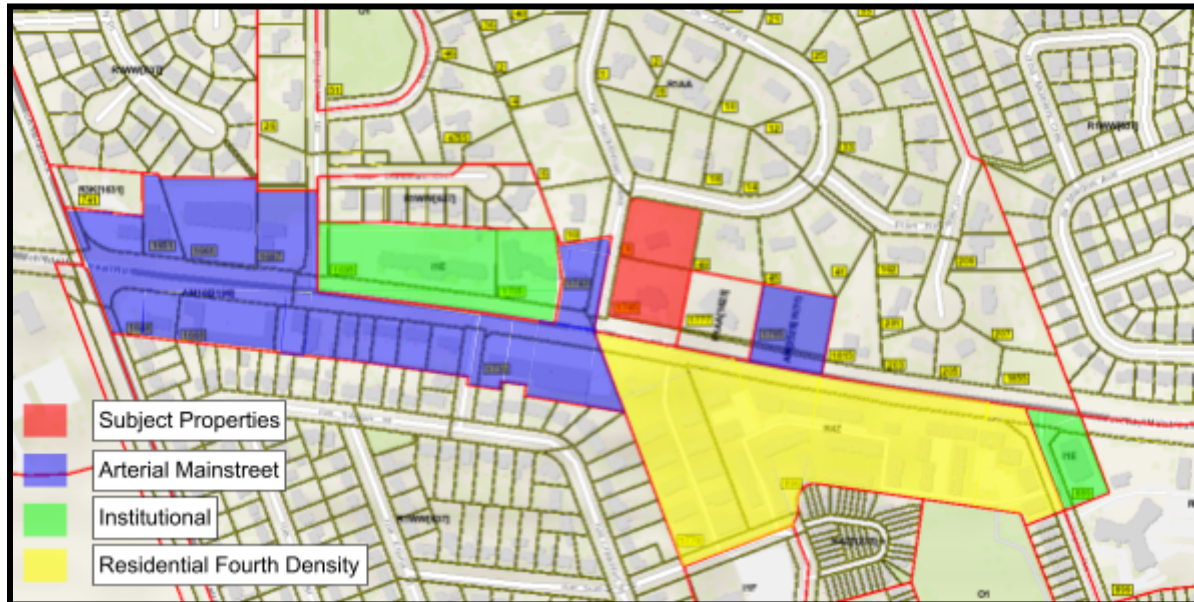
The development features 25 surface parking spaces, 262 underground parking spaces, and 256 bike parking spaces. The two buildings will share a two-level underground parking structure. The access for level P1 is located on the north facade of the 6-storey building, and the access for level P2 is located between the two buildings.

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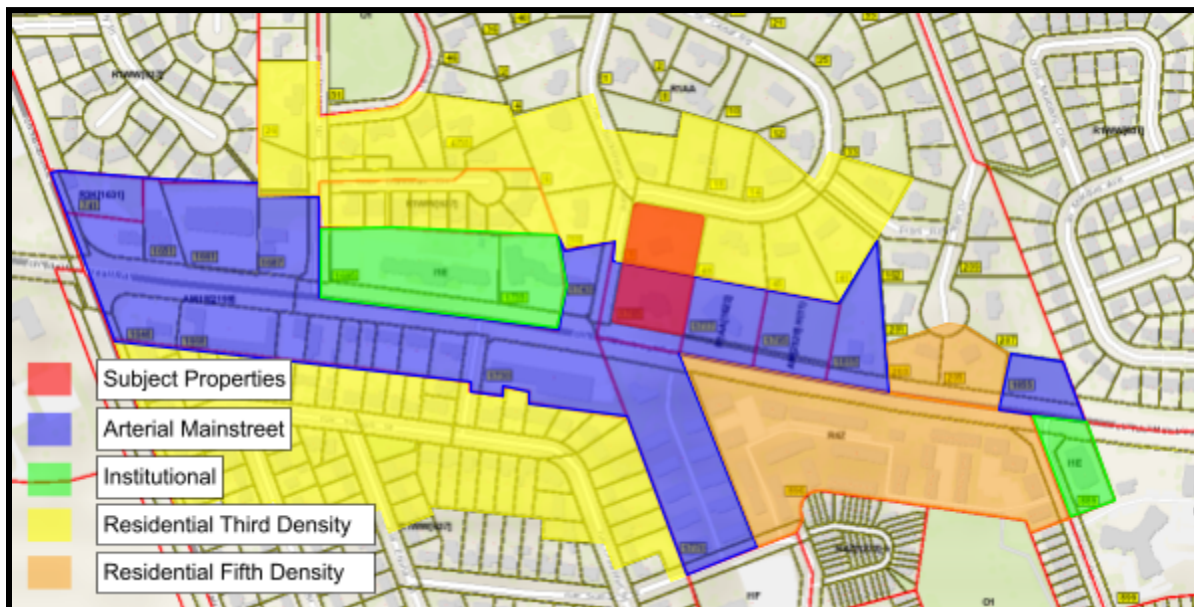
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The 6-storey building features a significant grade change at the north side which gives the illusion of a 7 storey building - when in reality the total building height is 6 storeys (18.55 m). The 17 storey building fronts onto Montreal Road and measures 51.75 m in height.



Subject properties in relation to surrounding zoning.



Subject properties in relation to surrounding proposed zoning based on mapping provided by the City of Ottawa (Version 2 of the new Zoning Bylaw March 2025).

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Based on the current zoning, areas in **blue** note properties that are zoned as AM10 - Arterial Mainstreet and areas in **green** note lands in an I1E - Minor Institutional zone. These lands are permitted to have a range of uses at mid-density development in the Zoning By-Law and mid- to high-density development in the New Official Plan (adopted by the Province on November 4 2022). Areas in **yellow** note lands zoned as R4Z - Residential Fourth Density. These lands are permitted residential uses to a maximum of mid-density development for some dwelling types, and low-density for others.

Based on the proposed zoning, areas in **blue** note properties that are proposed to be zoned as MS2 - Mainstreet Corridor, and areas in **green** note lands to be in an INZ - Institutional zone. These lands are permitted to have a range of uses at mid-density development in the Zoning By-Law and mid- to high-density development in the Official Plan. Areas in **yellow** note lands to be zoned as N3 - Neighbourhood Third Density and areas in **orange** are lands to be zoned N5 - Neighbourhood Fifth Density. These lands are permitted residential uses to a maximum of mid-density development for some dwelling types, and low-density for others.

The Official Plan states that corridors “combine 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”. Therefore, to meet the policy goals outlined in the Official Plan, a denser, more efficient land use is a desirable scenario. This property represents an excellent opportunity to create a higher density residential development on an under-utilised property on a Mainstreet Corridor.

The apartment buildings have two site access points. One is on Montreal Road, east of the 17-storey building closest to Montreal Road and at its furthest point away from the Montreal Road / Beckenham Lane intersection. The second site access is located on Beckenham Lane north of the two proposed buildings. Both site accesses will service the surface parking and the underground parking.

The varying stepbacks and building heights are intended to create a sensitive transition from the high-density Montreal Road corridor to the low-density Cedar Road neighbourhood. Therefore, the 17 storey apartment building transitions from Montreal Road towards the north by stepping down from 17-storeys, to 6-storeys, and a small section at 4-storeys. The 6-storey building is situated on a 4-storey podium.

The rental unit breakdown consists of 18 studio, 130 1-bedroom, 68 1-bedroom with a den, 105 2-bedroom, and 4 2-bedroom with a den, for a total of 325 units. There are 15 units on the ground floor with terraces facing outward to the public streets and 16 into the property. The buildings are each serviced with two elevators and two staircases. The 17-storey building is accessible via two lobbies, one from the corner of Montreal and Beckenham, and one from the parking area inside the lot. The majority of the communal amenity space is located as rooftop terraces where the building steps back. The total amenity area provided for both apartment buildings is 3,304.2 m², which includes a communal amenity area of 1,076.5 m².

The height of a development in the Outer Urban transect on a Mainstreet Corridor is permitted up to 40 storeys as per the provincially approved Official Plan, whereas we are providing 17 storeys on Montreal Road and 6 storeys closer to the rear (north side) of the property. We believe this proposal represents an appropriate density and land use for this section of Montreal Road. It will diversify housing options by increasing the number of rental units in the area and offering a variety of unit sizes.

Context Photos



Existing building (front facade) at 1765 Montreal Road.

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Existing dwelling at 9 Beckenham Lane looking east.



Beckenham Lane looking north towards Cedar Road.

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Intersection of Montreal Road / Beckenham Lane looking north showing the approximate lot boundary.

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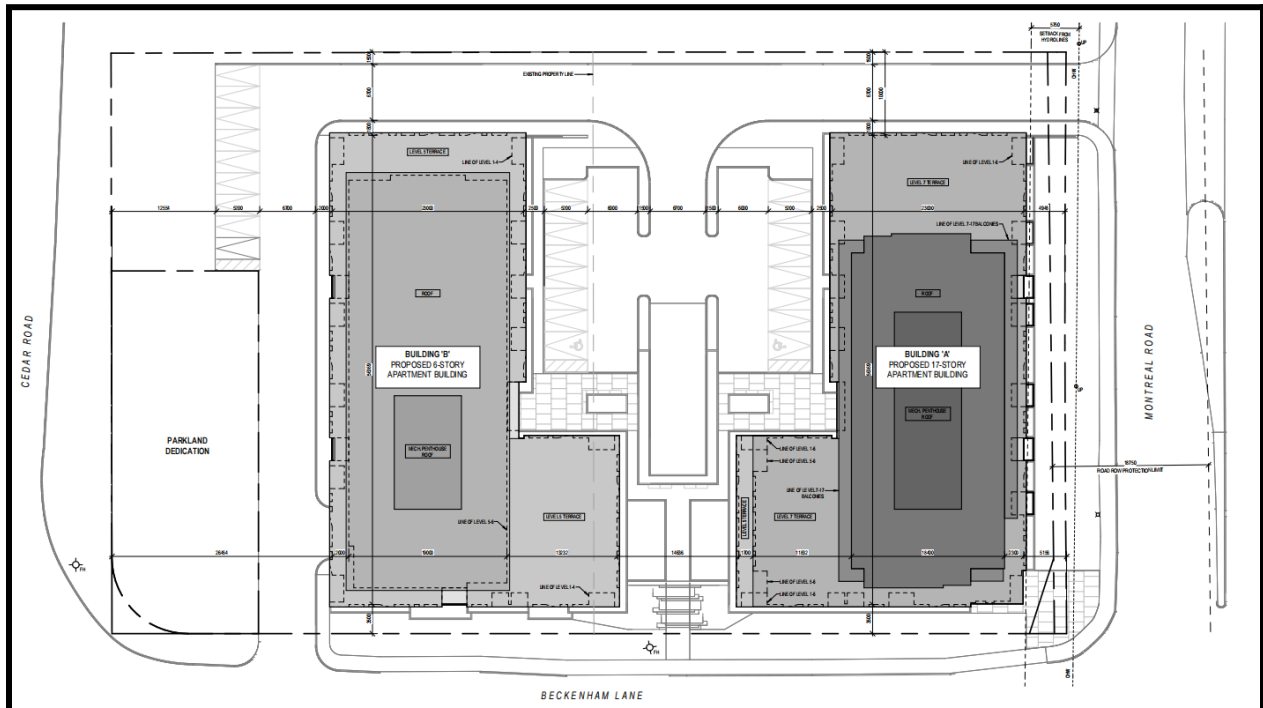
1777 Montreal Road. (Montfort Residence) east of 1765 Montreal Road looking east.

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Site Plan of 1765 Montreal Road (right) and 9 Beckenham Lane (left).



Survey Plan of 1765 Montreal Road and 9 Beckenham Lane.

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Design

The initial design for the site, as outlined in the current application to the City, consisted of a 9-story building along the southern portion of the property and a series of townhouses along the northern portion. However, due to several factors—including the marketability of units, the overall financial feasibility of the development, and the conveyance of a section of the property to the City for parkland dedication—a series of significant modifications to the design were made. These were presented and discussed with City staff in a meeting held on October 9 2024 and also presented to the Urban Design Review Panel (UDRP) in a meeting held on February 7 2025.

An initial redesign proposed extending the 9-story building into a U-shaped configuration, wrapping around the southern, western, and northern property lines. While this approach appeared promising, it presented constructibility challenges and broader project feasibility concerns. As a result, the ownership team opted for a phased development strategy that better aligns with market demands and practical implementation.

The current design now envisions two distinct phases. Phase 1 includes the 17-storey tower portion fronting Montreal Road, establishing a strong urban presence and taking advantage of the corridor's capacity for higher density. Phase 2 consists of the 6-storey building that will be constructed at a later date. This second phase will seamlessly integrate with the parking structure from Phase 1, creating a cohesive development while allowing for phased implementation that responds to evolving market conditions and operational considerations. For more information about the proposed architectural design, please see the architectural renderings and plans included in this submission.

Height and Density

The building design transitions sensitively to neighboring residential properties, incorporating adequate setbacks to maintain privacy and reduce impact. This proposal aligns with the vision for increased density along Montreal Road, supported by surrounding applications for taller buildings, such as the proposed high-rise development at Blair and Montreal.

Parking and Sustainability

Consideration was given to sustainability characteristics for this project and was explored through many facets. The majority of parking is underground. By minimising

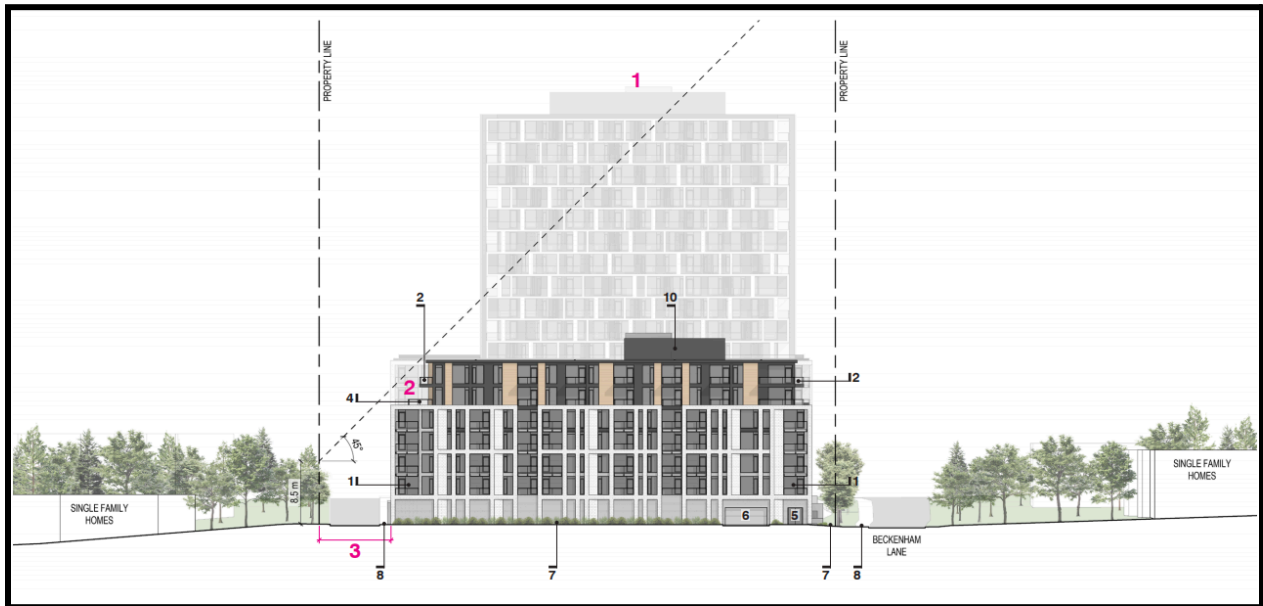
surface parking, we are ensuring a greater amount of soft landscaping which will reduce the surface run-off created by this development. The flat roof will provide an opportunity for storm water storage, and a stormwater management tank is included in the design to ensure a storm water flow-rate that will not overwhelm existing infrastructure. The project will include outboard insulation on the exterior walls, which creates a more cohesive thermal barrier and reduces thermal bridges through the exterior walls. The project will use only durable cladding materials, all of which will be installed using a “rain screen” design. This ensures that these cladding materials will perform well over the long term and will not require replacement. The project will use high-efficiency appliances. All lighting will use LED luminaires, which will result in a significant reduction in the electrical demand for the building.

Charging Stations

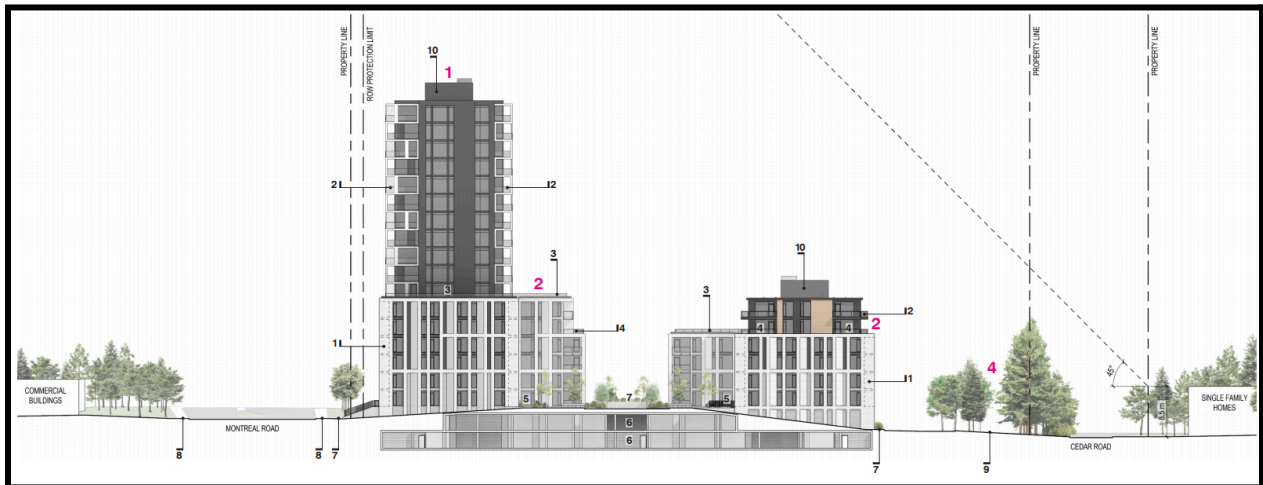
The installation of electric car charging stations is being explored.

Planting and Vegetation

We are providing land for parkland dedication, creating valuable outdoor spaces that benefit both future residents and the surrounding neighborhood. Extensive landscaping and tree planting are integral to the project, contributing to a greener environment and enhancing the site’s aesthetic appeal. The project also makes efforts to conserve existing trees on the site, particularly the extensive growth along the northern property line.

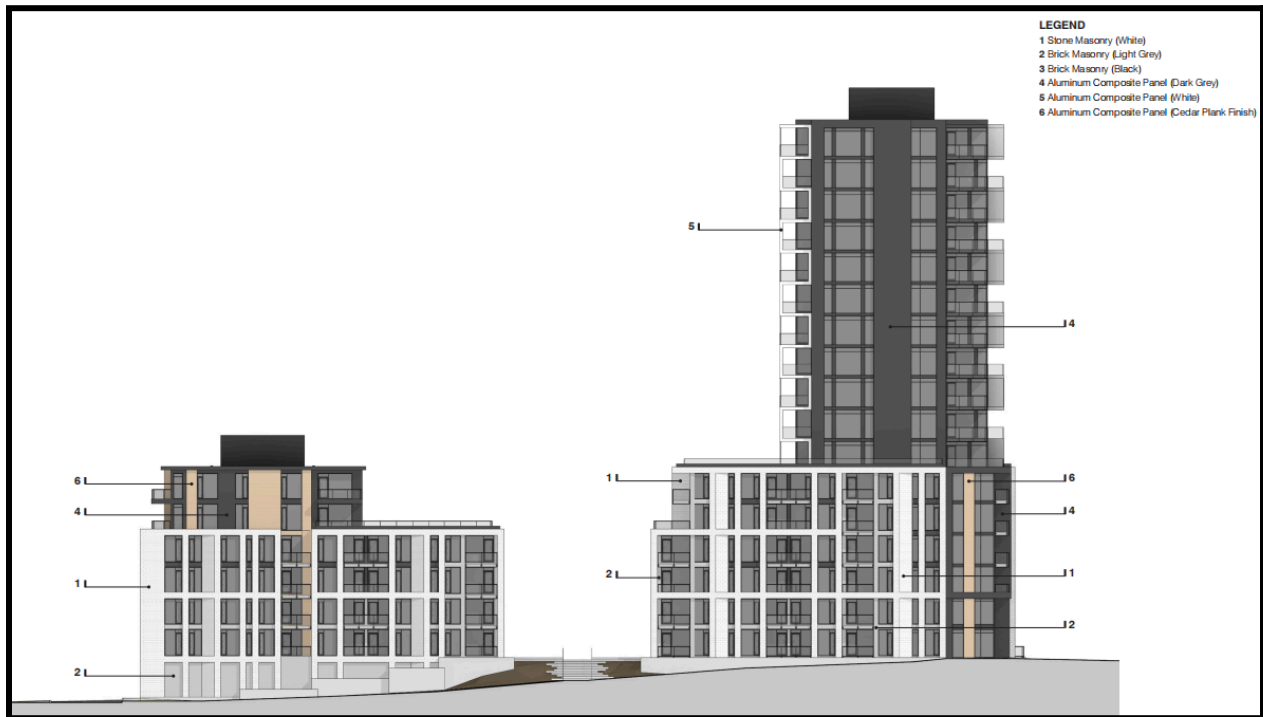


Site elevation from Cedar Road looking south towards Montreal Road showing a 45° angular plane from the R1AA zone to the east.



Eastern elevation showing the 17-storey (left) and 6-storey (right) apartment buildings and the 45° angular plane from the R1AA zone to the north.

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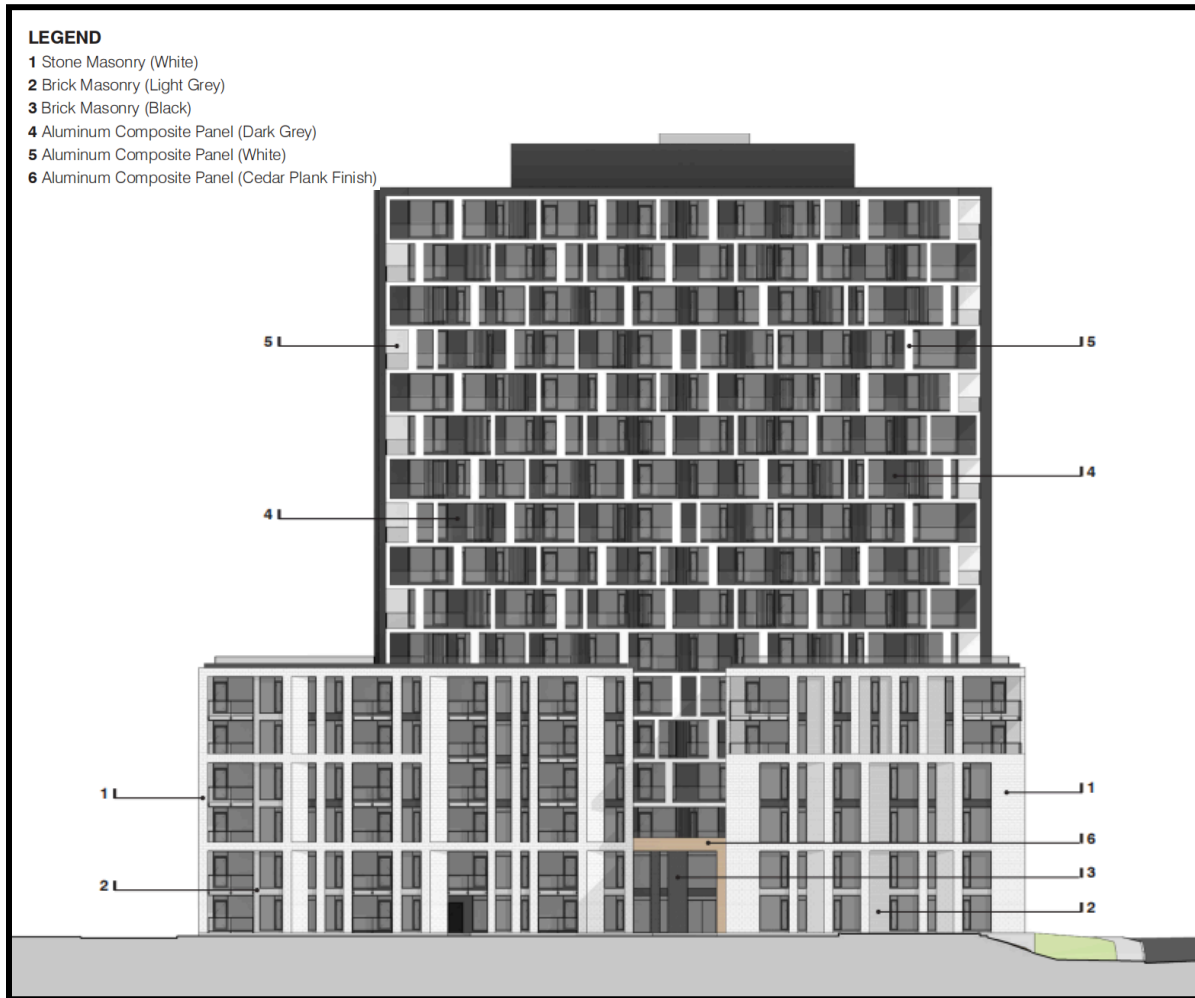
Beckenham Lane elevation showing the 17-storey (right) and 6-storey (left) apartment buildings.

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North elevation showing the 17-storey dwelling (Phase 1).



North elevation showing the 6-storey dwelling (Phase 2).

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Zoning

Under Zoning By-Law 2008-250, as amended, the subject lands are zoned R1AA with lots zoned as R4 directly across the street and lots to the east and west as AM[2529] H(11) and AM10[2199]. The proposal is requesting a rezoning from R1AA to AM10[XXXX] to reflect the site specific exceptions to the AM10 zone as a result of the proposed site conditions and development. For the purposes of this zoning review, the property is considered to be a corner lot.

R1AA is not an applicable zoning for this area in terms of permitted uses and performance standards. A rezoning to AM10[XXXX] will permit mid-rise and high-rise apartment dwellings which will help evolve the streetscape of Montreal Road.

Table 1. New Proposed Zoning Requirements.

Zoning Provision	Section	Required - AM10	Provided - AM10[XXXX]
Min. lot width (m)	Table 185, (b)	-	69.9 m
Min. lot area (m2)	Table 185, (a)	-	8,004.4 m2
Max. building height (m)	S. 186, (10)(j)	30 m	18.55 m (6-storey) 51.75 m (17-storey)
Min. building height (m)	S. 186, (10)(e)(ii)	≤ 10 m from front or corner lot line: 7.5 m and 2 storeys	4 storeys (12.37 m) 6 storeys (18.26 m)
Min. front yard setback (m)	S. 186, (10)(b)(i)	0 m	5.09 m
Min. frontage within 4.5m of a front lot line	S. 186, (10)(b)(i)	50%	0%
Min. corner side yard setback (m)	S. 186, (10)(b)(i)	0 m	3.5 m
Min. frontage within 4.5m of a corner lot line	S. 186, (10)(b)(i)	50%	65.6%
Min. rear yard setback	S. 186,	3 m	26.45 m

(m)	(10)(d)(i)		
Min. interior side yard setback (m) abutting a residential zone	S. 186, (10)(c)	≤ 20 m from street: 3 m > 20 m from street: 7.5 m	10 m
Min. parking spaces	S. 101	1.2 / unit = 390 spaces	222 spaces (0.68 spaces / unit)
Min. visitor parking	S. 102	0.2 / unit = 65 spaces	65 spaces (0.2 spaces / unit)
Min. Bicycle parking	Table 111A	0.5 / unit = 163 spaces	256 spaces (0.79 spaces / unit)
Total amenity area	Table 137, (4)(ii)	6 m ² / unit = 1,950 m ²	3,304.2 m ²
Communal amenity area	Table 137, (4)(iii)	50% total amenity = 975 m ²	1,076.5 m ²

Note: The proposal is providing 222 vehicular parking spaces of the required 390 as per the Zoning By-Law. However, it is providing 256 bicycle parking spaces of the 163 required as per the Zoning By-Law. Additionally, it is providing 3,304.2 m² of total amenity area and 1,076.5 m² of communal amenity area. The required total amenity area is 1,950 m² and 975 m² of communal amenity area.

Non-Compliances to be included in the rezoning application are as follows:

- Building height: The Zoning By-Law permits a maximum building height of 30 m. We are currently providing 18.55 m for the 6-storey building and 51.75 m for the 17-storey building.
- Minimum frontage within 4.5m of the front lot line: The Zoning By-Law requires that 50% of the lot frontage features building walls within 4.5m of the front lot line. Due to the proposed 5.09 m front yard setback, proximity to overhead hydro wires, and a required road widening, this provision cannot be met.
- Parking spaces: The Zoning By-Law requires 390 resident parking spaces. We are currently providing 222 spaces (57% of the required total).

The parking relief is needed as we are providing 57% of the required resident parking spaces for the apartment building. The provided 65 visitor parking spaces represents 0.2 spaces / unit and is zoning compliant. The reduction of resident parking is valid due to our location on an Arterial Mainstreet and proximity to day-to-day amenities accessible via public transportation, walking, or cycling. Tenants will be made aware that there may not be a parking space for every unit. Montreal Road is a cycling spine route according to the Transportation Master Plan - Cycling Network. The bus route that runs along Montreal Road is the 12 (St. Laurent - Blair) which connects to the LRT that provides east-west access through the City between Blair Road and Tunney's Pasture. Additionally, the March 2025 edition of the Draft Zoning By-Law does not propose minimum resident parking rates. Therefore, our application would be compliant with the proposed new Zoning parking provisions.

The relief for building height is needed due to the sloped grade of the site which slopes downward from Montreal Road to Cedar Road and is raised in the middle of the site. The buildings comply with Official Plan policy 5.3.3 (3) which indicates permission for mid and high-rise buildings of up to 40 storeys along Mainstreet Corridors in the Outer Urban transect.

Provincial Planning Statement

The current Provincial Planning Statement (PPS) came into effect in 2024 and it outlines the key matters of Provincial planning interest with respect to land use planning decisions made by municipal approval authorities. Any decisions that are made by municipal approval authorities must be consistent with the policies of the PPS.

The following are sections of the PPS that are applicable to the proposed development at 1765 Montreal Road as well as our *responses*:

Policy 2.2 (1) states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected 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 additional needs housing and needs arising from demographic changes and employment opportunities;

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and

Response: This proposal makes efficient use of this land by proposing a compact residential development with the majority of parking located underground and a landscaped buffer surrounding the development. The proposed development will replace two single detached dwellings with 325 apartment dwellings with efficient site circulation, the support of existing servicing infrastructure, and the support of existing transit services. The apartment buildings will feature a variety of unit sizes designed for different tenant needs such as students, singles, the elderly, and young families.

Policy 2.3.1 (2) states general policies for settlement areas including land use patterns within settlement areas to be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;
- c) support active transportation;
- d) are transit-supportive, as appropriate; and

Response: The subject property is located in Gloucester which is a settlement area within the Outer Urban transect of Ottawa. The proposal represents an increased residential density compared to the existing site conditions as well as the properties in the immediate vicinity. Various Site Plan Control and Zoning By-Law Amendment applications nearby are proposed at similar densities. For example, 1815 Montreal Rd which is proposed at 439 units / ha, and 1649 Montreal Rd which is proposed at 516 units / ha compared to the subject property proposed at 406 units / ha. The property utilizes its unique location as a through-corner lot and grading to provide efficient circulation to surface parking as well as two levels of underground parking. The development requires a resident parking space reduction from 390 spaces to 222 spaces which is facilitated by access to rapid and frequent transit. This portion of Montreal Road is identified as Transit Priority Corridor as per Schedule C2 of the City of Ottawa Official Plan, is located 2.1 km network distance from the Montreal LRT station scheduled to be open in 2025, and is 2.3 km network distance to the Blair transit station.

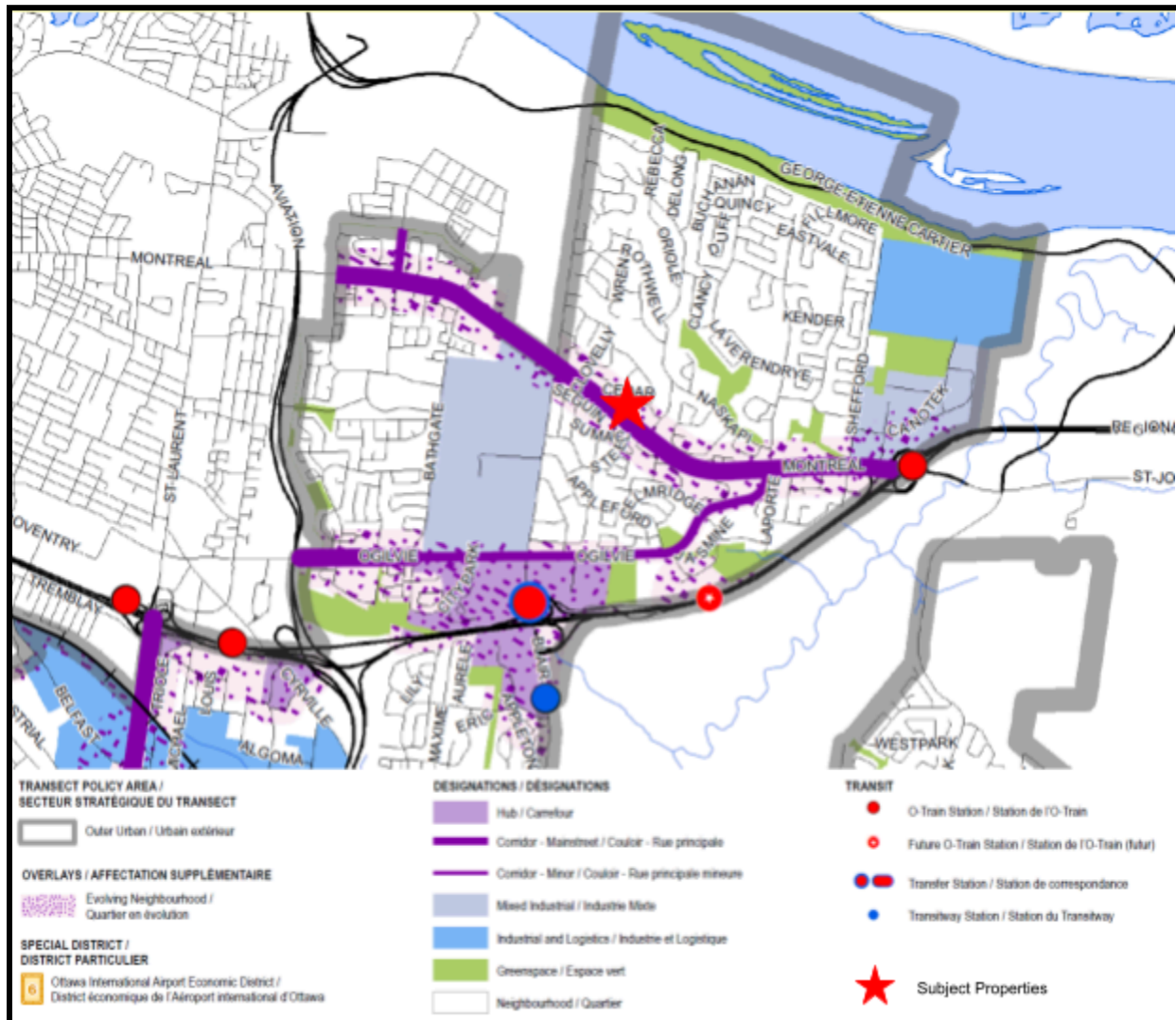
Policy 2.4.1 (3) state general policies or strategic growth areas, specifically planning authorities should:

- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;

Response: This proposal is compact, provides a mix of unit sizes, and is an efficient use of land, infrastructure, and public service facilities. The subject property is uniquely situated between key nodes along Montreal Road including the employment hub at Shefford Road / Canotek Road, and the commercial hub at Montreal Road / St.Laurent Boulevard. The increased residential density in this area will continue to support the growth of the Gloucester community and foster economic growth on Montreal Road.

Official Plan Designation - City of Ottawa New Official Plan

The subject land is within the Outer Urban transect, and is designated as a Mainstreet Corridor. The Outer Urban transect is characterised by neighbourhoods inside the greenbelt, originally intended as residential bedroom neighbourhoods. The housing stock in this transect is a small range of low-rise housing types. Mainstreet Corridors, however, offer a greater range of building types to include more than just residential dwellings and are developed at a higher density than their surrounding neighbourhoods.



Schedule B3 - Outer Urban (Official Plan)

2.2.1 - Intensification and Diversifying Housing Options

Policy 1. Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods. This direction will support an evolution of these areas towards becoming 15-minute neighbourhoods. It will also contribute to the needs of an increasingly diverse population with a range of abilities, incomes, ages and cultural needs by enhancing accessibility to more vibrant areas with social interaction, cultural organisations, health services and community facilities;

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Response: The proposed development includes various unit types such as studio, one-bedroom, and 2-bedroom rental units. The apartment buildings will increase diversity in housing availability in Gloucester to fill the needs of an increasingly diverse population. Some of the locations of interest within a 900m radius (15 minutes walking) are: various institutional buildings (National Research Council facilities), six (6) parks (Kinsmen Park, Apple Road Park, Ridge Park, Naskapi Ridge Park, Birdland Park, and Ski Hill Park), St. Gabriel Catholic Church, St. Brother Andre Catholic Elementary School (formerly Elmridge Catholic school), Le Phare Elementary School, various restaurants, and various service retail stores. Additionally, the bus route that runs along Montreal Road is the 12 (St. Laurent - Blair) running every 30 minutes, which connects to the LRT that provides east-west access through the City between Blair Road and Tunney's Pasture with extensions planned to the east and west. The Transportation Impact Assessment included in this submission discusses a 10% reduction in private vehicle modal share from the standard 50% to 40%, and increases in transit and cyclist modal share to 5% each.

Table 3a - Hubs, Mainstreets, and Protected Major Transit Station Area (PMTSA)
Density and Large Dwelling Requirements

Mainstreets: Minimum Residential Density Requirement for Intensification,
Dwellings per Net Hectare = 120 units per ha

Response: The proposed development features a residential density of 406 dwelling units / ha based on a total lot area of 8,004.4 m² and a total unit count of 325 units.

4.2 Housing

4.2.1 Enable greater flexibility and an adequate supply and diversity of housing options throughout the city. A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by: Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;

Response: The proposed development includes a variety of unit sizes in both apartment buildings. The location and density of these dwellings was informed by existing context such as the R1 low-rise neighbourhood to the north, and the busy arterial mainstreet to the south.

2) The City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:

- a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations,

Response: The single detached dwelling fronting on Beckenham Lane is on a large lot and does not take full advantage of the local amenities compared to a larger-scale, more compact dwelling type. The apartment building land use offers better use of the land and will support the amenities along Montreal Road.

- b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law.

Response: The single detached dwelling fronting Montreal Road represents a poor use of land for an Arterial Mainstreet. The proposed 17 storey apartment building represents an efficient use of land and high-density housing that supports the evolution towards a 15-minute neighbourhood.

5.3 Outer Urban

5.3.4 Provide direction to Neighbourhoods located within the Outer Urban Transect. Neighbourhoods located in the Outer Urban area shall accommodate residential growth to meet the Growth Management Strategy. The Zoning Bylaw shall implement development standards that transition away from a suburban model and move towards urban built forms that: Allows and supports a wide variety of housing types with a focus on lower density missing-middle housing which generally reflects the existing built form context of the neighbourhood.

Response: The development's position in the Outer Urban transect permits residential growth to accommodate a variety of housing types focusing on mid and high-rise apartment buildings. There are few existing large-scale residential developments along Montreal Road; however, applications for increased density have been submitted at 1815 Montreal Road and 1649 Montreal Road. This high-density development will increase the number of residents and will help economic growth in the area. The 6 storey apartment building proposed closest to Cedar Road will transition away from the suburban model and towards urban built forms by including compact, but mid-rise, building design.

Consultation Details

A pre-application consultation was held with City staff on July 14, 2021 on the original concept and on October 9, 2024 for the revised concept with the 2 apartment buildings.

The current concept was presented to the Urban Design Review Panel as an informal submission on February 7, 2025.

The Urban Design Review Panel was generally supportive of the site layout and increased apartment building density removing the stacked townhouse component and replacing it with a parkland dedication area.

The Panel recommended simplifying the parking layout to streamline entering and exiting the underground parking garage. The site accesses were not changed due to grading constraints and proximity to the Montreal Road / Benckenham Lane intersection. The Panel also commented on the architectural articulation of the towers and the podiums indicating that they compete with each other. In response, the design team incorporated tower elements at the podium level in key locations to strengthen their connection. The Panel's comments regarding the interaction between soft landscaping and the buildings were taken in consideration.

The Public Consultation process for the required planning applications will follow the requirements of the Planning Act in relation to the required notices for submission and Public Meeting as set out in the Act for the Zoning By-Law Amendment. These steps are the responsibility of the City of Ottawa and will be coordinated with our project team.

In the near future we will reach out to the local Councillor and we will continue discussions with the local Community Association as the plans are detailed.

As shown on the Landscaping plan, we are proposing an extensive set of new planting featuring coniferous and deciduous trees, shrubs, and ornamental plants. Site shadowing demonstrates the proposed building shadows at the summer and winter solstices and the autumn equinox. The largest shadows are produced in the late evening towards the east and southeast with minimal shadows projected onto the surrounding low-density neighbourhood to the north.

Conclusions

In summary, this proposed development of the 17-storey and 6-storey 325 unit apartment buildings is consistent with Zoning By-Law goals and the Official Plan.

This proposal:

- Is diversifying the residential options in an area of the City that will benefit from increased residential development.
- Offers a variety dwelling unit sizes (studio, 1-bedroom, and 2-bedroom).
- Supports the City of Ottawa's 15-minute Neighbourhood initiative and contributes to the City's goals of protecting rental housing stock.

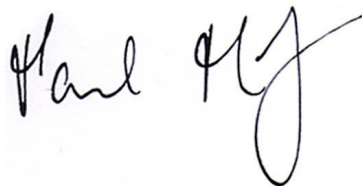
It is our opinion that the proposed development is consistent with the Provincial Planning Statement, the City of Ottawa Official Plan, and relevant zoning regulations. It is being proposed at an appropriate scale of development, will be compatible with surrounding land uses, and will contribute to the overall housing supply in the community surrounding the property.

The associated site studies that accompany this Planning Rationale support the development of this proposal and detail the functionality of the development and the servicing and architectural details of the project.

A submission to the Urban Design Review Panel has been made and responses to their comments are incorporated into this design and a formal response is provided in the Appendix section of this report.

The proposed development represents good land use planning that is in the public interest and it is recommended for approval.

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A handwritten signature in black ink, appearing to read 'Paul Robinson', with a stylized flourish at the end.

Paul Robinson, RPP

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Appendix

**SURVEY PLAN
SITE PLAN
LANDSCAPE PLAN
ARCHITECTURAL RENDERINGS
ARCHITECTURAL PLANS
RESPONSE TO UDRP COMMENTS**

LOTS 24 AND 25
REGISTERED PLAN 462
CITY OF OTTAWA

Surveyed by Annis, O'Sullivan, Vollebakk Ltd.

Scale 1 : 250



Metric

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND
CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

Surveyor's Certificate

I CERTIFY THAT:

- This survey and plan are correct and in accordance with the Surveys Act, the Surveyors Act and the regulations made under them.
- The survey was completed on March 31, 2021.

April 1, 2021
Date

J. J. Allison
Ontario Land Surveyor

ANNIS, O'SULLIVAN, VOLLEBEKK LTD. grants to
Landis Homes, (The Client), their solicitors,
mortgages, and other related parties, permission to use original, signed, sealed
copies of the Topographical Plan of Survey in transactions involving The Client.

Notes & Legend

Denotes	
Survey Monument Planted	—□—
Survey Monument Found	—■—
Standard Iron Bar	SIB
Short Standard Iron Bar	SSIB
Iron Bar	IB
Witness	(WIT)
Measured	Meas.
Annis, O'Sullivan, Vollebakk Ltd.	(AOG)
Plan 4R-31670	(PI)
Plan 4R-24562	(P2)
Topographic Plan by Stantec Geomatics Ltd. Job No. 161611862V-111	(P3)
Plan by Paul A. Riddell Ltd, Ref No. 05-1107	(P4)
(AOG) Plan dated, July 30, 1984	(P5)
Plan by Payette, Himma, Delorme Ltd. Ref No. 67-94	(P6)
Registered Plan 462	(P7)
Plan 5R-4153	(P8)
Plan by Dutrisac & Johnson Inc., Index: OTT-462-1-1	(P9)
Deciduous Tree	⊙
Coniferous Tree	⊙*
Fire Hydrant	⊙ FH
Water Valve	⊙ WV
Maintenance Hole (Sanitary)	⊙ MH-S
Maintenance Hole (Unidentified)	⊙ MH
Catch Basin	⊙ CB
Origin Unknown	⊙ U
Corrugated Steel Pipe	CSP
Top of Gate	T/G
Invert	INV
Unidentified Terminal Box	⊙ TB
Sign	⊙ S
Board Fence	BF
Metal Pole	⊙ PO-M
Utility Pole	⊙ UP
Anchor	⊙ AN
Light Standard	⊙ LS
Diameter	⊙
Location of Elevations	+ 65.00
Top of Concrete Curb Elevation	+ 65.00
Property Line	—
Overhead Wires	— OHW
Underground Gas	— G
Underground Bell	— B
Underground Hydro	— P

Topographic data was collected under Winter Conditions.
Snow cover and ice preclude determining location and
elevation of some topographical data that is otherwise visible.

Bearings & Coordinates are MTM grid, derived from specified control monuments
01019800604, 01019800626 and 01919740553, MTM Zone 9, NAD-83 (Original).
Monument 1 - 01019800604 Northing 5020100.932 Easting 403411.048
Monument 2 - 01019800626 Northing 5020560.223 Easting 415315.091
Monument 3 - 01919740553 Northing 501252.112 Easting 393256.224

Coordinate values are to urban accuracy in accordance with O. Reg. 216/10.

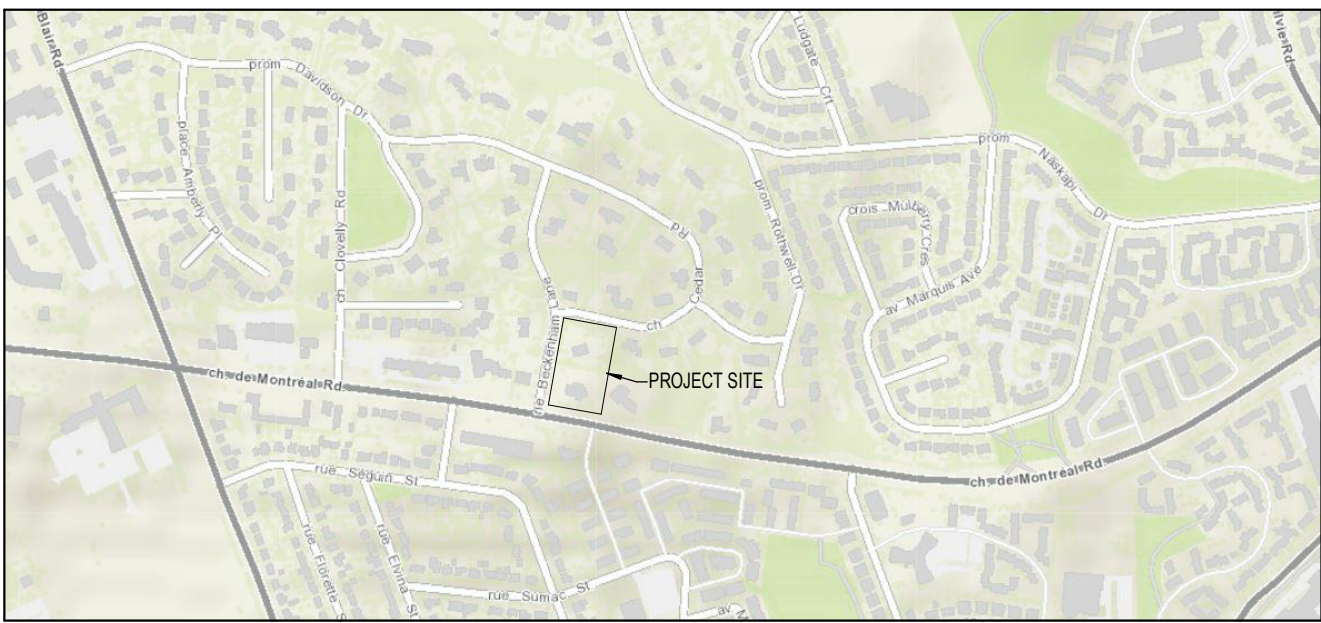
For bearing comparisons, a rotation of 0°43'00" counter-clockwise
was applied to bearings on Plan 4R-24562.

ELEVATION NOTES

- Elevations shown are geodetic and are referred to the CGVD28 geodetic datum.
- It is the responsibility of the user of this information to verify that the job benchmark has not been altered or disturbed and that it's relative elevation and description agrees with the information shown on this drawing.

UTILITY NOTES

- This drawing cannot be accepted as acknowledging all of the utilities and it will be the responsibility of the user to contact the respective utility authorities for confirmation.
- Only visible surface utilities were located.
- A field location of underground plant by the pertinent utility authority is mandatory before any work involving breaking ground, probing, excavating etc.



2 LOCATION PLAN
SCALE: NTS

SURVEY INFO
PART OF LOT 31, REGISTERED PLAN 126 &
PART OF LOT 20, CONCESSION 1 AND
PART OF BLOCK 2, REGISTERED PLAN 118
CITY OF OTTAWA

PREPARED BY ANNIS, O'SULLIVAN, VOLLEBEKK LTD.
FIELD WORK COMPLETED ON NOVEMBER 24, 2021

SITE PLAN SYMBOLS LEGEND	
	BUILDING ENTRANCE
	BUILDING EXIT
	BICYCLE PARKING
	PROPERTY LINE
	SETBACK LINE
	OVERHEAD WIRES
	INTERLOCKING STONE PAVERS
	EXISTING TRAFFIC SIGNAL POST
	FIRE DEPARTMENT CONNECTION
	FIRE HYDRANT
	NEW STREET LIGHT
	STREET LIGHT TO BE REMOVED
	EXISTING STREET LIGHT TO REMAIN
	EXISTING UTILITY POLE TO REMAIN
	UTILITY POLE TO BE REMOVED/RELOCATED
	RAISED PLANTER

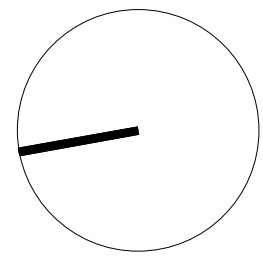
- SITE PLAN NOTES**
- S1 ASPHALT
 - S2 EXISTING STRUCTURE TO BE DEMOLISHED
 - S3 CONCRETE SIDEWALK
 - S4 SOFT LANDSCAPING
 - S5 DEPRESSED CURB
 - S6 LINE OF CANOPY ABOVE
 - S7 3m x 9m CORNER SIGHT TRIANGLE
 - S8 CURB TRANSITION
 - S9 CONCRETE RAMP
 - S10 PLANTING BED
- GENERAL ARCHITECTURAL NOTES:**
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1 SITE PLAN
SCALE: 1:200

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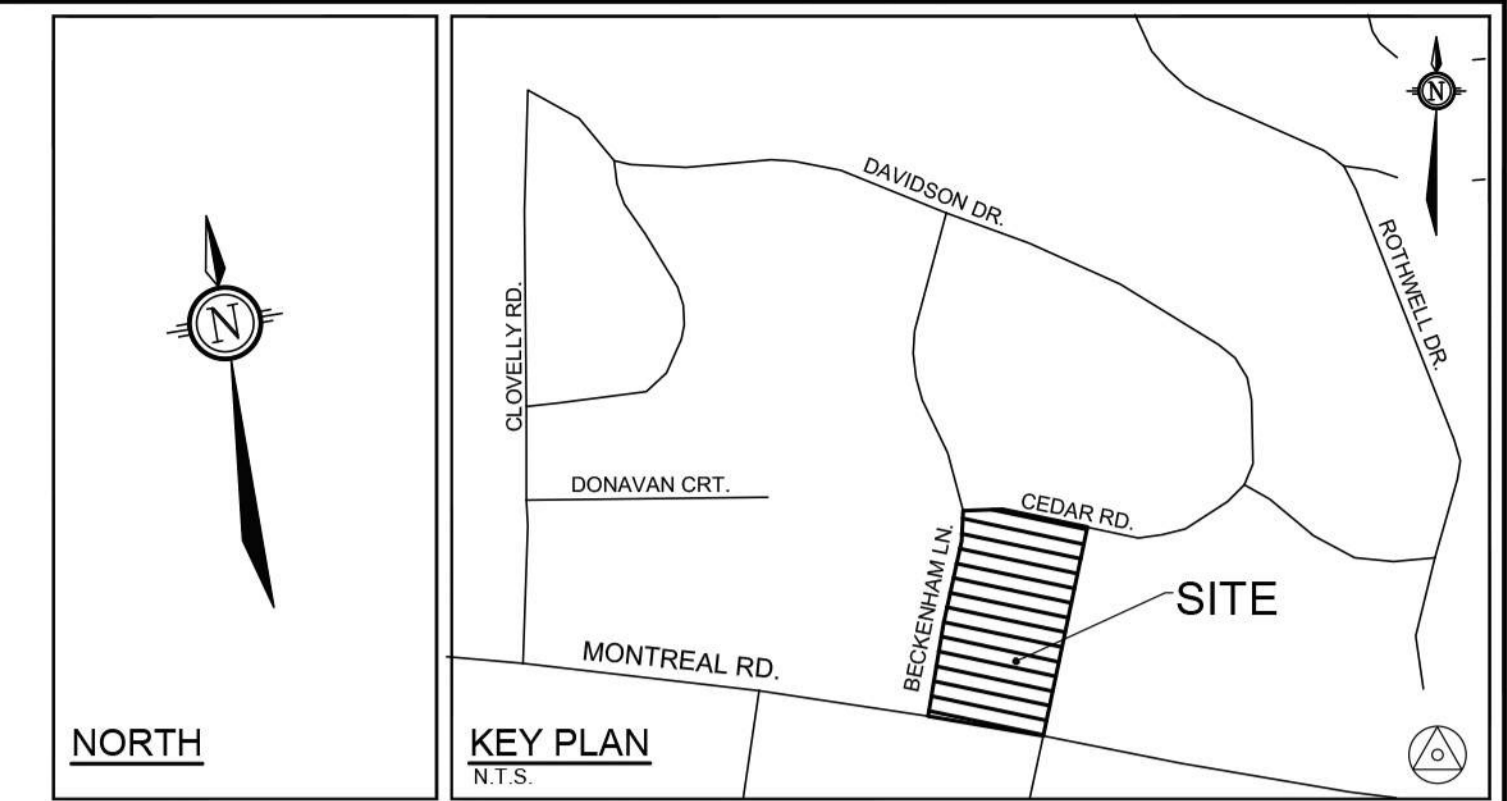
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Ottawa, ON

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2107	NOTED	BH	JH

SITE PLAN

SP-01



6-D12

6-D12 SHEET #
EG. PK1, PK2, ETC.

NOVATECH OR CITY
— DETAIL NUMBER SEE LIST
FOR CODE

1. Read and interpret this drawing/ drawing set in conjunction with all the contract details and specifications, including related civil, utility, structural, architectural, mechanical, electrical, environmental, geotechnical, and survey information.
2. The Contractor is to determine the exact location, size, material, and elevation of all existing utilities prior to commencing construction. Protect and assume responsibility for all existing utilities regardless of being shown on the drawings.
3. It is contractual to use the plans and details in conjunction with the specifications and notes.
4. Do not scale drawings. Work to dimensions only.
5. Protect all existing and retained vegetation for the duration of construction according to the contract details and specifications.
6. Reinstale all areas and items damaged or disturbed, beyond the Limit of Work, because of construction activities, including but not limited to construction staging areas, haul roads, stockpile areas, etc. to the satisfaction of the Consultant. Unless otherwise noted, Contractor is to reinstate all areas to pre-construction condition or better to the satisfaction of the Contract Administrator.

1. Plant material to be No. 1 Grade and is to comply with Canadian Standards for Nursery Stock [latest edition] published by the Canadian Nursery Landscape Association.
2. Use structurally sound plant material with strong fibrous root system free of disease, diseases and injuries. Use trees with straight trunks, well and characteristically branched for species. Obtain approval from consultant of plant material at source prior to digging. All trees and shrubs to be container grown, potted, W/B or B/B, as indicated on Plant List. Bare root trees only acceptable for certain species and as approved by the Landscape Architect.
3. Plant material substitutions are not be permitted without the written approval from the Consultant, with 48 hours notice, prior to shipping plant material.
4. Plant locations are schematic. Approximate only. Contractor is to stake out locations on site for approval by the Landscape Architect prior to installation.
5. The illustrated number of plants shown in the Planting Plan supersedes the estimated number in the Plant List. Contractor to report at least 10% variance to the Landscape Architect prior to installation. Contractor will assume full responsibility if the Landscape Architect is not notified.
6. Ensure trees are thoroughly watered following planting.
 - Monitor material and ensure adequate moisture until acceptance.
7. In heavy clay or poorly drained soils, set root ball with 10 to 15 inch cavity 75-100mm higher than finished grade.
8. Approved topsoil depths are as follows:
 - a. Plant Beds - 450mm continuous depth. Applies to shrubs, perennials, vines and ground covers.
 - b. Sod/ Seed Areas - 100mm depth.
9. Sod to be No. 1 Kentucky Bluegrass Sod grown from minimum mixture of 3 Kentucky Bluegrass cultivars. Quality and source are to comply with Canadian Standards for Nursery Stock, Section 17, [latest edition] published by the Canadian Nursery Landscape Nursery Landscape Association.
10. Apply the following mineral fertilizer unless soil tests show other requirements:
 - a. Plant Beds - (3-2-16), i.e. 8% Nitrogen, 32% Phosphorus, 16% Potash per manufacturer specifications.
 - b. Sod Areas - (3-2-16), i.e. 8% Nitrogen, 32% Phosphorus, 16% Potash per manufacturer specifications.
11. Where desirable, for any plant area with a mix of species/ cultivars notes, Contractor is to cluster like plants in groups of 3-5 and evenly distribute these in the noted area.

NOT FOR
CONSTRUCTION

2.	ISSUED FOR UDRP	JAN 21/2025	RGR
1.	ISSUED FOR SITE PLAN APPROVAL	DEC 19/22	RGR
No.	REVISION	DATE	BY

1:300

1:300

0 3 6 9 12

CHECK

DRAWN

CHECK

APPRO

FOR REVIEW ONLY

NOVATECH

Engineers, Planners & Landscape Architects
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario, Canada K2M 1P6

Telephone (613) 254-9643
Facsimile (613) 254-5867
Website www.novatech-eng.com

LOCATION
CITY OF OTTAWA
1765 MONTREAL ROAD

DRAWING NAME
LANDSCAPE PLAN

PROJECT No. _____

121

EV

REV

131060



1765 MONTREAL ROAD VIEW OF SOUTHWEST CORNER FROM MONTREAL ROAD
| 2107 | SCALE N.T.S.



1765 MONTREAL ROAD VIEW OF FRONT ELEVATION FROM MONTREAL ROAD
| 2107 | SCALE N.T.S.



1765 MONTREAL ROAD VIEW OF SOUTHEAST CORNER FROM MONTREAL ROAD
| 2107 | SCALE N.T.S.



1765 MONTREAL ROAD VIEW OF NORTHWEST CORNER FROM BECKENHAM LANE
| 2107 | SCALE N.T.S.



1765 MONTREAL ROAD VIEW OF NORTH ELEVATION FROM PARKLAND
| 2107 | SCALE N.T.S.



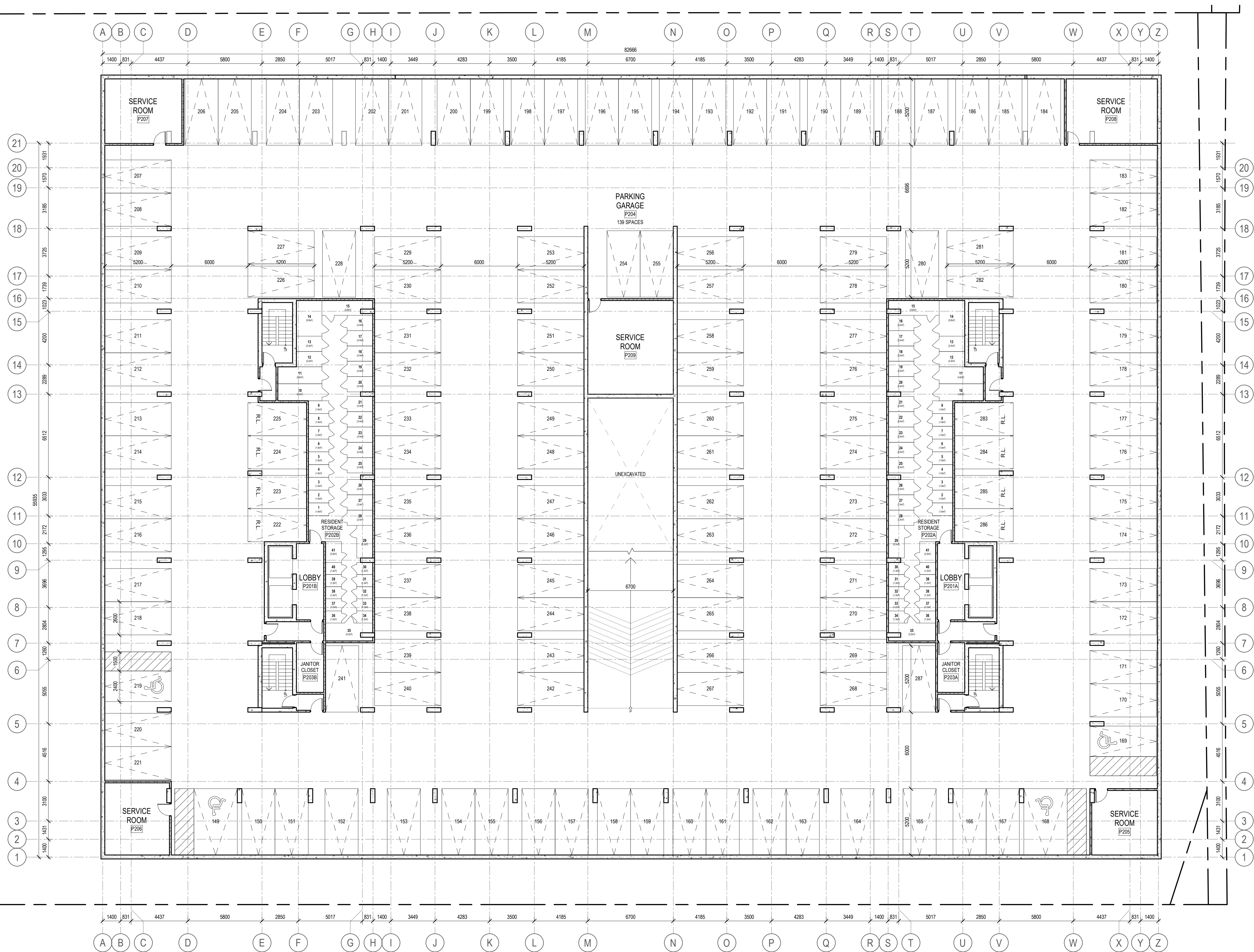
1765 MONTREAL ROAD VIEW OF NORTHEAST CORNER FROM REAR YARD
| 2107 | SCALE N.T.S.



1765 MONTREAL ROAD VIEW OF COURTYARD FACING NORTH
| 2107 | SCALE N.T.S.



1765 MONTREAL ROAD VIEW OF COURTYARD FACING WEST
| 2107 | SCALE N.T.S.

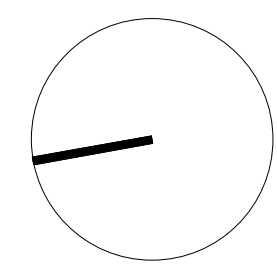


1 LEVEL P2 FLOOR PLAN
A100 SCALE: 1 : 150

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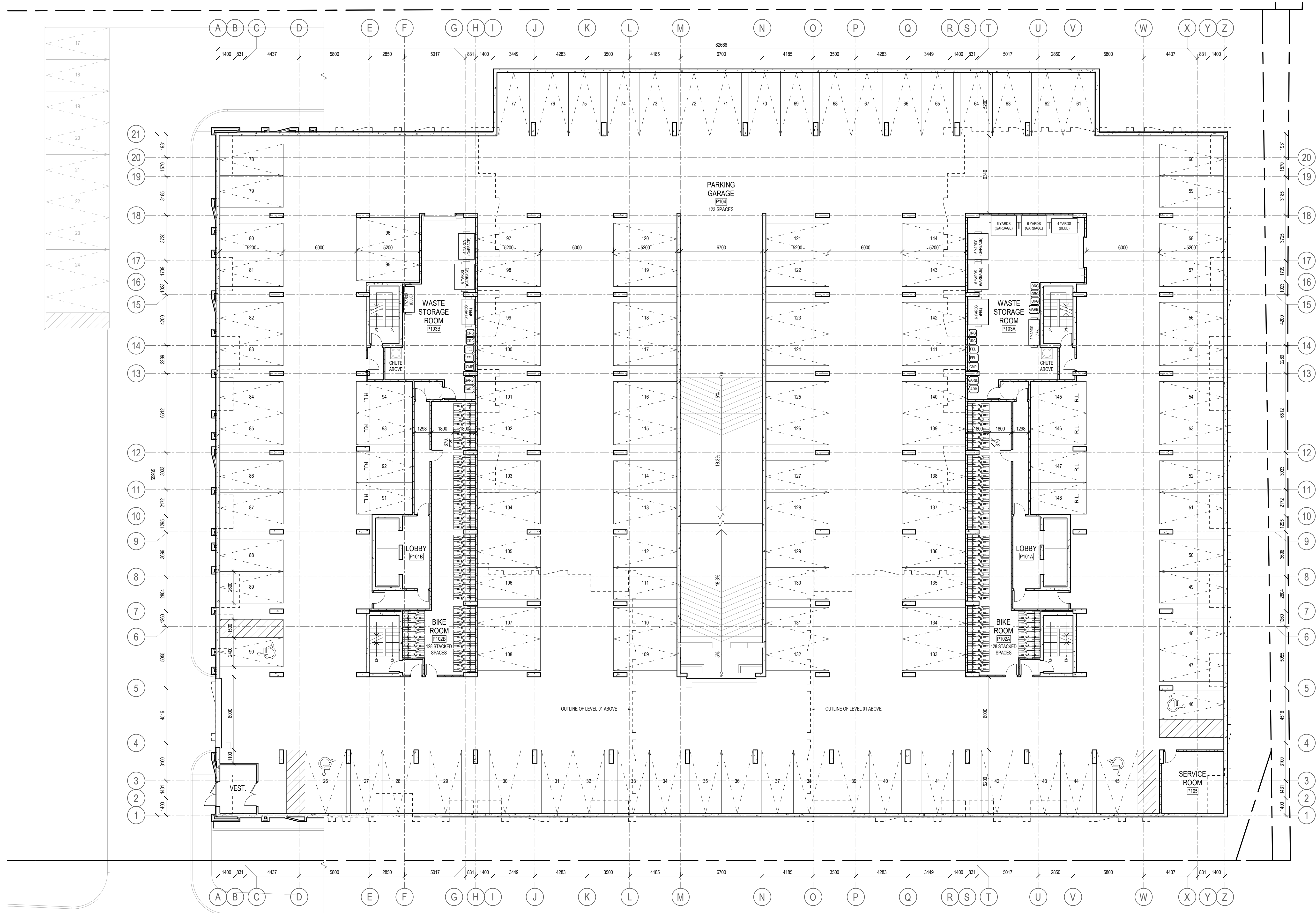
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2107	NOTED	BH	JH

LEVEL P2 FLOOR PLAN

A100

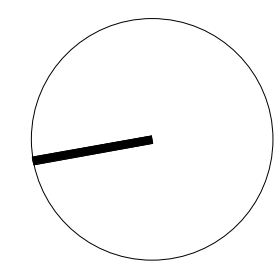


1 LEVEL P1 FLOOR PLAN
A101 SCALE: 1 : 150

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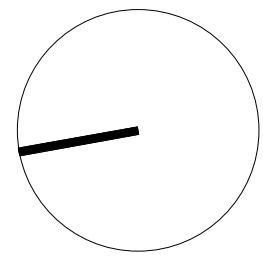
LEVEL P1 FLOOR PLAN

A101

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LEVEL 01 FLOOR PLAN

A102

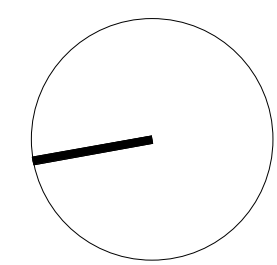


1 LEVEL 02 FLOOR PLAN
A103 SCALE: 1 : 150

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LEVEL 02 FLOOR PLAN

A103

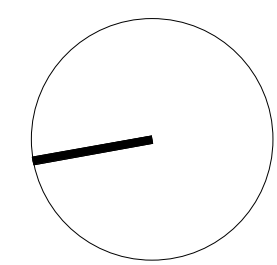


1 LEVEL 02-04 FLOOR PLAN
A104 SCALE: 1 : 150

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LEVEL 03-04 FLOOR PLAN

A104

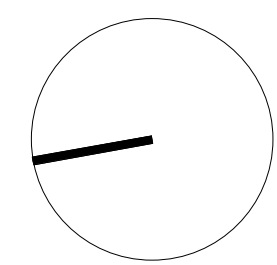


1 LEVEL 05 FLOOR PLAN
A105 SCALE: 1 : 150

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LEVEL 05 FLOOR PLAN

A105

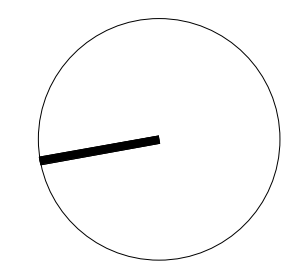


1 LEVEL 06 FLOOR PLAN
A106 SCALE: 1 : 150

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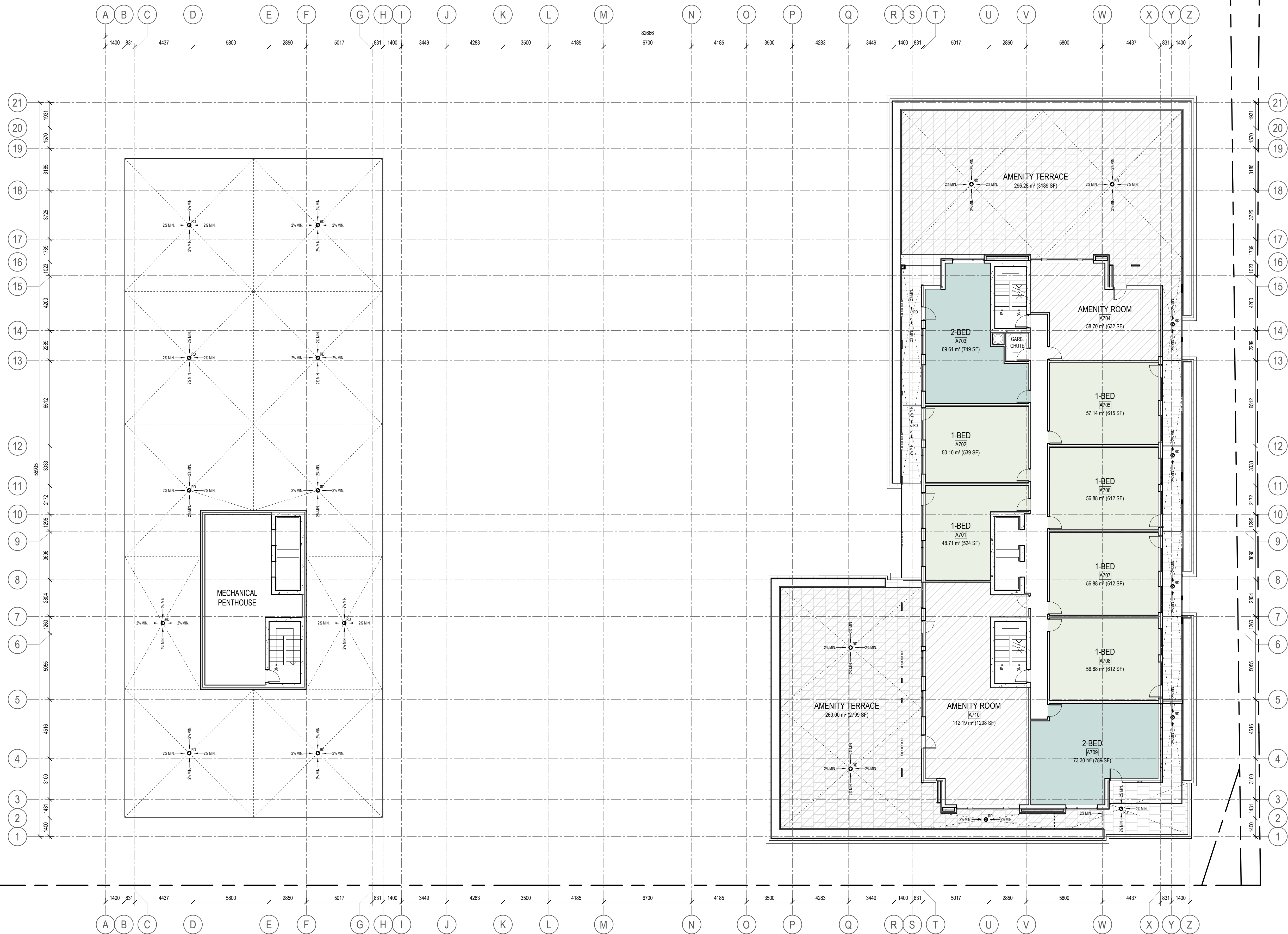
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LEVEL 06 FLOOR PLAN

A106



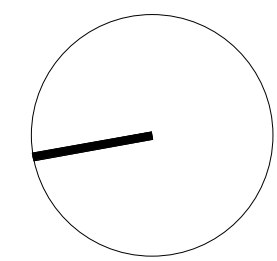
1 LEVEL 07 FLOOR PLAN
A107 SCALE: 1 : 150

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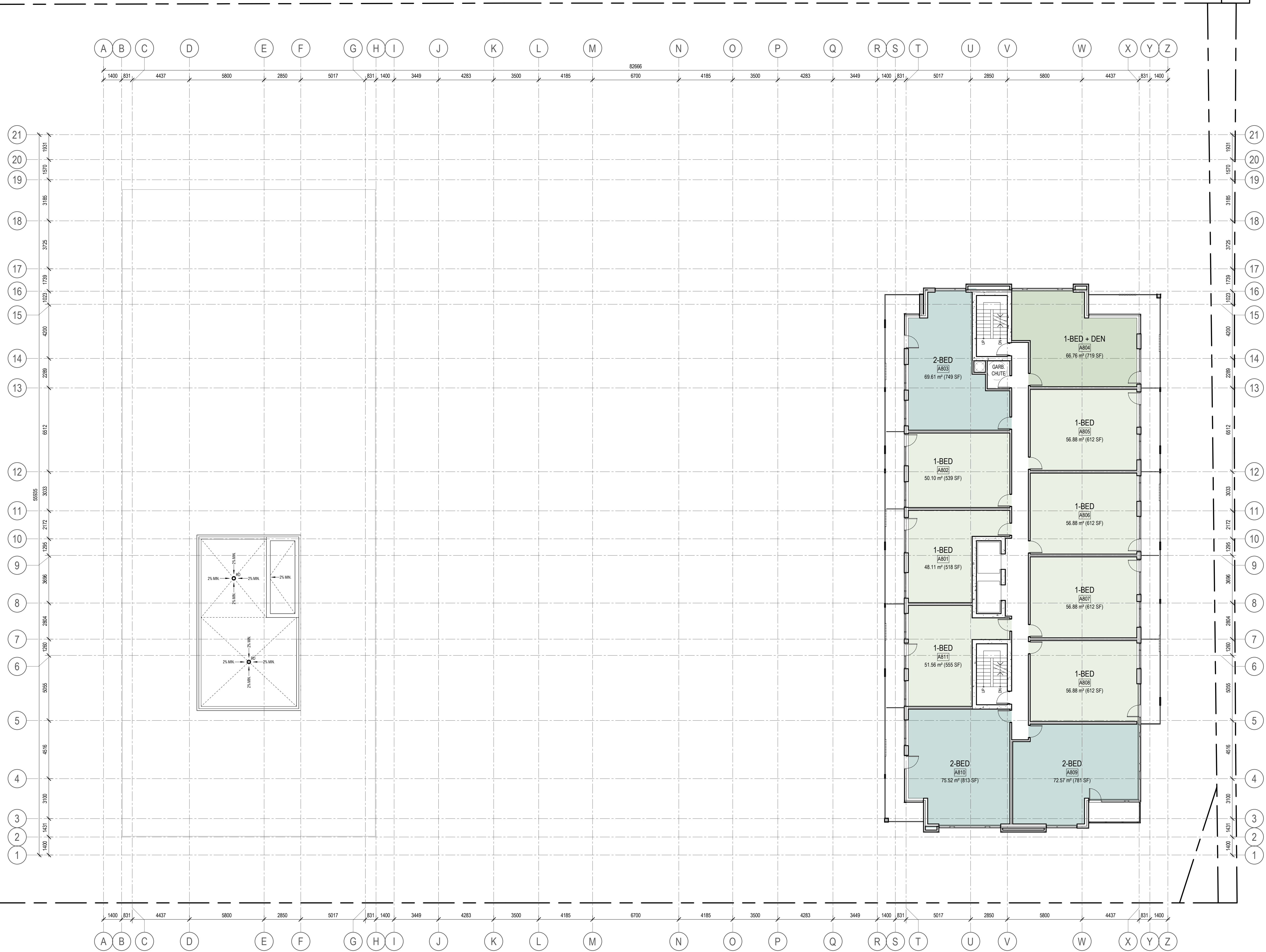
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2107	NOTED	BH	JH

LEVEL 07 FLOOR PLAN

A107

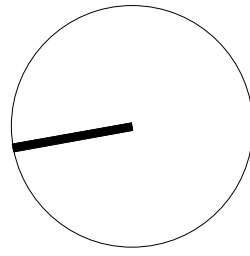


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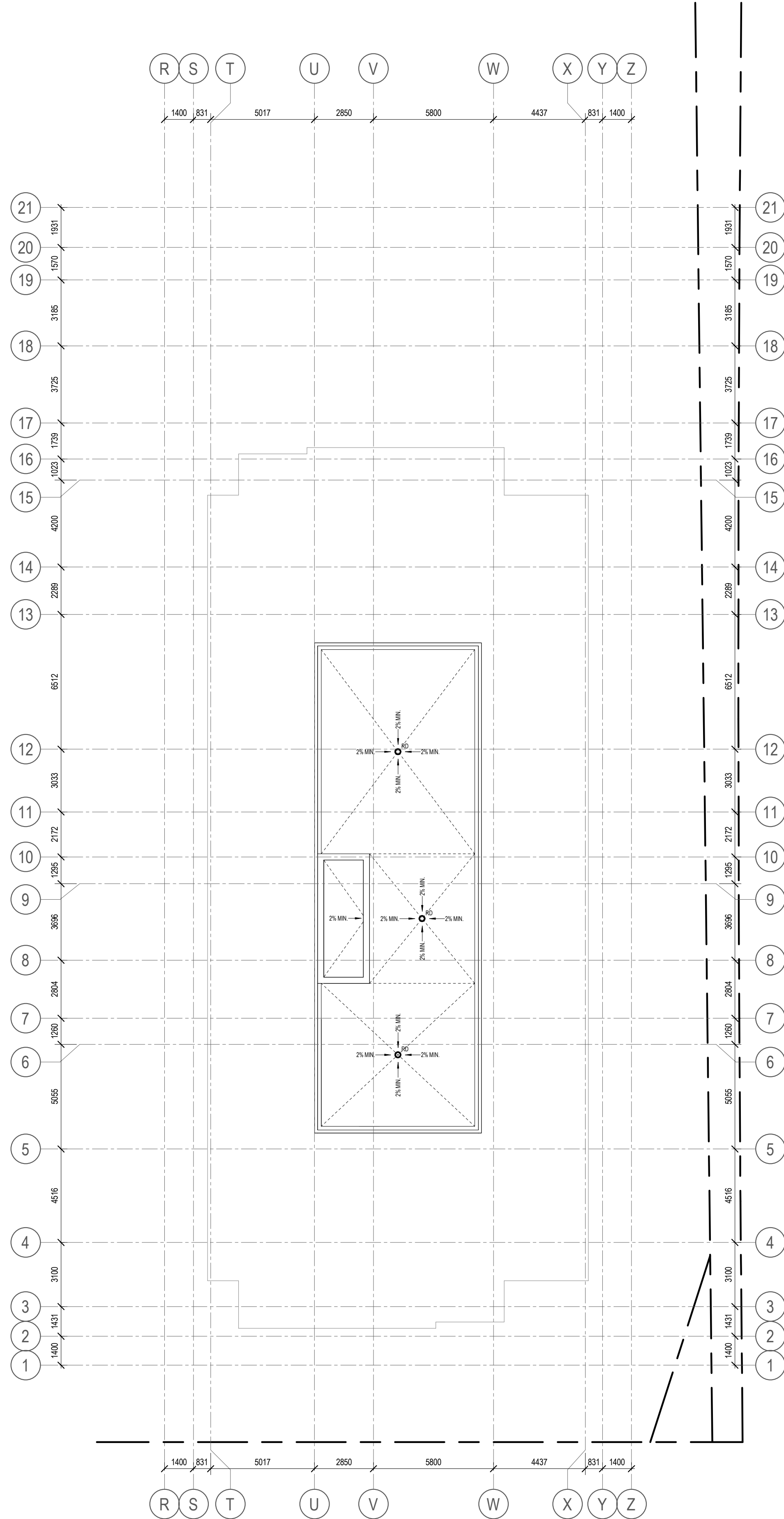
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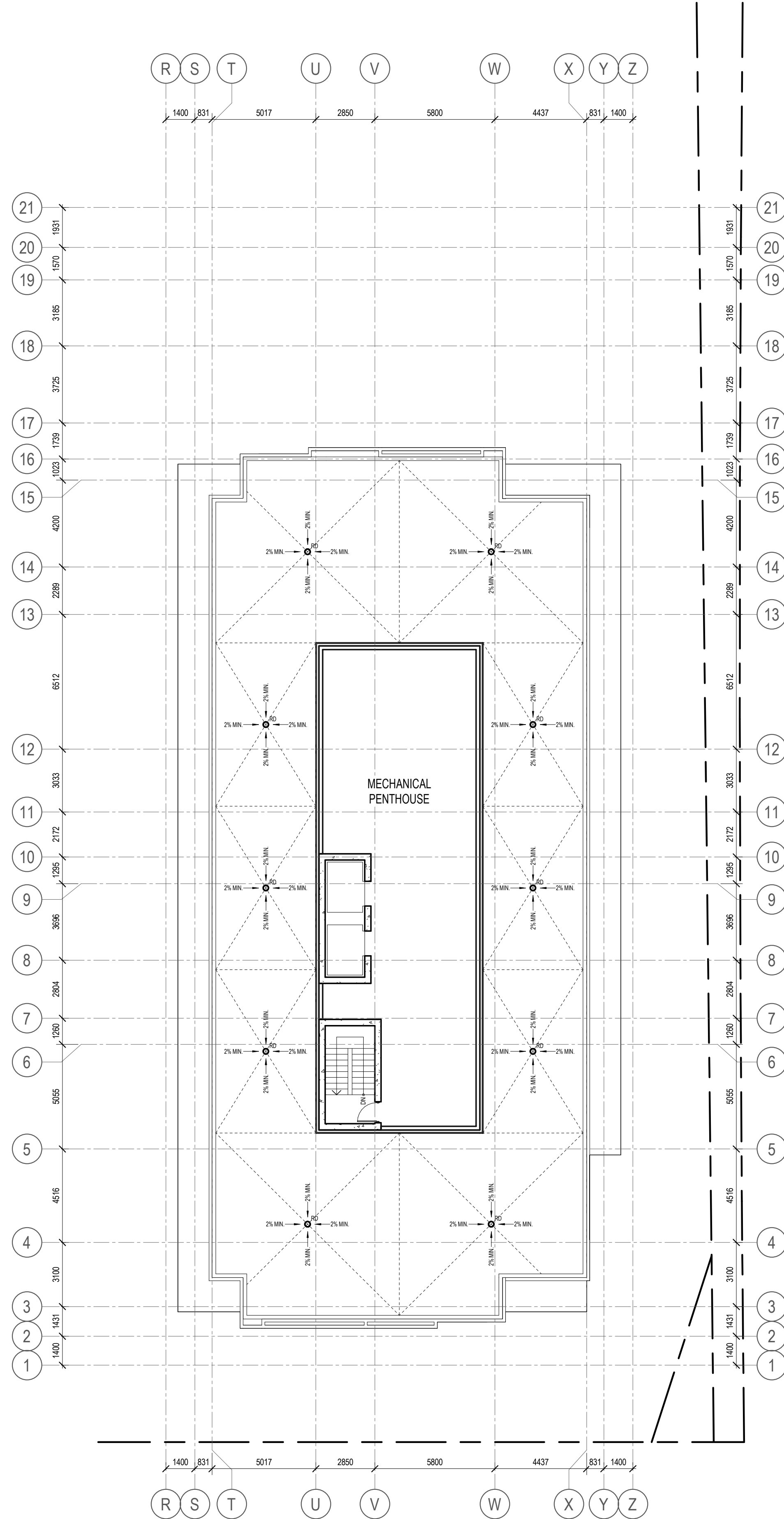
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2107	NOTED	BH	JH

LEVEL 08-17 FLOOR PLAN

A108



2 ROOF PLAN - MECHANICAL PENTHOUSE
A109 SCALE: 1 : 150

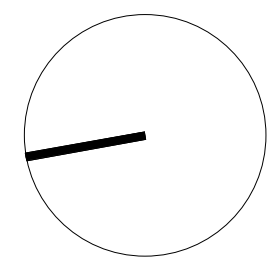


1 ROOF PLAN
A109 SCALE: 1 : 150

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1765 MONTREAL RD

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Ottawa, ON

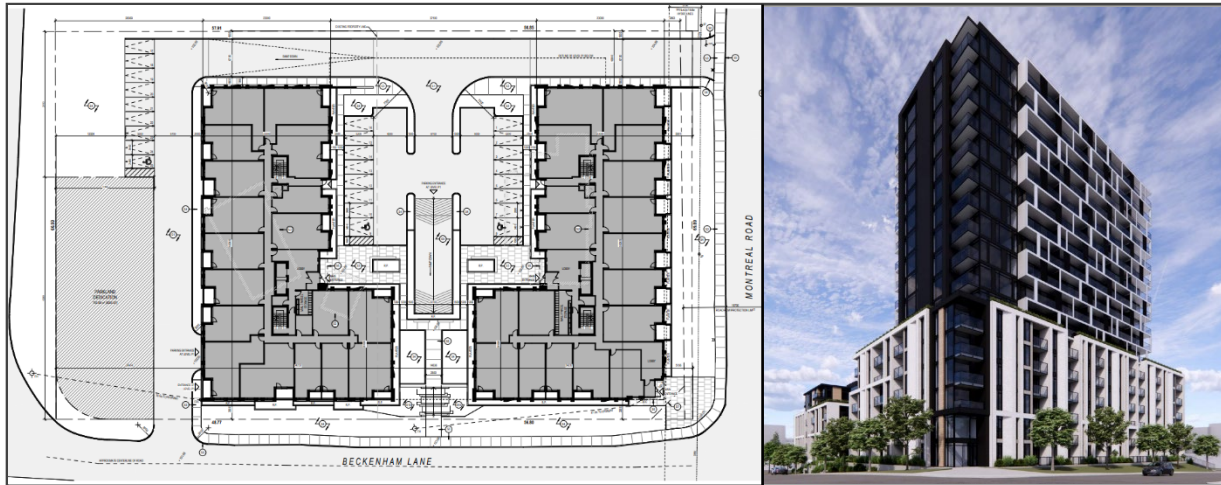
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ROOF PLAN

A109

1765 Montreal Road | Informal Pre-Consultation Review | Site Plan Control & Zoning By-law Amendment | Project1 Studio, Novatech and P.H. Robinson Consulting |

Panel Members in Attendance: James Parakh | Nigel Tai | Heather Rolleston | Emmanuelle van Rutten | Colin Berman | Philip Evans



Key Recommendations

- The Panel appreciates the overall sophistication and elegance of the design, particularly the attention to detail in materials, facade articulation and grading transitions.
- The Panel strongly recommends exploring ways to reduce the dual parking access. The project doesn't seem large enough to require two entrances and exits to underground parking.
 - Consider consolidating access points to minimize vehicular circulation around the site and integrating parking garage as part of phase one.
 - The Panel suggests exploring an access point on the ground floor for the units in relation to the park to provide an option for units to be accessed either directly from grade or from the corridor. This would have the added benefit of screening the blank wall on the lower level facing the park.
- The Panel suggests re-evaluating the relationship between the park and the adjacent parking lot. It is not ideal to have a private driveway and a parking garage entrance next to the park.
 - Consider eliminating or relocation of surface parking to enhance green space and mature tree preservation.
- The Panel appreciates the symmetrical site plan but suggests exploring a less rigid and formal symmetry of the landscape courtyard.

- The Panel recommends reconsidering the main lobby at the corner of Beckenham and Montreal Road to increase its prominence and incorporate the space for amenity area.
- The Panel recommends studying the opportunity to refine the articulation of the tower as it competes with the podium. A suggested approach is to tie the two together through detailing to ensure a seamless integration.
 - The Panel encourages maintaining and implementing the proposed fine-scale brick details and material textures.
- The Panel encourages further refinement of the roofscape of the lower building, including green roof elements, as it will be visible from the high-rise residences.

Site Design & Public Realm

- The Panel supports the creation of a central drop-off area and courtyard but recommends further simplification of the layout.
 - A more efficient and less congested vehicular access should be considered to improve the functionality and aesthetics.
 - Appreciates the well-handled grading transition, which contributes to the project's seamless integration with the surrounding site.
- The dual parking garage access points should be re-evaluated to prevent possible congestion, and an alternative layout for the drop-off area could reduce the paved surface in the courtyard.
- The Panel suggests that the lobby at the corner of Montreal Road and Beckenham Lane could benefit from more activation. While the design is elegant, the space appears a bit small for its intended function.
 - The Panel recommends exploring the possibility of enlarging the lobby or using adjacent units to create a more vibrant amenity and engaging space that serves residents and enhance street animation.
 - The Panel suggests re-evaluating the lobby's placement and scale to enhance its function as a more prominent urban corner space.
- The Panel encourages introducing more landscaping buffer, particularly around the grade-level suites.
 - The symmetrical garden design could be modified to allow for a more organic flow and additional green space, contributing to the overall livability of the development.
- The Panel supports the inclusion of the park and appreciates the retention of mature trees, emphasizing the need to preserve and integrate significant existing trees within the design.

- The Panel suggests reconsidering of the wide driveway adjacent to the park, proposing that reducing its width or eliminating it altogether could improve the relationship between the park and the building.

Sustainability

- The Panel encourages the implementation of green roofs on the lower building, to provide an improved visual experience for residents and contribute to sustainability goals.
- The Panel recommends further integration of landscaping within the ground-level units and the courtyard to enhance green space and reduce the impact of surface parking.
- The Panel supports the retention of mature trees and encourages maximizing tree preservation, particularly in areas where surface parking could be relocated.

Built Form & Architecture

- The Panel appreciates the handsome architectural expression and use of angled brick and the overall elegance of the building.
 - It is suggested that the tower expression could be improved by incorporating the wood material from the podium upward to help soften the tone and integrate the two.
- The Panel suggests adding more fine-scale detailing to the lower floors of the building, particularly around the base of the tower, to create a richer visual experience.
- The Panel recommends refining the articulation of the tower to create a more cohesive relationship with the podium, including potentially integrating elements from the podium into the upper tower facade.
- The Panel suggests re-evaluating the contrast between the tower and podium materials to ensure a harmonious architectural expression.
- The Panel supports the strong base expression but recommends incorporating additional detailing at the lower levels facing the park to create a more engaging pedestrian experience.
- The Panel emphasizes the importance of the seamless transition between the building and public realm, particularly at the base.

- The Panel highlights the importance of the lower building's roofscape, emphasizing the need for an aesthetically considered treatment, such as a green roof, given its visibility from surrounding high rise units.