



112 Montreal Road + 314 Gardner Street

**Zoning By-law Amendment
+
Site Plan Control**

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INTRODUCTION

FOTENN Consultants Inc. has been retained by 1147310 Ontario Inc. to prepare a Planning Rationale in support of Major Zoning By-law Amendment and concurrent Site Plan Control Application for the lands municipally known as 112 Montreal Road and 314 Gardner Street. This Rationale assesses the proposed development against the applicable policy and regulatory framework, and concludes that the development is appropriate for the site and compatible with adjacent development and the surrounding community.

DEVELOPMENT PROPOSAL

1147310 Ontario Inc. is proposing to construct a total of six (6) buildings ranging in height from three (3) to 18 storeys on the site. In total, 607 residential dwelling units are proposed, as well as 300 square metres of retail gross floor area (GFA). The proposal includes:

- A six (6) storey mixed-use building, labeled as Building F on the Site Plan, fronting Montreal Road (a Traditional Mainstreet), with retail at grade and five (5) storeys of residential uses above. This building includes 15 dwelling units, 300 square metres of retail at grade divided into two retail units, and 101 square metres of common amenity and lobby area also at grade.
- A four (4) storey residential building, labeled as Building G on the Site Plan, is proposed fronting Gardner Street at the south end of the site, providing a transition to the existing lower profile development on Gardner Street. This building includes a total of 22 dwelling units.
- In the centre of the subject site, four (4) 18 storey high-rise buildings (Buildings A, B, C, and D on the Site Plan) with heights of 56 metres, and one (1) three (3) storey building (Building E on the Site Plan) are proposed. Two of the four high-rises are oriented towards Vanier Parkway, with a three (3) storey commons building between. The two additional buildings are to be located interior to the site. Three of the buildings will contain 143 dwelling units, while the fourth will contain 141 units.

The proposed commons building, oriented towards Vanier Parkway and located between two of the high-rise buildings, is strictly an amenities building, and includes approximately 1,610 square metres of communal amenity area to serve the entire development.

The six-storey building on Montreal Road and the northeast high-rise (Building A) are to be completed as part of Phase 1, along with a portion of a shared two (2) storey underground garage extending underneath Building A. An access roadway from Montreal Road will also be provided in Phase 1 and will extend towards the Building A. Indoor (rooftop) and outdoor common amenity space will be provided for the residents in Phase 1, as the commons building is to be constructed in Phase 2.

In the second phase, the commons building, the additional high-rise buildings and the low-rise residential building are to be constructed, as well as right-in, right-out access

road from Vanier Parkway that extends through 314 Gardner Street (which is presently occupied by a single-detached house to be demolished).

In all four (4) high-rises, as well as in the mixed-use building and low-rise building, the ground floor will include a lobby, holding room and garbage room. The underground garage will accommodate parking, resident storage, bicycle storage, a hydro vault under the northeast tower, and mechanical and electrical rooms for each building. The two-level garage encompasses the entire site and is to be built to the property line (less 300 mm for shoring) around the entire perimeter of the site.

The design provides ample landscaping, with pavers used throughout to enhance the proposed development's aesthetic integrity, and pathways are provided along the south and west lot lines to create comfortable and safe pedestrian connections. A small gathering area is provided in the southwest corner where these two pathways meet.

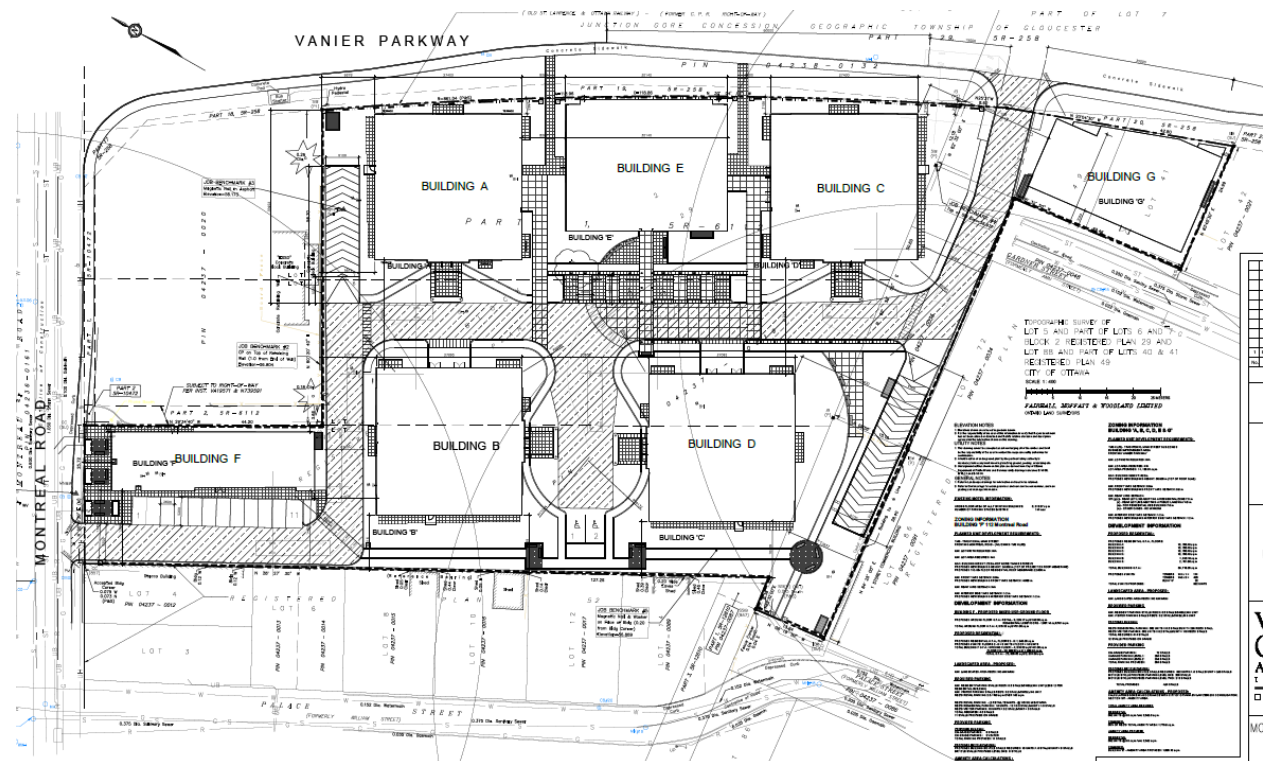


Figure 1. Site Plan

Two (2) levels of underground parking provide space for cars, bicycles and lockers for residents. Eleven (11) parking spaces are provided at-grade adjacent to the mixed-use building, and twelve (12) spaces are provided at-grade throughout the remainder of the development. A total of 522 parking stalls are provided underground (254 on Level P1 and 268 on Level P2). In terms of bicycle parking spaces, 208 are provided on Level P1 and 216 on Level P2 for a total of 432 spaces. Both figures exceed the by-law requirements.



Figure 2. West Elevation

PLANNING APPLICATIONS

In order to proceed with the development proposal as described above, a Major Zoning By-law Amendment and Site Plan Control Application are being filed concurrently. The Zoning By-law Amendment seeks to permit ‘apartment dwelling high-rise’ uses and amend select provisions of the City’s Comprehensive Zoning By-law 2008-250.

The subject site includes two different municipal addresses and three different zoning designations (Figure 3). The northerly portion of 112 Montreal Road (which directly fronts Montreal Road) is zoned “TM3 – Traditional Mainstreet, Subzone 3”, with a maximum height of 20 metres and 6 storeys.

The balance of 112 Montreal Road, extending towards the rear, is similarly zoned TM3 H(42) – Traditional Mainstreet, Subzone 3, Maximum Height of 42 metres”. Subzone 3 permits additional non-residential uses, and restricts residential uses to dwelling units and rooming units, subject to being located in a building containing one or more permitted non-residential uses.

Lastly, 314 Gardner Street is zoned “GM [2076] H (12) – General Mixed-Use, Urban Exception 2076, with a Maximum Height of 12 metres”. Exception 2076 adds additional permitted residential uses including detached, duplex, semi-detached and three-unit dwellings.

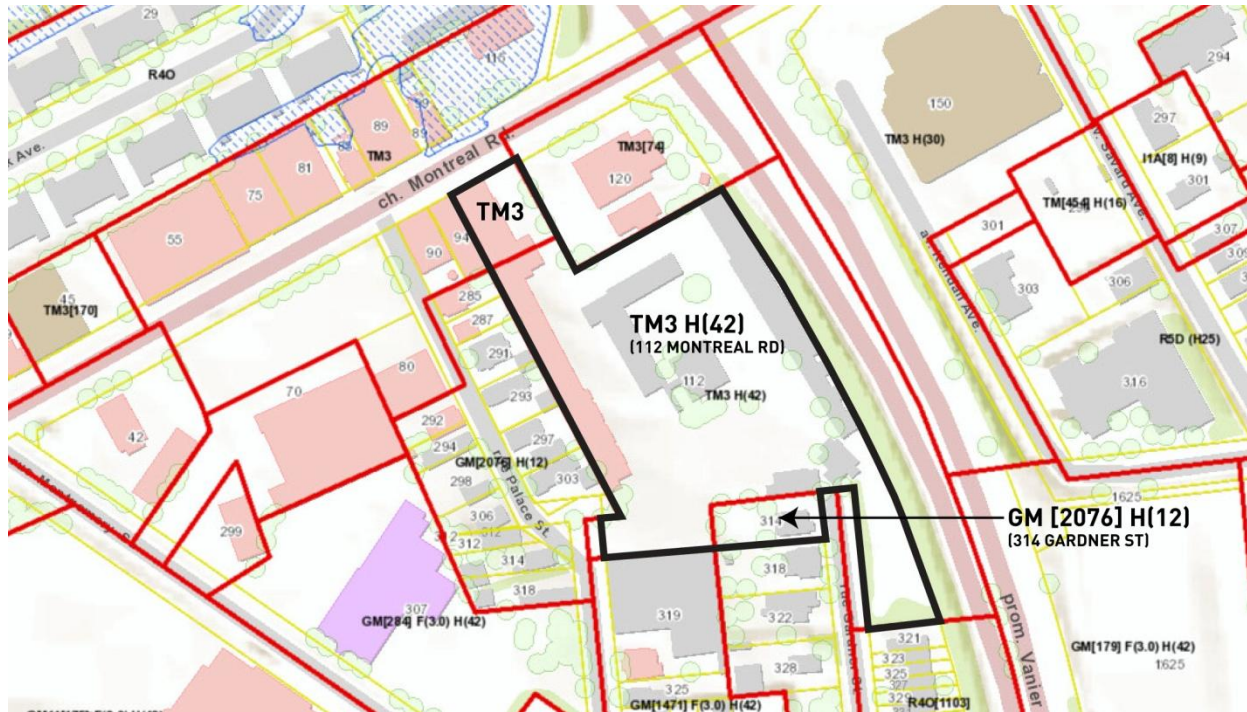


Figure 3. Subject Site Zoning

The Zoning By-law Amendment seeks to rezone all of the lands to a single zone while maintaining the intent of the existing zones. It is proposed that the entire site be rezoned to “TM3[xxxx] - Traditional Mainstreet, Subzone 3”, with a site-specific exception to permit “apartment dwellings, high-rise” on the portion of the site currently zoned TM3 H(42). This provision would maintain the intent of the Zoning By-law by limiting single-use residential buildings along the Montreal Road Traditional Mainstreet, while permitting these uses on the balance of the site to provide an appropriate transition to the surrounding primarily residential uses.

The following amendments are requested as part of this application:

- Rezone subject property from TM3, TM3 H(42) and GM[2076] H(12) to TM3 [XXXX] to permit “apartment dwelling, high-rise” as a permitted use.
- Permit a height maximum of 56 metres, whereas the By-law permits a maximum height of 42 metres.
- Permit variances to the required minimum and maximum setbacks for select buildings in the proposed development.

Additional amendments may be identified following technical circulation and as a result of modifications to the Site Plan.



SITE AND COMMUNITY CONTEXT

SUBJECT SITE

The subject properties (known herein as “the site”) consist of two (2) lots of record and are identified municipally as 112 Montreal Road and 314 Gardener Street. They are located on the south side of Montreal Road (just west of Vanier Parkway) and west side of Gardner Street respectively. The site has approximately 25.64 metres of frontage along Montreal Road, a lot depth of 127.2 metres, and a total lot area of approximately 10,202 square metres (1.02 hectares). The site is currently occupied by a series of two (2) storey hotel buildings with surface parking spaces and at the south end of the property, and a series of detached dwellings, including the two (2) storey detached dwelling at 314 Gardner Street.



Figure 4. Aerial view of the site.

AREA CONTEXT

The site is located in the Vanier South neighbourhood in the former City of Vanier and is bounded by Montreal Road to the north, Vanier Parkway to the east, Gardner Street to the south, and Palace Street to the west. The neighbourhood is currently in transition, with a recently updated Secondary Plan and a planning direction to develop with a mix of uses, including low to high profile residential, and commercial uses fronting the traditional mainstreet on Montreal Road.

The surrounding area uses vary, but consist primarily of low-rise detached, semi-detached, and townhouse residential uses, open space, commercial, institutional, and office uses. The following identifies the land uses that surround the site:

NORTH: The existing Montreal Road right-of-way is located directly north of the site.



Beyond the right-of-way there are restaurant and commercial uses on the north side of Montreal Road.

EAST: An existing Esso Gas Bar is located directly east of the site at the southwest corner of Montreal Road and Vanier Parkway. Along the east side of the Vanier Parkway there is a small scale retail shopping centre with retail and office uses.

SOUTH: To the south, the site abuts a detached dwelling which fronts on the west side of Gardner Street (owned by the applicant), a row of townhouses which front on the east side of Gardner Street, and an existing construction building which fronts on the west side of Palace Street. Beyond these lands to the south there are other low-profile residential uses.

WEST: Along the west edge of the property and further west there is a mix of low-rise detached residential uses as well as commercial uses fronting on the south side of Montreal Road and the east side of Palace Street.

COMMUNITY AMENITIES

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

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

ROADS AND TRANSIT

The site is well serviced by the existing road network. As mentioned previously and as shown on *Schedule E - Urban Road Network* of the City of Ottawa Official Plan, Montreal Road, McArthur Avenue, Vanier Parkway, and North River Road are identified as existing Arterial Roads. Arterial roads are the major roads of the City that carry large volumes of traffic over the longest distances.

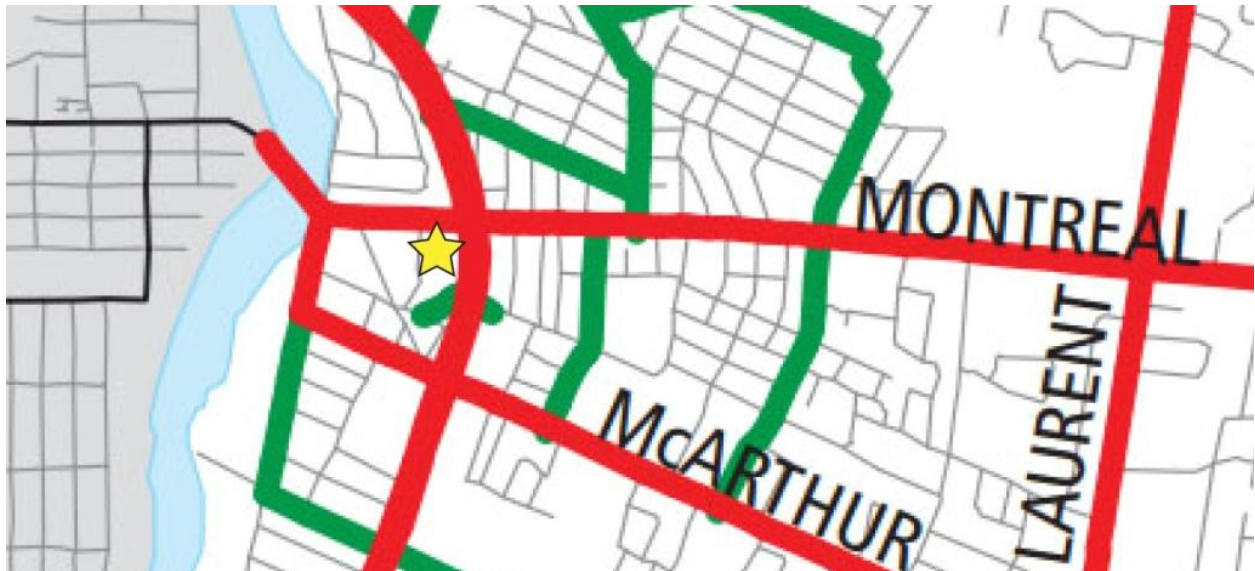


Figure 5. Schedule E : Urban Road Network (Arterials in red, Collectors in green)

With respect to public transit, local routes 9, 12, 14, and 18 service the nearby areas and run along Montreal Road, North River Road, Vanier Parkway, and McArthur Avenue providing efficient and regular travel to all areas of the city. As per *Schedule D - Rapid Transit Network* in the City's Official Plan, Montreal Road is identified as a Transit Priority Area by the City of Ottawa.

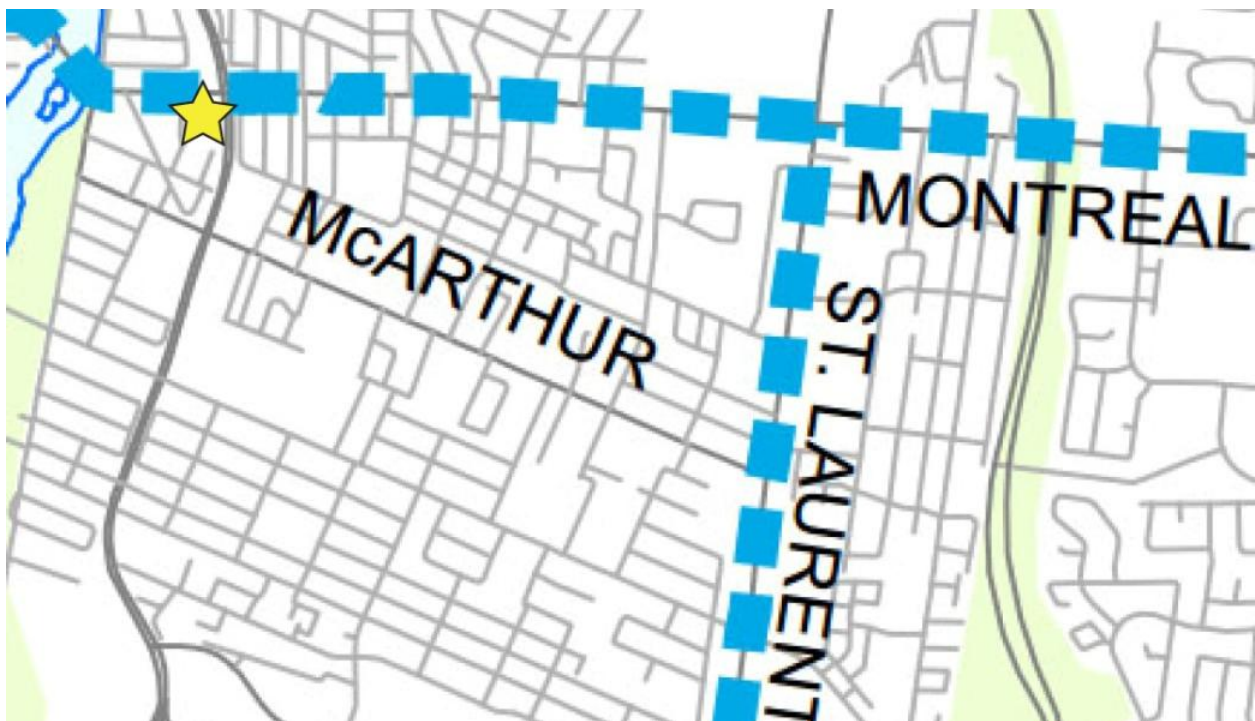


Figure 6. Schedule D: Rapid Transit Network with transit priority corridors in blue.



POLICY FRAMEWORK

PROVINCIAL POLICY STATEMENT, 2014

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning. Decisions affecting planning matters '*shall be consistent with*' Provincial Policy Statements.

On February 24, 2014 the Ministry of Municipal Affairs and Housing released a new PPS that came into effect on April 30, 2014. As required by the Planning Act, all decisions made after April 29th are required to be consistent with the PPS.

The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. Planning authorities must identify appropriate locations and promote opportunities for intensification and redevelopment [Policy 1.1.3.3]. In addition to meeting the fundamental objective of concentrating growth within established and serviced urban areas, the proposed development meets the following policy interests, among others:

- Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term [Policy 1.1.1.a];
- Accommodates an appropriate range and mix of residential, employment (including industrial and commercial), recreation, open space, and other uses to meet long-term needs [Policy 1.1.1.b];
- Promotes cost-effective development standards to minimize land consumption and servicing costs [Policy 1.1.3.2.a];
- Directs development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs [Policy 1.4.3.c];
- Promotes densities for new housing which efficiently uses land, resources, infrastructure and public service facilities and support the use of active transportation and transit where it exists or is to be developed [Policy 1.4.3.d];
- Promotes land use patterns, density and mix of uses that minimize the length and number of vehicle trips and supports current and future use of transit and active transportation [Policy 1.6.7.4];
- Supports energy efficiency and improves air quality through land use and development patterns which promote the use of active transportation and transit and improve the mix of employment and housing uses to decrease transportation congestion [Policy 1.8.1.b,c,e].

The proposed development is consistent with the Provincial Policy Statement in that:

- *The proposal capitalizes on an infill opportunity of an underutilized site within the City's built-up area where services are readily available.*



- *The proposed development proposes to intensify a site situated in proximity to employment, transit, active transportation infrastructure and community amenities, contributing to the creation of complete communities and development patterns that are sustainable over the long term.*
- *The proposed development promotes densities that contribute to more sustainable land use patterns and contribute to the range and mix of residential housing types.*

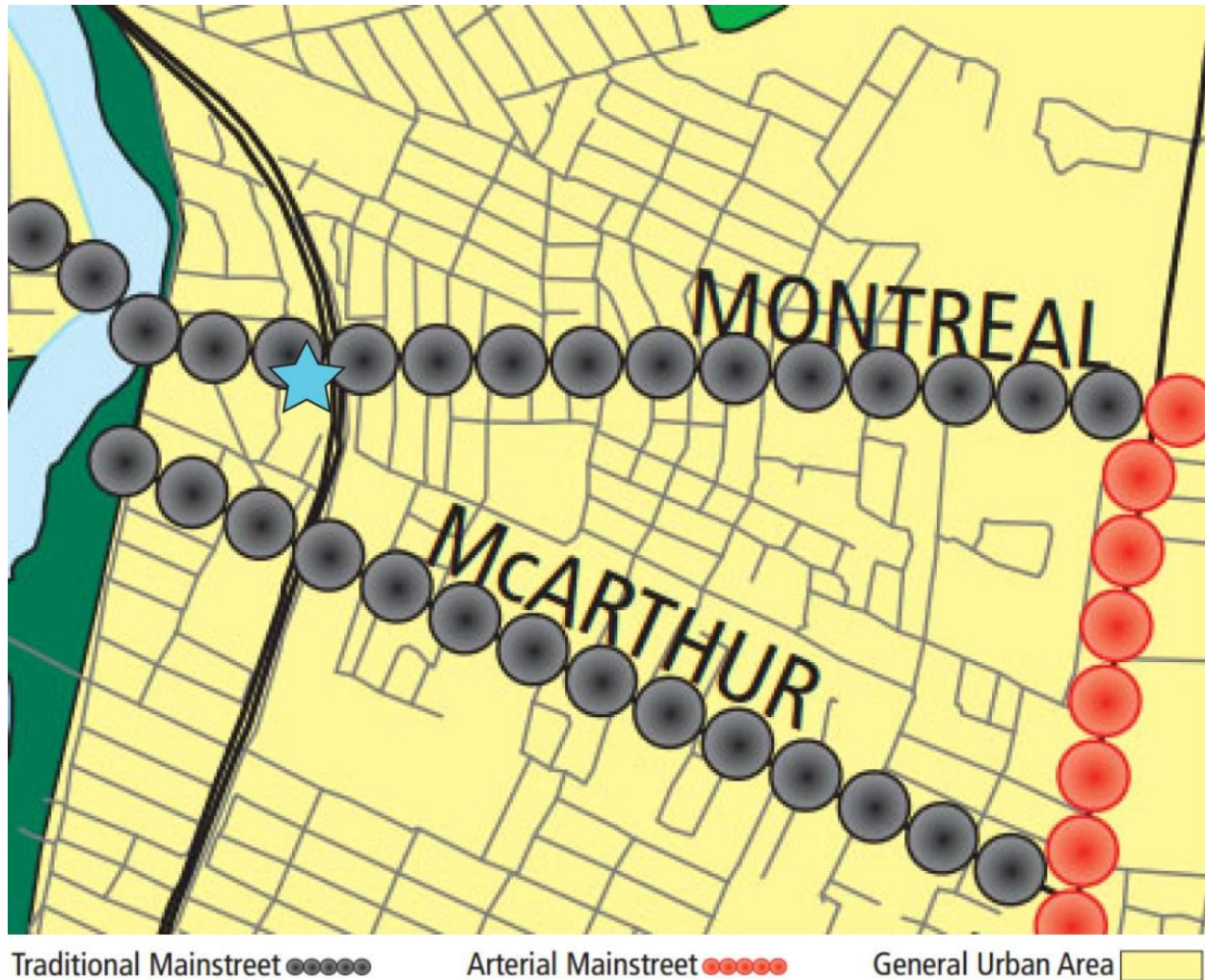
CITY OF OTTAWA OFFICIAL PLAN, CONSOLIDATED 2013

The City of Ottawa Official Plan (OP) provides a vision of Ottawa's future growth and a policy framework to guide its physical development to the year 2031. Additionally, the Official Plan addresses matters of provincial interest as defined by the Provincial Policy Statement, and serves as a basis for a wide range of municipal activities.

Section 3.6.3 – Mainstreets

The site is designated '*Traditional Mainstreet*' in the City of Ottawa Official Plan. The objective of the Traditional Mainstreet designation is to encourage more dense and mixed-use development that supports, and is supported by, increased walking, cycling and transit use. A broad range of uses is permitted on Traditional Mainstreets, including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings.

With respect to building height, the Official Plan outlines that Traditional Mainstreets will support building heights of up to six (6) storeys, although greater heights may be contemplated in accordance with criteria in Section 4.11 of the Plan.



Site

Figure 7. Schedule B: Urban Policy Plan.

The proposed development is consistent with the Traditional Mainstreet policies of the OP in that:

- The proposal is for a dense, mixed-use development in a location that is walkable, accessible for bicycles, and transit-oriented.
- The proposed uses – retail, low- and high-rise apartment buildings – are considered in the Traditional Mainstreet designation.
- The proposed maximum height of 18-storeys is contemplated in the Traditional Mainstreet designation in accordance with Section 4.11, discussed further below.

Sections 2.5.1 & 4.11 – Urban Design and Compatibility

According to Section 2.5.1 of the Official Plan, introducing new development into an



existing urban fabric requires a sensitive approach and respect for the community's established characteristics. The Official Plan seeks to mitigate conflicts between existing and new development to ensure proposals are compatible with their surroundings, while allowing for sufficient flexibility and variation in building form and architectural design.

The Official Plan defines compatible development as development that enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It is development that fits well and works well with its surroundings and tries to incorporate common characteristics of its setting. New development can achieve compatibility with its surroundings without necessarily being the same as existing development.

Section 2.5.1 sets out seven (7) design objectives supplemented by design principles to help achieve compatibility of form and function. The proposed development supports the following objectives and associated principles:

1. To enhance the sense of community by creating and maintaining places with their own identity.
 - *The proposed high-rise residential development responds to the need to re-develop a site in the west sector of Montreal Road that is currently underutilized for the size of the parcel.*
 - *The intent of this development is to contribute to re-establishing a more compact urban fabric along Montreal Road over time.*
 - *The proposal reflects on its context and setting by incorporating commercial uses at a small scale which tie into the mix of uses along Montreal Road.*
 - *Further, the residential component of the proposal is contemplated in an area with existing residential uses and a proposed height that is supported by the recently adopted Montreal Road Secondary Plan.*
2. To define quality public and private spaces through development.
 - *The proposed high-rise residential development defines the public space along Montreal Road with a human-scale built form.*
3. To create places that are safe, accessible and easy to get to and move through.
 - *The proposal creates safe, well-defined pedestrian and vehicle connections to Montreal Road, Vanier Parkway, and Gardner Street, and includes a pathway connection to Palace Street, located just west of the site.*
4. To ensure that new development respects the character of existing areas.
 - *The architectural detail of the proposed development will complement the existing built form and context (existing and planned) of the nearby residential and commercial areas and will integrate into the traditional mainstreet.*
 - *The site will enliven its portion of the traditional mainstreet through active*



ground-oriented commercial uses.

5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.
 - *The proposal considers the site's adaptability by creating connections to the surrounding developments and providing a range of uses that can evolve over time.*
 - *The proposal represents a compact form of development that accommodates the needs of a range of people with a variety of dwelling unit types and sizes.*
6. To understand and respect natural processes and features in development design.
 - *Whereas the existing development is composed of primarily hard surfaces, the proposal will enhance the vegetative cover throughout the site and add trees within the publicly accessible private space and on all three street frontages.*
7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.
 - *The proposed development benefits from proximity to transit, various community amenities and the Central Business District, and as such includes 432 bicycle parking spaces whereas the by-law only requires 305.*

The criteria in Section 4.11 provide a means to objectively evaluate the compatibility of infill development. The following is an evaluation of the criteria in relation to the proposed development.

COMPATIBILITY CRITERIA	CONFORMITY
Traffic	<i>A Traffic Study was prepared by IBI Group which concludes that the proposed mixed-use development is anticipated to generate approximately 250 and 310 morning and afternoon peak hour trips respectively. The existing and proposed intersections are expected to operate within City standards, with no impacts on adjacent properties.</i>
Vehicular Access	<i>Vehicular access will be provided from two separate entrances – one from Montreal Road and one from Vanier Parkway to ensure proper vehicular access through the site including fire route access for emergency services. The accesses are set closely to the edges of the property to ensure a safe distance away from the intersection of Montreal Road and Vanier Parkway and to avoid potential conflicts.</i>
Parking Requirements	<i>A total of 545 parking spaces will be provided on the site, exceeding the required minimum of 365 spaces.</i>



Outdoor Amenity Areas	<p><i>The site abuts several residential properties, including four single-detached dwellings to the west on Palace Street, one single-detached dwelling south of the subject site on Gardner Street, and a townhouse development located south of the site between Gardner Street and the Vanier Parkway.</i></p> <p><i>Though there is the potential for overlook from the proposed development into the rear yards of the Palace Street properties and the most northerly Gardner Street property, this impact is considered reasonable within an urban context.</i></p> <p><i>It should also be noted that these abutting single-detached dwellings are all zoned General Mixed-Use [GM[2076]H(12)] and can be redeveloped as-of-right to a maximum height of 12 metres, or approximately four (4) storeys. As well, it should be noted that the Montreal Road District Secondary highlights Palace Street's "narrow right-of-way and small lot fabric [which] limits the development potential to a mix of small, local commercial and office uses". Overlook concerns are minimized as outdoor amenity areas are not part of the surrounding area's planned function.</i></p>
Loading Areas, Service Areas and Outdoor Storage	<p><i>Fully enclosed garbage areas are provided internal to the site and will not be visible from the main roads or the intersection of Montreal Road and the Vanier Parkway. Loading for the retail units will be handled within the proposed driveway.</i></p>
Lighting	<p><i>Lighting will meet the City's standards, with no anticipated impacts on adjacent development.</i></p>
Noise and Air Quality	<p><i>There are no anticipated impacts with respect to noise and air quality as a result of the proposed development.</i></p>
Sunlight and Microclimate	<p><i>A Sun Shadow Study has been provided. Generally, no adjacent building is in shadow for more than three (3) hours at any point throughout the day.</i></p> <p><i>The Sun Shadow Study illustrates that the shadows are cast primarily to the north and east of the property - onto the street right-of-ways and onto the adjacent gas station at the intersection.</i></p>
Supporting Neighbourhood Services	<p><i>The subject property is well-served by neighbourhood services including:</i></p> <ul style="list-style-type: none"><i>– Commercial uses along Montreal Road (i.e. grocery store, bank, retail stores etc.);</i><i>– Recreational facilities (including Vanier Riverain Tennis Clubhouse and Bernard-Grandmaitre Arena);</i><i>– Parkland at the corner of North River Road and Montreal Road, Emond Park, Riverain Park, Gil-O-Julien Park,</i>



	<p><i>MacDonald Gardens Park;</i></p> <ul style="list-style-type: none"><i>– L’Alternative Public High School, Assumption Elementary School, Horizon-Jeunesse Catholic Elementary School, Vision-Jeunesse Catholic Elementary School, St. Joseph’s Adult School, Le Trillium Public Elementary School, Trille-des-Bois Public Elementary School;</i><i>– Partage Vanier Community Garden and Chateau Donald Community Garden;</i><i>– Existing cycling network along Montreal Road and nearby along the Rideau River.</i>
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Section 4.11 also includes policies specifically addressing the location, design and integration of high-rise buildings (defined as ten storeys and greater). High-rise buildings can be considered on lands that meet several conditions including where a community design plan, secondary plan, or other similar Council-approved planning document identifies a location suitable for the creation of a community focus on a strategic corner lot, or at a gateway location or on a terminating site to strategic view, or a site that frames important open spaces, or at a location where there are significant opportunities to support transit at a transit stop or station by providing a pedestrian and transit-oriented mix of uses and activities [Policy 4.11.9(c)].

Policy 4.11.11 of the Official Plan stipulates that high-rise buildings will be considered both as examples of architecture in their own right and as elements of urban design sitting within a wider context. As such, high-rise buildings will be evaluated on the following basis:

- How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;
- How the proposal enhances existing or creates new views, vistas and landmarks;
- The effect on the skyline of the design of the top of the building;
- The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines, and;
- How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly accessible landscaped area, amenity space and pedestrian respite areas, street trees public art, active land use frontages, legible entrances and views to the street, canopies, awnings and colonnades for continuous weather protection).

As per Policy 4.11.12, Building Transitions, the integration of taller buildings within an area characterized by a lower built form is an important design consideration. Development proposals must address issues of compatibility and integration with surrounding land uses by ensuring an effective transition in built form will serve to link the proposed development with both planned and existing uses. In particular, transitions can be



accomplished through a variety of means including such measures as:

- a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down);
- b) Massing (e.g. inserting ground oriented housing adjacent to the street as part of a high profile development or incorporating podiums);
- c) Character (e.g. scale and rhythm, exterior treatment, use of colour and complementary building finishes);
- d) Architectural design (e.g. the use of angular, cornice lines), and;
- e) Building Setbacks.

The proposed development meets Section 4.11 policies in that:

- *The Subject Property meets the intent of Policy 4.11.9 with regards to the location of tall buildings. Specifically, the proposed development is identified as a location suitable for buildings up to 18 storeys in height in the Montreal Road District Secondary Plan (OPA 127) (see Secondary Plan section below for further details).*
- *The Subject Property generally meets the intent of Policy 4.11.11 with regards to evaluating high-rise buildings as architecture in their own right and as part of a greater context. Specifically, the proposed development:*
 - *Incorporates ground-oriented commercial units along the Montreal Road traditional mainstreet to create an active and animated streetscape. A lower scale of development (four-storey) is proposed to the south to create an appropriate transition away from the mainstreet towards the abutting townhouse and single-detached dwelling development;*
 - *Carefully considers the architecture of the buildings with a four tower design that will act as a defining edge for the Montreal Road mainstreet and as a landmark for the district, creating new views along Montreal Road. The proposed building's compact floorplates (approximately 750 square metres) and appropriate tower separation (20 metres) will minimize the development's sun shadowing impact;*
 - *The proposed mixed-use building along Montreal Road will frame the public realm of the traditional mainstreet while maintaining access for residents and visitors.*
- *The Subject Property also generally meets the intent of Policy 4.11.12 with regards to the integration of taller buildings within an area characterized by a lower built form. Specifically, the proposed development:*
 - *Is set back a minimum of ten (10) metres from nearby developments, in order to provide an appropriate transitional zone and minimize noise, light and overlook impacts;*
 - *Is designed with an appropriate transition to the low-rise development to the south, recognizing that the surrounding properties are zoned for redevelopment and could, in the near future, be redeveloped into a denser*



and taller built form.

CITY OF OTTAWA OFFICIAL PLAN AMENDMENT NO. 150

In 2013, the City of Ottawa reviewed its Official Plan resulting in numerous changes to policy references and land use designations. Ottawa City Council adopted Official Plan Amendment 150 (OPA 150) to implement the changes in December 2013.

For the purposes of this Planning Rationale, the current policies of the City of Ottawa Official Plan 2003 (Consolidated May 2013) remain in full force and effect and have been reviewed and analysed for the proposed development. Although OPA 150 is subject to appeals and may still change, the general directives and policies in the Plan have been considered, recognizing that they represent Council's direction.

Section 3.6.3 – Mainstreets

The subject site maintains its *Traditional Mainstreet* designation in OPA 150. The *Traditional Mainstreet* policies have been revised to include more specific height policies. Building heights up to a maximum of six (6) storeys will generally be permitted in the *Traditional Mainstreet*, unless greater heights are identified in a Secondary Plan as per Policy 3.6.3.12.

The proposed development meets OPA 150's revised mainstreet policies in that:

- *The subject site is identified in the Montreal Road District Secondary Plan (OPA 127) as a location for building heights up to 18 storeys.*

Section 2.2.2 – Managing Intensification within the Urban Area

Intensification policies in Section 2.2.2 of the Official Plan have also been amended to include direction for the location of taller buildings.

Policy 12 of Section 2.2.2 states that Secondary Plans can identify locations for buildings in excess of the established heights in the *Traditional Mainstreet*. The Subject Property is located within the Montreal Road District Secondary Plan, which identifies appropriate building heights for properties within the Montreal Road District. The subject site is identified as being suitable for heights up to 18 storeys.

The proposed development also meets OPA 150's revised Section 2.2.2 policies since:

- *The subject site is identified in the Montreal Road District Secondary Plan (OPA 127) as a location for heights up to 18 storeys. The proposed development meets this policy and therefore policy 2.2.2.12 in OPA 150.*

Sections 2.5.1 & 4.11 – Urban Design and Compatible Development

Policies under Section 2.5.1 have been revised, but only to allow development proponents to respond in creative ways to the Design Objectives. Responses provided in the Official Plan section above continue to apply.



Policies under Section 4.11 have also been revised and organized into seven categories. The revised policies are addressed in the table below:

COMPATIBILITY CRITERIA	CONFORMITY
Views	<ul style="list-style-type: none">– <i>The profile of the four buildings will act as a landmark for the Montreal Road District. It will create new views at the major intersection of Montreal Road and Vanier Parkway and add visual interest to Ottawa's skyline [Policy 2], and;</i>– <i>The proposed development is outside the Central Area and there is no impact on protected views [Policies 3 & 4].</i>
Building Design	<ul style="list-style-type: none">– <i>The proposed development's design fits with the existing desirable character and planned function of the surrounding area [Policy 5]:</i><ul style="list-style-type: none">– <i>Setbacks: The high-rise buildings are set back a minimum of ten metres from the existing residential developments to the south and west. This setback creates a transition and provides pedestrian facilities that facilitate connectivity with the site's surroundings;</i>– <i>Heights: The proposed high-rise buildings are a maximum of 18 storeys in height, as permitted in the Secondary Plan;</i>– <i>Transition: An appropriate transition is achieved by locating a six (6) storey mixed-use building along the Traditional Mainstreet, a low-rise residential building at the southern edge of the property, and locating the high-rise buildings in the centre;</i>– <i>Façade: The façades are articulated with varied cladding to add visual interest to the development;</i>– <i>Common characteristics of area & colours and materials: To be further defined at site plan stage.</i>– <i>The principal façade of the mixed-use building fronts Montreal Road, an arterial street. Windows are visible from public spaces including the abutting streets. Building cladding options will be further evaluated at site plan stage [Policy 6];</i>– <i>Mechanical equipment (including rooftop units), vents and metering devices will be designed to minimize visibility from the public street [Policy 8].</i>
Massing and Scale	<ul style="list-style-type: none">– <i>Policy 9 is addressed as part of the Secondary Plan discussion below;</i>– <i>Policy 10 is addressed in the Official Plan discussion above;</i>



COMPATIBILITY CRITERIA	CONFORMITY
	<ul style="list-style-type: none"> – <i>The high-rise buildings are set back from adjacent developments and are appropriately separated within the site. Transition to the north and south is achieved through lower-profile development and setbacks from the shared property lines [Policy 12].</i>
High-Rise Buildings	<ul style="list-style-type: none"> – <i>To establish a pedestrian-oriented street environment, the mixed-use building is set back five metres from the lot line, allowing for landscaping and room for pedestrians [Policy 13];</i> – <i>The buildings are separated by a minimum distance of 20 metres, less than the 23 metre distance set out in OPA 150 but in keeping with the minimum separation distance (20 metres) required in the Secondary Plan. Nevertheless, OPA 150 allows a reduction in separation distance under these conditions:</i> <ul style="list-style-type: none"> – <i>Where wind and shadowing impacts are minimized, and sunlight penetration to public places, privacy, and public views and sky views are maintained, through the use of smaller floor plates, building orientation and/or building shape, and;</i> – <i>The potential for future high-rise buildings on adjacent lots to be developed is maintained while meeting separation requirements.</i> – <i>The high-rise buildings are design with small floor plates (approximately 750 square metres) that are offset to allow for light and air penetration. [Policy 14(a)(i), Policy 14(b)];</i> – <i>The high-rise buildings are set back a minimum of ten metres from the lot lines, in order to preserve opportunities for adjacent tower development [Policy 14(a)(ii)].</i>
Outdoor Amenity Areas	<ul style="list-style-type: none"> – <i>The proposed high-rise building setbacks minimize opportunities for undesirable impacts on the existing private amenity spaces of adjacent residential units [Policy 15];</i>
Public Art	<ul style="list-style-type: none"> – <i>Public art is not being proposed as part of the development [Policy 17].</i>
Design Priority Areas	<ul style="list-style-type: none"> – <i>In order to retain flexibility or opportunity for other uses in the future, the first storey of the mixed-use building, which is located within the Design Priority Area, has been designed to be 5.45 metres in height. Its front building facade has been located adjacent to the street. [Policy 18];</i>



COMPATIBILITY CRITERIA	CONFORMITY
	<ul style="list-style-type: none">– <i>The portion of the development which forms part of the public realm will include weather protection elements including shade trees canopies, and elements to provide pedestrian comfort such as benches and other street furniture [Policy 19];</i>– <i>The mixed-use building will provide additional width for the pedestrian realm along the traditional mainstreet while maintaining safe access for pedestrians and vehicles into the site. [Policy 20].</i>

MONTREAL ROAD DISTRICT SECONDARY PLAN (OPA 127)

The subject site forms part of the West Sector in the Montreal Road District Secondary Plan, a sector identified as the gateway from downtown into the district. In this sector, the south side of Montreal Road is expected to provide opportunities for residential intensification, mixed-use developments and the potential for taller buildings, while maintaining the intent of the *Traditional Mainstreet* OP designation along Montreal Road.

The West Sector includes specific height policies for lots with frontage on a Traditional Mainstreet, a minimum of 100 metres of frontage on Vanier Parkway, and a minimum lot area of 1.0 hectares [Policy 1.3.2]. These lots have a maximum building height of 18 storeys provided they:

- Meet the design criteria in Policy 1.3.3;
- Ensure high-rise buildings have a limited floor plate, a minimum separation distance of 20 metres, and are oriented towards either the Traditional Mainstreet or Vanier Parkway; and
- Include setbacks from adjacent low-rise uses.

The relevant criteria in Policy 1.3.3 include:

- The design may include a six (6) storey maximum building height along the Traditional Mainstreet;
- Adequate setbacks to adjacent low-rise residential uses including:
 - o Maintaining the provisions for incremental changes in building height for the first six storeys from the rear lot line as contained in the TM zone;
 - o Maintaining the minimum interior side yard setback provisions as maintained in the TM zone;
 - o Providing incremental changes in building heights which begins at the maximum building height permitted in the abutting zone, or other similar building design techniques;
- That the application must address shadowing impacts and overlook onto



residential and institutional areas by orienting high-rise buildings away from low-rise uses.

The proposed development meets the general intent of Montreal Road District Secondary Plan (OPA 127), since:

- The subject site is identified as part of the West Sector, which permits the proposed 18 storey maximum height, subject to meeting the requirements in Policy 1.3.2;*
- The proposed development meets the general intent of Policy 1.3.2 and the design criteria in Policy 1.3.3, as it:*
 - Proposes high-rise buildings with a floor plate of 750 square metres and a minimum separation distance of 20 metres;*
 - Includes two high-rise buildings oriented towards Vanier Parkway, while orienting a six-storey mixed-use building towards the Traditional Mainstreet. Although two of the proposed high-rise buildings are located interior to the site, an appropriate transition to the surrounding low-rise areas is achieved through generous setbacks (minimum of ten metres);*
 - Maintains the intent of the TM zone's incremental changes in building height provisions for the first six storeys from the rear lot line, since the high-rise buildings do not abut any residential zones;*
 - Maintains the intent of the TM zone's minimum interior side yard setback provisions, for which relief is being requested through this zoning by-law amendment application;*
 - Utilizes generous setbacks to provide transition to the abutting zones. A minimum of ten (10) metres are provided from the high-rise buildings to the lot lines. This setback provides an appropriate transition when combined with the rear yard setbacks (approximately six to seven metres for a total of 16-17 metres) of the existing single detached dwellings on Palace Street and side yard setback (approximately two metres for a total of about 12 metres) of the single detached dwelling on Gardner Street. It should again be noted that the long-term direction for Palace Street is focused on non-residential uses.*

URBAN DESIGN GUIDELINES

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 Traditional Mainstreet within the Official Plan.



The following urban design guidelines apply and are being achieved through the proposed development:

- *Guideline 1: The Montreal Road traditional mainstreet is lined with a six-storey building with a setback typical of the planned function of the mainstreet.*
- *Guideline 3: The proposed development creates a visually continuous streetscape while ensuring ample pedestrian space.*
- *Guidelines 37 & 38: Service and utility areas are shared between the proposed buildings and enclosed wherever possible.*

HIGH-RISE HOUSING

The Urban Design Guidelines for High-Rise Housing were approved by Council in October, 2009 and are to be used during the review of development proposals to promote and achieve appropriate high-rise development. These guidelines are to be applied wherever high-rise residential and mixed-use buildings are proposed.

The following urban design guidelines apply and are being achieved through the proposed development:

- *Guidelines 1a, 5 & 6: The high-rise buildings are oriented to the centre of the site and to Vanier Parkway, with lower scale buildings at the edges, so as to achieve an appropriate transition to the traditional mainstreet and to the adjacent residential uses.*
- *Guidelines 1b: High-rise buildings are oriented in a grid pattern within the large site in order to provide logical and direct links to the public realm and sidewalks on Montreal Road and Vanier Parkway, as well to Palace Street west of the site.*
- *Guidelines 4 & 5: The three-storey commons building creates a stepping down effect from the two high-rise buildings fronting Vanier Parkway. The four high-rises are massed towards the centre of the site to reduce visibility from the mainstreet and the residential uses to the south and west.*
- *Guideline 11: High-rise buildings are oriented to minimize shadow impact on adjacent sites, streets and open spaces.*
- *Guideline 14: The building fronting Montreal Road will use clear windows and doors to make the pedestrian level façade highly transparent and accessible.*
- *Guideline 15: Higher floor-to-floor heights are provided on the ground floors of all high-rise buildings (3.66 metres vs. 3.02 metres typical height).*
- *Guideline 20: A minimum of 20 metres separation is provided between the high-rise buildings to ensure adequate light, solar exposure, views and privacy.*
- *Guideline 21: 750 square metre floorplates are used for the high-rise buildings.*
- *Guidelines 24, 40 & 41: Rooftop amenity space will be provided in the northeast tower to add to the communal outdoor amenity space provided in the three-storey commons building and to the balconies providing private outdoor amenity*



spaces.

CITY OF OTTAWA ZONING BY-LAW 2008-250

The property at 112 Montreal Road is split zoned with Traditional Mainstreet zoning. More specifically, a small portion with frontage along Montreal Road is zoned TM3 – Traditional Mainstreet, Subzone 3. The remainder of the property is zoned TM3 H (42) – Traditional Mainstreet, Subzone 3, and a height maximum of forty-two (42) metres. Subzone 3 limits the permitted residential uses in this zone to dwelling unit and rooming unit, when in a building containing one or more of the permitted non-residential uses.

In addition to TM zoning, the property known as 314 Gardner Street is zoned GM [2076] H (12) – General Mixed-Use, urban exception 2076, and a height maximum of twelve (12) metres. Urban exception 2076 permits the following residential uses in addition to those listed in the parent zone: detached dwelling, duplex dwelling, semi-detached dwelling, and townhouse dwelling.

The purpose of the TM zone is:

- To 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 TM 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 following uses are permitted in the TM zone (among others):

- | | |
|---------------------------------|---------------------------|
| – apartment dwelling, mid- rise | – office |
| – dwelling units | – restaurant |
| – rooming units | – retail store/food store |
| – bank | – cinema (TM3) |
| – convenience store | – funeral home (TM3) |
| – hotel | |
| – medical facility | |



Table 197 – TM Zone Provisions:

ZONING MECHANISM	TM3 ZONE REQUIREMENT	PROPOSED	CONFORMS ✓ OR ✗
Minimum Lot Area	No minimum	11,183.01 m ²	✓
Minimum Lot Width	No minimum	89 m	✓
Maximum Front Yard Setback	2 m except for any part of the building above 15 metres in height for which an additional building setback must be provided	5.1 m (at Building F)	✗
Minimum Corner Side Yard Setback (Vanier Parkway)	3 m except for any part of the building above 15 metres in height for which an additional 2 m building setback must be provided	0.495 m (at Building E)	✗
Maximum Interior Side Yard Setback	6 m between a non-residential use building or a mixed-use building and another non-residential use building or mixed-use building where a driveway leading to a parking area of 20 or more spaces is provided	13.6 m (at Building F)	✗
Minimum Interior Side Yard Setback	3 m for a non-residential use building or a mixed-use building abutting a residential zone 1.2 m for a residential use building No Minimum in other cases	3.08 m (at Building G)	✓



Minimum Rear Yard Setback	<p>7.5 m, abutting a residential zone or for a residential use building</p> <p>No minimum in all other cases</p>	1.2 m (at Building G)	✗
Maximum Building Height	<p>20 m and 6 storeys</p> <p>where height is greater than 4 storeys or 15 metres, at and above the fourth storey or 15 metres whichever is the lesser a building must be setback a minimum of 2 metres more than the provided setback from the front lot line</p> <p>H(42) Must not exceed maximum height of 42 m</p>	<p>Building F: 24.5 m</p> <p>Building A-E, G: 56.0 m</p>	✗
Minimum Building Height	6.7 m	Three-storeys (Building E)	✓
Maximum Floor Space Index	No maximum	Approximately 5.5	✓
Minimum Width of Landscaped Area	<p>3 m abutting a residential zone or 1.4 m if opaque fence provided</p> <p>No minimum in all other cases</p>	No minimum	✓



Minimum Residential Parking Space Requirements	Residential, Mid-High Rise and Low-Rise: 0.5/du Dwelling Units, in the same building with other uses: 0.5/du Total=304	545 spaces (Residential + Visitor)	✓
Minimum Visitor Parking Space Requirements	Residential, Mid-High Rise and Low-Rise: 0 for first 12 du 0.2/du for next 300 du= 60 0 for balance of du Dwelling Units, in the same building with other uses: 0 for first 12 du 0.2/du for balance of du= 1 Total= 61	545 spaces (Residential + Visitor)	✓
Minimum Commercial Parking Space Requirements	Retail on the ground floor of a building: 0 for first 150m ² of GFA, 2.5/100m² of GFA over 150m ² Any other use on ground floor of a building if 150m ² of GFA or less: 0 Total=0	0 spaces	✓



Minimum Loading Space Requirements	0	0	✓
Minimum Bicycle Parking Requirements	Dwelling Units, in the same building with other uses: 0.5/du=304 Retail: 1/250 m² of GFA=1 Total Required = 305	432 stalls	✓
Outdoor Storage	Permitted in a interior side yard or rear yard	No outdoor storage	✓
Total Amenity Space	Minimum 6 m ² per unit	6.0 m ² per unit	✓
Total Communal Amenity Space	Minimum 50% of required amenity area must be communal	50% of amenity area: Building F: 45 m ² All others: 1,776 m ²	✓
Layout of Communal Amenity Space	Aggregated into areas up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ²	Building F: Rooftop Area 45 m ² All other buildings: Building E 1,895.10 m ²	✓

The Zoning By-law Amendment seeks to rezone all of the lands to a single zone while maintaining the intent of the existing zones. It is proposed that the entire site be rezoned to “TM3[xxxx] - Traditional Mainstreet, Subzone 3”, with a site-specific exception to permit “apartment dwellings, high-rise” on the portion of the site currently zoned TM3 H(42). This provision would maintain the intent of the Zoning By-law by limiting single-use residential buildings along the Montreal Road Traditional Mainstreet, while permitting these uses on the balance of the site to provide an appropriate transition to the surrounding primarily residential uses.

The following amendments are requested as part of this application:

- Rezone subject property from TM3, TM3 H(42) and GM[2076] H(12) to TM3 [XXXX] to permit “apartment dwelling, high-rise” as a permitted use.
- Permit a height maximum of 56 metres, whereas the By-law permits a maximum height of 42 metres.
- Permit variances to the required minimum and maximum setbacks for select



buildings in the proposed development.

Additional amendments may be identified following staff review, technical circulation and as a result of Site Plan revisions.

SUPPORTING STUDIES

Technical studies to analyze the proposed development have been completed and included under separate cover for this application. These studies include Municipal Servicing and Stormwater, Transportation Impact, Tree Conservation Report, Geotechnical, Noise, and Phase 1 and 2 reports.

CONCLUSIONS

In summary, it is our professional planning opinion that the proposed development represents good land-use planning, is appropriate for the subject site, and is in the public interest for the following reasons:

The proposal capitalizes on an infill opportunity of an underutilized site within the City's built-up area where services are readily available.

- *The proposed development proposes to intensify a site situated in proximity to employment, rapid transit, active transportation infrastructure and community amenities, contributing to the creation of complete communities and development patterns that are sustainable over the long term.*
- *The proposed development promotes densities that contribute to more sustainable land use patterns and contribute to the range and mix of residential housing types.*

The proposed development is consistent with the Traditional Mainstreet policies of the OP in that:

- *The proposal is for a dense, mixed-use development in a location that is walkable, accessible for bicycles, and transit-oriented.*
- *The proposed uses – retail, apartments, low-rise and apartments, mid-high rise – are permitted in the Traditional Mainstreet designation.*
- *The proposed maximum height of 18-storeys is contemplated in the Traditional Mainstreet designation in accordance with Section 4.11, discussed further below.*

The proposed development meets Section 4.11 policies in that:

- *The Subject Property meets the intent of Policy 4.11.9 with regards to the location of tall buildings. Specifically, the proposed development is identified as a location suitable for buildings up to 18 storeys in height in the Montreal Road District Secondary Plan (OPA 127) (see Secondary Plan section below for further details);*
- *The Subject Property generally meets the intent of Policy 4.11.11 with regards to evaluating high-rise buildings as architecture in their own right and as part of a greater context. Specifically, the proposed development;*



- *Incorporates ground-oriented commercial units along the Montreal Road traditional mainstreet to create an active and animated streetscape. A lower scale of development (four-storey) is proposed to the south to create an appropriate transition to the abutting townhouse and single-detached dwelling development;*
- *Carefully considers the architecture of the buildings with a four tower design that will act as a defining edge for the Montreal Road mainstreet and as a landmark for the district, creating new views along Montreal Road. The proposed building's compact floorplates (approximately 750 square metres) will minimize the development's sun shadowing impact;*
- *The proposed mixed-use building along Montreal Road will frame the public realm of the traditional mainstreet while maintaining access for residents, visitors to the site, and passerbys.*
- *The Subject Property also generally meets the intent of Policy 4.11.12 with regards to the integration of taller buildings within an area characterized by a lower built form. Specifically, the proposed development:*
 - *Is set back a minimum of ten (10) metres from nearby developments, in order to provide an appropriate transitional zone and minimize noise, light and overlook impacts.*

The proposed development meets OPA 150's revised mainstreet policies in that:

- *The subject site is identified in the Montreal Road District Secondary Plan (OPA 127) as a location for heights up to 18 storeys. The proposed development meets this policy and therefore policy 3.6.3.12 in OPA 150.*

The proposed development also meets OPA 150's revised Section 2.2.2 policies since:

- *The subject site is identified in the Montreal Road District Secondary Plan (OPA 127) as a location for heights up to 18 storeys. The proposed development meets this policy and therefore policy 2.2.2.12 in OPA 150.*

The proposed development meets the general intent of Montreal Road District Secondary Plan (OPA 127), since:

- *The subject site is identified as part of the West Sector, which permits the proposed 18 storey maximum height, subject to meeting the requirements in Policy 1.3.2;*
- *The proposed development meets the general intent of Policy 1.3.2 and the design criteria in Policy 1.3.3, as it:*
 - *Proposes high-rise buildings with a floor plate of 750 square metres and a minimum separation distance of 20 metres;*
 - *Includes two high-rise buildings oriented towards the Vanier Parkway, while orienting a six-storey mixed-use building towards the traditional mainstreet. Although two of the proposed high-rise buildings are located*



- interior to the site, an appropriate transition to the surrounding low-rise areas is achieved through generous setbacks (minimum of 10 metres);*
- Maintains the intent of the TM zone's incremental changes in building height provisions for the first six storeys from the rear lot line, since the high-rise buildings do not abut any residential zones;*
 - Maintains the intent of the TM zone's minimum interior side yard setback provisions, for which relief is being requested through this zoning by-law amendment application;*
 - Utilizes generous setbacks to provide transition to the abutting zones. A minimum of ten (10) metres are provided from the high-rise buildings to the lot lines. This setback provides an appropriate transition when combined with the rear yard setbacks (approximately six to seven metres for a total of 16-17 metres) of the single detached dwellings on Palace Street and side yard setback (approximately two metres for a total of about 12 metres) of the single detached dwelling on Gardner Street.*

The proposed development represents, in our opinion, good land use planning and reflects appropriate development for the site that is consistent with the broad policy directions of the PPS, the City of Ottawa Official Plan, and the intent of the City of Ottawa Zoning By-law 2008-250.

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