

Planning Rationale

Official Plan & Zoning By-law Amendments 2 Montreal Road & 3 Selkirk Avenue, Ottawa

ML Devco Inc. & main + main



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1.0 INTRODUCTION

This Planning Rationale has been prepared by J.L. Richards & Associates Limited (JLR) on behalf of our client Selkirk & Main Developments Inc. to support an application for Official Plan and Zoning By-law Amendment at 2 Montreal Road & 3 Selkirk Avenue in Vanier.

ML Devco Inc. and main + main have partnered to develop a mixed-use urban development with the goal of creating a high-quality urban environment in Vanier's West Gateway.

ML Devco Inc. and main + main are experienced developers in developing urban sites. Together, they are proposing a three tower residential development featuring a two storey podium incorporating ground level retail and new parks along Montreal Road and at the two southerly intersections of the property. At the time of the applications the owners intend to develop 1,003 residential units for rent. They are planning on a range of unit types, with only a small component of studio units. The site will also include a significant amount of local service commercial uses on the ground floor of the podium.

The creation of a significant park at the corner of Montreal Road and North River Road implements one of the key objectives of both the Secondary Plan and the Montreal Road revitalization project. The inclusion of small pocket parks at the intersections of Montgomery and Selkirk and Selkirk and North River Road present opportunities to activate these corners for the community and to open the linkage to Riverain Park.

The towers are ranging in height from 22 to 32 floors and are arranged on the site to take advantage of the site's unique shape, the fact that it is an entire block of land, and to frame the entry to the community as you approach from the west. The towers will be separated by at least 20 metres and will have floorplates that are marginally in excess of 800m². The introduction of ground floor retail abutting the park and the adjacent streets will animate the street frontages while allowing for the service delivery functions to be moved away from its current location on Selkirk.

The owners will continue to work with the City, the community and artists on the design for the parks and public art components of this project; including a recognition of the role that the existing murals have in the community.

In support of these applications, the following reports, studies and plans have been submitted:

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- Functional Servicing and Storm Water Management Report, prepared by Lithos Engineering and dated June 15, 2020
- Transportation Impact Assessment Forecasting Report, prepared by Parsons and dated June 8, 2020 ;
- Geotechnical Study, prepared by Paterson Group and dated March 12, 2020;
- Concept Plan Showing Proposed Land Uses, prepared by HOK and dated June 15, 2020
- Tree Preservation Report, prepared by CSW and dated June 16, 2020
- Survey Plan, prepared by Annis, O'Sullivan, Vollebekk Ltd. And dated March 12, 2220;
- Architectural Building Elevation Drawings, prepared by HOK Architects and dated June 15, 2020;
- Pedestrian Level Wind Study, prepared by Gradient Wind and dated June 15, 2020
- Roadway Traffic Noise Feasibility Assessment, prepared by Gradient Wind and dated June 15, 2020
- Heritage Impact Assessment, prepared by MTB Arch
- Sun Shadow Study, prepared by HOK and dated June 15, 2020
- Phase 1 and 2 ESA, prepared by Paterson Group and dated April 29, 2019

Per the pre-consultation meeting, it was agreed a Scoped Design Brief would not need to be combined with the Planning Rationale submission for the Official Plan and Zoning By-law Amendment applications. A Design Brief will however be required (Section 2) as part of our upcoming submission to the Urban Design Review Panel.

1.1 Site Location

The Subject Property is located in Vanier at 2 Montreal Road and 3 Selkirk Avenue; site of a former Esso gas station and current Eastview Shopping Centre.

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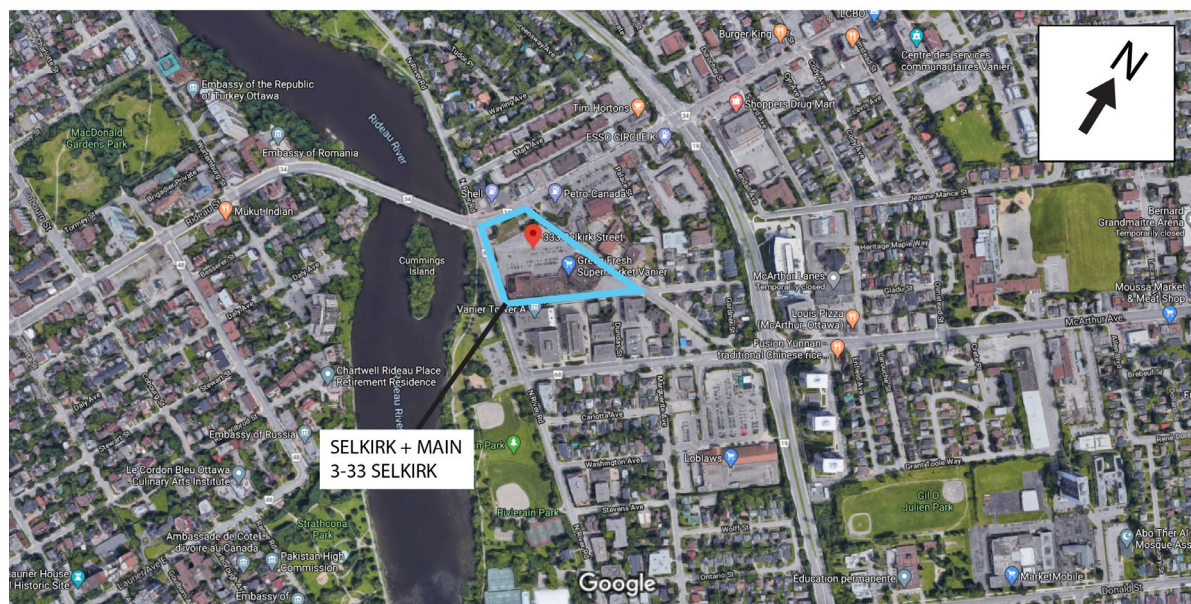


Figure 1 Aerial View GoogleEarth

The lands subject to the development forms a complete block as you enter Vanier from Cummings Bridge. The site has a total area of approximately 17,000 m² with frontage along Montreal Road, Montgomery Street, Selkirk Street and North River Road.

The site is located at the West Gateway to Vanier along Montreal Road as you traverse Cummings Bridge and is connected to surrounding amenities and facilities in the area by sidewalks along all abutting streets. A public multi-use pathway, owned and maintained by the City of Ottawa, runs adjacent the Rideau River in Riverain Park. This is a part of the Rideau River Eastern Parkway pathway system.

The following pictures are views from all four abutting streets to the subject property.

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Figure 2 Montreal Road (road reconstruction)



Figure 3 North River Road



Figure 4 Selkirk Avenue



Figure 5 Montgomery Street

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

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Over time, it is expected redevelopment will help revitalize this area. An example of this can be seen at 112 Montreal Road and 314 Gardner Street which proposes redevelopment for three mixed-use high-rise buildings with an FSI of 3.71. The following was extracted from the Planning Rationale prepared by Momentum Consulting dated February 28, 2020 for this proposed development:



Figure 6 - Rendering from Woodman Architect

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

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

1.2 Background

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

The development group have acquired 3 Selkirk Avenue and are in the process of acquiring 2 Montreal Road from Imperial Oil Limited. Their goal and mission is to revitalize this area into a high-quality urban environment while acknowledging the history of this area.

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The previous use at 2 Montreal Road was a fuel station facility (White Rose then Esso). The property is now vacant. Paterson Group has completed a Phase 1 and 2 Environmental Site Assessment along with a number of groundwater sampling reports. It is expected the majority of this property would be dedicated to the City for an urban park.



Figure 7 Esso Site

Following site remediation, a Record of Site Condition will be completed and restrictive covenants will be registered on title.

The property at 3 Selkirk Avenue is known as “Eastview” Shopping Centre. This mall includes a mix of commercial uses such as eating establishments, service and retail uses and a large surface parking area.



Figure 8 Eastview Shopping Centre

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A mural exists on one of the mall's wall front Montgomery Street. The mural painted by artist David Yeatman depicts the Rideau Bank Cottage built in the late 1800's for veterinarian James Harris.

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

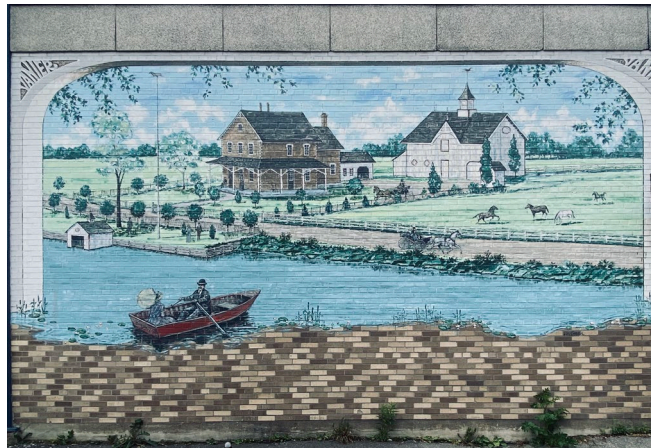


Figure 9 Mural Artist David Yeatman

Vanier's murals mostly depict scenes from the history of the community. In addition to various Master Plans and the Ottawa Official Plan and related Design Guidelines, various planning and engineering studies have been undertaken by the City with the assistance of the Vanier Community, the Vanier Community Association, Quartier Vanier BIA, business owners, and other key stakeholders all with the goal of revitalizing this area into a vibrant neighbourhood.

Montreal Road District Secondary Plan

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

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

Vision Vanier

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

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

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

Vision Vanier includes six (6) key city projects:

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

Building Better Revitalized Neighbourhoods Vanier

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

Montreal Road Community Improvement Plan

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

Montreal Road Revitalization

The City completed a lengthy detailed design process (Transportation Planning and Function Design Study was finalized in June 2017 and Public Information Sessions were held in May 2019 to present the final design for the project) for the Montreal Road corridor and construction is well underway. The ultimate vision for Montreal Road is to construct a vibrant and welcoming main street with a well-balanced transportation network that will allow residents and businesses to thrive. To achieve this vision, the following renewal projects (estimated at \$58 million) are proposed:

- Bury overhead Hydro lines between North River Road and L’Eglise Street.

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



Figure 10 Montreal Road Revitalization Landscape Boards

Culture In Action

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

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Vanier Public Art Program

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

Riverain Parks Improvement

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

2.0 DEVELOPMENT PROPOSAL

ML Devco Inc. and main + main are proposing the development of multiple residential towers and a considerable amount of ground floor retail space (mixed-use) with ample community spaces including a large public park component along Montreal Road and two smaller parks on the site. The former Esso gas station site provides an opportunity for a significant urban park at this gateway. The current Eastview Shopping Centre portion of the site can also make a significant contribution to park spaces by firstly providing an opening to Riverain Park, and by providing an opportunity for an urban park opposite the school, which can also open up Selkirk to become a more inviting space. The site layout will be based on a three tower design with a podium linking Towers A and C along the Montreal Road and North River Road edge and a passage way linking with Tower B. Tower B with its podium and parking structure would wrap the southerly edge of the subject property (Selkirk @ Montgomery). Tower A is proposed to be 28 storeys, Tower B is proposed to be 22 storeys and Tower C is being proposed at 32 storeys. These buildings will be grouped around a central courtyard which extends out to Montgomery Road with pedestrian and cycling access. Tower 'B' also provides an opportunity to open up the building to Riverain Park.

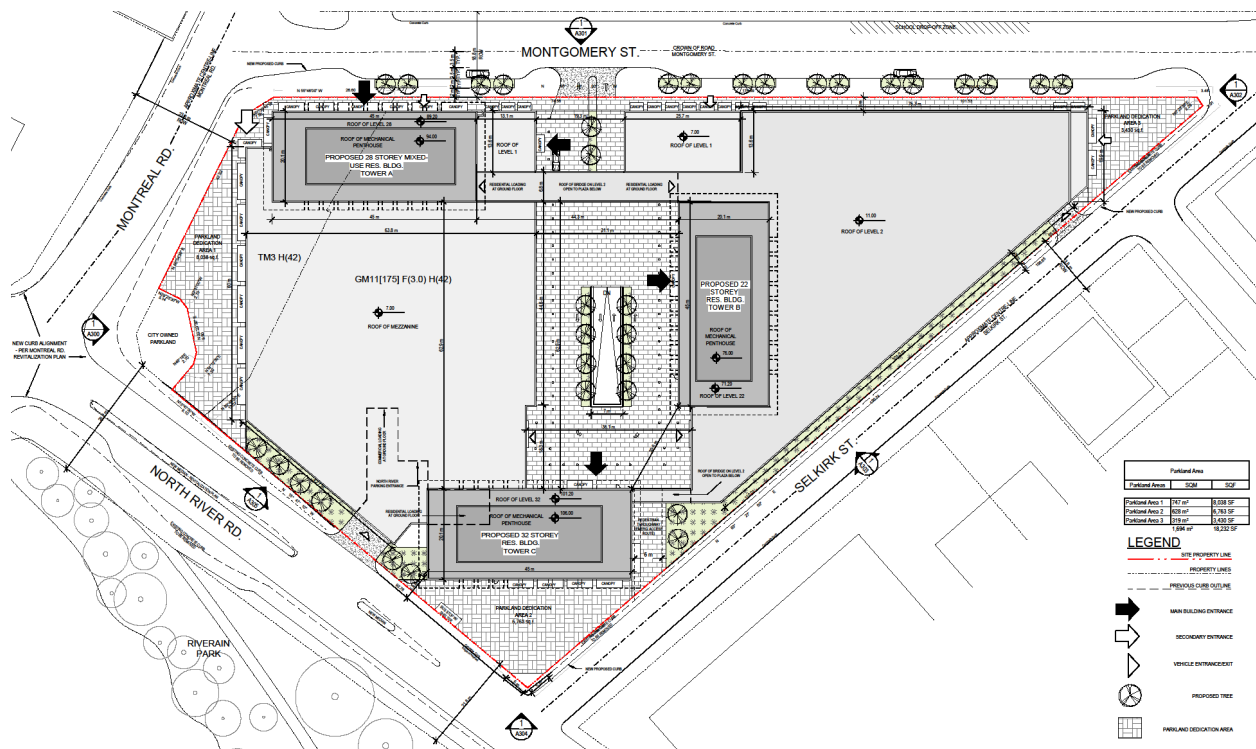


Figure 11 Conceptual Site Plan, HOK

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According to this conceptual Site Plan, Tower A includes 345 units, Tower B 260 units, and Tower C 398 units. Parking is being provided at a ratio of 0.8 spaces per unit for a total of 803 residential spaces. In addition, 80 commercial and 80 visitor spaces are being proposed for a total parking supply of 963 parking spaces. A complete Site Plan submission package will be submitted following the Official Plan and Zoning By-law Amendment process and will include a full list of all general and specific provisions as well as a complete list of supporting plans and studies.

The following section was developed with the assistance and vision from the project's architect Mr. Anthony Fieldman, AIA from HOK Architects.

Design Narrative

The proposed development is guided by four underlying principles—goals. The **first** of these is the development of an appropriate West Gateway of the *Montreal Road District Secondary Plan*, including the 'right-sizing' of the development's massing, from the standpoint of density, tower spacing, height variation, tower footprints, and human-scale street-level architecture. The **second** is the creation of a pedestrian friendly site, insofar as there are multiple paths in and through it, for residents and members of the community; and that vehicular impacts are minimized by the use of multiple entrances and exits, on all three streets, including dedicated spaces to accommodate commercial retail traffic, and visitors. The **third** is the activation of the public realm—the urban street life—through a mix of commercial spaces, open space and parkland. And the **fourth** is the preservation of views from existing buildings, as well as those from the development itself. What follows is a description of each.

1. West Gateway / Right-Sized Development

Urban development contribute to cities in two ways. First, they contribute to it at the scale of a **pedestrian**, whose success is determined by the lowest two stories of a development, above grade. We have taken pains to set the towers back, to the extent that is practical, from the property line, so that the majority of the site's perimeter is no taller than three stories in height. Second, they contribute to it at the scale of the **skyline**. Here, unlike the street level, the relationship between towers, as well as their orientation, is paramount. We have oriented all buildings toward the primary 'gateway' entrance—Cummings Bridge—such that the two taller towers flank the axial approach, while the farthest tower is shortest, preserving the view of the sky. In addition, we have oriented the two flanking towers in a way that their short façade faces the bridge, to minimize their apparent bulk, while the third—shortest—tower's wide façade is visible. This variation creates additional (good) complexity, so that as people walk or drive around the site, the view of towers and sky continually change.



Figure 12 Perspective View from Cummings Bridge, HOK

It was important to us to ensure that no tower floor plates were larger than 900 square metres, and that no towers were closer than 20m from any other. Moreover, the plan location of each tower was the result of our desire to maximize *through views*, meaning to maximize the amount of sky, and ‘breathing room’, to minimize the apparent bulk of the project. This was also the rationale behind varying the building heights: to create a richer, more varied relationship between towers, because variation in height and orientation are inherently good principles for urban development.

At the street level, no building surface at the property line is taller than three stories, with the sole exception of one flank of one tower, on Montgomery Road near the intersection with Montreal Road—the widest and most public thoroughfare. The highest density of commercial retail has been largely oriented to Montreal Road, while we have taken pains to ensure that both North River Road and Montgomery Road are also primarily lined with public-facing commercial space.

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2. Site Circulation

At the street level, two major openings allow for pedestrians to move freely into, out of and through the very centre of the site, connecting the municipal bus stop near the corner of Selkirk and North River Road with Montgomery Street. In addition, vehicular traffic has been mitigated with the bifurcation of the parking into two garages that are separate above grade, while connected below; allowing for a multitude of options for entering and exiting the garages, onto all three fronting streets. Ground-level commercial retail parking has been provided as a convenience for those driving to the retail offering. And any potential congestion that could be associated with residential drop-offs, pick-ups and waiting, has been alleviated through its internalization within the site.

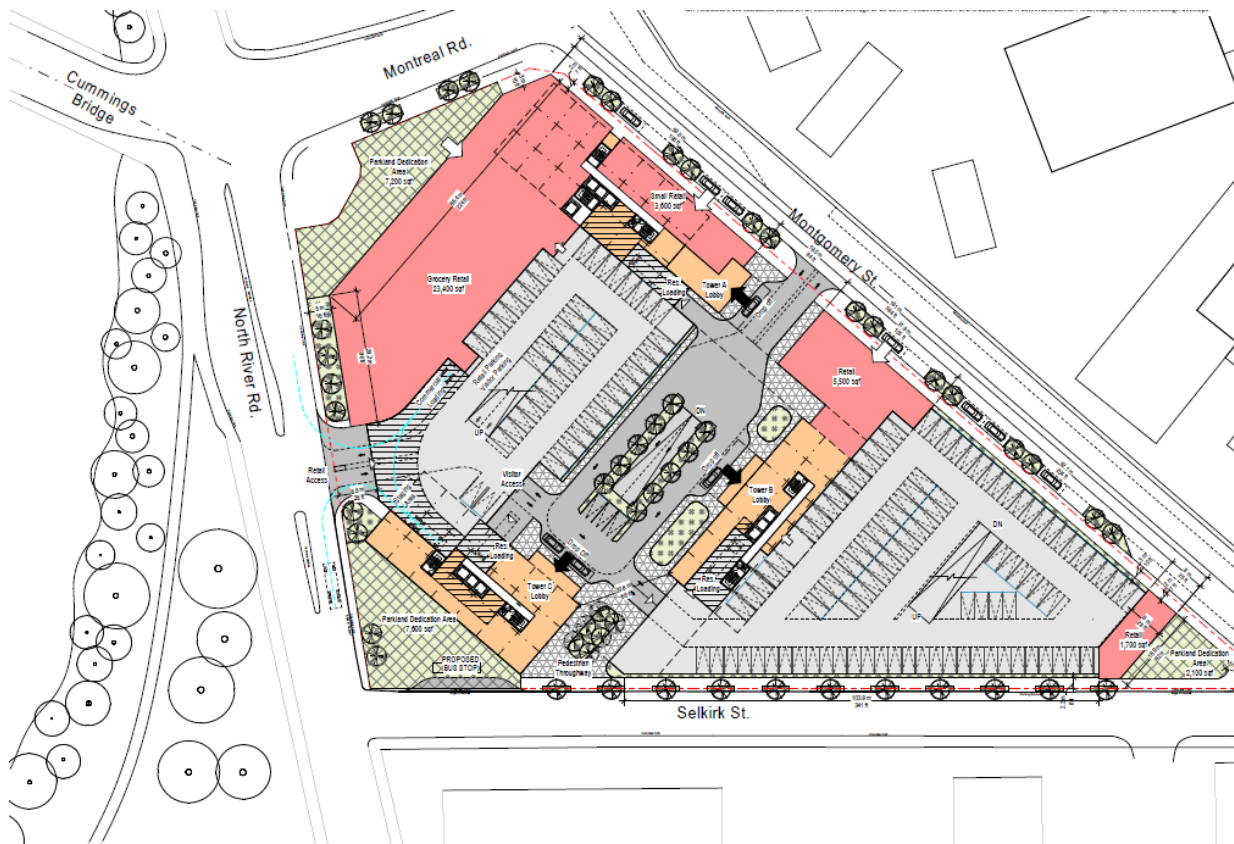


Figure 13 Ground Level Plan, HOK

3. Enlivened Public Realm / Street Life

The variation in façade height along the three major street faces is designed to create an appropriate human-scale. In addition, street-life-enhancing commercial retail dominates the majority of the street faces on an extremely large site. As we have written, we have prioritized the retail's orientation toward Montreal Road, as well as a large part of the site leading away from it, on North River Road and Montgomery Street.

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Importantly, we have intentionally provided open, accessible public-facing spaces and parkland on all three corners, dedicating each intersection to the public realm. We imagine these spaces being enlivened with commercial functions that support it. The largest of these faces Cummings Bridge, to strengthen the corner of the site that is already dedicated to that function, and so that the primary source of pedestrian traffic, both across the bridge and from the adjacent Riverain Park, can avail themselves of it. A publicly accessible, pedestrian-scale courtyard at the heart of the development will enhance safety and the drop-off/pick-up experience, relieving the streets of that traffic.



Figure 14 Perspective View From North River And Montreal Road, HOK

Lastly, it's important to note that we have proposed to re-establish and enlarge the two existing murals of the site's history, by interpreting them abstractly—by pixilating and panelizing the originals—onto the two garage faces that line the 'interior' faces of Selkirk and Montgomery, farthest from Montreal Road. This will enrich the experience of pedestrians, while nodding to history, in a non-mimetic way; that is, using three-dimensional panels, long-lasting materials, abstraction and color as means of making the experience of walking down the street.

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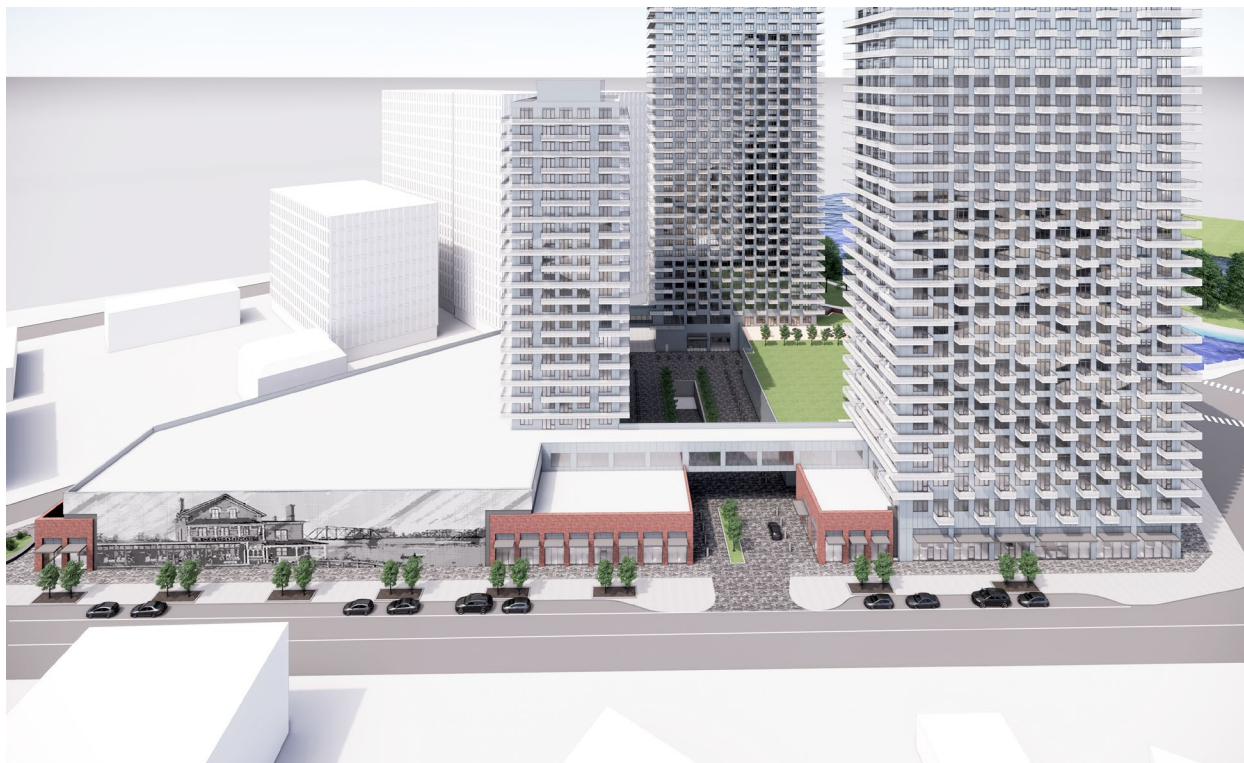


Figure 15 Mural Rendering @ Selkirk, HOK



Figure 16 Mural Rendering @ Montgomery, HOK

4. Preservation of Views

It was important to us that the new development not obstruct views currently enjoyed by the adjacent Place Vanier—the neighborhood’s current tallest development. We oriented the entire development to largely align with Cummings Bridge, as we mentioned; as well as along Montgomery Street. Doing so allowed the taller existing buildings that surround the site to continue enjoying their views, especially along Selkirk Street. This, too, allowed future residents of the proposed development to enjoy views of the River nearby, and both the City Centre and the far-off Gatineau mountains. In studying this carefully, the spacing of the towers from one another, so that there is almost zero overlap of adjacent tower faces, allowed us to preserve the maximum number of ‘good’ views, while simultaneously minimizing the appearance of the site’s density. In other words, the maximum amount of sky and ‘breathing room’ were achieved with this strategy.

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



Figure 17 Aerial View From Selkirk, HOK

3.0 POLICY, GUIDELINES AND REGULATORY FRAMEWORK

3.1 Provincial Policy Statement, 2020

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

Part IV: The PPS focuses growth within settlement areas and away from areas that are either significant resources or may pose a significant threat to public health and safety. Planning authorities are encouraged to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs.

The following is a brief commentary on the application with regard to the policies of the Provincial Policy Statement.

Part V of the PPS sets out Provincial policies on land use.

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

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

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

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

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

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

Registered Professional Planner's Opinion

Selkirk & Main's proposed mixed-use development presents appropriate land uses and densities that make efficient use of the land and of the available infrastructure and public service facilities. This intensification project within an existing neighbourhood will make efficient use of an underdeveloped lot while minimizing the demand for additional lands; will permit and facilitate additional housing options within this neighbourhood; and is strategically located to allow residents to take advantage of recreational opportunities (Riverain Park) and existing transportation infrastructure, services and facilities, as well as provide additional employment opportunities. The proposed development is consistent with the Provincial Policy Statement.

3.2 City of Ottawa Official Plan

The City of Ottawa Official Plan, adopted by City Council in May 2003, has been updated and amended numerous times by both Council and the Ontario Municipal Board. For the purposes of this planning rationale, the on-line consolidated version of the Official Plan, including Amendments No. 150 and 180, were used.

Section 2.1 – Patterns of Growth provides guidance on the type of growth over the planning period:

“Ottawa will meet the challenge of growth by managing it in ways that support liveable communities and healthy environments. This means that growth will be directed towards key locations with a mix of housing, shopping, recreation and employment – locations that are easily accessible by transit and that encourage walking and cycling because destinations are conveniently grouped together.”

Section 2.2 – Managing Growth describes the strategic directions to address the challenge of managing growth and directing it to the urban settlement area where existing municipal infrastructure and facilities exist or where they can be provided in an efficient fashion. In addition, focusing growth within these urban areas also encourages a pattern of density and development that promotes transit, cycling, and walking. Growth will be accommodated through intensification (including redevelopment and infill) and then new development on vacant land within designated areas.

Per Schedule C of the Official Plan, Montreal Road is considered a cycling spine route.

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In priority, growth is to be directed to nodes and corridors such as Montreal Road. The following excerpt clearly demonstrates the importance of intensification for properties along a **Traditional**

Mainstreet:

“Corridors are linear routes that move people and goods via walking, cycling, transit and vehicles. Again, they are higher density and more active than their surroundings and include a greater mix of uses. The character of these corridors changes along their length, building up to higher-density nodes of activity. Throughout the urban area, linear networks of Mainstreets act as primary transit corridors, meeting places, and shopping streets for adjacent neighbourhoods. These corridors have significant potential for intensification and most are on roads where transit has priority over other vehicles.”

With regard to building and site design, this Section also provides the following direction when reviewing development or redevelopment:

“The Central Area, Mixed-Use Centres, Town Centres and Mainstreets are all identified in this Plan as design priority areas, where both the public and private sectors will be required to achieve higher standards of design. These areas also have priority for completion of community design plans that show how the density and design requirements for these areas can be achieved.”

Section 2.2.2 Managing Intensification Within the Urban Area supports intensification throughout the urban area where opportunities exist, to increase available housing supply and promote transit as well as direct growth to Target Areas. These Target Areas have the potential to accommodate moderate to high densities in a compact form. Policy 1 reads as follows:

“1. Residential intensification means the development of a property, building or area that results in a net increase in residential units or accommodation and includes:

- a) Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;*
- b) The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;*
- c) Infill development; and*
- d) The conversion or expansion of existing industrial, commercial and institutional buildings for residential use”*

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Policy 3 of this Section also applies to the subject property as it is designated Maintreet therefore a Target Area for Intensification.

Per Schedule D to the Official Plan, Montreal Road is considered a Transit Priority Corridor.

Intensification and Building Height

Policies 10, 11, 12 and 14 provide additional support and guidance for the location and design of high-rise buildings as well as describe the criteria to be considered to permit additional height.

Policy 10 indicates that intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning.

Policy 11 indicates that appropriate building heights will be subject to the Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in

Section 4.11.

Policy 12 indicates that building heights (i.e. High-Rise being 10 to 30 storeys and High-Rise 31+ being 31 storeys and more) will be used for establishing appropriate height limits in secondary plans, the Zoning By-law and other policy plans, in land use designations in Section 3 and when considering amendments to this Plan.

Per policy 14, secondary plans may specify greater heights.

For Official Plan amendments to increase building heights that are established in Section 3 of this Plan, or in a secondary plan, the proponent must demonstrate that the following criteria are met:

1. the impacts on the surrounding area have been assessed comprehensively;
2. the direction in policy 10 above is met;
3. the requirements of Section 2.5.6 where the proposal involves a High-Rise or High-Rise 31+ building; and
4. an identified community amenity is provided.

Item 1. As described in this ***Design Narrative*** provided by HOK four underlying principles—goals apply to this development. The **first** of these is the development of an appropriate West Gateway of the *Montreal Road District Secondary Plan*, including the ‘right-sizing’ of the development’s massing, from the standpoint of density, tower spacing, height variation, tower footprints, and

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human-scale street-level architecture. The **second** is the creation of a pedestrian friendly site, insofar as there are multiple paths in and through it, for residents and members of the community; and that vehicular impacts are minimized by the use of multiple entrances and exits, on all three streets, including dedicated spaces to accommodate commercial retail traffic, and visitors. The **third** is the activation of the public realm—the urban street life—through a mix of commercial spaces, open space and parkland. And the **fourth** is the preservation of views from existing buildings, as well as those from the development itself. What follows is a description of each.

Item 2. Policy 10 indicates that intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met (*see **Design Narrative and Sections 2.5.1 and 4.11 below***). Denser development, that often means taller buildings, is being proposed in an area with a mix of uses. This application is seeking to amend the building heights identified in the Montreal Road District Secondary plan and will be implemented through the concurrent Zoning By-law Amendment.

Item 3. Section 2.5.6 consists of a Collaborative Community Building and Secondary Planning Process. The Montreal Road Secondary Plan was approved following a collaborative community building exercise. In preparation for this Official Plan Amendment which would permit the development of High-Rise and High-Rise 31+ Buildings, the architect's ***Design Narrative and Sections 2.5.1 and 4.11 below*** have assessed the impacts of this type of development on the City's Skyline to protect prominent views and vistas. In addition, representatives from main + main and its consultants have met on numerous occasions with the City, the Ward Councillor and the Vanier Community Association to discuss the proposed redevelopment. Our client's will be continuing these discussions as this process unfolds and as the site plan details are being developed.

Per Section 2.5.6.15, the following have or will be considered during the public consultation and study period:

1. A prominent location or locations fronting on streets, lanes, public open space and other public land preferably and good transportation access;
2. Avoiding or mitigating negative shadow or microclimate impacts such as the creation of excessive wind and providing insufficient sunlight in adjacent public spaces;
3. The provision of a mix of uses within the building or the surrounding area to service residents or business tenants within the building and the broader community;
4. Conservation, retention and renovation of designated heritage buildings and significant heritage resources.
5. Building transition and the mitigation of impacts on adjacent low-rise neighbourhoods through building design, massing as per Section 4.11.

Planning Rationale

6. The identification of priority community amenities or public institutional uses that may be required and the mechanisms by which they will be provided.
7. Mechanisms to encourage architectural excellence and sustainable design.
8. Any specific requirements identified during the secondary planning process.

Item 4. Community amenity is being provided in the form of a large urban park along Montreal Road. In addition, murals are proposed to be integrated into the design.

Section 2.5.1 – Designing Ottawa provides direction on patterns, locations of land uses and issues related to urban design. The intent is for development to be sensitive to and compatible with existing communities that have developed over long periods of time. The Official Plan requires that all development applications be evaluated in the context of Section 2.5.1. The following table offers a response to how the proposed development addresses the City's design objectives:

Table 1: Section 2.5.1 Designing Ottawa

Design Objectives	How the Proposed Development Meets the Objectives
1. To enhance the sense of community by creating and maintaining places with their own distinct identity.	The proposed 1,003 apartment units provide additional rental, of a variety of types, in the area along with at grade retail-commercial opportunities to animate the area.
2. To define quality public and private spaces through development.	The proposed open space area along Montreal Road in addition to the small pocket parks will provide new community amenity space.
3. To create places that are safe, accessible and are easy to get to and move through.	The new pedestrian and cycling connections from all abutting streets will encourage safe movement into and through the site and provide new off road ways to link this development with the multi-use pathway in Riverain Park.
4. To ensure that new development respects the character of existing areas.	The massing of the proposal focuses a transition in height away from the lower density and profile buildings to the north and east. By leaving the northernmost portion of the subject property as a landscaped area provides a green area at this West Gateway and an appropriate transition in height from current and/or future redevelopments along Montreal Road.
5. To consider adaptability and diversity by creating places that can adapt and evolve	The redevelopment of the site contributes to achieving a more compact urban form. A

Planning Rationale

easily over time and that are characterized by variety and choice.	wide range of new rental apartments will broaden housing choices in the area.
6. To understand and respect natural processes and features in development design.	Where possible, existing trees will be retained along the periphery of the site and new trees and landscaping will be added as part of the site plan, particularly through terraced gardens on the podium / parking structures rooftop, to enhance the area overall.
7. To maximize energy efficiency and promote sustainable design to reduce the resource consumption, energy use and carbon footprint of the built environment.	Energy efficient building materials and systems will help to minimize the energy impact of this development.

Section 2.5.1 Designing Ottawa also designates Design Priority Areas that require additional attention to urban design within the City. Policy 2 (b) identifies Traditional and Arterial Mainstreets which includes the subject property as design priority areas. The project will be presented to the Urban Design Review and will be supported by a Design Brief.

Per Schedule E of the Official Plan, Montreal Road is identified an existing arterial road. The road width identified in Annex 1, is 23 metres. The surveyor has confirmed that the current right-of-way is 23 metres.

Official Plan Designation

The Subject Site is located within the urban boundary of the City of Ottawa and is part of the settlement area for the City. Schedule 'B' of the Official Plan shows the site designated as General Urban Area and shows Montreal Road as a Traditional Mainstreet

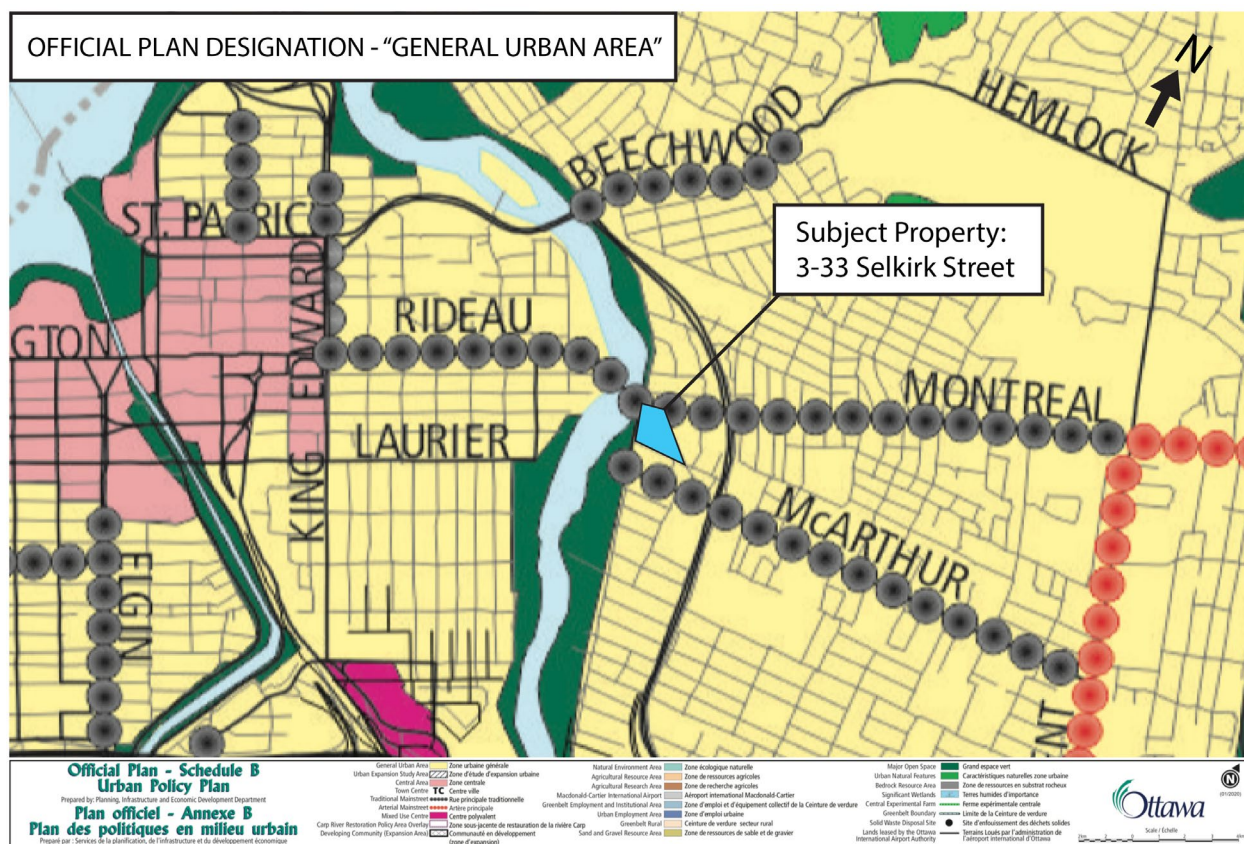


Figure 18 Ottawa Official Plan, Schedule B Urban Area

The City's growth strategy supports infill development and other intensification within the Urban Area, and in particular, along Traditional Mainstreets, in a manner that enhances and complements existing desirable characteristics to ensure the long-term vitality of the many existing communities that make up the City. Development that is transit-supportive such as high-density residential uses are encouraged. The Official Plan considers buildings of 10 storeys or more as high rises.

Within **Section 3.6.3 Mainstreets**, the following policies are relevant and provide support for the earlier rezoning of the entire subject property to a **Traditional Mainstreet** zone as well as providing guidance on the site and building design:

Policy 3 - The symbol delineating Traditional and Arterial Mainstreet designations on Schedule B of this Plan is a stand-alone land use designation and not an overlay. The Traditional and Arterial Mainstreet designations generally apply to the whole of those properties fronting on the road, however, for very deep lots, the designations will generally be limited to a depth of 200 metres from a Traditional Mainstreet and to a depth of 400

Planning Rationale

metres from and Arterial Mainstreet. The boundary may also be varied, depending on site circumstance and lot configuration. For instance, it may also include properties on abutting side streets that exist within the same corridor.

Policy 4 - On lots where development has the potential to develop both adjacent to the street and to the rear of the property, the Mainstreet designation will apply to the entire lot and development situated on the rear portions will not be considered to be non-conforming by virtue of not being located adjacent to the street. Where the depth of lots fronting the road is sufficient to enable development to occur both adjacent to the street and to the rear of the property, and where development is initially unlikely to occupy the entire frontage immediately adjacent to the street, the site should be planned in a coordinated fashion that will facilitate:

- a) multi-modal (pedestrian, cycling, transit and vehicular) access between the site and the public street(s),*
- b) attractive, safe and usable pedestrian and cycle connections between the site and adjacent communities,*
- c) an enhanced interconnected pedestrian environment that links individual uses on the site, transit stops and continuous public sidewalks on the adjoining streets, and which is generally distinct from internal vehicle routes,*
- d) measures of sufficient size and quality to relieve the visual impact of surface parking areas,*
- e) the provision of adequate landscaped areas, particularly trees, along the perimeter of the site and street frontages,*
- f) the provision of coordinated signage, and*
- g) over time, a development that is oriented to the Mainstreet.*

The subject property will be developed in accordance with the **Traditional Mainstreet** policies.

Policy 5 - A broad range of uses is permitted on Traditional and Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings.

Policy 9 - On Traditional Mainstreets surface parking will not be permitted between the building and the street.

Policy 10 - Redevelopment and infill are encouraged on Traditional and Arterial Mainstreets in order to optimize the use of land through intensification, in a building

format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.

Policy 11 - This Plan supports mid-rise building heights on Traditional Mainstreets, but secondary plans may identify circumstances where different building heights may be permitted. Building heights greater than those specified in this Section will only be permitted through a Secondary Plan.

Section 4.11 – Urban Design and Compatibility provides direction on how to assess development applications to ensure their integration into, and compatibility with, existing or planned community character and in the overall context of the OP. The policies of this Section focus on matters of building design, massing and scale in particular with respect to high-rise, high-rise 31+ building forms which are the key elements of this proposal. The focus of this application is to demonstrate how the proposed high-rise and high-rise +31 building conform to the Official Plan to be integrated into this Secondary Plan. The way in which the proposed development conforms to the design directions of this Section can be found in the **Design Analysis** of this report as well as throughout this justification report.

The Design Brief will be submitted as part of the Urban Design Review Panel Submission.

It is relevant however to look at the following policies as part of overall assessment of the development proposal:

14. High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-Rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with:

- a) pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building;*
- b) public views, including view planes and view-sheds referred to in Policy 3 above*
- c) proximity to heritage districts or buildings,*
- d) reduced privacy for existing building occupants on the same lot or on adjacent lots,*

15. Generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways;

Planning Rationale

- a) *The base of a high-rise building should respect the scale, proportion, and character of the surrounding buildings, adjacent streets, parks, and public or private open spaces and animate such spaces.*
- b) *The tower, which typically includes a middle and a top, should step back from the base where possible. The tower design can reduce the building impacts identified above by incorporating an appropriate separation from existing or future adjacent towers located on the same lot or on an adjacent lot. The responsibility for providing an appropriate tower separation shall generally be shared between owners of abutting properties where high-rise buildings are permitted. A separation distance of 23 m has been the City's general guidance but actual separation requirements may vary in different parts of the City depending on the context.*
- c) *Floor plates may also vary depending on the uses and the context. Generally, towers with a larger floor plates may require a greater separation from adjacent towers.*

16. Secondary Plans may provide area-specific directions for the design of high rise buildings.

17. The Zoning By-law will establish performance measures such as minimum tower separation distances and yard setbacks and may require minimum lot sizes for High-Rise buildings. Proposals for a high-rise building that include performance measures that deviate from the Zoning By-law shall demonstrate that the impacts identified in policy 14 can be satisfactorily avoided or reduced.

18. The Urban Design Guidelines for High-Rise Buildings may establish general principles for the design of high-rise buildings, including the design of the base and guidance for tower separation distances.

19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.

20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as:

Planning Rationale

balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, and yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.

Registered Professional Planners Opinion

The proposed development supports the general directions of Section 2.1 of the OP, as it intends to provide a compact mixed use development in an area well served by public transit and in a neighbourhood with existing retail and commercial services as well as employment opportunities accessible on foot. The proposed development meets the definition of intensification in Section 2.2 and supports the strategic directions of the Official Plan. It responds to the existing neighbourhood character while recognizing the planned function of the site and surrounding area.

The site is currently under developed and located in an established urban area with full municipal services. It is strategically situated to take advantage of surrounding transit facilities, employment opportunities, and amenities. The site provides direct pedestrian and vehicular access to both local and arterial road networks. It is also linked to the pedestrian and cycling networks that serve the area. Public transit is available on both Montreal Road and North River Road.

Vehicular access will be provided by entrances off Montgomery Street, away from the pedestrian environment on Montreal Road, the traditional mainstreet. While primarily residential, the ground floors will support retail and commercial opportunities to animate the pedestrian level. No surface parking will be provided on site as all parking and storage uses will be within a building and/or underground.

As outlined in the Table 1 above, many of the features of the proposed development respond directly to the design objectives of the Official Plan. To further refine and address these urban design matters an Urban Design Brief and a formal design review presentation for consideration by the Urban Design Review Panel has been submitted in support of the application.

As per Section 4.11, the purpose of the proposed Official Plan Amendment is to permit High-Rise and High-Rise +31 buildings as part of the Secondary Plan for these properties. The concurrent rezoning would conform with the policy and design directions related to traditional mainstreet development. The site has been designed to provide a large community amenity area along Montreal Road and to provide varying building heights.

Planning Rationale

As described in this **Design Narrative** provided by HOK four underlying principles—goals apply to this development. The **first** of these is the development of an appropriate West Gateway of the *Montreal Road District Secondary Plan*, including the ‘right-sizing’ of the development’s massing, from the standpoint of density, tower spacing, height variation, tower footprints, and human-scale street-level architecture. The **second** is the creation of a pedestrian friendly site, insofar as there are multiple paths in and through it, for residents and members of the community; and that vehicular impacts are minimized by the use of multiple entrances and exits, on all three streets, including dedicated spaces to accommodate commercial retail traffic, and visitors. The **third** is the activation of the public realm—the urban street life—through a mix of commercial spaces, open space and parkland. And the **fourth** is the preservation of views from existing buildings, as well as those from the development itself. What follows is a description of each.

The proposed Official Plan Amendment to the Montreal Road Secondary Plan has considered that applicable policies to support development of High Rise and High Rise 31+ buildings. The architect’s design narrative in addition to a review of Section 2.5.1 and 4.11 also support the proposed redevelopment.

3.3 Montreal Road District Secondary Plan (OPA 127)

The subject property forms part of **Section 1.3 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.

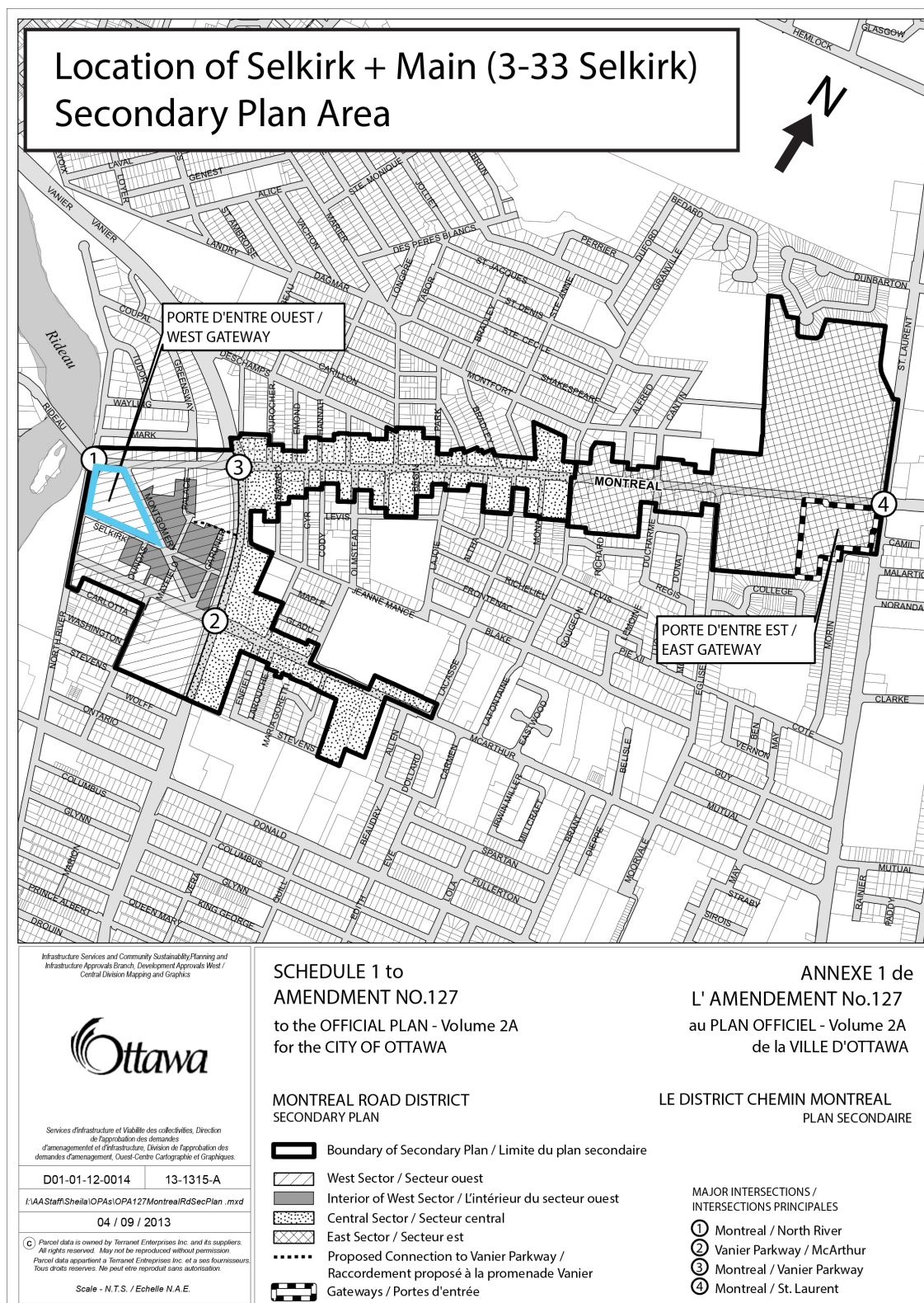


Figure 19 Montreal Road District Secondary Plan

Planning Rationale

According to Section 1.1.1. The main goals for the District are to:

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

The following policies apply throughout the District:

1. *The goals for the District will be achieved through the development application process, the provision of funds collected under Section 37 of the Planning Act in accordance with the City's guidelines and the completion of any City capital projects.*
2. *The Right-of-Way protection in Annex 1, Road Classification and Rights-of-Way Protection, of the Official Plan will be used to improve pedestrian, cycling and transit facilities through the development process.*
3. *The gateways identified in this Plan are unique sites and are able to accommodate significant mixed-use and residential intensification. Development or redevelopment of gateway sites will be distinctively different than any other development within the Sector.*

The intersection of Montreal Road and North River Road is considered Major Intersection One and is the entryway to the District from the West. This intersection also includes a north-south multi-use pathway connection on the west side of North River Road.

West Sector

Per Section 1.3 of the Montreal Road District Secondary Plan,

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

According to Section 1.3.1. this gateway has potential for residential intensification and mixed-use development. Policy 1.3.1.10 indicates that:

Planning Rationale

Building heights up to a maximum of 28 storeys will be permitted subject to an overall master concept plan which will be implemented through the development application process. The master concept plan shall be prepared by the applicant and will include:

- 1. A concept plan of the site including the location and massing of all buildings with related elevations, open space areas, sidewalks and walkways, vehicular accesses and parking;*
- 2. An analysis of multi-modal accesses within the site and between the site and abutting streets;*
- 3. Improvements to Major Intersection One in accordance with Section 1.2 of this Plan;*
- 4. Improved connections to the green space on the east side of North River Road;*
- 5. A view analysis of the proposed buildings from key viewpoints including the Cummings Bridge;*
- 6. The phasing of development.*

Registered Professional Planners Opinion

The Master Concept Plan prepared by HOK combined with this planning rationale describes how applicable policies and guidelines have been met. The purpose of the Official Plan Amendment is to permit an increase in height from 28 storeys to 32 storeys. The proposed development includes three towers of varying heights which will create a more attractive development and focal point. The increase in height does not result in an overall increase in density as Tower B is being proposed at 22 storeys and a large open space / amenity area is being proposed along Montreal Road. The Zoning By-law Amendment is to implement these policies and meet site specific zoning requirements.

3.4 Urban Design Guidelines: 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 guidelines are relevant and are being achieved through the proposed development:

- Guidelines 3, 4, 5 and 6 relate to sidewalks and adjacent areas along the frontage. The Montreal Road revitalization works includes a new sidewalk across the frontage. Site lighting will be incorporated at time of Site Plan to animate the frontage. The entire frontage along Montreal Road will be designed as a gateway feature to encourage and facilitate pedestrian traffic into the development. The area will also be large enough to host*

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

- Guidelines 28 to 31 relate to landscape design and plantings. The smaller pockets parks, central courtyard design, landscaped podium and rooftop terraces and multiple pedestrian access points will allow for approximately 30% of the site to be soft landscaping features with significantly more trees. The existing vegetation will be retained to the extent possible and enhanced or replaced with additional plantings in accordance with these guidelines.*
- Guidelines 37, 38, 40 and 41 relate to the placement and sharing of utilities; lighting types; and loading/service locations. The proposed development will have all loading and service functions shared and located underground. Pedestrian level lighting will be used to animate the central courtyard, small pocket parks and pedestrian access points to ensure safe and comfortable use.*

3.5 Urban Design Guidelines for High-rise Buildings

The Urban Design Guidelines for High-rise Buildings were approved by City Council on May 23, 2018. Per the City of Ottawa Official Plan, the proposed buildings are considered high-rise and high-rise 31+ buildings. The proposed development also meets the definition of a high-rise building in that it has three primary components that are integrated into the whole of the design: a base or podium; a middle or tower, and a top. The base is the primary interface with the city context of the street, people, and services. The tower is sized, shaped, orientated and clad to respond to functional and contextual requirements as well as the lifestyle of the residents. The top integrates the mechanical equipment, and contributes to sky views.

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

The City's urban design guideline objectives include the concept of compatibility and relationship between high-rise buildings and their existing or planned context. This site is identified for intensification and mixed-uses being at the West Gateway. The proximity to employment, a rapid transit corridor and mainstreet all make this an appropriate site for high-density housing. This location also represents a perfect example of where higher density can be integrated into the community to provide housing in building with a unique form, which can add to the character of the neighbourhood. The architect has been able to integrate parking, services, utilities, and public transit into the design of the building and the site, while creating a human-scaled, pedestrian-friendly streets along its edges. The Montreal Road street front will

implement the City's intent to provide for an attractive public space that contributes to liveable, safe and healthy communities.

The Guideline for High-rise Housing also promotes the development of high-rise buildings that contribute to views of the skyline and enhance orientation and the image of the City. The creation of these distinct buildings, at this location, will provide a focal point at this West Gateway.

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

The proposed development meets the intent of these design guidelines.

3.6 City of Ottawa Zoning By-Law 2008-250

The property at 2 Montreal Road is currently zoned Traditional Mainstreet Subzone 3 Height 42 metres maximum, TM3 H(42). Notwithstanding, the restrictions imposed by subzone 3, an apartment dwelling, mid-rise to a maximum height of 42 metres is a permitted use however majority of this property would become a City park.

The property at 3 Selkirk Street is currently zoned General Mixed Use, Subzone 11, Exception 175, Floor Space Index 3.0, Height 42 metres maximum, GM11[175] F(3.0) H(42). An apartment dwelling, mid-rise to a maximum height of 42 metres is a permitted use as is a wide range of commercial uses to create a mixed use area.

A site specific exception will be developed as the project moves forward through Urban Design Review Panel and City circulation. To implement the proposed Official Plan Amendment and preliminary site plan, a site specific exception will be required for the following:

- Increase maximum height to 106 m
- Increase floor space index to 3.7

A preliminary exception zone for the entire property could be General Mixed Use - Floor Area Ratio 3.75 - maximum height 106 metres, GM F(3.7) H(106).

4.0 MONTREAL ROAD & BROWNFIELD'S REDEVELOPMENT COMMUNITY IMPROVEMENT PLAN

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

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

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

The subject property is both within the limits of the Montreal Road and Brownfield's Redevelopment Project Area.

5.0 CONCLUSION

It is our professional opinion that the proposed development is appropriate to implement the Secondary Plan while achieving our client's specific design philosophy of creating a high quality mixed-use urban development.

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

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

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

Based on the preliminary site plan and renderings provided for context and to begin the Urban Design Review Panel process, the following policies from the Montreal Road District Secondary Plan will be achieved:

- Proposed development is designed to frame the green space and the Rideau River on the west side of North River Road. Details of the landscaping approach will be confirmed at time of Site Plan.
- The design includes a mixed-use podium, which frames a (proposed) large open space at the intersection of Montreal and North River Road.
- Behind this podium is a series of three (3) towers with varying building heights to reduce shadowing impacts to the low-rise residential area to the north and east.
- It is envisioned that this proposed development will serve as a pre-cursor for redevelopment / intensification along this stretch of Montreal Road in accordance with the intent of the Secondary Plan.
- Current zoning permits building heights of 42 metres in height (14 storeys) along Montreal Road.

Planning Rationale

- The Secondary Plan indicates that building heights up to a maximum of 28 storeys will be permitted subject to an overall concept plan which will be implemented through the development application process.
- The tower closest to Montreal Road (Tower A) is being proposed at 28 storeys in height, the tower adjacent Montgomery Street (Tower B) is being proposed at 22 storeys whereas the tower adjacent North River Road and Riverain Park (Tower C) is being proposed at 32 storeys.
- A shadow study has been completed in support of the proposed development.
- The proposed buildings that will front Montreal Road, North River Road and Montgomery Street are proposed to have window and/or door entrances that will occupy at least 50% of the building facades.
- The podium which fronts onto Montreal Road and North River Road is less than six storeys.
- Buildings that front onto Montreal Road will have a minimum building height of two storeys.
- Proposed high-rise buildings will have a floor plate of approximately 900 m². The intent of limiting the floor plates to generally 800 m² in the Secondary Plan was to ensure new high-rise buildings (tower portion) would not affect sky view, privacy, wind, and the amount of sunlight and shadows that reach the public realm and neighbouring properties. The design and placement of the proposed towers on this large property should effectively meet these objectives and their impacts on surrounding streets, parks, public and private open space, as well as existing or planned developments on adjacent sites.
- A minimum separation distance of 20 metres is met between the tower portions of the high-rise buildings.
- Public art reflecting the history of the District is currently underway in accordance with the Vanier/Montreal Road Public Art Plan. Preliminary discussions with the City have been initiated and will continue to be explored incorporating public art within the development and into the publicly accessible gathering area along Montreal Road.

Planning Rationale

Montreal Road District Secondary Plan – Master Concept Plan (Podium and Towers A & B)

The secondary plan indicates that building heights up to a maximum of 28 storeys will be permitted subject to an overall master concept plan to be implemented through the development application process. Towers A & B will meet this maximum building height. The Master Concept Plan developed in support of the proposed this Eastview redevelopment includes:

- A concept plan of the site including the location and massing of all buildings with related elevations, open space areas, sidewalks and walkways, vehicular accesses and parking.
- Montreal Road being identified as a rapid transit corridor, a transportation consultant has worked with the design team during the master concept plan development to incorporate or facilitate multi-modal accesses within the site and between the site and abutting streets.
- Improvements to Montreal Road are currently underway. The City of Ottawa has completed the detailed design phase of the Montreal Road corridor and construction is now underway.
- The ultimate vision for Montreal Road is to construct a vibrant and welcoming main street with a well-balanced transportation network that will allow residents and businesses to thrive.
- To achieve this vision, some of the following aboveground and underground improvements were incorporated into the final design:
 - Bury overhead Hydro lines between North River Road and L'Eglise Street.
 - Implement streetscaping features along Montreal Road, including but not limited to new street furniture, streetlights, trees, concrete sidewalks and paver stones.
 - Review and improve bus stop and bus shelter locations.
 - Replace the existing watermain between North River Road and St. Laurent Boulevard.
 - Replace sanitary and storm sewers along certain sections of Montreal Road.
 - As part of the Montreal Road project, the 560 metre long section of North River Road (north of Montreal Road) is planned for reconstruction. The proposed works include replacement of the watermain, sanitary sewers and road drainage modifications.
 - Improve connections to the green space on the east side of North River Road. As part of Tower C being designed to frame the green space and the Rideau River on the west side of North River Road, opportunities to improve these connections both

within the site and between the site and green space will continue to be explored as part of the evolution of the Master Concept Plan.

- A view analysis of the proposed buildings from key viewpoints, including Cummings Bridge and the phasing of development has been developed as part of the Master Concept Plan.
- The varying tower heights and different angles to the street provides an open and welcoming environment as you enter Vanier. This master planned site is an appropriate focal point creating a significant gateway and landmark site as you approach the site from Montreal Road, Riverain Park and Cummings Bridge.
- The ability for this site to integrate a large public park along Montreal Road's frontage will help create somewhat of a Montreal Road Market Plaza being adjacent ground floor retail (i.e. grocery store) within the abutting podiums.
- Entering Vanier from the bridge provides the first view of the community. Not a physical gate to the community but an open, green, urban environment.
- The use of the park at the entry allows for the integration of the cyclist, the pedestrian and the transit rider as you enter the community. The design is oriented towards the pedestrian with well-articulated street-walls built along the sidewalks providing retail frontage, the urban park and two small pocket parks which will help create an active edge to help animate the abutting streets.
- Public art including murals is incorporated into the building design. This Public Art element is in line with Vision Vanier and will be further refined following additional public consultation.
- The combination of the retail, parks and residential uses will encourage the activation of the corners and side streets.
- The orientation and heights of the buildings provides the variety of height that provides for an interest in the skyline.

Montreal Road District Secondary Plan – Official Plan Amendment (Tower C)

To provide varying building heights and benefit from the optimal viewplanes offered from developing along North River Road, Tower C is being proposed at 32 storeys in height. This

Planning Rationale

proposed height is subject to this amendment (Official Plan Amendment) to the Montreal Road District Secondary Plan.

According to Section 3.6.3.11 (Traditional Mainstreets) from the City of Ottawa Official Plan, greater heights can be permitted through a Secondary Plan process.

Per Section 4.11.12 of the City's Urban Design and Compatibility policies, "developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design." Based on the lot size and configuration (lot consolidation) and its location along Montreal Road's West Gateway provides a unique opportunity to provide master planned area consisting of towers with varying heights.

Tower C, being proposed at 32 storeys in height, would be along North Rivet Road and would contribute to views and vistas and enhance the character and the image of this Montreal Road District. In summary, it is our opinion that the planning rationale and supporting plans and studies support the approval of these applications for the following reasons:

1. The approval of these applications are consistent with the Provincial Policy Statement; The Official Plan policies permit the consideration of high-rise 31+ buildings through a Secondary Plan.
2. The proposed amendment to the Zoning By-law would implement this Official Plan Amendment and would be in conformity with the City of Ottawa Official Plan.
3. The proposed development is appropriate and compatible with the area and is consistent with many goals established by Vision Vanier and the Montreal Road Secondary Plan.
4. The proposed development includes brownfield redevelopment which will help create a Montreal Road Market Plaza.
5. The proposed redevelopment is considered intensification making efficient use of existing and planned infrastructure and public service facilities.
6. The varying tower heights and different angles to the street provides an open and welcoming environment as you enter Vanier.

Planning Rationale

7. The large urban park and two pocket parks help to define the street edges and animate these corners.
8. Finally, this master planned site is an appropriate focal point creating a significant gateway and landmark site: West Gateway.

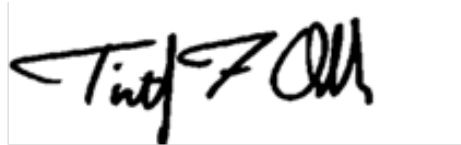
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