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**Committee of Adjustment**  
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**Comité de dérogation**

May 27, 2024

Committee of Adjustment  
110 Centrepointe Drive, 4<sup>th</sup> Floor  
Ottawa, ON K2G 5K7

**RE: 630 Montreal Road, Ottawa, ON – Minor Variance Application**

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To Committee of Adjustment Staff,

WSP was retained by MB Groupe Canada (MB Groupe) (“the Client”) to prepare a planning letter in support of a Minor Variance Application for the property municipally known as 630 Montreal Road (the “Site”) in the City of Ottawa. This letter provides a planning rationale and professional planning opinion in support of the application. On April 20, 2023, WSP resubmitted a Site Plan Control application (D07-12-21-0189) on behalf of MB Groupe which was deemed complete. The Site Plan Control application is still in progress, and is in the final stages of approval. The requested Minor Variances will enable the construction of a new mixed-use, nine-storey building (“the proposed development”) on the Site.

The proposed mixed-use development is anticipated to have 56 units, consisting of a mix of 1- and 2-bedroom rental units, and a 206.5 m<sup>2</sup> (2,222.7 ft<sup>2</sup>) commercial area on the ground level. The development would replace the existing one-storey building and detached garage on the site.

Should you have any questions on the contents of this letter or submitted applications, please contact me at [Nadia.De-Santi@wsp.com](mailto:Nadia.De-Santi@wsp.com) or 613-690-1114.

Yours truly,

Nadia De Santi, MCIP, RPP  
Practice Lead

Grace Maxner, BCD  
Planner

## 1 Site Description

The site is legally described as ‘Parts of Lots 3, 4, & 5 on Registered Plan 343 City of Ottawa’ as per the Topographic Plan of Survey completed by Farley, Smith and Denis (June 22, 2021). It has a land area of approximately 1,034.47 m<sup>2</sup> (11,134.90 ft<sup>2</sup>) and is generally square in shape. The site has approximately 32 m (104.9 ft) of frontage along Montreal Road and 33 m (108.2 ft) frontage along Borthwick Ave (a local road running north-south).

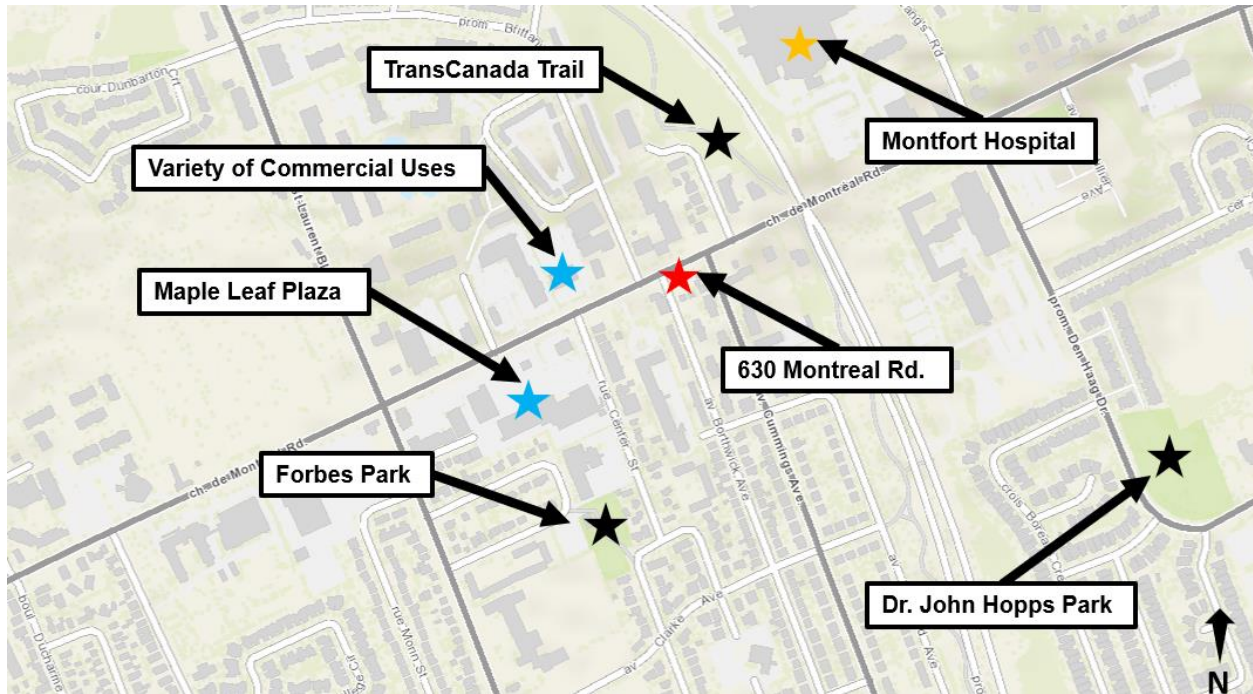
As shown in **Figure 1-1**, the site is a corner lot located southeast of the intersection of Montreal Road and Borthwick Avenue, in the Forbes neighbourhood, in Ward 13 – Rideau-Rockcliffe in the City of Ottawa. The site is fully serviced by municipal water and sewer infrastructure and is currently occupied by a one-storey building and a one-storey detached garage, with existing vehicle access from Borthwick Avenue.

Figure 1-1: Site Location (geoOttawa, 2024)



The surrounding area consists of primarily low-density residential uses, with a 14-storey high-rise building directly across from the site fronting on the north side of Montreal Road. Retail and commercial amenities are provided north, east and west of the site along Montreal Road and in the Maple Leaf Plaza east of the site along Montreal Road. A range of neighbourhood parks exist in proximity to the site, including Forbes Park, and Dr. John Hopps Park, as well as the TransCanada Trail to the northeast of the site, as shown in **Figure 1-2**.

Figure 1-2: Community Context (WSP, 2024)



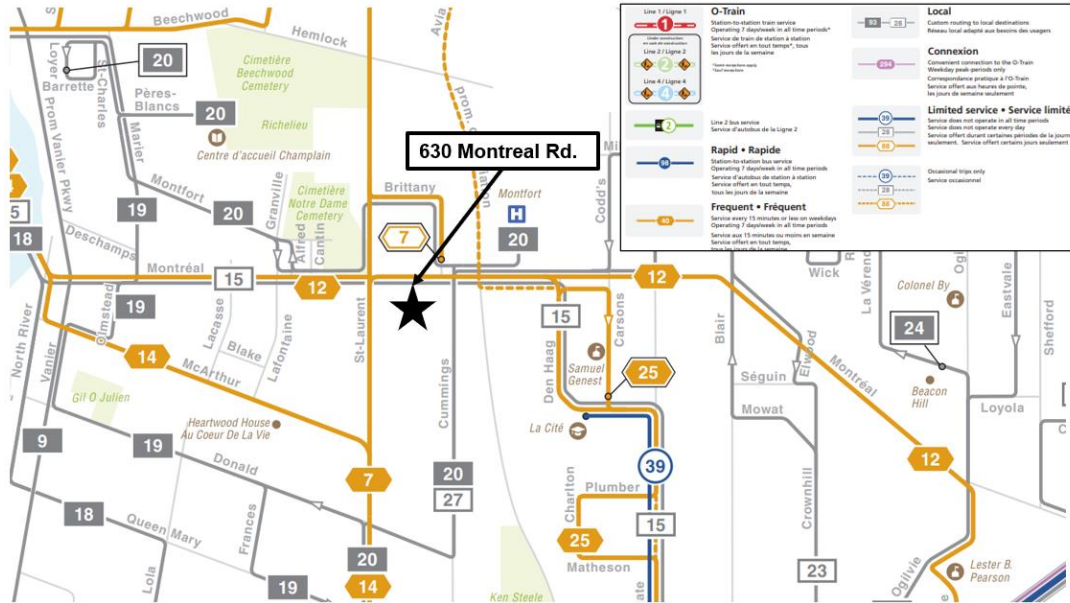
The proposed development is in close proximity to transit and existing sidewalks to encourage the use of active transportation and transit. Montreal Road provides the site with access to St. Laurent Boulevard (running north-south) and Aviation Parkway (running north-south) which provide access to the greater Ottawa area. There are sidewalks on both sides of Montreal Road and Cummings Avenue.

The site is also well serviced by existing public transit, as illustrated in **Figure 1-3**. Near the site there are five (5) OC Transpo bus routes:

- #7 Carleton/St. Laurent (Frequent)
- #12 St. Laurent/Blair (Frequent)
- #15 Parliament/Blair (Local)
- #20 Vanier/St. Laurent (Local)
- #27 Wateridge/St. Laurent (Local)

The #7 and #20 bus routes connect the site to St. Laurent Station, an intermodal transit station that provides access to Ottawa’s Light Rail Transit (LRT). St. Laurent Station is also connected to the St. Laurent Shopping Centre, a major commercial centre.

Figure 1-3: OC Transpo Network Map (August 27, 2023)



## 2 The Proposed Development

The proposed development consists of a mixed-used mid-rise, nine-storey (30.1 m) building containing 56 residential units and a 206.5 m<sup>2</sup> (2,222.7 ft<sup>2</sup>) commercial area. The retail area will be located on the first storey and the 56 residential units will be located on the first to ninth storeys. The building is intended to be rental in nature and contain a mix of 1- and 2-bedroom units, with a total building footprint of 502.5 m<sup>2</sup> (5,408.8 ft<sup>2</sup>). The site will feature a 174 m<sup>2</sup> (1,873 ft<sup>2</sup>) green rooftop terrace that would provide communal amenity area for the residents. This has been designed to be oriented towards Montreal Road and away from the abutting low-rise residential development. Balconies are proposed for the units, providing additional private amenity area for the residents. The private amenity area provided by the balconies is approximately 220 m<sup>2</sup> (2,368.06 ft<sup>2</sup>). The massing of the building has been designed with a building height transition from the front to the rear. The 9 storeys (30.1 m) would be along Montreal Road, and then it transitions down to 6 storeys (20 m) at the rear of the property, which abuts the three-storey apartment buildings.

Vehicle parking would be provided by way of a two-level underground parking garage containing 33 parking spaces (29 resident, 4 visitor). A total of 39 resident bicycle parking spaces would be provided. Access to the parking garage is proposed as a two-way garage ramp off of Borthwick Avenue. The building will be oriented along Montreal Road and Borthwick Avenue. One entrance for residents will be provided from Borthwick Avenue while two commercial entrances will be off Montreal Road. A waste receptacle room is to be located on the first storey with access from Borthwick Avenue.

The proposed development has accounted for the right-of-way of 37.5 m for Montreal Road. This protection is illustrated on the site plan by the noted dimension of 1.98 m. A 5 m x 5 m sight triangle has also been accommodated at the intersection of Montreal Road and Borthwick Avenue.





The site will feature a mix of landscaping, lighting and a series of internal pedestrian pathways that provide connectivity to the surrounding road network (Montreal Road and Borthwick Avenue).

To enable the construction of the proposed development, the following five (5) minor variances are requested:

1. A reduced interior side yard setback of 0.32 m and 0.98 m beyond 20 metres from the street whereas the Zoning By-law Section 185(10)(c)(ii) requires a minimum interior side yard setback of 7.5 m from the street;
2. A reduced minimum rear yard setback of 1.697 m whereas the Zoning By-law Section 185 (10)(d) requires a minimum rear yard setback of 7.5 m;
3. A maximum building height of 30.1 m in any area up to and including 20 m from a property line abutting a R4 residential zone, whereas the Zoning By-law Section 185(10)(j)(ii) permits a maximum height of 15 m;
4. A maximum building height of 30.1 m in any area over 20 m and up to 30 m from a property line abutting a R4 residential zone, whereas the Zoning By-law Section 185(10)(j)(iii) permits a maximum height of 20 m; and
5. A maximum building height of 30.1 m in any area outside of 30 m from a property line abutting a R4 residential zone, whereas the Zoning By-law Section 185(10)(j)(iv) permits a maximum height of 15 m.

An excerpt of the Site Plan, prepared by Yves Lussier Architecture, dated March 27, 2024, is provided in **Figure 2-1** and **Appendix A**.

The Survey Plan, prepared by Farley, Smith and Denis June 22, 2021 is provided in **Figure 2-2** and **Appendix B**, as well as the Draft R-Plan, prepared by Fairhall, Moffatt and Woodland (September 7, 2021), illustrated in **Figure 2-2** and in **Appendix B**. The Draft R-Plan has been prepared for the road widening.

A Tree Conservation Report (“TCR”) (August 11, 2021) was prepared by McIntosh Perry, as well as a Landscape Plan (December 13, 2023) prepared by Ruhland & Associates Ltd. and submitted as part of the Site Plan Control (D07-12-21-0189) application process. The TCR was prepared in accordance with the City of Ottawa’s Tree Protection By- law No. 2020-340 and outlines the condition of all existing vegetation on site, any impacts of the proposed development on the vegetation, and the associated mitigation measures recommended to minimize impacts and preserve conserved trees.

There are no trees existing on the site, but there are three trees on the adjacent property to the east. One (1) tree on the adjacent property is in poor condition, and is proposed for removal. The TCR determined that the proposed development would not have a significant impact to trees within the study area. A total of 17 ornamental trees and small ornamental trees are proposed to be planted along the front, corner and interior side yards. Additionally, shrubs and perennials are proposed to be planted along the front interior and corner and



interior yards. Planting is proposed along the southernmost parking garage wall at the rear yard to shield it from the abutting property.

Figure 2-1: Site Plan (Excerpt) (Yves Lussier Architect, March 27, 2024)

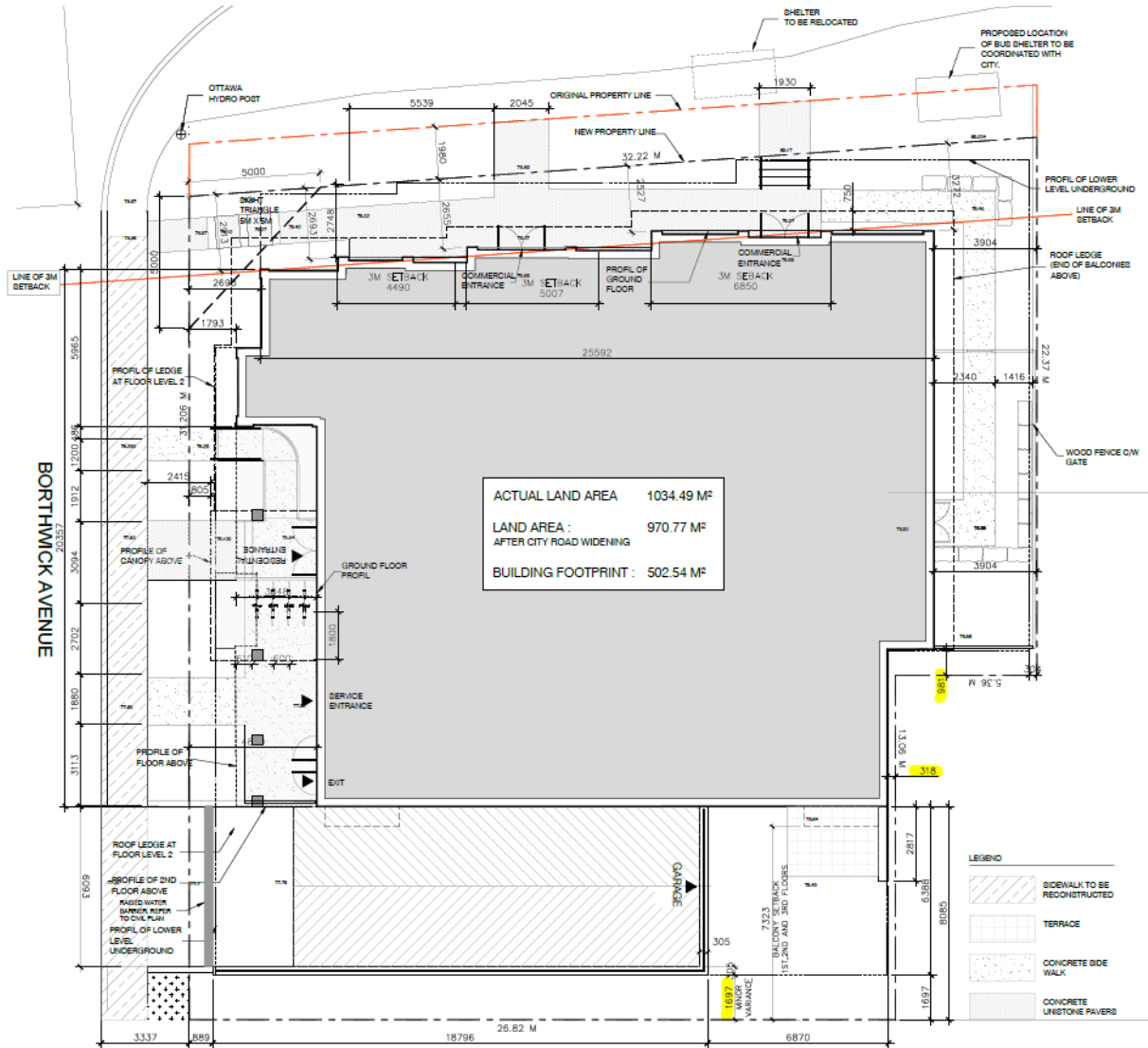




Figure 2-2: Survey Plan, prepared by Farley, Smith and Denis (June 22, 2021)

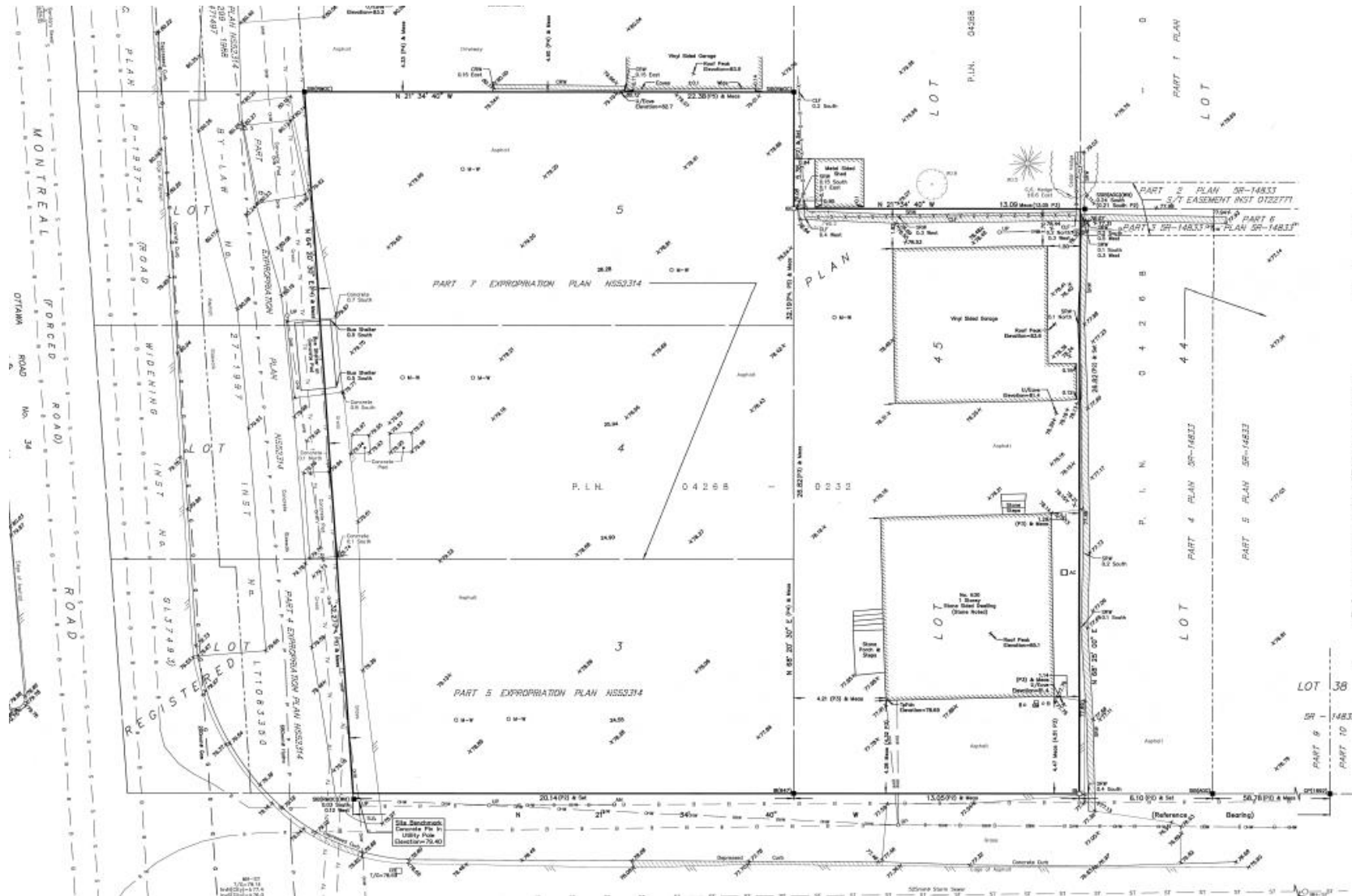
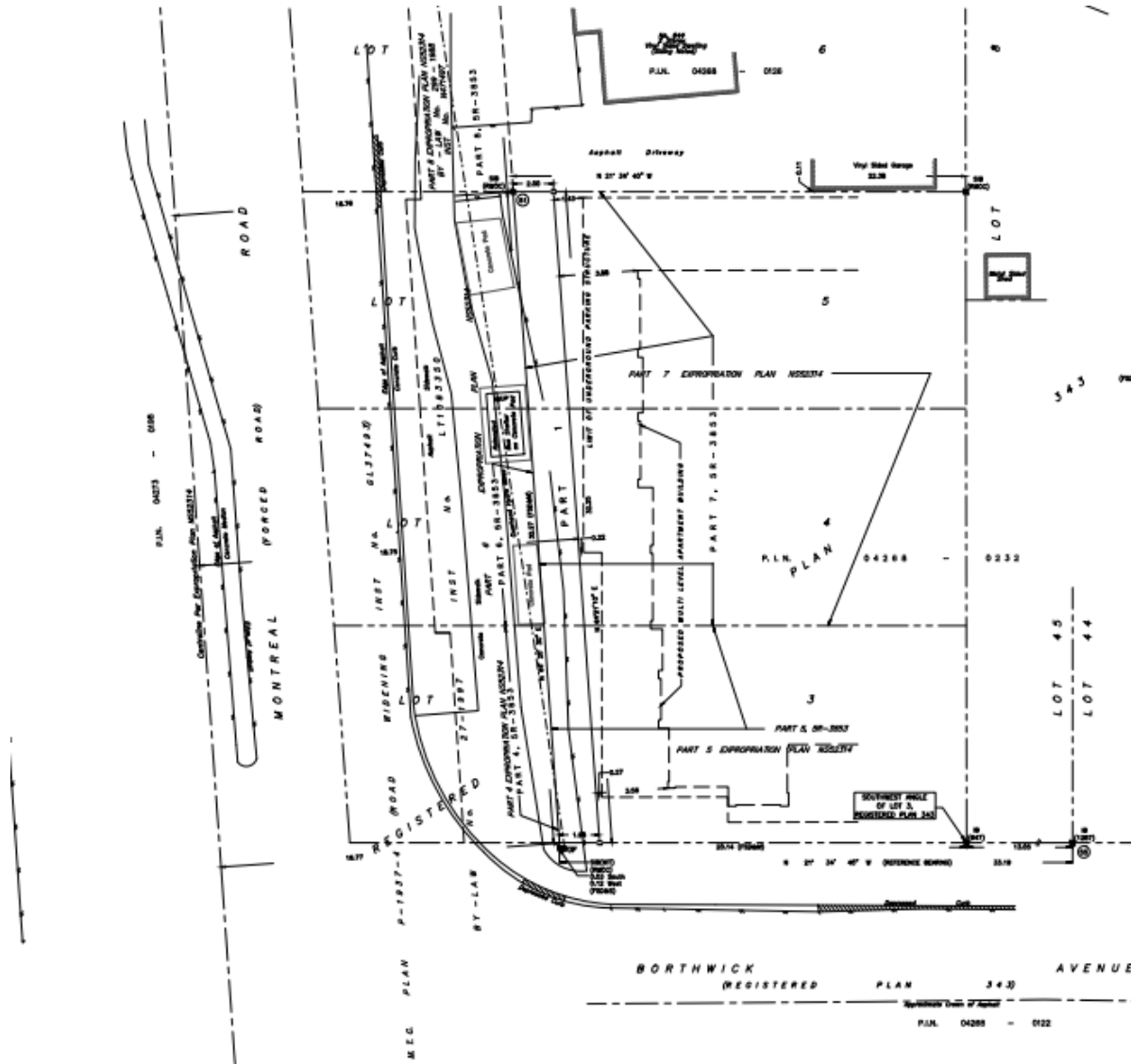




Figure 2-3: Draft R-Plan for Road Widening, prepared by Fairhall, Moffatt and Woodland (September 7, 2021)







## 3 Policy and Regulatory Framework

### 3.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating development and use of land.

The PPS seeks to strike a balance between the province's economic, social and environmental interests through the following:

- Promoting cost-effective development patterns which stimulate economic growth;
- Protecting resources for their economic use and/or environmental benefits; and
- Directing development away from areas where there is a risk to public health and safety or of property damage.

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns includes policies to sustain healthy, liveable, and safe communities by promoting efficient and cost-effective development and land use patterns and standards, accommodating an appropriate affordable and market-based range and mix of residential types, including affordable housing, and other uses to meet long-term needs, and improving accessibility for persons with disabilities and older persons by addressing land use barriers, and promoting cost-effective development patterns and standards, among other considerations.

Policy 1.1.3.1 directs that settlement areas shall be the focus of growth and development.

Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

1. “efficiently use land and resources;
2. 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; [...]”

Further, Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in Policy 1.1.3.3, where this can be accommodated.

Policy 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment.

In addition, Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.4.3 directs planning authorities to provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

2. “permitting and facilitating:
  - a) all forms of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
3. directing the development of new housing towards location where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
4. promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; [...] and
6. establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”

Policy 1.8.1 provides that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

2. promote the use of active transportation and transit [...]; and
6. promote design and orientation which maximizes energy efficiency and conservation [...].

**The proposed development is consistent with the 2020 PPS, as it represents residential development within a settlement area that utilizes land, existing infrastructure, and planned infrastructure efficiently. It provides for multi-unit housing which contributes to a range and mix of housing options to meet the social, health, economic and well-being requirements of future residents. The proposed development is transit-supportive and promotes active transportation by locating housing in proximity to community facilities such as service commercial (restaurants, offices, and automobile service centres), and public uses (Monfort Hospital) while being located in proximity to public transit options.**

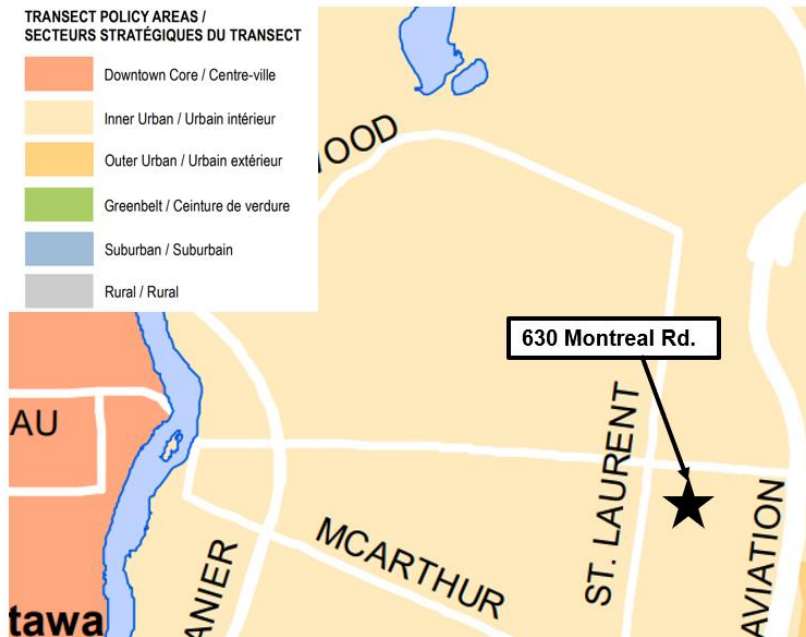
### **3.2 City of Ottawa Official Plan (Adopted November 24, 2021 and approved by MMAH with Modifications on November 4, 2022)**

Ottawa City Council adopted the City of Ottawa Official Plan (“OP”) on November 24, 2021 and the OP was approved by the Ministry of Municipal Affairs and Housing on November 4, 2022 with modifications. The OP sets the vision for how the City will grow and develop to 2046.

In the OP, the site is located within the urban boundary and is part of the Inner Urban Transect as per Schedule A – Transect Areas, as shown in **Figure 3-1**.

The OP states that the Inner Urban Transect includes the pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them. Generally, the older neighbourhoods reflect the urban built form characteristics described in the OP, while the post-war neighbourhoods reflect suburban characteristics.

Figure 3-1: Schedule A - Transect Policy Areas (Excerpt), City of Ottawa OP (Adopted November 24, 2021 and approved by MMAH with Modifications on November 4, 2022)



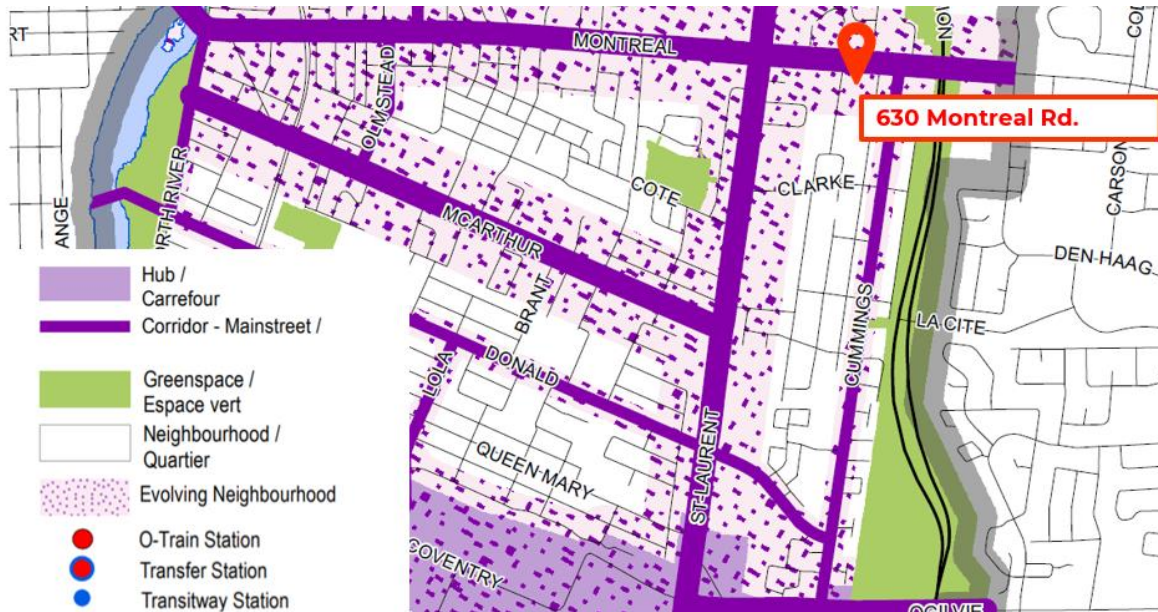
### 3.2.1 Land Use Designation

In the OP, the site is designated as Corridor - Mainstreet and is subject to the Evolving Neighbourhood Overlay as per Schedule B2 Inner Urban Transect, as shown in **Figure 3-2**. The Corridor Mainstreet designation permits a range of residential and non-residential built forms with a higher density than the adjacent Neighbourhoods designation. Low to high rise building heights are permitted in the Corridor Mainstreet designation. Section 13 of the OP defines low-rise buildings as up to and including 4 storeys, and high-rise buildings 10 to 40 storeys. The OP supports the development of buildings that locate the maximum permitted building heights and highest densities close to the Corridor (Policy 6.2.1(2)).

Section 5.6.1 of the OP contains policies on the Evolving Neighbourhood Overlay, which is intended to provide built form direction for the urban area where intensification is anticipated to support the creation of 15—minute neighbourhoods. Policy 5.6.1(1) states that the intent of the Overlay is to “provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors;
- b) Allowance for new building forms and typologies, such as missing middle housing;
- c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- d) Direction to govern the evaluation of development.”

Figure 3-2: Schedule B2 - Outer Urban Transect (Excerpt), City of Ottawa OP (Adopted November 24, 2021 and approved by MMAH with Modifications on November 4, 2022)



The proposed residential building with commercial space on the ground floor conforms to the mixed-use permissions of the OP. The proposed nine-storey apartment building is within the maximum permitted building height of 40 storeys for lands designated Corridor-Mainstreet. The proposed nine-storey development fits within the existing neighbourhood which consists of low-high-rise buildings. Further, the development conforms to the Evolving Neighbourhood Overlay policies, which supports development that promotes intensification, new building forms and typologies, and more urban built form. The proposed development conforms to the land use policies of the Official Plan.

### 3.2.2 Road Classification and Rights-of-Way

As per Section 4.1.7 of the OP, the City may acquire land for rights of way or the widening of rights of way through conditions of approval for a plan of subdivision, severance (severed and retained parcels), site plan or a plan of condominium. Montreal Road is classified as an Arterial Street as per Schedule C4 – Urban Road Network in the OP, illustrated in **Figure 3-3**.

Figure 3-3: Schedule C4 - Urban Road Network (Excerpt), City of Ottawa OP (Adopted November 24, 2021 and approved by MMAH with Modifications on November 4, 2022)



Schedule C16, Table 1 of the OP sets forth the ROW widths that the City may require. Table 1 contains specific ROW protection requirements for arterial streets. Table 1 identifies Montreal Road as an Arterial Street which has a ROW requirement of 37.5 m and greater at the site location.

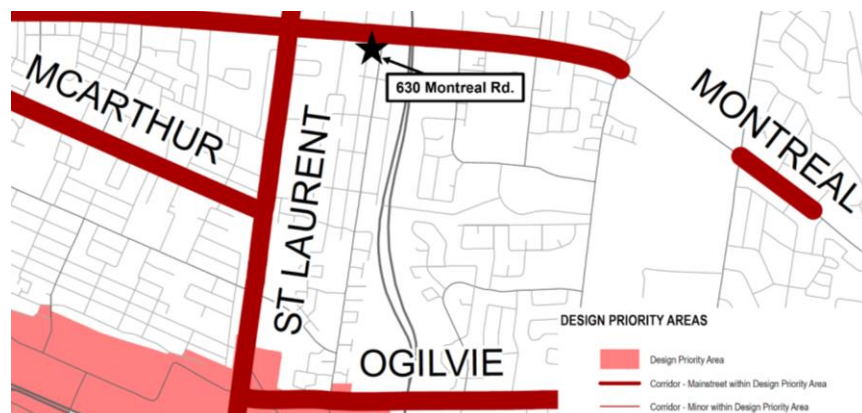
**The OP has an existing right-of-way protection requirement of 37.5 m for Montreal Road. A Draft R-Plan has been submitted with the application. The proposed development has accounted for the Right-of-Way (ROW) protection and therefore conforms to the Official Plan policies.**

### 3.2.3 Design Priority Area

Policy 4.6.1 of the OP states that Design Priority Areas (DPAs) are identified to promote design excellence through the development review process.

Section 2.5.1 recognizes Design Priority Areas. Development applications for lands within Design Priority Areas are required to participate in the Urban Design Review Panel (UDRP) where they are subject to enhanced urban design review. The site is designated as a Corridor–Mainstreet with Design Priority Area in the OP by Schedule C7-A, as shown in **Figure 3-4**.

Figure 3-4: Schedule C7-A Design Priority Areas - Urban - City of Ottawa Official Plan (Excerpt)





As part of the ongoing Site Plan Control (D07-12-21-0189) application process, the application was presented to the Urban Design Review Panel on September 7, 2023 and meets the requirements of this section of the OP.

### 3.3 City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation September 8, 2021)

Under the City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation September 8, 2021), the site is zoned Arterial Mainstreet, Subzone 10 Urban Exception [2199] (AM10[2199]), as shown in **Figure 3-5**.

Figure 3-5: Site Zoning (geoOttawa, 2024)



#### 3.3.1 AM Zone

The general purpose of the AM Zone is to:

- accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan; and
- impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

The AM10 Zone generally permits a range of service, commercial, public and institutional uses, and residential building types, including apartment buildings. Subzone 10 contains special setback and building height requirements. Urban Exception [2199] requires that an automobile dealership have a minimum lot area of 1,500 m<sup>2</sup>.

Based on the Site Plan prepared by Yves Lussier Architecture (dated March 27, 2024), **Table 3-1** provides a detailed compliance analysis of how the proposed development meets the Zoning By-law provisions for the AM10[2199] Zone.



Table 3-1: Zoning Compliance for Arterial Mainstreet, Subzone 10 Urban Exception [2199] (AM10[2199])

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum lot area – Sec. 185, Table 185 (a)	No minimum	N/A	Yes – 970.77 m <sup>2</sup>
Minimum lot width – Sec. 185, Table 185 (b)	No minimum	N/A	Yes – 32.2 m
Minimum front yard setback – Sec. 185(10)(b)(i)	0 m	N/A	Yes – 3.15 m
Minimum corner side yard setback – Sec. 185(10)(b)(i)	0 m	N/A	Yes – 1.8 m
Minimum frontage along the <b>front yard</b> occupied by building walls – Sec. 185(10)(b)	(ii) Within 3.0 m of Non-residential and Mixed-use Buildings: 50%	Front yard frontage (Montreal Road): 32.2 m x 50% = 16.1 m	Yes – 78.6% (25.3 m / 32.2 m)
Minimum frontage along the <b>corner side yard</b> occupied by building walls – Sec. 185(10)(b)	(i) Within 3.0 m of Non-residential and Mixed-use Buildings: 50%	Corner side yard frontage (Borthwick Avenue): 33.2 m x 50% = 16.6 m	Yes – 62.6% (20.8 m / 33.2 m)
Minimum interior side yard setback – Sec. 185 (10)(c)	(i) First 20 metres from the street: 3.0 m	N/A	Yes – 3.9 m
	(ii) Beyond 20 metres from the street: 7.5 m	N/A	<b>No – 0.32 m and 0.98 m</b>
Minimum rear yard setback -Sec. 185 (10)(d)	(i) Any building wall within 20 metres of a lot line abutting a public street: 3.0 m  (ii) All other cases: 7.5 m		<b>No – 1.697 m</b>
Minimum ground floor height for any portion of a building within 10	(i) Ground floor height for non-residential or mixed-use building: 4.5 m	N/A	Yes – 4.8 m

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
metres of a front lot line – Sec. 185 (10)(e)	(ii) Minimum building height is 7.5 metres and must contain at least two storeys		Yes – 30.1 m, 9 storeys
ground floor façade facing a public street of a building located within 4.5 metres of the front lot line or corner side lot line requirements - Sec. 185 (10)(g)	Residential use building: one active entrance	N/A	Yes – A residential access is proposed off of Borthwick Ave
Ground Floor façade requirements – Sec. 185(h)	Minimum of 50% of the surface area of the ground floor façade, measured from the average grade up to a height of 4.5 m, facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors	N/A	Yes – 57.9% of the surface area of the ground floor façade is glazed.
Maximum building height – Sec.185(10)(j)	Beyond 20 metres from the street: 7.5 m	N/A	<b>No – 30.1 m</b>
	(iii) in any area over 20 metres and up to 30 metres from a property line abutting a R4 zone	20 m	<b>No – 30.1 m</b>
	(iv) in any area : a. Outside of the areas identified in (i) through (iii)	15 m	<b>No – 30.1 m</b>

### 3.3.2 Amenity Areas

The Zoning By-law contains provisions for the required amenity area, as set out in

**Table 3-2.**

Table 3-2: Provisions for Required Amenity Areas

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum required amenity area: Mixed Use Building, with 9 or more dwelling units or rooming units – Sec. 137, Table 137(5)	<p><b>Total Amenity Area:</b> 6m<sup>2</sup> per dwelling unit, and 10% of the gross floor area of each rooming unit.</p>	Total Amenity Area: 56 units x 6 m <sup>2</sup> per dwelling unit = 336 m <sup>2</sup>	<p>Yes – Total Amenity Area: 394 m<sup>2</sup> (Private: 220 m<sup>2</sup> + Communal: 174 m<sup>2</sup>)</p> <p>Private Amenity (balconies) = 56 units = 220 m<sup>2</sup></p> <p>Communal Amenity (Rooftop Terrace) = 174 m<sup>2</sup></p>
	<p><b>Communal Amenity Area:</b> A minimum of 50% of the required total amenity area</p>	Communal Amenity Area: 50% x 336 m <sup>2</sup> = 168 m <sup>2</sup>	Yes – 174 m <sup>2</sup>
	<p><b>Layout of Amenity Area:</b> Aggregated into areas up to 54m<sup>2</sup>, and where more than one aggregated area is provided, at least one must be a minimum of 54 m<sup>2</sup></p>	N/A	Yes – 174 m <sup>2</sup>

### 3.3.3 Provisions for Permitted Projections Above Height Limit / into Required Yards

The Zoning By-law contains provisions for permitted projections above the height limit and permitted projections into required yards, as set out in **Table 3-3**.

Table 3-3: Provisions for Permitted Projections Above Height Limit / into Required Yards

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Permitted projections above the height limit – Sec. 64	<p>Except in the case of buildings or structures located within the area shown on Schedules 11 to 88 (Central Area Height Schedules), the maximum height limits do not apply to the structures listed below or to any other similar structures that may require a height in excess of maximum height limits in order to serve their intended purpose, unless otherwise specified in the by-law and provided these structures are erected only to such height or area as is necessary to accomplish the purpose they are to serve and that is necessary to operate effectively and safely:</p> <ul style="list-style-type: none"> <li>• Mechanical and service equipment penthouse, elevator or stairway penthouse</li> <li>• landscaped areas, roof-top gardens and terraces and associated safety guards and access structures; pursuant to Table 55, Row (8)</li> </ul>	N/A	Yes – 3.8 m mechanical penthouse with elevator

### 3.3.4 Parking Provisions

The Zoning By-law contains provisions for parking, as set out in **Table 3-4**. The site is within Area X on Zoning By-law Schedule 1A, illustrated in **Figure 3-6**.



Figure 3-6: Areas for Minimum Parking Space Requirements, City of Ottawa Zoning By-law (geoOttawa, 2024)



Table 3-4: Parking and Loading Space Provisions

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum parking space rate for Area X – Sec. 101, Table 101, Row R12: Dwelling, mid-high-rise apartment	0.5 per dwelling unit  No parking spaces required for the first 12 units – Sec. 101(4)(b)	56 units minus 12 units = 44 units  44 units x 0.5 = 22 parking spaces	Yes – 33 spaces total (29 resident parking spaces)
Minimum visitor parking space rate for Area X, apartment dwelling low or mid-high-rise apartment – Sec. 102, Table 102 (ii)  No visitor parking required for the first 12 units on a lot within areas X, Y, Z and B – Sec. 102(2)	0.1 per dwelling unit  No visitor parking spaces required for the first 12 units – Sec. 102(2)	56 units minus no parking for first 12 spaces = 44 units  44 x 0.1 = 4.4 (4) spaces	Yes – 4 visitor spaces
Minimum parking space rate for Area X – Sec. 101(4)(d)	Where a non-residential use is located partly or entirely on the ground floor or in the basement:	GFA for ground floor commercial use:	Yes – 0 spaces

Zoning Provision		Requirement	Calculation (if applicable)	Compliance (Yes or No)
		(iii) in the case of any other non-residential use with a gross floor area of 500 m <sup>2</sup> or less, no off-street motor vehicle parking is required to be provided.	206.5 m <sup>2</sup> , no spaces required.	
Dimension requirements for a motor vehicle parking space – Sec. 106(1)	(a) Width	Minimum width of 2.6 m; maximum width of 3.1 m	N/A	Yes – 2.6 m
	(b) Length	Minimum length of 5.2 m	N/A	Yes – 5.3 m
Maximum number of reduced size motor vehicle parking spaces – Sec. 106(3)	(a) up to 50% of the required and provided parking spaces may be reduced to a minimum width of 2.4 metres and a minimum length of 4.6 metres provided that any such space: (a) Is visibly identified as being for a compact car (b) Is not a visitor parking space required under Section 102 (c) Is not abutting or near a wall, column or similar surface that obstructs the opening of the doors of a parked vehicle or limits access to a parking space, in which case the minimum width is 2.6 metres.		28 parking spaces x 0.5 = 14 parking spaces	Yes
Minimum barrier-free parking spaces – Sec. 111(2), Ottawa Traffic and Parking By-law 2017-301	Capacity of Public Parking Area: 1-19 spaces – 0 spaces		N/A	Yes – 0 spaces
Minimum number of bicycle parking spaces for apartment building, mid-rise – Sec. 111(2), Table 111A(b)(i)	0.50 per dwelling unit		56 units x 0.50 = 28 spaces	Yes - 39 bicycle parking spaces
Minimum bicycle parking space dimensions – Sec. 111, Table 111B	(a) Horizontal	Width: 0.6 m Length: 1.8 m	N/A	Yes – 0.6 m Yes – 1.8 m
Maximum number of bicycle parking spaces in the landscaped area – Sec. 111(7)	50% of the required bicycle parking spaces or 15 spaces, whichever is greater		28 spaces x 50% = 14 spaces	Yes – 4 spaces



Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum bicycle parking space dimensions – Sec. 111(9)	A bicycle parking space must have access from an aisle having a minimum width of 1.5 m.	N/A	Yes
Minimum width of driveway providing access to a parking lot – Sec. 107(1)(a)	6.0 m for a double traffic lane	N/A	Yes – 6.09 m
Maximum width of driveway double traffic lane that leads to 20 or more parking spaces – Sec. 107 (aa)(ii)	6.7 m	N/A	Yes – 6.09 m
Aisle and Driveway Provisions – Sec. 107(1)(a)	A driveway providing access to a parking lot or parking garage must have a minimum width of: (iii) in the case of a parking garage, 6.0 m for a double traffic lane.	N/A	Yes – minimum width of 6.08 m
Minimum Number of Vehicle Loading Spaces Required – sec. 113, Table 113A	(c) For a Retail store with an area less than 999 m <sup>2</sup> : 0 (e) Residential uses: None required	N/A	Yes – 0 spaces

## 4 Summary of Minor Variances Required

The proposed development complies with the general intent of the Zoning By-law. Five (5) minor variances are required to enable the proposed development to comply with the Zoning By-law:

1. A reduced interior side yard setback of 0.32 m and 0.98 m beyond 20 metres from the street whereas the Zoning By-law Section 185(10)(c)(ii) requires a minimum interior side yard setback of 7.5 m;
2. A reduced minimum rear yard setback of 1.697 m whereas the Zoning By-law Section 185 (10)(d) requires a minimum rear yard setback of 7.5 m;
3. An increased maximum building height of 30.1 m in any area up to and including 20 m from a property line abutting a R4 residential zone, whereas the Zoning By-law Section 185(10)(j)(ii) permits a maximum height of 15 m;
4. An increased maximum building height of 30.1 m in any area over 20 m and up to 30 m from a property line abutting a R4 residential zone, whereas the Zoning By-law Section 185(10)(j)(iii) permits a maximum height of 20 m; and



5. An increased maximum building height of 30.1 m in any area outside of 30 m from a property line abutting a R4 residential zone, whereas the Zoning By-law Section 185(10)(j)(iv) permits a maximum height of 15 m.

### Rationale for Proposed Minor Variance

In our professional planning opinion, the proposed variances satisfy the four tests under Section 45(1) of the Planning Act, which states that the variances are (1) to be minor in nature; (2) desirable for the appropriate development or use of the land; (3) maintain the general intent and purpose of the Zoning By-laws; and, (4) keeping the general intent and purpose of the Official Plan. The following outlines how the requested variances meet the four tests.

#### (i) Are the variances minor?

The requested variances to permit a reduction in the interior side yard, and rear yard setbacks, and an increase to the building height are to accommodate the new building footprint of the proposed nine-storey mixed-use building. The proposed variances would enable the development to maximize the use of the site given its irregular shape, and provide housing units and commercial floor space. The proposed development would positively impact the neighbourhood as it is currently an underused site on an Arterial Mainstreet. The variances would not result in undue adverse impacts on the overall appearance and function of the site or neighbourhood.

The requested variances to reduce the interior and rear yard setbacks are required due to the irregular shape of the site. The interior side yard abuts another AM zoned property, which contains an office and detached garage. The requested variance to reduce the rear yard setback is to accommodate a concrete wall which is part of the ramp leading to the underground parking garage. The reduced rear yard setback is minor in nature and would not impact the abutting property to the rear as landscaping is provided along the parking garage wall to shield it from the rear property and act as a landscaped buffer.

The requested variance to increase the maximum building height is required to accommodate the proposed development which aims to provide residential intensification and commercial development in an urban area, along Montreal Road which is an arterial street, as designated Corridor-Mainstreet as per the Official Plan. The increase in height will not result in undue adverse impacts to the surrounding low-rise neighbourhood. This area along Montreal Road is a prime location for this type of development, contributing to the overall mix of uses in the community. Furthermore, there is similar development in the area, such as the high-rise, 14-storey building directly across the street along Montreal Road. Further, the new mixed-use building being proposed would improve the overall appearance of the street and neighbourhood. The variances being sought do not result in an undesirable or incompatible development for the area.

#### (ii) Are the variances desirable for the appropriate development of the lands in question?

The variances are desirable and appropriate for the development of the site because they would enable the development of a new mixed-use dwelling consisting of 56 residential



units, and commercial space in an urban area zoned Arterial Mainstreet. The proposed development would utilize the irregular-shaped lot effectively by providing underground parking to maximize the building for residential and commercial uses.

The requested variances to reduce the interior and rear yard setbacks is appropriate for the site given its irregular shape. The reduction to the interior side yard setback would not impact the abutting AM zoned property as the building closest to the interior lot line is a detached garage. The interior side yard will include additional landscaping including shrubs and perennials. The requested variance to reduce the rear yard setback is to accommodate a concrete wall for the parking garage ramp. The reduced rear yard setback would not negatively impact the abutting R4 Zone as the parking garage wall is sheltered from the abutting rear yard by a landscape buffer consisting of shrubs.

The requested variances to increase the height of the development would be appropriate for the lands as it will enable the development of a high-density mixed-use building in a key intensification site. Additionally, this development will be located among many buildings in the vicinity which are also mid-or high-rise, including a 14-storey building located directly across the site on the north side of Montreal Road. As noted in the image below from the “Summary of Design” report submitted by Yves Lussier Architect for the UDRP. There are buildings ranging from 9 to 29-storeys, within 1 km of the site.







(iii) Does the variances maintain the general intent and purpose of the Zoning By-law?

The intended use of the site and form of the proposed new mixed-use building complies with the general intent and purpose of the Zoning By-law. The site is zoned Arterial Mainstreet, Subzone 10 Urban Exception [2199] (AM10[2199]). The general intent of the AM Zone is to accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings, and regulate developments that promote intensification while ensuring that they are compatible with the surrounding uses. The proposed variances support intensification by permitting a development that provides 56 additional residential units as well as offers commercial space on the ground level, while still ensuring the development is compatible with the surrounding neighbourhood.

The proposed development complies with the majority of the applicable provisions of the AM10[2199] Zone. The proposed development has been designed to reflect a compatible built form that fits in with both Montreal Road and Borthwick Avenue with a transparent building corner providing to provide a smooth transition between the commercial nature of Montreal Road and residential of Borthwick Avenue. The requested variance to reduce the interior and rear yard setbacks will allow for the development to maximize the use of site, as previously discussed, and provide space for commercial and residential uses.

The proposed variance to increase the height of the building complies with the AM Zone which is intended to promote intensification and mixed-use developments that are compatible with the surrounding neighbourhood. Further, these variances would maintain the existing land use patterns and character of the neighbourhood as intended by the Zoning By-law.

(iv) Does the variances maintain the general intent and purpose of the Official Plan?

The proposed development is designated as Corridor - Mainstreet, where high density residential and non-residential built forms that include high rise building heights ranging from 10 to 40 storeys are supported through Official Plan policies. The development of a new nine-storey mixed-use building conforms with the OP policies as it constitutes as a mid-rise development within the Corridor – Mainstreet. The proposed development is compatible with the existing neighbourhood, which includes a mix of residential and commercial developments ranging from low-, high-rise buildings. The site is subject to the Evolving Neighbour Overlay which supports development that promotes intensification, new building forms and typologies, and more urban built form. The variances being requested support the City's goals of increasing housing options while maintaining the character of the surrounding neighbourhoods in terms of land use, and design of the built form.

**The proposed development meets the four (4) tests of a Minor Variance under the Planning Act.**



## 5 Summary of Opinion

It is the professional opinion of WSP that the proposed development at 630 Montreal Road, which requires five (5) minor variances to permit the proposed development of a new nine-storey apartment building represents good land use planning and is appropriate for the site, based on the following reasons:

- The proposed development supports and is consistent with the Provincial Policy Statement 2020.
- The proposed development is permitted in the applicable land use designations and conforms to the policies of the Official Plan.
- The proposed development complies with the general intent and purpose of the Zoning By-law; and
- The proposed development meets the four (4) tests for Minor Variance under the Planning Act.

In conclusion, the Minor Variance approval being sought to support the proposed development at 630 Montreal Road represents good land use planning and is in the public interest.

Should you have any further questions or require additional information regarding the content of this memo, please feel free to contact me at 613-690-1114 or [Nadia.DeSanti@wsp.com](mailto:Nadia.DeSanti@wsp.com).

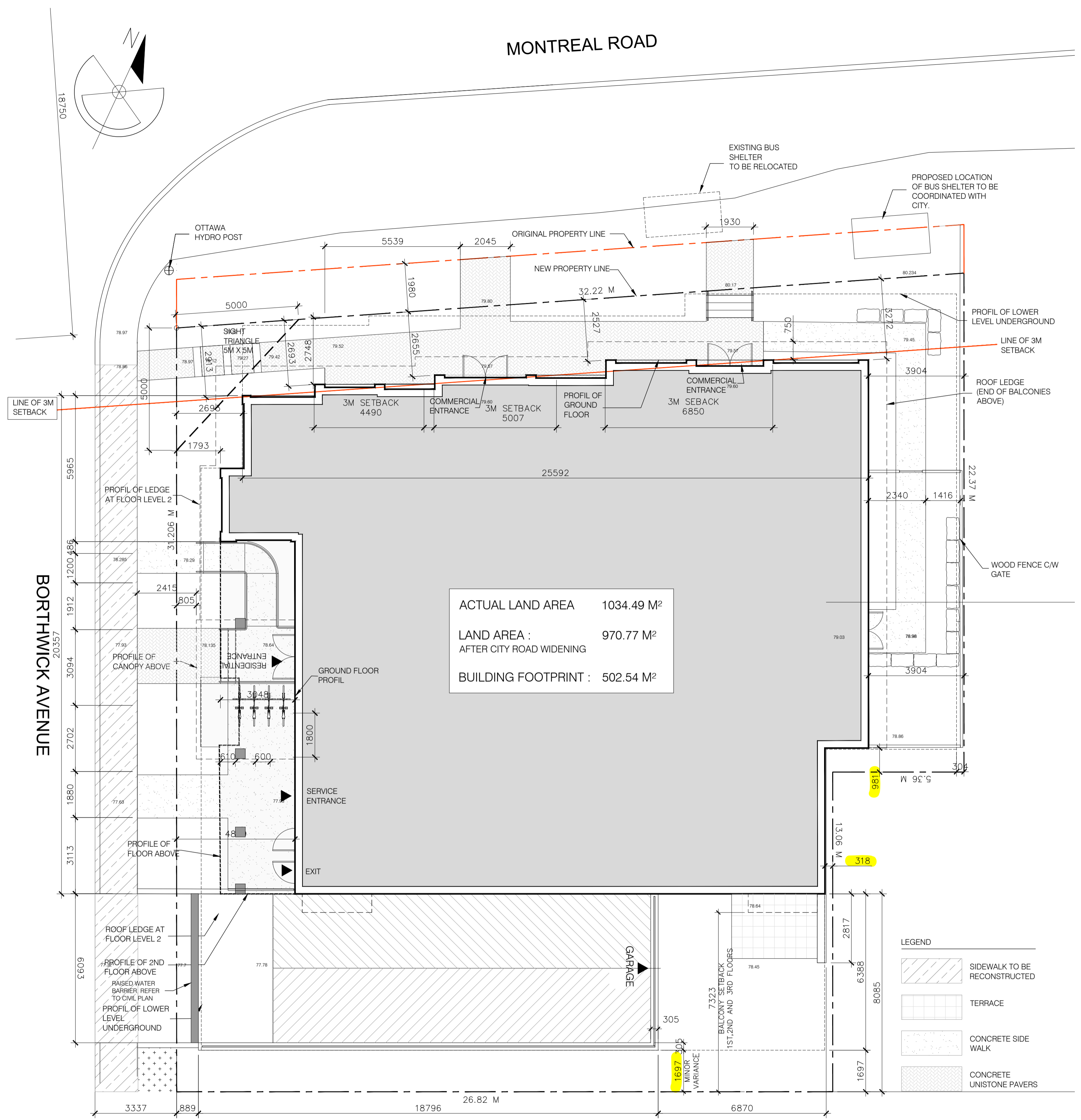
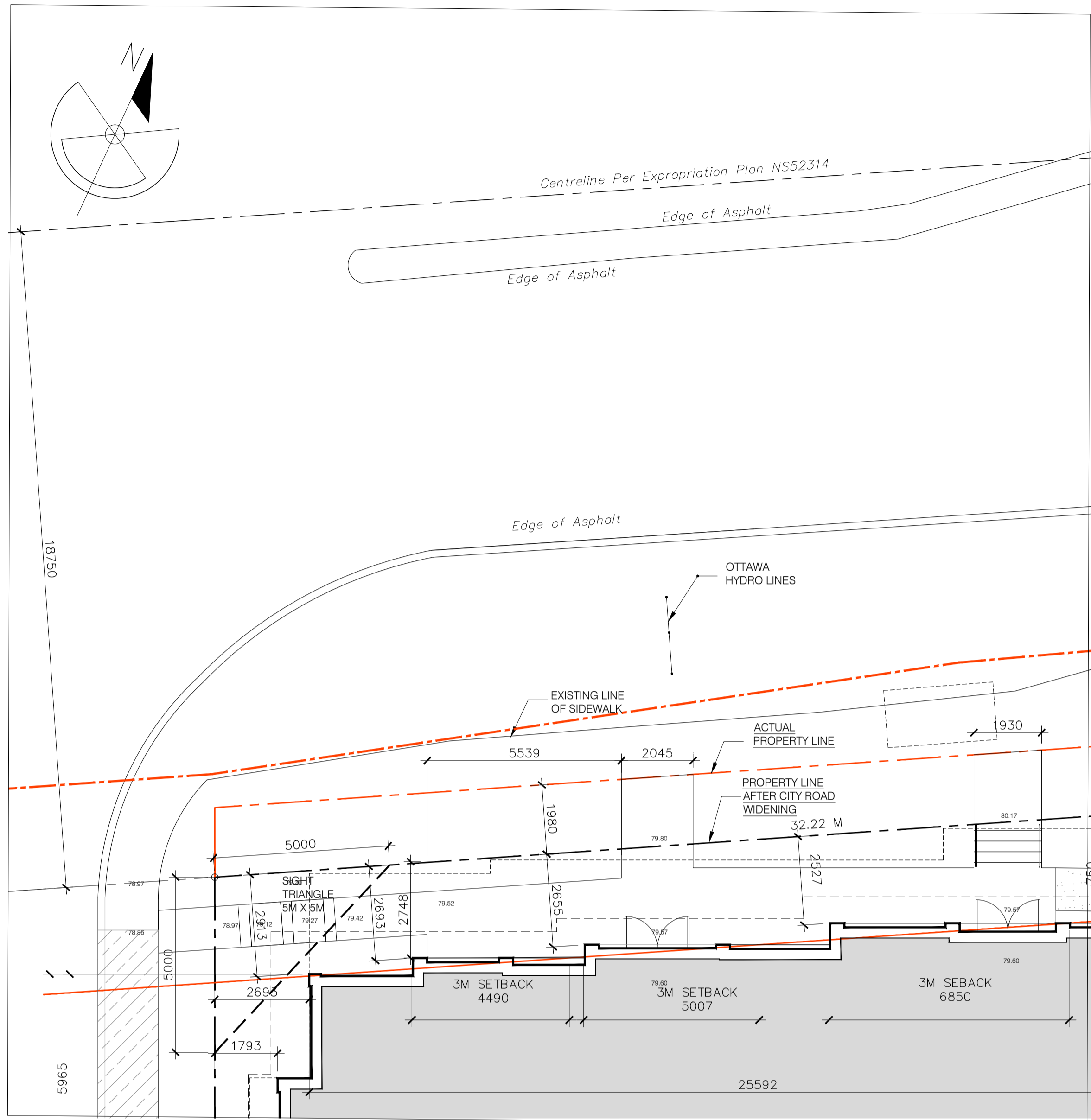
Yours truly,

Nadia De Santi, MCIP, RPP  
Practice Lead

Grace Maxner, BCD  
Planner

wsp

# A Site Plan



SITE PLAN  
SCALE = 1:150

ZONING COMPLIANCE TABLE			ZONING COMPLIANCE TABLE		
Zoning Provision	Requirement	Proposed	Zoning Provision	Requirement	Proposed
Minimum lot width	No minimum	32.2 m	Minimum required amenity area	Total Amenity Area: 6m <sup>2</sup> per dwelling unit, and 10% of the gross floor area of each rooming unit.	348 m <sup>2</sup>
Minimum lot area	No minimum	970.77 m <sup>2</sup>		Communal Amenity Area: A minimum of 50% of the required total amenity area	174 m <sup>2</sup>
Maximum building height	(i) in any area up to and including 20 metres from a property line abutting a R4 residential zone	30.1 m	Parking:		
	(ii) in any area over 20 metres and up to 30 metres from a property line abutting a R4 zone	30.1 m	Minimum parking space rate for Area X – Sec. 102, Table 101, dwelling, mid-high-rise apartment	0.5 per dwelling unit (56 units - 12 units) x 0.5 = 22 spaces	22 parking spaces
	(iii) in any area over 20 metres and up to 30 metres from a property line abutting a R4 zone	30.1 m		* NO PARKING IS REQUIRED FOR THE FIRST 12 UNITS	
	(iv) in any area : 1. Outside of the areas identified in (i) through (iii)	30.1 m	Minimum visitor parking space rate for Area X, apartment dwelling low or mid-high-rise apartment – Sec. 102, Table 102 (iii)	0.1 per dwelling unit (56 units - 12 spaces = 44 spaces)	4 parking spaces
Minimum front yard setback	0 m	3.15 m	No visitor parking required for the first 12 units on a lot with areas X, Y, Z and B – Sec. 102(2)		
Minimum interior setback	(i) First 20 metres from the street. 3.0 m	3.9 m	Minimum parking retail store space rate for Area X, retail store - Sec. 102, Table 102	For area less than 500 m <sup>2</sup> None required	0 parking
	(i) Beyond 20 metres from the street. 7.5 m	0.32 m			
Minimum rear yard setback	(i) Any building wall within 20 metres of a lot line abutting a public street. 3.0 m	7.4 m			
	All other cases. 7.5 m	7.4 m			

- LEGEND
- SIDEWALK TO BE RECONSTRUCTED
  - TERRACE
  - CONCRETE SIDE WALK
  - CONCRETE UNISTONE PAVERS

NO DE DOSSIER: 2020-117

**MB Groupe Canada**  
DEVELOPPER

**YVES LUSSIER ARCHITECT**  
263 IBERVILLE, GRANBY, QC  
(514) 924-8306 OAA 10140

ONTARIO ASSOCIATION OF ARCHITECTS  
YVES LUSSIER ARCHITECT  
LICENCE 10140

RACINE ■ OTTAWA ■  
630 Montréal Road, Ottawa, On

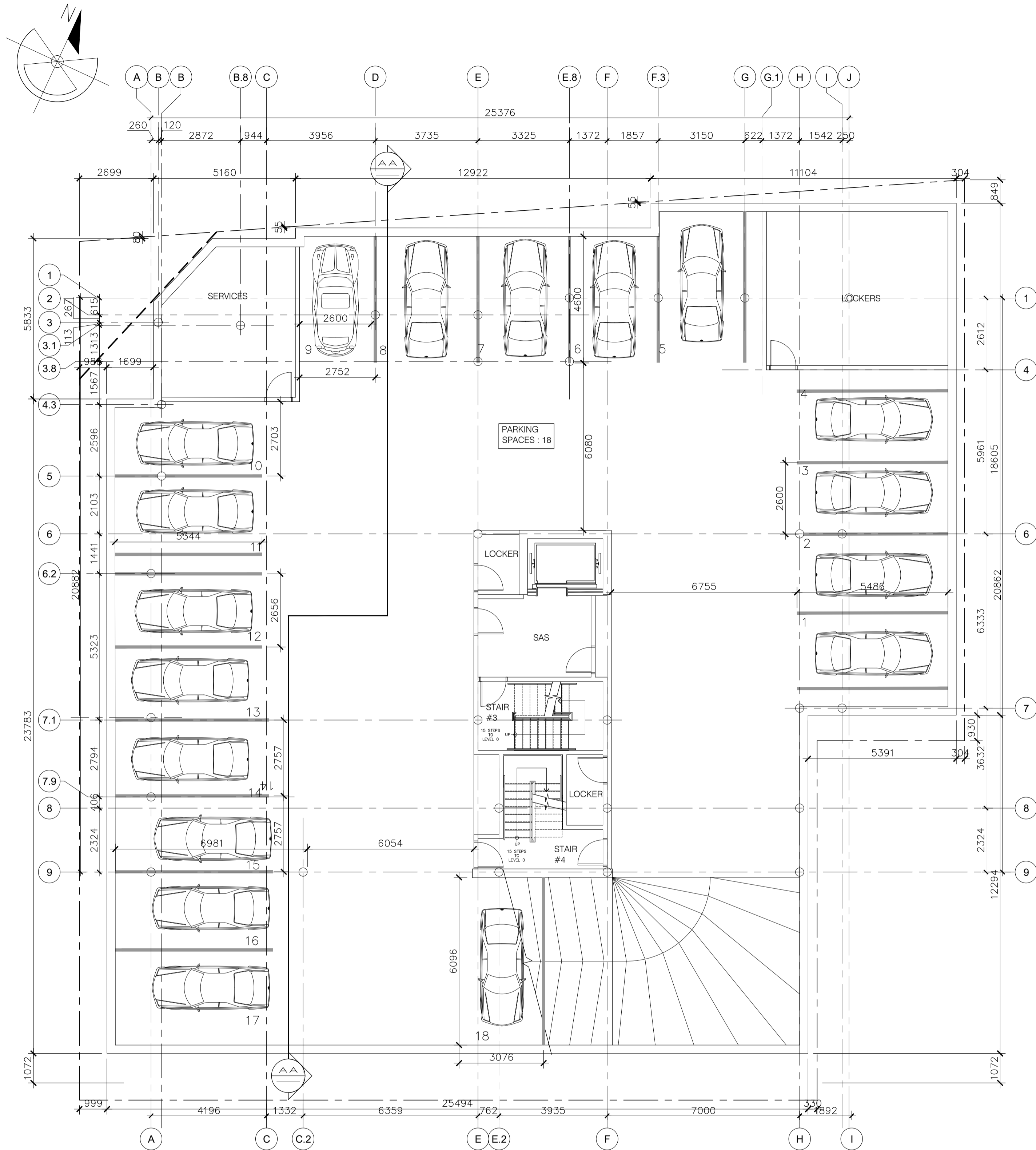
LOT 45 AND PART OF LOTS 3, 4 & 5,  
REGISTERED PLAN 343 (CITY OF OTTAWA)  
ACTUAL LAND AREA 970.77 M<sup>2</sup>\*  
\*AFTER CITY ROAD WIDENING  
BUILDING FOOTPRINT (GFA): 502.55 M<sup>2</sup>  
NUMBER OF DWELLINGS: 56 UNITS

FILE NUMBER: D07-12-21-0189  
PLAN NUMBER: 18965

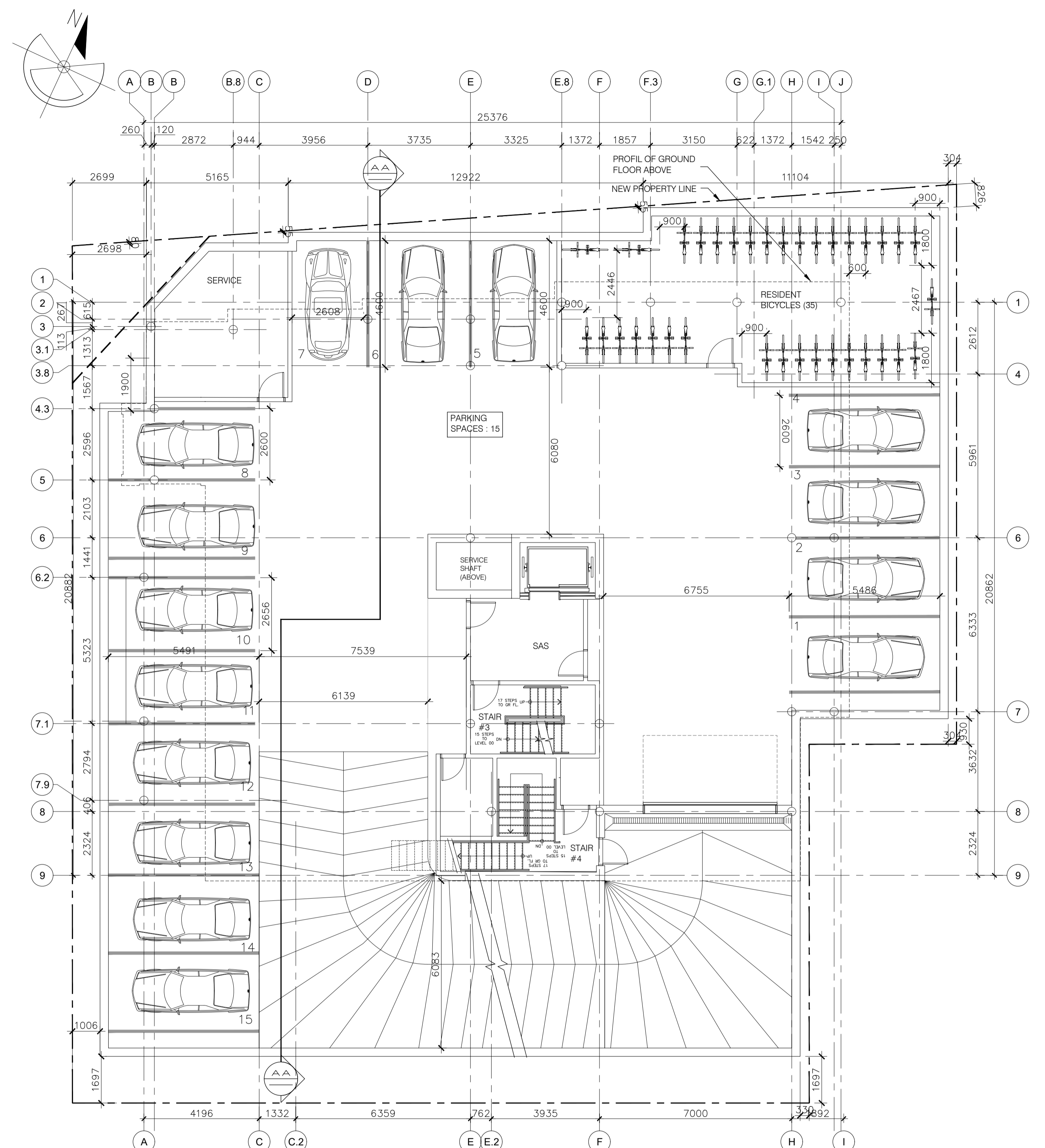
SITE PLAN  
A 05 | 18  
REVISION 9 / 27-03-2024

D07-12-21-0189





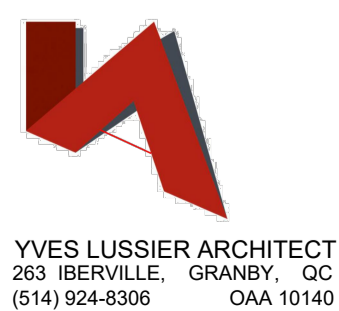
SECOND BASEMENT - LEVEL 00  
SCALE = 1:100



FIRST BASEMENT - LEVEL 01  
SCALE - 1:100

USE	RATE	DWELLING UNITS	PARKING REQUIRED	BICYCLE REQUIRED
RESIDENTIAL, TENANT	0.5 PER DWELLING UNIT* <small>*NO PARKING IS REQUIRED FOR THE FIRST 12 UNITS</small>	44 UNITS	22	28
RESIDENTIAL, VISITOR	0.1 PER DWELLING UNIT* <small>*NO PARKING IS REQUIRED FOR THE FIRST 12 UNITS</small>	44 UNITS	4	-
RETAIL STORE	AREA LESS THEN 500 M <sup>2</sup>	NONE REQUIRED	0	-
TOTAL REQUIRED			26	28
TOTAL PROJECTED:	TWO PARKING LEVELS		32	35

FILE NUMBER: D07-12-21-0189  
PLAN NUMBER: 18965



RACINE ■ OTTAWA ■  
630 Montréal Road, Ottawa, On

LOT 45 AND PART OF LOTS 3, 4 & 5,  
REGISTERED PLAN 343 (CITY OF OTTAWA)  
ACTUAL LAND AREA 970.77 M<sup>2</sup>\*  
\*AFTER CITY ROAD WIDENING  
BUILDING FOOTPRINT (GFA): 502.55 M<sup>2</sup>  
NUMBER OF DWELLINGS: 56 UNITS

PARKING LEVELS  
A 06 | 18  
REVISION 9 / 27-03-2024

D07-12-21-0189



# **B** Survey Plan and Draft R-Plan

TOPOGRAPHIC PLAN OF SURVEY OF  
LOT 45 AND PART OF LOTS 3, 4 & 5  
REGISTERED PLAN 343  
CITY OF OTTAWA  
FARLEY, SMITH & DENIS SURVEYING LTD. 2021

Scale 1: 100  
0 2.5 5 7.5 10 metres

Metric Note  
Distances and coordinates on this plan are in metres and can be converted to feet by dividing by 0.3048.

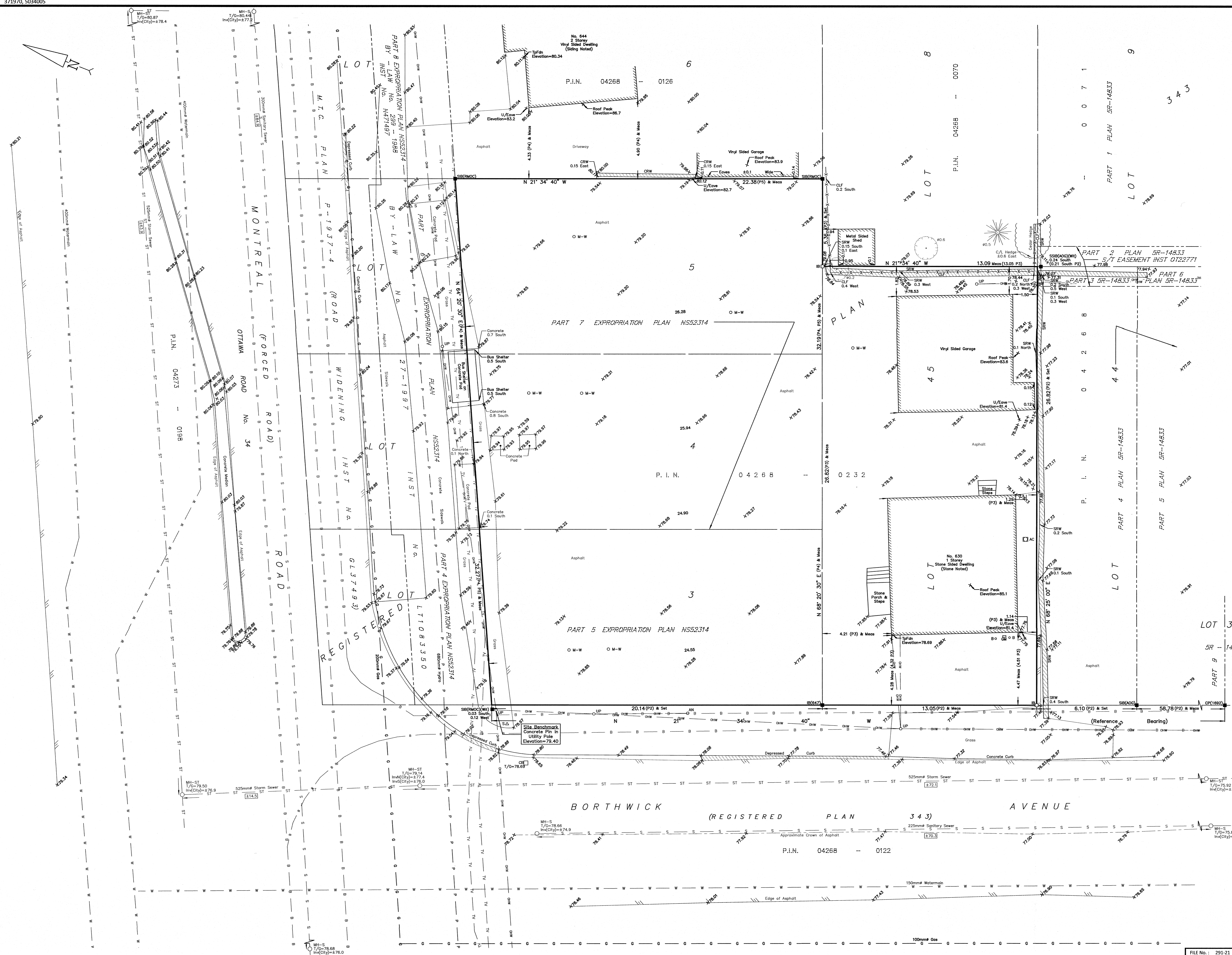
Bearing Note  
Bearings are astronomic and are referred to the easterly limit of Borthwick Avenue having a bearing of N 21° 34' 40" E as shown on Plan SR-14833.

Elevation Notes  
1. Elevations shown are geodetic and are referred to Geodetic Datum CGVD-1928 -1978. (See FSD File No. 629-19)  
2. It is the responsibility of the user of this information to verify that the job benchmark has not been altered or disturbed and that its relative elevation and description agrees with the information shown on this drawing.

Utility Notes  
1. This drawing cannot be accepted as acknowledging all of the utilities and it will be the responsibility of the user to contact the respective utility authorities for confirmation.  
2. Only visible surface utilities were located.  
3. Underground utility data derived from City of Ottawa utility sheet reference: C-21-10, 633e-01, 6004p&0, 6078p&01, 10166p&2, 10166p&3 & 12574p&01.  
4. Sanitary and storm sewer grades were derived from field measurements and inverts were compiled from: City of Ottawa Utility Sheets.  
5. A field location of underground plant by the pertinent utility authority is mandatory before any work involving breaking ground, probing, excavating etc.

Notes & Legend

Denotes	
—	Survey Monument Planted
—	Survey Monument Found
SIB	Standard Iron Bar
SSIB	Short Standard Iron Bar
IB	Iron Bar
(Wit)	Witness
Meas	Measured
(P1)	Registered Plan 343
(P2)	Plan SR-14833
(P3)	Plan by (1287) dated August 26, 1986 (Job No. 490/86)
(P4)	Plan by (AGG) dated July 4, 1994 (Job No. 0-354-94)
(P5)	Plan SR-3853
MI-ST	Maintenance Hole (Storm)
MI-S	Maintenance Hole (Sanitary)
ST	Underground Storm Sewer
S	Underground Sanitary Sewer
W	Underground Water
P	Underground Power
G	Underground Gas
B	Underground Bell
TV	Underground Cable
ow	Overhead Wires
UP	Utility Pole
AN	Anchor
CB	Catch Basin
GM	Gas Meter
o	Bollard
Δ	Sign
AC	Air Conditioner
M-W	Monitoring Well
∅	Diameter
CLF	Chain Link Fence
CRW	Concrete Retaining Wall
SRW	Stone Retaining Wall
Inv.	Invert
Inv(City)	Invert From City of Ottawa Utility Sheets
T/G	Top of Grate
U/Eave	Underside of Eave
T/Fin	Top of Foundation
C/L	Centreline
+65.00	Location of Elevations
+65.00	Top of Concrete Curb/Retaining Wall Elevation
—	Property Line
⊙	Deciduous Tree - The symbol shown denotes location and trunk diameter only. Size of its' root system/overhead canopy may be smaller/larger than the symbol size depicted on this plan.
⊙	Coniferous Tree - The symbol shown denotes location and trunk diameter only. Size of its' root system/overhead canopy may be smaller/larger than the symbol size depicted on this plan.



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**Surveyor's Certificate**  
I certify that:  
1. This survey and plan are correct and in accordance with the Surveys Act, the Surveyors Act and the Regulations made under them.  
2. The survey was completed on the 3rd day of June, 2021.

Date: June 22/21  
Emad Alirefaai  
Ontario Land Surveyor

ASSOCIATION OF ONTARIO LAND SURVEYORS  
PLAN SUBMISSION FORM  
V-13123

THIS PLAN IS NOT VALID UNLESS IT IS AN EMBOSSED ORIGINAL COPY ISSUED BY THE SURVEYOR  
In accordance with Regulation 1026, Section 29 (3).

**FARLEY, SMITH & DENIS SURVEYING LTD.**  
ONTARIO LAND SURVEYORS  
CANADA LAND SURVEYORS  
Unit 275, 30 COLONNADE ROAD, OTTAWA, ONTARIO K2E 7J6  
TEL. (613) 727-8226 E-mail: fdsurveys@bellnet.ca

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

COORDINATES WERE DERIVED FROM REAL TIME NETWORK  
OBSERVATIONS (SMARTNET) MTM ZONE 9, NAD83 ORIGINAL.

COORDINATES HAVE BEEN DETERMINED TO AN URBAN ACCURACY  
IN ACCORDANCE WITH SECTION 14(2) OF O.REG 216/10.

POINT ID	NORTHING	EASTING
51	-	-
55	-	-

COORDINATES CANNOT IN THEMSELVES BE USED TO RE-ESTABLISH  
CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

SCHEDULE			
PART	LOT	REG'D PLAN	PIN
1	PART OF 3, 4 & 5	343	PART OF 04268-0232

I REQUIRE THIS PLAN TO BE  
DEPOSITED UNDER THE  
LAND TITLES ACT.

**PLAN 4R-**  
RECEIVED AND DEPOSITED

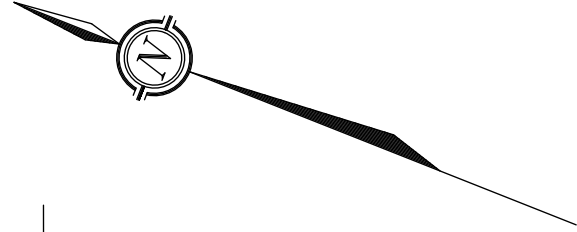
DATE \_\_\_\_\_

DATE \_\_\_\_\_

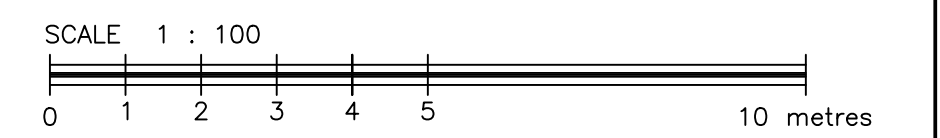
\_\_\_\_\_  
JOHN H. GUTRI, O.L.S.

\_\_\_\_\_  
REPRESENTATIVE FOR  
LAND REGISTRAR FOR THE  
LAND TITLES DIVISION OF  
OTTAWA - CARLETON (N° 4)

PLAN PREPARED FOR COMMITTEE  
OF ADJUSTMENT PURPOSES  
MARCH 28, 2022



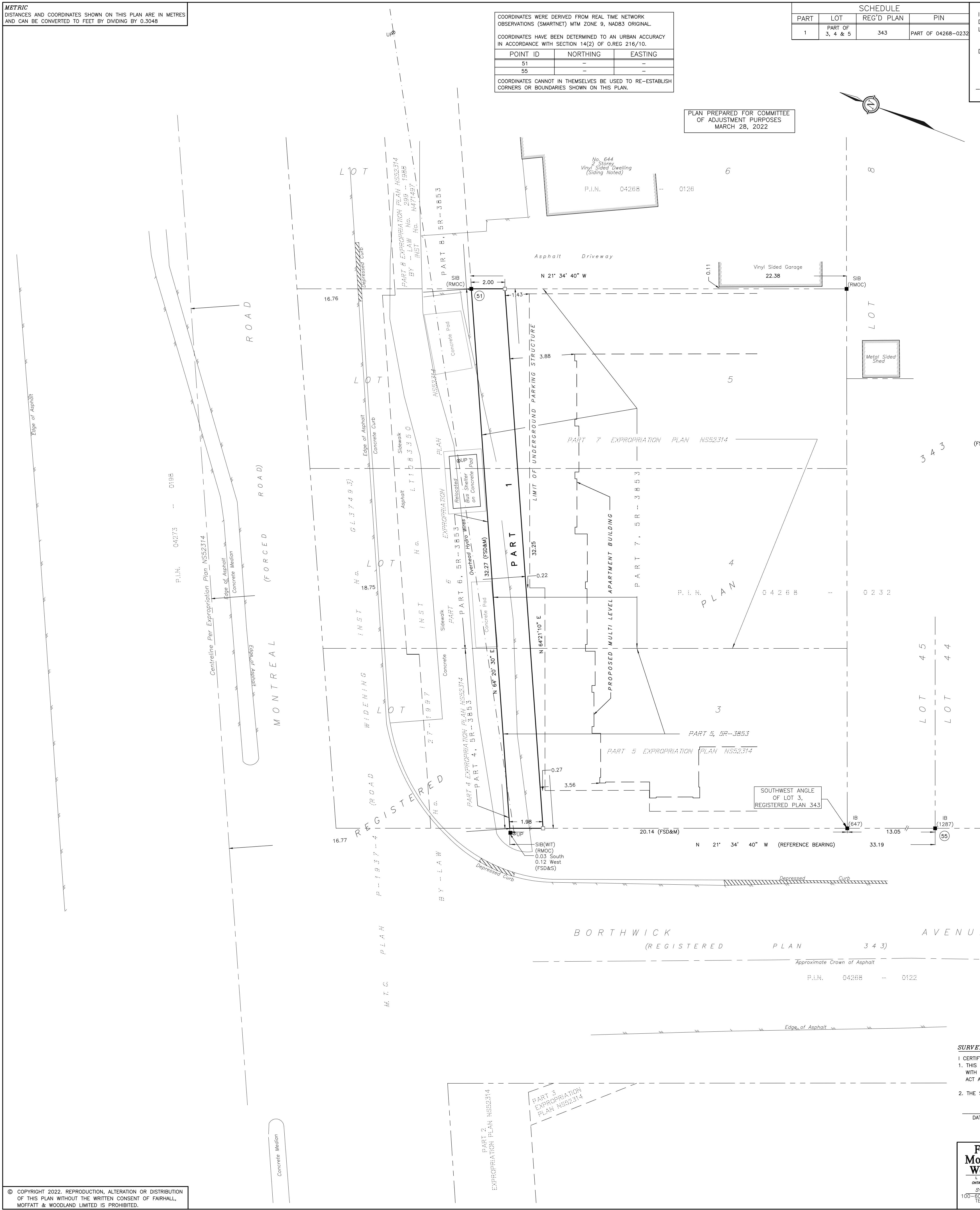
PLAN OF SURVEY OF  
PART OF LOTS 3, 4 & 5  
REGISTERED PLAN 343  
CITY OF OTTAWA



**FAIRHALL, MOFFATT & WOODLAND LIMITED**  
ONTARIO LAND SURVEYORS

**NOTE**  
BEARINGS ARE ASTRONOMIC AND ARE REFERRED TO THE EASTERLY  
LIMIT OF BORTHWICK AVENUE AS SHOWN ON PLAN 5R-3853  
HAVING A BEARING OF N 21°34'40"E.

- LEGEND**
- - SURVEY MONUMENT SET
  - - SURVEY MONUMENT FOUND
  - SIB - STANDARD IRON BAR
  - IB - IRON BAR
  - (WIT) - WITNESS
  - (S) - SET
  - (M) - MEASURED
  - (FSD)/(1287) - FARLEY, SMITH & MURRAY SURVEYING LTD., O.L.S.  
(REF. FILE 291-21)
  - (RMOC) - REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
  - (SU) - SOURCE UNKNOWN
  - PIN - PROPERTY IDENTIFIER NUMBER
  - UP @ - UTILITY POLE
  - - OVERHEAD UTILITY WIRES



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OF THIS PLAN WITHOUT THE WRITTEN CONSENT OF FAIRHALL,  
MOFFATT & WOODLAND LIMITED IS PROHIBITED.

**SURVEYOR'S CERTIFICATE**

I CERTIFY THAT:

- THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT, THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
- THE SURVEY WAS COMPLETED ON SEPTEMBER 7, 2021.

DATE \_\_\_\_\_ JOHN H. GUTRI  
ONTARIO LAND SURVEYOR

<b>Fairhall Moffatt &amp; Woodland</b> LIMITED OTTAWA ONTARIO LAND SURVEYORS Surveying and Land Information Services 100-500 TERRY FOX DRIVE, KANATA, ONTARIO K2L 4B6 TEL: (613) 591-2580 FAX: (613) 591-1495 www.fmw.on.ca	JOB No. A B 2 8 3 0 0
	E 371976 N 5033992
	REFERENCE No. 12(a)-343 GR
	S:\0895\AB28300\DWG\28MAR2022 RP_AB283.dwg (as)