

1. Official Plan and Zoning By-law Amendment - 2 Montreal Road and 3 Selkirk Street

Demande de modification du Plan officiel et du Règlement de zonage – 2, chemin de Montréal et 3, rue Selkirk

Committee recommendations

That Council approve:

- 1. an amendment to the Official Plan, Volume 2a, Montreal Road District Secondary Plan, for 2 Montreal Road and 3 Selkirk Street, with site specific policies and increased building height, as detailed in Document 2; and**
- 2. an amendment to Zoning By-law 2008-250 for 2 Montreal Road and 3 Selkirk Street, to permit a three-tower mixed-use development, as detailed in Document 4.**

Recommandations du Comité

Que le Conseil approuve :

- 1. une modification au Volume 2a, Plan secondaire du secteur du chemin de Montréal, du Plan officiel, visant le 2, chemin de Montréal et le 3, rue Selkirk, assortie de politiques propres à l'emplacement et d'une hauteur de bâtiment accrue, comme l'expose en détail le document 2; et**
- 2. une modification au Règlement de zonage 2008-250 visant le 2, chemin de Montréal et le 3, rue Selkirk, afin de permettre la réalisation d'un aménagement polyvalent composé de trois tours, comme l'expose en détail le document 4.**

Documentation/Documentation

- 1. Report from the Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated June 8, 2021 (ACS2021-PIE-PS-0073)**

Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 8 juin 2021 (ACS2021-PIE-PS-0073)

2. Extract of draft Minutes, Planning Committee, June 24, 2021

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 24 juin 2021

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
24 June 2021 / 24 juin 2021**

**and Council
et au Conseil
7 July 2021 / 7 juillet 2021**

**Submitted on 8 June 2021
Soumis le 8 juin 2021**

**Submitted by
Soumis par:
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Ward: RIDEAU-VANIER (12)

File Number: ACS2021-PIE-PS-0073

**SUBJECT: Official Plan and Zoning By-law Amendment - 2 Montreal Road and 3
Selkirk Street**

**OBJET: Demande de modification du Plan officiel et du Règlement de zonage
– 2, chemin de Montréal et 3, rue Selkirk**

REPORT RECOMMENDATIONS

1. That Planning Committee recommend Council approve:
 - (a) An amendment to the Official Plan, Volume 2a, Montreal Road District Secondary Plan, for 2 Montreal Road and 3 Selkirk Street, with site specific policies and increased building height, as detailed in Document 2;
 - (b) An amendment to Zoning By-law 2008-250 for 2 Montreal Road and 3 Selkirk Street, to permit a three-tower mixed-use development, as detailed in Document 4;
2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* 'Explanation Requirements' at the City Council Meeting of July 7, 2021," subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l'urbanisme recommande au Conseil d'approuver :
 - (a) une modification au Volume 2a, Plan secondaire du secteur du chemin de Montréal, du Plan officiel, visant le 2, chemin de Montréal et le 3, rue Selkirk, assortie de politiques propres à l'emplacement et d'une hauteur de bâtiment accrue, comme l'expose en détail le document 2;
 - (b) une modification au Règlement de zonage 2008-250 visant le 2, chemin de Montréal et le 3, rue Selkirk, afin de permettre la réalisation d'un aménagement polyvalent composé de trois tours, comme l'expose en détail le document 4;
2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et

soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 7 juillet 2021 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

Staff Recommendation

This report recommends that Council approve the applications for an Official Plan and Zoning By-law Amendment for 2 Montreal Road and 3 Selkirk Street. The amendments will facilitate the development of a mixed use development consisting of three residential towers above a mixed use commercial podium. The towers proposed are 22, 28 and 32 storeys, respectively and will contain approximately 1013 units upon full build-out. The full project build-out will contain 812 below-grade parking stalls for residents and 35 stalls for combined visitor and commercial, and 517 bicycle parking stalls.

Applicable Policy

The subject property is designated as Traditional Mainstreet on Schedule B of the City of Ottawa Official Plan. Development along this target areas are to be in a manner that enhances and complements existing desirable characteristics. The Plan supports mid-rise building heights on Traditional Mainstreets, but secondary plans may identify circumstances where different building heights may be permitted.

The subject property is also within the Montreal Road District Secondary Plan (MRDSP) Area. The subject property is designated "West Sector and Gateway". The role of the West Sector is the entryway from downtown into the District. The MRDSP notes that while employment is important and necessary, a greater mix of uses is necessary to draw urban activity across the Cummings Bridge from the west. The west gateway has a strategic view to and from the Cummings Bridge and this area has potential for residential intensification and mixed-use development along with serving as a link to the west side of the Rideau River.

Public Consultation/Input

Notification and public consultation were undertaken in accordance with the Public

Notification and Consultation Policy approved by Council for development applications. During the entire application review 15 comments were received with six expressing concerns with the proposed height, shadowing and traffic. A public session was held on September 10, 2020 which was organized by the Ward office.

RÉSUMÉ

Recommandation du personnel

Dans le présent rapport, on recommande au Conseil d'approuver une modification au Plan officiel et au Règlement de zonage visant le 2, chemin de Montréal et le 3, rue Selkirk. Ces modifications permettront la réalisation d'un aménagement polyvalent composé de trois tours résidentielles surmontant un socle abritant des utilisations commerciales polyvalentes. Les tours s'élèveraient à 22, 28 et 32 étages respectivement, et abriteraient environ 1013 logements une fois le projet achevé. Au terme de ce projet, on retrouvera 812 places de stationnement souterraines pour les résidents, 35 places destinées aux visiteurs et aux clients des commerces ainsi que 517 places pour les vélos.

Politique applicable

L'emplacement visé est désigné Rue principale traditionnelle dans l'Annexe B du Plan officiel de la Ville d'Ottawa. Les aménagements réalisés dans ce secteur cible doivent l'être d'une manière qui met en valeur et complète les caractéristiques souhaitables existantes. Le Plan encourage les immeubles de hauteur moyenne le long des rues principales traditionnelles, mais les plans secondaires peuvent préciser des circonstances sous lesquelles des hauteurs différentes sont autorisées.

La propriété se trouve par ailleurs dans le secteur visé par le Plan secondaire du secteur du chemin de Montréal. Elle y est désignée « Secteur et point d'entrée ouest ». Le secteur Ouest a pour fonction de servir de porte d'entrée au district depuis le centre-ville. Le Plan secondaire du secteur du chemin de Montréal indique que si l'emploi représente effectivement un volet important et nécessaire dans ce secteur, une plus grande variété d'utilisations doit être offerte pour attirer l'activité urbaine de l'autre côté du pont Cummings depuis l'ouest. Le point d'entrée ouest offre un point de vue stratégique en direction et en provenance du pont Cummings. Ce secteur présente par ailleurs un potentiel de densification résidentielle et d'aménagements polyvalents, tout en servant de lien vers la rive ouest de la rivière Rideau.

Consultation publique et commentaires

Les membres du public ont été avisés et consultés conformément à la politique en la matière adoptée par le Conseil municipal pour les demandes d'aménagement. Quinze commentaires ont été reçus pendant la période d'examen de la demande, six exprimant des préoccupations au sujet de la hauteur, de l'ombrage et de la circulation. Une réunion publique a été organisée par le bureau du conseiller le 10 septembre 2020.

BACKGROUND

Site location

2 Montreal Road and 3 Selkirk Street

Owner

Main and Main & ML Devco

Applicant

JL Richards

Description of site and surroundings

The subject property, known as Eastview Shopping Centre is bounded by four streets and forms a complete block. The property fronts Montreal Road, Montgomery Street, Selkirk Avenue and North River Road. The property is approximately 17,000 square metres in size and is immediately east of the Cummings Bridge. A cluster of towers are located to the south of the site and contain residential and office uses. To the west of the site along North River Road is the Rideau River and open space. Lower profile buildings abut the site along Montgomery Avenue and Montreal Road.

Proposed Development

The applicant wishes to demolish the existing buildings on-site to construct a new mixed-use development that includes 1003 dwelling units and 26,058 square feet of commercial/retail space. The development includes retail space within the podium and residential units within three high-rise buildings, as shown on Document 8:

- Tower A – 22 storeys and 274 units
- Tower B – 32 storeys and 401 units

- Tower C – 28 storeys and 338 units

There are 972 total parking stalls proposed consisting of 812 vehicular parking spaces for residents, and 35 visitor and commercial parking spaces within two-storeys of underground parking and at grade parking. No surface parking is visible from the street. There are two separate access points proposed for the underground parking garage from the internal private lane which also acts as an internal drop-off area for the residential towers. The loading area for the retail spaces are located internally as well out of public view. Vehicles accessing the loading area will enter the site from the internal lane and North River Road. A new public park is also proposed at the intersection of Montgomery Street and Selkirk Street that is approximately 18,200 square feet.

Summary of requested Official Plan and Zoning By-law Amendments

The subject property forms part of the West Sector in the Montreal Road District Secondary Plan (MRDSP), the site is also identified as the gateway from downtown into the district and a major intersection at Montreal Road and North River Road. An Official Plan Amendment is proposed to amend the policies of the Montreal Road District Secondary Plan to permit an increase in height from 28 storeys to 32 storeys for one of the three proposed buildings and reduce glazing requirements.

The property at 2 Montreal Road is currently zoned Traditional Mainstreet Subzone 3 Height 42 metres maximum, TM3 H(42). The property at 3 Selkirk Street is currently zoned GM11[175] F(3.0) H(42) - General Mixed Use, Subzone 11, Exception 175, Floor Space Index 3.0, Height 42 metres. The Zoning By-law Amendment application proposes to rezone the lands to a uniform Traditional Mainstreet designation, with site-specific zone provisions and a height schedule as detailed in Document 4.

DISCUSSION

Public Consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Development Applications. During the consultation process, a public meeting was held via ZOOM on September 10, 2020 to discuss the applications. Approximately 15 comments were received, with six providing comments or concerns, four indicating support of the application and the remainder requesting notification of any file activity. A summary of the comments received and a staff response to them is found in Document 6.

Official Plan designations and policies

The subject property is designated General Urban Area as shown on Schedule B of the City of Ottawa Official Plan. Montreal Road is also designated as a Traditional Mainstreet. The site is also located within a Design Priority Area and has been subject to review by the City's Urban Design Review Panel.

Other applicable policies and guidelines

The subject property is located within the Montreal Road District Secondary Plan (MRDSP). The site is subject to the West Sector policies of MRDSP and is identified as the gateway from downtown into the district. The intersection of Montreal Road and North River Road is also identified as a major intersection with additional policy direction. Within this sector Montreal Road is envisioned to provide opportunities for both residential intensification, mixed-use developments and the potential for taller buildings, while maintaining the intent of the Traditional Mainstreet designation along Montreal Road. The design program for the site is also subject to the design guidelines for Traditional Mainstreets and High-Rise Buildings.

Urban Design Review Panel

The property is within a Design Priority Area and the applicant has undertaken pre-consultation with the Urban Design Review Panel (UDRP). The applicant presented their proposal to the UDRP on September 2, 2020, with a subsequent focused design review session on October 27, 2020. The full Panel recommendations are shown on Document 9. Recommendations were primarily made to determine the most appropriate location for the park on the site and the interface with the building, the design and orientation of the towers, the location of the mid-block connection, and the treatment of the podium.

The Panel supported the proposed mid-block connection but felt that there was an opportunity to not realign it to provide a clear view from Montgomery Street to the Rideau River Eastern Pathway.

The Panel members reiterated the UDRP's comment that the towers be designed with different characteristics and form to respond to the differences around the site. It was recommended that Tower A should be differentiated aesthetically from the other two towers to be the landmark tower on the site. Articulating the corner treatment of this tower was also suggested to better respond to the view from the Cummings Bridge. The Panel members reiterated their suggestion that the towers not rise above a single

height podium, but that the podium or street wall heights vary to respond to the different site conditions.

The Panel recommended shifting Tower A away from Montreal Road and creating a stronger street wall with a mid-rise podium fronting the street. The Panel suggested continuing to study the orientation of Tower C, which has an awkward relationship with the street, the riverfront park, and the river. It was recommended that it be aligned with North River Road to respond better to the river and create better views to and from the building. Adjusting the location of Tower B too may also be part of this solution. It was suggested that the application would benefit from a more comprehensive view study to help staff assess the orientation of the towers and the long views of the site from various vantagepoints from the west. The view terminus that is created along Montreal Road would also be important to study. The Panel recommended that the proponent continue to study means of animating the base of the building along Selkirk. Several precedents of grade-related liner buildings that transition to mid-rise buildings were provided.

The following revisions were made to the project based on the recommendations provided.

With respect to the laneway, the design team acknowledged the comment regarding the terminus viewpoint, however the re-alignment of the mid-block connection was not feasible due to intersection spacing constraints and vehicle circulation. To provide a stronger pedestrian link to the west, a pedestrian cross walk is proposed across North River Road at Selkirk Street, that will form part of the site plan control application.

Regarding massing and building design, the aesthetic architectural comments are noted, and the design team will continue to advance their design. A two-storey podium (12m) is now proposed along Montreal Road that wraps around to North River Road.

A new street wall facade along Montreal Road, Montgomery Street and North River Road has been proposed which includes articulated columns, and where there are opportunities for wall art and/or murals. An evaluation of tower heights and the view terminus along Montreal Road has resulted in a redistribution of tower heights from the original concepts. Building A, at the corner of Montgomery and Montreal is now the shortest at 22 storeys, Tower B facing North River Road is 32 storeys and Building C next to the proposed park is 28 storeys. The intersection of Montgomery Street and Selkirk Street has been improved with the consolidation of smaller private spaces into a new public park along with ample room for landscaping along Selkirk Street.

Planning Rationale

In considering the proposed Official Plan and Zoning By-law amendments, the key policy considerations are found within the parent Official Plan as well as the Montreal Road District Secondary Plan and Design Guidelines for Traditional Mainstreets and High-Rise Buildings.

Official Plan (OP)

The Subject Site is designated as General Urban Area as shown on Schedule B of the OP. Montreal Road is also designated as a Traditional Mainstreet. To address the challenge of managing growth, City Council endeavors to do so in ways that support livable communities and healthy environments. As a strategic direction, Policy 2.1 states that growth will be directed to areas where services exist, as well as where there are a mix of uses, locations that are easily assessable by transit and that encourage walking and cycling. Growth will be directed to areas where it can be accommodated in a compact mixed-use development. Policy 2.2.2.3 states that the Central Area, designated Mainstreets, Town Centers and Mix Use Centers will be target areas for intensification. Intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met.

Section 2.2.2, Managing Growth, provides policy direction for intensification and acknowledges that denser development, including taller buildings, should be located in areas supported by transit priority networks and areas with a mix of uses. The Policy also notes that building heights and densities may be established through a Secondary Plan. With respect to intensification and building height the policies of the OP notes that intensification may occur in a variety of built forms including high-rise provided urban design and compatibility objectives are met. Dense developments, that include taller buildings should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. In the assessment of a taller building Policy 2.2.2.11 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 2.2.2.17, notes that secondary plans may specify greater heights. Where an Official Plan amendment is proposed to increase building heights the proponent must demonstrate that impacts have been addressed, the policy direction in Policy 2.2.2.10 has been met, the requirements of Section 2.5.6 have been addressed, and an identified community amenity is provided.

In response to these criteria, the location of the proposed 30+ storey building satisfies the requirement of being located within a Secondary Plan Area that permits taller buildings along a designated transit priority corridor which addresses Policy 2.2.2.10. The design impacts have been addressed through the review of the application by staff with input from the Urban Design Review Panel which has provided recommendations into the current version under consideration. The project has been revised with respect to tower and podium heights, open space, public parkland, and site circulation. The fundamentals for the placement of tall towers are addressed in Policy 2.5.6.13 which outlines criteria for these types of buildings to address such as being in a prominent location, shadow and microclimate impacts, a mix of uses, conservation or retention of heritage resources, and minimizing impacts on established low-rise neighbourhoods. The project is introducing a mix of uses as at a key location as identified in the Secondary Plan and is located along a Transit Priority Corridor. Heritage resources are not impacted by the project and through the site plan control process further refinements will take place on the building architecture and landscape details. A detailed shadow analysis has been prepared with the assessment of the tower heights and locations. The tower heights transition downwards towards Montreal Road. The tallest towers which are B and C are located at the southern end of the site away from the Mainstreet and residential areas which is intended to reduce their shadowing impacts on adjacent streets and properties. Lastly, community amenities are intended to be provided in the form of new art murals, and enhanced public realm and landscaping, along with a new pedestrian crossing at Selkirk Street. Overall, the application has satisfied the various policies to consider a tower in excess of 30 storeys.

Built Form and Compatibility

Section 2.5.1 of the Official Plan (OP) provides direction with respect to compatible development practices and new building projects. Compatible development is defined in the OP as development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts. It fits well within its physical context and 'works well' among those functions that surround it. Various design objectives are outlined to guide development. The proposed development responds to the design objectives of define quality public and private spaces through development; creating places that are safe, accessible and are easy to get to, and move through; and ensure that new development respects the character of existing areas.

Design objective 1 is "To enhance the sense of community by creating and maintaining

places with their own distinct identity.” The site is presently auto centric and underdeveloped with incomplete public streets across the various frontages. At the human scale, the treatment of the site along its edges as shown on Document 8 establishes new pedestrian scale podium along the various frontages and a new mid-block connection through the site creating a complete building program for the entire site upon full build-out, further complimented with new landscaping and a public park. Public art representative of the Vanier community will be integrated at the intersection of Montreal Road and North River Road as part of the ongoing Montreal Road renewal project to further create an identity for the gateway and site.

Design objective 2 is “To define quality public and private spaces through development.” At both city and neighbourhood scales, the introduction of a public park at the intersection of Montgomery Street and Selkirk Street along with an expanded open plaza at the intersection of Montreal Road and North River Road are significant place-making gestures at a key location. At the street and site scales, the proposed buildings can establish active uses at grade. The more difficult façades that cannot be fully animated will be complimented with art murals, which are present on the site currently.

The private logistical elements of a mixed-use building, such as the loading and service areas, have been designed to be internalized, out of view from the public realm. The façade that faces north, toward Montreal Road, establishes an effective human scale podium with the potential for active entrances.

Design objective 3 is “To create places that are safe, accessible and are easy to get to and move through.” At a city and neighbourhood scale, the site is at a key gateway into the secondary plan area. At a street and site scale, the framing of the site along all frontages improves and creates new public realms Montgomery Street and Selkirk Street, which are non-existing and lacking basic pedestrian infrastructure. The introduction of a mid-block connection through the site creates additional permeability and connectivity through the site and to the surrounding network.

Design objective 4 is “To ensure that new development respects the character of existing areas.” The existing site can be described as underdeveloped as per the direction of the Official Plan and Secondary Plan. The area is envisioned to undergo a transition to a gateway area for the larger neighbourhood through the redevelopment of this underutilized site in combination with other City projects. The built form takes a design cues from the low-rise character of the traditional mainstreet to the east to frame the site and introduce a compatible podium scale. The position of the towers with a

prominent view moving east over the Cummings Bridge creates the desired gateway effect as shown Document 7.

In addition to the built form and compatibility policies found in Section 2.5.1 of the Official Plan, additional objective compatibility criteria and policies can also be found in Section 4.11, Urban Design and Compatibility. At the scale of neighbourhoods or individual properties, issues such as noise, spillover of light, accommodation of parking and access, shadowing, and micro-climatic conditions are prominent considerations when assessing the relationships between new and existing development. Often, to arrive at compatibility of scale and use will demand a careful design response, one that appropriately addresses the impact generated by infill or intensification. An assessment of the compatibility of new development will involve not only consideration of built form, but also of operational characteristics, such as traffic, access, and parking. While many of the compatibility considerations contained in Section 4.11 can be addressed through the Site Plan control process, others are more applicable to a rezoning application such as parking, traffic, sunlight and microclimate.

Traffic: A traffic study has been submitted in support of the application. The details of any potential roadway modifications will be addressed through the Site Plan Control application and will also focus on the reestablishment of public parking stalls along Montgomery Street as part of the site construction. The site plan control process will also focus on the implementation of Transportation Demand Management techniques to support alternative modes of transportation.

Vehicular Access: Access to the site will be from Montgomery Street through to Selkirk Street, with no access from Montreal Road. The Montgomery Street access will be full movement while Selkirk Street is limited to right-in and right-out only movements.

Parking Requirements: With respect to vehicular parking the application is not seeking any relief from the applicable by-law provisions and is proposing 812 resident, 35 combined visitor and commercial parking spaces. Regarding bicycle parking the project intends to provide 517 stalls which includes 10 stalls for commercial uses. The traffic assessment submitted in support of the proposed development was reviewed by staff and deemed acceptable. Details with respect to site access will be evaluated through the required Site Plan Control application. The applicant is continuing to explore parking reductions through the Site Plan Control process, however there is no request for relief below the minimum by-law standards.

Outdoor Amenity Areas: While these are Site Plan Control issues, there are no anticipated negative impacts on the outdoor amenity areas of nearby residential properties. The project incorporates amenity space for both the residents and occupants of the building on the upper levels of the podium as well as new public space at grade such as the proposed public park at the intersection of Selkirk Street and Montgomery Street.

Loading Areas, Service Areas, and Outdoor Storage: The operational facilities of the building have been designed to access the site along North River Road where they are not visible from the street and from the new internal lane. Loading activities will take place indoors to minimize any potential impacts.

Lighting: There are no anticipated negative impacts from lighting generated on-site onto adjacent residential properties. Through the Site Plan Control process, the application will be required to demonstrate the site meets City standards with respect to light-spill over.

Sunlight: While it is understood that all buildings cast shadows, the applicant has prepared a sun/shadow study in support of the development. In an effort to reduce potential shadowing impacts to the east, the tallest built forms have been placed furthest to the south of the site with the towers at various heights being redistributed over the site. Shadowing impacts will be mainly to the north and are expected to be minimal as the shadows will move across the impacted properties, thereby not creating an undue adverse impact on existing conditions or public open space.

Traditional Mainstreet

Further to the policies of the General Urban Area, the City's growth strategy supports infill development and other intensification within the Urban Area, and, along Traditional Mainstreets. The Mainstreet designations identify streets that offer significant opportunities for intensification through medium-density and mixed-use development, along streets that are Transit Priority Corridors or are well-served by transit. Traditional Mainstreets are planned as compact, mixed-use, pedestrian-oriented streets that provide for access by foot, cycle, transit and automobile.

The policies of the Official Plan encourage redevelopment and infill on Traditional 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.

With respect to height along Traditional Mainstreets, as per Policy 3.6.3.12, greater heights may be permitted as identified in a Secondary Plan, such as the Montreal Road District Secondary Plan.

The proposed development takes advantage of a key underdeveloped parcel by introducing a built edge along all the site frontages with new pedestrian infrastructure and landscaping as well which is currently absent along the majority of the site's frontage. The proposal also eliminates surface parking between the mainstreet designation and building façade which is an additional design objective towards creating a more positive and active relationship with the street.

Montreal Road District Secondary Plan (MRDSP)

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

As per Section 1.1.1, the main goals for the District are to foster development and redevelopment along the Traditional Mainstreets, improve streetscaping along Montreal Road, improve pedestrian, cycling and transit facilities throughout the District and provide open spaces or other areas for public functions.

The gateways identified in this Plan are unique sites and can accommodate significant mixed-use and residential intensification. Development or redevelopment of gateway sites will be distinctively different than any other development within the Sector.

As per Policy 1.1.2.11 development and redevelopment on lots with frontage along Montreal Road, North River Road will have building setbacks that provide a minimum width of 5.0 metres for sidewalks and related boulevards which have been accommodated through the proposed zoning schedule as shown on Document 3. Policy 1.1.2.13 outlines that development and redevelopment will include streetscaping and the preservation of street trees. According to the policies of the MRDSP, no net loss of street trees is to occur and additional streetscaping elements are encouraged. The proposed development includes an enhanced public realm, including a new public park and landscaped areas which will add to the urban tree canopy. Details will be further refined through the Site Plan Control process.

In addition to the primary goals of the District, Section 1.3 the MRDSP recognizes that employment is an important component of this Sector, a greater mix of uses is necessary to draw urban activity. The policies of the West Sector also speak to a maximum podium height, setbacks and transition, and addressing shadowing impacts onto residential and institutional areas through building orientation. As noted above, these elements have been evaluation through the design of the program and are consistent with the Policy direction of the MRDSP.

As per Section 1.3.1., this gateway has potential for residential intensification and mixed-use development. This section provides direction with respect to new buildings including but not limited to shadowing, transition, podium heights, facades, tower height and separation and floor plate size. Building heights up to a maximum of 28 storeys will be permitted subject to an overall master concept plan that shows the location and massing of all buildings, elevations, open space areas, sidewalks and walkways, vehicular accesses and parking. Such proposals also require minimum glazing, an assessment of multi modal access, intersection and connection improvements, a view analysis and phasing plan.

As shown on Document 8, the master concept plan includes the various programmatic elements required, including the introduction of a single 32 storey tower which requires an amendment to the MRDSP, and which is considered a minor increase in height for the site. This tallest of the three towers has also been located furthest south to reduce potential impacts. The project is compliant with the direction of the MRDSP with respect to tower separation, floor plate, and public realm improvements. It is noted that the floor plate exceeds 800 square metres, however this is mitigated as the towers will be able to meet and exceed the separation requirements to reduce the potential visual impacts. Further direction is provided within the amendment regarding the minimum height and or number of storeys of required abutting Montreal Road to implement the design objectives of the MRDSP.

The project also proposes improved connections to open space with a new pedestrian cross walk. Intersection improvement are currently underway as part of the Montreal Road reconstruction project which includes the installation of public art. Ongoing discussions will take place through the site plan control application to coordinate design elements and construction with the public art program. A transportation impact assessment was submitted in support of the application as required and supported by staff. As the project details advance, a detailed assessment of the design components

will take place through the site plan control process including transportation demand management measures, along with the preparation of a detailed phasing plan.

Lastly, as outlined in Section 1.3.2 Development and redevelopment will include improvements to pedestrian and cycling connections to the multi-use pathways along the west side of North River Road, to provide direct pedestrian access to define the street edge and contain a minimum amount of glazing. The intersection of Montreal Road and North River Road is considered a major intersection and is the entryway to the District from the West. To improve pedestrian connectivity a new pedestrian crossing is planned at the intersection of North River Road and Selkirk Street along with a continuous building edge and glazing along the façade at a minimum of 40 per cent whereas the current policy direction is 50 per cent. The proposed minor reduction does not significantly detract from the intent of the MRDSP and the new minimum will be implemented through the zoning details. The façade and public realm will be further complemented with wider sidewalks, landscaping elements and potential art murals to be explored through the site plan control process.

Urban Design Guidelines for Traditional Mainstreets

The Urban Design Guidelines for Development along Traditional Mainstreets are to provide urban design guidance to assess, promote and achieve appropriate development along Traditional Mainstreets. The application has addressed the Design Guidelines with respect to pedestrian access via new continuous sidewalks along the frontage of the site which are currently incomplete. The application has also internalized loading and parking facilities which cannot be seen from the public realm. Lastly, the project is introducing a new continuous built edge along the Mainstreet frontage which is consistent with the Official Plan, along with new landscaping and public space.

Urban Design Guidelines for High-Rise Housing

The proposal has been reviewed against the Urban Design Guidelines for High-Rise Housing. It is noted that applications are not required to address, all guidelines of the document, however the proposed development as shown on Documents 8 is consistent with the guidelines that speak to creating a new urban fabric along street edges, designing corner sites with inviting and open spaces and pedestrian amenities, building orientation, height and bulk to minimize shadowing impacts, human scale podiums, active edges, and high-levels of glazing. As part of the Site Plan Control process, further review of the project will take place against the applicable design guidelines.

The Design Guidelines for High-Rise Housing promotes the development of buildings that contribute to both views of the skyline and enhance orientation and the image of the City. The placement of these distinct buildings, at the western gateway to the Montreal Road District Secondary Plan area will provide a new focal point which is further complimented by the ongoing public art project as part of the Montreal Road reconstruction program. The proposed design also incorporates the opportunity for new street trees along the various frontages and has the opportunity for commercial units with direct access to the traditional mainstreet street to provide legible entrances and interaction with the street. The overall proposed design contributes to the larger public realm through its interactions and with the street and proposed enhancements.

Conclusion

The department supports the proposed amendments to the Montreal Road District Secondary Plan. The development proposes a minor increase in height while placing a strong emphasis on creating continuous public realm complimented with new sidewalks and landscaping, and a new public park. The proposed development creates an appropriate transition to the existing context and planned function. Overall, the Official Plan and Zoning By-law Amendments represent good planning that conform with general intent of the Official Plan and Secondary Plan Policies and is consistent with the Provincial Policy Statement.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

CONSULTATION

The applications were subject to public consultation as per the City's policies. During the consultation process, a public meeting was held via ZOOM to discuss the applications. Approximately 15 comments were received, with six providing comments or concerns, four indicating support of the application and the remainder requesting notification of any file activity. A summary of the comments received and a staff response to them is found in Document 6.

COMMENTS BY THE WARD COUNCILLOR

Councillor Fleury provided the following comments:

“This is not the first time the community or I have been presented with plans for this location. Still, I can say this time the proposal presented offers a refreshing look at what can take place with a vital gateway property in Vanier.

The mixed-use for the site is welcomed. With a lot of work with the City, applicant and community, I believe the density and height proposed to fit this location. I am pleased to see the addition of parkland, wider sidewalks, the addition of a pedestrian crosswalk at Selkirk Street and North River Road, the connection from the property to Riverain Park, cooperation for an art piece at the corner of North River and Montreal Road, commitment for cycling track along the front of their property and a functioning interior road network.

Importantly, I am looking forward to welcoming narrower street changes to Selkirk Street. What has widely been seen as a dark alleyway will no longer be the back of a building, but rather an extension of the development, with wide sidewalks, welcome setbacks, and a plaza feel that will extend towards the newly proposed parkland at Selkirk and Montgomery streets. It will be important that Selkirk or any other frontage for this lot be active and not have blank conditions.

I want to applaud the applicant, Main and Main & ML Devco, for working with our Montreal Road Revitalization staff to ensure the planned public art project for the corner of Montreal Road and North River Road works with the project's timeframe. I am also pleased with the applicant's engagement in working with the community on this development application.

It should also be noted the applicant has committed to commemorating the history of this long-standing Vanier property should also be noted. They propose re-establishing the two existing murals on the Eastview Plaza by pixelating and creating panels of the originals onto the building face along North River Road. This nod to Vanier's history and Eastview Plaza's is admirable, and I look forward to seeing how this proposed plan will come to fruition, working with the City, myself, and the community.

As we move through the site plan process, the vision for this site presented must maintain Vanier's character and vision. I want to reiterate that this development is in a unique place along our Main Street – it is considered the gateway into Vanier. The way

the building is angled and the desire to have a prominent view as we head down Cummings Bridge is an excellent start to making this building stand out, as it should.

I look forward to working with the applicant to define the materials, the lighting, and the retail spaces to allow for this new development to not only stand out as I mentioned but have a permanent and appropriate lasting impression in our community.

With three towers of residential development, with a proposal of 1,003 units for rent, I am looking forward to the units reflecting the community's needs – with a diverse unit count of one, two and three-bedroom units, to offer rental for families in our community.

I am also encouraged and looking forward to seeing the conversation develop and grow concerning the retail unit spaces to attract the correct type of businesses for our community.

Additionally, I would like to see a more defined landscaping plan that outlines the needs and desires for the parkland space, cycling tracks and pedestrian network.”

LEGAL IMPLICATIONS

Should the recommendations be adopted and the resulting Official Plan amendment and Zoning By-law be appealed to the Ontario Land Tribunal, it is anticipated that a three to five day hearing would be required. It is anticipated that this hearing can be conducted within staff resources. In the event that the applications are refused, reasons must be provided. Should there be an appeal of the refusal, it would be necessary to retain an external planner.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with the recommendations in this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with the report recommendations. In the event that the application is refused and appealed, an external planner would need to be retained. This expense would be funded from within Planning Services' operating budget.

ACCESSIBILITY IMPACTS

The new building will be required to meet the accessibility criteria contained within the Ontario Building Code. Depending on the timing of construction, the *Accessibility for Ontarians with Disabilities Act* requirements for site design may also apply and will be reviewed through the Site Plan Control process.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications associated with this report.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D01-01-20-0009 and D02-02-20-0044) was not processed by the "On Time Decision Date" established for the processing of Official Plan and Zoning By-law amendment applications due to the time needed to address technical matters.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Official Plan Amendment

Document 3 Zoning Key Plan

Document 4 Details of Recommended Zoning

Document 5 Proposed Zoning Schedule

Document 6 Consultation Details

Document 7 Proposed Building Perspectives

Document 8 Conceptual Site Plan

Document 9 Urban Design Review Panel Recommendations

DISPOSITION

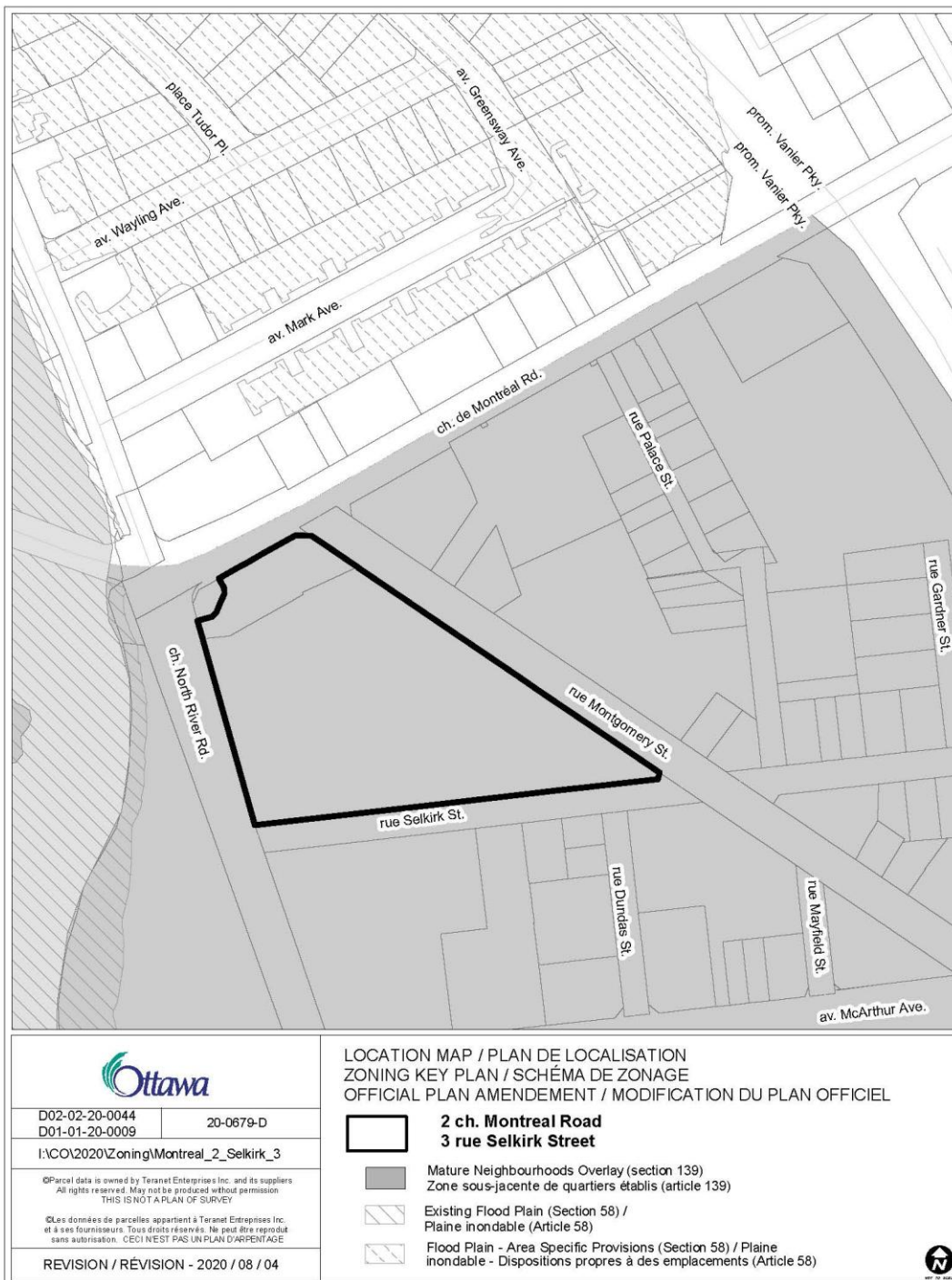
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; Krista O'Brien, Program Manager, Tax Billing and Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map



Document 2 – Official Plan Amendment

**Official Plan Amendment XX to the
Official Plan for the
City of Ottawa**

INDEX

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment XX to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

1. PURPOSE

The purpose of this amendment to the Montreal Road District Secondary Plan is to permit a mixed-use development consisting of three (3) residential towers which are 22, 32 and 28 storeys in height respectively.

2. LOCATION

The subject property is located at the southeast intersection of Montreal Road and the North River Road. The site is also bounded by Montgomery Street to the east and Selkirk Street to the south.

3. BASIS

The amendment to the Official Plan was requested by the applicant in order to facilitate the construction of a new a mixed-use development consisting three (3) residential towers which are 22, 32 and 28 storeys in height respectively.

4. RATIONALE

The proposed Official Plan Amendment to the Montreal Road District Secondary Plan to permit a minor increase in height on the subject lands are consistent with the Provincial Policy Statement and the City of Ottawa Official Plan. The amendments which propose an increase in the permitted building height is appropriate for the site and surrounding context and are considered good land use planning.

PART B – THE AMENDMENT

1. INTRODUCTION

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedules constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. DETAILS OF THE AMENDMENT

The following changes are hereby made to the Official Plan, Volume 2a, Montreal Road District Secondary Plan, is hereby amended as follows for the City of Ottawa:

2.1 By adding a new policy in Section 1.3.1 West Gateway, as follows:

“11. Despite Section 1.3.1. on the lands known as 2 Montreal Road and 3 Selkirk Street, building heights of 32 storeys are permitted. New buildings that face North River Road will have window and door entrances that will occupy at least 40% of the building facades. Blank facades facing any street will not be permitted”. A minimum building height of 10 metres or two storeys is required abutting Montreal Road.

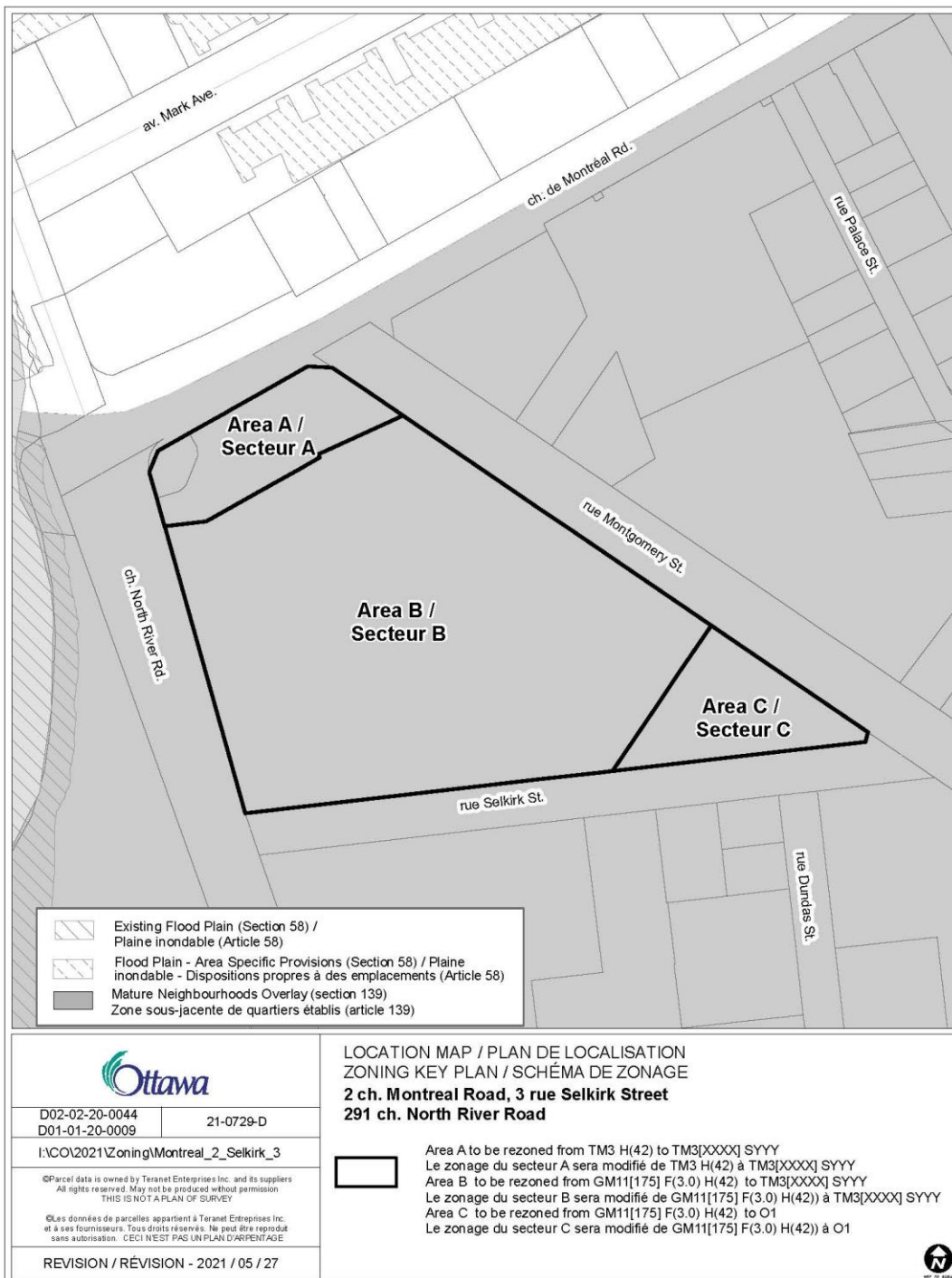
2.2 By adding a new policy in Section 1.3.2 North River Road, as follows:

“5. Despite Section 1.3.2. on the lands known as 2 Montreal Road and 3 Selkirk Street new buildings that face North River Road will have window and door entrances that will occupy at least 40% of the building facades. One vehicular access is permitted from North River Road for loading and servicing functions only”

3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

Document 3 – Zoning Key Plan



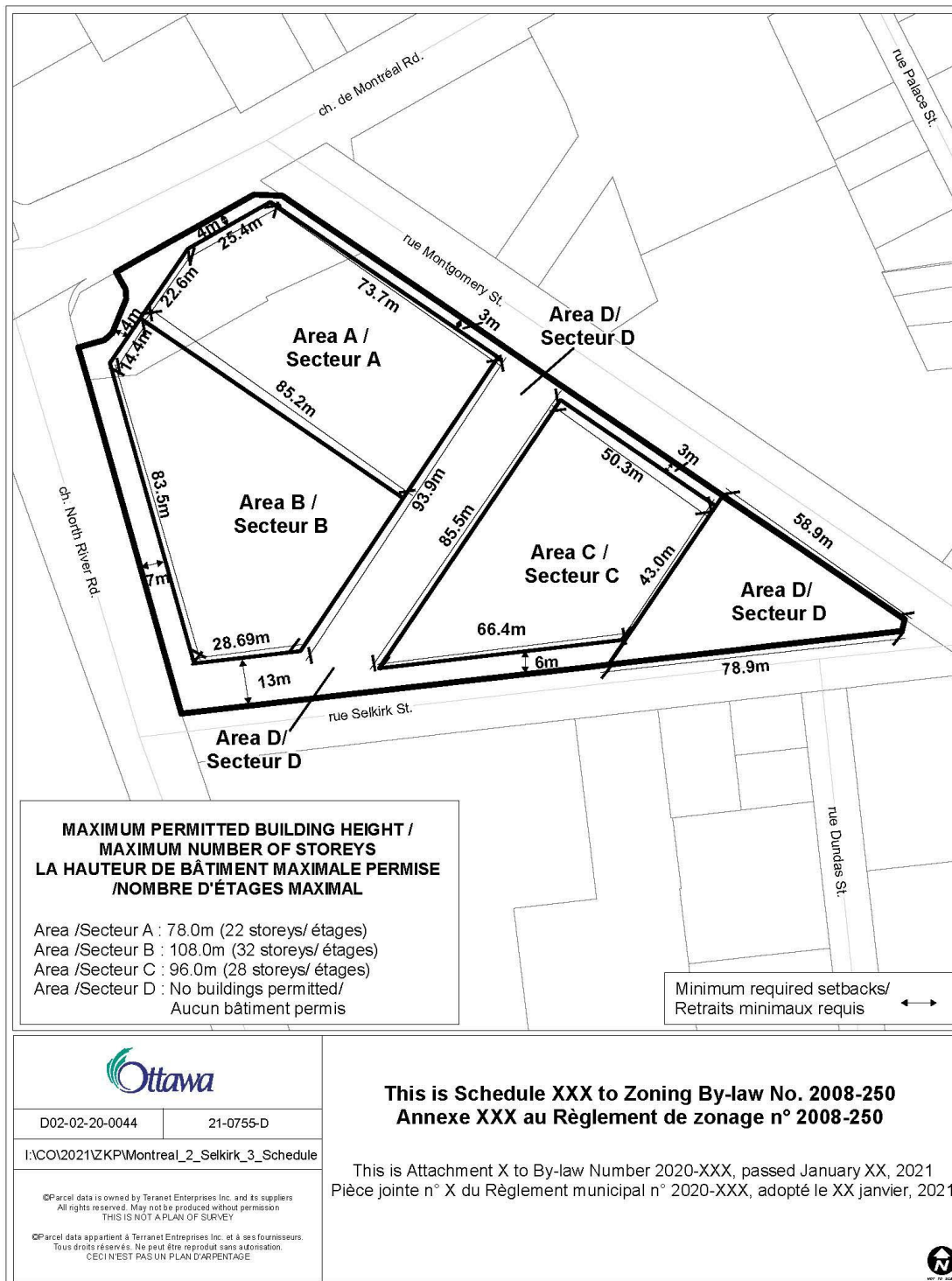
Document 4 – Details of Recommend Zoning

The proposed change to the City of Ottawa Zoning By-law 2008-250 for 2 Montreal Road and 3 Selkirk Street are as follows:

1. Rezone the lands shown in Document 3 from TM3 H(42) and GM11[175] F(3.0) H(42) to TM3 [XXXX] SYYY and O1.
2. Amend Part 17, by adding a new Schedule “YYY”, as shown in Document 5
3. Add a new exception [XXXX] to Section 239, Urban Exceptions, to add provisions similar in effect to the following:
 - a. In Column II, add the text, “TM3 [XXXX] SYYY”;
 - b. In Column III, add the text, “Apartment Dwelling High-Rise, Apartment Dwelling Mid-Rise, Apartment Dwelling Low-Rise, Cinema, Hotel, Theatre, Broadcast Studio, Recording Studio, Place of Assembly, Museum, Home-Based Business, Home-Based Daycare, Retirement Home”
 - c. In Column V, add the text:
 - Maximum Height and minimum yard setbacks as per Schedule YYY.
 - Maximum Floor Space Index – 3.7
 - A maximum of one tower is permitted within Area A, B and C on Schedule YYY.
 - The subject lands are considered one lot for zoning purposes.
 - Tower floor plate size shall not exceed 900m².
 - Minimum tower separation - 20m
 - Buildings facing North River Road will at least 40% of the ground/floor or storeys facade consisting of clear glazing (window and door entrances).
 - Section 111(8, 9, 10 and 11) do not apply with respect to Bicycle Parking Space Provisions.
 - Stacked bicycle systems are permitted.
 - Setback abutting an O1 zone – 0m

- Minimum width of landscaped area – Abutting Selkirk Street 3m
- Minimum width of landscaped area – All other cases 0m
- Section 197(1)(d) does not apply to a parking garage located in area C of Schedule YYY.
- Section 197(4) sub 3, 4 and 5 do not apply.
- Despite Section 197(13), the façade facing the main street must include at least one active entrance serving either residential or non-residential use occupying any part of the ground floor.
- Despite Section 101 and 102, a minimum of 35 spaces are required for a combination of visitor and non-residential parking.
- A temporary surface parking lot is permitted within Area A and Area B of Schedule YYY until such time as a building permit has been issued for that portion of the site.
- A temporary surface parking lot must be screened at grade from a public street through a combination of soft landscaping, required landscaped areas and/or fencing. Temporary surface parking may not abut Montreal Road.
- Minimum height of a building abutting Montreal Road in Area A and B of Schedule YYYYY – 10m or two storeys.

Document 5 – Proposed Zoning Schedule



Document 6 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan amendments. One public meeting was held in the community via ZOOM on September 10, 2020.

During the circulation process, approximately 15 comments were received, with six providing comments or concerns, four indicating support of the application and the remaining five requesting notification of any file activity.

PUBLIC COMMENTS

1. Concerns were raised with respect to potential shadowing impacts from the proposed development.

Response:

A shadow study was prepared by the applicant as part of the application. Given the placement and design of the towers, the proposed shadows to be cast from the development are not anticipated to significantly impact the existing developments in the area or future developments to the north. To reduce potential shadowing impacts, the tallest building elements have been placed on the western portion of the site, the building mass transitioning downwards to the east.

2. Concerns were raised with respect to the increase in height.

Response:

The application proposed a minor increase in height for one of the three proposed towers. The application as discussed above has satisfied the criteria outlined in the Official Plan for the consideration of a building in excess of 31 storeys.

3. Concerns were raised with the potential for impacts to birds.

As the detailed architecture is not part of this approval through the site plan control process with applicant will be encouraged to incorporate design

elements where possible as per the City of Ottawa Bird Friendly Design Guidelines.

4. Concerns were raised about cycling and pedestrian connectivity.

Response:

As part of the site plan control application, new sidewalks are planned around the entire perimeter of the site which are currently not in place which will improve the connectivity of the site to the surround area. As well a new pedestrian crossing is planned at the intersection of Selkirk Street and North River Road to provide a more continent connection to the west side of the road as well as a connection to the public park on the site. Future cycling infrastructure can be accommodated along the frontage of Montreal Road. The current road reconstruction project along Montreal Road does not include cycle tracks at this time, however this project will not prejudice the future implementation.

Vanier Community Association

Sep 20, 2020

General

- The VCA welcomes redevelopment of this site. As the West Gateway to Vanier, the site is designated by the Montreal Road District Secondary (MDSS) Plan and a number of policies are applicable. From a design point of view, an iconic contemporary development will contribute to strengthen Vanier's image and economic and social vitality just as the Eastview Plaza (a heritage site) achieved in the early 1960s.
- As a gateway, the VCA considers that the development must provide a welcoming, inclusive, environmentally-friendly plan that increases liveability, safety and connectivity for all: pedestrians, cyclists, as well as motorized electric devices (wheel chairs and scooters) and private motor vehicles (PMVs). The VCA welcomes the concept design with respect to internalizing many aspects of vehicle movement within the site with provisions for parking entry, loading and residents drop-off.
- The development draws comparison to the proposed nearby development at 112 Montreal Rd with its emphasis on surface pedestrian/cycling precincts with strong landscaping features, trees and plans for space animation;

- The VCA believes that the preliminary concept plan is lacking in many respects, in terms of the MDSS Plan's policy directives for this site and its relationship with residents and visitors alike. The VCA is concerned the development not project a sense of "Gateway-gated community". The VCA welcomes efforts by the Applicant and the City to this end.
- The VCA also considers new public green spaces including City parkland and extensive landscaping is essential to create an environmentally-friendly "gateway" and a tree canopy connectivity with the Rideau shoreline and park.
- Protecting existing mature tree canopy and greenspaces is also important.
- The VCA is interested in exploring community benefits.

Concept Plan & Building forms:

- Buildings placement: The VCA recognizes that in many respects the site is challenging. The river frontage apparently forces the Applicant to build above-ground parking which has changed the early concept plan and adds additional mass, particularly along Selkirk St. The VCA recognizes efforts to mitigate the risk of solid facades of the proposed "parkade" with art features. The flat roof lines could perhaps also be enhanced as per the recommendation of the Heritage report with the "barrel vaulting" of the existing shopping centre. Below we propose further setback from Selkirk especially to accommodate trees along Selkirk to improve walkability and mitigate the buildings impact along the street.
- The flat roof could also be a green roof and offer other amenities including a community garden and other amenity space.
- It is important to consider the context and to model the proposed buildings with respect to adjacent properties, including a school, a new development at Selkirk and Montgomery (337 Montgomery), Place Vanier, the Inuit Health Clinic opposite on Selkirk, residential properties to the south and the properties across on the north side of Montreal Rd.
- The development proposal for 112 Montreal calls for a pedestrian/cycling route through the property, while also planning significant parking spaces underground. Accordingly, vehicle access, pedestrian/cyclist use of this site adjoining a major MUP route along the Rideau River (as noted in the MDSS Plan) as well as the impact on the busy intersection of Montreal Rd/North River and surrounding

streets are important considerations. We welcome the Applicant's efforts to address these.

- It is also worth noting the North River and McArthur setbacks of Place Vanier and how parking is handled at that site with both underground and screened above ground parking. The VCA welcomes that the concept plan does acknowledge the relationship with Place Vanier, but we note that the complex also now includes residential (Tower C) with likely more than 160 residential units including ground floor units. This raises issues concerning shadowing at this site as well and suggests the possibility of more residential interrelationships between the two developments.
- Rezoning: The MDSS provides for a rezoning from 12 storeys to a maximum of 28 storeys which the VCA accepts on the basis that it represented a compromise. However, the Tower C proposal exceeds the MDSS height policy for this site and this would be expected to trigger the requirement for an Official Plan amendment. The VCA believes that 32 storeys is too high and suggests other means to distribute housing density on the site. Given the location along the Rideau and Riverain Park, which serve as a wildlife corridor, wildlife impacts along this corridor should be the subject of assessment. The total number of storeys could still be achieved by increasing the height of Tower B as part of the high-level visual gateway axis with Cummings Bridge to stay within the height limit for example or alternatively based on redesign of the Tower A podium.
- Zoning Amendment: The VCA seeks clarification regarding the intended zoning amendment. The Planning Rationale, Section 3.6 indicates that the entire property be re-zoned General Mixed Use. However as indicated in the Rationale, (page 26) Section 3.6.3 Mainstreets, Policy 4 states: "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..."
- The VCA is seeking clarification concerning previous amendments to the OPA related to this site, for example, concerning the residential/commercial balance.
- Public Art: The VCA appreciates that there will be coordination between the artist, community and the development at the corner of Montreal Road and North River, and there is recognition of the unique opportunity for integration of the art with the building facade in order to draw the eye to the public art feature. The replication of the existing murals is welcomed. The VCA suggests that there be

consultation with the community concerning the imaging and their location. For example, the Cummings Bridge image could be replicated on the west side. Imaging along Selkirk could acknowledge the Inuit community in Vanier and its clinic across the street. Architectural considerations of the murals and the façade are considered further below.

- Surface garages within the site as well as along Selkirk and Montgomery make the site car-centric; ultimately the design would be better served with less emphasis on PMVs and more on public transit and walkability. The proposed development is located on a major axis route, well-served by public transit with easy connections to the LRT. As noted below, convenient access to public transit for residents of the new complex should be provided. Similarly, the importance of connectivity to the west and east should be addressed, including by the City.
- The VCA believes that the proposed number of parking spaces is too great and should be significantly be reduced. The VCA agrees with the UDRP in its recommendation to reconsider the parking garage including the possibility of residential units at this location to spread the density as mentioned above.
- The Transportation Impact assessment is deficient in many ways. It ignores a number of approved developments in the area including 350 Montgomery, 43-49 McArthur, 15 McArthur (Tower C of Place Vanier), 337 Montgomery and ignores the traffic impact of the new Cyber-Security Centre at 1625 Vanier Parkway with 700-900 employees.
- The VCA is concerned about the impact which increased traffic will have on the environment and causing heavy traffic congestion at nearby intersections. Parking should be limited to tenants, visitors and business patrons. There should be no provision for commercial parking lots.
- The VCA is also concerned about traffic impacts on Montgomery affecting the school opposite and its traffic-calmed zone. The TIA ignores that this is a traffic-calmed street. A pedestrian crossing appears to be required. The proposal for a new vehicular entry to the proposed garage may help but needs to be considered by an updated TIA.
- The VCA supports the inclusion of high environmental standards including a high LEED standard, the recycling of rainwater for on-site use and measures to

reduce the complex's carbon print as well as climate mitigation measures such as additional trees.

- The VCA notes the proposed housing mix and unit sizes which could be improved to provide more family oriented and work-from-home accommodation, including 2-bedroom apartments. This submission also outlines a number of ways in which townhouses could be added close to the street level adding to the development's relationship with the surrounding streets and residential neighbourhood.
- Balconies need to be included. Given the post-COVID19 environment, it will be important that the buildings' typologies reflect the post-pandemic new reality.
- In this regard, the VCA welcomes the emphasis on the development's residents which could number as many as 2000 in terms of amenities and the connectivity between the buildings also providing amenity space, a feature which appears to provide additional interior amenity space to address post-COVID needs as well as intra-connectivity especially in cold months.
- The VCA requests that a second generation CPTED be prepared, bearing in mind the personal and building security risks at the ground level.
- The VCA is looking forward to the UDRP written recommendations following the review. One VCA member, an architect, has noted that at first glance the design seems extremely generic but, perhaps there is a certain minimalist elegance to the towers. It appears to be a proposal from a different era, e.g., the 1950s, with the tall slab buildings, which may or may not be appropriate depending on one's point of view. However, the UDRP members also appear to share this view. While it may give due diligence with the podium and street-oriented retail along Montreal Rd. and Montgomery, the design of the podium is underwhelming.
- More crucially as also suggested by the UDRP, more articulation of the podium at the corner of Montreal Rd. and N. River Rd. is warranted so that the podium responds to its gateway location/function and its relationship with the residential neighbourhood and Montreal Road.
- The possibility of a storey or two of residential ringing the podium at above the commercial – separated from the rooftop common amenity space with some private greenspace (yards). This would correspond roughly with the hatched area labeled as "public amenity space" on the level 2 plan. Some additional

height might give the podium the opportunity for more character and put more “eyes on the street” for Montreal Rd. While this could be family-friendly housing, like townhouses, there are a variety of approaches, all of which could leverage the vertical circulation cores in towers A and C.

- A similar ring of housing could be set atop the mezzanine behind Tower B on level 3.
- Understanding that there is a tradition of murals in Vainier into which the designers are tapping as a strategy for the expanses of blank wall along Selkirk and Montgomery Streets, it is not clear that the murals as proposed, if they are generally meant to be seen from a distance, how well the murals as proposed would work in the proposed locations.
- As such, it has been suggested in the VCA that some other kind of articulation on the blank walls – something a bit less superficial and something that could be engaged/enjoyed by those using the adjacent sidewalks, not just by people looking at these walls from a distance. On Montgomery, as pointed out, it might make sense to jog the sidewalk paving toward the street between the retail spaces in order to accommodate planting between the sidewalk and the blank wall. Including more of the adjacent context in the Ground Level Plan would help us to better evaluate the design decisions.
- With respect to the VCA comments about making the courtyard more of a public pass-through space while offering useable outdoor shared space by and for residents, it could make sense to move the parking ramp in the courtyard to the left. If it were located against the wall of the above-ground parking for the grocery store, it would open up more of the courtyard for pathways and activities. As it is designed, the bulk of the space in the courtyard appears residual, i.e., left-over space around the parking entrance ramp. The space between the ramp and the wall of the parking structure would be especially dead.

Connectivity:

- The current design appears to fail to address connectivity for pedestrians/cyclists, as well as motorized electric devices across North River, including connection to MUPs as per the MDSS Plan. The VCA sees the advantage of a holistic approach to develop mid-block connectivity between this site, 112 Montreal Rd and further east across the Parkway. The VCA notes that

the Planning Rationale addresses this concern in part but consideration should also be given to the design of the courtyard to reduce its car-centric image (see below) and to street crossings at North River and Montgomery with a longer term vision to connectivity from the river through 112 Montreal Road and east across the Vanier Parkway.

- Pedestrian and cyclist entry from North River Rd. to the retail area should be highlighted in the design. The VCA understands that provision for access from the proposed Tower C and its connectivity to the other buildings will address site residents' needs regarding connectivity with Riverain Park. The Selkirk access appears to address the balance of opportunity for connectivity between the site and the park and river.
- The latest plans address the bus stop on Selkirk and situate it in a suitable location. Consideration could be given to integrate the bus shelter into within Tower C as per MDSS Plan suggestion. It is also worth consideration by OC Transpo and the Montreal Road Revitalization Project to relocate the bus stop from the Petrocan station to the site's Montreal Rd frontage.
- We request clarification concerning the ROW modifications along Montreal Rd to accommodate the eventual installation of bike tracks west of the Vanier Parkway as promised by the City.
- The VCA considers that with new developments in the west sector, the urgency of constructing the MUP passage under Cummings bridge becomes a priority for safety and efficient functioning of the Montreal Rd/North River intersection, consistent with the MDSS Plan's policy directives for this intersection.

Landscaping/Trees:

- The VCA looks forward to a detailed landscaping strategy, which could serve to extend tree canopy of Riverain / Kingsview parks.
- The VCA concurs with City staff's request that parkland dedication be consolidated at the intersection of Montreal Rd/North River Rd to provide a substantial and welcoming public space with adequate green space in this location, while the other spaces at Selkirk east and west be POPS. The VCA would like an update from the City on Staff's request. The current design calls for hard landscaping which should be minimized in favour of soft landscaping, trees along Selkirk and permeable surfaces wherever possible. Although the

Applicant may have performed due diligence with their Parkland dedication, the spaces they have designated seem fundamentally residual, i.e., left-over spaces that were difficult to incorporate into the geometry of the design. The VCA would hope a higher level of thought could be given by the Applicant and the City with respect to what constitutes parkland and how (and by whom) such spaces are used.

- The Shadow Study for this proposal is incomplete, including the images in the Architectural Package pages A500 and A5001. The images do not demonstrate a true and full representation of the shadows extending to nearby neighbourhoods and greenspaces (only June and December). A comprehensive shadow study during the months of March, June, September and December between 8 AM and 8 PM is needed, one similar to the report for the project by Minto for Beechwood/Barrette.
- Nearby residential areas with mature and many 100-year trees need protection from overshadowing and heat islands from tall buildings. Rideau-Vanier is ranked in 19th place with the lowest tree canopy in Ottawa (City of Ottawa Tree Canopy Assessment 2019). Trees are significant for urban health and Vanier needs to maintain and increase its urban canopy.
- The VCA draws attention to the impact of the expected 4000 new residents in the west sector on Riverain and Kingsview parks.
- As noted above, there should be sufficient building setback along Selkirk to allow trees and this investment in trees should be complemented on the City ROW on the south side to create a softer landscaped corridor which should also reduce the periodic high wind episodes and generally make Selkirk more walkable including by softening the the impact of the building facades on both sides at the street level. .
- The VCA notes that the concept plan images still fail to reflect the reality of the west side of North River, ie berms and the narrow layout of south/west quadrant of intersection at Montreal Rd and North River which need to be considered in terms of pedestrian and cycling movements along the west side of North River. This could entail design changes to the parking lot at Riverain Park to increase accessibility from the development site. The limited landscaped setbacks of the concept plan affect the relationship to the park and MUP.

Commercial Space:

The VCA welcomes the concept design's attention to providing commercial space to replace the deteriorating situation at the current plaza and to meet the shopping needs of the growing population of Vanier's west sector, the rest of Vanier and the nearby new developments along Rideau Street. Grocery space similar to Green Fresh or its predecessors would be welcome. In this regard, inclusion of this commercial area in the first phase would be welcomed to follow shortly after the completion of Montreal Road reconstruction and the parkland space. Retail space along Montgomery offers the potential for a different mix of smaller shops. The Vanier BIA could assist the Applicant in identifying potential business investors. New retail can add services in addition to the relocated Recovery Ottawa facility, the mix of ethnic restaurants and groceries as the north side of Montreal Road redevelops to serve a larger local population.

Redevelopment, Public Spaces and Community:

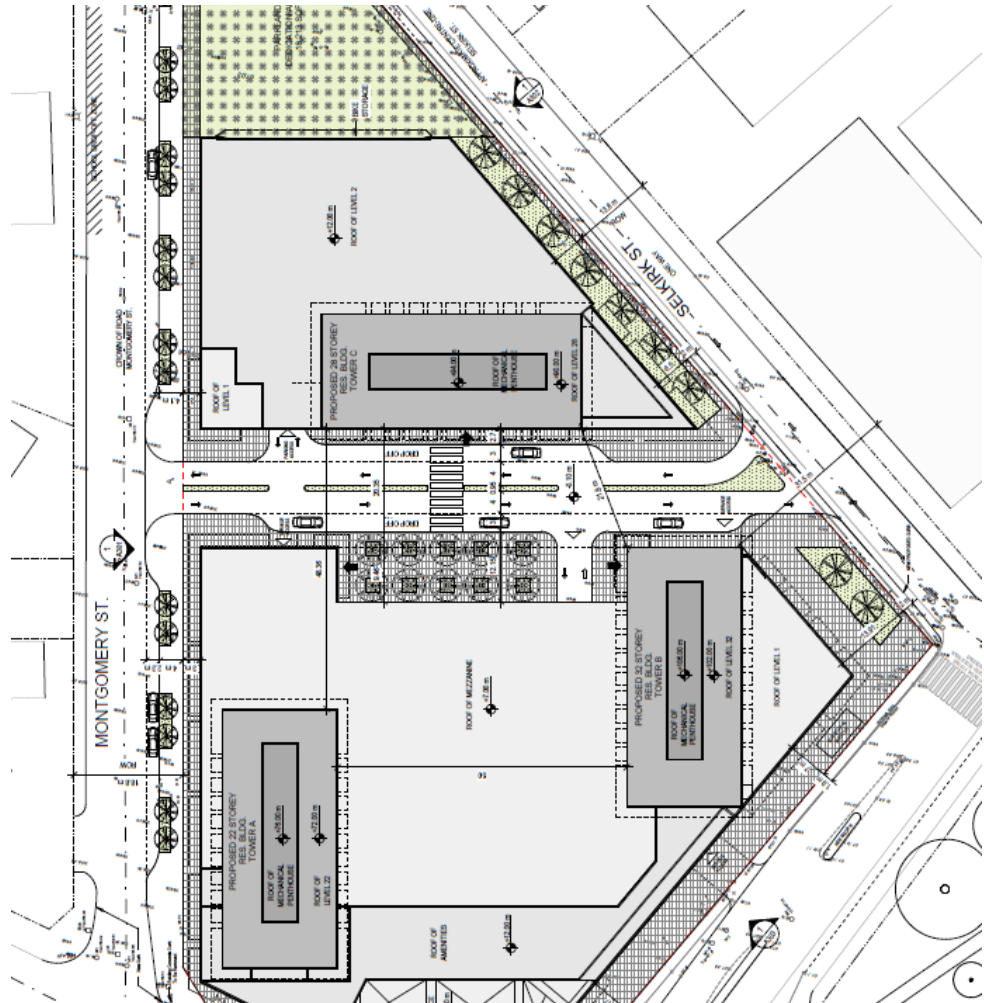
- The VCA is concerned that the current concept plan risks to look like a gated community rather than a gateway. As the concept plan evolves and there is a landscaping plan, we look forward to seeing more public spaces, both City parkland and POPS, not only at the corners of the site.
- The courtyard represents an important project feature internalizing as noted in the Planning Rationale loading and traffic movements. At the same time, it could offer an important venue for periodic outdoor public events bringing Vanier residents together with residents of the complex, similar to that proposed for 112 Montreal Rd here with an emphasis to connectivity to Riverain Park and the MUPs as directed by the MDSS Plan. The suggestions above could serve to facilitate the realization of such an opportunity.
- The VCA looks forward to discussing community benefits and how the development can better integrate into the Vanier community and support Vanier's economic and social development.
- Vanier is a vulnerable community. We live in the 18th poorest federal riding in the country, we have the highest usage of food bank services in the province. The VCA acknowledges that Eastview Plaza is a significant transformative development in the Vanier's western sector, but this implies significant disparities between the West and the East. The community is working hard to address these

complex problems, and we hope that as a developer in our community, Main+Main would join forces with us to tackle these issues. The Vanier Community Association has launched the creation of the Vanier Community Investment Fund. Other Community Investment Funds have demonstrated outstanding results in addressing complex socio-economic problems when everyone in the community was contributing to the project. Hence, we hope that Main+Main will contribute to this fund. We would be happy to further discuss this opportunity to collaborate and firm up any collaboration with the developer with a Community Benefit Agreement that will define Main + Main's financial contribution to our community.

Document 7 – Proposed Building Perspectives



Document 8 – Conceptual Site Plan



Document 9 – Urban Design Review Panel Meeting Minutes

URBAN DESIGN REVIEW PANEL RECOMMENDATIONS October 27th, 2020

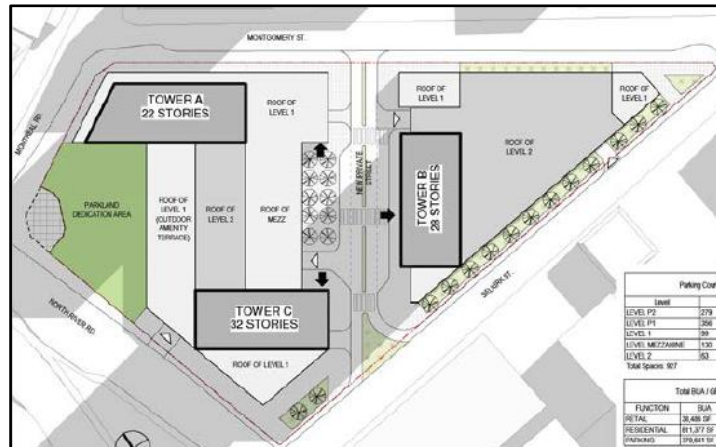
A focused design review session of the Urban Design Review Panel was held October 27th, 2020 to review the file at 3 Selkirk and 2 Montreal Road. The meeting was held virtually on *Zoom*.

Panel Members in Attendance:

David Leinster

James Parakh

3 SELKIRK and 2 MONTREAL ROAD | Focused Design Review Session | Official Plan and Zoning By-law Amendment | Main and Main Developments; ML Devco; HOK Architects



Summary

- The Panel thanked the proponent for their presentation and their response to the UDRP's recommendations at the previous meeting.
- Panel members presented a number of precedent images to speak to the various issues raised previously by the UDRP.
- Recommendations were primarily made to determine the most appropriate location for the park on the site and the interface with the building, the design and orientation of the towers, the location of the mid-block connection, and the treatment of the podium.

Parks and Open Space

- The proponent provided two preferred options for the location of the park on the east corner of the site where Selkirk and Montgomery intersect. The Panel generally favoured the proposed alternative location at the east corner of the site, recognizing there are pros and cons to both options.
- The Panel felt that, were the park to be relocated to the east corner, it would be better positioned to serve a more important role in the neighbourhood on the quieter streets and with proximity to the school. It was also suggested that this configuration would permit for a more urban treatment of Montreal Road with a mid-rise podium fronting the street.

- Were the park to be relocated to the east corner of the site, the Panel felt it would be critical for an active frontage to face onto the space to offer animation and “eyes on the park”. Liner residential units would be an ideal way of achieving this.
- The option of an art wall or mural facing onto the park was discussed, but the Panel felt that it would not provide adequate animation in comparison to an active frontage.

Laneway Location

- The Panel supported the proposed mid-block connection but felt that there was a missed opportunity to not realign it to provide a clear, unobstructed view from Montgomery Street to the Rideau River Eastern Pathway. It was suggested that the riverfront park would be a better view terminus for the connection than the side of Vanier Tower A.
- The proponent indicated that re-aligning the mid-block connection as suggested above may cause vehicular circulation issues. It was suggested that it may be possible to have a strong and direct pedestrian connection on the north side of the mid-block connection face towards the park.

Massing and Building Design

- The Panel members reiterated the UDRP's comment that the towers be designed with different characteristics and form to respond to the differences around the site.
- It was recommended that Tower A should be differentiated aesthetically from the other two towers to be the landmark tower on the site. A point tower built form was recommended for this tower. Articulating the corner treatment of this tower was also suggested to better respond to the view from the Cummings Bridge.
- The Panel members reiterated their suggestion that the towers not rise above a single height podium, but that the podium or streetwall heights vary to respond to the different site conditions and streets. The Panel recommended shifting Tower A away from Montreal Road and creating a stronger streetwall with a mid-rise podium fronting the street.
- The Panel suggested continuing to study the orientation of Tower C, which has an awkward relationship with the street, the riverfront park, and the river. It was recommended that it be aligned with North River Road to respond better to the river and create better views to and from the building. Adjusting the location of Tower B too may also be part of this solution.

- It was suggested that the application would benefit from a more comprehensive view study to help staff assess the orientation of the towers and the long views of the site from various vantage points from the west. The view terminus that is created along Montreal Road would also be important to study.
- The Panel recommended that the proponent continue to study means of animating the base of the building along Selkirk. Several precedents of grade-related liner buildings that transition to mid-rise buildings were provided.