

June 18, 2021

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Planning, Infrastructure and Economic Development Department

**Re: 971 Montreal Road
Site Plan Control Application**

The owner of 971 Montreal Road is proposing a 9-storey residential apartment building containing 78 units, adjacent surface parking spaces and one storey underground parking garage, serving both tenants and visitors.

The property is located on Montreal Road, east of St. Laurent Boulevard and west of Blair Road. More specifically, the site is located on the north side of Montreal Road between Foxview Place and Burma Road. Currently the site is hosted by a one storey dine-in restaurant surrounded on three sides by surface parking. Schedule 'B' of the City of Ottawa's Official Plan (OPA 150) designates the site as 'Arterial Mainstreet'. By-law 2015-45 rezoned the site to Arterial Mainstreet, Subzone 10; this By-law is currently under appeal.

Project site is located within the scope of the Montreal-Blair Road Transit Priority Corridor Planning and Environmental Assessment Study.

The site is not subject to Site-Specific Policies or a Secondary Plan in Volume 2 of the Official Plan. The site is not subject to a Community Design Plan.

The site is accessible by various modes of transportation, including walking, cycling, public transit and motorized vehicle. Montreal road is identified as an existing Arterial Road on Schedule E – Urban Road Network. The Transportation Impact Study prepared by CGH Transportation (dated February 2021) demonstrates that the proposed development can be accommodated by the existing transportation infrastructure and services.

Proposal for Site Plan Approval

This application will facilitate the development of a 9-storey residential apartment building with a residential lobby entrance at the south-east corner of the building. The remainder of the ground floor will be occupied by 4 residential units, an amenity room and an interior bike storage room for tenants. Surface parking spaces are located on the east side of the building to accommodate mostly building visitors and access to a 1-storey underground parking garage for tenants use. The garbage room is located at basement level a garbage bin pick up area reserved at grade.

Surrounding Context

Manoir Marochel and a barber shop are currently located to the west (zoning AM10). Adjacent to rear lot line is another AM10 piece of land including an extension of Manoir Marochel building. Residential properties are located further to the north and a fast-food restaurant is located east of the Subject Site (zoning AM10).

FIG. 1
3550, Saint-Antoine O.
Montréal, Québec
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T 514 861-5122

FIG. 2
190 Somerset St. West
Suite 206
Ottawa ON K2P 0J4
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Design Brief

The proposed residential building will include 78 apartment units distributed from the ground floor to the ninth floor. Units range from 539 sq.ft. to 1224 sq.ft. with unit types varying from 1 bedroom to 2 bedrooms + den.

The ground floor main facade, located along Montreal Road, proposes a lobby on the south-east corner and a multi-purpose amenity room on the south-west corner of the building. The main entrance is visible and accessible directly off Montreal Road. The remainder of the ground floor will consist of 4 residential units offering a private on-grade terrace area for each. These exterior spaces will be enhanced by significant vegetation and privacy screens. The ground floor also proposes an interior bike storage room at the north-east corner.

In addition to the ground floor interior amenity room, a quiet rear yard outdoor terrace, surrounded by landscaping, is provided for residents to enjoy. A roof top terrace is also planned, offering nice views to the city center (west side), the mountains and the river (north side). The largest unit of the 7th floor is also provided with a private roof terrace.

Surface parking is located on the east side of the property with access off Montreal Road. A total of 10 parking spots including 7 spaces for visitors are available at this level. The underground parking garage provides 30 parking spaces for residents. The City requirements are met with a total of 40 parking spaces.

The project proposes 40 bike parking spaces in compliance with City's required dimensions (0.5 spaces per dwelling unit) and 38 additional stacked spaces, for a total of 78 (ratio 1 per unit).

The building maintains a connection to Montreal Road at the street level with transparent glazing and a direct access walkway from the sidewalk to building entrance. The ground floor will incorporate a glazed wall for at least 50% of the facade facing Montreal Road as required by the Zoning Bylaw. The ground floor height also meets the City requirements.

A landscape buffer is provided along the north property line, as required by the Zoning Bylaw. There are no significant existing trees inside the property lines. However, existing trees located along the lot line perimeter are part of our tree preservation plan. Existing grading will be maintained along Montreal Road and, where possible, at the south-east and south-west corners of the site. A retaining wall was added to the north and west property lines to make up the significant grade change while ensuring the proposed site does not discharge flows to adjacent properties. A wood fence will be provided for the full length of the property line at the sides and rear of the site.

The building has been designed as a contemporary aesthetic, that integrates well with the surrounding context. Building cladding will mainly consist of masonry, complete with a panelized cladding system. In keeping with the modern aesthetic, a neutral colour palette is proposed for the vegetation, based on natural colours with mostly black and white foliage / flowers as the basis of design.

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Below is a response to the **Urban Design Guidelines for Development along Arterial Mainstreets:**

1: Locate new buildings along the public street edge.

This development locates the building along the public street edge with a pedestrian sidewalk running the full length of the building. The proposed building front setback is defined by a road widening setback of 37.5m, 18.75m from center line of road. The building implementation also considers a maximum front yard setback of 4.5m for residential function.

3: Plant trees in the boulevard when it is 4.0 metres wide. If the boulevard is less than 4.0 metres wide, plant the trees in the landscape area to ensure healthy tree growth.

The development proposes to provide soft landscaping directly adjacent to the sidewalk at Montreal Road with trees planted directly in the soil, parallel to the street, along the building facade.

4: Use buildings, landscaping and other streetscape elements to create continuous streetscapes.

The proposed building defines the street edge and maintains continuity of the existing pedestrian sidewalk along Montreal Road with direct access leading to the walkway adjacent to the ground floor residential spaces. Barrier-free access is provided to the main entrance with a sloped walkway. The slope of the site along the street, corresponding to the natural topography and slope of Montreal Road, is respected and maintained. The intention is to keep an uninterrupted streetscape with soft landscaping and continuous vegetation for the full length of the site, in front of the building.

The proposed building has been designed with a distinctive shape which maintains a continuous streetscape with building frontage along Montreal Road at levels 3 to 6. While still providing access to the surface and underground parking, the frontage along the street is maintained up to level 6. The volume created by level 3 to 6 tries to line up with Montreal Road to increase the presence of built elements on this artery. This alignment is reinforced by the juliet balcony's angled orientation.

6: Set new buildings 0 to 3.0 metres back from the front property line and 0 to 3.0 metres back from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping.

The proposed building front setback (+/- 4.5m) is dictated by the road widening setback. With this setback, the street edge is maintained and enhanced with soft-landscaping including small planting and trees defining the street edge. The proposed west side setback is 3.5m. This setback allows our building for a reasonable percentage area of unprotected openings (as per building Code) for this facade and a comfortable distance for the future tenants living spaces.

13: Ensure that buildings occupy the majority of the lot frontage. If the site is on a corner, situate the building at the lot line with the entrance at the corner.

The proposed building will occupy the majority of the lot frontage. The middle volume, including level 3 to 6 is playing an important role for this guideline, as mentioned in response to Item 4.

14: Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact.

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The proposed building has been designed with a distinctive shape for the ground floor, with the massing of the building changing from levels 3 to 6 and then at levels 7 to 9. The street facade of level 2 and ground floor have been designed to become gradually more open for pedestrian and vehicular access to the site to the east. This proposed "fan shape" plan naturally creates a canopy over the building main entrance and contributes to enhance the human scale of the project. The ground floor street facade proposes a significant amount of transparency.

To optimize the capacity of the site, the front portion of proposed level 3 to 6 are extending above the parking access driveway on the east side. The proposed minimum east side setback for this middle volume is 2m. In height, level 7 to 9 are providing an increased setback of 8.75m on this side.

Despite an allowance for a 0m setback along west side lot line, our proposed setback is 3.5m. This setback allows to minimize the impact of the building on actual lower neighbours or any future project. The setback also allows for the current development to provide sufficient glazing along this façade as per limiting distance Code requirements.

The rear lot line is facing another AM10 zone. Although a 7.5m setback is not applicable, it has been decided to not locate the building inside this distance to the rear lot line to offer a rear yard outdoor terrace space. This also allows for the development to provide sufficient landscape area.

16. Design richly detailed buildings that create visual interest, a sense of identity and a human scale along the public street.

The building has been designed as a contemporary construction but also with a modern touch to facilitate the integration to the surrounding context. The design of the masonry facades includes a proposition for a unique brick pattern that will create a visual interest along the public street.

17: Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street.

The proposed building is oriented toward Montreal Road with doors visible and directly accessible from the public street.

18: Use clear windows and doors to make the pedestrian level facade of walls, facing the street, highly transparent. Locate active uses along the street at grade.

The proposed ground floor along Montreal Road incorporates an active residential entrance along the street at grade. The ground floor is designed to be animated and highly transparent providing a direct visual connection with the street. The ground floor will feature greater floor-to-ceiling heights with a minimum of 50% glazing.

20: Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances.

Principal pedestrian access is located away from the street with a seamless connection to the sidewalk. Pedestrian main access is clearly defined with a sloped walkway leading from the sidewalk at Montreal

Road to the entrance. An important protected paved area is designed for the front and east side of ground floor main entrance and lobby to allow safe circulation of pedestrians. This area provides distinct connections to the building while facilitating a public/semi-private transition.

24. Provide site furnishing such as benches, bike racks and shelters, at building entrances and amenity areas. Ensure that these locations do not conflict with pedestrian circulation.

Exterior bike racks are provided under the canopy on the east side of the main entrance. Some benches to be installed for the common area in the rear for tenants to enjoy the outdoor space.

27: Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law

Surface parking is provided at the east side of the site mostly for visitor's requirements. An underground parking garage is also provided for tenants. The project provides the minimum number of parking spaces as required by the Zoning By-law.

39: Protect and feature heritage, specimen and mature trees on site by minimizing grade changes and preserving permeable surfaces.

There are no significant existing trees inside the property lines. However, existing trees do exist along the perimeter of the lot line, most of them at the rear line and a few at the west line, are part of our tree preservation plan. Existing grading will be maintained along Montreal Road and, where possible, at the south-east and south-west corners of the site. Minimal grading will be required to promote positive drainage.

40: Landscape areas between the building and the sidewalk with foundation planting, trees, street furniture and walkways to the public sidewalk.

The area between the existing sidewalk at Montreal Road and the proposed building entrance will be landscaped with soil planting, including trees, and a walkway connecting the sidewalk and main entrance.

Regards,



Roberto Campos, Architect | OAA | M.Arch. | MRAIC | ORSA
Partner

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