

630 Montreal Road Planning Rationale

Site Plan Control Application

November 2022





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1 Introduction

WSP Canada Inc. (WSP) was retained by MB Groupe Canada to prepare a Planning Rationale (the “Report”) in support of a Site Plan Control application. The purpose of the Report is to support the development of 630 Montreal Road (“the site”), known as Parts of Lots 3,4, & 5 on Registered Plan 343.

MB Groupe intends to develop a mixed-use, mid-rise, nine-storey (30.1 m) building containing 55 residential units and a 205.6 m² (2,213 ft²) commercial area (the “proposed development”) at 630 Montreal Road. The commercial area would be located on the first storey and the residential units would be located on the first to ninth storeys. The building would be rental in nature and contain a mix of 1- and 2- bedroom units. The building would feature a 174 m² (1,873 ft²) rooftop terrace that would provide communal amenity area for residents. A green roof would also be provided below the rooftop terrace. Private amenity area would be provided by 174 m² (1,873 ft²) of individual balconies for the residential units. Vehicle parking would be provided by an underground parking garage containing 35 parking spaces (28 resident, 4 visitor and 3 commercial). A total of 35 bicycle parking spaces are proposed (31 interior and 4 exterior). Access to the parking garage is proposed to be provided off of Borthwick Avenue.

1.1 Application History

On February 2, 2021, MB Groupe attended a Pre-application meeting with City Staff to discuss the proposed development. On February 26, 2021, a Minor Variance application (City File No. D08-02-20/A00328) was submitted but it was placed on hold. On November 5, 2021, a Site Plan Control application (City File No. D07-12-21-0189) was submitted for a nine-storey residential apartment building containing 57 dwelling units and an underground parking containing 35 parking spaces.

On November 17, 2021, the City of Ottawa issued a letter deeming the Site Plan Control application inadequate due to the absence of required plans and studies. City staff also required inadequacies with the submitted plans and studies to be addressed prior to deeming the application complete.

Since the application was deemed incomplete in November 2021, MB Groupe has retained WSP Canada Inc. (WSP) to act as the new Agent and coordinate the planning approvals on their behalf. This change in Agent is reflected in the updated application form that has been included as part of the submission package. WSP has since worked with MB Groupe and the project team to address the City’s November 17, 2021 comments. Further, WSP and MB Groupe met with City staff on December 23, 2021 and January 17, 2022 to receive further comments on the proposed design. As a result, changes have been made to the site and architectural design.

A total of five (5) Minor Variances will be required to enable the proposed development. The Minor Variance Applications are planned to be submitted following the receipt of the first round of technical comments on the site plan.

1.2 Report Structure

This Report is set up as follows:

- **Section 2** provides a description of the site location and community context;



- **Section 3** provides an explanation of the application history and proposed development;
- **Section 4** outlines the policy and regulatory framework applicable to the site, and provides a planning rationale
- **Section 5** summarizes the planning opinion;
- **Appendix A** contains the proposed site plan

A number of technical studies have been prepared in support of the application and submitted to the City; the supporting studies are available under separate cover.

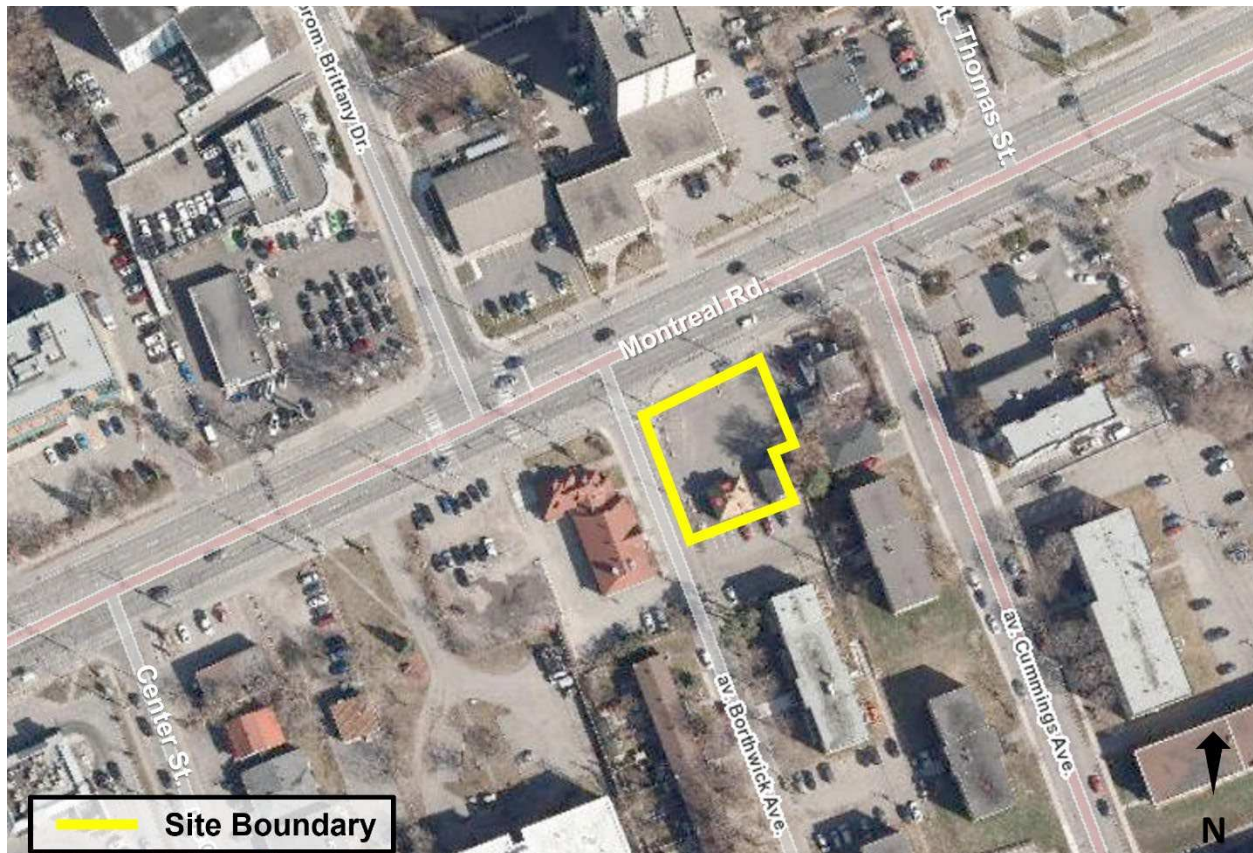
2 Site Location and Community Context

2.1 Site Location

The site is located at 630 Montreal Road and is legally described as Parts of Lots 3,4, & 5 on Registered Plan 343.

The site is south of Montreal Road between Borthwick Ave and Cummings Ave, as shown in **Figure 2-1**. The site has approximately 32 m frontage along Montreal Road and 33 m frontage along Borthwick Ave (a local road running north-south). The site has a total area of approximately 1,034.47 m² (11,134.90 ft²). The site is generally square in shape and is currently accessed via one access from Borthwick Avenue.

Figure 2-1 Site Location (geoOttawa, 2022)





Currently, the site is occupied by a one-storey building and a one-storey garage, as shown in **Figure 2-2** and **Figure 2-3**. There is an existing vehicle access from Borthwick Avenue.

A site visit was conducted on March 30, 2022. Photos contained herein are from WSP, unless otherwise stated.

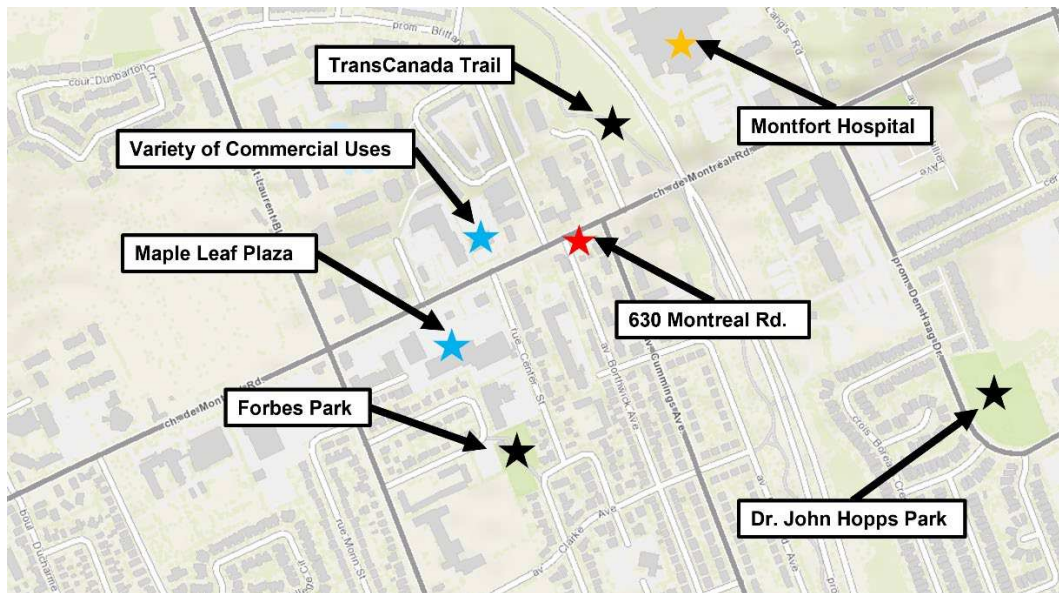
Figure 2-2 Site, looking southwest from Montreal Rd **Figure 2-3 Site, looking east**



2.2 Community Context

The site is located along Montreal Road, in the Forbes neighbourhood, which consists of primarily low density residential uses. Retail and commercial amenities are provided north, east and west of the site along Montreal Road and by the Maple Leaf Plaza east of the site along Montreal Road, as shown in **Figure 2-4**.

Figure 2-4 Community context (geoOttawa, 2022)



A range of neighbourhood parks exist in proximity to the site, including Forbes Park, and Dr. John Hopps Park. To the northeast of the site there is the TransCanada Trail. The proposed development is in close



proximity to transit and existing sidewalks to encourage the use of active transportation and transit. Photos of the surrounding context are shown in **Figure 2-5** to **Figure 2-9**.

Land uses adjacent to the site are as follows:

- **North:** Commercial uses including an insurance agency, a restaurant, and a law office are located north of Montreal Road. The TransCanada Trail and Montfort Hospital are located northwest of the site.
- **South:** Three-storey apartment buildings and two-storey townhouses are located along Borthwick Avenue. Further south of the site is residential uses consisting of one- and two-storey detached dwellings.
- **East:** Commercial uses such as a law office and a gas station are located along Cummings Avenue. Further east on the other side of Aviation Parkway is the headquarters for the Canada Mortgage and Housing Corporation.
- **West:** Maple Leaf Plaza, a commercial shopping area is located west of Borthwick Avenue. The plaza contains a mix of commercial uses, including takeout restaurants, a grocery store and gas station. Commercial uses in the form of a restaurant and a surface parking lot are located west of Borthwick Avenue.

Figure 2-5 Site looking south along Borthwick Avenue



Figure 2-6 Site looking north towards Montreal Road



Figure 2-7 Site looking east along Montreal Road



Figure 2-8 Site looking east along Montreal Road



Figure 2-9 Three-storey apartment buildings south of the site along Borthwick Ave



2.3 Transportation Network

The road network around the site as per Schedule C4 Urban Road Network of the City of Ottawa Official Plan (Council Adopted November 21, 2022, approved by MMAH on November 4, 2022 with modifications) as illustrated in **Figure 2-10**. Montreal Road is identified as an Arterial – Existing and provides the site with access to St. Laurent Boulevard (running north-south) and Aviation Parkway (running north-south) which provide access to the greater Ottawa area. Borthwick Avenue is designated as a Local Road.

There are sidewalks on both sides of Montreal Road and Cummings Avenue.

The site is also well serviced by existing public transit, as illustrated in **Figure 2-11**. Near the site there are five (5) OC Transpo bus routes:

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

The #7, #15 and #20 bus routes connect the site to St. Laurent Station, an intermodal transit station that provides access to Ottawa’s Light Rail Transit (LRT). St. Laurent Station is also connected to the St. Laurent Shopping Centre, a major commercial centre.

Figure 2-10 Schedule C4 Urban Road Network (Excerpt), City of Ottawa Official Plan

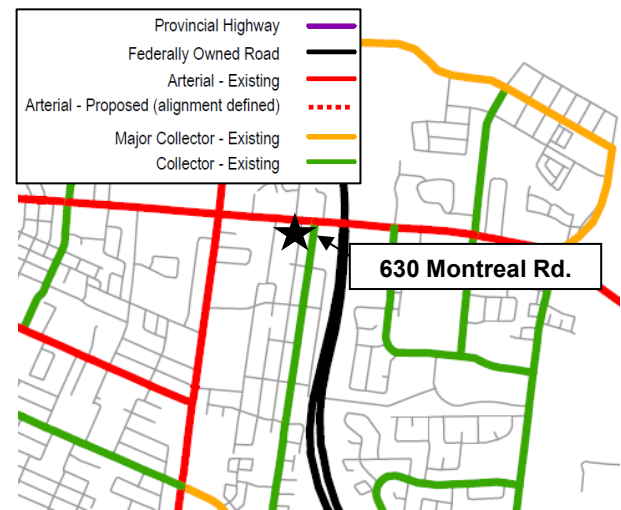


Figure 2-11 OC Transpo Network Map (September 4, 2022)



3 The Proposed Development

The proposed development consists of a mixed-used mid-rise, nine-storey (30.1 m) building containing 55 residential units and a 205.6 m² (2,213 ft²) commercial area. A 3-dimensional rendering of the proposed development is shown in **Figure 3-1**. An excerpt of the proposed site plan is shown in **Figure 3-2** and the full site plan is available in **Appendix A**. The Landscape Plan is shown in **Figure 3-3**. Elevations of the proposed apartment building is provided in **Figure 3-4** to **Figure 3-7**. The existing one-storey building and detached garage would be demolished to accommodate the proposed development. The existing access from Borthwick Avenue would be relocated.

The retail area would be located on the first storey and the 55 residential units would be located on the first to ninth storeys. The building would be rental in nature and contain a mix of 1- and 2-bedroom units. The site would feature a 174 m² (1,873 ft²) rooftop terrace that would provide communal amenity area for residents. A green roof would also be provided below the rooftop terrace. Both the rooftop terrace and green roof have been designed to be oriented towards Montreal Road and away from the abutting low-rise residential development. Private amenity area would be provided by 174 m² (1,873 ft²) in balconies for the units. The massing of the building has been designed with a building height transition from the rear to the front. The building height would be six storeys (20.0 m) at the rear abutting the three-storey apartment buildings before increasing to nine storeys (30.1 m) at the front along Montreal Road.

Vehicle parking would be provided by a two-level underground parking garage containing 35 parking spaces (28 resident, 4 visitor and 3 commercial). A total of 33 resident bicycle parking spaces would be provided (29 below-grade and 4 above-grade). Access to the parking garage is proposed to be provided by a new parking two-way garage ramp off of Borthwick Avenue. The building would be oriented along Montreal Road and Borthwick Avenue. One entrance for residents would be provided from Borthwick



Avenue while two commercial entrances would be off of Montreal Road. A waste receptacle room would be located on the first storey with access from Borthwick Avenue.

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

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

Figure 3-1: 3-D Renderings of a proposed mixed-use building – Looking South from Montreal Road (Yves Lussier Architect, October 27, 2022)





Figure 3-2: 630 Montreal Road – Site Plan (Excerpt) (Yves Lussier Architect, October 27, 2022)

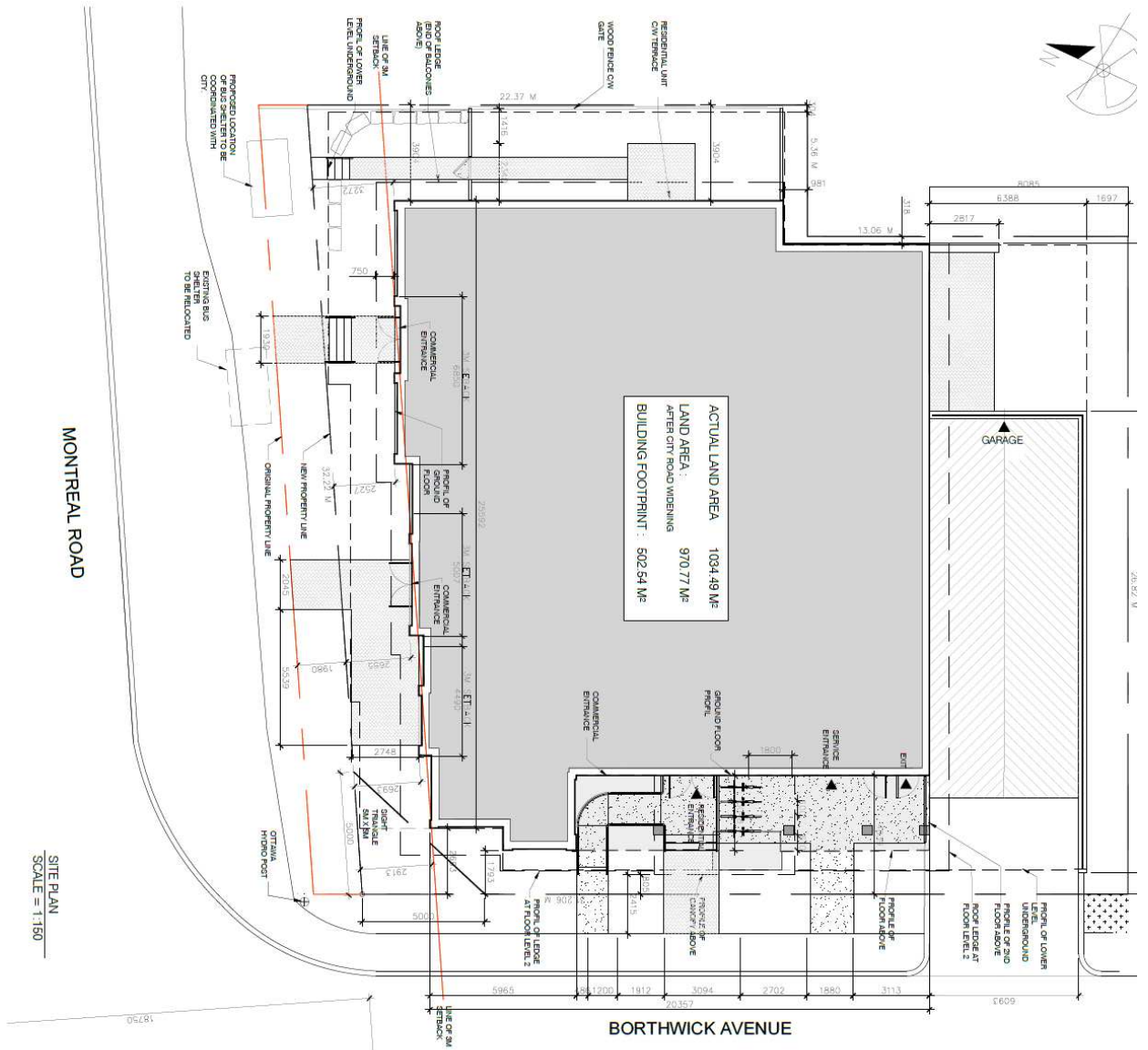




Figure 3-3: 630 Montreal Road – Landscape Plan (Ruland & Associates, October 2022)

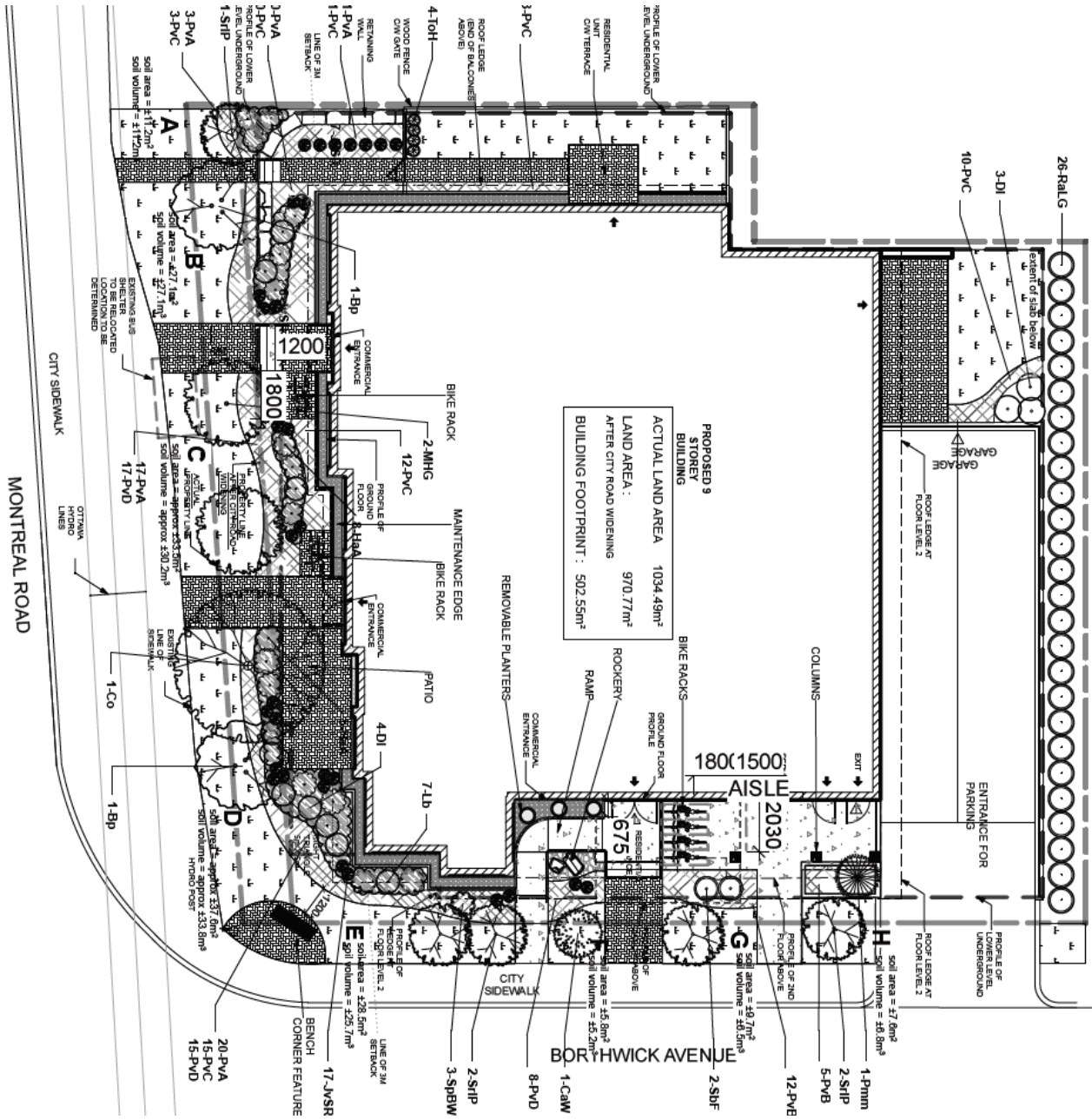




Figure 3-4: Proposed Building Elevation – North Elevation (Yves Lussier Architect, October 27, 2022)

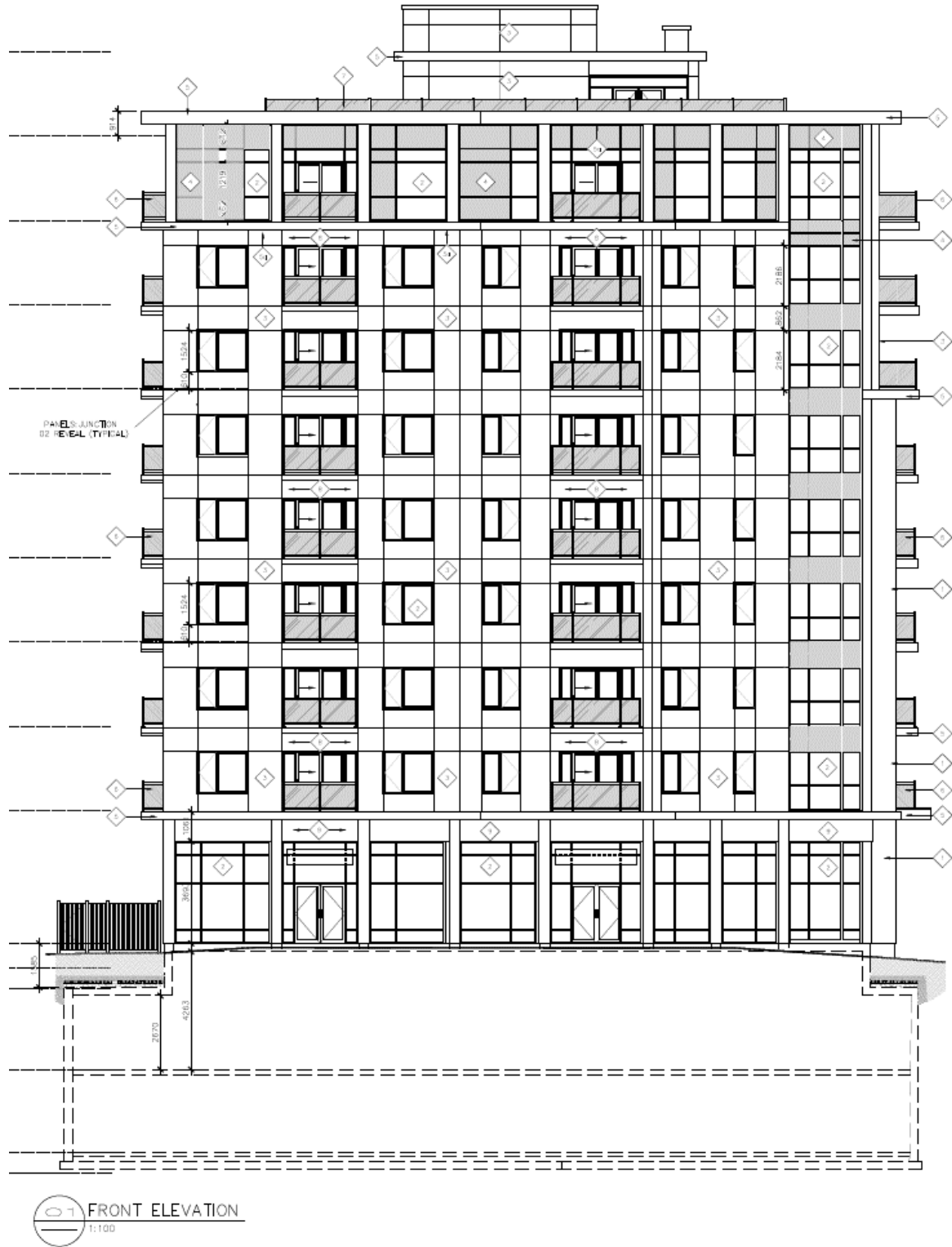
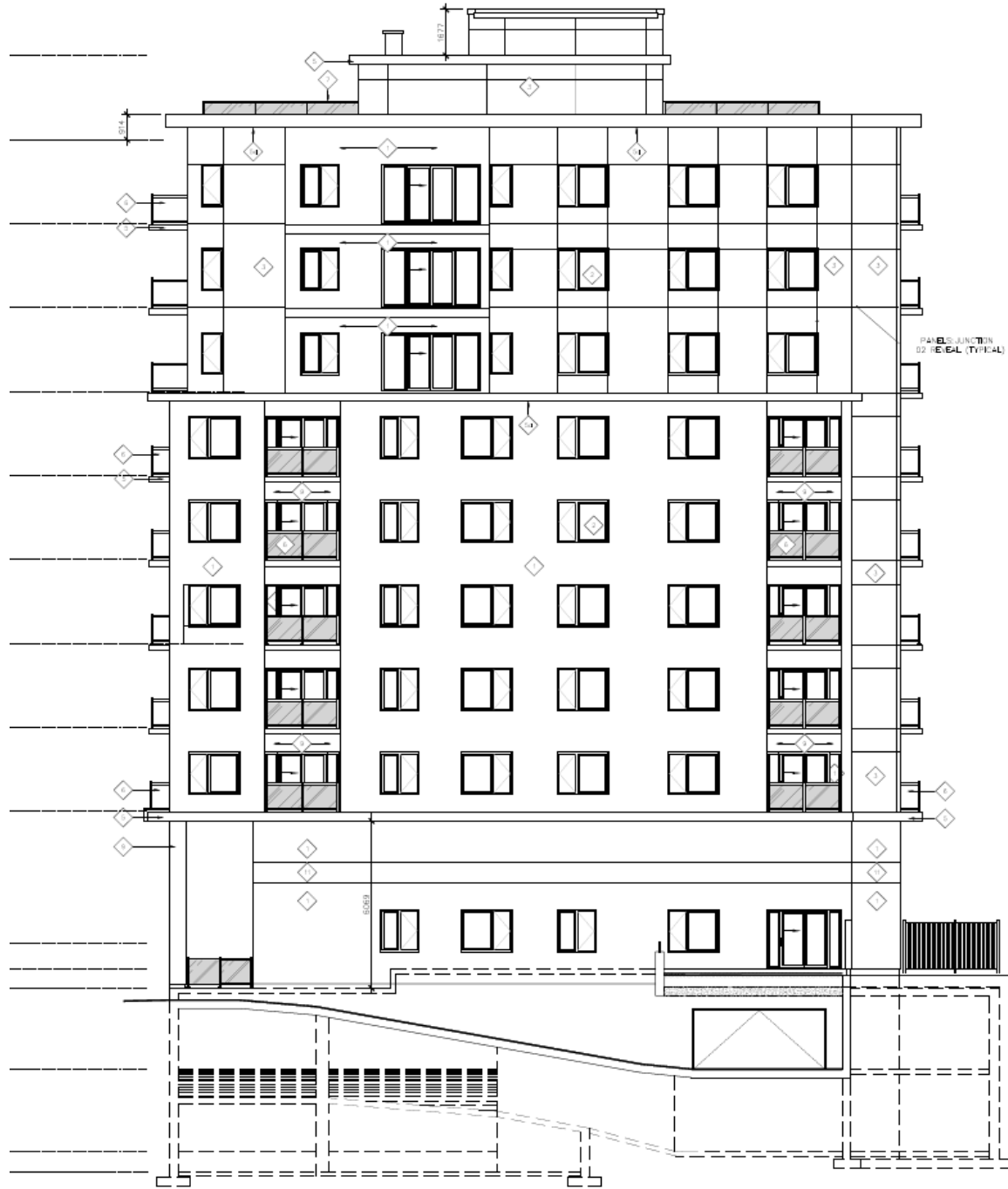




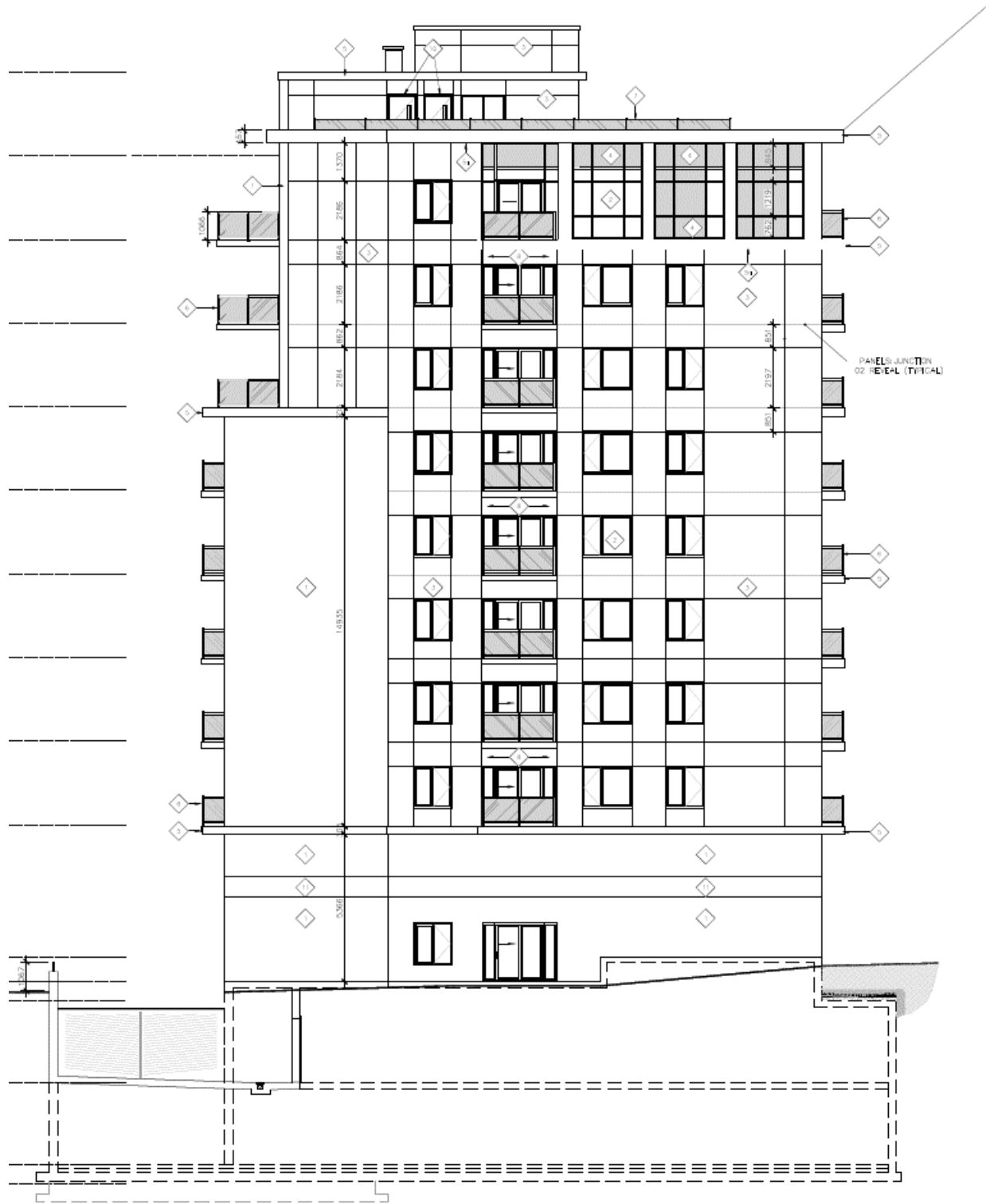
Figure 3-5: Proposed Building Elevation – South Elevation (Yves Lussier Architect, October 27, 2022)



04 REAR ELEVATION
1:100



Figure 3-6: Proposed Building Elevation – East Elevation (Yves Lussier Architect, October 27, 2022)



03 ELEVATION – LATERAL LEFT
1 : 100



Figure 3-7 Proposed Building Elevation – West Elevation (Yves Lussier Architect, October 27, 2022)





4 Policy and Regulatory Framework

This section describes the provincial, and local policy framework that is relevant or applicable to the proposed development of the site.

4.1 Provincial Policy Statement, 2020

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

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

- Promoting cost-effective development patterns which stimulate economic growth;
- Planning for new development to take place in designated growth areas that has a compact form, a mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

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

Policy 1.1.3.1 directs that settlement areas shall be the focus of growth and development. Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

1. efficiently use land and resources;
2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
3. minimize negative impacts to air quality and climate change, and promote energy efficiency;
4. prepare for the impacts of a changing climate;
5. support active transportation;
6. are transit-supportive, where transit is planned, exists or may be developed; [...]

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



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

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

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

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

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

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

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

4.2 City of Ottawa Official Plan (Council November 24, 2021, approved by the Ministry of Municipal Affairs and Housing on November 4, 2022)

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

In the OP, the site is located within the Inner Urban Transect as per Schedule A Transect Areas. It is designated as Corridor - Mainstreet and is subject to the Evolving Neighbourhood Overlay as per Schedule B2 Inner Urban Transect, as shown in **Figure 4-1**.

Figure 4-1 Schedule B-2 Inner Urban Transect (Excerpt), City of Ottawa Official Plan



4.2.1 Strategic Directions

Section 2 of the OP, Strategic Directions, outlines the broad policies that will govern the growth and development of Ottawa over the next 25 years.

Section 2.1 – The Big Policy Moves outlines five broad policy directions to shape Ottawa as a liveable, mid-sized city.

2. Big Policy Move 1: Achieve, by the end of the planning period, more growth by intensification than by greenfield development.
3. Big Policy Move 2: By 2046, the majority of trips in the city will be made by sustainable transportation.
4. Big Policy Move 3: Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.
5. Big Policy Move 4: Embed environmental, climate and health resiliency and energy into the framework of planning policies.
6. Big Policy Move 5: Embed economic development into the framework of planning policies.

Section 2.2 Cross Cutting Issues identifies six policy direction categories that span a range of topics related to achieving the City of Ottawa’s goal of becoming a livable City. The relevant cross-cutting issues are described as follows.



Section 2.2.1 directs residential growth within the built-up urban area towards 15-minute neighbourhoods. This direction supports the creation of 15-minute neighbourhoods by locating daily and weekly needs in proximity to Hubs, Corridors and surrounding Neighbourhoods. Promoting intensification is a key part of achieving this goal. The OP's definition of intensification includes developing a property at a higher density than currently exists through the expansion or conversion of existing buildings. To support the City's intensification goal of 60 per cent by 2046, the City will direct residential intensification to Hubs, Corridors and residential neighbourhoods within a short walking distance of those Hubs and Corridors.

Section 2.2.3 promotes the development of a compact urban form with a mix of land uses and housing options to ensure both energy efficient and sustainable patterns of development are created. The City also supports sustainable site and building design as part of development. Sustainable and resilient design measures, such as supporting the adaptive reuse and retrofit of existing buildings, are to be applied.

Section 2.2.4 is intended to support healthy and inclusive communities through the development of walkable 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities. 15-minute neighbourhoods support cultural expression and community identity as well as ensuring access to goods and services within peoples' communities using active transportation modes.

The proposed development supports the Strategic Directions of the OP by providing mixed-use intensification within the urban area. The proposed development contributes to the development of healthy, inclusive 15-minute neighbourhoods by adding housing options to the neighbourhood that are within walking distance of amenities such as community facilities, grocery stores and transit.

4.2.2 Growth Management Framework

Section 3 of the OP contains the City's Growth Management Framework, which ensures that there are sufficient development opportunities and a range of choices of where to locate growth and how to design it. The Growth Management Framework supports growth that increases sustainable mode shares and uses existing infrastructure efficiently while reducing greenhouse gas emissions.

Growth is to be concentrated within the urban area with a majority of residential growth to occur in the built-up area through intensification. The intent of the Growth Management Framework policies is:

- a) "To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;
- b) To provide a transportation network that prioritizes sustainable modes over private vehicles, based on the opportunities for mode shifts presented by each transect area context;
- c) To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;
- d) To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and
- e) To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.



Table 3a in Section 3.2 contains a target residential density range for Mainstreet Corridors. Mainstreet Corridors have a residential density target of 120 dwellings per net hectare. The proposed development would have a residential density of approximately 567 dwelling units per net hectare (55 units / 0.097 ha). The proposed residential density exceeds the target residential density and therefore conforms with the density targets of the OP.

Table 3b also contains minimum requirements for large-household dwellings in the Neighbourhood designation, however, the intention of the proposed development is to serve as housing space for individuals and not large households.

The proposed development conforms with the Growth Management Framework policies by serving as residential intensification within the urban area where municipal services already exist. The target residential density target for Mainstreet Corridors will be met.

4.2.3 Transect Policy Area

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

The goals of the Inner Urban Transect designation include establishing an urban pattern of built form, site design and mix of uses. Prioritizing walking, cycling and transit within, and to and from, the Inner Urban Transect.

Lands designated as Corridor – Mainstreet in the Inner Urban Transect have a minimum building height of 2 storeys and a maximum building height of 40 storeys.

The proposed development conforms to the Inner Urban Transect policies as its built form positively contributes to the existing mature neighbourhood.

The provision of the underground parking garage will encourage the use of active transportation and transit to go to and from the site. The proposed building height of nine storeys conforms with the minimum and maximum building height requirements, the mix of residential and commercial uses contributes positively to the Mainstreet Corridor permitted uses.

4.2.4 Land Use Designation

In the OP, the site is designated as Corridor Mainstreet. The Corridor Mainstreet designation permits a range of residential and non-residential built forms with a higher density than the adjacent Neighbourhoods designation.

Low to high rise building heights are permitted in the Corridor Mainstreet designation. Section 13 of the OP defines low-rise buildings as up to and including 4 storeys, and high-rise buildings 10 to 40 storeys.

The OP supports development of buildings that locate the maximum permitted building heights and highest densities close to the Corridor (Policy 6.2.1(2)).

Furthermore, the Corridor – Mainstreet designation supports mixed-uses including residential, office and commercial uses (Policy 6.2.1(3)).



The proposed residential building with commercial space on the ground floor conforms to the mixed-use permissions of the OP. The proposed nine-storey apartment building will not exceed the maximum permitted building height of 40 storeys and is adjacent to the Corridor Mainstreet (Montreal Road). The proposed development conforms to the policies of the Official Plan.

The proposed development conforms to the policies of the Official Plan policies including Strategic Directions, Growth Management, Transect Areas, Compatibility, and Land Designation policies.

4.2.5 Road Classification and Rights-of-Way

As per Section 4.1.7 of the OP, the City may acquire land for rights of way or the widening of rights of way through conditions of approval for a plan of subdivision, severance (severed and retained parcels), site plan or a plan of condominium.

Schedule C16, Table 1 of the OP sets forth the ROW widths that the City may require. Table 1 contains specific ROW protection requirements for arterial streets.

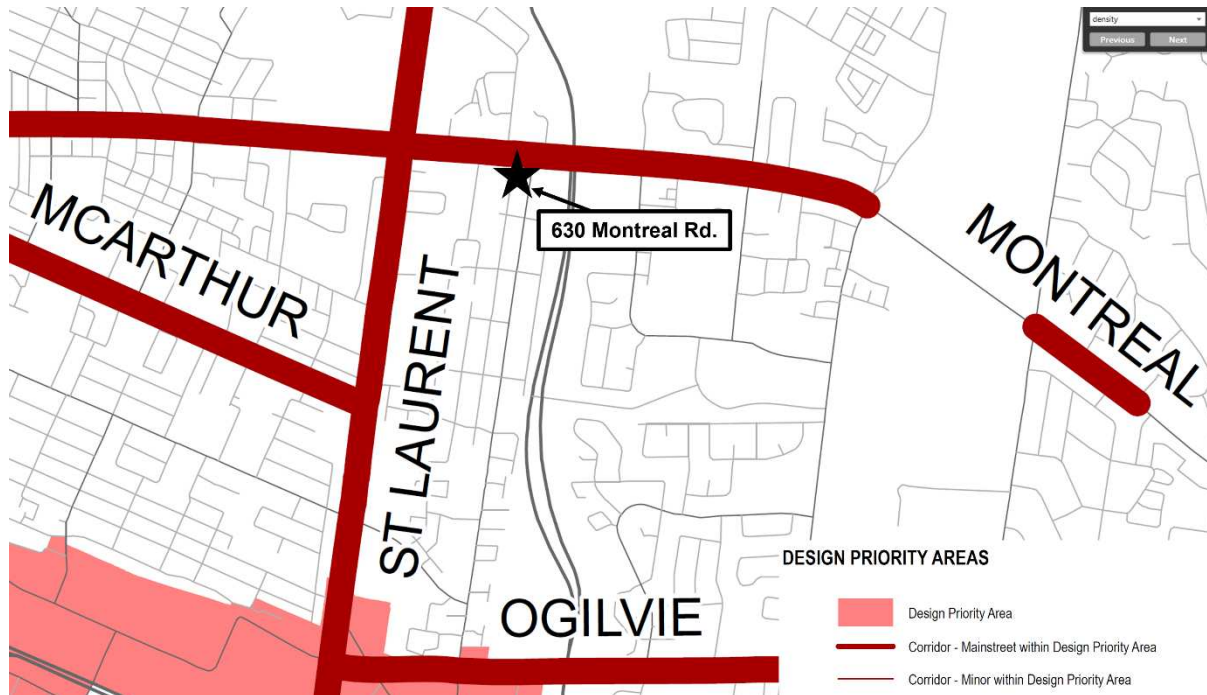
Montreal Road is classified as an Arterial Street and has a ROW requirement of 37.5 m and greater at the site location.

The OP has an existing right-of-way protection requirement of 37.5 m for Montreal Road. The proposed development has accounted for the Right-of-Way (ROW) protection.

4.2.6 Design Priority Area

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

Figure 4-2 Schedule C7-A Design Priority Areas - Urban - City of Ottawa Official Plan (Excerpt)





Section 2.5.1 recognizes Design Priority Areas. Development applications for lands within Design Priority Areas are required to participate in the Urban Design Review Panel (UDRP) where they are subject to enhanced urban design review. The site is designated as a Corridor – Mainstreet with Design Priority Area in the OP by Schedule C7-A, as shown in **Figure 4-2**. Mainstreet Corridors are identified by Table 5 of the OP as Tier 2 DPAs that are of national and regional importance to defining Ottawa’s image. They are intended to support moderate pedestrian volumes and are characterized by their regional attractions related to leisure, entertainment, nature and culture.

A Design Brief (Yves Lussier Architects, November 11, 2022) has been submitted under a separate cover which addresses how the proposed design meets the City’s design criteria.

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

5.1.1 Zoning Provisions

The site is zoned AM10[2199] according to geoOttawa mapping.

The general purpose of the AM10[2199] Zone is to:

- allow a wide mix of residential building forms ranging townhouses to mid rise apartment dwellings;
- allow a mix of non residential uses including community service uses, retail, institutional and public uses, and,
- permit ancillary uses to the principal residential use to allow residents to work at home;
- regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, arterial main street and neighbourhood character is maintained or enhanced.

The AM10 Zone generally permits a range of service, commercial, public and institutional uses, and residential building types, including apartment buildings. Subzone 10 contains special setback and building height requirements. Urban Exception [2199] requires that an automobile dealership have a minimum lot area of 1,500 m².

Based on the site plan prepared by Denommee Architects., dated October 27, 2022, **Table 5-1** provides a detailed compliance analysis of how the proposed development meets the Zoning By-law provisions for the AM10[2199] Zone. **Five (5) minor variances (the building height setbacks, interior side yard and building frontage, and parking aisle width along the corner side yard) are anticipated to accommodate the proposed development.**

Figure 5-1 Site Zoning, City of Ottawa Zoning By-law (via geoOttawa, 2022)

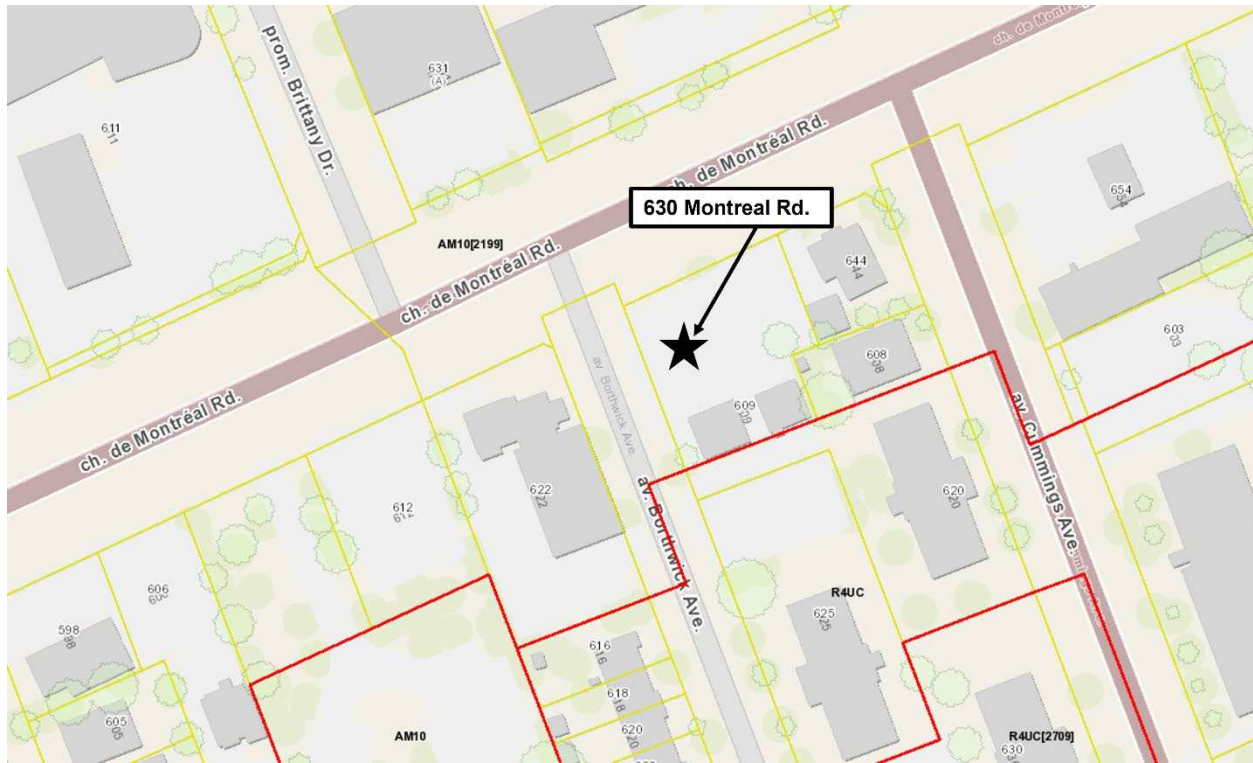


Table 5-1 Zoning Compliance for Arterial Mainstreet Zone, Subzone 10

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)	
Minimum lot width – Sec. 185, Table 185 (II)	No minimum	N/A	Yes – 32.22 m	
Minimum lot area – Sec. 185, Table 185 (II)	No minimum	N/A	Yes – 970.77 m ²	
Maximum building height – Sec.185(10)(j)	(ii) in any area up to and including 20 metres from a property line abutting a R4 residential zone	15 m	N/A	No – 30.1 m
	(iii) in any area over 20 metres and up to 30 metres from a property line abutting a R4 zone	20 m	N/A	No – 30.1 m
	(iv) in any area : 1. Outside of the areas identified in (i) through (iii)	15 m	N/A	No – 30.1 m



Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum building height for any portion of a building within 10 metres of a front lot line – Sec. 185(10)(e)	(ii) 7.5 metres and must contain at least two storeys	N/A	Yes – 30.1 m, 9 storeys
Minimum front yard setback – Sec. 185(10)(b)	0 m	N/A	Yes – 2.53 m
Minimum interior side yard setback – Sec. 185 (10)(c)	i. First 20 metres from the street: 3.0 m	N/A	Yes – 3.9 m
	ii. Beyond 20 metres from the street: 7.5 m	N/A	No – 0.32 m
Minimum rear yard setback – Sec. 185 (10)(d)	i. Any building wall within 20 metres of a lot line abutting a public street: 3.0 m		Yes – 8.1 m
	ii. All other cases: 7.5 m		Yes – 8.1 m
Minimum corner side yard setback – Sec. 185(10)(b)	0 m	N/A	Yes – 1.8 m
Minimum frontage along the front yard occupied by building walls – Sec. 185(10)(b)	Within 3.0 m of Non-residential and Mixed-use Buildings: 50%	Front yard frontage (Montreal Road): 32.2 m x 50% = 16.1 m	Yes – 80% (25.6 m / 32.2 m)
Minimum frontage along the corner side yard occupied by building walls – Sec. 185(10)(b)	Within 3.0 m of Non-residential and Mixed-use Buildings: 50%	Corner side yard frontage (Borthwick Avenue): 33.2 m x 50% = 16.6 m	Yes – 61% (20.4 m / 33.2 m)
Minimum ground floor height for any portion of a building within 10 metres of a front lot line – Sec. 185 (10)(e)	i. Non-residential or mixed-use building: 4.5 m	N/A	Yes – 4.8 m
Minimum number of active entrances on the ground floor of a building located within 4.5 m of the front lot line or corner side lot line	ii. Residential use building: one active entrance	N/A	Yes – A residential access is proposed off of Borthwick Ave

5.1.2 Parking Provisions

The site is within Area X on Zoning By-law Schedule 1A, as illustrated in **Figure 5-2**.

Figure 5-2 Areas for Minimum Parking Space Requirements, City of Ottawa Zoning By-law (via geoOttawa, 2022)



The requirements of the Zoning By-law as they pertain to the proposed development have been identified in **Table 5-2**.

Table 5-2 Parking and Loading Space Provisions

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum parking space rate for Area X – Sec. 102, Table 101, dwelling, mid-high-rise apartment	0.5 per dwelling unit No parking spaces required for the first 12 units – Sec. 101(4)(b)	55 units minus 12 units = 43 units 43 units x 0.5 = 21.5 (22) parking spaces	Yes – 28 parking spaces
Minimum visitor parking space rate for Area X, apartment dwelling low or mid-high-rise apartment – Sec. 102, Table 102 (iii) No visitor parking required for the first 12 units on a lot within areas X, Y, Z and B – Sec. 102(2)	0.1 per dwelling unit	55 units minus no parking for first 12 spaces = 43 units 42 x 0.1 = 4.2 (4) spaces	Yes – 4 spaces
Minimum parking space rate for Area X, retail store - Sec. 102, Table 102	1.25 per 100 m ² of gross floor area	206.5 m ² / 100 m ² x 1.25 = 2.6 (3 spaces)	Yes – 3 spaces



Zoning Provision		Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum barrier-free parking spaces – Sec. 111(2), Ottawa Traffic and Parking By-law 2017-301		Capacity of Public Parking Area: 1-19 spaces – 0spaces	N/A	Yes – 0 spaces
Dimension requirements for a motor vehicle parking space – Sec. 106(1)	(a) Width	Minimum width of 2.6 m; maximum width of 3.1 m	N/A	Yes – 2.6 m
	(b) Length	Minimum length of 5.2 m	N/A	Yes – 5.3 m
Maximum number of reduced size motor vehicle parking spaces – Sec. 106(3)	(a) up to 40% of the required and provided parking spaces may be reduced to a minimum width of 2.4 metres and a minimum length of 4.6 metres		29 parking spaces x 0.4 = 11.6 (12) parking spaces	Yes – 2 spaces
Minimum number of bicycle parking spaces for apartment building, mid-rise – Sec. 111(2), Table 111A(b)(i)		0.50 per dwelling unit	55 units x 0.50 = 27.5 (28) spaces	Yes - 33 bicycle parking spaces
Minimum bicycle parking space dimensions – Sec. 111, Table 111B	(a) Horizontal	Width: 0.6 m Length: 1.8 m	N/A	Yes – 0.6 m Yes – 1.8 m
Maximum number of bicycle parking spaces in the landscaped area – Sec. 111 (7)		50% of the required bicycle parking spaces or 15 spaces, whichever is greater	28 spaces x 50% = 14 spaces	Yes – 4 spaces
Minimum width of driveway providing access to a parking lot – Sec. 107(1)(a)		6.0 m for a double traffic lane	N/A	Yes – 6.09 m
Minimum aisle width – Sec. 107, Table 107		6.7 m for angle of parking that is 90 degrees	N/A	No – 6.1 m

Table 5-3: Amenity Area Provisions

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum required amenity area Apartment Building, mid-high rise	Total Amenity Area: 6m ² per dwelling unit, and 10% of the gross floor area of each rooming unit.	Total Amenity Area: 55 units x 6 m ² per dwelling unit = 330 m ²	Yes – Total Amenity Area: 348 m ² (Private: 174 m ² + Public – 174 m ²)

			Private Amenity (balconies) = 55 units = 174 m ²
			Communal Amenity (Rooftop Terrace) = 174 m ²
	Communal Amenity Area: A minimum of 50% of the required total amenity area	Communal Amenity Area: 50% x 330 m ² = 165 m ²	Yes – 174 m ²
	Layout of Amenity Area: Aggregated into areas up to 54m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ²	N/A	Yes – 174 m ²

Table 5-4: Provisions for Permitted Projections Above Height Limit / into Required Yards

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

In conclusion a total of five (5) Minor Variances are required to enable the proposed development:

1. A maximum building height of 30.1 m in any area up to and including 20 m from a property line abutting a R4 residential zone, whereas the Zoning By-law permits a maximum height of 15 m;



2. A maximum building height of 30.1 m in any area over 20 m and up to 30 m from a property line abutting a R4 residential zone, whereas the Zoning By-law permits a maximum height of 20 m;
3. A maximum building height of 30.1 m in any area outside of 30 m from a property line abutting a R4 residential zone, whereas the Zoning By-law permits a maximum height of 15 m;
4. A reduced interior side yard setback of 0.32 m beyond 20 metres from the street whereas the Zoning By-law requires a minimum interior side yard setback of 7.5 m from the street; and
5. A minimum aisle width of 6.1 m for parking that is at a 90 degree angle.

The Minor Variance Applications are planned to be submitted following the receipt of the first round of technical comments on the site plan.

6 Summary of Opinion

It is the professional opinion of WSP that the proposed nine-storey apartment building containing 55 residential units and ground floor commercial space at 630 Montreal Road represents good land use planning and is appropriate for the site for the following reasons:

- a) The proposed development supports and is consistent with the 2020 Provincial Policy Statement.
- b) The proposed development conforms to the strategic directions and policies of the Official Plan by supporting that contributes to the creation of 15-minute neighbourhoods, is transit supportive and expands housing options.
- c) The proposed development complies with the general intent and purpose of the Zoning By-law.

In conclusion, the Site Plan Control approval being sought to support the proposed development at 630 Montreal Road represents good planning and is in the public interest.

Please feel free to contact us at Nadia.De-Santi@wsp.com or 613-690-1114 if you have any questions or require additional information.

Yours truly,

WSP

Nadia De Santi, MCIP, RPP
Practice Lead

APPENDIX

A Site Plan