
Montreal Road District Secondary Plan

[Amendment #127, October 9, 2013]

1.0 General Policies

The following policies are applicable to the Montreal Road District as set out in Schedule 1.

1.1 District Objectives

The objective of this Plan is to guide the development of the Montreal Road District. The District has been separated into three Sectors: the West, Central and East Sectors. This District also identifies four Major Intersections. The boundaries of each Sector and the Major Intersections are identified on Schedule 1 - Montreal Road District Land Use Plan.

Montreal Road and McArthur Avenue are designated Traditional Mainstreets, St. Laurent Boulevard is designated Arterial Mainstreet and the Vanier Parkway is designated a Scenic Entry Route in the Official Plan.

The following sections contain site specific policies for the Sectors and for the Major Intersections.

1.1.1. The Main Goals for the District are to:

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

1.1.2 Policies for the District:

The following policies apply throughout the District:

1. The goals for the District will be achieved through the development application process, the provision of funds collected under Section 37 of the *Planning Act* in accordance with the City's guidelines and the completion of any City capital projects.
2. In addition to the policies of this Plan, there may be reference to specific policies in the Official Plan. All development and redevelopment will meet all of the applicable policies of Volume 1 of the City's Official Plan, whether or not the policies are referenced in this Plan.
3. In the case of corner lots where two separate sections of this Plan apply, the policies of both sections are applicable.
4. The Right-of-Way protection in Annex 1, Road Classification and Rights-of-Way Protection, of the Official Plan will be used to improve pedestrian, cycling and transit facilities through the development process.
5. New automobile body shops, automobile dealerships, automobile rental establishments, automobile service stations, gas bars or surface parking lots will not be permitted in the District.
6. The gateways identified in this Plan are unique sites and are able to accommodate significant mixed-use and residential intensification. Development or redevelopment of gateway sites will be distinctively different than any other development within the Sector.
7. Through the design of the site, development and redevelopment in the vicinity of transit stops will consider the connection to transit stops and reduce conflicts between vehicular access and transit-only lanes. Improvements to transit stops including new accessible bus shelters may also be required during the development application process.

8. New bus shelters may be incorporated into the design of new buildings subject to the review and approval of all applicable agencies.
9. Development and redevelopment on lots with frontage along Montreal Road, North River Road, McArthur Avenue and the Vanier Parkway will have building setbacks that provide a minimum width of 5.0 metres for sidewalks and related boulevards, which may include a combination of private and public property. For sidewalks located on private property, an easement and maintenance and liability agreement may be required subject to the City's discretion. The design of the sidewalk located on private property will adhere to current City standards.
10. The City will place priority on improving cycling facilities to ensure greater safety for cyclists within the Montreal Road, McArthur Road, North River Road and the Vanier Parkway right-of-ways in accordance with the Official Plan and the Transportation Master Plan.
11. Development and redevelopment will include streetscaping and the preservation of street trees. No net loss of street trees will occur and additional streetscaping elements such as benches and planters are encouraged.
12. Any large format retail uses will be designed in an urban multi-storey, street related form with direct pedestrian access to each street on which the lot fronts.
13. To maintain a consistent Traditional Mainstreet building form fronting on Montreal Road and McArthur Avenue, the maximum building height along the Traditional Mainstreets will be six storeys, unless otherwise specified in this Plan.
14. For lots with:
 - o frontage on a Traditional Mainstreet; and
 - o a lot depth greater than 30 metres; and
 - o a minimum lot area of 1200 m².building height up to a maximum of seven storeys may be permitted provided the design of the site meets the following criteria:
 - a. Include a maximum six storey building height along the Traditional Mainstreet.
 - b. Provide for adequate setbacks and built form transition to adjacent low-rise residential uses including:
 - i. maintaining the provisions for incremental changes in building height from the rear lot line as contained in the TM Zone;
 - ii. maintaining the minimum interior side yard setback provisions as contained in the TM Zone.
 - c. Address shadowing impacts and overlook onto residential areas.
15. For lots with:
 - o frontage on a Traditional Mainstreet; and
 - o a minimum lot depth of 30 metres; and
 - o a minimum lot area 0.5 habuilding height up to a maximum of nine storeys may be permitted provided the design of the site meets the following criteria:
 - a. Include a maximum six storey building height along the Traditional Mainstreet.
 - b. Provide for adequate setbacks and built form transition to adjacent low-rise residential and institutional uses including:
 - i. maintaining the provisions for incremental changes in building height from the rear lot line as contained in the TM Zone;
 - ii. maintaining the minimum interior side yard setback provisions as contained in the TM Zone;
 - iii. providing incremental changes in building height for any interior lot line which begins at the maximum building height permitted in the abutting zone, or other similar building design techniques.
 - c. Address shadowing impacts and overlook onto residential and institutional areas by orienting high-rise buildings away from low-rise uses.
16. For lots with:
 - o frontage on a Traditional Mainstreet; and
 - o a lot area greater than 0.5 ha; and
 - o a minimum lot depth of 100 metres

building heights up to a maximum of 12 storeys may be permitted, provided that the design of the site meets the following criteria:

- a. Include a maximum six storey building height along the Traditional Mainstreet.
- b. Provide for adequate setbacks and built form transition to adjacent low-rise residential and institutional uses including:
 - i. maintaining the provisions for incremental changes in building height from the rear lot line as contained in the TM Zone;
 - ii. maintaining the minimum interior side yard setback provisions as contained in the TM Zone;
 - iii. providing incremental changes in building height for any interior lot line which begins at the maximum building height permitted in the abutting zone, or other similar building design techniques.
- c. Address shadowing impacts and overlook onto residential and institutional areas by orienting high-rise buildings away from low-rise uses.

1.2 Major Intersections

The primary goal for the Major Intersection policies is to improve pedestrian and cycling crossings. These intersections serve as important links between each Sector as well as linkages to other neighbourhoods and commercial areas within the city.

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

Major Intersection Two is the intersection of a Traditional Mainstreet (McArthur Avenue) and a Scenic Entry Route (Vanier Parkway). It is an important link between the commercial uses on McArthur Avenue west of the Vanier Parkway and the residential areas on the east side of the Vanier Parkway.

Major Intersection Three is the intersection of a Traditional Mainstreet (Montreal Road) and a Scenic Entry Route (the Vanier Parkway) and is the beginning of the historic downtown core of the former City of Vanier.

Major Intersection Four is the intersection of a Traditional Mainstreet (Montreal Road) and an Arterial Mainstreet (St. Laurent Boulevard). It is an important link between the District and the commercial uses on the east side of St. Laurent Boulevard.

The following policy applies to all Major Intersections identified in this Secondary Plan:

1. Design changes to the intersection will:
 - a. Prioritize pedestrians and cyclists by providing enhanced crossings and improve safety in accordance with the Official Plan and Transportation Master Plan.
 - b. Improve connections to transit stops.
 - c. Include design techniques that reduce pedestrian crossing distances.

1.3 West Sector

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

The following policies apply:

1. For lots with:
 - o frontage on a Traditional Mainstreet; and

- a minimum lot area of 1.0 ha.
building height up to a maximum of 14 storeys may be permitted provided the criteria in Policy 3 below is met.
- 2. For lots with:
 - frontage on a Traditional Mainstreet; and
 - a minimum 100 metres of frontage on the Vanier Parkway; and
 - a minimum lot area 1.0 ha
building height up to a maximum of 18 storeys may be permitted provided that the following criteria are met:
 - a. The criteria in Policy 3 below.
 - b. All high-rise buildings will have a limited floor plate and minimum separation distances of 20 metres between high-rise buildings to address the impacts on shadowing, the micro-climate and public views. For those high-rise buildings with a podium or base, the minimum separation distance is required between the tower portions of the high-rise buildings. All high-rise buildings are oriented towards either the Traditional Mainstreet or the Vanier Parkway.
 - c. The design of the site will include setbacks from adjacent low-rise uses.
- 3. The design of the site will:
 - a. Include a maximum six storey building height along the Traditional Mainstreet. For high-rise buildings a maximum six storey podium height will be permitted along the Traditional Mainstreet.
 - b. Provide for adequate setbacks and built form transition to adjacent low-rise residential and institutional uses including:
 - i. maintaining the provisions for incremental changes in building height for the first six storeys from the rear lot line as contained in the TM Zone.
 - ii. maintaining the minimum interior side yard setback provisions as contained in the TM Zone.
 - iii. providing incremental changes in building height which begins at the maximum building height permitted in the abutting zone, or other similar building design techniques.
 - c. Address shadowing impacts and overlook onto residential and institutional areas by orienting high-rise buildings away from low-rise uses.

1.3.1 West Gateway

The boundaries of the West Gateway are identified on Schedule 1. This is the gateway to the District from the west with a strategic view to and from the Cummings Bridge. This gateway has potential for residential intensification and mixed-use development. The gateway also serves as the linkage between the District and the west side of the Rideau River.

The following policies apply to these lots:

Policies

1. New buildings will frame the green space and the Rideau River on the west side of North River Road.
2. Development and redevelopment will be sensitive to the low-rise residential area to the north including reducing shadowing impacts.
3. New buildings that face Montreal Road, North River Road or Montgomery Street will have window and door entrances that will occupy at least 50% of the building facades. Blank facades facing any street will not be permitted.
4. New buildings at the corners of the site will face, front and functionally relate to all streets and continue the principle facade around the corner.
5. New buildings greater than six storeys will be permitted fronting onto Montreal Road or North River Road with a maximum podium height of six storeys.
6. New buildings that front onto Montreal Road will have a minimum building height of two storeys.
7. New high-rise buildings 18 storeys or greater will have a maximum floor plate of approximately 800 m² and will have a minimum separation distance between high-rise buildings of 20 metres. For those

high-rise buildings with a podium or base, the minimum separation distance is required between the tower portions of the high-rise buildings.

8. New high-rise buildings less than 18 storeys will have a limited floor plate and have sufficient separation distances from other high-rise buildings to address the impacts on shadowing, the micro-climate and public views.
9. The design of the site will include public art reflecting the history of the District and a publicly accessible gathering area for public functions.
10. Building heights up to a maximum of 28 storeys will be permitted subject to an overall master concept plan which will be implemented through the development application process. The master concept plan shall be prepared by the applicant and will include:
 - a. A concept plan of the site including the location and massing of all buildings with related elevations, open space areas, sidewalks and walkways, vehicular accesses and parking;
 - b. An analysis of multi-modal accesses within the site and between the site and abutting streets;
 - c. Improvements to Major Intersection One in accordance with Section 1.2 of this Plan;
 - d. Improved connections to the green space on the east side of North River Road;
 - e. A view analysis of the proposed buildings from key viewpoints including the Cummings Bridge;
 - f. The phasing of development.

1.3.2 North River Road

North River Road is an important connection between Montreal Road and McArthur Avenue and to the Rideau River on the west side of North River Road. Most lots that have frontage on North River Road also have frontage on another street. This provides opportunities to direct vehicular traffic to other streets to create uninterrupted pedestrian connections along the east side of North River Road.

The following policies apply to lots with frontage on North River Road:

Policies

1. Development and redevelopment will include improvements to pedestrian and cycling connections to the multi-use pathways along the west side of North River Road.
2. New buildings will provide direct pedestrian access to North River Road with a building format which defines the street edge.
3. New buildings will have window and door entrances that face North River Road and will occupy at least 50% of the building facade adjacent to North River Road. Blank facades facing North River Road will not be permitted.
4. No new vehicular accesses will be permitted along North River Road unless the lot does not have frontage on another street.

1.3.3 McArthur Avenue

The south side of McArthur Avenue is generally comprised of smaller lots where conversions of residential dwellings to commercial or office uses have occurred. Along the north side of McArthur Avenue, the lots are generally larger in size and contain a variety of office, residential and commercial uses.

The following policy applies to lots with frontage on McArthur Avenue:

Policy

1. Development and redevelopment will reduce the number of vehicular accesses and will relocate these accesses to improve pedestrian connections and safety. No net increase to the number of vehicular accesses will be permitted on McArthur Avenue.

1.3.4 Interior of the West Sector

The boundaries of the Interior of the West Sector are delineated on Schedule 1 of this Plan. This area consists of a mix of lot sizes, land uses and building types. The proximity to the Traditional Mainstreets provides opportunities to redevelop lots to non-residential uses that are compatible with residential uses.

The north portion of Montgomery Street contains commercial and institutional uses which provide a transition from the commercial area of Montreal Road to the residential area of the interior portion of the West Sector. Palace Street has a very narrow right of way. With a direct connection to Montreal Road, the uses on Palace Street have the opportunity to evolve into a mix of uses. The following policies apply to the Interior of the West Sector:

Policies

1. The Zoning By-law will permit a mix of uses which provide opportunities for compatible non-residential uses and the retention of low-rise residential uses.
2. If a number of lots with frontage on Palace Street are consolidated for development or redevelopment purposes a maximum four storey building height fronting onto Palace Street will be permitted.
3. Development or redevelopment will provide building transitions from low-rise residential uses and include site and building design techniques that reduce shadowing and overlook onto residential uses.

1.3.5 Vanier Parkway

The Vanier Parkway is a Scenic Entry Route in the City's Official Plan. Schedule 1 of this Plan illustrates a proposed connection to the Vanier Parkway in alignment with Jeanne Mance Street on the east side of the Vanier Parkway. This proposed connection can be a private access to the property at 112 Montreal Road or a public road. The location of the access is flexible however the intent of the connection is to provide a mid-block connection from the Vanier Parkway to the Interior of the West Sector. The Vanier Parkway Agreement of 1974 and associated restrictive covenant between the National Capital Commission and the City governs all new accesses to the Vanier Parkway.

The Vanier Parkway has an existing vegetative buffer and the priorities are the preservation and enhancement of this buffer and providing pedestrian connections to the Vanier Parkway.

The following policies apply to those lots which have frontage on the Vanier Parkway:

Policies

1. New non-residential use buildings, mixed-use buildings or mid- to high-rise residential use buildings will provide direct pedestrian access to Vanier Parkway.
2. Development or redevelopment will include enhanced streetscaping and the preservation of the existing vegetative buffer. Any reduction of the vegetative buffer along the Vanier Parkway for specific site design requirements or to increase pedestrian access to the Parkway will be at the City's discretion.
3. Development or redevelopment will include public art that reflects the historic route of the Vanier Parkway or the history of the former City of Vanier.
4. Development or redevelopment of the site at 112 Montreal Road will include a publicly accessible pedestrian walkway from the Vanier Parkway to Palace Street.

1.4 Central Sector

The geographic boundaries of the Central Sector are identified on Schedule 1. The primary role of the Central Sector is as the historic downtown core of the former City of Vanier. The scale and intensity of development in this Sector is less than in the other two Sectors.

1.4.1 Montreal Road

The area of the Central Sector along Montreal Road has historically been referred to as the French Quarter and its role has been to act as the focal point of the cultural identity of the former City of Vanier. Public art, street furniture and infrastructure, and contemporary interpretation through building design are some elements that can be used to reflect the French Quarter's history.

The following policy applies to those lots with frontage on Montreal Road:

Policy:

1. Development and redevelopment will include building, site design and streetscaping elements which acknowledge the history of the French Quarter.

1.4.2 Vanier Parkway

The lots which front onto the Vanier Parkway on the east side are generally large lots which contain high-rise residential or office buildings. Many of these existing sites do not have direct pedestrian access to the Vanier Parkway. The following policy applies to lots with frontage on the Vanier Parkway:

Policy:

1. The policies of Section 1.3.5 of this Plan apply.

1.4.3 Marier Street

Marier Street is a unique street within the District as it is a local street which provides a direct connection to Beechwood Avenue, which is a Traditional Mainstreet. The uses along Marier Street have evolved over time from a primarily residential street to one with a mix of both residential and non-residential uses.

The following policy applies to lots with frontage on Marier Street:

Policy:

1. The Zoning By-law will permit a mix of compatible non-residential uses and low-rise residential uses which maintains the streetscape character.

1.5 East Sector

The East Sector is the entryway to the District from the commercial area east of St. Laurent Boulevard. This Sector is comprised of generally larger lots than the West and Central Sectors with a mix of low to high-rise residential buildings and low-rise commercial buildings.

There are also many large lots with institutional uses including the Notre Dame cemetery which is an important landmark for the city. These large institutional uses have low-rise buildings with large green space areas. The preservation of these green spaces is a priority for the Sector as they provide a buffer from Montreal Road and St. Laurent Boulevard to the surrounding residential areas outside of the Sector.

Policy:

1. For lots with:
 - o frontage on a Traditional Mainstreet; and
 - o a minimum lot area of 1.0 habuilding height up to a maximum of 14 storeys may be permitted provided the design of the site meets the following criteria:
 - a. Include a maximum six storey building height along the Traditional Mainstreet. For high-rise buildings a maximum six storey podium height will be permitted along the Traditional Mainstreet.
 - b. Provide for adequate setbacks and built form transition to adjacent low-rise residential and institutional uses including:

- i. maintaining the provisions for incremental changes in building height for the first six storeys from the rear lot line as contained in the TM Zone;
 - ii. maintaining the minimum interior side yard setback provisions as contained in the TM Zone;
 - iii. providing incremental changes in building height for any interior lot line which begins at the maximum building height permitted in the abutting zone, or other similar building design techniques
- c. Address shadowing impacts and overlook onto residential and institutional areas by orienting high-rise buildings away from low-rise uses.

1.5.1 East Gateway

The boundaries of the East Gateway are identified on Schedule 1. This is the gateway to the District from the east. The gateway has significant potential for residential intensification and mixed-use development. The gateway also serves as the linkage between the residential areas west of St. Laurent Boulevard to the commercial areas east of St. Laurent Boulevard.

Policies

1. Impacts associated with development and redevelopment adjacent to low-rise residential areas and institutional areas will be minimized by:
 - a. Providing sufficient setbacks to reduce the impact of noise, shadowing and overlook into private amenity areas.
 - b. Providing a built form transition to adjacent low-rise residential and institutional areas by:
 - i. Maintaining the provisions for incremental changes in building height from the rear lot line as contained in the TM Zone.
 - ii. Providing incremental changes in building height for any interior lot line which begins at the maximum building height permitted in the abutting Zone.
2. New buildings that face Montreal Road and St. Laurent Boulevard will have window and door entrances that will occupy at least 50% of the building facades. Blank facades facing any street will not be permitted.
3. New buildings at the corners of the site will face all streets and continue the principle facade around the corner.
4. New buildings greater than 18 storeys will have a maximum floor plate of approximately 800 m² and will have a minimum separation distance between high rise buildings of 20.0 metres. For those high-rise buildings with a podium or base, the minimum separation distance is required between the tower portions of the high-rise buildings.
5. New high-rise buildings less than 18 storeys will have a limited floor plate and have sufficient separation distances from other high-rise buildings to address the impacts on shadowing, the micro-climate and public views.
6. Building heights up to a maximum of 20 storeys will be permitted subject to an overall master concept plan which will be implemented through the development application process. The master concept plan shall be prepared by the applicant and will include:
 - a. A concept plan of the site including the location and massing of all buildings with related elevations, open space areas, sidewalks and walkways, vehicular accesses and parking;
 - b. An analysis of multi-modal accesses within the site and between the site and abutting streets;
 - c. Improvements to Major Intersection Four in accordance with Section 2.1 of this Plan;
 - d. A view analysis of the proposed buildings from key viewpoints such as the Notre Dame cemetery;
 - e. An analysis of the shadow impact on the Notre Dame cemetery and other surrounding institutional uses;
 - f. The phasing of development.
7. New buildings that front onto Montreal Road or St. Laurent Boulevard will have a minimum height of two storeys.
8. New buildings greater than six storeys will be permitted fronting onto Montreal Road or St. Laurent Boulevard with a maximum podium height of six storeys.

9. High-rise buildings will be located and oriented towards either Montreal Road or St. Laurent Boulevard.
10. The design of the site will include public art reflecting the history of the District and an area for community focus that is a publicly accessible gathering area for public functions.
11. No vehicular access will be permitted from Morin Street.