

# 11 – Montréal Road District Secondary Plan

## Section 1: Purpose and Objectives

The purpose of this secondary plan is to guide the development of the Montréal Road District. The district has been separated into three sectors: West Sector, Central Sector and East Sector. This secondary plan also identifies four major intersections: Montréal / North River, Vanier Parkway / McArthur, Montréal / Vanier Parkway and Montréal / St. Laurent. The boundaries of each sector and the Major Intersections are identified on Schedule A – Designation Plan. The Official Plan, designates, Montréal Road, McArthur Avenue and St. Laurent Boulevard as Mainstreets and Vanier Parkway as a Scenic Route.

### 1.1 Objectives

- a) Foster development and redevelopment along Mainstreets which complements and improves upon the positive qualities of the existing character of the district.
- b) Improve streetscaping along Montréal Road, McArthur Avenue, St. Laurent Boulevard and the Vanier Parkway.
- c) Improve pedestrian, cycling and transit facilities to ensure safety and enhance mobility throughout the district.
- d) Provide green spaces and other areas for public functions, publicly-accessible landscaped park spaces and public art, that reflects the history of the District.

## Section 2: General Policies

### 2.1 General Policies:

The following policies apply throughout the Montréal Road District:

- 1) Policies within the Official Plan are applicable to all development within the district, whether or not they are described in this secondary plan.
- 2) In the case of a lot where multiple sections of this secondary plan are applicable, the policies of all sections apply.
- 3) Lands required for right of way protection as described in the Official Plan will be dedicated to the City for the purpose of pedestrian, cycling and transit facilities as part of the development application process.
- 4) 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.



- 5) Gateways are identified on Schedule A – Designation Plan. They are unique sites that are most suitable and desirable for significant mixed-use and residential intensification. Development of gateway sites will be distinctively different than any other development within the sector.
- 6) Any development 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.
- 7) New bus shelters may be incorporated into the design of new buildings subject to the review and approval of all applicable agencies.
- 8) Development on lots with frontage along Montréal 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 applicable City standards.
- 9) Development 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.
- 10) 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.
- 11) To maintain consistent built form along Montréal Road and McArthur Avenue, the maximum building height along these Mainstreets will be six storeys, unless otherwise specified in this secondary plan.
- 12) Notwithstanding Section 2.1, Policy 11), the following maximum building heights may be considered:
  - a) Seven storeys on a lot with a depth greater than 30 metres and a minimum lot area of 1200 square metres; or
  - b) Nine storeys on a lot with a depth greater than 30 metres and a minimum lot area of 0.5 hectares; or
  - c) Twelve storeys on a lot with a depth greater than 100 metres and a minimum lot area of 0.5 hectares.
- 13) Where a development according to Section 2.1, Policy 12) is proposed the following criteria must also be met:
  - a) The lot has frontage on a Mainstreet; and



- b) The portion of the building fronting the Mainstreet is a maximum building height of six storeys; and
- c) Adequate setbacks and built form transition to adjacent low-rise residential and institutional uses are provided and include:
  - i) Maintaining the provisions for incremental changes in building height from the rear lot line as required in the Traditional Mainstreet (TM) Zone; and
  - ii) Maintaining the minimum interior side yard setback provisions as required in the TM Zone; and
  - 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; and
  - iv) Addressing shadow impacts and overlook onto residential and institutional areas by orienting high-rise buildings away from low-rise uses.
- 14) Where possible, lands for park space will be dedicated to the City, favoured over cash-in-lieu of parkland and strong efforts to accommodate park space as part of a development should be made.

#### Section 2.1: Site-Specific Policies

- 15) For the lands known municipally as 325, 327 and 333 Montréal Road, 334 Montfort Street and 273 Ste. Anne Avenue, a shelter accommodation and residential care facility are permitted. The development may also include accessory surface parking.
- 16) For the land known municipally as 2 Montréal Road and 3 Selkirk Street the following policies apply:
  - a) 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 Montréal Road; and
  - b) 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.
- 17) Notwithstanding policy 2 of Section 4.1: West Sector, on the lands municipally known as 112 Montreal Road and 314 Gardner Street, building heights ranging from eight up to 37 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 maximum tower floorplate of 800 square metres and minimum separation distances of 22 metres 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 eight storey building height along the Traditional Mainstreet. Where the height of a building along a Traditional Mainstreet is greater than four storeys, a building must be setback a minimum of 2 metres more than the provided setback from the front lot line. For high-rise buildings, a maximum six storey podium height will be permitted.
  - b. Provide for adequate setbacks and built form transition to adjacent low-rise residential and institutional uses including:
    - I. minimum separation distance of 22 metres between the tower portion of high-rise buildings and R1, R2, R3, and R4 Zones.
    - II. maintaining the minimum interior side yard setback provisions as contained in the TM Zone.
    - III. providing podium of a maximum height of four storey for a high-rise building abutting low-rise residential uses.
  - c. Address shadowing impacts and overlook onto residential and institutional areas by ensuring a window of sun exposure for most of the day for abutting low-rise residential uses and minimizing the number of towers abutting low-rise residential uses. (By-law 2023-240)

### Section 3: Major Intersections

The primary goal for the Major Intersection policies is to improve pedestrian and cycling connections. These intersections serve as important links between each sector as well as linkages to other neighbourhoods within the City.



Major Intersection One is the intersection of Montréal Road and North River Road. It 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 McArthur Avenue and the 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 Montréal Road and the Vanier Parkway. This is the beginning of the historic downtown core of the former City of Vanier.

Major Intersection Four is the intersection of Montréal Road and St. Laurent Boulevard. This intersection 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 according to the Official Plan and Transportation Master Plan; and
  - b) Improve connections to transit stops; and
  - c) Include design techniques that reduce pedestrian crossing distances.

## Section 4: Sectors

### 4.1 West Sector

The primary role of the West Sector is to be the entryway from the downtown core 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 to lands designated as West Sector:

- 1) For lots with:
  - a) Frontage on a Mainstreet; and
  - b) A minimum lot area of 1.0 hectares; and
  - c) Building height up to a maximum of 14 storeys may be permitted, provided the criteria in Section 4.1, Policy 2) is met.
- 2) For lots with:
  - a) Frontage on a Mainstreet; and
  - b) A minimum 100 metres of frontage on the Vanier Parkway; and
  - c) A minimum lot area 1.0 hectares; and



- d) Building height up to a maximum of 18 storeys may be permitted provided that the criteria of Section 4.1, Policies 3) and 4) are met.
- 3) All high-rise buildings shall have a limited floor plate and minimum separation distances of 20 metres between high-rise buildings, to address the impacts on shadowing, 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 shall be oriented towards either the Mainstreet or Vanier Parkway.
- 4) Site design will include the following:
  - a) Buildings with a maximum six-storey building height constructed along the Mainstreet. For high-rise buildings, a maximum six-storey podium height will be permitted along the Mainstreet; and
  - b) Adequate setbacks and built form shall provide 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 identified in the TM Zone; and
    - ii) Maintaining the minimum interior side yard setback provisions as contained in the TM Zone; and
    - 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; and
    - iv) Addressing shadowing impacts and overlook onto residential and institutional areas by orienting high-rise buildings away from low-rise uses.

### **West Gateway**

The boundaries of the West Gateway are identified on Schedule A - Designation Plan. 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 lands designated as West Gateway:

- 5) New buildings will frame the green space and the Rideau River on the west side of North River Road.
- 6) Development will be sensitive to the low-rise residential area to the north including reducing shadowing impacts.



- 7) New buildings that face Montréal Road, North River Road or Montgomery Street will have windows and door entrances that will occupy at least 50% of the building facades. Blank facades facing any street will not be permitted.
- 8) New buildings at the corners of the site will face front, functionally relate to all streets and continue the principle facade around the corner.
- 9) New buildings greater than six storeys will be permitted to front Montréal Road or North River Road with a maximum podium height of six storeys.
- 10) New buildings that front Montréal Road will have a minimum building height of two storeys.
- 11) New high-rise buildings 18 storeys or greater will have a maximum floor plate of approximately 800 m<sup>2</sup> 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.
- 12) 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.
- 13) The design of the site will include public art reflecting the history of the district and a park or privately owned public space for use by the public.
- 14) 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, parks and green spaces, sidewalks and walkways, vehicular accesses and parking; and
  - b) An analysis of multi-modal accesses within the site and between the site and abutting streets; and
  - c) Improvements to Major Intersection One according to policies within Section 3 of this secondary plan; and
  - d) Improved connections to Riverain Park on the west side of North River Road; and
  - e) A view analysis of the proposed buildings from key viewpoints including the Cummings Bridge; and
  - f) The phasing of development.

## North River Road

North River Road is an important connection between Montréal 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:

- 15) Development will include improvements to pedestrian and cycling connections to the multi-use pathways along the west side of North River Road.
- 16) New buildings will provide direct pedestrian access to North River Road with a building format which defines the street edge.
- 17) 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.
- 18) No new vehicular accesses will be permitted along North River Road unless the lot does not have access from another street.

## McArthur Avenue

The south side of McArthur Avenue is generally comprised of smaller lots where many residential dwellings have been converted to commercial and office uses. 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:

- 19) Development will limit the number of vehicular accesses and will locate these accesses such that pedestrian connections and safety is prioritized. No net increase to the number of vehicular accesses will be permitted on McArthur Avenue.

### 4.2 Interior of the West Sector

The boundaries of the Interior of the West Sector are shown on Schedule A – Designation Plan. This area consists of a mix of lot sizes, land uses and building types. The proximity to the Mainstreets provides opportunities to redevelop lots with 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 Montréal 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 Montréal 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:

- 20) 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.
- 21) If a number of lots, with frontage on Palace Street, are consolidated for redevelopment purposes a maximum building height of four storeys will be permitted fronting Palace Street.
- 22) Development will provide building transitions from low-rise residential uses and include site and building design techniques that reduce shadowing and overlook onto residential uses.

### **Vanier Parkway - West Sector**

The Vanier Parkway is designated as a Scenic Route in the Official Plan. The Vanier Parkway Agreement of 1974 is a restrictive covenant between the National Capital Commission and the City. It regulates all new accesses to the Vanier Parkway. The parkway has an existing vegetative buffer and preservation and enhancement of this buffer while also ensuring pedestrian connections to the Vanier Parkway is a top priority.

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

- 23) Development on properties which include non-residential use buildings, mixed-use buildings or mid- to high-rise residential use buildings will also provide for direct pedestrian access to Vanier Parkway.
- 24) Development will include enhanced streetscaping and the preservation of the existing vegetative buffer. Any alterations to 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.
- 25) Development will include public art that reflects the historic route of the Vanier Parkway or the history of the former City of Vanier.
- 26) Development of the site 112 Montréal Road will include a publicly accessible pedestrian connection from the Vanier Parkway to Palace Street, as shown on Schedule A – Designation Plan. The proposed connection which aligns with Jeanne Mance Street on the east side of Vanier Parkway can be a pathway or a public road. The location of this access is flexible however the intent is to provide a mid-block connection from the Vanier Parkway to the Interior of the West Sector.

### **4.3 Central Sector**

The lands designated as Central Sector are identified on Schedule A - Designation Plan. 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 sectors.

### **Montréal Road**

The area of the Central Sector along Montréal 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.

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

27) Development will include building, site design and streetscaping elements which reflect the history of the French Quarter. These may include, public art, street furniture and infrastructure and building design.

### **Vanier Parkway – Central Sector**

The lots that 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 and it is a priority to provide these connections.

28) The policies for Vanier Parkway - West Sector apply to development of lots fronting this part of the Vanier Parkway.

### **Marier Street**

Marier Street is a Minor Corridor and a unique local street which provides a direct connection to Beechwood Avenue, a Mainstreet in the Official Plan. 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.

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

## **4.4 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 Montréal Road and St. Laurent Boulevard to the surrounding residential areas outside of the sector.

- 30) For lots with frontage on a Mainstreet and a minimum lot area of 1.0 ha, building 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 Mainstreet. For high-rise buildings a maximum six-storey podium height will be permitted along the Mainstreet; and
  - b) Provide adequate setbacks and transition of the building 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; and
    - ii) maintaining the minimum interior side yard setback provisions as contained in the TM Zone; and
    - 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; and
    - iv) Address shadowing impacts and overlook onto residential and institutional areas by orienting high-rise buildings away from low-rise uses.

### **East Gateway**

Lands designated as East Gateway are identified on Schedule A - Designation Plan. 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.

- 31) 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; and
  - b) Providing 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; and
    - ii) Providing incremental changes in building height for any interior lot line which begins at the maximum building height permitted in the abutting Zone.

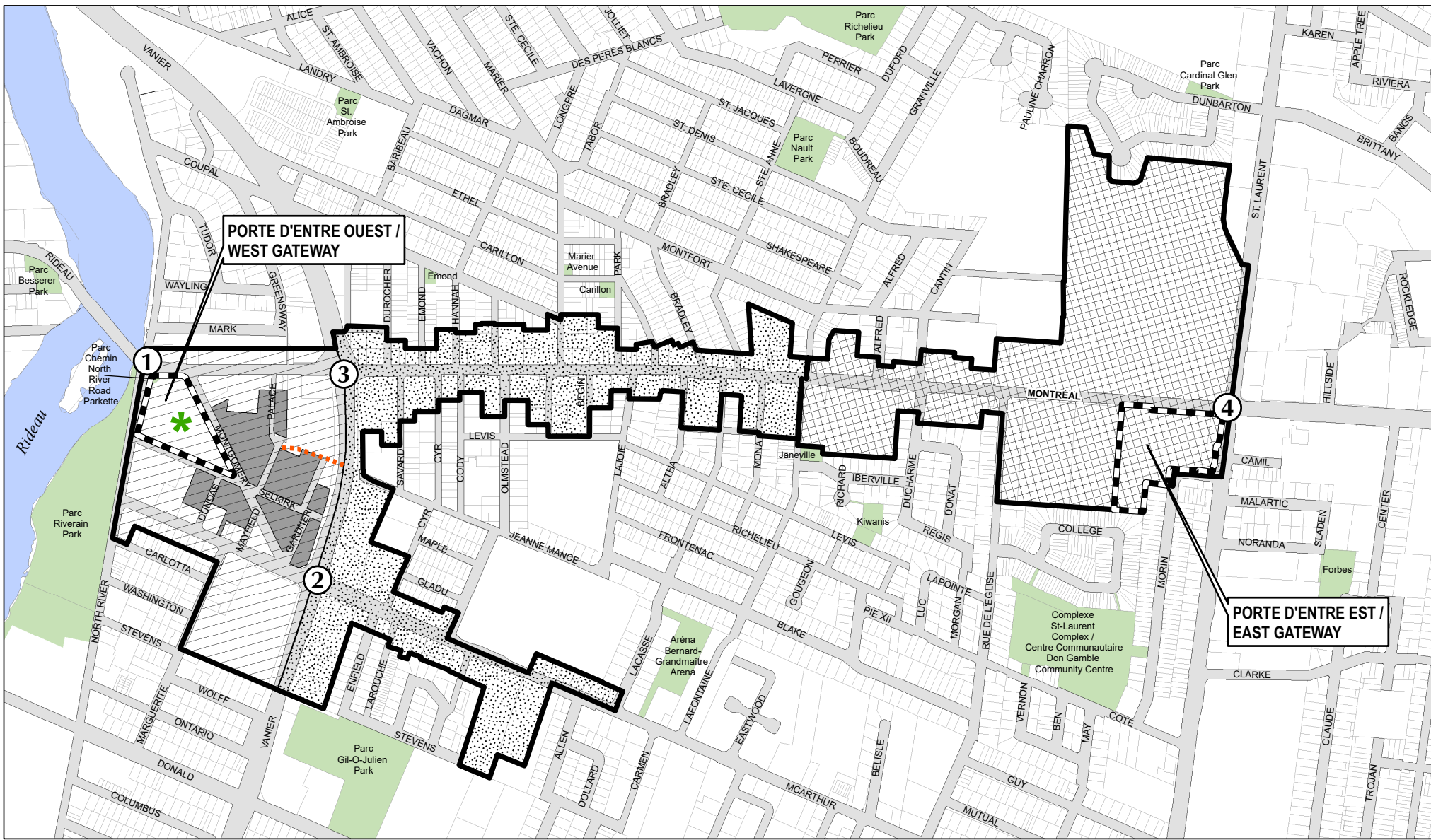
- 32) New buildings that face Montréal Road and St. Laurent Boulevard will have window and door entrances that will occupy at least 50% of the building facades. Blank facades facing any street will not be permitted.
- 33) New buildings at the corners of the site will face all streets and continue the principal facade around the corner.
- 34) New buildings greater than 18 storeys will have a maximum floor plate of approximately 800 m<sup>2</sup> 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.
- 35) 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.
- 36) 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) concept site layout including the location and massing of all buildings with related elevations, green space areas, sidewalks and walkways, vehicular accesses and parking; and
  - b) An analysis of multi-modal accesses within the site and between the site and abutting streets; and
  - c) Improvements to Major Intersection Four; and
  - d) A view analysis of the proposed buildings from key viewpoints such as the Notre Dame cemetery; and
  - e) An analysis of the shadow impact on the Notre Dame cemetery and other surrounding institutional uses; and
  - f) The phasing of development.
- 37) New buildings that front onto Montréal Road or St. Laurent Boulevard will have a minimum height of two storeys.
- 38) New buildings greater than six storeys will be permitted fronting onto Montréal Road or St. Laurent Boulevard with a maximum podium height of six storeys.
- 39) High-rise buildings will be located and oriented towards either Montréal Road or St. Laurent Boulevard.

40) The design of the site will include public art reflecting the history of the district and a privately owned public space for use by the public.

41) No vehicular access will be permitted from Morin Street.








## Schedules



Schedule A – Designation Plan



**Montréal Road District /  
District du chemin Montréal**

SECONDARY PLAN - Volume 2  
**Schedule A - Designation Plan**  
PLAN SECONDAIRE - Volume 2  
**Annexe A - Plan de désignation**

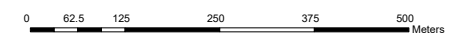
-  Boundary of Secondary Plan / Limite du plan secondaire
-  West Sector / Secteur ouest
-  Interior of West Sector / L'intérieur du secteur ouest
-  Central Sector / Secteur central
-  East Sector / Secteur est
-  Gateways / Portes d'entrée
-  Proposed Connection to Vanier Parkway / Raccordement proposé à la promenade Vanier

-  Park / Parc
-  Future Park / Parc futur

**MAJOR INTERSECTIONS /  
INTERSECTIONS PRINCIPALES**

- ① Montréal / North River
- ② Vanier Parkway / McArthur
- ③ Montréal / Vanier Parkway
- ④ Montréal / St. Laurent

Consolidation and Amendments /  
Consolidation et amendements



Planning, Infrastructure and Economic Development Department,  
Geospatial Analytics, Technology and Solutions  
Services de la planification, de l'infrastructure et du développement économique,  
Analyse géospatiale, technologie et solutions